VIRGINIA DEPARTMENT OF TRANSPORTATION

Interstate-95 - Express Lanes Project

FINAL DESIGN NOISE ANALYSIS REPORT (SEGMENT I-III)

State Project No.: 0095-96A-1077, PE-101; UPC 70849
From: I-95 Exit 143 (Garisonville Road Interchange)
To: I-95/395/495 Interchange
Fairfax, Prince William, and Stafford Counties, VA

Submitted to:

VDOT

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

JUNE
2013

Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Fairfax, Prince William, and Stafford Counties, VA

FINAL DESIGN NOISE ANALYSIS REPORT (SEGMENT I-III)

I-95/395/495 Interchange to Garrisonville Road (I-95 Exit 143)

Submitted to:

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

Submitted by:

McCormick Taylor
Engineers & Planners Since 1946

4951 Lake Brook Drive, Suite 275
Glen Allen, VA 23060

April 2013

TABLE OF CONTENTS

I. Executive Summary 1
II. Introduction 3
III. Noise Analysis Methodology, Terminology and Criteria 4
IV. Validation and Existing Conditions 7
V. Evaluation of Design Year Noise Levels & Noise Impact Assessment 9
VI. Noise Abatement Evaluation 20
VII. Construction Noise 32
VIII. Public Involvement/Local Officials Coordination 33
IX. Noise Contours 34
X. Conclusion 35

TABLES

Table 1 – FHWA/VDOT Noise Abatement Criteria
Table 2 – I-95 Express Lanes Project - (2012) Noise Monitoring and Validation Results
Tables 3-37–I-95 Express Lanes Project - Sound Level Summary – CNEs E through MM
Table 38-61 – I-95 Express Lanes Project - Optimized Barrier Analysis – CNE G through MM
Table 62 – I-95 Express Lanes Project – CNE Noise Barrier Summary

FIGURES

Figure 1 – Regional Location Map
Figures 2-21 – CNE E through MM Project Location Map

APPENDICES

Appendix A – Noise Meter Calibration Certificates
Appendix B – Noise Monitoring Data Forms
Appendix C – Metrosonics Printouts
Appendix D – Traffic Data Summary
Appendix E – HB 2577 Documentation
Appendix F – Warranted, Feasible, & Reasonable Worksheets
Appendix G – References
Appendix H – List of Preparers & Reviewers
Appendix I – Barrier Height Chart
Appendix J – QA/QC Documentation

I. Executive Summary

Under provisions of Virginia's Public-Private Transportation Act of 1995 (PPTA), VDOT and private partners Fluor Virginia, Inc. and Transurban USA, Inc (Fluor-Transurban) propose to construct high-occupancy toll (HOT) lanes within the median of I-95 south of Dumfries and convert the existing high-occupancy vehicle (HOV) lanes to HOT lanes from I-95 Exit 143 (Garrisonville Road) north to I-395, Exit 3A (Duke Street Interchange). The project area extends approximately 29 miles in length. At the northern terminus, the transition to the existing I-395 HOV lanes and general-purpose lanes will occur just north of the I-395/Edsall Road interchange (Exit 2B). The majority of the construction for the project will occur within the I-95 and I-395 median, and parcels adjacent to the I-95 corridor could potentially incur direct or indirect noise impacts as a result of the proposed project improvements. The noise analysis for the project specifically focuses on the noise-sensitive land use areas adjacent to the project corridor. The regional location of the project can be seen in ***Figure 1***, whereas the detailed study area for Segments I-III can be seen in ***Figures 2-21***.

This report documents the Existing and Design Year Build noise levels associated with the I-95 Express Lanes Project. For the purposes of project construction schedule and feasibility, the entire project area is being divided into four construction segments, or study areas. This report details the Final Design noise analysis results for Segments I-III, the limits of which are defined by the I-495 Interchange with I-95/I-395 to the north, extending to Garrisonville Road (Exit 143) to the south (See ***Figures 2-21***). The noise analysis results for the remaining Segment IV are detailed in a separate technical report.

Noise monitoring for Segments I-III was performed at 42 locations during free-flow conditions. Noise modeling was conducted for numerous additional sites to gain a thorough understanding of the existing noise environment and to determine how the proposed improvements would affect the noise levels throughout the project area. Project field views were performed to examine the project area, as well as to document major sources of acoustic shielding (e.g., terrain lines, and building rows, etc.) adjacent to the project corridor. For reporting purposes, the project was divided into areas of Common Noise Environment, referred to as CNEs. Noise modeling was completed for Existing (2012) and Design Year Build (2035) conditions. Due to high existing traffic volumes along I-95, existing (2012) worst-case noise levels exceed FHWA/VDOT Noise Abatement Criteria (NAC) at the majority of the front-row receptors in the project area.

Design Year Build (2035) noise levels were predicted at each monitored and modeled receptor site under the proposed improvements. As identified in ***Tables 3-37,*** by the sound level ranges listed in Column 5, Design Year Build (2035) noise levels are projected to approach or exceed the FHWA/VDOT NAC within the majority of the CNEs. In total, 777 residential land use areas, two tennis courts, the Elizabeth Vaughan Elementary School, the Dumfries Elementary School, the Calvary Christian School, Locust Shade Park, the Forest Greens Golf Club, the Marine Corps Museum, a Community Center Pool, and athletic fields associated with Smith Lake Park warrant noise abatement consideration. In addition, Design Year Build (2035) noise levels were predicted for areas of residential development that are currently or proposed to be under construction in the near future. These areas do not meet the VDOT requirement for permitted land uses; therefore they are not included in the abatement analyses. Noise abatement

evaluations conclude that noise abatement is warranted, feasible and reasonable for CNEs H, N, R, X, DD, EE, JJ, KK, LL and MM as shown on the ***Figures***. A detailed discussion of the noise abatement evaluation is described in this report.

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 impacts to the noise-sensitive environment located adjacent to the project corridor. For this reason, FHWA and VDOT have established a noise analysis methodology and associated noise level criteria to assess the potential noise impacts associated with the construction and use of transportation projects.

The I-95 Express Lanes, Segments I-III, project study area begins at the I-495 Interchange with I-95/I-395 to the north and extends to Garrisonville Road (Exit 143) to the south. (***Figures 2-21***).

This report details the steps involved in the Final Design noise analysis for the I-95 Express Lanes Project, including noise monitoring/modeling methodologies, results, impact evaluation, and noise abatement optimization.

Any noise abatement found to satisfy VDOT's three-phased approach to noise abatement during the final design noise analysis is not considered final until it is approved by the FHWA and VDOT.

III. Noise Analysis Methodology, Terminology and Criteria

To determine the degree of highway noise impact, NAC have been established for the different land use categories, as shown in ***Table 1***. The majority of the land use areas within the project corridor are considered Category B; however, several Category C land use areas are also present. Category B receptors are comprised of and limited to residential areas, while Category C land use areas represent the following: active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. Also, Category F land use areas are not present within the predicted 66-dBA contour line. Coordination was performed in May and August 2012, with the counties and local planning departments, to determine areas of planned and permitted future development. Some are currently under construction and have been evaluated as part of this project. Other developments are in various stages of the planning process and have not been evaluated for potential abatement. However, these developments are mentioned in the appropriate sections of this report.

The NAC are given in terms of an hourly, A-weighted, equivalent sound level. The A-weighted sound level frequency is used for human use areas because it is comprised of the sound level frequencies that are most easily distinguished by the human ear, out of the entire sound level spectrum. Highway traffic noise is categorized as a linear noise source, where varying noise levels occur at a fixed point during a single vehicle pass by. It is acceptable to characterize these fluctuating noise levels with a single number known as the equivalent noise level (L_{eq}). The L_{eq} is the value of a steady sound level that would represent the same sound energy as the actual time-varying sound evaluated over the same time period. For highway noise assessments, L_{eq} is typically evaluated over a one-hour period.

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

- Predicted highway traffic noise levels (for the design year) approach or exceed the highway traffic noise abatement criteria in ***Table 1***. "Approach" has been defined by VDOT as 1 dBA below the noise abatement criteria.

~or~

- A substantial noise increase has been defined by VDOT as a 10 dBA increase above existing noise levels for all noise-sensitive exterior activity categories. A 10 dBA increase in noise reflects the generally accepted range of a perceived doubling of the loudness.

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

The identification of noise-sensitive land use areas and the location of existing I-95 guided the selection of noise monitoring locations along the project corridor. In order to determine the existing noise conditions within the project area, noise monitoring was conducted at 42 representative noise sensitive receptor sites (E1 through MM2). ***Figures 2-21*** identify the limits of Segments I-III and the locations of the noise monitoring sites.

Monitoring was performed at each of the selected noise sensitive receptors 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 the requirements of the American National Standard Specifications for Type 2 Sound Level Meters, ANSI S1.4-1983 (R1991), 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).

Noise monitoring was conducted on May 10 and June 21, 2012. The data collected was used to evaluate the traffic noise during the loudest hours of a typical weekday. The receptor sites were selected based on their proximity to existing I-95, the dominant noise source in the project area.

The 24-hour monitoring data in the ***Preliminary Noise Analysis*** was referenced to conclude that congestion typically occurs in the peak travel periods of 6:00 AM to 9:00 AM and again between the hours of 4:00 PM and 6:00 PM. Traffic congestion that occurs during peak periods typically correlates to slower travel speeds, which then yields lower overall noise levels. Although traffic volumes may be slightly less during the off-peak travel periods, the traffic is able to travel at (or above) the posted speeds of 65 mph. To avoid peak period traffic congestion and to perform the monitoring during worst-case noise conditions, noise monitoring was performed between the hours of 9:00 AM and 3:00 PM.

Short-term noise monitoring was conducted at each receptor site for at least 10-minutes and longer when practical. Short-term noise monitoring is not a process to determine design year noise impacts or barrier locations. Short-term noise monitoring provides a level of consistency between what is present in real-world situations and how that is represented in the computer noise model. Short-term monitoring does not need to occur within every CNE to validate the computer noise model.

During the short-term monitoring phase, noise levels were recorded at 10-second intervals for the 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 recorded interval. Additional data collected at each monitoring location included atmospheric conditions, wind speed, background noise sources, and unusual/atypical noise events. Traffic data (vehicle volume and speed) were also recorded on roadways visible from the monitoring sites and substantially contributed to the overall noise levels. Traffic was grouped into one of three categories: cars, medium trucks, and heavy trucks, per VDOT procedures. This data were used during the noise model validation process.

The methodologies applied to the noise analysis for the I-95 Express Lanes Project are in accordance with VDOT's "*Highway Traffic Noise Impact Analysis Guidance Manual*", effective

July 13, 2011, updated September 2011. VDOT guidelines are based on Title 23 of the Code of Federal Regulations, Part 772 and the Federal Highway Administration's Procedures for Abatement of Highway Traffic Noise and Construction Noise, (23 CFR 772).

IV. Validation and Existing Conditions

Computer modeling is the accepted technique for predicting Existing and Design Year noise levels associated with traffic-induced noise. Currently, the FHWA Traffic Noise Model (TNM) 2.5 computer-modeling program is the approved highway noise prediction model. The TNM has been established as a reliable tool for representing noise generated by highway traffic. The information applied to the modeling effort includes the following: highway design files (existing and proposed design), traffic data, roadway cross-sections, and surveying of terrain. Base mapping, aerial photography, and field views were used to identify noise-sensitive land use areas within the corridor and any terrain features that may shield roadway noise. The majority of the land use areas in the project area are residential and are categorized as Category B.

The modeling process begins with model validation, 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 Design Year conditions are due to changes in traffic conditions and not to discrepancies between monitoring and modeling techniques. A difference of three decibels (3 dBA) or less between the monitored and modeled level is considered acceptable, since this is the limit of change detectable by the typical human ear. ***Table 2*** provides a summary of the model validation for the Existing (2012) monitored conditions. ***Column 6*** represents the difference between the monitored level (***Column 4***) and the level produced by the noise model (***Column 5***). Since most of the analyzed receptors show less, or equal to, a 3 dBA difference between the monitored and modeled noise levels, the model is considered an accurate representation of existing conditions throughout the project area. Receptor site O1 does not validate due to non-roadway noise sources that were present during the noise monitoring phase at this location. A careful review of the monitoring data was performed, as well as a review of the existing topographic files. All applicable shielding terrain features were incorporated into the noise models in this location. The difference in the noise monitoring and modeling sound levels is due mainly to the presence of local resident traffic along Lorton Road and Sanger Street, affecting monitored sound levels.

The validated noise model was the base noise model used for the final design noise analysis. An additional 607 modeling sites were added to the validated model to predict existing noise levels throughout the project corridor. Additional noise modeling was performed for existing conditions using traffic data derived by traffic engineers in the preliminary analysis (***Appendix D***). This modeling step was performed to evaluate existing "worst-case" conditions associated with existing worst-case traffic volumes and composition. ***Column 4*** of ***Tables 3-37*** provides a summary of worst-case existing noise levels, based on supplied worst-case existing traffic volumes. Using 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 the noise-sensitive land use areas along existing I-95, using the latest version of the FHWA TNM 2.5. Existing worst-case (2012) noise levels were determined by incorporating field reconnaissance of the existing transportation network into the

noise model. Major and secondary roadways in close proximity to receptor sites that carry substantial traffic volumes were included in the noise model. For the purposes of this noise analysis, it was determined through field verification that I-95 is the dominant noise source for the majority of the project area.

The traffic data supplied by traffic engineers, including volumes, speeds and composition, were added to the noise model to predict existing, worst-case noise levels throughout the project corridor. The traffic data used in the preliminary noise analysis has been determined to be valid for the final design noise analysis. Posted and free-flow roadway speeds were identified during the field view and were also incorporated into the noise model.

Analysis locations were grouped into CNEs, which are groupings of receptor sites that, by location, form distinct communities within the project area and have a common noise environment. These areas were used to evaluate traffic noise impacts and potential noise abatement options to residential developments or communities as a whole, and to assess the feasibility and reasonableness of potential noise abatement measures for specific communities. Where residential communities or groupings of noise-sensitive land use areas exist, both noise monitoring and noise modeling-only sites were grouped into a CNE. A detailed discussion of each CNE and its respective, predicted sound levels is contained in ***Section V*** of this report.

V. 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 then projected Design Year Build (2035) noise levels. This task was accomplished by accounting for the proposed project improvements and applying Design Year (2035) traffic volumes and composition to the validated computer model. Design Year Build (2035) noise levels were then predicted with the improvements in place and in use.

The next step in the noise analysis was to project Design Year Build (2035) noise levels and to determine if receptors approach or exceed the NAC. If the criteria are approached or exceeded at any receptor, noise abatement was considered and evaluated in an attempt to reduce Design Year noise levels. The noise levels associated with the Design Year Build (2035) modeling analysis are summarized in ***Column 5*** of ***Tables 3-37***. As shown, Design Year Build (2035) noise levels are projected to approach or exceed the NAC at 777 residential land use areas, two tennis courts, the Elizabeth Vaughan Elementary School, the Dumfries Elementary School, the Calvary Christian School, Locust Shade Park, the Marine Corps Museum, the Forest Greens Golf Club, a Community Center Pool, at athletic fields associated with Smith Lake Park and at several non-permitted residential land uses.

The information applied to the Design Year modeling effort included the following: proposed roadway improvements and traffic data derived from modeling efforts for Design Year Build (2035) conditions. Base mapping and field views were used to further identify noise-sensitive land use areas and terrain that shields noise levels considerably within the project corridor. The Design Year Build (2035) conditions model was created by adding the proposed roadway improvements to the existing computer model and accounting for proposed roadway changes in vertical and horizontal alignment.

Design Year (2035) traffic volumes, vehicle composition, and speeds were assigned to the existing and proposed roadways. The traffic data used in the noise analyses were derived from traffic engineering studies for the project (***Appendix D***).

Overall, Design Year Build (2035) noise levels are not anticipated to increase substantially from the Existing Year (2012) noise levels. Traffic volumes between the Existing and Build scenarios are relatively consistent as Vehicle Miles Traveled (VMT) is forecasted to decrease, or remain steady, for the next 25 years. However, since this is a congested corridor, existing noise levels are quite high, with the majority of the evaluated land use areas currently exceeding the NAC. Therefore, Design Year Build noise levels associated with this analysis exceed the NAC at many of the same noise-sensitive land use areas that are above criteria today. The following paragraphs discuss the predicted sound levels for each of the CNE's within Segments I-III.

CNE E

Common Noise Environment E (CNE E) is located in the northern portion of the project area, immediately south of the I-495 Interchange with I-95/I-395 and west of I-95. CNE E contains one monitoring site (E1) and 14 "modeling-only" receptor sites, as shown in ***Figure 2***, which represent the noise-sensitive land use areas along Cabin John Road and Augusta Drive. Existing

worst-case noise levels range from 59-64 dBA, as shown in ***Column 4*** of ***Table 3***. The dominant noise source within CNE E is I-95. An existing noise barrier currently provides policy compliant noise mitigation to CNE E. Design Year Build (2035) sound levels were predicted to remain relatively consistent and range from 59-64 dBA, with no noise impacts predicted within CNE E. Since sound levels do not exceed the NAC, noise abatement is not warranted and will not be discussed further.

CNE F

Common Noise Environment F (CNE F) is located in the northern portion of the project area, immediately south of the I-495 Interchange with I-95/I-395 and east of I-95. CNE F contains one monitoring site (F1) and 18 "modeling-only" receptor sites, as shown in ***Figure 2***, which represent the noise-sensitive land use areas along Bowie Drive and Bison Street. Existing worst-case noise levels range from 57-64 dBA, as shown in ***Column 4*** of ***Table 4***. The dominant noise source within CNE F is I-95. An existing noise barrier currently provides policy compliant noise mitigation to CNE F. Design Year Build (2035) sound levels were predicted to range from 56-63 dBA, with no noise impacts predicted within CNE F. The slight decrease in sound levels from existing to future conditions are due mainly to a redistribution of traffic volumes and truck percentages and the fact that additional volumes will be directed to the Express lanes, which are further from the receptor. Since sound levels do not exceed the NAC, noise abatement is not warranted and will not be discussed further.

CNE G

Common Noise Environment G (CNE G) is located in the northern portion of the project area, immediately north of the Franconia-Springfield Parkway and west of I-95. CNE G contains one monitoring site (G1) and five "modeling-only" receptor sites, as shown in ***Figure 3***, which represent the noise-sensitive land use areas along Oriole Avenue, Villa Park Road, Backlick Road and Supreme Court. Existing worst-case noise levels range from 63-71 dBA, as shown in ***Column 4*** of ***Table 5***. The dominant noise source within CNE G is I-95 and the Franconia-Springfield Parkway interchange ramps. Design Year Build (2035) sound levels were predicted to remain relatively consistent and range from 62-70 dBA, with noise impacts predicted at two receptor sites, representing nine residences, within CNE G. The slight decrease in sound levels from existing to future conditions are due mainly to a redistribution of traffic volumes and truck percentages and the fact that additional volumes will be directed to the Express lanes, which are further from the receptor. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed in the following sections of this report.

CNE H

Common Noise Environment H (CNE H) is located in the northern portion of the project area, south of the Franconia-Springfield Parkway and west of I-95. CNE H contains one monitoring site (H1) and 20 "modeling-only" receptor sites, as shown in ***Figure 4***, which represent the noise-sensitive land use areas along Backlick Road, Lamar Drive and Forest View Drive. Existing worst-case noise levels range from 60-74 dBA, as shown in ***Column 4*** of ***Table 6***. The dominant noise source within CNE H is I-95 with some influence from Backlick Road. Design

Year Build (2035) sound levels were predicted to range from 62-76 dBA, with noise impacts predicted at 15 receptor sites, representing 34 residences, within CNE H. CNE H is currently protected by an older, wooden sound barrier. Since sound levels exceed the NAC with this wooden sound barrier in place, noise abatement is warranted and will be discussed in the following sections of this report.

CNE I

Common Noise Environment I (CNE I) is located in the northern portion of the project area, south of the Franconia-Springfield Parkway and east of I-95. CNE I contains one monitoring site (I1) and 23 "modeling-only" receptor sites, as shown in ***Figure 4***, which represent the noise-sensitive land use areas between Loisdale Road and Layton Drive. Existing worst-case noise levels range from 59-68 dBA, as shown in ***Column 4*** of ***Table 7***. The dominant noise source within CNE I is I-95 with major influence from Loisdale Road. Design Year Build (2035) sound levels were predicted to range from 59-69 dBA, with noise impacts predicted at 12 receptor sites, representing 42 residences, within CNE I. The slight decrease in sound levels from existing to future conditions are due mainly to a redistribution of traffic volumes and truck percentages and the fact that additional volumes will be directed to the Express lanes, which are further from the receptor. CNE I is also protected by an existing sound barrier. Since sound levels exceed the NAC with this sound barrier in place, noise abatement is warranted and will be discussed in the following sections of this report.

CNE J

Common Noise Environment J (CNE J) is located in the northern portion of the project area, north of Rolling Road and west of I-95. CNE J contains one monitoring site (J1) and 11 "modeling-only" receptor sites, as shown in ***Figure 5*** which represent the noise-sensitive land use areas along Pin Oak Drive, Southern Oak Drive and Canyon Oak Drive. Existing worst-case noise levels range from 58-65 dBA, as shown in ***Column 4*** of ***Table 8***. CNE J is protected by an existing sound barrier. Design Year Build (2035) sound levels were predicted to range from 58-65 dBA, with no noise impacts predicted within CNE J. Since sound levels do not exceed the NAC with this sound barrier in place, noise abatement is not warranted and will not be discussed further.

CNE K

Common Noise Environment K (CNE K) is located in the northern portion of the project area, south of Rolling Road and west of I-95. CNE K contains one monitoring site (K1) and seven "modeling-only" receptor sites, as shown in ***Figure 5***, which represent the noise-sensitive land use areas along Wadebrook Terrace and Hickory Glen Way. Existing worst-case noise levels range from 58-63 dBA, as shown in ***Column 4*** of ***Table 9***. CNE K is protected by an existing sound barrier. Design Year Build (2035) sound levels were predicted to range from 58-63 dBA, with no noise impacts predicted within CNE K. Since sound levels do not exceed the NAC with this sound barrier in place, noise abatement is not warranted and will not be discussed further.

CNE L

Common Noise Environment L (CNE L) is located in the northern portion of the project area, north of Pohick Road and east of I-95. CNE L contains one monitoring site (L1) and five "modeling-only" receptor sites, as shown in ***Figure 5***, which represent the noise-sensitive land use areas along Lagrange Street. Existing worst-case noise levels range from 57-58 dBA, as shown in ***Column 4*** of ***Table 10***. CNE L is protected by an existing sound barrier. Design Year Build (2035) sound levels were predicted to range from 57-58 dBA, with no noise impacts predicted within CNE L. Since sound levels do not exceed the NAC with this sound barrier in place, noise abatement is not warranted and will not be discussed further.

CNE M

Common Noise Environment M (CNE M) is located in the northern portion of the project area, south of Pohick Road and east of I-95. CNE M contains one monitoring site (M1) and four "modeling-only" receptor sites, as shown in ***Figure 5***, which represent the noise-sensitive land use areas along Bennington Boulevard and Milford Haven Drive. Existing worst-case noise levels range from 62-64 dBA, as shown in ***Column 4*** of ***Table 11***. CNE M is protected by an existing sound barrier. Design Year Build (2035) sound levels were predicted to range from 62-64 dBA, with no noise impacts predicted within CNE M. Since sound levels do not exceed the NAC with this sound barrier in place, noise abatement is not warranted and will not be discussed further.

CNE N

Common Noise Environment N (CNE N) is located in the central portion of the project area, north of the Lorton Road Interchange and west of I-95. CNE N contains two monitoring sites (N2 and N3) and 23 "modeling-only" receptor sites, as shown in ***Figure 6***, which represent the noise-sensitive land use areas along Fleenor Lane, and Paper Birch Drive. Portions of CNE N contain ongoing residential construction and active permits have been acquired prior to the date of public knowledge on 12/5/11. As per VDOT procedures, areas with active permits will be evaluated and will equally qualify for abatement studies if warranted. Also, an existing sound barrier currently protects the southern portion of CNE N in the vicinity of the off-ramp. Existing worst-case noise levels range from 60-76 dBA, as shown in ***Column 4*** of ***Table 12***. Design Year Build (2035) sound levels were predicted to range from 61-76 dBA, with noise impacts predicted at 58 residential land uses and two tennis courts within CNE N. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed in the following sections of this report.

CNE O

Common Noise Environment O (CNE O) is located in the central portion of the project area, south of Lorton Road and west of I-95. CNE O contains one monitoring site (O1) and seven "modeling-only" receptor sites, as shown in ***Figure 7***, which represent the noise-sensitive land use areas along Sanger Street and Springwood Meadow Lane. A planned residential development is pending approval at the southern end of Sanger Street. No active building permits are present as of the date of public knowledge (12/5/11), therefore this development will

not be considered as part of this analysis. Existing worst-case noise levels range from 54-63 dBA, as shown in ***Column 4*** of ***Table 13***. Design Year Build (2035) sound levels were predicted to range from 56-63 dBA, with no noise impacts predicted within CNE O. Since sound levels do not exceed the NAC, noise abatement is not warranted and will not be discussed further.

CNE P

Common Noise Environment P (CNE P) is located in the central portion of the project area, south of Lorton Road and east of I-95. CNE P contains one monitoring site (P1) and 13 "modeling-only" receptor sites, as shown in ***Figure 7***, which represent the noise-sensitive land use areas along Lorton Market Street and Gunston Hill Lane. An existing noise barrier currently protects CNE P from I-95 traffic noise. Existing worst-case noise levels range from 62-70 dBA, as shown in ***Column 4*** of ***Table 14***. Design Year Build (2035) sound levels were predicted to range from 62-70 dBA, with noise impacts predicted as 24 residential land uses within CNE P. Since sound levels exceed the NAC with the existing noise barrier in place, noise abatement is warranted and will be discussed further.

CNE Q

Common Noise Environment Q (CNE Q) is located in the central portion of the project area, north of Gordon Boulevard and I-95. CNE Q contains six "modeling-only" receptor sites, as shown in ***Figure 8***, which represent the noise-sensitive land use areas along Swan Point Road. An existing noise barrier currently protects CNE Q from I-95 traffic noise. Existing worst-case noise levels range from 62-65 dBA, as shown in ***Column 4*** of ***Table 15***. Design Year Build (2035) sound levels were predicted to range from 62-65 dBA, with no noise impacts predicted at within CNE Q. Since sound levels do not exceed the NAC, noise abatement is not warranted and will not be discussed further.

CNE R

Common Noise Environment R (CNE R) is located in the central portion of the project area, south of Gordon Boulevard and north of I-95. CNE R contains three monitoring sites (R1-R3) and 38 "modeling-only" receptor sites, as shown in ***Figures 8*** and ***9***, which represent the noise-sensitive land use areas along Devils Reach Road, Devil Lane, and Habrown Court. An existing noise barrier currently protects CNE R from I-95 traffic noise. Existing worst-case noise levels range from 56-72 dBA, as shown in ***Column 4*** of ***Table 16***. Design Year Build (2035) sound levels were predicted to range from 57-74 dBA, with noise impacts predicted at 27 residences within CNE R. It should be noted that the impacts occur at the termini of the existing noise barrier; therefore it is reasonable to assume that flanking noise from I-95 is causing the noise impact. Since sound levels exceed the NAC with the existing noise barrier in place, noise abatement is warranted for the barrier termini locations and will be discussed further.

CNE S

Common Noise Environment S (CNE S) is located in the central portion of the project area, south of Gordon Boulevard and south of I-95. CNE S contains three monitoring sites (S1-S3)

and 41 "modeling-only" receptor sites, as shown in ***Figures 8, 9*** and ***10***, which represent the noise-sensitive land use areas along Willow Lane, Hylton Avenue, Carter Lane and Armstead Street. An existing noise barrier currently protects CNE S from I-95 traffic noise. Existing worst-case noise levels range from 58-73 dBA, as shown in ***Column 4*** of ***Table 17***. Design Year Build (2035) sound levels were predicted to range from 58-74 dBA, with noise impacts predicted at 52 residences within CNE S. It should also be noted that noise impacts occur at the termini of the existing noise barrier; therefore it is reasonable to assume that flanking noise from I-95 is causing the noise impact. Since sound levels exceed the NAC with the existing noise barrier in place, noise abatement is warranted for the barrier termini locations and will be discussed further.

CNE T

Common Noise Environment T (CNE T) is located in the central portion of the project area, south of the Prince William Parkway and east of I-95. CNE T contains 34 "modeling-only" receptor sites, as shown in ***Figure 10***, which represent the noise-sensitive land use areas associated with the Woodbridge Middle School and the Elizabeth Vaughan Elementary School. Noise impacts for these two areas were evaluated using the "grid" system, per VDOT guidance. Furthermore, interior sound levels were predicted at the schools and the church. Existing worst-case noise levels range from 54-73 dBA, as shown in ***Column 4*** of ***Table 18***. Design Year Build (2035) exterior sound levels were predicted to range from 54-73 dBA, with noise impacts predicted at the Elizabeth Vaughan Elementary School. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE U

Common Noise Environment U (CNE U) is located in the central portion of the project area, south of the Prince William Parkway and east of I-95. CNE U contains 6 "modeling-only" receptor sites, as shown in ***Figure 11***, which represent the noise-sensitive land use areas along Orange Court. Existing worst-case noise levels range from 59-62 dBA, as shown in ***Column 4*** of ***Table 19***. Design Year Build (2035) sound levels were predicted to range from 59-62 dBA, with no noise impacts predicted within CNE U. Since sound levels do not exceed the NAC, noise abatement is not warranted and will be not discussed further.

CNE V

Common Noise Environment V (CNE V) is located in the central portion of the project area, north of Opitz Boulevard and east of I-95. CNE V contains two "modeling-only" receptor sites, as shown in ***Figure 11***, which represent the Sentara Potomac Hospital. Due to the non-existence of an outdoor use area with the hospital, the hospital will be categorized as a Category D land use. Upon reference of ***Table 1***, Category D land uses require an assessment of interior sound levels. Current guidance indicates that modern construction practices and materials yield an approximate 25 dBA insertion loss when comparing exterior to interior sound levels. Both of these values are listed in ***Table 20***. Existing worst-case noise levels range from 62-66 dBA (exterior) and 37-41 (interior), as shown in ***Column 4*** of ***Table 20***. Design Year Build (2035) sound levels were predicted to remain the same, with no noise impacts predicted within CNE V.

Since sound levels do not exceed the NAC, noise abatement is not warranted and will be not discussed further.

CNE W

Common Noise Environment W (CNE W) is located in the central portion of the project area, south of the Opitz Boulevard and east of I-95. CNE W contains two "modeling-only" receptor sites, as shown in ***Figure 11***, which represent the noise-sensitive land use areas associated with the Wegman's Grocery Store. The modeling receptors were placed at outdoor picnic tables, therefore are considered Category E land uses. Existing worst-case noise levels are approximately 64 dBA, as shown in ***Column 4*** of ***Table 21***. Design Year Build (2035) sound levels were predicted to range from 64-65 dBA, with no noise impacts predicted within CNE W. Since sound levels do not exceed the NAC, noise abatement is not warranted and will be not discussed further.

CNE X

Common Noise Environment X (CNE X) is located in the central portion of the project area, north of Cardinal Drive and east of I-95. CNE X contains two monitoring sites (X1-X2) and 12 "modeling-only" receptor sites, as shown in ***Figure 12***, which represent the noise-sensitive land use areas along Palermo Terrace, Stockholm Way and the worst-case outdoor use area associated with the Northern Virginia Community College (NVCC). Existing worst-case noise levels range from 59-73 dBA, as shown in ***Column 4*** of ***Table 22***. Design Year Build (2035) sound levels were predicted to range from 59-74 dBA, with noise impacts predicted at 39 residences within CNE X. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE Y

Common Noise Environment Y (CNE Y) is located in the central portion of the project area, south of Cardinal Drive and east of I-95. CNE Y contains one monitoring sites (Y1) and 12 "modeling-only" receptor sites, as shown in ***Figure 13***, which represent the noise-sensitive land use areas along Donald Curtis Drive and the phases under construction for the Eagle Pointe East Development. Only those land uses currently holding a building permit before the date of public knowledge (12/5/11), are being assessed as part of this analysis. Existing worst-case noise levels range from 51-72 dBA, as shown in ***Column 4*** of ***Table 23***. Design Year Build (2035) sound levels were predicted to range from 51-73 dBA, with noise impacts predicted at 18 residences within CNE Y. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE Z

Common Noise Environment Z (CNE Z) is located in the central portion of the project area, south of Cardinal Drive and west of I-95. CNE Z contains four "modeling-only" receptor sites, as shown in ***Figure 13***, which represent the residences along Labourn Drive. Also, the area just south of Cardinal Drive represents the future, planned Eagles West Residential Development.

Only those land uses currently holding a building permit before the date of public knowledge (12/5/11), are being assessed as part of this analysis. Coordination with Prince William County was performed again on August 21, 2012 and no active building permits are present within the subdivision. Existing worst-case and Design Year Build (2035) noise levels are shown in ***Column 4*** of ***Table 24*** for documentation purposes. Since there are no predicted impacts within CNE Z, noise abatement consideration is not warranted and will not be discussed further.

CNE AA

Common Noise Environment AA (CNE AA) is located in the central portion of the project area, north of Dumfries Road and east of I-95. CNE AA contains three monitoring sites (AA1-AA3) and 35 "modeling-only" receptor sites, as shown in ***Figure 14*** and ***15***, which represent the noise-sensitive land use areas along Telescope Lane, Reservoir Loop and the athletic fields associated with the Potomac High School. Noise impacts for these sensitive areas were evaluated using the "grid" system, per VDOT guidance. Existing worst-case noise levels range from 48-69 dBA, as shown in ***Column 4*** of ***Table 25***. Design Year Build (2035) sound levels were predicted to range from 49-69 dBA, with noise impacts predicted at 10 residences within CNE AA. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE BB

Common Noise Environment BB (CNE BB) is located in the central portion of the project area, north of Dumfries Road and east of I-95. CNE BB contains five "modeling-only" receptor sites, as shown in ***Figure 15***, which represent the areas of potential future development north of Dumfries Road and west of I-95 and a hotel pool. At this time, there is no ongoing development at this location. Existing worst-case noise levels range from 57-60 dBA, as shown in ***Column 4*** of ***Table 26***. Design Year Build (2035) sound levels were predicted to range from 58-61 dBA, with no potential noise impacts predicted CNE BB. Since sound levels do not exceed the NAC, noise abatement is not warranted and will not be discussed further.

CNE CC

Common Noise Environment CC (CNE CC) is located in the central portion of the project area, south of Dumfries Road and east of I-95. CNE CC contains one monitoring site (CC1) and six "modeling-only" receptor sites, as shown in ***Figure 15*** which represent the noise-sensitive land use areas along Prince William Circle. An existing noise barrier currently protects CNE CC from I-95 traffic noise and the off-ramp from I-95 northbound. Existing worst-case noise levels range from 56-61 dBA, as shown in ***Column 4*** of ***Table 27***. Design Year Build (2035) sound levels were predicted to range from 58-61 dBA, with no noise impacts predicted within CNE CC. Since sound levels do exceed the NAC with the existing noise barrier in place, noise abatement is not warranted and will not be discussed further.

CNE DD

Common Noise Environment DD (CNE DD) is located in the central portion of the project area, south of Dumfries Road and west of I-95. CNE DD contains three monitoring sites (DD1-DD3)

and 23 "modeling-only" receptor sites, as shown in ***Figure 16***, which represent the noise-sensitive land use areas along Van Buren Road, Presidential Hill Loop and Mine Road. Existing worst-case noise levels range from 56-74 dBA, as shown in ***Column 4*** of ***Table 28***. Design Year Build (2035) sound levels were predicted to range from 56-74 dBA, with noise impacts predicted at 69 residences within CNE DD. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE EE

Common Noise Environment EE (CNE EE) is located in the central portion of the project area, south of Dumfries Road and east of I-95. CNE EE contains three monitoring sites (EE1-EE3) and 28 "modeling-only" receptor sites, as shown in ***Figure 16***, which represent the noise-sensitive land use areas along Eby Drive, Bassett Court, Dominion Drive, Duke Street, Washington Street and the sensitive land uses associated with the Dumfries Elementary School. The lands associated with the school were evaluated using the "grid" system, per VDOT guidance. Also, interior sound levels at the Dumfries Elementary School were predicted. Existing worst-case noise levels range from 62-71 dBA, as shown in ***Column 4*** of ***Table 29***. Design Year Build (2035) sound levels were predicted to range from 62-71 dBA, with noise impacts predicted at 31 residences and the school within CNE EE. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE FF

Common Noise Environment FF (CNE FF) is located in the central portion of the project area, south of Dumfries Road and east of I-95. CNE FF contains four "modeling-only" receptor sites, as shown in ***Figure 17***, which represent the noise-sensitive land use areas along Forestburg Lane. Existing worst-case noise levels range from 64-66 dBA, as shown in ***Column 4*** of ***Table 30***. Design Year Build (2035) sound levels were predicted to range from 65-67 dBA, with noise impacts predicted at three residences within CNE FF. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE GG

Common Noise Environment GG (CNE GG) is located in the central portion of the project area, north of Joplin Road and east of I-95. CNE GG contains two monitoring sites (GG1-GG2) and 16 "modeling-only" receptor sites, as shown in ***Figure 17***, which represent the noise-sensitive land use areas along Inn Street, Meyers Road, Quantico Gateway Drive, Potomac Highlands Circle and the Calvary Christian School. Existing, exterior, worst-case noise levels range from 60-71 dBA, as shown in ***Column 4*** of ***Table 31***. Design Year Build (2035) sound levels were predicted to range from 61-72 dBA, with noise impacts predicted at five residences and the exterior land use of the Calvary Christian School within CNE GG. It should be noted that the Potomac Highlands is divided into separate phases of development. Only those planned units as part of the phase that have obtained a building permit since the date of public knowledge (12/5/2011) qualify for noise abatement consideration. The shaded spaces on ***Table 31*** show the ineligible parcels. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE HH

Common Noise Environment HH (CNE HH) is located in the central portion of the project area, south of Joplin Road and east of I-95. CNE HH contains 31 "modeling-only" receptor sites, as shown in ***Figure 18***, which represents the land use areas associated with Locust Shade Park and the Marine Corps Museum. The museum is considered a Category D land use, therefore both exterior and interior sound levels are listed in ***Table 32***. Existing worst-case noise levels range from 61-75 dBA, as shown in ***Column 4*** of ***Table 32***. Design Year Build (2035) sound levels were predicted to range from 62-75 dBA, with noise impacts predicted in one area within the park. The grid system is not used for the entire park, in this instance, since the majority of the park is forested lands and does not have dedicated use areas within the impact contour. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE II

Common Noise Environment II (CNE II) is located in the central portion of the project area, south of Joplin Road and west of I-95. CNE II contains 27 "modeling-only" receptor sites, as shown in ***Figure 18***, which represents the Forest Greens Golf Club. The "grid" system is used to evaluate the golf course, per VDOT guidance. Existing worst-case noise levels range from 67-75 dBA, as shown in ***Column 4*** of ***Table 33***. Design Year Build (2035) sound levels were predicted to range from 67-75 dBA, with noise impacts predicted at most modeling locations within 300 feet of the I-95 southbound travel lanes. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further for CNE II.

CNE JJ

Common Noise Environment JJ (CNE JJ) is located in the central portion of the project area, south of Telegraph Road and east of I-95. CNE JJ contains one monitoring site (JJ1) and 18 "modeling-only" receptor sites, as shown in ***Figure 19***, which represent the noise-sensitive land use areas along Courage Lane and Mt. Perry Drive. Existing worst-case noise levels range from 63-73 dBA, as shown in ***Column 4*** of ***Table 34***. Design Year Build (2035) sound levels were predicted to range from 63-75 dBA, with noise impacts predicted at 62 residences within CNE JJ. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE KK

Common Noise Environment KK (CNE KK) is located in the southern portion of the project area, south of Telegraph Road and east of I-95. CNE KK contains three monitoring sites (KK1-KK3) and 36 "modeling-only" receptor sites, as shown in ***Figures 19 and 20***, which represent the noise-sensitive land use areas along Draper Circle, Robert Street, Frederick Place, Meadow View Court and Kings Crest Drive. Existing worst-case noise levels range from 58-76 dBA, as shown in ***Column 4*** of ***Table 35***. Design Year Build (2035) sound levels were predicted to range from 58-76 dBA, with noise impacts predicted at 106 residences and the community center pool within CNE KK. Since sound levels exceed the NAC, noise abatement is warranted and will be

discussed further.

CNE LL

Common Noise Environment LL (CNE LL) is located in the southern portion of the project area, north of Garrisonville Road and west of I-95. CNE LL contains two monitoring sites (LL1-LL2) and 55 "modeling-only" receptor sites, as shown in ***Figure 21***, which represent the noise-sensitive land use areas along Hunting Creek Lane, Short Branch Road and the athletic fields associated with the Smith Lake Park. The "grid" system was used for the park lands, per VDOT guidance. The lands between Short Branch Road and the Smith Lake Park are under construction. Coordination was made with Stafford County officials in Spring 2012 to determine active building permits during the preliminary noise analysis. The majority of this area is currently built out, however, only 4 residences, represented by receptor site LLM25 obtained a permit before the date of the approval of the environmental document for the project (12/5/2011). Existing worst-case noise levels range from 57-76 dBA, as shown in ***Column 4*** of ***Table 36***. Design Year Build (2035) sound levels were predicted to range from 58-77 dBA, with noise impacts predicted at 119 current or planned residences and the Smith Lake Park athletic fields within CNE LL. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

CNE MM

Common Noise Environment MM (CNE MM) is located in the central portion of the project area, north of Garrisonville Road and east of I-95. CNE MM contains two monitoring sites (MM1-MM2) and 12 "modeling-only" receptor sites, as shown in ***Figure 21***, which represent the noise-sensitive land use areas Schooner Way and the numerous cul-de-sacs that stem from Schooner Way towards I-95. There are several second-level decks that have been evaluated. These 13 receptor sites are not on project mapping, but are on all tables in this report. Existing worst-case noise levels range from 63-73 dBA, as shown in ***Column 4*** of ***Table 37***. Design Year Build (2035) sound levels were predicted to range from 64-75 dBA, with noise impacts predicted at 72 residences within CNE MM. Since sound levels exceed the NAC, noise abatement is warranted and will be discussed further.

VI. Noise Abatement Evaluation

Design Year Build (2035) noise levels are projected to approach or exceed the NAC within 21 CNEs, representing 777 residential land use areas, two tennis courts, the Elizabeth Vaughan Elementary School, the Dumfries Elementary School, the Calvary Christian School, Locust Shade Park, the Forest Greens Golf Club, the Marine Corps Museum, a Community Center Pool, and athletic fields associated with Smith Lake Park. Therefore, per FHWA/VDOT procedures, noise abatement considerations are warranted, as discussed above for ***Phase 1*** of VDOT's three-phased approach, for the impacted properties within these CNEs.

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

Phase 2: Feasibility Criteria for Noise Barriers

- *At least a 5 dBA highway traffic noise reduction at impacted receptors. Per 23 CFR 772, FHWA requires the highway agency to determine the number of impacted receptors required to achieve at least 5 dBA of reduction. VDOT requires that fifty percent (50%) or more of the impacted receptors experience 5 dBA or more of insertion loss to be feasible; and*

- *The determination that it is possible to design and construct the noise abatement measure. The factors related to the design and construction include: safety, barrier height, topography, drainage, utilities, and maintenance of the abatement measure, maintenance access to adjacent properties, and general access to adjacent properties (i.e., arterial widening projects).*

FHWA and VDOT guidelines recommend a variety of abatement measures that should be considered in response to transportation-related noise impacts. While noise barriers and/or earth berms are generally the most effective form of noise abatement, additional abatement measures exist that have the potential to provide considerable noise reductions, under certain circumstances. A brief depiction of VDOT-approved noise abatement is below:

- Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way. In this location, landscaping is not a viable noise abatement measure.

- Traffic management measures including, but not limited to, traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations.

- Alteration of horizontal and vertical alignments.

- Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development that would be adversely impacted by traffic noise. This measure may be included in Type I projects only.

- Noise insulation of Activity Category D land use facilities listed in ***Table 1***. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding.

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

Due to the project need and the nature of the proposed improvements, traffic control measures were not considered an appropriate solution. Property acquisition to provide noise abatement was not necessary or supported by the analysis. Therefore, noise barriers and/or earth berms were considered the only form of abatement having the potential to reduce Design Year Build (2035) noise levels for this project.

Noise walls and earth berms are often included in the highway design in response to identified noise impacts. The effectiveness of a free-standing (post and panel) noise barrier and an earth berm of equivalent height are relatively consistent; however, an earth berm is often perceived as a more aesthetically pleasing option. Therefore, where possible, earth berms are typically the preferred form of noise abatement. The use of earth berms is not always an option, however, due to the excessive space they require adjacent to the roadway corridor. At a standard slope of 2:1, every one foot of berm height would require approximately four feet of horizontal width. This requirement becomes more complex on roadway improvement projects where residential properties often abut the proposed roadway corridor. In these situations, implementation of earth berms can require considerable property acquisition to accommodate noise abatement. Due to limited right-of-way throughout the proposed roadway corridor and the potential impact to (and acquisition of) adjacent residential properties and local roadways that would be required to provide berms, earth berms were not considered a viable abatement option for this project. Therefore, noise barriers were evaluated in an attempt to reduce Design Year Build (2035) noise levels below criteria.

During the noise barrier optimization process, barrier heights were determined based on the criteria discussed above. VDOT limits the barrier height to 30 feet. In most cases, very good insertion losses can be achieved at lower heights. During the evaluation of a barrier's effectiveness, the first test criteria are feasibility and achieving reasonableness with an effective abatement solution. After these criteria are met, attempts were made to satisfy the VDOT acoustic design goals.

Phase 3: Reasonableness Criteria for Noise Barriers

A determination of noise barrier reasonableness includes the consideration of the parameters listed below. The parameters used during the NEPA process are also used during the Final Design phase when making a determination of noise barrier reasonableness. The reasonableness factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable.

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

- **Cost-effectiveness**
  The results of the noise analysis will determine if a noise barrier is feasible. If a noise barrier is determined to be feasible, the maximum allowable square footage per benefited receptor unit should be applied. Although 1,600 square feet per benefited receptor unit is the allowable upper limit in the reasonableness determination, a reasonable (and possibly optimized) noise barrier may be much less than 1,600 square feet per protected benefited receptor. The 1,600 square feet per benefited receptor figure is not a design goal or an allocation.

- **Noise Reduction Design Goals**
  The design goal is a reasonableness factor indicating a specific reduction in noise levels that VDOT uses to identify that a noise abatement measure effectively reduces noise. The design goal establishes a criterion selected by VDOT that noise abatement must achieve. The design goal is not the same as acoustic feasibility, which is the minimum level of effectiveness of a noise abatement measure. Acoustic feasibility indicates that the noise abatement measure can, at a minimum, achieve a discernible reduction in noise levels.

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

- Reduction of future highway traffic noise by 7 dBA at one (1) or more of the impacted receptor sites (required criterion).

- Reduction of future highway traffic noise levels to the low-60-decibel range when practical (desirable).

- Reduction of future highway traffic noise levels to existing noise levels when practical (desirable).

At the beginning of the noise abatement analysis phase, it is important to effectively evaluate the existing noise barriers in the project area, as stipulated in VDOT's policy manual. Section 6.2.6 of the guidance details the evaluation of "in-kind barrier replacement". For the purposes of this analysis, it was determined that the proposed project improvements do not physically impact the existing barriers in the project area. However, an analysis of the effectiveness of the existing noise barriers was performed and where necessary, modifications to the existing barriers were evaluated per the policy. Existing noise barriers were identified in portions of CNE E, F, H, I, J, K, L, M, N, P, Q, R, S and CC. Design Year (2035) Build sound levels are predicted to remain below the NAC in CNEs E, F, J, K, L, M, Q, and CC, therefore no further discussion is needed for these areas.

Design Year (2035) Build noise levels were predicted to exceed the NAC for Category B land uses at CNEs H, I, N, P, R, and S, requiring evaluation of existing barrier. This step was accomplished by comparing the "without barrier" sound level from the noise model and comparing it to the "with barrier" sound level generated from the noise model. If the existing barrier meets VDOT's feasible and reasonable criteria, then the barrier will not be reevaluated and will remain "as-is". Extensions to the existing barrier will be evaluated independently and only the receptors that it is designed to protect will be included in the calculations. Conversely, if the existing barrier is determined to be neither feasible and/or reasonable, an adjustment factor will be used to account for demolition costs (as per VDOT policy) and a new barrier will be designed to adequately protect the impacted land uses. As a result of this analysis, only the wooden privacy wall protecting CNE H is recommended for demolition and replacement. The noise barrier protecting CNE I was determined to be feasible and reasonable. Although noise impacts remain in CNE I, they are due to the receptors close proximity to Lorton Market Road and thus, can not be abated. Extensions to existing walls in CNEs N, P, R and S were evaluated and are described in this section of the report.

The following discussions present the abatement evaluation for CNEs G, H, I, N, P, R, S, T, X, Y, AA, DD, EE, FF, GG, HH, II, JJ, KK, LL and MM within the Segments I-III project study area. Where a noise barrier was evaluated, the effectiveness was measured in terms of achievable IL. Barriers in the project area were evaluated at heights ranging from 10-30 feet, at two-foot increments. The barriers were optimized to meet or exceed the policy outlined above. ***Tables 38-60*** show the Design Year Build (2035) sound levels (***Column 4***), the abated sound levels (***Column 5***), and the resulting insertion losses (***Column 6***) for the "optimized" barrier system for each CNE. Additionally, barrier specific information, such as average height, length, barrier square footage and the number of benefitted residences are shown on ***Table 61***.

The purpose of this Final Design noise analysis is to refine the abatement considerations. In most areas, primarily along the I-95 mainline sections, barriers were located along the edge-of-shoulder and/or right-of-way boundary, where possible.

CNE G

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE G. As shown in ***Figure 3***, the barrier extends along the southbound edge-of-shoulder of I-95 just north of the Franconia-Springfield Parkway. Several existing roadways, including the Franconia-Springfield Parkway and Backlick Road, provide additional noise sources and compromise the feasibility of the noise barrier. As shown in ***Table 38***, the noise barrier only provides 1-2 dBA insertion losses within CNE G. The evaluated barrier for CNE G totals 991 feet in length and was maximized in height at 30 feet, as shown in ***Table 62***. This area receives appreciable noise from the surrounding roadway network, making the proposed abatement not feasible. As modeled, the barrier does not satisfy VDOT's feasibility criteria (Phase 2). Considering this factor, the evaluated barrier for CNE G is not recommended for consideration.

CNE H

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE H, as shown in ***Figure 4***. Currently, an existing wooden sound barrier is located adjacent to the community and would be removed for the construction of the proposed sound barrier. The evaluated sound barrier, as designed, provides the required insertion losses to the majority of the receptors, as shown in ***Table 39***. A few receptors are closer to the Franconia-Springfield Parkway and do not experience as high insertion losses. Demolition costs of the existing wooden barrier were figured into the reasonableness calculations, per VDOT guidance. The evaluated barrier for CNE H totals 3,220 feet in length and ranges from 14-15 feet in height, which yields approximately 60,429 square feet, as shown in ***Table 62***. This number includes the demolition of the existing wooden sound barrier. VDOT guidance indicates that the demolition cost of the existing barrier is to be included into reasonableness calculations if the existing barrier needs to be demolished for the construction of the new barrier. This is calculated by dividing the total area of the existing barrier (34,080ft^2) by $2.25 for the cost of demolishing a wooden sound barrier. Section 6.3.6 of VDOT's guidance indicates that only the difference in square footage is used in the reasonableness calculations. The additional barrier square footage is approximately 26,349 ft^2. The proposed barrier for CNE H effectively benefits 46 receptors, thus its Max/SF of 902 is within VDOT's allowable criteria. Numerous insertion losses exceed 7 dBA at the impacted receptors within CNE H; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE H is recommended for consideration.

CNE I

Currently, an existing concrete noise barrier is located adjacent to the community, as shown in ***Figure 4***. However, since Design Year Build (2035) noise levels exceed FHWA/VDOT NAC, the area warrants noise abatement consideration. The evaluated existing sound barrier, as designed, provides excellent insertion losses to the majority of the receptors, as shown in ***Table 40,*** when comparing the "without barrier" sound level to the "with barrier" sound level. The evaluated barrier for CNE I totals 4,400 feet in length and ranges in height from 16-18 feet, which yields approximately 88,000 square feet, as shown in ***Table 62***. This barrier effectively benefits 79 receptors, thus its Max/SF of 1,114 is within VDOT's allowable criteria. Numerous insertion losses exceed 7 dBA at the impacted receptors within CNE I; therefore this particular

VDOT design goal is met. Furthermore, the noise impacts within CNE I are due to the receptors fronting Lorton Market Street. Considering these factors, the existing barrier system for CNE I is considered feasible and reasonable.

CNE N

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE N. An existing barrier is present for the southern portion of this CNE and was accounted for in the noise models. As shown in ***Figure 6***, the proposed barrier extension extends along the southbound edge-of-shoulder of I-95 just north of the Lorton Road Interchange. At several places, this barrier extends onto the cut-slope to take advantage of the topography in the area. As shown in ***Table 41***, the noise barrier provides feasible (5 dBA) reductions to over fifty percent of the impacted receptors. The evaluated barrier for CNE N totals 3,902 feet in length and ranges in height from 14-17 feet, which yields approximately 59,538 square feet, as shown in ***Table 62***. As modeled, the barrier benefits approximately 75 residential units and two tennis courts and has a Max/SF value of 773, which is within VDOT's reasonableness criteria. Several front-row receptors achieve in excess of 7 dBA insertion losses; therefore another particular VDOT design goal is exceeded. Considering these factors, the evaluated barrier for CNE N is recommended for consideration.

CNE P

CNE P contains an existing sound barrier constructed along I-95 northbound, south of Lorton Road. While evaluating the effectiveness of this barrier, it was determined that the existing noise barrier does not adequately protect the sensitive land uses it was originally designed to shield. Design Year Build (2035) Build noise impacts are predicted at the termini of the existing barrier; therefore extensions were evaluated to mitigate for these noise impacts. Therefore, two extensions to the existing barrier were evaluated for CNE P. The extensions totals 1,130 feet in length and were evaluated from 15-30 feet in height. Due to traffic volumes on Lorton Market Street, feasible reductions were unattainable for the impacted receptors, as shown in ***Table 42***. Therefore, the noise barrier extensions for CNE P are not feasible (*Phase 2*) and will not be discussed further.

CNE R

The majority of CNE R is currently protected by an exiting sound barrier. This sound barrier was evaluated for effectiveness and was found to be feasible and reasonable, as shown in ***Table 43*** and ***Table 61***. The existing sound barrier will remain "as-is"; however northern and southern extensions to this barrier were evaluated to mitigate for projected noise impacts at the existing barrier's termini. The results of the analysis for the northern and southern extensions are shown in ***Table 44***, and only include the sensitive receptors in close proximity to the extensions. Each was evaluated individually for feasibility and reasonableness.

The northern barrier extension for CNE R totals 1,550 feet in length and was evaluated at heights ranging from 18-30 feet. As shown in ***Table 44,*** the "northern extension" does not effectively achieve feasible (5 dBA) reductions at the impacted receptors. The northern extension totals

46,487 square feet and benefits a total of 10 residential units. However, since the barrier is not feasible per VDOT policy, it will not be carried onward for further consideration.

The southern barrier extension for CNE R totals 1,094 feet in length and was optimized to achieve feasible reductions, at the majority of the impacted receptors, at a height of 14 feet. As shown in ***Table 44,*** the southern extension achieves feasible (5 dBA) reductions at several receptor locations. As shown in ***Table 62***, this extension totals 15,309 square feet and benefits a total of 10 residential units. The barrier's Max/SF is 1,531, which is within VDOT's reasonableness criteria. Also, the barrier provides a 7 dBA insertion loss to at least one impacted receptor, therefore another VDOT design goal is exceeded with this barrier configuration. Therefore, the southern barrier extension for CNE R is recommended for consideration.

CNE S

The majority of CNE S is currently protected by an exiting sound barrier along I-95 northbound. This sound barrier was evaluated for effectiveness and was found to be feasible and reasonable, as shown in ***Table 45*** and ***Table 62***. The existing sound barrier will remain "as-is"; however northern and southern extensions to this barrier were evaluated to mitigate for projected noise impacts at the existing barrier's termini. The results of the analysis for the northern and southern extensions are shown in ***Table 46***, and only include the sensitive receptors in close proximity to the extensions. Each was evaluated individually for feasibility and reasonableness.

The northern barrier extension for CNE S totals 1,436 feet in length and an average of 30 feet in height. However, as shown in ***Table 46***, the "northern extension" does not effectively achieve a feasible (5 dBA) reduction at 50% or more of the impacted receptors. Therefore, the northern barrier extension for CNE S is considered not feasible per VDOT policy and will not be discussed further.

A southern barrier extension for CNE S totaling 3,117 feet in length was optimized to achieve feasible reductions, at the majority of the impacted receptors, at heights ranging between 10-12 feet. This barrier was found to be feasible but not reasonable per VDOT policy. As such, partial mitigation was evaluated by removing receptor site SM3 from consideration. As shown in ***Table 46***, the southern extension achieves feasible (5 dBA) reductions. As shown in ***Table 62***, this extension is 1,562 feet in length, totals 20,972 square feet and benefits a total of 18 residential units. The barrier's Max/SF is 1,165, which is within VDOT's reasonableness criteria. Considering these factors, the barrier system for CNE S is recommended for consideration.

CNE T

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE T, as shown in ***Figure 10***. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 47***. The evaluated barrier for CNE T totals 1,143 feet in length and a height of 10 feet, which yields approximately 11,430 square feet, as shown in ***Table 62***. This barrier effectively benefits 4 receptors; however the Max/SF of 2,858 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these

factors, the barrier system for CNE T is not recommended for consideration.

CNE X

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE X. As shown in ***Figure 12***, the barrier extends along the top of the cut slope just north of the Cardinal Drive overpass and continues north along cut slope and eventually transitions down to the I-95 northbound edge-of shoulder. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 48***. The evaluated barrier for CNE X totals 1,547 feet in length and ranges in height from 14-20 feet, which yields approximately 25,699 square feet, as shown in ***Table 48***. This barrier effectively benefits 25 receptors; thus its Max/SF of 1,028 is within VDOT's allowable criteria. Two receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE X; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE X is recommended for consideration.

CNE Y

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE Y, as shown in ***Figure 13***. As shown in ***Figure 13***, the barrier extends along the I-95 northbound edge-of-shoulder. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 49***. The evaluated barrier for CNE Y totals 2,484 feet in length and is 30 feet in height, which yields approximately 74,532 square feet, as shown in ***Table 62***. This barrier effectively benefits 18 receptors; however the Max/SF of 4,141 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE Y is not recommended for consideration.

CNE AA

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE AA, as shown in ***Figures 14*** *and* ***15***. As shown in ***Figures 14*** *and* ***15***, the barrier extends along the I-95 northbound edge-of-shoulder and transitions to the top of cut adjacent to receptor site AAM8. The evaluated barrier continues along the top of the cut slope and terminates adjacent to receptor site AAM21. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 50***. The evaluated barrier for CNE AA totals 2,510 feet in length and is 13 feet in height, which yields approximately 32,626 square feet, as shown in ***Table 62***. This barrier effectively benefits 15 receptor units; however the Max/SF of 2,175 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE AA is not recommended for consideration.

CNE DD

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE DD, as shown in ***Figure 16***. As shown in ***Figure 16***, the barrier extends along the I-95

southbound edge-of-shoulder with a small section transitioning to the top of cut adjacent to receptor site DDM20. The evaluated barrier transition back to the I-95 southbound edge-of-shoulder and terminates near the Mine Road overpass. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 51***. A section of reduced height, in the barrier, is necessary to accommodate the existing overhead utility lines. Implementing this section does not prohibit the barrier's ability to achieve feasible insertion losses in this area, as shown in ***Table 51***. The evaluated barrier for CNE DD totals 3,195 feet in length and ranges from 5-15 feet, which yields approximately 43,880 square feet, as shown in ***Table 62***. This barrier effectively benefits 66 receptors; thus its Max/SF of 665 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE DD; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE DD is recommended for consideration.

CNE EE

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE EE, as shown in ***Figure 16***. A section of reduced height barrier was incorporated to avoid the presence of low-hanging over head utility lines. Implementing this section does not prohibit the barrier's ability to achieve feasible insertion losses in this area, as shown in ***Table 52***. As shown in ***Figure 16***, the barrier extends along the I-95 northbound edge-of-shoulder as well as the top of cut. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 52***. The evaluated to barrier system for CNE EE totals 4,297 feet in length and ranges in height from 8-18 feet, which yields approximately 70,976 square feet, as shown in ***Table 62***. This barrier effectively benefits 46 receptors; thus its Max/SF of 1,543 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE EE; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE EE is recommended for consideration.

CNE FF

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE FF, as shown in ***Figure 17***. As shown in ***Figure 17***, the barrier extends along the I-95 southbound edge-of-shoulder as well as the top of cut along the southbound off ramp to Joplin Road. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 53***. The evaluated barrier for CNE FF totals 1,526 feet in length and is 18 feet in height, which yields approximately 27,474 square feet, as shown in ***Table 53***. This barrier effectively benefits 5 receptors; however the Max/SF of 5,495 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE FF is not recommended for consideration.

CNE GG

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with

CNE GG, as shown in ***Figure 17***. As shown in ***Figure 17***, the barrier initiates along the northbound on ramp from Joplin Road extends along the I-95 northbound edge-of-shoulder. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors. The evaluated barrier for CNE GG totals 3,488 feet in length and is approximately 18 feet in height, which yields approximately 62,786 square feet. This barrier effectively benefits 17 receptors; however the Max/SF of 3,693 is outside VDOT's allowable criteria. As such, partial mitigation was evaluated for receptor sites GG2 and GGM1-GGM10 to determine if any potential mitigation would satisfy the VDOT criteria within CNE GG. As shown in ***Table 62***, this barrier achieves feasible reductions at an average height of 17 feet and a length of approximately 1758 feet, yielding a total surface area of 30,049 square feet. As show in in ***Table 54***, this barrier achieves feasible reductions at 5 receptors. However, the Max/SF is 6,010, which still exceeds the VDOT reasonableness criteria. Therefore, no form of mitigation will satisfy all three phases of VDOT criteria in CNE GG. Considering these factors, the barrier system for CNE GG is not recommended for consideration.

CNE HH

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE HH as shown in ***Figure 18***. As shown in ***Figure 18***, the barrier extends along the I-95 northbound edge-of-shoulder. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 55***. The evaluated barrier for CNE HH totals 1,402 feet in length and is 18 feet in height, which yields 25,241 square feet, as shown in ***Table 62***. This barrier effectively benefits 5 receptors; however the Max/SF 5,048 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE HH is not recommended for consideration.

CNE HH-2

Another continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE HH as shown in ***Figure 18***. As shown in ***Figure 18***, the barrier extends along the I-95 northbound edge-of-shoulder and is designed to protect the outdoor use areas associated with the Marine Corps Museum. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 56***. The evaluated barrier for CNE HH totals 1,883 feet in length and is 30 feet in height, which yields 56,488 square feet, as shown in ***Table 62***. This barrier effectively benefits 15 receptors; however the Max/SF 3,766 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE HH is not recommended for consideration.

CNE II

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE II as shown in ***Figure 18***. As shown in ***Figure 18***, the barrier extends along the I-95 southbound edge-of-shoulder. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 57***. The evaluated barrier for

CNE II totals 4,431 feet in length and is 16 feet in height, which yields 70,889 square feet, as shown in ***Table 62***. This barrier effectively benefits 16 receptors; however the Max/SF of 4,431 is outside VDOT's allowable criteria. As such, the noise barrier meets VDOT's Phase 1 and Phase 2 criteria, but does not meet the Phase 3 criteria. Considering these factors, the barrier system for CNE II is not recommended for consideration.

CNE JJ

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE JJ, as shown in ***Figure 19***. As shown in ***Figure 19***, the barrier extends along the I-95 northbound edge-of-shoulder with a small sections transitioning to the top of cut along the southern and northern portions of the noise barrier. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 58***. The evaluated barrier for CNE JJ totals 2,231 feet in length and ranges 14-18 feet in height, which yields approximately 36,586 square feet, as shown in ***Table 62***. This barrier effectively benefits 69 receptors; thus its Max/SF of 530 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE JJ; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE JJ is recommended for consideration.

CNE KK

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE KK, as shown in ***Figure 20***. As shown in ***Figure 20***, the barrier extends along I-95 northbound top of cut slope. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 59***. The evaluated barrier for CNE KK totals 6,939 feet in length and ranges from 12-20 feet in height, which yields approximately 112,523 square feet, as shown in ***Table 62***. This barrier effectively benefits 88 receptors; thus its Max/SF of 1,279 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE KK; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE KK is recommended for consideration.

CNE LL

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE LL, as shown in ***Figure 21***. As shown in ***Figure 21***, the barrier extends along the I-95 southbound edge-of-shoulder with transitions to the top of the cut slope along several sections. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 60***. The evaluated barriers for CNE LL total 6,255 feet in length and ranges from 12-24 feet in height, which yields approximately 111,703 square feet, as shown in ***Table 62***. This barrier effectively benefits 152 receptors; thus its Max/SF of 735 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE LL; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE LL is recommended for consideration.

CNE MM

A continuous, post-and-panel, sound barrier was evaluated to mitigate predicted impacts with CNE MM, as shown in ***Figure 21***. As shown in ***Figure 21***, the barrier extends along the I-95 northbound edge-of-shoulder with transitions to the top of the cut slope along several sections. The evaluated sound barrier, as designed, provides insertion losses to the majority of the impacted receptors, as shown in ***Table 61***. The evaluated barrier for CNE MM totals 2,696 feet in length and ranges from 14-17 feet in height, which yields approximately 40,895 square feet, as shown in ***Table 62***. Additionally, since there are numerous second-level decks in this community, receptor sites MM13-MM23 were added to the model to effectively quantify the insertion losses of the barrier design at these second level decks. These receptors are not shown on project mapping, but are shown in ***Table 61***. The current barrier design continues to provide excellent protection to these deck level receptors. This barrier effectively benefits 92 receptors; thus its Max/SF 445 is within VDOT's allowable criteria. Numerous receptors receive insertion losses that exceed 7 dBA at the impacted receptors within CNE MM; therefore this particular VDOT design goal is exceeded. Considering these factors, the barrier system for CNE MM is recommended for consideration.

The evaluated noise barriers for this project are shown on ***Figures 2-21***. As discussed in detail above, several noise barriers or barrier systems have satisfied the measures in VDOT's three-phased approach on noise abatement and are considered feasible and reasonable at this time. Warranted, Feasible and Reasonable Worksheets are included in ***Appendix F*** of this report.

A summary of the evaluated barriers for the I-95 Express Lanes Project in Segments I-III can be found in ***Table 62***. The number of benefited units, evaluated noise barrier length, average height, area and estimated costs are summarized in this table. As shown, CNEs H, I, N, R, S, X, DD, EE, JJ, KK, LL and MM contain evaluated barriers that meet all three of VDOT's phased noise abatement approach criteria and are recommended for consideration.

VII. Construction Noise

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

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

The following will be utilized to help minimize potential construction-related noise impacts. A detailed discussion of VDOT's construction noise policy can be viewed in Section 107.16(b) 3 Noise, VDOT's Road and Bridge Specifications (VDOT, 2007).

- The Contractor's operations shall be performed so that exterior noise levels measured during a noise-sensitive activity shall not exceed 80 decibels. Such noise level measurements shall be taken at a point on the perimeter of the construction limit that is closest to the adjoining property on which a noise-sensitive activity is occurring. A *noise-sensitive activity* is any activity for which lowered noise levels are essential if the activity is to serve its intended purpose and not present an unreasonable public nuisance. Such activities include, but are not limited to, those associated with residences, hospitals, nursing homes, churches, schools, libraries, parks, and recreational areas.

- VDOT may monitor construction-related noise. If construction noise levels exceed 80 decibels during noise sensitive activities, the Contractor shall take corrective action before proceeding with operations. The Contractor shall be responsible for costs associated with the abatement of construction noise and the delay of operations attributable to noncompliance with these requirements.

- VDOT may prohibit or restrict to certain portions of the project any work that produces objectionable noise between 10 P.M. and 6 A.M. If other hours are established by local ordinance, the local ordinance shall govern.

- Equipment shall in no way be altered so as to result in noise levels that are greater than those produced by the original equipment.

- When feasible, the Contractor shall establish haul routes that direct his vehicles away from developed areas and ensure that noise from hauling operations is kept to a minimum.

- These requirements shall not be applicable if the noise produced by sources other than the Contractor's operation at the point of reception is greater than the noise from the Contractor's operation at the same point.

VIII. Public Involvement/Local Officials Coordination

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

VDOT's current noise policy outlines VDOT's approach to communication with local officials and provides information and resources on highway noise and noise-compatible land-use planning. VDOT's intention is to assist local officials in planning the uses of undeveloped land adjacent to highways to minimize the potential impacts of highway traffic noise.

Entering the Quiet Zone is a brochure that provides general information and examples to elected officials, planners, developers, and the general public about the problem of traffic noise and effective responses to it. A link to this brochure on FHWA's website is provided: http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/qz00.cfm

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

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

The Audible Landscape: A Manual for Highway and Land Use is a well-written and comprehensive guide addressing these noise-compatible land-use planning strategies, with significant detailed information. This document is available through FHWA's Website, at http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/audible_landscape/al00.cfm

Where noise abatement may be identified as warranted, feasible, and reasonable in this report, a final determination on proposed abatement will not be made until reviewed by FHWA and VDOT and if authorized, community solicitation. If approved, benefitted receptors will be mailed correspondence that explains the specifics of the proposed abatement. Each benefitted

property owner will have a vote. VDOT requires at least 50% of the impacted receptors to be in favor of the proposed abatement for it to satisfy the final reasonableness criteria. This report will then be updated with the findings of the community outreach phase.

IX. Noise Contours

Noise level contours are lines of equal noise exposure that typically parallel roadway alignments and are often times useful to local officials in undeveloped corridors. Highway traffic noise is considered a linear noise source and sound levels can drop considerably over distance. The degree that sound levels decrease can vary based on a number of different factors including objects that shield the roadway noise, terrain features and ground cover type (e.g., pavement, grass or snow). The use of noise level contours have become increasingly popular over the last several years, as they have been implemented in planning programs for undeveloped areas with roadway noise influence. Through conscious planning efforts and noise contour generation, municipal officials can restrict future development inside the noise impact zone (i.e., the area within the 66-dBA noise contour). ***Figures 2-21*** show the approximate 66-dbA noise level contours for the Design Year Build (2035) scenario, per CNE, when considering the improvements made to I-95 and the Design Year (2035) traffic volumes, speeds and composition.

Also required under the revised 2011 FHWA and VDOT noise policies is information on the noise impact zones adjacent to project roadways in undeveloped lands. To determine these zones, noise levels are computed at various distances from the edge of the project roadways in each of the undeveloped areas of the project study area. Then, the distances from the edge of the roadway to the Noise Abatement Criteria sound levels are determined through interpolation. Distances vary in the project corridor due to changes in traffic volumes or terrain features. Any noise sensitive sites within the zones shown in ***Figures 2-21*** should be considered noise impacted if no barrier is present to reduce sound levels.

X. Conclusion

In summary, the results of the noise analysis for the I-95 Express Lanes Project indicate that Design Year Build (2035) noise levels exceed the NAC within several of the evaluated CNEs for Segments I-III. As identified in ***Tables 3-37,*** by the sound level ranges listed in Column 5, Design Year Build (2035) noise levels are projected to approach or exceed the FHWA/VDOT NAC at approximately 777 residential land use areas, two tennis courts, the Elizabeth Vaughan Elementary School, the Dumfries Elementary School, the Calvary Christian School, Locust Shade Park, the Forest Greens Golf Club, a Community Center Pool, and athletic fields associated with Smith Lake Park warrant noise abatement consideration. Noise abatement evaluations conclude that noise abatement is warranted, feasible and reasonable for CNEs H, N, R, S, X, DD, EE, JJ, KK, LL and MM as shown on the associated ***Figures***. In total, nearly 36,838 linear feet and 596,592 square feet, have been identified and been found to satisfy VDOT's preliminary criteria for identifying noise abatement locations. This report will be updated following the meetings which will be held as part of the Public Outreach efforts.

Tables

Table 1
Hourly Weighted Sound Levels db(A) for Various Land Use Activity Categories*

Land Use Activity Category	Leq(h)	Description of Land Use Activity Category
A	57 (Exterior)	Lands on which serenty 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)	Residential
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or non-profit institutional structures, radio studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio stations, recording studios, schools and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A, B or C.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.
G	--	Undeveloped lands that are not permitted.

Table 2
I-95 Express Lanes Project - (2012) Noise Monitoring and Validation Results

1	2	3	4	5	6	7
CNE Designation	**Receptor Site Number**	**Site Representation**	**Existing, Monitored Noise Level**	**TNM Modeled Noise Level**	**Difference (Mod.-Mon.)**	**Validates?**
CNE E	E1	4 Residences	59.1	59.0	-0.1	Yes
CNE F	F1	3 Residences	61.7	58.9	-2.8	Yes
CNE G	G1	5 Residences	64.7	64.0	-0.7	Yes
CNE H	H1	3 Residences	64.1	66.1	2	Yes
CNE I	I1	3 Residences	68.9	66.3	-2.6	Yes
CNE J	J1	3 Residences	59.3	61.2	1.9	Yes
CNE K	K1	2 Residences	61.3	60.1	-1.2	Yes
CNE L	L1	4 Residences	59.3	60.7	1.4	Yes
CNE M	M1	8 Residences	63.4	64.0	0.6	Yes
CNE N	N2	2 Residences	69.7	69.7	0	Yes
	N3	1 Residence	69.1	71.6	2.5	Yes
CNE O	O1	Common Area	66.5	60.0	-6.5	No
CNE P	P1	6 Residences	67.3	66.2	-1.1	Yes
CNE R	R1	4 Residences	60.4	58.8	-1.6	Yes
	R2	6 Residences	61.8	59.3	-2.5	Yes
	R3	2 Residences	64.9	64.2	-0.7	Yes
CNE S	S1	2 Residences	62.5	62.2	-0.3	Yes
	S2	2 Residences	60.2	58.6	-1.6	Yes
	S3	3 Residences	66.0	66.5	0.5	Yes
CNE X	X1	1 Residence	67.5	69.8	2.3	Yes
	X2	2 Residences	66.1	67.2	1.1	Yes
CNE Y	Y1	2 Residences	54.4	51.7	-2.7	Yes
CNE AA	AA1	3 Residences	57.1	59.5	2.4	Yes
	AA2	3 Residences	53.8	56.6	2.8	Yes
	AA3	6 Residences	52.4	50.9	-1.5	Yes
CNE CC	CC1	3 Residences	56.8	56.4	-0.4	Yes
CNE DD	DD1	5 Residences	56.6	57.1	0.5	Yes
	DD2	1 Residence	68.4	69.0	0.6	Yes
	DD3	2 Residences	69.3	71.5	2.2	Yes
CNE EE	EE1	1 Residence	65.8	66.8	1	Yes
	EE2	1 Residence	69.7	70.0	0.3	Yes
	EE3	2 Residences	67.2	69.6	2.4	Yes
CNE GG	GG1	2 Residences	59.4	61.4	2	Yes
	GG2	1 Residence	67.9	66.0	-1.9	Yes
CNE JJ	JJ1	4 Residences	68.2	68.8	0.6	Yes
CNE KK	KK1	3 Residences	73.4	70.9	-2.5	Yes
	KK2	8 Residences	72.5	70.5	-2	Yes
	KK3	12 Residences	69.3	67.8	-1.5	Yes
CNE LL	LL1	6 Residences	64.5	66.5	2	Yes
	LL2	4 Residences	68.7	66.7	-2	Yes
CNE MM	MM1	12 Residences	64.8	67.2	2.4	Yes
	MM2	6 Residences	60.1	62.6	2.5	Yes

Table 3
I-95 Express Lanes Project
Sound Level Summary - CNE E

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE E	E1	4 Residences	61	61
	EM1	4 Residences	64	64
	EM2	2 Residences	64	64
	EM3	6 Residences	61	61
	EM4	4 Residences	61	61
	EM5	2 Residences	59	59
	EM6	4 Residences	62	62
	EM7	4 Residences	60	60
	EM8	3 Residences	61	61
	EM9	5 Residences	59	59
	EM10	2 Residences	59	59
	EM11	3 Residences	60	60
	EM12	4 Residences	62	62
	EM13	4 Residences	63	63
	EM14	5 Residences	63	63

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 4
I-95 Express Lanes Project
Sound Level Summary - CNE F

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE F	F1	3 Residences	61	61
	FM1	2 Residences	58	56
	FM2	5 Residences	58	57
	FM3	5 Residences	58	57
	FM4	5 Residences	58	58
	FM5	5 Residences	57	57
	FM6	4 Residences	57	56
	FM7	3 Residences	58	57
	FM8	3 Residences	59	58
	FM9	4 Residences	59	59
	FM10	3 Residences	57	57
	FM11	3 Residences	61	60
	FM12	1 Residences	60	59
	FM13	2 Residences	64	63
	FM14	1 Residences	61	61
	FM15	4 Residences	62	62
	FM16	1 Trailside Park	60	60
	FM17	1 Trailside Park	60	61
	FM18	1 Trailside Park	60	60

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 5
I-95 Express Lanes Project
Sound Level Summary - CNE G

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE G	G1	5 Residences	71	70
	GM1	6 Residences	67	65
	GM2	3 Residences	66	64
	GM3	4 Residences	69	68
	GM4	1 Residence	65	64
	GM5	1 Residence	63	62

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 6
I-95 Express Lanes Project
Sound Level Summary - CNE H

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE H	H1	3	Residences	68	72
	HM1	3	Residences	74	75
	HM2	3	Residences	73	76
	HM3	2	Residences	60	62
	HM4	3	Residences	64	67
	HM5	4	Residences	61	64
	HM6	3	Residences	69	72
	HM7	3	Residences	65	70
	HM8	1	Residence	70	74
	HM9	1	Residence	66	72
	HM10	3	Residences	62	66
	HM11	2	Residences	66	72
	HM12	4	Residences	62	65
	HM13	3	Residences	66	71
	HM14	1	Residence	66	70
	HM15	2	Residences	62	64
	HM16	3	Residences	65	68
	HM17	2	Residences	61	64
	HM18	1	Residence	68	70
	HM19	2	Residences	63	64
	HM20	1	Residence	69	70
	HM21	1	Residence	74	74

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 7
I-95 Express Lanes Project
Sound Level Summary - CNE I

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level***
CNE I	I1	3 Residences	65	67
	IM1	4 Residences	68	69
	IM2	4 Residences	63	62
	IM3	3 Residences	67	68
	IM4	3 Residences	60	60
	IM5	2 Residences	66	68
	IM6	3 Residences	60	60
	IM7	4 Residences	66	58
	IM8	3 Residences	60	59
	IM9	4 Residences	66	67
	IM10	4 Residences	60	59
	IM11	4 Residences	66	68
	IM12	2 Residences	62	63
	IM13	3 Residences	60	59
	IM14	4 Residences	66	68
	IM15	3 Residences	60	60
	IM16	4 Residences	66	68
	IM17	4 Residences	60	60
	IM18	4 Residences	66	68
	IM19	4 Residences	61	61
	IM20	5 Residences	66	68
	IM21	2 Residences	59	59
	IM22	1 Residence	68	69
	IM23	2 Residences	59	59

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

* Build Level is shown with the exiting barrier in place.

Table 8
I-95 Express Lanes Project
Sound Level Summary - CNE J

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE J	J1	3	Residences	63	63
	JM1	6	Residences	59	59
	JM2	1	Tennis Court	65	65
	JM3	6	Residences	62	62
	JM4	6	Residences	61	61
	JM5	5	Residences	59	59
	JM6	5	Residences	61	61
	JM7	7	Residences	61	61
	JM8	8	Residences	61	61
	JM9	6	Residences	61	61
	JM10	3	Residences	58	58
	JM11	1	Residence	62	62

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 9
I-95 Express Lanes Project
Sound Level Summary - CNE K

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE K	K1	2 Residences	62	62
	KM1	1 Residence	59	59
	KM2	5 Residences	58	58
	KM3	6 Residences	60	60
	KM4	5 Residences	61	61
	KM5	5 Residences	62	61
	KM6	7 Residences	63	63
	KM7	4 Residences	61	60

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 10
I-95 Express Lanes Project
Sound Level Summary - CNE L

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE L	L1	4 Residences	58	58
	LM1	4 Residences	58	58
	LM2	3 Residences	57	57
	LM3	3 Residences	57	57
	LM4	3 Residences	58	58
	LM5	3 Residences	58	58

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 11
I-95 Express Lanes Project
Sound Level Summary - CNE M

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE M	M1	8 Residences	62	62
	M M1	4 Residences	64	64
	M M2	4 Residences	64	64
	M M3	4 Residences	62	62
	M M4	4 Residences	64	64

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 12
I-95 Express Lanes Project
Sound Level Summary - CNE N

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE N	N2	1	Residence	73	74
	N3	2	Tennis Courts	76	76
	NM1	8	Residences	67	67
	NM2	6	Residences	69	69
	NM3	2	Residences	73	73
	NM4	6	Residences	63	63
	NM5	6	Residences	63	63
	NM6	6	Residences	66	66
	NM7	8	Residences	68	68
	NM8	8	Residences	70	70
	NM9	3	Residences	66	66
	NM10	2	Residences	69	69
	NM11	2	Residences	72	72
	NM12	2	Residences	64	64
	NM13	2	Residences	71	71
	NM14	2	Residences	70	70
	NM15	2	Residences	66	66
	NM16	2	Residences	66	66
	NM17	3	Residences	65	65
	NM18	1	Residence	71	71
	NM19	4	Residences	60	61
	NM20	2	Residences	68	68
	NM21	1	Residence	72	72
	NM22	2	Residences	64	64
	NM23	5	Residences	63	63

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 13
I-95 Express Lanes Project
Sound Level Summary - CNE O

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE O	O1	1	Common Area	62	62
	OM1	4	Residences	62	62
	OM2	4	Residences	63	63
	OM3	4	Residences	59	60
	OM4	4	Residences	60	60
	OM5	4	Residences	58	59
	OM6	4	Residences	57	58
	OM7	3	Residences	54	56

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 14
I-95 Express Lanes Project
Sound Level Summary - CNE P

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE P	P1	6	Residences	67	67
	PM1	4	Residences	67	67
	PM2	4	Residences	69	69
	PM3	4	Residences	70	70
	PM4	6	Residences	70	70
	PM5	8	Residences	63	64
	PM6	8	Residences	64	64
	PM7	6	Residences	64	64
	PM8	8	Residences	62	62
	PM9	6	Residences	64	64
	PM10	4	Residences	64	64
	PM11	3	Residences	63	63
	PM12	4	Residences	62	62
	PM13	1	Shoppers Commercial Land Use	67	67

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 15
I-95 Express Lanes Project
Sound Level Summary - CNE Q

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE Q	QM1	2 Residences	63	64
	QM2	2 Residences	62	62
	QM3	3 Residences	62	64
	QM4	4 Residences	63	63
	QM5	2 Residences	65	65
	QM6	1 Residence	65	65

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 16
I-95 Express Lanes Project
Sound Level Summary - CNE R

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level***
CNE R	R1	4 Residences	61	62
	R2	6 Residences	60	62
	R3	2 Residences	65	66
	RM1	3 Residences	61	62
	RM2	4 Residences	72	74
	RM3	3 Residences	59	60
	RM4	4 Residences	71	73
	RM5	2 Residences	60	61
	RM6	2 Residences	68	69
	RM7	2 Residences	58	59
	RM8	2 Residences	58	60
	RM9	2 Residences	63	65
	RM10	6 Residences	56	57
	RM11	4 Residences	64	65
	RM12	5 Residences	64	65
	RM13	8 Residences	57	58
	RM14	6 Residences	65	66
	RM15	8 Residences	60	61
	RM16	5 Residences	61	62
	RM17	5 Residences	56	57
	RM18	8 Residences	58	59
	RM19	4 Residences	57	58
	RM20	6 Residences	62	64
	RM21	12 Residences	57	58
	RM22	6 Residences	62	64
	RM23	12 Residences	57	58
	RM24	6 Residences	62	64
	RM25	6 Residences	58	59
	RM26	3 Residences	56	57
	RM27	1 Residence	61	62
	RM28	3 Residences	58	60
	RM29	6 Residences	63	64
	RM30	2 Residences	64	66
	RM31	6 Residences	66	67
	RM32	1 Residence	69	70
	RM33	3 Residences	62	63
	RM34	2 Residences	62	63
	RM35	4 Residences	59	59
	RM36	3 Residences	63	63
	RM37	3 Residences	63	64
	RM38	3 Residences	63	63

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

* Build Level is shown with the exiting barrier in place.

Table 17
I-95 Express Lanes Project
Sound Level Summary - CNE S

1	2	3	4	5
CNE Descriptor	Site Descriptor	Number of Dwelling Units	Existing (2011) Noise Level	Build (2035) Noise Level*
CNE S	S1	2 Residences	63	64
	S2	2 Residences	60	61
	S3	3 Residences	67	67
	SM1	2 Residences	63	65
	SM2	2 Residences	62	63
	SM3	2 Residences	67	68
	SM4	4 Residences	68	68
	SM5	3 Residences	70	70
	SM6	2 Residences	70	70
	SM7	3 Residences	68	68
	SM8	3 Residences	58	59
	SM9	3 Residences	62	63
	SM10	2 Residences	58	59
	SM11	3 Residences	60	61
	SM12	2 Residences	59	60
	SM13	3 Residences	59	60
	SM14	5 Residences	58	58
	SM15	3 Residences	62	63
	SM16	2 Residences	63	64
	SM17	5 Residences	61	62
	SM18	2 Residences	62	63
	SM19	4 Residences	59	60
	SM20	3 Residences	60	61
	SM21	3 Residences	61	62
	SM22	3 Residences	69	70
	SM23	4 Residences	61	62
	SM24	4 Residences	68	69
	SM25	3 Residences	63	65
	SM26	2 Residences	73	74
	SM27	3 Residences	63	63
	SM28	1 Residence	64	65
	SM29	5 Residences	64	62
	SM30	5 Residences	68	69
	SM31	6 Residences	63	64
	SM32	5 Residences	68	69
	SM33	4 Residences	67	67
	SM34	5 Residences	61	61
	SM35	5 Residences	61	61
	SM36	6 Residences	60	61
	SM37	2 Residences	65	66
	SM38	5 Residences	60	62
	SM39	6 Residences	64	67
	SM40	4 Residences	63	67
	SM41	4 Residences	59	63

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

* Build Level is shown with the exiting barrier in place.

Table 18
I-95 Express Lanes Project
Sound Level Summary - CNE T

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE T	TM1	1	Woodbridge Middle School	54	54
	TM2	1	Woodbridge Middle School	55	55
	TM3	1	Woodbridge Middle School	55	55
	TM4	1	Woodbridge Middle School	56	56
	TM5	1	Woodbridge Middle School	57	57
	TM6	1	Woodbridge Middle School	58	58
	TM7	1	Woodbridge Middle School	55	55
	TM8	1	Woodbridge Middle School	55	55
	TM9	1	Woodbridge Middle School	55	55
	TM10	1	Woodbridge Middle School	56	56
	TM11	1	Woodbridge Middle School	57	57
	TM12	1	Woodbridge Middle School	58	58
	TM13	1	Woodbridge Middle School	55	55
	TM14	1	Woodbridge Middle School	55	55
	TM15	1	Woodbridge Middle School	55	55
	TM16	1	Woodbridge Middle School	55	56
	TM17	1	Woodbridge Middle School	56	56
	TM18	1	Elizabeth Vaughan Elem. School	57	57
	TM19	1	Elizabeth Vaughan Elem. School	68	68
	TM20	1	Elizabeth Vaughan Elem. School	71	72
	TM21	1	Elizabeth Vaughan Elem. School	72	73
	TM22	1	Elizabeth Vaughan Elem. School	73	73
	TM23	1	Elizabeth Vaughan Elem. School	65	66
	TM24	1	Elizabeth Vaughan Elem. School	64	64
	TM25	1	Elizabeth Vaughan Elem. School	64	65
	TM26	1	Elizabeth Vaughan Elem. School	66	67
	TM27	1	Elizabeth Vaughan Elem. School	62	63
	TM28	1	Elizabeth Vaughan Elem. School	63	64
	TM29	1	Elizabeth Vaughan Elem. School	63	64
	TM30	1	Elizabeth Vaughan Elem. School	64	65
	TM31	1	Elizabeth Vaughan Elem. School	62 (37 Interior)	63 (38 Interior)
	TM32	1	Woodbridge Middle School	67 (42 Interior)	68 (43 Interior)
	TM33	1	Word of Life Church	67 (42 Interior)	68 (43 Interior)
	TM34	1	Word of Life Church	71(46 Interior)	72 (47 Interior)

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 19
I-95 Express Lanes Project
Sound Level Summary - CNE U

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE U	UM1	2 Residences	61	61
	UM2	2 Residences	62	62
	UM3	4 Residences	59	59
	UM4	6 Residences	61	61
	UM5	2 Residences	61	61
	UM6	2 Residences	61	61

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 20
I-95 Express Lanes Project
Sound Level Summary - CNE V

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE V	VM1	1 Sentara Potomac Hospital	62 (37 Interior)	62 (37 Interior)
	VM2	1 Sentara Potomac Hospital	66 (41 Interior)	66 (41 Interior)

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 21
I-95 Express Lanes Project
Sound Level Summary - CNE W

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE W	WM1	1 Commercial Outdoor Use	64	65
	WM2	1 Commercial Outdoor Use	64	64

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 22
I-95 Express Lanes Project
Sound Level Summary - CNE X

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE X	X1	1	Residence	71	71
	X2	2	Residences	68	72
	XM1	8	Residences	71	72
	XM2	6	Residences	62	62
	XM3	6	Residences	61	62
	XM4	11	Residences	63	64
	XM5	2	Residences	71	72
	XM6	5	Residences	62	64
	XM7	8	Residences	65	65
	XM8	8	Residences	66	66
	XM9	6	Residences	73	74
	XM10	6	Residences	73	74
	XM11	6	Residences	68	69
	XM12	1	Northern VA Community College	59	59

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 23
I-95 Express Lanes Project
Sound Level Summary - CNE Y

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE Y	Y1	2 Residences	51	52
	YM1	3 Residences	59	59
	YM2	3 Residences	62	62
	YM3	3 Residences	67	68
	YM4	3 Residences	71	72
	YM5	3 Residences	72	73
	YM6	3 Residences	67	68
	YM7	3 Residences	69	70
	YM8	3 Residences	69	70
	YM9	2 Residences	51	51
	YM10	2 Residences	53	53
	YM11	2 Residences	57	58
	YM12	2 Residences	54	55

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 24
I-95 Express Lanes Project
Sound Level Summary - CNE Z

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE Z	ZM1	2	Non-Permitted Development	58	58
	ZM2	1	Non-Permitted Development	59	60
	ZM3	2	Non-Permitted Development	63	63
	ZM4	2	Non-Permitted Development	61	61

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 25
I-95 Express Lanes Project
Sound Level Summary - CNE AA

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE AA	AA1	3	Residences	61	61
	AA2	1	Residence	57	58
	AA3	6	Residences	51	52
	AAM1	4	Residences	55	56
	AAM2	6	Residences	53	53
	AAM3	4	Residences	52	52
	AAM4	5	Residences	55	55
	AAM5	11	Residences	54	54
	AAM6	2	Residences	57	58
	AAM7	2	Residences	63	63
	AAM8	2	Residences	69	69
	AAM9	1	Residence	53	54
	AAM10	2	Residences	67	67
	AAM11	2	Residences	54	54
	AAM12	1	Residence	62	62
	AAM13	3	Residences	57	58
	AAM14	3	Residences	66	66
	AAM15	4	Residences	64	64
	AAM16	4	Residences	56	56
	AAM17	3	Residences	48	49
	AAM18	3	Residences	67	67
	AAM19	3	Residences	59	60
	AAM20	3	Residences	58	58
	AAM21	1	School Rec. Field	60	60
	AAM22	1	School Rec. Field	60	60
	AAM23	1	School Rec. Field	63	63
	AAM24	1	School Rec. Field	65	65
	AAM25	1	School Rec. Field	54	55
	AAM26	1	School Rec. Field	53	53
	AAM27	1	School Rec. Field	53	53
	AAM28	1	School Rec. Field	57	57
	AAM29	1	School Rec. Field	59	59
	AAM30	1	School Rec. Field	61	61
	AAM31	1	School Rec. Field	63	63
	AAM32	1	School Rec. Field	54	54
	AAM33	1	School Rec. Field	53	53
	AAM34	1	School Rec. Field	53	53
	AAM35	1	School Rec. Field	57	57

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 26
I-95 Express Lanes Project
Sound Level Summary - CNE BB

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE BB	BBM1	2	Potential Future Devel.	59	60
	BBM2	2	Potential Future Devel.	60	61
	BBM3	2	Potential Future Devel.	59	59
	BBM4	2	Potential Future Devel.	60	60
	BBM5	1	Hotel	57	58

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 27
I-95 Express Lanes Project
Sound Level Summary - CNE CC

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE CC	CC1	3 Residences	58	59
	CCM1	2 Residences	60	60
	CCM2	2 Residences	61	61
	CCM3	4 Residences	58	59
	CCM4	3 Residences	59	60
	CCM5	3 Residences	57	59
	CCM6	4 Residences	56	58

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 28
I-95 Express Lanes Project
Sound Level Summary - CNE DD

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE DD	DD1	5	Residences	61	62
	DD2	1	Residence	70	70
	DD3	2	Residences	73	73
	DDM1	2	Residences	71	72
	DDM2	1	Residence	73	73
	DDM3	2	Residences	74	74
	DDM4	3	Residences	72	72
	DDM5	2	Residences	74	74
	DDM6	3	Residences	74	74
	DDM7	4	Residences	72	72
	DDM8	2	Residences	74	74
	DDM9	3	Residences	71	71
	DDM10	3	Residences	74	74
	DDM11	2	Residences	72	72
	DDM12	1	Residence	74	74
	DDM13	2	Residences	72	73
	DDM14	1	Residence	73	73
	DDM15	2	Residences	72	72
	DDM16	3	Residences	70	71
	DDM17	9	Residences	71	71
	DDM18	8	Residences	68	68
	DDM19	5	Residences	66	66
	DDM20	5	Residences	68	69
	DDM21	3	Residences	67	67
	DDM22	2	Residences	56	56
	DDM23	2	Residences	64	64

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 29
I-95 Express Lanes Project
Sound Level Summary - CNE EE

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE EE	EE1	1	Residence	71	71
	EE2	1	Residence	71	71
	EE3	2	Residences	69	70
	EEM1	2	Residences	71	71
	EEM2	2	Residences	66	66
	EEM3	2	Residences	63	64
	EEM4	2	Residences	65	66
	EEM5	3	Residences	70	71
	EEM6	2	Residences	71	67
	EEM7	4	Residences	67	64
	EEM8	3	Residences	69	71
	EEM9	2	Residences	67	71
	EEM10	4	Residences	67	68
	EEM11	2	Residences	67	69
	EEM12	1	Dumfries Elem. School	66	67
	EEM13	1	Dumfries Elem. School	66	67
	EEM14	1	Dumfries Elem. School	66	67
	EEM15	1	Dumfries Elem. School	65	66
	EEM16	1	Dumfries Elem. School	65	66
	EEM17	1	Dumfries Elem. School	64	66
	EEM18	1	Dumfries Elem. School	64	65
	EEM19	1	Dumfries Elem. School	64	65
	EEM20	1	Dumfries Elem. School	64	65
	EEM21	1	Dumfries Elem. School	64	65
	EEM22	1	Dumfries Elem. School	64	64
	EEM23	1	Dumfries Elem. School	64	64
	EEM24	1	Residence	70	71
	EEM25	3	Residences	65	66
	EEM26	1	Residence	66	67
	EEM27	2	Residences	62	62
	EEM28	1	Dumfries Elem. School	65 (40 Interior)	65(40 Interior)

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 30
I-95 Express Lanes Project
Sound Level Summary - CNE FF

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE FF	FF1	1 Residence	66	67
	FFM1	2 Residences	66	67
	FFM2	2 Residences	64	65
	FFM3	2 Residences	65	65

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 31
I-95 Express Lanes Project
Sound Level Summary - CNE GG

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE GG	GG1	2	Residences	65	65
	GG2	1	Residence	69	69
	GGM1	2	Residences	64	64
	GGM2	1	Residence	65	66
	GGM3	3	Residences	64	65
	GGM4	3	Residences	62	63
	GGM5	1	Residence	68	68
	GGM6	2	Residences	65	65
	GGM7	2	Residences	63	63
	GGM8	3	Residences	62	62
	GGM9	2	Residences	61	62
	GGM10	1	Calvary Christian School	71 (46 Interior)	72 (47 Interior)
	GGM11	6	6 Future Residential Units	60	61
	GGM12	6	6 Future Residential Units	63	63
	GGM13	6	6 Future Residential Units	64	64
	GGM14	6	6 Future Residential Units	64	65
	GGM15	2	Residences	66	66
	GGM16	2	Residences	61	61

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 32
I-95 Express Lanes Project
Sound Level Summary - CNE HH

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE HH	HHM1	1	Locust Shade Park	61	62
	HHM2	1	Locust Shade Park	67	66
	HHM3	1	Locust Shade Park	65	64
	HHM4	1	Locust Shade Park	65	64
	HHM5	1	Locust Shade Park	64	63
	HHM6	1	Locust Shade Park	65	64
	HHM7	1	Locust Shade Park	64	63
	HHM8	1	Marine Corps Museum	70 (45 Interior)	70 (45 Interior)
	HHM9	1	Marine Corps Museum	75	75
	HHM10	1	Marine Corps Museum	75	75
	HHM11	1	Marine Corps Museum	75	74
	HHM12	1	Marine Corps Museum	74	74
	HHM13	1	Marine Corps Museum	74	74
	HHM14	1	Marine Corps Museum	73	73
	HHM15	1	Marine Corps Museum	73	73
	HHM16	1	Marine Corps Museum	73	73
	HHM17	1	Marine Corps Museum	72	72
	HHM18	1	Marine Corps Museum	72	72
	HHM19	1	Marine Corps Museum	71	71
	HHM20	1	Marine Corps Museum	71	71
	HHM21	1	Marine Corps Museum	70	71
	HHM22	1	Marine Corps Museum	70	70
	HHM23	1	Marine Corps Museum	70	70
	HHM24	1	Marine Corps Museum	69	70
	HHM25	1	Marine Corps Museum	69	69
	HHM26	1	Marine Corps Museum	69	69
	HHM27	1	Marine Corps Museum	68	68
	HHM28	1	Marine Corps Museum	68	68
	HHM29	1	Marine Corps Museum	67	67
	HHM30	1	Marine Corps Museum	67	67
	HHM31	1	Marine Corps Museum	66	66

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 33
I-95 Express Lanes Project
Sound Level Summary - CNE II

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE II	IIM1	1	Forest Greens Golf Club	70	70
	IIM2	1	Forest Greens Golf Club	73	73
	IIM3	1	Forest Greens Golf Club	71	71
	IIM4	1	Forest Greens Golf Club	74	74
	IIM5	1	Forest Greens Golf Club	71	71
	IIM6	1	Forest Greens Golf Club	75	75
	IIM7	1	Forest Greens Golf Club	72	71
	IIM8	1	Forest Greens Golf Club	74	75
	IIM9	1	Forest Greens Golf Club	71	71
	IIM10	1	Forest Greens Golf Club	68	68
	IIM11	1	Forest Greens Golf Club	71	71
	IIM12	1	Forest Greens Golf Club	69	69
	IIM13	1	Forest Greens Golf Club	73	73
	IIM14	1	Forest Greens Golf Club	69	69
	IIM15	1	Forest Greens Golf Club	74	74
	IIM16	1	Forest Greens Golf Club	69	69
	IIM17	1	Forest Greens Golf Club	73	74
	IIM18	1	Forest Greens Golf Club	69	69
	IIM19	1	Forest Greens Golf Club	74	74
	IIM20	1	Forest Greens Golf Club	70	69
	IIM21	1	Forest Greens Golf Club	73	73
	IIM22	1	Forest Greens Golf Club	70	70
	IIM23	1	Forest Greens Golf Club	72	72
	IIM24	1	Forest Greens Golf Club	67	68
	IIM25	1	Forest Greens Golf Club	71	72
	IIM26	1	Forest Greens Golf Club	67	67
	IIM27	1	Forest Greens Golf Club	70	70

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 34
I-95 Express Lanes Project
Sound Level Summary - CNE JJ

1	2	3	4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**	**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE JJ	JJ1	4 Residences	67	68
	JJM1	3 Residences	68	70
	JJM2	2 Residences	71	75
	JJM3	3 Residences	67	68
	JJM4	4 Residences	73	74
	JJM5	4 Residences	65	66
	JJM6	4 Residences	68	69
	JJM7	4 Residences	68	68
	JJM8	5 Residences	65	66
	JJM9	4 Residences	69	70
	JJM10	6 Residences	65	66
	JJM11	4 Residences	66	66
	JJM12	5 Residences	67	67
	JJM13	4 Residences	65	65
	JJM14	6 Residences	64	64
	JJM15	7 Residences	68	69
	JJM16	7 Residences	63	63
	JJM17	3 Residences	68	69
	JJM18	2 Residences	68	65

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 35
I-95 Express Lanes Project
Sound Level Summary - CNE KK

1	2	3		4	5
CNE Descriptor	**Site Descriptor**	**Number of Dwelling Units**		**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE KK	KK1	3	Residences	73	73
	KK2	8	Residences	71	73
	KK3	12	Residences	67	68
	KKM1	6	Residences	66	66
	KKM2	10	Residences	59	60
	KKM3	6	Residences	66	66
	KKM4	8	Residences	66	67
	KKM5	8	Residences	60	61
	KKM6	6	Residences	63	63
	KKM7	6	Residences	60	61
	KKM8	12	Residences	61	62
	KKM9	8	Residences	61	61
	KKM10	4	Residences	59	60
	KKM11	3	Residences	59	60
	KKM12	6	Residences	74	74
	KKM13	8	Residences	62	62
	KKM14	6	Residences	70	70
	KKM15	6	Residences	60	61
	KKM16	6	Residences	68	68
	KKM17	8	Residences	59	59
	KKM18	6	Residences	67	67
	KKM19	6	Residences	65	65
	KKM20	6	Residences	58	59
	KKM21	1	Community Center Pool	70	71
	KKM22	8	Residences	71	71
	KKM23	2	Residences	71	72
	KKM24	2	Residences	68	69
	KKM25	3	Residences	62	63
	KKM26	7	Residences	76	76
	KKM27	2	Residences	67	68
	KKM28	3	Residences	66	66
	KKM29	3	Residences	74	74
	KKM30	4	Residences	63	63
	KKM31	3	Residences	64	65
	KKM32	4	Residences	76	76
	KKM33	3	Residences	71	70
	KKM34	3	Residences	58	58
	KKM35	2	Residences	67	70
	KKM36	2	Residences	66	66

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 36
I-95 Express Lanes Project
Sound Level Summary - CNE LL

1	2	3	4	5
CNE Descriptor	Site Descriptor	Number of Dwelling Units	Existing (2012) Noise Level	Build (2035) Noise Level
CNE LL	LL1	4 Residences	68	69
	LL2	4 Residences	68	70
	LLM1	6 Residences	66	67
	LLM2	2 Residences	70	71
	LLM3	6 Residences	58	59
	LLM4	3 Residences	64	64
	LLM4A	3 Residences	58	59
	LLM5	6 Residences	67	68
	LLM6	6 Residences	73	74
	LLM7	6 Residences	73	75
	LLM8	6 Residences	62	63
	LLM9	6 Residences	58	60
	LLM10	5 Residences	71	73
	LLM10A	5 Residences	63	65
	LLM11	3 Residences	75	76
	LLM12	4 Residences	58	59
	LLM13	5 Residences	64	65
	LLM14	6 Residences	69	70
	LLM15	6 Residences	73	74
	LLM16	12 Residences	57	59
	LLM17	8 Residences	65	66
	LLM18	6 Residences	66	67
	LLM19	10 Residences	65	67
	LLM19A	3 Residences	75	76
	LLM19B	3 Residences	69	70
	LLM20	5 Residences	68	69
	LLM21	4 Residences	70	72
	LLM21A	4 Residences	74	75
	LLM22	2 Residences	63	66
	LLM23	5 Residences	64	65
	LLM24	4 Residences	57	58
	LLM25	4 Residences	71	72
	LLM26	4 Residences	76	72
	LLM27	4 Residences	76	71
	LLM28	4 Residences	73	71
	LLM29	4 Residences	69	70
	LLM30	1 Baseball Field - 1 Unit	66	67
	LLM31	1 Baseball Field - 1 Unit	69	69
	LLM32	1 Baseball Field - 1 Unit	66	67
	LLM33	1 Baseball Field - 1 Unit	69	70
	LLM34	1 Baseball Field - 1 Unit	66	67
	LLM35	1 Baseball Field - 1 Unit	69	70
	LLM36	1 Baseball Field - 1 Unit	66	67
	LLM37	1 Baseball Field - 1 Unit	69	70
	LLM38	1 Baseball Field - 1 Unit	66	67
	LLM39	1 Baseball Field - 1 Unit	70	70
	LLM40	1 Baseball Field - 1 Unit	67	67
	LLM41	1 Baseball Field - 1 Unit	70	70
	LLM42	1 Baseball Field - 1 Unit	67	67
	LLM43	1 Baseball Field - 1 Unit	70	70
	LLM44	1 Baseball Field - 1 Unit	67	67
	LLM45	1 Baseball Field - 1 Unit	70	70
	LLM46	1 Baseball Field - 1 Unit	67	67
	LLM47	1 Baseball Field - 1 Unit	70	70
	LLM48	1 Baseball Field - 1 Unit	67	67
	LLM49	1 Baseball Field - 1 Unit	69	70
	LLM50	1 Baseball Field - 1 Unit	67	67
	LLM51	1 Baseball Field - 1 Unit	69	70
	LLM52	1 Baseball Field - 1 Unit	67	68
	LLM53	1 Baseball Field - 1 Unit	70	70
	LLM54	1 Baseball Field - 1 Unit	68	68
	LLM55	1 Baseball Field - 1 Unit	70	70

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 37
I-95 Express Lanes Project
Sound Level Summary - CNE MM

1	2	3		4	5
CNE Descriptor	**Site Descriptor**			**Existing (2012) Noise Level**	**Build (2035) Noise Level**
CNE MM	MM1	12	Residences	68	68
	MM2	6	Residences	63	64
	MMM1	6	Residences	73	75
	MMM2	8	Residences	73	74
	MMM3	9	Residences	65	66
	MMM4	6	Residences	64	65
	MMM5	8	Residences	67	67
	MMM6	8	Residences	63	65
	MMM7	8	Residences	67	67
	MMM8	8	Residences	67	67
	MMM9	8	Residences	67	67
	MMM10	5	Residences	64	65
	MMM11	8	Residences	64	65
	MMM12	5	Residences	67	68
	MMM13		Deck Level	68	69
	MMM14		Deck Level	68	68
	MMM15		Deck Level	66	67
	MMM16		Deck Level	67	68
	MMM17		Deck Level	68	69
	MMM18		Deck Level	71	72
	MMM19		Deck Level	73	73
	MMM20		Deck Level	73	74
	MMM21		Deck Level	64	65
	MMM22		Deck Level	66	66
	MMM23		Deck Level	66	66

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Table 38
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE G

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE G	G1	5 Residences	70	69	1
	GM1	6 Residences	65	62	2
	GM2	3 Residences	64	63	1
	GM3	4 Residences	68	66	2
	GM4	1 Residence	64	62	2
	GM5	1 Residence	62	60	2

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 39
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE H

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE H	H1	3 Residences	72	64	8
	HM1	2 Residences	75	69	6
	HM2	3 Residences	76	69	7
	HM3	2 Residences	62	58	4
	HM4	3 Residences	67	60	6
	HM5	4 Residences	64	58	6
	HM6	3 Residences	72	66	7
	HM7	3 Residences	70	62	9
	HM8	1 Residence	74	67	7
	HM9	1 Residence	72	62	10
	HM10	3 Residences	66	59	7
	HM11	2 Residences	72	62	10
	HM12	4 Residences	65	58	7
	HM13	3 Residences	71	61	9
	HM14	1 Residence	70	62	9
	HM15	2 Residences	64	59	6
	HM16	3 Residences	68	61	7
	HM17	2 Residences	64	59	5
	HM18	1 Residence	70	65	6
	HM19	2 Residences	64	61	3
	HM20	1 Residence	70	66	5
	HM21	1 Residence	74	69	5

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 40
I-95 Express Lanes Project
Existing Barrier Analysis - CNE I

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level***	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE I	I1	3 Residences	77	67	10
	IM1	4 Residences	78	69	9
	IM2	4 Residences	67	62	5
	IM3	3 Residences	78	68	10
	IM4	3 Residences	67	60	7
	IM5	2 Residences	78	68	10
	IM6	3 Residences	68	60	8
	IM7	4 Residences	78	68	10
	IM8	3 Residences	67	59	8
	IM9	4 Residences	77	67	10
	IM10	4 Residences	67	59	8
	IM11	4 Residences	78	68	10
	IM12	2 Residences	73	63	10
	IM13	3 Residences	67	59	8
	IM14	4 Residences	78	68	10
	IM15	3 Residences	67	60	7
	IM16	4 Residences	77	68	9
	IM17	4 Residences	68	60	8
	IM18	4 Residences	78	68	10
	IM19	4 Residences	69	61	8
	IM20	5 Residences	78	68	10
	IM21	2 Residences	66	59	7
	IM22	1 Residence	77	69	8
	IM23	2 Residences	67	59	8

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

* Build Level is presented without the existing barrier in place.

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 41
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE N

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE N	N2	1 Residence	74	62	11
	N3	2 Tennis Courts	76	68	8
	NM1	8 Residences	67	60	7
	NM2	6 Residences	69	61	9
	NM3	2 Residences	73	63	11
	NM4	6 Residences	63	60	3
	NM5	6 Residences	63	59	5
	NM6	6 Residences	66	58	8
	NM7	8 Residences	68	62	5
	NM8	8 Residences	70	65	6
	NM9	3 Residences	66	59	7
	NM10	2 Residences	69	61	8
	NM11	2 Residences	72	62	11
	NM12	2 Residences	64	59	5
	NM13	2 Residences	71	62	9
	NM14	2 Residences	70	64	6
	NM15	2 Residences	66	59	7
	NM16	2 Residences	66	64	3
	NM17	3 Residences	65	61	4
	NM18	1 Residence	71	64	7
	NM19	4 Residences	61	55	6
	NM20	2 Residences	68	58	10
	NM21	1 Residence	72	63	9
	NM22	2 Residences	64	56	8
	NM23	5 Residences	63	56	6

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 42
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE P

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE P	P1	6 Residences	67	65	2
	PM1	4 Residences	67	67	0
	PM2	4 Residences	69	69	0
	PM3	4 Residences	70	70	0
	PM4	6 Residences	70	70	0
	PM5	8 Residences	64	64	0
	PM6	8 Residences	64	62	2
	PM7	6 Residences	64	64	0
	PM8	8 Residences	62	62	0
	PM9	6 Residences	64	62	2
	PM10	4 Residences	64	63	1
	PM11	3 Residences	63	61	2
	PM12	4 Residences	62	61	2
	PM13	Shoppers Comercial Land Use	67	66	1

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 43
I-95 Express Lanes Project
Existing Barrier Analysis - CNE R

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level***	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE R	R2	6 Residences	71	62	9
	RM7	2 Residences	65	59	6
	RM8	2 Residences	62	60	3
	RM9	2 Residences	70	65	5
	RM10	6 Residences	61	57	4
	RM11	4 Residences	70	65	5
	RM12	5 Residences	73	65	8
	RM13	8 Residences	62	58	5
	RM14	6 Residences	76	66	10
	RM15	8 Residences	67	61	5
	RM16	5 Residences	72	62	10
	RM17	5 Residences	63	57	6
	RM18	8 Residences	68	59	9
	RM19	4 Residences	64	58	6
	RM20	6 Residences	74	64	11
	RM21	12 Residences	64	58	5
	RM22	6 Residences	74	64	10
	RM23	12 Residences	63	58	5
	RM24	6 Residences	73	64	10
	RM25	6 Residences	65	59	6
	RM26	3 Residences	64	57	7
	RM27	1 Residence	71	62	9
	RM28	3 Residences	67	60	7
	RM29	6 Residences	70	64	6
	RM30	2 Residences	74	66	8
	RM31	6 Residences	69	67	2
	RM32	1 Residence	71	70	1
	RM33	3 Residences	67	63	4
	RM34	2 Residences	65	63	1
	RM35	4 Residences	62	59	2
	RM36	3 Residences	65	63	1

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

* Build Level is presented without the existing barrier in place.

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 44
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE R

1	2	3	4	5	6	
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**	
CNE R (south)	R3	2 Residences	66	65	1	Southern Extension
	RM1	3 Residences	62	62	1	
	RM2	4 Residences	74	66	8	
	RM3	3 Residences	60	60	0	
	RM4	4 Residences	73	64	9	
	RM5	2 Residences	61	60	1	
	RM6	2 Residences	69	64	5	
	RM7	2 Residences	59	58	1	
CNE R (north)	R1	4 Residences	62	54	8	Northern Extension
	RM32	1 Residence	70	70	0	
	RM33	3 Residences	63	62	0	
	RM34	2 Residences	63	63	0	
	RM35	4 Residences	59	59	1	
	RM36	3 Residences	63	62	1	
	RM37	3 Residences	64	58	5	
	RM38	3 Residences	63	55	9	

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 45
I-95 Express Lanes Project
Existing Barrier Analysis - CNE S

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level***	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE S	S2	2 Residences	74	61	13
	SM11	3 Residences	68	61	7
	SM12	2 Residences	68	60	8
	SM13	3 Residences	68	60	8
	SM14	5 Residences	66	58	8
	SM15	3 Residences	73	63	10
	SM16	2 Residences	79	64	15
	SM17	5 Residences	72	62	10
	SM18	2 Residences	79	63	16
	SM19	4 Residences	66	60	6
	SM20	3 Residences	79	61	17
	SM21	3 Residences	70	62	8
	SM22	3 Residences	77	70	7
	SM23	4 Residences	62	62	0
	SM24	4 Residences	78	69	9
	SM25	3 Residences	66	65	1
	SM26	2 Residences	77	74	3
	SM27	3 Residences	68	63	5
	SM28	1 Residence	68	65	3
	SM29	5 Residences	63	62	1
	SM30	5 Residences	68	69	0
	SM31	6 Residences	65	64	1
	SM32	5 Residences	68	69	0
	SM33	4 Residences	68	67	0
	SM34	5 Residences	64	61	2

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

* Build Level is presented without the existing barrier in place.

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 46
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE S

1	2	3	4	5	6	
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**	
CNE S	S3	3 Residences	67	62	5	Southern Extension
	SM3	2 Residences	68	68	0	
	SM4	4 Residences	68	60	8	
	SM5	3 Residences	70	60	10	
	SM6	2 Residences	70	60	10	
	SM7	3 Residences	68	58	10	
	SM8	3 Residences	59	57	2	
	SM9	3 Residences	63	57	6	
	SM10	2 Residences	59	57	2	
	SM11	3 Residences	61	60	0	
	SM12	2 Residences	60	60	0	
	SM13	3 Residences	60	60	0	
	SM14	5 Residences	58	58	0	
	S1	3 Residences	64	64	0	Northern Extension
	SM29	5 Residences	62	62	0	
	SM30	5 Residences	69	69	0	
	SM31	6 Residences	64	64	0	
	SM32	5 Residences	69	69	0	
	SM33	4 Residences	67	67	0	
	SM34	5 Residences	61	61	0	
	SM35	5 Residences	61	61	0	
	SM36	6 Residences	61	60	2	
	SM37	2 Residences	66	64	2	
	SM38	5 Residences	62	60	2	
	SM39	6 Residences	67	61	6	
	SM40	4 Residences	67	57	9	
	SM41	4 Residences	63	58	5	

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Table 47
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE T

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE T	TM19	Elizabeth Vaughan Elem. School	68	65	4
	TM20	Elizabeth Vaughan Elem. School	72	66	6
	TM21	Elizabeth Vaughan Elem. School	73	66	7
	TM22	Elizabeth Vaughan Elem. School	73	66	8
	TM23	Elizabeth Vaughan Elem. School	66	64	2
	TM24	Elizabeth Vaughan Elem. School	64	62	2
	TM25	Elizabeth Vaughan Elem. School	65	62	2
	TM26	Elizabeth Vaughan Elem. School	67	62	5
	TM27	Elizabeth Vaughan Elem. School	63	62	1
	TM28	Elizabeth Vaughan Elem. School	64	62	2
	TM29	Elizabeth Vaughan Elem. School	64	61	3
	TM30	Elizabeth Vaughan Elem. School	65	62	4

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 48
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE X

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE X	X1	1 Residence	71	63	8
	X2	2 Residences	72	63	9
	XM1	8 Residences	72	66	6
	XM2	6 Residences	62	62	0
	XM3	6 Residences	62	61	1
	XM4	11 Residences	64	62	2
	XM5	2 Residences	72	63	9
	XM6	5 Residences	64	60	3
	XM7	8 Residences	65	64	1
	XM8	8 Residences	66	64	3
	XM9	6 Residences	74	65	10
	XM10	6 Residences	74	64	10
	XM11	6 Residences	69	64	4

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 49
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE Y

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE Y	YM1	3 Residences	59	55	4
	YM2	3 Residences	62	57	6
	YM3	3 Residences	68	61	7
	YM4	3 Residences	72	64	8
	YM5	3 Residences	73	62	10
	YM6	3 Residences	68	58	10
	YM7	3 Residences	70	64	6
	YM8	3 Residences	70	69	1

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 50
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE AA

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE AA	AA1	3 Residences	61	61	0
	AA2	1 Residence	58	55	3
	AAM6	2 Residences	58	53	5
	AAM7	2 Residences	63	57	6
	AAM8	2 Residences	69	62	7
	AAM9	1 Residence	54	52	1
	AAM10	2 Residences	67	61	6
	AAM11	2 Residences	54	51	3
	AAM12	1 Residence	62	57	5
	AAM13	3 Residences	58	54	4
	AAM14	3 Residences	66	60	6
	AAM15	4 Residences	64	60	4
	AAM16	4 Residences	56	55	1
	AAM17	3 Residences	49	50	0
	AAM18	3 Residences	67	68	0
	AAM19	3 Residences	60	51	8
	AAM20	3 Residences	58	57	1

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 51
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE DD

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE DD	DD1	5 Residences	62	56	6
	DD2	1 Residence	70	61	9
	DD3	2 Residences	73	69	5
	DDM1	2 Residences	72	67	5
	DDM2	1 Residence	73	68	5
	DDM3	2 Residences	74	66	9
	DDM4	3 Residences	72	66	7
	DDM5	2 Residences	74	66	9
	DDM6	3 Residences	74	65	9
	DDM7	4 Residences	72	64	8
	DDM8	2 Residences	74	64	10
	DDM9	3 Residences	71	63	8
	DDM10	3 Residences	74	64	10
	DDM11	2 Residences	72	63	9
	DDM12	1 Residence	74	64	11
	DDM13	2 Residences	73	63	10
	DDM14	1 Residence	73	63	10
	DDM15	2 Residences	72	62	10
	DDM16	3 Residences	71	62	9
	DDM17	9 Residences	71	63	8
	DDM18	8 Residences	68	60	9
	DDM19	5 Residences	66	58	8
	DDM20	5 Residences	69	67	2
	DDM21	3 Residences	67	65	2
	DDM22	2 Residences	56	53	3

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 52
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE EE

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE EE	EE1	1 Residence	71	61	10
	EE2	1 Residence	71	63	8
	EE3	2 Residences	70	62	8
	EEM1	2 Residences	71	63	8
	EEM2	2 Residences	66	61	5
	EEM3	2 Residences	64	60	4
	EEM4	2 Residences	66	60	6
	EEM5	3 Residences	71	63	8
	EEM6	2 Residences	67	60	7
	EEM7	4 Residences	64	59	6
	EEM8	3 Residences	71	64	7
	EEM9	2 Residences	71	63	8
	EEM10	4 Residences	68	60	7
	EEM11	2 Residences	69	61	8
	EEM12	Dumfries Elem. School	67	62	6
	EEM13	Dumfries Elem. School	67	61	6
	EEM14	Dumfries Elem. School	67	61	6
	EEM15	Dumfries Elem. School	66	60	6
	EEM16	Dumfries Elem. School	66	61	5
	EEM17	Dumfries Elem. School	66	60	5
	EEM18	Dumfries Elem. School	65	60	5
	EEM19	Dumfries Elem. School	65	59	6
	EEM20	Dumfries Elem. School	65	60	5
	EEM21	Dumfries Elem. School	65	60	5
	EEM22	Dumfries Elem. School	64	59	5
	EEM23	Dumfries Elem. School	64	59	5
	EEM24	2 Residences	71	60	10
	EEM25	3 Residences	66	61	5
	EEM26	1 Residence	67	64	3
	EEM27	2 Residences	62	62	0

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 53
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE FF

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE FF	FF1	1 Residence	67	61	6
	FFM1	2 Residences	67	61	6
	FFM2	2 Residences	65	63	2
	FFM3	2 Residences	65	60	5

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 54
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE GG-Partial

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE GG	GG2	1 Residence	69	62	7
	GGM1	2 Residences	64	61	3
	GGM2	1 Residence	66	62	4
	GGM3	3 Residences	65	62	3
	GGM4	3 Residences	63	60	3
	GGM5	1 Residence	68	64	5
	GGM6	2 Residences	65	61	5
	GGM7	2 Residences	63	59	4
	GGM8	3 Residences	62	58	4
	GGM9	2 Residences	62	58	4
	GGM10	Calvary Christian School	72	64	8

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Receptors were not considered for the abatement analysis

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 55
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE HH

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE HH	HHM2	Locust Shade Park	66	60	6
	HHM3	Locust Shade Park	64	59	5
	HHM4	Locust Shade Park	64	59	5
	HHM5	Locust Shade Park	63	59	5
	HHM6	Locust Shade Park	64	59	5
	HHM7	Locust Shade Park	63	59	4

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 56
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE HH-2

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE HH-2	HHM9	Marine Corps Museum	75	72	3
	HHM10	Marine Corps Museum	75	71	4
	HHM11	Marine Corps Museum	74	68	6
	HHM12	Marine Corps Museum	74	66	8
	HHM13	Marine Corps Museum	74	65	8
	HHM14	Marine Corps Museum	73	64	9
	HHM15	Marine Corps Museum	73	70	3
	HHM16	Marine Corps Museum	73	67	5
	HHM17	Marine Corps Museum	72	66	7
	HHM18	Marine Corps Museum	72	65	7
	HHM19	Marine Corps Museum	71	64	7
	HHM20	Marine Corps Museum	71	63	7
	HHM21	Marine Corps Museum	71	66	4
	HHM22	Marine Corps Museum	70	65	5
	HHM23	Marine Corps Museum	70	64	6
	HHM24	Marine Corps Museum	70	64	6
	HHM25	Marine Corps Museum	69	63	6
	HHM26	Marine Corps Museum	69	64	4
	HHM27	Marine Corps Museum	68	64	5
	HHM28	Marine Corps Museum	68	63	5
	HHM29	Marine Corps Museum	67	63	4
	HHM30	Marine Corps Museum	67	63	4
	HHM31	Marine Corps Museum	66	62	4

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 57
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE II

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE II	IIM1	Forest Greens Golf Club	70	61	9
	IIM2	Forest Greens Golf Club	73	63	10
	IIM3	Forest Greens Golf Club	71	63	8
	IIM4	Forest Greens Golf Club	74	65	9
	IIM5	Forest Greens Golf Club	71	67	4
	IIM6	Forest Greens Golf Club	75	71	4
	IIM7	Forest Greens Golf Club	71	69	3
	IIM8	Forest Greens Golf Club	75	71	3
	IIM9	Forest Greens Golf Club	71	69	2
	IIM10	Forest Greens Golf Club	68	59	9
	IIM11	Forest Greens Golf Club	71	61	10
	IIM12	Forest Greens Golf Club	69	61	9
	IIM13	Forest Greens Golf Club	73	61	11
	IIM14	Forest Greens Golf Club	69	62	7
	IIM15	Forest Greens Golf Club	74	64	10
	IIM16	Forest Greens Golf Club	69	63	5
	IIM17	Forest Greens Golf Club	74	65	9
	IIM18	Forest Greens Golf Club	69	65	4
	IIM19	Forest Greens Golf Club	74	70	4
	IIM20	Forest Greens Golf Club	69	66	4
	IIM21	Forest Greens Golf Club	73	69	4
	IIM22	Forest Greens Golf Club	70	67	3
	IIM23	Forest Greens Golf Club	72	69	4
	IIM24	Forest Greens Golf Club	68	59	8
	IIM25	Forest Greens Golf Club	72	61	11
	IIM26	Forest Greens Golf Club	67	59	8
	IIM27	Forest Greens Golf Club	70	61	10

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 58
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE JJ

1	2	3	4	5	6
CNE Descriptor	Site Descriptor	Site Representation	Build (2035) Noise Level	Abated (2035) Noise Level	Net Insertion Loss
CNE JJ	JJ1	4 Residences	68	59	8
	JJM1	3 Residences	70	64	6
	JJM2	2 Residences	75	64	11
	JJM3	3 Residences	68	61	7
	JJM4	4 Residences	74	63	11
	JJM5	4 Residences	66	59	7
	JJM6	4 Residences	69	61	8
	JJM7	4 Residences	68	61	8
	JJM8	5 Residences	66	58	7
	JJM9	4 Residences	70	61	8
	JJM10	6 Residences	66	58	8
	JJM11	4 Residences	66	59	8
	JJM12	5 Residences	67	60	7
	JJM13	4 Residences	65	59	7
	JJM14	6 Residences	64	59	5
	JJM15	7 Residences	69	62	7
	JJM16	7 Residences	63	59	4
	JJM17	3 Residences	69	65	4
	JJM18	2 Residences	65	62	3

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 59
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE KK

1	2	3	4	5	6
CNE Descriptor	Site Descriptor	Site Representation	Build (2035) Noise Level	Abated (2035) Noise Level	Net Insertion Loss
CNE KK	KK1	3 Residences	73	67	7
	KK2	8 Residences	73	68	5
	KK3	12 Residences	68	64	5
	KKM1	6 Residences	66	63	3
	KKM2	10 Residences	60	59	1
	KKM3	6 Residences	66	62	5
	KKM4	8 Residences	67	61	5
	KKM5	8 Residences	61	59	2
	KKM6	6 Residences	63	60	4
	KKM7	6 Residences	61	59	2
	KKM8	12 Residences	62	59	3
	KKM9	5 Residences	61	59	2
	KKM10	4 Residences	60	59	1
	KKM11	3 Residences	60	60	0
	KKM12	6 Residences	74	68	6
	KKM13	8 Residences	62	62	0
	KKM14	6 Residences	70	64	6
	KKM15	6 Residences	61	61	0
	KKM16	6 Residences	68	63	4
	KKM17	8 Residences	59	59	0
	KKM18	6 Residences	67	64	3
	KKM19	6 Residences	65	62	3
	KKM20	6 Residences	59	58	1
	KKM21	Community Center Pool	71	64	7
	KKM22	8 Residences	71	60	11
	KKM23	2 Residences	72	68	4
	KKM24	2 Residences	69	61	8
	KKM25	3 Residences	63	57	6
	KKM26	7 Residences	76	65	11
	KKM27	2 Residences	68	60	8
	KKM28	3 Residences	66	59	7
	KKM29	3 Residences	74	64	10
	KKM30	4 Residences	63	59	4
	KKM31	3 Residences	65	59	5
	KKM32	4 Residences	76	65	11
	KKM33	3 Residences	70	64	6
	KKM34	3 Residences	58	58	0
	KKM35	2 Residences	70	67	3
	KKM36	2 Residences	66	63	3

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 60
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE LL

1	2	3	4	5	6
CNE Descriptor	Site Descriptor	Site Representation	Build (2035) Noise Level	Abated (2035) Noise Level	Net Insertion Loss
CNE LL	LL1	4 Planned Residences	69	63	6
	LL2	4 Residences	70	62	7
	LLM1	6 Residences	67	61	6
	LLM2	2 Residences	71	62	9
	LLM3	6 Residences	59	55	4
	LLM4	3 Residences	64	61	4
	LLM4A	3 Residences	59	58	1
	LLM5	6 Residences	68	63	5
	LLM6	6 Residences	74	61	13
	LLM7	6 Residences	75	62	13
	LLM8	6 Residences	63	60	3
	LLM9	6 Residences	60	57	2
	LLM10	5 Residences	73	67	6
	LLM10A	5 Residences	65	60	4
	LLM11	3 Residences	76	75	1
	LLM12	4 Residences	59	58	2
	LLM13	5 Residences	65	59	7
	LLM14	6 Residences	70	62	8
	LLM15	6 Residences	74	66	8
	LLM16	12 Residences	59	53	6
	LLM17	8 Residences	66	57	9
	LLM18	6 Residences	67	59	8
	LLM19	10 Residences	67	57	10
	LLM19A	3 Residences	76	66	10
	LLM19B	3 Residences	70	58	12
	LLM20	5 Residences	69	60	9
	LLM21	4 Planned Residences	72	65	7
	LLM21A	4 Residences	75	72	4
	LLM22	2 Residences	66	60	6
	LLM23	5 Residences	65	62	3
	LLM24	4 Planned Residences	58	55	2
	LLM25	4 Residences	72	65	8
	LLM26	4 Planned Residences	72	65	6
	LLM27	4 Planned Residences	71	62	10
	LLM28	4 Planned Residences	71	63	8
	LLM29	4 Planned Residences	70	60	10
	LLM30	Baseball Field - 1 Unit	67	59	7
	LLM31	Baseball Field - 1 Unit	69	61	9
	LLM32	Baseball Field - 1 Unit	67	60	7
	LLM33	Baseball Field - 1 Unit	70	61	9
	LLM34	Baseball Field - 1 Unit	67	60	7
	LLM35	Baseball Field - 1 Unit	70	61	9
	LLM36	Baseball Field - 1 Unit	67	60	7
	LLM37	Baseball Field - 1 Unit	70	61	8
	LLM38	Baseball Field - 1 Unit	67	60	7
	LLM39	Baseball Field - 1 Unit	70	62	9
	LLM40	Baseball Field - 1 Unit	67	61	6
	LLM41	Baseball Field - 1 Unit	70	62	8
	LLM42	Baseball Field - 1 Unit	67	61	6
	LLM43	Baseball Field - 1 Unit	70	62	8
	LLM44	Baseball Field - 1 Unit	67	61	6
	LLM45	Baseball Field - 1 Unit	70	62	8
	LLM46	Baseball Field - 1 Unit	67	62	6
	LLM47	Baseball Field - 1 Unit	70	63	7
	LLM48	Baseball Field - 1 Unit	67	62	5
	LLM49	Baseball Field - 1 Unit	70	63	7
	LLM50	Baseball Field - 1 Unit	67	63	5
	LLM51	Baseball Field - 1 Unit	70	64	6
	LLM52	Baseball Field - 1 Unit	68	63	4
	LLM53	Baseball Field - 1 Unit	70	65	5
	LLM54	Baseball Field - 1 Unit	68	64	4
	LLM55	Baseball Field - 1 Unit	70	66	4

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 61
I-95 Express Lanes Project
Optimized Barrier Analysis - CNE MM

1	2	3	4	5	6
CNE Descriptor	**Site Descriptor**	**Site Representation**	**Build (2035) Noise Level**	**Abated (2035) Noise Level**	**Net Insertion Loss**
CNE MM	MM1	12 Residences	68	59	9
	MM2	6 Residences	64	59	5
	MMM1	6 Residences	75	61	14
	MMM2	8 Residences	74	60	14
	MMM3	9 Residences	66	61	5
	MMM4	6 Residences	65	60	5
	MMM5	8 Residences	67	60	7
	MMM6	8 Residences	65	59	5
	MMM7	8 Residences	67	60	7
	MMM8	8 Residences	67	61	6
	MMM9	8 Residences	67	61	6
	MMM10	5 Residences	65	63	2
	MMM11	8 Residences	65	61	4
	MMM12	5 Residences	68	62	5
	MMM13	Deck Level	69	65	4
	MMM14	Deck Level	68	62	6
	MMM15	Deck Level	67	61	6
	MMM16	Deck Level	68	61	7
	MMM17	Deck Level	69	62	7
	MMM18	Deck Level	72	62	10
	MMM19	Deck Level	73	63	10
	MMM20	Deck Level	74	67	7
	MMM21	Deck Level	65	61	4
	MMM22	Deck Level	66	63	3
	MMM23	Deck Level	66	64	2

Noise Levels approach or exceed FHWA/VDOT Noise Abatement Criteria

Insertion Losses are considered "feasible".

Note: The calculated Insertion Losses might appear to be off due to rounding errors

Table 62
I-95 Express Lanes Project - CNE Noise Barrier Summary

1	2	3	4	5	6	7	8	9
CNE Descriptor	Number of Benefited Residences	Noise Barrier Length (ft.)	Noise Barrier Height Range (ft.)	Max. Square Footage (MaxSF)	MaxSF per Benefited Residence	Barrier Cost ($36/sq. ft.)	Feasible?	Reasonable?
CNE G	0	991	30	29730	N/A	N/A	NO	NO
CNE H*	46	3220	14-15	60429	902	$ 2,175,444	YES	YES
CNE I (Existing Barrier)	79	4400	16-18	88000	1114	$ 3,168,000	YES	YES
CNE N	77	3902	14-17	59538	773	$ 2,143,368	YES	YES
CNE P (Barrier Extensions)	0	1130	30	33900	N/A	N/A	NO	NO
CNE R (Southern Extension)	10	1094	14	15309	1531	$ 551,124	YES	YES
CNE R (Northern Extension)	10	1550	30	46487	4649	$ 1,673,532	NO	NO
CNE R (Existing Barriers)	126	4105	12-16	61575	489	$ 2,216,700	YES	YES
CNE S (Existing Barrier)	47	3117	12-18	68579	1459	$ 2,468,844	YES	YES
CNE S (Northern Extension)	14	1436	30	43080	N/A	$ 1,550,880	NO	NO
CNE S (Southern Partial)	18	1562	10-15	20972	1165	$ 754,992	YES	YES
CNE S (Southern Extension)	19	3117	10-12	34244	1802	$ 1,232,784	YES	NO
CNE T	4	1143	10	11430	2858	$ 411,480	YES	NO
CNE X	25	1547	14-20	25699	1028	$ 925,164	YES	YES
CNE Y	18	2484	30	74532	4141	$ 2,683,152	YES	NO
CNE AA	15	2510	13	32626	2175	$ 1,174,536	YES	NO
CNE DD	66	3195	5-15	43880	665	$ 1,579,680	YES	YES
CNE EE	46	4297	8-18	70976	1543	$ 2,555,136	YES	YES
CNE FF	5	1526	18	27474	5495	$ 989,064	YES	NO
CNE GG	17	3488	18	62786	3693	$ 2,260,296	YES	NO
CNE GG-Partial	5	1758	17	30049	6010	$ 1,081,764	YES	NO
CNE HH	5	1402	18	25241	5048	$ 908,676	YES	NO
CNE HH-2	15	1883	30	56488	3766	$ 2,033,568	YES	NO
CNE II	16	4431	16	70889	4431	$ 2,552,004	YES	NO
CNE JJ	69	2231	14-18	36586	530	$ 1,317,096	YES	YES
CNE KK	88	6939	12-20	112523	1279	$ 4,050,828	YES	YES
CNE LL	152	6255	12-24	111703	735	$ 4,021,308	YES	YES
CNE MM	92	2696	14-17	40895	445	$ 1,472,220	YES	YES

* Includes demolition costs of existing barrier

Figures

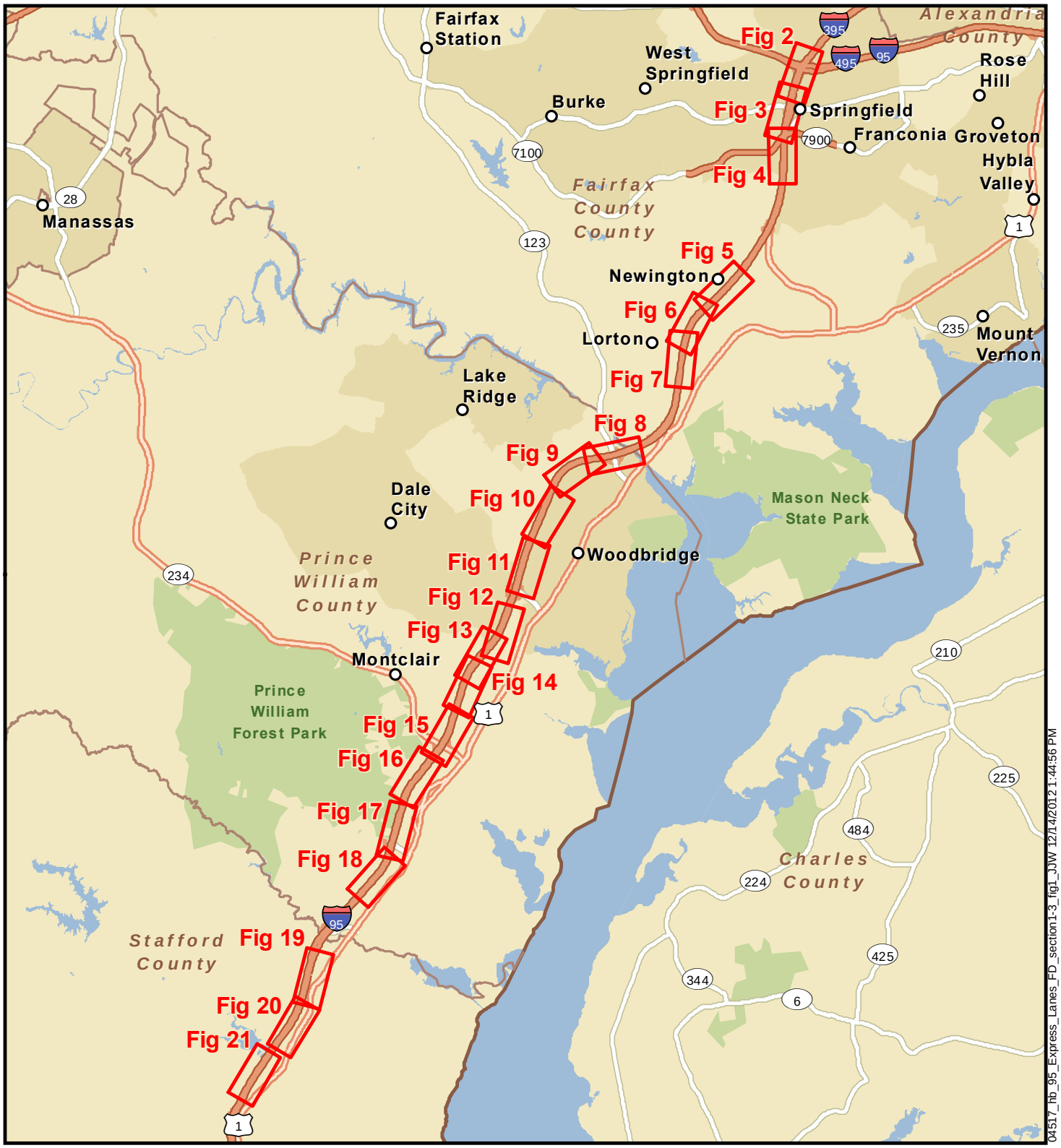
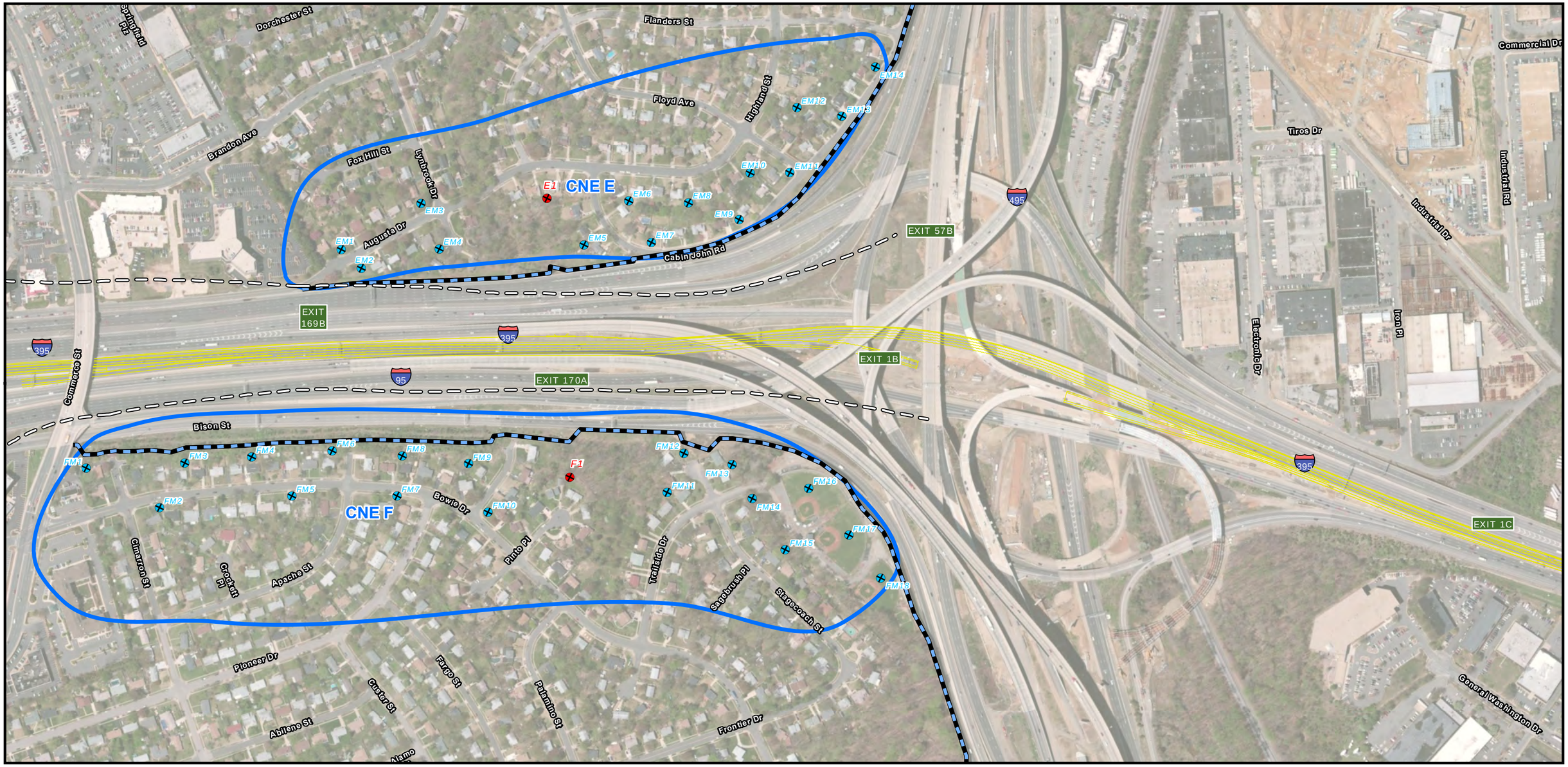


Figure 1 - Regional location map
Virginia Department of Transportation
Interstate 95 – Express Lanes Project
State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

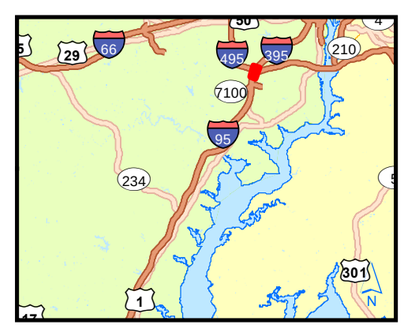
Fairfax, Prince William, and Stafford Counties, VA



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



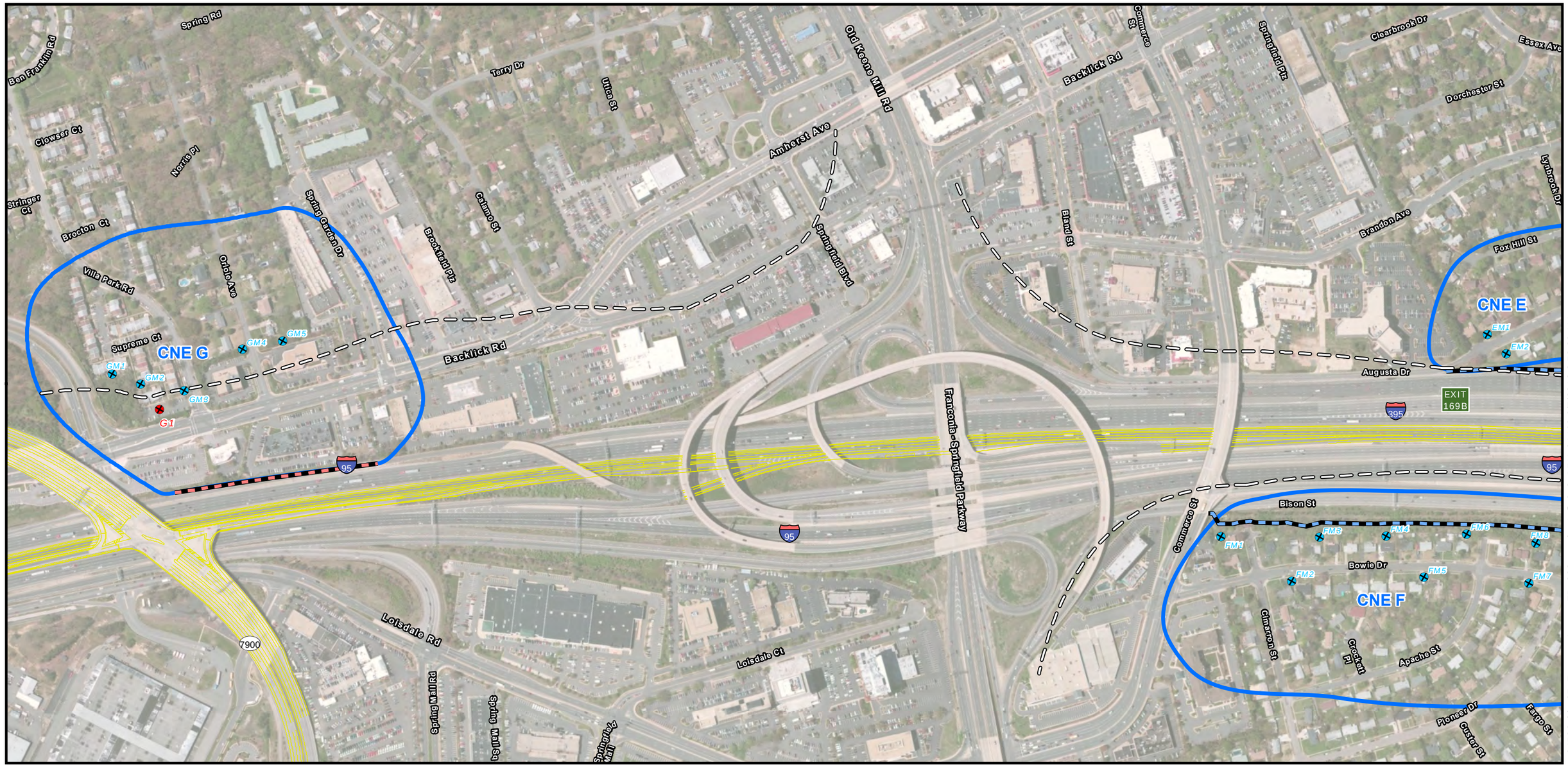
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 2

Fairfax, Prince William, and Stafford Counties, VA

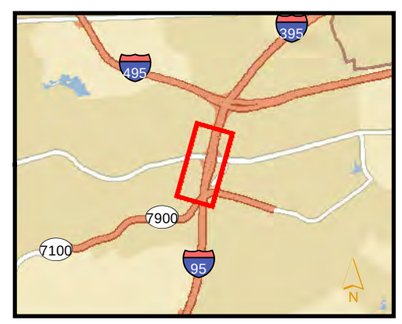
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

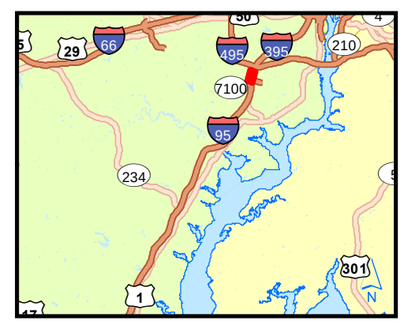


- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters





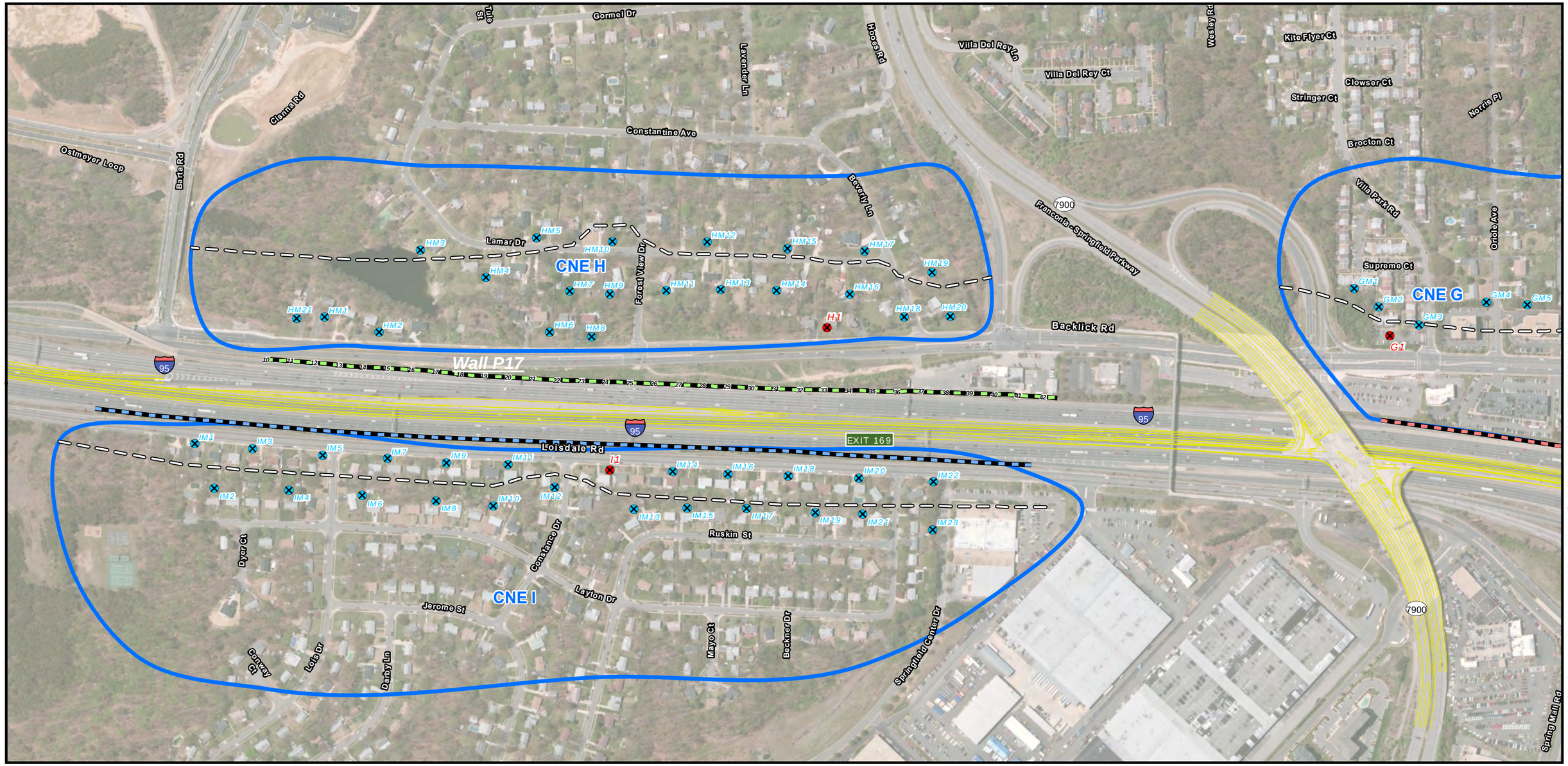
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 3

Fairfax, Prince William, and Stafford Counties, VA

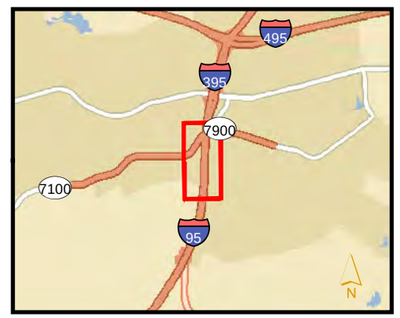
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

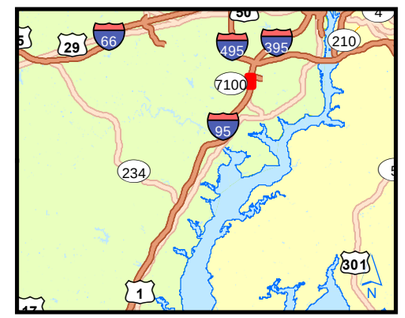


- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters





Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 4

Fairfax, Prince William, and Stafford Counties, VA

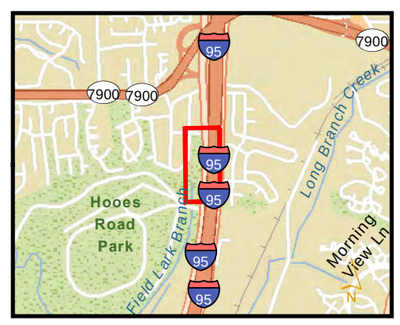
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

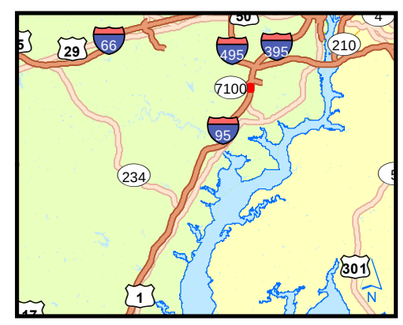
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters





Virginia Department of Transportation
Interstate 95 – Express Lanes Project

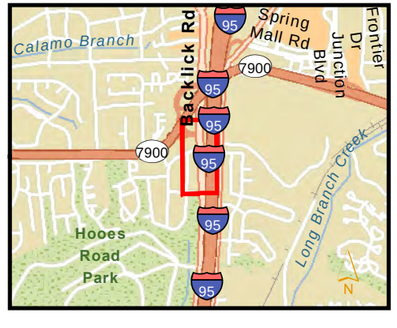
State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

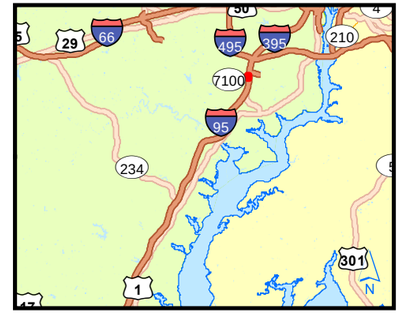
Figure 4A

Fairfax, Prince William, and Stafford Counties, VA

Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters





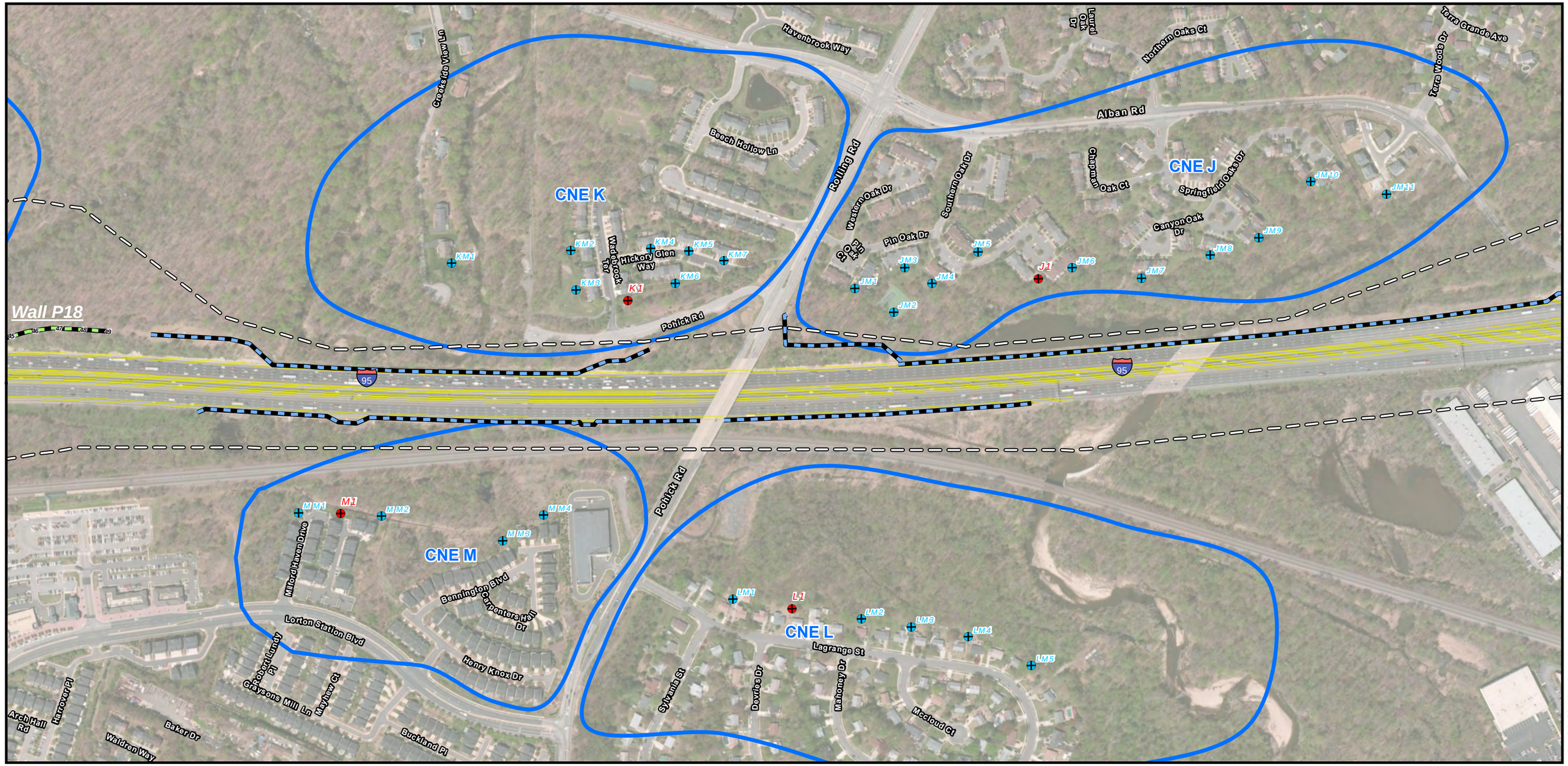
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 4B

Fairfax, Prince William, and Stafford Counties, VA

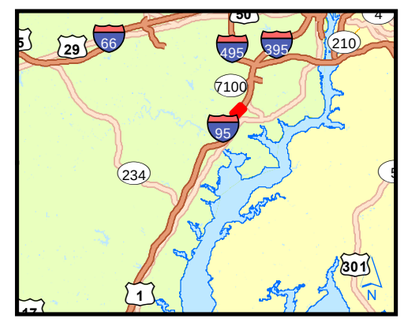
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



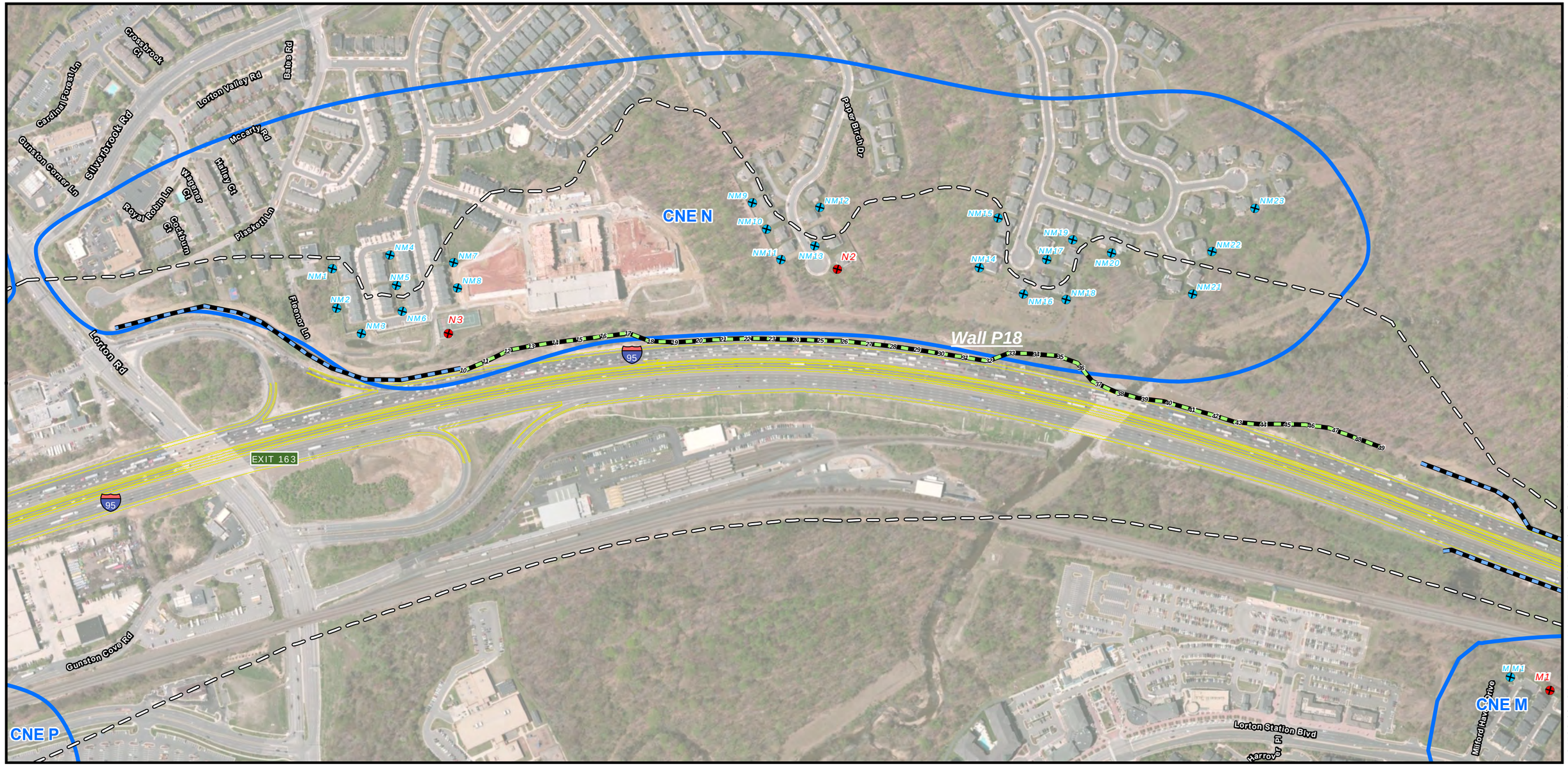
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 5

Fairfax, Prince William, and Stafford Counties, VA

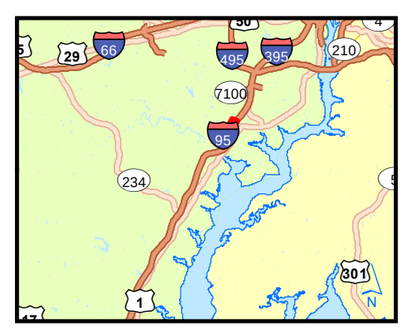
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



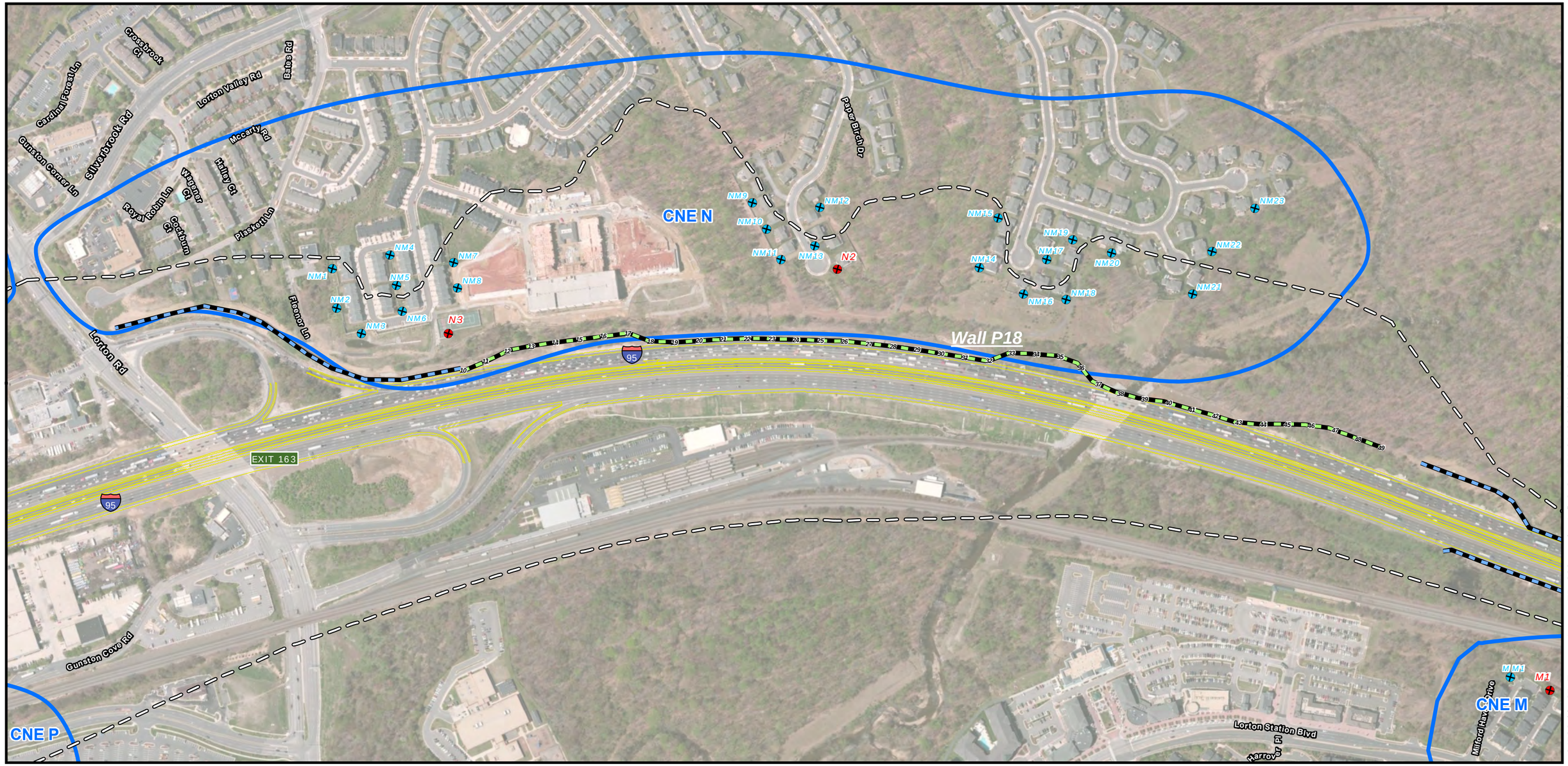
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 6

Fairfax, Prince William, and Stafford Counties, VA

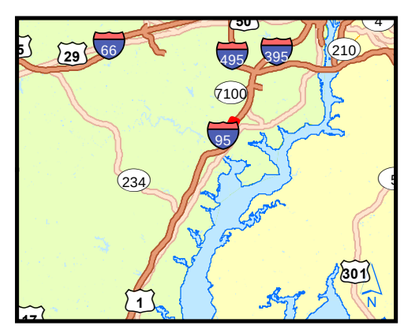
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

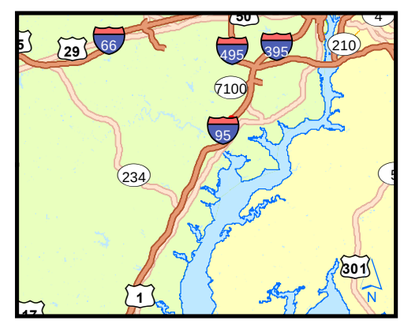
Figure 6

Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters



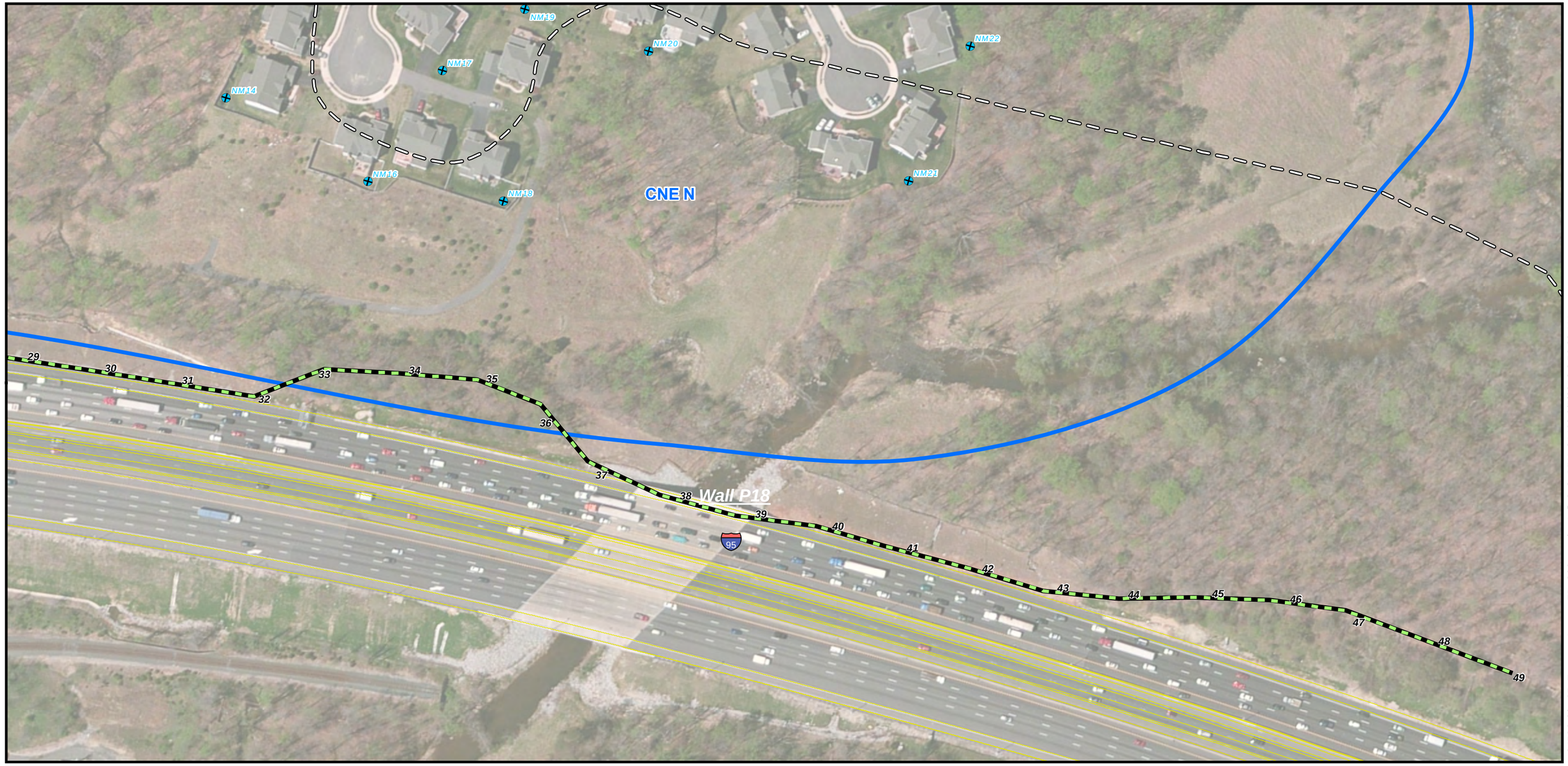
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 6A

Fairfax, Prince William, and Stafford Counties, VA

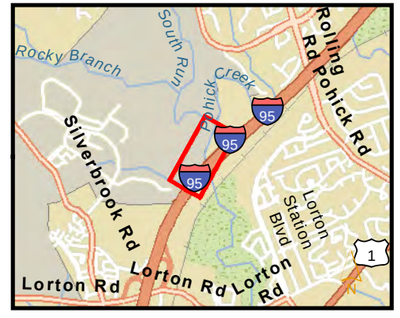
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

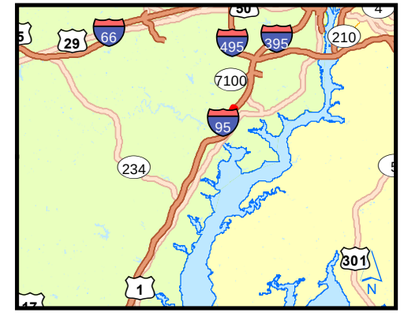


- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters





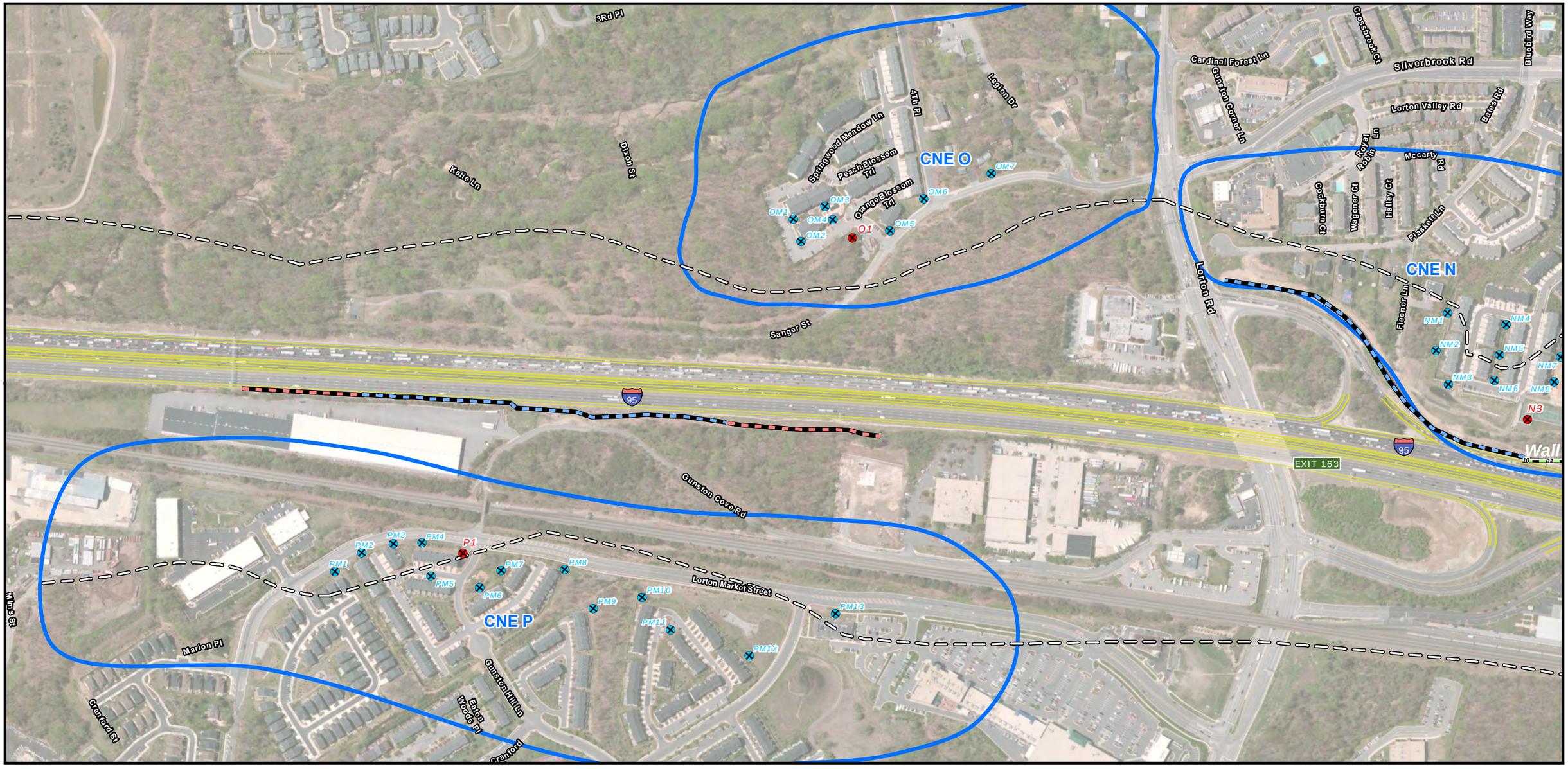
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 6B

Fairfax, Prince William, and Stafford Counties, VA

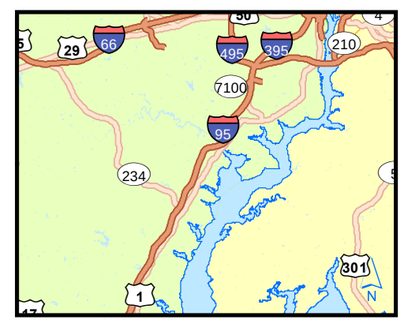
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



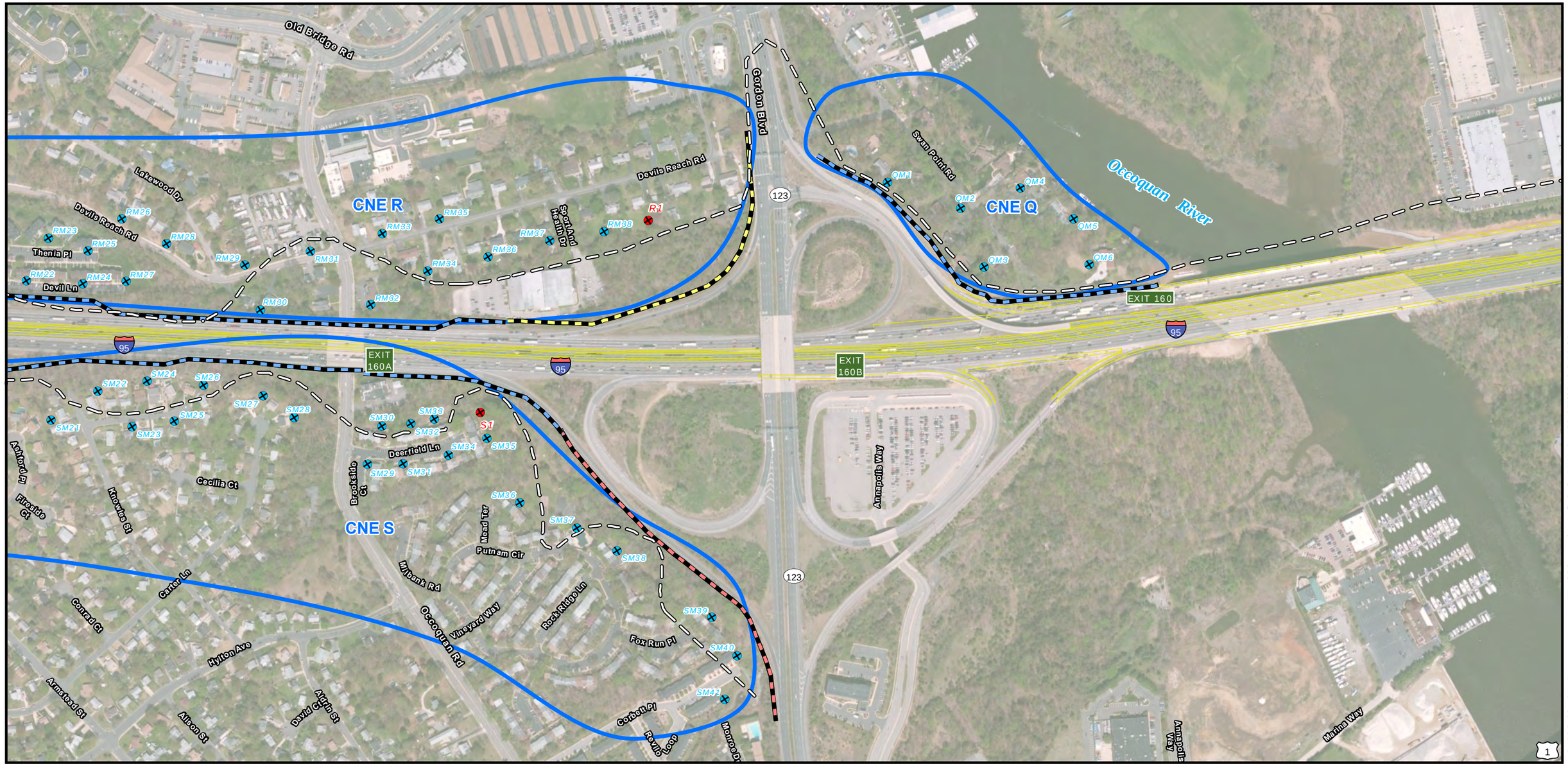
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 7

Fairfax, Prince William, and Stafford Counties, VA

04502_nb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

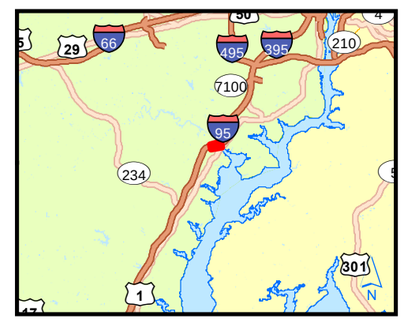


- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters

N W E S



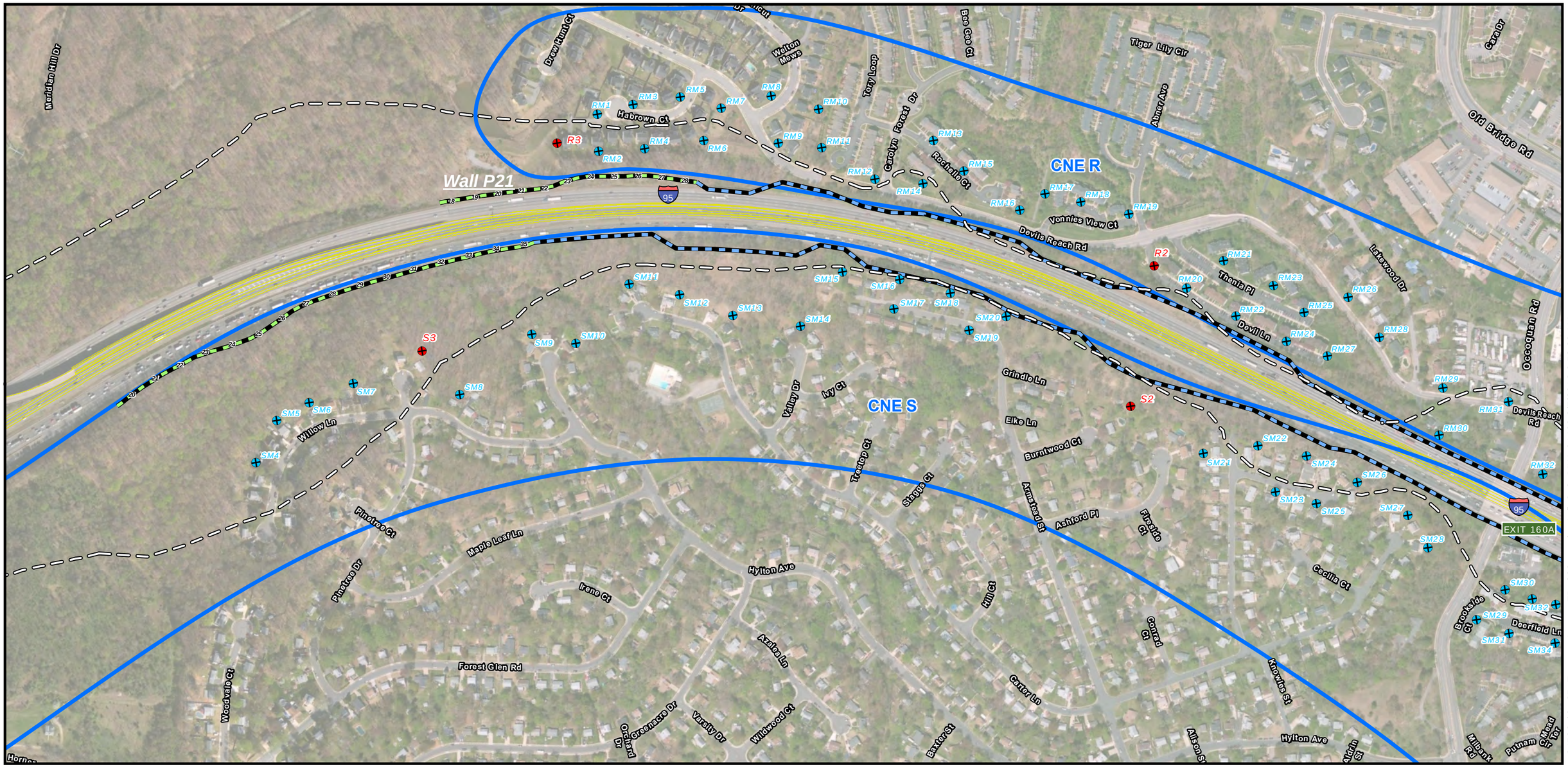
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 8

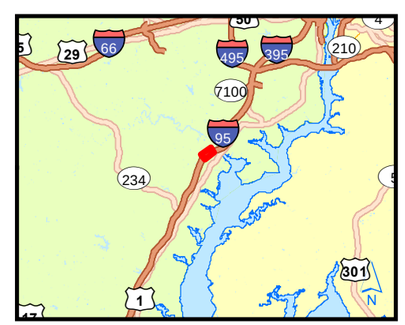
Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters



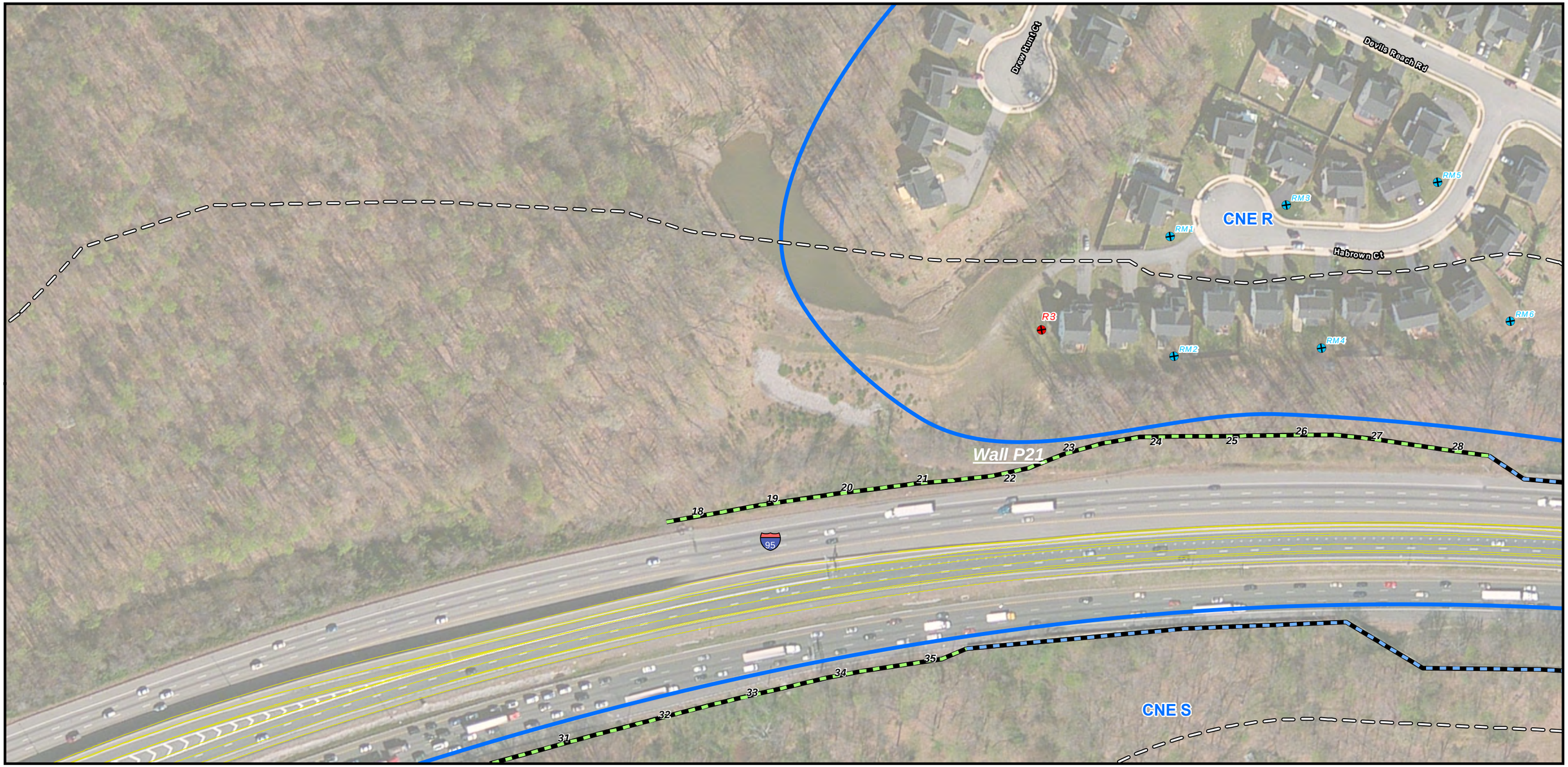
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 9

Fairfax, Prince William, and Stafford Counties, VA

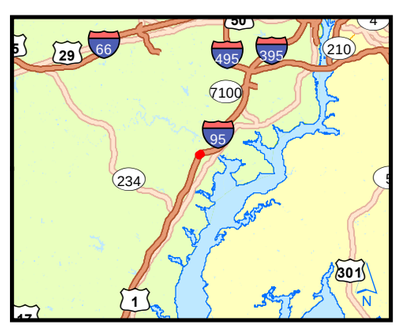
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



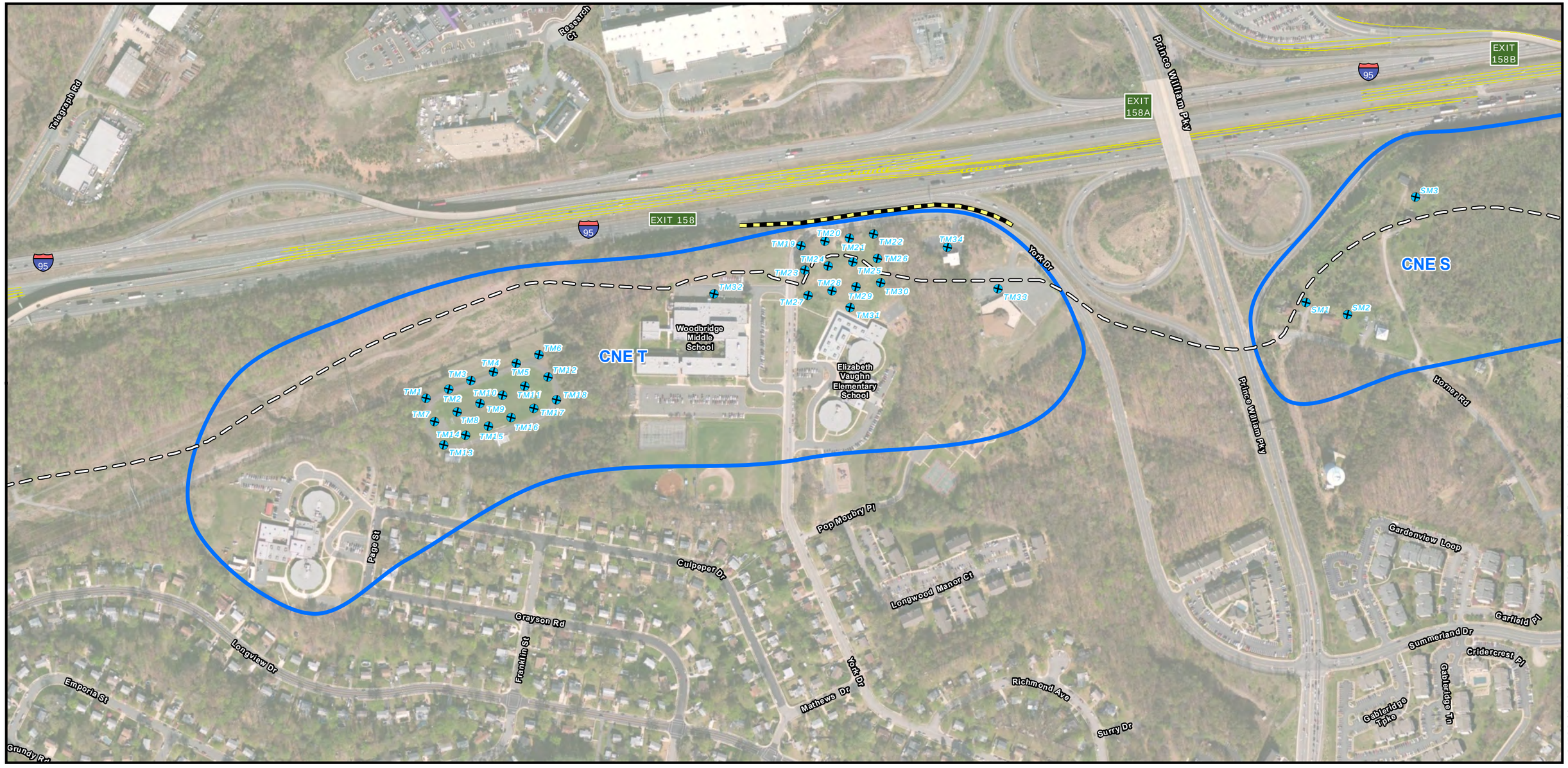
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 9A

Fairfax, Prince William, and Stafford Counties, VA

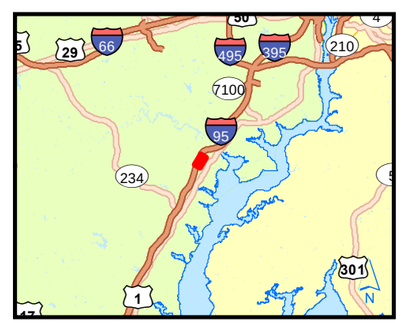
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



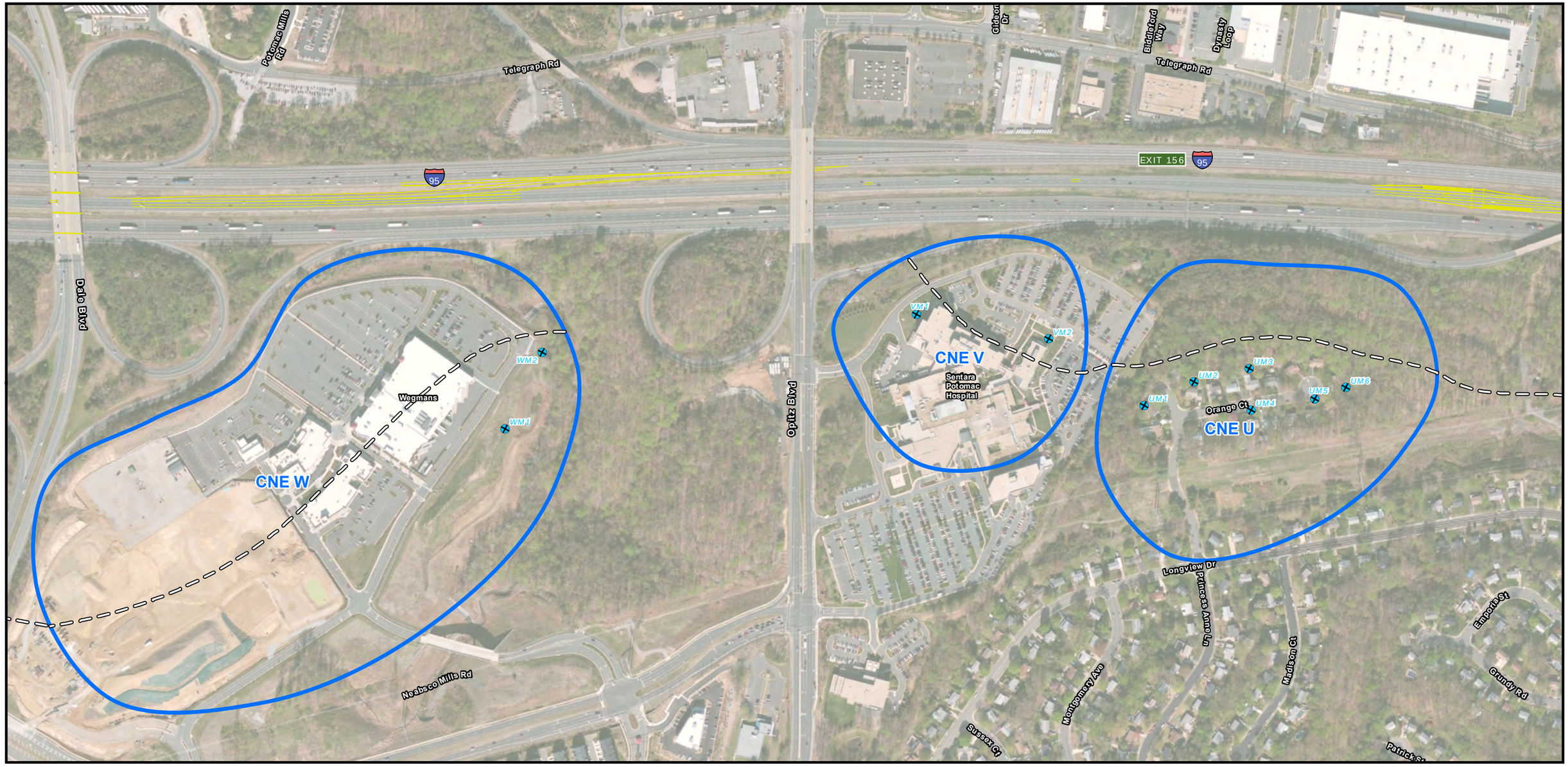
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 10

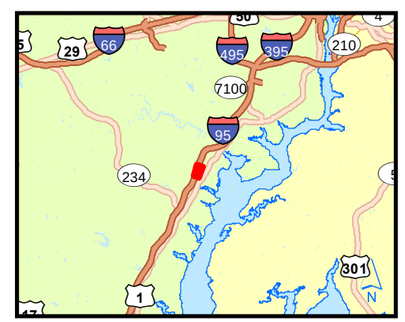
Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters

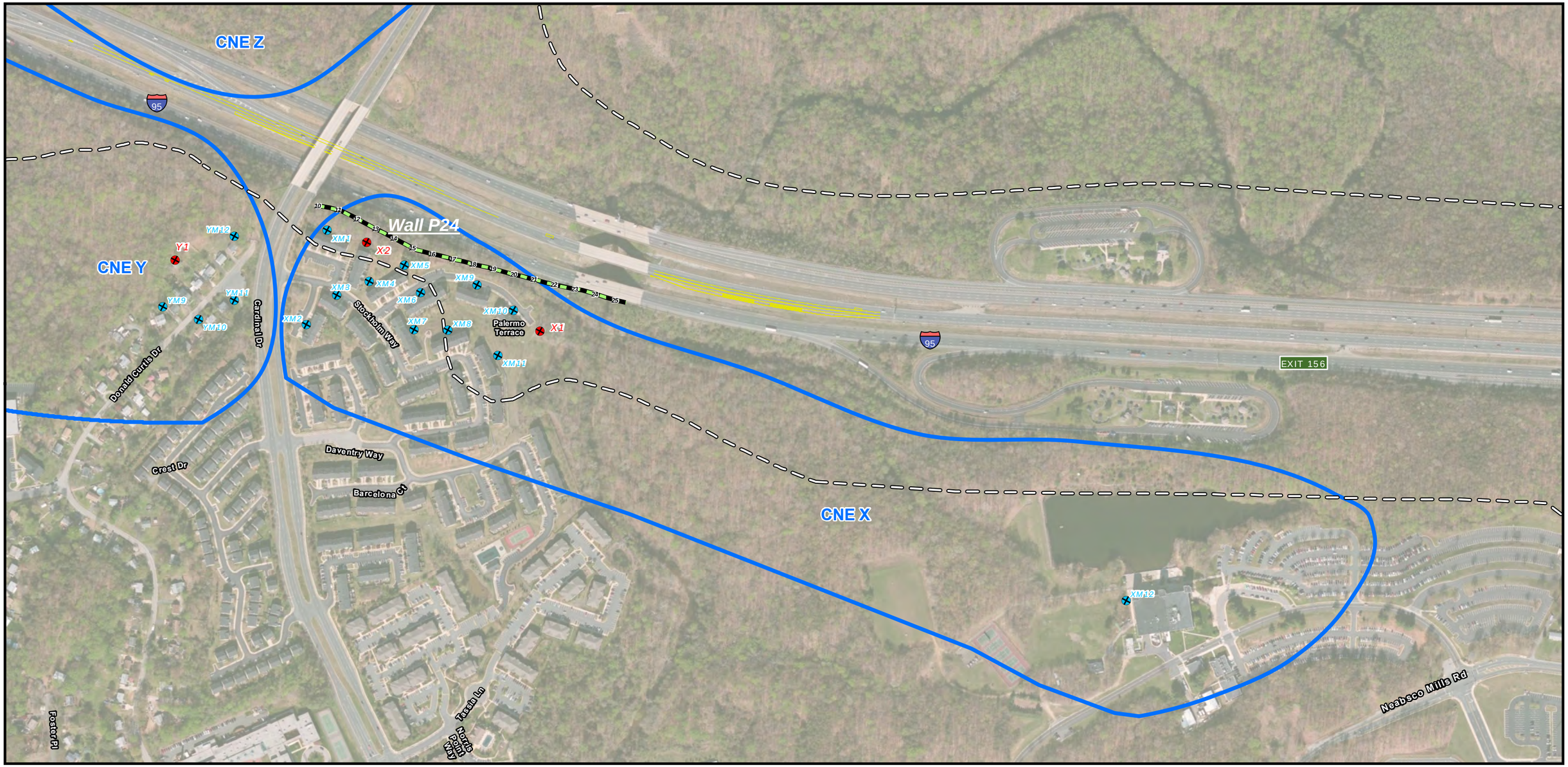


Virginia Department of Transportation
Interstate 95 – Express Lanes Project
State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 11

Fairfax, Prince William, and Stafford Counties, VA

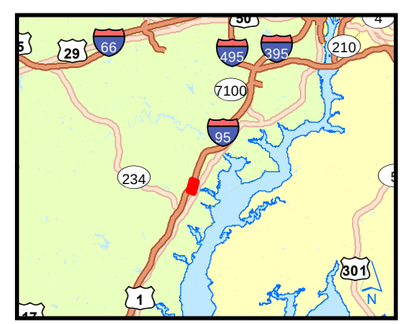
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment

Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters



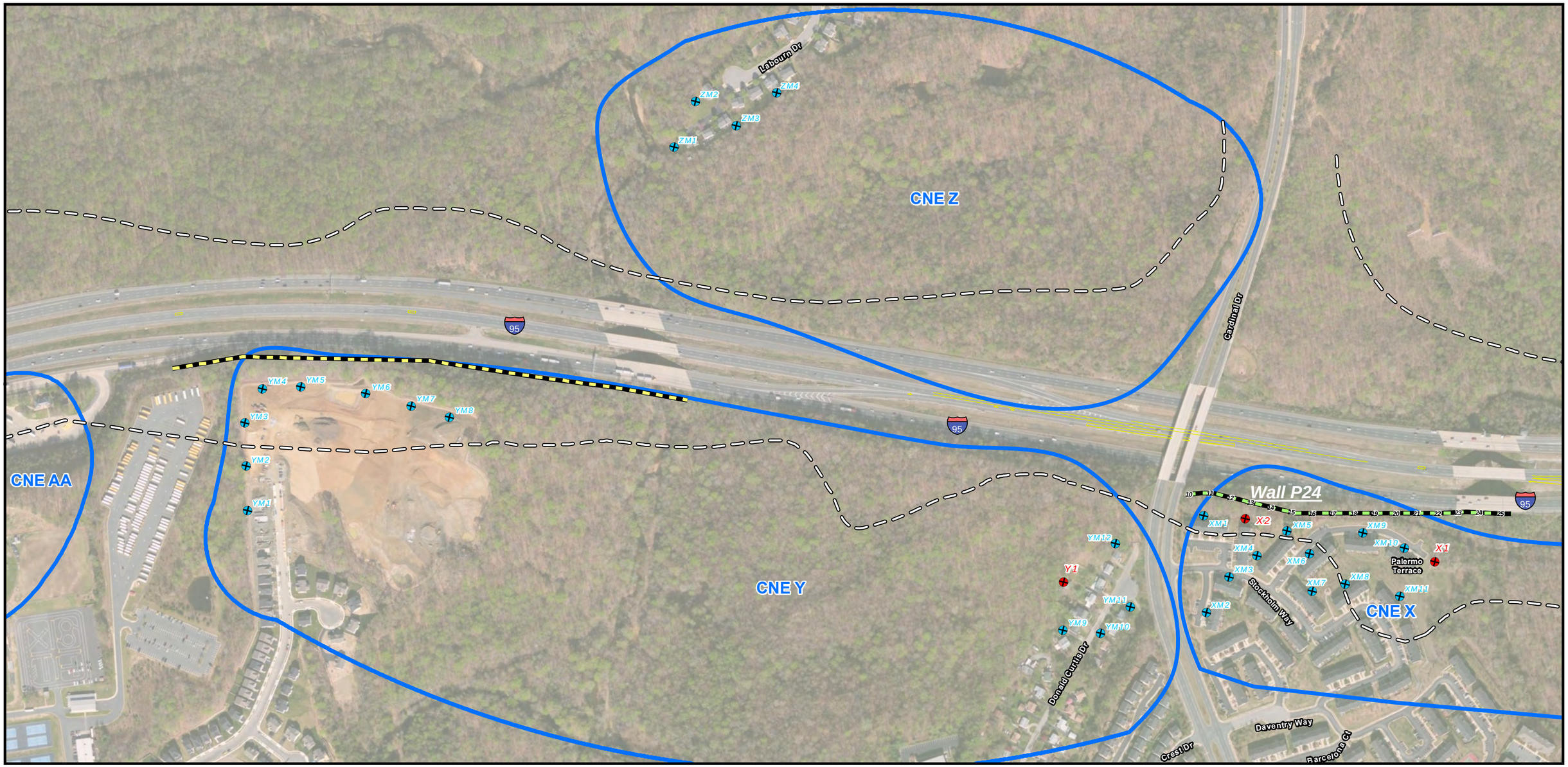
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 12

Fairfax, Prince William, and Stafford Counties, VA

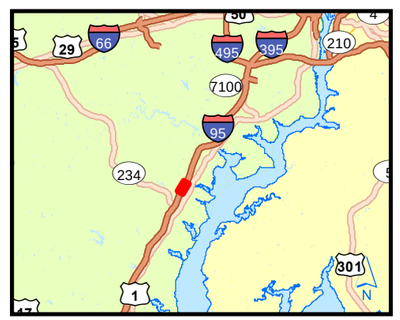
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



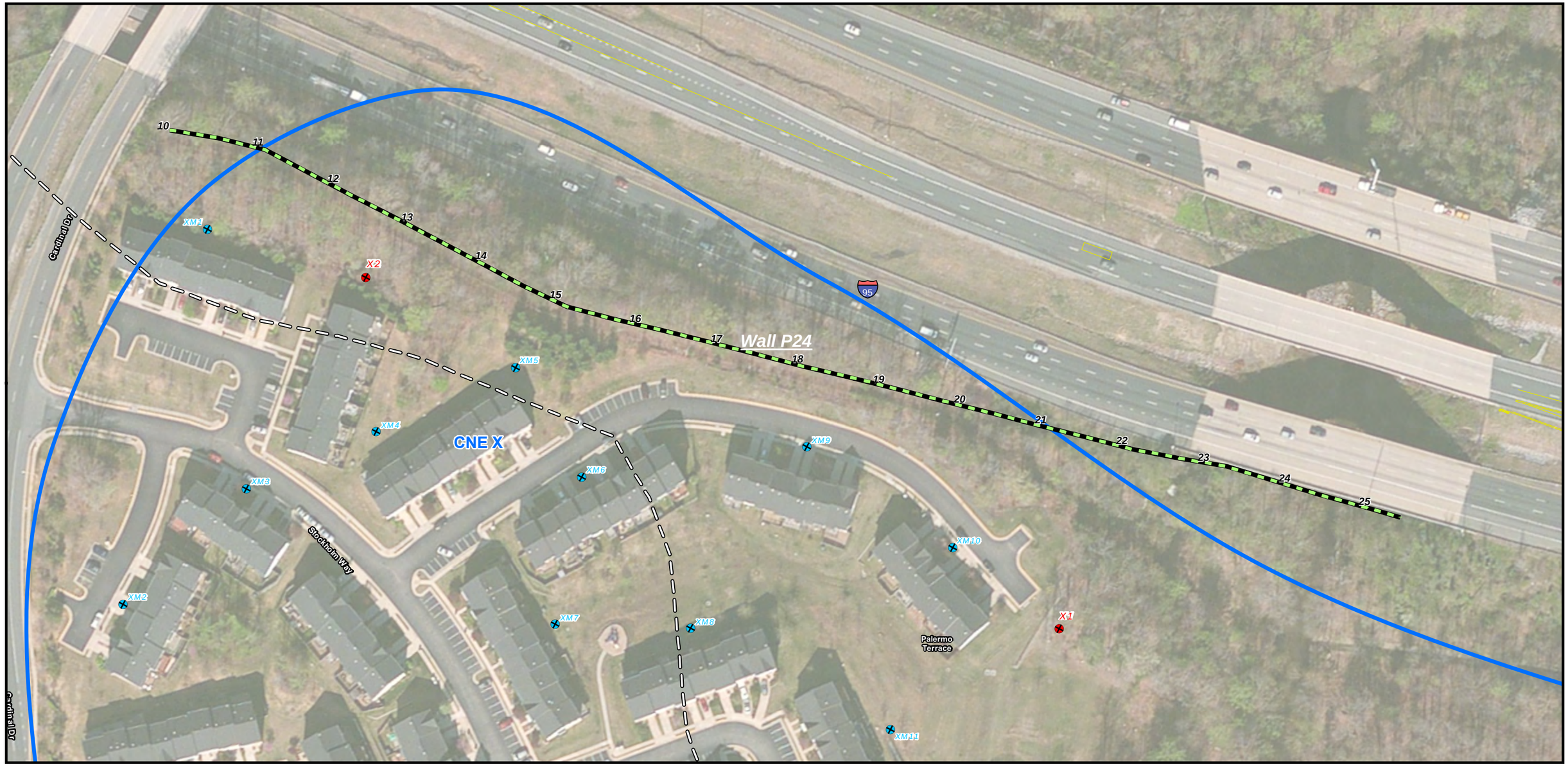
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 13

Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

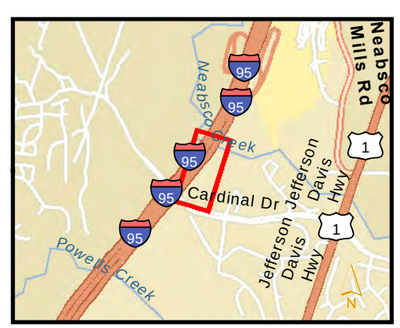


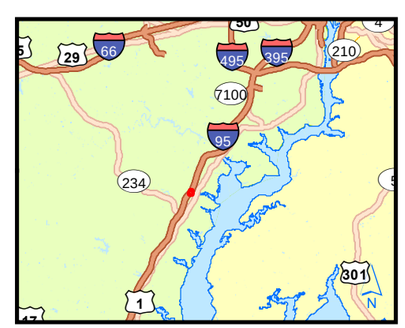
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



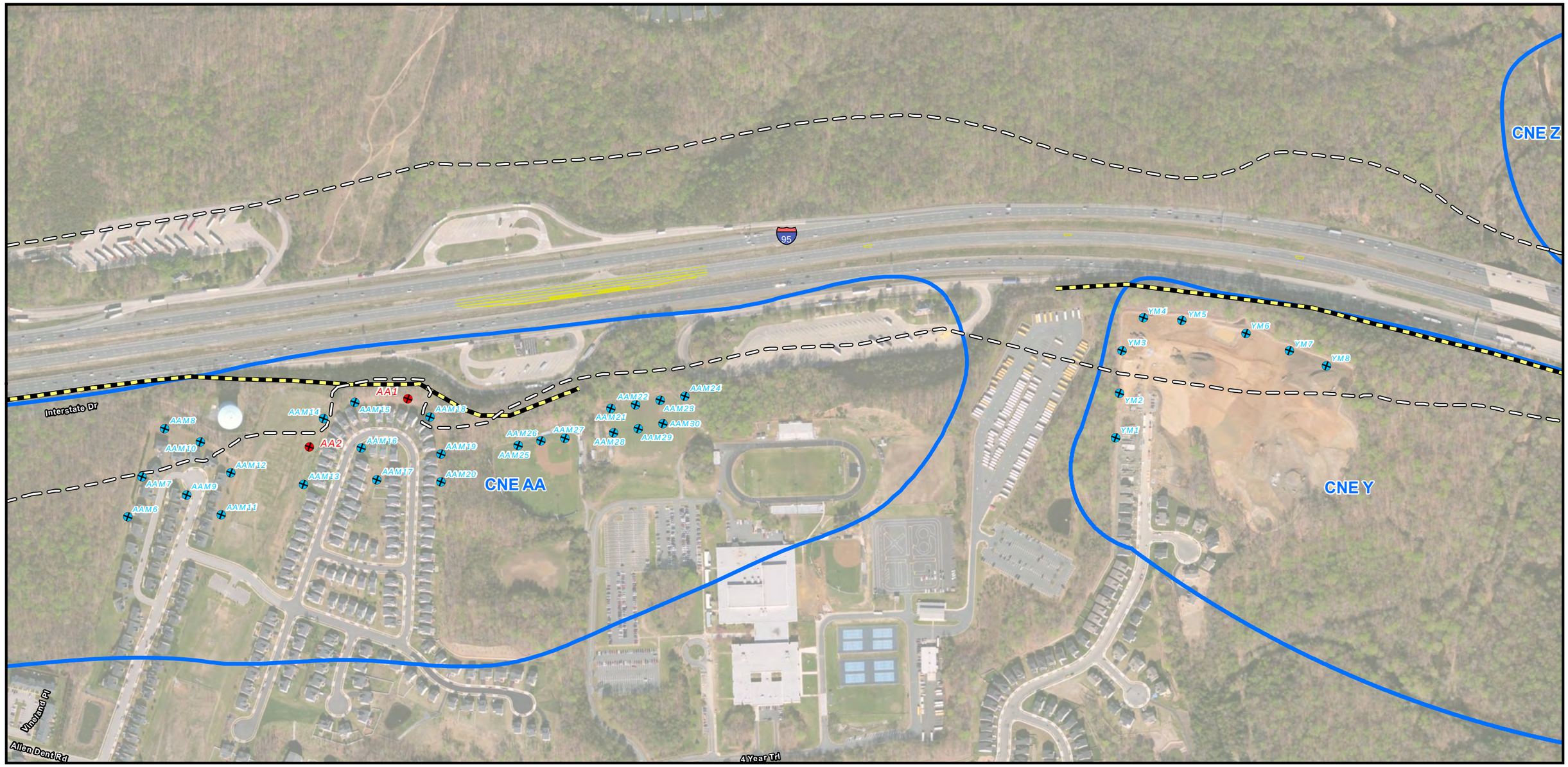


Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

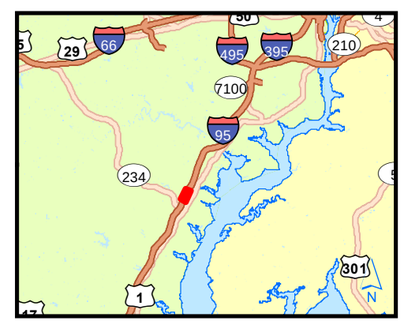
Figure 13A

Fairfax, Prince William, and Stafford Counties, VA



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters



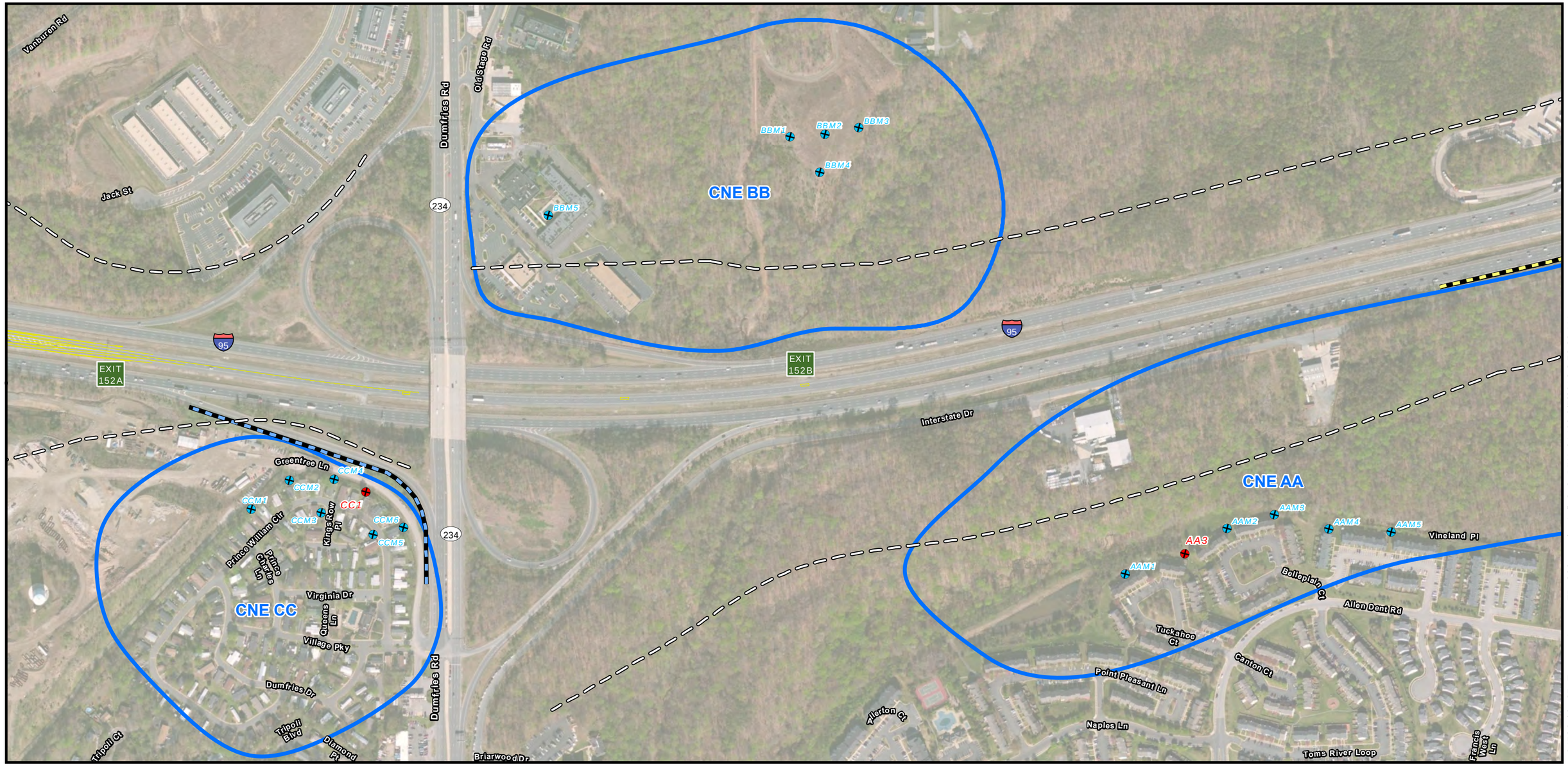
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 14

Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

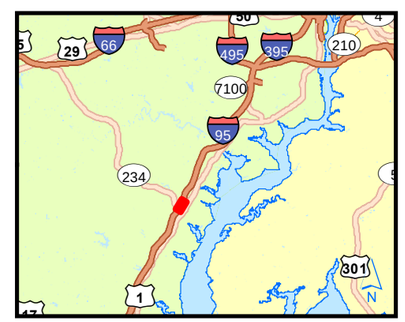


04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters

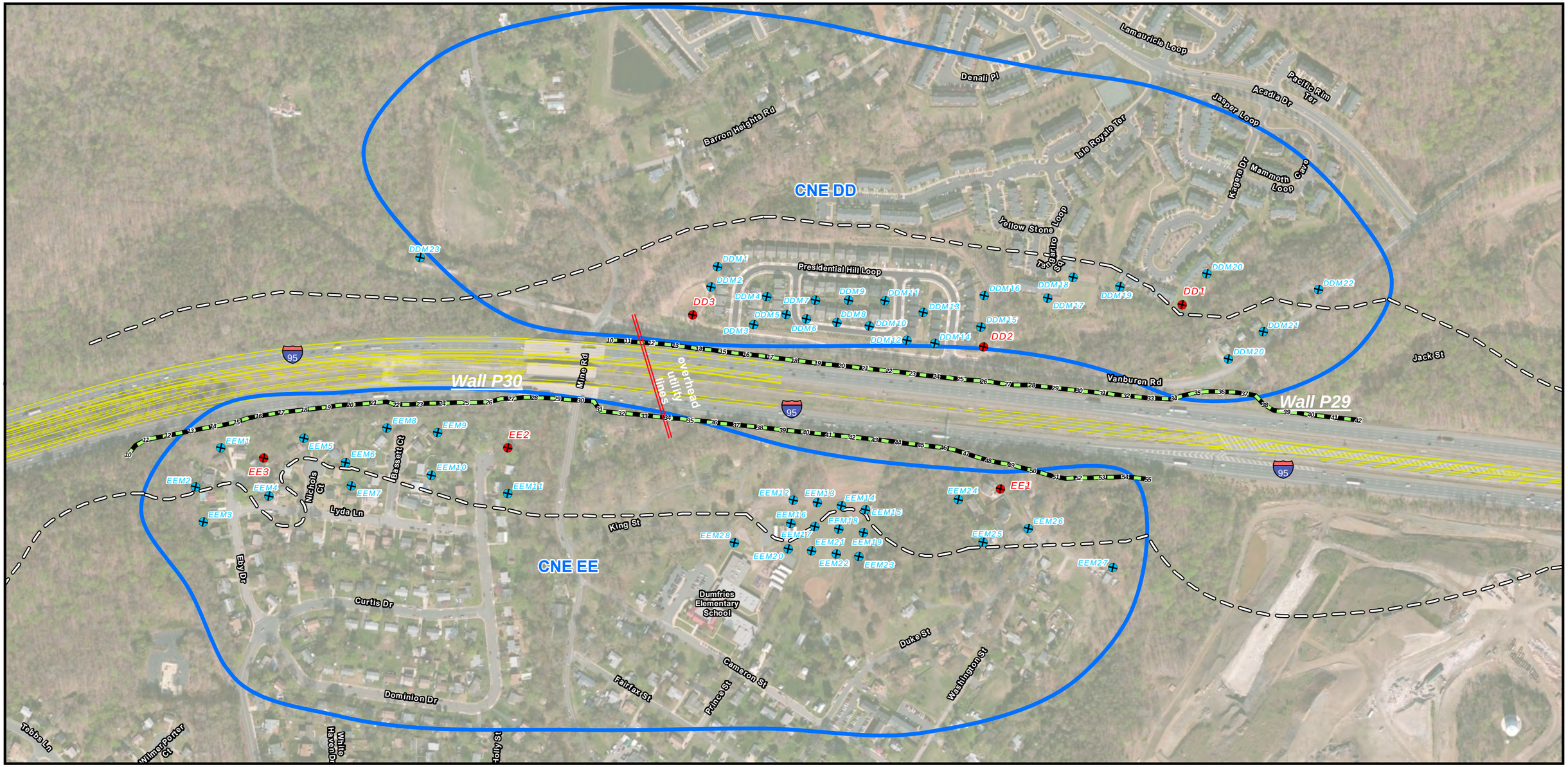


Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 15

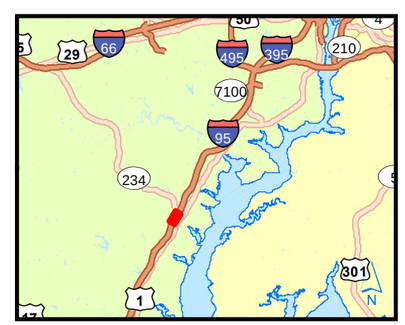
Fairfax, Prince William, and Stafford Counties, VA



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



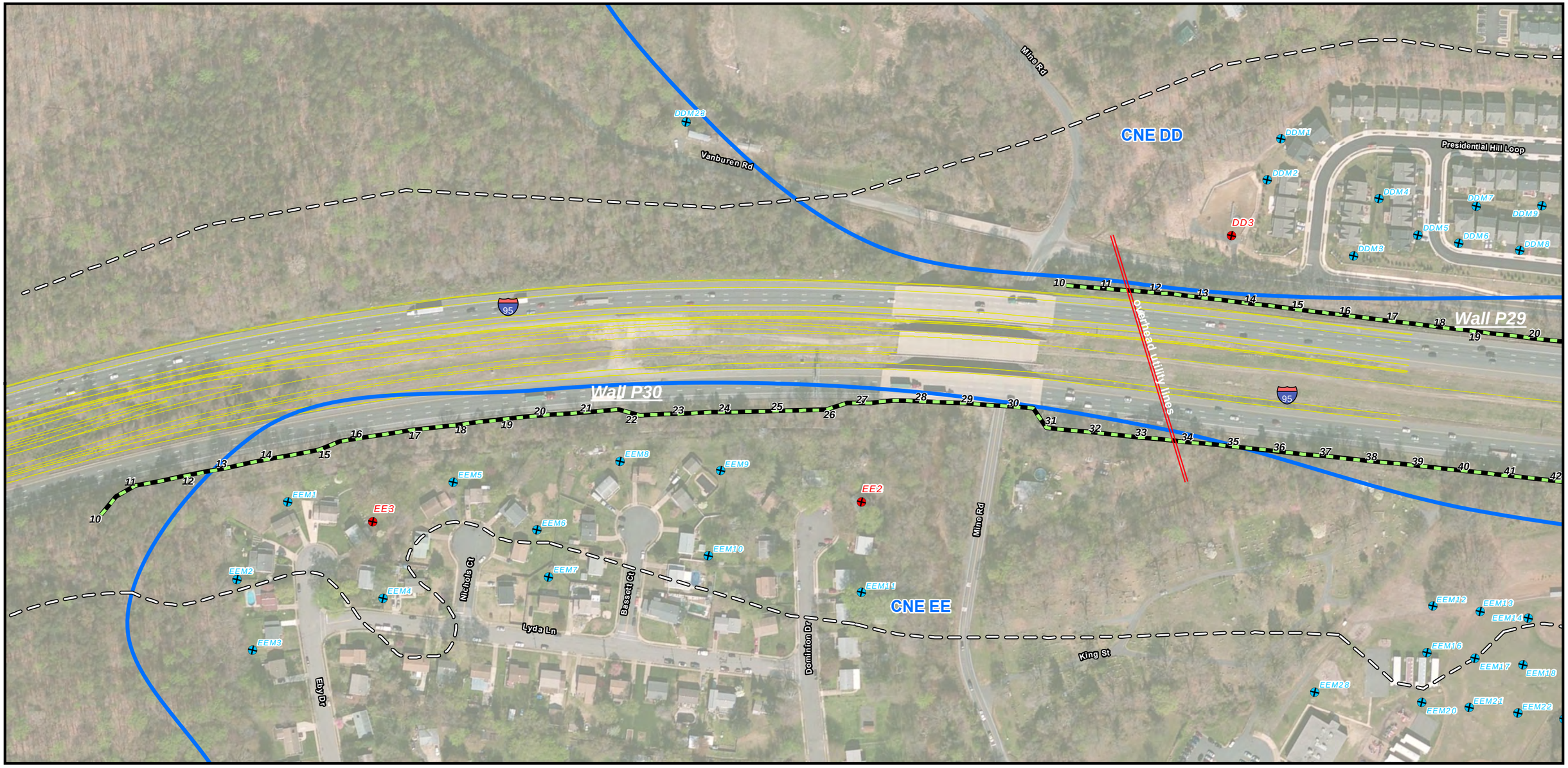
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 16

Fairfax, Prince William, and Stafford Counties, VA

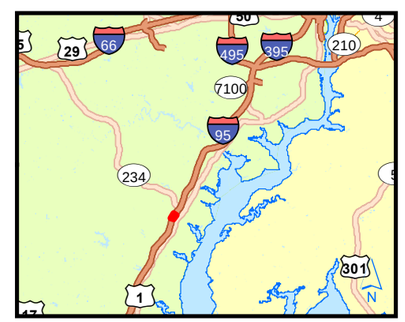
04502_nb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



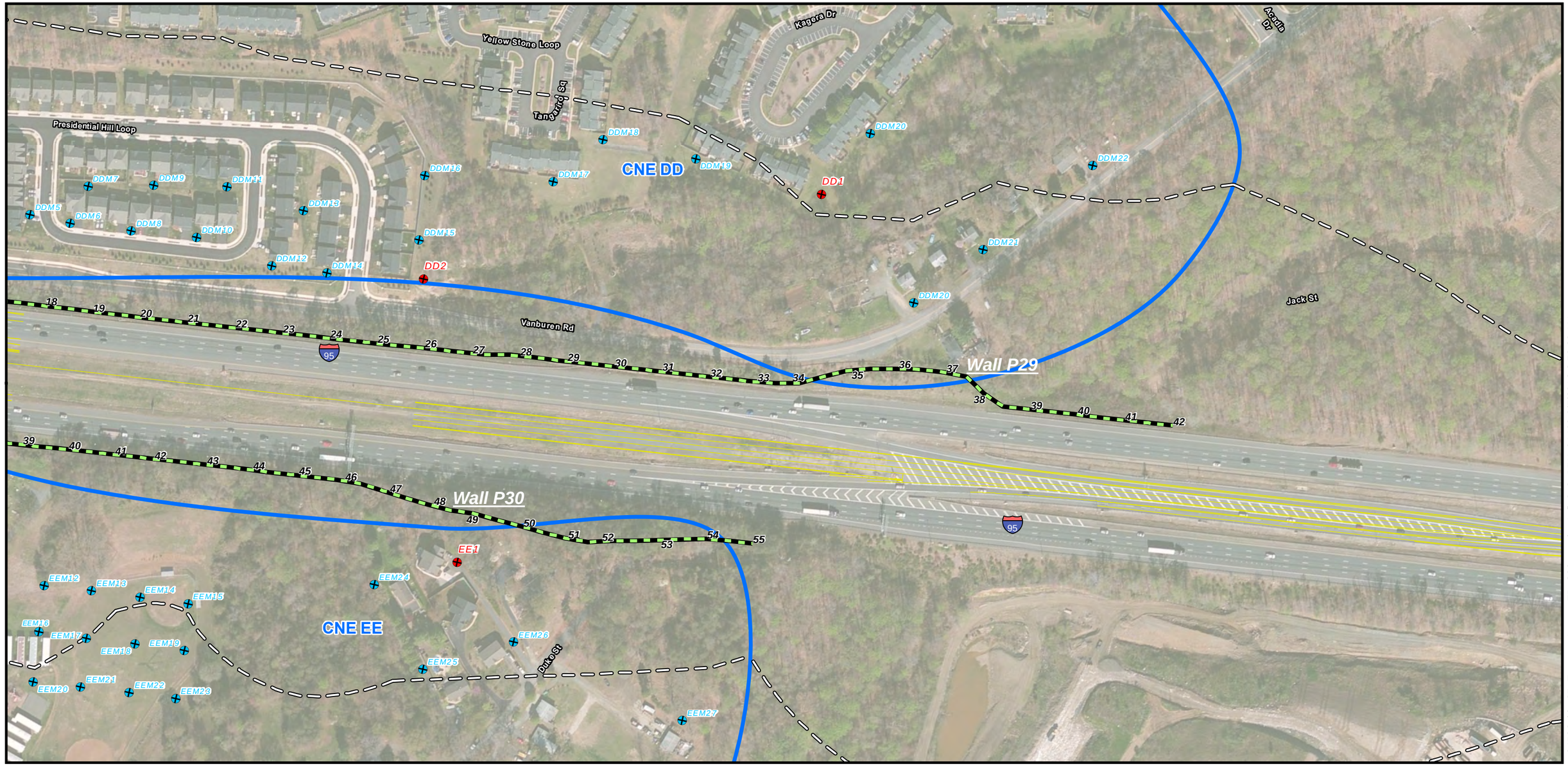
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 16A

Fairfax, Prince William, and Stafford Counties, VA

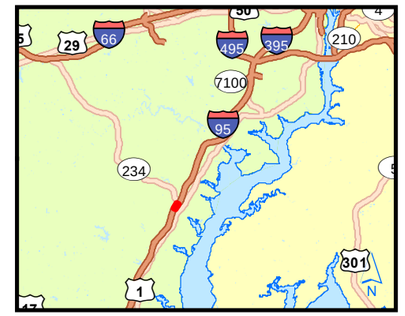
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



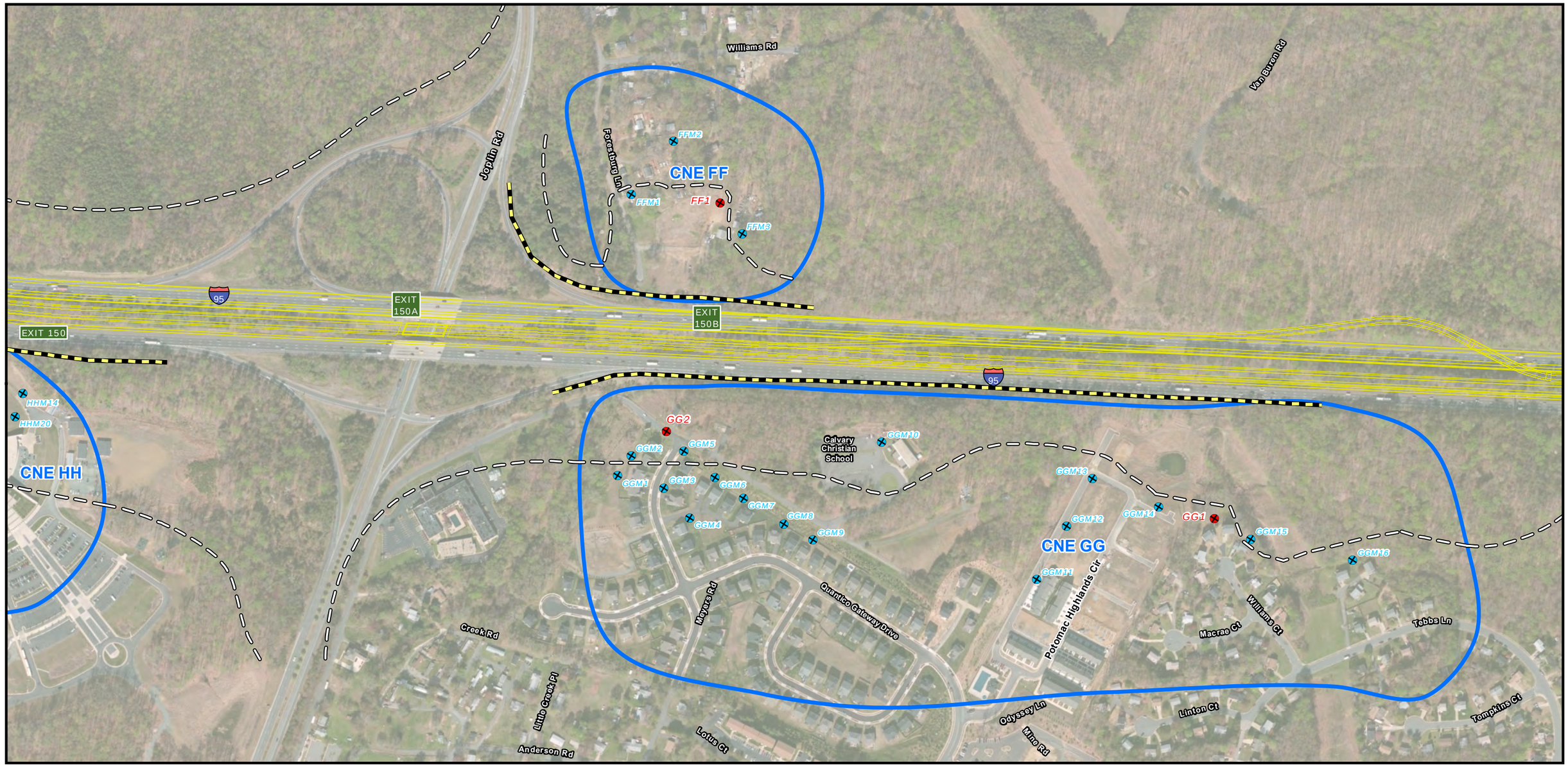
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 16B

Fairfax, Prince William, and Stafford Counties, VA

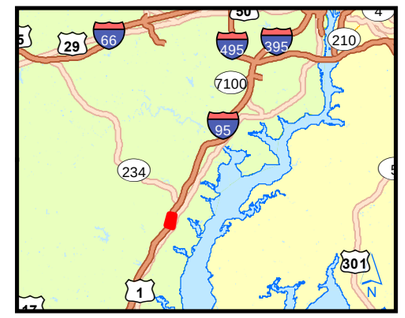
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



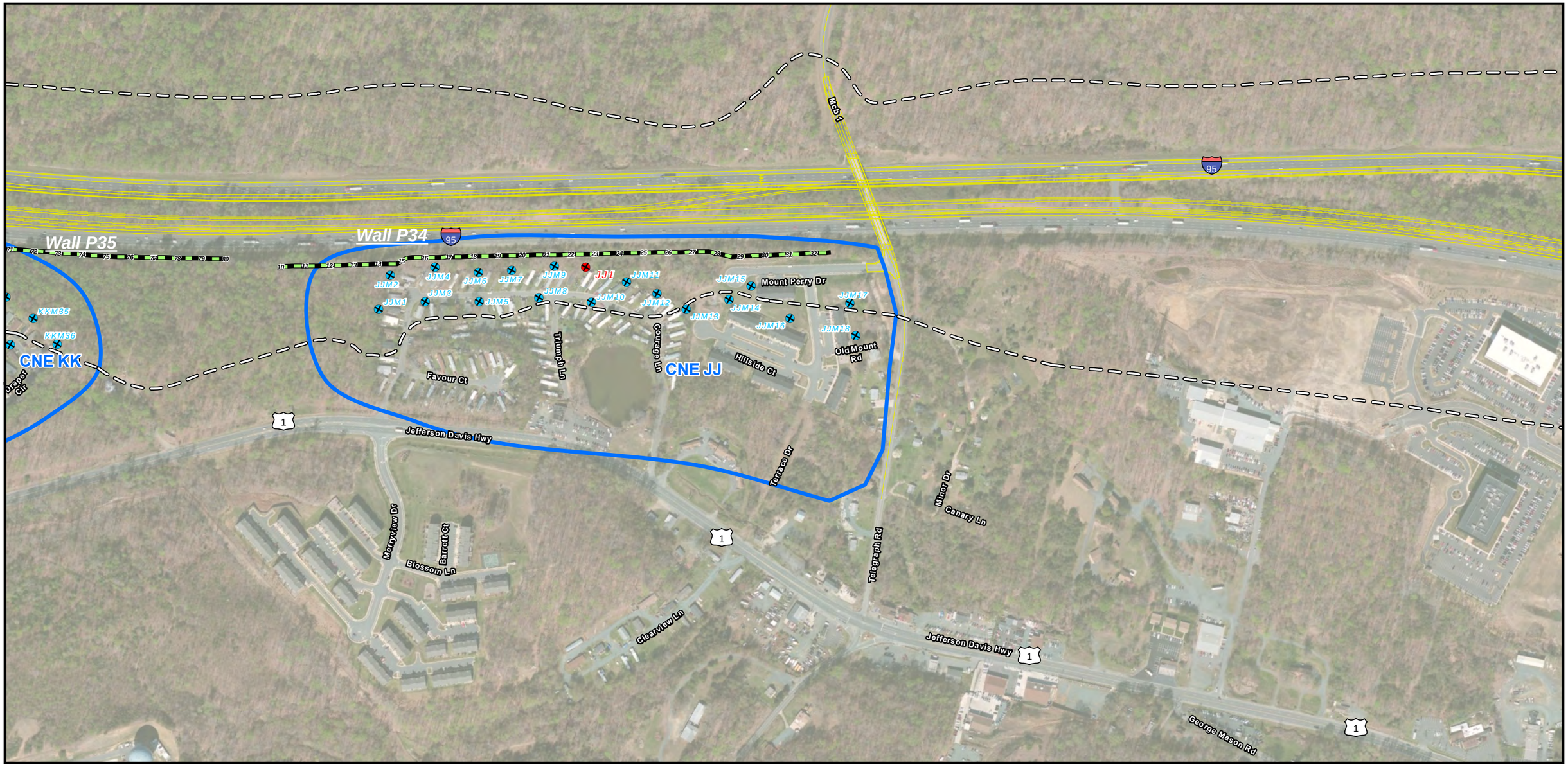
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 17

Fairfax, Prince William, and Stafford Counties, VA

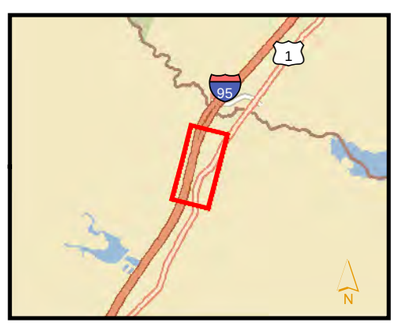
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

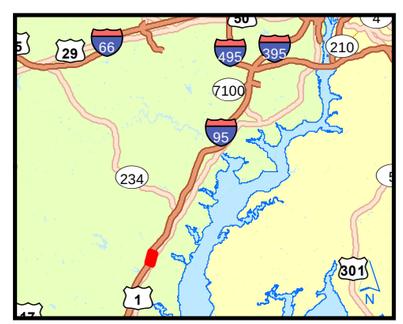


- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters





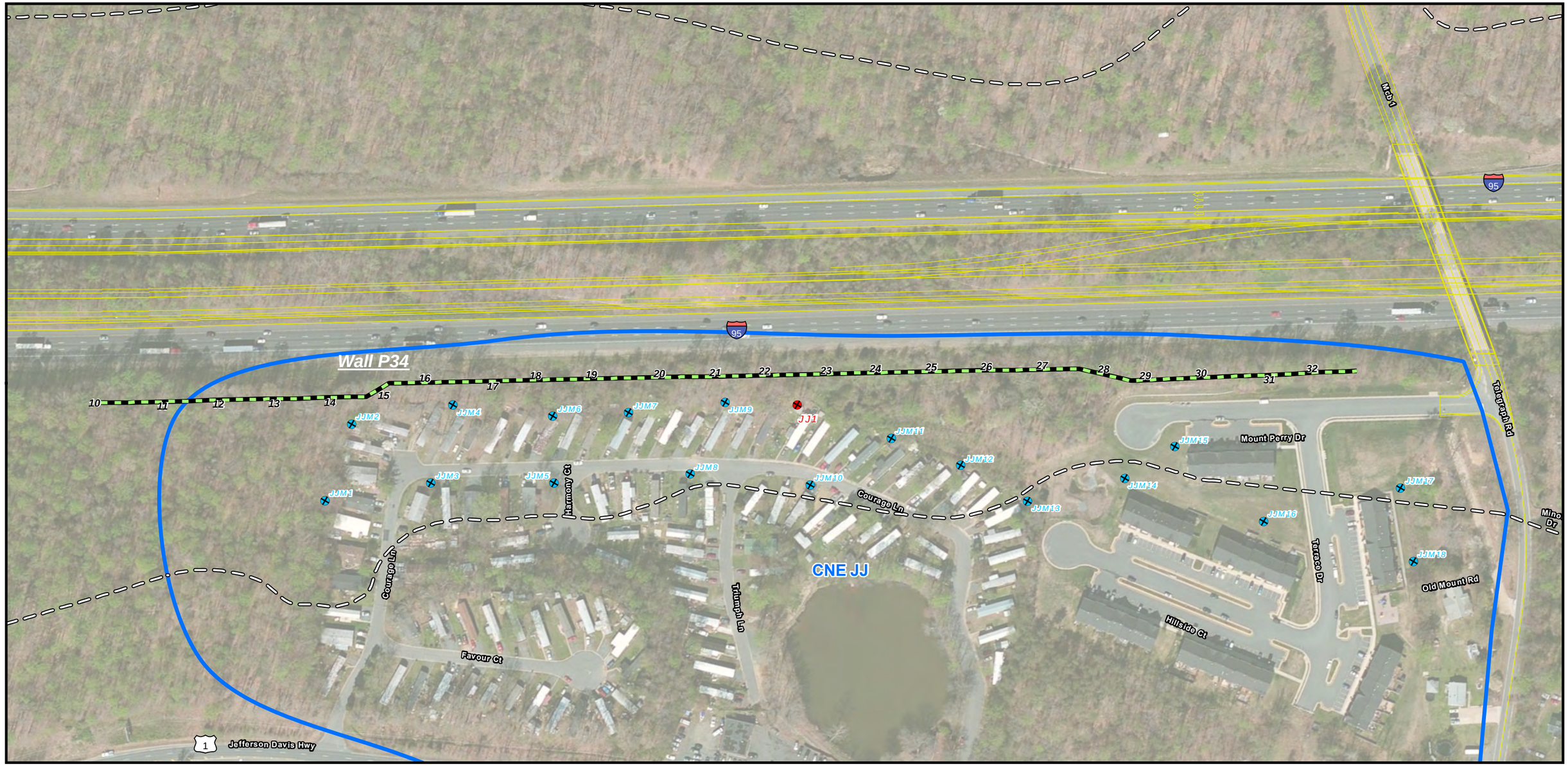
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 19

Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

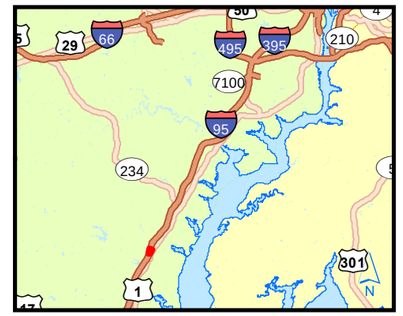


04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters

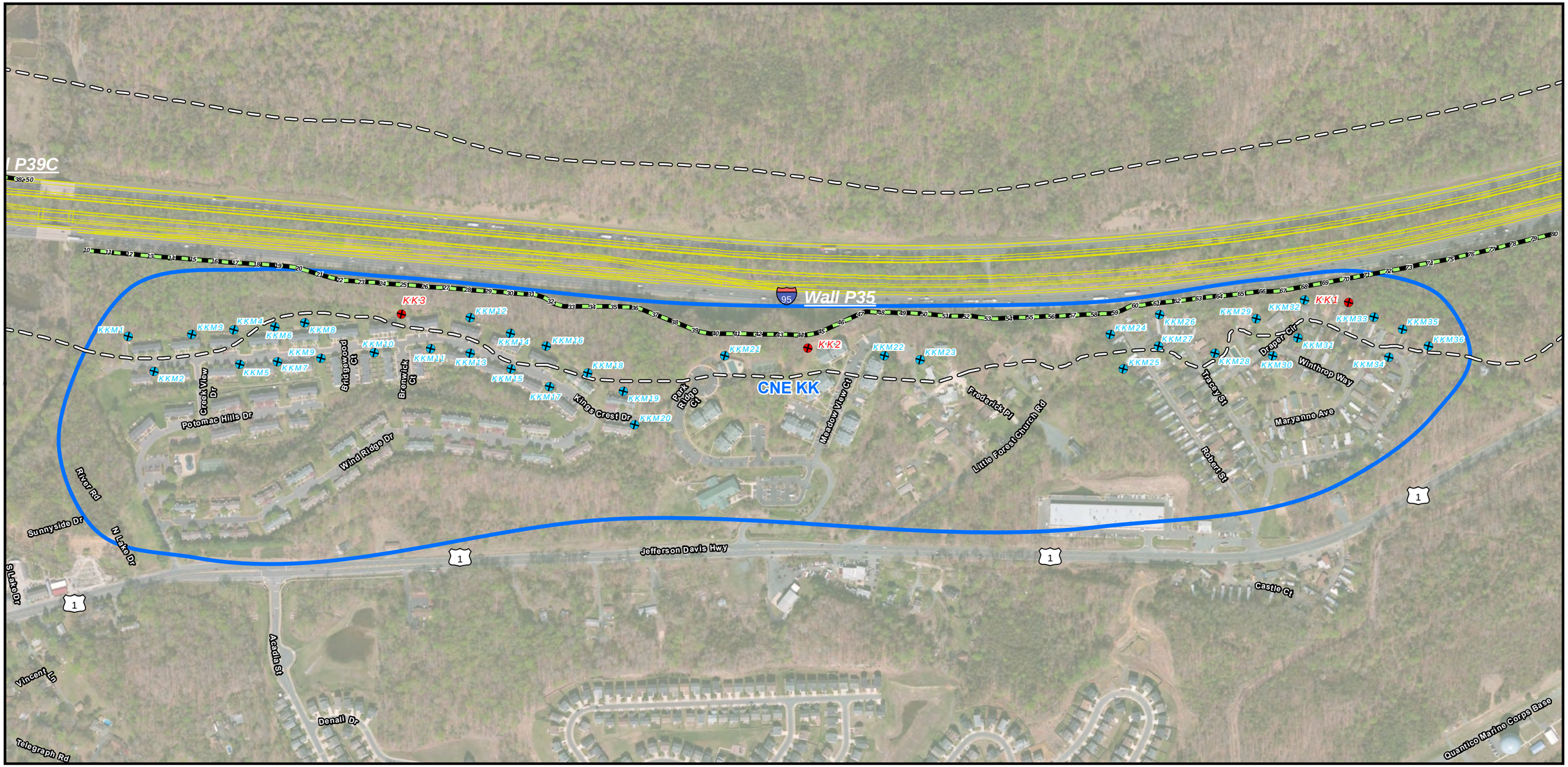


Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

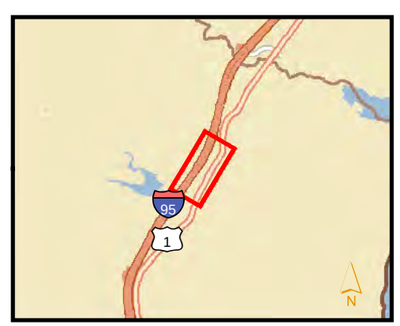
Figure 19A

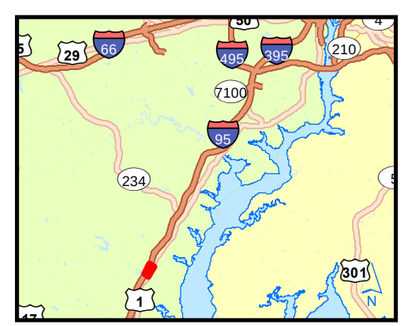
Fairfax, Prince William, and Stafford Counties, VA



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters





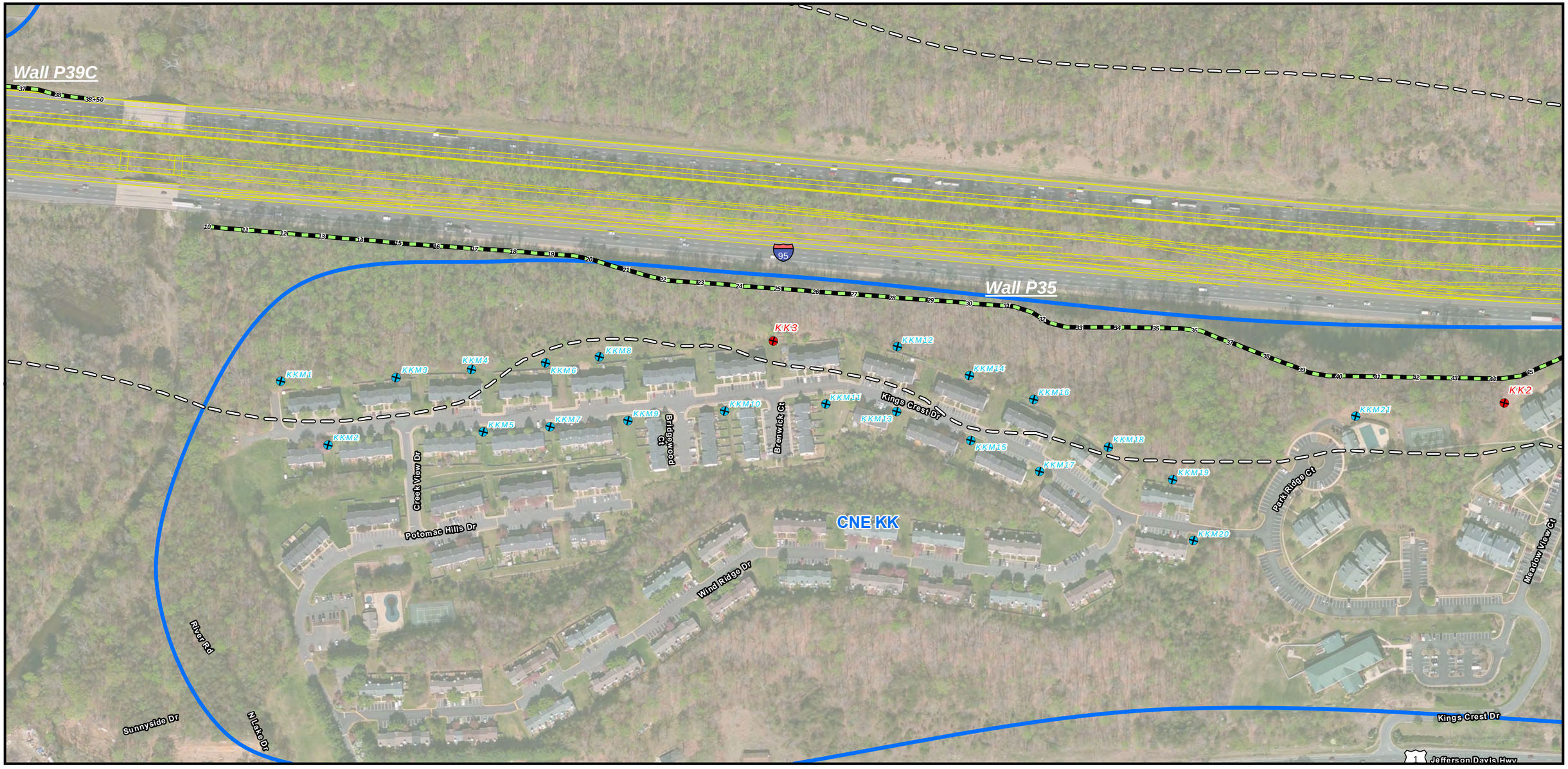
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 20

Fairfax, Prince William, and Stafford Counties, VA

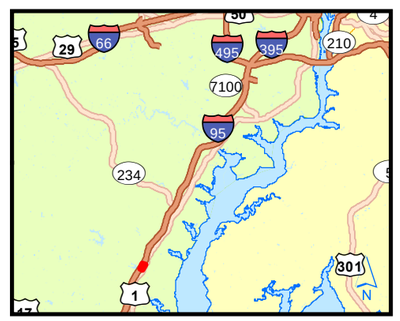
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



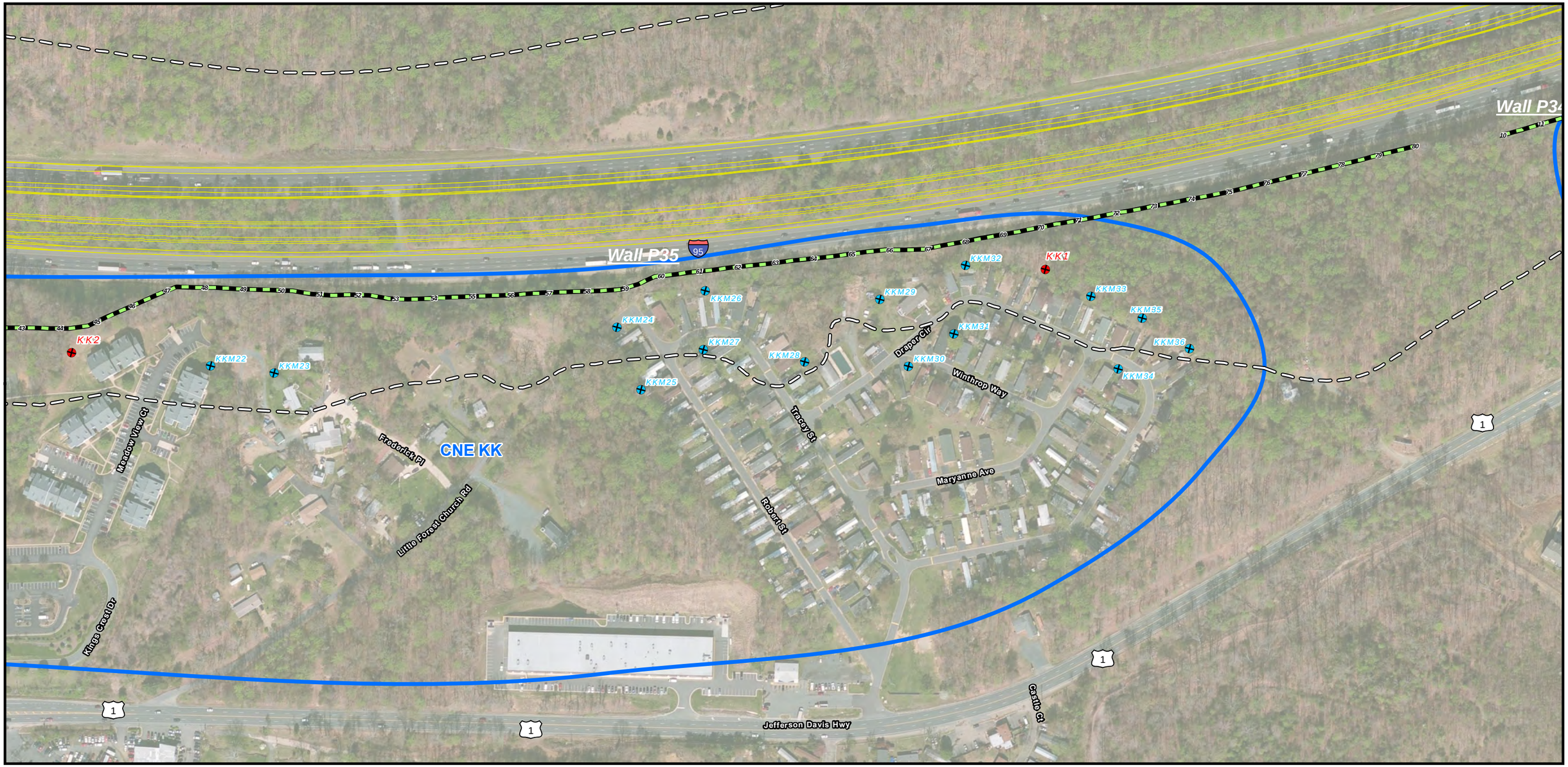
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 20A

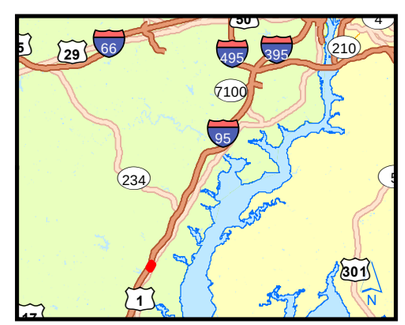
Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



Modeling-Only Receptor
Monitoring/Modeling Receptor
Proposed Alignment
66 dBA Contour
Common Noise Environment
Existing Noise Barrier
Noise Barrier Feasible and Reasonable
Noise Barrier Feasible but not Reasonable
Noise Barrier not Feasible

0 150 300 450 Feet
0 50 100 Meters



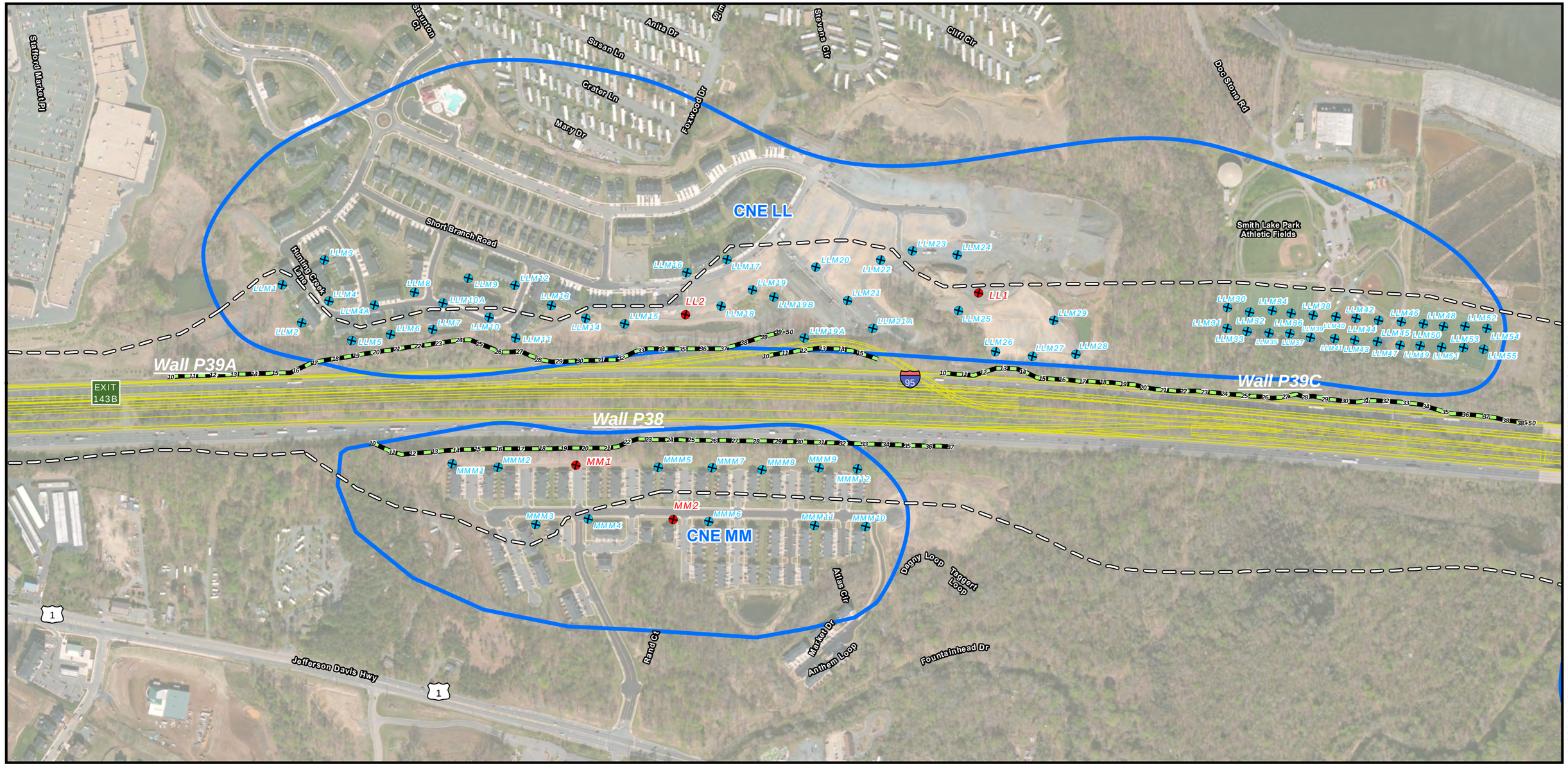
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 20B

Fairfax, Prince William, and Stafford Counties, VA

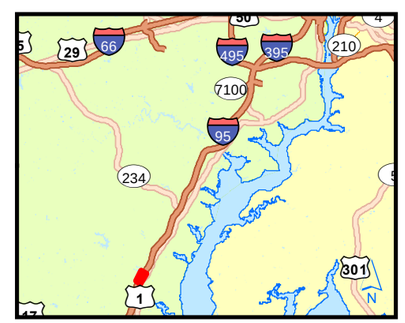
04502_nb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



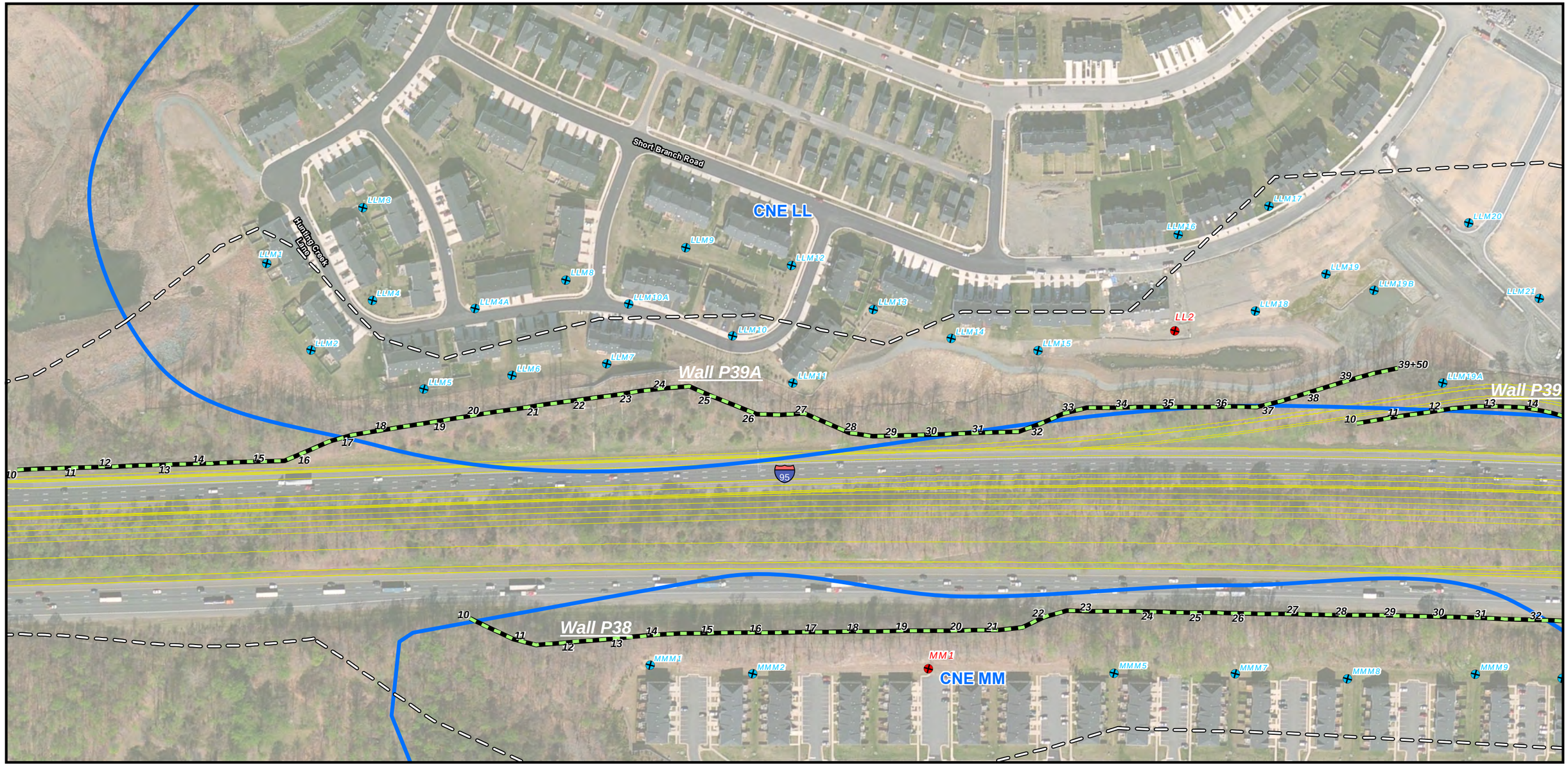
Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 21

Fairfax, Prince William, and Stafford Counties, VA

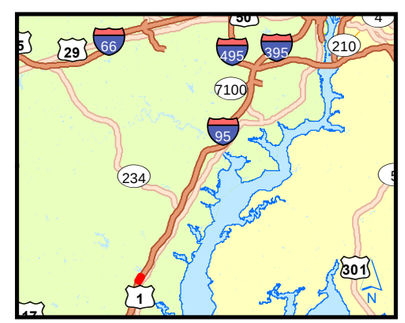
04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters

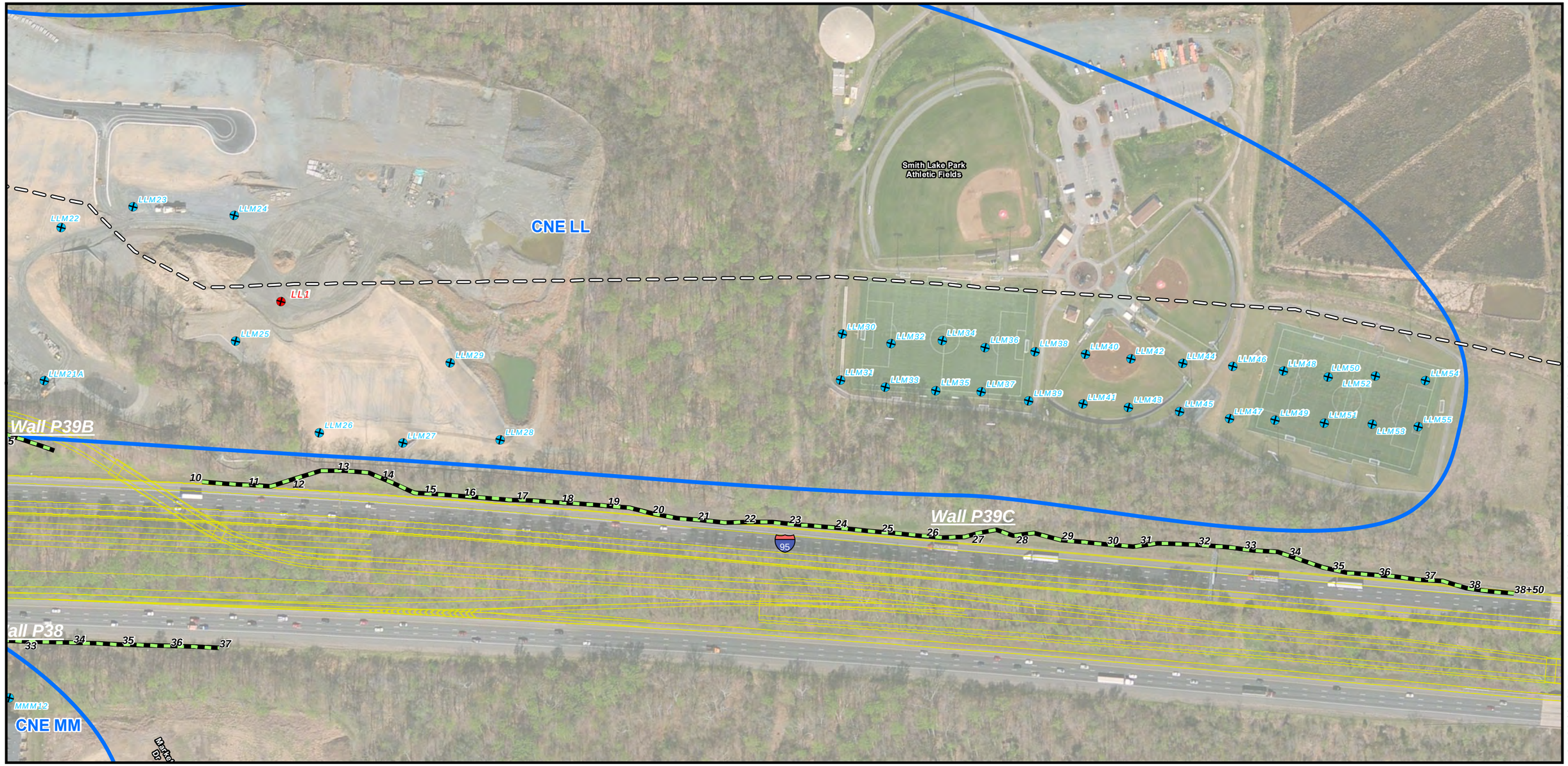


Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 21A

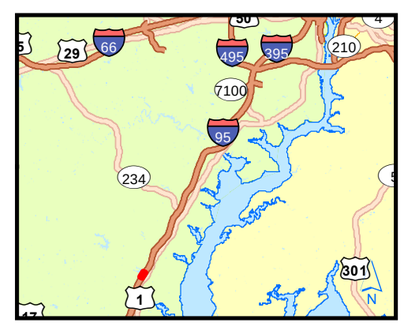
Fairfax, Prince William, and Stafford Counties, VA



- Modeling-Only Receptor
- Monitoring/Modeling Receptor
- Proposed Alignment
- 66 dBA Contour
- Common Noise Environment
- Existing Noise Barrier
- Noise Barrier Feasible and Reasonable
- Noise Barrier Feasible but not Reasonable
- Noise Barrier not Feasible

0 150 300 450 Feet

0 50 100 Meters



Virginia Department of Transportation
Interstate 95 – Express Lanes Project

State Project No.: 0095-96A-107, PE-101; UPC 70849
From: I-95 Exit 143 (Garrisonville Road Interchange)
To: I-95/395/495 Interchange
Section I, II, and III

Figure 21B

Fairfax, Prince William, and Stafford Counties, VA

04502_hb_95_Express_Lanes_FD_300_section4_fig2_3_JJW_04460 6/5/2013 8:52:30 AM

Appendix A

NOISE METER CALIBRATION CERTIFICATES

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	4583
Calibration Recall No:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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:

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 7

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	7135
Calibration Recall No:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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:

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 6

Felix Christopher
Quality Manager

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

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

ISO 9001:2008 Registered Company

Calibration Traceable to N.I.S.T.

ISO/IEC 17025 ACCREDITED Certificate #1533.01/02

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	7271
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. CL304 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 20-May-11

Fc

Certificate No: 20813 - 6

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025
ACCREDITED
1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	7271
Calibration Recall No:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. CL304 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Fc

Felix Christopher
Quality Manager

Calibration Date: 28-Jun-12

Certificate No: 22085 - 7

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	4583
Calibration Recall No:	21972

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. CL304 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 17-May-12

FC

Certificate No: 21972 - 6

Felix Christopher
Quality Manager

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

ACCREDITATION
ISO/IEC 17025

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by:	METROSONICS
Model No:	CL304
Serial No:	7135
Calibration Recall No:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. CL304 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

FC

Calibration Date: 28-Jun-12

Certificate No: 22085 - 6

Felix Christopher
Quality Manager

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	2555
Calibration Recall No:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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 following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 1

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1633.01

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:	2556
Calibration Recall No:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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 following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 2

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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 following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 3

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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 following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 4

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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:	2559
Calibration Recall No:	20965

Submitted By:

Customer:	CHUCK WEAVER
Company:	MCCORMICK TAYLOR
Address:	509 S EXETER STREET/ 4TH FLOOR BALTIMORE MD 21202

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 following requirements, ISO 10012-1 MIL STD 45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025

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

Approved by:

Calibration Date: 27-Jun-11

Certificate No: 20965 - 5

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

PERMISSIBLE SOUND LEVEL METER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	3903
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 20-May-11

Fc

Certificate No: 20813 - 1

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

PERMISSIBLE SOUND LEVEL METER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	3904
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

FC

Calibration Date: 20-May-11

Certificate No: 20813 - 2

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025
ACCREDITED
1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

PERMISSIBLE SOUND LEVEL METER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	3905
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 20-May-11

Certificate No: 20813 - 3

Felix Christopher
Quality Manager

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

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

Calibration Traceable
To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

PERMISSIBLE SOUND LEVEL METER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	3907
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 01-Jun-11

Certificate No: 20813 - 4

Felix Christopher
Quality Manager

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

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

Calibration Traceable To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

PERMISSIBLE SOUND LEVEL METER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	3908
Calibration Recall No:	20813

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 20-May-11

Certificate No: 20813 - 5

Felix Christopher
Quality Manager

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

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

Calibration Traceable To N. I. S. T.

ACCREDITATION ISO/IEC 17025 ACCREDITED 1533.01

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:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 28-Jun-12

Certificate No: 22085 - 1

Felix Christopher
Quality Manager

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

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

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

FC

Calibration Date: 28-Jun-12

Certificate No: 22085 - 2

Felix Christopher
Quality Manager

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	2557
Calibration Recall No:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Within (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

FC

Calibration Date: 28-Jun-12

Certificate No: 22085 - 3

Felix Christopher
Quality Manager

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	2558
Calibration Recall No:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 28-Jun-12

Certificate No: 22085 - 4

Felix Christopher
Quality Manager

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

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by:	METROSONICS
Model No:	db-3080
Serial No:	2559
Calibration Recall No:	22085

Submitted By:

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

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

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

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

Outside (X) see attached Report of Calibration.

the tolerance of the indicated specification.

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

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

Approved by:

Calibration Date: 28-Jun-12

Certificate No: 22085 - 5

Felix Christopher
Quality Manager

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

Certificate Page 1 of 1

ISO/IEC 17025:2005

ACCREDITED

Calibration Lab. Cert. # 1533.01

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

Appendix B

NOISE MONITORING DATA FORMS

95 Express Lanes Final Design

Site # E1

Done By: JCL

Meter: 2555

Description : 6800 Lynbrook Drive, Springfield, VA 22150

Monitoring Data:

Date	5/10/12		
Start Time	10:08 AM		
End Time	10:18 AM		
Duration	10 MIN		
Leq.	**59.1**		

Atmospheric Data

Wind Speed (mph)	**5 to 7**
Temp. (°F)	**69**
Humidity (%)	**51%**

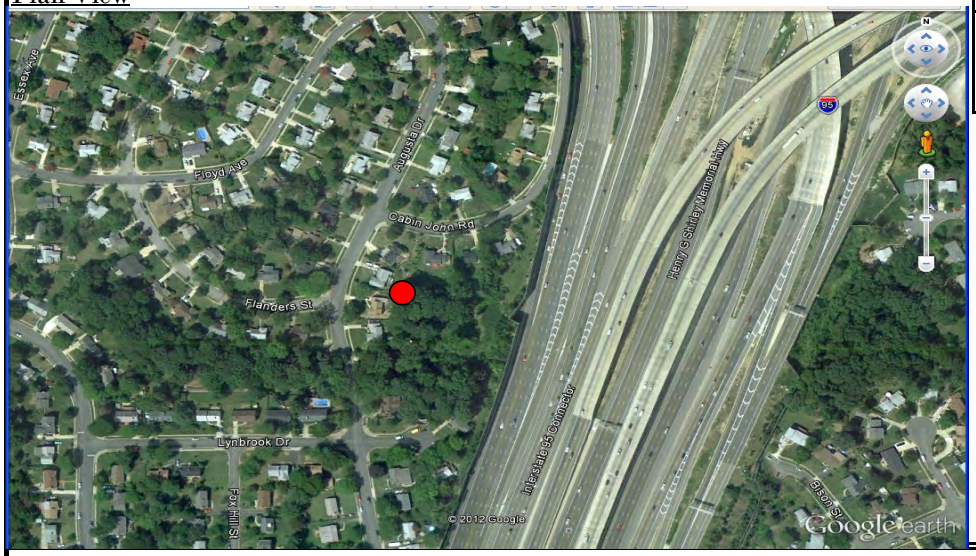
Traffic Data

Roadway	I-95		Ramp			
Direction	NB	SB	WS	SW		
Traffic Total:	591	572	31	231		
Cars	535	483	0	202		
MT	15	43	1	1		
HT	41	46	30	28		

Weather Conditions

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

Plan View



NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # F1

Done By: JCL

Meter: 2556

Description : 6203 Apache Street, Springfield, VA 22150

Monitoring Data:

Date	5/10/12		
Start Time	10:08 AM		
End Time	10:18 AM		
Duration	10 MIN		
Leq.	**61.7**		

Traffic Data

Roadway	I-95		Ramp			
Direction	NB	SB	WS	SW		
Traffic Total:	591	572	31	231		
Cars	535	483	0	202		
MT	15	43	1	1		
HT	41	46	30	28		

Weather Conditions

Atmospheric Data
Wind Speed (mph) **5 to 7**
Temp. (°F) **69**
Humidity (%) **51%**

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

Site Photo Not Attainable

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

McCormick Taylor, Inc

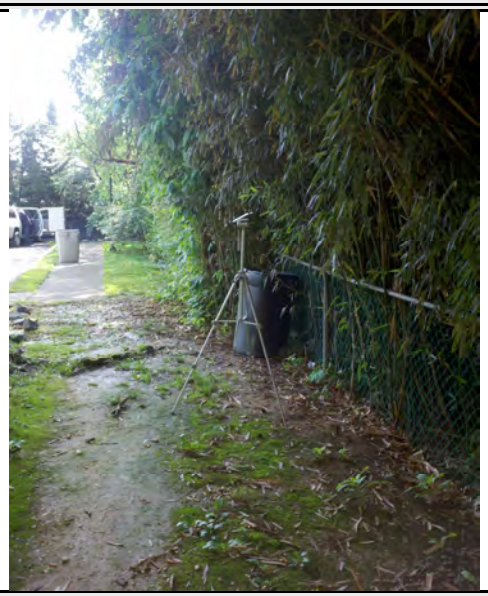
95 Express Lanes Final Design

Site # G1

Done By: JCL

Meter: 3905

Description : 6818 Villa Park Road, Springfield, VA 22150



Monitoring Data:

Date	5/10/12		
Start Time	10:08 AM		
End Time	10:18 AM		
Duration	10 MIN		
Leq.	**64.7**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Ramp			
Direction	NB	SB	WS	SW		
Traffic Total:	591	572	31	231		
Cars	535	483	0	202		
MT	15	43	1	1		
HT	41	46	30	28		

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # H1

Done By: JCL

Meter: 3908

Description : 7016 Forestview Drive, Springfield, VA 22150

Monitoring Data:

Date	5/10/12		
Start Time	10:08 AM		
End Time	10:18 AM		
Duration	10 MIN		
Leq.	**64.1**		

Traffic Data

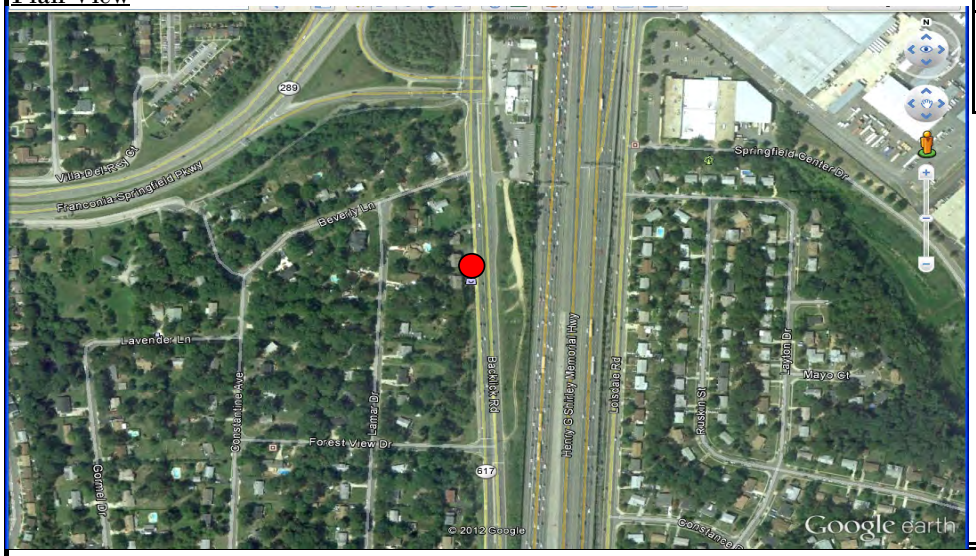
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	591	572	164	0		
Cars	535	483	159			
MT	15	43	1			
HT	41	46	4			

Weather Conditions

Atmospheric Data	
Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

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

Plan View



NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # I1

Done By: JCL

Meter: 3907

Description : 6907 Constance Street, Springfield, VA 22150

Monitoring Data:

Date	5/10/12		
Start Time	10:08 AM		
End Time	10:18 AM		
Duration	10 MIN		
Leq.	68.9		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

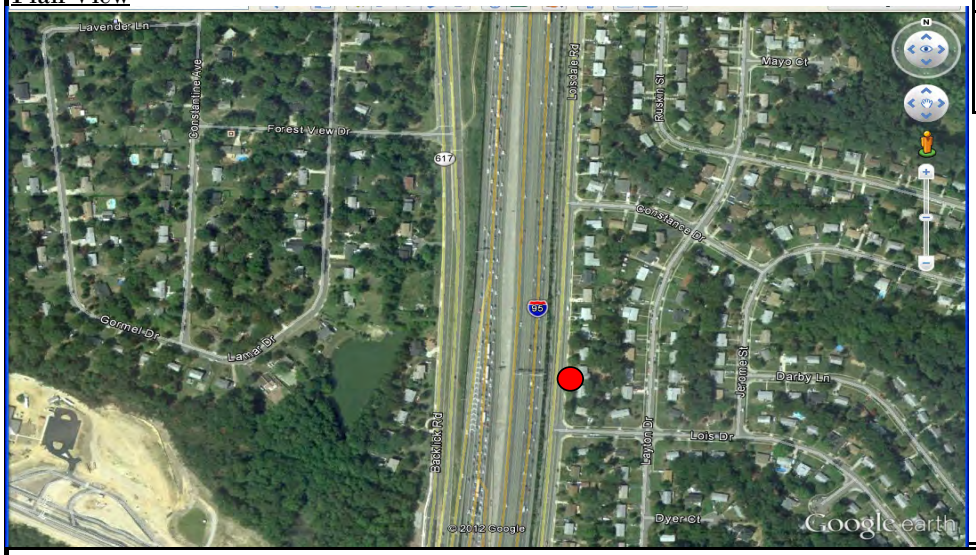
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	591	572	164	0		
Cars	535	483	159			
MT	15	43	1			
HT	41	46	4			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # J1

Done By: JC

Meter: 2559

Description : 7602 Southern Oak Drive, Springfield, VA 22153

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	**59.3**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	633	840	532	0		
Cars	576	771	507			
MT	19	10	9			
HT	38	59	16			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # K1

Done By: JC

Meter: 2557

Description : 8730 Wadebrook Terrace, Springfield, VA 22153

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	**61.3**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV LANE			
Direction	NB	SB				
Traffic Total:	633	146	532	0		
Cars	576	77	507			
MT	19	10	9			
HT	38	59	16			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # L1

Done By: JC

Meter: 3904

Description : 8615 Lagrange Street, Lorton, VA 22079

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	**59.3**		

Traffic Data

Roadway	I-95		HOV LANE			
Direction	NB	SB				
Traffic Total:	633	146	532	0	0	0
Cars	576	77	507			
MT	19	10	9			
HT	38	59	16			

Weather Conditions

Atmospheric Data
Wind Speed (mph)
5 to 7
Temp. (°F)
69
Humidity (%)
51%

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # M1

Done By: JC

Meter: 3907

Description : 8928A Milford Haven Drive, Lorton, VA 22079

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	**63.4**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

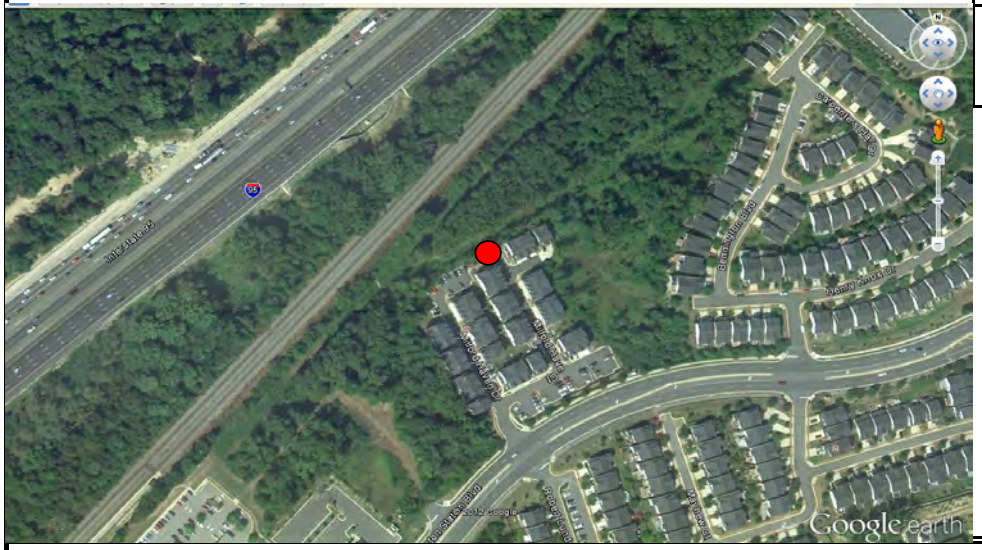
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	633	840	532	0		
Cars	576	771	507			
MT	19	10	9			
HT	38	59	16			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # N2

Done By: JCL

Meter: 2558

Description : 8084 Paper Birch Drive, Lorton, VA 22079

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	69.7		

Traffic Data

Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	674	662	561	0		
Cars	617	606	530			
MT	11	3	31			
HT	46	53	0			

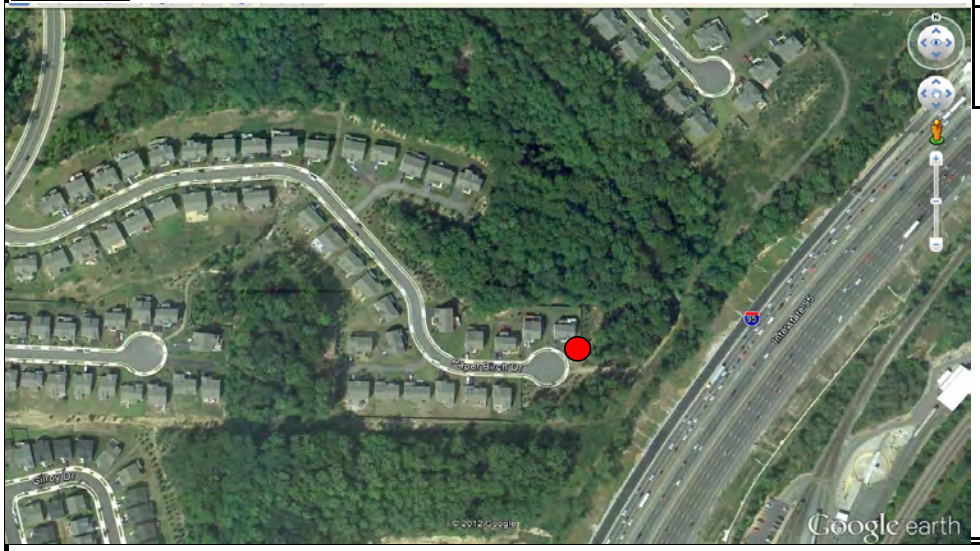
Weather Conditions

Atmospheric Data
Wind Speed (mph)
5 to 7
Temp. (°F)
69
Humidity (%)
51%

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # N3 **Description :** 9151 Furey Road, Lorton, VA 22079

Done By: JCL

Meter: 2556

Monitoring Data:

Date	5/10/12		
Start Time	11:10 AM		
End Time	11:20 AM		
Duration	10 MIN		
Leq.	69.1		

Traffic Data

Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	674	662	561	0		
Cars	617	606	530			
MT	11	3	31			
HT	46	53	0			

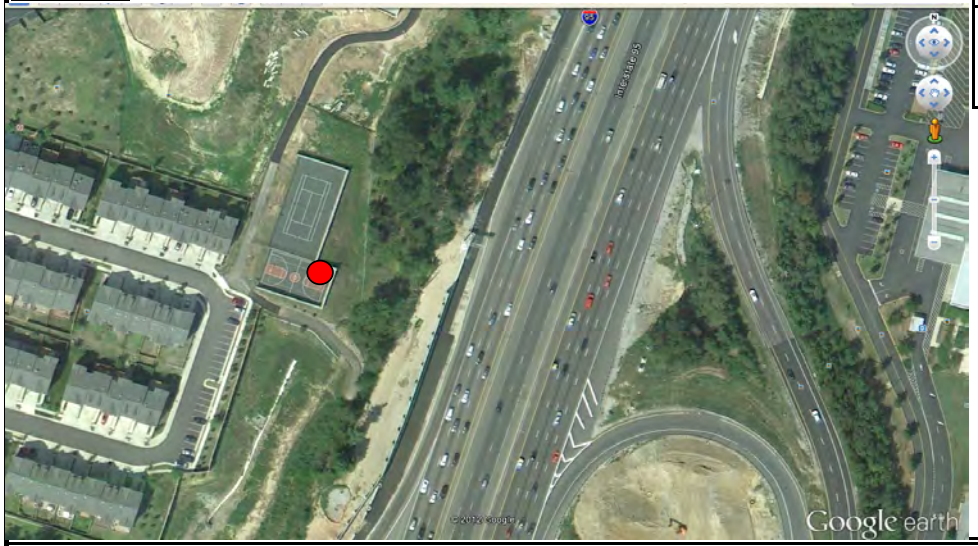
Weather Conditions

Atmospheric Data	
Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Site Photo Not Attainable

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

Plan View



NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # O1

Done By: JCL

Meter: 3903

Description : Sanger Street, Lorton, VA 22079

Monitoring Data:

Date	5/10/12		
Start Time	11:50 AM		
End Time	12:00 PM		
Duration	10 MIN		
Leq.	66.5		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	72
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOT LANE			
Direction	NB	SB	NB			
Traffic Total:	684	805	285	0		
Cars	608	741	259			
MT	24	16	26			
HT	52	48	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # P1

Done By: JCL

Meter: 2555

Description : Lorton Market Street, Lorton, VA 22079

Monitoring Data:

Date	5/10/12		
Start Time	11:50 AM		
End Time	12:00 PM		
Duration	10 MIN		
Leq.	67.3		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	72
Humidity (%)	51%

Traffic Data

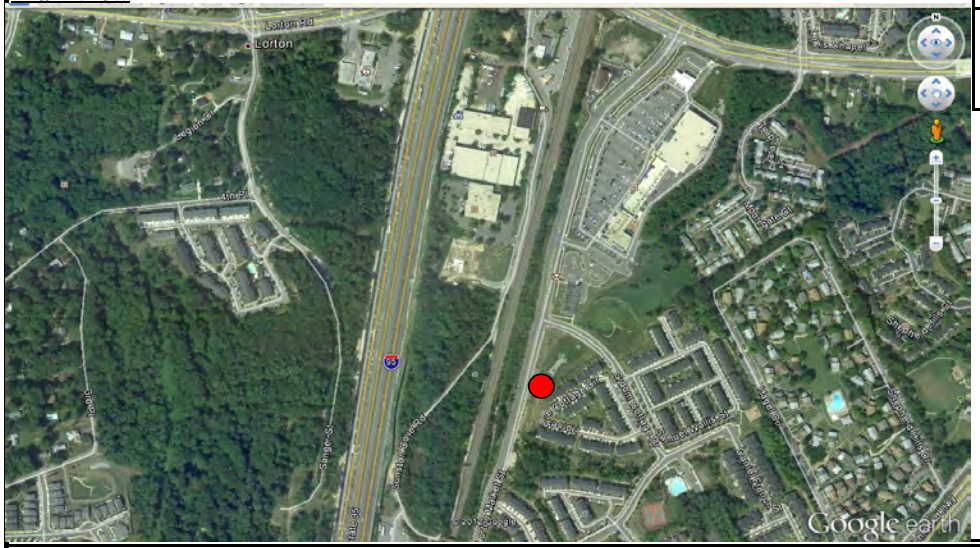
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	684	805	285	0		
Cars	608	741	259			
MT	24	16	26			
HT	52	48	0			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # R1

Done By: JCL

Meter: 2558

Description : Devils Reach Road, Woodbridge, VA 22192

Monitoring Data:

Date	5/10/12		
Start Time	1:54 PM		
End Time	2:04 PM		
Duration	10 MIN		
Leq.	**60.4**		

Atmospheric Data

Wind Speed (mph)	8 to 9
Temp. (°F)	72
Humidity (%)	51%

Traffic Data

Roadway	95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # R2

Done By: JCL

Meter: 2556

Description : 1706 Devil Lane, Woodbridge, VA 22192

Monitoring Data:

Date	5/10/12		
Start Time	1:54 PM		
End Time	2:04 PM		
Duration	10 MIN		
Leq.	**61.8**		

Atmospheric Data

Wind Speed (mph)	8 to 9
Temp. (°F)	72
Humidity (%)	51%

Traffic Data

Roadway	95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Site Photo Not Attainable

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # R3

Done By: JCL

Meter: 3905

Description : 1900 Devils Reach Road, Woodbridge, VA 22192

Monitoring Data:

Date	5/10/12		
Start Time	1:54 PM		
End Time	2:04 PM		
Duration	10 MIN		
Leq.	**64.9**		

Atmospheric Data

Wind Speed (mph)	**8 to 9**
Temp. (°F)	**72**
Humidity (%)	**51%**

Traffic Data

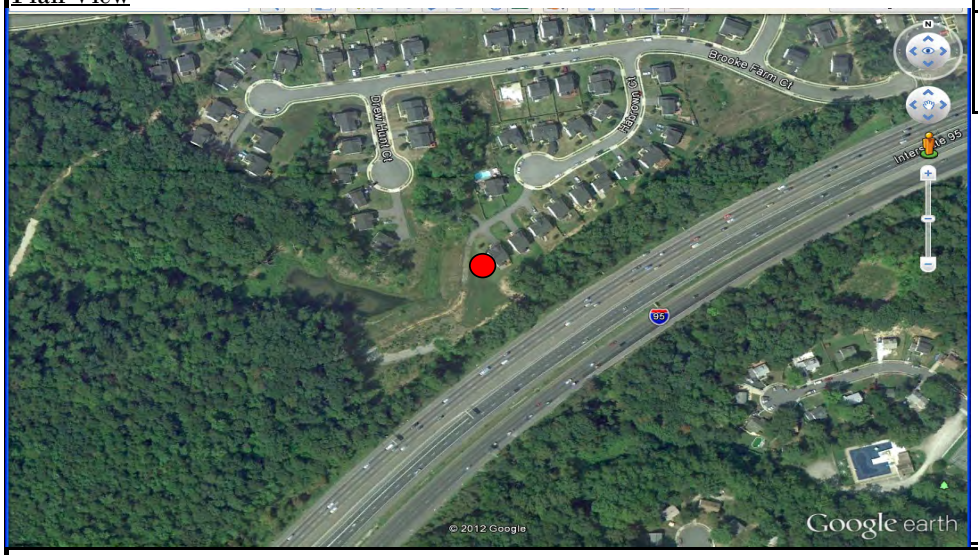
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # S1

Done By: JC

Meter: 3907

Description : Deerfield Lane, Woodbridge, VA 22191

Monitoring Data:

Date	5/10/12		
Start Time	1:54PM		
End Time	2:04PM		
Duration	10 MIN		
Leq.	**62.5**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

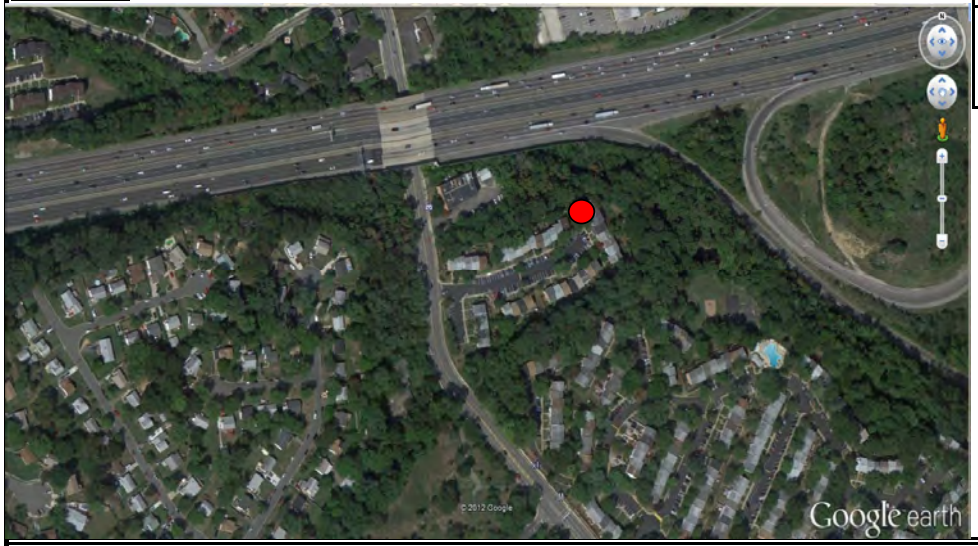
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # S2

Done By: JC

Meter: 3904

Description : 1696 Burntwood Court, Woodbridge, VA 22191

Monitoring Data:

Date	5/10/12		
Start Time	1:54 PM		
End Time	2:04 PM		
Duration	10 MIN		
Leq.	**60.2**		

Atmospheric Data

Wind Speed (mph)	8 to 9
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # S3

Done By: JC

Meter: 2559

Description : 13400 Pinetree Drive, Woodbridge, VA 22191

Monitoring Data:

Date	5/10/12		
Start Time	1:54 PM		
End Time	2:04 PM		
Duration	10 MIN		
Leq.	66.0		

Atmospheric Data

Wind Speed (mph)	8 to 9
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

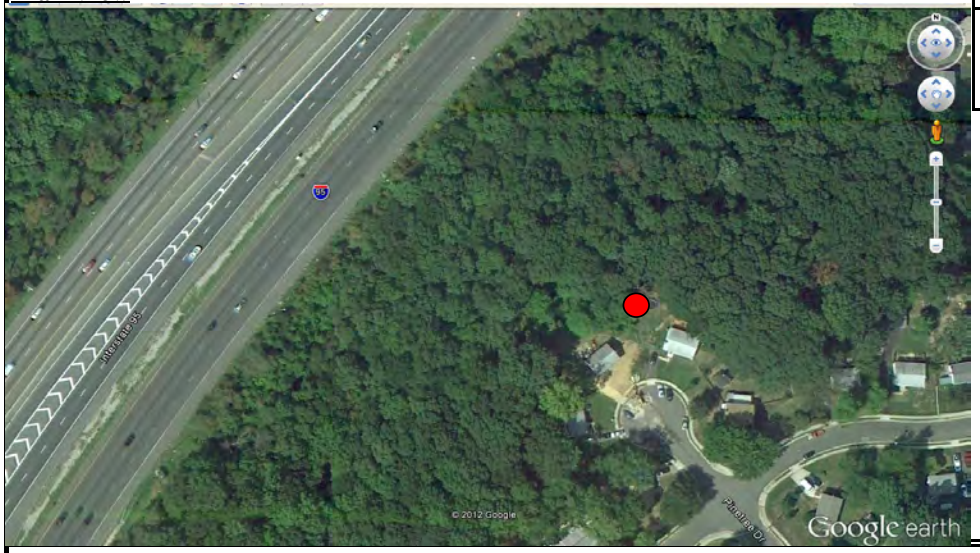
Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	587	628	234	0		
Cars	537	582	218			
MT	15	5	16			
HT	35	41	0			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # X1

Done By: JCL

Meter: 2559

Description : 15675 Palermo Terrace, Woodbridge, VA 22191

Monitoring Data:

Date	6/21/12		
Start Time	12:40 PM		
End Time	12:50 PM		
Duration	10 MIN		
Leq.	67.5		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV LANE			
Direction	NB	SB				
Traffic Total:	574	597	324	0		
Cars	496	531	321			
MT	12	15	3			
HT	66	51	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # X2

Done By: JCL

Meter: 2557

Description : 15776 Nimes Court, Woodbridge, VA 22191

Monitoring Data:

Date	6/21/12		
Start Time	12:40 PM		
End Time	12:50 PM		
Duration	10 MIN		
Leq.	66.1		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

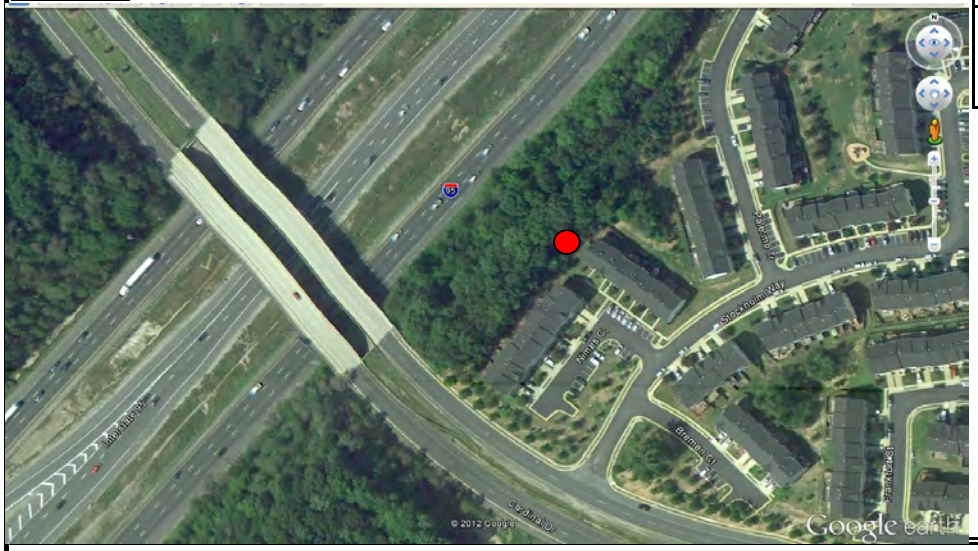
Roadway	I-95		HOV LANE			
Direction	NB	SB				
Traffic Total:	574	597	324	0		
Cars	496	531	321			
MT	12	15	3			
HT	66	51	0			

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # Y1

Done By: JCL

Meter: 2556

Description : 15802 Donald Curtis Drive, Woodbridge, VA 220191

Monitoring Data:

Date	6/21/12		
Start Time	12:40 PM		
End Time	12:50 PM		
Duration	10 MIN		
Leq.	**54.4**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV LANE			
Direction	NB	SB				
Traffic Total:	574	597	324	0		
Cars	496	531	321			
MT	12	15	3			
HT	66	51	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # AA1

Done By: JCL

Meter: 2556

Description : 16614 Reservoir Loop, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	12:10 PM		
End Time	12:20 PM		
Duration	10 MIN		
Leq.	**57.1**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	844	851				
Cars	759	763				
MT	15	26				
HT	70	62				

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # AA2

Done By: JCL

Meter: 2557

Description : 16611 Reservoir Loop, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	12:10 PM		
End Time	12:20 PM		
Duration	10 MIN		
Leq.	**53.8**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

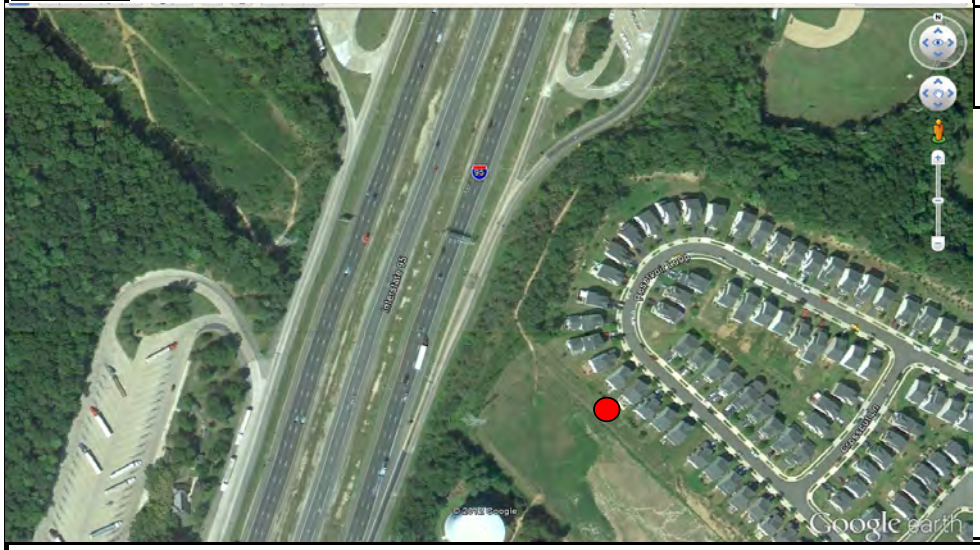
Roadway	I-95					
Direction	NB	SB				
Traffic Total:	844	851				
Cars	759	763				
MT	15	26				
HT	70	62				

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # AA3

Done By: JCL

Meter: 2557

Description : 3380 Vineland Place, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	12:10 PM		
End Time	12:20 PM		
Duration	10 MIN		
Leq.	**53.8**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

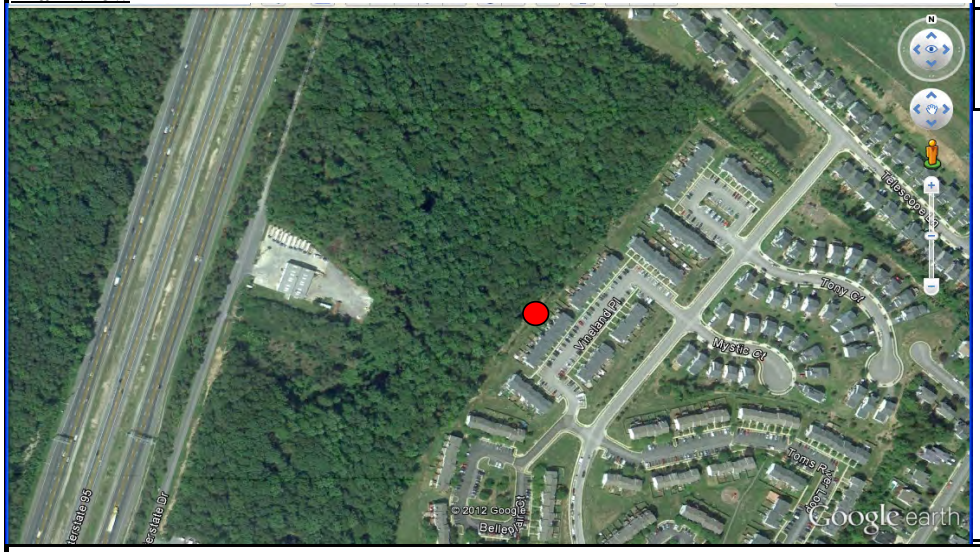
Roadway	I-95					
Direction	NB	SB				
Traffic Total:	844	851				
Cars	759	763				
MT	15	26				
HT	70	62				

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # CC1

Done By: JCL

Meter: 2558

Description : 195 Prince William Circle, Dumfries, VA 22026

Monitoring Data:

Date	5/10/12		
Start Time	11:00 AM		
End Time	11:10 AM		
Duration	10 MIN		
Leq.	**56.8**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		HOV Lane			
Direction	NB	SB				
Traffic Total:	529	487	71	0		
Cars	482	408	71			
MT	9	21	0			
HT	38	58	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # DD1

Done By: JCL

Meter: 2556

Description : 17447 Kagera Dr, Dumfries, VA 22025

Monitoring Data:

Date	6/21/12		
Start Time	11:33 AM		
End Time	11:43 AM		
Duration	10 MIN		
Leq.	**56.6**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

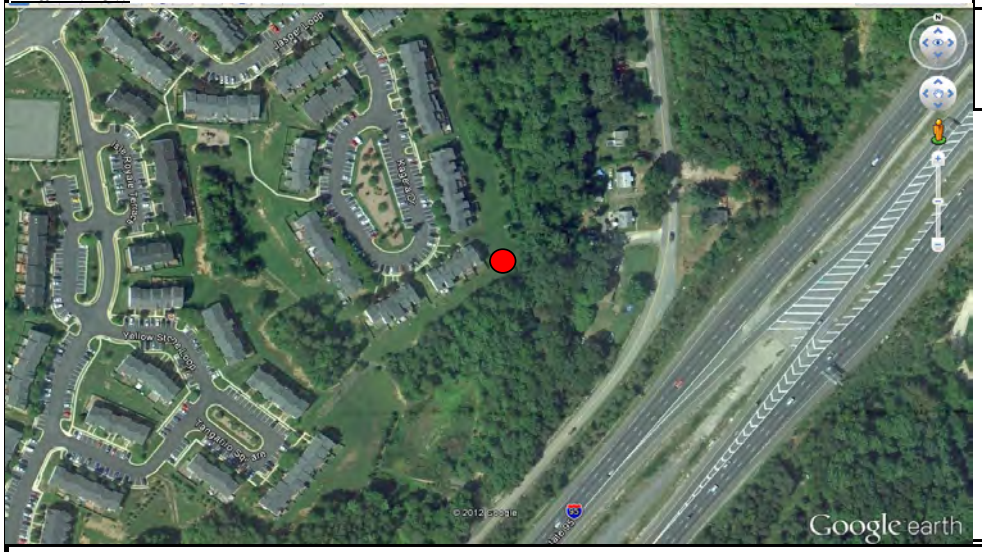
Roadway	I-95					
Direction	NB	SB				
Traffic Total:	586	503				
Cars	495	436				
MT	17	23				
HT	74	44				

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # DD2

Done By: JCL

Meter: 2557

Description : 4001 Presidential Hill Loop, Dumfries, VA 22025

Monitoring Data:

Date	6/21/12		
Start Time	11:33 AM		
End Time	11:43 AM		
Duration	10 MIN		
Leq.	**56.6**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	586	503				
Cars	495	436				
MT	17	23				
HT	74	44				

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # DD3

Done By: JCL

Meter: 2559

Description : 4117 Presidential Loop, Dumfries, VA 22025

Monitoring Data:

Date	6/21/12		
Start Time	11:33 AM		
End Time	11:43 AM		
Duration	10 MIN		
Leq.	69.3		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

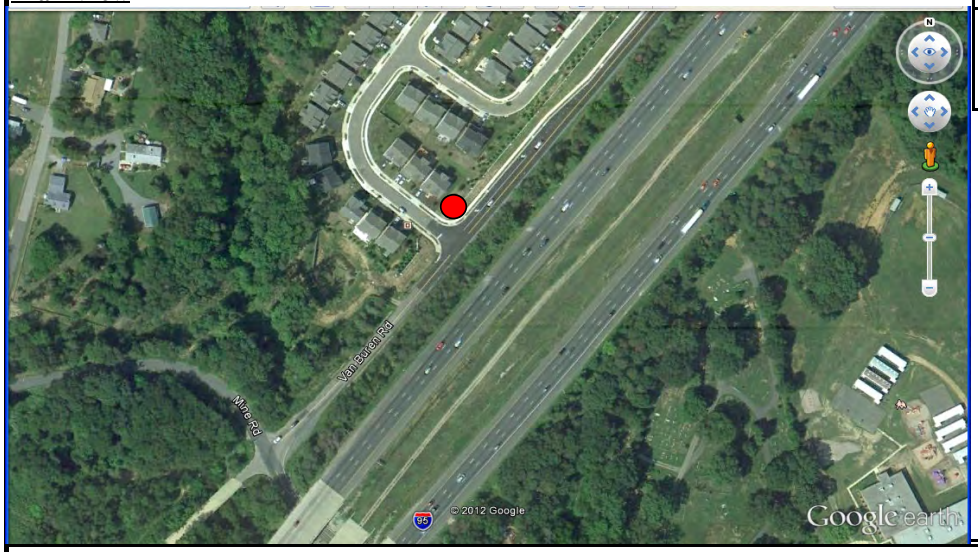
Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	586	503				
Cars	495	436				
MT	17	23				
HT	74	44				

Weather Conditions

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

Plan View



NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # EE1

Done By: JC

Meter: 2555

Description : 17540 Duke St, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	11:00 AM		
End Time	11:10 AM		
Duration	10 MIN		
Leq.	65.8		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	503	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	44	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # EE2

Done By: JC

Meter: 2556

Description : 3810 Dominion Drive, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	11:00 AM		
End Time	11:10 AM		
Duration	10 MIN		
Leq.	69.7		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	503	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	44	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # EE3

Done By: JC

Meter: 2559

Description : 4180 Eby Drive, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	11:00 AM		
End Time	11:10 AM		
Duration	10 MIN		
Leq.	67.2		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	503	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	44	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # GG1

Done By: JCL

Meter: 2556

Description : 4228 Williams Court, Dumfries, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	10:30 AM		
End Time	10:40 AM		
Duration	10 MIN		
Leq.	**59.4**		

Atmospheric Data

Wind Speed (mph)	**5 to 7**
Temp. (°F)	**69**
Humidity (%)	**51%**

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	457	525				
Cars	378	469				
MT	16	21				
HT	63	35				

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # GG2

Done By: JCL

Meter: 2559

Description : 4348 Inn Street, Triangle, VA 22026

Monitoring Data:

Date	6/21/12		
Start Time	10:30 AM		
End Time	10:40 AM		
Duration	10 MIN		
Leq.	67.9		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	457	525				
Cars	378	469				
MT	16	21				
HT	63	35				

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # JJ1

Done By: JC

Meter: 2558

Description : 48 Courage Lane, Stafford, VA 22554

Monitoring Data:

Date	5/10/12		
Start Time	9:43 AM		
End Time	9:53 AM		
Duration	10 MIN		
Leq.	68.2		

Atmospheric Data

Wind Speed (mph): 5 to 7

Temp. (°F): 69

Humidity (%): 51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	519	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	60	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # KK1

Done By: JC

Meter: 2555

Description : 62 Draper Circle, Stafford, VA 22554

Monitoring Data:

Date	6/21/12		
Start Time	9:43 AM		
End Time	9:53 AM		
Duration	10 MIN		
Leq.	73.4		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	519	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	60	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # KK2

Done By: JC

Meter: 2557

Description : 503 Meadow View Court, Stafford, VA 22554

Monitoring Data:

Date	6/21/12		
Start Time	9:43 AM		
End Time	9:53 AM		
Duration	10 MIN		
Leq.	72.5		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	519	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	60	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # KK3

Done By: JC

Meter: 2559

Description : 601 Kings Crest Drive, Stafford, VA 22554

Monitoring Data:

Date	6/21/12		
Start Time	9:43 AM		
End Time	9:53 AM		
Duration	10 MIN		
Leq.	69.3		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

Traffic Data

Roadway	I-95		Van Buren			
Direction	NB	SB				
Traffic Total:	586	519	14	0		
Cars	495	436	12			
MT	17	23	2			
HT	74	60	0			

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # LL1

Done By: JC

Meter: 2556

Description : 43 Niday Dr., Stafford, VA 22556

Monitoring Data:

Date	6/21/12		
Start Time	8:47AM		
End Time	8:57AM		
Duration	10 MIN		
Leq.	**64.5**		

Atmospheric Data

Wind Speed (mph)	**0 to 2**
Temp. (°F)	**70**
Humidity (%)	**80%**

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	612	695				
Cars	521	614				
MT	8	7				
HT	83	74				

Weather Conditions

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

Plan View

NORTH

Profile View:

Monitoring Notes

AM Peak: New development not on mapping
All built out to the hump of dirt

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # LL2

Done By: JCL

Meter: 2555

Description : 34 Hunting Creek Road, Stafford, VA 22556

Monitoring Data:

Date	6/21/12		
Start Time	8:47AM		
End Time	8:57AM		
Duration	10 MIN		
Leq.	68.7		

Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	612	695				
Cars	521	614				
MT	8	7				
HT	83	74				

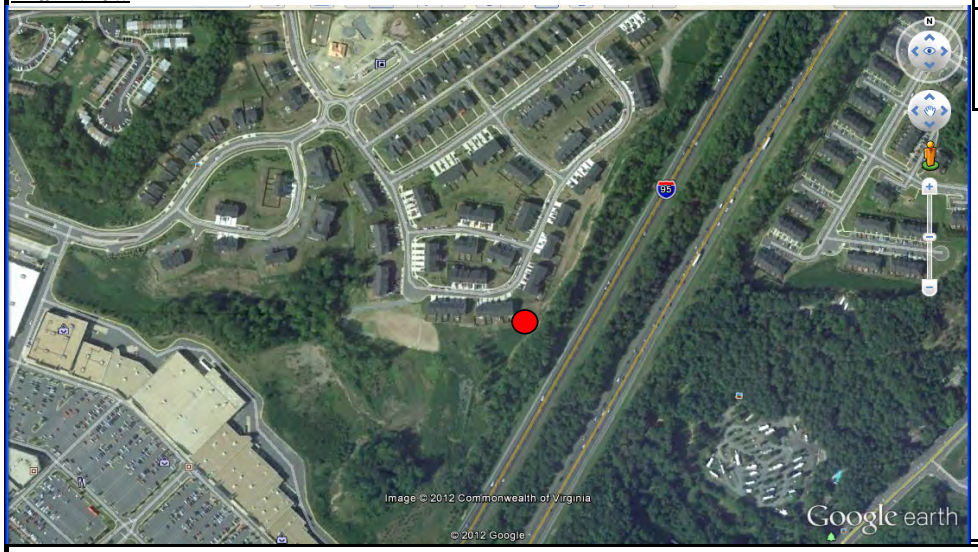
Weather Conditions

Atmospheric Data
Wind Speed (mph) **5 To 7**
Temp. (°F) **72**
Humidity (%) **51%**

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # LL3

Done By: JCL

Meter: 2557

Description : 34 Hunting Creek Road, Stafford, VA 22556

Monitoring Data:

Date	6/21/12		
Start Time	8:37AM		
End Time	9:07AM		
Duration	30 MIN		
Leq.	68.7		

Atmospheric Data

Wind Speed (mph)	5 To 7
Temp. (°F)	72
Humidity (%)	51%

Traffic Data

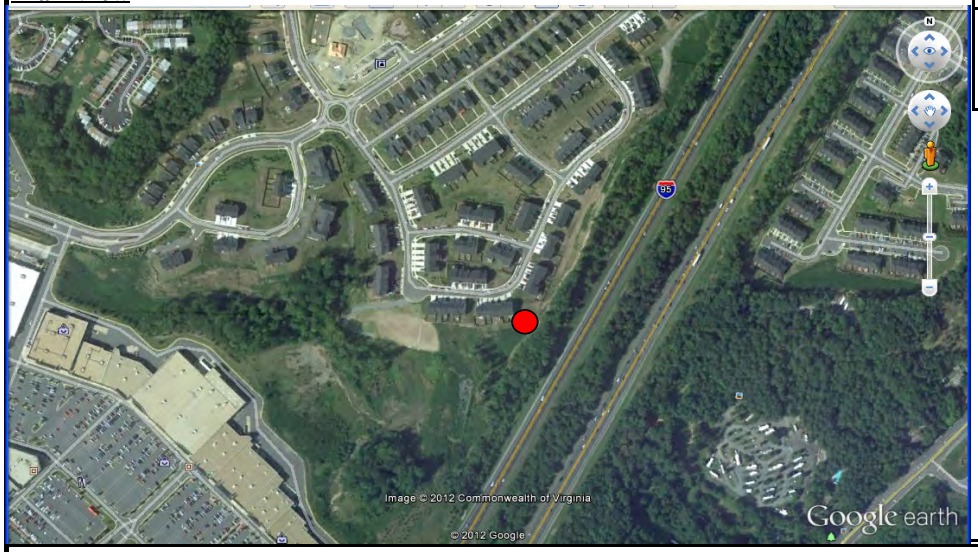
Roadway	I-95	
Direction	NB	SB
Traffic Total:	612	695
Cars	521	614
MT	8	7
HT	83	74

Weather Conditions

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

Plan View

NORTH



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # MM1

Done By: JCL

Meter: 2559

Description : End of Cul-de-Sac at Boathouse Way, Stafford, VA 22554

Monitoring Data:

Date	6/21/12		
Start Time	8:28 AM		
End Time	8:38 AM		
Duration	10 MIN		
Leq.	**64.8**		

Atmospheric Data

Wind Speed (mph)	5 To 7
Temp. (°F)	74
Humidity (%)	51%

Traffic Data

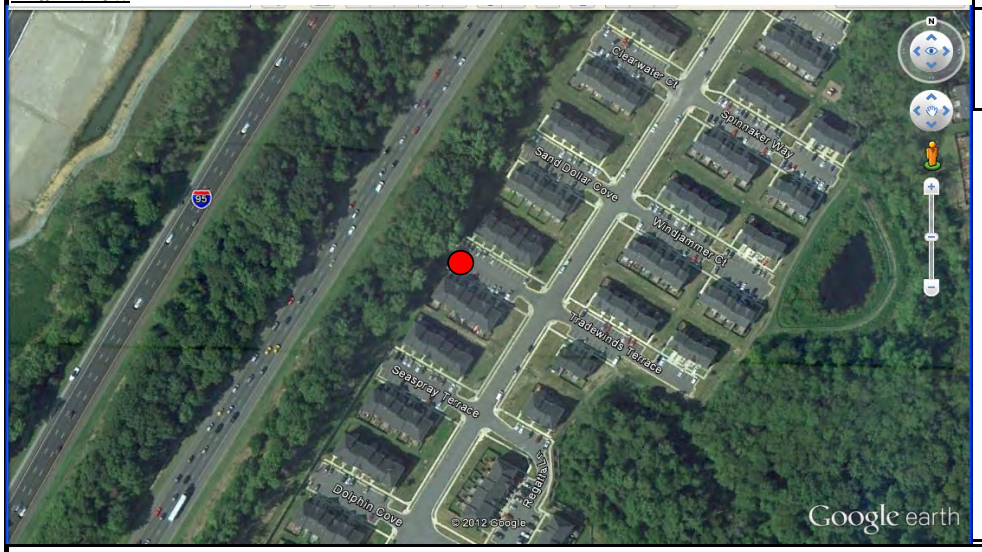
Roadway	I-95					
Direction	NB	SB				
Traffic Total:	612	695				
Cars	521	614				
MT	8	7				
HT	83	74				

Weather Conditions

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

Plan View

NORTH



Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

Profile View:

McCormick Taylor, Inc

95 Express Lanes Final Design

Site # MM2

Done By: JCL

Meter: 2558

Description : 100 Tradewinds Terrace, Stafford, VA 22554

Monitoring Data:

Date	6/21/12		
Start Time	8:28 AM		
End Time	8:38 AM		
Duration	10 MIN		
Leq.	**60.1**		

Atmospheric Data

Wind Speed (mph)	5 to 7
Temp. (°F)	69
Humidity (%)	51%

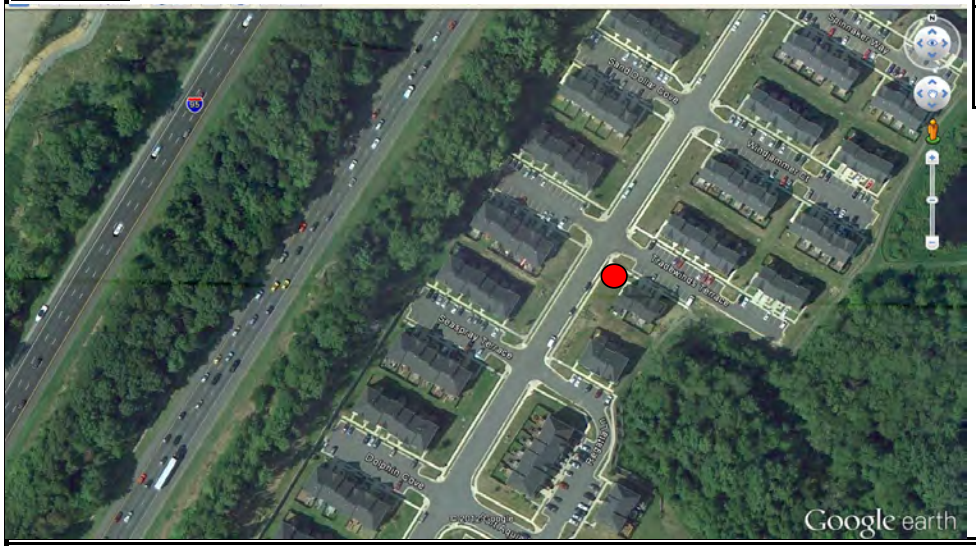
Traffic Data

Roadway	I-95					
Direction	NB	SB				
Traffic Total:	612	695				
Cars	521	614				
MT	8	7				
HT	83	74				

Weather Conditions

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

Plan View



NORTH

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

Profile View:

McCormick Taylor, Inc

Appendix C

METROSONICS PRINTOUTS

****

Filename.....2555
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2555
REPORT PRINTED ON 05/14/12 at 10:49:49

User ID: _____

LOGGING STARTED.....05/10/12 at 09:50:30
TOTAL LOGGING TIME...0 DAYS 00:42:08
LOGGING STOPPED.....05/10/12 at 10:32:38
TOTAL INTERVALS.....253
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:40
PRE-TEST CALIBRATION RANGE...39.1 TO 139.1 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 59.0dB
Lav (80)..... 39.1dB
Lav (90)..... 39.1dB
SEL..... 92.9dB

TWA..... 48.5dB
TWA (80)..... 39.1dB
TWA (90)..... 39.1dB

Lmax..... 68.7dB 05/10/12 at 10:31:37
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
09:50:30	59.1	59.5	UNDER	59.1	58.1
09:50:40	58.4	59.1	UNDER	59.1	57.1
09:50:50	58.4	59.1	UNDER	58.1	57.1
09:51:00	58.6	59.1	UNDER	59.1	57.1
09:51:10	58.3	59.1	UNDER	59.1	57.1
09:51:20	59.9	60.7	UNDER	60.1	58.1
09:51:30	59.2	59.6	UNDER	59.1	59.1
09:51:40	58.5	59.2	UNDER	59.1	57.1
09:51:50	58.8	59.6	UNDER	59.1	57.1
09:52:00	58.2	59.0	UNDER	58.1	57.1
09:52:10	60.1	60.8	UNDER	60.1	59.1
09:52:20	58.8	59.7	UNDER	59.1	58.1
09:52:30	58.0	58.6	UNDER	58.1	57.1
09:52:40	57.8	58.2	UNDER	58.1	57.1
09:52:50	58.6	59.0	UNDER	58.1	58.1
09:53:00	58.0	58.3	UNDER	58.1	57.1
09:53:10	58.6	59.5	UNDER	59.1	57.1
09:53:20	59.9	60.3	UNDER	60.1	59.1
09:53:30	58.5	59.3	UNDER	59.1	57.1
09:53:40	58.5	60.2	UNDER	59.1	57.1
09:53:50	59.3	60.2	UNDER	60.1	58.1
09:54:00	58.2	58.6	UNDER	58.1	57.1
09:54:10	57.9	59.5	UNDER	59.1	57.1
09:54:20	59.5	60.3	UNDER	59.1	58.1
09:54:30	59.0	59.6	UNDER	59.1	58.1
09:54:40	59.1	59.5	UNDER	59.1	58.1
09:54:50	58.9	60.0	UNDER	59.1	58.1
09:55:00	60.0	60.6	UNDER	60.1	59.1
09:55:10	58.1	59.1	UNDER	58.1	57.1
09:55:20	59.2	60.3	UNDER	60.1	58.1
09:55:30	59.7	61.1	UNDER	60.1	58.1
09:55:40	59.4	60.7	UNDER	60.1	58.1
09:55:50	57.8	58.5	UNDER	58.1	56.1
09:56:00	57.0	58.3	UNDER	57.1	56.1
09:56:10	58.9	59.6	UNDER	59.1	58.1
09:56:20	58.7	59.1	UNDER	59.1	57.1
09:56:30	58.9	59.9	UNDER	59.1	57.1
09:56:40	60.6	60.9	UNDER	60.1	59.1
09:56:50	58.8	60.3	UNDER	59.1	57.1
09:57:00	57.3	57.6	UNDER	57.1	57.1
09:57:10	58.4	58.9	UNDER	58.1	57.1
09:57:20	58.0	58.4	UNDER	58.1	57.1
09:57:30	57.6	57.9	UNDER	57.1	57.1
09:57:40	57.4	57.6	UNDER	57.1	57.1
09:57:50	57.5	57.9	UNDER	57.1	57.1
09:58:00	57.4	58.7	UNDER	58.1	56.1
09:58:10	58.8	59.2	UNDER	59.1	58.1
09:58:20	60.0	60.5	UNDER	60.1	59.1
09:58:30	59.9	60.7	UNDER	60.1	59.1
09:58:40	59.2	59.7	UNDER	59.1	58.1
09:58:50	58.3	58.7	UNDER	58.1	57.1
09:59:00	57.9	58.5	UNDER	58.1	57.1

09:59:10	58.4	58.8	UNDER	58.1	57.1
09:59:20	58.4	58.8	UNDER	58.1	58.1
09:59:30	58.8	59.7	UNDER	59.1	58.1
09:59:40	58.1	58.7	UNDER	58.1	57.1
09:59:50	58.4	58.7	UNDER	58.1	58.1
10:00:00	60.1	61.1	UNDER	61.1	58.1
10:00:10	58.7	59.8	UNDER	59.1	58.1
10:00:20	58.2	58.4	UNDER	58.1	57.1
10:00:30	58.8	59.3	UNDER	59.1	58.1
10:00:40	59.1	59.5	UNDER	59.1	58.1
10:00:50	58.6	59.5	UNDER	59.1	57.1
10:01:00	57.5	58.0	UNDER	57.1	57.1
10:01:10	57.8	57.9	UNDER	57.1	57.1
10:01:20	58.6	59.3	UNDER	59.1	57.1
10:01:30	59.3	61.1	UNDER	60.1	58.1
10:01:40	59.5	61.4	UNDER	61.1	57.1
10:01:50	58.3	58.8	UNDER	58.1	57.1
10:02:00	59.1	60.6	UNDER	59.1	58.1
10:02:10	59.3	60.6	UNDER	60.1	58.1
10:02:20	58.9	59.6	UNDER	59.1	57.1
10:02:30	58.4	59.4	UNDER	59.1	57.1
10:02:40	58.6	59.2	UNDER	59.1	57.1
10:02:50	58.6	59.1	UNDER	58.1	57.1
10:03:00	59.2	60.0	UNDER	59.1	58.1
10:03:10	59.1	59.5	UNDER	59.1	58.1
10:03:20	59.3	59.9	UNDER	59.1	58.1
10:03:30	58.1	59.6	UNDER	59.1	57.1
10:03:40	58.8	60.0	UNDER	59.1	57.1
10:03:50	58.2	58.9	UNDER	58.1	57.1
10:04:00	57.6	58.3	UNDER	58.1	56.1
10:04:10	58.6	59.2	UNDER	59.1	58.1
10:04:20	61.9	65.5	UNDER	64.1	58.1
10:04:30	58.7	60.6	UNDER	60.1	57.1
10:04:40	59.1	60.3	UNDER	60.1	58.1
10:04:50	58.8	60.1	UNDER	59.1	57.1
10:05:00	58.7	59.2	UNDER	59.1	57.1
10:05:10	58.0	58.7	UNDER	58.1	57.1
10:05:20	58.7	59.1	UNDER	59.1	58.1
10:05:30	61.6	63.7	UNDER	63.1	58.1
10:05:40	60.5	61.6	UNDER	61.1	58.1
10:05:50	59.5	60.2	UNDER	60.1	58.1
10:06:00	58.6	59.3	UNDER	59.1	58.1
10:06:10	58.9	59.8	UNDER	59.1	57.1
10:06:20	60.2	60.7	UNDER	60.1	59.1
10:06:30	59.7	60.7	UNDER	60.1	59.1
10:06:40	60.6	61.4	UNDER	61.1	59.1
10:06:50	59.0	59.7	UNDER	59.1	58.1
10:07:00	60.4	61.8	UNDER	61.1	59.1
10:07:10	59.6	60.9	UNDER	60.1	58.1
10:07:20	59.1	60.7	UNDER	60.1	58.1
10:07:30	59.0	60.5	UNDER	59.1	57.1
10:07:40	58.0	59.4	UNDER	58.1	57.1
10:07:50	59.6	60.7	UNDER	60.1	57.1
10:08:00	60.0	61.0	UNDER	60.1	59.1
10:08:10	58.6	59.8	UNDER	59.1	57.1
10:08:20	58.7	59.9	UNDER	59.1	58.1
10:08:30	60.3	61.1	UNDER	61.1	59.1
10:08:40	59.1	60.3	UNDER	59.1	58.1
10:08:50	58.4	59.5	UNDER	59.1	57.1
10:09:00	58.9	59.5	UNDER	59.1	58.1
10:09:10	57.7	58.5	UNDER	58.1	57.1
10:09:20	57.9	58.3	UNDER	58.1	57.1
10:09:30	58.1	60.0	UNDER	59.1	57.1

10:09:40	58.4	60.1	UNDER	60.1	57.1
10:09:50	58.3	59.2	UNDER	59.1	57.1
10:10:00	59.6	60.7	UNDER	60.1	58.1
10:10:10	59.9	61.1	UNDER	60.1	58.1
10:10:20	61.6	64.8	UNDER	64.1	58.1
10:10:30	59.2	60.0	UNDER	59.1	58.1
10:10:40	61.8	63.6	UNDER	63.1	59.1
10:10:50	61.2	62.7	UNDER	62.1	60.1
10:11:00	60.1	61.1	UNDER	61.1	58.1
10:11:10	58.8	59.3	UNDER	59.1	58.1
10:11:20	58.7	59.6	UNDER	59.1	57.1
10:11:30	58.5	59.6	UNDER	59.1	57.1
10:11:40	59.0	61.8	UNDER	60.1	57.1
10:11:50	58.3	60.5	UNDER	59.1	57.1
10:12:00	59.2	60.5	UNDER	60.1	57.1
10:12:10	59.2	59.5	UNDER	59.1	58.1
10:12:20	60.0	60.8	UNDER	60.1	59.1
10:12:30	59.6	60.0	UNDER	59.1	59.1
10:12:40	58.5	59.1	UNDER	58.1	58.1
10:12:50	59.5	60.3	UNDER	60.1	58.1
10:13:00	58.9	59.7	UNDER	59.1	58.1
10:13:10	58.5	59.0	UNDER	58.1	57.1
10:13:20	58.0	58.6	UNDER	58.1	57.1
10:13:30	58.9	59.4	UNDER	59.1	58.1
10:13:40	58.8	59.3	UNDER	59.1	58.1
10:13:50	58.4	59.3	UNDER	58.1	58.1
10:14:00	59.0	59.7	UNDER	59.1	58.1
10:14:10	60.1	61.2	UNDER	61.1	58.1
10:14:20	58.8	60.6	UNDER	60.1	57.1
10:14:30	59.4	60.1	UNDER	60.1	58.1
10:14:40	59.6	60.3	UNDER	60.1	58.1
10:14:50	58.7	59.2	UNDER	59.1	58.1
10:15:00	61.1	62.7	UNDER	62.1	59.1
10:15:10	59.9	61.2	UNDER	60.1	59.1
10:15:20	60.3	61.1	UNDER	60.1	60.1
10:15:30	59.6	60.1	UNDER	59.1	59.1
10:15:40	59.1	60.0	UNDER	59.1	58.1
10:15:50	58.3	58.7	UNDER	58.1	57.1
10:16:00	57.1	58.2	UNDER	57.1	56.1
10:16:10	57.3	58.0	UNDER	57.1	56.1
10:16:20	60.2	60.9	UNDER	60.1	57.1
10:16:30	59.7	60.3	UNDER	60.1	58.1
10:16:40	58.4	60.2	UNDER	59.1	57.1
10:16:50	58.2	58.7	UNDER	58.1	57.1
10:17:00	58.8	59.5	UNDER	59.1	58.1
10:17:10	57.7	58.3	UNDER	58.1	57.1
10:17:20	58.1	58.7	UNDER	58.1	57.1
10:17:30	57.8	58.8	UNDER	58.1	57.1
10:17:40	58.9	59.5	UNDER	59.1	58.1
10:17:50	57.6	58.3	UNDER	57.1	57.1
10:18:00	56.7	57.5	UNDER	57.1	55.1
10:18:10	58.7	61.1	UNDER	60.1	56.1
10:18:20	62.5	63.9	UNDER	63.1	60.1
10:18:30	61.8	63.3	UNDER	63.1	60.1
10:18:40	59.6	63.2	UNDER	61.1	58.1
10:18:50	58.7	59.2	UNDER	59.1	57.1
10:19:00	58.9	59.5	UNDER	59.1	58.1
10:19:10	59.1	59.6	UNDER	59.1	58.1
10:19:20	59.0	60.0	UNDER	59.1	58.1
10:19:30	57.9	58.5	UNDER	58.1	57.1
10:19:40	56.8	57.7	UNDER	57.1	56.1
10:19:50	58.0	58.6	UNDER	58.1	57.1
10:20:00	58.4	59.1	UNDER	59.1	57.1

10:20:10	58.0	58.4	UNDER	58.1	57.1
10:20:20	57.4	58.0	UNDER	57.1	57.1
10:20:30	58.4	59.1	UNDER	59.1	57.1
10:20:40	57.9	58.7	UNDER	58.1	57.1
10:20:50	58.4	59.1	UNDER	58.1	57.1
10:21:00	58.0	58.7	UNDER	58.1	57.1
10:21:10	59.2	60.0	UNDER	59.1	58.1
10:21:20	59.7	60.1	UNDER	60.1	59.1
10:21:30	59.6	60.0	UNDER	59.1	59.1
10:21:40	58.7	59.6	UNDER	59.1	57.1
10:21:50	59.0	60.2	UNDER	60.1	57.1
10:22:00	59.3	59.9	UNDER	59.1	58.1
10:22:10	58.6	59.2	UNDER	59.1	58.1
10:22:20	58.6	59.2	UNDER	59.1	58.1
10:22:30	58.8	59.2	UNDER	59.1	58.1
10:22:40	60.0	60.7	UNDER	60.1	59.1
10:22:50	59.5	60.3	UNDER	60.1	58.1
10:23:00	59.1	59.6	UNDER	59.1	58.1
10:23:10	57.0	58.3	UNDER	57.1	56.1
10:23:20	58.1	59.1	UNDER	58.1	57.1
10:23:30	59.9	60.4	UNDER	60.1	59.1
10:23:40	59.3	60.0	UNDER	59.1	58.1
10:23:50	58.6	59.1	UNDER	59.1	58.1
10:24:00	57.5	58.7	UNDER	58.1	57.1
10:24:10	58.4	59.1	UNDER	59.1	57.1
10:24:20	57.2	58.3	UNDER	58.1	56.1
10:24:30	57.8	59.1	UNDER	58.1	56.1
10:24:40	59.2	61.1	UNDER	60.1	58.1
10:24:50	59.0	61.1	UNDER	60.1	57.1
10:25:00	58.1	58.4	UNDER	58.1	57.1
10:25:10	57.9	58.4	UNDER	58.1	57.1
10:25:20	57.2	57.9	UNDER	57.1	56.1
10:25:30	59.2	60.1	UNDER	60.1	57.1
10:25:40	59.0	59.8	UNDER	59.1	58.1
10:25:50	59.5	59.9	UNDER	59.1	58.1
10:26:00	59.2	60.7	UNDER	60.1	58.1
10:26:10	59.3	61.1	UNDER	60.1	57.1
10:26:20	57.4	58.3	UNDER	58.1	56.1
10:26:30	58.0	58.8	UNDER	58.1	57.1
10:26:40	58.1	58.8	UNDER	58.1	57.1
10:26:50	57.9	58.8	UNDER	58.1	57.1
10:27:00	57.4	58.1	UNDER	57.1	56.1
10:27:10	58.4	58.7	UNDER	58.1	57.1
10:27:20	58.8	59.9	UNDER	59.1	58.1
10:27:30	59.2	60.0	UNDER	59.1	58.1
10:27:40	57.8	59.4	UNDER	58.1	56.1
10:27:50	57.1	57.9	UNDER	57.1	56.1
10:28:00	57.8	58.4	UNDER	58.1	57.1
10:28:10	57.9	59.3	UNDER	59.1	56.1
10:28:20	58.3	59.2	UNDER	58.1	57.1
10:28:30	58.7	59.3	UNDER	59.1	57.1
10:28:40	57.8	58.3	UNDER	58.1	57.1
10:28:50	58.2	58.6	UNDER	58.1	57.1
10:29:00	58.0	58.5	UNDER	58.1	57.1
10:29:10	59.6	60.7	UNDER	60.1	57.1
10:29:20	58.2	59.2	UNDER	58.1	57.1
10:29:30	57.7	58.3	UNDER	58.1	57.1
10:29:40	58.5	59.0	UNDER	58.1	57.1
10:29:50	57.5	58.6	UNDER	58.1	56.1
10:30:00	57.5	57.9	UNDER	57.1	56.1
10:30:10	58.0	59.9	UNDER	59.1	57.1
10:30:20	60.0	60.7	UNDER	60.1	59.1
10:30:30	58.0	59.1	UNDER	58.1	57.1

10:30:40	57.3	58.0	UNDER	57.1	56.1
10:30:50	57.5	58.3	UNDER	58.1	56.1
10:31:00	57.0	57.7	UNDER	57.1	56.1
10:31:10	58.9	61.0	UNDER	60.1	57.1
10:31:20	62.5	67.7	UNDER	67.1	57.1
10:31:30	66.8	68.7	UNDER	68.1	65.1
10:31:40	64.2	68.2	UNDER	67.1	59.1
10:31:50	59.9	61.1	UNDER	60.1	58.1
10:32:00	57.8	58.9	UNDER	58.1	57.1
10:32:10	58.7	61.0	UNDER	60.1	57.1
10:32:20	58.9	60.9	UNDER	59.1	58.1
10:32:30	59.6	60.7	UNDER	60.1	58.1

****

Filename.....2556
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 05/14/12 at 10:48:41

User ID: _____

LOGGING STARTED.....05/10/12 at 09:46:40
TOTAL LOGGING TIME...0 DAYS 00:49:10
LOGGING STOPPED.....05/10/12 at 10:35:50
TOTAL INTERVALS.....295
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:59
PRE-TEST CALIBRATION RANGE...39.8 TO 139.8 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.3dB
Lav (80)..... 39.8dB
Lav (90)..... 39.8dB
SEL..... 95.9dB

TWA..... 51.5dB
TWA (80)..... 39.8dB
TWA (90)..... 39.8dB

Lmax..... 79.8dB 05/10/12 at 10:35:39
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
09:46:40	62.7	64.2	UNDER	64.8	61.8
09:46:50	62.1	63.1	UNDER	62.8	61.8
09:47:00	62.2	63.6	UNDER	63.8	61.8
09:47:10	61.6	62.4	UNDER	62.8	60.8
09:47:20	61.2	62.8	UNDER	61.8	60.8
09:47:30	61.3	63.1	UNDER	62.8	60.8
09:47:40	60.6	61.4	UNDER	61.8	59.8
09:47:50	59.7	60.2	UNDER	60.8	59.8
09:48:00	59.9	60.3	UNDER	60.8	59.8
09:48:10	58.8	59.5	UNDER	59.8	58.8
09:48:20	58.9	59.4	UNDER	59.8	58.8
09:48:30	58.8	59.0	UNDER	59.8	58.8
09:48:40	58.9	59.4	UNDER	59.8	58.8
09:48:50	59.5	60.0	UNDER	59.8	59.8
09:49:00	60.1	60.3	UNDER	60.8	59.8
09:49:10	60.3	60.7	UNDER	60.8	59.8
09:49:20	61.1	61.6	UNDER	61.8	60.8
09:49:30	62.6	63.9	UNDER	63.8	61.8
09:49:40	62.3	63.4	UNDER	63.8	61.8
09:49:50	62.0	63.0	UNDER	62.8	61.8
09:50:00	61.0	61.4	UNDER	61.8	60.8
09:50:10	60.6	61.0	UNDER	60.8	60.8
09:50:20	60.4	60.7	UNDER	60.8	60.8
09:50:30	61.4	62.7	UNDER	61.8	60.8
09:50:40	61.2	62.8	UNDER	62.8	60.8
09:50:50	63.3	66.7	UNDER	66.8	60.8
09:51:00	60.5	63.9	UNDER	63.8	59.8
09:51:10	59.6	60.2	UNDER	60.8	59.8
09:51:20	59.8	60.3	UNDER	60.8	59.8
09:51:30	60.5	61.2	UNDER	61.8	59.8
09:51:40	60.7	62.2	UNDER	61.8	59.8
09:51:50	60.1	60.6	UNDER	60.8	59.8
09:52:00	59.6	60.5	UNDER	60.8	58.8
09:52:10	59.0	59.3	UNDER	59.8	58.8
09:52:20	59.3	60.2	UNDER	60.8	58.8
09:52:30	61.3	63.4	UNDER	62.8	59.8
09:52:40	59.3	60.0	UNDER	59.8	59.8
09:52:50	59.2	59.7	UNDER	59.8	58.8
09:53:00	59.2	59.6	UNDER	59.8	59.8
09:53:10	59.3	59.6	UNDER	59.8	58.8
09:53:20	58.8	59.1	UNDER	59.8	58.8
09:53:30	59.7	61.3	UNDER	61.8	58.8
09:53:40	60.1	60.6	UNDER	60.8	59.8
09:53:50	60.2	60.7	UNDER	60.8	59.8
09:54:00	61.1	63.9	UNDER	63.8	59.8
09:54:10	59.4	60.9	UNDER	60.8	58.8
09:54:20	60.3	61.1	UNDER	60.8	59.8
09:54:30	61.7	62.5	UNDER	62.8	60.8
09:54:40	61.1	62.7	UNDER	62.8	60.8
09:54:50	61.1	61.9	UNDER	61.8	60.8
09:55:00	61.9	62.5	UNDER	62.8	61.8
09:55:10	61.0	61.9	UNDER	61.8	60.8

09:55:20	61.0	61.9	UNDER	61.8	60.8
09:55:30	60.8	61.4	UNDER	61.8	60.8
09:55:40	60.2	61.1	UNDER	60.8	59.8
09:55:50	59.8	61.3	UNDER	60.8	59.8
09:56:00	60.3	61.4	UNDER	61.8	59.8
09:56:10	60.3	60.8	UNDER	60.8	59.8
09:56:20	60.6	60.9	UNDER	60.8	60.8
09:56:30	61.1	61.9	UNDER	61.8	60.8
09:56:40	61.2	61.8	UNDER	61.8	60.8
09:56:50	60.7	61.4	UNDER	61.8	59.8
09:57:00	60.4	60.9	UNDER	60.8	59.8
09:57:10	60.1	60.5	UNDER	60.8	59.8
09:57:20	59.8	60.2	UNDER	60.8	59.8
09:57:30	59.9	60.2	UNDER	60.8	59.8
09:57:40	60.8	61.5	UNDER	61.8	59.8
09:57:50	61.2	63.5	UNDER	62.8	60.8
09:58:00	61.7	63.5	UNDER	62.8	61.8
09:58:10	62.1	62.7	UNDER	62.8	61.8
09:58:20	61.1	61.8	UNDER	61.8	60.8
09:58:30	61.3	61.6	UNDER	61.8	60.8
09:58:40	61.3	61.8	UNDER	61.8	60.8
09:58:50	60.9	61.4	UNDER	61.8	60.8
09:59:00	60.1	60.5	UNDER	60.8	59.8
09:59:10	60.6	61.0	UNDER	60.8	60.8
09:59:20	60.1	60.8	UNDER	60.8	59.8
09:59:30	60.2	60.7	UNDER	60.8	59.8
09:59:40	60.0	60.3	UNDER	60.8	59.8
09:59:50	60.8	62.2	UNDER	61.8	59.8
10:00:00	60.5	61.7	UNDER	61.8	59.8
10:00:10	60.7	62.3	UNDER	61.8	59.8
10:00:20	59.9	61.9	UNDER	60.8	59.8
10:00:30	60.8	61.5	UNDER	61.8	59.8
10:00:40	59.5	59.9	UNDER	59.8	59.8
10:00:50	59.8	60.2	UNDER	60.8	59.8
10:01:00	60.7	61.1	UNDER	61.8	60.8
10:01:10	60.5	60.8	UNDER	60.8	60.8
10:01:20	60.8	61.4	UNDER	61.8	60.8
10:01:30	60.9	61.5	UNDER	61.8	60.8
10:01:40	61.2	61.7	UNDER	61.8	60.8
10:01:50	60.2	60.7	UNDER	60.8	59.8
10:02:00	59.0	59.5	UNDER	59.8	58.8
10:02:10	58.7	59.1	UNDER	59.8	58.8
10:02:20	58.9	59.4	UNDER	59.8	58.8
10:02:30	59.9	60.6	UNDER	60.8	59.8
10:02:40	62.1	62.8	UNDER	62.8	60.8
10:02:50	62.4	62.8	UNDER	62.8	61.8
10:03:00	61.5	62.3	UNDER	62.8	61.8
10:03:10	61.7	62.2	UNDER	62.8	61.8
10:03:20	61.4	62.1	UNDER	61.8	60.8
10:03:30	60.9	61.9	UNDER	61.8	60.8
10:03:40	61.6	63.1	UNDER	62.8	60.8
10:03:50	60.5	61.0	UNDER	60.8	59.8
10:04:00	60.8	61.3	UNDER	61.8	60.8
10:04:10	60.8	61.8	UNDER	61.8	60.8
10:04:20	60.2	60.6	UNDER	60.8	59.8
10:04:30	61.5	61.8	UNDER	61.8	60.8
10:04:40	61.2	61.5	UNDER	61.8	60.8
10:04:50	61.0	61.3	UNDER	61.8	60.8
10:05:00	62.4	63.9	UNDER	63.8	60.8
10:05:10	63.4	64.6	UNDER	64.8	62.8
10:05:20	62.0	63.4	UNDER	63.8	60.8
10:05:30	60.7	61.1	UNDER	61.8	60.8
10:05:40	61.5	61.9	UNDER	61.8	60.8

10:05:50	62.1	63.5	UNDER	63.8	61.8
10:06:00	62.2	63.8	UNDER	63.8	61.8
10:06:10	62.5	63.3	UNDER	63.8	61.8
10:06:20	62.8	63.5	UNDER	63.8	61.8
10:06:30	61.8	63.0	UNDER	62.8	61.8
10:06:40	61.4	62.3	UNDER	62.8	60.8
10:06:50	61.2	62.0	UNDER	61.8	60.8
10:07:00	60.7	61.1	UNDER	61.8	59.8
10:07:10	59.5	59.9	UNDER	59.8	59.8
10:07:20	60.1	61.8	UNDER	61.8	59.8
10:07:30	61.5	62.0	UNDER	61.8	60.8
10:07:40	60.3	60.9	UNDER	60.8	59.8
10:07:50	60.9	62.3	UNDER	61.8	59.8
10:08:00	62.9	64.7	UNDER	64.8	61.8
10:08:10	62.8	64.0	UNDER	63.8	62.8
10:08:20	62.1	62.4	UNDER	62.8	61.8
10:08:30	61.9	62.7	UNDER	62.8	61.8
10:08:40	61.1	61.5	UNDER	61.8	60.8
10:08:50	60.2	60.6	UNDER	60.8	59.8
10:09:00	60.3	60.6	UNDER	60.8	60.8
10:09:10	60.1	60.6	UNDER	60.8	59.8
10:09:20	61.4	64.6	UNDER	63.8	60.8
10:09:30	60.9	62.6	UNDER	61.8	60.8
10:09:40	59.9	60.3	UNDER	60.8	59.8
10:09:50	60.9	62.3	UNDER	62.8	59.8
10:10:00	61.2	61.7	UNDER	61.8	60.8
10:10:10	62.1	62.6	UNDER	62.8	61.8
10:10:20	62.5	63.1	UNDER	62.8	61.8
10:10:30	61.3	61.8	UNDER	61.8	60.8
10:10:40	61.5	62.5	UNDER	62.8	60.8
10:10:50	63.6	64.5	UNDER	64.8	62.8
10:11:00	63.5	63.9	UNDER	63.8	63.8
10:11:10	64.0	64.3	UNDER	64.8	63.8
10:11:20	63.4	64.1	UNDER	64.8	62.8
10:11:30	62.2	63.0	UNDER	62.8	61.8
10:11:40	60.7	61.4	UNDER	61.8	60.8
10:11:50	60.9	61.8	UNDER	61.8	60.8
10:12:00	61.7	62.7	UNDER	62.8	61.8
10:12:10	62.0	62.8	UNDER	62.8	61.8
10:12:20	62.2	62.7	UNDER	62.8	61.8
10:12:30	63.1	64.3	UNDER	64.8	62.8
10:12:40	62.9	64.3	UNDER	64.8	61.8
10:12:50	61.9	64.1	UNDER	63.8	60.8
10:13:00	64.8	68.6	UNDER	67.8	62.8
10:13:10	67.9	71.6	UNDER	70.8	62.8
10:13:20	62.8	66.6	UNDER	65.8	60.8
10:13:30	68.0	72.6	UNDER	71.8	61.8
10:13:40	67.2	70.7	UNDER	69.8	62.8
10:13:50	66.0	71.1	UNDER	69.8	61.8
10:14:00	62.6	67.0	UNDER	65.8	60.8
10:14:10	60.8	61.7	UNDER	61.8	60.8
10:14:20	61.4	62.5	UNDER	62.8	60.8
10:14:30	61.9	62.4	UNDER	62.8	61.8
10:14:40	61.9	62.6	UNDER	62.8	61.8
10:14:50	61.9	62.3	UNDER	62.8	61.8
10:15:00	63.5	64.3	UNDER	64.8	62.8
10:15:10	63.4	63.8	UNDER	63.8	62.8
10:15:20	62.1	62.6	UNDER	62.8	61.8
10:15:30	61.4	61.8	UNDER	61.8	61.8
10:15:40	61.7	62.7	UNDER	62.8	61.8
10:15:50	61.8	62.2	UNDER	61.8	61.8
10:16:00	61.7	62.5	UNDER	62.8	60.8
10:16:10	61.4	62.5	UNDER	62.8	60.8

10:16:20	61.4	61.9	UNDER	61.8	61.8
10:16:30	60.9	61.4	UNDER	61.8	60.8
10:16:40	59.9	61.0	UNDER	60.8	59.8
10:16:50	61.0	62.6	UNDER	62.8	59.8
10:17:00	61.5	61.8	UNDER	61.8	60.8
10:17:10	60.5	61.0	UNDER	61.8	60.8
10:17:20	59.7	60.5	UNDER	60.8	58.8
10:17:30	58.8	59.4	UNDER	59.8	58.8
10:17:40	59.5	60.7	UNDER	60.8	58.8
10:17:50	61.2	61.8	UNDER	61.8	60.8
10:18:00	61.3	63.1	UNDER	62.8	60.8
10:18:10	61.4	62.6	UNDER	62.8	60.8
10:18:20	63.3	65.8	UNDER	65.8	61.8
10:18:30	62.6	64.2	UNDER	63.8	61.8
10:18:40	61.7	63.8	UNDER	62.8	60.8
10:18:50	60.7	61.4	UNDER	61.8	60.8
10:19:00	61.2	62.3	UNDER	62.8	60.8
10:19:10	60.5	60.8	UNDER	60.8	60.8
10:19:20	60.1	60.9	UNDER	60.8	59.8
10:19:30	60.3	61.2	UNDER	61.8	59.8
10:19:40	61.0	61.8	UNDER	61.8	60.8
10:19:50	62.5	63.3	UNDER	63.8	61.8
10:20:00	61.4	62.3	UNDER	62.8	61.8
10:20:10	61.0	61.8	UNDER	61.8	59.8
10:20:20	60.0	60.5	UNDER	60.8	59.8
10:20:30	61.2	63.2	UNDER	62.8	60.8
10:20:40	61.2	62.3	UNDER	61.8	60.8
10:20:50	60.6	61.4	UNDER	61.8	59.8
10:21:00	59.7	60.1	UNDER	60.8	59.8
10:21:10	59.4	59.7	UNDER	59.8	59.8
10:21:20	60.2	60.7	UNDER	60.8	59.8
10:21:30	61.5	61.9	UNDER	61.8	60.8
10:21:40	60.5	61.8	UNDER	61.8	59.8
10:21:50	60.3	60.7	UNDER	60.8	59.8
10:22:00	60.0	60.3	UNDER	60.8	59.8
10:22:10	60.6	61.6	UNDER	61.8	59.8
10:22:20	61.1	61.8	UNDER	61.8	60.8
10:22:30	61.3	61.8	UNDER	61.8	60.8
10:22:40	61.3	61.8	UNDER	61.8	61.8
10:22:50	61.9	63.0	UNDER	62.8	61.8
10:23:00	61.1	62.0	UNDER	61.8	59.8
10:23:10	59.8	60.3	UNDER	60.8	59.8
10:23:20	60.2	61.8	UNDER	60.8	59.8
10:23:30	61.0	61.7	UNDER	61.8	60.8
10:23:40	61.2	61.5	UNDER	61.8	60.8
10:23:50	60.8	61.4	UNDER	61.8	60.8
10:24:00	60.7	61.1	UNDER	61.8	60.8
10:24:10	61.1	61.6	UNDER	61.8	60.8
10:24:20	60.8	62.0	UNDER	61.8	59.8
10:24:30	59.8	60.6	UNDER	60.8	59.8
10:24:40	62.1	65.8	UNDER	64.8	60.8
10:24:50	60.2	61.4	UNDER	60.8	59.8
10:25:00	59.8	60.2	UNDER	60.8	59.8
10:25:10	60.0	60.4	UNDER	60.8	59.8
10:25:20	59.2	59.9	UNDER	59.8	58.8
10:25:30	59.5	60.1	UNDER	59.8	59.8
10:25:40	59.3	60.0	UNDER	59.8	58.8
10:25:50	60.1	60.4	UNDER	60.8	59.8
10:26:00	60.4	61.7	UNDER	61.8	59.8
10:26:10	61.9	62.7	UNDER	62.8	61.8
10:26:20	61.6	61.8	UNDER	61.8	61.8
10:26:30	61.0	61.8	UNDER	61.8	60.8
10:26:40	61.0	61.6	UNDER	61.8	60.8

10:26:50	60.9	62.3	UNDER	61.8	60.8
10:27:00	60.5	61.4	UNDER	61.8	59.8
10:27:10	60.0	60.8	UNDER	60.8	59.8
10:27:20	59.6	60.6	UNDER	60.8	59.8
10:27:30	59.1	59.5	UNDER	59.8	58.8
10:27:40	58.9	59.3	UNDER	59.8	58.8
10:27:50	60.5	61.3	UNDER	61.8	59.8
10:28:00	59.4	60.2	UNDER	59.8	58.8
10:28:10	59.3	60.4	UNDER	60.8	58.8
10:28:20	59.7	60.3	UNDER	60.8	58.8
10:28:30	59.3	59.7	UNDER	59.8	58.8
10:28:40	59.5	60.1	UNDER	59.8	59.8
10:28:50	61.1	62.3	UNDER	61.8	60.8
10:29:00	60.9	62.5	UNDER	62.8	60.8
10:29:10	60.3	60.7	UNDER	60.8	59.8
10:29:20	59.4	60.3	UNDER	60.8	58.8
10:29:30	59.4	59.8	UNDER	59.8	59.8
10:29:40	60.6	63.8	UNDER	63.8	58.8
10:29:50	59.2	61.0	UNDER	60.8	57.8
10:30:00	58.8	60.7	UNDER	60.8	57.8
10:30:10	59.7	62.1	UNDER	61.8	58.8
10:30:20	61.2	63.4	UNDER	62.8	59.8
10:30:30	60.9	63.4	UNDER	62.8	59.8
10:30:40	59.1	60.2	UNDER	59.8	58.8
10:30:50	58.8	59.3	UNDER	59.8	58.8
10:31:00	58.9	59.4	UNDER	59.8	58.8
10:31:10	60.2	61.6	UNDER	61.8	58.8
10:31:20	61.4	62.3	UNDER	61.8	60.8
10:31:30	64.6	68.2	UNDER	67.8	60.8
10:31:40	65.0	68.2	UNDER	66.8	62.8
10:31:50	60.8	62.6	UNDER	61.8	60.8
10:32:00	61.2	62.8	UNDER	62.8	60.8
10:32:10	60.1	61.1	UNDER	60.8	59.8
10:32:20	60.7	61.3	UNDER	61.8	59.8
10:32:30	60.7	61.0	UNDER	61.8	60.8
10:32:40	61.2	62.6	UNDER	62.8	60.8
10:32:50	58.7	60.0	UNDER	59.8	58.8
10:33:00	57.9	58.6	UNDER	58.8	57.8
10:33:10	57.3	57.8	UNDER	57.8	56.8
10:33:20	57.7	58.4	UNDER	58.8	56.8
10:33:30	58.7	59.7	UNDER	59.8	58.8
10:33:40	60.9	61.9	UNDER	61.8	59.8
10:33:50	60.0	60.3	UNDER	60.8	59.8
10:34:00	60.0	60.3	UNDER	60.8	59.8
10:34:10	60.3	60.9	UNDER	60.8	59.8
10:34:20	60.5	61.0	UNDER	60.8	60.8
10:34:30	60.3	61.4	UNDER	61.8	58.8
10:34:40	59.6	60.2	UNDER	60.8	59.8
10:34:50	59.8	61.4	UNDER	60.8	59.8
10:35:00	60.9	61.8	UNDER	61.8	60.8
10:35:10	60.8	61.7	UNDER	61.8	60.8
10:35:20	60.4	60.9	UNDER	60.8	60.8
10:35:30	71.1	79.8	UNDER	77.8	60.8
10:35:40	66.7	75.9	UNDER	71.8	59.8

****

Filename.....3905
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.20 SERIAL # 3905
REPORT PRINTED ON 05/14/12 at 10:52:30

User ID: _____

LOGGING STARTED.....05/10/12 at 10:01:10
TOTAL LOGGING TIME...0 DAYS 00:16:51
LOGGING STOPPED.....05/10/12 at 10:18:01
TOTAL INTERVALS.....102
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:53
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.8dB
Lav (80)..... 38.9dB
Lav (90)..... 38.9dB
SEL..... 94.8dB

TWA..... 50.3dB
TWA (80)..... 38.9dB
TWA (90)..... 38.9dB

Lmax..... 78.8dB 05/10/12 at 10:04:06
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:01:10	65.7	67.4	UNDER	67.9	64.9
10:01:20	64.6	65.0	UNDER	64.9	63.9
10:01:30	63.5	64.1	UNDER	63.9	63.9
10:01:40	63.4	63.8	UNDER	63.9	62.9
10:01:50	64.0	66.2	UNDER	65.9	62.9
10:02:00	65.8	66.3	UNDER	66.9	65.9
10:02:10	64.5	65.4	UNDER	65.9	63.9
10:02:20	63.7	65.4	UNDER	65.9	61.9
10:02:30	62.5	63.5	UNDER	62.9	61.9
10:02:40	62.5	63.4	UNDER	63.9	62.9
10:02:50	64.0	65.4	UNDER	65.9	63.9
10:03:00	63.8	64.8	UNDER	64.9	63.9
10:03:10	64.5	65.4	UNDER	65.9	63.9
10:03:20	65.0	65.8	UNDER	65.9	64.9
10:03:30	66.7	70.9	UNDER	69.9	64.9
10:03:40	66.6	71.3	UNDER	69.9	63.9
10:03:50	65.6	69.3	UNDER	68.9	63.9
10:04:00	70.5	78.8	UNDER	75.9	64.9
10:04:10	66.0	67.4	UNDER	67.9	63.9
10:04:20	62.8	63.3	UNDER	63.9	62.9
10:04:30	61.0	62.6	UNDER	61.9	59.9
10:04:40	61.7	63.0	UNDER	62.9	59.9
10:04:50	64.9	65.4	UNDER	65.9	63.9
10:05:00	64.6	65.4	UNDER	65.9	64.9
10:05:10	65.6	66.2	UNDER	66.9	65.9
10:05:20	64.9	65.7	UNDER	65.9	64.9
10:05:30	63.9	64.6	UNDER	64.9	63.9
10:05:40	64.0	64.8	UNDER	64.9	63.9
10:05:50	64.6	66.2	UNDER	65.9	63.9
10:06:00	64.9	66.2	UNDER	66.9	63.9
10:06:10	66.5	67.8	UNDER	67.9	64.9
10:06:20	65.8	66.6	UNDER	66.9	65.9
10:06:30	65.7	66.6	UNDER	66.9	65.9
10:06:40	64.6	65.0	UNDER	65.9	63.9
10:06:50	62.8	65.3	UNDER	64.9	61.9
10:07:00	65.8	67.0	UNDER	66.9	64.9
10:07:10	64.4	65.5	UNDER	65.9	63.9
10:07:20	64.9	65.8	UNDER	65.9	64.9
10:07:30	66.2	67.8	UNDER	67.9	64.9
10:07:40	65.0	66.2	UNDER	65.9	64.9
10:07:50	65.3	66.3	UNDER	66.9	64.9
10:08:00	64.8	65.8	UNDER	65.9	64.9
10:08:10	64.7	65.6	UNDER	65.9	64.9
10:08:20	65.5	65.8	UNDER	65.9	65.9
10:08:30	64.2	65.4	UNDER	65.9	63.9
10:08:40	63.9	64.6	UNDER	64.9	63.9
10:08:50	64.2	65.4	UNDER	65.9	63.9
10:09:00	63.0	63.8	UNDER	63.9	62.9
10:09:10	64.8	65.9	UNDER	65.9	63.9
10:09:20	64.0	64.6	UNDER	64.9	63.9
10:09:30	64.3	65.0	UNDER	65.9	63.9
10:09:40	65.0	65.7	UNDER	65.9	63.9

10:09:50	63.8	64.1	UNDER	64.9	63.9
10:10:00	63.4	64.1	UNDER	64.9	62.9
10:10:10	63.2	64.1	UNDER	63.9	62.9
10:10:20	63.5	64.2	UNDER	64.9	62.9
10:10:30	64.0	64.8	UNDER	64.9	62.9
10:10:40	64.9	65.4	UNDER	65.9	63.9
10:10:50	62.6	64.1	UNDER	63.9	61.9
10:11:00	63.1	63.9	UNDER	63.9	61.9
10:11:10	61.6	62.2	UNDER	62.9	61.9
10:11:20	62.1	63.0	UNDER	63.9	61.9
10:11:30	64.0	65.7	UNDER	65.9	62.9
10:11:40	64.8	66.2	UNDER	65.9	63.9
10:11:50	65.3	66.3	UNDER	66.9	64.9
10:12:00	63.8	64.6	UNDER	64.9	62.9
10:12:10	63.4	64.2	UNDER	64.9	62.9
10:12:20	64.5	66.2	UNDER	65.9	63.9
10:12:30	66.4	68.1	UNDER	67.9	65.9
10:12:40	66.7	68.6	UNDER	68.9	65.9
10:12:50	68.8	71.4	UNDER	70.9	66.9
10:13:00	66.8	67.5	UNDER	67.9	66.9
10:13:10	66.7	68.6	UNDER	68.9	63.9
10:13:20	63.2	63.8	UNDER	63.9	62.9
10:13:30	64.2	65.0	UNDER	64.9	63.9
10:13:40	65.1	66.2	UNDER	65.9	64.9
10:13:50	64.7	65.3	UNDER	65.9	64.9
10:14:00	65.0	65.4	UNDER	65.9	64.9
10:14:10	65.5	66.2	UNDER	66.9	64.9
10:14:20	65.0	65.8	UNDER	65.9	64.9
10:14:30	65.6	66.2	UNDER	65.9	65.9
10:14:40	64.8	66.2	UNDER	66.9	62.9
10:14:50	63.5	64.1	UNDER	64.9	62.9
10:15:00	62.4	63.0	UNDER	62.9	61.9
10:15:10	63.9	65.0	UNDER	65.9	62.9
10:15:20	64.5	64.9	UNDER	64.9	64.9
10:15:30	64.3	65.0	UNDER	65.9	63.9
10:15:40	64.5	65.5	UNDER	65.9	63.9
10:15:50	65.5	66.2	UNDER	66.9	64.9
10:16:00	65.5	66.6	UNDER	66.9	64.9
10:16:10	66.0	66.6	UNDER	66.9	65.9
10:16:20	65.5	66.2	UNDER	65.9	65.9
10:16:30	64.4	65.8	UNDER	65.9	63.9
10:16:40	64.4	64.8	UNDER	64.9	63.9
10:16:50	64.5	65.4	UNDER	65.9	63.9
10:17:00	65.3	65.4	UNDER	65.9	65.9
10:17:10	65.2	65.8	UNDER	65.9	64.9
10:17:20	64.7	65.4	UNDER	65.9	64.9
10:17:30	64.4	65.0	UNDER	64.9	63.9
10:17:40	64.1	65.0	UNDER	64.9	63.9
10:17:50	63.5	64.1	UNDER	64.9	62.9
10:18:00	63.4	63.8	UNDER	63.9	62.9

****

Filename.....3908
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3908
REPORT PRINTED ON 05/14/12 at 10:28:28

User ID: _____

LOGGING STARTED.....05/10/12 at 09:48:50
TOTAL LOGGING TIME...0 DAYS 00:33:09
LOGGING STOPPED.....05/10/12 at 10:21:59
TOTAL INTERVALS.....199
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:57
PRE-TEST CALIBRATION RANGE...40.2 TO 140.2 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:03:12
POST-TEST CALIBRATION RANGE...40.3 TO 140.3
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.0dB
Lav (80)..... 58.1dB
Lav (90)..... 40.2dB
SEL..... 98.8dB

TWA..... 54.4dB
TWA (80)..... 46.5dB
TWA (90)..... 40.2dB

Lmax..... 85.6dB 05/10/12 at 10:21:31
Lpk..... 111.9dB 05/10/12 at 10:04:21
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
09:48:50	63.5	65.2	UNDER	64.2	62.2
09:49:00	65.0	67.3	UNDER	66.2	63.2
09:49:10	62.2	63.9	UNDER	63.2	61.2
09:49:20	64.4	67.5	UNDER	67.2	62.2
09:49:30	63.1	64.1	UNDER	63.2	62.2
09:49:40	64.1	64.8	UNDER	64.2	63.2
09:49:50	62.6	63.4	UNDER	63.2	61.2
09:50:00	61.4	61.7	UNDER	61.2	61.2
09:50:10	63.3	64.3	UNDER	64.2	61.2
09:50:20	65.5	67.1	UNDER	67.2	63.2
09:50:30	64.6	65.1	UNDER	65.2	63.2
09:50:40	66.3	69.2	UNDER	68.2	63.2
09:50:50	64.5	65.1	UNDER	65.2	63.2
09:51:00	65.6	66.8	UNDER	66.2	64.2
09:51:10	65.9	68.3	UNDER	67.2	64.2
09:51:20	63.3	66.7	UNDER	65.2	62.2
09:51:30	62.4	63.0	UNDER	62.2	62.2
09:51:40	62.7	63.9	UNDER	63.2	62.2
09:51:50	63.6	64.7	UNDER	64.2	63.2
09:52:00	63.3	64.0	UNDER	63.2	62.2
09:52:10	63.5	65.1	UNDER	64.2	62.2
09:52:20	66.1	69.2	UNDER	68.2	63.2
09:52:30	62.3	63.5	UNDER	63.2	61.2
09:52:40	62.1	62.3	UNDER	62.2	61.2
09:52:50	61.9	63.3	UNDER	62.2	61.2
09:53:00	64.8	66.7	UNDER	66.2	63.2
09:53:10	64.3	65.4	UNDER	65.2	63.2
09:53:20	65.2	68.0	UNDER	67.2	62.2
09:53:30	61.9	62.7	UNDER	62.2	61.2
09:53:40	64.3	66.7	UNDER	66.2	61.2
09:53:50	65.7	66.8	UNDER	66.2	64.2
09:54:00	64.6	65.7	UNDER	65.2	62.2
09:54:10	63.4	64.7	UNDER	64.2	62.2
09:54:20	64.6	65.6	UNDER	65.2	63.2
09:54:30	64.8	65.5	UNDER	65.2	64.2
09:54:40	65.8	68.3	UNDER	67.2	63.2
09:54:50	62.5	64.0	UNDER	63.2	61.2
09:55:00	61.0	61.6	UNDER	61.2	60.2
09:55:10	64.7	66.7	UNDER	66.2	61.2
09:55:20	63.1	64.7	UNDER	64.2	62.2
09:55:30	64.6	65.6	UNDER	65.2	63.2
09:55:40	66.7	68.8	UNDER	68.2	64.2
09:55:50	64.7	66.6	UNDER	65.2	63.2
09:56:00	63.6	65.5	UNDER	64.2	62.2
09:56:10	62.0	62.8	UNDER	62.2	61.2
09:56:20	61.3	61.6	UNDER	61.2	60.2
09:56:30	61.1	61.5	UNDER	61.2	60.2
09:56:40	61.6	62.3	UNDER	62.2	61.2
09:56:50	62.0	62.3	UNDER	62.2	61.2
09:57:00	63.1	64.7	UNDER	64.2	61.2
09:57:10	62.5	63.9	UNDER	63.2	62.2

09:57:20	64.3	66.4	UNDER	65.2	62.2
09:57:30	65.0	68.2	UNDER	67.2	62.2
09:57:40	62.7	63.1	UNDER	63.2	62.2
09:57:50	62.6	63.9	UNDER	63.2	61.2
09:58:00	66.1	68.3	UNDER	67.2	63.2
09:58:10	64.4	67.5	UNDER	65.2	63.2
09:58:20	64.2	68.3	UNDER	67.2	61.2
09:58:30	61.5	62.3	UNDER	62.2	60.2
09:58:40	63.2	64.3	UNDER	64.2	61.2
09:58:50	63.8	65.3	UNDER	64.2	62.2
09:59:00	62.6	63.9	UNDER	63.2	62.2
09:59:10	63.8	64.7	UNDER	64.2	63.2
09:59:20	64.3	65.9	UNDER	65.2	63.2
09:59:30	64.9	66.6	UNDER	66.2	63.2
09:59:40	65.6	66.8	UNDER	66.2	64.2
09:59:50	64.1	65.1	UNDER	64.2	63.2
10:00:00	63.4	64.4	UNDER	63.2	62.2
10:00:10	65.3	67.5	UNDER	67.2	63.2
10:00:20	63.8	65.1	UNDER	64.2	62.2
10:00:30	73.0	79.5	UNDER	78.2	64.2
10:00:40	67.2	73.5	UNDER	70.2	64.2
10:00:50	65.0	66.3	UNDER	65.2	64.2
10:01:00	68.4	71.7	UNDER	71.2	63.2
10:01:10	65.7	70.9	UNDER	69.2	62.2
10:01:20	62.8	64.4	UNDER	64.2	61.2
10:01:30	62.1	62.9	UNDER	62.2	61.2
10:01:40	63.2	64.7	UNDER	64.2	62.2
10:01:50	63.9	66.3	UNDER	65.2	62.2
10:02:00	65.1	65.9	UNDER	65.2	64.2
10:02:10	64.8	66.8	UNDER	66.2	63.2
10:02:20	65.5	66.8	UNDER	66.2	64.2
10:02:30	64.5	65.5	UNDER	65.2	63.2
10:02:40	63.7	64.3	UNDER	64.2	63.2
10:02:50	64.2	65.0	UNDER	64.2	63.2
10:03:00	63.9	65.6	UNDER	65.2	62.2
10:03:10	62.2	62.8	UNDER	62.2	61.2
10:03:20	66.5	69.9	UNDER	69.2	62.2
10:03:30	63.9	65.1	UNDER	64.2	63.2
10:03:40	78.2	84.4	UNDER	83.2	65.2
10:03:50	77.6	82.3	UNDER	80.2	67.2
10:04:00	74.0	75.1	UNDER	74.2	73.2
10:04:10	70.6	74.3	UNDER	74.2	65.2
10:04:20	70.9	77.0	111.9	73.2	65.2
10:04:30	69.6	73.1	UNDER	72.2	65.2
10:04:40	66.8	69.7	UNDER	69.2	63.2
10:04:50	62.5	63.5	UNDER	63.2	61.2
10:05:00	63.6	65.5	UNDER	65.2	61.2
10:05:10	65.5	67.9	UNDER	67.2	63.2
10:05:20	65.4	66.5	UNDER	66.2	63.2
10:05:30	66.3	67.6	UNDER	67.2	64.2
10:05:40	64.9	65.9	UNDER	65.2	64.2
10:05:50	64.3	65.1	UNDER	64.2	63.2
10:06:00	63.9	64.7	UNDER	64.2	63.2
10:06:10	64.2	65.2	UNDER	64.2	63.2
10:06:20	64.5	65.2	UNDER	65.2	63.2
10:06:30	63.4	64.7	UNDER	64.2	62.2
10:06:40	62.4	64.4	UNDER	63.2	60.2
10:06:50	63.1	65.1	UNDER	64.2	60.2
10:07:00	64.3	65.3	UNDER	65.2	63.2
10:07:10	65.4	68.4	UNDER	68.2	62.2
10:07:20	64.4	65.6	UNDER	65.2	63.2
10:07:30	63.6	64.3	UNDER	64.2	62.2
10:07:40	62.9	63.9	UNDER	63.2	62.2

10:07:50	62.1	64.1	UNDER	62.2	61.2
10:08:00	63.4	64.4	UNDER	64.2	62.2
10:08:10	62.7	63.4	UNDER	63.2	62.2
10:08:20	63.9	64.8	UNDER	64.2	63.2
10:08:30	64.2	65.1	UNDER	65.2	63.2
10:08:40	65.2	67.9	UNDER	67.2	63.2
10:08:50	65.6	68.4	UNDER	67.2	62.2
10:09:00	62.8	64.0	UNDER	63.2	61.2
10:09:10	64.1	66.1	UNDER	65.2	63.2
10:09:20	62.8	63.3	UNDER	63.2	62.2
10:09:30	64.2	65.1	UNDER	64.2	62.2
10:09:40	63.4	64.3	UNDER	64.2	62.2
10:09:50	63.4	63.9	UNDER	63.2	63.2
10:10:00	65.1	68.8	UNDER	66.2	63.2
10:10:10	66.6	69.5	UNDER	69.2	64.2
10:10:20	65.2	66.1	UNDER	65.2	64.2
10:10:30	65.1	65.7	UNDER	65.2	64.2
10:10:40	64.8	65.5	UNDER	65.2	64.2
10:10:50	64.7	65.6	UNDER	65.2	64.2
10:11:00	64.2	65.6	UNDER	64.2	63.2
10:11:10	65.2	66.4	UNDER	66.2	64.2
10:11:20	64.4	65.9	UNDER	65.2	62.2
10:11:30	62.4	63.2	UNDER	62.2	61.2
10:11:40	62.5	63.4	UNDER	63.2	61.2
10:11:50	63.0	63.9	UNDER	63.2	62.2
10:12:00	65.3	67.9	UNDER	67.2	63.2
10:12:10	62.8	63.9	UNDER	63.2	62.2
10:12:20	61.9	62.3	UNDER	62.2	61.2
10:12:30	63.8	65.1	UNDER	64.2	61.2
10:12:40	66.0	69.5	UNDER	67.2	63.2
10:12:50	66.1	69.5	UNDER	68.2	64.2
10:13:00	64.4	65.2	UNDER	65.2	63.2
10:13:10	64.3	65.4	UNDER	65.2	63.2
10:13:20	64.2	65.0	UNDER	64.2	63.2
10:13:30	68.0	72.3	UNDER	71.2	63.2
10:13:40	62.4	66.9	UNDER	64.2	61.2
10:13:50	62.1	63.3	UNDER	63.2	61.2
10:14:00	62.6	63.2	UNDER	63.2	61.2
10:14:10	62.3	63.4	UNDER	63.2	61.2
10:14:20	64.1	65.5	UNDER	65.2	62.2
10:14:30	63.3	64.5	UNDER	64.2	62.2
10:14:40	63.0	63.7	UNDER	63.2	62.2
10:14:50	63.0	63.5	UNDER	63.2	62.2
10:15:00	66.6	70.5	UNDER	69.2	62.2
10:15:10	67.6	70.3	UNDER	69.2	64.2
10:15:20	64.4	64.9	UNDER	64.2	63.2
10:15:30	63.1	64.7	UNDER	63.2	61.2
10:15:40	62.4	63.6	UNDER	63.2	61.2
10:15:50	62.3	63.4	UNDER	63.2	61.2
10:16:00	62.3	63.2	UNDER	62.2	61.2
10:16:10	64.3	65.1	UNDER	64.2	63.2
10:16:20	63.2	65.0	UNDER	64.2	61.2
10:16:30	61.2	61.9	UNDER	61.2	60.2
10:16:40	61.0	61.9	UNDER	61.2	60.2
10:16:50	64.1	65.3	UNDER	64.2	61.2
10:17:00	63.8	65.1	UNDER	64.2	62.2
10:17:10	64.2	65.5	UNDER	65.2	63.2
10:17:20	62.5	64.6	UNDER	63.2	61.2
10:17:30	63.7	64.3	UNDER	64.2	62.2
10:17:40	63.5	64.7	UNDER	63.2	63.2
10:17:50	63.7	66.2	UNDER	65.2	61.2
10:18:00	61.6	62.5	UNDER	62.2	60.2
10:18:10	60.8	61.4	UNDER	61.2	60.2

10:18:20	61.9	63.2	UNDER	62.2	60.2
10:18:30	64.2	67.8	UNDER	64.2	63.2
10:18:40	75.3	79.6	UNDER	78.2	67.2
10:18:50	67.2	72.9	UNDER	69.2	62.2
10:19:00	64.9	68.1	UNDER	67.2	62.2
10:19:10	63.4	64.5	UNDER	64.2	62.2
10:19:20	62.1	63.8	UNDER	63.2	61.2
10:19:30	62.0	62.7	UNDER	62.2	61.2
10:19:40	62.0	62.3	UNDER	62.2	61.2
10:19:50	62.5	63.5	UNDER	62.2	61.2
10:20:00	62.3	63.5	UNDER	63.2	61.2
10:20:10	63.0	63.9	UNDER	63.2	61.2
10:20:20	64.8	66.4	UNDER	66.2	63.2
10:20:30	63.9	65.1	UNDER	64.2	63.2
10:20:40	63.1	65.0	UNDER	64.2	61.2
10:20:50	61.9	64.4	UNDER	63.2	60.2
10:21:00	62.9	63.9	UNDER	63.2	61.2
10:21:10	62.9	63.6	UNDER	63.2	62.2
10:21:20	64.6	69.5	UNDER	65.2	63.2
10:21:30	77.9	85.6	UNDER	83.2	64.2
10:21:40	64.5	65.5	UNDER	65.2	63.2
10:21:50	65.0	70.1	UNDER	65.2	62.2

****

Filename.....3907
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3907
REPORT PRINTED ON 05/14/12 at 10:27:01

User ID: _____

LOGGING STARTED.....05/10/12 at 10:06:50
TOTAL LOGGING TIME...0 DAYS 00:11:43
LOGGING STOPPED.....05/10/12 at 10:18:33
TOTAL INTERVALS.....71
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:45
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.8dB
Lav (80)..... 54.5dB
Lav (90)..... 39.5dB
SEL..... 97.1dB

TWA..... 52.7dB
TWA (80)..... 39.5dB
TWA (90)..... 39.5dB

Lmax..... 81.6dB 05/10/12 at 10:17:15
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:06:50	66.8	67.6	UNDER	67.5	65.5
10:07:00	69.8	73.6	UNDER	72.5	66.5
10:07:10	65.9	67.6	UNDER	67.5	64.5
10:07:20	66.2	68.8	UNDER	67.5	64.5
10:07:30	68.8	71.5	UNDER	71.5	66.5
10:07:40	67.6	68.6	UNDER	68.5	66.5
10:07:50	65.8	66.9	UNDER	66.5	64.5
10:08:00	66.5	68.6	UNDER	68.5	64.5
10:08:10	66.3	69.7	UNDER	68.5	64.5
10:08:20	69.1	71.6	UNDER	71.5	66.5
10:08:30	68.8	70.9	UNDER	70.5	66.5
10:08:40	66.1	66.7	UNDER	66.5	65.5
10:08:50	67.4	68.6	UNDER	68.5	65.5
10:09:00	68.7	69.7	UNDER	69.5	68.5
10:09:10	69.6	73.3	UNDER	72.5	67.5
10:09:20	70.0	73.2	UNDER	72.5	66.5
10:09:30	68.1	69.5	UNDER	68.5	66.5
10:09:40	71.5	74.7	UNDER	73.5	69.5
10:09:50	71.3	73.8	UNDER	73.5	68.5
10:10:00	71.6	72.9	UNDER	72.5	68.5
10:10:10	69.6	72.8	UNDER	71.5	68.5
10:10:20	69.4	71.2	UNDER	70.5	68.5
10:10:30	69.3	71.6	UNDER	71.5	67.5
10:10:40	69.5	72.8	UNDER	72.5	67.5
10:10:50	71.6	73.2	UNDER	73.5	67.5
10:11:00	67.7	69.1	UNDER	68.5	66.5
10:11:10	66.4	67.2	UNDER	66.5	66.5
10:11:20	68.3	71.3	UNDER	70.5	65.5
10:11:30	66.2	66.6	UNDER	66.5	65.5
10:11:40	67.4	69.2	UNDER	68.5	65.5
10:11:50	68.3	70.4	UNDER	70.5	66.5
10:12:00	69.6	71.3	UNDER	70.5	67.5
10:12:10	69.8	71.0	UNDER	70.5	68.5
10:12:20	69.8	71.6	UNDER	70.5	68.5
10:12:30	69.6	71.9	UNDER	71.5	67.5
10:12:40	69.1	70.4	UNDER	70.5	67.5
10:12:50	67.2	68.6	UNDER	68.5	65.5
10:13:00	64.9	65.4	UNDER	65.5	64.5
10:13:10	66.5	68.0	UNDER	67.5	64.5
10:13:20	69.3	72.1	UNDER	71.5	66.5
10:13:30	67.0	67.6	UNDER	67.5	66.5
10:13:40	67.1	69.1	UNDER	68.5	66.5
10:13:50	66.4	68.7	UNDER	67.5	65.5
10:14:00	66.2	68.6	UNDER	68.5	64.5
10:14:10	66.9	69.3	UNDER	68.5	64.5
10:14:20	70.3	73.4	UNDER	73.5	66.5
10:14:30	69.4	71.8	UNDER	71.5	66.5
10:14:40	68.9	70.7	UNDER	70.5	66.5
10:14:50	67.3	68.4	UNDER	68.5	66.5
10:15:00	66.6	67.3	UNDER	67.5	66.5
10:15:10	67.2	68.1	UNDER	68.5	65.5
10:15:20	67.5	70.7	UNDER	69.5	65.5

10:15:30	69.2	70.7	UNDER	70.5	68.5
10:15:40	69.4	70.0	UNDER	70.5	68.5
10:15:50	67.4	69.2	UNDER	68.5	66.5
10:16:00	67.5	70.6	UNDER	70.5	65.5
10:16:10	66.4	67.9	UNDER	66.5	66.5
10:16:20	66.8	68.0	UNDER	67.5	66.5
10:16:30	68.8	70.8	UNDER	70.5	66.5
10:16:40	68.3	69.2	UNDER	69.5	67.5
10:16:50	70.0	71.6	UNDER	71.5	68.5
10:17:00	68.1	69.6	UNDER	69.5	66.5
10:17:10	76.1	81.6	UNDER	80.5	69.5
10:17:20	68.8	70.8	UNDER	70.5	66.5
10:17:30	66.0	66.7	UNDER	66.5	65.5
10:17:40	69.3	71.2	UNDER	70.5	66.5
10:17:50	70.5	72.8	UNDER	72.5	66.5
10:18:00	66.0	66.8	UNDER	66.5	65.5
10:18:10	66.3	67.2	UNDER	66.5	65.5
10:18:20	68.6	70.0	UNDER	69.5	66.5
10:18:30	67.7	68.8	UNDER	68.5	66.5

****

Filename.....2559
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 05/14/12 at 10:25:16

User ID: _____

LOGGING STARTED.....05/10/12 at 10:50:30
TOTAL LOGGING TIME...0 DAYS 00:34:16
LOGGING STOPPED.....05/10/12 at 11:24:46
TOTAL INTERVALS.....206
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:48
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.1dB
Lav (80)..... 39.3dB
Lav (90)..... 39.3dB
SEL..... 94.2dB

TWA..... 49.7dB
TWA (80)..... 39.3dB
TWA (90)..... 39.3dB

Lmax..... 78.4dB 05/10/12 at 11:08:08
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:50:30	59.7	63.0	UNDER	61.3	57.3
10:50:40	58.4	59.4	UNDER	59.3	57.3
10:50:50	59.0	59.3	UNDER	59.3	58.3
10:51:00	58.0	58.7	UNDER	58.3	57.3
10:51:10	57.0	57.5	UNDER	57.3	56.3
10:51:20	57.2	58.2	UNDER	58.3	56.3
10:51:30	58.8	60.1	UNDER	59.3	57.3
10:51:40	60.9	61.4	UNDER	61.3	60.3
10:51:50	59.6	60.6	UNDER	60.3	58.3
10:52:00	58.8	59.4	UNDER	59.3	58.3
10:52:10	59.2	59.7	UNDER	59.3	58.3
10:52:20	59.1	59.4	UNDER	59.3	58.3
10:52:30	58.1	58.9	UNDER	58.3	57.3
10:52:40	58.8	59.2	UNDER	59.3	57.3
10:52:50	60.4	61.8	UNDER	61.3	58.3
10:53:00	61.5	62.2	UNDER	62.3	60.3
10:53:10	60.1	60.7	UNDER	60.3	59.3
10:53:20	58.5	59.4	UNDER	58.3	58.3
10:53:30	58.8	59.3	UNDER	59.3	58.3
10:53:40	59.9	61.2	UNDER	60.3	59.3
10:53:50	60.4	61.9	UNDER	61.3	59.3
10:54:00	61.2	64.2	UNDER	62.3	59.3
10:54:10	66.8	67.9	UNDER	67.3	64.3
10:54:20	67.9	68.7	UNDER	68.3	65.3
10:54:30	65.6	67.0	UNDER	66.3	64.3
10:54:40	66.9	67.9	UNDER	67.3	66.3
10:54:50	64.3	67.0	UNDER	65.3	61.3
10:55:00	59.9	61.5	UNDER	60.3	58.3
10:55:10	60.7	65.2	UNDER	60.3	59.3
10:55:20	61.3	64.9	UNDER	62.3	60.3
10:55:30	59.9	61.0	UNDER	60.3	58.3
10:55:40	57.0	58.4	UNDER	57.3	56.3
10:55:50	58.4	59.0	UNDER	59.3	57.3
10:56:00	58.4	59.4	UNDER	59.3	57.3
10:56:10	58.5	59.5	UNDER	59.3	57.3
10:56:20	57.1	57.4	UNDER	57.3	56.3
10:56:30	57.4	57.8	UNDER	57.3	57.3
10:56:40	57.8	58.4	UNDER	58.3	57.3
10:56:50	58.1	58.5	UNDER	58.3	57.3
10:57:00	58.4	59.0	UNDER	59.3	57.3
10:57:10	58.5	59.0	UNDER	59.3	57.3
10:57:20	58.6	59.0	UNDER	58.3	58.3
10:57:30	60.4	61.5	UNDER	61.3	58.3
10:57:40	59.7	61.0	UNDER	60.3	58.3
10:57:50	58.5	59.0	UNDER	58.3	58.3
10:58:00	58.1	59.0	UNDER	58.3	57.3
10:58:10	57.0	57.8	UNDER	57.3	55.3
10:58:20	56.8	57.4	UNDER	57.3	55.3
10:58:30	57.8	58.1	UNDER	57.3	57.3
10:58:40	59.2	60.6	UNDER	60.3	57.3
10:58:50	60.1	61.0	UNDER	60.3	59.3
10:59:00	59.3	60.2	UNDER	60.3	58.3

10:59:10	58.9	59.3	UNDER	59.3	58.3
10:59:20	59.4	59.8	UNDER	59.3	58.3
10:59:30	60.4	62.2	UNDER	62.3	58.3
10:59:40	64.4	67.1	UNDER	66.3	60.3
10:59:50	61.4	64.2	UNDER	62.3	59.3
11:00:00	58.1	59.0	UNDER	58.3	57.3
11:00:10	59.3	59.8	UNDER	59.3	57.3
11:00:20	59.7	60.1	UNDER	59.3	59.3
11:00:30	59.7	60.3	UNDER	60.3	58.3
11:00:40	57.8	58.6	UNDER	58.3	57.3
11:00:50	57.7	58.1	UNDER	58.3	57.3
11:01:00	57.7	58.8	UNDER	58.3	56.3
11:01:10	57.6	58.6	UNDER	58.3	56.3
11:01:20	58.3	59.0	UNDER	58.3	57.3
11:01:30	59.7	60.5	UNDER	60.3	59.3
11:01:40	58.9	59.4	UNDER	59.3	58.3
11:01:50	58.6	59.0	UNDER	58.3	58.3
11:02:00	58.5	59.8	UNDER	59.3	58.3
11:02:10	59.5	61.3	UNDER	61.3	58.3
11:02:20	60.4	62.9	UNDER	61.3	59.3
11:02:30	59.6	60.5	UNDER	60.3	58.3
11:02:40	58.4	59.0	UNDER	59.3	57.3
11:02:50	57.8	58.1	UNDER	57.3	57.3
11:03:00	58.9	59.8	UNDER	59.3	57.3
11:03:10	59.8	60.5	UNDER	60.3	59.3
11:03:20	59.7	60.6	UNDER	60.3	59.3
11:03:30	59.1	59.8	UNDER	59.3	58.3
11:03:40	58.0	58.4	UNDER	58.3	57.3
11:03:50	58.8	59.4	UNDER	59.3	58.3
11:04:00	58.5	59.0	UNDER	58.3	57.3
11:04:10	57.8	58.9	UNDER	58.3	57.3
11:04:20	59.2	59.8	UNDER	59.3	58.3
11:04:30	59.0	59.4	UNDER	59.3	58.3
11:04:40	58.2	59.0	UNDER	58.3	57.3
11:04:50	57.6	58.7	UNDER	58.3	56.3
11:05:00	58.1	58.6	UNDER	58.3	57.3
11:05:10	58.0	58.4	UNDER	58.3	57.3
11:05:20	58.1	58.3	UNDER	58.3	57.3
11:05:30	60.2	61.4	UNDER	61.3	58.3
11:05:40	59.9	61.0	UNDER	60.3	59.3
11:05:50	58.3	59.4	UNDER	59.3	57.3
11:06:00	59.2	60.2	UNDER	60.3	57.3
11:06:10	59.9	60.2	UNDER	60.3	59.3
11:06:20	61.1	62.1	UNDER	61.3	59.3
11:06:30	64.2	67.4	UNDER	66.3	62.3
11:06:40	62.6	66.8	UNDER	63.3	61.3
11:06:50	65.8	68.6	UNDER	67.3	63.3
11:07:00	62.5	65.0	UNDER	64.3	60.3
11:07:10	58.8	60.4	UNDER	59.3	57.3
11:07:20	58.2	59.0	UNDER	58.3	57.3
11:07:30	61.5	64.2	UNDER	63.3	59.3
11:07:40	64.3	65.0	UNDER	65.3	63.3
11:07:50	64.0	65.8	UNDER	64.3	63.3
11:08:00	74.9	78.4	UNDER	77.3	65.3
11:08:10	74.1	77.4	UNDER	77.3	67.3
11:08:20	66.7	68.6	UNDER	67.3	64.3
11:08:30	60.7	64.2	UNDER	63.3	58.3
11:08:40	59.5	61.5	UNDER	61.3	58.3
11:08:50	59.5	61.1	UNDER	61.3	58.3
11:09:00	59.0	59.6	UNDER	59.3	58.3
11:09:10	58.0	58.7	UNDER	58.3	57.3
11:09:20	58.0	58.8	UNDER	58.3	57.3
11:09:30	57.6	58.1	UNDER	57.3	57.3

11:09:40	58.2	58.7	UNDER	58.3	57.3
11:09:50	57.6	58.1	UNDER	57.3	57.3
11:10:00	57.3	57.8	UNDER	57.3	56.3
11:10:10	56.9	57.6	UNDER	57.3	56.3
11:10:20	58.1	58.6	UNDER	58.3	57.3
11:10:30	57.9	58.5	UNDER	58.3	57.3
11:10:40	60.6	62.2	UNDER	62.3	58.3
11:10:50	60.9	62.5	UNDER	62.3	59.3
11:11:00	59.6	60.2	UNDER	60.3	59.3
11:11:10	60.7	61.4	UNDER	61.3	59.3
11:11:20	59.7	60.7	UNDER	60.3	58.3
11:11:30	58.7	59.5	UNDER	59.3	58.3
11:11:40	59.2	60.5	UNDER	60.3	58.3
11:11:50	59.0	61.8	UNDER	60.3	57.3
11:12:00	57.5	60.2	UNDER	58.3	56.3
11:12:10	62.2	65.8	UNDER	65.3	59.3
11:12:20	59.8	64.4	UNDER	62.3	58.3
11:12:30	59.3	61.8	UNDER	60.3	58.3
11:12:40	61.1	61.9	UNDER	61.3	60.3
11:12:50	60.7	61.1	UNDER	61.3	59.3
11:13:00	62.1	63.1	UNDER	63.3	60.3
11:13:10	62.1	62.6	UNDER	62.3	61.3
11:13:20	61.5	62.3	UNDER	61.3	60.3
11:13:30	60.9	61.4	UNDER	61.3	60.3
11:13:40	60.6	61.1	UNDER	61.3	59.3
11:13:50	60.1	61.0	UNDER	60.3	58.3
11:14:00	57.0	58.6	UNDER	58.3	56.3
11:14:10	56.8	57.6	UNDER	57.3	56.3
11:14:20	58.5	59.4	UNDER	59.3	57.3
11:14:30	58.7	59.3	UNDER	59.3	58.3
11:14:40	58.2	59.0	UNDER	58.3	57.3
11:14:50	59.2	60.2	UNDER	59.3	58.3
11:15:00	58.9	59.8	UNDER	59.3	58.3
11:15:10	60.9	62.6	UNDER	62.3	59.3
11:15:20	61.1	62.6	UNDER	62.3	60.3
11:15:30	59.9	60.8	UNDER	60.3	59.3
11:15:40	60.5	61.0	UNDER	60.3	60.3
11:15:50	60.0	60.6	UNDER	60.3	59.3
11:16:00	58.6	59.8	UNDER	59.3	57.3
11:16:10	57.4	58.4	UNDER	58.3	56.3
11:16:20	56.9	57.4	UNDER	57.3	55.3
11:16:30	57.1	57.8	UNDER	57.3	56.3
11:16:40	58.5	59.4	UNDER	59.3	57.3
11:16:50	59.6	60.4	UNDER	59.3	59.3
11:17:00	59.0	61.0	UNDER	60.3	57.3
11:17:10	58.2	59.0	UNDER	58.3	57.3
11:17:20	59.0	59.4	UNDER	59.3	58.3
11:17:30	59.1	59.7	UNDER	59.3	58.3
11:17:40	59.1	59.7	UNDER	59.3	58.3
11:17:50	58.4	59.4	UNDER	59.3	57.3
11:18:00	58.4	59.3	UNDER	59.3	56.3
11:18:10	57.8	58.6	UNDER	58.3	57.3
11:18:20	57.2	58.6	UNDER	58.3	55.3
11:18:30	56.6	58.1	UNDER	57.3	55.3
11:18:40	58.0	58.2	UNDER	58.3	57.3
11:18:50	57.4	58.1	UNDER	57.3	57.3
11:19:00	58.7	59.8	UNDER	59.3	57.3
11:19:10	59.0	59.8	UNDER	59.3	57.3
11:19:20	58.5	59.8	UNDER	59.3	57.3
11:19:30	59.9	60.6	UNDER	60.3	59.3
11:19:40	58.3	59.8	UNDER	59.3	57.3
11:19:50	58.3	59.4	UNDER	59.3	57.3
11:20:00	59.0	59.7	UNDER	59.3	58.3

11:20:10	57.9	58.5	UNDER	58.3	57.3
11:20:20	59.5	60.2	UNDER	60.3	58.3
11:20:30	60.3	61.0	UNDER	60.3	59.3
11:20:40	60.2	60.5	UNDER	60.3	60.3
11:20:50	60.2	61.2	UNDER	61.3	59.3
11:21:00	58.9	59.4	UNDER	59.3	58.3
11:21:10	58.3	59.4	UNDER	58.3	57.3
11:21:20	60.4	65.3	UNDER	64.3	57.3
11:21:30	61.1	64.7	UNDER	62.3	59.3
11:21:40	61.0	61.8	UNDER	61.3	60.3
11:21:50	61.6	62.7	UNDER	62.3	61.3
11:22:00	64.0	65.0	UNDER	64.3	62.3
11:22:10	64.1	66.9	UNDER	65.3	62.3
11:22:20	63.6	66.3	UNDER	65.3	59.3
11:22:30	58.7	59.7	UNDER	59.3	58.3
11:22:40	58.9	59.4	UNDER	59.3	58.3
11:22:50	59.4	60.3	UNDER	60.3	58.3
11:23:00	60.9	61.4	UNDER	61.3	60.3
11:23:10	59.9	60.3	UNDER	60.3	59.3
11:23:20	59.4	60.2	UNDER	59.3	58.3
11:23:30	59.3	60.3	UNDER	60.3	58.3
11:23:40	58.7	59.3	UNDER	59.3	58.3
11:23:50	59.8	61.5	UNDER	61.3	59.3
11:24:00	58.2	59.8	UNDER	59.3	56.3
11:24:10	58.0	59.2	UNDER	58.3	57.3
11:24:20	57.8	58.4	UNDER	58.3	57.3
11:24:30	58.2	59.0	UNDER	59.3	57.3
11:24:40	63.4	68.6	UNDER	67.3	59.3

****

Filename.....2557
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 2557
REPORT PRINTED ON 05/14/12 at 10:23:35

User ID: _____

LOGGING STARTED.....05/10/12 at 10:53:50
TOTAL LOGGING TIME...0 DAYS 00:26:19
LOGGING STOPPED.....05/10/12 at 11:20:09
TOTAL INTERVALS.....158
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:17:27
PRE-TEST CALIBRATION RANGE...41.3 TO 141.3 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:06:46
POST-TEST CALIBRATION RANGE...40.2 TO 140.2
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.1dB
Lav (80)..... 41.3dB
Lav (90)..... 41.3dB
SEL..... 93.0dB

TWA..... 48.5dB
TWA (80)..... 41.3dB
TWA (90)..... 41.3dB

Lmax..... 73.1dB 05/10/12 at 11:13:08
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:53:50	60.7	63.7	UNDER	62.3	59.3
10:54:00	60.6	62.1	UNDER	61.3	60.3
10:54:10	60.8	62.0	UNDER	61.3	59.3
10:54:20	61.4	63.2	UNDER	61.3	60.3
10:54:30	63.7	64.9	UNDER	64.3	62.3
10:54:40	63.2	65.5	UNDER	65.3	61.3
10:54:50	65.0	66.2	UNDER	65.3	62.3
10:55:00	61.7	62.1	UNDER	62.3	61.3
10:55:10	61.0	62.5	UNDER	61.3	59.3
10:55:20	58.8	59.8	UNDER	59.3	58.3
10:55:30	60.3	61.0	UNDER	60.3	59.3
10:55:40	59.9	60.2	UNDER	60.3	59.3
10:55:50	59.7	60.6	UNDER	60.3	58.3
10:56:00	58.6	58.9	UNDER	58.3	57.3
10:56:10	57.0	57.8	UNDER	57.3	56.3
10:56:20	57.8	58.5	UNDER	58.3	56.3
10:56:30	58.0	58.9	UNDER	58.3	57.3
10:56:40	59.0	59.9	UNDER	59.3	58.3
10:56:50	59.3	59.8	UNDER	59.3	58.3
10:57:00	59.5	60.5	UNDER	60.3	58.3
10:57:10	59.9	60.3	UNDER	60.3	59.3
10:57:20	59.2	60.1	UNDER	60.3	58.3
10:57:30	59.2	60.1	UNDER	59.3	58.3
10:57:40	59.7	60.5	UNDER	60.3	58.3
10:57:50	57.8	58.9	UNDER	58.3	56.3
10:58:00	59.1	60.9	UNDER	60.3	56.3
10:58:10	59.1	60.6	UNDER	60.3	58.3
10:58:20	60.9	62.0	UNDER	61.3	59.3
10:58:30	59.3	59.8	UNDER	59.3	58.3
10:58:40	58.7	60.2	UNDER	60.3	57.3
10:58:50	59.2	59.7	UNDER	59.3	58.3
10:59:00	59.6	60.1	UNDER	59.3	59.3
10:59:10	59.1	59.4	UNDER	59.3	58.3
10:59:20	59.2	59.7	UNDER	59.3	58.3
10:59:30	59.1	59.9	UNDER	59.3	58.3
10:59:40	61.0	62.9	UNDER	62.3	59.3
10:59:50	60.8	61.8	UNDER	61.3	59.3
11:00:00	59.9	60.5	UNDER	60.3	59.3
11:00:10	60.0	60.5	UNDER	60.3	59.3
11:00:20	58.8	59.7	UNDER	59.3	58.3
11:00:30	59.1	59.4	UNDER	59.3	58.3
11:00:40	58.5	59.1	UNDER	59.3	58.3
11:00:50	59.2	59.8	UNDER	59.3	58.3
11:01:00	58.9	59.6	UNDER	59.3	58.3
11:01:10	58.3	58.6	UNDER	58.3	58.3
11:01:20	57.9	58.5	UNDER	58.3	57.3
11:01:30	58.5	58.9	UNDER	58.3	57.3
11:01:40	58.4	59.3	UNDER	59.3	57.3
11:01:50	58.9	59.2	UNDER	59.3	58.3
11:02:00	59.1	59.4	UNDER	59.3	58.3
11:02:10	59.4	59.8	UNDER	59.3	58.3

11:02:20	58.8	59.3	UNDER	59.3	58.3
11:02:30	59.3	59.8	UNDER	59.3	58.3
11:02:40	60.2	60.7	UNDER	60.3	59.3
11:02:50	59.9	60.8	UNDER	60.3	58.3
11:03:00	59.0	60.2	UNDER	59.3	58.3
11:03:10	59.9	60.5	UNDER	60.3	59.3
11:03:20	59.5	60.2	UNDER	60.3	58.3
11:03:30	59.7	60.6	UNDER	60.3	58.3
11:03:40	60.2	60.7	UNDER	60.3	59.3
11:03:50	59.8	60.1	UNDER	60.3	59.3
11:04:00	60.2	60.5	UNDER	60.3	59.3
11:04:10	59.5	59.9	UNDER	59.3	58.3
11:04:20	58.8	60.1	UNDER	59.3	58.3
11:04:30	58.1	58.6	UNDER	58.3	57.3
11:04:40	58.8	59.4	UNDER	59.3	58.3
11:04:50	58.4	59.0	UNDER	58.3	57.3
11:05:00	57.5	58.0	UNDER	57.3	57.3
11:05:10	59.9	61.3	UNDER	61.3	58.3
11:05:20	60.6	61.2	UNDER	61.3	60.3
11:05:30	59.0	60.1	UNDER	59.3	58.3
11:05:40	59.9	61.2	UNDER	61.3	58.3
11:05:50	60.9	61.3	UNDER	61.3	60.3
11:06:00	61.6	61.8	UNDER	61.3	60.3
11:06:10	60.7	61.6	UNDER	61.3	60.3
11:06:20	60.8	62.0	UNDER	61.3	60.3
11:06:30	62.2	64.1	UNDER	63.3	60.3
11:06:40	63.8	65.5	UNDER	65.3	61.3
11:06:50	65.0	67.9	UNDER	66.3	63.3
11:07:00	61.7	63.6	UNDER	62.3	60.3
11:07:10	61.0	61.5	UNDER	61.3	60.3
11:07:20	61.9	64.1	UNDER	62.3	61.3
11:07:30	64.6	65.8	UNDER	65.3	62.3
11:07:40	63.1	65.3	UNDER	64.3	61.3
11:07:50	69.8	72.1	UNDER	71.3	65.3
11:08:00	68.2	71.3	UNDER	70.3	65.3
11:08:10	64.6	66.1	UNDER	65.3	63.3
11:08:20	62.2	64.2	UNDER	63.3	60.3
11:08:30	59.3	60.3	UNDER	60.3	58.3
11:08:40	57.6	58.2	UNDER	57.3	57.3
11:08:50	58.6	60.3	UNDER	60.3	57.3
11:09:00	59.9	60.4	UNDER	60.3	58.3
11:09:10	59.4	60.6	UNDER	60.3	58.3
11:09:20	61.3	64.4	UNDER	64.3	59.3
11:09:30	61.2	63.7	UNDER	63.3	58.3
11:09:40	60.7	63.1	UNDER	62.3	58.3
11:09:50	61.3	63.3	UNDER	62.3	59.3
11:10:00	60.2	62.5	UNDER	62.3	58.3
11:10:10	59.6	61.7	UNDER	60.3	58.3
11:10:20	60.4	62.2	UNDER	61.3	59.3
11:10:30	60.3	61.7	UNDER	61.3	59.3
11:10:40	60.1	61.7	UNDER	61.3	59.3
11:10:50	59.5	60.6	UNDER	60.3	58.3
11:11:00	60.4	61.4	UNDER	61.3	59.3
11:11:10	59.4	60.5	UNDER	60.3	58.3
11:11:20	59.1	59.7	UNDER	59.3	58.3
11:11:30	58.4	59.2	UNDER	59.3	57.3
11:11:40	58.0	58.8	UNDER	58.3	57.3
11:11:50	58.9	59.2	UNDER	59.3	58.3
11:12:00	58.7	59.2	UNDER	59.3	58.3
11:12:10	57.8	58.5	UNDER	58.3	57.3
11:12:20	58.2	59.2	UNDER	59.3	57.3
11:12:30	60.0	60.8	UNDER	60.3	59.3
11:12:40	61.6	62.7	UNDER	62.3	60.3

11:12:50	64.3	64.9	UNDER	64.3	62.3
11:13:00	68.9	73.1	UNDER	71.3	64.3
11:13:10	69.5	72.0	UNDER	70.3	68.3
11:13:20	69.5	70.4	UNDER	70.3	67.3
11:13:30	64.8	67.7	UNDER	66.3	62.3
11:13:40	62.5	63.4	UNDER	63.3	61.3
11:13:50	61.4	62.3	UNDER	62.3	60.3
11:14:00	60.7	61.3	UNDER	61.3	60.3
11:14:10	59.9	60.9	UNDER	60.3	59.3
11:14:20	59.3	59.9	UNDER	59.3	57.3
11:14:30	59.3	60.2	UNDER	59.3	58.3
11:14:40	59.8	60.2	UNDER	60.3	59.3
11:14:50	60.0	60.4	UNDER	60.3	59.3
11:15:00	58.7	59.5	UNDER	59.3	58.3
11:15:10	59.2	59.7	UNDER	59.3	58.3
11:15:20	59.6	60.1	UNDER	60.3	59.3
11:15:30	60.4	61.0	UNDER	60.3	59.3
11:15:40	60.0	60.9	UNDER	60.3	59.3
11:15:50	60.5	61.7	UNDER	61.3	59.3
11:16:00	59.9	60.9	UNDER	60.3	59.3
11:16:10	61.0	61.8	UNDER	61.3	59.3
11:16:20	60.2	61.4	UNDER	61.3	59.3
11:16:30	58.5	59.7	UNDER	59.3	57.3
11:16:40	56.7	57.4	UNDER	57.3	56.3
11:16:50	57.0	57.8	UNDER	57.3	56.3
11:17:00	57.5	58.5	UNDER	58.3	56.3
11:17:10	57.5	58.7	UNDER	58.3	56.3
11:17:20	59.5	60.2	UNDER	60.3	58.3
11:17:30	59.2	59.6	UNDER	59.3	58.3
11:17:40	59.7	61.0	UNDER	60.3	58.3
11:17:50	59.2	59.6	UNDER	59.3	58.3
11:18:00	58.5	59.4	UNDER	59.3	58.3
11:18:10	59.3	59.8	UNDER	59.3	58.3
11:18:20	59.5	59.9	UNDER	59.3	59.3
11:18:30	60.0	60.6	UNDER	60.3	59.3
11:18:40	59.1	59.7	UNDER	59.3	58.3
11:18:50	58.9	59.3	UNDER	59.3	58.3
11:19:00	59.7	60.1	UNDER	60.3	59.3
11:19:10	59.7	60.3	UNDER	60.3	59.3
11:19:20	59.9	60.1	UNDER	60.3	59.3
11:19:30	60.0	60.2	UNDER	60.3	59.3
11:19:40	59.6	60.2	UNDER	60.3	59.3
11:19:50	59.1	59.4	UNDER	59.3	58.3
11:20:00	61.1	70.0	UNDER	60.3	58.3

```
*********************************************************************
Filename...............3904
Test Location..........95 Express Lanes
Employee Name..........JJW
Employee Number........
Department.............noise



Calibrator Type........cl304
Calibrator Cal. Date...
*********************************************************************

METROSONICS db-3080  V1.12  SERIAL # 3904
REPORT PRINTED ON 05/14/12 at 10:25:55

User ID: ______________________________


LOGGING STARTED......05/10/12 at 10:46:00
TOTAL LOGGING TIME...0 DAYS 00:41:37
LOGGING STOPPED......05/10/12 at 11:27:37
TOTAL INTERVALS......250
INTERVAL LENGTH......00:00:10

AUTO STOP............NO
CLOCK SYNCH..........YES
RESPONSE RATE........SLOW
FILTER...............A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:17:38
PRE-TEST CALIBRATION RANGE...39.4 TO 139.4 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE


<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE..........3dB
CUTOFFS................ 80dB  90dB
CEILING................115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav............  59.4dB
Lav ( 80)......  39.4dB
Lav ( 90)......  39.4dB
SEL............  93.3dB

TWA............  48.8dB
TWA ( 80)......  39.4dB
TWA ( 90)......  39.4dB

Lmax...........  76.3dB  05/10/12 at 11:26:49
Lpk............UNDER RANGE
TIME OVER 115dB...00:00:00.00
```

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:46:00	57.4	58.3	UNDER	58.4	56.4
10:46:10	57.5	58.0	UNDER	57.4	57.4
10:46:20	57.3	57.7	UNDER	57.4	56.4
10:46:30	57.5	57.9	UNDER	57.4	56.4
10:46:40	57.3	58.1	UNDER	57.4	56.4
10:46:50	57.2	57.5	UNDER	57.4	56.4
10:47:00	56.9	57.5	UNDER	57.4	56.4
10:47:10	56.7	57.5	UNDER	57.4	56.4
10:47:20	56.9	57.5	UNDER	57.4	56.4
10:47:30	58.0	59.5	UNDER	59.4	57.4
10:47:40	58.8	59.9	UNDER	59.4	57.4
10:47:50	58.1	58.7	UNDER	58.4	57.4
10:48:00	57.8	58.3	UNDER	58.4	57.4
10:48:10	57.5	57.9	UNDER	57.4	57.4
10:48:20	57.8	58.3	UNDER	58.4	57.4
10:48:30	58.6	60.0	UNDER	59.4	57.4
10:48:40	56.7	57.6	UNDER	57.4	56.4
10:48:50	57.4	58.3	UNDER	57.4	56.4
10:49:00	57.8	58.6	UNDER	58.4	57.4
10:49:10	58.1	59.0	UNDER	58.4	57.4
10:49:20	57.9	58.3	UNDER	58.4	57.4
10:49:30	57.0	57.8	UNDER	57.4	56.4
10:49:40	56.6	58.3	UNDER	57.4	56.4
10:49:50	58.3	60.3	UNDER	59.4	56.4
10:50:00	57.8	58.7	UNDER	58.4	56.4
10:50:10	57.8	58.7	UNDER	58.4	57.4
10:50:20	57.5	57.9	UNDER	57.4	56.4
10:50:30	57.3	58.7	UNDER	58.4	56.4
10:50:40	56.3	56.7	UNDER	56.4	55.4
10:50:50	56.2	56.7	UNDER	56.4	55.4
10:51:00	55.6	56.7	UNDER	56.4	55.4
10:51:10	56.3	56.9	UNDER	56.4	55.4
10:51:20	57.4	57.9	UNDER	57.4	56.4
10:51:30	57.7	58.1	UNDER	57.4	57.4
10:51:40	57.7	58.3	UNDER	58.4	57.4
10:51:50	57.7	59.3	UNDER	58.4	57.4
10:52:00	58.3	59.5	UNDER	59.4	57.4
10:52:10	57.7	57.9	UNDER	57.4	57.4
10:52:20	57.8	58.0	UNDER	57.4	57.4
10:52:30	57.6	58.3	UNDER	58.4	57.4
10:52:40	59.1	61.1	UNDER	60.4	57.4
10:52:50	58.6	59.5	UNDER	59.4	58.4
10:53:00	59.4	60.1	UNDER	59.4	58.4
10:53:10	59.1	59.9	UNDER	59.4	58.4
10:53:20	58.8	59.8	UNDER	59.4	58.4
10:53:30	58.5	58.7	UNDER	58.4	58.4
10:53:40	59.5	60.7	UNDER	60.4	58.4
10:53:50	59.5	59.9	UNDER	59.4	59.4
10:54:00	61.2	62.0	UNDER	61.4	59.4
10:54:10	61.5	62.2	UNDER	61.4	60.4
10:54:20	62.5	63.2	UNDER	63.4	61.4
10:54:30	61.7	63.9	UNDER	63.4	60.4

10:54:40	61.9	63.3	UNDER	63.4	60.4
10:54:50	61.8	62.7	UNDER	62.4	59.4
10:55:00	58.6	59.9	UNDER	59.4	58.4
10:55:10	60.8	66.2	UNDER	64.4	58.4
10:55:20	59.3	60.3	UNDER	60.4	58.4
10:55:30	59.4	61.1	UNDER	60.4	58.4
10:55:40	57.5	59.1	UNDER	59.4	56.4
10:55:50	57.6	58.3	UNDER	58.4	56.4
10:56:00	56.4	57.1	UNDER	56.4	55.4
10:56:10	56.7	57.5	UNDER	57.4	56.4
10:56:20	56.2	57.7	UNDER	57.4	55.4
10:56:30	56.1	56.3	UNDER	56.4	55.4
10:56:40	56.2	56.7	UNDER	56.4	55.4
10:56:50	56.7	57.5	UNDER	57.4	55.4
10:57:00	56.3	56.7	UNDER	56.4	55.4
10:57:10	57.2	58.7	UNDER	58.4	56.4
10:57:20	57.9	58.7	UNDER	58.4	57.4
10:57:30	57.6	57.9	UNDER	57.4	57.4
10:57:40	58.7	59.4	UNDER	59.4	57.4
10:57:50	58.3	58.8	UNDER	58.4	57.4
10:58:00	55.9	57.5	UNDER	57.4	55.4
10:58:10	58.2	61.1	UNDER	60.4	56.4
10:58:20	56.3	56.7	UNDER	56.4	55.4
10:58:30	57.5	57.9	UNDER	57.4	56.4
10:58:40	57.5	58.5	UNDER	58.4	57.4
10:58:50	58.7	59.5	UNDER	59.4	57.4
10:59:00	59.1	59.9	UNDER	59.4	58.4
10:59:10	59.5	60.3	UNDER	60.4	58.4
10:59:20	59.1	59.9	UNDER	59.4	58.4
10:59:30	60.2	61.1	UNDER	60.4	58.4
10:59:40	61.1	63.5	UNDER	63.4	59.4
10:59:50	58.5	60.3	UNDER	59.4	57.4
11:00:00	57.6	58.0	UNDER	57.4	57.4
11:00:10	58.4	59.1	UNDER	59.4	57.4
11:00:20	59.4	60.7	UNDER	60.4	58.4
11:00:30	58.4	59.1	UNDER	59.4	57.4
11:00:40	57.4	58.3	UNDER	58.4	56.4
11:00:50	55.9	56.3	UNDER	56.4	55.4
11:01:00	56.0	56.7	UNDER	56.4	55.4
11:01:10	55.9	56.3	UNDER	56.4	55.4
11:01:20	56.2	56.7	UNDER	56.4	55.4
11:01:30	56.4	56.8	UNDER	56.4	55.4
11:01:40	56.1	56.7	UNDER	56.4	55.4
11:01:50	56.4	57.6	UNDER	57.4	55.4
11:02:00	58.6	59.6	UNDER	59.4	56.4
11:02:10	59.0	60.8	UNDER	60.4	57.4
11:02:20	57.6	58.3	UNDER	58.4	57.4
11:02:30	58.0	58.6	UNDER	58.4	57.4
11:02:40	57.5	58.3	UNDER	58.4	56.4
11:02:50	57.6	58.6	UNDER	58.4	56.4
11:03:00	58.1	58.3	UNDER	58.4	57.4
11:03:10	59.0	59.6	UNDER	59.4	58.4
11:03:20	58.6	59.4	UNDER	59.4	58.4
11:03:30	58.6	59.5	UNDER	59.4	57.4
11:03:40	57.4	57.9	UNDER	57.4	56.4
11:03:50	57.8	58.3	UNDER	58.4	57.4
11:04:00	57.4	58.6	UNDER	58.4	56.4
11:04:10	57.3	58.3	UNDER	57.4	56.4
11:04:20	57.4	58.3	UNDER	58.4	56.4
11:04:30	58.0	58.6	UNDER	58.4	57.4
11:04:40	57.4	58.7	UNDER	58.4	56.4
11:04:50	55.8	56.3	UNDER	56.4	55.4
11:05:00	56.1	56.7	UNDER	56.4	55.4

11:05:10	56.5	57.1	UNDER	56.4	55.4
11:05:20	56.3	56.8	UNDER	56.4	55.4
11:05:30	57.6	59.1	UNDER	58.4	56.4
11:05:40	58.5	59.2	UNDER	59.4	57.4
11:05:50	58.0	58.4	UNDER	58.4	57.4
11:06:00	58.8	62.6	UNDER	59.4	57.4
11:06:10	60.4	62.7	UNDER	61.4	59.4
11:06:20	61.7	64.2	UNDER	63.4	59.4
11:06:30	61.7	63.9	UNDER	63.4	59.4
11:06:40	66.0	70.0	UNDER	69.4	61.4
11:06:50	64.5	67.5	UNDER	65.4	62.4
11:07:00	61.3	63.6	UNDER	63.4	58.4
11:07:10	58.4	59.5	UNDER	58.4	57.4
11:07:20	59.3	61.0	UNDER	60.4	57.4
11:07:30	60.5	62.5	UNDER	62.4	58.4
11:07:40	61.5	63.5	UNDER	63.4	58.4
11:07:50	63.9	67.0	UNDER	66.4	60.4
11:08:00	68.7	70.7	UNDER	69.4	66.4
11:08:10	67.1	70.8	UNDER	69.4	63.4
11:08:20	61.6	63.3	UNDER	62.4	59.4
11:08:30	58.2	60.3	UNDER	60.4	55.4
11:08:40	56.3	56.7	UNDER	56.4	55.4
11:08:50	56.2	56.7	UNDER	56.4	55.4
11:09:00	56.9	57.9	UNDER	57.4	55.4
11:09:10	57.5	57.9	UNDER	57.4	56.4
11:09:20	56.6	57.1	UNDER	57.4	55.4
11:09:30	56.4	57.0	UNDER	56.4	55.4
11:09:40	56.9	57.4	UNDER	57.4	56.4
11:09:50	56.6	57.1	UNDER	57.4	56.4
11:10:00	55.5	56.5	UNDER	56.4	54.4
11:10:10	54.6	55.1	UNDER	55.4	53.4
11:10:20	55.4	56.7	UNDER	56.4	54.4
11:10:30	57.4	57.9	UNDER	57.4	56.4
11:10:40	58.3	59.5	UNDER	59.4	57.4
11:10:50	59.4	59.9	UNDER	59.4	58.4
11:11:00	58.5	59.5	UNDER	59.4	57.4
11:11:10	58.5	59.4	UNDER	59.4	57.4
11:11:20	58.9	59.5	UNDER	59.4	57.4
11:11:30	57.5	59.0	UNDER	58.4	56.4
11:11:40	56.3	57.4	UNDER	57.4	55.4
11:11:50	56.1	56.7	UNDER	56.4	55.4
11:12:00	56.5	56.7	UNDER	56.4	56.4
11:12:10	56.8	57.4	UNDER	57.4	56.4
11:12:20	57.7	58.3	UNDER	58.4	56.4
11:12:30	59.5	60.3	UNDER	60.4	58.4
11:12:40	59.6	60.3	UNDER	59.4	59.4
11:12:50	61.7	63.5	UNDER	63.4	59.4
11:13:00	63.7	65.2	UNDER	64.4	63.4
11:13:10	65.3	66.6	UNDER	65.4	63.4
11:13:20	62.6	64.3	UNDER	63.4	61.4
11:13:30	61.6	62.4	UNDER	62.4	61.4
11:13:40	61.2	61.7	UNDER	61.4	60.4
11:13:50	60.4	61.4	UNDER	61.4	59.4
11:14:00	59.0	59.7	UNDER	59.4	57.4
11:14:10	57.7	58.2	UNDER	57.4	57.4
11:14:20	58.2	58.7	UNDER	58.4	57.4
11:14:30	59.3	59.9	UNDER	59.4	58.4
11:14:40	60.0	60.8	UNDER	60.4	59.4
11:14:50	59.8	61.1	UNDER	60.4	58.4
11:15:00	60.5	61.1	UNDER	61.4	60.4
11:15:10	60.3	60.7	UNDER	60.4	59.4
11:15:20	61.3	62.7	UNDER	62.4	60.4
11:15:30	61.9	62.7	UNDER	62.4	60.4

11:15:40	60.8	62.7	UNDER	61.4	59.4
11:15:50	60.5	61.2	UNDER	61.4	60.4
11:16:00	59.6	61.1	UNDER	60.4	58.4
11:16:10	58.4	58.8	UNDER	58.4	57.4
11:16:20	58.0	59.0	UNDER	58.4	57.4
11:16:30	57.1	57.9	UNDER	57.4	56.4
11:16:40	56.3	56.9	UNDER	56.4	55.4
11:16:50	55.7	56.3	UNDER	56.4	55.4
11:17:00	57.2	59.0	UNDER	58.4	55.4
11:17:10	60.2	61.2	UNDER	60.4	58.4
11:17:20	59.2	60.0	UNDER	59.4	58.4
11:17:30	58.6	59.9	UNDER	59.4	57.4
11:17:40	59.6	60.7	UNDER	59.4	58.4
11:17:50	58.2	58.8	UNDER	58.4	57.4
11:18:00	58.3	59.1	UNDER	58.4	57.4
11:18:10	58.4	59.9	UNDER	59.4	57.4
11:18:20	59.1	59.9	UNDER	59.4	57.4
11:18:30	57.1	57.5	UNDER	57.4	56.4
11:18:40	57.5	58.3	UNDER	58.4	57.4
11:18:50	58.5	61.5	UNDER	59.4	57.4
11:19:00	57.4	57.9	UNDER	57.4	56.4
11:19:10	59.0	59.5	UNDER	59.4	57.4
11:19:20	58.6	59.5	UNDER	59.4	57.4
11:19:30	58.1	58.8	UNDER	58.4	57.4
11:19:40	58.2	59.5	UNDER	58.4	57.4
11:19:50	56.4	57.5	UNDER	57.4	55.4
11:20:00	58.3	59.9	UNDER	59.4	57.4
11:20:10	57.9	58.7	UNDER	58.4	57.4
11:20:20	58.1	59.9	UNDER	58.4	57.4
11:20:30	59.1	59.9	UNDER	59.4	58.4
11:20:40	57.7	59.0	UNDER	58.4	57.4
11:20:50	58.6	60.3	UNDER	60.4	57.4
11:21:00	57.1	57.5	UNDER	57.4	55.4
11:21:10	56.4	57.1	UNDER	56.4	55.4
11:21:20	56.3	56.9	UNDER	56.4	55.4
11:21:30	56.7	58.7	UNDER	57.4	55.4
11:21:40	59.0	60.3	UNDER	59.4	57.4
11:21:50	59.1	60.3	UNDER	59.4	57.4
11:22:00	60.2	61.4	UNDER	60.4	59.4
11:22:10	60.3	61.5	UNDER	61.4	59.4
11:22:20	58.0	59.1	UNDER	58.4	56.4
11:22:30	55.6	56.3	UNDER	55.4	55.4
11:22:40	56.4	57.1	UNDER	57.4	55.4
11:22:50	56.7	57.9	UNDER	57.4	55.4
11:23:00	58.5	59.0	UNDER	58.4	57.4
11:23:10	57.8	59.1	UNDER	58.4	57.4
11:23:20	57.2	58.3	UNDER	57.4	56.4
11:23:30	56.6	57.1	UNDER	56.4	56.4
11:23:40	56.6	57.5	UNDER	57.4	55.4
11:23:50	56.2	57.5	UNDER	57.4	55.4
11:24:00	58.1	58.9	UNDER	58.4	57.4
11:24:10	58.1	59.1	UNDER	58.4	57.4
11:24:20	57.5	57.9	UNDER	57.4	56.4
11:24:30	56.4	57.1	UNDER	56.4	55.4
11:24:40	55.9	56.3	UNDER	56.4	55.4
11:24:50	55.8	56.3	UNDER	56.4	55.4
11:25:00	56.2	57.0	UNDER	56.4	55.4
11:25:10	55.9	56.3	UNDER	56.4	55.4
11:25:20	57.1	57.8	UNDER	57.4	55.4
11:25:30	57.4	59.1	UNDER	58.4	56.4
11:25:40	58.3	59.1	UNDER	59.4	57.4
11:25:50	59.8	60.7	UNDER	60.4	58.4
11:26:00	59.8	60.3	UNDER	60.4	59.4

11:26:10	60.0	60.9	UNDER	60.4	59.4
11:26:20	63.5	65.5	UNDER	65.4	60.4
11:26:30	65.9	67.1	UNDER	66.4	64.4
11:26:40	71.4	76.3	UNDER	75.4	65.4
11:26:50	65.2	72.3	UNDER	69.4	61.4
11:27:00	61.2	61.9	UNDER	61.4	59.4
11:27:10	59.4	59.9	UNDER	59.4	59.4
11:27:20	59.9	60.7	UNDER	60.4	59.4
11:27:30	64.3	73.7	UNDER	61.4	59.4

****

Filename.....3907
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3907
REPORT PRINTED ON 05/14/12 at 10:27:10

User ID: _____

LOGGING STARTED.....05/10/12 at 10:41:20
TOTAL LOGGING TIME...0 DAYS 00:48:17
LOGGING STOPPED.....05/10/12 at 11:29:37
TOTAL INTERVALS.....290
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:45
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 63.2dB
Lav (80)..... 39.5dB
Lav (90)..... 39.5dB
SEL..... 97.7dB

TWA..... 53.3dB
TWA (80)..... 39.5dB
TWA (90)..... 39.5dB

Lmax..... 76.4dB 05/10/12 at 11:26:35
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:41:20	71.7	73.6	UNDER	73.5	66.5
10:41:30	65.8	70.8	UNDER	69.5	62.5
10:41:40	62.1	62.5	UNDER	62.5	61.5
10:41:50	62.1	62.5	UNDER	62.5	61.5
10:42:00	62.8	63.6	UNDER	63.5	62.5
10:42:10	62.3	62.8	UNDER	62.5	61.5
10:42:20	61.6	62.0	UNDER	61.5	61.5
10:42:30	61.8	62.4	UNDER	62.5	61.5
10:42:40	61.7	62.4	UNDER	62.5	61.5
10:42:50	61.1	61.8	UNDER	61.5	60.5
10:43:00	62.2	63.2	UNDER	62.5	61.5
10:43:10	62.6	63.2	UNDER	62.5	61.5
10:43:20	61.2	61.8	UNDER	61.5	60.5
10:43:30	60.8	61.2	UNDER	61.5	60.5
10:43:40	60.3	61.0	UNDER	60.5	59.5
10:43:50	60.9	61.2	UNDER	61.5	60.5
10:44:00	60.7	60.8	UNDER	60.5	60.5
10:44:10	61.5	62.1	UNDER	62.5	60.5
10:44:20	62.2	62.7	UNDER	62.5	62.5
10:44:30	61.6	62.4	UNDER	62.5	60.5
10:44:40	61.7	62.9	UNDER	62.5	60.5
10:44:50	62.6	63.1	UNDER	62.5	62.5
10:45:00	62.0	62.4	UNDER	62.5	61.5
10:45:10	62.5	63.2	UNDER	63.5	61.5
10:45:20	62.1	62.4	UNDER	62.5	61.5
10:45:30	62.4	63.3	UNDER	62.5	61.5
10:45:40	63.0	63.2	UNDER	63.5	62.5
10:45:50	62.9	63.2	UNDER	63.5	62.5
10:46:00	62.2	62.7	UNDER	62.5	61.5
10:46:10	61.2	62.0	UNDER	61.5	60.5
10:46:20	61.2	61.6	UNDER	61.5	60.5
10:46:30	61.6	62.0	UNDER	61.5	61.5
10:46:40	61.5	62.0	UNDER	61.5	61.5
10:46:50	61.8	62.9	UNDER	62.5	60.5
10:47:00	62.3	62.8	UNDER	62.5	61.5
10:47:10	61.4	62.0	UNDER	61.5	61.5
10:47:20	61.4	61.6	UNDER	61.5	61.5
10:47:30	62.0	62.5	UNDER	62.5	61.5
10:47:40	61.7	62.0	UNDER	61.5	61.5
10:47:50	61.5	61.7	UNDER	61.5	61.5
10:48:00	61.7	62.2	UNDER	62.5	61.5
10:48:10	61.4	61.6	UNDER	61.5	61.5
10:48:20	61.4	61.7	UNDER	61.5	61.5
10:48:30	61.8	62.4	UNDER	62.5	61.5
10:48:40	61.7	62.0	UNDER	62.5	61.5
10:48:50	61.4	62.0	UNDER	61.5	60.5
10:49:00	62.3	62.8	UNDER	62.5	62.5
10:49:10	62.7	63.0	UNDER	62.5	62.5
10:49:20	62.2	62.6	UNDER	62.5	62.5
10:49:30	62.6	63.2	UNDER	63.5	61.5
10:49:40	61.6	61.8	UNDER	61.5	61.5
10:49:50	61.5	61.7	UNDER	61.5	61.5

10:50:00	61.2	61.6	UNDER	61.5	60.5
10:50:10	60.3	60.7	UNDER	60.5	60.5
10:50:20	60.6	61.1	UNDER	60.5	60.5
10:50:30	60.7	61.2	UNDER	61.5	60.5
10:50:40	61.7	62.0	UNDER	62.5	61.5
10:50:50	61.7	62.0	UNDER	62.5	61.5
10:51:00	61.8	62.1	UNDER	62.5	61.5
10:51:10	61.9	62.3	UNDER	62.5	61.5
10:51:20	61.7	62.0	UNDER	61.5	61.5
10:51:30	61.8	62.4	UNDER	62.5	61.5
10:51:40	62.6	63.2	UNDER	63.5	62.5
10:51:50	62.5	62.8	UNDER	62.5	62.5
10:52:00	62.8	63.2	UNDER	63.5	62.5
10:52:10	63.3	63.6	UNDER	63.5	63.5
10:52:20	63.4	63.6	UNDER	63.5	63.5
10:52:30	63.6	64.3	UNDER	64.5	62.5
10:52:40	64.3	65.1	UNDER	64.5	63.5
10:52:50	63.9	64.1	UNDER	64.5	63.5
10:53:00	63.5	64.1	UNDER	64.5	63.5
10:53:10	62.0	63.2	UNDER	62.5	61.5
10:53:20	61.6	61.9	UNDER	61.5	61.5
10:53:30	61.7	62.1	UNDER	62.5	61.5
10:53:40	61.2	61.6	UNDER	61.5	60.5
10:53:50	61.4	62.0	UNDER	61.5	61.5
10:54:00	62.8	63.7	UNDER	63.5	61.5
10:54:10	64.5	65.6	UNDER	65.5	63.5
10:54:20	65.3	66.9	UNDER	66.5	64.5
10:54:30	64.1	64.8	UNDER	64.5	63.5
10:54:40	62.8	63.6	UNDER	63.5	62.5
10:54:50	61.9	62.8	UNDER	62.5	61.5
10:55:00	61.2	61.6	UNDER	61.5	60.5
10:55:10	62.5	63.2	UNDER	63.5	61.5
10:55:20	63.1	64.0	UNDER	63.5	62.5
10:55:30	61.9	63.6	UNDER	63.5	60.5
10:55:40	61.1	61.6	UNDER	61.5	60.5
10:55:50	61.1	61.6	UNDER	61.5	60.5
10:56:00	61.2	61.7	UNDER	61.5	60.5
10:56:10	62.0	62.4	UNDER	62.5	61.5
10:56:20	62.0	62.1	UNDER	62.5	61.5
10:56:30	63.1	63.6	UNDER	63.5	62.5
10:56:40	62.5	63.7	UNDER	63.5	61.5
10:56:50	61.4	62.0	UNDER	61.5	60.5
10:57:00	61.8	62.8	UNDER	62.5	60.5
10:57:10	62.7	63.2	UNDER	63.5	62.5
10:57:20	61.2	62.1	UNDER	61.5	60.5
10:57:30	60.7	61.3	UNDER	61.5	60.5
10:57:40	61.4	62.0	UNDER	62.5	60.5
10:57:50	61.9	62.8	UNDER	62.5	61.5
10:58:00	60.4	61.2	UNDER	60.5	60.5
10:58:10	61.5	62.4	UNDER	62.5	60.5
10:58:20	62.2	62.7	UNDER	62.5	61.5
10:58:30	62.1	62.4	UNDER	62.5	61.5
10:58:40	62.6	63.1	UNDER	62.5	62.5
10:58:50	62.6	63.2	UNDER	62.5	62.5
10:59:00	63.3	64.0	UNDER	63.5	62.5
10:59:10	62.9	64.2	UNDER	63.5	62.5
10:59:20	63.5	64.1	UNDER	63.5	63.5
10:59:30	62.7	63.3	UNDER	63.5	62.5
10:59:40	62.4	62.8	UNDER	62.5	61.5
10:59:50	62.8	63.3	UNDER	63.5	62.5
11:00:00	62.0	63.2	UNDER	62.5	61.5
11:00:10	60.9	61.4	UNDER	61.5	60.5
11:00:20	61.2	61.6	UNDER	61.5	60.5

11:00:30	61.0	61.2	UNDER	61.5	60.5
11:00:40	61.4	62.1	UNDER	62.5	60.5
11:00:50	62.2	62.6	UNDER	62.5	62.5
11:01:00	62.1	62.4	UNDER	62.5	62.5
11:01:10	61.8	62.1	UNDER	62.5	61.5
11:01:20	61.8	62.4	UNDER	62.5	61.5
11:01:30	61.6	61.6	UNDER	61.5	61.5
11:01:40	61.2	61.6	UNDER	61.5	60.5
11:01:50	62.0	63.1	UNDER	62.5	61.5
11:02:00	62.9	63.6	UNDER	63.5	62.5
11:02:10	63.3	63.7	UNDER	63.5	63.5
11:02:20	63.0	63.3	UNDER	63.5	62.5
11:02:30	62.2	62.5	UNDER	62.5	62.5
11:02:40	62.2	62.8	UNDER	62.5	61.5
11:02:50	63.0	63.6	UNDER	63.5	62.5
11:03:00	63.5	63.7	UNDER	63.5	63.5
11:03:10	63.6	63.9	UNDER	63.5	63.5
11:03:20	63.3	64.0	UNDER	63.5	62.5
11:03:30	62.8	63.2	UNDER	63.5	62.5
11:03:40	62.0	62.4	UNDER	62.5	61.5
11:03:50	61.7	62.3	UNDER	62.5	61.5
11:04:00	60.5	61.1	UNDER	60.5	60.5
11:04:10	60.4	60.9	UNDER	60.5	60.5
11:04:20	60.7	61.2	UNDER	61.5	60.5
11:04:30	60.9	61.3	UNDER	61.5	60.5
11:04:40	61.7	62.2	UNDER	62.5	61.5
11:04:50	61.2	61.6	UNDER	61.5	60.5
11:05:00	61.9	62.4	UNDER	62.5	61.5
11:05:10	62.0	62.4	UNDER	62.5	61.5
11:05:20	62.2	62.8	UNDER	62.5	61.5
11:05:30	63.2	63.6	UNDER	63.5	62.5
11:05:40	62.4	63.2	UNDER	63.5	61.5
11:05:50	62.3	63.0	UNDER	62.5	61.5
11:06:00	63.3	64.4	UNDER	64.5	62.5
11:06:10	63.6	66.4	UNDER	64.5	62.5
11:06:20	66.2	67.2	UNDER	66.5	64.5
11:06:30	64.8	66.1	UNDER	65.5	63.5
11:06:40	64.4	65.7	UNDER	65.5	63.5
11:06:50	63.8	64.4	UNDER	64.5	63.5
11:07:00	63.9	64.4	UNDER	64.5	63.5
11:07:10	64.6	65.2	UNDER	65.5	63.5
11:07:20	64.2	64.7	UNDER	64.5	63.5
11:07:30	67.6	68.7	UNDER	68.5	64.5
11:07:40	66.7	67.6	UNDER	67.5	65.5
11:07:50	65.0	66.1	UNDER	66.5	63.5
11:08:00	62.7	63.5	UNDER	63.5	62.5
11:08:10	61.6	62.4	UNDER	62.5	60.5
11:08:20	61.8	62.2	UNDER	62.5	61.5
11:08:30	61.8	62.5	UNDER	62.5	61.5
11:08:40	61.8	62.1	UNDER	62.5	61.5
11:08:50	62.5	62.8	UNDER	62.5	62.5
11:09:00	63.0	63.6	UNDER	63.5	62.5
11:09:10	63.9	64.8	UNDER	64.5	63.5
11:09:20	63.5	64.2	UNDER	64.5	62.5
11:09:30	62.0	62.8	UNDER	62.5	61.5
11:09:40	62.5	63.2	UNDER	63.5	61.5
11:09:50	63.1	63.5	UNDER	63.5	62.5
11:10:00	63.3	63.7	UNDER	63.5	62.5
11:10:10	63.0	64.0	UNDER	63.5	61.5
11:10:20	62.2	62.5	UNDER	62.5	61.5
11:10:30	61.7	62.2	UNDER	62.5	61.5
11:10:40	62.5	63.2	UNDER	63.5	61.5
11:10:50	62.7	63.2	UNDER	62.5	62.5

11:11:00	62.5	62.9	UNDER	62.5	62.5
11:11:10	62.4	62.7	UNDER	62.5	62.5
11:11:20	62.2	62.5	UNDER	62.5	61.5
11:11:30	61.4	62.0	UNDER	62.5	60.5
11:11:40	61.1	61.6	UNDER	61.5	60.5
11:11:50	60.6	61.5	UNDER	61.5	60.5
11:12:00	60.8	62.1	UNDER	61.5	59.5
11:12:10	62.1	62.4	UNDER	62.5	61.5
11:12:20	63.9	64.8	UNDER	64.5	61.5
11:12:30	65.1	65.6	UNDER	65.5	64.5
11:12:40	66.1	67.6	UNDER	67.5	65.5
11:12:50	69.4	72.0	UNDER	71.5	67.5
11:13:00	71.9	73.2	UNDER	72.5	71.5
11:13:10	69.1	71.3	UNDER	71.5	66.5
11:13:20	65.4	67.1	UNDER	66.5	64.5
11:13:30	63.7	64.1	UNDER	64.5	63.5
11:13:40	63.2	63.6	UNDER	63.5	62.5
11:13:50	62.9	63.5	UNDER	63.5	62.5
11:14:00	61.6	62.1	UNDER	62.5	61.5
11:14:10	61.7	62.0	UNDER	62.5	61.5
11:14:20	61.9	62.4	UNDER	62.5	61.5
11:14:30	61.6	62.0	UNDER	61.5	61.5
11:14:40	61.4	62.0	UNDER	61.5	61.5
11:14:50	62.1	62.4	UNDER	62.5	61.5
11:15:00	62.0	62.8	UNDER	62.5	61.5
11:15:10	62.9	63.6	UNDER	63.5	62.5
11:15:20	63.5	63.8	UNDER	63.5	63.5
11:15:30	62.9	63.5	UNDER	63.5	62.5
11:15:40	62.9	63.2	UNDER	63.5	62.5
11:15:50	62.7	63.2	UNDER	63.5	62.5
11:16:00	62.1	62.5	UNDER	62.5	61.5
11:16:10	60.8	61.5	UNDER	61.5	60.5
11:16:20	60.0	60.5	UNDER	60.5	59.5
11:16:30	60.2	60.8	UNDER	60.5	59.5
11:16:40	60.8	61.0	UNDER	60.5	60.5
11:16:50	60.8	61.9	UNDER	61.5	60.5
11:17:00	62.4	62.8	UNDER	62.5	61.5
11:17:10	61.9	62.4	UNDER	62.5	61.5
11:17:20	61.3	61.6	UNDER	61.5	60.5
11:17:30	61.3	62.4	UNDER	61.5	60.5
11:17:40	61.7	62.4	UNDER	62.5	61.5
11:17:50	61.0	62.0	UNDER	61.5	60.5
11:18:00	62.4	62.8	UNDER	62.5	62.5
11:18:10	62.2	62.4	UNDER	62.5	62.5
11:18:20	62.3	62.7	UNDER	62.5	62.5
11:18:30	61.4	62.0	UNDER	61.5	60.5
11:18:40	61.5	62.1	UNDER	62.5	60.5
11:18:50	61.4	61.8	UNDER	61.5	61.5
11:19:00	62.5	63.4	UNDER	63.5	61.5
11:19:10	63.4	64.0	UNDER	63.5	62.5
11:19:20	62.4	62.9	UNDER	62.5	62.5
11:19:30	62.6	62.9	UNDER	62.5	62.5
11:19:40	61.8	62.5	UNDER	62.5	61.5
11:19:50	61.6	62.0	UNDER	61.5	61.5
11:20:00	60.9	61.2	UNDER	61.5	60.5
11:20:10	60.3	60.8	UNDER	60.5	60.5
11:20:20	61.0	62.0	UNDER	61.5	60.5
11:20:30	62.3	62.6	UNDER	62.5	62.5
11:20:40	61.8	62.1	UNDER	62.5	61.5
11:20:50	61.5	61.9	UNDER	61.5	61.5
11:21:00	61.2	61.6	UNDER	61.5	60.5
11:21:10	61.4	61.8	UNDER	61.5	60.5
11:21:20	63.1	64.1	UNDER	64.5	61.5

11:21:30	63.3	64.0	UNDER	63.5	62.5
11:21:40	63.8	64.8	UNDER	64.5	63.5
11:21:50	62.8	63.2	UNDER	63.5	62.5
11:22:00	62.8	63.1	UNDER	62.5	62.5
11:22:10	62.4	62.9	UNDER	62.5	62.5
11:22:20	61.8	62.2	UNDER	62.5	61.5
11:22:30	61.7	62.0	UNDER	62.5	61.5
11:22:40	61.4	62.0	UNDER	61.5	60.5
11:22:50	62.1	63.2	UNDER	62.5	61.5
11:23:00	62.5	63.1	UNDER	62.5	61.5
11:23:10	61.2	61.6	UNDER	61.5	60.5
11:23:20	61.0	61.4	UNDER	61.5	60.5
11:23:30	61.2	61.5	UNDER	61.5	61.5
11:23:40	61.4	61.8	UNDER	61.5	61.5
11:23:50	62.0	63.2	UNDER	62.5	61.5
11:24:00	63.1	63.5	UNDER	63.5	62.5
11:24:10	62.7	63.2	UNDER	63.5	62.5
11:24:20	62.8	63.2	UNDER	63.5	62.5
11:24:30	62.1	62.8	UNDER	62.5	61.5
11:24:40	61.9	62.4	UNDER	62.5	61.5
11:24:50	61.6	62.0	UNDER	61.5	61.5
11:25:00	61.8	62.8	UNDER	62.5	61.5
11:25:10	63.1	63.6	UNDER	63.5	62.5
11:25:20	64.3	65.0	UNDER	64.5	63.5
11:25:30	63.6	64.6	UNDER	64.5	63.5
11:25:40	63.3	64.2	UNDER	64.5	62.5
11:25:50	64.4	65.6	UNDER	65.5	63.5
11:26:00	66.4	68.3	UNDER	67.5	65.5
11:26:10	68.2	70.4	UNDER	70.5	67.5
11:26:20	72.6	75.6	UNDER	75.5	69.5
11:26:30	74.4	76.4	UNDER	76.5	70.5
11:26:40	69.8	74.1	UNDER	73.5	65.5
11:26:50	64.1	65.2	UNDER	64.5	62.5
11:27:00	62.9	63.3	UNDER	63.5	62.5
11:27:10	62.8	63.4	UNDER	63.5	62.5
11:27:20	63.0	63.6	UNDER	63.5	62.5
11:27:30	62.4	62.8	UNDER	62.5	62.5
11:27:40	63.1	64.1	UNDER	63.5	62.5
11:27:50	62.7	63.2	UNDER	63.5	62.5
11:28:00	61.9	62.4	UNDER	62.5	61.5
11:28:10	61.5	62.4	UNDER	62.5	60.5
11:28:20	60.7	61.4	UNDER	61.5	59.5
11:28:30	60.2	60.9	UNDER	60.5	59.5
11:28:40	60.7	61.6	UNDER	61.5	59.5
11:28:50	61.9	62.4	UNDER	62.5	61.5
11:29:00	62.0	62.8	UNDER	62.5	61.5
11:29:10	62.9	63.6	UNDER	63.5	62.5
11:29:20	63.6	64.1	UNDER	64.5	63.5
11:29:30	63.1	64.0	UNDER	63.5	62.5

****

Filename.....2558
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2558
REPORT PRINTED ON 05/14/12 at 10:51:51

User ID: _____

LOGGING STARTED.....05/10/12 at 11:00:50
TOTAL LOGGING TIME...0 DAYS 02:39:30
LOGGING STOPPED.....05/10/12 at 13:40:20
TOTAL INTERVALS.....957
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:18
PRE-TEST CALIBRATION RANGE...39.7 TO 139.7 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 77.7dB
Lav (80)..... 76.8dB
Lav (90)..... 71.0dB
SEL..... 117.3dB

TWA..... 72.9dB
TWA (80)..... 72.1dB
TWA (90)..... 66.2dB

Lmax..... 99.8dB 05/10/12 at 12:08:20
Lpk..... 133.2dB 05/10/12 at 11:29:41
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 1.58%
PROJ. DOSE (80).. 4.75%
DOSE (90)..... 0.41%
PROJ. DOSE (90).. 1.23%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
11:00:50	69.0	70.2	UNDER	70.7	67.7
11:01:00	66.2	68.2	UNDER	67.7	64.7
11:01:10	67.0	68.2	UNDER	67.7	64.7
11:01:20	66.7	67.4	UNDER	67.7	65.7
11:01:30	67.2	68.6	UNDER	68.7	66.7
11:01:40	66.7	68.2	UNDER	67.7	65.7
11:01:50	66.4	68.2	UNDER	67.7	63.7
11:02:00	65.3	67.0	UNDER	66.7	63.7
11:02:10	69.0	73.4	UNDER	73.7	65.7
11:02:20	68.4	71.8	UNDER	70.7	66.7
11:02:30	68.3	69.8	UNDER	69.7	67.7
11:02:40	66.7	67.8	UNDER	67.7	65.7
11:02:50	65.3	67.1	UNDER	66.7	63.7
11:03:00	69.6	71.0	UNDER	70.7	65.7
11:03:10	71.2	73.8	UNDER	73.7	69.7
11:03:20	70.5	72.6	UNDER	72.7	69.7
11:03:30	67.4	69.5	UNDER	69.7	65.7
11:03:40	65.7	67.0	UNDER	66.7	64.7
11:03:50	65.7	66.6	UNDER	66.7	64.7
11:04:00	69.1	71.8	UNDER	71.7	65.7
11:04:10	71.1	71.9	UNDER	71.7	68.7
11:04:20	71.3	72.3	UNDER	72.7	69.7
11:04:30	69.7	70.6	UNDER	70.7	68.7
11:04:40	68.3	70.2	UNDER	69.7	67.7
11:04:50	69.0	69.9	UNDER	69.7	67.7
11:05:00	67.1	69.0	UNDER	69.7	64.7
11:05:10	65.7	67.0	UNDER	67.7	65.7
11:05:20	67.1	69.4	UNDER	69.7	65.7
11:05:30	69.8	71.7	UNDER	71.7	67.7
11:05:40	65.4	67.4	UNDER	67.7	63.7
11:05:50	65.9	67.8	UNDER	67.7	64.7
11:06:00	70.7	74.2	UNDER	73.7	65.7
11:06:10	70.1	73.0	UNDER	72.7	65.7
11:06:20	66.9	70.2	UNDER	69.7	65.7
11:06:30	71.2	73.8	UNDER	72.7	70.7
11:06:40	69.9	70.6	UNDER	70.7	69.7
11:06:50	70.7	71.8	UNDER	71.7	69.7
11:07:00	68.3	71.2	UNDER	70.7	65.7
11:07:10	69.2	70.0	UNDER	69.7	68.7
11:07:20	67.1	69.7	UNDER	69.7	63.7
11:07:30	66.6	68.2	UNDER	68.7	63.7
11:07:40	68.1	70.2	UNDER	70.7	66.7
11:07:50	70.2	73.8	UNDER	73.7	68.7
11:08:00	71.6	73.8	UNDER	73.7	69.7
11:08:10	70.5	72.6	UNDER	72.7	67.7
11:08:20	68.5	69.5	UNDER	69.7	67.7
11:08:30	67.9	70.6	UNDER	70.7	65.7
11:08:40	68.0	69.5	UNDER	69.7	66.7
11:08:50	71.0	74.4	UNDER	74.7	67.7
11:09:00	66.1	67.8	UNDER	67.7	63.7
11:09:10	62.9	64.2	UNDER	63.7	61.7
11:09:20	66.0	67.9	UNDER	67.7	61.7

11:09:30	65.8	66.6	UNDER	66.7	65.7
11:09:40	69.1	71.6	UNDER	71.7	66.7
11:09:50	68.0	69.8	UNDER	69.7	66.7
11:10:00	70.8	72.8	UNDER	72.7	67.7
11:10:10	70.1	72.6	UNDER	72.7	67.7
11:10:20	66.2	67.8	UNDER	67.7	64.7
11:10:30	66.0	68.0	UNDER	67.7	64.7
11:10:40	69.1	70.2	UNDER	70.7	67.7
11:10:50	65.1	67.4	UNDER	67.7	63.7
11:11:00	66.7	68.2	UNDER	67.7	64.7
11:11:10	66.4	67.5	UNDER	67.7	64.7
11:11:20	67.6	69.8	UNDER	69.7	66.7
11:11:30	66.7	67.4	UNDER	67.7	65.7
11:11:40	67.1	67.8	UNDER	67.7	66.7
11:11:50	69.4	70.6	UNDER	70.7	67.7
11:12:00	65.9	67.7	UNDER	67.7	65.7
11:12:10	69.8	71.4	UNDER	71.7	66.7
11:12:20	69.2	69.4	UNDER	69.7	68.7
11:12:30	67.7	68.6	UNDER	68.7	67.7
11:12:40	66.9	67.8	UNDER	67.7	66.7
11:12:50	67.0	69.8	UNDER	68.7	66.7
11:13:00	69.9	71.8	UNDER	71.7	68.7
11:13:10	75.1	77.4	UNDER	77.7	70.7
11:13:20	78.0	79.3	UNDER	78.7	76.7
11:13:30	76.3	78.7	UNDER	78.7	73.7
11:13:40	72.2	73.8	UNDER	73.7	70.7
11:13:50	68.5	70.6	UNDER	70.7	67.7
11:14:00	69.0	69.8	UNDER	69.7	67.7
11:14:10	70.2	71.4	UNDER	71.7	69.7
11:14:20	67.6	69.8	UNDER	69.7	65.7
11:14:30	68.5	69.9	UNDER	69.7	66.7
11:14:40	69.6	71.1	UNDER	71.7	67.7
11:14:50	70.6	72.2	UNDER	71.7	69.7
11:15:00	66.7	70.6	UNDER	69.7	63.7
11:15:10	63.9	64.6	UNDER	64.7	63.7
11:15:20	66.9	68.0	UNDER	67.7	63.7
11:15:30	69.9	72.2	UNDER	71.7	66.7
11:15:40	66.7	69.4	UNDER	68.7	64.7
11:15:50	68.0	69.8	UNDER	69.7	64.7
11:16:00	67.0	68.3	UNDER	67.7	65.7
11:16:10	70.1	72.8	UNDER	71.7	68.7
11:16:20	73.1	73.8	UNDER	73.7	71.7
11:16:30	69.6	71.8	UNDER	70.7	68.7
11:16:40	70.3	71.0	UNDER	71.7	69.7
11:16:50	69.2	70.7	UNDER	70.7	68.7
11:17:00	69.5	71.0	UNDER	70.7	68.7
11:17:10	67.9	69.0	UNDER	68.7	67.7
11:17:20	65.6	67.0	UNDER	67.7	64.7
11:17:30	64.6	65.1	UNDER	65.7	63.7
11:17:40	65.7	67.4	UNDER	67.7	64.7
11:17:50	66.0	66.6	UNDER	66.7	65.7
11:18:00	68.0	72.6	UNDER	71.7	65.7
11:18:10	71.3	73.4	UNDER	73.7	69.7
11:18:20	69.6	71.0	UNDER	71.7	67.7
11:18:30	69.9	72.6	UNDER	71.7	67.7
11:18:40	70.2	73.4	UNDER	73.7	65.7
11:18:50	69.3	71.4	UNDER	71.7	65.7
11:19:00	70.1	71.4	UNDER	71.7	69.7
11:19:10	68.6	71.4	UNDER	69.7	67.7
11:19:20	70.8	72.6	UNDER	72.7	67.7
11:19:30	64.8	67.4	UNDER	67.7	62.7
11:19:40	66.1	67.8	UNDER	67.7	62.7
11:19:50	67.1	68.6	UNDER	68.7	65.7

11:20:00	67.9	69.6	UNDER	69.7	66.7
11:20:10	70.1	71.8	UNDER	71.7	68.7
11:20:20	68.4	71.0	UNDER	69.7	66.7
11:20:30	68.6	70.5	UNDER	70.7	67.7
11:20:40	67.4	68.3	UNDER	67.7	66.7
11:20:50	66.9	68.2	UNDER	67.7	65.7
11:21:00	67.9	69.1	UNDER	69.7	66.7
11:21:10	66.7	68.2	UNDER	67.7	65.7
11:21:20	66.0	66.5	UNDER	66.7	65.7
11:21:30	69.3	71.4	UNDER	70.7	66.7
11:21:40	69.7	70.5	UNDER	70.7	68.7
11:21:50	69.7	71.4	UNDER	70.7	67.7
11:22:00	69.4	71.4	UNDER	70.7	68.7
11:22:10	67.5	68.6	UNDER	68.7	66.7
11:22:20	68.9	69.8	UNDER	69.7	68.7
11:22:30	67.6	68.6	UNDER	68.7	66.7
11:22:40	66.2	67.5	UNDER	67.7	64.7
11:22:50	65.5	66.3	UNDER	66.7	64.7
11:23:00	65.7	67.0	UNDER	66.7	64.7
11:23:10	68.7	70.6	UNDER	70.7	66.7
11:23:20	66.7	68.2	UNDER	68.7	65.7
11:23:30	67.2	69.9	UNDER	69.7	63.7
11:23:40	68.9	70.6	UNDER	69.7	67.7
11:23:50	68.3	71.3	UNDER	70.7	66.7
11:24:00	72.3	73.8	UNDER	73.7	70.7
11:24:10	68.4	70.0	UNDER	69.7	67.7
11:24:20	66.8	67.6	UNDER	67.7	65.7
11:24:30	67.1	69.0	UNDER	68.7	65.7
11:24:40	66.9	70.6	UNDER	70.7	64.7
11:24:50	69.4	71.8	UNDER	71.7	67.7
11:25:00	70.0	71.1	UNDER	70.7	69.7
11:25:10	69.0	71.0	UNDER	70.7	67.7
11:25:20	68.3	69.8	UNDER	69.7	66.7
11:25:30	66.6	68.2	UNDER	67.7	65.7
11:25:40	65.6	68.2	UNDER	66.7	64.7
11:25:50	68.0	69.0	UNDER	68.7	67.7
11:26:00	66.6	67.7	UNDER	67.7	65.7
11:26:10	67.9	69.8	UNDER	69.7	65.7
11:26:20	69.7	70.6	UNDER	70.7	68.7
11:26:30	74.9	78.6	UNDER	77.7	70.7
11:26:40	77.9	80.2	UNDER	78.7	75.7
11:26:50	78.9	80.6	UNDER	79.7	77.7
11:27:00	75.1	78.2	UNDER	77.7	70.7
11:27:10	69.8	72.2	UNDER	71.7	68.7
11:27:20	69.1	71.0	UNDER	70.7	67.7
11:27:30	66.9	68.2	UNDER	67.7	65.7
11:27:40	64.9	66.3	UNDER	65.7	64.7
11:27:50	67.4	68.7	UNDER	68.7	65.7
11:28:00	66.2	67.8	UNDER	67.7	65.7
11:28:10	66.7	67.8	UNDER	67.7	65.7
11:28:20	68.5	71.2	UNDER	71.7	65.7
11:28:30	67.9	70.2	UNDER	69.7	66.7
11:28:40	69.7	72.2	UNDER	71.7	68.7
11:28:50	73.3	77.8	112.3	76.7	68.7
11:29:00	68.2	72.1	UNDER	71.7	63.7
11:29:10	65.5	67.4	UNDER	66.7	64.7
11:29:20	67.6	69.8	UNDER	69.7	65.7
11:29:30	83.5	88.6	123.3	86.7	65.7
11:29:40	91.4	99.0	133.2	95.7	74.7
11:29:50	76.8	82.6	UNDER	81.7	70.7
11:30:00	80.7	82.6	UNDER	82.7	78.7
11:30:10	78.6	79.9	UNDER	79.7	77.7
11:30:20	79.1	81.6	110.0	80.7	76.7

11:30:30	78.7	81.4	UNDER	81.7	76.7
11:30:40	77.2	81.4	UNDER	79.7	74.7
11:30:50	81.3	83.0	UNDER	82.7	75.7
11:31:00	79.8	81.8	UNDER	81.7	77.7
11:31:10	75.0	77.8	UNDER	77.7	69.7
11:31:20	73.9	78.2	UNDER	76.7	70.7
11:31:30	78.4	80.2	UNDER	80.7	73.7
11:31:40	74.4	81.9	UNDER	79.7	62.7
11:31:50	61.2	62.9	UNDER	62.7	60.7
11:32:00	75.5	81.4	UNDER	81.7	60.7
11:32:10	79.8	81.8	UNDER	81.7	74.7
11:32:20	78.8	82.8	UNDER	82.7	70.7
11:32:30	75.5	79.4	UNDER	78.7	69.7
11:32:40	78.2	81.0	UNDER	80.7	73.7
11:32:50	78.0	79.8	UNDER	79.7	76.7
11:33:00	79.0	86.6	116.0	83.7	73.7
11:33:10	71.9	78.8	UNDER	75.7	68.7
11:33:20	70.7	73.8	UNDER	73.7	67.7
11:33:30	66.9	69.8	UNDER	68.7	64.7
11:33:40	69.7	76.9	UNDER	74.7	63.7
11:33:50	82.4	91.8	122.6	87.7	69.7
11:34:00	68.0	69.8	UNDER	69.7	65.7
11:34:10	66.2	67.8	UNDER	67.7	64.7
11:34:20	68.7	71.4	UNDER	71.7	63.7
11:34:30	77.4	82.2	111.0	80.7	69.7
11:34:40	82.2	83.0	UNDER	83.7	79.7
11:34:50	78.7	79.8	UNDER	79.7	77.7
11:35:00	78.3	80.9	UNDER	79.7	76.7
11:35:10	78.7	82.2	UNDER	80.7	76.7
11:35:20	79.5	81.0	UNDER	80.7	76.7
11:35:30	75.3	77.8	UNDER	77.7	71.7
11:35:40	77.0	79.4	UNDER	79.7	68.7
11:35:50	77.0	81.4	UNDER	79.7	72.7
11:36:00	82.8	84.2	UNDER	83.7	76.7
11:36:10	83.6	84.6	UNDER	84.7	82.7
11:36:20	85.6	89.2	113.6	88.7	83.7
11:36:30	84.5	86.2	111.0	85.7	83.7
11:36:40	83.1	84.3	111.4	84.7	80.7
11:36:50	77.3	80.2	UNDER	79.7	72.7
11:37:00	82.5	87.0	113.4	85.7	70.7
11:37:10	80.1	82.6	UNDER	82.7	78.7
11:37:20	83.3	88.2	116.0	84.7	81.7
11:37:30	84.0	87.4	UNDER	85.7	82.7
11:37:40	86.6	93.0	119.6	91.7	81.7
11:37:50	88.4	93.1	118.6	91.7	84.7
11:38:00	85.2	90.2	115.6	89.7	79.7
11:38:10	85.2	89.4	113.4	88.7	81.7
11:38:20	86.2	90.2	123.6	89.7	81.7
11:38:30	78.7	84.4	UNDER	82.7	72.7
11:38:40	76.8	81.8	UNDER	79.7	72.7
11:38:50	80.0	85.5	111.7	83.7	70.7
11:39:00	71.8	78.6	UNDER	74.7	69.7
11:39:10	67.4	69.0	UNDER	68.7	66.7
11:39:20	69.5	70.3	UNDER	70.7	67.7
11:39:30	68.3	69.8	UNDER	69.7	65.7
11:39:40	70.2	73.8	UNDER	72.7	65.7
11:39:50	73.5	78.2	UNDER	76.7	70.7
11:40:00	79.5	82.3	112.3	80.7	77.7
11:40:10	81.2	86.2	112.3	83.7	78.7
11:40:20	78.4	79.9	UNDER	79.7	77.7
11:40:30	83.4	86.5	111.0	85.7	79.7
11:40:40	83.5	87.4	118.6	85.7	80.7
11:40:50	88.0	95.8	122.2	92.7	82.7

11:41:00	84.1	91.4	UNDER	87.7	79.7
11:41:10	82.2	84.2	UNDER	83.7	80.7
11:41:20	81.8	83.6	UNDER	83.7	80.7
11:41:30	77.7	80.2	UNDER	79.7	73.7
11:41:40	83.1	85.8	UNDER	85.7	74.7
11:41:50	77.9	81.8	UNDER	80.7	69.7
11:42:00	67.1	69.5	UNDER	68.7	66.7
11:42:10	67.1	69.0	UNDER	68.7	65.7
11:42:20	66.5	67.4	UNDER	67.7	65.7
11:42:30	67.0	74.4	UNDER	67.7	64.7
11:42:40	83.8	85.8	110.0	85.7	74.7
11:42:50	87.6	89.5	111.0	89.7	83.7
11:43:00	78.6	83.4	UNDER	81.7	71.7
11:43:10	71.6	73.7	UNDER	73.7	69.7
11:43:20	73.2	74.1	UNDER	73.7	72.7
11:43:30	71.0	72.6	UNDER	71.7	69.7
11:43:40	77.6	83.6	112.3	81.7	69.7
11:43:50	84.5	86.0	UNDER	85.7	82.7
11:44:00	80.1	84.6	UNDER	83.7	76.7
11:44:10	80.4	81.8	UNDER	81.7	79.7
11:44:20	83.5	85.0	UNDER	85.7	81.7
11:44:30	85.2	88.8	112.3	88.7	82.7
11:44:40	83.3	84.6	UNDER	84.7	81.7
11:44:50	80.7	82.2	UNDER	81.7	79.7
11:45:00	81.3	83.4	UNDER	83.7	75.7
11:45:10	72.0	75.8	UNDER	74.7	69.7
11:45:20	81.0	86.2	113.4	85.7	67.7
11:45:30	67.4	69.1	UNDER	68.7	65.7
11:45:40	64.6	65.8	UNDER	65.7	64.7
11:45:50	64.6	65.0	UNDER	64.7	64.7
11:46:00	64.1	64.9	UNDER	64.7	63.7
11:46:10	73.4	78.6	UNDER	77.7	64.7
11:46:20	76.7	79.8	UNDER	79.7	71.7
11:46:30	71.6	76.3	UNDER	75.7	60.7
11:46:40	63.5	68.6	UNDER	67.7	59.7
11:46:50	64.9	71.4	UNDER	68.7	61.7
11:47:00	66.9	71.4	UNDER	69.7	62.7
11:47:10	74.1	77.0	UNDER	76.7	71.7
11:47:20	71.8	74.7	UNDER	73.7	68.7
11:47:30	71.9	73.9	UNDER	73.7	68.7
11:47:40	77.5	81.0	UNDER	80.7	69.7
11:47:50	73.3	77.0	UNDER	75.7	67.7
11:48:00	78.8	85.0	112.3	84.7	68.7
11:48:10	80.0	85.0	111.0	83.7	73.7
11:48:20	74.4	76.2	UNDER	75.7	73.7
11:48:30	73.7	75.5	UNDER	74.7	72.7
11:48:40	75.6	80.2	UNDER	77.7	73.7
11:48:50	82.9	84.6	UNDER	84.7	80.7
11:49:00	84.4	85.4	UNDER	85.7	83.7
11:49:10	85.4	86.2	112.3	85.7	84.7
11:49:20	84.6	85.0	UNDER	84.7	84.7
11:49:30	83.8	84.6	UNDER	84.7	82.7
11:49:40	79.4	83.8	113.4	83.7	75.7
11:49:50	72.0	75.8	UNDER	73.7	70.7
11:50:00	80.2	82.6	UNDER	82.7	72.7
11:50:10	81.1	83.0	UNDER	82.7	75.7
11:50:20	71.8	75.8	UNDER	75.7	65.7
11:50:30	70.6	79.0	UNDER	75.7	65.7
11:50:40	76.6	79.4	UNDER	79.7	70.7
11:50:50	70.4	75.2	UNDER	74.7	67.7
11:51:00	75.2	76.6	UNDER	76.7	73.7
11:51:10	72.7	74.6	UNDER	74.7	70.7
11:51:20	72.4	78.2	UNDER	75.7	67.7

11:51:30	85.4	91.4	111.0	89.7	78.7
11:51:40	92.5	94.2	114.3	93.7	89.7
11:51:50	82.3	89.0	UNDER	86.7	76.7
11:52:00	82.2	84.8	UNDER	84.7	75.7
11:52:10	77.1	79.4	UNDER	78.7	70.7
11:52:20	68.4	71.8	UNDER	70.7	64.7
11:52:30	68.6	77.4	UNDER	74.7	61.7
11:52:40	81.0	83.0	UNDER	82.7	77.7
11:52:50	82.3	83.8	UNDER	83.7	79.7
11:53:00	82.4	83.0	UNDER	83.7	81.7
11:53:10	81.3	84.2	111.0	82.7	80.7
11:53:20	88.5	95.8	121.8	93.7	81.7
11:53:30	81.4	87.4	114.3	85.7	76.7
11:53:40	85.9	90.2	116.7	88.7	77.7
11:53:50	81.3	86.6	UNDER	84.7	78.7
11:54:00	79.2	81.5	111.0	80.7	77.7
11:54:10	80.2	84.0	112.3	82.7	77.7
11:54:20	73.8	79.8	UNDER	77.7	69.7
11:54:30	73.7	77.4	UNDER	76.7	69.7
11:54:40	71.7	77.1	UNDER	74.7	69.7
11:54:50	69.1	71.0	UNDER	70.7	66.7
11:55:00	67.1	68.6	UNDER	68.7	64.7
11:55:10	66.6	69.6	UNDER	69.7	63.7
11:55:20	76.8	83.8	111.0	82.7	68.7
11:55:30	68.3	69.4	UNDER	69.7	67.7
11:55:40	70.8	76.8	UNDER	73.7	68.7
11:55:50	69.3	71.4	UNDER	70.7	68.7
11:56:00	70.3	74.6	UNDER	71.7	67.7
11:56:10	71.9	75.8	UNDER	74.7	67.7
11:56:20	74.9	78.6	UNDER	77.7	69.7
11:56:30	72.1	75.8	UNDER	74.7	69.7
11:56:40	71.4	74.2	UNDER	73.7	68.7
11:56:50	72.3	75.4	UNDER	74.7	69.7
11:57:00	71.7	75.4	UNDER	73.7	67.7
11:57:10	68.7	71.6	UNDER	70.7	65.7
11:57:20	68.3	71.0	UNDER	71.7	65.7
11:57:30	70.5	72.1	UNDER	71.7	69.7
11:57:40	68.7	70.6	UNDER	70.7	67.7
11:57:50	72.7	78.2	UNDER	74.7	67.7
11:58:00	71.6	77.8	UNDER	75.7	63.7
11:58:10	68.4	70.9	UNDER	70.7	64.7
11:58:20	67.5	69.4	UNDER	69.7	66.7
11:58:30	68.5	69.8	UNDER	69.7	67.7
11:58:40	69.4	70.9	UNDER	70.7	67.7
11:58:50	69.3	72.2	UNDER	70.7	68.7
11:59:00	70.4	72.6	UNDER	71.7	68.7
11:59:10	73.5	77.1	UNDER	75.7	71.7
11:59:20	79.4	82.6	UNDER	81.7	74.7
11:59:30	72.6	77.0	UNDER	75.7	69.7
11:59:40	68.9	71.0	UNDER	70.7	67.7
11:59:50	67.4	68.2	UNDER	67.7	67.7
12:00:00	66.2	67.9	UNDER	67.7	65.7
12:00:10	65.7	66.3	UNDER	66.7	65.7
12:00:20	67.1	68.6	UNDER	68.7	65.7
12:00:30	67.9	70.2	UNDER	70.7	66.7
12:00:40	66.8	69.6	UNDER	68.7	64.7
12:00:50	70.9	73.8	UNDER	73.7	64.7
12:01:00	67.0	69.8	UNDER	69.7	65.7
12:01:10	71.1	74.6	UNDER	73.7	65.7
12:01:20	68.0	70.0	UNDER	69.7	65.7
12:01:30	68.1	70.4	UNDER	69.7	66.7
12:01:40	70.7	73.4	UNDER	73.7	66.7
12:01:50	68.9	74.1	UNDER	72.7	66.7

12:02:00	70.7	73.0	UNDER	72.7	68.7
12:02:10	70.1	72.6	UNDER	71.7	67.7
12:02:20	65.1	67.4	UNDER	66.7	63.7
12:02:30	70.7	72.6	UNDER	72.7	65.7
12:02:40	70.3	73.0	UNDER	72.7	68.7
12:02:50	68.9	70.1	UNDER	69.7	68.7
12:03:00	67.7	69.5	UNDER	69.7	66.7
12:03:10	67.7	69.9	UNDER	69.7	66.7
12:03:20	69.2	71.4	UNDER	71.7	66.7
12:03:30	66.9	70.2	UNDER	69.7	64.7
12:03:40	67.3	69.8	UNDER	69.7	65.7
12:03:50	67.0	69.8	UNDER	69.7	64.7
12:04:00	67.2	68.6	UNDER	68.7	65.7
12:04:10	67.7	69.4	UNDER	69.7	66.7
12:04:20	70.7	73.8	UNDER	73.7	66.7
12:04:30	68.0	70.7	UNDER	70.7	66.7
12:04:40	66.6	69.6	UNDER	68.7	65.7
12:04:50	65.4	66.5	UNDER	66.7	64.7
12:05:00	68.9	71.0	UNDER	70.7	65.7
12:05:10	70.3	71.4	UNDER	71.7	69.7
12:05:20	69.7	71.8	UNDER	71.7	68.7
12:05:30	68.0	70.2	UNDER	69.7	65.7
12:05:40	66.6	68.4	UNDER	67.7	65.7
12:05:50	69.7	72.6	UNDER	71.7	66.7
12:06:00	68.7	72.6	UNDER	71.7	67.7
12:06:10	65.7	67.0	UNDER	66.7	65.7
12:06:20	67.4	70.2	UNDER	70.7	64.7
12:06:30	67.1	69.5	UNDER	68.7	65.7
12:06:40	67.9	71.4	UNDER	71.7	65.7
12:06:50	67.9	70.6	UNDER	69.7	66.7
12:07:00	68.4	69.5	UNDER	69.7	67.7
12:07:10	70.4	76.6	UNDER	73.7	66.7
12:07:20	69.7	70.6	UNDER	70.7	68.7
12:07:30	72.6	77.7	UNDER	75.7	67.7
12:07:40	74.2	81.0	UNDER	77.7	69.7
12:07:50	77.0	84.2	110.0	80.7	69.7
12:08:00	88.4	96.2	129.7	93.7	69.7
12:08:10	81.9	91.8	122.9	89.7	67.7
12:08:20	91.3	99.8	128.1	96.7	74.7
12:08:30	89.3	96.2	131.8	93.7	76.7
12:08:40	77.1	80.6	UNDER	79.7	69.7
12:08:50	73.5	77.8	UNDER	76.7	67.7
12:09:00	84.0	91.8	121.7	88.7	68.7
12:09:10	75.7	80.1	UNDER	78.7	69.7
12:09:20	71.5	76.6	UNDER	75.7	64.7
12:09:30	82.1	90.2	UNDER	87.7	67.7
12:09:40	73.1	76.5	UNDER	75.7	69.7
12:09:50	83.2	91.4	111.0	88.7	69.7
12:10:00	73.2	78.2	UNDER	77.7	67.7
12:10:10	86.2	93.0	122.7	89.7	73.7
12:10:20	88.0	94.6	117.9	93.7	66.7
12:10:30	72.5	79.0	UNDER	76.7	65.7
12:10:40	72.7	76.6	UNDER	74.7	69.7
12:10:50	75.8	77.0	UNDER	76.7	71.7
12:11:00	79.0	80.6	UNDER	80.7	77.7
12:11:10	77.1	79.0	UNDER	78.7	73.7
12:11:20	72.0	73.8	UNDER	73.7	70.7
12:11:30	78.3	81.1	UNDER	80.7	73.7
12:11:40	76.1	79.8	UNDER	79.7	70.7
12:11:50	85.4	89.0	113.4	88.7	79.7
12:12:00	81.1	87.0	UNDER	85.7	76.7
12:12:10	78.0	79.0	UNDER	78.7	76.7
12:12:20	79.6	81.4	UNDER	81.7	78.7

12:12:30	80.1	81.4	UNDER	80.7	78.7
12:12:40	77.5	79.4	UNDER	79.7	73.7
12:12:50	69.4	73.4	UNDER	72.7	66.7
12:13:00	77.1	82.6	110.0	82.7	67.7
12:13:10	77.3	80.3	UNDER	79.7	73.7
12:13:20	78.3	83.0	UNDER	82.7	70.7
12:13:30	81.4	84.2	UNDER	83.7	77.7
12:13:40	83.6	85.7	111.4	85.7	81.7
12:13:50	83.6	85.5	UNDER	85.7	79.7
12:14:00	76.7	80.6	UNDER	79.7	71.7
12:14:10	75.0	77.0	UNDER	77.7	73.7
12:14:20	76.4	81.9	UNDER	78.7	73.7
12:14:30	83.7	85.0	110.0	84.7	81.7
12:14:40	85.5	93.8	114.3	86.7	81.7
12:14:50	86.8	94.0	112.3	93.7	69.7
12:15:00	70.7	74.2	UNDER	71.7	69.7
12:15:10	78.4	81.4	UNDER	81.7	74.7
12:15:20	82.2	84.2	UNDER	83.7	79.7
12:15:30	83.8	85.0	UNDER	84.7	82.7
12:15:40	83.6	84.2	UNDER	84.7	83.7
12:15:50	83.8	84.5	UNDER	84.7	83.7
12:16:00	84.1	85.0	UNDER	84.7	82.7
12:16:10	78.4	82.2	UNDER	81.7	71.7
12:16:20	71.4	74.3	UNDER	74.7	67.7
12:16:30	67.6	71.4	UNDER	70.7	64.7
12:16:40	65.5	67.0	UNDER	66.7	64.7
12:16:50	66.2	68.2	UNDER	67.7	64.7
12:17:00	80.8	88.8	121.4	85.7	66.7
12:17:10	81.7	87.0	116.7	85.7	74.7
12:17:20	86.9	91.0	119.8	89.7	73.7
12:17:30	68.8	73.8	UNDER	71.7	66.7
12:17:40	71.1	77.8	UNDER	74.7	66.7
12:17:50	81.2	82.4	UNDER	82.7	78.7
12:18:00	81.2	82.1	UNDER	81.7	79.7
12:18:10	82.3	83.8	UNDER	83.7	79.7
12:18:20	75.9	79.8	UNDER	78.7	71.7
12:18:30	70.6	74.2	UNDER	73.7	68.7
12:18:40	67.4	71.4	UNDER	70.7	64.7
12:18:50	63.5	66.6	UNDER	64.7	61.7
12:19:00	67.5	72.6	UNDER	70.7	62.7
12:19:10	66.0	67.0	UNDER	66.7	63.7
12:19:20	66.6	67.5	UNDER	67.7	65.7
12:19:30	68.3	69.8	UNDER	69.7	67.7
12:19:40	66.6	68.2	UNDER	67.7	65.7
12:19:50	68.3	71.0	UNDER	70.7	66.7
12:20:00	69.0	71.4	UNDER	70.7	66.7
12:20:10	66.0	67.8	UNDER	67.7	65.7
12:20:20	66.4	67.8	UNDER	67.7	65.7
12:20:30	66.0	66.6	UNDER	66.7	65.7
12:20:40	64.8	66.2	UNDER	65.7	63.7
12:20:50	63.5	64.2	UNDER	63.7	63.7
12:21:00	65.2	67.0	UNDER	67.7	63.7
12:21:10	65.7	67.8	UNDER	67.7	63.7
12:21:20	65.8	66.6	UNDER	66.7	65.7
12:21:30	63.9	66.2	UNDER	65.7	62.7
12:21:40	65.2	66.6	UNDER	66.7	64.7
12:21:50	63.0	64.2	UNDER	63.7	62.7
12:22:00	63.8	64.2	UNDER	64.7	63.7
12:22:10	63.2	63.8	UNDER	63.7	62.7
12:22:20	63.1	64.2	UNDER	64.7	61.7
12:22:30	62.8	63.8	UNDER	63.7	61.7
12:22:40	65.0	67.8	UNDER	67.7	62.7
12:22:50	64.4	66.2	UNDER	65.7	63.7

12:23:00	65.5	67.0	UNDER	66.7	63.7
12:23:10	65.7	67.0	UNDER	66.7	64.7
12:23:20	64.6	66.2	UNDER	65.7	63.7
12:23:30	62.6	64.2	UNDER	63.7	61.7
12:23:40	62.6	63.4	UNDER	63.7	61.7
12:23:50	63.6	67.6	UNDER	67.7	61.7
12:24:00	68.4	69.8	UNDER	69.7	67.7
12:24:10	67.5	68.6	UNDER	68.7	66.7
12:24:20	71.1	72.6	UNDER	72.7	67.7
12:24:30	68.8	71.5	UNDER	71.7	65.7
12:24:40	65.8	67.0	UNDER	67.7	63.7
12:24:50	63.3	63.8	UNDER	63.7	62.7
12:25:00	64.3	65.4	UNDER	65.7	63.7
12:25:10	65.1	66.2	UNDER	65.7	64.7
12:25:20	64.7	66.6	UNDER	66.7	63.7
12:25:30	64.4	65.4	UNDER	65.7	64.7
12:25:40	65.3	67.4	UNDER	66.7	64.7
12:25:50	66.1	67.4	UNDER	67.7	64.7
12:26:00	64.2	65.4	UNDER	64.7	63.7
12:26:10	62.8	63.8	UNDER	63.7	61.7
12:26:20	65.0	67.8	UNDER	67.7	62.7
12:26:30	63.7	64.3	UNDER	64.7	63.7
12:26:40	64.6	65.6	UNDER	65.7	63.7
12:26:50	64.0	64.8	UNDER	64.7	63.7
12:27:00	64.6	65.1	UNDER	65.7	63.7
12:27:10	64.6	65.8	UNDER	65.7	63.7
12:27:20	64.7	65.4	UNDER	65.7	62.7
12:27:30	65.9	67.4	UNDER	66.7	65.7
12:27:40	65.5	67.1	UNDER	67.7	63.7
12:27:50	63.2	64.2	UNDER	63.7	62.7
12:28:00	63.7	65.8	UNDER	65.7	62.7
12:28:10	64.6	65.8	UNDER	65.7	63.7
12:28:20	65.9	68.2	UNDER	67.7	63.7
12:28:30	63.7	65.3	UNDER	64.7	63.7
12:28:40	64.2	65.4	UNDER	65.7	62.7
12:28:50	63.9	66.6	UNDER	65.7	62.7
12:29:00	61.7	62.9	UNDER	62.7	60.7
12:29:10	62.6	63.8	UNDER	63.7	61.7
12:29:20	64.7	65.4	UNDER	65.7	63.7
12:29:30	63.6	64.6	UNDER	64.7	63.7
12:29:40	65.1	67.5	UNDER	67.7	63.7
12:29:50	63.0	65.0	UNDER	64.7	61.7
12:30:00	61.0	62.2	UNDER	62.7	59.7
12:30:10	63.2	64.4	UNDER	64.7	61.7
12:30:20	65.5	65.9	UNDER	65.7	64.7
12:30:30	65.8	66.6	UNDER	66.7	65.7
12:30:40	65.4	67.0	UNDER	66.7	63.7
12:30:50	64.2	65.3	UNDER	64.7	62.7
12:31:00	62.4	63.0	UNDER	62.7	61.7
12:31:10	63.2	64.6	UNDER	64.7	61.7
12:31:20	64.6	65.8	UNDER	65.7	63.7
12:31:30	64.8	66.2	UNDER	66.7	63.7
12:31:40	63.2	64.2	UNDER	63.7	62.7
12:31:50	62.7	63.4	UNDER	63.7	62.7
12:32:00	64.4	65.9	UNDER	65.7	63.7
12:32:10	66.2	67.0	UNDER	67.7	65.7
12:32:20	64.6	65.9	UNDER	65.7	63.7
12:32:30	64.5	65.8	UNDER	65.7	62.7
12:32:40	63.0	64.2	UNDER	63.7	61.7
12:32:50	64.3	65.4	UNDER	64.7	63.7
12:33:00	64.1	65.8	UNDER	65.7	63.7
12:33:10	64.4	65.3	UNDER	65.7	63.7
12:33:20	63.5	64.2	UNDER	64.7	62.7

12:33:30	65.3	66.6	UNDER	66.7	63.7
12:33:40	67.9	68.6	UNDER	68.7	66.7
12:33:50	67.4	68.6	UNDER	68.7	65.7
12:34:00	64.8	66.0	UNDER	65.7	63.7
12:34:10	66.0	66.5	UNDER	66.7	65.7
12:34:20	71.0	75.8	UNDER	75.7	65.7
12:34:30	74.0	77.8	UNDER	77.7	67.7
12:34:40	65.2	67.5	UNDER	66.7	62.7
12:34:50	62.6	63.4	UNDER	63.7	62.7
12:35:00	61.7	63.2	UNDER	63.7	60.7
12:35:10	60.7	61.4	UNDER	61.7	59.7
12:35:20	60.4	61.3	UNDER	61.7	59.7
12:35:30	61.3	63.0	UNDER	62.7	59.7
12:35:40	61.9	63.4	UNDER	63.7	60.7
12:35:50	62.6	64.1	UNDER	63.7	61.7
12:36:00	61.8	63.4	UNDER	63.7	60.7
12:36:10	62.2	63.0	UNDER	62.7	61.7
12:36:20	61.3	61.8	UNDER	61.7	60.7
12:36:30	62.7	63.9	UNDER	63.7	61.7
12:36:40	61.9	63.5	UNDER	62.7	61.7
12:36:50	60.8	61.7	UNDER	61.7	60.7
12:37:00	61.0	61.8	UNDER	61.7	60.7
12:37:10	61.2	63.4	UNDER	63.7	59.7
12:37:20	63.6	64.2	UNDER	64.7	63.7
12:37:30	64.0	65.0	UNDER	64.7	63.7
12:37:40	63.8	64.6	UNDER	64.7	63.7
12:37:50	63.6	64.8	UNDER	64.7	62.7
12:38:00	62.0	63.4	UNDER	62.7	60.7
12:38:10	62.8	63.4	UNDER	63.7	61.7
12:38:20	61.3	62.6	UNDER	62.7	60.7
12:38:30	62.0	63.8	UNDER	63.7	60.7
12:38:40	62.3	63.6	UNDER	63.7	61.7
12:38:50	63.5	64.6	UNDER	64.7	61.7
12:39:00	61.8	63.0	UNDER	62.7	61.7
12:39:10	61.9	63.4	UNDER	62.7	60.7
12:39:20	61.2	64.2	UNDER	63.7	59.7
12:39:30	62.1	63.8	UNDER	62.7	61.7
12:39:40	63.0	63.9	UNDER	63.7	61.7
12:39:50	62.4	63.0	UNDER	62.7	61.7
12:40:00	64.7	68.6	UNDER	65.7	62.7
12:40:10	65.9	69.1	UNDER	67.7	64.7
12:40:20	63.3	64.2	UNDER	63.7	62.7
12:40:30	63.4	64.2	UNDER	63.7	62.7
12:40:40	64.4	65.8	UNDER	65.7	63.7
12:40:50	63.3	64.2	UNDER	64.7	61.7
12:41:00	62.9	63.4	UNDER	63.7	61.7
12:41:10	63.3	64.7	UNDER	63.7	62.7
12:41:20	63.9	64.9	UNDER	64.7	62.7
12:41:30	62.6	63.1	UNDER	63.7	61.7
12:41:40	62.7	63.3	UNDER	63.7	61.7
12:41:50	62.6	65.5	UNDER	63.7	61.7
12:42:00	65.1	68.1	UNDER	66.7	63.7
12:42:10	64.1	66.3	UNDER	65.7	62.7
12:42:20	71.2	74.2	UNDER	73.7	66.7
12:42:30	72.7	74.2	UNDER	73.7	71.7
12:42:40	71.8	72.8	UNDER	72.7	71.7
12:42:50	72.3	73.7	UNDER	73.7	70.7
12:43:00	69.5	70.6	UNDER	70.7	68.7
12:43:10	66.6	68.6	UNDER	67.7	65.7
12:43:20	65.1	65.8	UNDER	65.7	64.7
12:43:30	65.8	66.6	UNDER	66.7	64.7
12:43:40	65.1	66.2	UNDER	65.7	64.7
12:43:50	64.8	65.9	UNDER	65.7	63.7

12:44:00	65.8	69.0	UNDER	68.7	63.7
12:44:10	63.9	65.4	UNDER	65.7	63.7
12:44:20	63.3	64.6	UNDER	63.7	63.7
12:44:30	63.6	64.7	UNDER	64.7	63.7
12:44:40	63.5	64.2	UNDER	63.7	63.7
12:44:50	63.2	64.2	UNDER	63.7	62.7
12:45:00	63.2	64.2	UNDER	63.7	62.7
12:45:10	63.5	64.4	UNDER	64.7	62.7
12:45:20	64.0	65.0	UNDER	65.7	63.7
12:45:30	62.8	64.2	UNDER	63.7	61.7
12:45:40	62.9	63.4	UNDER	63.7	62.7
12:45:50	63.5	64.2	UNDER	63.7	63.7
12:46:00	64.0	64.6	UNDER	64.7	63.7
12:46:10	63.8	64.8	UNDER	64.7	63.7
12:46:20	64.2	65.4	UNDER	64.7	63.7
12:46:30	67.9	71.4	UNDER	69.7	65.7
12:46:40	67.1	69.4	UNDER	68.7	65.7
12:46:50	62.0	65.6	UNDER	64.7	60.7
12:47:00	60.9	61.5	UNDER	61.7	60.7
12:47:10	62.6	63.9	UNDER	63.7	61.7
12:47:20	63.0	64.6	UNDER	64.7	61.7
12:47:30	61.4	62.2	UNDER	61.7	60.7
12:47:40	61.6	62.6	UNDER	62.7	60.7
12:47:50	64.2	65.4	UNDER	65.7	62.7
12:48:00	66.0	67.9	UNDER	67.7	64.7
12:48:10	64.3	67.0	UNDER	66.7	62.7
12:48:20	62.3	63.0	UNDER	62.7	61.7
12:48:30	61.2	62.2	UNDER	62.7	60.7
12:48:40	60.9	62.0	UNDER	61.7	59.7
12:48:50	61.1	62.5	UNDER	62.7	59.7
12:49:00	63.1	64.6	UNDER	64.7	60.7
12:49:10	63.2	63.7	UNDER	63.7	62.7
12:49:20	61.4	62.7	UNDER	62.7	60.7
12:49:30	60.9	63.4	UNDER	61.7	59.7
12:49:40	63.0	65.4	UNDER	64.7	60.7
12:49:50	62.2	63.4	UNDER	63.7	61.7
12:50:00	63.1	63.8	UNDER	63.7	62.7
12:50:10	63.0	63.5	UNDER	63.7	62.7
12:50:20	64.0	66.6	UNDER	65.7	62.7
12:50:30	65.5	66.5	UNDER	66.7	64.7
12:50:40	64.8	66.5	UNDER	66.7	63.7
12:50:50	65.0	65.8	UNDER	65.7	64.7
12:51:00	64.3	65.4	UNDER	65.7	63.7
12:51:10	67.9	75.0	UNDER	72.7	64.7
12:51:20	68.2	73.0	UNDER	71.7	63.7
12:51:30	62.9	63.5	UNDER	63.7	61.7
12:51:40	61.5	63.3	UNDER	63.7	60.7
12:51:50	62.0	63.4	UNDER	63.7	61.7
12:52:00	64.4	68.2	UNDER	67.7	61.7
12:52:10	67.1	70.2	UNDER	69.7	63.7
12:52:20	66.7	69.0	UNDER	68.7	65.7
12:52:30	64.9	66.5	UNDER	66.7	63.7
12:52:40	64.5	66.2	UNDER	65.7	63.7
12:52:50	63.8	64.6	UNDER	64.7	63.7
12:53:00	63.8	64.7	UNDER	64.7	62.7
12:53:10	62.8	63.8	UNDER	63.7	62.7
12:53:20	63.6	64.8	UNDER	64.7	62.7
12:53:30	64.6	65.0	UNDER	65.7	63.7
12:53:40	66.8	70.6	UNDER	69.7	64.7
12:53:50	66.8	68.6	UNDER	68.7	64.7
12:54:00	64.0	65.0	UNDER	64.7	62.7
12:54:10	62.9	63.8	UNDER	63.7	62.7
12:54:20	63.8	64.6	UNDER	64.7	63.7

12:54:30	62.3	63.9	UNDER	63.7	61.7
12:54:40	62.0	62.6	UNDER	62.7	61.7
12:54:50	62.2	63.0	UNDER	62.7	61.7
12:55:00	64.2	65.4	UNDER	65.7	62.7
12:55:10	65.2	65.9	UNDER	65.7	64.7
12:55:20	64.6	65.8	UNDER	65.7	63.7
12:55:30	63.5	64.6	UNDER	64.7	62.7
12:55:40	62.9	64.1	UNDER	63.7	61.7
12:55:50	62.8	64.6	UNDER	64.7	61.7
12:56:00	64.4	65.9	UNDER	65.7	62.7
12:56:10	68.5	72.2	UNDER	70.7	64.7
12:56:20	72.1	75.3	UNDER	74.7	64.7
12:56:30	63.6	65.0	UNDER	64.7	62.7
12:56:40	65.1	66.2	UNDER	65.7	63.7
12:56:50	63.9	64.5	UNDER	64.7	63.7
12:57:00	63.1	63.9	UNDER	63.7	62.7
12:57:10	63.8	64.2	UNDER	63.7	63.7
12:57:20	62.7	63.9	UNDER	63.7	61.7
12:57:30	67.8	73.0	UNDER	71.7	62.7
12:57:40	63.1	65.4	UNDER	64.7	61.7
12:57:50	62.3	63.0	UNDER	62.7	61.7
12:58:00	61.6	63.4	UNDER	63.7	61.7
12:58:10	63.2	64.7	UNDER	63.7	62.7
12:58:20	63.7	65.0	UNDER	64.7	62.7
12:58:30	63.6	64.5	UNDER	64.7	63.7
12:58:40	63.0	63.8	UNDER	63.7	62.7
12:58:50	63.0	63.8	UNDER	63.7	61.7
12:59:00	62.8	64.2	UNDER	63.7	61.7
12:59:10	64.1	65.4	UNDER	64.7	63.7
12:59:20	65.3	66.3	UNDER	66.7	63.7
12:59:30	63.5	63.9	UNDER	63.7	63.7
12:59:40	62.7	63.8	UNDER	63.7	61.7
12:59:50	63.8	64.6	UNDER	64.7	63.7
13:00:00	64.0	65.0	UNDER	64.7	63.7
13:00:10	64.0	65.4	UNDER	65.7	63.7
13:00:20	62.6	63.8	UNDER	63.7	61.7
13:00:30	64.5	66.2	UNDER	65.7	62.7
13:00:40	64.4	66.2	UNDER	65.7	63.7
13:00:50	66.7	67.8	UNDER	67.7	65.7
13:01:00	65.1	66.6	UNDER	66.7	63.7
13:01:10	63.1	65.0	UNDER	64.7	61.7
13:01:20	61.5	62.2	UNDER	61.7	61.7
13:01:30	62.2	63.0	UNDER	63.7	61.7
13:01:40	63.4	65.0	UNDER	64.7	62.7
13:01:50	63.3	64.7	UNDER	64.7	61.7
13:02:00	62.4	63.2	UNDER	62.7	61.7
13:02:10	66.4	68.6	UNDER	68.7	63.7
13:02:20	74.0	78.6	UNDER	77.7	67.7
13:02:30	64.6	67.4	UNDER	65.7	63.7
13:02:40	63.8	65.8	UNDER	65.7	62.7
13:02:50	64.6	66.6	UNDER	66.7	62.7
13:03:00	64.4	65.0	UNDER	64.7	63.7
13:03:10	63.1	64.2	UNDER	63.7	62.7
13:03:20	62.7	63.5	UNDER	63.7	61.7
13:03:30	62.3	63.8	UNDER	63.7	61.7
13:03:40	64.8	66.2	UNDER	65.7	63.7
13:03:50	64.5	65.3	UNDER	65.7	63.7
13:04:00	63.8	65.4	UNDER	65.7	63.7
13:04:10	63.4	65.0	UNDER	64.7	62.7
13:04:20	64.0	65.8	UNDER	65.7	62.7
13:04:30	64.0	64.6	UNDER	64.7	62.7
13:04:40	63.7	64.6	UNDER	64.7	61.7
13:04:50	61.3	62.3	UNDER	62.7	60.7

13:05:00	60.7	61.6	UNDER	61.7	60.7
13:05:10	61.0	61.4	UNDER	61.7	60.7
13:05:20	61.6	62.2	UNDER	62.7	61.7
13:05:30	63.1	64.6	UNDER	64.7	61.7
13:05:40	63.8	65.1	UNDER	64.7	62.7
13:05:50	63.4	65.0	UNDER	64.7	62.7
13:06:00	66.5	71.0	UNDER	70.7	63.7
13:06:10	65.8	70.2	UNDER	69.7	62.7
13:06:20	63.0	65.0	UNDER	64.7	61.7
13:06:30	62.9	64.1	UNDER	63.7	61.7
13:06:40	64.0	65.0	UNDER	64.7	62.7
13:06:50	62.8	63.8	UNDER	63.7	62.7
13:07:00	62.6	63.4	UNDER	63.7	61.7
13:07:10	63.4	64.2	UNDER	64.7	62.7
13:07:20	63.8	64.6	UNDER	64.7	63.7
13:07:30	64.0	65.1	UNDER	64.7	62.7
13:07:40	62.1	63.4	UNDER	63.7	61.7
13:07:50	61.5	61.8	UNDER	61.7	61.7
13:08:00	62.0	62.6	UNDER	62.7	61.7
13:08:10	61.6	62.2	UNDER	62.7	61.7
13:08:20	63.4	64.6	UNDER	64.7	61.7
13:08:30	63.3	64.3	UNDER	63.7	62.7
13:08:40	63.5	64.8	UNDER	64.7	62.7
13:08:50	64.6	65.6	UNDER	65.7	63.7
13:09:00	66.0	67.0	UNDER	66.7	65.7
13:09:10	64.4	66.2	UNDER	65.7	62.7
13:09:20	64.5	65.0	UNDER	64.7	64.7
13:09:30	64.7	66.2	UNDER	65.7	63.7
13:09:40	64.6	70.6	UNDER	65.7	62.7
13:09:50	66.7	71.0	UNDER	70.7	62.7
13:10:00	63.9	65.5	UNDER	65.7	62.7
13:10:10	62.7	63.4	UNDER	63.7	62.7
13:10:20	63.3	64.2	UNDER	63.7	62.7
13:10:30	62.8	63.4	UNDER	63.7	61.7
13:10:40	62.7	63.4	UNDER	63.7	62.7
13:10:50	63.4	64.3	UNDER	64.7	62.7
13:11:00	63.8	64.3	UNDER	64.7	63.7
13:11:10	62.8	63.6	UNDER	63.7	62.7
13:11:20	63.9	65.4	UNDER	65.7	62.7
13:11:30	63.5	64.2	UNDER	63.7	63.7
13:11:40	63.9	65.4	UNDER	65.7	62.7
13:11:50	66.2	67.0	UNDER	67.7	65.7
13:12:00	65.8	66.7	UNDER	66.7	64.7
13:12:10	64.7	66.6	UNDER	66.7	63.7
13:12:20	63.7	65.0	UNDER	64.7	62.7
13:12:30	64.2	67.7	UNDER	66.7	62.7
13:12:40	63.2	65.4	UNDER	64.7	62.7
13:12:50	64.1	66.2	UNDER	65.7	63.7
13:13:00	65.4	66.2	UNDER	65.7	64.7
13:13:10	65.6	66.2	UNDER	66.7	65.7
13:13:20	63.5	65.0	UNDER	64.7	63.7
13:13:30	64.4	65.0	UNDER	64.7	63.7
13:13:40	63.8	64.6	UNDER	64.7	63.7
13:13:50	63.7	64.2	UNDER	64.7	63.7
13:14:00	63.0	63.7	UNDER	63.7	62.7
13:14:10	64.1	65.4	UNDER	65.7	62.7
13:14:20	65.2	67.4	UNDER	67.7	63.7
13:14:30	63.2	65.4	UNDER	65.7	61.7
13:14:40	62.3	63.3	UNDER	63.7	61.7
13:14:50	63.0	63.4	UNDER	63.7	62.7
13:15:00	62.0	63.0	UNDER	62.7	61.7
13:15:10	60.6	61.8	UNDER	61.7	59.7
13:15:20	63.8	71.5	UNDER	67.7	60.7

13:15:30	69.3	71.8	UNDER	71.7	62.7
13:15:40	62.2	63.0	UNDER	62.7	61.7
13:15:50	63.1	64.2	UNDER	64.7	61.7
13:16:00	64.0	64.6	UNDER	64.7	62.7
13:16:10	63.4	65.0	UNDER	64.7	62.7
13:16:20	63.9	64.7	UNDER	64.7	62.7
13:16:30	62.4	64.6	UNDER	63.7	61.7
13:16:40	64.5	65.4	UNDER	65.7	63.7
13:16:50	64.5	65.4	UNDER	65.7	63.7
13:17:00	64.1	65.0	UNDER	64.7	63.7
13:17:10	63.6	65.4	UNDER	65.7	62.7
13:17:20	64.0	65.4	UNDER	64.7	62.7
13:17:30	63.7	65.0	UNDER	64.7	62.7
13:17:40	65.0	66.2	UNDER	65.7	63.7
13:17:50	63.2	64.2	UNDER	63.7	62.7
13:18:00	63.0	63.9	UNDER	63.7	61.7
13:18:10	62.0	63.0	UNDER	62.7	61.7
13:18:20	64.2	65.8	UNDER	65.7	62.7
13:18:30	65.0	65.8	UNDER	65.7	64.7
13:18:40	65.6	66.2	UNDER	66.7	64.7
13:18:50	63.9	64.9	UNDER	64.7	63.7
13:19:00	64.1	65.6	UNDER	65.7	63.7
13:19:10	64.7	65.4	UNDER	65.7	63.7
13:19:20	65.1	65.8	UNDER	65.7	64.7
13:19:30	65.7	66.2	UNDER	66.7	65.7
13:19:40	64.4	65.0	UNDER	65.7	63.7
13:19:50	65.6	67.0	UNDER	66.7	64.7
13:20:00	66.6	67.4	UNDER	67.7	65.7
13:20:10	75.3	82.2	UNDER	81.7	66.7
13:20:20	78.9	82.2	UNDER	80.7	75.7
13:20:30	73.8	77.9	UNDER	77.7	67.7
13:20:40	66.8	68.7	UNDER	68.7	65.7
13:20:50	65.6	66.2	UNDER	65.7	64.7
13:21:00	65.5	67.0	UNDER	66.7	64.7
13:21:10	65.1	67.5	UNDER	67.7	63.7
13:21:20	63.7	65.0	UNDER	64.7	62.7
13:21:30	62.8	63.4	UNDER	63.7	62.7
13:21:40	63.2	63.8	UNDER	63.7	62.7
13:21:50	80.4	87.0	UNDER	84.7	67.7
13:22:00	74.4	79.0	UNDER	77.7	63.7
13:22:10	75.0	80.6	UNDER	77.7	67.7
13:22:20	78.8	83.4	UNDER	82.7	68.7
13:22:30	76.8	81.8	UNDER	79.7	69.7
13:22:40	73.4	77.0	UNDER	76.7	67.7
13:22:50	69.8	73.0	UNDER	71.7	64.7
13:23:00	67.0	69.9	UNDER	68.7	65.7
13:23:10	70.9	76.2	UNDER	73.7	64.7
13:23:20	70.2	74.7	UNDER	73.7	65.7
13:23:30	75.5	81.0	UNDER	79.7	67.7
13:23:40	73.6	79.5	UNDER	75.7	68.7
13:23:50	73.0	76.6	UNDER	75.7	70.7
13:24:00	71.5	74.7	UNDER	74.7	66.7
13:24:10	75.2	79.8	UNDER	79.7	70.7
13:24:20	79.1	81.0	UNDER	80.7	77.7
13:24:30	80.0	83.4	UNDER	82.7	77.7
13:24:40	80.8	83.4	UNDER	83.7	78.7
13:24:50	78.7	82.6	UNDER	80.7	76.7
13:25:00	79.4	82.6	UNDER	81.7	76.7
13:25:10	78.4	83.4	UNDER	81.7	73.7
13:25:20	77.7	80.6	UNDER	79.7	72.7
13:25:30	76.6	79.8	UNDER	78.7	71.7
13:25:40	77.9	82.3	UNDER	81.7	72.7
13:25:50	72.7	75.0	UNDER	73.7	70.7

13:26:00	71.7	74.2	UNDER	73.7	70.7
13:26:10	72.1	74.2	UNDER	73.7	71.7
13:26:20	70.9	73.0	UNDER	72.7	69.7
13:26:30	67.5	69.4	UNDER	69.7	65.7
13:26:40	68.2	73.0	UNDER	70.7	64.7
13:26:50	77.5	82.6	UNDER	82.7	70.7
13:27:00	73.5	81.0	UNDER	78.7	65.7
13:27:10	75.4	81.8	UNDER	81.7	65.7
13:27:20	82.7	83.8	UNDER	83.7	81.7
13:27:30	83.2	84.6	UNDER	84.7	82.7
13:27:40	81.7	84.2	UNDER	83.7	78.7
13:27:50	73.4	77.9	UNDER	77.7	67.7
13:28:00	64.8	68.2	UNDER	67.7	63.7
13:28:10	73.7	84.7	UNDER	79.7	62.7
13:28:20	76.8	83.5	UNDER	79.7	70.7
13:28:30	80.6	82.2	UNDER	81.7	78.7
13:28:40	83.3	84.3	112.3	83.7	82.7
13:28:50	82.3	83.0	UNDER	83.7	81.7
13:29:00	82.2	82.6	UNDER	82.7	81.7
13:29:10	82.2	82.9	UNDER	82.7	80.7
13:29:20	77.6	81.0	UNDER	80.7	71.7
13:29:30	71.0	75.4	UNDER	73.7	66.7
13:29:40	71.3	74.2	UNDER	74.7	67.7
13:29:50	70.0	76.6	UNDER	74.7	65.7
13:30:00	82.7	85.4	110.0	84.7	76.7
13:30:10	81.4	83.4	UNDER	82.7	77.7
13:30:20	74.3	76.6	UNDER	75.7	73.7
13:30:30	73.4	75.4	UNDER	75.7	71.7
13:30:40	74.1	80.3	UNDER	77.7	71.7
13:30:50	85.1	87.4	UNDER	87.7	80.7
13:31:00	86.6	88.6	110.3	88.7	83.7
13:31:10	81.6	83.8	111.0	83.7	78.7
13:31:20	82.6	83.8	UNDER	83.7	81.7
13:31:30	86.4	90.6	111.0	89.7	81.7
13:31:40	88.5	90.6	112.3	90.7	87.7
13:31:50	87.2	87.8	UNDER	87.7	86.7
13:32:00	87.7	88.2	UNDER	88.7	87.7
13:32:10	88.2	89.0	UNDER	88.7	87.7
13:32:20	88.8	89.1	UNDER	89.7	88.7
13:32:30	89.0	89.4	113.4	89.7	88.7
13:32:40	90.2	93.1	115.2	92.7	88.7
13:32:50	88.1	89.0	112.3	88.7	87.7
13:33:00	87.8	88.6	UNDER	88.7	87.7
13:33:10	87.5	88.1	113.6	87.7	87.7
13:33:20	86.7	87.4	UNDER	87.7	86.7
13:33:30	86.6	87.4	UNDER	87.7	85.7
13:33:40	87.0	87.7	UNDER	87.7	85.7
13:33:50	87.0	87.8	110.0	87.7	86.7
13:34:00	87.1	90.2	111.0	89.7	85.7
13:34:10	88.2	92.6	112.6	91.7	86.7
13:34:20	92.3	93.0	113.6	92.7	89.7
13:34:30	86.5	89.8	UNDER	88.7	84.7
13:34:40	84.1	84.7	UNDER	84.7	83.7
13:34:50	80.9	84.1	UNDER	82.7	78.7
13:35:00	81.3	82.9	UNDER	81.7	80.7
13:35:10	81.1	83.0	UNDER	82.7	78.7
13:35:20	78.9	80.2	UNDER	80.7	77.7
13:35:30	77.8	79.9	UNDER	79.7	76.7
13:35:40	81.9	84.0	UNDER	83.7	79.7
13:35:50	82.2	84.6	UNDER	84.7	78.7
13:36:00	74.5	78.0	UNDER	77.7	64.7
13:36:10	65.9	69.4	UNDER	69.7	62.7
13:36:20	65.2	68.2	UNDER	67.7	62.7

13:36:30	63.9	67.0	UNDER	67.7	61.7
13:36:40	62.5	63.4	UNDER	63.7	61.7
13:36:50	61.6	62.6	UNDER	62.7	61.7
13:37:00	70.1	76.6	UNDER	76.7	61.7
13:37:10	76.4	78.2	UNDER	78.7	74.7
13:37:20	78.3	79.4	UNDER	79.7	77.7
13:37:30	78.2	80.2	UNDER	80.7	75.7
13:37:40	80.0	81.9	UNDER	81.7	76.7
13:37:50	79.4	81.0	UNDER	80.7	78.7
13:38:00	83.0	88.6	115.2	86.7	78.7
13:38:10	76.6	80.6	UNDER	80.7	68.7
13:38:20	66.4	68.2	UNDER	68.7	63.7
13:38:30	73.7	76.2	UNDER	75.7	68.7
13:38:40	69.2	72.2	UNDER	71.7	66.7
13:38:50	82.9	93.0	127.5	89.7	61.7
13:39:00	85.7	88.6	120.0	87.7	81.7
13:39:10	82.9	89.8	120.6	87.7	67.7
13:39:20	83.1	90.2	118.2	88.7	67.7
13:39:30	84.0	94.7	125.8	91.7	62.7
13:39:40	81.9	89.4	119.6	86.7	68.7
13:39:50	70.3	76.1	113.4	74.7	60.7
13:40:00	87.8	95.0	127.1	92.7	58.7
13:40:10	83.8	88.2	119.1	87.7	69.7

```
*********************************************************************
Filename...............2556
Test Location..........95 Express Lanes
Employee Name..........JJW
Employee Number........
Department.............noise



Calibrator Type........cl304
Calibrator Cal. Date...
*********************************************************************

METROSONICS db-3080  V1.11  SERIAL # 2556
REPORT PRINTED ON 05/14/12 at 10:48:59

User ID: ______________________________



LOGGING STARTED......05/10/12 at 10:56:00
TOTAL LOGGING TIME...0 DAYS 00:37:32
LOGGING STOPPED......05/10/12 at 11:33:32
TOTAL INTERVALS......226
INTERVAL LENGTH......00:00:10

AUTO STOP............NO
CLOCK SYNCH..........YES
RESPONSE RATE........SLOW
FILTER...............A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:59
PRE-TEST CALIBRATION RANGE...39.8 TO 139.8 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE


<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 4 >>>

EXCHANGE RATE..........3dB
CUTOFFS................ 80dB  90dB
CEILING................115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav............  70.6dB
Lav ( 80)......  65.3dB
Lav ( 90)......  39.8dB
SEL............ 104.0dB

TWA............  59.6dB
TWA ( 80)......  54.2dB
TWA ( 90)......  39.8dB

Lmax...........  84.2dB  05/10/12 at 11:08:59
Lpk............ 119.5dB  05/10/12 at 11:25:47
TIME OVER 115dB...00:00:00.00
```

DOSE (80)..... 0.02%
PROJ. DOSE (80).. 0.25%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
10:56:00	62.1	64.3	UNDER	63.8	60.8
10:56:10	61.4	62.7	UNDER	62.8	60.8
10:56:20	62.0	63.1	UNDER	62.8	61.8
10:56:30	62.1	63.4	UNDER	63.8	60.8
10:56:40	62.5	63.8	UNDER	63.8	61.8
10:56:50	60.2	62.3	UNDER	61.8	59.8
10:57:00	61.0	63.1	UNDER	62.8	58.8
10:57:10	58.0	58.7	UNDER	58.8	56.8
10:57:20	60.1	61.0	UNDER	60.8	58.8
10:57:30	61.0	61.5	UNDER	61.8	60.8
10:57:40	60.8	61.2	UNDER	61.8	59.8
10:57:50	59.6	60.2	UNDER	60.8	58.8
10:58:00	60.3	61.5	UNDER	61.8	59.8
10:58:10	59.4	61.1	UNDER	60.8	58.8
10:58:20	61.5	62.7	UNDER	62.8	59.8
10:58:30	60.4	62.0	UNDER	61.8	59.8
10:58:40	64.7	71.3	UNDER	69.8	59.8
10:58:50	63.6	66.5	UNDER	65.8	61.8
10:59:00	62.0	63.8	UNDER	63.8	61.8
10:59:10	60.9	63.1	UNDER	62.8	60.8
10:59:20	61.2	61.8	UNDER	61.8	60.8
10:59:30	61.0	61.6	UNDER	61.8	60.8
10:59:40	62.9	65.1	UNDER	64.8	61.8
10:59:50	61.8	63.5	UNDER	63.8	61.8
11:00:00	61.9	62.7	UNDER	62.8	61.8
11:00:10	62.2	63.6	UNDER	63.8	60.8
11:00:20	62.9	63.9	UNDER	63.8	61.8
11:00:30	61.4	62.9	UNDER	61.8	60.8
11:00:40	62.0	63.7	UNDER	63.8	59.8
11:00:50	60.6	62.0	UNDER	61.8	59.8
11:01:00	62.9	64.1	UNDER	64.8	61.8
11:01:10	62.4	64.0	UNDER	63.8	61.8
11:01:20	61.0	61.9	UNDER	61.8	60.8
11:01:30	60.2	61.8	UNDER	60.8	59.8
11:01:40	61.4	62.6	UNDER	62.8	60.8
11:01:50	61.7	62.9	UNDER	62.8	61.8
11:02:00	62.0	63.4	UNDER	62.8	60.8
11:02:10	60.9	62.7	UNDER	62.8	60.8
11:02:20	63.0	64.8	UNDER	64.8	61.8
11:02:30	70.3	75.0	UNDER	74.8	62.8
11:02:40	62.1	63.0	UNDER	62.8	61.8
11:02:50	63.2	63.8	UNDER	63.8	62.8
11:03:00	63.2	63.7	UNDER	63.8	62.8
11:03:10	63.7	64.8	UNDER	64.8	63.8
11:03:20	63.2	64.5	UNDER	64.8	62.8
11:03:30	64.3	65.9	UNDER	65.8	62.8
11:03:40	62.8	63.4	UNDER	63.8	61.8
11:03:50	61.3	62.1	UNDER	61.8	60.8
11:04:00	60.8	62.2	UNDER	61.8	60.8
11:04:10	60.6	61.8	UNDER	61.8	60.8
11:04:20	63.5	64.6	UNDER	64.8	61.8
11:04:30	65.1	68.2	UNDER	67.8	63.8

11:04:40	65.4	68.2	UNDER	67.8	62.8
11:04:50	62.8	63.3	UNDER	63.8	62.8
11:05:00	63.4	66.4	UNDER	65.8	61.8
11:05:10	66.0	66.9	UNDER	66.8	64.8
11:05:20	64.7	67.0	UNDER	66.8	63.8
11:05:30	71.0	77.0	112.4	74.8	64.8
11:05:40	72.1	77.1	111.1	75.8	69.8
11:05:50	72.1	73.5	UNDER	73.8	70.8
11:06:00	77.0	79.8	UNDER	79.8	72.8
11:06:10	78.9	79.8	UNDER	79.8	77.8
11:06:20	74.9	77.8	UNDER	77.8	72.8
11:06:30	76.7	77.8	UNDER	77.8	73.8
11:06:40	74.4	75.1	UNDER	74.8	73.8
11:06:50	72.9	74.1	UNDER	73.8	70.8
11:07:00	73.1	75.2	UNDER	74.8	70.8
11:07:10	76.7	77.6	UNDER	77.8	75.8
11:07:20	76.6	77.5	UNDER	77.8	75.8
11:07:30	75.0	76.2	UNDER	76.8	73.8
11:07:40	73.5	74.9	UNDER	74.8	71.8
11:07:50	72.3	73.7	UNDER	73.8	70.8
11:08:00	74.8	76.3	UNDER	75.8	73.8
11:08:10	76.3	77.6	UNDER	77.8	75.8
11:08:20	74.8	76.3	UNDER	75.8	73.8
11:08:30	76.8	79.2	UNDER	78.8	74.8
11:08:40	78.3	80.3	UNDER	79.8	77.8
11:08:50	83.1	84.2	UNDER	84.8	80.8
11:09:00	80.9	83.2	UNDER	82.8	78.8
11:09:10	81.7	82.8	UNDER	82.8	79.8
11:09:20	80.0	81.5	UNDER	80.8	78.8
11:09:30	80.8	82.2	UNDER	81.8	78.8
11:09:40	81.3	82.7	UNDER	82.8	77.8
11:09:50	78.6	80.0	UNDER	79.8	77.8
11:10:00	77.5	79.4	UNDER	79.8	74.8
11:10:10	72.7	75.4	UNDER	75.8	70.8
11:10:20	70.2	71.1	UNDER	70.8	69.8
11:10:30	68.6	70.4	UNDER	70.8	66.8
11:10:40	67.1	67.8	UNDER	67.8	66.8
11:10:50	67.0	67.8	UNDER	67.8	66.8
11:11:00	65.7	66.6	UNDER	66.8	63.8
11:11:10	64.7	65.7	UNDER	65.8	63.8
11:11:20	63.8	65.0	UNDER	64.8	62.8
11:11:30	64.5	65.5	UNDER	65.8	63.8
11:11:40	63.5	64.7	UNDER	64.8	62.8
11:11:50	63.9	65.4	UNDER	65.8	62.8
11:12:00	63.3	64.8	UNDER	64.8	62.8
11:12:10	63.3	65.1	UNDER	65.8	60.8
11:12:20	66.4	69.5	UNDER	69.8	60.8
11:12:30	69.9	71.1	UNDER	70.8	68.8
11:12:40	68.6	71.1	UNDER	69.8	67.8
11:12:50	68.4	69.5	UNDER	69.8	67.8
11:13:00	71.7	73.9	UNDER	73.8	69.8
11:13:10	76.9	78.0	UNDER	77.8	74.8
11:13:20	78.8	80.2	UNDER	79.8	77.8
11:13:30	77.9	79.9	UNDER	79.8	74.8
11:13:40	71.2	75.8	UNDER	74.8	66.8
11:13:50	64.4	66.0	UNDER	65.8	63.8
11:14:00	64.1	65.4	UNDER	64.8	63.8
11:14:10	62.8	63.9	UNDER	63.8	61.8
11:14:20	62.3	63.4	UNDER	63.8	61.8
11:14:30	63.7	64.6	UNDER	64.8	62.8
11:14:40	62.3	63.5	UNDER	63.8	61.8
11:14:50	66.0	67.9	UNDER	67.8	63.8
11:15:00	66.4	68.8	UNDER	68.8	65.8

11:15:10	68.2	69.8	UNDER	69.8	66.8
11:15:20	68.9	70.8	UNDER	70.8	67.8
11:15:30	71.4	72.2	UNDER	72.8	70.8
11:15:40	73.2	75.8	UNDER	75.8	71.8
11:15:50	71.1	75.7	UNDER	75.8	60.8
11:16:00	61.7	65.0	UNDER	64.8	59.8
11:16:10	62.1	64.8	UNDER	63.8	60.8
11:16:20	62.1	63.5	UNDER	63.8	61.8
11:16:30	63.8	64.5	UNDER	64.8	62.8
11:16:40	63.0	65.1	UNDER	64.8	60.8
11:16:50	61.5	63.1	UNDER	63.8	59.8
11:17:00	61.7	62.6	UNDER	62.8	60.8
11:17:10	62.2	63.0	UNDER	62.8	61.8
11:17:20	61.3	62.6	UNDER	61.8	60.8
11:17:30	61.7	62.6	UNDER	62.8	61.8
11:17:40	59.7	61.8	UNDER	60.8	58.8
11:17:50	59.9	61.0	UNDER	60.8	59.8
11:18:00	60.5	62.3	UNDER	61.8	59.8
11:18:10	61.0	62.6	UNDER	61.8	59.8
11:18:20	63.4	65.5	UNDER	65.8	61.8
11:18:30	63.3	65.4	UNDER	65.8	61.8
11:18:40	63.0	64.8	UNDER	64.8	61.8
11:18:50	63.6	65.0	UNDER	64.8	62.8
11:19:00	64.6	67.6	UNDER	67.8	62.8
11:19:10	65.0	67.5	UNDER	67.8	63.8
11:19:20	62.6	64.2	UNDER	64.8	61.8
11:19:30	64.7	66.3	UNDER	65.8	62.8
11:19:40	61.8	62.4	UNDER	62.8	60.8
11:19:50	61.0	62.3	UNDER	61.8	60.8
11:20:00	61.5	63.4	UNDER	63.8	59.8
11:20:10	60.6	63.4	UNDER	63.8	57.8
11:20:20	62.0	62.8	UNDER	62.8	61.8
11:20:30	61.9	63.8	UNDER	63.8	59.8
11:20:40	60.6	61.8	UNDER	61.8	59.8
11:20:50	60.8	62.3	UNDER	61.8	59.8
11:21:00	60.9	62.7	UNDER	62.8	59.8
11:21:10	61.5	63.4	UNDER	62.8	59.8
11:21:20	61.2	63.2	UNDER	62.8	60.8
11:21:30	62.9	64.2	UNDER	63.8	61.8
11:21:40	63.9	66.6	UNDER	65.8	61.8
11:21:50	62.7	63.8	UNDER	63.8	61.8
11:22:00	62.5	63.5	UNDER	63.8	61.8
11:22:10	62.5	64.0	UNDER	63.8	60.8
11:22:20	66.9	72.8	UNDER	71.8	60.8
11:22:30	61.7	63.9	UNDER	62.8	59.8
11:22:40	60.4	61.9	UNDER	61.8	59.8
11:22:50	60.4	62.0	UNDER	61.8	58.8
11:23:00	59.7	60.3	UNDER	60.8	58.8
11:23:10	60.2	61.0	UNDER	60.8	59.8
11:23:20	61.1	63.1	UNDER	62.8	59.8
11:23:30	59.7	61.0	UNDER	61.8	58.8
11:23:40	60.0	61.0	UNDER	60.8	59.8
11:23:50	61.3	63.1	UNDER	61.8	60.8
11:24:00	60.2	61.0	UNDER	60.8	59.8
11:24:10	62.8	65.2	UNDER	64.8	60.8
11:24:20	62.6	65.0	UNDER	64.8	60.8
11:24:30	65.0	66.4	UNDER	66.8	63.8
11:24:40	62.5	64.1	UNDER	63.8	61.8
11:24:50	60.5	61.6	UNDER	61.8	59.8
11:25:00	61.9	63.1	UNDER	62.8	60.8
11:25:10	65.1	70.2	UNDER	68.8	61.8
11:25:20	63.3	66.6	UNDER	65.8	61.8
11:25:30	63.0	65.5	UNDER	64.8	61.8

11:25:40	72.7	81.3	119.5	78.8	62.8
11:25:50	64.8	71.2	UNDER	67.8	61.8
11:26:00	63.1	67.0	UNDER	64.8	61.8
11:26:10	64.9	67.1	UNDER	66.8	62.8
11:26:20	70.9	74.2	UNDER	73.8	65.8
11:26:30	74.6	76.2	UNDER	75.8	72.8
11:26:40	77.9	79.8	UNDER	79.8	74.8
11:26:50	77.3	79.4	UNDER	79.8	75.8
11:27:00	74.7	77.4	UNDER	76.8	73.8
11:27:10	70.6	73.2	UNDER	73.8	67.8
11:27:20	63.3	67.1	UNDER	65.8	61.8
11:27:30	61.2	62.1	UNDER	61.8	60.8
11:27:40	60.2	61.5	UNDER	61.8	59.8
11:27:50	60.3	61.1	UNDER	61.8	58.8
11:28:00	59.5	61.3	UNDER	60.8	58.8
11:28:10	60.2	61.8	UNDER	61.8	58.8
11:28:20	59.7	61.4	UNDER	60.8	58.8
11:28:30	60.5	61.7	UNDER	61.8	59.8
11:28:40	60.8	61.5	UNDER	61.8	59.8
11:28:50	61.1	62.3	UNDER	61.8	59.8
11:29:00	60.4	62.3	UNDER	61.8	59.8
11:29:10	60.7	62.6	UNDER	62.8	59.8
11:29:20	58.8	61.4	UNDER	60.8	57.8
11:29:30	59.8	62.3	UNDER	61.8	58.8
11:29:40	59.7	62.6	UNDER	60.8	58.8
11:29:50	58.8	60.2	UNDER	60.8	57.8
11:30:00	60.9	61.8	UNDER	61.8	60.8
11:30:10	61.2	62.3	UNDER	61.8	60.8
11:30:20	62.2	62.9	UNDER	62.8	60.8
11:30:30	60.9	61.9	UNDER	61.8	59.8
11:30:40	61.6	64.7	UNDER	62.8	60.8
11:30:50	64.3	69.8	UNDER	68.8	59.8
11:31:00	63.4	67.2	UNDER	65.8	61.8
11:31:10	69.9	77.8	116.3	75.8	61.8
11:31:20	71.9	78.6	115.9	76.8	62.8
11:31:30	65.6	72.7	UNDER	69.8	62.8
11:31:40	61.4	63.6	UNDER	63.8	60.8
11:31:50	59.3	60.2	UNDER	60.8	58.8
11:32:00	60.4	61.4	UNDER	61.8	59.8
11:32:10	62.8	65.9	UNDER	65.8	59.8
11:32:20	62.7	64.2	UNDER	63.8	61.8
11:32:30	64.1	69.1	UNDER	67.8	61.8
11:32:40	60.7	61.9	UNDER	61.8	60.8
11:32:50	61.6	63.1	UNDER	62.8	60.8
11:33:00	70.6	77.0	UNDER	75.8	63.8
11:33:10	61.8	64.1	UNDER	62.8	60.8
11:33:20	62.4	64.5	UNDER	63.8	61.8
11:33:30	61.1	61.8	UNDER	61.8	60.8

****

Filename.....3903
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3903
REPORT PRINTED ON 05/14/12 at 10:51:04

User ID: _____

LOGGING STARTED.....05/10/12 at 11:38:30
TOTAL LOGGING TIME...0 DAYS 00:28:12
LOGGING STOPPED.....05/10/12 at 12:06:42
TOTAL INTERVALS.....170
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:43
PRE-TEST CALIBRATION RANGE...38.7 TO 138.7 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:04:31
POST-TEST CALIBRATION RANGE...39.0 TO 139.0
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.5dB
Lav (80)..... 46.5dB
Lav (90)..... 38.7dB
SEL..... 98.7dB

TWA..... 54.2dB
TWA (80)..... 38.7dB
TWA (90)..... 38.7dB

Lmax..... 80.7dB 05/10/12 at 11:39:54
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
11:38:30	66.4	69.4	UNDER	69.7	63.7
11:38:40	67.3	69.2	UNDER	68.7	66.7
11:38:50	65.2	68.2	UNDER	67.7	63.7
11:39:00	65.6	67.6	UNDER	67.7	63.7
11:39:10	69.9	71.6	UNDER	71.7	65.7
11:39:20	64.6	67.2	UNDER	66.7	62.7
11:39:30	68.3	71.2	UNDER	70.7	63.7
11:39:40	71.1	75.8	UNDER	72.7	68.7
11:39:50	77.3	80.7	UNDER	79.7	71.7
11:40:00	68.3	71.6	UNDER	70.7	66.7
11:40:10	64.9	66.0	UNDER	65.7	64.7
11:40:20	65.4	65.8	UNDER	65.7	64.7
11:40:30	64.9	65.6	UNDER	65.7	63.7
11:40:40	64.7	67.2	UNDER	66.7	63.7
11:40:50	66.2	67.6	UNDER	67.7	64.7
11:41:00	70.6	75.6	UNDER	74.7	65.7
11:41:10	67.4	70.8	UNDER	69.7	65.7
11:41:20	67.9	70.9	UNDER	70.7	64.7
11:41:30	63.2	64.4	UNDER	64.7	62.7
11:41:40	66.1	67.2	UNDER	66.7	64.7
11:41:50	66.3	70.3	UNDER	66.7	64.7
11:42:00	66.8	70.3	UNDER	68.7	64.7
11:42:10	64.9	66.8	UNDER	66.7	61.7
11:42:20	61.5	62.8	UNDER	62.7	60.7
11:42:30	65.5	69.7	UNDER	69.7	62.7
11:42:40	68.7	70.4	UNDER	70.7	66.7
11:42:50	67.8	70.0	UNDER	69.7	66.7
11:43:00	66.6	69.6	UNDER	68.7	64.7
11:43:10	67.1	68.8	UNDER	68.7	65.7
11:43:20	66.1	67.4	UNDER	67.7	64.7
11:43:30	66.6	67.6	UNDER	67.7	65.7
11:43:40	64.0	65.2	UNDER	64.7	62.7
11:43:50	61.8	62.9	UNDER	62.7	61.7
11:44:00	65.5	66.8	UNDER	66.7	62.7
11:44:10	65.8	68.8	UNDER	68.7	64.7
11:44:20	64.5	67.0	UNDER	65.7	63.7
11:44:30	67.1	68.4	UNDER	68.7	65.7
11:44:40	66.2	68.4	UNDER	67.7	64.7
11:44:50	65.3	68.1	UNDER	68.7	62.7
11:45:00	65.9	66.8	UNDER	66.7	64.7
11:45:10	63.4	64.4	UNDER	64.7	62.7
11:45:20	65.6	66.9	UNDER	66.7	64.7
11:45:30	67.4	69.9	UNDER	69.7	65.7
11:45:40	65.7	68.5	UNDER	68.7	63.7
11:45:50	64.4	67.8	UNDER	67.7	61.7
11:46:00	62.7	63.6	UNDER	63.7	61.7
11:46:10	63.1	65.6	UNDER	65.7	61.7
11:46:20	65.4	67.6	UNDER	67.7	62.7
11:46:30	65.9	68.0	UNDER	67.7	63.7
11:46:40	66.0	68.2	UNDER	67.7	63.7
11:46:50	64.7	65.5	UNDER	65.7	63.7

11:47:00	65.4	66.5	UNDER	66.7	63.7
11:47:10	67.5	69.4	UNDER	68.7	65.7
11:47:20	64.1	66.4	UNDER	65.7	62.7
11:47:30	64.5	65.2	UNDER	65.7	62.7
11:47:40	64.0	65.3	UNDER	65.7	62.7
11:47:50	65.4	69.2	UNDER	68.7	63.7
11:48:00	65.9	68.4	UNDER	68.7	64.7
11:48:10	66.0	67.6	UNDER	66.7	64.7
11:48:20	65.0	67.3	UNDER	66.7	62.7
11:48:30	64.9	67.6	UNDER	67.7	63.7
11:48:40	65.6	66.8	UNDER	66.7	64.7
11:48:50	63.3	65.2	UNDER	64.7	60.7
11:49:00	62.3	65.3	UNDER	64.7	60.7
11:49:10	66.4	67.3	UNDER	67.7	65.7
11:49:20	66.7	68.1	UNDER	68.7	65.7
11:49:30	65.8	67.8	UNDER	67.7	64.7
11:49:40	64.1	66.7	UNDER	65.7	62.7
11:49:50	66.8	68.4	UNDER	68.7	63.7
11:50:00	63.7	64.8	UNDER	64.7	62.7
11:50:10	64.0	66.0	UNDER	64.7	62.7
11:50:20	66.2	68.0	UNDER	67.7	63.7
11:50:30	65.2	67.0	UNDER	66.7	63.7
11:50:40	66.5	68.4	UNDER	67.7	63.7
11:50:50	66.3	67.6	UNDER	67.7	64.7
11:51:00	64.8	65.2	UNDER	65.7	64.7
11:51:10	68.4	70.4	UNDER	70.7	65.7
11:51:20	64.9	66.5	UNDER	65.7	64.7
11:51:30	63.3	64.5	UNDER	64.7	62.7
11:51:40	64.3	65.6	UNDER	64.7	62.7
11:51:50	69.4	71.4	UNDER	71.7	65.7
11:52:00	70.0	71.2	UNDER	71.7	68.7
11:52:10	65.7	68.1	UNDER	67.7	64.7
11:52:20	64.2	64.8	UNDER	64.7	63.7
11:52:30	65.2	65.6	UNDER	65.7	64.7
11:52:40	67.8	70.8	UNDER	69.7	64.7
11:52:50	63.0	64.8	UNDER	63.7	62.7
11:53:00	64.4	65.2	UNDER	64.7	63.7
11:53:10	64.7	68.4	UNDER	66.7	62.7
11:53:20	67.3	69.3	UNDER	68.7	63.7
11:53:30	67.3	71.2	UNDER	70.7	63.7
11:53:40	68.4	70.2	UNDER	69.7	67.7
11:53:50	68.7	70.8	UNDER	70.7	65.7
11:54:00	67.1	68.4	UNDER	68.7	65.7
11:54:10	67.2	71.2	UNDER	69.7	65.7
11:54:20	64.1	68.7	UNDER	67.7	61.7
11:54:30	66.7	69.2	UNDER	68.7	62.7
11:54:40	64.1	65.2	UNDER	64.7	62.7
11:54:50	63.4	64.0	UNDER	63.7	62.7
11:55:00	64.6	66.2	UNDER	65.7	63.7
11:55:10	66.2	68.4	UNDER	67.7	64.7
11:55:20	63.9	65.3	UNDER	64.7	62.7
11:55:30	65.0	67.6	UNDER	67.7	63.7
11:55:40	67.6	69.2	UNDER	68.7	66.7
11:55:50	67.2	68.4	UNDER	68.7	66.7
11:56:00	66.1	69.2	UNDER	68.7	64.7
11:56:10	69.4	70.8	UNDER	70.7	67.7
11:56:20	66.2	69.2	UNDER	68.7	64.7
11:56:30	62.7	64.4	UNDER	64.7	61.7
11:56:40	67.3	68.4	UNDER	68.7	62.7
11:56:50	67.0	69.6	UNDER	69.7	64.7
11:57:00	66.8	69.4	UNDER	68.7	64.7
11:57:10	69.3	71.1	UNDER	70.7	67.7
11:57:20	65.0	68.4	UNDER	67.7	62.7

11:57:30	65.1	67.2	UNDER	66.7	63.7
11:57:40	65.7	67.2	UNDER	66.7	63.7
11:57:50	65.6	67.6	UNDER	67.7	63.7
11:58:00	66.0	67.2	UNDER	66.7	64.7
11:58:10	66.7	67.6	UNDER	67.7	65.7
11:58:20	68.3	70.4	UNDER	69.7	65.7
11:58:30	70.1	72.0	UNDER	71.7	67.7
11:58:40	68.4	70.7	UNDER	69.7	65.7
11:58:50	67.2	68.1	UNDER	68.7	66.7
11:59:00	64.8	66.8	UNDER	66.7	63.7
11:59:10	65.6	66.8	UNDER	66.7	64.7
11:59:20	63.8	64.4	UNDER	64.7	63.7
11:59:30	64.5	66.8	UNDER	66.7	62.7
11:59:40	64.9	66.0	UNDER	65.7	64.7
11:59:50	67.1	69.2	UNDER	68.7	64.7
12:00:00	66.1	71.2	UNDER	70.7	63.7
12:00:10	68.2	70.9	UNDER	70.7	63.7
12:00:20	65.9	70.8	UNDER	70.7	62.7
12:00:30	68.1	70.0	UNDER	69.7	66.7
12:00:40	66.0	68.0	UNDER	67.7	63.7
12:00:50	66.2	70.7	UNDER	69.7	63.7
12:01:00	67.7	71.3	UNDER	71.7	63.7
12:01:10	65.0	67.2	UNDER	66.7	63.7
12:01:20	66.6	68.0	UNDER	67.7	65.7
12:01:30	65.8	67.5	UNDER	67.7	63.7
12:01:40	64.3	68.0	UNDER	67.7	61.7
12:01:50	69.3	71.6	UNDER	71.7	67.7
12:02:00	68.4	71.6	UNDER	71.7	65.7
12:02:10	66.2	67.6	UNDER	67.7	64.7
12:02:20	63.1	64.4	UNDER	64.7	62.7
12:02:30	64.2	65.3	UNDER	65.7	63.7
12:02:40	64.2	65.4	UNDER	65.7	62.7
12:02:50	63.7	65.2	UNDER	64.7	62.7
12:03:00	65.6	67.2	UNDER	66.7	63.7
12:03:10	63.2	64.8	UNDER	64.7	61.7
12:03:20	65.2	67.2	UNDER	66.7	64.7
12:03:30	65.8	67.6	UNDER	67.7	63.7
12:03:40	65.5	67.6	UNDER	67.7	63.7
12:03:50	65.3	67.2	UNDER	67.7	63.7
12:04:00	63.3	64.4	UNDER	64.7	62.7
12:04:10	63.0	66.8	UNDER	65.7	61.7
12:04:20	68.8	69.7	UNDER	69.7	67.7
12:04:30	67.6	68.8	UNDER	68.7	66.7
12:04:40	66.7	67.6	UNDER	67.7	65.7
12:04:50	64.0	66.0	UNDER	65.7	63.7
12:05:00	64.4	66.1	UNDER	66.7	63.7
12:05:10	66.5	68.2	UNDER	67.7	65.7
12:05:20	64.3	65.0	UNDER	64.7	63.7
12:05:30	62.3	63.2	UNDER	63.7	61.7
12:05:40	65.5	67.2	UNDER	67.7	62.7
12:05:50	63.1	63.9	UNDER	63.7	62.7
12:06:00	66.1	68.3	UNDER	68.7	63.7
12:06:10	65.0	66.0	UNDER	65.7	63.7
12:06:20	66.5	68.8	UNDER	68.7	64.7
12:06:30	65.9	67.2	UNDER	66.7	64.7
12:06:40	67.2	67.4	UNDER	67.7	66.7

****

Filename.....2555
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2555
REPORT PRINTED ON 05/14/12 at 10:50:25

User ID: _____

LOGGING STARTED.....05/10/12 at 11:46:00
TOTAL LOGGING TIME...0 DAYS 00:14:43
LOGGING STOPPED.....05/10/12 at 12:00:43
TOTAL INTERVALS.....89
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:40
PRE-TEST CALIBRATION RANGE...39.1 TO 139.1 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.8dB
Lav (80)..... 62.6dB
Lav (90)..... 39.1dB
SEL..... 98.1dB

TWA..... 53.7dB
TWA (80)..... 47.5dB
TWA (90)..... 39.1dB

Lmax..... 85.4dB 05/10/12 at 11:47:30
Lpk..... 119.6dB 05/10/12 at 12:00:43
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
11:46:00	62.3	62.9	UNDER	62.1	61.1
11:46:10	63.4	64.1	UNDER	63.1	62.1
11:46:20	62.6	63.7	UNDER	63.1	61.1
11:46:30	61.5	61.9	UNDER	61.1	61.1
11:46:40	65.1	68.3	UNDER	67.1	61.1
11:46:50	67.2	68.3	UNDER	68.1	66.1
11:47:00	64.0	67.2	UNDER	66.1	62.1
11:47:10	63.3	64.8	UNDER	64.1	62.1
11:47:20	77.2	84.3	UNDER	80.1	64.1
11:47:30	79.1	85.4	UNDER	84.1	66.1
11:47:40	67.4	69.7	UNDER	69.1	65.1
11:47:50	67.5	69.1	UNDER	68.1	65.1
11:48:00	72.4	78.0	UNDER	77.1	65.1
11:48:10	75.7	78.3	UNDER	78.1	72.1
11:48:20	71.9	73.2	UNDER	72.1	70.1
11:48:30	70.3	71.6	UNDER	71.1	69.1
11:48:40	71.7	74.4	UNDER	73.1	70.1
11:48:50	72.7	74.3	UNDER	73.1	71.1
11:49:00	71.1	72.4	UNDER	72.1	68.1
11:49:10	67.8	70.2	UNDER	69.1	65.1
11:49:20	65.4	69.6	UNDER	68.1	62.1
11:49:30	63.6	68.7	UNDER	65.1	62.1
11:49:40	70.0	74.0	UNDER	73.1	64.1
11:49:50	63.3	64.2	UNDER	64.1	62.1
11:50:00	62.9	64.0	UNDER	63.1	61.1
11:50:10	65.1	66.7	UNDER	66.1	62.1
11:50:20	66.0	70.9	UNDER	68.1	63.1
11:50:30	68.9	72.3	UNDER	72.1	63.1
11:50:40	64.7	65.1	UNDER	64.1	64.1
11:50:50	63.2	64.2	UNDER	64.1	61.1
11:51:00	63.1	67.0	UNDER	64.1	61.1
11:51:10	67.8	69.1	UNDER	69.1	65.1
11:51:20	67.2	68.7	UNDER	68.1	65.1
11:51:30	65.3	67.2	UNDER	66.1	64.1
11:51:40	65.9	66.5	UNDER	66.1	65.1
11:51:50	65.2	65.7	UNDER	65.1	64.1
11:52:00	66.2	68.4	UNDER	68.1	64.1
11:52:10	65.8	71.1	UNDER	69.1	63.1
11:52:20	67.8	70.9	UNDER	69.1	65.1
11:52:30	68.3	69.7	UNDER	69.1	66.1
11:52:40	65.9	68.3	UNDER	67.1	64.1
11:52:50	64.3	65.2	UNDER	65.1	63.1
11:53:00	65.3	67.3	UNDER	66.1	63.1
11:53:10	67.0	68.4	UNDER	68.1	64.1
11:53:20	63.6	66.1	UNDER	64.1	62.1
11:53:30	63.9	64.7	UNDER	64.1	62.1
11:53:40	66.8	68.9	UNDER	68.1	63.1
11:53:50	65.7	68.5	UNDER	67.1	63.1
11:54:00	63.2	63.7	UNDER	63.1	62.1
11:54:10	64.6	67.5	UNDER	66.1	62.1
11:54:20	67.2	69.3	UNDER	69.1	64.1
11:54:30	65.4	66.0	UNDER	65.1	64.1

11:54:40	64.0	64.9	UNDER	64.1	63.1
11:54:50	63.4	64.3	UNDER	64.1	62.1
11:55:00	62.7	63.4	UNDER	63.1	62.1
11:55:10	63.5	67.5	UNDER	67.1	61.1
11:55:20	64.4	66.7	UNDER	65.1	63.1
11:55:30	65.1	65.9	UNDER	65.1	63.1
11:55:40	64.2	65.9	UNDER	65.1	62.1
11:55:50	67.0	69.1	UNDER	69.1	63.1
11:56:00	67.2	70.1	UNDER	69.1	64.1
11:56:10	64.9	66.4	UNDER	65.1	63.1
11:56:20	66.8	69.1	UNDER	68.1	64.1
11:56:30	68.4	69.7	UNDER	69.1	65.1
11:56:40	64.4	65.2	UNDER	64.1	64.1
11:56:50	65.8	68.8	UNDER	68.1	63.1
11:57:00	64.4	67.2	UNDER	65.1	63.1
11:57:10	64.5	65.1	UNDER	65.1	63.1
11:57:20	64.5	65.7	UNDER	65.1	63.1
11:57:30	63.0	65.8	UNDER	65.1	61.1
11:57:40	62.0	62.6	UNDER	62.1	61.1
11:57:50	62.4	62.7	UNDER	62.1	61.1
11:58:00	63.5	65.0	UNDER	64.1	61.1
11:58:10	66.9	70.3	UNDER	69.1	64.1
11:58:20	71.0	76.0	UNDER	75.1	64.1
11:58:30	65.1	66.3	UNDER	66.1	63.1
11:58:40	66.5	68.0	UNDER	67.1	64.1
11:58:50	66.3	67.5	UNDER	67.1	64.1
11:59:00	68.5	71.8	UNDER	71.1	65.1
11:59:10	70.6	72.7	UNDER	72.1	67.1
11:59:20	70.7	73.6	UNDER	72.1	67.1
11:59:30	64.7	67.2	UNDER	66.1	62.1
11:59:40	64.2	67.3	UNDER	67.1	61.1
11:59:50	68.0	70.8	UNDER	70.1	62.1
12:00:00	79.3	84.1	UNDER	83.1	68.1
12:00:10	69.7	76.8	UNDER	73.1	65.1
12:00:20	68.0	71.2	UNDER	70.1	65.1
12:00:30	65.6	68.4	UNDER	66.1	64.1
12:00:40	65.2	68.9	119.6	68.1	65.1

****

Filename.....2558
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2558
REPORT PRINTED ON 05/14/12 at 10:52:01

User ID: _____

LOGGING STARTED.....05/10/12 at 13:40:50
TOTAL LOGGING TIME...0 DAYS 00:42:42
LOGGING STOPPED.....05/10/12 at 14:23:32
TOTAL INTERVALS.....257
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:18
PRE-TEST CALIBRATION RANGE...39.7 TO 139.7 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:06:08
POST-TEST CALIBRATION RANGE...39.5 TO 139.5
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 60.1dB
Lav (80)..... 39.7dB
Lav (90)..... 39.7dB
SEL..... 94.0dB

TWA..... 49.6dB
TWA (80)..... 39.7dB
TWA (90)..... 39.7dB

Lmax..... 75.8dB 05/10/12 at 14:21:56
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:40:50	58.0	59.9	UNDER	59.7	56.7
13:41:00	58.1	59.0	UNDER	58.7	57.7
13:41:10	59.4	60.7	UNDER	60.7	58.7
13:41:20	58.8	59.2	UNDER	59.7	58.7
13:41:30	58.0	60.1	UNDER	58.7	57.7
13:41:40	58.2	59.0	UNDER	58.7	57.7
13:41:50	62.7	69.0	UNDER	67.7	58.7
13:42:00	64.7	69.4	UNDER	68.7	58.7
13:42:10	62.0	68.2	UNDER	65.7	57.7
13:42:20	57.9	61.6	UNDER	59.7	56.7
13:42:30	58.4	59.8	UNDER	59.7	57.7
13:42:40	57.8	58.6	UNDER	58.7	57.7
13:42:50	58.6	60.6	UNDER	59.7	58.7
13:43:00	58.1	58.6	UNDER	58.7	57.7
13:43:10	58.1	58.6	UNDER	58.7	57.7
13:43:20	58.2	59.4	UNDER	59.7	57.7
13:43:30	60.5	62.3	UNDER	61.7	59.7
13:43:40	62.0	63.4	UNDER	63.7	60.7
13:43:50	60.0	60.2	UNDER	60.7	59.7
13:44:00	60.2	61.0	UNDER	60.7	59.7
13:44:10	59.6	60.6	UNDER	60.7	59.7
13:44:20	60.1	61.0	UNDER	60.7	59.7
13:44:30	58.6	59.4	UNDER	59.7	58.7
13:44:40	57.9	59.1	UNDER	58.7	57.7
13:44:50	59.1	60.2	UNDER	60.7	58.7
13:45:00	59.4	60.2	UNDER	60.7	58.7
13:45:10	58.6	61.4	UNDER	58.7	58.7
13:45:20	59.0	60.7	UNDER	59.7	58.7
13:45:30	58.2	59.4	UNDER	59.7	57.7
13:45:40	58.0	59.0	UNDER	58.7	57.7
13:45:50	59.5	60.2	UNDER	60.7	59.7
13:46:00	59.8	60.2	UNDER	60.7	59.7
13:46:10	59.8	60.6	UNDER	60.7	58.7
13:46:20	57.7	58.2	UNDER	58.7	57.7
13:46:30	58.8	59.4	UNDER	59.7	57.7
13:46:40	58.9	59.1	UNDER	59.7	58.7
13:46:50	58.1	58.6	UNDER	58.7	57.7
13:47:00	59.1	59.8	UNDER	59.7	57.7
13:47:10	59.5	59.8	UNDER	59.7	59.7
13:47:20	59.2	59.8	UNDER	59.7	58.7
13:47:30	59.3	59.8	UNDER	59.7	58.7
13:47:40	59.4	60.2	UNDER	59.7	58.7
13:47:50	59.2	59.9	UNDER	59.7	58.7
13:48:00	60.1	60.6	UNDER	60.7	59.7
13:48:10	58.2	59.8	UNDER	59.7	57.7
13:48:20	58.5	59.0	UNDER	59.7	57.7
13:48:30	57.4	58.2	UNDER	57.7	57.7
13:48:40	58.0	59.0	UNDER	59.7	56.7
13:48:50	58.6	59.0	UNDER	59.7	58.7
13:49:00	58.6	59.2	UNDER	59.7	58.7
13:49:10	59.7	60.6	UNDER	60.7	59.7

13:49:20	60.6	61.4	UNDER	61.7	59.7
13:49:30	60.3	61.1	UNDER	61.7	59.7
13:49:40	60.1	61.4	UNDER	61.7	59.7
13:49:50	60.5	61.0	UNDER	61.7	59.7
13:50:00	58.8	60.2	UNDER	59.7	58.7
13:50:10	60.0	60.6	UNDER	60.7	59.7
13:50:20	59.6	60.7	UNDER	60.7	59.7
13:50:30	59.6	60.1	UNDER	59.7	59.7
13:50:40	59.2	59.8	UNDER	59.7	58.7
13:50:50	58.7	59.1	UNDER	59.7	58.7
13:51:00	59.0	59.4	UNDER	59.7	58.7
13:51:10	59.8	60.2	UNDER	60.7	58.7
13:51:20	59.6	59.8	UNDER	59.7	59.7
13:51:30	60.2	61.2	UNDER	61.7	59.7
13:51:40	61.3	61.8	UNDER	61.7	60.7
13:51:50	59.6	60.6	UNDER	60.7	59.7
13:52:00	59.1	59.8	UNDER	59.7	58.7
13:52:10	58.8	59.5	UNDER	59.7	58.7
13:52:20	59.4	60.7	UNDER	60.7	58.7
13:52:30	60.8	61.2	UNDER	61.7	60.7
13:52:40	60.7	61.5	UNDER	61.7	59.7
13:52:50	59.1	59.8	UNDER	59.7	58.7
13:53:00	58.1	59.0	UNDER	58.7	57.7
13:53:10	58.9	61.8	UNDER	61.7	56.7
13:53:20	59.0	60.7	UNDER	60.7	57.7
13:53:30	57.0	57.8	UNDER	57.7	56.7
13:53:40	58.3	59.0	UNDER	59.7	56.7
13:53:50	59.3	60.6	UNDER	60.7	58.7
13:54:00	60.2	61.4	UNDER	61.7	59.7
13:54:10	59.9	61.5	UNDER	61.7	58.7
13:54:20	60.6	63.0	UNDER	62.7	59.7
13:54:30	59.7	61.4	UNDER	61.7	58.7
13:54:40	60.5	62.2	UNDER	61.7	58.7
13:54:50	61.8	64.6	UNDER	63.7	59.7
13:55:00	61.7	64.6	UNDER	63.7	60.7
13:55:10	62.0	64.2	UNDER	63.7	61.7
13:55:20	61.2	61.6	UNDER	61.7	60.7
13:55:30	60.9	61.4	UNDER	61.7	60.7
13:55:40	60.5	61.1	UNDER	60.7	59.7
13:55:50	60.2	60.3	UNDER	60.7	59.7
13:56:00	60.0	60.6	UNDER	60.7	59.7
13:56:10	61.1	61.8	UNDER	61.7	60.7
13:56:20	61.8	63.4	UNDER	63.7	60.7
13:56:30	60.3	61.0	UNDER	61.7	59.7
13:56:40	59.0	60.2	UNDER	59.7	58.7
13:56:50	59.7	60.2	UNDER	60.7	58.7
13:57:00	60.5	61.0	UNDER	61.7	59.7
13:57:10	59.4	59.8	UNDER	59.7	59.7
13:57:20	60.5	61.8	UNDER	61.7	59.7
13:57:30	60.8	61.8	UNDER	61.7	59.7
13:57:40	59.6	60.2	UNDER	59.7	59.7
13:57:50	60.1	60.7	UNDER	60.7	59.7
13:58:00	61.1	61.8	UNDER	61.7	59.7
13:58:10	61.3	61.6	UNDER	61.7	60.7
13:58:20	61.2	61.8	UNDER	61.7	60.7
13:58:30	62.0	63.0	UNDER	63.7	61.7
13:58:40	60.6	61.4	UNDER	61.7	60.7
13:58:50	60.1	61.4	UNDER	61.7	58.7
13:59:00	59.7	61.0	UNDER	60.7	58.7
13:59:10	60.7	61.4	UNDER	61.7	59.7
13:59:20	60.5	61.1	UNDER	61.7	59.7
13:59:30	59.2	60.0	UNDER	59.7	58.7
13:59:40	60.5	61.4	UNDER	61.7	59.7

13:59:50	60.8	62.2	UNDER	62.7	59.7
14:00:00	61.2	61.8	UNDER	61.7	60.7
14:00:10	62.1	63.0	UNDER	62.7	61.7
14:00:20	61.2	61.8	UNDER	61.7	61.7
14:00:30	61.3	61.8	UNDER	61.7	60.7
14:00:40	60.9	61.5	UNDER	61.7	59.7
14:00:50	61.2	61.8	UNDER	61.7	60.7
14:01:00	59.4	60.2	UNDER	59.7	59.7
14:01:10	59.1	59.4	UNDER	59.7	59.7
14:01:20	58.9	59.8	UNDER	59.7	58.7
14:01:30	58.8	59.8	UNDER	59.7	58.7
14:01:40	59.8	60.7	UNDER	60.7	59.7
14:01:50	61.6	62.2	UNDER	61.7	60.7
14:02:00	61.2	62.0	UNDER	61.7	60.7
14:02:10	59.7	60.6	UNDER	60.7	59.7
14:02:20	60.4	61.0	UNDER	61.7	59.7
14:02:30	59.2	59.8	UNDER	59.7	58.7
14:02:40	58.4	59.1	UNDER	59.7	57.7
14:02:50	58.0	58.2	UNDER	58.7	57.7
14:03:00	58.4	59.0	UNDER	59.7	57.7
14:03:10	59.2	59.8	UNDER	59.7	58.7
14:03:20	59.7	59.9	UNDER	59.7	59.7
14:03:30	59.7	60.2	UNDER	60.7	59.7
14:03:40	59.0	59.6	UNDER	59.7	58.7
14:03:50	58.2	59.3	UNDER	59.7	57.7
14:04:00	58.4	59.4	UNDER	58.7	57.7
14:04:10	58.5	59.4	UNDER	59.7	57.7
14:04:20	58.7	59.4	UNDER	59.7	57.7
14:04:30	59.3	59.4	UNDER	59.7	59.7
14:04:40	58.9	59.8	UNDER	59.7	58.7
14:04:50	58.2	58.6	UNDER	58.7	57.7
14:05:00	58.2	58.6	UNDER	58.7	57.7
14:05:10	57.3	57.8	UNDER	57.7	56.7
14:05:20	57.2	58.2	UNDER	57.7	56.7
14:05:30	58.4	59.4	UNDER	59.7	57.7
14:05:40	60.0	61.0	UNDER	60.7	59.7
14:05:50	60.1	63.4	UNDER	62.7	58.7
14:06:00	59.4	60.1	UNDER	59.7	59.7
14:06:10	60.2	61.0	UNDER	60.7	59.7
14:06:20	59.7	60.2	UNDER	59.7	59.7
14:06:30	60.5	61.0	UNDER	60.7	59.7
14:06:40	61.4	62.6	UNDER	62.7	60.7
14:06:50	61.8	63.6	UNDER	63.7	59.7
14:07:00	59.6	59.9	UNDER	59.7	59.7
14:07:10	59.6	60.2	UNDER	59.7	59.7
14:07:20	59.4	60.6	UNDER	60.7	58.7
14:07:30	60.0	60.6	UNDER	60.7	58.7
14:07:40	58.6	59.9	UNDER	59.7	57.7
14:07:50	60.2	60.8	UNDER	60.7	59.7
14:08:00	60.8	61.8	UNDER	61.7	59.7
14:08:10	61.9	63.1	UNDER	63.7	60.7
14:08:20	60.5	62.6	UNDER	61.7	59.7
14:08:30	58.8	59.8	UNDER	59.7	58.7
14:08:40	58.9	59.7	UNDER	59.7	58.7
14:08:50	59.4	61.4	UNDER	60.7	58.7
14:09:00	60.9	62.2	UNDER	61.7	59.7
14:09:10	60.0	60.6	UNDER	60.7	59.7
14:09:20	59.5	59.8	UNDER	59.7	59.7
14:09:30	59.3	59.9	UNDER	59.7	58.7
14:09:40	59.6	60.2	UNDER	59.7	58.7
14:09:50	59.6	59.8	UNDER	59.7	59.7
14:10:00	59.9	60.5	UNDER	60.7	59.7
14:10:10	59.6	60.2	UNDER	60.7	59.7

14:10:20	59.4	59.9	UNDER	59.7	59.7
14:10:30	59.5	60.2	UNDER	60.7	59.7
14:10:40	60.1	60.6	UNDER	60.7	59.7
14:10:50	61.2	63.8	UNDER	63.7	59.7
14:11:00	60.4	61.5	UNDER	61.7	59.7
14:11:10	60.7	62.6	UNDER	62.7	59.7
14:11:20	61.1	63.0	UNDER	63.7	60.7
14:11:30	61.8	62.6	UNDER	62.7	61.7
14:11:40	63.2	65.4	UNDER	65.7	60.7
14:11:50	61.0	61.8	UNDER	61.7	60.7
14:12:00	59.2	60.2	UNDER	60.7	58.7
14:12:10	59.2	59.7	UNDER	59.7	59.7
14:12:20	58.6	59.4	UNDER	59.7	58.7
14:12:30	59.6	60.1	UNDER	59.7	58.7
14:12:40	58.9	60.0	UNDER	59.7	58.7
14:12:50	59.6	60.2	UNDER	60.7	58.7
14:13:00	59.5	59.8	UNDER	59.7	59.7
14:13:10	59.5	60.2	UNDER	60.7	59.7
14:13:20	60.0	60.6	UNDER	60.7	59.7
14:13:30	59.3	59.8	UNDER	59.7	59.7
14:13:40	59.1	60.2	UNDER	59.7	58.7
14:13:50	58.8	59.1	UNDER	59.7	58.7
14:14:00	59.1	59.8	UNDER	59.7	58.7
14:14:10	59.4	60.5	UNDER	60.7	58.7
14:14:20	60.7	61.4	UNDER	61.7	59.7
14:14:30	60.8	62.3	UNDER	62.7	59.7
14:14:40	62.3	63.7	UNDER	63.7	61.7
14:14:50	59.6	60.7	UNDER	60.7	58.7
14:15:00	58.8	59.2	UNDER	59.7	58.7
14:15:10	58.9	59.4	UNDER	59.7	58.7
14:15:20	58.6	59.8	UNDER	59.7	57.7
14:15:30	58.0	59.0	UNDER	58.7	57.7
14:15:40	57.7	58.6	UNDER	58.7	57.7
14:15:50	58.5	59.8	UNDER	59.7	57.7
14:16:00	59.2	59.8	UNDER	59.7	58.7
14:16:10	65.6	72.6	UNDER	70.7	59.7
14:16:20	68.0	75.0	UNDER	72.7	59.7
14:16:30	65.2	73.5	UNDER	70.7	58.7
14:16:40	59.8	60.4	UNDER	60.7	58.7
14:16:50	58.6	60.2	UNDER	59.7	57.7
14:17:00	59.1	59.7	UNDER	59.7	58.7
14:17:10	58.2	59.0	UNDER	59.7	57.7
14:17:20	57.2	58.6	UNDER	58.7	56.7
14:17:30	58.8	59.4	UNDER	59.7	58.7
14:17:40	60.9	61.8	UNDER	61.7	59.7
14:17:50	60.2	61.0	UNDER	60.7	59.7
14:18:00	59.8	60.8	UNDER	60.7	59.7
14:18:10	59.9	61.0	UNDER	60.7	58.7
14:18:20	58.5	59.0	UNDER	58.7	58.7
14:18:30	57.2	58.6	UNDER	58.7	55.7
14:18:40	56.9	57.8	UNDER	57.7	55.7
14:18:50	57.6	58.2	UNDER	57.7	57.7
14:19:00	59.0	60.2	UNDER	59.7	58.7
14:19:10	58.7	59.4	UNDER	59.7	58.7
14:19:20	59.3	60.1	UNDER	59.7	58.7
14:19:30	59.3	60.2	UNDER	60.7	58.7
14:19:40	59.0	59.8	UNDER	59.7	58.7
14:19:50	58.9	59.4	UNDER	59.7	58.7
14:20:00	58.4	58.6	UNDER	58.7	57.7
14:20:10	59.0	59.8	UNDER	59.7	58.7
14:20:20	63.3	66.2	UNDER	65.7	59.7
14:20:30	61.1	63.4	UNDER	62.7	59.7
14:20:40	59.1	59.6	UNDER	59.7	58.7

14:20:50	59.7	60.2	UNDER	60.7	59.7
14:21:00	59.2	59.8	UNDER	59.7	58.7
14:21:10	59.3	60.6	UNDER	59.7	58.7
14:21:20	58.5	59.0	UNDER	58.7	58.7
14:21:30	59.3	60.6	UNDER	60.7	58.7
14:21:40	64.3	71.8	UNDER	69.7	58.7
14:21:50	68.0	75.8	UNDER	73.7	59.7
14:22:00	59.2	61.8	UNDER	61.7	58.7
14:22:10	59.0	59.4	UNDER	59.7	58.7
14:22:20	58.5	59.0	UNDER	59.7	58.7
14:22:30	59.3	59.8	UNDER	59.7	58.7
14:22:40	58.7	59.4	UNDER	59.7	58.7
14:22:50	59.9	60.6	UNDER	60.7	59.7
14:23:00	60.2	61.0	UNDER	61.7	59.7
14:23:10	59.5	60.2	UNDER	59.7	59.7
14:23:20	59.1	59.8	UNDER	59.7	58.7
14:23:30	59.5	62.2	UNDER	61.7	58.7

****

Filename.....2556
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 05/14/12 at 10:49:13

User ID: _____

LOGGING STARTED.....05/10/12 at 13:45:00
TOTAL LOGGING TIME...0 DAYS 00:34:36
LOGGING STOPPED.....05/10/12 at 14:19:36
TOTAL INTERVALS.....208
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:15:59
PRE-TEST CALIBRATION RANGE...39.8 TO 139.8 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:06:26
POST-TEST CALIBRATION RANGE...39.2 TO 139.2
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.3dB
Lav (80)..... 51.2dB
Lav (90)..... 39.8dB
SEL..... 95.3dB

TWA..... 50.9dB
TWA (80)..... 39.8dB
TWA (90)..... 39.8dB

Lmax..... 85.0dB 05/10/12 at 14:02:16
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:45:00	63.1	63.8	UNDER	63.8	62.8
13:45:10	62.8	63.5	UNDER	63.8	61.8
13:45:20	63.2	63.9	UNDER	63.8	62.8
13:45:30	63.2	64.3	UNDER	64.8	62.8
13:45:40	61.7	62.6	UNDER	62.8	61.8
13:45:50	64.2	65.5	UNDER	65.8	61.8
13:46:00	63.5	65.0	UNDER	64.8	61.8
13:46:10	60.9	61.8	UNDER	61.8	59.8
13:46:20	61.3	62.7	UNDER	62.8	59.8
13:46:30	62.0	62.6	UNDER	62.8	61.8
13:46:40	62.5	63.9	UNDER	63.8	61.8
13:46:50	61.0	61.6	UNDER	61.8	60.8
13:47:00	62.6	64.0	UNDER	63.8	61.8
13:47:10	63.7	64.7	UNDER	64.8	61.8
13:47:20	60.8	61.4	UNDER	61.8	60.8
13:47:30	60.8	61.5	UNDER	61.8	59.8
13:47:40	60.1	61.1	UNDER	60.8	59.8
13:47:50	60.5	61.5	UNDER	61.8	59.8
13:48:00	61.5	62.0	UNDER	61.8	60.8
13:48:10	60.5	61.0	UNDER	61.8	59.8
13:48:20	61.0	62.4	UNDER	62.8	59.8
13:48:30	60.2	61.5	UNDER	61.8	59.8
13:48:40	62.2	62.7	UNDER	62.8	61.8
13:48:50	60.6	61.1	UNDER	61.8	60.8
13:49:00	60.5	61.1	UNDER	61.8	59.8
13:49:10	59.6	60.9	UNDER	60.8	58.8
13:49:20	60.8	61.5	UNDER	61.8	59.8
13:49:30	60.9	61.2	UNDER	61.8	60.8
13:49:40	61.3	62.3	UNDER	61.8	60.8
13:49:50	63.1	64.2	UNDER	64.8	61.8
13:50:00	62.3	62.8	UNDER	62.8	61.8
13:50:10	61.1	61.9	UNDER	61.8	60.8
13:50:20	61.6	62.0	UNDER	61.8	61.8
13:50:30	62.1	62.7	UNDER	62.8	61.8
13:50:40	62.4	62.9	UNDER	62.8	61.8
13:50:50	60.9	61.6	UNDER	61.8	60.8
13:51:00	61.1	62.0	UNDER	61.8	60.8
13:51:10	60.0	60.6	UNDER	60.8	59.8
13:51:20	59.8	60.3	UNDER	60.8	59.8
13:51:30	59.5	59.9	UNDER	59.8	59.8
13:51:40	59.8	60.4	UNDER	60.8	59.8
13:51:50	60.4	60.8	UNDER	60.8	59.8
13:52:00	61.3	62.2	UNDER	62.8	60.8
13:52:10	62.2	63.0	UNDER	62.8	61.8
13:52:20	62.5	63.4	UNDER	63.8	60.8
13:52:30	60.5	61.7	UNDER	61.8	59.8
13:52:40	61.0	61.6	UNDER	61.8	60.8
13:52:50	62.1	63.8	UNDER	63.8	61.8
13:53:00	61.8	63.5	UNDER	63.8	59.8
13:53:10	62.9	63.6	UNDER	63.8	61.8
13:53:20	61.9	62.6	UNDER	62.8	61.8

13:53:30	61.8	62.9	UNDER	62.8	61.8
13:53:40	60.7	61.9	UNDER	61.8	60.8
13:53:50	62.1	63.1	UNDER	63.8	61.8
13:54:00	59.9	61.0	UNDER	60.8	59.8
13:54:10	60.4	61.7	UNDER	61.8	58.8
13:54:20	61.2	61.8	UNDER	61.8	60.8
13:54:30	61.0	61.5	UNDER	61.8	60.8
13:54:40	60.6	61.2	UNDER	61.8	60.8
13:54:50	62.0	62.6	UNDER	62.8	60.8
13:55:00	61.9	62.4	UNDER	62.8	61.8
13:55:10	61.3	61.8	UNDER	61.8	61.8
13:55:20	62.4	63.1	UNDER	63.8	61.8
13:55:30	61.7	62.3	UNDER	62.8	61.8
13:55:40	61.8	62.7	UNDER	62.8	61.8
13:55:50	61.7	62.3	UNDER	62.8	60.8
13:56:00	63.0	64.0	UNDER	63.8	62.8
13:56:10	62.2	62.8	UNDER	62.8	61.8
13:56:20	62.1	63.0	UNDER	62.8	61.8
13:56:30	61.8	62.1	UNDER	62.8	61.8
13:56:40	61.4	62.8	UNDER	62.8	60.8
13:56:50	62.4	63.1	UNDER	63.8	61.8
13:57:00	62.9	63.4	UNDER	63.8	62.8
13:57:10	63.6	64.2	UNDER	64.8	63.8
13:57:20	61.8	63.1	UNDER	62.8	61.8
13:57:30	60.9	61.8	UNDER	61.8	59.8
13:57:40	60.9	62.3	UNDER	62.8	60.8
13:57:50	60.5	61.3	UNDER	61.8	59.8
13:58:00	62.6	63.9	UNDER	63.8	60.8
13:58:10	60.7	61.6	UNDER	61.8	59.8
13:58:20	60.1	61.0	UNDER	60.8	59.8
13:58:30	60.9	61.5	UNDER	61.8	59.8
13:58:40	61.9	62.4	UNDER	62.8	61.8
13:58:50	61.8	62.0	UNDER	61.8	61.8
13:59:00	63.0	65.2	UNDER	65.8	61.8
13:59:10	63.8	65.2	UNDER	64.8	62.8
13:59:20	62.9	63.5	UNDER	63.8	62.8
13:59:30	62.0	62.6	UNDER	62.8	61.8
13:59:40	61.7	62.4	UNDER	62.8	59.8
13:59:50	60.5	61.4	UNDER	61.8	59.8
14:00:00	60.7	61.9	UNDER	61.8	59.8
14:00:10	62.6	63.9	UNDER	63.8	61.8
14:00:20	61.8	62.4	UNDER	62.8	61.8
14:00:30	61.7	63.1	UNDER	63.8	60.8
14:00:40	61.8	63.8	UNDER	63.8	60.8
14:00:50	62.7	63.5	UNDER	63.8	61.8
14:01:00	62.8	64.0	UNDER	63.8	61.8
14:01:10	63.3	64.4	UNDER	64.8	62.8
14:01:20	62.1	62.9	UNDER	62.8	61.8
14:01:30	62.8	64.0	UNDER	63.8	61.8
14:01:40	60.4	63.0	UNDER	62.8	58.8
14:01:50	59.9	61.4	UNDER	61.8	58.8
14:02:00	60.5	61.0	UNDER	61.8	59.8
14:02:10	75.6	85.0	UNDER	81.8	60.8
14:02:20	63.7	69.9	UNDER	66.8	61.8
14:02:30	60.7	61.7	UNDER	61.8	59.8
14:02:40	61.6	62.6	UNDER	62.8	61.8
14:02:50	61.7	62.6	UNDER	62.8	61.8
14:03:00	62.3	62.9	UNDER	62.8	61.8
14:03:10	61.5	61.9	UNDER	61.8	61.8
14:03:20	61.4	62.1	UNDER	61.8	59.8
14:03:30	60.1	61.5	UNDER	61.8	59.8
14:03:40	61.2	61.8	UNDER	61.8	60.8
14:03:50	61.5	63.5	UNDER	62.8	60.8

14:04:00	62.3	64.0	UNDER	63.8	60.8
14:04:10	62.5	64.0	UNDER	63.8	61.8
14:04:20	61.7	62.4	UNDER	62.8	61.8
14:04:30	60.7	61.6	UNDER	61.8	59.8
14:04:40	62.2	63.2	UNDER	63.8	60.8
14:04:50	62.0	62.6	UNDER	62.8	61.8
14:05:00	62.6	63.0	UNDER	62.8	61.8
14:05:10	61.7	63.9	UNDER	63.8	60.8
14:05:20	61.8	63.9	UNDER	63.8	60.8
14:05:30	60.0	60.6	UNDER	60.8	59.8
14:05:40	60.0	60.5	UNDER	60.8	59.8
14:05:50	59.3	60.6	UNDER	60.8	58.8
14:06:00	60.5	61.2	UNDER	61.8	59.8
14:06:10	61.3	63.3	UNDER	62.8	59.8
14:06:20	60.9	62.0	UNDER	61.8	59.8
14:06:30	60.6	61.0	UNDER	61.8	60.8
14:06:40	61.5	62.0	UNDER	61.8	60.8
14:06:50	61.5	63.0	UNDER	62.8	60.8
14:07:00	61.0	62.2	UNDER	62.8	60.8
14:07:10	61.6	61.9	UNDER	61.8	61.8
14:07:20	61.6	62.2	UNDER	61.8	60.8
14:07:30	61.9	62.6	UNDER	62.8	61.8
14:07:40	62.3	63.0	UNDER	62.8	61.8
14:07:50	60.6	61.9	UNDER	61.8	59.8
14:08:00	61.1	61.6	UNDER	61.8	59.8
14:08:10	59.8	60.3	UNDER	60.8	59.8
14:08:20	60.3	60.7	UNDER	60.8	59.8
14:08:30	60.6	61.8	UNDER	61.8	59.8
14:08:40	61.9	63.5	UNDER	63.8	60.8
14:08:50	61.0	62.0	UNDER	61.8	59.8
14:09:00	61.3	62.0	UNDER	61.8	60.8
14:09:10	61.2	61.9	UNDER	61.8	60.8
14:09:20	60.6	61.2	UNDER	61.8	60.8
14:09:30	60.2	61.1	UNDER	61.8	58.8
14:09:40	59.2	60.8	UNDER	60.8	57.8
14:09:50	61.2	62.0	UNDER	61.8	60.8
14:10:00	61.8	62.3	UNDER	62.8	61.8
14:10:10	61.5	61.9	UNDER	61.8	61.8
14:10:20	61.9	62.3	UNDER	62.8	61.8
14:10:30	62.1	62.3	UNDER	62.8	61.8
14:10:40	61.4	62.3	UNDER	62.8	60.8
14:10:50	60.0	61.0	UNDER	61.8	59.8
14:11:00	61.4	62.0	UNDER	61.8	60.8
14:11:10	61.8	63.9	UNDER	61.8	60.8
14:11:20	63.2	63.9	UNDER	63.8	62.8
14:11:30	62.1	62.7	UNDER	62.8	61.8
14:11:40	65.1	70.2	UNDER	67.8	61.8
14:11:50	62.9	63.5	UNDER	63.8	62.8
14:12:00	63.7	65.1	UNDER	64.8	63.8
14:12:10	62.3	63.9	UNDER	63.8	61.8
14:12:20	62.7	63.1	UNDER	63.8	62.8
14:12:30	61.4	62.2	UNDER	61.8	60.8
14:12:40	61.6	61.9	UNDER	61.8	61.8
14:12:50	60.8	61.8	UNDER	61.8	60.8
14:13:00	62.3	62.8	UNDER	62.8	61.8
14:13:10	62.1	62.6	UNDER	62.8	61.8
14:13:20	62.5	63.0	UNDER	62.8	62.8
14:13:30	62.2	63.1	UNDER	62.8	61.8
14:13:40	61.4	61.8	UNDER	61.8	61.8
14:13:50	62.9	63.9	UNDER	63.8	61.8
14:14:00	62.9	64.6	UNDER	64.8	60.8
14:14:10	60.7	61.0	UNDER	60.8	60.8
14:14:20	60.5	61.4	UNDER	61.8	59.8

14:14:30	61.6	62.1	UNDER	61.8	61.8
14:14:40	61.7	62.3	UNDER	62.8	61.8
14:14:50	61.9	62.5	UNDER	62.8	61.8
14:15:00	62.5	63.1	UNDER	62.8	61.8
14:15:10	63.6	64.0	UNDER	63.8	62.8
14:15:20	63.2	63.9	UNDER	63.8	62.8
14:15:30	61.9	62.7	UNDER	62.8	61.8
14:15:40	64.6	66.7	UNDER	66.8	61.8
14:15:50	61.7	62.6	UNDER	62.8	61.8
14:16:00	60.9	61.2	UNDER	61.8	60.8
14:16:10	61.2	62.0	UNDER	61.8	60.8
14:16:20	62.1	62.7	UNDER	62.8	60.8
14:16:30	62.3	63.2	UNDER	63.8	61.8
14:16:40	63.2	64.2	UNDER	63.8	62.8
14:16:50	62.4	63.0	UNDER	62.8	61.8
14:17:00	62.6	63.0	UNDER	62.8	62.8
14:17:10	62.7	63.2	UNDER	63.8	62.8
14:17:20	63.4	64.5	UNDER	64.8	62.8
14:17:30	63.3	63.5	UNDER	63.8	62.8
14:17:40	63.2	63.5	UNDER	63.8	62.8
14:17:50	62.6	63.1	UNDER	62.8	62.8
14:18:00	62.4	63.8	UNDER	63.8	61.8
14:18:10	62.9	65.2	UNDER	65.8	61.8
14:18:20	62.7	64.5	UNDER	63.8	61.8
14:18:30	61.9	62.2	UNDER	62.8	61.8
14:18:40	62.2	65.2	UNDER	63.8	61.8
14:18:50	61.6	62.9	UNDER	62.8	61.8
14:19:00	61.2	62.0	UNDER	61.8	59.8
14:19:10	60.7	61.7	UNDER	61.8	59.8
14:19:20	62.1	66.7	UNDER	63.8	61.8
14:19:30	63.0	66.3	UNDER	64.8	61.8

****

Filename.....3905
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.20 SERIAL # 3905
REPORT PRINTED ON 05/14/12 at 10:52:39

User ID: _____

LOGGING STARTED.....05/10/12 at 13:48:50
TOTAL LOGGING TIME...0 DAYS 00:25:08
LOGGING STOPPED.....05/10/12 at 14:13:58
TOTAL INTERVALS.....151
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:53
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:05:09
POST-TEST CALIBRATION RANGE...39.1 TO 139.1
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.8dB
Lav (80)..... 38.9dB
Lav (90)..... 38.9dB
SEL..... 96.5dB

TWA..... 52.1dB
TWA (80)..... 38.9dB
TWA (90)..... 38.9dB

Lmax..... 74.8dB 05/10/12 at 13:52:07
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:48:50	63.5	64.1	UNDER	63.9	62.9
13:49:00	62.7	63.4	UNDER	63.9	62.9
13:49:10	63.3	63.8	UNDER	63.9	63.9
13:49:20	63.7	64.2	UNDER	64.9	63.9
13:49:30	66.0	66.8	UNDER	66.9	64.9
13:49:40	66.3	67.0	UNDER	67.9	65.9
13:49:50	64.6	65.3	UNDER	65.9	63.9
13:50:00	64.0	64.5	UNDER	64.9	63.9
13:50:10	64.4	66.6	UNDER	66.9	63.9
13:50:20	65.7	66.6	UNDER	66.9	65.9
13:50:30	68.5	71.4	UNDER	70.9	66.9
13:50:40	68.2	72.2	UNDER	71.9	65.9
13:50:50	66.6	68.5	UNDER	67.9	65.9
13:51:00	64.8	65.4	UNDER	65.9	63.9
13:51:10	64.8	66.5	UNDER	65.9	63.9
13:51:20	64.1	65.0	UNDER	64.9	63.9
13:51:30	64.4	65.0	UNDER	64.9	63.9
13:51:40	64.7	66.1	UNDER	65.9	64.9
13:51:50	69.3	74.2	UNDER	72.9	65.9
13:52:00	72.0	74.8	UNDER	74.9	69.9
13:52:10	69.2	71.5	UNDER	71.9	65.9
13:52:20	63.4	65.3	UNDER	64.9	61.9
13:52:30	64.9	67.0	UNDER	66.9	63.9
13:52:40	64.3	65.8	UNDER	65.9	63.9
13:52:50	63.5	64.6	UNDER	64.9	62.9
13:53:00	63.8	64.6	UNDER	64.9	62.9
13:53:10	64.7	65.0	UNDER	65.9	64.9
13:53:20	63.4	64.3	UNDER	64.9	62.9
13:53:30	65.2	67.0	UNDER	66.9	63.9
13:53:40	64.0	64.6	UNDER	64.9	63.9
13:53:50	63.8	65.1	UNDER	64.9	63.9
13:54:00	66.7	68.9	UNDER	68.9	65.9
13:54:10	64.1	65.8	UNDER	65.9	63.9
13:54:20	63.5	63.9	UNDER	63.9	63.9
13:54:30	63.7	64.4	UNDER	64.9	63.9
13:54:40	64.2	64.6	UNDER	64.9	63.9
13:54:50	64.6	65.4	UNDER	65.9	63.9
13:55:00	66.1	68.1	UNDER	67.9	64.9
13:55:10	65.7	66.5	UNDER	66.9	64.9
13:55:20	66.1	67.4	UNDER	67.9	65.9
13:55:30	65.4	66.6	UNDER	66.9	64.9
13:55:40	65.3	65.7	UNDER	65.9	64.9
13:55:50	64.5	65.4	UNDER	65.9	63.9
13:56:00	64.3	64.9	UNDER	64.9	63.9
13:56:10	63.5	64.2	UNDER	64.9	62.9
13:56:20	63.2	64.2	UNDER	63.9	62.9
13:56:30	63.8	65.0	UNDER	64.9	63.9
13:56:40	65.2	65.8	UNDER	65.9	64.9
13:56:50	65.8	67.0	UNDER	66.9	64.9
13:57:00	63.9	65.1	UNDER	64.9	63.9
13:57:10	62.9	63.7	UNDER	63.9	62.9

13:57:20	62.7	63.8	UNDER	63.9	62.9
13:57:30	62.8	63.3	UNDER	63.9	62.9
13:57:40	64.8	67.1	UNDER	66.9	63.9
13:57:50	64.9	66.6	UNDER	66.9	63.9
13:58:00	64.9	66.8	UNDER	66.9	63.9
13:58:10	64.2	65.2	UNDER	65.9	63.9
13:58:20	66.1	67.7	UNDER	66.9	65.9
13:58:30	66.0	66.9	UNDER	66.9	65.9
13:58:40	65.0	66.2	UNDER	65.9	64.9
13:58:50	65.8	66.6	UNDER	66.9	64.9
13:59:00	62.9	64.2	UNDER	63.9	61.9
13:59:10	62.4	63.0	UNDER	62.9	61.9
13:59:20	62.9	63.4	UNDER	63.9	62.9
13:59:30	62.7	63.1	UNDER	63.9	62.9
13:59:40	63.1	63.5	UNDER	63.9	62.9
13:59:50	64.0	65.0	UNDER	64.9	63.9
14:00:00	64.5	65.0	UNDER	64.9	63.9
14:00:10	64.9	66.6	UNDER	66.9	63.9
14:00:20	64.4	65.8	UNDER	65.9	63.9
14:00:30	65.4	66.2	UNDER	65.9	64.9
14:00:40	65.2	66.2	UNDER	66.9	64.9
14:00:50	64.1	65.0	UNDER	65.9	63.9
14:01:00	64.5	65.0	UNDER	64.9	63.9
14:01:10	64.2	67.2	UNDER	65.9	63.9
14:01:20	66.0	67.4	UNDER	67.9	64.9
14:01:30	62.9	65.3	UNDER	65.9	61.9
14:01:40	63.5	65.0	UNDER	64.9	61.9
14:01:50	65.4	67.0	UNDER	67.9	64.9
14:02:00	65.9	67.4	UNDER	66.9	64.9
14:02:10	67.4	68.8	UNDER	68.9	65.9
14:02:20	68.7	70.4	UNDER	69.9	67.9
14:02:30	66.5	67.9	UNDER	67.9	65.9
14:02:40	66.3	67.3	UNDER	67.9	65.9
14:02:50	64.5	65.4	UNDER	65.9	63.9
14:03:00	64.5	66.3	UNDER	65.9	63.9
14:03:10	64.6	66.2	UNDER	65.9	63.9
14:03:20	63.0	64.2	UNDER	63.9	62.9
14:03:30	64.6	68.6	UNDER	66.9	63.9
14:03:40	68.1	70.6	UNDER	69.9	65.9
14:03:50	65.4	67.8	UNDER	67.9	63.9
14:04:00	62.8	63.4	UNDER	63.9	62.9
14:04:10	62.9	63.7	UNDER	63.9	62.9
14:04:20	62.7	64.7	UNDER	63.9	61.9
14:04:30	63.2	65.1	UNDER	64.9	62.9
14:04:40	62.6	63.0	UNDER	62.9	62.9
14:04:50	63.3	63.9	UNDER	63.9	63.9
14:05:00	62.3	63.0	UNDER	62.9	61.9
14:05:10	61.7	62.2	UNDER	62.9	61.9
14:05:20	62.2	62.6	UNDER	62.9	61.9
14:05:30	61.4	62.4	UNDER	61.9	60.9
14:05:40	62.7	63.4	UNDER	63.9	61.9
14:05:50	63.3	63.8	UNDER	63.9	62.9
14:06:00	63.6	64.1	UNDER	63.9	63.9
14:06:10	63.7	64.6	UNDER	64.9	63.9
14:06:20	64.2	64.5	UNDER	64.9	63.9
14:06:30	64.4	65.5	UNDER	65.9	63.9
14:06:40	65.8	68.6	UNDER	67.9	64.9
14:06:50	65.2	67.4	UNDER	66.9	64.9
14:07:00	65.8	66.2	UNDER	66.9	65.9
14:07:10	65.4	66.2	UNDER	65.9	64.9
14:07:20	65.2	65.8	UNDER	65.9	64.9
14:07:30	64.5	65.7	UNDER	65.9	63.9
14:07:40	64.2	65.6	UNDER	65.9	63.9

14:07:50	64.1	65.0	UNDER	64.9	63.9
14:08:00	64.1	64.6	UNDER	64.9	63.9
14:08:10	63.0	63.6	UNDER	63.9	62.9
14:08:20	64.0	65.0	UNDER	64.9	63.9
14:08:30	63.6	65.0	UNDER	64.9	63.9
14:08:40	64.3	65.0	UNDER	64.9	63.9
14:08:50	64.0	65.3	UNDER	65.9	63.9
14:09:00	63.3	63.8	UNDER	63.9	63.9
14:09:10	63.2	63.8	UNDER	63.9	62.9
14:09:20	62.7	63.4	UNDER	63.9	62.9
14:09:30	64.1	65.1	UNDER	65.9	62.9
14:09:40	64.3	64.7	UNDER	64.9	63.9
14:09:50	63.9	64.2	UNDER	64.9	63.9
14:10:00	64.6	65.4	UNDER	65.9	63.9
14:10:10	65.0	65.4	UNDER	65.9	64.9
14:10:20	64.4	65.4	UNDER	65.9	63.9
14:10:30	62.7	63.8	UNDER	63.9	61.9
14:10:40	63.6	64.2	UNDER	64.9	62.9
14:10:50	64.2	65.8	UNDER	65.9	63.9
14:11:00	64.9	65.6	UNDER	65.9	64.9
14:11:10	64.3	65.0	UNDER	64.9	63.9
14:11:20	65.2	66.2	UNDER	66.9	64.9
14:11:30	65.8	66.6	UNDER	66.9	64.9
14:11:40	64.4	65.4	UNDER	65.9	63.9
14:11:50	64.0	65.4	UNDER	65.9	63.9
14:12:00	65.4	65.8	UNDER	65.9	64.9
14:12:10	63.9	65.0	UNDER	64.9	62.9
14:12:20	63.2	64.2	UNDER	64.9	62.9
14:12:30	63.6	64.1	UNDER	63.9	63.9
14:12:40	64.3	65.6	UNDER	65.9	63.9
14:12:50	65.2	66.2	UNDER	66.9	64.9
14:13:00	65.1	66.1	UNDER	65.9	64.9
14:13:10	64.2	64.7	UNDER	64.9	63.9
14:13:20	64.4	65.3	UNDER	65.9	63.9
14:13:30	63.4	63.8	UNDER	63.9	63.9
14:13:40	63.8	64.2	UNDER	64.9	63.9
14:13:50	63.4	63.8	UNDER	63.9	63.9

****

Filename.....3907
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3907
REPORT PRINTED ON 05/14/12 at 10:27:16

User ID: _____

LOGGING STARTED.....05/10/12 at 13:38:30
TOTAL LOGGING TIME...0 DAYS 00:37:46
LOGGING STOPPED.....05/10/12 at 14:16:16
TOTAL INTERVALS.....227
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:45
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:03:07
POST-TEST CALIBRATION RANGE...39.6 TO 139.6
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.0dB
Lav (80)..... 39.5dB
Lav (90)..... 39.5dB
SEL..... 95.5dB

TWA..... 51.0dB
TWA (80)..... 39.5dB
TWA (90)..... 39.5dB

Lmax..... 71.2dB 05/10/12 at 13:40:35
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:38:30	62.7	63.6	UNDER	63.5	62.5
13:38:40	62.6	63.6	UNDER	63.5	61.5
13:38:50	61.2	61.9	UNDER	61.5	60.5
13:39:00	61.8	62.1	UNDER	62.5	61.5
13:39:10	61.3	62.0	UNDER	61.5	60.5
13:39:20	62.0	62.4	UNDER	62.5	61.5
13:39:30	60.7	61.5	UNDER	61.5	60.5
13:39:40	60.6	61.2	UNDER	61.5	59.5
13:39:50	61.9	62.4	UNDER	62.5	61.5
13:40:00	61.6	62.4	UNDER	62.5	60.5
13:40:10	61.2	61.6	UNDER	61.5	60.5
13:40:20	62.0	62.8	UNDER	62.5	60.5
13:40:30	64.9	71.2	UNDER	68.5	61.5
13:40:40	62.4	64.8	UNDER	63.5	60.5
13:40:50	60.6	61.1	UNDER	60.5	60.5
13:41:00	61.9	62.8	UNDER	62.5	60.5
13:41:10	61.5	62.0	UNDER	61.5	61.5
13:41:20	61.2	62.0	UNDER	61.5	60.5
13:41:30	62.0	62.4	UNDER	62.5	61.5
13:41:40	61.2	61.6	UNDER	61.5	60.5
13:41:50	61.9	62.5	UNDER	62.5	60.5
13:42:00	61.3	62.8	UNDER	62.5	60.5
13:42:10	60.4	60.8	UNDER	60.5	59.5
13:42:20	61.7	62.2	UNDER	62.5	60.5
13:42:30	61.9	62.4	UNDER	62.5	61.5
13:42:40	61.1	62.0	UNDER	61.5	60.5
13:42:50	61.9	63.2	UNDER	62.5	60.5
13:43:00	62.3	63.2	UNDER	62.5	61.5
13:43:10	63.5	64.6	UNDER	63.5	62.5
13:43:20	64.2	64.8	UNDER	64.5	63.5
13:43:30	63.2	64.0	UNDER	63.5	62.5
13:43:40	61.7	62.4	UNDER	62.5	61.5
13:43:50	61.4	62.1	UNDER	61.5	60.5
13:44:00	61.6	62.0	UNDER	61.5	61.5
13:44:10	61.7	62.4	UNDER	62.5	61.5
13:44:20	61.9	62.3	UNDER	62.5	61.5
13:44:30	61.4	61.8	UNDER	61.5	61.5
13:44:40	60.7	61.6	UNDER	61.5	59.5
13:44:50	60.5	61.2	UNDER	61.5	59.5
13:45:00	61.8	62.4	UNDER	62.5	60.5
13:45:10	61.7	62.1	UNDER	62.5	61.5
13:45:20	60.9	61.8	UNDER	61.5	60.5
13:45:30	62.6	63.9	UNDER	63.5	61.5
13:45:40	62.8	63.6	UNDER	63.5	61.5
13:45:50	62.6	63.7	UNDER	63.5	60.5
13:46:00	60.5	61.2	UNDER	61.5	59.5
13:46:10	61.7	62.2	UNDER	62.5	61.5
13:46:20	62.1	62.7	UNDER	62.5	61.5
13:46:30	61.5	62.1	UNDER	62.5	60.5
13:46:40	61.2	61.6	UNDER	61.5	60.5
13:46:50	60.4	61.5	UNDER	61.5	59.5

13:47:00	60.1	60.8	UNDER	60.5	59.5
13:47:10	61.1	62.8	UNDER	62.5	59.5
13:47:20	61.8	62.3	UNDER	62.5	61.5
13:47:30	60.7	61.6	UNDER	61.5	59.5
13:47:40	60.4	61.2	UNDER	61.5	59.5
13:47:50	61.2	61.7	UNDER	61.5	60.5
13:48:00	61.0	61.6	UNDER	61.5	60.5
13:48:10	61.5	62.4	UNDER	62.5	60.5
13:48:20	61.0	61.6	UNDER	61.5	60.5
13:48:30	60.8	61.8	UNDER	61.5	60.5
13:48:40	60.8	61.2	UNDER	61.5	60.5
13:48:50	60.7	61.7	UNDER	61.5	60.5
13:49:00	61.7	62.0	UNDER	62.5	61.5
13:49:10	62.4	63.2	UNDER	62.5	61.5
13:49:20	62.9	64.4	UNDER	64.5	61.5
13:49:30	62.0	62.4	UNDER	62.5	61.5
13:49:40	60.7	61.7	UNDER	61.5	59.5
13:49:50	62.0	63.9	UNDER	63.5	60.5
13:50:00	64.0	64.8	UNDER	64.5	63.5
13:50:10	62.8	63.6	UNDER	63.5	61.5
13:50:20	61.6	62.0	UNDER	61.5	61.5
13:50:30	60.8	61.4	UNDER	61.5	60.5
13:50:40	61.1	61.6	UNDER	61.5	60.5
13:50:50	61.2	61.6	UNDER	61.5	60.5
13:51:00	61.1	62.0	UNDER	61.5	60.5
13:51:10	62.8	63.6	UNDER	63.5	62.5
13:51:20	62.8	63.2	UNDER	63.5	62.5
13:51:30	62.1	63.0	UNDER	62.5	60.5
13:51:40	61.1	61.6	UNDER	61.5	60.5
13:51:50	61.6	62.1	UNDER	62.5	61.5
13:52:00	62.2	62.8	UNDER	62.5	61.5
13:52:10	62.4	62.8	UNDER	62.5	62.5
13:52:20	62.3	62.8	UNDER	62.5	62.5
13:52:30	61.3	62.4	UNDER	61.5	60.5
13:52:40	61.4	62.5	UNDER	62.5	60.5
13:52:50	61.9	62.4	UNDER	62.5	61.5
13:53:00	62.1	62.8	UNDER	62.5	61.5
13:53:10	61.7	62.2	UNDER	62.5	61.5
13:53:20	61.2	62.0	UNDER	61.5	60.5
13:53:30	62.9	63.6	UNDER	63.5	62.5
13:53:40	62.6	63.8	UNDER	63.5	61.5
13:53:50	62.9	64.1	UNDER	64.5	62.5
13:54:00	63.9	64.5	UNDER	64.5	62.5
13:54:10	63.1	64.2	UNDER	64.5	62.5
13:54:20	63.3	64.4	UNDER	64.5	62.5
13:54:30	64.1	64.7	UNDER	64.5	63.5
13:54:40	63.0	63.2	UNDER	63.5	62.5
13:54:50	62.6	62.9	UNDER	62.5	62.5
13:55:00	62.6	63.5	UNDER	63.5	61.5
13:55:10	62.2	62.8	UNDER	62.5	62.5
13:55:20	62.4	62.8	UNDER	62.5	61.5
13:55:30	60.7	61.4	UNDER	61.5	60.5
13:55:40	61.0	61.6	UNDER	61.5	60.5
13:55:50	62.3	63.2	UNDER	63.5	61.5
13:56:00	62.6	63.2	UNDER	63.5	61.5
13:56:10	62.3	63.3	UNDER	63.5	61.5
13:56:20	62.8	63.6	UNDER	63.5	61.5
13:56:30	61.3	61.8	UNDER	61.5	60.5
13:56:40	61.6	62.6	UNDER	62.5	60.5
13:56:50	59.7	60.8	UNDER	60.5	59.5
13:57:00	63.1	64.7	UNDER	64.5	60.5
13:57:10	64.5	65.2	UNDER	65.5	63.5
13:57:20	63.4	64.0	UNDER	63.5	62.5

13:57:30	63.9	64.4	UNDER	64.5	63.5
13:57:40	62.6	63.3	UNDER	63.5	62.5
13:57:50	62.1	62.6	UNDER	62.5	61.5
13:58:00	62.2	62.6	UNDER	62.5	62.5
13:58:10	62.6	63.2	UNDER	63.5	61.5
13:58:20	63.0	63.6	UNDER	63.5	62.5
13:58:30	62.3	62.9	UNDER	62.5	61.5
13:58:40	63.0	63.7	UNDER	63.5	62.5
13:58:50	63.1	63.7	UNDER	63.5	62.5
13:59:00	61.7	63.5	UNDER	62.5	60.5
13:59:10	63.0	63.5	UNDER	63.5	62.5
13:59:20	63.7	65.4	UNDER	65.5	62.5
13:59:30	62.9	63.8	UNDER	63.5	62.5
13:59:40	62.7	63.7	UNDER	63.5	61.5
13:59:50	62.6	63.2	UNDER	63.5	62.5
14:00:00	62.3	62.6	UNDER	62.5	61.5
14:00:10	62.2	62.6	UNDER	62.5	61.5
14:00:20	62.1	62.9	UNDER	62.5	61.5
14:00:30	62.8	63.2	UNDER	63.5	62.5
14:00:40	63.0	63.6	UNDER	63.5	62.5
14:00:50	62.1	62.4	UNDER	62.5	61.5
14:01:00	61.7	62.1	UNDER	62.5	61.5
14:01:10	63.3	64.0	UNDER	63.5	62.5
14:01:20	63.9	64.4	UNDER	64.5	63.5
14:01:30	63.9	65.0	UNDER	64.5	63.5
14:01:40	63.5	65.1	UNDER	64.5	62.5
14:01:50	62.4	63.0	UNDER	62.5	62.5
14:02:00	62.3	62.8	UNDER	62.5	61.5
14:02:10	61.9	63.2	UNDER	62.5	61.5
14:02:20	60.7	61.5	UNDER	61.5	60.5
14:02:30	61.8	62.4	UNDER	62.5	61.5
14:02:40	61.4	62.0	UNDER	61.5	61.5
14:02:50	61.4	62.1	UNDER	62.5	60.5
14:03:00	60.9	61.3	UNDER	61.5	60.5
14:03:10	61.4	61.6	UNDER	61.5	61.5
14:03:20	62.8	64.0	UNDER	63.5	61.5
14:03:30	62.6	63.2	UNDER	63.5	62.5
14:03:40	60.7	62.0	UNDER	61.5	60.5
14:03:50	61.2	61.8	UNDER	61.5	60.5
14:04:00	62.3	62.9	UNDER	62.5	61.5
14:04:10	62.0	63.9	UNDER	63.5	61.5
14:04:20	62.1	63.9	UNDER	63.5	61.5
14:04:30	61.3	61.7	UNDER	61.5	60.5
14:04:40	61.7	62.4	UNDER	62.5	61.5
14:04:50	64.0	68.4	UNDER	68.5	60.5
14:05:00	63.5	66.4	UNDER	65.5	60.5
14:05:10	61.1	61.6	UNDER	61.5	60.5
14:05:20	62.1	62.8	UNDER	62.5	61.5
14:05:30	62.4	63.4	UNDER	62.5	61.5
14:05:40	62.8	63.5	UNDER	63.5	62.5
14:05:50	61.9	62.7	UNDER	62.5	61.5
14:06:00	61.2	61.9	UNDER	61.5	60.5
14:06:10	61.5	62.4	UNDER	62.5	60.5
14:06:20	60.9	61.2	UNDER	61.5	60.5
14:06:30	61.8	62.4	UNDER	62.5	60.5
14:06:40	62.4	63.0	UNDER	62.5	62.5
14:06:50	61.4	62.4	UNDER	62.5	60.5
14:07:00	60.9	61.7	UNDER	61.5	60.5
14:07:10	60.9	61.6	UNDER	61.5	60.5
14:07:20	60.4	61.1	UNDER	60.5	59.5
14:07:30	60.9	61.7	UNDER	61.5	60.5
14:07:40	63.1	64.0	UNDER	63.5	61.5
14:07:50	62.1	63.1	UNDER	62.5	61.5

14:08:00	61.7	62.7	UNDER	62.5	60.5
14:08:10	62.4	62.8	UNDER	62.5	62.5
14:08:20	61.8	62.4	UNDER	62.5	61.5
14:08:30	62.3	63.2	UNDER	62.5	61.5
14:08:40	62.0	62.9	UNDER	62.5	61.5
14:08:50	61.7	62.4	UNDER	62.5	61.5
14:09:00	60.6	61.4	UNDER	61.5	59.5
14:09:10	61.8	62.9	UNDER	62.5	60.5
14:09:20	62.4	63.2	UNDER	62.5	61.5
14:09:30	61.9	62.3	UNDER	62.5	61.5
14:09:40	61.6	62.4	UNDER	62.5	61.5
14:09:50	60.9	61.6	UNDER	61.5	60.5
14:10:00	60.2	60.8	UNDER	60.5	59.5
14:10:10	60.5	61.1	UNDER	60.5	60.5
14:10:20	62.2	64.6	UNDER	63.5	60.5
14:10:30	62.0	62.9	UNDER	62.5	61.5
14:10:40	61.7	62.2	UNDER	62.5	61.5
14:10:50	62.8	63.6	UNDER	63.5	62.5
14:11:00	62.5	63.2	UNDER	62.5	61.5
14:11:10	61.4	62.0	UNDER	61.5	61.5
14:11:20	61.4	62.0	UNDER	61.5	60.5
14:11:30	61.7	62.4	UNDER	62.5	61.5
14:11:40	61.6	62.4	UNDER	62.5	61.5
14:11:50	61.3	61.7	UNDER	61.5	60.5
14:12:00	61.6	62.0	UNDER	61.5	61.5
14:12:10	62.1	62.8	UNDER	62.5	61.5
14:12:20	61.8	62.5	UNDER	62.5	60.5
14:12:30	61.2	61.6	UNDER	61.5	60.5
14:12:40	62.4	63.5	UNDER	63.5	60.5
14:12:50	63.5	64.4	UNDER	64.5	63.5
14:13:00	62.8	63.2	UNDER	63.5	62.5
14:13:10	62.4	63.6	UNDER	63.5	61.5
14:13:20	60.8	61.4	UNDER	61.5	60.5
14:13:30	60.3	60.8	UNDER	60.5	60.5
14:13:40	60.5	61.3	UNDER	60.5	60.5
14:13:50	60.4	61.2	UNDER	60.5	59.5
14:14:00	60.7	61.2	UNDER	61.5	59.5
14:14:10	61.4	61.8	UNDER	61.5	61.5
14:14:20	61.7	62.0	UNDER	61.5	61.5
14:14:30	62.6	63.4	UNDER	63.5	61.5
14:14:40	61.9	62.4	UNDER	62.5	61.5
14:14:50	62.1	62.7	UNDER	62.5	61.5
14:15:00	61.0	62.0	UNDER	61.5	60.5
14:15:10	61.6	62.0	UNDER	62.5	60.5
14:15:20	61.5	62.1	UNDER	62.5	60.5
14:15:30	59.9	60.4	UNDER	60.5	59.5
14:15:40	61.7	63.1	UNDER	62.5	60.5
14:15:50	63.5	64.8	UNDER	64.5	62.5
14:16:00	61.9	62.8	UNDER	62.5	61.5
14:16:10	61.3	61.6	UNDER	61.5	60.5

****

Filename.....3904
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.12 SERIAL # 3904
REPORT PRINTED ON 05/14/12 at 10:26:04

User ID: _____

LOGGING STARTED.....05/10/12 at 13:43:00
TOTAL LOGGING TIME...0 DAYS 00:29:45
LOGGING STOPPED.....05/10/12 at 14:12:45
TOTAL INTERVALS.....179
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:17:38
PRE-TEST CALIBRATION RANGE...39.4 TO 139.4 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:04:39
POST-TEST CALIBRATION RANGE...39.5 TO 139.5
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.3dB
Lav (80)..... 67.6dB
Lav (90)..... 66.8dB
SEL..... 100.7dB

TWA..... 56.2dB
TWA (80)..... 55.5dB
TWA (90)..... 54.8dB

Lmax..... 98.7dB 05/10/12 at 13:54:05
Lpk..... 130.5dB 05/10/12 at 13:54:05
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.03%
PROJ. DOSE (80).. 0.48%
DOSE (90)..... 0.02%
PROJ. DOSE (90).. 0.32%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:43:00	61.6	62.9	UNDER	62.4	61.4
13:43:10	63.3	64.0	UNDER	63.4	62.4
13:43:20	62.2	63.6	UNDER	63.4	61.4
13:43:30	61.5	62.0	UNDER	61.4	60.4
13:43:40	60.5	62.3	UNDER	61.4	59.4
13:43:50	60.2	60.7	UNDER	60.4	59.4
13:44:00	60.6	61.5	UNDER	61.4	59.4
13:44:10	60.3	61.1	UNDER	60.4	59.4
13:44:20	61.3	61.5	UNDER	61.4	60.4
13:44:30	61.8	62.3	UNDER	62.4	61.4
13:44:40	63.2	64.7	UNDER	64.4	61.4
13:44:50	63.6	64.3	UNDER	64.4	62.4
13:45:00	63.2	63.9	UNDER	63.4	61.4
13:45:10	62.4	63.1	UNDER	62.4	61.4
13:45:20	63.8	64.5	UNDER	64.4	62.4
13:45:30	64.0	64.3	UNDER	64.4	63.4
13:45:40	62.3	63.5	UNDER	63.4	61.4
13:45:50	60.8	61.9	UNDER	61.4	59.4
13:46:00	59.6	60.3	UNDER	60.4	58.4
13:46:10	59.2	59.9	UNDER	59.4	58.4
13:46:20	60.9	61.5	UNDER	61.4	59.4
13:46:30	61.1	61.3	UNDER	61.4	60.4
13:46:40	60.6	61.3	UNDER	61.4	59.4
13:46:50	59.3	60.3	UNDER	59.4	58.4
13:47:00	60.4	60.8	UNDER	60.4	59.4
13:47:10	59.2	60.1	UNDER	59.4	58.4
13:47:20	59.1	59.5	UNDER	59.4	58.4
13:47:30	58.6	59.4	UNDER	59.4	57.4
13:47:40	58.4	59.4	UNDER	59.4	57.4
13:47:50	58.5	58.7	UNDER	58.4	58.4
13:48:00	58.1	58.6	UNDER	58.4	57.4
13:48:10	57.4	57.7	UNDER	57.4	57.4
13:48:20	57.2	57.8	UNDER	57.4	56.4
13:48:30	57.5	57.9	UNDER	57.4	57.4
13:48:40	57.7	58.0	UNDER	57.4	57.4
13:48:50	60.4	66.7	UNDER	64.4	57.4
13:49:00	58.2	58.7	UNDER	58.4	57.4
13:49:10	57.7	58.8	UNDER	58.4	57.4
13:49:20	60.3	61.5	UNDER	61.4	58.4
13:49:30	61.1	61.5	UNDER	61.4	60.4
13:49:40	61.7	62.4	UNDER	62.4	61.4
13:49:50	60.4	62.3	UNDER	61.4	59.4
13:50:00	59.4	59.9	UNDER	59.4	59.4
13:50:10	59.8	60.3	UNDER	60.4	59.4
13:50:20	58.3	59.1	UNDER	58.4	57.4
13:50:30	60.0	61.5	UNDER	61.4	58.4
13:50:40	61.0	61.5	UNDER	61.4	60.4
13:50:50	59.7	60.7	UNDER	60.4	59.4
13:51:00	59.3	59.5	UNDER	59.4	58.4
13:51:10	60.0	61.3	UNDER	61.4	59.4
13:51:20	60.6	61.4	UNDER	61.4	59.4

13:51:30	58.5	59.5	UNDER	59.4	57.4
13:51:40	58.6	59.1	UNDER	59.4	58.4
13:51:50	57.7	58.3	UNDER	58.4	57.4
13:52:00	58.4	58.7	UNDER	58.4	57.4
13:52:10	58.9	59.6	UNDER	59.4	58.4
13:52:20	58.3	59.5	UNDER	59.4	57.4
13:52:30	57.5	57.9	UNDER	57.4	57.4
13:52:40	57.7	58.7	UNDER	58.4	56.4
13:52:50	57.9	58.3	UNDER	58.4	57.4
13:53:00	58.5	59.5	UNDER	59.4	57.4
13:53:10	60.3	61.0	UNDER	60.4	59.4
13:53:20	59.4	59.9	UNDER	59.4	58.4
13:53:30	59.6	59.9	UNDER	59.4	59.4
13:53:40	59.6	61.5	UNDER	60.4	59.4
13:53:50	63.2	63.9	UNDER	63.4	61.4
13:54:00	90.0	98.7	130.5	94.4	63.4
13:54:10	68.7	78.2	UNDER	73.4	58.4
13:54:20	58.3	58.7	UNDER	58.4	57.4
13:54:30	58.7	59.1	UNDER	59.4	58.4
13:54:40	60.3	61.5	UNDER	61.4	58.4
13:54:50	64.3	65.9	UNDER	65.4	61.4
13:55:00	62.7	65.1	UNDER	64.4	60.4
13:55:10	61.3	61.9	UNDER	61.4	61.4
13:55:20	61.1	61.5	UNDER	61.4	59.4
13:55:30	59.7	60.2	UNDER	60.4	59.4
13:55:40	58.7	59.2	UNDER	59.4	58.4
13:55:50	60.4	61.1	UNDER	61.4	58.4
13:56:00	61.1	61.5	UNDER	61.4	60.4
13:56:10	59.9	60.7	UNDER	60.4	59.4
13:56:20	61.4	61.9	UNDER	61.4	59.4
13:56:30	60.5	61.4	UNDER	61.4	59.4
13:56:40	60.0	60.7	UNDER	60.4	59.4
13:56:50	60.3	60.7	UNDER	60.4	59.4
13:57:00	60.6	61.0	UNDER	60.4	60.4
13:57:10	59.9	60.7	UNDER	60.4	59.4
13:57:20	59.1	59.5	UNDER	59.4	58.4
13:57:30	59.8	60.3	UNDER	60.4	59.4
13:57:40	58.9	59.5	UNDER	59.4	58.4
13:57:50	59.6	60.3	UNDER	59.4	58.4
13:58:00	60.5	62.7	UNDER	60.4	59.4
13:58:10	58.8	59.5	UNDER	59.4	58.4
13:58:20	58.7	59.0	UNDER	58.4	58.4
13:58:30	59.4	59.9	UNDER	59.4	58.4
13:58:40	60.0	60.6	UNDER	60.4	59.4
13:58:50	60.6	61.1	UNDER	61.4	60.4
13:59:00	61.8	62.7	UNDER	62.4	61.4
13:59:10	63.4	63.9	UNDER	63.4	62.4
13:59:20	63.3	65.8	UNDER	64.4	61.4
13:59:30	59.6	61.5	UNDER	61.4	58.4
13:59:40	58.2	59.1	UNDER	58.4	57.4
13:59:50	57.9	58.8	UNDER	58.4	57.4
14:00:00	58.5	59.1	UNDER	59.4	57.4
14:00:10	59.1	60.3	UNDER	59.4	58.4
14:00:20	59.7	60.3	UNDER	59.4	59.4
14:00:30	59.0	59.5	UNDER	59.4	58.4
14:00:40	60.1	61.5	UNDER	61.4	59.4
14:00:50	61.9	62.5	UNDER	62.4	61.4
14:01:00	61.3	61.9	UNDER	61.4	60.4
14:01:10	61.1	62.3	UNDER	62.4	60.4
14:01:20	62.3	62.8	UNDER	62.4	61.4
14:01:30	61.3	61.8	UNDER	61.4	60.4
14:01:40	59.1	60.7	UNDER	60.4	57.4
14:01:50	57.8	58.3	UNDER	57.4	57.4

14:02:00	58.5	58.7	UNDER	58.4	58.4
14:02:10	57.8	58.4	UNDER	58.4	57.4
14:02:20	57.9	58.6	UNDER	58.4	57.4
14:02:30	58.8	59.9	UNDER	59.4	57.4
14:02:40	59.0	59.5	UNDER	59.4	58.4
14:02:50	60.0	61.1	UNDER	60.4	58.4
14:03:00	59.4	60.7	UNDER	60.4	58.4
14:03:10	59.0	59.2	UNDER	59.4	58.4
14:03:20	57.7	59.2	UNDER	58.4	57.4
14:03:30	57.5	57.9	UNDER	57.4	57.4
14:03:40	57.8	59.0	UNDER	58.4	56.4
14:03:50	59.0	59.9	UNDER	59.4	58.4
14:04:00	59.8	60.7	UNDER	60.4	58.4
14:04:10	61.3	61.9	UNDER	61.4	60.4
14:04:20	60.9	61.5	UNDER	61.4	60.4
14:04:30	59.6	60.3	UNDER	60.4	59.4
14:04:40	58.8	59.1	UNDER	59.4	58.4
14:04:50	59.0	59.5	UNDER	59.4	58.4
14:05:00	59.1	60.3	UNDER	59.4	58.4
14:05:10	58.8	59.2	UNDER	59.4	58.4
14:05:20	58.1	58.7	UNDER	58.4	57.4
14:05:30	57.7	58.2	UNDER	58.4	57.4
14:05:40	57.9	58.3	UNDER	58.4	57.4
14:05:50	57.5	58.4	UNDER	58.4	57.4
14:06:00	57.8	58.3	UNDER	58.4	57.4
14:06:10	58.0	58.3	UNDER	58.4	57.4
14:06:20	58.2	59.1	UNDER	58.4	57.4
14:06:30	57.9	58.7	UNDER	58.4	57.4
14:06:40	58.7	59.1	UNDER	59.4	58.4
14:06:50	58.0	58.5	UNDER	58.4	57.4
14:07:00	58.7	59.4	UNDER	59.4	57.4
14:07:10	59.2	59.5	UNDER	59.4	59.4
14:07:20	59.1	59.4	UNDER	59.4	58.4
14:07:30	58.6	58.9	UNDER	58.4	58.4
14:07:40	59.0	59.5	UNDER	59.4	58.4
14:07:50	58.0	59.1	UNDER	58.4	57.4
14:08:00	57.8	58.1	UNDER	57.4	57.4
14:08:10	57.3	57.5	UNDER	57.4	56.4
14:08:20	57.0	57.4	UNDER	57.4	56.4
14:08:30	58.0	58.7	UNDER	58.4	57.4
14:08:40	57.8	58.3	UNDER	58.4	57.4
14:08:50	57.5	57.9	UNDER	57.4	57.4
14:09:00	57.2	57.8	UNDER	57.4	56.4
14:09:10	56.8	57.1	UNDER	57.4	56.4
14:09:20	56.9	57.4	UNDER	57.4	56.4
14:09:30	56.0	56.7	UNDER	56.4	55.4
14:09:40	56.1	56.3	UNDER	56.4	55.4
14:09:50	56.4	56.7	UNDER	56.4	56.4
14:10:00	57.6	58.3	UNDER	58.4	56.4
14:10:10	58.6	59.1	UNDER	59.4	58.4
14:10:20	59.5	60.3	UNDER	60.4	58.4
14:10:30	60.0	60.3	UNDER	60.4	59.4
14:10:40	59.2	59.8	UNDER	59.4	58.4
14:10:50	58.7	59.5	UNDER	59.4	58.4
14:11:00	58.0	58.6	UNDER	58.4	57.4
14:11:10	59.1	59.8	UNDER	59.4	58.4
14:11:20	60.1	60.6	UNDER	60.4	59.4
14:11:30	59.5	59.9	UNDER	59.4	59.4
14:11:40	60.2	61.0	UNDER	60.4	59.4
14:11:50	59.4	59.9	UNDER	59.4	59.4
14:12:00	59.0	59.4	UNDER	59.4	58.4
14:12:10	59.5	59.9	UNDER	59.4	59.4
14:12:20	59.9	60.3	UNDER	60.4	59.4

14:12:30	59.5	60.6	UNDER	60.4	58.4
14:12:40	58.1	59.4	UNDER	58.4	57.4

****

Filename.....2559
Test Location.....95 Express Lanes
Employee Name.....JJW
Employee Number.....
Department.....noise

Calibrator Type.....cl304
Calibrator Cal. Date...

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 05/14/12 at 10:25:25

User ID: _____

LOGGING STARTED.....05/10/12 at 13:48:00
TOTAL LOGGING TIME...0 DAYS 00:19:30
LOGGING STOPPED.....05/10/12 at 14:07:30
TOTAL INTERVALS.....117
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....05/10/12 AT 08:16:48
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB
POST-TEST CALIBRATION TIME...05/10/12 AT 17:04:29
POST-TEST CALIBRATION RANGE...39.4 TO 139.4
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.0dB
Lav (80)..... 39.3dB
Lav (90)..... 39.3dB
SEL..... 96.5dB

TWA..... 52.1dB
TWA (80)..... 39.3dB
TWA (90)..... 39.3dB

Lmax..... 71.5dB 05/10/12 at 13:59:00
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
05/10/12					
13:48:00	66.8	67.8	UNDER	67.3	66.3
13:48:10	65.8	67.0	UNDER	66.3	65.3
13:48:20	64.6	65.0	UNDER	64.3	64.3
13:48:30	65.2	66.0	UNDER	65.3	64.3
13:48:40	63.9	64.6	UNDER	64.3	63.3
13:48:50	65.4	65.8	UNDER	65.3	64.3
13:49:00	65.4	65.7	UNDER	65.3	65.3
13:49:10	66.9	68.0	UNDER	67.3	65.3
13:49:20	65.6	66.3	UNDER	66.3	65.3
13:49:30	67.6	69.9	UNDER	69.3	65.3
13:49:40	67.2	68.7	UNDER	68.3	65.3
13:49:50	66.7	67.6	UNDER	67.3	66.3
13:50:00	67.4	67.9	UNDER	67.3	67.3
13:50:10	67.2	67.6	UNDER	67.3	66.3
13:50:20	67.5	67.9	UNDER	67.3	67.3
13:50:30	67.4	69.3	UNDER	68.3	66.3
13:50:40	69.0	69.5	UNDER	69.3	67.3
13:50:50	67.3	68.3	UNDER	68.3	66.3
13:51:00	64.3	66.2	UNDER	65.3	63.3
13:51:10	65.0	65.8	UNDER	65.3	64.3
13:51:20	66.5	67.0	UNDER	67.3	65.3
13:51:30	66.1	66.7	UNDER	66.3	65.3
13:51:40	66.3	67.3	UNDER	66.3	65.3
13:51:50	66.7	67.8	UNDER	67.3	66.3
13:52:00	65.3	66.2	UNDER	66.3	64.3
13:52:10	65.0	67.0	UNDER	66.3	64.3
13:52:20	67.4	68.9	UNDER	68.3	65.3
13:52:30	65.4	65.8	UNDER	65.3	64.3
13:52:40	65.0	65.6	UNDER	65.3	64.3
13:52:50	66.0	66.6	UNDER	66.3	64.3
13:53:00	66.1	66.6	UNDER	66.3	65.3
13:53:10	67.0	67.9	UNDER	67.3	64.3
13:53:20	64.2	65.5	UNDER	65.3	63.3
13:53:30	66.1	66.7	UNDER	66.3	65.3
13:53:40	66.0	66.7	UNDER	66.3	65.3
13:53:50	67.1	67.8	UNDER	67.3	66.3
13:54:00	65.6	67.4	UNDER	67.3	63.3
13:54:10	64.5	66.2	UNDER	66.3	63.3
13:54:20	66.0	66.3	UNDER	66.3	65.3
13:54:30	65.4	66.1	UNDER	65.3	64.3
13:54:40	65.4	67.5	UNDER	67.3	63.3
13:54:50	67.3	68.6	UNDER	68.3	66.3
13:55:00	65.6	67.8	UNDER	67.3	64.3
13:55:10	63.8	65.0	UNDER	64.3	63.3
13:55:20	65.0	67.5	UNDER	66.3	63.3
13:55:30	68.4	69.4	UNDER	69.3	66.3
13:55:40	66.3	66.9	UNDER	66.3	65.3
13:55:50	67.0	68.2	UNDER	67.3	66.3
13:56:00	65.6	66.4	UNDER	66.3	65.3
13:56:10	64.9	65.7	UNDER	65.3	64.3
13:56:20	65.2	66.1	UNDER	65.3	64.3

13:56:30	65.4	66.2	UNDER	65.3	64.3
13:56:40	63.8	64.6	UNDER	64.3	63.3
13:56:50	63.8	65.5	UNDER	65.3	63.3
13:57:00	64.9	65.8	UNDER	65.3	63.3
13:57:10	65.7	66.2	UNDER	66.3	64.3
13:57:20	64.3	65.4	UNDER	65.3	63.3
13:57:30	65.3	67.5	UNDER	67.3	64.3
13:57:40	67.2	67.8	UNDER	67.3	66.3
13:57:50	66.1	66.6	UNDER	66.3	65.3
13:58:00	67.0	67.9	UNDER	67.3	66.3
13:58:10	68.9	69.4	UNDER	69.3	67.3
13:58:20	67.7	68.9	UNDER	68.3	66.3
13:58:30	66.2	67.0	UNDER	66.3	65.3
13:58:40	65.0	65.9	UNDER	65.3	64.3
13:58:50	68.3	71.5	UNDER	71.3	65.3
13:59:00	68.4	71.5	UNDER	71.3	65.3
13:59:10	66.3	67.1	UNDER	67.3	65.3
13:59:20	66.2	66.7	UNDER	66.3	65.3
13:59:30	65.1	65.5	UNDER	65.3	64.3
13:59:40	66.3	67.2	UNDER	67.3	64.3
13:59:50	66.7	67.3	UNDER	67.3	66.3
14:00:00	65.7	67.1	UNDER	67.3	64.3
14:00:10	65.7	67.1	UNDER	67.3	65.3
14:00:20	65.5	66.6	UNDER	66.3	64.3
14:00:30	64.4	65.5	UNDER	65.3	63.3
14:00:40	65.7	66.8	UNDER	66.3	64.3
14:00:50	65.6	66.6	UNDER	66.3	65.3
14:01:00	66.1	66.7	UNDER	66.3	65.3
14:01:10	67.2	68.3	UNDER	68.3	66.3
14:01:20	66.8	67.5	UNDER	67.3	66.3
14:01:30	67.2	67.7	UNDER	67.3	66.3
14:01:40	65.3	66.7	UNDER	66.3	63.3
14:01:50	64.3	64.6	UNDER	64.3	63.3
14:02:00	64.6	65.3	UNDER	65.3	63.3
14:02:10	64.3	65.4	UNDER	65.3	63.3
14:02:20	63.0	63.8	UNDER	63.3	62.3
14:02:30	65.0	67.0	UNDER	66.3	63.3
14:02:40	65.8	66.6	UNDER	66.3	65.3
14:02:50	65.9	67.1	UNDER	66.3	65.3
14:03:00	67.0	67.8	UNDER	67.3	65.3
14:03:10	65.6	66.3	UNDER	66.3	65.3
14:03:20	65.5	66.4	UNDER	66.3	64.3
14:03:30	66.8	67.8	UNDER	67.3	65.3
14:03:40	65.7	67.4	UNDER	67.3	64.3
14:03:50	67.0	67.7	UNDER	67.3	65.3
14:04:00	64.5	65.9	UNDER	65.3	63.3
14:04:10	64.4	65.3	UNDER	65.3	63.3
14:04:20	65.1	66.2	UNDER	65.3	64.3
14:04:30	63.8	64.6	UNDER	64.3	62.3
14:04:40	65.5	66.3	UNDER	66.3	64.3
14:04:50	63.7	65.4	UNDER	65.3	62.3
14:05:00	66.5	67.8	UNDER	67.3	65.3
14:05:10	66.1	67.0	UNDER	66.3	65.3
14:05:20	65.5	66.2	UNDER	66.3	64.3
14:05:30	65.2	66.6	UNDER	66.3	63.3
14:05:40	64.4	65.8	UNDER	65.3	63.3
14:05:50	64.9	65.8	UNDER	65.3	63.3
14:06:00	63.6	65.3	UNDER	64.3	62.3
14:06:10	65.4	65.8	UNDER	65.3	64.3
14:06:20	63.4	64.6	UNDER	64.3	62.3
14:06:30	63.9	64.6	UNDER	64.3	62.3
14:06:40	65.6	66.2	UNDER	66.3	64.3
14:06:50	65.6	66.2	UNDER	65.3	65.3

14:07:00	64.5	65.8	UNDER	65.3	64.3
14:07:10	65.8	67.4	UNDER	67.3	63.3
14:07:20	67.6	71.0	UNDER	69.3	65.3

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:09:15

User ID: _____

LOGGING STARTED.....06/21/12 at 12:34:10
TOTAL LOGGING TIME...0 DAYS 00:17:35
LOGGING STOPPED.....06/21/12 at 12:51:45
TOTAL INTERVALS.....106
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 7 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 67.3dB
Lav (80)..... 39.6dB
Lav (90)..... 39.6dB
SEL..... 97.4dB

TWA..... 53.0dB
TWA (80)..... 39.6dB
TWA (90)..... 39.6dB

Lmax..... 71.9dB 06/21/12 at 12:43:00
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 7 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:34:10	70.3	71.2	UNDER	70.6	69.6
12:34:20	67.3	69.7	UNDER	69.6	65.6
12:34:30	65.7	66.1	UNDER	65.6	65.6
12:34:40	66.2	67.3	UNDER	66.6	65.6
12:34:50	65.7	66.5	UNDER	66.6	65.6
12:35:00	67.7	69.0	UNDER	68.6	65.6
12:35:10	67.2	68.8	UNDER	68.6	66.6
12:35:20	68.0	69.4	UNDER	69.6	65.6
12:35:30	66.2	68.5	UNDER	68.6	64.6
12:35:40	68.6	69.6	UNDER	69.6	68.6
12:35:50	67.1	68.5	UNDER	68.6	64.6
12:36:00	65.6	66.6	UNDER	66.6	64.6
12:36:10	65.9	67.3	UNDER	66.6	64.6
12:36:20	65.3	66.9	UNDER	66.6	64.6
12:36:30	65.7	66.5	UNDER	66.6	64.6
12:36:40	67.1	68.6	UNDER	68.6	64.6
12:36:50	66.7	68.1	UNDER	67.6	65.6
12:37:00	67.8	69.0	UNDER	68.6	65.6
12:37:10	68.8	69.3	UNDER	69.6	68.6
12:37:20	68.2	68.9	UNDER	68.6	67.6
12:37:30	66.8	67.5	UNDER	67.6	66.6
12:37:40	67.2	68.0	UNDER	67.6	66.6
12:37:50	67.7	68.1	UNDER	68.6	67.6
12:38:00	67.8	68.9	UNDER	68.6	66.6
12:38:10	68.7	69.3	UNDER	69.6	68.6
12:38:20	67.0	69.1	UNDER	68.6	65.6
12:38:30	68.0	69.2	UNDER	68.6	66.6
12:38:40	65.9	67.7	UNDER	67.6	63.6
12:38:50	67.1	68.6	UNDER	68.6	63.6
12:39:00	65.9	67.9	UNDER	67.6	63.6
12:39:10	63.8	64.8	UNDER	64.6	62.6
12:39:20	64.3	65.6	UNDER	65.6	63.6
12:39:30	66.0	67.0	UNDER	66.6	62.6
12:39:40	64.5	66.5	UNDER	66.6	61.6
12:39:50	66.1	67.6	UNDER	67.6	62.6
12:40:00	64.8	66.1	UNDER	65.6	62.6
12:40:10	65.7	66.7	UNDER	66.6	64.6
12:40:20	64.2	66.5	UNDER	66.6	62.6
12:40:30	65.5	66.5	UNDER	66.6	62.6
12:40:40	63.6	67.7	UNDER	66.6	61.6
12:40:50	67.5	68.9	UNDER	68.6	65.6
12:41:00	65.2	65.7	UNDER	65.6	64.6
12:41:10	67.3	69.0	UNDER	68.6	64.6
12:41:20	66.9	68.0	UNDER	67.6	65.6
12:41:30	65.4	66.8	UNDER	66.6	64.6
12:41:40	68.1	68.9	UNDER	68.6	66.6
12:41:50	68.4	69.5	UNDER	69.6	67.6
12:42:00	68.7	69.7	UNDER	69.6	67.6
12:42:10	66.3	68.1	UNDER	68.6	63.6
12:42:20	69.4	70.4	UNDER	70.6	65.6
12:42:30	68.3	69.7	UNDER	68.6	67.6
12:42:40	67.9	69.6	UNDER	69.6	66.6

12:42:50	69.0	71.6	UNDER	70.6	68.6
12:43:00	69.1	71.9	UNDER	71.6	66.6
12:43:10	67.3	69.3	UNDER	68.6	65.6
12:43:20	65.7	68.0	UNDER	67.6	64.6
12:43:30	65.1	66.8	UNDER	65.6	64.6
12:43:40	67.2	68.4	UNDER	68.6	66.6
12:43:50	66.6	67.7	UNDER	67.6	65.6
12:44:00	66.5	68.1	UNDER	68.6	65.6
12:44:10	68.0	70.0	UNDER	69.6	66.6
12:44:20	66.2	66.9	UNDER	66.6	65.6
12:44:30	66.0	66.5	UNDER	66.6	65.6
12:44:40	66.0	66.9	UNDER	66.6	65.6
12:44:50	64.5	65.6	UNDER	65.6	63.6
12:45:00	66.2	68.5	UNDER	68.6	63.6
12:45:10	67.4	68.5	UNDER	68.6	66.6
12:45:20	68.5	70.9	UNDER	70.6	66.6
12:45:30	69.8	71.7	UNDER	71.6	68.6
12:45:40	68.9	70.1	UNDER	69.6	66.6
12:45:50	65.3	66.4	UNDER	66.6	64.6
12:46:00	66.7	67.7	UNDER	67.6	64.6
12:46:10	65.1	66.5	UNDER	66.6	64.6
12:46:20	65.2	66.0	UNDER	65.6	64.6
12:46:30	66.4	67.5	UNDER	67.6	65.6
12:46:40	66.8	67.7	UNDER	67.6	66.6
12:46:50	66.7	67.3	UNDER	67.6	66.6
12:47:00	69.5	70.5	UNDER	70.6	67.6
12:47:10	66.7	69.7	UNDER	68.6	64.6
12:47:20	68.6	69.8	UNDER	69.6	66.6
12:47:30	69.0	69.7	UNDER	69.6	68.6
12:47:40	68.6	70.1	UNDER	69.6	67.6
12:47:50	67.7	69.3	UNDER	68.6	66.6
12:48:00	68.7	69.7	UNDER	69.6	68.6
12:48:10	65.9	67.8	UNDER	67.6	64.6
12:48:20	67.5	69.7	UNDER	69.6	64.6
12:48:30	68.9	69.7	UNDER	69.6	67.6
12:48:40	68.2	70.0	UNDER	69.6	66.6
12:48:50	64.7	66.4	UNDER	66.6	63.6
12:49:00	66.7	69.2	UNDER	68.6	63.6
12:49:10	69.2	70.9	UNDER	70.6	67.6
12:49:20	69.7	71.3	UNDER	70.6	68.6
12:49:30	69.5	71.0	UNDER	70.6	68.6
12:49:40	68.9	70.1	UNDER	70.6	67.6
12:49:50	68.9	70.1	UNDER	70.6	67.6
12:50:00	68.0	69.3	UNDER	69.6	66.6
12:50:10	68.3	71.3	UNDER	70.6	66.6
12:50:20	68.1	70.3	UNDER	69.6	65.6
12:50:30	65.7	68.4	UNDER	67.6	64.6
12:50:40	67.6	69.2	UNDER	69.6	66.6
12:50:50	66.8	68.5	UNDER	67.6	65.6
12:51:00	66.1	68.7	UNDER	68.6	64.6
12:51:10	66.1	67.4	UNDER	67.6	64.6
12:51:20	66.8	67.3	UNDER	67.6	65.6
12:51:30	68.0	69.1	UNDER	68.6	66.6
12:51:40	66.1	66.9	UNDER	66.6	65.6

****

Filename.....2557
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.12 SERIAL # 2557
REPORT PRINTED ON 07/31/12 at 09:27:47

User ID: _____

LOGGING STARTED.....06/21/12 at 12:37:00
TOTAL LOGGING TIME...0 DAYS 00:12:35
LOGGING STOPPED.....06/21/12 at 12:49:35
TOTAL INTERVALS.....76
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:56:34
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB
POST-TEST CALIBRATION TIME...06/21/12 AT 13:21:52
POST-TEST CALIBRATION RANGE...39.6 TO 139.6
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 5 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.9dB
Lav (80)..... 39.2dB
Lav (90)..... 39.2dB
SEL..... 94.6dB

TWA..... 50.2dB
TWA (80)..... 39.2dB
TWA (90)..... 39.2dB

Lmax..... 77.6dB 06/21/12 at 12:49:34
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:37:00	63.5	64.1	UNDER	64.2	62.2
12:37:10	65.9	66.6	UNDER	66.2	64.2
12:37:20	65.1	66.1	UNDER	66.2	63.2
12:37:30	64.5	65.1	UNDER	64.2	63.2
12:37:40	64.8	65.3	UNDER	65.2	64.2
12:37:50	64.6	66.5	UNDER	65.2	64.2
12:38:00	66.1	66.9	UNDER	66.2	65.2
12:38:10	65.4	65.9	UNDER	65.2	64.2
12:38:20	65.7	67.2	UNDER	66.2	64.2
12:38:30	67.5	68.4	UNDER	68.2	66.2
12:38:40	67.1	67.6	UNDER	67.2	66.2
12:38:50	66.3	67.2	UNDER	66.2	65.2
12:39:00	66.7	67.8	UNDER	67.2	64.2
12:39:10	64.6	65.3	UNDER	65.2	64.2
12:39:20	65.6	66.4	UNDER	66.2	64.2
12:39:30	65.8	66.8	UNDER	66.2	64.2
12:39:40	64.2	66.5	UNDER	66.2	60.2
12:39:50	63.1	65.2	UNDER	65.2	58.2
12:40:00	64.3	64.8	UNDER	64.2	64.2
12:40:10	64.5	66.4	UNDER	66.2	63.2
12:40:20	66.6	67.6	UNDER	67.2	64.2
12:40:30	62.8	64.1	UNDER	63.2	62.2
12:40:40	64.7	65.3	UNDER	65.2	63.2
12:40:50	65.8	66.8	UNDER	66.2	64.2
12:41:00	66.0	66.8	UNDER	66.2	65.2
12:41:10	66.2	67.2	UNDER	67.2	64.2
12:41:20	64.6	65.4	UNDER	65.2	63.2
12:41:30	66.6	67.6	UNDER	67.2	64.2
12:41:40	66.2	67.1	UNDER	66.2	65.2
12:41:50	66.1	66.5	UNDER	66.2	65.2
12:42:00	66.4	67.0	UNDER	66.2	65.2
12:42:10	67.6	68.5	UNDER	68.2	66.2
12:42:20	65.4	67.4	UNDER	67.2	64.2
12:42:30	66.8	68.2	UNDER	68.2	65.2
12:42:40	66.9	67.7	UNDER	67.2	66.2
12:42:50	66.8	68.2	UNDER	68.2	64.2
12:43:00	65.0	66.9	UNDER	66.2	64.2
12:43:10	65.1	66.8	UNDER	66.2	63.2
12:43:20	63.6	64.0	UNDER	63.2	63.2
12:43:30	64.7	65.6	UNDER	65.2	63.2
12:43:40	66.3	67.1	UNDER	66.2	64.2
12:43:50	66.4	66.9	UNDER	66.2	65.2
12:44:00	67.0	67.6	UNDER	67.2	65.2
12:44:10	64.5	66.0	UNDER	65.2	64.2
12:44:20	65.3	66.4	UNDER	66.2	64.2
12:44:30	64.5	66.0	UNDER	65.2	63.2
12:44:40	61.6	64.1	UNDER	63.2	60.2
12:44:50	63.0	66.2	UNDER	65.2	61.2
12:45:00	66.0	66.5	UNDER	66.2	65.2
12:45:10	65.6	66.3	UNDER	66.2	65.2
12:45:20	67.4	68.0	UNDER	67.2	66.2

12:45:30	66.8	68.0	UNDER	67.2	65.2
12:45:40	64.6	65.4	UNDER	65.2	64.2
12:45:50	64.7	66.0	UNDER	65.2	62.2
12:46:00	63.0	64.0	UNDER	63.2	62.2
12:46:10	66.2	67.7	UNDER	67.2	64.2
12:46:20	67.4	68.0	UNDER	67.2	66.2
12:46:30	66.5	67.2	UNDER	66.2	65.2
12:46:40	66.2	67.7	UNDER	67.2	64.2
12:46:50	68.9	70.5	UNDER	70.2	67.2
12:47:00	66.0	70.0	UNDER	69.2	62.2
12:47:10	67.6	68.6	UNDER	68.2	64.2
12:47:20	67.2	67.9	UNDER	67.2	66.2
12:47:30	66.3	67.3	UNDER	67.2	65.2
12:47:40	66.4	66.9	UNDER	66.2	65.2
12:47:50	66.3	66.8	UNDER	66.2	65.2
12:48:00	64.9	66.0	UNDER	66.2	64.2
12:48:10	65.7	67.2	UNDER	67.2	64.2
12:48:20	67.2	67.8	UNDER	67.2	66.2
12:48:30	65.8	67.0	UNDER	66.2	64.2
12:48:40	63.4	64.4	UNDER	64.2	62.2
12:48:50	66.3	68.8	UNDER	68.2	63.2
12:49:00	67.4	69.0	UNDER	68.2	66.2
12:49:10	66.7	67.2	UNDER	67.2	66.2
12:49:20	67.3	68.8	UNDER	67.2	66.2
12:49:30	70.4	77.6	UNDER	76.2	66.2

****

Filename.....2556
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:29:46

User ID: _____

LOGGING STARTED.....06/21/12 at 12:39:20
TOTAL LOGGING TIME...0 DAYS 00:08:55
LOGGING STOPPED.....06/21/12 at 12:48:15
TOTAL INTERVALS.....54
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION TIME...06/21/12 AT 13:22:14
POST-TEST CALIBRATION RANGE...40.6 TO 140.6
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 54.2dB
Lav (80)..... 40.3dB
Lav (90)..... 40.3dB
SEL..... 81.4dB

TWA..... 40.3dB
TWA (80)..... 40.3dB
TWA (90)..... 40.3dB

Lmax..... 61.3dB 06/21/12 at 12:44:26
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:39:20	53.2	53.9	UNDER	53.3	52.3
12:39:30	53.2	53.9	UNDER	53.3	52.3
12:39:40	51.8	52.3	UNDER	52.3	51.3
12:39:50	50.6	51.5	UNDER	51.3	49.3
12:40:00	50.1	50.4	UNDER	50.3	49.3
12:40:10	50.6	51.5	UNDER	51.3	50.3
12:40:20	53.0	55.7	UNDER	54.3	51.3
12:40:30	54.2	55.7	UNDER	55.3	53.3
12:40:40	53.4	54.8	UNDER	54.3	52.3
12:40:50	55.2	56.1	UNDER	56.3	54.3
12:41:00	55.2	56.1	UNDER	56.3	54.3
12:41:10	52.6	54.0	UNDER	53.3	51.3
12:41:20	55.3	56.8	UNDER	56.3	51.3
12:41:30	55.4	56.8	UNDER	56.3	54.3
12:41:40	54.8	55.9	UNDER	55.3	53.3
12:41:50	54.2	57.2	UNDER	56.3	52.3
12:42:00	56.8	57.2	UNDER	57.3	56.3
12:42:10	55.1	56.7	UNDER	56.3	53.3
12:42:20	53.3	53.9	UNDER	53.3	52.3
12:42:30	55.4	56.6	UNDER	56.3	52.3
12:42:40	55.5	56.7	UNDER	56.3	54.3
12:42:50	54.1	54.8	UNDER	54.3	53.3
12:43:00	54.3	55.2	UNDER	55.3	52.3
12:43:10	52.4	53.0	UNDER	52.3	51.3
12:43:20	51.5	52.2	UNDER	51.3	51.3
12:43:30	51.3	51.9	UNDER	51.3	50.3
12:43:40	53.2	54.3	UNDER	54.3	51.3
12:43:50	54.3	54.7	UNDER	54.3	53.3
12:44:00	54.3	55.2	UNDER	55.3	53.3
12:44:10	53.1	54.6	UNDER	54.3	52.3
12:44:20	58.3	61.3	UNDER	60.3	52.3
12:44:30	52.5	55.5	UNDER	54.3	50.3
12:44:40	50.8	53.6	UNDER	52.3	49.3
12:44:50	58.0	59.7	UNDER	59.3	53.3
12:45:00	56.0	57.9	UNDER	57.3	55.3
12:45:10	55.9	57.0	UNDER	56.3	54.3
12:45:20	54.6	56.0	UNDER	55.3	53.3
12:45:30	53.2	53.9	UNDER	53.3	53.3
12:45:40	55.3	55.9	UNDER	55.3	53.3
12:45:50	53.2	53.9	UNDER	53.3	52.3
12:46:00	51.4	52.8	UNDER	52.3	50.3
12:46:10	52.0	53.5	UNDER	53.3	50.3
12:46:20	54.2	54.9	UNDER	54.3	53.3
12:46:30	53.9	54.3	UNDER	54.3	53.3
12:46:40	55.3	57.2	UNDER	56.3	53.3
12:46:50	55.6	57.6	UNDER	57.3	53.3
12:47:00	52.7	53.6	UNDER	53.3	52.3
12:47:10	55.5	56.4	UNDER	56.3	53.3
12:47:20	53.5	54.8	UNDER	54.3	52.3
12:47:30	53.5	55.5	UNDER	55.3	52.3
12:47:40	55.7	56.3	UNDER	56.3	54.3

12:47:50	54.0	55.9	UNDER	55.3	52.3
12:48:00	53.2	54.0	UNDER	53.3	52.3
12:48:10	53.7	56.9	UNDER	56.3	52.3

****

Filename.....2556
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:31:08

User ID: _____

LOGGING STARTED.....06/21/12 at 12:09:40
TOTAL LOGGING TIME...0 DAYS 00:11:33
LOGGING STOPPED.....06/21/12 at 12:21:13
TOTAL INTERVALS.....70
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 57.2dB
Lav (80)..... 40.3dB
Lav (90)..... 40.3dB
SEL..... 85.5dB

TWA..... 41.0dB
TWA (80)..... 40.3dB
TWA (90)..... 40.3dB

Lmax..... 68.7dB 06/21/12 at 12:21:12
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:09:40	57.3	58.0	UNDER	57.3	56.3
12:09:50	57.5	57.9	UNDER	57.3	56.3
12:10:00	57.8	58.3	UNDER	58.3	57.3
12:10:10	60.7	67.7	UNDER	64.3	57.3
12:10:20	58.2	58.7	UNDER	58.3	57.3
12:10:30	59.4	66.0	UNDER	62.3	56.3
12:10:40	58.2	62.3	UNDER	59.3	56.3
12:10:50	57.6	57.9	UNDER	57.3	57.3
12:11:00	57.1	57.5	UNDER	57.3	56.3
12:11:10	56.3	56.7	UNDER	56.3	56.3
12:11:20	56.2	56.4	UNDER	56.3	55.3
12:11:30	56.6	56.8	UNDER	56.3	56.3
12:11:40	57.3	58.3	UNDER	58.3	56.3
12:11:50	57.6	58.3	UNDER	58.3	57.3
12:12:00	56.2	57.2	UNDER	57.3	55.3
12:12:10	56.2	56.8	UNDER	56.3	55.3
12:12:20	57.7	58.6	UNDER	58.3	56.3
12:12:30	57.9	58.7	UNDER	58.3	56.3
12:12:40	56.7	57.1	UNDER	57.3	56.3
12:12:50	56.9	57.9	UNDER	57.3	56.3
12:13:00	56.9	57.2	UNDER	57.3	56.3
12:13:10	56.4	57.2	UNDER	57.3	55.3
12:13:20	57.1	57.9	UNDER	57.3	56.3
12:13:30	57.3	57.9	UNDER	57.3	56.3
12:13:40	58.2	59.5	UNDER	58.3	57.3
12:13:50	57.7	58.3	UNDER	58.3	56.3
12:14:00	57.1	57.5	UNDER	57.3	56.3
12:14:10	57.2	57.9	UNDER	57.3	56.3
12:14:20	56.9	57.1	UNDER	57.3	56.3
12:14:30	56.7	57.7	UNDER	57.3	56.3
12:14:40	57.6	58.0	UNDER	58.3	57.3
12:14:50	57.0	57.5	UNDER	57.3	56.3
12:15:00	56.8	57.2	UNDER	57.3	56.3
12:15:10	56.2	56.7	UNDER	56.3	55.3
12:15:20	57.0	57.6	UNDER	57.3	56.3
12:15:30	57.8	58.1	UNDER	58.3	57.3
12:15:40	58.6	59.1	UNDER	58.3	58.3
12:15:50	58.7	59.2	UNDER	59.3	58.3
12:16:00	58.4	59.3	UNDER	59.3	57.3
12:16:10	56.8	57.9	UNDER	57.3	55.3
12:16:20	55.3	55.9	UNDER	55.3	54.3
12:16:30	56.2	56.9	UNDER	56.3	55.3
12:16:40	56.6	56.9	UNDER	56.3	56.3
12:16:50	56.7	57.1	UNDER	57.3	56.3
12:17:00	56.7	57.2	UNDER	57.3	56.3
12:17:10	56.1	56.8	UNDER	56.3	55.3
12:17:20	56.8	57.2	UNDER	57.3	56.3
12:17:30	57.1	57.9	UNDER	57.3	56.3
12:17:40	57.0	57.5	UNDER	57.3	56.3
12:17:50	56.3	56.8	UNDER	56.3	56.3
12:18:00	57.0	57.6	UNDER	57.3	56.3
12:18:10	56.7	57.4	UNDER	56.3	56.3

12:18:20	56.2	57.1	UNDER	57.3	55.3
12:18:30	55.6	55.9	UNDER	55.3	55.3
12:18:40	55.0	55.5	UNDER	55.3	54.3
12:18:50	54.8	55.2	UNDER	55.3	54.3
12:19:00	56.0	56.7	UNDER	56.3	55.3
12:19:10	57.1	57.5	UNDER	57.3	56.3
12:19:20	56.8	57.2	UNDER	57.3	56.3
12:19:30	56.1	56.4	UNDER	56.3	55.3
12:19:40	57.2	58.4	UNDER	58.3	56.3
12:19:50	57.4	58.0	UNDER	57.3	56.3
12:20:00	58.6	59.0	UNDER	58.3	57.3
12:20:10	58.1	58.9	UNDER	58.3	57.3
12:20:20	56.5	57.5	UNDER	57.3	55.3
12:20:30	55.9	56.7	UNDER	56.3	55.3
12:20:40	55.9	56.1	UNDER	56.3	55.3
12:20:50	55.9	56.4	UNDER	56.3	55.3
12:21:00	56.7	57.2	UNDER	57.3	56.3
12:21:10	61.9	68.7	UNDER	68.3	56.3

****

Filename.....2557
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.12 SERIAL # 2557
REPORT PRINTED ON 07/31/12 at 09:31:29

User ID: _____

LOGGING STARTED.....06/21/12 at 12:08:10
TOTAL LOGGING TIME...0 DAYS 00:13:09
LOGGING STOPPED.....06/21/12 at 12:21:19
TOTAL INTERVALS.....79
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:56:34
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 5 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 55.1dB
Lav (80)..... 39.2dB
Lav (90)..... 39.2dB
SEL..... 84.0dB

TWA..... 39.5dB
TWA (80)..... 39.2dB
TWA (90)..... 39.2dB

Lmax..... 74.7dB 06/21/12 at 12:21:18
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:08:10	55.9	61.7	UNDER	58.2	54.2
12:08:20	53.9	54.8	UNDER	54.2	53.2
12:08:30	55.3	57.4	UNDER	56.2	53.2
12:08:40	55.0	57.8	UNDER	56.2	54.2
12:08:50	53.9	54.4	UNDER	54.2	53.2
12:09:00	53.7	54.1	UNDER	54.2	53.2
12:09:10	53.9	54.4	UNDER	54.2	53.2
12:09:20	53.5	54.1	UNDER	54.2	53.2
12:09:30	54.0	54.9	UNDER	54.2	53.2
12:09:40	55.1	55.3	UNDER	55.2	54.2
12:09:50	54.7	57.8	UNDER	54.2	54.2
12:10:00	54.8	56.8	UNDER	55.2	54.2
12:10:10	54.9	55.7	UNDER	55.2	54.2
12:10:20	55.4	57.6	UNDER	56.2	54.2
12:10:30	54.2	55.2	UNDER	54.2	53.2
12:10:40	54.4	55.2	UNDER	54.2	53.2
12:10:50	55.5	56.8	UNDER	56.2	54.2
12:11:00	55.4	58.1	UNDER	56.2	53.2
12:11:10	54.1	55.6	UNDER	55.2	53.2
12:11:20	53.7	54.1	UNDER	54.2	53.2
12:11:30	53.9	54.2	UNDER	54.2	53.2
12:11:40	54.0	54.4	UNDER	54.2	53.2
12:11:50	53.9	54.1	UNDER	54.2	53.2
12:12:00	53.5	53.7	UNDER	53.2	53.2
12:12:10	53.7	54.2	UNDER	54.2	53.2
12:12:20	54.4	55.0	UNDER	54.2	53.2
12:12:30	54.7	56.1	UNDER	56.2	53.2
12:12:40	52.9	53.5	UNDER	53.2	52.2
12:12:50	53.0	53.7	UNDER	53.2	52.2
12:13:00	54.8	58.0	UNDER	57.2	52.2
12:13:10	55.1	57.2	UNDER	56.2	54.2
12:13:20	57.3	62.0	UNDER	60.2	54.2
12:13:30	57.5	62.0	UNDER	60.2	55.2
12:13:40	57.4	60.9	UNDER	59.2	54.2
12:13:50	55.2	58.0	UNDER	57.2	53.2
12:14:00	54.2	56.4	UNDER	55.2	53.2
12:14:10	54.3	56.8	UNDER	55.2	53.2
12:14:20	53.1	53.3	UNDER	53.2	52.2
12:14:30	53.0	53.3	UNDER	53.2	52.2
12:14:40	53.4	53.7	UNDER	53.2	53.2
12:14:50	52.7	53.2	UNDER	52.2	52.2
12:15:00	52.3	52.8	UNDER	52.2	52.2
12:15:10	52.1	52.4	UNDER	52.2	52.2
12:15:20	52.4	52.8	UNDER	52.2	52.2
12:15:30	53.2	53.6	UNDER	53.2	52.2
12:15:40	53.9	54.4	UNDER	54.2	53.2
12:15:50	54.1	54.8	UNDER	54.2	53.2
12:16:00	53.7	54.3	UNDER	54.2	52.2
12:16:10	52.7	53.7	UNDER	53.2	51.2
12:16:20	51.4	51.6	UNDER	51.2	51.2
12:16:30	51.8	52.5	UNDER	52.2	50.2
12:16:40	52.3	52.7	UNDER	52.2	51.2

12:16:50	52.3	52.8	UNDER	52.2	51.2
12:17:00	52.4	52.8	UNDER	52.2	52.2
12:17:10	52.4	52.8	UNDER	52.2	52.2
12:17:20	52.6	52.8	UNDER	52.2	52.2
12:17:30	52.7	52.8	UNDER	52.2	52.2
12:17:40	52.1	52.8	UNDER	52.2	51.2
12:17:50	51.9	52.5	UNDER	52.2	51.2
12:18:00	52.0	52.7	UNDER	52.2	51.2
12:18:10	51.9	52.4	UNDER	52.2	51.2
12:18:20	51.7	52.4	UNDER	52.2	51.2
12:18:30	51.1	51.3	UNDER	51.2	50.2
12:18:40	52.5	53.2	UNDER	53.2	51.2
12:18:50	53.0	53.2	UNDER	53.2	52.2
12:19:00	53.3	53.8	UNDER	53.2	52.2
12:19:10	53.8	54.2	UNDER	54.2	53.2
12:19:20	53.7	54.0	UNDER	53.2	53.2
12:19:30	53.4	53.6	UNDER	53.2	53.2
12:19:40	53.8	54.4	UNDER	54.2	53.2
12:19:50	54.3	54.8	UNDER	54.2	54.2
12:20:00	55.1	55.3	UNDER	55.2	54.2
12:20:10	54.9	55.5	UNDER	55.2	54.2
12:20:20	53.9	54.3	UNDER	54.2	53.2
12:20:30	53.7	54.1	UNDER	54.2	53.2
12:20:40	53.5	53.7	UNDER	53.2	53.2
12:20:50	53.5	54.8	UNDER	54.2	53.2
12:21:00	53.9	54.1	UNDER	54.2	53.2
12:21:10	68.3	74.7	UNDER	73.2	53.2

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 07/31/12 at 09:31:50

User ID: _____

LOGGING STARTED.....06/21/12 at 12:04:50
TOTAL LOGGING TIME...0 DAYS 00:20:06
LOGGING STOPPED.....06/21/12 at 12:24:56
TOTAL INTERVALS.....121
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 52.2dB
Lav (80)..... 39.6dB
Lav (90)..... 39.6dB
SEL..... 82.9dB

TWA..... 39.6dB
TWA (80)..... 39.6dB
TWA (90)..... 39.6dB

Lmax..... 71.3dB 06/21/12 at 12:24:56
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
12:04:50	53.1	60.5	UNDER	51.6	49.6
12:05:00	55.8	59.3	UNDER	58.6	52.6
12:05:10	52.3	52.8	UNDER	52.6	51.6
12:05:20	52.1	52.8	UNDER	52.6	51.6
12:05:30	52.5	52.9	UNDER	52.6	51.6
12:05:40	52.1	52.7	UNDER	52.6	51.6
12:05:50	53.9	55.1	UNDER	54.6	52.6
12:06:00	53.0	53.6	UNDER	53.6	52.6
12:06:10	53.9	56.7	UNDER	55.6	52.6
12:06:20	53.2	54.2	UNDER	53.6	52.6
12:06:30	53.2	54.0	UNDER	53.6	52.6
12:06:40	51.7	52.9	UNDER	52.6	50.6
12:06:50	52.6	54.1	UNDER	53.6	51.6
12:07:00	52.3	53.2	UNDER	52.6	51.6
12:07:10	52.3	53.6	UNDER	52.6	51.6
12:07:20	52.8	54.1	UNDER	53.6	51.6
12:07:30	52.4	54.1	UNDER	53.6	51.6
12:07:40	52.8	54.0	UNDER	53.6	51.6
12:07:50	52.4	53.7	UNDER	53.6	50.6
12:08:00	53.1	54.5	UNDER	54.6	51.6
12:08:10	52.2	53.9	UNDER	53.6	50.6
12:08:20	51.5	52.1	UNDER	52.6	50.6
12:08:30	51.9	52.5	UNDER	52.6	51.6
12:08:40	52.7	53.3	UNDER	53.6	52.6
12:08:50	52.7	53.7	UNDER	53.6	52.6
12:09:00	52.0	52.5	UNDER	52.6	51.6
12:09:10	52.4	52.9	UNDER	52.6	51.6
12:09:20	52.6	53.0	UNDER	52.6	52.6
12:09:30	52.7	53.3	UNDER	53.6	52.6
12:09:40	52.8	53.3	UNDER	53.6	52.6
12:09:50	52.1	53.0	UNDER	52.6	51.6
12:10:00	52.6	53.3	UNDER	53.6	51.6
12:10:10	53.1	54.1	UNDER	53.6	52.6
12:10:20	53.1	54.1	UNDER	53.6	52.6
12:10:30	52.9	54.0	UNDER	53.6	52.6
12:10:40	52.9	54.1	UNDER	53.6	52.6
12:10:50	52.7	53.5	UNDER	53.6	52.6
12:11:00	52.8	53.3	UNDER	53.6	52.6
12:11:10	53.0	53.7	UNDER	53.6	52.6
12:11:20	53.1	53.6	UNDER	53.6	52.6
12:11:30	53.7	54.1	UNDER	54.6	53.6
12:11:40	52.9	54.5	UNDER	53.6	52.6
12:11:50	52.9	54.8	UNDER	54.6	50.6
12:12:00	51.5	52.1	UNDER	52.6	51.6
12:12:10	52.6	53.3	UNDER	53.6	52.6
12:12:20	52.6	53.3	UNDER	52.6	52.6
12:12:30	52.7	53.0	UNDER	52.6	52.6
12:12:40	53.3	54.1	UNDER	53.6	52.6
12:12:50	53.0	54.1	UNDER	54.6	52.6
12:13:00	52.8	54.5	UNDER	54.6	51.6
12:13:10	51.9	52.5	UNDER	52.6	51.6
12:13:20	52.7	53.5	UNDER	53.6	52.6

12:13:30	54.1	55.1	UNDER	54.6	53.6
12:13:40	53.5	54.2	UNDER	54.6	52.6
12:13:50	52.8	53.3	UNDER	53.6	52.6
12:14:00	53.2	53.7	UNDER	53.6	52.6
12:14:10	53.0	54.0	UNDER	53.6	52.6
12:14:20	53.1	54.2	UNDER	53.6	52.6
12:14:30	52.7	53.2	UNDER	53.6	52.6
12:14:40	52.6	54.3	UNDER	53.6	51.6
12:14:50	54.4	54.9	UNDER	54.6	53.6
12:15:00	52.7	53.7	UNDER	53.6	52.6
12:15:10	52.9	55.0	UNDER	54.6	52.6
12:15:20	52.9	54.1	UNDER	53.6	52.6
12:15:30	52.4	53.3	UNDER	52.6	51.6
12:15:40	51.7	52.1	UNDER	52.6	51.6
12:15:50	52.7	53.6	UNDER	53.6	51.6
12:16:00	51.8	52.5	UNDER	52.6	50.6
12:16:10	51.7	52.4	UNDER	52.6	51.6
12:16:20	52.2	53.0	UNDER	52.6	51.6
12:16:30	52.6	53.3	UNDER	53.6	52.6
12:16:40	52.3	52.5	UNDER	52.6	52.6
12:16:50	52.1	52.5	UNDER	52.6	51.6
12:17:00	51.8	52.5	UNDER	52.6	51.6
12:17:10	52.8	53.8	UNDER	53.6	52.6
12:17:20	52.1	52.4	UNDER	52.6	51.6
12:17:30	51.6	52.1	UNDER	51.6	51.6
12:17:40	51.7	52.2	UNDER	52.6	51.6
12:17:50	51.2	51.8	UNDER	51.6	50.6
12:18:00	50.6	50.9	UNDER	50.6	50.6
12:18:10	50.4	50.8	UNDER	50.6	50.6
12:18:20	50.9	51.4	UNDER	51.6	50.6
12:18:30	51.0	51.5	UNDER	51.6	50.6
12:18:40	51.4	52.0	UNDER	51.6	50.6
12:18:50	51.2	51.6	UNDER	51.6	50.6
12:19:00	50.9	51.3	UNDER	51.6	50.6
12:19:10	51.0	51.7	UNDER	51.6	50.6
12:19:20	50.7	51.3	UNDER	51.6	50.6
12:19:30	50.5	50.8	UNDER	50.6	50.6
12:19:40	51.8	54.4	UNDER	53.6	50.6
12:19:50	51.0	52.9	UNDER	52.6	49.6
12:20:00	50.2	50.6	UNDER	50.6	49.6
12:20:10	51.3	52.0	UNDER	51.6	50.6
12:20:20	51.1	51.7	UNDER	51.6	50.6
12:20:30	50.9	51.3	UNDER	51.6	50.6
12:20:40	50.8	51.3	UNDER	50.6	50.6
12:20:50	51.5	52.0	UNDER	51.6	50.6
12:21:00	51.1	51.7	UNDER	51.6	50.6
12:21:10	51.2	51.5	UNDER	51.6	50.6
12:21:20	50.8	51.6	UNDER	51.6	50.6
12:21:30	51.2	51.4	UNDER	51.6	50.6
12:21:40	51.4	52.3	UNDER	52.6	50.6
12:21:50	51.7	52.1	UNDER	52.6	51.6
12:22:00	50.7	51.6	UNDER	51.6	50.6
12:22:10	50.8	51.7	UNDER	51.6	50.6
12:22:20	50.9	51.8	UNDER	51.6	50.6
12:22:30	51.4	52.1	UNDER	51.6	50.6
12:22:40	51.0	51.3	UNDER	51.6	50.6
12:22:50	50.7	51.3	UNDER	51.6	50.6
12:23:00	51.1	52.0	UNDER	51.6	50.6
12:23:10	50.8	52.1	UNDER	51.6	49.6
12:23:20	50.0	50.9	UNDER	50.6	49.6
12:23:30	49.9	50.9	UNDER	50.6	49.6
12:23:40	49.9	50.5	UNDER	50.6	49.6
12:23:50	50.4	50.9	UNDER	50.6	50.6

12:24:00	52.4	55.1	UNDER	54.6	50.6
12:24:10	50.5	52.1	UNDER	51.6	49.6
12:24:20	50.6	52.4	UNDER	51.6	49.6
12:24:30	49.6	51.0	UNDER	50.6	48.6
12:24:40	49.5	50.0	UNDER	49.6	49.6
12:24:50	55.3	71.3	UNDER	51.6	49.6

****

Filename.....2558
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2558
REPORT PRINTED ON 07/31/12 at 09:33:52

User ID: _____

LOGGING STARTED.....06/21/12 at 10:58:30
TOTAL LOGGING TIME...0 DAYS 00:17:07
LOGGING STOPPED.....06/21/12 at 11:15:37
TOTAL INTERVALS.....103
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:58:24
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB
POST-TEST CALIBRATION TIME...06/21/12 AT 17:23:44
POST-TEST CALIBRATION RANGE...40.3 TO 140.3
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.7dB
Lav (80)..... 63.1dB
Lav (90)..... 59.8dB
SEL..... 95.7dB

TWA..... 51.2dB
TWA (80)..... 48.6dB
TWA (90)..... 45.4dB

Lmax..... 92.0dB 06/21/12 at 10:58:35
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
10:58:30	83.4	92.0	UNDER	89.8	57.8
10:58:40	62.8	72.1	UNDER	68.8	53.8
10:58:50	54.8	56.1	UNDER	55.8	53.8
10:59:00	57.4	59.8	UNDER	58.8	56.8
10:59:10	66.8	70.1	UNDER	69.8	60.8
10:59:20	59.5	63.8	UNDER	61.8	57.8
10:59:30	56.6	58.1	UNDER	57.8	55.8
10:59:40	55.7	56.1	UNDER	56.8	55.8
10:59:50	54.9	56.4	UNDER	55.8	54.8
11:00:00	56.7	58.5	UNDER	58.8	54.8
11:00:10	57.2	57.7	UNDER	57.8	56.8
11:00:20	56.5	57.7	UNDER	57.8	54.8
11:00:30	56.0	56.9	UNDER	56.8	54.8
11:00:40	57.5	58.5	UNDER	58.8	56.8
11:00:50	55.6	56.9	UNDER	56.8	55.8
11:01:00	56.0	57.3	UNDER	56.8	55.8
11:01:10	57.4	57.7	UNDER	57.8	56.8
11:01:20	56.9	57.3	UNDER	57.8	56.8
11:01:30	56.7	57.3	UNDER	57.8	56.8
11:01:40	56.9	58.1	UNDER	57.8	56.8
11:01:50	57.3	58.6	UNDER	58.8	55.8
11:02:00	54.5	55.7	UNDER	55.8	53.8
11:02:10	54.8	55.7	UNDER	55.8	54.8
11:02:20	54.9	57.0	UNDER	55.8	54.8
11:02:30	61.1	62.9	UNDER	62.8	57.8
11:02:40	56.8	58.5	UNDER	58.8	55.8
11:02:50	55.0	55.7	UNDER	55.8	54.8
11:03:00	54.8	55.7	UNDER	55.8	53.8
11:03:10	55.1	55.7	UNDER	55.8	54.8
11:03:20	63.3	69.3	UNDER	68.8	55.8
11:03:30	73.8	77.9	UNDER	77.8	63.8
11:03:40	57.7	62.9	UNDER	61.8	53.8
11:03:50	54.2	55.7	UNDER	55.8	53.8
11:04:00	56.3	56.6	UNDER	56.8	55.8
11:04:10	56.1	57.3	UNDER	56.8	55.8
11:04:20	54.9	56.1	UNDER	55.8	54.8
11:04:30	55.8	56.5	UNDER	56.8	55.8
11:04:40	55.6	55.7	UNDER	55.8	55.8
11:04:50	55.9	56.4	UNDER	56.8	55.8
11:05:00	56.6	57.7	UNDER	57.8	55.8
11:05:10	56.7	57.7	UNDER	57.8	56.8
11:05:20	56.1	56.9	UNDER	56.8	55.8
11:05:30	55.8	56.3	UNDER	56.8	55.8
11:05:40	54.4	55.3	UNDER	54.8	54.8
11:05:50	57.8	61.8	UNDER	60.8	54.8
11:06:00	56.4	56.9	UNDER	56.8	55.8
11:06:10	55.1	56.1	UNDER	55.8	54.8
11:06:20	57.1	59.7	UNDER	58.8	54.8
11:06:30	65.6	70.2	UNDER	70.8	59.8
11:06:40	65.0	69.8	UNDER	69.8	56.8
11:06:50	55.9	56.5	UNDER	56.8	55.8

11:07:00	55.3	56.1	UNDER	56.8	54.8
11:07:10	56.3	58.5	UNDER	57.8	55.8
11:07:20	60.9	62.1	UNDER	62.8	58.8
11:07:30	58.1	60.1	UNDER	59.8	56.8
11:07:40	56.4	56.9	UNDER	56.8	55.8
11:07:50	59.5	61.3	UNDER	60.8	56.8
11:08:00	57.3	58.1	UNDER	58.8	56.8
11:08:10	57.5	59.3	UNDER	58.8	56.8
11:08:20	57.5	58.7	UNDER	58.8	56.8
11:08:30	56.7	57.6	UNDER	57.8	56.8
11:08:40	57.1	57.7	UNDER	57.8	56.8
11:08:50	56.7	57.3	UNDER	57.8	56.8
11:09:00	57.6	58.7	UNDER	58.8	57.8
11:09:10	59.2	61.3	UNDER	60.8	57.8
11:09:20	55.7	59.1	UNDER	57.8	54.8
11:09:30	55.6	56.9	UNDER	56.8	54.8
11:09:40	56.0	56.9	UNDER	56.8	55.8
11:09:50	57.1	57.8	UNDER	57.8	56.8
11:10:00	56.2	56.9	UNDER	56.8	55.8
11:10:10	57.6	59.5	UNDER	58.8	56.8
11:10:20	72.1	76.8	UNDER	76.8	59.8
11:10:30	62.9	70.4	UNDER	67.8	56.8
11:10:40	56.2	56.8	UNDER	56.8	55.8
11:10:50	57.1	58.1	UNDER	58.8	55.8
11:11:00	56.9	57.8	UNDER	57.8	56.8
11:11:10	58.0	58.6	UNDER	58.8	57.8
11:11:20	57.8	59.0	UNDER	58.8	56.8
11:11:30	55.5	56.9	UNDER	56.8	54.8
11:11:40	53.9	54.3	UNDER	54.8	53.8
11:11:50	56.3	57.3	UNDER	57.8	54.8
11:12:00	55.7	56.9	UNDER	56.8	54.8
11:12:10	55.9	56.5	UNDER	56.8	54.8
11:12:20	57.1	60.9	UNDER	59.8	55.8
11:12:30	61.0	63.3	UNDER	62.8	57.8
11:12:40	56.5	57.3	UNDER	56.8	55.8
11:12:50	56.2	57.7	UNDER	56.8	55.8
11:13:00	57.2	57.8	UNDER	57.8	56.8
11:13:10	58.2	60.1	UNDER	59.8	57.8
11:13:20	69.8	76.0	UNDER	75.8	60.8
11:13:30	75.3	78.1	UNDER	77.8	70.8
11:13:40	63.3	70.5	UNDER	68.8	55.8
11:13:50	54.7	55.6	UNDER	55.8	54.8
11:14:00	55.2	55.7	UNDER	55.8	54.8
11:14:10	56.4	57.3	UNDER	57.8	55.8
11:14:20	58.6	62.5	UNDER	61.8	55.8
11:14:30	61.7	64.3	UNDER	63.8	57.8
11:14:40	58.3	60.5	UNDER	59.8	56.8
11:14:50	55.4	56.9	UNDER	56.8	54.8
11:15:00	60.7	67.7	UNDER	65.8	54.8
11:15:10	68.4	71.3	UNDER	70.8	60.8
11:15:20	58.3	60.1	UNDER	59.8	57.8
11:15:30	62.8	71.7	UNDER	70.8	56.8

****

Filename.....2556
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:34:40

User ID: _____

LOGGING STARTED.....06/21/12 at 11:32:30
TOTAL LOGGING TIME...0 DAYS 00:12:43
LOGGING STOPPED.....06/21/12 at 11:45:13
TOTAL INTERVALS.....77
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 56.6dB
Lav (80)..... 40.3dB
Lav (90)..... 40.3dB
SEL..... 85.3dB

TWA..... 40.9dB
TWA (80)..... 40.3dB
TWA (90)..... 40.3dB

Lmax..... 60.3dB 06/21/12 at 11:43:38
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
11:32:30	55.1	56.4	UNDER	56.3	52.3
11:32:40	56.8	57.5	UNDER	57.3	55.3
11:32:50	56.1	56.8	UNDER	56.3	55.3
11:33:00	56.9	58.0	UNDER	57.3	55.3
11:33:10	58.0	58.4	UNDER	58.3	57.3
11:33:20	56.7	57.5	UNDER	57.3	55.3
11:33:30	58.3	59.6	UNDER	59.3	55.3
11:33:40	56.0	58.0	UNDER	57.3	55.3
11:33:50	55.4	56.7	UNDER	56.3	53.3
11:34:00	54.1	54.7	UNDER	54.3	53.3
11:34:10	54.8	55.2	UNDER	55.3	54.3
11:34:20	57.4	59.8	UNDER	59.3	55.3
11:34:30	59.2	59.9	UNDER	59.3	58.3
11:34:40	58.5	59.5	UNDER	59.3	58.3
11:34:50	57.4	59.2	UNDER	59.3	55.3
11:35:00	55.8	56.4	UNDER	56.3	55.3
11:35:10	55.7	56.1	UNDER	56.3	55.3
11:35:20	56.2	58.0	UNDER	57.3	55.3
11:35:30	57.1	58.1	UNDER	58.3	56.3
11:35:40	57.7	59.1	UNDER	59.3	55.3
11:35:50	55.1	55.9	UNDER	55.3	54.3
11:36:00	55.7	56.7	UNDER	56.3	54.3
11:36:10	57.2	58.5	UNDER	58.3	55.3
11:36:20	55.9	57.1	UNDER	56.3	54.3
11:36:30	56.2	57.1	UNDER	56.3	55.3
11:36:40	57.0	58.0	UNDER	57.3	55.3
11:36:50	56.1	57.9	UNDER	57.3	55.3
11:37:00	55.4	56.3	UNDER	56.3	54.3
11:37:10	55.1	55.9	UNDER	55.3	54.3
11:37:20	56.8	58.0	UNDER	57.3	54.3
11:37:30	56.0	56.7	UNDER	56.3	55.3
11:37:40	55.9	57.1	UNDER	56.3	54.3
11:37:50	55.4	55.9	UNDER	55.3	54.3
11:38:00	55.4	56.3	UNDER	56.3	54.3
11:38:10	56.5	57.5	UNDER	57.3	55.3
11:38:20	54.9	56.3	UNDER	56.3	53.3
11:38:30	54.5	55.4	UNDER	55.3	53.3
11:38:40	55.0	55.4	UNDER	55.3	54.3
11:38:50	56.0	57.2	UNDER	57.3	54.3
11:39:00	56.0	57.2	UNDER	56.3	55.3
11:39:10	56.7	57.4	UNDER	57.3	56.3
11:39:20	58.3	59.1	UNDER	58.3	56.3
11:39:30	56.8	57.6	UNDER	57.3	56.3
11:39:40	55.8	56.4	UNDER	56.3	55.3
11:39:50	56.2	57.5	UNDER	57.3	55.3
11:40:00	57.5	58.6	UNDER	58.3	56.3
11:40:10	57.7	58.8	UNDER	58.3	55.3
11:40:20	54.4	55.9	UNDER	55.3	53.3
11:40:30	56.0	57.6	UNDER	57.3	54.3
11:40:40	57.3	58.3	UNDER	57.3	56.3
11:40:50	58.4	59.4	UNDER	59.3	56.3
11:41:00	57.9	59.4	UNDER	58.3	57.3

11:41:10	58.4	60.3	UNDER	60.3	56.3
11:41:20	57.0	58.1	UNDER	57.3	55.3
11:41:30	56.8	58.4	UNDER	58.3	55.3
11:41:40	57.8	58.5	UNDER	58.3	57.3
11:41:50	55.9	57.5	UNDER	57.3	54.3
11:42:00	56.0	56.4	UNDER	56.3	55.3
11:42:10	55.7	56.4	UNDER	56.3	55.3
11:42:20	56.6	57.9	UNDER	57.3	55.3
11:42:30	55.7	57.0	UNDER	56.3	54.3
11:42:40	56.4	56.9	UNDER	56.3	56.3
11:42:50	58.1	59.1	UNDER	59.3	56.3
11:43:00	57.6	58.3	UNDER	58.3	56.3
11:43:10	55.7	56.8	UNDER	56.3	54.3
11:43:20	56.2	57.1	UNDER	56.3	55.3
11:43:30	58.9	60.3	UNDER	60.3	56.3
11:43:40	56.6	59.1	UNDER	58.3	55.3
11:43:50	56.2	57.2	UNDER	56.3	55.3
11:44:00	56.0	57.5	UNDER	57.3	55.3
11:44:10	55.3	56.0	UNDER	55.3	54.3
11:44:20	54.9	55.2	UNDER	55.3	54.3
11:44:30	56.6	59.2	UNDER	59.3	54.3
11:44:40	57.6	59.1	UNDER	58.3	55.3
11:44:50	56.0	56.8	UNDER	56.3	55.3
11:45:00	55.6	56.5	UNDER	56.3	55.3
11:45:10	56.8	58.5	UNDER	57.3	56.3

****

Filename.....2557
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.12 SERIAL # 2557
REPORT PRINTED ON 07/31/12 at 09:35:10

User ID: _____

LOGGING STARTED.....06/21/12 at 11:28:40
TOTAL LOGGING TIME...0 DAYS 00:19:55
LOGGING STOPPED.....06/21/12 at 11:48:35
TOTAL INTERVALS.....120
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:56:34
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 5 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.2dB
Lav (80)..... 39.2dB
Lav (90)..... 39.2dB
SEL..... 98.9dB

TWA..... 54.4dB
TWA (80)..... 39.2dB
TWA (90)..... 39.2dB

Lmax..... 77.9dB 06/21/12 at 11:29:31
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
11:28:40	69.2	71.5	UNDER	70.2	67.2
11:28:50	69.2	72.0	UNDER	71.2	63.2
11:29:00	68.5	71.2	UNDER	70.2	64.2
11:29:10	66.8	70.6	UNDER	69.2	64.2
11:29:20	68.8	71.9	UNDER	71.2	64.2
11:29:30	74.4	77.9	UNDER	77.2	66.2
11:29:40	69.7	72.0	UNDER	71.2	67.2
11:29:50	67.5	70.3	UNDER	69.2	64.2
11:30:00	69.5	71.5	UNDER	71.2	67.2
11:30:10	65.8	71.4	UNDER	70.2	58.2
11:30:20	65.6	69.8	UNDER	69.2	58.2
11:30:30	63.1	64.0	UNDER	63.2	62.2
11:30:40	66.3	67.6	UNDER	67.2	64.2
11:30:50	70.4	71.7	UNDER	71.2	66.2
11:31:00	66.4	69.4	UNDER	68.2	64.2
11:31:10	63.9	65.4	UNDER	65.2	63.2
11:31:20	65.2	66.0	UNDER	65.2	64.2
11:31:30	64.3	68.6	UNDER	67.2	61.2
11:31:40	68.4	72.0	UNDER	71.2	62.2
11:31:50	67.6	70.3	UNDER	69.2	63.2
11:32:00	66.4	68.0	UNDER	67.2	64.2
11:32:10	69.2	72.9	UNDER	72.2	65.2
11:32:20	63.4	68.2	UNDER	65.2	61.2
11:32:30	65.0	66.9	UNDER	66.2	64.2
11:32:40	65.8	68.6	UNDER	68.2	64.2
11:32:50	66.5	68.5	UNDER	67.2	65.2
11:33:00	68.6	72.4	UNDER	71.2	65.2
11:33:10	70.7	72.3	UNDER	71.2	68.2
11:33:20	67.3	68.9	UNDER	68.2	66.2
11:33:30	68.3	72.0	UNDER	71.2	65.2
11:33:40	70.4	74.0	UNDER	73.2	64.2
11:33:50	67.0	70.3	UNDER	69.2	63.2
11:34:00	60.8	63.8	UNDER	62.2	59.2
11:34:10	64.4	67.2	UNDER	66.2	60.2
11:34:20	65.6	69.6	UNDER	67.2	64.2
11:34:30	72.0	74.0	UNDER	73.2	69.2
11:34:40	71.3	72.4	UNDER	72.2	69.2
11:34:50	72.0	75.0	UNDER	74.2	66.2
11:35:00	68.9	71.2	UNDER	71.2	65.2
11:35:10	67.3	68.4	UNDER	68.2	66.2
11:35:20	68.7	75.2	UNDER	71.2	65.2
11:35:30	70.5	72.8	UNDER	72.2	66.2
11:35:40	69.1	72.1	UNDER	71.2	65.2
11:35:50	67.4	70.5	UNDER	69.2	65.2
11:36:00	64.2	65.6	UNDER	64.2	63.2
11:36:10	68.0	70.8	UNDER	70.2	62.2
11:36:20	67.1	69.8	UNDER	68.2	65.2
11:36:30	68.9	72.0	UNDER	71.2	63.2
11:36:40	68.3	72.2	UNDER	72.2	63.2
11:36:50	69.4	72.0	UNDER	71.2	64.2
11:37:00	64.1	64.8	UNDER	64.2	63.2
11:37:10	67.5	68.8	UNDER	68.2	64.2

11:37:20	68.0	70.8	UNDER	70.2	65.2
11:37:30	69.9	73.6	UNDER	72.2	67.2
11:37:40	69.1	70.6	UNDER	70.2	68.2
11:37:50	66.3	68.0	UNDER	67.2	64.2
11:38:00	65.3	65.8	UNDER	65.2	64.2
11:38:10	68.1	70.0	UNDER	69.2	65.2
11:38:20	65.1	67.5	UNDER	67.2	61.2
11:38:30	63.4	66.9	UNDER	66.2	60.2
11:38:40	66.0	69.3	UNDER	68.2	63.2
11:38:50	66.6	69.4	UNDER	67.2	64.2
11:39:00	68.5	71.2	UNDER	70.2	65.2
11:39:10	67.5	69.8	UNDER	69.2	65.2
11:39:20	69.6	71.6	UNDER	71.2	65.2
11:39:30	68.8	70.9	UNDER	70.2	66.2
11:39:40	67.1	68.8	UNDER	68.2	65.2
11:39:50	66.5	68.2	UNDER	68.2	64.2
11:40:00	69.1	70.5	UNDER	70.2	65.2
11:40:10	70.0	71.3	UNDER	71.2	68.2
11:40:20	66.4	70.0	UNDER	69.2	63.2
11:40:30	64.4	66.8	UNDER	66.2	63.2
11:40:40	70.0	71.6	UNDER	71.2	66.2
11:40:50	70.0	73.0	UNDER	72.2	66.2
11:41:00	67.7	71.6	UNDER	70.2	65.2
11:41:10	71.2	73.3	UNDER	73.2	67.2
11:41:20	68.5	70.2	UNDER	70.2	66.2
11:41:30	66.9	70.8	UNDER	69.2	64.2
11:41:40	70.4	71.0	UNDER	70.2	69.2
11:41:50	69.2	71.6	UNDER	71.2	65.2
11:42:00	67.6	70.4	UNDER	70.2	64.2
11:42:10	66.8	68.4	UNDER	68.2	65.2
11:42:20	65.4	69.7	UNDER	66.2	63.2
11:42:30	68.6	72.1	UNDER	71.2	65.2
11:42:40	68.3	71.6	UNDER	71.2	65.2
11:42:50	67.6	69.3	UNDER	69.2	66.2
11:43:00	70.2	71.2	UNDER	70.2	69.2
11:43:10	66.5	69.5	UNDER	68.2	64.2
11:43:20	67.6	70.6	UNDER	70.2	63.2
11:43:30	69.2	72.1	UNDER	71.2	65.2
11:43:40	69.9	72.4	UNDER	72.2	63.2
11:43:50	66.2	68.4	UNDER	68.2	63.2
11:44:00	66.5	69.8	UNDER	69.2	64.2
11:44:10	67.1	69.6	UNDER	69.2	64.2
11:44:20	63.5	64.4	UNDER	64.2	60.2
11:44:30	61.2	64.6	UNDER	63.2	59.2
11:44:40	69.7	71.2	UNDER	71.2	64.2
11:44:50	67.1	70.8	UNDER	70.2	64.2
11:45:00	64.3	65.3	UNDER	65.2	63.2
11:45:10	68.6	70.8	UNDER	70.2	65.2
11:45:20	65.6	67.8	UNDER	67.2	64.2
11:45:30	67.6	69.7	UNDER	69.2	64.2
11:45:40	65.6	67.6	UNDER	67.2	62.2
11:45:50	67.4	71.1	UNDER	70.2	61.2
11:46:00	65.1	69.1	UNDER	66.2	61.2
11:46:10	67.9	70.6	UNDER	70.2	64.2
11:46:20	67.5	69.2	UNDER	68.2	65.2
11:46:30	65.8	67.0	UNDER	66.2	63.2
11:46:40	69.8	71.8	UNDER	71.2	63.2
11:46:50	70.8	72.9	UNDER	72.2	69.2
11:47:00	68.5	71.4	UNDER	70.2	67.2
11:47:10	70.5	73.6	UNDER	72.2	67.2
11:47:20	67.3	69.6	UNDER	69.2	63.2
11:47:30	71.6	75.7	UNDER	75.2	63.2
11:47:40	68.7	72.2	UNDER	71.2	62.2

11:47:50	67.8	70.2	UNDER	70.2	63.2
11:48:00	64.6	65.9	UNDER	65.2	64.2
11:48:10	69.5	71.6	UNDER	71.2	66.2
11:48:20	70.2	71.7	UNDER	71.2	66.2
11:48:30	69.6	71.0	UNDER	70.2	67.2

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:07:40

User ID: _____

LOGGING STARTED.....06/21/12 at 11:26:30
TOTAL LOGGING TIME...0 DAYS 00:23:15
LOGGING STOPPED.....06/21/12 at 11:49:45
TOTAL INTERVALS.....140
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.4dB
Lav (80)..... 39.6dB
Lav (90)..... 39.6dB
SEL..... 100.7dB

TWA..... 56.2dB
TWA (80)..... 39.6dB
TWA (90)..... 39.6dB

Lmax..... 78.1dB 06/21/12 at 11:29:40
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
11:26:30	69.9	72.0	UNDER	71.6	66.6
11:26:40	70.4	72.5	UNDER	72.6	68.6
11:26:50	67.7	68.9	UNDER	68.6	66.6
11:27:00	68.2	69.3	UNDER	69.6	67.6
11:27:10	67.8	68.5	UNDER	68.6	66.6
11:27:20	68.8	71.1	UNDER	70.6	66.6
11:27:30	72.8	74.2	UNDER	74.6	71.6
11:27:40	71.4	73.7	UNDER	73.6	67.6
11:27:50	66.4	68.6	UNDER	67.6	64.6
11:28:00	69.0	70.1	UNDER	70.6	66.6
11:28:10	68.7	69.6	UNDER	69.6	67.6
11:28:20	69.5	74.5	UNDER	73.6	65.6
11:28:30	72.3	76.4	UNDER	76.6	67.6
11:28:40	70.7	72.1	UNDER	71.6	67.6
11:28:50	71.1	73.7	UNDER	73.6	68.6
11:29:00	67.6	72.4	UNDER	70.6	65.6
11:29:10	69.4	71.8	UNDER	71.6	66.6
11:29:20	70.9	74.0	UNDER	73.6	66.6
11:29:30	71.9	78.0	UNDER	76.6	68.6
11:29:40	73.1	78.1	UNDER	77.6	68.6
11:29:50	71.1	74.1	UNDER	73.6	66.6
11:30:00	69.1	71.1	UNDER	70.6	65.6
11:30:10	71.1	73.3	UNDER	73.6	68.6
11:30:20	63.9	67.7	UNDER	65.6	62.6
11:30:30	66.0	68.1	UNDER	68.6	62.6
11:30:40	65.1	68.1	UNDER	67.6	63.6
11:30:50	68.1	70.3	UNDER	69.6	66.6
11:31:00	71.2	72.5	UNDER	72.6	68.6
11:31:10	68.0	68.9	UNDER	68.6	67.6
11:31:20	67.0	67.9	UNDER	67.6	65.6
11:31:30	67.5	68.8	UNDER	68.6	64.6
11:31:40	67.7	71.7	UNDER	71.6	63.6
11:31:50	67.2	71.8	UNDER	71.6	64.6
11:32:00	68.4	70.5	UNDER	70.6	65.6
11:32:10	67.4	68.9	UNDER	68.6	64.6
11:32:20	70.0	73.3	UNDER	73.6	65.6
11:32:30	65.4	66.0	UNDER	65.6	64.6
11:32:40	65.4	67.1	UNDER	66.6	64.6
11:32:50	68.1	70.6	UNDER	70.6	66.6
11:33:00	67.6	68.9	UNDER	68.6	66.6
11:33:10	69.4	72.1	UNDER	71.6	65.6
11:33:20	71.5	72.9	UNDER	72.6	69.6
11:33:30	70.0	72.8	UNDER	72.6	66.6
11:33:40	69.6	71.7	UNDER	71.6	65.6
11:33:50	68.2	71.7	UNDER	71.6	65.6
11:34:00	67.8	70.5	UNDER	70.6	62.6
11:34:10	63.8	64.8	UNDER	64.6	62.6
11:34:20	66.5	67.3	UNDER	67.6	64.6
11:34:30	69.8	73.8	UNDER	73.6	65.6
11:34:40	71.6	73.8	UNDER	73.6	69.6
11:34:50	71.8	73.8	UNDER	73.6	70.6
11:35:00	72.9	77.7	UNDER	76.6	66.6

11:35:10	69.5	70.6	UNDER	70.6	66.6
11:35:20	67.8	68.9	UNDER	68.6	67.6
11:35:30	68.1	72.1	UNDER	70.6	66.6
11:35:40	70.5	73.2	UNDER	72.6	68.6
11:35:50	70.8	73.0	UNDER	72.6	68.6
11:36:00	67.6	69.2	UNDER	68.6	64.6
11:36:10	64.7	65.7	UNDER	65.6	63.6
11:36:20	69.6	71.7	UNDER	71.6	65.6
11:36:30	68.5	71.7	UNDER	70.6	66.6
11:36:40	68.0	71.7	UNDER	71.6	64.6
11:36:50	70.5	74.1	UNDER	73.6	64.6
11:37:00	68.9	72.1	UNDER	71.6	66.6
11:37:10	68.1	70.1	UNDER	69.6	67.6
11:37:20	68.6	69.7	UNDER	69.6	67.6
11:37:30	70.1	72.5	UNDER	72.6	66.6
11:37:40	69.7	71.9	UNDER	71.6	67.6
11:37:50	70.0	72.3	UNDER	72.6	68.6
11:38:00	68.3	69.9	UNDER	69.6	67.6
11:38:10	67.0	70.9	UNDER	69.6	64.6
11:38:20	69.1	71.2	UNDER	70.6	66.6
11:38:30	64.8	68.0	UNDER	67.6	62.6
11:38:40	65.2	67.1	UNDER	66.6	62.6
11:38:50	67.0	68.9	UNDER	68.6	64.6
11:39:00	69.6	72.9	UNDER	72.6	66.6
11:39:10	68.0	72.5	UNDER	71.6	64.6
11:39:20	69.0	72.0	UNDER	71.6	66.6
11:39:30	71.5	72.9	UNDER	72.6	67.6
11:39:40	69.4	71.9	UNDER	70.6	67.6
11:39:50	67.0	69.6	UNDER	68.6	65.6
11:40:00	67.8	70.2	UNDER	70.6	66.6
11:40:10	70.4	72.0	UNDER	71.6	68.6
11:40:20	71.1	73.3	UNDER	73.6	67.6
11:40:30	67.1	68.9	UNDER	68.6	65.6
11:40:40	68.0	69.3	UNDER	68.6	66.6
11:40:50	70.2	71.1	UNDER	70.6	69.6
11:41:00	70.7	72.9	UNDER	72.6	68.6
11:41:10	69.0	71.4	UNDER	70.6	68.6
11:41:20	72.0	74.9	UNDER	74.6	68.6
11:41:30	71.0	73.2	UNDER	72.6	68.6
11:41:40	69.3	71.7	UNDER	71.6	66.6
11:41:50	71.4	72.9	UNDER	72.6	69.6
11:42:00	69.0	70.5	UNDER	70.6	66.6
11:42:10	68.3	71.3	UNDER	70.6	65.6
11:42:20	67.7	69.6	UNDER	69.6	66.6
11:42:30	69.0	71.7	UNDER	71.6	66.6
11:42:40	67.6	70.6	UNDER	69.6	66.6
11:42:50	68.2	69.7	UNDER	69.6	66.6
11:43:00	69.6	71.0	UNDER	70.6	67.6
11:43:10	70.1	71.7	UNDER	71.6	67.6
11:43:20	66.4	67.7	UNDER	67.6	65.6
11:43:30	68.5	71.6	UNDER	71.6	64.6
11:43:40	71.4	74.0	UNDER	73.6	64.6
11:43:50	68.7	73.3	UNDER	72.6	66.6
11:44:00	69.3	71.4	UNDER	71.6	67.6
11:44:10	69.0	72.5	UNDER	72.6	65.6
11:44:20	67.5	70.1	UNDER	68.6	66.6
11:44:30	64.1	66.1	UNDER	65.6	62.6
11:44:40	66.9	72.9	UNDER	70.6	62.6
11:44:50	71.1	74.4	UNDER	74.6	68.6
11:45:00	66.6	68.1	UNDER	66.6	66.6
11:45:10	66.9	69.7	UNDER	68.6	65.6
11:45:20	70.2	71.4	UNDER	71.6	66.6
11:45:30	66.9	67.6	UNDER	67.6	65.6

11:45:40	69.3	71.3	UNDER	71.6	66.6
11:45:50	68.9	72.1	UNDER	71.6	65.6
11:46:00	67.9	72.4	UNDER	72.6	64.6
11:46:10	67.8	70.5	UNDER	70.6	64.6
11:46:20	67.5	70.0	UNDER	68.6	66.6
11:46:30	69.8	71.2	UNDER	71.6	68.6
11:46:40	67.8	69.3	UNDER	69.6	66.6
11:46:50	71.4	73.2	UNDER	72.6	67.6
11:47:00	71.5	72.6	UNDER	72.6	70.6
11:47:10	70.0	71.7	UNDER	71.6	68.6
11:47:20	70.3	72.1	UNDER	71.6	68.6
11:47:30	67.9	70.0	UNDER	69.6	65.6
11:47:40	71.9	74.2	UNDER	74.6	66.6
11:47:50	69.1	72.5	UNDER	72.6	66.6
11:48:00	69.4	72.1	UNDER	71.6	66.6
11:48:10	67.5	68.5	UNDER	68.6	65.6
11:48:20	71.3	72.9	UNDER	72.6	66.6
11:48:30	70.7	73.7	UNDER	73.6	66.6
11:48:40	70.0	72.8	UNDER	72.6	66.6
11:48:50	69.4	72.3	UNDER	71.6	66.6
11:49:00	72.5	76.4	UNDER	75.6	67.6
11:49:10	68.1	70.5	UNDER	70.6	65.6
11:49:20	70.2	73.3	UNDER	73.6	66.6
11:49:30	66.2	69.0	UNDER	67.6	64.6
11:49:40	72.4	73.8	UNDER	73.6	69.6

****

Filename.....2555
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2555
REPORT PRINTED ON 07/31/12 at 09:35:54

User ID: _____

LOGGING STARTED.....06/21/12 at 11:00:00
TOTAL LOGGING TIME...0 DAYS 00:12:14
LOGGING STOPPED.....06/21/12 at 11:12:14
TOTAL INTERVALS.....74
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:08
PRE-TEST CALIBRATION RANGE...39.1 TO 139.1 dB
POST-TEST CALIBRATION TIME...06/21/12 AT 13:22:27
POST-TEST CALIBRATION RANGE...39.6 TO 139.6
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.9dB
Lav (80)..... 39.1dB
Lav (90)..... 39.1dB
SEL..... 94.5dB

TWA..... 50.0dB
TWA (80)..... 39.1dB
TWA (90)..... 39.1dB

Lmax..... 72.7dB 06/21/12 at 11:11:45
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
11:00:00	66.4	67.1	UNDER	66.1	65.1
11:00:10	68.1	69.1	UNDER	69.1	67.1
11:00:20	65.6	67.1	UNDER	66.1	64.1
11:00:30	64.4	65.3	UNDER	65.1	63.1
11:00:40	65.7	66.5	UNDER	66.1	64.1
11:00:50	65.7	66.7	UNDER	66.1	64.1
11:01:00	65.0	65.5	UNDER	65.1	64.1
11:01:10	65.1	65.9	UNDER	65.1	64.1
11:01:20	65.0	65.7	UNDER	65.1	64.1
11:01:30	63.8	64.7	UNDER	64.1	63.1
11:01:40	65.4	66.5	UNDER	66.1	63.1
11:01:50	66.1	66.7	UNDER	66.1	64.1
11:02:00	64.5	64.9	UNDER	64.1	64.1
11:02:10	66.1	67.2	UNDER	67.1	64.1
11:02:20	66.4	67.3	UNDER	67.1	65.1
11:02:30	67.0	67.5	UNDER	67.1	65.1
11:02:40	65.8	66.6	UNDER	66.1	64.1
11:02:50	67.0	68.7	UNDER	68.1	64.1
11:03:00	67.8	69.1	UNDER	68.1	66.1
11:03:10	68.1	70.3	UNDER	70.1	65.1
11:03:20	65.5	65.9	UNDER	65.1	65.1
11:03:30	65.4	65.9	UNDER	65.1	65.1
11:03:40	66.0	67.2	UNDER	67.1	63.1
11:03:50	63.3	63.9	UNDER	63.1	62.1
11:04:00	65.7	67.5	UNDER	67.1	62.1
11:04:10	65.7	66.4	UNDER	66.1	64.1
11:04:20	65.4	66.8	UNDER	66.1	64.1
11:04:30	66.8	67.6	UNDER	67.1	65.1
11:04:40	66.5	68.3	UNDER	68.1	64.1
11:04:50	67.3	68.4	UNDER	68.1	65.1
11:05:00	66.3	68.3	UNDER	67.1	64.1
11:05:10	64.6	65.5	UNDER	64.1	64.1
11:05:20	64.2	65.3	UNDER	65.1	62.1
11:05:30	62.8	63.5	UNDER	63.1	62.1
11:05:40	63.9	65.0	UNDER	64.1	63.1
11:05:50	63.3	64.7	UNDER	64.1	62.1
11:06:00	62.9	63.6	UNDER	63.1	61.1
11:06:10	62.7	63.2	UNDER	63.1	62.1
11:06:20	64.9	66.6	UNDER	66.1	63.1
11:06:30	66.2	66.9	UNDER	66.1	64.1
11:06:40	65.8	66.7	UNDER	66.1	64.1
11:06:50	66.3	67.0	UNDER	66.1	65.1
11:07:00	66.1	66.4	UNDER	66.1	65.1
11:07:10	67.1	68.0	UNDER	68.1	65.1
11:07:20	66.4	67.5	UNDER	67.1	65.1
11:07:30	65.1	66.0	UNDER	65.1	64.1
11:07:40	66.9	68.9	UNDER	68.1	65.1
11:07:50	65.9	68.9	UNDER	68.1	64.1
11:08:00	64.0	64.8	UNDER	64.1	63.1
11:08:10	64.8	65.6	UNDER	65.1	63.1
11:08:20	66.5	66.8	UNDER	66.1	65.1

11:08:30	66.7	67.2	UNDER	67.1	65.1
11:08:40	65.1	66.8	UNDER	66.1	63.1
11:08:50	65.7	67.2	UNDER	67.1	64.1
11:09:00	64.6	65.3	UNDER	65.1	63.1
11:09:10	66.5	68.3	UNDER	68.1	64.1
11:09:20	67.1	67.9	UNDER	67.1	66.1
11:09:30	65.5	66.2	UNDER	66.1	64.1
11:09:40	65.7	66.4	UNDER	66.1	65.1
11:09:50	65.4	65.7	UNDER	65.1	65.1
11:10:00	67.0	68.6	UNDER	68.1	65.1
11:10:10	68.1	69.6	UNDER	69.1	67.1
11:10:20	66.5	67.2	UNDER	67.1	65.1
11:10:30	67.5	67.9	UNDER	67.1	66.1
11:10:40	65.5	66.8	UNDER	66.1	64.1
11:10:50	65.0	65.4	UNDER	65.1	64.1
11:11:00	64.5	65.1	UNDER	64.1	64.1
11:11:10	65.2	66.1	UNDER	65.1	64.1
11:11:20	65.7	66.2	UNDER	66.1	64.1
11:11:30	65.5	66.0	UNDER	65.1	64.1
11:11:40	68.4	72.7	UNDER	71.1	64.1
11:11:50	66.6	67.5	UNDER	67.1	66.1
11:12:00	66.7	67.8	UNDER	67.1	65.1
11:12:10	65.9	67.2	UNDER	66.1	65.1

```
*********************************************************************
Filename..............2556
Test Location..........95 Express
Employee Name..........JCL
Employee Number........
Department............Noise



Calibrator Type........7271
Calibrator Cal. Date...May 2012
*********************************************************************

METROSONICS db-3080  V1.11  SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:36:25

User ID: ______________________________


LOGGING STARTED......06/21/12 at 10:55:20
TOTAL LOGGING TIME...0 DAYS 00:25:39
LOGGING STOPPED......06/21/12 at 11:20:59
TOTAL INTERVALS......154
INTERVAL LENGTH......00:00:10

AUTO STOP............NO
CLOCK SYNCH..........YES
RESPONSE RATE........SLOW
FILTER...............A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE


<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 6 >>>

EXCHANGE RATE..........3dB
CUTOFFS................ 80dB  90dB
CEILING................115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav............  70.1dB
Lav ( 80)......  57.1dB
Lav ( 90)......  40.3dB
SEL............ 101.8dB

TWA............  57.4dB
TWA ( 80)......  44.4dB
TWA ( 90)......  40.3dB

Lmax...........  83.9dB  06/21/12 at 11:13:25
Lpk............UNDER RANGE
TIME OVER 115dB...00:00:00.00
```

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
10:55:20	67.5	68.1	UNDER	67.3	65.3
10:55:30	69.0	70.7	UNDER	70.3	67.3
10:55:40	71.1	71.9	UNDER	71.3	70.3
10:55:50	71.3	73.6	UNDER	73.3	68.3
10:56:00	69.6	71.3	UNDER	70.3	68.3
10:56:10	73.0	75.1	UNDER	74.3	69.3
10:56:20	70.2	72.3	UNDER	71.3	68.3
10:56:30	70.2	71.2	UNDER	71.3	68.3
10:56:40	70.9	71.6	UNDER	71.3	69.3
10:56:50	66.6	69.9	UNDER	69.3	63.3
10:57:00	69.5	70.7	UNDER	70.3	66.3
10:57:10	69.3	70.8	UNDER	70.3	67.3
10:57:20	68.7	69.2	UNDER	69.3	68.3
10:57:30	67.9	68.4	UNDER	68.3	67.3
10:57:40	67.2	68.4	UNDER	67.3	66.3
10:57:50	69.0	69.9	UNDER	69.3	68.3
10:58:00	70.0	70.8	UNDER	70.3	68.3
10:58:10	69.6	74.1	UNDER	71.3	67.3
10:58:20	72.4	75.6	UNDER	74.3	70.3
10:58:30	72.4	73.9	UNDER	73.3	71.3
10:58:40	70.2	72.0	UNDER	71.3	66.3
10:58:50	65.4	66.7	UNDER	66.3	64.3
10:59:00	67.7	71.5	UNDER	69.3	66.3
10:59:10	71.4	72.4	UNDER	72.3	70.3
10:59:20	71.1	72.0	UNDER	71.3	69.3
10:59:30	72.0	72.9	UNDER	72.3	70.3
10:59:40	70.4	71.1	UNDER	70.3	69.3
10:59:50	69.4	70.0	UNDER	69.3	68.3
11:00:00	69.0	69.9	UNDER	69.3	67.3
11:00:10	71.2	72.7	UNDER	72.3	68.3
11:00:20	66.3	68.9	UNDER	68.3	62.3
11:00:30	69.6	70.2	UNDER	70.3	69.3
11:00:40	67.3	69.2	UNDER	68.3	65.3
11:00:50	68.9	70.1	UNDER	69.3	66.3
11:01:00	64.9	66.7	UNDER	66.3	62.3
11:01:10	69.0	73.1	UNDER	71.3	63.3
11:01:20	72.5	74.1	UNDER	74.3	68.3
11:01:30	69.8	71.2	UNDER	70.3	68.3
11:01:40	69.4	71.5	UNDER	71.3	66.3
11:01:50	70.0	72.2	UNDER	71.3	69.3
11:02:00	70.3	71.2	UNDER	71.3	69.3
11:02:10	67.7	69.8	UNDER	69.3	66.3
11:02:20	67.2	68.9	UNDER	68.3	65.3
11:02:30	69.5	71.6	UNDER	71.3	67.3
11:02:40	67.1	69.2	UNDER	69.3	65.3
11:02:50	66.4	69.9	UNDER	67.3	65.3
11:03:00	71.6	72.7	UNDER	72.3	69.3
11:03:10	70.0	71.9	UNDER	71.3	68.3
11:03:20	69.6	71.9	UNDER	71.3	66.3
11:03:30	69.5	70.7	UNDER	70.3	66.3
11:03:40	69.0	69.8	UNDER	69.3	68.3
11:03:50	68.4	69.8	UNDER	69.3	66.3

11:04:00	71.3	74.4	UNDER	74.3	68.3
11:04:10	68.0	71.5	UNDER	69.3	65.3
11:04:20	68.7	71.2	UNDER	70.3	65.3
11:04:30	68.5	69.9	UNDER	69.3	66.3
11:04:40	65.6	66.4	UNDER	66.3	64.3
11:04:50	66.3	66.9	UNDER	66.3	65.3
11:05:00	66.3	67.6	UNDER	67.3	65.3
11:05:10	67.6	69.6	UNDER	68.3	66.3
11:05:20	68.2	69.6	UNDER	68.3	67.3
11:05:30	68.7	69.2	UNDER	69.3	68.3
11:05:40	68.3	70.3	UNDER	69.3	66.3
11:05:50	66.4	67.2	UNDER	66.3	65.3
11:06:00	69.2	71.9	UNDER	71.3	65.3
11:06:10	70.1	72.0	UNDER	71.3	68.3
11:06:20	70.4	71.5	UNDER	71.3	69.3
11:06:30	70.8	71.9	UNDER	71.3	69.3
11:06:40	71.2	71.9	UNDER	71.3	70.3
11:06:50	72.4	74.5	UNDER	74.3	69.3
11:07:00	68.0	69.5	UNDER	68.3	67.3
11:07:10	73.5	76.5	UNDER	76.3	68.3
11:07:20	70.4	72.4	UNDER	72.3	68.3
11:07:30	69.2	69.9	UNDER	69.3	68.3
11:07:40	70.5	71.7	UNDER	71.3	69.3
11:07:50	72.7	74.3	UNDER	74.3	70.3
11:08:00	71.1	75.2	UNDER	71.3	69.3
11:08:10	73.2	77.6	UNDER	77.3	66.3
11:08:20	67.7	68.9	UNDER	68.3	66.3
11:08:30	65.9	67.1	UNDER	66.3	64.3
11:08:40	68.6	70.0	UNDER	69.3	67.3
11:08:50	72.6	75.5	UNDER	75.3	69.3
11:09:00	70.1	73.2	UNDER	72.3	68.3
11:09:10	69.8	71.8	UNDER	71.3	68.3
11:09:20	71.6	73.6	UNDER	73.3	68.3
11:09:30	69.1	71.6	UNDER	70.3	67.3
11:09:40	71.1	72.1	UNDER	72.3	69.3
11:09:50	70.3	71.5	UNDER	71.3	69.3
11:10:00	71.1	71.6	UNDER	71.3	70.3
11:10:10	69.7	71.3	UNDER	70.3	68.3
11:10:20	70.9	71.9	UNDER	71.3	70.3
11:10:30	68.2	71.5	UNDER	70.3	65.3
11:10:40	64.6	65.5	UNDER	65.3	63.3
11:10:50	69.0	70.4	UNDER	70.3	65.3
11:11:00	68.5	69.9	UNDER	69.3	66.3
11:11:10	68.6	70.1	UNDER	69.3	67.3
11:11:20	68.9	71.9	UNDER	71.3	67.3
11:11:30	71.3	73.0	UNDER	72.3	69.3
11:11:40	69.6	71.9	UNDER	71.3	68.3
11:11:50	69.2	70.4	UNDER	70.3	68.3
11:12:00	68.2	68.8	UNDER	68.3	67.3
11:12:10	70.6	71.7	UNDER	71.3	68.3
11:12:20	70.5	72.1	UNDER	71.3	68.3
11:12:30	66.0	68.7	UNDER	68.3	63.3
11:12:40	70.2	74.7	UNDER	73.3	66.3
11:12:50	72.3	74.9	UNDER	74.3	70.3
11:13:00	68.3	70.2	UNDER	69.3	66.3
11:13:10	67.0	71.5	UNDER	68.3	65.3
11:13:20	80.1	83.9	UNDER	83.3	71.3
11:13:30	71.5	73.2	UNDER	73.3	69.3
11:13:40	67.7	69.7	UNDER	68.3	65.3
11:13:50	66.4	67.3	UNDER	67.3	65.3
11:14:00	68.8	71.2	UNDER	71.3	66.3
11:14:10	70.2	71.2	UNDER	70.3	68.3
11:14:20	68.3	69.9	UNDER	69.3	66.3

11:14:30	71.2	73.7	UNDER	73.3	68.3
11:14:40	69.1	71.5	UNDER	70.3	67.3
11:14:50	70.9	72.2	UNDER	72.3	69.3
11:15:00	70.7	71.5	UNDER	71.3	69.3
11:15:10	68.7	70.3	UNDER	69.3	66.3
11:15:20	68.1	70.8	UNDER	70.3	66.3
11:15:30	69.8	71.6	UNDER	71.3	67.3
11:15:40	71.1	73.6	UNDER	73.3	67.3
11:15:50	65.8	67.6	UNDER	66.3	64.3
11:16:00	70.2	72.8	UNDER	72.3	65.3
11:16:10	72.0	73.8	UNDER	73.3	70.3
11:16:20	68.7	70.7	UNDER	69.3	67.3
11:16:30	68.0	69.6	UNDER	69.3	66.3
11:16:40	66.9	68.7	UNDER	68.3	65.3
11:16:50	71.1	73.8	UNDER	73.3	66.3
11:17:00	73.2	75.9	UNDER	75.3	70.3
11:17:10	71.0	74.7	UNDER	73.3	68.3
11:17:20	71.3	73.8	UNDER	73.3	68.3
11:17:30	69.0	70.0	UNDER	69.3	68.3
11:17:40	70.8	72.3	UNDER	71.3	69.3
11:17:50	71.0	73.0	UNDER	72.3	68.3
11:18:00	69.8	71.5	UNDER	71.3	68.3
11:18:10	71.4	71.9	UNDER	71.3	70.3
11:18:20	68.0	71.7	UNDER	71.3	65.3
11:18:30	69.5	70.7	UNDER	70.3	65.3
11:18:40	69.7	71.3	UNDER	71.3	68.3
11:18:50	69.2	71.2	UNDER	70.3	66.3
11:19:00	68.7	69.9	UNDER	69.3	66.3
11:19:10	69.5	70.0	UNDER	70.3	68.3
11:19:20	68.3	69.2	UNDER	68.3	67.3
11:19:30	70.0	70.8	UNDER	70.3	68.3
11:19:40	70.4	71.8	UNDER	71.3	69.3
11:19:50	69.5	71.9	UNDER	71.3	66.3
11:20:00	67.3	68.2	UNDER	68.3	66.3
11:20:10	69.4	71.3	UNDER	70.3	67.3
11:20:20	67.0	67.9	UNDER	67.3	66.3
11:20:30	68.0	68.4	UNDER	68.3	67.3
11:20:40	66.5	67.1	UNDER	66.3	66.3
11:20:50	70.7	72.3	UNDER	71.3	66.3

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:07:09

User ID: _____

LOGGING STARTED.....06/21/12 at 10:52:30
TOTAL LOGGING TIME...0 DAYS 00:26:29
LOGGING STOPPED.....06/21/12 at 11:18:59
TOTAL INTERVALS.....159
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 67.8dB
Lav (80)..... 56.1dB
Lav (90)..... 39.6dB
SEL..... 99.7dB

TWA..... 55.2dB
TWA (80)..... 43.6dB
TWA (90)..... 39.6dB

Lmax..... 84.0dB 06/21/12 at 11:13:16
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
10:52:30	64.3	65.9	UNDER	65.6	62.6
10:52:40	63.3	64.9	UNDER	64.6	61.6
10:52:50	69.1	70.8	UNDER	70.6	64.6
10:53:00	65.8	69.4	UNDER	68.6	64.6
10:53:10	69.0	70.3	UNDER	70.6	66.6
10:53:20	69.5	71.8	UNDER	71.6	66.6
10:53:30	64.9	67.8	UNDER	67.6	63.6
10:53:40	61.4	63.4	UNDER	63.6	60.6
10:53:50	67.9	72.0	UNDER	71.6	61.6
10:54:00	70.3	72.7	UNDER	72.6	67.6
10:54:10	69.1	71.4	UNDER	70.6	66.6
10:54:20	68.6	70.0	UNDER	69.6	66.6
10:54:30	71.0	73.9	UNDER	73.6	66.6
10:54:40	68.6	70.9	UNDER	70.6	66.6
10:54:50	66.6	68.1	UNDER	68.6	65.6
10:55:00	66.4	68.0	UNDER	67.6	65.6
10:55:10	63.8	65.3	UNDER	64.6	62.6
10:55:20	65.0	68.7	UNDER	68.6	62.6
10:55:30	71.6	75.3	UNDER	74.6	67.6
10:55:40	68.3	73.1	UNDER	70.6	64.6
10:55:50	69.6	74.4	UNDER	73.6	65.6
10:56:00	69.3	72.9	UNDER	72.6	65.6
10:56:10	68.2	72.6	UNDER	71.6	65.6
10:56:20	66.8	69.3	UNDER	68.6	64.6
10:56:30	69.4	70.4	UNDER	70.6	66.6
10:56:40	64.4	67.6	UNDER	66.6	61.6
10:56:50	67.2	69.3	UNDER	68.6	62.6
10:57:00	67.5	70.6	UNDER	69.6	65.6
10:57:10	66.5	67.7	UNDER	67.6	65.6
10:57:20	65.7	66.5	UNDER	66.6	64.6
10:57:30	64.4	65.0	UNDER	65.6	63.6
10:57:40	67.1	69.7	UNDER	68.6	64.6
10:57:50	67.9	68.9	UNDER	68.6	66.6
10:58:00	65.6	66.9	UNDER	66.6	63.6
10:58:10	73.1	77.3	UNDER	76.6	66.6
10:58:20	69.5	71.4	UNDER	71.6	67.6
10:58:30	68.1	70.2	UNDER	70.6	65.6
10:58:40	66.4	68.2	UNDER	68.6	64.6
10:58:50	65.2	65.7	UNDER	65.6	64.6
10:59:00	69.5	72.4	UNDER	71.6	64.6
10:59:10	68.2	70.0	UNDER	69.6	67.6
10:59:20	69.7	70.8	UNDER	70.6	68.6
10:59:30	68.6	69.6	UNDER	69.6	67.6
10:59:40	66.4	67.1	UNDER	66.6	65.6
10:59:50	65.4	66.1	UNDER	65.6	64.6
11:00:00	68.6	70.9	UNDER	70.6	64.6
11:00:10	67.0	70.0	UNDER	68.6	64.6
11:00:20	67.8	68.7	UNDER	68.6	66.6
11:00:30	64.7	68.4	UNDER	67.6	62.6
11:00:40	66.7	68.4	UNDER	68.6	62.6
11:00:50	63.9	65.7	UNDER	65.6	60.6
11:01:00	64.7	68.9	UNDER	68.6	59.6

11:01:10	70.5	72.9	UNDER	72.6	66.6
11:01:20	69.0	73.7	UNDER	73.6	65.6
11:01:30	67.6	72.2	UNDER	70.6	64.6
11:01:40	66.8	68.6	UNDER	67.6	66.6
11:01:50	67.9	70.0	UNDER	69.6	65.6
11:02:00	65.9	69.7	UNDER	68.6	63.6
11:02:10	64.3	67.1	UNDER	66.6	63.6
11:02:20	66.1	69.6	UNDER	67.6	64.6
11:02:30	66.6	71.1	UNDER	70.6	62.6
11:02:40	62.1	62.9	UNDER	62.6	60.6
11:02:50	68.4	71.1	UNDER	70.6	61.6
11:03:00	67.8	70.9	UNDER	69.6	65.6
11:03:10	67.0	70.9	UNDER	70.6	63.6
11:03:20	65.5	67.8	UNDER	67.6	63.6
11:03:30	65.6	66.9	UNDER	66.6	64.6
11:03:40	66.4	68.5	UNDER	68.6	64.6
11:03:50	67.0	69.4	UNDER	68.6	65.6
11:04:00	66.4	69.4	UNDER	68.6	64.6
11:04:10	65.3	70.4	UNDER	69.6	62.6
11:04:20	66.2	70.1	UNDER	68.6	62.6
11:04:30	62.7	63.6	UNDER	63.6	61.6
11:04:40	63.8	65.3	UNDER	64.6	61.6
11:04:50	61.6	63.3	UNDER	62.6	60.6
11:05:00	64.3	65.3	UNDER	64.6	63.6
11:05:10	65.2	67.6	UNDER	67.6	63.6
11:05:20	65.8	66.4	UNDER	66.6	64.6
11:05:30	65.5	66.9	UNDER	66.6	64.6
11:05:40	63.7	65.0	UNDER	64.6	62.6
11:05:50	64.3	68.9	UNDER	67.6	61.6
11:06:00	67.3	69.6	UNDER	69.6	64.6
11:06:10	67.2	69.3	UNDER	69.6	64.6
11:06:20	68.1	69.4	UNDER	69.6	66.6
11:06:30	68.2	69.7	UNDER	69.6	66.6
11:06:40	68.7	71.8	UNDER	71.6	66.6
11:06:50	64.6	66.4	UNDER	65.6	63.6
11:07:00	69.2	72.5	UNDER	72.6	63.6
11:07:10	68.4	70.9	UNDER	70.6	65.6
11:07:20	65.6	66.1	UNDER	65.6	65.6
11:07:30	65.7	68.5	UNDER	66.6	64.6
11:07:40	71.8	76.1	UNDER	75.6	68.6
11:07:50	69.3	74.1	UNDER	72.6	66.6
11:08:00	71.2	75.4	UNDER	74.6	65.6
11:08:10	66.1	68.6	UNDER	68.6	64.6
11:08:20	64.5	66.1	UNDER	65.6	63.6
11:08:30	64.7	65.6	UNDER	65.6	64.6
11:08:40	68.8	71.7	UNDER	71.6	65.6
11:08:50	70.3	73.7	UNDER	73.6	65.6
11:09:00	67.8	71.1	UNDER	70.6	64.6
11:09:10	67.3	72.1	UNDER	68.6	64.6
11:09:20	68.6	72.6	UNDER	72.6	64.6
11:09:30	67.8	70.0	UNDER	69.6	64.6
11:09:40	67.0	69.3	UNDER	68.6	65.6
11:09:50	68.7	70.1	UNDER	69.6	67.6
11:10:00	67.1	68.9	UNDER	68.6	64.6
11:10:10	67.8	69.3	UNDER	69.6	65.6
11:10:20	65.6	69.7	UNDER	69.6	62.6
11:10:30	63.5	65.7	UNDER	65.6	61.6
11:10:40	67.2	69.0	UNDER	68.6	65.6
11:10:50	66.4	67.3	UNDER	67.6	64.6
11:11:00	66.2	69.3	UNDER	68.6	63.6
11:11:10	65.6	67.7	UNDER	66.6	63.6
11:11:20	68.2	70.2	UNDER	70.6	64.6
11:11:30	65.7	68.1	UNDER	67.6	64.6

11:11:40	66.8	69.2	UNDER	68.6	64.6
11:11:50	65.4	65.8	UNDER	65.6	64.6
11:12:00	66.8	68.1	UNDER	67.6	65.6
11:12:10	68.2	70.1	UNDER	69.6	66.6
11:12:20	64.9	66.3	UNDER	66.6	63.6
11:12:30	65.7	68.3	UNDER	67.6	63.6
11:12:40	71.2	74.1	UNDER	73.6	68.6
11:12:50	66.5	68.7	UNDER	68.6	64.6
11:13:00	64.5	66.5	UNDER	65.6	63.6
11:13:10	78.9	84.0	UNDER	83.6	63.6
11:13:20	71.3	76.8	UNDER	74.6	66.6
11:13:30	66.1	69.5	UNDER	69.6	61.6
11:13:40	61.9	63.2	UNDER	63.6	60.6
11:13:50	65.5	68.9	UNDER	68.6	62.6
11:14:00	68.1	69.6	UNDER	69.6	66.6
11:14:10	65.8	67.8	UNDER	67.6	64.6
11:14:20	68.3	72.4	UNDER	70.6	65.6
11:14:30	67.6	72.4	UNDER	71.6	64.6
11:14:40	68.5	70.0	UNDER	69.6	64.6
11:14:50	67.1	68.1	UNDER	68.6	66.6
11:15:00	66.2	67.9	UNDER	67.6	64.6
11:15:10	66.0	67.7	UNDER	67.6	64.6
11:15:20	67.6	69.3	UNDER	68.6	65.6
11:15:30	68.4	70.1	UNDER	70.6	65.6
11:15:40	64.8	66.5	UNDER	66.6	63.6
11:15:50	66.3	70.5	UNDER	69.6	62.6
11:16:00	68.2	71.2	UNDER	70.6	65.6
11:16:10	65.9	68.3	UNDER	67.6	64.6
11:16:20	66.4	69.3	UNDER	67.6	65.6
11:16:30	65.9	69.1	UNDER	68.6	63.6
11:16:40	68.0	71.3	UNDER	70.6	63.6
11:16:50	67.8	72.0	UNDER	69.6	65.6
11:17:00	69.0	72.1	UNDER	71.6	65.6
11:17:10	68.3	72.8	UNDER	72.6	64.6
11:17:20	67.0	70.6	UNDER	69.6	65.6
11:17:30	66.1	68.5	UNDER	66.6	65.6
11:17:40	68.3	70.4	UNDER	70.6	65.6
11:17:50	66.1	69.2	UNDER	68.6	64.6
11:18:00	68.9	70.9	UNDER	70.6	67.6
11:18:10	68.1	71.0	UNDER	70.6	64.6
11:18:20	66.8	68.6	UNDER	68.6	64.6
11:18:30	65.6	67.3	UNDER	67.6	64.6
11:18:40	66.2	68.5	UNDER	68.6	64.6
11:18:50	66.4	69.2	UNDER	68.6	63.6

****

Filename.....2556
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:38:10

User ID: _____

LOGGING STARTED.....06/21/12 at 10:29:50
TOTAL LOGGING TIME...0 DAYS 00:11:23
LOGGING STOPPED.....06/21/12 at 10:41:13
TOTAL INTERVALS.....69
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 59.4dB
Lav (80)..... 40.3dB
Lav (90)..... 40.3dB
SEL..... 87.7dB

TWA..... 43.3dB
TWA (80)..... 40.3dB
TWA (90)..... 40.3dB

Lmax..... 64.4dB 06/21/12 at 10:32:47
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
10:29:50	60.6	62.3	UNDER	61.3	59.3
10:30:00	58.1	60.7	UNDER	59.3	56.3
10:30:10	57.2	58.8	UNDER	58.3	56.3
10:30:20	54.5	56.7	UNDER	55.3	53.3
10:30:30	58.1	59.5	UNDER	59.3	54.3
10:30:40	59.5	60.3	UNDER	60.3	58.3
10:30:50	58.5	59.6	UNDER	59.3	57.3
10:31:00	60.3	61.1	UNDER	61.3	57.3
10:31:10	60.0	61.2	UNDER	61.3	58.3
10:31:20	58.0	58.7	UNDER	58.3	57.3
10:31:30	56.7	57.6	UNDER	57.3	55.3
10:31:40	55.9	56.8	UNDER	56.3	54.3
10:31:50	57.3	58.3	UNDER	58.3	56.3
10:32:00	57.4	58.4	UNDER	58.3	56.3
10:32:10	62.0	64.1	UNDER	64.3	57.3
10:32:20	62.3	63.3	UNDER	63.3	61.3
10:32:30	62.3	63.2	UNDER	62.3	61.3
10:32:40	63.0	64.4	UNDER	64.3	61.3
10:32:50	61.7	63.1	UNDER	62.3	59.3
10:33:00	57.4	59.5	UNDER	59.3	54.3
10:33:10	55.0	56.5	UNDER	56.3	53.3
10:33:20	57.8	58.6	UNDER	58.3	56.3
10:33:30	59.1	60.8	UNDER	60.3	57.3
10:33:40	61.9	63.6	UNDER	63.3	60.3
10:33:50	60.6	62.0	UNDER	61.3	59.3
10:34:00	59.5	60.4	UNDER	60.3	58.3
10:34:10	59.9	62.6	UNDER	62.3	58.3
10:34:20	61.3	62.5	UNDER	62.3	59.3
10:34:30	60.7	61.8	UNDER	61.3	59.3
10:34:40	61.1	61.7	UNDER	61.3	60.3
10:34:50	60.3	60.8	UNDER	60.3	59.3
10:35:00	60.5	61.3	UNDER	61.3	59.3
10:35:10	59.9	60.4	UNDER	60.3	59.3
10:35:20	58.2	59.8	UNDER	59.3	57.3
10:35:30	58.0	59.1	UNDER	59.3	56.3
10:35:40	58.0	58.8	UNDER	58.3	57.3
10:35:50	60.4	62.0	UNDER	61.3	58.3
10:36:00	60.1	61.6	UNDER	61.3	58.3
10:36:10	59.4	60.4	UNDER	60.3	58.3
10:36:20	59.1	59.7	UNDER	59.3	58.3
10:36:30	59.3	59.9	UNDER	59.3	58.3
10:36:40	58.2	59.6	UNDER	59.3	56.3
10:36:50	56.1	57.4	UNDER	56.3	55.3
10:37:00	58.0	59.6	UNDER	59.3	57.3
10:37:10	59.6	60.2	UNDER	60.3	58.3
10:37:20	57.9	58.4	UNDER	58.3	56.3
10:37:30	56.9	57.5	UNDER	57.3	56.3
10:37:40	57.0	57.6	UNDER	57.3	56.3
10:37:50	57.2	58.7	UNDER	58.3	56.3
10:38:00	58.9	59.6	UNDER	59.3	58.3
10:38:10	59.0	60.5	UNDER	60.3	57.3
10:38:20	57.0	58.6	UNDER	58.3	56.3

10:38:30	59.7	60.4	UNDER	60.3	58.3
10:38:40	59.8	60.4	UNDER	60.3	59.3
10:38:50	61.1	62.3	UNDER	62.3	60.3
10:39:00	59.9	61.9	UNDER	61.3	57.3
10:39:10	58.3	61.1	UNDER	59.3	57.3
10:39:20	61.4	62.4	UNDER	62.3	60.3
10:39:30	60.3	61.1	UNDER	61.3	58.3
10:39:40	57.3	58.9	UNDER	58.3	55.3
10:39:50	58.3	59.4	UNDER	59.3	56.3
10:40:00	58.7	60.7	UNDER	60.3	56.3
10:40:10	58.7	60.3	UNDER	60.3	56.3
10:40:20	57.9	59.0	UNDER	58.3	56.3
10:40:30	58.8	59.6	UNDER	59.3	58.3
10:40:40	59.6	61.6	UNDER	60.3	58.3
10:40:50	61.7	62.3	UNDER	62.3	61.3
10:41:00	59.9	61.5	UNDER	61.3	58.3
10:41:10	58.2	58.5	UNDER	58.3	57.3

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:06:17

User ID: _____

LOGGING STARTED.....06/21/12 at 10:21:30
TOTAL LOGGING TIME...0 DAYS 00:24:56
LOGGING STOPPED.....06/21/12 at 10:46:26
TOTAL INTERVALS.....150
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.0dB
Lav (80)..... 39.6dB
Lav (90)..... 39.6dB
SEL..... 99.6dB

TWA..... 55.2dB
TWA (80)..... 39.6dB
TWA (90)..... 39.6dB

Lmax..... 74.4dB 06/21/12 at 10:28:39
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
10:21:30	67.4	68.8	UNDER	68.6	65.6
10:21:40	67.2	70.0	UNDER	68.6	65.6
10:21:50	69.1	71.3	UNDER	70.6	65.6
10:22:00	65.5	66.5	UNDER	66.6	64.6
10:22:10	67.8	70.1	UNDER	69.6	65.6
10:22:20	70.3	71.7	UNDER	71.6	68.6
10:22:30	68.7	72.0	UNDER	71.6	66.6
10:22:40	65.8	68.5	UNDER	67.6	63.6
10:22:50	67.6	69.7	UNDER	69.6	64.6
10:23:00	69.8	72.5	UNDER	72.6	64.6
10:23:10	66.6	68.1	UNDER	67.6	61.6
10:23:20	63.8	64.9	UNDER	64.6	60.6
10:23:30	67.8	70.5	UNDER	70.6	64.6
10:23:40	67.6	69.6	UNDER	68.6	66.6
10:23:50	64.9	67.4	UNDER	66.6	62.6
10:24:00	68.6	70.8	UNDER	70.6	65.6
10:24:10	65.0	65.8	UNDER	65.6	63.6
10:24:20	62.9	63.8	UNDER	63.6	62.6
10:24:30	67.0	68.3	UNDER	68.6	62.6
10:24:40	70.5	71.5	UNDER	71.6	68.6
10:24:50	68.9	71.2	UNDER	71.6	64.6
10:25:00	64.1	64.6	UNDER	64.6	63.6
10:25:10	67.2	68.5	UNDER	68.6	64.6
10:25:20	68.9	71.7	UNDER	71.6	65.6
10:25:30	67.9	70.1	UNDER	68.6	66.6
10:25:40	69.8	70.9	UNDER	70.6	68.6
10:25:50	66.9	68.5	UNDER	67.6	65.6
10:26:00	67.3	68.5	UNDER	68.6	64.6
10:26:10	68.5	72.1	UNDER	71.6	65.6
10:26:20	69.0	72.4	UNDER	72.6	66.6
10:26:30	71.1	74.4	UNDER	73.6	65.6
10:26:40	67.0	69.4	UNDER	68.6	65.6
10:26:50	68.0	72.8	UNDER	72.6	63.6
10:27:00	68.8	72.7	UNDER	71.6	66.6
10:27:10	65.0	66.5	UNDER	66.6	62.6
10:27:20	64.7	67.0	UNDER	66.6	63.6
10:27:30	69.8	72.0	UNDER	71.6	66.6
10:27:40	67.7	70.4	UNDER	69.6	66.6
10:27:50	70.2	72.5	UNDER	72.6	68.6
10:28:00	69.4	70.5	UNDER	70.6	65.6
10:28:10	67.5	69.1	UNDER	68.6	65.6
10:28:20	65.7	67.3	UNDER	66.6	64.6
10:28:30	70.2	74.4	UNDER	73.6	64.6
10:28:40	69.4	73.3	UNDER	72.6	66.6
10:28:50	68.6	70.1	UNDER	70.6	66.6
10:29:00	67.1	68.9	UNDER	68.6	66.6
10:29:10	67.0	68.5	UNDER	68.6	65.6
10:29:20	69.8	71.7	UNDER	71.6	67.6
10:29:30	69.0	70.3	UNDER	70.6	66.6
10:29:40	67.5	69.8	UNDER	69.6	64.6
10:29:50	64.0	64.9	UNDER	64.6	63.6
10:30:00	65.1	66.3	UNDER	65.6	64.6

10:30:10	68.2	69.7	UNDER	69.6	66.6
10:30:20	68.4	70.5	UNDER	70.6	66.6
10:30:30	66.2	67.7	UNDER	67.6	63.6
10:30:40	69.7	71.3	UNDER	71.6	64.6
10:30:50	67.4	69.0	UNDER	68.6	66.6
10:31:00	66.1	67.3	UNDER	67.6	65.6
10:31:10	64.3	66.5	UNDER	65.6	62.6
10:31:20	62.8	65.3	UNDER	64.6	60.6
10:31:30	65.1	65.7	UNDER	65.6	64.6
10:31:40	64.7	65.6	UNDER	65.6	62.6
10:31:50	66.9	71.7	UNDER	71.6	60.6
10:32:00	70.5	71.3	UNDER	71.6	69.6
10:32:10	70.5	72.3	UNDER	72.6	68.6
10:32:20	70.7	72.9	UNDER	72.6	68.6
10:32:30	69.9	73.4	UNDER	72.6	66.6
10:32:40	65.8	67.2	UNDER	66.6	62.6
10:32:50	60.7	62.8	UNDER	62.6	59.6
10:33:00	64.9	66.5	UNDER	66.6	61.6
10:33:10	68.3	69.7	UNDER	69.6	66.6
10:33:20	71.2	74.1	UNDER	73.6	67.6
10:33:30	67.5	69.3	UNDER	68.6	65.6
10:33:40	68.8	70.5	UNDER	70.6	66.6
10:33:50	68.0	70.8	UNDER	70.6	65.6
10:34:00	69.1	71.3	UNDER	71.6	65.6
10:34:10	71.2	72.2	UNDER	72.6	67.6
10:34:20	69.5	72.9	UNDER	72.6	64.6
10:34:30	69.1	70.5	UNDER	70.6	65.6
10:34:40	69.7	71.1	UNDER	70.6	66.6
10:34:50	67.9	69.1	UNDER	68.6	66.6
10:35:00	66.0	67.0	UNDER	66.6	63.6
10:35:10	67.4	69.5	UNDER	69.6	63.6
10:35:20	65.8	68.4	UNDER	67.6	64.6
10:35:30	70.1	71.2	UNDER	70.6	67.6
10:35:40	68.1	70.2	UNDER	70.6	65.6
10:35:50	65.6	67.1	UNDER	66.6	64.6
10:36:00	67.2	70.1	UNDER	69.6	63.6
10:36:10	67.2	68.8	UNDER	68.6	63.6
10:36:20	65.9	68.0	UNDER	67.6	62.6
10:36:30	65.1	67.9	UNDER	67.6	62.6
10:36:40	67.7	68.5	UNDER	68.6	66.6
10:36:50	69.5	70.9	UNDER	70.6	67.6
10:37:00	66.3	68.4	UNDER	67.6	64.6
10:37:10	63.9	64.8	UNDER	64.6	62.6
10:37:20	63.5	65.4	UNDER	65.6	61.6
10:37:30	65.3	66.1	UNDER	65.6	64.6
10:37:40	65.2	67.4	UNDER	66.6	63.6
10:37:50	66.3	68.9	UNDER	68.6	63.6
10:38:00	66.5	68.5	UNDER	68.6	63.6
10:38:10	68.9	71.2	UNDER	70.6	66.6
10:38:20	68.0	69.2	UNDER	68.6	66.6
10:38:30	70.7	72.3	UNDER	72.6	67.6
10:38:40	66.7	68.0	UNDER	67.6	66.6
10:38:50	67.7	71.0	UNDER	70.6	65.6
10:39:00	70.9	72.1	UNDER	71.6	69.6
10:39:10	68.6	70.1	UNDER	69.6	64.6
10:39:20	64.2	64.9	UNDER	64.6	63.6
10:39:30	67.2	69.7	UNDER	69.6	63.6
10:39:40	67.7	71.3	UNDER	70.6	62.6
10:39:50	67.0	68.9	UNDER	68.6	64.6
10:40:00	66.2	67.7	UNDER	67.6	64.6
10:40:10	66.3	68.0	UNDER	67.6	64.6
10:40:20	69.3	70.9	UNDER	70.6	68.6
10:40:30	70.5	72.1	UNDER	72.6	67.6

10:40:40	67.9	69.3	UNDER	69.6	64.6
10:40:50	67.4	69.6	UNDER	69.6	64.6
10:41:00	67.0	68.6	UNDER	68.6	65.6
10:41:10	68.6	70.9	UNDER	70.6	66.6
10:41:20	66.8	69.1	UNDER	68.6	64.6
10:41:30	69.1	70.9	UNDER	70.6	66.6
10:41:40	69.6	71.3	UNDER	71.6	65.6
10:41:50	66.3	67.7	UNDER	67.6	65.6
10:42:00	67.4	70.1	UNDER	69.6	64.6
10:42:10	65.1	66.8	UNDER	65.6	64.6
10:42:20	69.7	72.8	UNDER	72.6	66.6
10:42:30	68.3	72.0	UNDER	71.6	65.6
10:42:40	65.4	66.6	UNDER	66.6	63.6
10:42:50	64.5	67.3	UNDER	66.6	63.6
10:43:00	68.4	70.1	UNDER	70.6	64.6
10:43:10	67.8	69.0	UNDER	68.6	64.6
10:43:20	66.6	68.5	UNDER	68.6	64.6
10:43:30	68.5	70.9	UNDER	70.6	66.6
10:43:40	66.9	68.7	UNDER	67.6	65.6
10:43:50	67.3	69.3	UNDER	69.6	65.6
10:44:00	69.5	71.8	UNDER	71.6	65.6
10:44:10	67.9	71.3	UNDER	71.6	64.6
10:44:20	69.8	72.1	UNDER	71.6	66.6
10:44:30	65.9	67.1	UNDER	66.6	64.6
10:44:40	66.6	68.0	UNDER	67.6	65.6
10:44:50	69.2	70.5	UNDER	70.6	66.6
10:45:00	69.5	71.6	UNDER	71.6	67.6
10:45:10	68.4	71.6	UNDER	71.6	64.6
10:45:20	68.7	70.9	UNDER	70.6	64.6
10:45:30	68.5	69.4	UNDER	69.6	66.6
10:45:40	64.7	66.1	UNDER	65.6	64.6
10:45:50	66.4	69.7	UNDER	68.6	64.6
10:46:00	70.8	73.4	UNDER	73.6	67.6
10:46:10	70.9	72.5	UNDER	72.6	66.6
10:46:20	68.6	70.9	UNDER	70.6	66.6

****

Filename.....2558
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2558
REPORT PRINTED ON 07/31/12 at 09:38:35

User ID: _____

LOGGING STARTED.....06/21/12 at 09:38:20
TOTAL LOGGING TIME...0 DAYS 00:32:45
LOGGING STOPPED.....06/21/12 at 10:11:05
TOTAL INTERVALS.....197
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:58:24
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 67.9dB
Lav (80)..... 38.8dB
Lav (90)..... 38.8dB
SEL..... 100.7dB

TWA..... 56.2dB
TWA (80)..... 38.8dB
TWA (90)..... 38.8dB

Lmax..... 75.7dB 06/21/12 at 09:41:12
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
09:38:20	65.0	66.1	UNDER	66.8	63.8
09:38:30	64.8	66.1	UNDER	66.8	63.8
09:38:40	69.7	71.7	UNDER	71.8	64.8
09:38:50	66.3	69.7	UNDER	68.8	64.8
09:39:00	67.1	69.0	UNDER	68.8	64.8
09:39:10	63.8	66.1	UNDER	65.8	62.8
09:39:20	67.0	68.5	UNDER	68.8	63.8
09:39:30	67.0	68.5	UNDER	68.8	65.8
09:39:40	64.7	68.1	UNDER	66.8	61.8
09:39:50	68.0	69.7	UNDER	69.8	66.8
09:40:00	68.9	71.3	UNDER	70.8	66.8
09:40:10	69.6	72.5	UNDER	72.8	65.8
09:40:20	64.3	66.9	UNDER	65.8	62.8
09:40:30	68.5	71.3	UNDER	70.8	63.8
09:40:40	69.6	71.7	UNDER	71.8	65.8
09:40:50	68.8	70.5	UNDER	69.8	67.8
09:41:00	69.9	73.3	UNDER	72.8	67.8
09:41:10	72.4	75.7	UNDER	75.8	66.8
09:41:20	65.9	67.3	UNDER	66.8	63.8
09:41:30	70.3	74.5	UNDER	74.8	63.8
09:41:40	67.3	70.3	UNDER	68.8	64.8
09:41:50	68.6	71.3	UNDER	71.8	64.8
09:42:00	68.1	70.9	UNDER	70.8	66.8
09:42:10	68.3	70.1	UNDER	69.8	66.8
09:42:20	66.9	69.7	UNDER	69.8	63.8
09:42:30	64.1	65.8	UNDER	65.8	62.8
09:42:40	68.8	70.9	UNDER	70.8	63.8
09:42:50	68.8	70.5	UNDER	70.8	66.8
09:43:00	69.3	71.3	UNDER	70.8	67.8
09:43:10	70.2	72.5	UNDER	72.8	66.8
09:43:20	68.0	70.1	UNDER	69.8	66.8
09:43:30	70.5	73.0	UNDER	72.8	68.8
09:43:40	65.2	68.1	UNDER	67.8	62.8
09:43:50	63.9	66.1	UNDER	65.8	62.8
09:44:00	68.2	69.7	UNDER	69.8	66.8
09:44:10	67.3	69.7	UNDER	69.8	63.8
09:44:20	68.2	70.6	UNDER	70.8	62.8
09:44:30	68.1	70.6	UNDER	70.8	65.8
09:44:40	66.8	70.1	UNDER	68.8	65.8
09:44:50	67.5	68.7	UNDER	68.8	65.8
09:45:00	66.6	69.3	UNDER	66.8	66.8
09:45:10	69.5	71.0	UNDER	70.8	66.8
09:45:20	72.4	75.3	UNDER	74.8	67.8
09:45:30	65.3	67.4	UNDER	66.8	64.8
09:45:40	63.6	64.9	UNDER	64.8	62.8
09:45:50	66.3	72.1	UNDER	71.8	61.8
09:46:00	69.7	72.0	UNDER	71.8	66.8
09:46:10	66.1	67.0	UNDER	66.8	64.8
09:46:20	67.2	68.1	UNDER	68.8	66.8
09:46:30	66.8	68.5	UNDER	68.8	65.8
09:46:40	69.1	71.3	UNDER	70.8	67.8
09:46:50	68.1	70.5	UNDER	70.8	65.8

09:47:00	66.8	70.5	UNDER	69.8	64.8
09:47:10	69.9	72.1	UNDER	71.8	68.8
09:47:20	71.4	73.0	UNDER	72.8	68.8
09:47:30	67.4	68.7	UNDER	68.8	65.8
09:47:40	64.9	67.3	UNDER	66.8	64.8
09:47:50	66.9	70.5	UNDER	69.8	62.8
09:48:00	66.5	68.5	UNDER	68.8	62.8
09:48:10	68.1	70.3	UNDER	69.8	66.8
09:48:20	71.6	73.3	UNDER	72.8	69.8
09:48:30	69.9	72.1	UNDER	72.8	66.8
09:48:40	64.7	66.1	UNDER	65.8	63.8
09:48:50	67.4	70.1	UNDER	69.8	63.8
09:49:00	64.8	65.7	UNDER	65.8	63.8
09:49:10	68.5	70.3	UNDER	70.8	64.8
09:49:20	68.6	71.3	UNDER	71.8	64.8
09:49:30	67.7	70.1	UNDER	69.8	64.8
09:49:40	70.4	72.1	UNDER	71.8	68.8
09:49:50	69.5	71.7	UNDER	71.8	66.8
09:50:00	68.2	70.5	UNDER	70.8	66.8
09:50:10	70.2	72.1	UNDER	71.8	67.8
09:50:20	69.4	71.3	UNDER	70.8	66.8
09:50:30	64.9	66.9	UNDER	66.8	62.8
09:50:40	64.7	65.6	UNDER	65.8	62.8
09:50:50	67.4	70.1	UNDER	69.8	64.8
09:51:00	68.0	69.3	UNDER	68.8	67.8
09:51:10	65.8	67.5	UNDER	67.8	63.8
09:51:20	65.5	66.9	UNDER	66.8	63.8
09:51:30	69.5	71.7	UNDER	71.8	66.8
09:51:40	66.6	68.9	UNDER	67.8	65.8
09:51:50	67.7	69.8	UNDER	69.8	65.8
09:52:00	68.8	71.3	UNDER	70.8	65.8
09:52:10	64.9	67.3	UNDER	66.8	63.8
09:52:20	67.8	70.9	UNDER	70.8	64.8
09:52:30	69.9	71.8	UNDER	71.8	66.8
09:52:40	66.1	69.7	UNDER	68.8	62.8
09:52:50	70.5	72.0	UNDER	71.8	68.8
09:53:00	65.9	68.4	UNDER	67.8	61.8
09:53:10	64.9	69.8	UNDER	68.8	61.8
09:53:20	68.2	70.9	UNDER	70.8	65.8
09:53:30	67.6	68.9	UNDER	68.8	65.8
09:53:40	68.3	68.9	UNDER	68.8	67.8
09:53:50	66.9	69.3	UNDER	68.8	64.8
09:54:00	67.4	70.1	UNDER	69.8	64.8
09:54:10	68.6	70.1	UNDER	69.8	66.8
09:54:20	69.5	70.9	UNDER	70.8	67.8
09:54:30	66.0	67.7	UNDER	67.8	64.8
09:54:40	69.7	71.4	UNDER	70.8	65.8
09:54:50	71.5	73.3	UNDER	72.8	69.8
09:55:00	68.3	70.6	UNDER	70.8	66.8
09:55:10	67.8	70.5	UNDER	70.8	65.8
09:55:20	65.0	66.6	UNDER	66.8	63.8
09:55:30	68.6	70.5	UNDER	70.8	64.8
09:55:40	67.0	69.5	UNDER	69.8	63.8
09:55:50	64.7	65.3	UNDER	65.8	63.8
09:56:00	63.9	65.3	UNDER	65.8	61.8
09:56:10	65.3	68.1	UNDER	68.8	60.8
09:56:20	64.8	66.0	UNDER	65.8	63.8
09:56:30	66.4	71.0	UNDER	70.8	62.8
09:56:40	67.1	71.3	UNDER	70.8	61.8
09:56:50	65.6	68.5	UNDER	68.8	60.8
09:57:00	68.4	71.3	UNDER	70.8	64.8
09:57:10	68.3	70.9	UNDER	70.8	64.8
09:57:20	67.7	69.7	UNDER	69.8	65.8

09:57:30	64.5	67.8	UNDER	67.8	61.8
09:57:40	68.5	70.5	UNDER	70.8	64.8
09:57:50	67.7	69.3	UNDER	68.8	65.8
09:58:00	69.5	72.6	UNDER	72.8	65.8
09:58:10	66.4	69.3	UNDER	68.8	64.8
09:58:20	64.6	68.1	UNDER	66.8	63.8
09:58:30	65.4	66.5	UNDER	66.8	63.8
09:58:40	64.3	68.1	UNDER	66.8	62.8
09:58:50	68.7	71.1	UNDER	70.8	66.8
09:59:00	70.7	72.1	UNDER	71.8	68.8
09:59:10	68.2	70.3	UNDER	70.8	66.8
09:59:20	66.2	70.0	UNDER	68.8	64.8
09:59:30	68.9	71.4	UNDER	71.8	66.8
09:59:40	70.2	72.5	UNDER	72.8	67.8
09:59:50	68.9	70.5	UNDER	70.8	67.8
10:00:00	69.7	71.7	UNDER	71.8	66.8
10:00:10	69.7	72.1	UNDER	71.8	66.8
10:00:20	67.2	68.6	UNDER	68.8	66.8
10:00:30	67.5	68.9	UNDER	68.8	66.8
10:00:40	69.8	72.1	UNDER	71.8	68.8
10:00:50	67.4	71.3	UNDER	70.8	64.8
10:01:00	67.5	71.3	UNDER	70.8	64.8
10:01:10	68.1	71.7	UNDER	71.8	64.8
10:01:20	64.3	64.9	UNDER	64.8	63.8
10:01:30	68.4	71.4	UNDER	71.8	63.8
10:01:40	67.7	71.3	UNDER	70.8	62.8
10:01:50	61.8	63.2	UNDER	62.8	60.8
10:02:00	68.2	71.3	UNDER	70.8	60.8
10:02:10	69.9	71.3	UNDER	70.8	67.8
10:02:20	68.8	70.5	UNDER	70.8	64.8
10:02:30	63.7	64.9	UNDER	64.8	62.8
10:02:40	65.7	68.1	UNDER	67.8	63.8
10:02:50	66.0	67.7	UNDER	67.8	64.8
10:03:00	65.7	69.5	UNDER	68.8	61.8
10:03:10	69.1	71.3	UNDER	71.8	66.8
10:03:20	68.8	70.9	UNDER	70.8	66.8
10:03:30	65.3	67.3	UNDER	66.8	64.8
10:03:40	69.4	71.3	UNDER	70.8	67.8
10:03:50	69.6	71.3	UNDER	70.8	68.8
10:04:00	70.0	71.8	UNDER	71.8	65.8
10:04:10	67.1	68.5	UNDER	68.8	64.8
10:04:20	64.8	66.5	UNDER	65.8	63.8
10:04:30	67.1	69.7	UNDER	68.8	65.8
10:04:40	69.2	70.5	UNDER	70.8	67.8
10:04:50	68.0	69.3	UNDER	69.8	64.8
10:05:00	64.8	65.7	UNDER	65.8	63.8
10:05:10	63.3	65.3	UNDER	65.8	61.8
10:05:20	62.0	63.1	UNDER	62.8	60.8
10:05:30	67.8	70.5	UNDER	70.8	62.8
10:05:40	66.0	69.7	UNDER	68.8	63.8
10:05:50	65.5	67.7	UNDER	67.8	62.8
10:06:00	64.0	66.5	UNDER	65.8	61.8
10:06:10	64.3	64.9	UNDER	64.8	63.8
10:06:20	67.5	69.7	UNDER	69.8	63.8
10:06:30	66.1	68.1	UNDER	67.8	64.8
10:06:40	65.9	69.7	UNDER	69.8	62.8
10:06:50	67.8	69.7	UNDER	69.8	66.8
10:07:00	68.3	69.3	UNDER	69.8	66.8
10:07:10	68.1	70.5	UNDER	70.8	64.8
10:07:20	65.9	70.1	UNDER	68.8	63.8
10:07:30	67.8	71.1	UNDER	70.8	62.8
10:07:40	66.9	70.5	UNDER	70.8	62.8
10:07:50	68.9	71.3	UNDER	70.8	66.8

10:08:00	67.7	69.9	UNDER	69.8	65.8
10:08:10	68.9	71.5	UNDER	70.8	66.8
10:08:20	67.7	69.3	UNDER	68.8	65.8
10:08:30	67.0	68.9	UNDER	68.8	64.8
10:08:40	65.0	66.9	UNDER	66.8	62.8
10:08:50	67.5	68.5	UNDER	68.8	66.8
10:09:00	67.0	68.1	UNDER	68.8	66.8
10:09:10	68.4	71.3	UNDER	70.8	66.8
10:09:20	66.8	71.3	UNDER	70.8	64.8
10:09:30	69.1	71.9	UNDER	71.8	66.8
10:09:40	63.1	68.5	UNDER	66.8	60.8
10:09:50	66.3	69.6	UNDER	69.8	60.8
10:10:00	69.1	71.7	UNDER	71.8	61.8
10:10:10	63.9	68.2	UNDER	67.8	59.8
10:10:20	67.7	68.5	UNDER	68.8	66.8
10:10:30	66.5	70.5	UNDER	68.8	62.8
10:10:40	70.5	73.0	UNDER	72.8	68.8
10:10:50	70.3	72.1	UNDER	71.8	67.8
10:11:00	68.2	69.7	UNDER	69.8	66.8

****

Filename.....2555
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2555
REPORT PRINTED ON 07/31/12 at 09:38:56

User ID: _____

LOGGING STARTED.....06/21/12 at 09:42:40
TOTAL LOGGING TIME...0 DAYS 00:16:57
LOGGING STOPPED.....06/21/12 at 09:59:37
TOTAL INTERVALS.....102
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:08
PRE-TEST CALIBRATION RANGE...39.1 TO 139.1 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 73.6dB
Lav (80)..... 39.1dB
Lav (90)..... 39.1dB
SEL..... 103.6dB

TWA..... 59.2dB
TWA (80)..... 39.1dB
TWA (90)..... 39.1dB

Lmax..... 79.6dB 06/21/12 at 09:43:07
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
09:42:40	74.1	75.9	UNDER	75.1	72.1
09:42:50	75.8	78.4	UNDER	78.1	73.1
09:43:00	75.7	79.6	UNDER	79.1	71.1
09:43:10	73.8	77.2	UNDER	76.1	71.1
09:43:20	69.8	71.1	UNDER	70.1	68.1
09:43:30	71.4	74.1	UNDER	74.1	67.1
09:43:40	73.7	75.5	UNDER	75.1	71.1
09:43:50	72.2	75.5	UNDER	74.1	70.1
09:44:00	73.7	76.3	UNDER	75.1	71.1
09:44:10	74.7	76.3	UNDER	76.1	70.1
09:44:20	72.1	73.8	UNDER	73.1	70.1
09:44:30	72.7	73.7	UNDER	73.1	70.1
09:44:40	74.9	79.2	UNDER	78.1	71.1
09:44:50	75.1	78.3	UNDER	77.1	71.1
09:45:00	75.3	78.7	UNDER	78.1	72.1
09:45:10	71.1	72.3	UNDER	72.1	68.1
09:45:20	68.6	70.3	UNDER	70.1	66.1
09:45:30	74.2	77.1	UNDER	76.1	67.1
09:45:40	74.2	76.8	UNDER	76.1	72.1
09:45:50	72.4	73.2	UNDER	73.1	70.1
09:46:00	73.4	74.8	UNDER	74.1	70.1
09:46:10	74.1	76.0	UNDER	75.1	70.1
09:46:20	74.0	75.5	UNDER	75.1	72.1
09:46:30	72.5	73.9	UNDER	73.1	71.1
09:46:40	74.4	77.1	UNDER	76.1	71.1
09:46:50	74.9	75.9	UNDER	75.1	72.1
09:47:00	74.0	75.9	UNDER	75.1	72.1
09:47:10	70.6	72.3	UNDER	71.1	69.1
09:47:20	73.0	75.6	UNDER	75.1	69.1
09:47:30	71.7	74.4	UNDER	74.1	68.1
09:47:40	73.2	74.6	UNDER	73.1	71.1
09:47:50	74.8	76.3	UNDER	75.1	73.1
09:48:00	75.8	77.1	UNDER	76.1	73.1
09:48:10	71.6	73.5	UNDER	73.1	70.1
09:48:20	72.8	76.8	UNDER	76.1	70.1
09:48:30	72.8	76.4	UNDER	74.1	70.1
09:48:40	74.1	76.9	UNDER	76.1	71.1
09:48:50	73.0	75.9	UNDER	75.1	69.1
09:49:00	72.8	75.4	UNDER	75.1	66.1
09:49:10	73.5	76.3	UNDER	76.1	66.1
09:49:20	73.0	74.4	UNDER	74.1	70.1
09:49:30	74.5	77.9	UNDER	77.1	69.1
09:49:40	74.6	77.4	UNDER	76.1	73.1
09:49:50	77.0	78.7	UNDER	78.1	73.1
09:50:00	72.5	73.9	UNDER	73.1	71.1
09:50:10	70.2	71.6	UNDER	71.1	67.1
09:50:20	71.0	73.3	UNDER	72.1	69.1
09:50:30	73.7	75.4	UNDER	75.1	71.1
09:50:40	73.3	74.3	UNDER	74.1	72.1
09:50:50	71.7	72.4	UNDER	72.1	70.1
09:51:00	73.2	77.1	UNDER	75.1	71.1
09:51:10	75.1	77.1	UNDER	76.1	72.1

09:51:20	71.8	72.4	UNDER	72.1	70.1
09:51:30	74.7	77.6	UNDER	77.1	70.1
09:51:40	73.8	76.9	UNDER	75.1	68.1
09:51:50	70.5	76.1	UNDER	71.1	67.1
09:52:00	76.2	78.8	UNDER	77.1	73.1
09:52:10	74.2	78.6	UNDER	77.1	70.1
09:52:20	74.7	76.2	UNDER	75.1	71.1
09:52:30	74.4	76.5	UNDER	76.1	73.1
09:52:40	71.3	73.5	UNDER	73.1	67.1
09:52:50	74.4	77.2	UNDER	77.1	67.1
09:53:00	74.2	76.9	UNDER	76.1	71.1
09:53:10	74.8	76.3	UNDER	76.1	72.1
09:53:20	72.8	74.7	UNDER	74.1	70.1
09:53:30	73.0	75.3	UNDER	75.1	70.1
09:53:40	73.5	75.5	UNDER	75.1	68.1
09:53:50	75.0	76.6	UNDER	75.1	72.1
09:54:00	74.5	77.1	UNDER	76.1	69.1
09:54:10	74.3	77.9	UNDER	77.1	69.1
09:54:20	75.9	77.1	UNDER	76.1	73.1
09:54:30	74.4	76.7	UNDER	76.1	70.1
09:54:40	73.9	77.1	UNDER	76.1	70.1
09:54:50	71.5	72.8	UNDER	72.1	69.1
09:55:00	72.1	74.5	UNDER	74.1	69.1
09:55:10	73.6	76.1	UNDER	75.1	70.1
09:55:20	70.5	74.8	UNDER	72.1	68.1
09:55:30	70.5	71.6	UNDER	71.1	69.1
09:55:40	71.6	73.8	UNDER	73.1	69.1
09:55:50	71.2	73.0	UNDER	72.1	69.1
09:56:00	72.8	73.6	UNDER	73.1	70.1
09:56:10	73.8	77.6	UNDER	76.1	68.1
09:56:20	71.4	74.3	UNDER	73.1	67.1
09:56:30	73.0	75.3	UNDER	74.1	68.1
09:56:40	73.7	76.1	UNDER	76.1	70.1
09:56:50	74.3	74.9	UNDER	74.1	73.1
09:57:00	72.5	74.1	UNDER	73.1	68.1
09:57:10	71.1	76.3	UNDER	75.1	66.1
09:57:20	73.3	76.2	UNDER	75.1	69.1
09:57:30	73.7	76.7	UNDER	76.1	69.1
09:57:40	74.9	78.0	UNDER	77.1	71.1
09:57:50	72.6	75.5	UNDER	75.1	68.1
09:58:00	69.8	71.8	UNDER	71.1	67.1
09:58:10	71.2	72.3	UNDER	72.1	68.1
09:58:20	72.6	75.2	UNDER	75.1	68.1
09:58:30	75.5	78.4	UNDER	78.1	71.1
09:58:40	75.6	77.5	UNDER	77.1	71.1
09:58:50	71.9	72.8	UNDER	72.1	70.1
09:59:00	75.0	77.5	UNDER	77.1	71.1
09:59:10	74.7	76.8	UNDER	76.1	72.1
09:59:20	76.2	78.5	UNDER	78.1	72.1
09:59:30	75.7	77.5	UNDER	77.1	73.1

****

Filename.....2557
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.12 SERIAL # 2557
REPORT PRINTED ON 07/31/12 at 09:39:28

User ID: _____

LOGGING STARTED.....06/21/12 at 08:13:30
TOTAL LOGGING TIME...0 DAYS 00:29:09
LOGGING STOPPED.....06/21/12 at 08:42:39
TOTAL INTERVALS.....175
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:56:34
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 5 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.6dB
Lav (80)..... 39.2dB
Lav (90)..... 39.2dB
SEL..... 98.9dB

TWA..... 54.5dB
TWA (80)..... 39.2dB
TWA (90)..... 39.2dB

Lmax..... 73.4dB 06/21/12 at 08:16:24
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
08:13:30	66.7	67.7	UNDER	67.2	64.2
08:13:40	66.5	67.7	UNDER	67.2	64.2
08:13:50	67.8	68.6	UNDER	68.2	66.2
08:14:00	66.1	67.5	UNDER	67.2	65.2
08:14:10	66.3	67.7	UNDER	67.2	65.2
08:14:20	63.9	66.9	UNDER	65.2	62.2
08:14:30	64.7	65.7	UNDER	65.2	62.2
08:14:40	65.3	66.2	UNDER	66.2	64.2
08:14:50	63.8	65.3	UNDER	64.2	62.2
08:15:00	66.1	66.8	UNDER	66.2	65.2
08:15:10	67.0	69.0	UNDER	68.2	64.2
08:15:20	65.8	68.3	UNDER	67.2	64.2
08:15:30	66.5	67.6	UNDER	67.2	64.2
08:15:40	65.9	66.9	UNDER	66.2	65.2
08:15:50	69.3	71.3	UNDER	70.2	66.2
08:16:00	67.2	69.2	UNDER	68.2	64.2
08:16:10	64.9	66.8	UNDER	66.2	62.2
08:16:20	69.6	73.4	UNDER	72.2	63.2
08:16:30	67.1	68.5	UNDER	68.2	65.2
08:16:40	65.6	68.5	UNDER	67.2	62.2
08:16:50	65.9	67.7	UNDER	67.2	63.2
08:17:00	65.9	66.6	UNDER	66.2	64.2
08:17:10	62.3	64.3	UNDER	63.2	61.2
08:17:20	64.7	68.0	UNDER	67.2	62.2
08:17:30	66.6	68.0	UNDER	67.2	64.2
08:17:40	64.8	66.1	UNDER	66.2	63.2
08:17:50	66.4	67.6	UNDER	67.2	64.2
08:18:00	68.6	70.3	UNDER	70.2	64.2
08:18:10	64.3	64.9	UNDER	64.2	63.2
08:18:20	67.6	69.5	UNDER	69.2	64.2
08:18:30	68.9	70.9	UNDER	70.2	66.2
08:18:40	66.1	66.8	UNDER	66.2	64.2
08:18:50	64.2	64.9	UNDER	64.2	63.2
08:19:00	63.7	64.4	UNDER	64.2	62.2
08:19:10	64.1	67.6	UNDER	65.2	62.2
08:19:20	65.5	67.7	UNDER	67.2	64.2
08:19:30	64.2	65.6	UNDER	65.2	63.2
08:19:40	65.0	65.7	UNDER	65.2	64.2
08:19:50	68.4	71.2	UNDER	71.2	64.2
08:20:00	68.8	69.6	UNDER	69.2	68.2
08:20:10	69.9	71.2	UNDER	70.2	68.2
08:20:20	68.0	70.9	UNDER	70.2	65.2
08:20:30	67.3	70.9	UNDER	70.2	62.2
08:20:40	66.9	70.0	UNDER	69.2	62.2
08:20:50	66.3	68.5	UNDER	67.2	64.2
08:21:00	64.0	65.6	UNDER	65.2	62.2
08:21:10	66.0	67.0	UNDER	66.2	65.2
08:21:20	67.6	70.4	UNDER	70.2	64.2
08:21:30	66.6	69.2	UNDER	68.2	64.2
08:21:40	66.9	68.9	UNDER	68.2	64.2
08:21:50	66.4	68.4	UNDER	67.2	64.2
08:22:00	63.2	64.8	UNDER	64.2	61.2

08:22:10	64.7	66.0	UNDER	65.2	61.2
08:22:20	65.8	70.4	UNDER	69.2	63.2
08:22:30	68.2	70.0	UNDER	69.2	67.2
08:22:40	69.1	71.2	UNDER	70.2	67.2
08:22:50	67.5	70.1	UNDER	69.2	65.2
08:23:00	66.0	67.2	UNDER	66.2	65.2
08:23:10	65.8	66.8	UNDER	66.2	64.2
08:23:20	67.7	68.9	UNDER	68.2	64.2
08:23:30	68.4	70.0	UNDER	69.2	67.2
08:23:40	70.4	72.8	UNDER	72.2	66.2
08:23:50	64.7	66.3	UNDER	65.2	63.2
08:24:00	63.2	64.5	UNDER	64.2	61.2
08:24:10	63.8	66.6	UNDER	66.2	61.2
08:24:20	64.8	65.8	UNDER	65.2	62.2
08:24:30	63.6	66.4	UNDER	66.2	61.2
08:24:40	64.8	66.1	UNDER	65.2	64.2
08:24:50	65.6	66.7	UNDER	66.2	64.2
08:25:00	66.1	67.4	UNDER	67.2	64.2
08:25:10	66.2	67.6	UNDER	67.2	64.2
08:25:20	65.2	67.7	UNDER	67.2	63.2
08:25:30	63.9	65.4	UNDER	65.2	62.2
08:25:40	66.2	67.6	UNDER	67.2	64.2
08:25:50	68.5	69.2	UNDER	69.2	67.2
08:26:00	67.1	69.3	UNDER	69.2	63.2
08:26:10	65.6	66.5	UNDER	66.2	63.2
08:26:20	65.4	66.6	UNDER	66.2	64.2
08:26:30	65.5	66.6	UNDER	66.2	64.2
08:26:40	65.9	66.8	UNDER	66.2	63.2
08:26:50	62.2	63.9	UNDER	63.2	60.2
08:27:00	63.3	67.0	UNDER	65.2	60.2
08:27:10	66.1	67.4	UNDER	67.2	64.2
08:27:20	67.5	68.5	UNDER	68.2	66.2
08:27:30	67.9	69.7	UNDER	69.2	65.2
08:27:40	63.6	65.8	UNDER	65.2	60.2
08:27:50	63.4	64.5	UNDER	64.2	60.2
08:28:00	66.2	68.2	UNDER	68.2	63.2
08:28:10	68.1	69.6	UNDER	69.2	64.2
08:28:20	64.1	64.9	UNDER	64.2	63.2
08:28:30	64.8	67.3	UNDER	67.2	62.2
08:28:40	67.0	67.7	UNDER	67.2	66.2
08:28:50	63.2	67.0	UNDER	66.2	60.2
08:29:00	65.0	66.4	UNDER	65.2	62.2
08:29:10	67.6	70.2	UNDER	69.2	64.2
08:29:20	65.0	66.0	UNDER	65.2	64.2
08:29:30	67.0	68.8	UNDER	68.2	63.2
08:29:40	67.2	69.2	UNDER	67.2	65.2
08:29:50	67.0	68.9	UNDER	68.2	65.2
08:30:00	65.8	67.6	UNDER	66.2	64.2
08:30:10	66.4	67.6	UNDER	67.2	63.2
08:30:20	66.3	68.7	UNDER	68.2	63.2
08:30:30	66.7	68.1	UNDER	67.2	65.2
08:30:40	64.9	65.8	UNDER	65.2	64.2
08:30:50	65.4	66.4	UNDER	66.2	64.2
08:31:00	64.5	66.0	UNDER	65.2	63.2
08:31:10	66.0	68.0	UNDER	67.2	64.2
08:31:20	63.2	64.1	UNDER	64.2	62.2
08:31:30	66.0	67.7	UNDER	67.2	63.2
08:31:40	67.7	69.2	UNDER	68.2	65.2
08:31:50	66.7	70.1	UNDER	69.2	63.2
08:32:00	65.4	66.4	UNDER	66.2	64.2
08:32:10	66.7	70.2	UNDER	70.2	63.2
08:32:20	66.8	69.3	UNDER	68.2	65.2
08:32:30	66.8	67.6	UNDER	67.2	65.2

08:32:40	66.3	67.6	UNDER	67.2	65.2
08:32:50	65.8	67.4	UNDER	67.2	63.2
08:33:00	67.0	68.1	UNDER	68.2	65.2
08:33:10	65.4	66.6	UNDER	66.2	64.2
08:33:20	65.7	66.8	UNDER	66.2	64.2
08:33:30	65.4	66.6	UNDER	66.2	64.2
08:33:40	63.9	66.0	UNDER	65.2	62.2
08:33:50	64.2	65.8	UNDER	65.2	62.2
08:34:00	65.2	67.6	UNDER	67.2	62.2
08:34:10	65.0	66.8	UNDER	66.2	63.2
08:34:20	63.7	64.6	UNDER	64.2	62.2
08:34:30	62.3	63.4	UNDER	63.2	61.2
08:34:40	62.9	65.9	UNDER	64.2	61.2
08:34:50	68.5	69.2	UNDER	69.2	66.2
08:35:00	68.3	69.7	UNDER	69.2	66.2
08:35:10	66.2	67.2	UNDER	66.2	65.2
08:35:20	65.2	67.2	UNDER	66.2	63.2
08:35:30	64.2	65.5	UNDER	65.2	63.2
08:35:40	66.3	68.0	UNDER	67.2	64.2
08:35:50	63.8	64.7	UNDER	64.2	63.2
08:36:00	67.2	69.1	UNDER	68.2	64.2
08:36:10	67.7	70.9	UNDER	70.2	64.2
08:36:20	68.9	70.9	UNDER	70.2	66.2
08:36:30	68.2	69.7	UNDER	69.2	67.2
08:36:40	66.9	67.9	UNDER	67.2	66.2
08:36:50	65.8	66.7	UNDER	66.2	65.2
08:37:00	66.7	68.0	UNDER	67.2	65.2
08:37:10	65.6	66.5	UNDER	66.2	64.2
08:37:20	67.5	69.1	UNDER	68.2	65.2
08:37:30	67.0	68.6	UNDER	68.2	65.2
08:37:40	66.2	67.8	UNDER	67.2	65.2
08:37:50	67.4	68.4	UNDER	68.2	66.2
08:38:00	66.4	67.3	UNDER	67.2	65.2
08:38:10	67.8	69.8	UNDER	69.2	64.2
08:38:20	69.6	70.5	UNDER	70.2	68.2
08:38:30	69.4	71.0	UNDER	70.2	67.2
08:38:40	66.4	69.6	UNDER	68.2	64.2
08:38:50	69.4	71.0	UNDER	70.2	65.2
08:39:00	66.2	68.0	UNDER	67.2	64.2
08:39:10	66.3	67.7	UNDER	67.2	64.2
08:39:20	65.2	67.1	UNDER	66.2	64.2
08:39:30	68.0	69.3	UNDER	69.2	65.2
08:39:40	67.4	68.6	UNDER	68.2	66.2
08:39:50	68.7	70.0	UNDER	69.2	67.2
08:40:00	66.9	67.6	UNDER	67.2	66.2
08:40:10	67.5	69.3	UNDER	69.2	64.2
08:40:20	67.2	69.3	UNDER	69.2	64.2
08:40:30	65.5	66.8	UNDER	66.2	64.2
08:40:40	68.2	69.8	UNDER	68.2	65.2
08:40:50	70.1	71.6	UNDER	71.2	68.2
08:41:00	69.2	71.3	UNDER	70.2	67.2
08:41:10	68.0	70.9	UNDER	70.2	65.2
08:41:20	68.2	69.7	UNDER	69.2	67.2
08:41:30	67.3	68.9	UNDER	68.2	66.2
08:41:40	66.2	66.9	UNDER	66.2	65.2
08:41:50	66.7	67.6	UNDER	67.2	66.2
08:42:00	69.1	70.2	UNDER	69.2	67.2
08:42:10	66.0	67.6	UNDER	66.2	65.2
08:42:20	66.9	67.7	UNDER	67.2	65.2
08:42:30	69.2	70.8	UNDER	70.2	66.2

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:05:53

User ID: _____

LOGGING STARTED.....06/21/12 at 09:30:30
TOTAL LOGGING TIME...0 DAYS 00:34:41
LOGGING STOPPED.....06/21/12 at 10:05:11
TOTAL INTERVALS.....209
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.2dB
Lav (80)..... 39.6dB
Lav (90)..... 39.6dB
SEL..... 102.3dB

TWA..... 57.8dB
TWA (80)..... 39.6dB
TWA (90)..... 39.6dB

Lmax..... 78.2dB 06/21/12 at 09:39:08
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
09:30:30	69.7	71.8	UNDER	71.6	66.6
09:30:40	70.1	70.9	UNDER	70.6	69.6
09:30:50	68.0	69.8	UNDER	69.6	65.6
09:31:00	68.7	70.5	UNDER	70.6	67.6
09:31:10	67.1	68.9	UNDER	68.6	64.6
09:31:20	67.5	68.9	UNDER	68.6	65.6
09:31:30	68.3	72.1	UNDER	71.6	64.6
09:31:40	71.7	73.7	UNDER	73.6	68.6
09:31:50	70.3	72.4	UNDER	72.6	67.6
09:32:00	67.0	70.5	UNDER	70.6	64.6
09:32:10	67.3	69.5	UNDER	68.6	65.6
09:32:20	69.3	72.2	UNDER	71.6	66.6
09:32:30	68.9	71.0	UNDER	70.6	66.6
09:32:40	70.7	73.3	UNDER	72.6	67.6
09:32:50	68.0	72.9	UNDER	71.6	63.6
09:33:00	67.7	71.2	UNDER	70.6	64.6
09:33:10	67.6	70.2	UNDER	69.6	65.6
09:33:20	69.6	73.4	UNDER	72.6	66.6
09:33:30	70.3	72.1	UNDER	71.6	67.6
09:33:40	66.9	68.5	UNDER	68.6	64.6
09:33:50	70.7	72.7	UNDER	72.6	67.6
09:34:00	70.5	73.2	UNDER	72.6	66.6
09:34:10	67.8	72.1	UNDER	70.6	64.6
09:34:20	68.8	72.9	UNDER	72.6	65.6
09:34:30	69.9	72.7	UNDER	72.6	64.6
09:34:40	68.8	71.9	UNDER	70.6	66.6
09:34:50	70.4	75.9	UNDER	71.6	68.6
09:35:00	72.2	75.9	UNDER	75.6	68.6
09:35:10	66.0	68.8	UNDER	68.6	62.6
09:35:20	66.9	69.3	UNDER	67.6	64.6
09:35:30	68.6	71.3	UNDER	70.6	66.6
09:35:40	68.3	70.9	UNDER	70.6	66.6
09:35:50	70.5	72.5	UNDER	72.6	67.6
09:36:00	67.6	70.2	UNDER	69.6	66.6
09:36:10	70.4	74.6	UNDER	73.6	65.6
09:36:20	70.7	73.5	UNDER	72.6	68.6
09:36:30	68.7	73.3	UNDER	72.6	62.6
09:36:40	72.2	74.1	UNDER	73.6	63.6
09:36:50	72.8	75.8	UNDER	74.6	69.6
09:37:00	69.7	72.6	UNDER	72.6	67.6
09:37:10	68.1	68.9	UNDER	68.6	66.6
09:37:20	66.1	68.1	UNDER	67.6	64.6
09:37:30	69.6	72.6	UNDER	71.6	65.6
09:37:40	69.6	72.7	UNDER	72.6	66.6
09:37:50	69.7	71.7	UNDER	71.6	67.6
09:38:00	67.1	68.1	UNDER	67.6	66.6
09:38:10	69.2	71.5	UNDER	71.6	66.6
09:38:20	69.0	70.9	UNDER	70.6	66.6
09:38:30	66.6	68.0	UNDER	67.6	64.6
09:38:40	70.0	74.4	UNDER	73.6	66.6
09:38:50	71.6	74.9	UNDER	74.6	68.6
09:39:00	71.3	78.2	UNDER	76.6	65.6

09:39:10	70.0	75.5	UNDER	73.6	66.6
09:39:20	67.8	70.6	UNDER	70.6	64.6
09:39:30	68.8	71.6	UNDER	71.6	65.6
09:39:40	69.6	70.8	UNDER	70.6	68.6
09:39:50	67.8	71.2	UNDER	70.6	62.6
09:40:00	73.0	77.3	UNDER	76.6	66.6
09:40:10	67.6	68.9	UNDER	68.6	66.6
09:40:20	68.5	74.1	UNDER	73.6	64.6
09:40:30	69.6	74.0	UNDER	73.6	65.6
09:40:40	68.6	71.8	UNDER	71.6	64.6
09:40:50	69.4	71.7	UNDER	71.6	66.6
09:41:00	69.2	70.3	UNDER	70.6	67.6
09:41:10	68.7	71.8	UNDER	71.6	64.6
09:41:20	65.7	67.6	UNDER	66.6	63.6
09:41:30	69.1	72.5	UNDER	71.6	66.6
09:41:40	70.4	73.3	UNDER	72.6	67.6
09:41:50	69.5	71.3	UNDER	70.6	68.6
09:42:00	71.2	74.5	UNDER	74.6	67.6
09:42:10	70.7	72.8	UNDER	72.6	68.6
09:42:20	72.0	74.8	UNDER	74.6	69.6
09:42:30	66.0	69.0	UNDER	68.6	60.6
09:42:40	66.1	69.3	UNDER	68.6	61.6
09:42:50	68.4	70.4	UNDER	69.6	66.6
09:43:00	69.3	72.0	UNDER	71.6	67.6
09:43:10	69.6	71.9	UNDER	71.6	66.6
09:43:20	67.4	69.4	UNDER	68.6	65.6
09:43:30	70.2	72.5	UNDER	72.6	67.6
09:43:40	68.1	70.2	UNDER	68.6	67.6
09:43:50	69.3	70.9	UNDER	70.6	67.6
09:44:00	69.8	71.7	UNDER	71.6	67.6
09:44:10	71.7	76.0	UNDER	75.6	65.6
09:44:20	70.3	73.3	UNDER	72.6	67.6
09:44:30	66.7	68.0	UNDER	67.6	65.6
09:44:40	66.4	67.3	UNDER	66.6	65.6
09:44:50	69.5	72.5	UNDER	71.6	64.6
09:45:00	69.4	72.0	UNDER	71.6	66.6
09:45:10	67.6	69.9	UNDER	68.6	65.6
09:45:20	69.3	70.6	UNDER	70.6	66.6
09:45:30	70.1	72.3	UNDER	72.6	65.6
09:45:40	68.1	69.3	UNDER	69.6	66.6
09:45:50	70.0	71.7	UNDER	71.6	68.6
09:46:00	71.6	73.7	UNDER	73.6	69.6
09:46:10	70.2	72.1	UNDER	71.6	68.6
09:46:20	68.0	70.1	UNDER	69.6	66.6
09:46:30	65.5	67.4	UNDER	67.6	63.6
09:46:40	69.0	72.3	UNDER	71.6	67.6
09:46:50	69.0	70.3	UNDER	70.6	67.6
09:47:00	69.5	71.0	UNDER	70.6	67.6
09:47:10	71.3	73.1	UNDER	72.6	69.6
09:47:20	70.4	72.9	UNDER	72.6	68.6
09:47:30	67.0	69.6	UNDER	69.6	63.6
09:47:40	70.1	71.7	UNDER	71.6	67.6
09:47:50	68.4	69.3	UNDER	69.6	66.6
09:48:00	70.0	72.2	UNDER	71.6	65.6
09:48:10	68.3	71.2	UNDER	70.6	65.6
09:48:20	68.6	70.9	UNDER	70.6	64.6
09:48:30	70.8	72.9	UNDER	72.6	64.6
09:48:40	68.8	70.8	UNDER	70.6	67.6
09:48:50	68.5	72.4	UNDER	70.6	64.6
09:49:00	71.6	74.5	UNDER	73.6	68.6
09:49:10	71.0	74.7	UNDER	73.6	67.6
09:49:20	68.1	69.7	UNDER	69.6	65.6
09:49:30	66.5	68.5	UNDER	68.6	64.6

09:49:40	67.5	68.7	UNDER	68.6	66.6
09:49:50	68.9	70.1	UNDER	69.6	67.6
09:50:00	69.1	70.5	UNDER	70.6	67.6
09:50:10	69.7	71.0	UNDER	70.6	67.6
09:50:20	68.4	70.5	UNDER	69.6	67.6
09:50:30	70.6	74.6	UNDER	73.6	67.6
09:50:40	68.0	69.0	UNDER	68.6	66.6
09:50:50	69.3	72.5	UNDER	71.6	66.6
09:51:00	70.3	73.2	UNDER	72.6	65.6
09:51:10	66.2	72.5	UNDER	69.6	62.6
09:51:20	70.2	72.8	UNDER	72.6	66.6
09:51:30	70.2	72.5	UNDER	72.6	66.6
09:51:40	69.8	71.7	UNDER	71.6	68.6
09:51:50	68.3	70.1	UNDER	70.6	65.6
09:52:00	68.1	70.8	UNDER	70.6	65.6
09:52:10	69.4	72.8	UNDER	71.6	66.6
09:52:20	68.8	71.2	UNDER	70.6	64.6
09:52:30	69.2	72.4	UNDER	71.6	66.6
09:52:40	69.0	70.5	UNDER	69.6	67.6
09:52:50	68.8	70.8	UNDER	70.6	67.6
09:53:00	69.7	72.1	UNDER	71.6	67.6
09:53:10	69.3	71.7	UNDER	71.6	67.6
09:53:20	68.8	71.7	UNDER	71.6	64.6
09:53:30	70.8	73.5	UNDER	73.6	64.6
09:53:40	71.1	73.6	UNDER	73.6	68.6
09:53:50	69.9	72.9	UNDER	72.6	67.6
09:54:00	69.5	72.4	UNDER	71.6	66.6
09:54:10	67.8	69.4	UNDER	69.6	65.6
09:54:20	67.2	70.6	UNDER	69.6	64.6
09:54:30	68.1	70.9	UNDER	70.6	65.6
09:54:40	64.4	66.4	UNDER	65.6	63.6
09:54:50	66.2	68.9	UNDER	66.6	64.6
09:55:00	67.3	70.3	UNDER	69.6	63.6
09:55:10	65.4	67.3	UNDER	66.6	63.6
09:55:20	67.0	69.3	UNDER	68.6	63.6
09:55:30	68.0	72.5	UNDER	71.6	64.6
09:55:40	67.7	71.2	UNDER	70.6	64.6
09:55:50	69.2	72.0	UNDER	71.6	66.6
09:56:00	69.5	71.7	UNDER	71.6	64.6
09:56:10	68.1	71.1	UNDER	70.6	64.6
09:56:20	68.0	69.8	UNDER	69.6	66.6
09:56:30	70.0	72.4	UNDER	71.6	66.6
09:56:40	67.8	70.9	UNDER	70.6	64.6
09:56:50	67.4	70.6	UNDER	70.6	64.6
09:57:00	69.1	72.9	UNDER	71.6	65.6
09:57:10	67.7	71.4	UNDER	70.6	63.6
09:57:20	64.5	67.3	UNDER	66.6	62.6
09:57:30	66.4	67.3	UNDER	67.6	65.6
09:57:40	68.7	71.3	UNDER	70.6	66.6
09:57:50	71.2	75.3	UNDER	73.6	67.6
09:58:00	70.8	74.9	UNDER	74.6	65.6
09:58:10	67.6	70.6	UNDER	70.6	64.6
09:58:20	70.4	73.2	UNDER	72.6	68.6
09:58:30	69.1	70.0	UNDER	69.6	67.6
09:58:40	70.9	74.5	UNDER	74.6	67.6
09:58:50	70.4	72.5	UNDER	72.6	68.6
09:59:00	69.5	71.8	UNDER	71.6	66.6
09:59:10	71.1	73.7	UNDER	72.6	69.6
09:59:20	69.2	71.3	UNDER	70.6	66.6
09:59:30	69.6	71.3	UNDER	70.6	67.6
09:59:40	69.0	70.1	UNDER	69.6	68.6
09:59:50	69.9	72.9	UNDER	72.6	66.6
10:00:00	68.5	70.5	UNDER	70.6	65.6

10:00:10	68.2	70.1	UNDER	70.6	65.6
10:00:20	68.1	70.1	UNDER	68.6	66.6
10:00:30	70.4	73.7	UNDER	72.6	67.6
10:00:40	66.6	72.8	UNDER	71.6	61.6
10:00:50	68.5	70.6	UNDER	70.6	65.6
10:01:00	70.8	73.3	UNDER	73.6	67.6
10:01:10	70.5	71.8	UNDER	71.6	68.6
10:01:20	68.2	69.6	UNDER	69.6	66.6
10:01:30	65.4	67.2	UNDER	66.6	63.6
10:01:40	69.6	72.3	UNDER	71.6	66.6
10:01:50	68.6	72.5	UNDER	70.6	66.6
10:02:00	70.7	72.5	UNDER	71.6	69.6
10:02:10	67.7	71.2	UNDER	70.6	63.6
10:02:20	69.6	72.6	UNDER	72.6	64.6
10:02:30	70.0	74.4	UNDER	74.6	65.6
10:02:40	68.7	73.2	UNDER	71.6	65.6
10:02:50	70.4	73.5	UNDER	72.6	67.6
10:03:00	70.0	72.1	UNDER	71.6	66.6
10:03:10	70.1	71.7	UNDER	71.6	68.6
10:03:20	67.2	70.1	UNDER	70.6	62.6
10:03:30	68.2	70.1	UNDER	69.6	62.6
10:03:40	69.9	72.1	UNDER	71.6	67.6
10:03:50	68.0	70.5	UNDER	70.6	66.6
10:04:00	68.6	70.1	UNDER	69.6	66.6
10:04:10	65.3	66.9	UNDER	66.6	62.6
10:04:20	66.8	69.3	UNDER	68.6	62.6
10:04:30	68.9	70.9	UNDER	70.6	66.6
10:04:40	66.8	70.5	UNDER	70.6	63.6
10:04:50	67.3	68.9	UNDER	68.6	65.6
10:05:00	63.6	66.1	UNDER	65.6	61.6
10:05:10	65.4	65.8	UNDER	65.6	65.6

****

Filename.....2556
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2556
REPORT PRINTED ON 07/31/12 at 09:48:32

User ID: _____

LOGGING STARTED.....06/21/12 at 08:47:00
TOTAL LOGGING TIME...0 DAYS 00:08:46
LOGGING STOPPED.....06/21/12 at 08:55:46
TOTAL INTERVALS.....53
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:30
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 6 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.4dB
Lav (80)..... 40.3dB
Lav (90)..... 40.3dB
SEL..... 91.5dB

TWA..... 47.1dB
TWA (80)..... 40.3dB
TWA (90)..... 40.3dB

Lmax..... 70.0dB 06/21/12 at 08:55:43
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
08:47:00	63.3	63.7	UNDER	63.3	62.3
08:47:10	63.2	64.0	UNDER	63.3	61.3
08:47:20	61.4	63.1	UNDER	62.3	60.3
08:47:30	64.7	66.1	UNDER	65.3	62.3
08:47:40	64.5	66.8	UNDER	66.3	63.3
08:47:50	67.3	69.5	UNDER	69.3	62.3
08:48:00	63.9	64.9	UNDER	64.3	62.3
08:48:10	62.5	63.1	UNDER	62.3	62.3
08:48:20	63.6	64.8	UNDER	64.3	62.3
08:48:30	62.5	64.8	UNDER	64.3	60.3
08:48:40	64.8	65.9	UNDER	65.3	63.3
08:48:50	63.8	66.0	UNDER	65.3	62.3
08:49:00	63.7	65.6	UNDER	65.3	62.3
08:49:10	66.1	67.7	UNDER	67.3	64.3
08:49:20	64.8	65.2	UNDER	65.3	64.3
08:49:30	67.0	68.5	UNDER	68.3	64.3
08:49:40	64.7	67.9	UNDER	67.3	62.3
08:49:50	63.3	64.3	UNDER	64.3	62.3
08:50:00	65.0	65.8	UNDER	65.3	63.3
08:50:10	63.7	66.2	UNDER	65.3	60.3
08:50:20	64.3	69.7	UNDER	68.3	60.3
08:50:30	66.4	69.2	UNDER	68.3	62.3
08:50:40	63.5	65.2	UNDER	64.3	61.3
08:50:50	61.4	62.3	UNDER	61.3	60.3
08:51:00	67.0	69.7	UNDER	69.3	62.3
08:51:10	64.7	66.8	UNDER	66.3	62.3
08:51:20	63.9	65.9	UNDER	65.3	61.3
08:51:30	66.1	67.9	UNDER	67.3	64.3
08:51:40	66.1	67.0	UNDER	66.3	64.3
08:51:50	64.8	66.4	UNDER	66.3	62.3
08:52:00	65.5	66.8	UNDER	66.3	64.3
08:52:10	64.1	66.1	UNDER	65.3	62.3
08:52:20	64.2	66.3	UNDER	65.3	62.3
08:52:30	65.6	67.1	UNDER	66.3	62.3
08:52:40	63.5	65.8	UNDER	65.3	61.3
08:52:50	60.4	61.8	UNDER	61.3	59.3
08:53:00	63.5	64.4	UNDER	64.3	60.3
08:53:10	62.6	63.9	UNDER	63.3	61.3
08:53:20	64.6	67.4	UNDER	66.3	62.3
08:53:30	63.2	64.3	UNDER	63.3	61.3
08:53:40	62.7	63.9	UNDER	63.3	62.3
08:53:50	64.1	64.8	UNDER	64.3	62.3
08:54:00	64.3	65.5	UNDER	65.3	63.3
08:54:10	61.8	63.3	UNDER	62.3	61.3
08:54:20	64.1	66.5	UNDER	65.3	62.3
08:54:30	62.9	66.7	UNDER	66.3	59.3
08:54:40	64.7	67.1	UNDER	66.3	60.3
08:54:50	64.4	65.9	UNDER	65.3	62.3
08:55:00	65.3	67.5	UNDER	66.3	63.3
08:55:10	62.3	65.2	UNDER	64.3	60.3
08:55:20	65.8	67.1	UNDER	66.3	64.3
08:55:30	62.8	64.9	UNDER	64.3	61.3

08:55:40	68.0	70.0	UNDER	69.3	63.3

****

Filename.....2555
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2555
REPORT PRINTED ON 07/31/12 at 09:48:53

User ID: _____

LOGGING STARTED.....06/21/12 at 08:37:50
TOTAL LOGGING TIME...0 DAYS 00:30:08
LOGGING STOPPED.....06/21/12 at 09:07:58
TOTAL INTERVALS.....181
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:57:08
PRE-TEST CALIBRATION RANGE...39.1 TO 139.1 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.1dB
Lav (80)..... 39.1dB
Lav (90)..... 39.1dB
SEL..... 101.5dB

TWA..... 57.1dB
TWA (80)..... 39.1dB
TWA (90)..... 39.1dB

Lmax..... 75.5dB 06/21/12 at 08:46:12
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
08:37:50	68.1	70.8	UNDER	70.1	65.1
08:38:00	71.8	72.2	UNDER	72.1	70.1
08:38:10	71.1	72.2	UNDER	71.1	69.1
08:38:20	71.2	73.5	UNDER	73.1	66.1
08:38:30	69.0	72.5	UNDER	72.1	65.1
08:38:40	69.4	72.7	UNDER	72.1	66.1
08:38:50	68.0	69.2	UNDER	69.1	66.1
08:39:00	67.6	68.8	UNDER	68.1	66.1
08:39:10	69.3	71.5	UNDER	70.1	67.1
08:39:20	70.5	72.8	UNDER	72.1	67.1
08:39:30	70.5	72.1	UNDER	71.1	68.1
08:39:40	69.5	71.3	UNDER	70.1	67.1
08:39:50	70.8	72.3	UNDER	72.1	68.1
08:40:00	67.5	70.2	UNDER	69.1	66.1
08:40:10	69.3	71.1	UNDER	70.1	67.1
08:40:20	69.3	70.8	UNDER	70.1	67.1
08:40:30	71.6	73.0	UNDER	72.1	69.1
08:40:40	71.7	72.8	UNDER	72.1	70.1
08:40:50	68.8	70.5	UNDER	70.1	67.1
08:41:00	69.2	70.3	UNDER	70.1	67.1
08:41:10	69.0	70.5	UNDER	70.1	67.1
08:41:20	67.9	68.4	UNDER	68.1	67.1
08:41:30	68.8	69.5	UNDER	69.1	67.1
08:41:40	70.3	71.5	UNDER	71.1	68.1
08:41:50	69.3	71.3	UNDER	71.1	66.1
08:42:00	67.9	69.1	UNDER	68.1	66.1
08:42:10	71.7	74.9	UNDER	74.1	67.1
08:42:20	69.0	72.0	UNDER	70.1	67.1
08:42:30	69.0	70.4	UNDER	69.1	65.1
08:42:40	66.5	69.5	UNDER	69.1	63.1
08:42:50	69.1	70.1	UNDER	70.1	67.1
08:43:00	65.4	67.5	UNDER	66.1	62.1
08:43:10	67.6	68.8	UNDER	68.1	64.1
08:43:20	70.0	71.5	UNDER	71.1	67.1
08:43:30	69.8	71.9	UNDER	70.1	68.1
08:43:40	71.1	73.2	UNDER	72.1	69.1
08:43:50	67.6	69.1	UNDER	68.1	66.1
08:44:00	71.5	73.4	UNDER	73.1	68.1
08:44:10	70.9	72.1	UNDER	71.1	69.1
08:44:20	69.1	69.9	UNDER	69.1	66.1
08:44:30	64.5	66.3	UNDER	65.1	62.1
08:44:40	63.3	64.7	UNDER	64.1	62.1
08:44:50	64.6	65.9	UNDER	65.1	62.1
08:45:00	69.8	72.0	UNDER	71.1	63.1
08:45:10	70.2	71.9	UNDER	71.1	68.1
08:45:20	71.4	72.3	UNDER	72.1	69.1
08:45:30	69.9	70.9	UNDER	70.1	68.1
08:45:40	71.3	72.2	UNDER	72.1	69.1
08:45:50	69.1	71.2	UNDER	71.1	65.1
08:46:00	69.2	70.7	UNDER	70.1	68.1
08:46:10	72.7	75.5	UNDER	74.1	67.1
08:46:20	70.0	72.0	UNDER	71.1	67.1

08:46:30	70.4	72.6	UNDER	72.1	66.1
08:46:40	68.9	71.2	UNDER	70.1	66.1
08:46:50	71.2	72.1	UNDER	71.1	70.1
08:47:00	68.8	70.4	UNDER	69.1	66.1
08:47:10	67.0	69.6	UNDER	69.1	64.1
08:47:20	67.8	68.4	UNDER	68.1	66.1
08:47:30	67.5	69.0	UNDER	68.1	65.1
08:47:40	66.0	66.6	UNDER	66.1	65.1
08:47:50	68.2	70.0	UNDER	69.1	66.1
08:48:00	69.1	70.1	UNDER	69.1	66.1
08:48:10	69.0	70.0	UNDER	69.1	66.1
08:48:20	69.2	70.5	UNDER	70.1	67.1
08:48:30	67.2	67.9	UNDER	67.1	66.1
08:48:40	68.0	69.6	UNDER	69.1	65.1
08:48:50	65.5	66.9	UNDER	66.1	63.1
08:49:00	68.3	68.9	UNDER	68.1	67.1
08:49:10	67.4	68.8	UNDER	68.1	65.1
08:49:20	68.6	71.1	UNDER	70.1	67.1
08:49:30	69.7	71.4	UNDER	71.1	67.1
08:49:40	67.8	68.9	UNDER	68.1	66.1
08:49:50	70.7	72.3	UNDER	72.1	67.1
08:50:00	68.5	70.4	UNDER	69.1	67.1
08:50:10	69.9	71.1	UNDER	70.1	68.1
08:50:20	69.7	71.1	UNDER	70.1	67.1
08:50:30	66.9	70.1	UNDER	69.1	64.1
08:50:40	68.2	71.1	UNDER	70.1	64.1
08:50:50	68.1	69.4	UNDER	69.1	65.1
08:51:00	67.5	68.8	UNDER	68.1	65.1
08:51:10	67.1	69.9	UNDER	68.1	64.1
08:51:20	71.6	72.6	UNDER	72.1	70.1
08:51:30	68.9	70.7	UNDER	70.1	67.1
08:51:40	69.2	71.8	UNDER	70.1	67.1
08:51:50	71.7	72.3	UNDER	72.1	70.1
08:52:00	70.8	71.6	UNDER	71.1	69.1
08:52:10	69.2	70.1	UNDER	69.1	68.1
08:52:20	69.0	69.9	UNDER	69.1	68.1
08:52:30	68.3	68.7	UNDER	68.1	68.1
08:52:40	70.5	72.4	UNDER	72.1	67.1
08:52:50	68.6	71.2	UNDER	70.1	67.1
08:53:00	67.9	69.5	UNDER	69.1	64.1
08:53:10	63.8	67.9	UNDER	66.1	61.1
08:53:20	68.3	69.5	UNDER	69.1	66.1
08:53:30	67.5	68.9	UNDER	68.1	66.1
08:53:40	67.6	69.1	UNDER	69.1	65.1
08:53:50	67.3	68.8	UNDER	68.1	64.1
08:54:00	66.6	68.2	UNDER	67.1	63.1
08:54:10	68.0	69.2	UNDER	69.1	63.1
08:54:20	68.9	69.9	UNDER	69.1	66.1
08:54:30	65.4	67.5	UNDER	66.1	64.1
08:54:40	69.5	70.7	UNDER	70.1	67.1
08:54:50	65.4	69.4	UNDER	68.1	63.1
08:55:00	70.6	72.1	UNDER	71.1	65.1
08:55:10	69.1	71.5	UNDER	71.1	65.1
08:55:20	70.1	71.3	UNDER	71.1	67.1
08:55:30	68.1	71.0	UNDER	70.1	65.1
08:55:40	70.0	70.8	UNDER	70.1	67.1
08:55:50	68.8	73.7	UNDER	72.1	65.1
08:56:00	70.9	73.8	UNDER	73.1	69.1
08:56:10	69.4	70.0	UNDER	69.1	68.1
08:56:20	66.6	68.8	UNDER	68.1	65.1
08:56:30	68.9	71.6	UNDER	71.1	66.1
08:56:40	68.9	71.5	UNDER	70.1	67.1
08:56:50	66.5	67.5	UNDER	67.1	65.1

08:57:00	66.9	68.1	UNDER	68.1	65.1
08:57:10	68.2	69.2	UNDER	69.1	66.1
08:57:20	66.2	68.0	UNDER	66.1	64.1
08:57:30	70.5	71.9	UNDER	71.1	68.1
08:57:40	68.0	71.6	UNDER	70.1	65.1
08:57:50	70.5	72.0	UNDER	71.1	67.1
08:58:00	70.6	72.4	UNDER	72.1	69.1
08:58:10	68.3	70.2	UNDER	69.1	66.1
08:58:20	68.5	69.1	UNDER	69.1	66.1
08:58:30	69.5	71.1	UNDER	70.1	66.1
08:58:40	68.0	70.9	UNDER	70.1	66.1
08:58:50	69.6	71.3	UNDER	71.1	65.1
08:59:00	66.7	68.9	UNDER	68.1	63.1
08:59:10	68.9	70.1	UNDER	69.1	67.1
08:59:20	68.0	69.6	UNDER	69.1	64.1
08:59:30	66.3	67.7	UNDER	67.1	63.1
08:59:40	68.5	69.1	UNDER	69.1	67.1
08:59:50	68.2	69.9	UNDER	69.1	66.1
09:00:00	69.6	70.9	UNDER	70.1	68.1
09:00:10	66.6	69.1	UNDER	68.1	65.1
09:00:20	68.8	70.1	UNDER	69.1	67.1
09:00:30	70.0	71.1	UNDER	70.1	68.1
09:00:40	70.3	71.5	UNDER	71.1	68.1
09:00:50	70.4	72.4	UNDER	72.1	68.1
09:01:00	70.5	71.7	UNDER	71.1	68.1
09:01:10	68.1	70.4	UNDER	69.1	66.1
09:01:20	69.1	70.7	UNDER	70.1	66.1
09:01:30	62.7	66.9	UNDER	65.1	60.1
09:01:40	68.8	70.7	UNDER	70.1	64.1
09:01:50	69.1	70.7	UNDER	70.1	68.1
09:02:00	70.1	72.1	UNDER	71.1	66.1
09:02:10	66.8	68.2	UNDER	67.1	64.1
09:02:20	67.9	69.6	UNDER	69.1	65.1
09:02:30	68.6	69.6	UNDER	69.1	67.1
09:02:40	70.2	71.9	UNDER	71.1	65.1
09:02:50	64.7	68.4	UNDER	66.1	62.1
09:03:00	70.1	71.5	UNDER	71.1	68.1
09:03:10	71.5	72.9	UNDER	72.1	69.1
09:03:20	66.4	69.2	UNDER	68.1	63.1
09:03:30	69.1	70.1	UNDER	70.1	68.1
09:03:40	67.1	69.0	UNDER	68.1	63.1
09:03:50	68.9	72.7	UNDER	72.1	64.1
09:04:00	71.8	73.9	UNDER	73.1	68.1
09:04:10	67.1	68.8	UNDER	68.1	64.1
09:04:20	69.0	70.7	UNDER	70.1	65.1
09:04:30	68.2	69.3	UNDER	69.1	67.1
09:04:40	69.2	71.2	UNDER	70.1	67.1
09:04:50	71.2	73.1	UNDER	72.1	67.1
09:05:00	65.7	67.5	UNDER	66.1	64.1
09:05:10	68.2	69.0	UNDER	68.1	66.1
09:05:20	69.4	71.3	UNDER	71.1	64.1
09:05:30	65.8	68.3	UNDER	67.1	62.1
09:05:40	68.6	69.6	UNDER	69.1	67.1
09:05:50	70.9	72.0	UNDER	71.1	68.1
09:06:00	70.3	71.9	UNDER	71.1	69.1
09:06:10	68.1	69.7	UNDER	69.1	65.1
09:06:20	69.1	72.4	UNDER	72.1	62.1
09:06:30	68.1	70.3	UNDER	69.1	65.1
09:06:40	68.3	70.0	UNDER	69.1	65.1
09:06:50	68.1	68.8	UNDER	68.1	66.1
09:07:00	68.5	69.5	UNDER	69.1	67.1
09:07:10	69.0	69.9	UNDER	69.1	66.1
09:07:20	67.0	67.9	UNDER	67.1	66.1

09:07:30	70.1	71.4	UNDER	71.1	67.1
09:07:40	68.0	69.2	UNDER	68.1	67.1
09:07:50	70.6	74.9	UNDER	73.1	68.1

****

Filename.....2559
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2559
REPORT PRINTED ON 06/22/12 at 12:05:26

User ID: _____

LOGGING STARTED.....06/21/12 at 08:25:00
TOTAL LOGGING TIME...0 DAYS 00:12:47
LOGGING STOPPED.....06/21/12 at 08:37:47
TOTAL INTERVALS.....77
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:50:22
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 8 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.5dB
Lav (80)..... 67.5dB
Lav (90)..... 66.4dB
SEL..... 98.2dB

TWA..... 53.8dB
TWA (80)..... 51.8dB
TWA (90)..... 50.7dB

Lmax..... 94.1dB 06/21/12 at 08:25:11
Lpk.....UNDER RANGE
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.01%
PROJ. DOSE (80).. 0.37%
DOSE (90)..... 0.01%
PROJ. DOSE (90).. 0.37%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
08:25:00	72.1	80.1	UNDER	76.6	66.6
08:25:10	86.4	94.1	UNDER	92.6	65.6
08:25:20	64.7	65.9	UNDER	65.6	64.6
08:25:30	66.1	67.2	UNDER	66.6	64.6
08:25:40	64.7	66.5	UNDER	66.6	63.6
08:25:50	64.9	65.8	UNDER	65.6	64.6
08:26:00	65.0	65.8	UNDER	65.6	64.6
08:26:10	65.2	65.8	UNDER	65.6	64.6
08:26:20	64.3	64.9	UNDER	64.6	63.6
08:26:30	63.4	64.9	UNDER	64.6	61.6
08:26:40	64.7	65.7	UNDER	65.6	61.6
08:26:50	65.2	66.8	UNDER	66.6	62.6
08:27:00	61.6	63.1	UNDER	62.6	59.6
08:27:10	66.1	67.7	UNDER	67.6	60.6
08:27:20	64.4	66.8	UNDER	66.6	62.6
08:27:30	63.7	64.3	UNDER	64.6	63.6
08:27:40	65.2	66.7	UNDER	66.6	63.6
08:27:50	67.3	67.7	UNDER	67.6	66.6
08:28:00	64.7	66.5	UNDER	66.6	62.6
08:28:10	62.9	64.9	UNDER	64.6	60.6
08:28:20	65.3	66.1	UNDER	66.6	64.6
08:28:30	65.6	66.7	UNDER	66.6	64.6
08:28:40	66.3	67.0	UNDER	66.6	65.6
08:28:50	65.7	66.9	UNDER	66.6	64.6
08:29:00	65.3	65.8	UNDER	65.6	64.6
08:29:10	62.4	65.3	UNDER	64.6	59.6
08:29:20	65.1	65.8	UNDER	65.6	62.6
08:29:30	64.5	66.1	UNDER	65.6	62.6
08:29:40	66.8	68.1	UNDER	67.6	65.6
08:29:50	66.1	66.9	UNDER	66.6	65.6
08:30:00	65.3	66.5	UNDER	66.6	64.6
08:30:10	64.9	66.6	UNDER	66.6	64.6
08:30:20	66.3	66.9	UNDER	66.6	65.6
08:30:30	65.2	65.8	UNDER	65.6	63.6
08:30:40	60.7	63.2	UNDER	62.6	59.6
08:30:50	62.7	63.2	UNDER	63.6	61.6
08:31:00	63.4	64.0	UNDER	63.6	62.6
08:31:10	63.3	64.3	UNDER	64.6	61.6
08:31:20	64.4	64.8	UNDER	64.6	64.6
08:31:30	63.9	64.4	UNDER	64.6	63.6
08:31:40	64.4	65.0	UNDER	64.6	63.6
08:31:50	62.8	64.4	UNDER	63.6	62.6
08:32:00	62.5	63.0	UNDER	62.6	61.6
08:32:10	62.6	63.8	UNDER	63.6	60.6
08:32:20	61.4	63.8	UNDER	63.6	58.6
08:32:30	63.8	65.3	UNDER	65.6	61.6
08:32:40	62.9	66.5	UNDER	65.6	61.6
08:32:50	65.0	66.6	UNDER	66.6	62.6
08:33:00	63.6	64.8	UNDER	64.6	62.6
08:33:10	64.1	64.8	UNDER	64.6	63.6
08:33:20	65.6	66.9	UNDER	66.6	63.6
08:33:30	63.8	64.9	UNDER	64.6	62.6

08:33:40	64.3	65.3	UNDER	65.6	62.6
08:33:50	64.4	65.3	UNDER	65.6	63.6
08:34:00	64.2	65.3	UNDER	65.6	63.6
08:34:10	63.4	64.1	UNDER	63.6	63.6
08:34:20	66.1	66.8	UNDER	66.6	64.6
08:34:30	64.2	66.1	UNDER	65.6	62.6
08:34:40	64.3	65.3	UNDER	65.6	63.6
08:34:50	64.9	66.1	UNDER	66.6	62.6
08:35:00	65.8	67.7	UNDER	67.6	63.6
08:35:10	67.0	67.7	UNDER	67.6	66.6
08:35:20	65.6	66.6	UNDER	66.6	64.6
08:35:30	64.7	66.1	UNDER	65.6	63.6
08:35:40	66.0	67.9	UNDER	67.6	64.6
08:35:50	66.1	67.4	UNDER	66.6	65.6
08:36:00	65.8	66.6	UNDER	66.6	65.6
08:36:10	64.9	65.6	UNDER	65.6	64.6
08:36:20	64.6	65.1	UNDER	64.6	64.6
08:36:30	64.0	64.5	UNDER	64.6	63.6
08:36:40	63.9	65.3	UNDER	64.6	63.6
08:36:50	67.0	68.2	UNDER	68.6	65.6
08:37:00	66.5	68.2	UNDER	67.6	65.6
08:37:10	66.4	68.1	UNDER	67.6	65.6
08:37:20	64.7	66.8	UNDER	66.6	62.6
08:37:30	64.5	65.8	UNDER	65.6	62.6
08:37:40	67.8	71.2	UNDER	69.6	64.6

****

Filename.....2558
Test Location.....95 Express
Employee Name.....JCL
Employee Number.....
Department.....Noise

Calibrator Type.....7271
Calibrator Cal. Date...May 2012

****

METROSONICS db-3080 V1.11 SERIAL # 2558
REPORT PRINTED ON 07/31/12 at 09:49:35

User ID: _____

LOGGING STARTED.....06/21/12 at 08:25:40
TOTAL LOGGING TIME...0 DAYS 00:14:35
LOGGING STOPPED.....06/21/12 at 08:40:15
TOTAL INTERVALS.....88
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO
CLOCK SYNCH.....YES
RESPONSE RATE.....SLOW
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....06/21/12 AT 07:58:24
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB
POST-TEST CALIBRATION NOT DONE
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 3 >>>

EXCHANGE RATE.....3dB
CUTOFFS..... 80dB 90dB
CEILING.....115dB
DOSE CRITERION LEVEL... 90dB
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.3dB
Lav (80)..... 61.1dB
Lav (90)..... 38.8dB
SEL..... 93.6dB

TWA..... 49.1dB
TWA (80)..... 45.9dB
TWA (90)..... 38.8dB

Lmax..... 89.7dB 06/21/12 at 08:39:14
Lpk..... 128.5dB 06/21/12 at 08:39:14
TIME OVER 115dB...00:00:00.00

DOSE (80)..... 0.00%
PROJ. DOSE (80).. 0.00%
DOSE (90)..... 0.00%
PROJ. DOSE (90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
06/21/12					
08:25:40	59.4	60.5	UNDER	60.8	58.8
08:25:50	59.9	60.9	UNDER	60.8	59.8
08:26:00	60.1	60.9	UNDER	60.8	58.8
08:26:10	60.4	60.9	UNDER	60.8	59.8
08:26:20	59.3	60.3	UNDER	60.8	58.8
08:26:30	58.7	60.1	UNDER	59.8	55.8
08:26:40	59.1	61.3	UNDER	61.8	55.8
08:26:50	60.5	62.5	UNDER	62.8	58.8
08:27:00	59.9	63.3	UNDER	62.8	55.8
08:27:10	60.7	64.1	UNDER	63.8	55.8
08:27:20	59.1	61.3	UNDER	60.8	57.8
08:27:30	58.8	60.1	UNDER	59.8	57.8
08:27:40	59.6	61.7	UNDER	60.8	58.8
08:27:50	63.0	64.5	UNDER	64.8	61.8
08:28:00	60.8	62.9	UNDER	61.8	57.8
08:28:10	58.4	62.9	UNDER	60.8	55.8
08:28:20	61.5	63.4	UNDER	63.8	60.8
08:28:30	60.7	61.7	UNDER	61.8	59.8
08:28:40	62.6	67.3	UNDER	64.8	60.8
08:28:50	61.5	63.7	UNDER	62.8	60.8
08:29:00	60.4	61.7	UNDER	61.8	59.8
08:29:10	58.4	60.9	UNDER	60.8	55.8
08:29:20	60.2	61.7	UNDER	61.8	55.8
08:29:30	59.7	60.9	UNDER	60.8	58.8
08:29:40	62.2	63.7	UNDER	63.8	60.8
08:29:50	60.8	61.7	UNDER	61.8	59.8
08:30:00	60.7	61.8	UNDER	61.8	58.8
08:30:10	59.3	60.9	UNDER	60.8	58.8
08:30:20	61.5	62.1	UNDER	61.8	60.8
08:30:30	60.4	61.3	UNDER	60.8	59.8
08:30:40	56.5	59.5	UNDER	58.8	54.8
08:30:50	57.8	58.7	UNDER	58.8	55.8
08:31:00	58.5	59.1	UNDER	58.8	58.8
08:31:10	58.4	60.0	UNDER	59.8	57.8
08:31:20	60.2	61.3	UNDER	61.8	59.8
08:31:30	59.4	59.7	UNDER	59.8	58.8
08:31:40	59.6	60.7	UNDER	60.8	58.8
08:31:50	58.5	59.7	UNDER	59.8	57.8
08:32:00	58.3	58.6	UNDER	58.8	58.8
08:32:10	59.0	61.3	UNDER	60.8	57.8
08:32:20	56.6	58.9	UNDER	58.8	55.8
08:32:30	59.1	60.5	UNDER	60.8	56.8
08:32:40	57.2	57.9	UNDER	57.8	56.8
08:32:50	60.6	63.3	UNDER	62.8	58.8
08:33:00	58.2	58.9	UNDER	58.8	58.8
08:33:10	59.0	59.7	UNDER	59.8	58.8
08:33:20	60.2	61.7	UNDER	61.8	58.8
08:33:30	61.0	64.1	UNDER	63.8	58.8
08:33:40	59.7	61.1	UNDER	60.8	57.8
08:33:50	59.5	60.5	UNDER	60.8	58.8
08:34:00	59.3	60.9	UNDER	60.8	58.8
08:34:10	58.2	58.9	UNDER	58.8	57.8

08:34:20	60.9	62.1	UNDER	61.8	58.8
08:34:30	59.4	61.0	UNDER	60.8	58.8
08:34:40	59.4	60.5	UNDER	60.8	58.8
08:34:50	59.5	61.0	UNDER	60.8	57.8
08:35:00	60.2	63.4	UNDER	61.8	58.8
08:35:10	62.1	63.9	UNDER	63.8	60.8
08:35:20	60.7	61.3	UNDER	61.8	59.8
08:35:30	59.2	61.3	UNDER	60.8	58.8
08:35:40	60.8	62.5	UNDER	62.8	59.8
08:35:50	61.9	63.2	UNDER	62.8	60.8
08:36:00	60.7	61.3	UNDER	61.8	60.8
08:36:10	59.9	60.5	UNDER	60.8	59.8
08:36:20	59.6	59.7	UNDER	59.8	59.8
08:36:30	59.2	59.7	UNDER	59.8	58.8
08:36:40	58.9	59.7	UNDER	59.8	58.8
08:36:50	61.3	62.5	UNDER	62.8	59.8
08:37:00	61.8	63.7	UNDER	63.8	59.8
08:37:10	60.8	62.9	UNDER	61.8	59.8
08:37:20	61.7	63.7	UNDER	63.8	59.8
08:37:30	59.6	61.1	UNDER	60.8	57.8
08:37:40	59.7	61.3	UNDER	61.8	58.8
08:37:50	60.4	62.5	UNDER	62.8	58.8
08:38:00	60.9	63.3	UNDER	62.8	58.8
08:38:10	60.5	61.8	UNDER	61.8	59.8
08:38:20	61.4	62.9	UNDER	62.8	59.8
08:38:30	58.4	60.1	UNDER	60.8	56.8
08:38:40	58.7	59.7	UNDER	59.8	56.8
08:38:50	59.0	59.8	UNDER	59.8	57.8
08:39:00	68.0	72.4	113.0	71.8	58.8
08:39:10	80.9	89.7	128.5	86.8	67.8
08:39:20	61.4	67.0	UNDER	64.8	58.8
08:39:30	58.6	60.1	UNDER	59.8	57.8
08:39:40	59.9	60.9	UNDER	60.8	59.8
08:39:50	64.0	72.1	UNDER	69.8	59.8
08:40:00	71.3	77.5	UNDER	75.8	59.8
08:40:10	64.3	67.3	UNDER	66.8	60.8

Appendix D

TRAFFIC DATA SUMMARY

2011 PM Existing Conditions

I-95 Southbound HOT Lanes

Segment	From	To	Between Ramps:	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
HS0101	North of Duke St	HOT Lanes SB to I-95 SB ramp	RH0202 & North End	SB	2,298	5:00 PM	2.6%	5.4%	**2,114**	**60**	**124**
HS0201	HOT Lanes SB to I-95 SB ramp	I-95 SB to HOT Lanes SB ramp	RH0203 & RH0202	SB	2,157	5:00 PM	1.8%	6.0%	**1,989**	**39**	**129**
HS0601	I-95 SB to HOT Lanes SB ramp	Franconia Rd Off-Ramp	RH0606 & RH0203	SB	2,680	5:00 PM	1.6%	4.9%	**2,506**	**43**	**131**
HS0602	Franconia Rd Off-Ramp	HOT Lanes SB to I-95 SB ramp	RH0706 & RH0606	SB	2,393	5:00 PM	1.2%	5.0%	**2,245**	**29**	**120**
HS0701	HOT Lanes SB to I-95 SB ramp	Fr-Spr Pkwy Off-Ramp	RH0707 & RH0706	SB	2,372	5:00 PM	0.9%	5.1%	**2,230**	**21**	**121**
HS0702	Fr-Spr Pkwy Off-Ramp	Fr-Spr Pkwy On-Ramp	RH0708 & RH0707	SB	2,069	5:00 PM	0.8%	6.0%	**1,928**	**17**	**124**
HS0801	Fr-Spr Pkwy On-Ramp	North of Exit 166/Fairfax County Pkwy	RH0802 & RH0708	SB	2,375	5:00 PM	0.9%	5.2%	**2,230**	**21**	**124**
HS0901	North of Exit 166/Fairfax County Pkwy	North of Exit 163/Lorton Rd	RH0901 & RH0803	SB	4,027	2:00 PM	3.5%	2.8%	**3,773**	**141**	**113**
HS1001	North of Exit 163/Lorton Rd	Exit 161/Richmond Hwy	RH1004 & RH0901	SB	3,864	2:00 PM	3.6%	2.9%	**3,613**	**139**	**112**
HS1101	Exit 161/Richmond Hwy	Exit 160/Gordon Blvd	RH1107 & RH1004	SB	3,634	2:00 PM	3.7%	2.6%	**3,405**	**134**	**94**
HS1201	Exit 160/Gordon Blvd	Exit 158/Prince William Pkwy	RH1216 & RH1107	SB	3,375	2:00 PM	3.8%	2.7%	**3,156**	**128**	**91**
HS1301	Exit 158/Prince William Pkwy	North of Exit 156/Opitz Blvd	RH1302 & RH1216	SB	2,857	2:00 PM	3.9%	2.7%	**2,668**	**111**	**77**
HS1401	North of Exit 156/Opitz Blvd	North of MP 153 Weigh Station	RH1502 & RH1302	SB	2,367	2:00 PM	3.7%	0.7%	**2,263**	**88**	**17**
HS1501	North of MP 153 Weigh Station	South of Exit 152/Dumfries	RH1509 & RH1502	SB	1,318	2:00 PM	0.5%	0.2%	**1,309**	**7**	**3**

			2011 AM Existing Interchange Cross Streets							2011 PM Existing Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Jeff Davis Hwy	Jeff Davis Highway North of I-95	NB	18.1%	4.0%	7:00 AM	598	466	108	24	8.7%	3.6%	5:00 PM	674	591	59	24
		SB	18.1%	4.0%		937	730	170	37	8.7%	3.6%		919	806	80	33
Jeff Davis Hwy	Jeff Davis Highway South of I-95	NB	18.1%	4.0%	7:00 AM	1,343	1,046	243	54	8.7%	3.6%	5:00 PM	777	681	68	28
		SB	18.1%	4.0%		862	672	156	34	8.7%	3.6%		1,512	1,326	132	54
Plank Road	Plank Rd East of I-95	EB	4.7%	4.5%	7:00 AM	606	551	28	27	3.3%	2.2%	5:00 PM	746	705	25	16
		WB	4.7%	4.5%		515	468	24	23	3.3%	2.2%		707	668	23	16
Plank Road	Plank Rd West of I-95	EB	4.7%	4.5%	7:00 AM	1,667	1,514	78	75	3.3%	2.2%	5:00 PM	1,591	1,503	53	35
		WB	4.7%	4.5%		967	878	45	44	3.3%	2.2%		1,825	1,725	60	40
Warrenton Road	Warrenton Road East of I-95	EB	13.4%	5.5%	7:00 AM	1,561	1,266	209	86	10.9%	3.5%	5:00 PM	1,430	1,224	156	50
		WB	13.4%	5.5%		1,567	1,271	210	86	10.9%	3.5%		1,860	1,592	203	65
Warrenton Road	Warrenton Road West of I-95	EB	13.4%	5.5%	7:00 AM	1,378	1,117	185	76	10.9%	3.5%	5:00 PM	1,667	1,427	182	58
		WB	13.4%	5.5%		1,555	1,261	208	86	10.9%	3.5%		1,417	1,213	154	50
Centreport Parkway	Centreport Parkway East of I-95	EB	5.7%	3.5%	7:00 AM	310	281	18	11	5.9%	4.0%	4:00 PM	587	529	35	23
		WB	5.7%	3.5%		622	565	35	22	5.9%	4.0%		313	282	18	13
Centreport Parkway	Centreport Parkway West of I-95	EB	5.7%	3.5%	7:00 AM	72	65	4	3	5.9%	4.0%	4:00 PM	93	84	5	4
		WB	5.7%	3.5%		85	77	5	3	5.9%	4.0%		58	53	3	2
Courthouse Road	Courthouse Road East of I-95	EB	7.7%	3.4%	7:00 AM	453	403	35	15	7.0%	2.7%	5:00 PM	384	347	27	10
		WB	7.7%	3.4%		300	267	23	10	7.0%	2.7%		370	334	26	10
Courthouse Road	Courthouse Road West of I-95	EB	7.7%	3.4%	7:00 AM	343	305	26	12	7.0%	2.7%	5:00 PM	278	251	19	8
		WB	7.7%	3.4%		270	240	21	9	7.0%	2.7%		336	303	24	9
Garrisonville Road	Garrisonville Road East of I-95	EB	4.6%	5.1%	7:00 AM	365	329	17	19	4.0%	3.0%	5:00 PM	480	447	19	14
		WB	4.6%	5.1%		617	558	28	31	4.0%	3.0%		616	573	25	18
Garrisonville Road	Garrisonville Road West of I-95	EB	4.6%	5.1%	7:00 AM	1,215	1,097	56	62	4.0%	3.0%	5:00 PM	1,054	980	42	32
		WB	4.6%	5.1%		987	892	45	50	4.0%	3.0%		1,402	1,304	56	42
Russell Road / USMC Hwy	Russell Road West of I-95	EB	12.4%	4.1%	6:00 AM	49	41	6	2	6.5%	3.3%	4:00 PM	390	352	25	13
		WB	12.4%	4.1%		393	328	49	16	6.5%	3.3%		72	65	5	2
Russell Road / USMC Hwy	USMC Truck Hwy East of I-95	EB	12.4%	4.1%	6:00 AM	844	704	105	35	6.5%	3.3%	4:00 PM	222	201	14	7
		WB	12.4%	4.1%		179	150	22	7	6.5%	3.3%		845	762	55	28
Joplin Road	Joplin Road East of I-95	EB	5.9%	4.1%	8:00 AM	366	329	22	15	6.4%	2.7%	4:00 PM	243	220	16	7
		WB	5.9%	4.1%		323	291	19	13	6.4%	2.7%		541	491	35	15
Joplin Road	Joplin Road West of I-95	EB	5.9%	4.1%	8:00 AM	7	7	0	0	6.4%	2.7%	4:00 PM	17	16	1	0
		WB	5.9%	4.1%		14	12	1	1	6.4%	2.7%		7	7	0	0
Dumfries Road	Dumfries Road East of I-95	EB	5.3%	4.5%	7:00 AM	997	899	53	45	4.5%	2.9%	5:00 PM	1,139	1,055	51	33
		WB	5.3%	4.5%		1,007	909	53	45	4.5%	2.9%		805	746	36	23
Dumfries Road	Dumfries Road West of I-95	EB	0.0%	0.0%	7:00 AM	0	0	0	0	0.0%	0.0%	5:00 PM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Dale Blvd	Dale Blvd East of I-95	EB	3.9%	4.1%	7:00 AM	950	874	37	39	2.8%	3.4%	5:00 PM	1,389	1,303	39	47
		WB	3.9%	4.1%		943	867	37	39	2.8%	3.4%		812	761	23	28
Dale Blvd	Dale Blvd West of I-95	EB	3.9%	4.1%	7:00 AM	1,039	955	41	43	2.8%	3.4%	5:00 PM	660	620	18	22
		WB	3.9%	4.1%		1,284	1,181	50	53	2.8%	3.4%		2,041	1,915	57	69
Opitz Blvd	Opitz Blvd East of I-95	EB	3.0%	1.6%	7:00 AM	427	407	13	7	9.3%	1.8%	3:00 PM	778	692	72	14
		WB	3.0%	1.6%		906	865	27	14	9.3%	1.8%		718	638	67	13
Opitz Blvd	Opitz Blvd West of I-95	EB	3.0%	1.6%	7:00 AM	894	853	27	14	9.3%	1.8%	3:00 PM	853	759	79	15
		WB	3.0%	1.6%		689	657	21	11	9.3%	1.8%		924	821	86	17
Prince William Parkway	Prince William Parkway East of I-95	EB	4.7%	4.2%	8:00 AM	956	871	45	40	2.9%	3.2%	5:00 PM	936	879	27	30
		WB	4.7%	4.2%		1,173	1,069	55	49	2.9%	3.2%		1,519	1,426	44	49
Prince William Parkway	Prince William Parkway West of I-95	EB	4.7%	4.2%	8:00 AM	713	649	34	30	2.9%	3.2%	5:00 PM	625	587	18	20
		WB	4.7%	4.2%		685	624	32	29	2.9%	3.2%		987	926	29	32
Gordon Blvd	Gordon Blvd North of I-95	NB	5.5%	7.4%	8:00 AM	1,421	1,238	78	105	3.9%	6.5%	5:00 PM	2,239	2,006	87	146
		SB	5.5%	7.4%		1,604	1,397	88	119	3.9%	6.5%		1,932	1,731	75	126
Gordon Blvd	Gordon Blvd South of I-95	NB	5.5%	7.4%	8:00 AM	577	502	32	43	3.9%	6.5%	5:00 PM	587	526	23	38
		SB	5.5%	7.4%		365	318	20	27	3.9%	6.5%		712	638	28	46
Furnace Road	Furnace Road East of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Furnace Road	Furnace Road West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0

			2011 AM Existing Interchange Cross Streets							2011 PM Existing Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Richmond Hwy (US 1)	Richmond Hwy North of I-95 Ramps	NB	5.2%	3.5%	6:00 AM	2,877	2,626	150	101	3.9%	4.2%	5:00 PM	638	586	25	27
		SB	5.2%	3.5%		481	439	25	17	3.9%	4.2%		1,622	1,491	63	68
Richmond Hwy (US 1)	Richmond Hwy South of I-95 Ramps	NB	5.2%	3.5%	6:00AM	3,281	2,995	171	115	3.9%	4.2%	5:00 PM	557	512	22	23
		SB	5.2%	3.5%		398	363	21	14	3.9%	4.2%		1,918	1,762	75	81
Lorton Road	Lorton Road East of I-95	EB	5.1%	5.0%	7:00 AM	1,004	903	51	50	3.1%	1.7%	5:00 PM	646	615	20	11
		WB	5.1%	5.0%		817	734	42	41	3.1%	1.7%		1,336	1,272	41	23
Lorton Road	Lorton Road West of I-95	EB	5.1%	5.0%	7:00 AM	1,636	1,471	83	82	3.1%	1.7%	5:00 PM	657	626	20	11
		WB	5.1%	5.0%		552	496	28	28	3.1%	1.7%		1,724	1,642	53	29
Fairfax County Parkway	Fairfax County Parkway East of I-95	EB	4.2%	7.0%	7:00 AM	2,226	1,977	93	156	3.2%	2.9%	5:00 PM	1,080	1,014	35	31
		WB	4.2%	7.0%		1,618	1,437	68	113	3.2%	2.9%		2,282	2,143	73	66
Fairfax County Parkway	Fairfax County Parkway West of I-95	EB	4.2%	7.0%	7:00 AM	759	674	32	53	3.2%	2.9%	5:00 PM	976	917	31	28
		WB	4.2%	7.0%		1,090	968	46	76	3.2%	2.9%		641	601	21	19
Fraconia Springfield Pkwy	Fraconia Springfield Parkway East of I-95	EB	1.9%	0.6%	9:00 AM	2,461	2,399	47	15	1.5%	2.9%	6:00 PM	2,903	2,775	44	84
		WB	1.9%	0.6%		2,272	2,215	43	14	1.5%	2.9%		4,810	4,599	72	139
Fraconia Springfield Pkwy	Fraconia Springfield Parkway West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Old Keene Mill/Fraconia Rd	Fraconia Road East of I-95	EB	4.8%	2.1%	7:00 AM	1,127	1,049	54	24	3.0%	1.9%	5:00 PM	1,407	1,338	42	27
		WB	4.8%	2.1%		2,659	2,475	128	56	3.0%	1.9%		1,503	1,429	45	29
Old Keene Mill/Fraconia Rd	Old Keene Mill Road West of I-95	EB	4.8%	2.1%	7:00 AM	3,096	2,882	149	65	3.0%	1.9%	5:00 PM	1,129	1,074	34	21
		WB	4.8%	2.1%		1,376	1,281	66	29	3.0%	1.9%		2,308	2,195	69	44
Commerce Street	Commerce Street East of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Commerce Street	Commerce Street West of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
I-495 HOT Lanes	West of ramp to I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT SB and ramp to I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB and ramp from I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp from I-95 HOT SB and ramp from I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp from I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp to I-95 HOT NB/SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB/SB and ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	West of ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
Edsall Road	Edsall Road East of I-95	EB	3.2%	4.3%	8:00 AM	897	829	29	39	2.2%	2.2%	5:00 PM	632	604	14	14
		WB	3.2%	4.3%		557	515	18	24	2.2%	2.2%		926	886	20	20
Edsall Road	Edsall Road West of I-95	EB	3.2%	4.3%	8:00 AM	1,459	1,349	47	63	2.2%	2.2%	5:00 PM	1,790	1,712	39	39
		WB	3.2%	4.3%		1,579	1,460	51	68	2.2%	2.2%		1,467	1,403	32	32
Duke Street	Duke Street East of I-95	EB	2.2%	2.5%	9:00 AM	1,354	1,290	30	34	1.9%	1.6%	6:00 PM	1,765	1,703	34	28
		WB	2.2%	2.5%		1,387	1,321	31	35	1.9%	1.6%		2,055	1,983	39	33
Duke Street	Duke Street West of I-95	EB	2.2%	2.5%	9:00 AM	1,360	1,296	30	34	1.9%	1.6%	6:00 PM	2,029	1,958	39	32
		WB	2.2%	2.5%		1,253	1,194	28	31	1.9%	1.6%		1,612	1,555	31	26

			2035 AM Build Interchange Cross Streets							2035 PM Build Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Jeff Davis Hwy	Jeff Davis Highway North of I-95	NB	18.1%	4.0%	7:00 AM	853	665	154	34	8.7%	3.6%	5:00 PM	962	843	84	35
		SB	18.1%	4.0%		1,337	1,042	242	53	8.7%	3.6%		1,312	1,151	114	47
Jeff Davis Hwy	Jeff Davis Highway South of I-95	NB	18.1%	4.0%	7:00 AM	2,076	1,617	376	83	8.7%	3.6%	5:00 PM	1,201	1,054	104	43
		SB	18.1%	4.0%		1,333	1,039	241	53	8.7%	3.6%		2,337	2,050	203	84
Plank Road	Plank Rd East of I-95	EB	4.7%	4.5%	7:00 AM	1,178	1,070	55	53	3.3%	2.2%	5:00 PM	1,452	1,372	48	32
		WB	4.7%	4.5%		1,002	910	47	45	3.3%	2.2%		1,375	1,300	45	30
Plank Road	Plank Rd West of I-95	EB	4.7%	4.5%	7:00 AM	2,824	2,564	133	127	3.3%	2.2%	5:00 PM	2,696	2,548	89	59
		WB	4.7%	4.5%		1,639	1,488	77	74	3.3%	2.2%		3,091	2,921	102	68
Warrenton Road	Warrenton Road East of I-95	EB	13.4%	5.5%	7:00 AM	1,542	1,250	207	85	10.9%	3.5%	5:00 PM	1,412	1,209	154	49
		WB	13.4%	5.5%		1,548	1,256	207	85	10.9%	3.5%		1,837	1,573	200	64
Warrenton Road	Warrenton Road West of I-95	EB	13.4%	5.5%	7:00 AM	2,716	2,203	364	149	10.9%	3.5%	5:00 PM	3,286	2,813	358	115
		WB	13.4%	5.5%		3,065	2,485	411	169	10.9%	3.5%		2,794	2,391	305	98
Centreport Parkway	Centreport Parkway East of I-95	EB	5.7%	3.5%	7:00 AM	283	257	16	10	5.9%	4.0%	4:00 PM	535	482	32	21
		WB	5.7%	3.5%		567	515	32	20	5.9%	4.0%		285	257	17	11
Centreport Parkway	Centreport Parkway West of I-95	EB	5.7%	3.5%	7:00 AM	326	296	19	11	5.9%	4.0%	4:00 PM	423	381	25	17
		WB	5.7%	3.5%		384	349	22	13	5.9%	4.0%		262	237	15	10
Courthouse Road	Courthouse Road East of I-95	EB	7.7%	3.4%	7:00 AM	1,643	1,460	127	56	7.0%	2.7%	5:00 PM	1,393	1,257	98	38
		WB	7.7%	3.4%		1,088	967	84	37	7.0%	2.7%		1,343	1,213	94	36
Courthouse Road	Courthouse Road West of I-95	EB	7.7%	3.4%	7:00 AM	43	39	3	1	7.0%	2.7%	5:00 PM	35	32	2	1
		WB	7.7%	3.4%		34	30	3	1	7.0%	2.7%		43	39	3	1
Garrisonville Road	Garrisonville Road East of I-95	EB	4.6%	5.1%	7:00 AM	666	601	31	34	4.0%	3.0%	5:00 PM	875	814	35	26
		WB	4.6%	5.1%		1,126	1,017	52	57	4.0%	3.0%		1,123	1,044	45	34
Garrisonville Road	Garrisonville Road West of I-95	EB	4.6%	5.1%	7:00 AM	1,619	1,462	74	83	4.0%	3.0%	5:00 PM	1,405	1,307	56	42
		WB	4.6%	5.1%		1,316	1,188	61	67	4.0%	3.0%		1,868	1,737	75	56
Russell Road / USMC Hwy	Russell Road West of I-95	EB	12.4%	4.1%	6:00 AM	69	57	9	3	6.5%	3.3%	4:00 PM	546	493	35	18
		WB	12.4%	4.1%		550	459	68	23	6.5%	3.3%		100	90	7	3
Russell Road / USMC Hwy	USMC Truck Hwy East of I-95	EB	12.4%	4.1%	6:00 AM	1,802	1,505	223	74	6.5%	3.3%	4:00 PM	473	426	31	16
		WB	12.4%	4.1%		381	318	47	16	6.5%	3.3%		1,804	1,627	117	60
Joplin Road	Joplin Road East of I-95	EB	5.9%	4.1%	8:00 AM	613	552	36	25	6.4%	2.7%	4:00 PM	407	370	26	11
		WB	5.9%	4.1%		540	486	32	22	6.4%	2.7%		905	823	58	24
Joplin Road	Joplin Road West of I-95	EB	5.9%	4.1%	8:00 AM	51	46	3	2	6.4%	2.7%	4:00 PM	131	119	8	4
		WB	5.9%	4.1%		110	99	6	5	6.4%	2.7%		53	49	3	1
Dumfries Road	Dumfries Road East of I-95	EB	5.3%	4.5%	7:00 AM	1,879	1,694	100	85	4.5%	2.9%	5:00 PM	2,148	1,989	97	62
		WB	5.3%	4.5%		1,898	1,712	101	85	4.5%	2.9%		1,517	1,405	68	44
Dumfries Road	Dumfries Road West of I-95	EB	0.0%	0.0%	7:00 AM	0	0	0	0	0.0%	0.0%	5:00 PM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Dale Blvd	Dale Blvd East of I-95	EB	3.9%	4.1%	7:00 AM	1,339	1,232	52	55	2.8%	3.4%	5:00 PM	1,958	1,836	55	67
		WB	3.9%	4.1%		1,330	1,223	52	55	2.8%	3.4%		1,145	1,074	32	39
Dale Blvd	Dale Blvd West of I-95	EB	3.9%	4.1%	7:00 AM	1,277	1,175	50	52	2.8%	3.4%	5:00 PM	811	760	23	28
		WB	3.9%	4.1%		1,578	1,451	62	65	2.8%	3.4%		2,507	2,352	70	85
Opitz Blvd	Opitz Blvd East of I-95	EB	3.0%	1.6%	7:00 AM	697	665	21	11	9.3%	1.8%	3:00 PM	1,270	1,129	118	23
		WB	3.0%	1.6%		1,480	1,412	44	24	9.3%	1.8%		1,172	1,042	109	21
Opitz Blvd	Opitz Blvd West of I-95	EB	3.0%	1.6%	7:00 AM	1,367	1,304	41	22	9.3%	1.8%	3:00 PM	1,304	1,160	121	23
		WB	3.0%	1.6%		1,054	1,005	32	17	9.3%	1.8%		1,413	1,257	131	25
Prince William Parkway	Prince William Parkway East of I-95	EB	4.7%	4.2%	8:00 AM	1,217	1,109	57	51	2.9%	3.2%	5:00 PM	1,191	1,118	35	38
		WB	4.7%	4.2%		1,493	1,360	70	63	2.9%	3.2%		1,933	1,815	56	62
Prince William Parkway	Prince William Parkway West of I-95	EB	4.7%	4.2%	8:00 AM	1,326	1,208	62	56	2.9%	3.2%	5:00 PM	1,163	1,092	34	37
		WB	4.7%	4.2%		1,274	1,160	60	54	2.9%	3.2%		1,835	1,723	53	59
Gordon Blvd	Gordon Blvd North of I-95	NB	5.5%	7.4%	8:00 AM	2,083	1,814	115	154	3.9%	6.5%	5:00 PM	3,282	2,941	128	213
		SB	5.5%	7.4%		2,351	2,048	129	174	3.9%	6.5%		2,832	2,538	110	184
Gordon Blvd	Gordon Blvd South of I-95	NB	5.5%	7.4%	8:00 AM	1,350	1,176	74	100	3.9%	6.5%	5:00 PM	1,373	1,230	54	89
		SB	5.5%	7.4%		853	743	47	63	3.9%	6.5%		1,665	1,492	65	108

			2035 AM Build							2035 PM Build						
			Interchange Cross Streets							Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Furnace Road	Furnace Road East of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Furnace Road	Furnace Road West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Richmond Hwy (US 1)	Richmond Hwy North of I-95 Ramps	NB	5.2%	3.5%	6:00 AM	4,903	4,476	255	172	3.9%	4.2%	5:00 PM	1,087	999	42	46
		SB	5.2%	3.5%		819	747	43	29	3.9%	4.2%		2,764	2,540	108	116
Richmond Hwy (US 1)	Richmond Hwy South of I-95 Ramps	NB	5.2%	3.5%	6:00AM	4,276	3,904	222	150	3.9%	4.2%	5:00 PM	726	668	28	30
		SB	5.2%	3.5%		519	474	27	18	3.9%	4.2%		2,500	2,297	98	105
Lorton Road	Lorton Road East of I-95	EB	5.1%	5.0%	7:00 AM	2,015	1,811	103	101	3.1%	1.7%	5:00 PM	1,297	1,235	40	22
		WB	5.1%	5.0%		1,641	1,475	84	82	3.1%	1.7%		2,682	2,553	83	46
Lorton Road	Lorton Road West of I-95	EB	5.1%	5.0%	7:00 AM	2,787	2,506	142	139	3.1%	1.7%	5:00 PM	1,120	1,066	35	19
		WB	5.1%	5.0%		941	846	48	47	3.1%	1.7%		2,937	2,796	91	50
Fairfax County Parkway	Fairfax County Parkway East of I-95	EB	4.2%	7.0%	7:00 AM	2,644	2,348	111	185	3.2%	2.9%	5:00 PM	1,282	1,204	41	37
		WB	4.2%	7.0%		1,922	1,706	81	135	3.2%	2.9%		2,710	2,544	87	79
Fairfax County Parkway	Fairfax County Parkway West of I-95	EB	4.2%	7.0%	7:00 AM	663	589	28	46	3.2%	2.9%	5:00 PM	852	800	27	25
		WB	4.2%	7.0%		951	844	40	67	3.2%	2.9%		559	525	18	16
Fraconia Springfield Pkwy	Fraconia Springfield Parkway East of I-95	EB	1.9%	0.6%	9:00 AM	2,295	2,237	44	14	1.5%	2.9%	6:00 PM	2,708	2,588	41	79
		WB	1.9%	0.6%		2,119	2,066	40	13	1.5%	2.9%		4,486	4,289	67	130
Fraconia Springfield Pkwy	Fraconia Springfield Parkway West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Old Keene Mill/Fraconia Rd	Fraconia Road East of I-95	EB	4.8%	2.1%	7:00 AM	1,046	974	50	22	3.0%	1.9%	5:00 PM	1,307	1,243	39	25
		WB	4.8%	2.1%		2,468	2,298	118	52	3.0%	1.9%		1,395	1,326	42	27
Old Keene Mill/Fraconia Rd	Old Keene Mill Road West of I-95	EB	4.8%	2.1%	7:00 AM	3,635	3,385	174	76	3.0%	1.9%	5:00 PM	1,326	1,261	40	25
		WB	4.8%	2.1%		1,616	1,504	78	34	3.0%	1.9%		2,710	2,578	81	51
Commerce Street	Commerce Street East of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Commerce Street	Commerce Street West of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
I-495 HOT Lanes	West of ramp to I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT SB and ramp to I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB and ramp from I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp from I-95 HOT SB and ramp from I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp from I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp to I-95 HOT NB/SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB/SB and ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	West of ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
Edsall Road	Edsall Road East of I-95	EB	3.2%	4.3%	8:00 AM	1,187	1,098	38	51	2.2%	2.2%	5:00 PM	836	800	18	18
		WB	3.2%	4.3%		737	681	24	32	2.2%	2.2%		1,226	1,172	27	27
Edsall Road	Edsall Road West of I-95	EB	3.2%	4.3%	8:00 AM	1,832	1,694	59	79	2.2%	2.2%	5:00 PM	2,247	2,149	49	49
		WB	3.2%	4.3%		1,982	1,834	63	85	2.2%	2.2%		1,842	1,760	41	41
Duke Street	Duke Street East of I-95	EB	2.2%	2.5%	9:00 AM	1,699	1,620	37	42	1.9%	1.6%	6:00 PM	2,214	2,137	42	35
		WB	2.2%	2.5%		1,740	1,658	38	44	1.9%	1.6%		2,579	2,489	49	41
Duke Street	Duke Street West of I-95	EB	2.2%	2.5%	9:00 AM	1,509	1,438	33	38	1.9%	1.6%	6:00 PM	2,251	2,172	43	36
		WB	2.2%	2.5%		1,389	1,323	31	35	1.9%	1.6%		1,789	1,726	34	29

			2035 AM No Build Interchange Cross Streets							2035 PM No Build Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Jeff Davis Hwy	Jeff Davis Highway North of I-95	NB	18.1%	4.0%	7:00 AM	724	564	131	29	8.7%	3.6%	5:00 PM	816	716	71	29
		SB	18.1%	4.0%		1,134	884	205	45	8.7%	3.6%		1,113	976	97	40
Jeff Davis Hwy	Jeff Davis Highway South of I-95	NB	18.1%	4.0%	7:00 AM	1,916	1,492	347	77	8.7%	3.6%	5:00 PM	1,109	973	96	40
		SB	18.1%	4.0%		1,230	958	223	49	8.7%	3.6%		2,157	1,891	188	78
Plank Road	Plank Rd East of I-95	EB	4.7%	4.5%	7:00 AM	992	900	47	45	3.3%	2.2%	5:00 PM	1,222	1,155	40	27
		WB	4.7%	4.5%		843	765	40	38	3.3%	2.2%		1,158	1,095	38	25
Plank Road	Plank Rd West of I-95	EB	4.7%	4.5%	7:00 AM	2,402	2,181	113	108	3.3%	2.2%	5:00 PM	2,294	2,168	76	50
		WB	4.7%	4.5%		1,394	1,265	66	63	3.3%	2.2%		2,630	2,485	87	58
Warrenton Road	Warrenton Road East of I-95	EB	13.4%	5.5%	7:00 AM	1,740	1,411	233	96	10.9%	3.5%	5:00 PM	1,594	1,364	174	56
		WB	13.4%	5.5%		1,747	1,417	234	96	10.9%	3.5%		2,074	1,775	226	73
Warrenton Road	Warrenton Road West of I-95	EB	13.4%	5.5%	7:00 AM	2,505	2,031	336	138	10.9%	3.5%	5:00 PM	3,031	2,595	330	106
		WB	13.4%	5.5%		2,827	2,293	379	155	10.9%	3.5%		2,576	2,205	281	90
Centreport Parkway	Centreport Parkway East of I-95	EB	5.7%	3.5%	7:00 AM	385	350	22	13	5.9%	4.0%	4:00 PM	727	655	43	29
		WB	5.7%	3.5%		771	700	44	27	5.9%	4.0%		387	349	23	15
Centreport Parkway	Centreport Parkway West of I-95	EB	5.7%	3.5%	7:00 AM	296	269	17	10	5.9%	4.0%	4:00 PM	384	346	23	15
		WB	5.7%	3.5%		348	316	20	12	5.9%	4.0%		237	214	14	9
Courthouse Road	Courthouse Road East of I-95	EB	7.7%	3.4%	7:00 AM	1,727	1,535	133	59	7.0%	2.7%	5:00 PM	1,465	1,322	103	40
		WB	7.7%	3.4%		1,143	1,016	88	39	7.0%	2.7%		1,411	1,274	99	38
Courthouse Road	Courthouse Road West of I-95	EB	7.7%	3.4%	7:00 AM	365	325	28	12	7.0%	2.7%	5:00 PM	296	267	21	8
		WB	7.7%	3.4%		287	255	22	10	7.0%	2.7%		357	322	25	10
Garrisonville Road	Garrisonville Road East of I-95	EB	4.6%	5.1%	7:00 AM	608	549	28	31	4.0%	3.0%	5:00 PM	799	743	32	24
		WB	4.6%	5.1%		1,029	930	47	52	4.0%	3.0%		1,027	955	41	31
Garrisonville Road	Garrisonville Road West of I-95	EB	4.6%	5.1%	7:00 AM	1,573	1,421	72	80	4.0%	3.0%	5:00 PM	1,365	1,269	55	41
		WB	4.6%	5.1%		1,278	1,154	59	65	4.0%	3.0%		1,815	1,688	73	54
Russell Road / USMC Hwy	Russell Road West of I-95	EB	12.4%	4.1%	6:00 AM	136	113	17	6	6.5%	3.3%	4:00 PM	1,075	970	70	35
		WB	12.4%	4.1%		1,083	905	134	44	6.5%	3.3%		197	177	13	7
Russell Road / USMC Hwy	USMC Truck Hwy East of I-95	EB	12.4%	4.1%	6:00 AM	1,299	1,085	161	53	6.5%	3.3%	4:00 PM	341	308	22	11
		WB	12.4%	4.1%		275	230	34	11	6.5%	3.3%		1,300	1,172	85	43
Joplin Road	Joplin Road East of I-95	EB	5.9%	4.1%	8:00 AM	575	517	34	24	6.4%	2.7%	4:00 PM	382	348	24	10
		WB	5.9%	4.1%		507	456	30	21	6.4%	2.7%		850	773	54	23
Joplin Road	Joplin Road West of I-95	EB	5.9%	4.1%	8:00 AM	161	145	9	7	6.4%	2.7%	4:00 PM	411	374	26	11
		WB	5.9%	4.1%		345	311	20	14	6.4%	2.7%		165	150	11	4
Dumfries Road	Dumfries Road East of I-95	EB	5.3%	4.5%	7:00 AM	997	899	53	45	4.5%	2.9%	5:00 PM	1,139	1,055	51	33
		WB	5.3%	4.5%		1,007	909	53	45	4.5%	2.9%		805	746	36	23
Dumfries Road	Dumfries Road West of I-95	EB	0.0%	0.0%	7:00 AM	0	0	0	0	0.0%	0.0%	5:00 PM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Dale Blvd	Dale Blvd East of I-95	EB	3.9%	4.1%	7:00 AM	1,171	1,077	46	48	2.8%	3.4%	5:00 PM	1,713	1,607	48	58
		WB	3.9%	4.1%		1,164	1,071	45	48	2.8%	3.4%		1,002	940	28	34
Dale Blvd	Dale Blvd West of I-95	EB	3.9%	4.1%	7:00 AM	1,090	1,002	43	45	2.8%	3.4%	5:00 PM	692	649	19	24
		WB	3.9%	4.1%		1,347	1,239	53	55	2.8%	3.4%		2,140	2,007	60	73
Opitz Blvd	Opitz Blvd East of I-95	EB	3.0%	1.6%	7:00 AM	677	646	20	11	9.3%	1.8%	3:00 PM	1,233	1,096	115	22
		WB	3.0%	1.6%		1,436	1,370	43	23	9.3%	1.8%		1,138	1,012	106	20
Opitz Blvd	Opitz Blvd West of I-95	EB	3.0%	1.6%	7:00 AM	1,364	1,301	41	22	9.3%	1.8%	3:00 PM	1,301	1,157	121	23
		WB	3.0%	1.6%		1,052	1,003	32	17	9.3%	1.8%		1,409	1,253	131	25
Prince William Parkway	Prince William Parkway East of I-95	EB	4.7%	4.2%	8:00 AM	1,034	942	49	43	2.9%	3.2%	5:00 PM	1,013	952	29	32
		WB	4.7%	4.2%		1,269	1,156	60	53	2.9%	3.2%		1,643	1,542	48	53
Prince William Parkway	Prince William Parkway West of I-95	EB	4.7%	4.2%	8:00 AM	1,113	1,014	52	47	2.9%	3.2%	5:00 PM	976	917	28	31
		WB	4.7%	4.2%		1,069	974	50	45	2.9%	3.2%		1,540	1,446	45	49
Gordon Blvd	Gordon Blvd North of I-95	NB	5.5%	7.4%	8:00 AM	1,555	1,354	86	115	3.9%	6.5%	5:00 PM	2,450	2,195	96	159
		SB	5.5%	7.4%		1,755	1,528	97	130	3.9%	6.5%		2,114	1,895	82	137
Gordon Blvd	Gordon Blvd South of I-95	NB	5.5%	7.4%	8:00 AM	1,091	950	60	81	3.9%	6.5%	5:00 PM	1,110	995	43	72
		SB	5.5%	7.4%		690	601	38	51	3.9%	6.5%		1,345	1,206	52	87
Furnace Road	Furnace Road East of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Furnace Road	Furnace Road West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Richmond Hwy (US 1)	Richmond Hwy North of I-95 Ramps	NB	5.2%	3.5%	6:00 AM	3,712	3,389	193	130	3.9%	4.2%	5:00 PM	823	756	32	35
		SB	5.2%	3.5%		620	566	32	22	3.9%	4.2%		2,092	1,922	82	88
Richmond Hwy (US 1)	Richmond Hwy South of I-95 Ramps	NB	5.2%	3.5%	6:00AM	3,821	3,488	199	134	3.9%	4.2%	5:00 PM	649	597	25	27
		SB	5.2%	3.5%		464	424	24	16	3.9%	4.2%		2,234	2,053	87	94

			2035 AM No Build Interchange Cross Streets							2035 PM No Build Interchange Cross Streets						
Road	Location	Dir	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk	%MT	%HT	time begin	Total Vol	Cars	Med Trk	Heavy Trk
Lorton Road	Lorton Road East of I-95	EB	5.1%	5.0%	7:00 AM	1,185	1,066	60	59	3.1%	1.7%	5:00 PM	762	725	24	13
		WB	5.1%	5.0%		964	867	49	48	3.1%	1.7%		1,577	1,501	49	27
Lorton Road	Lorton Road West of I-95	EB	5.1%	5.0%	7:00 AM	2,214	1,990	113	111	3.1%	1.7%	5:00 PM	890	847	28	15
		WB	5.1%	5.0%		747	672	38	37	3.1%	1.7%		2,333	2,221	72	40
Fairfax County Parkway	Fairfax County Parkway East of I-95	EB	4.2%	7.0%	7:00 AM	2,583	2,294	108	181	3.2%	2.9%	5:00 PM	1,253	1,177	40	36
		WB	4.2%	7.0%		1,877	1,667	79	131	3.2%	2.9%		2,647	2,485	85	77
Fairfax County Parkway	Fairfax County Parkway West of I-95	EB	4.2%	7.0%	7:00 AM	563	500	24	39	3.2%	2.9%	5:00 PM	724	680	23	21
		WB	4.2%	7.0%		808	717	34	57	3.2%	2.9%		475	446	15	14
Fraconia Springfield Pkwy	Fraconia Springfield Parkway East of I-95	EB	1.9%	0.6%	9:00 AM	2,234	2,179	42	13	1.5%	2.9%	6:00 PM	2,636	2,520	40	76
		WB	1.9%	0.6%		2,062	2,011	39	12	1.5%	2.9%		4,367	4,174	66	127
Fraconia Springfield Pkwy	Fraconia Springfield Parkway West of I-95	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Old Keene Mill/Fraconia Rd	Fraconia Road East of I-95	EB	4.8%	2.1%	7:00 AM	951	885	46	20	3.0%	1.9%	5:00 PM	1,187	1,128	36	23
		WB	4.8%	2.1%		2,242	2,087	108	47	3.0%	1.9%		1,267	1,205	38	24
Old Keene Mill/Fraconia Rd	Old Keene Mill Road West of I-95	EB	4.8%	2.1%	7:00 AM	2,580	2,402	124	54	3.0%	1.9%	5:00 PM	941	895	28	18
		WB	4.8%	2.1%		1,146	1,067	55	24	3.0%	1.9%		1,924	1,829	58	37
Commerce Street	Commerce Street East of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
Commerce Street	Commerce Street West of I-495 Ramp	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
		WB	0.0%	0.0%		0	0	0	0	0.0%	0.0%		0	0	0	0
I-495 HOT Lanes	West of ramp to I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT SB and ramp to I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB and ramp from I-95 HOT SB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp from I-95 HOT SB and ramp from I 95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp from I-95 HOT NB	EB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	East of ramp to I-95 HOT NB/SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	Between ramp to I-95 HOT NB/SB and ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
	West of ramp from I-95 HOT SB	WB	0.0%	0.0%	12:00 AM	0	0	0	0	0.0%	0.0%	12:00 AM	0	0	0	0
Edsall Road	Edsall Road East of I-95	EB	3.2%	4.3%	8:00 AM	1,066	986	34	46	2.2%	2.2%	5:00 PM	751	717	17	17
		WB	3.2%	4.3%		662	613	21	28	2.2%	2.2%		1,101	1,053	24	24
Edsall Road	Edsall Road West of I-95	EB	3.2%	4.3%	8:00 AM	1,750	1,619	56	75	2.2%	2.2%	5:00 PM	2,147	2,053	47	47
		WB	3.2%	4.3%		1,894	1,752	61	81	2.2%	2.2%		1,760	1,682	39	39
Duke Street	Duke Street East of I-95	EB	2.2%	2.5%	9:00 AM	1,592	1,517	35	40	1.9%	1.6%	6:00 PM	2,075	2,003	39	33
		WB	2.2%	2.5%		1,631	1,554	36	41	1.9%	1.6%		2,417	2,332	46	39
Duke Street	Duke Street West of I-95	EB	2.2%	2.5%	9:00 AM	1,506	1,435	33	38	1.9%	1.6%	6:00 PM	2,247	2,168	43	36
		WB	2.2%	2.5%		1,387	1,321	31	35	1.9%	1.6%		1,785	1,722	34	29

				AM PEAK								PM PEAK							
Entrada	Road	Location	Dir	Time begin	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	%MT	%HT	Time begin	Existing	Interim Bld	Interim Nbld	Design Bld	Design Nbld	%MT	%HT
	Jeff Davis Hwy	Jeff Davis Highway North of I-95	NB	7:00 AM	593	642	701	353	724	18.1%	4.0%	5:00 PM	674	724	790	962	816	3.7%	3.6%
			SB		937	1,006	1,098	1,337	1,134	18.1%	4.0%		919	987	1,077	1,312	1,113	3.7%	3.6%
	Jeff Davis Hwy	Jeff Davis Highway South of I-95	NB	7:00 AM	1,343	1,668	1,865	2,076	1,916	18.1%	4.0%	5:00 PM	777	983	1,079	1,201	1,109	3.7%	3.6%
			SB		862	1,071	1,197	1,333	1,230	18.1%	4.0%		1,512	1,878	2,100	2,337	2,157	3.7%	3.6%
	Plank Road	Plank Rd East of I-95	EB	7:00 AM	806	1,192	773	1,178	992	4.7%	4.5%	5:00 PM	746	1,463	952	1,452	1,223	3.3%	2.2%
			WB		515	1,013	657	1,002	843	4.7%	4.5%		707	1,391	902	1,375	1,158	3.3%	2.2%
	Plank Road	Plank Rd West of I-95	EB	7:00 AM	1,667	2,265	2,199	2,624	2,402	4.7%	4.5%	5:00 PM	1,591	2,192	2,100	2,696	2,294	3.3%	2.2%
			WB		997	1,314	1,276	1,639	1,394	4.7%	4.5%		1,325	2,479	2,408	3,091	2,630	3.3%	2.2%
	Warrenton Road	Warrenton Road East of I-95	EB	7:00 AM	1,581	1,917	1,535	1,542	1,740	13.4%	5.5%	5:00 PM	1,330	1,460	1,406	1,412	1,594	10.9%	3.5%
			WB		1,987	1,623	1,541	1,548	1,747	13.4%	5.5%		1,660	1,928	1,829	1,837	2,074	10.9%	3.5%
	Warrenton Road	Warrenton Road West of I-95	EB	7:00 AM	1,376	2,005	1,886	2,716	2,505	13.4%	5.5%	5:00 PM	1,667	2,427	2,282	3,288	3,031	10.9%	3.5%
			WB		1,555	2,294	2,129	3,065	2,827	13.4%	5.5%		1,417	2,063	1,940	2,794	2,576	10.9%	3.5%
	Centreport Parkway	Centreport Parkway East of I-95	EB	7:00 AM	310	308	319	283	365	5.7%	3.5%	4:00 PM	587	582	603	535	727	5.9%	4.0%
			WB		522	617	639	567	771	5.7%	3.5%		313	310	321	285	337	5.9%	4.0%
	Centreport Parkway	Centreport Parkway West of I-95	EB	7:00 AM	72	76	114	326	296	5.7%	3.5%	4:00 PM	93	98	187	423	384	5.9%	4.0%
			WB		85	69	176	334	346	5.7%	3.5%		56	61	116	262	237	5.9%	4.0%
	Courthouse Road	Courthouse Road East of I-95	EB	7:00 AM	453	649	696	1,843	1,727	7.7%	3.4%	5:00 PM	364	550	590	1,393	1,465	7.0%	2.7%
			WB		300	429	460	1,088	1,143	7.7%	3.4%		370	530	568	1,343	1,411	7.0%	2.7%
	Courthouse Road	Courthouse Road West of I-95	EB	7:00 AM	343	365	413	43	365	7.7%	3.4%	5:00 PM	278	299	334	35	299	7.0%	2.7%
			WB		270	237	324	34	287	7.7%	3.4%		338	357	404	43	357	7.0%	2.7%
	Garrisonville Road	Garrisonville Road East of I-95	EB	7:00 AM	365	437	487	666	608	4.0%	5.1%	5:00 PM	450	574	639	875	799	4.0%	3.0%
			WB		617	738	823	1,126	1,028	4.0%	5.1%		916	737	621	1,123	1,027	4.0%	3.0%
	Garrisonville Road	Garrisonville Road West of I-95	EB	7:00 AM	1,215	1,238	1,445	1,619	1,573	4.0%	5.1%	5:00 PM	1,554	1,116	1,254	1,405	1,365	4.0%	3.0%
			WB		887	1,045	1,175	1,316	1,278	4.0%	5.1%		1,402	1,464	1,666	1,868	1,815	4.0%	3.0%
	Russell Road / USMC Hwy	Russell Road West of I-95	EB	6:00 AM	49	58	63	69	136	12.4%	4.1%	4:00 PM	390	442	494	546	1,075	6.5%	3.3%
			WB		393	446	498	550	1,083	12.4%	4.1%		72	81	91	100	197	6.5%	3.3%
	Russell Road / USMC Hwy	USMC Truck Hwy East of I-95	EB	6:00 AM	844	1,112	844	1,802	1,299	12.4%	4.1%	4:00 PM	222	292	222	473	341	6.5%	3.3%
			WB		179	235	179	381	275	12.4%	4.1%		845	1,113	845	1,804	1,300	6.5%	3.3%
	Joplin Road	Joplin Road East of I-95	EB	6:00 AM	348	608	587	613	575	5.9%	4.1%	4:00 PM	243	404	369	407	382	6.4%	2.7%
			WB		323	537	517	540	507	5.9%	4.1%		541	900	866	905	850	6.4%	2.7%
	Joplin Road	Joplin Road West of I-95	EB	6:00 AM	7	25	19	31	161	5.9%	4.1%	4:00 PM	17	63	40	131	411	6.4%	2.7%
			WB		14	53	34	110	345	5.9%	4.1%		7	25	16	53	165	6.4%	2.7%
	Dumfries Road	Dumfries Road East of I-95	EB	7:00 AM	897	1,615	1,115	1,879	997	5.3%	4.5%	5:00 PM	1,139	1,848	1,274	2,148	1,139	4.5%	2.9%
			WB		1,007	1,631	1,126	1,898	1,007	5.3%	4.5%		805	1,304	900	1,517	805	4.5%	2.9%
	Dumfries Road	Dumfries Road West of I-95	EB	7:00 AM								5:00 PM							
			WB																
	Dale Blvd	Dale Blvd East of I-95	EB	7:00 AM	950	1,171	1,004	1,330	1,171	3.9%	4.1%	5:00 PM	1,369	1,713	1,468	1,958	1,713	2.6%	3.4%
			WB		843	1,164	997	1,330	1,164	3.9%	4.1%		612	1,092	853	1,145	1,002	2.8%	3.4%
	Dale Blvd	Dale Blvd West of I-95	EB	7:00 AM	1,039	1,210	1,021	1,277	1,090	3.9%	4.1%	5:00 PM	660	769	848	811	692	2.8%	3.4%
			WB		1,264	1,495	1,261	1,576	1,347	3.9%	4.1%		2,041	2,376	2,004	2,507	2,140	2.8%	3.4%
	Opitz Blvd	Opitz Blvd East of I-95	EB	7:00 AM	427	570	505	897	877	3.0%	1.6%	3:00 PM	778	1,039	920	1,270	1,233	9.3%	1.8%
			WB		908	1,211	1,072	1,430	1,436	3.0%	1.6%		716	959	849	1,172	1,136	9.3%	1.8%
	Opitz Blvd	Opitz Blvd West of I-95	EB	7:00 AM	894	1,167	1,052	1,387	1,364	3.0%	1.6%	3:00 PM	853	1,113	1,003	1,304	1,301	9.3%	1.8%
			WB		868	900	811	1,054	1,052	3.0%	1.6%		924	1,205	1,087	1,413	1,409	9.3%	1.8%
	Prince William Parkway	Prince William Parkway West of I-95	EB	6:00 AM	856	1,115	985	1,217	1,034	4.7%	4.2%	5:00 PM	936	1,092	984	1,191	1,013	2.9%	3.2%
			WB		1,173	1,369	1,209	1,493	1,268	4.7%	4.2%		1,518	1,771	1,594	1,933	1,643	2.9%	3.2%
	Prince William Parkway	Prince William Parkway East of I-95	EB	6:00 AM	713	950	814	1,326	1,113	4.7%	4.2%	5:00 PM	825	833	714	1,193	976	2.9%	3.2%
			WB		835	913	782	1,274	1,069	4.7%	4.2%		987	1,314	1,126	1,835	1,540	2.9%	3.2%
	Gordon Blvd	Gordon Blvd North of I-95	NB	6:00 AM	1,421	1,756	1,421	2,083	1,555	5.5%	7.4%	5:00 PM	2,239	2,767	2,239	3,282	2,450	3.9%	6.5%
			SB		1,604	1,982	1,604	2,351	1,755	5.5%	7.4%		1,932	2,388	1,932	2,832	2,114	3.9%	6.5%
E7	Gordon Blvd	Gordon Blvd South of I-95	NB	6:00 AM	577	666	990	1,350	1,091	5.5%	7.4%	5:00 PM	587	903	1,007	1,373	1,110	3.9%	6.5%
			SB		365	561	626	853	690	5.5%	7.4%		712	1,095	1,220	1,665	1,345	3.9%	6.5%
	Furnace Road	Furnace Road East of I-95	EB																
			WB																
	Furnace Road	Furnace Road West of I-95	EB																
			WB																
E6	Richmond Hwy (US 1)	Richmond Hwy North of I-95 Ramps	NB	6:00 AM	2,377	4,830	3,126	4,603	3,712	5.2%	3.5%	5:00 PM	633	1,070	693	1,087	833	3.9%	4.2%
			SB		461	607	523	619	820	5.2%	3.5%		1,622	2,722	1,763	2,764	2,092	3.9%	4.2%
	Richmond Hwy (US 1)	Richmond Hwy South of I-95 Ramps	NB	6:00AM	3,261	3,855	3,239	4,276	3,821	5.2%	3.5%	5:00 PM	557	655	550	726	649	3.9%	4.2%
			SB		393	488	363	519	484	5.2%	3.5%		1,918	2,254	1,894	2,500	2,234	3.9%	4.2%
E5	Lorton Road	Lorton Road East of I-95	EB	7:00 AM	1,004	2,254	972	2,015	1,185	5.1%	5.0%	5:00 PM	646	1,450	625	1,297	762	3.1%	1.7%
			WB		317	1,835	791	1,841	964	5.1%	5.0%		1,336	2,999	1,293	2,682	1,577	3.1%	1.7%
	Lorton Road	Lorton Road West of I-95	EB	7:00 AM	1,936	2,767	1,866	2,787	2,214	5.1%	5.0%	5:00 PM	657	1,120	750	1,120	390	3.1%	1.7%
			WB		552	941	630	941	747	5.1%	5.0%		1,724	2,937	1,987	2,937	2,333	3.1%	1.7%
E4	Fairfax County Parkway	FCP East of I-95 (West of Loisdale Rd)	EB	7:00 AM	2,226	2,414	2,141	2,644	2,563	4.2%	7.0%	5:00 PM	1,060	1,171	1,039	1,282	1,253	3.2%	2.9%
			WB		1,618	1,755	1,557	1,922	1,977	4.2%	7.0%		2,232	2,474	2,195	2,710	2,647	3.2%	2.9%
	Fairfax County Parkway	Fairfax County Parkway West of I-95	EB	7:00 AM	759	758	548	663	583	4.2%	7.0%	5:00 PM	976	972	702	852	724	3.2%	2.9%
			WB		1,060	1,085	764	951	806	4.2%	7.0%		641	639	461	559	475	3.2%	2.9%
E3	Franconia Springfield Pkwy	Franconia Springfield Parkway East of I-95	EB	6:00 AM	2,481	1,811	2,073	2,395	2,234	1.9%	0.6%	6:00 PM	2,903	2,138	2,445	2,768	2,638	1.5%	2.9%
			WB		2,272	1,671	1,913	2,119	2,062	1.9%	0.6%		4,610	3,510	4,051	4,486	4,367	1.5%	2.9%
	Franconia Springfield Pkwy	Franconia Springfield Parkway West of I-95	EB																
			WB																
E2	Old Keene Mill/Franconia Rd	Franconia Road East of Loisdale Rd	EB	7:00 AM	1,127	1,072	1,051	1,046	851	4.3%	2.1%	5:00 PM	1,407	1,336	1,313	1,307	1,167	3.0%	1.9%
			WB		2,859	2,528	2,480	2,468	2,242	4.8%	2.1%		1,503	1,429	1,402	1,395	1,267	3.0%	1.9%
	Old Keene Mill/Franconia Rd	Old Keene Mill Road West of I-95	EB	7:00 AM	3,096	3,354	2,644	3,635	2,569	4.8%	2.1%	5:00 PM	1,129	1,223	965	1,326	941	3.0%	1.9%
			WB		1,376	1,490	1,175	1,616	1,143	4.8%	2.1%		2,309	2,501	1,972	2,710	1,924	3.0%	1.9%
	Commerce Street	Commerce Street East of I-495 Ramp	EB																
			WB																
	Commerce Street	Commerce Street West of I-495 Ramp	EB																
			WB																
	I-495 HOT Lanes	West of ramp to I-95 HOT SB	EB																
		Between ramp to I-95 HOT SB and ramp to I-95 HOT NB	EB																
		Between ramp to I-95 HOT NB and ramp from I-95 HOT SB	EB																
		Between ramp from I-95 HOT SB and ramp from I-95 HOT NB	EB																
		East of ramp from I-95 HOT NB	EB																
		East of ramp to I-95 HOT NB/SB	WB																
		Between ramp to I-95 HOT NB/SB and ramp from I-95 HOT SB	WB																
		West of ramp from I-95 HOT SB	WB																
E1	Edsall Road	Edsall Road East of I-95	EB	6:00 AM	897	712	660	1,167	1,066	3.2%	4.3%	5:00 PM	632	502	465	838	751	2.2%	2.2%
			WB		557	442	409	737	682	3.2%	4.3%		976	735	681	1,228	1,101	2.2%	2.2%
	Edsall Road	Edsall Road West of I-95	EB	6:00 AM	1,459	1,678	1,469	1,832	1,750	3.2%	4.3%	5:00 PM	1,790	2,059	1,801	2,247	2,147	2.2%	2.2%
			WB		1,579	1,316	1,589	1,982	1,894	3.2%	4.3%		1,467	1,666	1,477	1,842	1,760	2.2%	2.2%
W0	Duke Street	Duke Street East of I-95	EB	9:00 AM	1,354	1,585	1,478	1,659	1,592	2.2%	2.5%	6:00 PM	1,785	2,066	1,926	2,214	2,075	1.9%	1.6%
			WB		1,387	1,623	1,514	1,740	1,631	2.2%	2.5%		2,055	2,405	2,243	2,579	2,417	1.9%	1.6%
E0	Duke Street	Duke Street West of I-95	EB	9:00 AM	1,300	1,447	1,376	1,509	1,506	2.2%	2.5%	6:00 PM	2,029	2,159	2,056	2,251	2,247	1.9%	1.6%
			WB		1,253	1,333	1,269	1,389	1,387	2.2%	2.5%		1,612	1,716	1,634	1,739	1,785	1.9%	1.6%

				2011 AM Existing Conditions							2011 PM Existing Conditions						
				I-95 Northbound General Purpose Lanes							I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN2301	I-95 GP	Between South End & Jeff Davis Hwy Int	NB	2,398	8:00 AM	2.0%	13.8%	**2,019**	**48**	**331**	2,411	3:00 PM	1.9%	13.1%	**2,049**	**46**	**316**
MN2302	I-95 GP		NB	2,398	8:00 AM	2.0%	13.8%	**2,019**	**48**	**331**	2,411	3:00 PM	1.9%	13.1%	**2,049**	**46**	**316**
MN2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2304	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2305	I-95 GP	Between Jeff Davis Hwy & Plank Rd	NB	3,265	7:00 AM	0.0%	9.6%	**2,952**	**0**	**313**	2,861	3:00 PM	0.4%	11.1%	**2,532**	**11**	**318**
MN2306	I-95 GP		NB	3,265	7:00 AM	0.0%	9.6%	**2,952**	**0**	**313**	2,861	3:00 PM	0.4%	11.1%	**2,532**	**11**	**318**
MN2201	I-95 GP	Within Plank Rd Interchange (Exit 130)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2202	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2203	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2204	I-95 GP	Between Plank Road & Warrenton Rd	NB	5,240	7:00 AM	15.4%	7.1%	**4,061**	**807**	**372**	3,643	4:00 PM	6.3%	9.8%	**3,056**	**230**	**357**
MN2205	I-95 GP		NB	5,240	7:00 AM	15.4%	7.1%	**4,061**	**807**	**372**	3,643	4:00 PM	6.3%	9.8%	**3,056**	**230**	**357**
MN2206	I-95 GP		NB	5,240	7:00 AM	15.4%	7.1%	**4,061**	**807**	**372**	3,643	4:00 PM	6.3%	9.8%	**3,056**	**230**	**357**
MN2101	I-95 GP	Within Warrenton Road Interchange (Exit 133)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2102	I-95 GP	Between Warrenton Rd Interchange & Centreport Pkwy Interchange	NB	5,325	6:00 AM	20.1%	6.6%	**3,903**	**1,070**	**351**	3,531	4:00 PM	10.1%	10.8%	**2,793**	**357**	**381**
MN2103	I-95 GP		NB	5,325	6:00 AM	20.1%	6.6%	**3,903**	**1,070**	**351**	3,531	4:00 PM	10.1%	10.8%	**2,793**	**357**	**381**
MN2104	I-95 GP		NB	5,325	6:00 AM	20.1%	6.6%	**3,903**	**1,070**	**351**	3,531	4:00 PM	10.1%	10.8%	**2,793**	**357**	**381**
MN2001	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	NB	5,846	6:00 AM	18.5%	6.2%	**4,402**	**1,082**	**362**	3,573	4:00 PM	9.7%	10.6%	**2,848**	**347**	**379**
MN2003	I-95 GP		NB	5,846	6:00 AM	18.5%	6.2%	**4,402**	**1,082**	**362**	3,573	4:00 PM	9.7%	10.6%	**2,848**	**347**	**379**
MN1901	I-95 GP	Within Courthouse Rd Int (Exit 140)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1902	I-95 GP	Between Courthouse Rd Int & Garrisonville Rd Int	NB	5,919	6:00 AM	1.4%	4.6%	**5,564**	**83**	**272**	3,388	4:00 PM	2.1%	8.8%	**3,019**	**71**	**298**
MN1903	I-95 GP		NB	5,919	6:00 AM	1.4%	4.6%	**5,564**	**83**	**272**	3,388	4:00 PM	2.1%	8.8%	**3,019**	**71**	**298**
MN1904	I-95 GP		NB	5,919	6:00 AM	1.4%	4.6%	**5,564**	**83**	**272**	3,388	4:00 PM	2.1%	8.8%	**3,019**	**71**	**298**
MN1801	I-95 GP	Within Garrisonville Road Int (Exit 143)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1802	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1803	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1804	I-95 GP	Between Garrisonville Rd & Russell Rd	NB	6,589	6:00 AM	1.1%	4.6%	**6,213**	**72**	**303**	3,543	4:00 PM	2.0%	8.3%	**3,178**	**71**	**294**
MN1805	I-95 GP		NB	6,589	6:00 AM	1.1%	4.6%	**6,213**	**72**	**303**	3,543	4:00 PM	2.0%	8.3%	**3,178**	**71**	**294**
MN1701	I-95 GP	Within Russell Rd Int (Exit 148)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1702	I-95 GP	Between Russell Rd Int & Joplin Rd Int	NB	5,673	6:00 AM	0.0%	4.8%	**5,401**	**0**	**272**	4,123	4:00 PM	1.8%	7.5%	**3,740**	**74**	**309**
MN1601	I-95 GP	Within Joplin Road Interchange (Exit 150)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1602	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	NB	6,201	5:00 AM	1.6%	6.5%	**5,699**	**99**	**403**	4,650	4:00 PM	1.8%	6.5%	**4,264**	**84**	**302**
MN1501	I-95 GP		NB	4,811	7:00 AM	0.4%	6.1%	**4,498**	**19**	**293**	4,668	4:00 PM	1.8%	6.5%	**4,281**	**84**	**303**
MN1502	I-95 GP	Within Dumfries Road Interchange (Exit 152)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1503	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	NB	5,168	6:00 AM	0.8%	4.5%	**4,894**	**41**	**233**	4,184	5:00 PM	0.9%	6.8%	**3,862**	**38**	**285**
MN1505	I-95 GP	Within Truck Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1506	I-95 GP	Between Truck Rest Area & Rest Area	NB	5,168	6:00 AM	0.4%	4.1%	**4,935**	**21**	**212**	4,184	5:00 PM	0.2%	6.0%	**3,925**	**8**	**251**
MN1507	I-95 GP		NB	4,987	6:00 AM	0.0%	4.2%	**4,778**	**0**	**209**	4,195	5:00 PM	0.2%	6.0%	**3,935**	**8**	**252**
MN1508	I-95 GP	Within Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**

				2011 AM Existing Conditions							2011 PM Existing Conditions						
				I-95 Northbound General Purpose Lanes							I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN1509	I-95 GP	Between Rest Area & Opitz/Dale Blvd	NB	4,984	6:00 AM	0.0%	4.3%	**4,770**	**0**	**214**	4,214	5:00 PM	0.2%	6.0%	**3,953**	**8**	**253**
MN1301	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1302	I-95 GP	Between Dale Blvd/Opitz Blvd Int & PWP Int	NB	5,477	5:00 AM	2.1%	6.5%	**5,006**	**115**	**356**	4,417	5:00 PM	1.4%	5.9%	**4,095**	**62**	**261**
MN1201	I-95 GP	Within PWP Interchange (Exit 158)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1202	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1203	I-95 GP	Between PWP Int & Gordon Blvd Int	NB	6,102	5:00 AM	4.4%	8.0%	**5,345**	**268**	**488**	4,310	5:00 PM	4.1%	7.4%	**3,814**	**177**	**319**
MN1101	I-95 GP	Within Gordon Blvd Interchange (Exit 160)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1102	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1103	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1104	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	NB	7,043	5:00 AM	4.6%	9.1%	**6,078**	**324**	**641**	4,653	5:00 PM	4.5%	8.4%	**4,053**	**209**	**391**
MN1001	I-95 GP	Within Richmond Hwy Int (Exit 161)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1002	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	NB	6,841	5:00 AM	4.4%	9.7%	**5,876**	**301**	**664**	4,526	5:00 PM	4.4%	8.5%	**3,942**	**199**	**385**
MN0901	I-95 GP	Within Lorton Rd Interchange (Exit 163)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0902	I-95 GP	Between Lorton Rd & Fairfax County Pkwy	NB	7,334	5:00 AM	4.3%	9.3%	**6,337**	**315**	**682**	4,750	5:00 PM	4.5%	8.3%	**4,142**	**214**	**394**
MS0801	I-95 GP		NB	7,202	5:00 AM	4.4%	9.4%	**6,208**	**317**	**677**	4,758	5:00 PM	4.5%	8.3%	**4,149**	**214**	**395**
MN0802	I-95 GP	Within Fairfax County Pkwy Int (Exit 166)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0803	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0805	I-95 GP	Between Fairfax County Pkwy Int & Franconia Rd/I-495 Interchange	NB	7,016	6:00 AM	3.6%	10.5%	**6,027**	**253**	**737**	6,050	5:00 PM	3.7%	7.1%	**5,397**	**224**	**430**
MN0806	I-95 GP		NB	8,185	5:00 AM	4.0%	9.1%	**7,113**	**327**	**745**	6,090	5:00 PM	3.7%	7.1%	**5,432**	**225**	**432**
MN0701	I-95 GP	Within Franconia Road & I-495 "Mixing Bowl" Interchange (Exits 169 & 170)	NB	7,907	5:00 AM	4.1%	9.4%	**6,840**	**324**	**743**	5,493	5:00 PM	3.9%	7.8%	**4,850**	**214**	**428**
MN0601	I-95 GP		NB	7,805	5:00 AM	4.2%	9.5%	**6,736**	**328**	**741**	5,499	5:00 PM	3.9%	7.8%	**4,856**	**214**	**429**
MN0602	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0603	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0501	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0502	I-95 GP		NB	4,756	7:00 AM	8.9%	16.9%	**3,529**	**423**	**804**	3,541	5:00 PM	7.7%	14.3%	**2,762**	**273**	**506**
MN0201	I-95 GP	Between Franconia Rd/I-495 Int & Edsall Rd Int	NB	6,334	7:00 AM	8.2%	13.4%	**4,966**	**519**	**849**	5,322	5:00 PM	5.9%	9.7%	**4,492**	**314**	**516**
MN0202	I-95 GP	Within Edsall Road Interchange (Exit 2)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0203	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0204	I-95 GP	Between Edsall Rd Int & Duke St Int	NB	5,759	7:00 AM	8.6%	13.6%	**4,481**	**495**	**783**	5,177	5:00 PM	5.7%	9.4%	**4,395**	**295**	**487**
MN0205	I-95 GP		NB	5,601	7:00 AM	8.4%	14.0%	**4,346**	**470**	**784**	5,191	5:00 PM	5.7%	9.4%	**4,407**	**296**	**488**
MN0101	I-95 GP		NB	5,601	7:00 AM	8.4%	14.0%	**4,346**	**470**	**784**	5,191	5:00 PM	5.7%	9.4%	**4,407**	**296**	**488**
MN0102	I-95 GP	Within Duke Street Interchange (Exit 3)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0103	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN0104	I-95 GP	North End of Project	NB	5,805	6:00 AM	7.6%	3.0%	**5,190**	**441**	**174**	5,343	5:00 PM	4.0%	1.5%	**5,049**	**214**	**80**

				2011 AM Existing Conditions							2011 PM Existing Conditions						
				I-95 Southbound General Purpose Lanes							I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS2305	I-95 GP	Between South End & Jefferson Davis Hwy Int	SB	1,847	7:00 AM	1.9%	16.1%	**1,515**	**35**	**297**	2,720	3:00 PM	2.0%	12.9%	**2,315**	**54**	**351**
MS2304	I-95 GP		SB	1,847	7:00 AM	1.9%	16.1%	**1,515**	**35**	**297**	2,720	3:00 PM	2.0%	12.9%	**2,315**	**54**	**351**
MS2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2302	I-95 GP	Between Jeff Davis Hwy Int & Plank Rd Int	SB	2,343	9:00 AM	2.1%	14.8%	**1,947**	**49**	**347**	4,979	4:00 PM	3.3%	7.0%	**4,466**	**164**	**349**
MS2301	I-95 GP		SB	2,343	9:00 AM	2.1%	14.8%	**1,947**	**49**	**347**	4,979	4:00 PM	3.3%	7.0%	**4,466**	**164**	**349**
MS2207	I-95 GP	Within Plank Road Interchange (Exit 130)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2206	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2205	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2204	I-95 GP	Between Plank Rd Int & MP 131 Rest Area	SB	2,749	9:00 AM	2.0%	13.0%	**2,337**	**55**	**357**	5,372	4:00 PM	3.1%	6.7%	**4,846**	**167**	**360**
MS2203	I-95 GP		SB	2,749	9:00 AM	2.0%	13.0%	**2,337**	**55**	**357**	5,372	4:00 PM	3.1%	6.7%	**4,846**	**167**	**360**
MS2202	I-95 GP	Within MP 131 Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2201	I-95 GP	Between Rest Area & Warrenton Rd Int	SB	2,850	9:00 AM	2.0%	13.0%	**2,423**	**57**	**371**	5,567	4:00 PM	3.1%	6.7%	**5,021**	**173**	**373**
MS2106	I-95 GP	Within Warrenton Road Interchange (Exit 133)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2105	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2104	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2103	I-95 GP	Between Warrenton Road Int & Centreport Pkwy Interchange	SB	2,996	8:00 AM	3.9%	9.0%	**2,610**	**117**	**270**	5,503	4:00 PM	3.3%	6.0%	**4,991**	**182**	**330**
MS2102	I-95 GP		SB	2,996	8:00 AM	3.9%	9.0%	**2,610**	**117**	**270**	5,503	4:00 PM	3.3%	6.0%	**4,991**	**182**	**330**
MS2101	I-95 GP		SB	2,996	8:00 AM	3.9%	9.0%	**2,610**	**117**	**270**	5,503	4:00 PM	3.3%	6.0%	**4,991**	**182**	**330**
MS2003	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	SB	2,965	8:00 AM	3.5%	9.1%	**2,591**	**104**	**270**	5,679	4:00 PM	3.2%	5.6%	**5,179**	**182**	**318**
MS2001	I-95 GP		SB	2,965	8:00 AM	3.5%	9.1%	**2,591**	**104**	**270**	5,679	4:00 PM	3.2%	5.6%	**5,179**	**182**	**318**
MS1904	I-95 GP	Within Courthouse Rd Int (Exit 140)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1903	I-95 GP	Between Courthouse Road Int & Garrisonville Road Int	SB	2,790	8:00 AM	3.6%	9.7%	**2,419**	**100**	**271**	5,563	4:00 PM	3.2%	5.9%	**5,057**	**178**	**328**
MS1902	I-95 GP		SB	2,790	8:00 AM	3.6%	9.7%	**2,419**	**100**	**271**	5,563	4:00 PM	3.2%	5.9%	**5,057**	**178**	**328**
MS1901	I-95 GP		SB	2,790	8:00 AM	3.6%	9.7%	**2,419**	**100**	**271**	5,563	4:00 PM	3.2%	5.9%	**5,057**	**178**	**328**
MS1805	I-95 GP	Within Garrisonville Road Int (Exit 143)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1804	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1803	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1802	I-95 GP	Between Garrisonville Rd Int & Russell Rd Int	SB	2,904	8:00 AM	1.8%	8.2%	**2,614**	**52**	**238**	6,240	3:00 PM	0.6%	5.3%	**5,872**	**37**	**331**
MS1801	I-95 GP		SB	2,904	8:00 AM	1.8%	8.2%	**2,614**	**52**	**238**	6,240	3:00 PM	0.6%	5.3%	**5,872**	**37**	**331**
MS1702	I-95 GP	Within Russell Rd Int (Exit 148)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1701	I-95 GP	Between Russell Rd Int & Joplin Rd Int	SB	3,305	7:00 AM	3.0%	7.4%	**2,961**	**99**	**245**	5,602	3:00 PM	0.5%	5.0%	**5,294**	**28**	**280**
MS1603	I-95 GP	Within Joplin Road Interchange (Exit 150)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1602	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1601	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	SB	3,708	7:00 AM	2.6%	6.9%	**3,356**	**96**	**256**	5,689	3:00 PM	0.0%	5.0%	**5,405**	**0**	**284**
MS1507	I-95 GP		SB	3,640	7:00 AM	2.6%	6.9%	**3,294**	**95**	**251**	4,412	3:00 PM	0.9%	6.7%	**4,077**	**40**	**296**
MS1506	I-95 GP	Within Dumfries Road Interchange (Exit 152)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1505	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	SB	3,489	7:00 AM	3.3%	6.0%	**3,165**	**115**	**209**	5,091	3:00 PM	2.1%	3.8%	**4,791**	**107**	**193**
MS1503	I-95 GP	Within Truck Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1502	I-95 GP	Between Truck Rest Area & Rest Area/Dale Blvd/Opitz Blvd Int	SB	3,414	7:00 AM	1.4%	5.9%	**3,165**	**48**	**201**	5,115	3:00 PM	1.0%	5.9%	**4,762**	**51**	**302**
MS1501	I-95 GP		SB	3,051	7:00 AM	2.9%	6.4%	**2,767**	**88**	**195**	5,238	3:00 PM	5.0%	4.6%	**4,735**	**262**	**241**
MS1304	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1303	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**

				2011 AM Existing Conditions							2011 PM Existing Conditions						
				I-95 Southbound General Purpose Lanes							I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS1302	I-95 GP	Between Dale Blvd/Opitz	SB	3,451	8:00 AM	3.4%	8.1%	3,054	117	280	6,416	3:00 PM	4.8%	5.7%	5,742	308	366
MS1301	I-95 GP	Blvd Int & PWP Int	SB	3,465	8:00 AM	3.4%	8.1%	3,067	118	281	5,882	3:00 PM	4.9%	5.9%	5,247	288	347
MS1203	I-95 GP	Within PWP Interchange	SB					0	0	0					0	0	0
MS1202	I-95 GP	(Exit 158)	SB					0	0	0					0	0	0
MS1201	I-95 GP	Between PWP Int & Gordon Blvd Int	SB	3,791	8:00 AM	3.9%	7.6%	3,355	148	288	6,654	3:00 PM	4.8%	5.6%	5,962	319	373
MS1103	I-95 GP	Within Gordon Blvd	SB					0	0	0					0	0	0
MS1102	I-95 GP	Interchange (Exit 160)	SB					0	0	0					0	0	0
MS1101	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	SB	3,543	8:00 AM	4.1%	7.0%	3,150	145	248	6,776	3:00 PM	4.5%	5.3%	6,112	305	359
MS1003	I-95 GP	Within Richmond Hwy Int	SB					0	0	0					0	0	0
MS1002	I-95 GP	(Exit 161)	SB					0	0	0					0	0	0
MS1001	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	SB	3,462	8:00 AM	4.3%	8.3%	3,026	149	287	5,970	3:00 PM	4.3%	6.4%	5,331	257	382
MS0902	I-95 GP	Within Lorton Rd Interchange (Exit 163)	SB					0	0	0					0	0	0
MS0901A	I-95 GP	Between Lorton Rd Int &	SB	3,706	8:00 AM	5.1%	7.9%	3,224	189	293	6,222	3:00 PM	5.3%	6.2%	5,506	330	386
MS0901B	I-95 GP	FCP Int	SB	3,699	8:00 AM	5.1%	7.9%	3,218	189	292	6,436	3:00 PM	5.2%	6.0%	5,715	335	386
MS0805	I-95 GP	Within Fairfax County	SB					0	0	0					0	0	0
MS0804	I-95 GP	Parkway Interchange	SB					0	0	0					0	0	0
MS0803	I-95 GP	(Exit 166)	SB					0	0	0					0	0	0
MS0802	I-95 GP		SB	4,150	8:00 AM	4.8%	7.7%	3,631	199	320	5,810	3:00 PM	5.9%	6.8%	5,072	343	395
MS0801	I-95 GP	Between FCP Int &	SB	4,235	8:00 AM	4.8%	7.7%	3,706	203	326	6,963	3:00 PM	5.6%	6.1%	6,148	390	425
MS0701	I-95 GP	Fraconia Rd/I-495 Int	SB	4,941	8:00 AM	5.4%	6.7%	4,343	267	331	7,606	3:00 PM	5.3%	5.6%	6,777	403	426
MS0602	I-95 GP		SB	4,948	8:00 AM	5.4%	6.7%	4,349	267	332	7,463	3:00 PM	5.3%	5.7%	6,642	396	425
MS0601	I-95 GP	Within Franconia Road &	SB					0	0	0					0	0	0
MS0504	I-95 GP	I-495 "Mixing Bowl"	SB					0	0	0					0	0	0
MS0503	I-95 GP	Interchange (Exits	SB					0	0	0					0	0	0
MS0502	I-95 GP	169 & 170)	SB					0	0	0					0	0	0
MS0501	I-95 GP	Between Franconia Rd/ I-495 Int & Edsall Rd Int	SB	3,930	8:00 AM	4.7%	3.6%	3,604	185	141	6,499	3:00 PM	4.6%	2.4%	6,044	299	156
MS0205	I-95 GP	Within Edsall Road	SB					0	0	0					0	0	0
MS0204	I-95 GP	Interchange (Exit 2)	SB					0	0	0					0	0	0
MS0203	I-95 GP		SB					0	0	0					0	0	0
MS0202	I-95 GP		SB	3,828	8:00 AM	4.5%	2.9%	3,545	172	111	6,052	3:00 PM	4.8%	2.2%	5,628	290	133
MS0201	I-95 GP	Between Edsall Road Int	SB	3,276	8:00 AM	4.5%	2.9%	3,034	147	95	5,637	3:00 PM	4.5%	2.0%	5,271	254	113
MS0105	I-95 GP	& Duke Street Int	SB	3,898	8:00 AM	4.5%	2.9%	3,610	175	113	6,154	3:00 PM	4.7%	2.2%	5,729	289	135
MS0104	I-95 GP	Within Duke Street	SB					0	0	0					0	0	0
MS0103	I-95 GP	Interchange (Exit 3)	SB					0	0	0					0	0	0
MS0102	I-95 GP		SB					0	0	0					0	0	0
MS0101	I-95 GP	North End of Project	SB	4,217	8:00 AM	4.5%	3.0%	3,901	190	127	6,799	3:00 PM	4.5%	2.1%	6,350	306	143

				2035 AM Build Conditions							2035 PM Build Conditions						
				I-95 Northbound General Purpose Lanes							I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN2301	I-95 GP	Between South End & Jeff Davis Hwy Int	NB	3,150	8:00 AM	2.0%	13.8%	**2,652**	**63**	**435**	3,167	3:00 PM	1.9%	13.1%	**2,692**	**60**	**415**
MN2302	I-95 GP		NB	2,854	8:00 AM	2.0%	13.8%	**2,403**	**57**	**394**	2,869	3:00 PM	1.9%	13.1%	**2,439**	**55**	**376**
MN2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2304	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2305	I-95 GP	Between Jeff Davis Hwy & Plank Rd	NB	3,841	7:00 AM	0.0%	9.6%	**3,472**	**0**	**369**	3,366	3:00 PM	0.4%	11.1%	**2,979**	**13**	**374**
MN2306	I-95 GP		NB	3,841	7:00 AM	0.0%	9.6%	**3,472**	**0**	**369**	3,366	3:00 PM	0.4%	11.1%	**2,979**	**13**	**374**
MN2201	I-95 GP	Within Plank Rd Interchange (Exit 130)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2202	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2203	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2204	I-95 GP	Between Plank Road & Warrenton Rd	NB	6,113	7:00 AM	15.4%	7.1%	**4,738**	**941**	**434**	4,250	4:00 PM	6.3%	9.8%	**3,566**	**268**	**417**
MN2205	I-95 GP		NB	6,285	7:00 AM	15.4%	7.1%	**4,871**	**968**	**446**	4,370	4:00 PM	6.3%	9.8%	**3,666**	**275**	**428**
MN2206	I-95 GP		NB	6,137	7:00 AM	15.4%	7.1%	**4,756**	**945**	**436**	4,267	4:00 PM	6.3%	9.8%	**3,580**	**269**	**418**
MN2101	I-95 GP	Within Warrenton Road Interchange (Exit 133)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2102	I-95 GP	Between Warrenton Rd Interchange & Centreport Pkwy Interchange	NB	6,014	6:00 AM	20.1%	6.6%	**4,408**	**1,209**	**397**	3,988	4:00 PM	10.1%	10.8%	**3,155**	**403**	**431**
MN2103	I-95 GP		NB	6,014	6:00 AM	20.1%	6.6%	**4,408**	**1,209**	**397**	3,988	4:00 PM	10.1%	10.8%	**3,155**	**403**	**431**
MN2104	I-95 GP		NB	6,014	6:00 AM	20.1%	6.6%	**4,408**	**1,209**	**397**	3,988	4:00 PM	10.1%	10.8%	**3,155**	**403**	**431**
MN2001	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	NB	6,556	6:00 AM	18.5%	6.2%	**4,937**	**1,213**	**406**	4,007	4:00 PM	9.7%	10.6%	**3,194**	**389**	**425**
MN2003	I-95 GP		NB	6,556	6:00 AM	18.5%	6.2%	**4,937**	**1,213**	**406**	4,007	4:00 PM	9.7%	10.6%	**3,194**	**389**	**425**
MN1901	I-95 GP	Within Courthouse Rd Int (Exit 140)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1902	I-95 GP	Between Courthouse Rd Int & Garrisonville Rd Int	NB	6,616	6:00 AM	1.4%	4.6%	**6,219**	**93**	**304**	3,786	4:00 PM	2.1%	8.8%	**3,373**	**80**	**333**
MN1903	I-95 GP		NB	6,616	6:00 AM	1.4%	4.6%	**6,219**	**93**	**304**	3,786	4:00 PM	2.1%	8.8%	**3,373**	**80**	**333**
MN1904	I-95 GP		NB	6,616	6:00 AM	1.4%	4.6%	**6,219**	**93**	**304**	3,786	4:00 PM	2.1%	8.8%	**3,373**	**80**	**333**
MN1801	I-95 GP	Within Garrisonville Road Int (Exit 143)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1802	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1803	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1804	I-95 GP	Between Garrisonville Rd & Russell Rd	NB	6,806	6:00 AM	1.1%	4.6%	**6,418**	**75**	**313**	3,659	4:00 PM	2.0%	8.3%	**3,282**	**73**	**304**
MN1805	I-95 GP		NB	6,806	6:00 AM	1.1%	4.6%	**6,418**	**75**	**313**	3,659	4:00 PM	2.0%	8.3%	**3,282**	**73**	**304**
MN1701	I-95 GP	Within Russell Rd Int (Exit 148)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1702	I-95 GP	Between Russell Rd Int & Joplin Rd Int	NB	6,101	6:00 AM	0.0%	4.8%	**5,808**	**0**	**293**	4,434	4:00 PM	1.8%	7.5%	**4,022**	**80**	**333**
MN1601	I-95 GP	Within Joplin Road Interchange (Exit 150)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1602	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	NB	6,466	5:00 AM	1.6%	6.5%	**5,942**	**103**	**420**	4,848	4:00 PM	1.8%	6.5%	**4,446**	**87**	**315**
MN1501	I-95 GP		NB	4,914	7:00 AM	0.4%	6.1%	**4,595**	**20**	**300**	4,768	4:00 PM	1.8%	6.5%	**4,372**	**86**	**310**
MN1502	I-95 GP	Within Dumfries Road Interchange (Exit 152)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1503	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	NB	5,205	6:00 AM	0.8%	4.5%	**4,929**	**42**	**234**	4,213	5:00 PM	0.9%	6.8%	**3,889**	**38**	**286**
MN1505	I-95 GP	Within Truck Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1506	I-95 GP	Between Truck Rest Area & Rest Area	NB	5,205	6:00 AM	0.4%	4.1%	**4,971**	**21**	**213**	4,213	5:00 PM	0.2%	6.0%	**3,952**	**8**	**253**
MN1507	I-95 GP		NB	5,259	6:00 AM	0.0%	4.2%	**5,038**	**0**	**221**	4,423	5:00 PM	0.2%	6.0%	**4,149**	**9**	**265**
MN1508	I-95 GP	Within Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1509	I-95 GP	Between Rest Area & Opitz/Dale Blvd	NB	5,255	6:00 AM	0.0%	4.3%	**5,029**	**0**	**226**	4,443	5:00 PM	0.2%	6.0%	**4,168**	**9**	**267**
MN1301	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1302	I-95 GP	Between Dale Blvd/Opitz Blvd Int & PWP Int	NB	6,057	5:00 AM	2.1%	6.5%	**5,536**	**127**	**394**	4,885	5:00 PM	1.4%	5.9%	**4,528**	**68**	**288**

				2035 AM Build Conditions I-95 Northbound General Purpose Lanes							2035 PM Build Conditions I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN1201	I-95 GP	Within PWP Interchange (Exit 158)	NB					0	0	0					0	0	0
MN1202	I-95 GP		NB					0	0	0					0	0	0
MN1203	I-95 GP	Between PWP Int & Gordon Blvd Int	NB	6,142	5:00 AM	4.4%	8.0%	5,380	270	491	4,339	5:00 PM	4.1%	7.4%	3,840	178	321
MN1101	I-95 GP	Within Gordon Blvd Interchange (Exit 160)	NB					0	0	0					0	0	0
MN1102	I-95 GP		NB					0	0	0					0	0	0
MN1103	I-95 GP		NB					0	0	0					0	0	0
MN1104	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	NB	7,093	5:00 AM	4.6%	9.1%	6,121	326	645	4,686	5:00 PM	4.5%	8.4%	4,082	211	394
MN1001	I-95 GP	Within Richmond Hwy Int (Exit 161)	NB					0	0	0					0	0	0
MN1002	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	NB	6,866	5:00 AM	4.4%	9.7%	5,898	302	666	4,543	5:00 PM	4.4%	8.5%	3,957	200	386
MN0901	I-95 GP	Within Lorton Rd Interchange (Exit 163)	NB					0	0	0					0	0	0
MN0902	I-95 GP	Between Lorton Rd & Fairfax County Pkwy	NB	7,459	5:00 AM	4.3%	9.3%	6,445	321	694	4,831	5:00 PM	4.5%	8.3%	4,213	217	401
MS0801	I-95 GP		NB	7,334	5:00 AM	4.4%	9.4%	6,322	323	689	4,845	5:00 PM	4.5%	8.3%	4,225	218	402
MN0802	I-95 GP	Within Fairfax County Pkwy Int (Exit 166)	NB					0	0	0					0	0	0
MN0803	I-95 GP		NB					0	0	0					0	0	0
MN0805	I-95 GP	Between Fairfax County Pkwy Int & Franconia Rd/I-495 Interchange	NB	7,191	6:00 AM	3.6%	10.5%	6,177	259	755	6,201	5:00 PM	3.7%	7.1%	5,531	229	440
MN0806	I-95 GP		NB	8,177	5:00 AM	4.0%	9.1%	7,106	327	744	6,084	5:00 PM	3.7%	7.1%	5,427	225	432
MN0701	I-95 GP	Within Franconia Road & I-495 "Mixing Bowl" Interchange (Exits 169 & 170)	NB	7,737	5:00 AM	4.1%	9.4%	6,693	317	727	5,375	5:00 PM	3.9%	7.8%	4,746	210	419
MN0601	I-95 GP		NB	7,637	5:00 AM	4.2%	9.5%	6,591	321	726	5,380	5:00 PM	3.9%	7.8%	4,751	210	420
MN0602	I-95 GP		NB					0	0	0					0	0	0
MN0603	I-95 GP		NB					0	0	0					0	0	0
MN0501	I-95 GP		NB					0	0	0					0	0	0
MN0502	I-95 GP		NB	4,953	7:00 AM	8.9%	16.9%	3,675	441	837	3,687	5:00 PM	7.7%	14.3%	2,876	284	527
MN0201	I-95 GP	Between Franconia Rd/I-495 Int & Edsall Rd Int	NB	6,488	7:00 AM	8.2%	13.4%	5,087	532	869	5,451	5:00 PM	5.9%	9.7%	4,601	322	529
MN0202	I-95 GP	Within Edsall Road Interchange (Exit 2)	NB					0	0	0					0	0	0
MN0203	I-95 GP		NB					0	0	0					0	0	0
MN0204	I-95 GP	Between Edsall Rd Int & Duke St Int	NB	5,895	7:00 AM	8.6%	13.6%	4,586	507	802	5,299	5:00 PM	5.7%	9.4%	4,499	302	498
MN0205	I-95 GP		NB	5,758	7:00 AM	8.4%	14.0%	4,468	484	806	5,337	5:00 PM	5.7%	9.4%	4,531	304	502
MN0101	I-95 GP		NB	5,534	7:00 AM	8.4%	14.0%	4,294	465	775	5,129	5:00 PM	5.7%	9.4%	4,355	292	482
MN0102	I-95 GP	Within Duke Street Interchange (Exit 3)	NB					0	0	0					0	0	0
MN0103	I-95 GP		NB					0	0	0					0	0	0
MN0104	I-95 GP	North End of Project	NB	5,762	6:00 AM	7.6%	3.0%	5,151	438	173	5,303	5:00 PM	4.0%	1.5%	5,011	212	80

				2035 AM Build Conditions I-95 Southbound General Purpose Lanes							2035 PM Build Conditions I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS2305	I-95 GP	Between South End & Jefferson Davis Hwy Int	SB	2,547	7:00 AM	1.9%	16.1%	**2,089**	**48**	**410**	3,752	3:00 PM	2.0%	12.9%	**3,193**	**75**	**484**
MS2304	I-95 GP		SB	2,277	7:00 AM	1.9%	16.1%	**1,867**	**43**	**367**	3,354	3:00 PM	2.0%	12.9%	**2,854**	**67**	**433**
MS2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2302	I-95 GP	Between Jeff Davis Hwy Int & Plank Rd Int	SB	2,602	9:00 AM	2.1%	14.8%	**2,162**	**55**	**385**	5,531	4:00 PM	3.3%	7.0%	**4,961**	**183**	**387**
MS2301	I-95 GP		SB	2,546	9:00 AM	2.1%	14.8%	**2,116**	**53**	**377**	5,412	4:00 PM	3.3%	7.0%	**4,855**	**179**	**379**
MS2207	I-95 GP	Within Plank Road Interchange (Exit 130)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2206	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2205	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2204	I-95 GP	Between Plank Rd Int & MP 131 Rest Area	SB	3,328	9:00 AM	2.0%	13.0%	**2,829**	**67**	**433**	6,501	4:00 PM	3.1%	6.7%	**5,864**	**202**	**436**
MS2203	I-95 GP		SB	3,255	9:00 AM	2.0%	13.0%	**2,767**	**65**	**423**	6,359	4:00 PM	3.1%	6.7%	**5,736**	**197**	**426**
MS2202	I-95 GP	Within MP 131 Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2201	I-95 GP	Between Rest Area & Warrenton Rd Int	SB	3,350	9:00 AM	2.0%	13.0%	**2,848**	**67**	**436**	6,546	4:00 PM	3.1%	6.7%	**5,904**	**203**	**439**
MS2106	I-95 GP	Within Warrenton Road Interchange (Exit 133)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2105	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2104	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2103	I-95 GP	Between Warrenton Road Int & Centreport Pkwy Interchange	SB	2,973	8:00 AM	3.9%	9.0%	**2,589**	**116**	**268**	5,459	4:00 PM	3.3%	6.0%	**4,951**	**180**	**328**
MS2102	I-95 GP		SB	2,892	8:00 AM	3.9%	9.0%	**2,519**	**113**	**260**	5,311	4:00 PM	3.3%	6.0%	**4,817**	**175**	**319**
MS2101	I-95 GP		SB	2,949	8:00 AM	3.9%	9.0%	**2,569**	**115**	**265**	5,416	4:00 PM	3.3%	6.0%	**4,912**	**179**	**325**
MS2003	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	SB	2,919	8:00 AM	3.5%	9.1%	**2,551**	**102**	**266**	5,591	4:00 PM	3.2%	5.6%	**5,099**	**179**	**313**
MS2001	I-95 GP		SB	2,910	8:00 AM	3.5%	9.1%	**2,543**	**102**	**265**	5,573	4:00 PM	3.2%	5.6%	**5,083**	**178**	**312**
MS1904	I-95 GP	Within Courthouse Rd Int (Exit 140)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1903	I-95 GP	Between Courthouse Road Int & Garrisonville Road Int	SB	3,411	8:00 AM	3.6%	9.7%	**2,957**	**123**	**331**	6,802	4:00 PM	3.2%	5.9%	**6,183**	**218**	**401**
MS1902	I-95 GP		SB	3,411	8:00 AM	3.6%	9.7%	**2,957**	**123**	**331**	6,802	4:00 PM	3.2%	5.9%	**6,183**	**218**	**401**
MS1901	I-95 GP		SB	3,411	8:00 AM	3.6%	9.7%	**2,957**	**123**	**331**	6,802	4:00 PM	3.2%	5.9%	**6,183**	**218**	**401**
MS1805	I-95 GP	Within Garrisonville Road Int (Exit 143)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1804	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1803	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1802	I-95 GP	Between Garrisonville Rd Int & Russell Rd Int	SB	3,215	8:00 AM	1.8%	8.2%	**2,894**	**58**	**264**	6,909	3:00 PM	0.6%	5.3%	**6,501**	**41**	**366**
MS1801	I-95 GP		SB	3,215	8:00 AM	1.8%	8.2%	**2,894**	**58**	**264**	6,909	3:00 PM	0.6%	5.3%	**6,501**	**41**	**366**
MS1702	I-95 GP	Within Russell Rd Int (Exit 148)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1701	I-95 GP	Between Russell Rd Int & Joplin Rd Int	SB	3,555	7:00 AM	3.0%	7.4%	**3,185**	**107**	**263**	6,026	3:00 PM	0.5%	5.0%	**5,695**	**30**	**301**
MS1603	I-95 GP	Within Joplin Road Interchange (Exit 150)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1602	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1601	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	SB	3,728	7:00 AM	2.6%	6.9%	**3,374**	**97**	**257**	5,721	3:00 PM	0.0%	5.0%	**5,435**	**0**	**286**
MS1507	I-95 GP		SB	3,646	7:00 AM	2.6%	6.9%	**3,300**	**95**	**252**	4,419	3:00 PM	0.9%	6.7%	**4,083**	**40**	**296**
MS1506	I-95 GP	Within Dumfries Road Interchange (Exit 152)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1505	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	SB	3,504	7:00 AM	3.3%	6.0%	**3,178**	**116**	**210**	5,114	3:00 PM	2.1%	3.8%	**4,812**	**107**	**194**
MS1503	I-95 GP	Within Truck Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1502	I-95 GP	Between Truck Rest Area & Rest Area/Dale Blvd/Opitz Blvd Int	SB	3,424	7:00 AM	1.4%	5.9%	**3,174**	**48**	**202**	5,131	3:00 PM	1.0%	5.9%	**4,777**	**51**	**303**
MS1501	I-95 GP		SB	3,175	7:00 AM	2.9%	6.4%	**2,880**	**92**	**203**	5,450	3:00 PM	5.0%	4.6%	**4,927**	**273**	**251**
MS1304	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1303	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**

				2035 AM Build Conditions							2035 PM Build Conditions						
				I-95 Southbound General Purpose Lanes							I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS1302	I-95 GP	Between Dale Blvd/Opitz Blvd Int & PWP Int	SB	3,543	8:00 AM	3.4%	8.1%	**3,136**	**120**	**287**	6,587	3:00 PM	4.8%	5.7%	**5,895**	**316**	**375**
MS1301	I-95 GP		SB	3,595	8:00 AM	3.4%	8.1%	**3,182**	**122**	**291**	6,101	3:00 PM	4.9%	5.9%	**5,442**	**299**	**360**
MS1203	I-95 GP	Within PWP Interchange (Exit 158)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1202	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1201	I-95 GP	Between PWP Int & Gordon Blvd Int	SB	3,949	8:00 AM	3.9%	7.6%	**3,495**	**154**	**300**	6,932	3:00 PM	4.8%	5.6%	**6,211**	**333**	**388**
MS1103	I-95 GP	Within Gordon Blvd Interchange (Exit 160)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1102	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1101	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	SB	3,700	8:00 AM	4.1%	7.0%	**3,289**	**152**	**259**	7,076	3:00 PM	4.5%	5.3%	**6,383**	**318**	**375**
MS1003	I-95 GP	Within Richmond Hwy Int (Exit 161)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1002	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1001	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	SB	3,597	8:00 AM	4.3%	8.3%	**3,144**	**155**	**299**	6,203	3:00 PM	4.3%	6.4%	**5,539**	**267**	**397**
MS0902	I-95 GP	Within Lorton Rd Interchange (Exit 163)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0901A	I-95 GP	Between Lorton Rd Int & FCP Int	SB	3,726	8:00 AM	5.1%	7.9%	**3,242**	**190**	**294**	6,255	3:00 PM	5.3%	6.2%	**5,536**	**332**	**388**
MS0901B	I-95 GP		SB	3,713	8:00 AM	5.1%	7.9%	**3,230**	**189**	**293**	6,461	3:00 PM	5.2%	6.0%	**5,737**	**336**	**388**
MS0805	I-95 GP	Within Fairfax County Parkway Interchange (Exit 166)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0804	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0803	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0802	I-95 GP	Between FCP Int & Fraconia Rd/I-495 Int	SB	4,161	8:00 AM	4.8%	7.7%	**3,641**	**200**	**320**	5,825	3:00 PM	5.9%	6.8%	**5,085**	**344**	**396**
MS0801	I-95 GP		SB	4,197	8:00 AM	4.8%	7.7%	**3,672**	**201**	**323**	6,901	3:00 PM	5.6%	6.1%	**6,094**	**386**	**421**
MS0701	I-95 GP		SB	4,946	8:00 AM	5.4%	6.7%	**4,348**	**267**	**331**	7,613	3:00 PM	5.3%	5.6%	**6,783**	**403**	**426**
MS0602	I-95 GP		SB	4,953	8:00 AM	5.4%	6.7%	**4,354**	**267**	**332**	7,471	3:00 PM	5.3%	5.7%	**6,649**	**396**	**426**
MS0601	I-95 GP	Within Franconia Road & I-495 "Mixing Bowl" Interchange (Exits 169 & 170)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0504	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0503	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0502	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0501	I-95 GP	Between Franconia Rd/ I-495 Int & Edsall Rd Int	SB	3,934	8:00 AM	4.7%	3.6%	**3,607**	**185**	**142**	6,507	3:00 PM	4.6%	2.4%	**6,052**	**299**	**156**
MS0205	I-95 GP	Within Edsall Road Interchange (Exit 2)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0204	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0203	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0202	I-95 GP	Between Edsall Road Int & Duke Street Int	SB	3,970	8:00 AM	4.5%	2.9%	**3,676**	**179**	**115**	6,277	3:00 PM	4.8%	2.2%	**5,838**	**301**	**138**
MS0201	I-95 GP		SB	3,321	8:00 AM	4.5%	2.9%	**3,075**	**149**	**96**	5,715	3:00 PM	4.5%	2.0%	**5,344**	**257**	**114**
MS0105	I-95 GP		SB	3,615	8:00 AM	4.5%	2.9%	**3,347**	**163**	**105**	5,708	3:00 PM	4.7%	2.2%	**5,314**	**268**	**126**
MS0104	I-95 GP	Within Duke Street Interchange (Exit 3)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0103	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0102	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0101	I-95 GP	North End of Project	SB	4,114	8:00 AM	4.5%	3.0%	**3,805**	**185**	**123**	6,633	3:00 PM	4.5%	2.1%	**6,195**	**298**	**139**

				2035 AM No-Build Conditions I-95 Northbound General Purpose Lanes							2035 PM No-Build Conditions I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN2301	I-95 GP	Between South End & Jeff Davis Hwy Int	NB	3,643	8:00 AM	2.0%	13.8%	**3,067**	**73**	**503**	3,663	3:00 PM	1.9%	13.1%	**3,114**	**70**	**480**
MN2302	I-95 GP		NB	3,643	8:00 AM	2.0%	13.8%	**3,067**	**73**	**503**	3,663	3:00 PM	1.9%	13.1%	**3,114**	**70**	**480**
MN2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2304	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2305	I-95 GP	Between Jeff Davis Hwy & Plank Rd	NB	4,119	7:00 AM	0.0%	9.6%	**3,724**	**0**	**395**	3,610	3:00 PM	0.4%	11.1%	**3,195**	**14**	**401**
MN2306	I-95 GP		NB	4,119	7:00 AM	0.0%	9.6%	**3,724**	**0**	**395**	3,610	3:00 PM	0.4%	11.1%	**3,195**	**14**	**401**
MN2201	I-95 GP	Within Plank Rd Interchange (Exit 130)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2202	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2203	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2204	I-95 GP	Between Plank Road & Warrenton Rd	NB	6,932	7:00 AM	15.4%	7.1%	**5,372**	**1,068**	**492**	4,820	4:00 PM	6.3%	9.8%	**4,044**	**304**	**472**
MN2205	I-95 GP		NB	6,932	7:00 AM	15.4%	7.1%	**5,372**	**1,068**	**492**	4,820	4:00 PM	6.3%	9.8%	**4,044**	**304**	**472**
MN2206	I-95 GP		NB	6,932	7:00 AM	15.4%	7.1%	**5,372**	**1,068**	**492**	4,820	4:00 PM	6.3%	9.8%	**4,044**	**304**	**472**
MN2101	I-95 GP	Within Warrenton Road Interchange (Exit 133)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2102	I-95 GP	Between Warrenton Rd Interchange & Centreport Pkwy Interchange	NB	7,001	6:00 AM	20.1%	6.6%	**5,132**	**1,407**	**462**	4,642	4:00 PM	10.1%	10.8%	**3,672**	**469**	**501**
MN2103	I-95 GP		NB	7,001	6:00 AM	20.1%	6.6%	**5,132**	**1,407**	**462**	4,642	4:00 PM	10.1%	10.8%	**3,672**	**469**	**501**
MN2104	I-95 GP		NB	7,001	6:00 AM	20.1%	6.6%	**5,132**	**1,407**	**462**	4,642	4:00 PM	10.1%	10.8%	**3,672**	**469**	**501**
MN2001	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	NB	7,506	6:00 AM	18.5%	6.2%	**5,652**	**1,389**	**465**	4,588	4:00 PM	9.7%	10.6%	**3,657**	**445**	**486**
MN2003	I-95 GP		NB	7,506	6:00 AM	18.5%	6.2%	**5,652**	**1,389**	**465**	4,588	4:00 PM	9.7%	10.6%	**3,657**	**445**	**486**
MN1901	I-95 GP	Within Courthouse Rd Int (Exit 140)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1902	I-95 GP	Between Courthouse Rd Int & Garrisonville Rd Int	NB	7,356	6:00 AM	1.4%	4.6%	**6,915**	**103**	**338**	4,210	4:00 PM	2.1%	8.8%	**3,751**	**88**	**370**
MN1903	I-95 GP		NB	7,356	6:00 AM	1.4%	4.6%	**6,915**	**103**	**338**	4,210	4:00 PM	2.1%	8.8%	**3,751**	**88**	**370**
MN1904	I-95 GP		NB	7,356	6:00 AM	1.4%	4.6%	**6,915**	**103**	**338**	4,210	4:00 PM	2.1%	8.8%	**3,751**	**88**	**370**
MN1801	I-95 GP	Within Garrisonville Road Int (Exit 143)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1802	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1803	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1804	I-95 GP	Between Garrisonville Rd & Russell Rd	NB	7,581	6:00 AM	1.1%	4.6%	**7,149**	**83**	**349**	4,076	4:00 PM	2.0%	8.3%	**3,656**	**82**	**338**
MN1805	I-95 GP		NB	7,581	6:00 AM	1.1%	4.6%	**7,149**	**83**	**349**	4,076	4:00 PM	2.0%	8.3%	**3,656**	**82**	**338**
MN1701	I-95 GP	Within Russell Rd Int (Exit 148)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1702	I-95 GP	Between Russell Rd Int & Joplin Rd Int	NB	6,444	6:00 AM	0.0%	4.8%	**6,135**	**0**	**309**	4,683	4:00 PM	1.8%	7.5%	**4,247**	**84**	**351**
MN1601	I-95 GP	Within Joplin Road Interchange (Exit 150)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1602	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	NB	6,988	5:00 AM	1.6%	6.5%	**6,422**	**112**	**454**	5,240	4:00 PM	1.8%	6.5%	**4,805**	**94**	**341**
MN1501	I-95 GP		NB	5,423	7:00 AM	0.4%	6.1%	**5,071**	**22**	**331**	5,261	4:00 PM	1.8%	6.5%	**4,824**	**95**	**342**
MN1502	I-95 GP	Within Dumfries Road Interchange (Exit 152)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1503	I-95 GP		NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	NB	5,833	6:00 AM	0.8%	4.5%	**5,524**	**47**	**262**	4,722	5:00 PM	0.9%	6.8%	**4,358**	**42**	**321**
MN1505	I-95 GP	Within Truck Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1506	I-95 GP	Between Truck Rest Area & Rest Area	NB	5,833	6:00 AM	0.4%	4.1%	**5,571**	**23**	**239**	4,722	5:00 PM	0.2%	6.0%	**4,429**	**9**	**283**
MN1507	I-95 GP		NB	5,603	6:00 AM	0.0%	4.2%	**5,368**	**0**	**235**	4,712	5:00 PM	0.2%	6.0%	**4,420**	**9**	**283**
MN1508	I-95 GP	Within Rest Area	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1509	I-95 GP	Between Rest Area & Opitz/Dale Blvd	NB	5,598	6:00 AM	0.0%	4.3%	**5,357**	**0**	**241**	4,733	5:00 PM	0.2%	6.0%	**4,440**	**9**	**284**
MN1301	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	NB					**0**	**0**	**0**					**0**	**0**	**0**
MN1302	I-95 GP	Between Dale Blvd/Opitz Blvd Int & PWP Int	NB	6,524	5:00 AM	2.1%	6.5%	**5,963**	**137**	**424**	5,261	5:00 PM	1.4%	5.9%	**4,877**	**74**	**310**

				2035 AM No-Build Conditions I-95 Northbound General Purpose Lanes							2035 PM No-Build Conditions I-95 Northbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MN1201	I-95 GP	Within PWP Interchange (Exit 158)	NB					0	0	0					0	0	0
MN1202	I-95 GP		NB					0	0	0					0	0	0
MN1203	I-95 GP	Between PWP Int & Gordon Blvd Int	NB	7,217	5:00 AM	4.4%	8.0%	6,322	318	577	5,098	5:00 PM	4.1%	7.4%	4,512	209	377
MN1101	I-95 GP	Within Gordon Blvd Interchange (Exit 160)	NB					0	0	0					0	0	0
MN1102	I-95 GP		NB					0	0	0					0	0	0
MN1103	I-95 GP		NB					0	0	0					0	0	0
MN1104	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	NB	8,882	5:00 AM	4.6%	9.1%	7,665	409	808	5,868	5:00 PM	4.5%	8.4%	5,111	264	493
MN1001	I-95 GP	Within Richmond Hwy Int (Exit 161)	NB					0	0	0					0	0	0
MN1002	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	NB	8,328	5:00 AM	4.4%	9.7%	7,154	366	808	5,510	5:00 PM	4.4%	8.5%	4,799	242	468
MN0901	I-95 GP	Within Lorton Rd Interchange (Exit 163)	NB					0	0	0					0	0	0
MN0902	I-95 GP	Between Lorton Rd & Fairfax County Pkwy	NB	8,312	5:00 AM	4.3%	9.3%	7,182	357	773	5,383	5:00 PM	4.5%	8.3%	4,694	242	447
MS0801	I-95 GP		NB	8,488	5:00 AM	4.4%	9.4%	7,317	373	798	5,607	5:00 PM	4.5%	8.3%	4,889	252	465
MN0802	I-95 GP	Within Fairfax County Pkwy Int (Exit 166)	NB					0	0	0					0	0	0
MN0803	I-95 GP		NB					0	0	0					0	0	0
MN0805	I-95 GP	Between Fairfax County Pkwy Int & Franconia Rd/I-495 Interchange	NB	7,388	6:00 AM	3.6%	10.5%	6,346	266	776	6,371	5:00 PM	3.7%	7.1%	5,683	236	452
MN0806	I-95 GP		NB	8,185	5:00 AM	4.0%	9.1%	7,113	327	745	6,090	5:00 PM	3.7%	7.1%	5,432	225	432
MN0701	I-95 GP	Within Franconia Road & I-495 "Mixing Bowl" Interchange (Exits 169 & 170)	NB	7,992	5:00 AM	4.1%	9.4%	6,913	328	751	5,552	5:00 PM	3.9%	7.8%	4,902	217	433
MN0601	I-95 GP		NB	7,687	5:00 AM	4.2%	9.5%	6,634	323	730	5,416	5:00 PM	3.9%	7.8%	4,782	211	422
MN0602	I-95 GP		NB					0	0	0					0	0	0
MN0603	I-95 GP		NB					0	0	0					0	0	0
MN0501	I-95 GP		NB					0	0	0					0	0	0
MN0502	I-95 GP		NB	5,047	7:00 AM	8.9%	16.9%	3,745	449	853	3,757	5:00 PM	7.7%	14.3%	2,930	289	537
MN0201	I-95 GP	Between Franconia Rd/I-495 Int & Edsall Rd Int	NB	6,511	7:00 AM	8.2%	13.4%	5,105	534	872	5,470	5:00 PM	5.9%	9.7%	4,617	323	531
MN0202	I-95 GP	Within Edsall Road Interchange (Exit 2)	NB					0	0	0					0	0	0
MN0203	I-95 GP		NB					0	0	0					0	0	0
MN0204	I-95 GP	Between Edsall Rd Int & Duke St Int	NB	5,948	7:00 AM	8.6%	13.6%	4,628	512	809	5,346	5:00 PM	5.7%	9.4%	4,539	305	503
MN0205	I-95 GP		NB	5,841	7:00 AM	8.4%	14.0%	4,533	491	818	5,413	5:00 PM	5.7%	9.4%	4,596	309	509
MN0101	I-95 GP		NB	5,549	7:00 AM	8.4%	14.0%	4,306	466	777	5,143	5:00 PM	5.7%	9.4%	4,366	293	483
MN0102	I-95 GP	Within Duke Street Interchange (Exit 3)	NB					0	0	0					0	0	0
MN0103	I-95 GP		NB					0	0	0					0	0	0
MN0104	I-95 GP	North End of Project	NB	5,784	6:00 AM	7.6%	3.0%	5,171	440	174	5,323	5:00 PM	4.0%	1.5%	5,030	213	80

				2035 AM No-Build Conditions I-95 Southbound General Purpose Lanes							2035 PM No-Build Conditions I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS2305	I-95 GP	Between South End & Jefferson Davis Hwy Int	SB	2,604	7:00 AM	1.9%	16.1%	**2,135**	**49**	**419**	3,836	3:00 PM	2.0%	12.9%	**3,264**	**77**	**495**
MS2304	I-95 GP		SB	2,604	7:00 AM	1.9%	16.1%	**2,135**	**49**	**419**	3,836	3:00 PM	2.0%	12.9%	**3,264**	**77**	**495**
MS2303	I-95 GP	Within Jeff Davis Hwy Interchange (Exit 126)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2302	I-95 GP	Between Jeff Davis Hwy Int & Plank Rd Int	SB	2,892	9:00 AM	2.1%	14.8%	**2,403**	**61**	**428**	6,148	4:00 PM	3.3%	7.0%	**5,515**	**203**	**430**
MS2301	I-95 GP		SB	2,892	9:00 AM	2.1%	14.8%	**2,403**	**61**	**428**	6,148	4:00 PM	3.3%	7.0%	**5,515**	**203**	**430**
MS2207	I-95 GP	Within Plank Road Interchange (Exit 130)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2206	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2205	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2204	I-95 GP	Between Plank Rd Int & MP 131 Rest Area	SB	3,469	9:00 AM	2.0%	13.0%	**2,949**	**69**	**451**	6,777	4:00 PM	3.1%	6.7%	**6,113**	**210**	**454**
MS2203	I-95 GP		SB	3,469	9:00 AM	2.0%	13.0%	**2,949**	**69**	**451**	6,777	4:00 PM	3.1%	6.7%	**6,113**	**210**	**454**
MS2202	I-95 GP	Within MP 131 Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2201	I-95 GP	Between Rest Area & Warrenton Rd Int	SB	3,569	9:00 AM	2.0%	13.0%	**3,034**	**71**	**464**	6,972	4:00 PM	3.1%	6.7%	**6,289**	**216**	**467**
MS2106	I-95 GP	Within Warrenton Road Interchange (Exit 133)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2105	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2104	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2103	I-95 GP	Between Warrenton Road Int & Centreport Pkwy Interchange	SB	3,872	8:00 AM	3.9%	9.0%	**3,373**	**151**	**348**	7,110	4:00 PM	3.3%	6.0%	**6,449**	**235**	**427**
MS2102	I-95 GP		SB	3,872	8:00 AM	3.9%	9.0%	**3,373**	**151**	**348**	7,110	4:00 PM	3.3%	6.0%	**6,449**	**235**	**427**
MS2101	I-95 GP		SB	3,872	8:00 AM	3.9%	9.0%	**3,373**	**151**	**348**	7,110	4:00 PM	3.3%	6.0%	**6,449**	**235**	**427**
MS2003	I-95 GP	Within Centreport Pkwy Interchange (Exit 136)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS2002	I-95 GP	Between Centreport Pkwy & Courthouse Rd	SB	3,836	8:00 AM	3.5%	9.1%	**3,353**	**134**	**349**	7,346	4:00 PM	3.2%	5.6%	**6,700**	**235**	**411**
MS2001	I-95 GP		SB	3,836	8:00 AM	3.5%	9.1%	**3,353**	**134**	**349**	7,346	4:00 PM	3.2%	5.6%	**6,700**	**235**	**411**
MS1904	I-95 GP	Within Courthouse Rd Int (Exit 140)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1903	I-95 GP	Between Courthouse Road Int & Garrisonville Road Int	SB	3,433	8:00 AM	3.6%	9.7%	**2,976**	**124**	**333**	6,846	4:00 PM	3.2%	5.9%	**6,223**	**219**	**404**
MS1902	I-95 GP		SB	3,433	8:00 AM	3.6%	9.7%	**2,976**	**124**	**333**	6,846	4:00 PM	3.2%	5.9%	**6,223**	**219**	**404**
MS1901	I-95 GP		SB	3,433	8:00 AM	3.6%	9.7%	**2,976**	**124**	**333**	6,846	4:00 PM	3.2%	5.9%	**6,223**	**219**	**404**
MS1805	I-95 GP	Within Garrisonville Road Int (Exit 143)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1804	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1803	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1802	I-95 GP	Between Garrisonville Rd Int & Russell Rd Int	SB	3,235	8:00 AM	1.8%	8.2%	**2,912**	**58**	**265**	6,954	3:00 PM	0.6%	5.3%	**6,544**	**42**	**369**
MS1801	I-95 GP		SB	3,235	8:00 AM	1.8%	8.2%	**2,912**	**58**	**265**	6,954	3:00 PM	0.6%	5.3%	**6,544**	**42**	**369**
MS1702	I-95 GP	Within Russell Rd Int (Exit 148)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1701	I-95 GP	Between Russell Rd Int & Joplin Rd Int	SB	3,565	7:00 AM	3.0%	7.4%	**3,194**	**107**	**264**	6,043	3:00 PM	0.5%	5.0%	**5,711**	**30**	**302**
MS1603	I-95 GP	Within Joplin Road Interchange (Exit 150)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1602	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1601	I-95 GP	Between Joplin Rd Int & Dumfries Rd Int	SB	3,739	7:00 AM	2.6%	6.9%	**3,384**	**97**	**258**	5,737	3:00 PM	0.0%	5.0%	**5,450**	**0**	**287**
MS1507	I-95 GP		SB	3,652	7:00 AM	2.6%	6.9%	**3,305**	**95**	**252**	4,426	3:00 PM	0.9%	6.7%	**4,090**	**40**	**297**
MS1506	I-95 GP	Within Dumfries Road Interchange (Exit 152)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1505	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1504	I-95 GP	Between Dumfries Rd & Truck Rest Area	SB	3,510	7:00 AM	3.3%	6.0%	**3,184**	**116**	**211**	5,121	3:00 PM	2.1%	3.8%	**4,819**	**108**	**195**
MS1503	I-95 GP	Within Truck Rest Area	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1502	I-95 GP	Between Truck Rest Area & Rest Area/Dale Blvd/Opitz Blvd Int	SB	3,430	7:00 AM	1.4%	5.9%	**3,180**	**48**	**202**	5,139	3:00 PM	1.0%	5.9%	**4,784**	**51**	**303**
MS1501	I-95 GP		SB	3,185	7:00 AM	2.9%	6.4%	**2,889**	**92**	**204**	5,467	3:00 PM	5.0%	4.6%	**4,942**	**273**	**251**
MS1304	I-95 GP	Within Dale Blvd/Opitz Blvd Int (Exit 156)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1303	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**

				2035 AM No-Build Conditions I-95 Southbound General Purpose Lanes							2035 PM No-Build Conditions I-95 Southbound General Purpose Lanes						
Segment	Road	Location	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
MS1302	I-95 GP	Between Dale Blvd/Opitz Blvd Int & PWP Int	SB	3,547	8:00 AM	3.4%	8.1%	**3,139**	**121**	**287**	6,595	3:00 PM	4.8%	5.7%	**5,903**	**317**	**376**
MS1301	I-95 GP		SB	3,600	8:00 AM	3.4%	8.1%	**3,186**	**122**	**292**	6,109	3:00 PM	4.9%	5.9%	**5,449**	**299**	**360**
MS1203	I-95 GP	Within PWP Interchange (Exit 158)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1202	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1201	I-95 GP	Between PWP Int & Gordon Blvd Int	SB	3,954	8:00 AM	3.9%	7.6%	**3,499**	**154**	**301**	6,940	3:00 PM	4.8%	5.6%	**6,218**	**333**	**389**
MS1103	I-95 GP	Within Gordon Blvd Interchange (Exit 160)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1102	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1101	I-95 GP	Between Gordon Blvd Int & Richmond Hwy Int	SB	3,705	8:00 AM	4.1%	7.0%	**3,294**	**152**	**259**	7,085	3:00 PM	4.5%	5.3%	**6,391**	**319**	**376**
MS1003	I-95 GP	Within Richmond Hwy Int (Exit 161)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1002	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS1001	I-95 GP	Between Richmond Hwy Int & Lorton Rd Int	SB	3,602	8:00 AM	4.3%	8.3%	**3,148**	**155**	**299**	6,211	3:00 PM	4.3%	6.4%	**5,546**	**267**	**398**
MS0902	I-95 GP	Within Lorton Rd Interchange (Exit 163)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0901A	I-95 GP	Between Lorton Rd Int & FCP Int	SB	3,731	8:00 AM	5.1%	7.9%	**3,246**	**190**	**295**	6,264	3:00 PM	5.3%	6.2%	**5,544**	**332**	**388**
MS0901B	I-95 GP		SB	3,718	8:00 AM	5.1%	7.9%	**3,235**	**190**	**294**	6,470	3:00 PM	5.2%	6.0%	**5,745**	**336**	**388**
MS0805	I-95 GP	Within Fairfax County Parkway Interchange (Exit 166)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0804	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0803	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0802	I-95 GP	Between FCP Int & Fraconia Rd/I-495 Int	SB	4,172	8:00 AM	4.8%	7.7%	**3,651**	**200**	**321**	5,840	3:00 PM	5.9%	6.8%	**5,098**	**345**	**397**
MS0801	I-95 GP		SB	4,202	8:00 AM	4.8%	7.7%	**3,677**	**202**	**324**	6,909	3:00 PM	5.6%	6.1%	**6,101**	**387**	**421**
MS0701	I-95 GP		SB	4,951	8:00 AM	5.4%	6.7%	**4,352**	**267**	**332**	7,621	3:00 PM	5.3%	5.6%	**6,790**	**404**	**427**
MS0602	I-95 GP		SB	4,958	8:00 AM	5.4%	6.7%	**4,358**	**268**	**332**	7,479	3:00 PM	5.3%	5.7%	**6,656**	**396**	**426**
MS0601	I-95 GP	Within Franconia Road & I-495 "Mixing Bowl" Interchange (Exits 169 & 170)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0504	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0503	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0502	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0501	I-95 GP	Between Franconia Rd/ I-495 Int & Edsall Rd Int	SB	3,939	8:00 AM	4.7%	3.6%	**3,612**	**185**	**142**	6,515	3:00 PM	4.6%	2.4%	**6,059**	**300**	**156**
MS0205	I-95 GP	Within Edsall Road Interchange (Exit 2)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0204	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0203	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0202	I-95 GP	Between Edsall Road Int & Duke Street Int	SB	4,047	8:00 AM	4.5%	2.9%	**3,748**	**182**	**117**	6,398	3:00 PM	4.8%	2.2%	**5,950**	**307**	**141**
MS0201	I-95 GP		SB	3,381	8:00 AM	4.5%	2.9%	**3,131**	**152**	**98**	5,817	3:00 PM	4.5%	2.0%	**5,439**	**262**	**116**
MS0105	I-95 GP		SB	3,797	8:00 AM	4.5%	2.9%	**3,516**	**171**	**110**	5,995	3:00 PM	4.7%	2.2%	**5,581**	**282**	**132**
MS0104	I-95 GP	Within Duke Street Interchange (Exit 3)	SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0103	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0102	I-95 GP		SB					**0**	**0**	**0**					**0**	**0**	**0**
MS0101	I-95 GP	North End of Project	SB	4,156	8:00 AM	4.5%	3.0%	**3,844**	**187**	**125**	6,701	3:00 PM	4.5%	2.1%	**6,259**	**302**	**141**

2035 AM Build Conditions

I-95 Northbound HOT Lanes

Seg	From	To	Between Ramps:	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
HN2301	South End of Project	North of Exit 126/Jeff Davis Hwy	RH2301 & RH2201	NB	1,244	5:00 AM	2.0%	0.0%	**1,219**	**25**	**0**
HN2201	North of Exit 126/Jeff Davis Hwy	North of Exit 130/Plank Rd	RH2201 & RH2202	NB	1,622	5:00 AM	2.0%	0.0%	**1,590**	**32**	**0**
HN2202	North of Exit 130/Plank Rd	North of Exit 130/Plank Rd	RH2202 & RH2203	NB	1,133	5:00 AM	2.0%	0.0%	**1,110**	**23**	**0**
HN2101	North of Exit 130/Plank Rd	North of Exit 133/Warrenton Rd	RH2203 & RH2101	NB	1,555	5:00 AM	2.0%	0.0%	**1,524**	**31**	**0**
HN2102	North of Exit 133/ Warrenton Rd	North of Exit 133/Warrenton Rd	RH2101 & RH2102	NB	1,422	5:00 AM	2.0%	0.0%	**1,394**	**28**	**0**
HN2001	North of Exit 133/ Warrenton Rd	North of Exit 136/ Centreport Pkwy	RH2102 & RH2001	NB	1,778	5:00 AM	2.0%	0.0%	**1,742**	**36**	**0**
HN1901	North of Exit 136/ Centreport Pkwy	North of Exit 140/Crthse Rd	RH2001 & RH1903	NB	1,889	5:00 AM	2.0%	0.0%	**1,851**	**38**	**0**
HN1902	North of Exit 140/Crthse Rd	North of Exit 140/Crthse Rd	RH1903 & RH1904	NB	1,067	5:00 AM	2.0%	0.0%	**1,046**	**21**	**0**
HN1801	North of Exit 140/Crthse Rd	North of Exit 143/Garrville Rd	RH1904 & RH1702	NB	1,133	5:00 AM	2.0%	0.0%	**1,110**	**23**	**0**
HN1601	North of Exit 143/Garrville Rd	North of Exit 150/Joplin Rd	RH1702 & RH1509	NB	1,244	5:00 AM	2.0%	0.0%	**1,219**	**25**	**0**
HN1501	North of Exit 150/Joplin Rd	North of MP 153 Weigh Station	RH1509 & RH1501	NB	2,255	5:00 AM	4.1%	2.4%	**2,108**	**92**	**54**
HN1401	North of MP 153 Weigh Station	North of Exit 156/Opitz Blvd	RH1501 & RH1301	NB	2,465	5:00 AM	5.0%	2.3%	**2,285**	**123**	**57**
HN1402	North of Exit 156/Opitz Blvd	North of Exit 156/Opitz Blvd	RH1301 & RH1201	NB	2,819	5:00 AM	5.4%	2.5%	**2,596**	**152**	**70**
HN1301	North of Exit 156/Opitz Blvd	Exit 158/Pr William Pkwy	RH1201 & RH1205	NB	3,044	5:00 AM	5.4%	2.5%	**2,804**	**164**	**76**
HN1201	Exit 158/Pr William Pkwy	Exit 160/Gordon Blvd	RH1205 & RH1113	NB	3,225	5:00 AM	4.8%	2.3%	**2,996**	**155**	**74**
HN1101	Exit 160/Gordon Blvd	Exit 161/Richmond Hwy	RH1113 & RH1002	NB	3,367	5:00 AM	4.7%	2.4%	**3,128**	**158**	**81**
HN1001	Exit 161/Richmond Hwy	North of Exit 163/Lorton Rd	RH1002 & RH0902	NB	3,470	5:00 AM	4.6%	2.4%	**3,227**	**160**	**83**
HN1002	North of Exit 163/Lorton Rd	Alban Road off-ramp	RH0902 & RH0903	NB	3,406	5:00 AM	4.4%	2.6%	**3,168**	**150**	**89**
HN0901	Alban Road off-ramp	Heller Road off-ramp	RH0903 & RH0801	NB	3,131	5:00 AM	4.4%	2.6%	**2,912**	**138**	**81**
HN0801	Heller Road off-ramp	Fr-Spr Pkwy Off-Ramp	RH0801 & RH0705	NB	2,219	5:00 AM	5.8%	3.0%	**2,024**	**129**	**67**
HN0701	Fr-Spr Pkwy Off-Ramp	Fr-Spr Pkwy On-Ramp	RH0705 & RH0704	NB	2,589	5:00 AM	6.2%	3.3%	**2,343**	**161**	**85**
HN0702	Fr-Spr Pkwy On-Ramp	I-95 NB to HOT Lanes NB slip ramp	RH0704 & RH0703	NB	2,927	5:00 AM	5.4%	2.9%	**2,684**	**158**	**85**
HN0601	I-95 NB to HOT Lanes NB slip ramp	Franconia Rd On-Ramp	RH0703 & RH0607	NB	3,145	5:00 AM	5.2%	2.9%	**2,890**	**164**	**91**
HN0602	Franconia Rd On-Ramp	Off-ramp to I-495 HOT Lanes	RH0607 & RH0514	NB	3,395	5:00 AM	4.9%	2.8%	**3,134**	**166**	**95**
HN0501	Off-ramp to I-495 HOT Lanes	On-ramp from I-495 HOT Lanes	RH0514 & RH0510	NB	2,270	5:00 AM	4.9%	2.8%	**2,095**	**111**	**64**
HN0502	On-ramp from I-495 HOT Lanes	North of Edsall Rd	RH0510 & RH0204	NB	2,352	5:00 AM	4.9%	2.8%	**2,171**	**115**	**66**
HN0201	North of Edsall Rd	North of Edsall Rd	RH0204 & RH0201	NB	2,352	5:00 AM	4.9%	2.8%	**2,171**	**115**	**66**
HN0101	North of Edsall Rd	North of Duke Street	RH0201 & North End	NB	2,893	7:00 AM	8.1%	13.6%	**2,265**	**234**	**393**

2035 No-Build AM Conditions

I-95 Northbound HOT Lanes

Segment	From	To	Between Ramps:	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
HN1501	South of Exit 152/Dumfries	North of MP 153 Weigh Station	RH1509 & RH1501	NB	2,229	5:00 AM	4.1%	2.4%	**2,084**	**91**	**53**
HN1401	North of MP 153 Weigh Station	North of Exit 156/Opitz Blvd	RH1501 & RH1301	NB	2,415	5:00 AM	5.0%	2.3%	**2,239**	**121**	**56**
HN1301	North of Exit 156/Opitz Blvd	Exit 158/Prince William Pkwy	RH1301 & RH1205	NB	2,769	5:00 AM	5.4%	2.5%	**2,550**	**150**	**69**
HN1201	Exit 158/Prince William Pkwy	Exit 160/Gordon Blvd	RH1205 & RH1113	NB	3,086	5:00 AM	4.8%	2.3%	**2,867**	**148**	**71**
HN1101	Exit 160/Gordon Blvd	Exit 161/Richmond Hwy	RH1113 & RH1002	NB	3,257	5:00 AM	4.7%	2.4%	**3,026**	**153**	**78**
HN1001	Exit 161/Richmond Hwy	North of Exit 163/Lorton Rd	RH1002 & RH0902	NB	3,318	5:00 AM	4.6%	2.4%	**3,086**	**153**	**80**
HN0901	North of Exit 163/Lorton Rd	Off-ramp to Heller Road	RH0902 & RH0803	NB	2,645	5:00 AM	4.4%	2.6%	**2,460**	**116**	**69**
HN0801	Off-ramp to Heller Road	Fr-Spr Pkwy Off-Ramp	RH0803 & RH0705	NB	2,197	5:00 AM	5.8%	3.0%	**2,004**	**127**	**66**
HN0701	Fr-Spr Pkwy Off-Ramp	Fr-Spr Pkwy On-Ramp	RH0705 & RH0704	NB	2,072	5:00 AM	6.2%	3.3%	**1,875**	**128**	**68**
HN0702	Fr-Spr Pkwy On-Ramp	I-95 NB to HOT Lanes NB slip ramp	RH0704 & RH0703	NB	2,429	5:00 AM	5.4%	2.9%	**2,227**	**131**	**70**
HN0601	I-95 NB to HOT Lanes NB slip ramp	Franconia Rd On-Ramp	RH0703 & RH0607	NB	3,059	5:00 AM	5.2%	2.9%	**2,811**	**159**	**89**
HN0602	Franconia Rd On-Ramp	Off-ramp to I-495 HOT Lanes	RH0607 & RH0201	NB	3,088	5:00 AM	4.9%	2.8%	**2,850**	**151**	**86**
HN0501	Off-ramp to I-495 HOT Lanes	On-ramp from I-495 HOT Lanes	RH0514 & RH0510	NB	1,963	5:00 AM	4.9%	2.8%	**1,812**	**96**	**55**
HN0502	On-ramp from I-495 HOT Lanes	North of Edsall Rd	RH0510 & RH0201	NB	2,086	5:00 AM	4.9%	2.8%	**1,925**	**102**	**58**
HN0101	North of Edsall Rd	North of Duke Street	RH0201 & North End	NB	2,780	7:00 AM	8.1%	13.6%	**2,177**	**225**	**378**

2035 PM Build Conditions

I-95 Southbound HOT Lanes

Segment	From	To	Between Ramps:	Dir	Peak Vol	time begin	%MT	%HT	Cars	Med Trk	Heav Trk
HS0101	North of Duke St	HOT Lanes SB to I-95 SB ramp	RH0202 & North End	SB	3,530	5:00 PM	2.6%	5.4%	**3,248**	**92**	**191**
HS0201	HOT Lanes SB to I-95 SB ramp	I-95 SB to HOT Lanes SB ramp	RH0203 & RH0202	SB	2,779	5:00 PM	1.8%	6.0%	**2,562**	**50**	**167**
HS0501	I-95 SB to HOT Lanes SB ramp	Off-ramp to I-495 HOT Lanes	RH0509 & RH0203	SB	2,867	5:00 PM	1.6%	4.9%	**2,681**	**46**	**140**
HS0502	Off-ramp to I-495 HOT Lanes	On-ramp from I-495 HOT Lanes	RH0513 & RH0509	SB	2,693	5:00 PM	1.6%	4.9%	**2,518**	**43**	**132**
HS0601	On-ramp from I-495 HOT Lanes	Franconia Rd Off-Ramp	RH0606 & RH0513	SB	3,590	5:00 PM	1.6%	4.9%	**3,357**	**57**	**176**
HS0602	Franconia Rd Off-Ramp	HOT Lanes SB to I-95 SB ramp	RH0706 & RH0606	SB	2,911	5:00 PM	1.2%	5.0%	**2,731**	**35**	**146**
HS0701	HOT Lanes SB to I-95 SB ramp	Fr-Spr Pkwy Off-Ramp	RH0707 & RH0706	SB	2,487	5:00 PM	0.9%	5.1%	**2,338**	**22**	**127**
HS0702	Fr-Spr Pkwy Off-Ramp	Fr-Spr Pkwy On-Ramp	RH0708 & RH0707	SB	2,440	5:00 PM	0.8%	6.0%	**2,274**	**20**	**146**
HS0801	Fr-Spr Pkwy On-Ramp	North of Exit 166/FCP	RH0802 & RH0708	SB	2,716	5:00 PM	0.9%	5.2%	**2,550**	**24**	**141**
HS0802	North of Exit 166/FCP	On-ramp from Heller Road	RH0803 & RH0802	SB	4,067	2:00 PM	3.5%	2.8%	**3,811**	**142**	**114**
HS0901	On-ramp from Heller Road	On-Ramp from Alban Road	RH0904 & RH0803	SB	4,305	2:00 PM	3.5%	2.8%	**4,034**	**151**	**121**
HS1001	On-Ramp from Alban Road	Exit 161/Richmond Hwy	RH1004 & RH0904	SB	3,931	2:00 PM	3.6%	2.9%	**3,675**	**142**	**114**
HS1101	Exit 161/Richmond Hwy	I-95 SB to HOT Lanes SB ramp	RH1005 & RH1004	SB	3,700	2:00 PM	3.7%	2.6%	**3,467**	**137**	**96**
HS1102	I-95 SB to HOT Lanes SB ramp	Exit 160/Gordon Blvd	RH1107 & RH1005	SB	3,568	2:00 PM	3.7%	2.6%	**3,343**	**132**	**93**
HS1201	Exit 160/Gordon Blvd	Exit 158/Prince William Pkwy	RH1216 & RH1107	SB	3,430	2:00 PM	3.8%	2.7%	**3,207**	**130**	**93**
HS1301	Exit 158/Prince William Pkwy	North of Exit 156/Opitz Blvd	RH1302 & RH1216	SB	2,812	2:00 PM	3.9%	2.7%	**2,626**	**110**	**76**
HS1401	North of Exit 156/Opitz Blvd	North of Exit 156/Dale Blvd	RH1401 & RH1302	SB	2,540	2:00 PM	3.7%	0.7%	**2,428**	**94**	**18**
HS1402	North of Exit 156/Dale Blvd	North of MP 153 Weigh Station	RH1502 & RH1401	SB	2,540	2:00 PM	3.7%	0.7%	**2,428**	**94**	**18**
HS1501	North of MP 153 Weigh Station	North of Exit 150/Joplin Rd	RH1503 & RH1502	SB	1,566	2:00 PM	0.5%	0.2%	**1,555**	**8**	**3**
HS1601	North of Exit 150/Joplin Rd	North of Exit 143/Garrville Rd	RH1701 & RH1503	SB	1,130	2:00 PM	2.0%	0.0%	**1,107**	**23**	**0**
HS1801	North of Exit 143/Garrville Rd	North of Exit 140/Crthse Rd	RH1901 & RH1701	SB	1,024	2:00 PM	2.0%	0.0%	**1,004**	**20**	**0**
HS1901	North of Exit 140/Crthse Rd	North of Exit 140/Crthse Rd	RH1902 & RH1901	SB	1,484	2:00 PM	2.0%	0.0%	**1,454**	**30**	**0**
HS1902	North of Exit 140/Crthse Rd	North of Exit 136/C'port Pkwy	RH2002 & RH1902	SB	1,392	2:00 PM	2.0%	0.0%	**1,364**	**28**	**0**
HS2001	North of Exit 136/C'port Pkwy	North of Exit 133/Warr. Road	RH2103 & RH2002	SB	1,366	2:00 PM	2.0%	0.0%	**1,339**	**27**	**0**
HS2101	North of Exit 133/Warr. Road	North of Exit 133/Warr. Road	RH2104 & RH2103	SB	1,537	2:00 PM	2.0%	0.0%	**1,506**	**31**	**0**
HS2102	North of Exit 133/Warr. Road	North of Exit 130/Plank Rd	RH2204 & RH2104	SB	1,313	2:00 PM	2.0%	0.0%	**1,287**	**26**	**0**
HS2201	North of Exit 130/Plank Rd	North of Exit 126/Jeff Davis Hwy	RH2205 & RH2204	SB	1,090	2:00 PM	2.0%	0.0%	**1,068**	**22**	**0**
HS2301	North of Exit 126/Jeff Davis Hwy	South End of Project	RH2302 & RH2205	SB	919	2:00 PM	2.0%	0.0%	**901**	**18**	**0**

2011 PM

	Interchange	Ramp	Description	Total Volume	% MT	% HT	Total Cars	MT	HT
	DUKE RD	RS0105	95 SB to Duke Rd WB	800	4.5%	2.1%	747	36	17
		RS0108	Duke Rd EB to 95 SB	615	1.9%	1.6%	593	12	10
		RN0104	Duke Rd EBto 95 NB	495	1.9%	1.6%	478	9	8
		RS0106	95 SB to Duke Rd EB	835	4.5%	2.1%	779	38	18
		RS0107	Duke Rd WB to 95 SB	575	1.9%	1.6%	555	11	9
		RN0101	95 NB to Duke Rd EB	620	5.7%	9.4%	527	35	58
		RN0102	95 NB to Duke WB	460	5.7%	9.4%	391	26	43
		RN0103	Duke WB to 95 NB	770	1.9%	1.6%	743	15	12
	EDSALL	RS0208	95 SB to Edsall WB	575	4.7%	2.1%	536	27	12
		RS0211	Edsall EB to 95 SB	725	2.2%	2.2%	693	16	16
		RN0207	Edsall EB to 95 NB	465	2.2%	2.2%	445	10	10
		RS0210	Edsall WB to 95 SB	800	2.2%	2.2%	764	18	18
		RS0209	95 SB to Edsall EB	210	4.7%	2.1%	196	10	4
		RN0205	95 NB to Edsall WB	345	5.9%	9.7%	292	20	33
		RN0204	95 NB to Edsall EB	500	5.9%	9.7%	421	30	49
495 EB 495 WB	495/Franconia Rd	ME0305	495 EB GP Lanes to off ramp I	7420	6.4%	8.5%	6314	475	631
		MW0301	495 WB GP Lanes West of 95	6775	6.5%	5.4%	5833	576	366
		RS0501	95 SB to 495 WB	1735	4.6%	2.4%	1613	80	42
		RS0502	95 SB to 495 EB	735	4.6%	2.4%	683	34	18
		RS0510	95 SB to Franconia Rd CD	1600	4.6%	2.4%	1488	74	38
		RW0509	495 WB to Franconia Rd CD	975	8.5%	5.4%	839	83	53
		RS0508	495 EB to 95 SB	2500	6.4%	8.5%	2127	160	213
		RS0605	495 EB to Franconia Rd EB	1650	6.4%	8.5%	1404	106	140
		RN0507	495 EB to 95 NB	1275	6.4%	8.5%	1085	82	108
		RH0606	HOT lanes SB to Franconia	310	0.9%	5.1%	291	3	16
		RS0503	495 WB to 95 SB	2040	8.5%	5.4%	1757	173	110
		RE0505	95 NB to 495 EB	1835	3.7%	7.1%	1637	68	130
		RN0504	495 WB to 95 NB	490	8.5%	5.4%	422	42	26
		RE0518	Franconia WB to 495 EB	1350	3.0%	1.9%	1283	41	26
		RN0514	Franconia WB to 95 NB	320	3.0%	1.9%	304	10	6
		RN0616	95 NB to 495 WB	1525	3.7%	7.1%	1361	56	108
		RN0701	95 NB to Franconia Rd	610	3.7%	7.1%	544	23	43
		RW0513	Franconia WB to 495 WB	175	3.0%	1.9%	167	5	3
		RS0615	Franconia Rd to 95 SB	590	3.0%	1.9%	561	18	11
	Franconia Springfield Parkway	RS0801	95 SB to Backlick Rd	795	4.6%	2.4%	739	37	19
		RH0706	HOT Lanes to 95 SB	40	1.2%	5.0%	38	0	2
		RH0707	HOT Lanes to Franconia Pkwy	365	0.9%	5.1%	343	3	19
		RH0708	Franconia Pkwy to HOT Lanes	345	1.5%	2.9%	330	5	10
		RH0802	95 SB to HOT Lanes	550	5.5%	6.1%	487	30	33
		RN0701	95 NB to Loisdale/Franconia R	610	3.7%	7.1%	544	23	43
	NO RAMP VOLUMES FOR FAIRFAX CTY PKWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
	Lorton	RS0905	95 SB to Lorton	960	5.3%	6.1%	850	51	59
		RS0906	Lorton to 95 SB	315	3.1%	1.7%	300	10	5
		RN0903	95 NB to Lorton	225	4.4%	8.5%	196	10	19
		RN0904	Lorton to 95 NB	480	3.1%	1.7%	457	15	8
	NO RAMP VOLUMES FOR RICHMOND HWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
	Gordon Blvd	RH1107	Gordon to HOT Lanes	245	3.9%	6.5%	219	10	16
		RS1108	95 SB to Devils Reach NB	1245	4.5%	5.3%	1123	56	66
		RS1110	Gordon SB to 95 SB	910	3.9%	6.5%	816	35	59
		RN1102	Gordon SB to 95 NB	510	3.9%	6.5%	457	20	33
		RN1101	95 NB to Gordon SB	110	4.1%	7.4%	97	5	8
		RN1104	Gordon NB to 95 NB	570	3.9%	6.5%	511	22	37
		RN1106	95 NB to Gordon NB	695	4.1%	7.4%	616	28	51
		RS1109	Gordon NB to 95 SB	185	3.9%	6.5%	166	7	12
	Prince William	RH1215	HOT Lanes to Prince William	295	3.8%	2.7%	276	11	8
		RS1207	95 SB to PW WB	1265	4.8%	5.6%	1133	61	71
		RS1208	95 SB to PW EB	105	4.8%	5.6%	94	5	6
		RS1209	PW EB to 95 SB	635	2.9%	3.2%	784	24	27
		RN1203	95 NB to PW WB	530	1.4%	5.9%	492	7	31
		RN1202	PW EB to 95 NB	610	2.9%	3.2%	572	18	20
		RN1204	PW WB to 95 NB	100	2.9%	3.2%	94	3	3
		RN1201	95 NB to PW EB	265	1.4%	5.9%	245	4	16
	Opitz	RN1304	Opitz WB to 95 NB	180	9.3%	1.8%	160	17	3
		RN1303	Opitz EB to 95 NB	220	9.3%	1.8%	196	20	4
		RS1306	95 SB to Potomac Mills Rd	420	4.9%	5.8%	375	21	24
	Dale	RS1307	95 SB to Dale WB	1095	4.9%	5.8%	977	54	64
		RS1407	Dale EB to 95 SB	440	2.8%	3.4%	413	12	15
		RS1405	Dale WB to 95 SB	295	2.8%	3.4%	277	8	10
		RS1406	95 SB to Dale EB	920	4.9%	5.8%	822	45	53
		RN1403	95NB to Dale WB	380	0.2%	6.0%	356	1	23
		RN1402	Dale EB to 95 NB	225	2.8%	3.4%	211	6	8
		RN1404	Dale WB to 95 NB	360	2.8%	3.4%	338	10	12
		RN1401	95 NB to Dale EB	200	0.2%	6.0%	188	0	12
	Dumfries	RS1508	Dumfries to 95 SB	875	4.5%	2.9%	811	39	25
		RS1507	95 SB to Dumfries EB	920	2.1%	3.8%	866	19	35
		RS1506	95 SB to Dumfries WB	655	2.1%	3.8%	616	14	25
		RN1503	95 NB to Dumfries EB	150	1.8%	6.5%	137	3	10
		RN1504	95 NB to Dumfries WB	800	1.8%	6.5%	734	14	52
		RN1505	Dumfries to 95 NB	670	4.5%	2.9%	621	30	19
	Joplin Rd	RS1605	95 SB to Joplin WB	40	0.5%	5.8%	38	0	2
		RS1607	Joplin EB to 95 SB	170	6.4%	2.7%	154	11	5
		RS1608	Joplin to 95 SB	280	6.4%	2.7%	254	18	8
		RS1606	95 SB to Joplin EB	450	0.5%	5.8%	422	2	26
		RN1604	Joplin to 95 NB	35	6.4%	2.7%	32	2	1
		RN1601	95 NB to Joplin	70	1.8%	7.5%	64	1	5
		RN1603	Joplin WB to 95 NB	635	6.4%	2.7%	577	41	17
		RN1602	95 NB to Joplin EB	150	1.8%	7.5%	136	3	11
	Garrisonville	RS1805	95 SB to Garrisonville WB	1505	0.6%	5.3%	1416	9	80
		RS1808	Garrisonville EB to 95 SB	925	4.0%	3.0%	860	37	28
		RS1806	Garrisonville WB to 95 SB	355	4.0%	3.0%	330	14	11
		RS1807	95 SB to Garrisonville EB	290	0.6%	5.3%	273	2	15
		RN1804	US 1 to 95 NB	265	4.0%	3.0%	246	11	8
		RN1803	95 NB to Garrisonville WB	405	2.1%	8.8%	360	9	36
		RN1802	Garrisonville EB to 95 NB	580	4.0%	3.0%	540	23	17
		RN1801	95NB to US 1	205	2.1%	8.8%	183	4	18

2035 PM BUILD

Interchange	Ramp	Description	Total Volume	% MT	% HT	Total Cars	MT	HT
	RS0105	95 SB to Duke Rd WB	875	4.5%	2.1%	818	39	18
	RS0108	Duke Rd EB to 95 SB	710	1.9%	1.6%	886	13	11
	RN0104	Duke Rd EBto 95 NB	1130	1.9%	1.6%	1091	21	18
DUKE RD	RS0106	95 SB to Duke Rd EB	625	4.5%	2.1%	584	28	13
	RS0107	Duke Rd WB to 95 SB	1220	1.9%	1.6%	1177	23	20
	RN0101	95 NB to Duke Rd EB	890	5.7%	9.4%	755	51	84
	RN0102	95 NB to Duke WB	550	5.7%	9.4%	467	31	52
	RN0103	Duke WB to 95 NB	570	1.9%	1.6%	550	11	9
	RS0208	95 SB to Edsall WB	650	4.7%	2.1%	605	31	14
	RS0211	Edsall EB to 95 SB	705	2.2%	2.2%	673	16	16
	RN0207	Edsall EB to 95 NB	635	2.2%	2.2%	607	14	14
EDSALL	RS0210	Edsall WB to 95 SB	825	2.2%	2.2%	789	18	18
	RS0209	95 SB to Edsall EB	335	4.7%	2.1%	312	16	7
	RN0205	95 NB to Edsall WB	455	5.9%	9.7%	384	27	44
	RN0204	95 NB to Edsall EB	965	5.9%	9.7%	814	57	94
495 EB	ME0305	495 EB GP Lanes to off ramp t	9505	6.4%	8.5%	8089	608	808
495 WB	MW0301	495 WB GP Lanes West of 95	7095	8.5%	5.4%	6109	603	383
	RS0501	95 SB to 495 WB	1830	4.6%	2.4%	1702	84	44
	RS0502	95 SB to 495 EB	1015	4.6%	2.4%	944	47	24
	RS0510	95 SB to Franconia Rd CD	2050	4.6%	2.4%	1907	94	49
	RW0509	495 WB to Franconia Rd CD	1330	8.5%	5.4%	1145	113	72
	RS0508	495 EB to 95 SB	3035	6.4%	8.5%	2583	194	258
	RS0605	495 EB to Franconia Rd EB	2435	6.4%	8.5%	2072	156	207
495/Franconia Rd	RN0507	495 EB to 95 NB	1730	6.4%	8.5%	1472	111	147
	RH0806	HOT lanes SB to Franconia	925	0.9%	5.1%	870	8	47
	RS0503	495 WB to 95 SB	2390	8.5%	5.4%	2058	203	129
	RE0505	95 NB to 495 EB	3295	3.7%	7.1%	2939	122	234
	RN0504	495 WB to 95 NB	790	8.5%	5.4%	680	67	43
	RE0518	Franconia WB to 495 EB	1990	3.0%	1.9%	1892	60	38
	RN0514	Franconia WB to 95 NB	880	3.0%	1.9%	837	26	17
	RN0616	95 NB to 495 WB	1375	3.7%	7.1%	1226	51	98
	RN0701	95 NB to Franconia Rd	655	3.7%	7.1%	584	24	47
	RW0513	Franconia WB to 495 WB	215	3.0%	1.9%	205	6	4
	RS0615	Franconia Rd to 95 SB	1540	3.0%	1.9%	1465	46	29
	RS0801	95 SB to Backlick Rd	710	4.6%	2.4%	660	33	17
	RH0706	HOT Lanes to 95 SB	175	1.2%	5.0%	164	2	9
Franconia Springfield Parkway	RH0707	HOT Lanes to Franconia Pkwy	1185	0.9%	5.1%	1096	10	59
	RH0708	Franconia Pkwy to HOT Lanes	965	1.5%	2.9%	923	14	28
	RH0802	95 SB to HOT Lanes	570	5.5%	6.1%	505	31	34
	RN0701	95 NB to Loisdale/Franconia R	655	3.7%	7.1%	584	24	47
NO RAMP VOLUMES FOR FAIRFAX CTY PKWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
	RS0905	95 SB to Lorton	1600	5.3%	6.1%	1417	85	98
Lorton	RS0906	Lorton to 95 SB	1200	3.1%	1.7%	1143	37	20
	RN0903	95 NB to Lorton	1600	4.4%	8.5%	1394	70	136
	RN0904	Lorton to 95 NB	535	3.1%	1.7%	509	17	9
NO RAMP VOLUMES FOR RICHMOND HWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
	RH1107	Gordon to HOT Lanes	1195	3.9%	6.5%	1070	47	78
	RS1108	95 SB to Devils Reach NB	1290	4.5%	5.3%	1164	58	68
	RS1110	Gordon SB to 95 SB	860	3.9%	6.5%	770	34	56
Gordon Blvd	RN1102	Gordon SB to 95 NB	710	3.9%	6.5%	636	28	46
	RN1101	95 NB to Gordon SB	160	4.1%	7.4%	141	7	12
	RN1104	Gordon NB to 95 NB	1395	3.9%	6.5%	1250	54	91
	RN1106	95 NB to Gordon NB	490	4.1%	7.4%	434	20	36
	RS1109	Gordon NB to 95 SB	245	3.9%	6.5%	219	10	16
	RH1215	HOT Lanes to Prince William	780	3.8%	2.7%	729	30	21
	RS1207	95 SB to PW WB	1305	4.8%	5.6%	1169	63	73
	RS1208	95 SB to PW EB	160	4.8%	5.6%	143	8	9
Prince William	RS1209	PW EB to 95 SB	1435	2.9%	3.2%	1347	42	46
	RN1203	95 NB to PW WB	680	1.4%	5.9%	630	10	40
	RN1202	PW EB to 95 NB	770	2.9%	3.2%	723	22	25
	RN1204	PW WB to 95 NB	430	2.9%	3.2%	404	12	14
	RN1201	95 NB to PW EB	585	1.4%	5.9%	542	8	35
	RN1304	Opitz WB to 95 NB	315	9.3%	1.8%	280	29	6
Opitz	RN1303	Opitz EB to 95 NB	470	9.3%	1.8%	418	44	8
	RS1306	95 SB to Potomac Mills Rd	695	4.9%	5.8%	621	34	40
	RS1307	95 SB to Dale WB	1035	4.9%	5.8%	924	51	60
	RS1407	Dale EB to 95 SB	580	2.8%	3.4%	544	16	20
	RS1405	Dale WB to 95 SB	455	2.8%	3.4%	427	13	15
Dale	RS1406	95 SB to Dale EB	1210	4.9%	5.8%	1081	59	70
	RN1403	95NB to Dale WB	460	0.2%	6.0%	431	1	28
	RN1402	Dale EB to 95 NB	275	2.8%	3.4%	258	8	9
	RN1404	Dale WB to 95 NB	635	2.8%	3.4%	595	18	22
	RN1401	95 NB to Dale EB	205	0.2%	6.0%	193	0	12
	RS1508	Dumfries to 95 SB	1055	4.5%	2.9%	977	47	31
	RS1507	95 SB to Dumfries EB	1145	2.1%	3.8%	1077	24	44
Dumfries	RS1506	95 SB to Dumfries WB	650	2.1%	3.8%	611	14	25
	RN1503	95 NB to Dumfries EB	580	1.8%	6.5%	532	10	38
	RN1504	95 NB to Dumfries WB	970	1.8%	6.5%	690	17	83
	RN1505	Dumfries to 95 NB	1085	4.5%	2.9%	1005	49	31
	RS1605	95 SB to Joplin WB	50	0.5%	5.6%	47	0	3
	RS1607	Joplin EB to 95 SB	205	6.4%	2.7%	186	13	6
	RS1608	Joplin to 95 SB	525	6.4%	2.7%	477	34	14
Joplin Rd	RS1606	95 SB to Joplin EB	460	0.5%	5.8%	431	2	27
	RN1604	Joplin to 95 NB	35	6.4%	2.7%	32	2	1
	RN1601	95 NB to Joplin	270	1.8%	7.5%	245	5	20
	RN1603	Joplin WB to 95 NB	1035	6.4%	2.7%	941	66	28
	RN1602	95 NB to Joplin EB	400	1.8%	7.5%	363	7	30
Garrisonville	RS1805	95 SB to Garrisonville WB	1885	0.6%	5.3%	1774	11	100
	RS1808	Garrisonville EB to 95 SB	1605	4.0%	3.0%	1493	64	48
	RS1806	Garrisonville WB to 95 SB	1195	4.0%	3.0%	1111	48	36
	RS1807	95 SB to Garrisonville EB	840	0.6%	5.3%	790	5	45
	RN1804	US 1 to 95 NB	530	4.0%	3.0%	493	21	16
	RN1803	95 NB to Garrisonville WB	1135	2.1%	8.8%	1011	24	100
	RN1802	Garrisonville EB to 95 NB	755	4.0%	3.0%	702	30	23
	RN1801	95NB to US 1	920	2.1%	8.8%	820	19	81

2035 PM NO BUILD

Interchange	Ramp	Description	Total Volume	% MT	% HT	Total Cars	MT	HT
DUKE RD	RS0105	95 SB to Duke Rd WB	985	4.5%	2.1%	920	44	21
	RS0108	Duke Rd EB to 95 SB	635	1.9%	1.6%	813	12	10
	RN0104	Duke Rd EBto 95 NB	1225	1.9%	1.8%	1182	23	20
	RS0106	95 SB to Duke Rd EB	785	4.5%	2.1%	734	35	16
	RS0107	Duke Rd WB to 95 SB	1160	1.9%	1.6%	1119	22	19
	RN0101	95 NB to Duke Rd EB	1015	5.7%	9.4%	862	58	95
	RN0102	95 NB to Duke WB	425	5.7%	9.4%	361	24	40
	RN0103	Duke WB to 95 NB	590	1.9%	1.6%	570	11	9
EDSALL	RS0208	95 SB to Edsall WB	805	4.7%	2.1%	564	28	13
	RS0211	Edsall EB to 95 SB	755	2.2%	2.2%	721	17	17
	RN0207	Edsall EB to 95 NB	895	2.2%	2.2%	885	15	15
	RS0210	Edsall WB to 95 SB	925	2.2%	2.2%	885	20	20
	RS0209	95 SB to Edsall EB	460	4.7%	2.1%	428	22	10
	RN0205	95 NB to Edsall WB	525	5.9%	9.7%	443	31	51
	RN0204	95 NB to Edsall EB	1020	5.9%	9.7%	881	60	99
495 EB 495 WB	ME0305	495 EB GP Lanes to off ramp t	9650	6.4%	8.5%	8212	618	820
	MW0301	495 WB GP Lanes West of 95	7125	8.5%	5.4%	6134	606	385
495/Franconia Rd	RS0501	95 SB to 495 WB	1795	4.6%	2.4%	1669	83	43
	RS0502	95 SB to 495 EB	950	4.6%	2.4%	883	44	23
	RS0510	95 SB to Franconia Rd CD	1575	4.8%	2.4%	1465	72	38
	RW0509	495 WB to Franconia Rd CD	640	8.5%	5.4%	551	54	35
	RS0508	495 EB to 95 SB	3025	6.4%	8.5%	2574	194	257
	RS0605	495 EB to Franconia Rd EB	1745	6.4%	8.5%	1485	112	148
	RN0507	495 EB to 95 NB	1940	6.4%	8.5%	1651	124	165
	RH0806	HOT lanes SB to Franconia	365	0.9%	5.1%	343	3	19
	RS0503	495 WB to 95 SB	1990	8.5%	5.4%	1714	169	107
	RE0505	95 NB to 495 EB	2800	3.7%	7.1%	2497	104	199
	RN0504	495 WB to 95 NB	810	8.5%	5.4%	697	69	44
	RE0518	Franconia WB to 495 EB	1845	3.0%	1.9%	1755	55	35
	RN0514	Franconia WB to 95 NB	695	3.0%	1.9%	661	21	13
	RN0616	95 NB to 495 WB	1385	3.7%	7.1%	1217	51	97
	RN0701	95 NB to Franconia Rd	485	3.7%	7.1%	433	18	34
	RW0513	Franconia WB to 495 WB	175	3.0%	1.9%	167	5	3
	RS0615	Franconia Rd to 95 SB	845	3.0%	1.9%	804	25	16
Franconia Springfield Parkway	RS0801	95 SB to Backlick Rd	1170	4.6%	2.4%	1088	54	28
	RH0706	HOT Lanes to 95 SB	130	1.2%	5.0%	121	2	7
	RH0707	HOT Lanes to Franconia Pkwy	460	0.9%	5.1%	433	4	23
	RH0708	Franconia Pkwy to HOT Lanes	445	1.5%	2.9%	425	7	13
	RH0802	95 SB to HOT Lanes	650	5.5%	6.1%	575	36	39
	RN0701	95 NB to Loisdale/Franconia R	485	3.7%	7.1%	433	18	34
NO RAMP VOLUMES FOR FAIRFAX CTY PKWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
Lorton	RS0905	95 SB to Lorton	1300	5.3%	6.1%	1152	69	79
	RS0906	Lorton to 95 SB	1410	3.1%	1.7%	1342	44	24
	RN0903	95 NB to Lorton	1595	4.4%	8.5%	1389	70	136
	RN0904	Lorton to 95 NB	325	3.1%	1.7%	309	10	6
NO RAMP VOLUMES FOR RICHMOND HWY BECAUSE THERE IS NO TNM RUN FOR AREA (NO RESIDENCES)								
Gordon Blvd	RH1107	Gordon to HOT Lanes	325	3.9%	6.5%	291	13	21
	RS1108	95 SB to Devils Reach NB	1430	4.5%	5.3%	1290	84	76
	RS1110	Gordon SB to 95 SB	650	3.9%	6.5%	583	25	42
	RN1102	Gordon SB to 95 NB	560	3.9%	6.5%	502	22	36
	RN1101	95 NB to Gordon SB	110	4.1%	7.4%	97	5	8
	RN1104	Gordon NB to 95 NB	1405	3.9%	6.5%	1259	55	91
	RN1106	95 NB to Gordon NB	555	4.1%	7.4%	491	23	41
	RS1109	Gordon NB to 95 SB	200	3.9%	8.5%	179	8	13
Prince William	RH1215	HOT Lanes to Prince William	295	3.8%	2.7%	276	11	8
	RS1207	95 SB to PW WB	1075	4.8%	5.6%	963	52	60
	RS1206	95 SB to PW EB	365	4.8%	5.6%	327	16	20
	RS1209	PW EB to 95 SB	1165	2.9%	3.2%	1094	34	37
	RN1203	95 NB to PW WB	950	1.4%	5.9%	881	13	56
	RN1202	PW EB to 95 NB	825	2.9%	3.2%	775	24	26
	RN1204	PW WB to 95 NB	485	2.9%	3.2%	455	14	16
	RN1201	95 NB to PW EB	440	1.4%	5.9%	408	6	26
Opitz	RN1304	Opitz WB to 95 NB	180	9.3%	1.8%	160	17	3
	RN1303	Opitz EB to 95 NB	450	9.3%	1.8%	400	42	8
	RS1306	95 SB to Potomac Mills Rd	790	4.9%	5.8%	705	39	46
Dale	RS1307	95 SB to Dale WB	1075	4.9%	5.8%	960	53	62
	RS1407	Dale EB to 95 SB	490	2.8%	3.4%	459	14	17
	RS1405	Dale WB to 95 SB	360	2.8%	3.4%	338	10	12
	RS1406	95 SB to Dale EB	1610	4.9%	5.8%	1438	79	93
	RN1403	95NB to Dale WB	330	0.2%	6.0%	309	1	20
	RN1402	Dale EB to 95 NB	570	2.8%	3.4%	535	16	19
	RN1404	Dale WB to 95 NB	370	2.8%	3.4%	347	10	13
	RN1401	95 NB to Dale EB	235	0.2%	6.0%	221	0	14
Dumfries	RS1508	Dumfries to 95 SB	1110	4.5%	2.9%	1028	50	32
	RS1507	95 SB to Dumfries EB	1110	2.1%	3.8%	1045	23	42
	RS1506	95 SB to Dumfries WB	675	2.1%	3.8%	635	14	26
	RN1503	95 NB to Dumfries EB	215	1.8%	6.5%	197	4	14
	RN1504	95 NB to Dumfries WB	940	1.6%	6.5%	862	17	61
	RN1505	Dumfries to 95 NB	775	4.5%	2.9%	718	35	22
Joplin Rd	RS1605	95 SB to Joplin WB	50	0.5%	5.8%	47	0	3
	RS1607	Joplin EB to 95 SB	200	6.4%	2.7%	182	13	5
	RS1606	Joplin to 95 SB	440	6.4%	2.7%	400	28	12
	RS1606	95 SB to Joplin EB	450	0.5%	5.8%	422	2	26
	RN1604	Joplin to 95 NB	125	6.4%	2.7%	114	8	3
	RN1601	95 NB to Joplin	210	1.8%	7.5%	190	4	16
	RN1603	Joplin WB to 95 NB	735	6.4%	2.7%	668	47	20
	RN1602	95 NB to Joplin EB	335	1.8%	7.5%	304	6	25
Garrisonville	RS1805	95 SB to Garrisonville WB	1695	0.6%	5.3%	1595	10	90
	RS1808	Garrisonville EB to 95 SB	1105	4.0%	3.0%	1028	44	33
	RS1806	Garrisonville WB to 95 SB	1345	4.0%	3.0%	1251	54	40
	RS1807	95 SB to Garrisonville EB	1370	0.6%	5.3%	1289	8	73
	RN1804	US 1 to 95 NB	765	4.0%	3.0%	711	31	23
	RN1803	95 NB to Garrisonville WB	1595	2.1%	8.8%	1422	33	140
	RN1802	Garrisonville EB to 95 NB	920	4.0%	3.0%	855	37	28
	RN1801	95NB to US 1	830	2.1%	8.8%	740	17	73

Appendix E

HB 2577 DOCUMENTATION

FLUOR-LANE95

June 06, 2012

Document ID: FL95-VDT-L-0018

Lewis King
Regional Transportation Finance Manager
Virginia Department Of Transportation
Virginia Mega Projects
6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2625 Office
(571) 483-2601 Fax

Project No. 0095-96A-107, PE-101, UPC 70849
Subject: 95 Express Lanes Project in Virginia

Dear Mr. Kohler:

The 2009 General Assembly passed Chapter 120 (HB 2577, as amended by HB2025), which amends the Code of Virginia by adding in Article 15 of Chapter 1 of Title 33.1 a section numbered 33.1-223.2:21, relating to highway noise abatement.

House Bill 2025 States: Requires that whenever the Commonwealth Transportation Board or the Department plan for or undertake any highway construction or improvement project and such project includes or may include the requirement for the mitigation of traffic noise impacts, first consideration should be given to the use of noise reducing design and low noise pavement materials and techniques in lieu of construction of noise walls or sound barriers. Vegetative screening, such as the planting of appropriate conifers, in such a design would be utilized to act as a visual screen if visual screening is required.

In an effort to honor the intent of HB 2025 we are asking for your input (per Chapter VI of Materials Division's Manual of Instruction and Section 2B-3 Determination of Roadway Design of the VDOT Road Design manual (pages 2B-5 and 2B-6)). As part of the Noise Technical Report and technical files, we are seeking your professional opinion by providing comments for the project noted above. Please distribute this memorandum to the appropriate District staff and combine all responses into one response.

Should you have any questions, please contact me at (804) 373-3932. Thank you for your time and consideration regarding this request.

Comment: Is noise reducing design feasible in lieu of construction of noise walls or sound barriers? For example, the roadway alignment can be shifted away from noise sensitive receptors or the roadway can be placed in deep cut.

Response: No, the alignment of the roadway is constrained within the existing highway median. The project consists of converting existing HOV Lanes into Express Lanes and an 8 mile extension of the facility within the median. Little, if any work is being performed on the main "General Purpose" Travel Lanes. (John Thomas)

Comment: Can the project support the use of low noise pavement in lieu of construction of noise walls or sound barriers?

Response: The Virginia Department of Transportation is not authorized by the Federal Highway Administration to use "quiet pavement" at this time as a form of noise mitigation. Upon completion of the Quiet Pavement Pilot Program and approval from FHWA, the use of "quiet pavement" will be given additional consideration. (Josh Wilson)

Comment: Can landscaping be utilized to act as a visual screen if visual screening is required?

Response: Only in limited locations along the Project corridor can landscaping effectively be used as a visual screen. The existing roadside area between the highway and the Right-of-Way limits are generally wooded and offer little space for additional visual screening. Any additional landscaping that could be used as visual screening must be placed outside of the clear zone, must not decrease driver sight distance and cannot require additional right of way. (John Thomas)

Please contact me with any questions.

Sincerely,

John Heffley
Project Director

JH:jvd

cc: Walter Lewis, Fluor
John Thomas, Fluor
Josh Wilson, McCormick Taylor
Document Control

Appendix F

WARRANTED, FEASIBLE & REASONABLE WORKSHEETS

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Fairfax
District:	
Barrier System ID:	CNE G
Community Name and/or CNE#	CNE G
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	9
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	29,730 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	0
e.	Surface Area per benefited receptor unit. (ft^2/BR)	#DIV/0!
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#DIV/0!
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	991 ft
b.	Height range of the proposed noise barrier. (ft)	-30 ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,070,280
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	2-Feb-13
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Fairfax
District:	
Barrier System ID:	CNE H
Community Name and/or CNE#	CNE H
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	34
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	34
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	60,429 SF
b.	Surface Area to be added to existing barrier (Barrier Modification). (ft^2)	26,349 SF
c.	Demolition Factor (ft^2)	15,133 SF
d.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	34
e.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
f.	Total number of benefited receptors.	46
g.	Surface Area per benefited receptor unit. (ft^2/BR)	902 SF/BR
h.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
i.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,220 ft
b.	Height range of the proposed noise barrier. (ft)	14-15
c.	Average height of the proposed noise barrier. (ft)	14 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,175,444
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	
	Decision	
	Is the Noise Barrier(s) WARRANTED?	Yes
	Is the Noise Barrier(s) FEASIBLE?	Yes
	Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Fairfax
District:	
Barrier System ID:	CNE I Existing Barrier
Community Name and/or CNE#	CNE I
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	79
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	79
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	88,000 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	79
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	79
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,114 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	4,400 ft
b.	Height range of the proposed noise barrier. (ft)	16-18ft
c.	Average height of the proposed noise barrier. (ft)	16ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$3,168,000
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Fairfax
District:	
Barrier System ID:	CNE N
Community Name and/or CNE#	CNE N
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	60
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	60
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	59,538 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	60
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
d.	Total number of benefited receptors.	77
e.	Surface Area per benefited receptor unit. (ft^2/BR)	773 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,902 ft
b.	Height range of the proposed noise barrier. (ft)	14-17ft
c.	Average height of the proposed noise barrier. (ft)	16 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,143,368
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Fairfax
District:	
Barrier System ID:	CNE P Barrier Extention
Community Name and/or CNE#	CNE P
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	24
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	33900
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	0
e.	Surface Area per benefited receptor unit. (ft^2/BR)	#DIV/0!
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#DIV/0!
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,130 ft
b.	Height range of the proposed noise barrier. (ft)	30 ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,220,400
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE R Existing Barrier
Community Name and/or CNE#	CNE R Existing
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	84
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	74
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	61,575 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	74
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	52
d.	Total number of benefited receptors.	126
e.	Surface Area per benefited receptor unit. (ft^2/BR)	489 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	4,105 ft
b.	Height range of the proposed noise barrier. (ft)	12-16ft
c.	Average height of the proposed noise barrier. (ft)	14 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,216,700
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE R Northern Extension
Community Name and/or CNE#	CNE R
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	46,487 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d.	Total number of benefited receptors.	10
e.	Surface Area per benefited receptor unit. (ft^2/BR)	4,649 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,550 ft
b.	Height range of the proposed noise barrier. (ft)	-30 ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,673,532
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE R Southern Extension
Community Name and/or CNE#	CNE R
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	12
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	83%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	15,309 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	10
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,531 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,094 ft
b.	Height range of the proposed noise barrier. (ft)	-14 ft
c.	Average height of the proposed noise barrier. (ft)	14 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$551,124
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE S Existing Barrier
Community Name and/or CNE#	CNE S Existing
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	67
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	47
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	70%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	68,579 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	47
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	47
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,459 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,117 ft
b.	Height range of the proposed noise barrier. (ft)	12-18ft
c.	Average height of the proposed noise barrier. (ft)	14 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,468,844
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE S Northern Extention
Community Name and/or CNE#	CNE S
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	26
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	38%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	43,080 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d.	Total number of benefited receptors.	14
e.	Surface Area per benefited receptor unit. (ft^2/BR)	3,077 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,436 ft
b.	Height range of the proposed noise barrier. (ft)	-30 ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,550,880
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE S Southern Extention - Full Extension
Community Name and/or CNE#	CNE S
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	17
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	34,244 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d.	Total number of benefited receptors.	19
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,802 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,117 ft
b.	Height range of the proposed noise barrier. (ft)	10-12
c.	Average height of the proposed noise barrier. (ft)	11 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,232,784
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE S Southern Extention - PartialExtension
Community Name and/or CNE#	CNE S
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	17
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	20,972 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
d.	Total number of benefited receptors.	18
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,165 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,562 ft
b.	Height range of the proposed noise barrier. (ft)	10-15
c.	Average height of the proposed noise barrier. (ft)	12 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$754,992
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE T
Community Name and/or CNE#	CNE T
Noise Abatement Category(s)	C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	6
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	67%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	11,430 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	4
e.	Surface Area per benefited receptor unit. (ft^2/BR)	2,858 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,143 ft
b.	Height range of the proposed noise barrier. (ft)	-10 ft
c.	Average height of the proposed noise barrier. (ft)	10 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$411,480
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE X
Community Name and/or CNE#	CNE X
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	39
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	25
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	64%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	25,699 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	25
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	25
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,028 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,547 ft
b.	Height range of the proposed noise barrier. (ft)	14-20ft
c.	Average height of the proposed noise barrier. (ft)	17 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$925,164
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE Y
Community Name and/or CNE#	CNE Y
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	18
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	83%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	74,532 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
d.	Total number of benefited receptors.	18
e.	Surface Area per benefited receptor unit. (ft^2/BR)	4,141 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	2,484 ft
b.	Height range of the proposed noise barrier. (ft)	30ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,683,152
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE AA
Community Name and/or CNE#	CNE AA
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	7
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	70%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	32,626 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	7
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	8
d.	Total number of benefited receptors.	15
e.	Surface Area per benefited receptor unit. (ft^2/BR)	2,175 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	2,510 ft
b.	Height range of the proposed noise barrier. (ft)	-13 ft
c.	Average height of the proposed noise barrier. (ft)	13 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,174,536
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE DD
Community Name and/or CNE#	CNE DD
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	69
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	61
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	43,880 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	61
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	5
d.	Total number of benefited receptors.	66
e.	Surface Area per benefited receptor unit. (ft^2/BR)	665 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,195 ft
b.	Height range of the proposed noise barrier. (ft)	5-15 ft
c.	Average height of the proposed noise barrier. (ft)	14 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,579,680
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE EE
Community Name and/or CNE#	CNE EE
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	38
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	36
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	95%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	70,976 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	36
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d.	Total number of benefited receptors.	46
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,543 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	4,297 ft
b.	Height range of the proposed noise barrier. (ft)	8-18 ft
c.	Average height of the proposed noise barrier. (ft)	17 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,555,136
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE FF
Community Name and/or CNE#	CNE FF
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	27,474 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
d.	Total number of benefited receptors.	5
e.	Surface Area per benefited receptor unit. (ft^2/BR)	5,495 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,526 ft
b.	Height range of the proposed noise barrier. (ft)	18ft
c.	Average height of the proposed noise barrier. (ft)	18 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$989,064
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE GG - Partial
Community Name and/or CNE#	CNE GG
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	75%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	30,049 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
d.	Total number of benefited receptors.	5
e.	Surface Area per benefited receptor unit. (ft^2/BR)	6,010 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,758 ft
b.	Height range of the proposed noise barrier. (ft)	16-18
c.	Average height of the proposed noise barrier. (ft)	17 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,081,764
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE GG
Community Name and/or CNE#	CNE GG
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	6
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	5
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	83%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	62,786 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	5
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
d.	Total number of benefited receptors.	17
e.	Surface Area per benefited receptor unit. (ft^2/BR)	3,693 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	3,488 ft
b.	Height range of the proposed noise barrier. (ft)	-18 ft
c.	Average height of the proposed noise barrier. (ft)	18 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,260,296
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE HH
Community Name and/or CNE#	CNE HH
Noise Abatement Category(s)	C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	25,241 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d.	Total number of benefited receptors.	5
e.	Surface Area per benefited receptor unit. (ft^2/BR)	5,048 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,402 ft
b.	Height range of the proposed noise barrier. (ft)	18ft
c.	Average height of the proposed noise barrier. (ft)	18 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$908,676
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	2-Apr-13
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE HH2
Community Name and/or CNE#	CNE HH2
Noise Abatement Category(s)	C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	23
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	65%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	56,488 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	15
e.	Surface Area per benefited receptor unit. (ft^2/BR)	3,766 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	1,883 ft
b.	Height range of the proposed noise barrier. (ft)	-30 ft
c.	Average height of the proposed noise barrier. (ft)	30 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,033,568
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Prince William
District:	
Barrier System ID:	CNE II
Community Name and/or CNE#	CNE II
Noise Abatement Category(s)	C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	27
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	16
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	59%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	70,889 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	16
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d.	Total number of benefited receptors.	16
e.	Surface Area per benefited receptor unit. (ft^2/BR)	4,431 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	4,431 ft
b.	Height range of the proposed noise barrier. (ft)	16ft
c.	Average height of the proposed noise barrier. (ft)	16ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$2,552,004
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Stafford
District:	
Barrier System ID:	CNE JJ
Community Name and/or CNE#	CNE JJ
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	62
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	59
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	95%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	36,586 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	59
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d.	Total number of benefited receptors.	69
e.	Surface Area per benefited receptor unit. (ft^2/BR)	530 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	2,231 ft
b.	Height range of the proposed noise barrier. (ft)	14-18 ft
c.	Average height of the proposed noise barrier. (ft)	16 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,317,096
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Stafford
District:	
Barrier System ID:	CNE KK
Community Name and/or CNE#	CNE KK
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	106
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	82
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	77%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	112,523 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	82
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d.	Total number of benefited receptors.	88
e.	Surface Area per benefited receptor unit. (ft^2/BR)	1,279 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	6,939 ft
b.	Height range of the proposed noise barrier. (ft)	12-20
c.	Average height of the proposed noise barrier. (ft)	16 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$4,050,828
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Stafford
District:	
Barrier System ID:	CNE LL
Community Name and/or CNE#	CNE LL
Noise Abatement Category(s)	B & C
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	145
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	135
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	93%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	111,703 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	135
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
d.	Total number of benefited receptors.	152
e.	Surface Area per benefited receptor unit. (ft^2/BR)	735 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	6,255 ft
b.	Height range of the proposed noise barrier. (ft)	12-24 ft
c.	Average height of the proposed noise barrier. (ft)	18 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$4,021,308
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

VDOT Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	10-Dec-12
Project No. and UPC:	0095-96A-107, PE-101; UPC 70849
County:	Stafford
District:	
Barrier System ID:	CNE MM
Community Name and/or CNE#	CNE MM
Noise Abatement Category(s)	B
Design phase:	Final design

	Warranted	
1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	NA
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	NA
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	NA
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

	Feasibility	
1	Impacted receptor units	
a.	Number of impacted receptor units:	78
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	78
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	No
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	No
4	Will placement of the noise barrier conflict with existing utility locations?	No

	Reasonableness	
1	**Surface Area (Square foot)-Benefit Factors**	
a.	Surface Area (Total square foot) of the proposed noise barrier. (ft^2)	40,895 SF
b.	Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	78
c.	Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	14
d.	Total number of benefited receptors.	92
e.	Surface Area per benefited receptor unit. (ft^2/BR)	445 SF/BR
f.	Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g.	Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes
2	**Additional Noise Barrier Details**	
a.	Length of the proposed noise barrier. (ft)	2,696 ft
b.	Height range of the proposed noise barrier. (ft)	14-17 ft
c.	Average height of the proposed noise barrier. (ft)	15 ft
d.	Cost per square foot. ($/$ft^2$)	$36/SF
e.	Total Barrier Cost ($)	$1,472,220
f.	Barrier Material	Absorptive
3	**Community Desires Related to the Barrier**	
	Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to “decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the impacted receptor unit owners do not desire the barrier.”	

Decision	
Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:
Community Solicitation to be completed upon FHWA/VDOT concurrence.

Appendix G

REFERENCES

References

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

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

- Federal Highway Administration, Federal Aid Policy Guide 23 CFR 772, U.S. Government Printing Office, updated July 13, 2010.

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

- U.S. Department of Transportation, Federal Highway Administration "Highway Traffic Noise Analysis and Abatement Guidance," January 2011.

Appendix H

LIST OF PREPARERS & REVIEWERS

List of Preparers / Reviewers

McCormick Taylor, Inc.

Josh J. Wilson
Senior Acoustical Scientist
Education: *B.S., Geo-Environmental Studies*
M.S., Geo-Environmental Studies
Professional Experience: 11.3 Years
Role: Project Coordination, Noise Modeling, and Report Preparation

Rich A. Butala
Contract Manager
Education: *B.S., Environmental Resource Management*
Professional Experience: 24.5 Years
Role: QA/QC

Jack A. Cramer
Air Quality and Acoustical Scientist
Education: *B.S., Geo-Environmental Studies*
Professional Experience: 12.2 Years
Role: Report Preparation

Brennan Snyder Collier
Senior Environmental Planner, Associate.
Education: *B.A., Interdisciplinary Studies – Environmental Science*
B.A., Geology
Professional Experience: 15.3 Years
Role: QA/QC

Virginia Department of Transportation

Paul Kohler
VDOT Noise Abatement Section Manager
Education: *B.S. Terrestrial Ecology*
Professional Experience: 20.5 Years
Role: Technical Analysis Reviewer

LJ Muchenje, P.E.
VDOT Noise Abatement Engineer
Education: *B.S. Mechanical Engineering*
Professional Experience: 4 Years
Role: Technical Analysis Reviewer

Fluor-Lane 95, LLC

John C. Thomas, P.E.
Fluor-Lane 95, LLC Engineering Manager
Education: *B.S. Civil & Environmental Engineer*
Professional Experience: 15 Years
Role: Constructibility Reviewer

Appendix I

BARRIER HEIGHT CHART

Wall P17 (CNE H)

Station	Bottom Elev	Barrier Height
10	239.27	14.00
10+50	239.92	14.00
11	239.54	14.00
11+50	239.16	14.00
12	238.78	14.00
12+50	238.4	14.00
13	243.33	14.00
13+50	243.74	14.00
14	243.51	14.00
14+50	242.49	15.00
15	243.18	14.00
15+50	242.95	14.00
16	242.59	14.00
16+50	242.44	14.00
17	242.44	14.00
17+50	241.86	15.00
18	242.18	15.00
18+50	243.13	14.00
19	243.14	14.00
19+50	244.17	14.00
20	244.6	14.00
20+50	244.75	14.00
21	244.21	14.00
21+50	243.99	14.00
22	243.14	14.00
22+50	243.42	14.00
23	243.35	14.00
23+50	242.84	14.00
24	243.09	14.00
24+50	243.12	14.00
25	243.22	14.00
25+50	243.5	14.00
26	243.7	14.00
26+50	243.57	14.00
27	243.65	14.00
27+50	243.55	14.00
28	243.58	14.00
28+50	243.72	14.00
29	243.89	14.00
29+50	244.19	14.00
30	244.54	14.00
30+50	244.46	14.00
31	244.6	14.00
31+50	244.44	14.00
32	244.57	14.00
32+50	243.73	14.00
33	243.11	14.00
33+50	241.62	14.00
34	241.65	14.00
34+50	241.44	14.00
35	241.48	14.00
35+50	241.71	14.00
36	242.12	14.00
36+50	242.67	14.00
37	242.63	14.00
37+50	243.18	14.00
38	243.26	14.00
38+50	242.73	14.00
39	242.38	14.00
39+50	242.67	14.00
40	242.79	14.00
40+50	242.73	14.00
41	242.51	14.00
41+50	242.23	14.00
42	241.14	14.00
42+50	240.05	14.00

Wall P18 (CNE N)

Station	Barrier Bottom Elev	Barrier Height
10+00	126.86	16.00
11+00	134.62	16.00
12+00	137.02	17.00
13+00	125.45	17.00
14+00	129.22	16.00
15+00	135.66	15.00
16+00	142.48	14.00
17+00	133.71	14.00
18+00	120.39	15.00
19+00	120.07	15.00
20+00	119.06	15.00
21+00	118.05	15.00
22+00	117.04	15.00
23+00	116.03	15.00
24+00	114.9	15.00
25+00	113.31	15.00
26+00	111.73	15.00
27+00	110.13	15.00
28+00	108.12	15.00
29+00	106.11	15.00
30+00	103.73	15.00
31+00	101.32	15.00
32+00	99.16	15.00
33+00	113.13	14.00
34+00	122.07	14.00
35+00	118.1	14.00
36+00	123.45	14.00
37+00	92.67	15.00
38+00	86.6	16.00
39+00	84.89	17.00
40+00	81.74	17.00
41+00	81.87	17.00
42+00	82.16	17.00
43+00	82.45	17.00
44+00	93.83	17.00
45+00	108.84	16.00
46+00	122.13	15.00
47+00	130.48	14.00
48+00	130.77	14.00
49+00	131.14	14.00

Wall P21 (CNE R)

Station	Bottom Elev	Barrier Height
17+50	139.43	14.00
18	139.2	14.00
18+50	138.84	14.00
19	138.49	14.00
19+50	138.13	14.00
20	137.77	14.00
20+50	137.95	14.00
21	138.18	14.00
21+50	138.41	14.00
22	138.64	14.00
22+50	143.65	14.00
23	149.91	14.00
23+50	154.32	14.00
24	154.11	14.00
24+50	146.78	14.00
25	152.6	14.00
25+50	155.03	14.00
26	155.58	14.00
26+50	152.54	14.00
27	148.14	14.00
27+50	145.94	14.00
28	142.92	14.00
28+50	146.28	14.00

CNE S - Southern Extension

Station	Barrier Height
35+50	14.0
35	14.0
34+50	14.0
34	14.0
33+50	14.0
33	14.0
32+50	14.0
32	14.0
31+50	15.0
31	15.0
30+50	15.0
30	15.0
29+50	15.0
29	15.0
28+50	15.0
28	15.0
27+50	15.0
27	15.0
26+50	15.0
26	15.0
25+50	14.0
25	13.0
24+50	12.0
24	11.0
23+50	11.0
23	11.0
22+50	11.0
22	11.0
21+50	11.0
21	11.0
20+50	11.0
20	10.0
19+50	10.0

Wall P24 (CNE X)

Station	Bottom Elev	Barrier Height
10	156.86	15.00
10+50	153.4	15.00
11	151.5	15.00
11+50	153.21	16.00
12	152.66	17.00
12+50	149.51	17.00
13	148.65	17.00
13+50	151.97	15.00
14	156.44	15.00
14+50	155.09	16.00
15	145.6	17.00
15+50	136.37	18.00
16	129.97	19.00
16+50	124.18	20.00
17	118.39	20.00
17+50	112.6	20.00
18	106.32	20.00
18+50	97.08	20.00
19	94.04	20.00
19+50	93.84	19.00
20	95.63	18.00
20+50	96.49	17.00
21	95.7	16.00
21+50	94.79	15.00
22	93.94	14.00
22+50	93.08	14.00
23	92.22	14.00
23+50	91.36	14.00
24	90.52	14.00
24+50	91.07	14.00
25	90.76	14.00
25+50	90.97	14.00

CNE DD (Wall P29) - Barrier Height Chart

Station	Barrier Bottom Elev	Barrier Height
42	123.38	14.00
41+50	122.60	14.00
41	121.82	14.00
40+50	121.04	14.00
40	120.26	14.00
39+50	119.52	14.00
39	118.83	14.00
38+50	118.15	14.00
38	118.29	14.00
37+50	121.93	14.00
37	138.56	14.00
36+50	140.80	13.00
36	141.07	12.00
35+50	138.54	12.00
35	135.76	12.00
34+50	131.48	13.00
34	122.49	13.00
33+50	113.50	14.00
33	110.47	14.00
32+50	108.58	14.00
32	107.56	14.00
31+50	106.54	14.00
31	105.53	14.00
30+50	104.51	14.00
30	103.37	14.00
29+50	102.00	14.00
29	100.63	14.00
28+50	99.26	14.00
28	97.88	14.00
27+50	96.26	14.00
27	95.84	14.00
26+50	94.63	14.00
26	93.56	14.00
25+50	90.95	14.00
25	89.53	14.00
24+50	88.15	14.00
24	86.59	14.00
23+50	84.84	14.00
23	83.09	14.00
22+50	81.54	14.00
22	80.37	14.00
21+50	79.21	14.00
21	77.66	14.00
20+50	76.00	14.00
20	74.21	14.00
19+50	72.43	14.00
19	70.67	14.00
18+50	68.24	14.00
18	65.60	14.00
17+50	63.30	14.00
17	61.29	14.00
16+50	59.22	14.00
16	57.16	14.00
15+50	54.43	14.00
15	52.27	15.00
14+50	53.49	15.00
14	52.50	14.00
13+50	51.35	14.00
13	51.56	14.00
12+50	50.13	14.00
12	48.56	14.00
11+50	45.84	5.00
11	41.83	14.00
10+50	40.10	14.00
10	38.34	14.00

CNE EE (Wall P30) - Barrier Height Chart

Station	Bottom elevation	Barrier Height
+10.00	95.82	16.00
10+5	92.49	16.00
+11.00	89.76	18.00
11+5	85.14	18.00
+12.00	80.33	18.00
12+5	78.08	18.00
+13.00	74.66	18.00
13+5	72.72	18.00
+14.00	71.17	18.00
14+5	69.70	18.00
+15.00	67.84	18.00
15+5	71.79	16.00
+16.00	70.40	16.00
16+5	69.05	16.00
+17.00	67.18	16.00
17+5	65.83	16.00
+18.00	63.97	16.00
18+5	61.91	16.00
+19.00	60.44	16.00
19+5	58.84	16.00
+20.00	56.77	16.00
20+5	55.16	16.00
+21.00	53.46	16.00
21+5	51.89	18.00
+22.00	45.82	18.00
22+5	44.19	18.00
+23.00	43.01	18.00
23+5	41.79	18.00
+24.00	40.19	18.00
24+5	38.95	18.00
+25.00	37.76	18.00
25+5	36.38	18.00
+26.00	40.29	16.00
26+5	40.09	16.00
+27.00	37.77	16.00
27+5	44.00	16.00
+28.00	44.00	16.00
28+5	44.00	16.00
+29.00	44.00	16.00
29+5	42.00	16.00
+30.00	35.88	16.00
30+5	38.82	16.00
+31.00	40.64	16.00
31+5	41.57	16.00
+32.00	41.56	16.00
32+5	41.76	16.00
33	43.97	16.00
33+5	41.01	5.00
34	39.29	5.00
34+5	40.82	16.00
35	42.35	16.00
35+5	43.79	16.00
36	46.91	16.00
36+5	49.91	16.00
37	52.54	16.00
37+5	54.36	16.00
38	55.91	16.00
38+5	57.22	16.00
39	59.58	16.00
39+5	61.41	16.00
40	63.92	16.00
40+5	65.76	16.00
41	67.19	16.00
41+5	69.13	16.00
42	71.17	16.00
42+5	72.62	16.00
43	74.81	16.00
43+5	78.06	16.00
44	81.10	16.00
44+5	82.96	16.00
45	84.98	16.00
45+5	85.43	16.00
46	90.78	16.00
46+5	96.29	16.00
47	103.13	16.00
47+5	110.22	16.00
48	117.93	16.00
48+5	123.51	16.00
49	129.40	16.00
49+5	131.67	16.00
50	132.56	16.00
50+5	130.21	16.00
51	128.04	16.00
51+5	124.49	16.00
52	117.43	18.00
52+5	111.19	18.00
53	111.38	18.00
53+5	120.43	16.00
54	122.50	16.00
54+5	110.33	16.00
55	95.39	16.00

Wall P34 (CNE JJ)

Station	Bottom elevation	Barrier Height
10	135.21	14.00
10+50	135.92	14.00
11	137.68	14.00
11+50	139.38	14.00
12	139.92	14.00
12+5	139.38	14.00
13	137.58	14.00
13+50	135.96	14.00
14	134.48	14.00
14+50	131.01	16.00
15	125.45	18.00
15+50	119.40	18.00
16	117.74	18.00
16+50	117.34	18.00
17	117.51	18.00
17+50	117.77	18.00
18	117.82	18.00
18+50	117.62	18.00
19	117.96	18.00
19+50	119.86	18.00
20	123.69	18.00
20+50	125.56	18.00
21	125.43	18.00
21+50	126.44	18.00
22	127.46	18.00
22+50	128.33	18.00
23	129.00	18.00
23+50	130.39	18.00
24	131.36	18.00
24+50	132.23	18.00
25	133.04	18.00
25+50	134.62	18.00
26	136.20	18.00
26+50	138.52	18.00
27	141.15	18.00
27+50	143.96	18.00
28	148.64	18.00
28+50	160.25	16.00
29	161.53	14.00
29+50	161.42	14.00
30	160.74	14.00
30+50	160.91	14.00
31	162.93	14.00
31+50	165.99	14.00
32	166.93	14.00
32+50	167.77	14.00

Wall P35 (CNE KK)

Station	Bottom elevation	Barrier Height
10	42.61	14.00
10+50	41.63	14.00
11	42.1	14.00
11+50	43.09	16.00
12	42.56	16.00
12+5	48.13	16.00
13	48.82	16.00
13+50	49.68	16.00
14	50.73	16.00
14+50	51.17	16.00
15	52.39	16.00
15+50	53.11	16.00
16	53.31	16.00
16+50	53.36	16.00
17	53.87	16.00
17+50	54.98	16.00
18	56.21	16.00
18+50	57.51	16.00
19	58.07	16.00
19+50	59.64	16.00
20	61.03	16.00
20+50	62.31	16.00
21	67	14.00
21+50	73.16	12.00
22	80.37	12.00
22+50	84.79	12.00
23	85.16	12.00
23+50	86.31	12.00
24	86.24	12.00
24+50	85.89	14.00
25	84.12	14.00
25+50	87.68	14.00
26	94.96	12.00
26+50	93.76	12.00
27	84.89	14.00
27+50	90.74	14.00
28	98.09	14.00
28+50	100.63	14.00
29	99.23	16.00
29+50	94.54	18.00
30	83.3	20.00
30+50	85.22	20.00
31	90.73	18.00
31+50	96.39	16.00
32	107.38	14.00
32+50	119.25	12.00
33	123.69	12.00
33+5	120.18	12.00
34	107.42	16.00
34+50	102.19	16.00
35	110.54	16.00
35+50	115.04	16.00
36	108.94	16.00
36+50	116.75	14.00
37	128.76	14.00
37+50	139.21	12.00
38	150.24	12.00
38+50	152.74	12.00
39	141.09	14.00
39+50	160.37	14.00
40	172.74	12.00
40+50	173.52	12.00
41	172.91	12.00
41+50	167.39	12.00
42	152.89	14.00
42+50	141.85	14.00
43	142.56	16.00
43+50	149.92	16.00
44	160.98	16.00
44+50	172.43	14.00
45	167.24	14.00

Station	Bottom elevation	Barrier Height
45+5	155.11	18.00
46	145.22	20.00
46+5	135.55	20.00
47	127.13	20.00
47+5	124.64	20.00
48	125.29	20.00
48+5	126.86	20.00
49	127.92	20.00
49+5	129.36	20.00
50	134.95	20.00
50+5	139.37	20.00
51	141.1	20.00
51+5	139.87	20.00
52	145.09	18.00
52+5	151.97	16.00
53	158.27	14.00
53+5	159.17	14.00
54	160.23	14.00
54+5	161.21	14.00
55	163.05	14.00
55+5	164.65	14.00
56	165.43	14.00
56+5	167.46	14.00
57	168.77	14.00
57+5	169.39	14.00
58	164.73	14.00
58+5	160.82	16.00
59	159.88	16.00
59+5	160.47	16.00
60	159.03	16.00
60+5	158.63	16.00
61	159.21	16.00
61+5	159.75	18.00
62	160.07	18.00
62+5	161.46	18.00
63	162.36	18.00
63+5	163.24	20.00
64	163.71	20.00
64+5	164.42	20.00
65	164.88	20.00
65+5	164.75	20.00
66	165.08	20.00
66+5	166.94	20.00
67	168.48	20.00
67+5	169.52	20.00
68	171.5	20.00
68+5	171.12	20.00
69	170.64	20.00
69+5	170.39	20.00
70	169.46	20.00
70+5	168.16	20.00
71	164.58	20.00
71+5	161.29	20.00
72	162.29	20.00
72+5	162.91	20.00
73	163.78	20.00
73+5	162.83	20.00
74	160.16	20.00
74+5	159.65	20.00
75	157.52	20.00
75+5	156.42	18.00
76	151.53	18.00
76+5	145.86	18.00
77	148.72	16.00
77+5	151.27	16.00
78	150.51	16.00
78+5	149.38	14.00
79	148.55	14.00
79+5	148.15	14.00
80	147.11	14.00

Wall P39A (CNE LL)

Station	Bottom elevation	Barrier Height
10	116.26	16.00
10+50	114.39	16.00
11	115.17	16.00
11+50	114.35	16.00
12	113.86	18.00
12+5	115.15	18.00
13	114.24	18.00
13+50	114.22	18.00
14	113.29	18.00
14+50	113.22	18.00
15	115.99	18.00
15+50	121.66	18.00
16	129.77	16.00
16+50	134.04	16.00
17	138.30	14.00
17+50	142.96	14.00
18	145.32	12.00
18+50	148.25	12.00
19	151.63	12.00
19+50	153.96	12.00
20	157.14	12.00
20+50	159.43	12.00
21	160.91	12.00
21+50	161.63	12.00
22	165.37	12.00
22+50	167.93	12.00
23	168.89	12.00
23+50	169.14	14.00
24	158.51	16.00
24+50	148.35	18.00
25	137.82	20.00
25+50	131.69	22.00
26	123.21	24.00
26+50	115.81	24.00
27	105.92	24.00
27+50	104.57	24.00
28	101.56	24.00
28+50	101.09	24.00
29	100.68	24.00
29+50	100.33	24.00
30	100.20	24.00
30+50	100.59	24.00
31	105.43	22.00
31+50	105.93	20.00
32	119.72	18.00
32+50	126.20	16.00
33	122.19	16.00
33+5	116.03	16.00
34	116.60	16.00
34+50	118.10	14.00
35	120.11	14.00
35+50	122.18	14.00
36	125.00	14.00
36+50	127.30	14.00
37	130.16	14.00
37+50	134.04	14.00
38	136.76	14.00
38+50	131.81	14.00
39	131.60	14.00
39+50	133.00	14.00

Wall P39B (CNE LL)

Station	Bottom elevation	Barrier Height
10	112.27	12.00
10+50	114.14	12.00
11	115.58	12.00
11+50	115.8	12.00
12	112.78	12.00
12+50	112.67	12.00
13	113.56	12.00
13+50	113.03	12.00
14	112.31	12.00
14+50	111.22	12.00
15	108.54	12.00
15+50	106.75	12.00

Wall P39C (CNE LL)

Station	Bottom elevation	Barrier Height
10	74.87	20.00
10+50	73.69	20.00
11	73.23	20.00
11+50	71.63	20.00
12	70.78	20.00
12+5	69.07	20.00
13	76.06	18.00
13+50	70.97	18.00
14	66.93	18.00
14+50	61.22	20.00
15	60.52	20.00
15+50	59.01	20.00
16	58.32	20.00
16+50	57.90	20.00
17	57.48	22.00
17+50	56.27	22.00
18	54.90	22.00
18+50	52.53	22.00
19	51.81	22.00
19+50	50.98	22.00
20	50.37	22.00
20+50	47.59	20.00
21	47.61	20.00
21+50	47.05	20.00
22	46.63	20.00
22+50	45.65	20.00
23	45.24	20.00
23+50	45.59	20.00
24	44.88	20.00
24+50	45.12	20.00
25	44.82	20.00
25+50	43.43	20.00
26	47.03	20.00
26+50	45.79	20.00
27	47.53	20.00
27+50	48.91	20.00
28	49.22	20.00
28+50	49.62	20.00
29	49.32	20.00
29+50	47.49	20.00
30	44.21	20.00
30+50	42.19	20.00
31	40.37	20.00
31+50	40.38	20.00
32	39.44	20.00
32+50	42.16	20.00
33	42.12	20.00
33+5	41.86	20.00
34	45.00	20.00
34+50	42.00	20.00
35	41.00	20.00
35+50	41.00	20.00
36	40.00	20.00
36+50	40.00	20.00
37	39.00	20.00
37+50	42.00	20.00
38	42.00	20.00
38+50	42.00	20.00

Wall P38 (CNE MM)

Station	Bottom elevation	Barrier Height
10	109.44	15.00
10+5	111.77	15.00
11	121.22	15.00
11+5	130.56	15.00
12	134.67	14.00
12+5	126.12	14.00
13	125.63	15.00
13+5	112.51	16.00
14	116.04	17.00
14+5	123.18	15.00
15	122.90	15.00
15+5	114.63	15.00
16	109.56	16.00
16+5	118.41	16.00
17	111.79	16.00
17+5	114.78	16.00
18	116.69	15.00
18+5	114.57	15.00
19	112.86	15.00
19+5	111.33	15.00
20	109.18	15.00
20+5	102.00	15.00
21	102.27	15.00
21+5	101.89	15.00
22	88.97	16.00
22+5	77.65	16.00
23	75.31	16.00
23+5	73.37	16.00
24	74.42	16.00
24+5	77.55	15.00
25	76.84	15.00
25+5	76.24	15.00
26	74.91	15.00
26+5	69.01	15.00
27	67.20	15.00
27+5	65.89	15.00
28	64.50	15.00
28+5	63.02	15.00
29	61.76	15.00
29+5	60.39	15.00
30	59.72	15.00
30+5	61.20	15.00
31	57.62	15.00
31+5	56.18	15.00
32	54.12	15.00
32+5	52.20	15.00
33	50.12	15.00
33+5	49.29	15.00
34	48.68	15.00
34+5	48.25	15.00
35	48.04	15.00
35+5	46.86	15.00
36	46.04	15.00
36+5	45.57	15.00
37	45.29	15.00

Appendix J

QA/QC DOCUMENTATION

FORM DQP 3.5-1

LEVEL 2 REVIEW MEMORANDUM

Client Name:	**Fluor Enterprises, Inc.**
Job Title:	**95 Express Lanes Project**
Job Number:	**5446**
Charge Number:	**5446-01-01**
Document Title:	**INTERSTATE 95-EXPRESS LANES PROJECT, FINAL DESIGN NOISE ANALYSIS TECHNICAL REPORT (SEGMENTS I-III)**
Document Number:	

Check Level (mark one):

- [X] Studies or Report-Type Document
- [ ] CADD QC Audit
- [ ] Documents Prepared by Others
- [ ] Other

Specify below:

Date of Review:	**June 5, 2013**
Review Lead:	**Jack A. Cramer (Technical Analysis Review)**
Review Team Member(s):	**Diane M. Nulton, John Thomas (Document Review)**

Review Team Findings:
Recommended formatting and typographical changes to text of document. Also, confirmed suggested revisions from project team were incorporated.

Review Team Lead: Jack C. Cramer — Signature

6-5-13 — Date