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I-80 Reconstruction
SR 0080 Section 17M
Preliminary Noise Analysis

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Prepared by

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Pennsylvania Department of Transportation
Interstate 80 Reconstruction
SR 0080 Section 17M

PRELIMINARY
NOISE ANALYSIS

Submitted to:

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I. Executive Summary

As a means to promote safe and efficient traffic flow within the I-80 corridor from west of Exit 303 in Stroud Township to west of Exit 308 in East Stroudsburg Borough in Monroe County, FHWA and PennDOT are proposing the Interstate 80 Reconstruction Project. The project involves the addition of travel lanes to mainline Interstate 80, as well as interchange improvements at Route 209 (Exit 304), West Main Street (Business Route 209/Exit 305), Route 611 (Exit 303), Park Avenue (Route 611/Exit 307), and Broad Street (Route 191/Exit 307). Exit 306 (Dreher Avenue) will be eliminated as part of this project. These improvements are being proposed to provide greater operational efficiency for existing and Design Year traffic volumes. Information from this report will be incorporated into the NEPA document for the project, currently scoped as an Environmental Assessment.

This report documents the existing and Design Year noise levels associated with the three potential alternatives for I-80 Reconstruction Project in Monroe County, Pennsylvania. Noise monitoring of Category B and Category E noise receptor sites was performed at 30 locations to gain a thorough understanding of the existing noise environment. In addition, the noise analysis included noise projections for undeveloped lands (Category G) and can be referenced in Section VII of this report. These sites were also modeled and an additional 124 noise modeling "only" receptor sites were added to better quantify the effect of the improvements to noise-sensitive land uses within the project area. For reporting purposes, the project was divided into areas of common noise environment, referred to as Noise Study Areas (NSAs). Noise modeling was completed for existing (2013), Design Year (2045) No-Build conditions and Design Year (2045) Build conditions. Existing (2013) worst-case noise levels exceed FHWA/PennDOT Noise Abatement Criteria (NAC) at 52 receptor sites representing 112 residences, four commercial properties and one cemetery.

Design Year (2045) No-Build noise levels increase by approximately one dB(A) throughout the project area and exceed the NAC at 66 receptor sites representing 147 residences, four commercial properties and one cemetery. Design Year (2045) Build condition noise levels for Alternative 2A are projected to increase, as a result of widening and reconstruction of I-80 and the associated ramps. Noise levels are projected to exceed the NAC at 89 receptor sites representing 190 residences, four commercial properties and one cemetery. Of these, two receptors representing two residences would be acquired under the Alternative 2A condition. Design Year (2045) Build condition noise levels for Alternative 2B are projected to increase, as a result of widening and reconstruction of I-80 and the associated ramps. Noise levels are projected to exceed the NAC at 75 receptor sites representing 129 residences, four commercial properties and one cemetery. Of these, 10 receptors representing 30 residences would be acquired under the Alternative 2B condition. Design Year (2045) Build condition noise levels for Alternative 2D is projected to increase, as a result of widening and reconstruction of I-80 and the associated ramps. Noise levels are projected to exceed the NAC at 69 receptor sites representing 103 residences, four commercial properties and one cemetery. Specific to

this alternative, five receptors representing 21 residences would be acquired under the Alternative 2D condition.

The following discussions detail the noise analysis methodology and results for each NSA, under all three alternatives, and presents noise mitigation options where warranted. Based on the noise modeling results, it has been determined that, within these limits of work, noise abatement is feasible (i.e., capable of reducing Design Year noise levels by at least 5 dBA) and reasonable (cost-effective) for six Noise Study Areas under the Alternative 2A option, five areas under the Alternative 2B option, and five areas under the Alternative 2D option. The details of the proposed mitigation measures are contained within 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 negative impacts to the noise-sensitive environment located adjacent to the project area. For this reason, the Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT) have established a noise analysis methodology and noise level criteria to assess the potential noise impacts associated with construction and use of transportation related projects. In accordance with 23 CFR 772.5, the project is defined as a Type I project and the results of the noise analysis are included in the following sections of the report.

The purpose of this study is to develop a comprehensive overview of traffic noise within the identified study area for the I-80 Reconstruction Project in Monroe County, Pennsylvania. This analysis was initiated to enable a preliminary investigation of project alternatives and potential noise impacts for the proposed improvement project. PennDOT has proposed the corridor improvements to enhance overall mobility and improve safety conditions within Stroud Township and the Boroughs of East Stroudsburg, and Stroudsburg. The boundary of the study area begins approximately one half mile west of the I-80 Exit 303 and terminates at Broadhead Creek, approximately one quarter mile east of the Route 191 off ramp. The project area can be seen in ***Figure 1***.

This report details the steps involved in the Preliminary noise analysis for the I-80 Reconstruction Project including noise monitoring and modeling methodologies, results, impact evaluation, mitigation alternatives and preliminary abatement recommendations. Information from this report will be incorporated into the NEPA document for the project, currently scoped as an Environmental Assessment.

The methodologies applied to this noise analysis are in accordance with the Pennsylvania Department of Transportation's (PennDOT) "*Project Level Highway Traffic Noise Handbook"* Publication No. 24, November 2015. PennDOT guidelines are based on the updated U.S. Department of Transportation Federal Highway Administration, Federal Aid Policy Guide 23 CFR 772, U.S. Government Printing Office.

III. Alternatives Considered

Five preliminary build alternatives were assessed in the Phase I Alternatives Analysis Report. Three alternatives have been carried forward for Phase II analysis: Alternatives 2A, 2B, and 2D. A detailed discussion of each of the alternatives considered for the analysis can be referenced below.

Alternative 2A

After completion of Phase I, A combination of Phase I Alternatives H and I were selected and renamed Alternative 2A for Phase II. I-80 Mainline will generally follow the existing alignment, while Interchange improvements will occur at SR 611 Interchange (Exit 303), US 209/Business, and 209/Dreher Avenue Interchanges (Exits 304, 305, and 306).

Mainline I-80 will generally follow the existing alignment and the proposed typical section consists of 3-12 foot lanes each way with a 26-foot median (including 12-foot inside shoulders) and flanking 12-foot outside shoulders. Interchanges improvements will occur at the SR 611 Interchange (Exit 303), US 209/Business, and 209/Dreher Avenue Interchanges (Exits 304, 305, 306, and 307).

Alternative 2B

After completion of Phase I, Alternatives 1F and 1G were combined into Alternative 2B due to similarities in provided movements. Interchange improvements will occur at the SR 611 Interchange (Exit 303), US 209/Business, 209/Dreher Avenue Interchanges (Exits 304, 305, and 306), and SR 191 Interchange (Exit 307).

Due to the proximity of Exit 305 to Exit 304, the two interchanges function as one. In comparison to Phase I, the movements at Exit 305 have had horizontal and vertical changes. The connection of the ramps to West Main St has changed slightly to reduce overall impacts and improve the geometry of West Main St. Improvements to West Main St will start at Bridge St and end just east of Exit 305. Exit 306 was removed to simplify and reduce the number of exits within the corridor.

At the SR 191 Interchange (Exit 307), the EB on and off ramps to I-80 have been relocated to tie into the PA-611 Bridge. The new locations of these ramps reduce overall impacts as well as pull the EB and WB movement's closer together.

Alternative 2D

In comparison to Phase I, Alternative 2D is similar to Alternative 1B. Interchange improvements will occur at the SR 611 Interchange (Exit 303), US 209/Business, 209/Dreher Avenue Interchanges (Exits 304, 305, and 306), and SR 191 Interchange (Exit 307).

The SR 611 Interchange (Exit 303) diamond configuration was moved west to tie into the main intersection with the shopping center on PA-611. Improvements on PA-611 will extend east and tie into the existing section.

At the US 209/Business 209/Dreher Avenue Interchanges (Exits 304, 305, and 306), significant horizontal and vertical changes have occurred for ramps and the mainline. With Exit 303 pushed to the west, there is now adequate spacing to place the I-80 WB exit ramp to PA-611 at Exit 303 rather than begin it at Exit 304. Similarly, the improvements on West Main St are the same as Alternative 2B, which will begin at Bridge St and end east of Exit 305. Exit 305 is identical to Alternative 2B. Exit 306 was removed to simplify and reduce the number of exits within the corridor.

At the SR 191 Interchange (Exit 307), the EB on and off ramps to I-80 have been relocated to tie into the PA-611 Bridge. The new locations of these ramps reduce overall impacts as well as pull the EB and WB movement's closer together.

It should be noted that the above alternatives considered in this analysis are based on the preliminary engineering plans that were on display during the December 2014 open-house meetings. Since December 2014, several minor modifications to the alignments have occurred and are not included in this study. Most of the modifications are to Alternative 2D; however, minor modification to the roadway profile for CD road, between Main Street and Dreher Avenue, have also been implemented.

IV. Noise Monitoring Methodology and Results

The preliminary noise analysis was initiated by studying the project area and thoroughly identifying all noise-sensitive land uses within the project corridor. Noise-sensitive land uses included in this analysis consist of FHWA/PennDOT defined activity Category B and Category C land uses. However, Category E and Category G land uses are also present within the project study area. According to FHWA/PennDOT procedures, Category B and Category C receptor sites are particularly sensitive to potential noise impacts associated with transportation improvement projects. ***Table 1*** contains the definitions of each Land Use Activity Category.

The selection of noise-sensitive land uses and noise monitoring locations was guided by the existing alignment of I-80 and the proposed widening design, including interchange reconfiguration. In order to determine existing noise levels within the project area, noise monitoring was conducted at 30 representative noise-sensitive receptor sites. ***Figure 2-1 through Figure 4-5*** shows the project area and the locations of the 30 noise monitoring sites. Short-term monitoring sites are designated with an "R" in the site identification (e.g., 1-R1) number, versus an "M" for "modeling-*only*" sites (e.g., M1A).

Noise monitoring was performed at each of the selected noise-sensitive receptors using Rion NL-42 Sound level meters. Readings were taken on the A-weighted scale and

reported in decibels (dBA). The noise monitoring equipment meets all requirements of the American National Standard Specifications for Sound Level Meters, ANSI S1.4-1983 (R1991), Type 2, and meets all requirements as defined by FHWA. Noise Monitoring was conducted in accordance with the methodologies contained in FHWA-PD-96-046, *Measurement of Highway-Related Noise,* (FHWA, May 1996). Copies of the noise meter calibration certificates are included within the Appendices of the report.

Noise monitoring was conducted at each location in order to thoroughly represent existing, worst-case noise levels at the noise-sensitive locations throughout the project corridor. 24-hour noise monitoring was not completed for the project since this is not a typical commuter route with a defined noise peak. In general, noise levels remain consistent throughout the day. However, congestion does periodically occur and therefore attempts were made to avoid these times and to have the noise monitoring represent worst-case, free flow conditions along the corridor.

Short-term noise monitoring was performed during free-flow conditions for the purposes of noise model validation and not to predict noise impacts. As such, in some cases, the short-term noise monitoring may actually occur during a typical "off-peak" period of the day. Noise monitoring was conducted at each site for a 10-minute duration. Although noise monitoring durations can varying from project to project, a 10-minute duration was considered appropriate for this project since traffic was flowing freely throughout the monitoring session.

Noise monitoring was conducted between the 16th and the 23rd of July, 2013. During the monitoring sessions, noise level data was recorded at 10-second intervals for the 10-minute duration of each test. Data collected by the sound analyzers includes time, average noise level (Lav), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each 10-second interval. Additional data collected at each monitoring location included atmospheric conditions, wind speed, background noise sources, and unusual or non-traffic-related noise events. Traffic data (vehicle volume and speed) were also recorded on all roadways which were visible from the monitoring site and significantly contributed to the overall noise level. For noise monitoring and modeling purposes, PennDOT and FHWA guidelines and the FHWA TNM Traffic Noise Model suggest traffic data should be grouped into one of five categories: Cars, Medium Trucks, Heavy Trucks, Busses, and Motorcycles. For this project, traffic was only grouped into one of three categories: cars, medium trucks, and heavy trucks. Supplied traffic data did not include projections for busses and motorcycles and were not included in the analysis. The data collected is only used for model validation purposes and is not used to represent existing worst-case conditions.

The peak-hour noise monitoring results are summarized in ***Table 2***. Column 1 provides the descriptor of the noise receptor sites. Column 2 describes the type and number of land uses represented by each receptor site. Column 3 provides the existing, monitored noise level at each of the monitoring locations. As shown in Column 3, existing monitored noise levels throughout the corridor range from 47 to 73 dBA. The main

traffic thoroughfare and dominant noise source in the area is I-80. As expected, land uses in closest proximity to I-80 experience the highest noise levels within the project area.

V. Noise Modeling Methodology 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 FHWA-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, as-built, and proposed design), traffic data, 3-D cut/fill lines, and surveying of terrain. Base mapping and field views were used to identify Activity Category noise-sensitive land uses within the corridor.

The modeling process begins with computer model validation, as per PennDOT requirements. This is accomplished by comparing the monitored noise levels with noise levels generated by the computer model, using the traffic volumes and speeds that were experienced 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 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 I-80 existing conditions. Column 4 is the modeled noise level produced by the traffic volumes and speeds witnessed in the field during the noise monitoring phase. Column 5 represents the difference between the monitored level (Column 3) and the level produced by the model (Column 4).

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

Following noise model validation, additional noise modeling was performed for existing conditions using traffic data supplied by traffic engineers. This modeling step was performed to evaluate existing, "worst-case" conditions associated with existing worst-case traffic volumes and composition. Column 6 of ***Table 2*** provides a summary of worst-case existing noise levels, based on supplied worst-case existing traffic volumes. PM peak traffic volumes were used in the analysis as a worst-case approach. The following discussion is an explanation of the existing noise environment within each evaluated NSA.

NSA A1

Noise Study Area A1 (NSA A1) is located south of I-80 in the western portion of the project area, just west of NSA A. NSA A1 is composed of one monitoring site (R1-A1)

and one modeling site along White Stone Corner Road which combined represents three residences. The locations of these receptor sites can be seen in ***Figure 2-1***. The existing, monitored noise level within NSA A1 was found to be 63 dBA. As shown in ***Table 2***, existing (2013), worst-case noise levels are 64 dBA. As expected, I-80 is the dominant noise source in this area.

NSA A

Noise Study Area A (NSA A) is located south of I-80, in the western portion of the project area, extending from the end of Tanite Road to Palmer Avenue. NSA A contains three monitoring sites (R1 – R3) and four modeling sites, which combined represents approximately 23 residences. The locations of these receptor sites can be seen in ***Figure 2-1 and 2-2***. NSA A consists mainly of residential frontage along I-80. Existing, monitored noise levels within NSA A range from 60 to 65 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 59 to 68 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA B

Noise Study Area B (NSA B) is located just east of NSA A and to the south of I-80. NSA B is composed of residences along Bridge Street and Fairground Circle, in addition to the residences located along Miller Street that are in closest proximity to I-80. NSA B contains three monitoring sites (R4-R6) and six modeling sites, which combined represents approximately 54 residences. The locations of these receptor sites can be seen in ***Figure 2-2***. The majority of sensitive receivers within NSA B have I-80 as the dominant noise source. Existing monitored noise levels within NSA B range from 56 to 65 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 60 to 70 dBA.

NSA C

Noise Study Area C (NSA C) is located just east of NSA B and south of I-80 and is composed of the residences north of W. Main Street (Business Route 209) along Myrtle Street, Maple Street, Hazel Street, Pearl Street and Pokona Avenue. NSA C also includes the residences south of W. Main Street along Hemlock Road and Honeysuckle Lane. NSA C contains four monitoring sites (R7 - R10) and 19 modeling sites, which represent approximately 57 residences. The locations of these receptor sites can be seen in ***Figure 2-2***. Existing, monitored noise levels within NSA C range from 59 to 69 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 60 to 70 dBA, with I-80 and W. Main Street being the dominant noise sources in the area.

NSA C2

Noise Study Area C2 (NSA C2) is located east of Route 209 adjacent to Arlington Avenue to the north and King David Road to the east. This area is comprised of single

family homes. NSA C2 contains one monitoring site (R1-C2) and three modeling sites, which combined represent approximately 11 residences. The locations of these receptor sites can be seen in ***Figure 2-3***. As shown, most residences within NSA C2 front Route 209 and thus, the dominant noise source for these residences is Route 209. The existing, monitored noise level within NSA C2 is 62 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 57 to 66 dBA.

NSA D

Noise Study Area D (NSA D) is located south of I-80 extending from Dreher Avenue to the end of Anna Court. NSA D contains four monitoring sites (R11 – R14) and nine modeling sites which combined represent approximately 22 residencies and one cemetery. The locations of these receptor sites can be seen in ***Figure 2-3 and 2-4***. Existing, monitored noise levels within NSA D range from 57 to 71 dBA. As shown in Column 6 of ***Table 2,*** existing (2013), worst-case noise levels are predicted to range from 55 to 74 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA D2

Noise Study Area D2 (NSA D2) is located south of NSA D along Dreher Avenue at the Kautz Street intersection. NSA D2 contains two monitoring sites (R1-D1 and R2-D2) and two modeling sites, which combined represent approximately eight residences. The locations of these receptor sites can be seen in ***Figure 2-3***. Existing, monitored noise levels within NSA D2 range from 47 to 48 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 56 to 59 dBA.

NSA E

Noise Study Area E (NSA E) is located south of I-80 extending east from Dreher Avenue to Village Drive. NSA E contains four modeling sites, which represent approximately 11 residences. The locations of these receptor sites can be seen in ***Figure 2-3 and 2-4***. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 58 to 60 dBA. Noise levels for NSA E are affected by the traffic on the I-80 ramps and Dreher Avenue.

NSA F

Noise Study Area F (NSA F) is located south of I-80 in the eastern portion of the project area, bordered by Bryant Street on the west and Park Avenue (Route 611) on the east. NSA F contains three monitoring sites (R15 – R17) and seven modeling sites, which combined represent approximately 31 residences. The locations of these receptor sites can be seen in ***Figure 2-4*** NSA F consists of residential homes along I-80 and the ramps for Exit 307. Existing, monitored noise levels within NSA F range from 58 to 73 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted

to range from 55 to 73 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA G

Noise Study Area G (NSA G) is located south of I-80 in the eastern portion of the project area, bordered by Park Avenue (Route 611) to the west, Lenox Street to the South, and Broad Street to the east. NSA G contains one monitoring site (R18) and three modeling sites, which combined represent approximately 10 residences. The locations of these receptor sites can be seen in ***Figure 2-5.*** The existing, monitored noise level within NSA G is 71 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 52 to 75 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA H

Noise Study Area H (NSA H) is located south of I-80 in the eastern most portion of the project area, bordered by Broad Street to the west and Storm Street to the east, composed of residences located along Colbert Street. NSA H contains three monitoring sites (R19 – R21) and ten modeling sites, which combined represent approximately 33 residences. The locations of these receptor sites can be seen in ***Figure 2-5***. Existing, monitored noise levels within NSA H range from 51 to 69 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 52 to 70 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA I

Noise Study Area I (NSA I) is located north of I-80 in the eastern most portion of the project area just east of Broad Street. NSA I contains one modeling site, which currently represents a medical office building. The locations of the receptor site can be seen in ***Figure 2-5***. At the initial time of the field survey, homes were present in this NSA. However, based on recent aerial inspections it appears that these homes have been razed and replaced with the medical office building. No areas of common outdoor use are present at this location. Therefore, there are no longer any noise sensitive receptors in NSA I, thus eliminating it from further investigation.

NSA J

Noise Study Area J (NSA J) is located north of I-80 just west of NSA I. It contains residential units along Ann Street from S. 7th Street to Broad Street. NSA J contains one monitoring site (R22) and two modeling sites, which combined represent approximately 10 residences. The locations of these receptor sites can be seen in ***Figure 2-5***. The existing, monitored noise level within NSA J is 59 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 65 to 66 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA J consists mainly of residential land uses along I-80; however, the Ann Street Park is also located in this NSA. This park was not initially monitored during the preliminary phase of the project. A preliminary assumption of 100 people at one half hour use per day has been determined for the use factor of this park. Based on the "Trail" adjustments located in Table 2, Appendix E, of PennDOT Pub 24, the applicable criteria associated with this particular Category C land use resulted in an Equivalent Residential Units (ERU's) value of 0.013 for one grid point based on the size of the property. As such, the Ann Street Park in NSA J would represent a total of less than one ERU. Regardless of noise impacts, the Ann Street Park only provides 0.013 ERUs (or equivalent to 1.3% of one residence) toward noise barrier reasonableness. Furthermore, when qualitatively evaluating a noise barrier along Broad Street, a minimum barrier would require approximately 200 feet in length at a minimum height of 10 feet and would yield 2,000 total square feet. Considering this minimum barrier scenario, the barrier would far exceed the maximum square foot per benefited receptor valued of 2000. A complete analysis for the area will be undertaken during the Final Design Phase using final design elements.

NSA J-1

NSA J-1 consists of the Rotary Creek Park. This park was not initially monitored during the preliminary phase of the project. A preliminary assumption of 15 people at one half hour use per day has been determined for the use factor of this park. This assumption assumes that the park is primarily used for fishing. Based on the "Trail" adjustments located in Table 2, Appendix E, of PennDOT Pub 24, the applicable criteria associated with this particular Category C land use resulted in an ERU value of .01 for seven grid points. The Rotary Creek Park in NSA J-1 would represent a total of less than one ERU. As such, any length of wall in the area would exceed the reasonableness criteria of 2,000 square feet per benefit. A complete analysis for the area will be undertaken during the Final Design Phase using final design elements. Noise mitigation for NSA J-1 may be warranted and feasible, but would not reasonable at this time, based on the above ERU calculation. A complete analysis for the area will be undertaken during the Final Design Phase using final design elements.

NSA K

Noise Study Area K (NSA K) is located north of I-80 and represents the Stroudsburg Cemetery (a Category C land use). NSA K contains 36 modeling sites, determined by the grid method noted in Appendix E of PennDOT Pub 24. Each modeling site represents approximately .0037 Equivalent Residential Units (ERUs) determined by the applicable criteria associated with this Category C land use under the "Cemetery 2" criteria. The locations of these receptor sites can be seen in ***Figure 2-4.*** As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 59 to 70 dBA, with I-80 being the dominant noise source in the area.

NSA L

Noise Study Area L (NSA L) is located north of I-80, bordered by NSA K to the east and Dreher Avenue to the west. NSA L contains three modeling sites, which combined represent approximately five residences. The locations of these receptor sites can be seen in ***Figure 2-4***. As shown in ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 61 to 63 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA M

Noise Study Area M (NSA M) is located north of I-80, bordered by Dreher Avenue to the east, W Main Street to the north, and Beers Street to the west. NSA M contains four monitoring sites (R23 – R26) and 12 modeling sites, which combined represent approximately 51 residences. The locations of these receptor sites can be seen in ***Figure 2-4***. Existing, monitored noise levels within NSA M range from 64 to 65 dBA. As shown in Column 6 of ***Table 2***, existing (2013), worst-case noise levels are predicted to range from 65 to 75 dBA. As expected, noise levels are highest at receivers in closest proximity to I-80.

NSA N

Noise Study Area N (NSA N) is located north of I-80 and south Rt. 611 in the western portion of the project area. NSA N contains one modeling site, which represents approximately four (Category E) commercial land uses. The locations of these receptor sites can be seen in ***Figure 2-2***. As shown in Column 6 of ***Table 2***, the existing (2013), worst-case noise level is predicted to be 75 dBA. Traffic along I-80 and N. 9th Street are the dominant noise sources.

There are no "official" outdoor use areas within NSA N; however, it is still unclear if any apartments are present within the commercial properties. Final determination and re-analysis will be made in the final design phase of the project.

NSA O

Noise Study Area O (NSA O) is located north of I-80 in the western most portion of the project area. NSA O contains one modeling site, which represents one residence. The locations of this receptor site can be seen in ***Figure 2-1***. As shown in Column 6 of ***Table 2***, the existing (2013), worst-case noise level is predicted to be 71 dBA.

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

Following the development of the existing conditions model and the prediction of Existing (2013) noise levels, the assessment continued with the projection of Design Year (2045) noise levels. This task was accomplished by accounting for the proposed

improvements and applying Design Year (2045) traffic volumes and composition to the validated computer model. The proposed improvements should be considered conceptual and preliminary in nature. The proposed improvements are shown on ***Figure 2-1 through Figure 4-5***. Design Year (2045) Build noise levels were predicted with the conceptual improvements in place and in use.

Design Year (2045) noise levels were also modeled for the No-Build alternative for comparative purposes to Build conditions. The No-Build alternative was modeled with the assumption that the roadway improvements proposed, as part of the PennDOT project, would not be in place in the Design Year (2045) of the project, but the existing roadways would carry Design Year traffic volumes, speeds and composition. The noise levels associated with the No-Build modeling analysis are summarized in Column 8 of ***Table 2***. No-Build noise levels are projected to approach or exceed the FHWA/PennDOT NAC at 66 sensitive receptor sites, representing 151 Category B, Category C, and Category E land uses.

The next step in the noise analysis is to project Design Year (2045) noise levels for Alternatives 2A, 2B, and 2D and to determine if receptors would approach or exceed the NAC. If the criteria are approached or exceeded at any receptor, noise abatement would be considered and evaluated in an attempt to reduce Design Year noise levels. The noise levels associated with the Build condition modeling analysis are summarized in Columns 9 through 11 of ***Table 2***. As shown, Design Year (2045) Build condition noise levels are projected to approach or exceed the NAC within 15 of the 18 NSAs for Alternative 2A, 11 of the 18 NSAs for Alternative 2B and 12 of the 18 NSAs for Alternative 2D.

The information applied to the Design Year modeling effort includes the following: proposed preliminary design roadway improvements, and traffic data derived from modeling efforts for Design Year (2045) Build conditions. Base mapping and field views were used to further identify noise-sensitive land uses and terrain that shields noise levels considerably within the project corridor. The Design Year (2045) Build 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 (2045) traffic volumes, vehicle composition, and speeds were assigned to all existing and proposed roadways. All traffic data used in the noise analyses were derived from traffic engineering studies for the project.

The following discussions present a summary of the Design Year (2045) noise levels throughout the project corridor. NSA boundaries can be referenced on **Figures 2-1 through 2-5** (Alternative 2A), **Figures 3-1 through 3-**5 (Alternatives 2B), and **Figures 4-1 through 4-5** (Alternative 2D).

Since the initial development of the preliminary engineering, changes have been made to Alternative 2D that is not shown on the noise project mapping. Improvements to the auxiliary lane between Exit 306 and Exit 307 (eastbound) were since incorporated.

Although these changes have not been modeled under the Preliminary Design Noise Analysis, it is assumed there will be minimal impacts to the predicted noise levels in NSA's E, F, K, and L. However, a more detailed evaluation will be performed once an Alternative is selected and final engineering is complete.

NSA A1

NSA A1 Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 65 to 67 dBA. One receptor site representing one residence shows predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B is predicted to be 67 dBA for both receptors. Two receptor sites representing three residences show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 65 to 66 dBA. One receptor site representing one residence shows a predicted impact as a result of the Alternative 2D scenario. Noise levels are highest at those sites in closest proximity to I-80; the dominant noise source in the area. Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA A1 is warranted and will be discussed in the following sections of this report.

NSA A

NSA A Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 63 to 69 dBA. Four receptor sites representing 14 residence show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 61 to 68 dBA. One receptor site representing three residences show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 61 to 67 dBA. One receptor site representing two residences show a predicted impact as a result of the Alternative 2D scenario. Noise levels are highest at those sites in closest proximity to I-80; the dominant noise source in the area. Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA A is warranted and will be discussed in the following sections of this report.

NSA B

NSA B Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 62 to 70 dBA. Six receptor sites representing 40 residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 56 to 58 dBA, resulting in no noise impacts. Three receptor sites representing 20 residences are assumed to be acquired under the Alternative 2B condition. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 62 to 64 dBA, resulting in no noise impacts. Two receptor sites representing 18 residences are assumed to be acquired under the Alternative 2D condition. Noise levels are highest at those sites in closest proximity to I-80; the dominant noise source in the area. The properties assumed to be acquired were not included in the mitigation evaluation. Since Design Year noise levels exceed the NAC

for Alternative 2A, noise mitigation for NSA B is warranted and will be discussed in the following sections of this report.

NSA C

NSA C Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 64 to 74 dBA. Eighteen receptor sites representing 42 residences show predicted impacts as a result of the Alternative 2A scenario. In addition, one receptor representing one residence is assumed to be acquired under Alternative 2A. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 63 to 70 dBA. Thirteen receptor sites representing 33 show predicted impacts as a result of the Alternative 2B scenario. In addition, three receptors representing three residences are assumed to be acquired under Alternative 2B. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 63 to 68 dBA. Six receptor sites representing 14 residences show predicted impacts as a result of the Alternative 2D scenario. In addition, two receptors representing two residences are assumed to be acquired under the Alternative 2D scenario. Noise levels are highest at those sites in closest proximity to I-80; the dominant noise source in the area. Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA C is warranted and will be discussed in the following sections of this report.

NSA C2

NSA C2 Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 61 to 71 dBA, however, Alternative 2A improvements end at West Main Street to the north. At this time, noise mitigation is not warranted for this area under Alternative 2A, since this NSA is located beyond the Alternative 2A project limits. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 58 to 60 dBA, resulting in no noise impacts. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 58 to 66 dBA. One receptor site representing two residences show predicted impacts as a result of Alternative 2D scenario. Noise levels are highest at those sites in closest proximity to SR 209; the dominant noise source in the area. Since Design Year noise levels exceed the NAC for Alternatives 2D, noise mitigation for NSA C2 is warranted under the 2D Alternative only and will be discussed in the following sections of this report.

NSA D

NSA D Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 61 to 76 dBA. Three receptor sites representing four residences show predicted impacts as a result of the Alternative 2A scenario. In addition, one receptor representing one residence is assumed to be acquired under Alternative 2A. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 57 to 67 dBA. Five receptor sites representing nine residences show predicted impacts as a result of the Alternative 2B scenario. In addition, one receptor representing one residence is assumed to be acquired under Alternative 2B. Design Year (2045) Build noise levels for Alternative 2D

are predicted to range from 60 to 68 dBA. Eight receptor sites representing 11 residences and a cemetery show predicted impacts as a result of the Alternative 2D scenario. In addition, one receptor representing one residence is assumed to be acquired under Alternative 2D. Noise levels are highest at those sites in closest proximity to I-80; the dominant noise source in the area. Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA D is warranted and will be discussed in the following sections of this report.

The existing Hollinshead Cemetery lies adjacent to the residence represented by MD9 in NSA D. The cemetery contains approximately 15 grave sites and is located on a 90ft by 60ft piece of land. Regardless of a potential noise impact, due to the size of the property, the result of the ERU calculation would have minimal effect on the overall reasonableness for a potential noise barrier. As referenced under the Alternatives discussion of the report, this area has had several design modifications since the development of this report that will be reanalyzed during Final Design noise activities.

NSA D2

NSA D2 Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 60 to 63 dBA. Alternative 2A is the only design to have proposed engineering near the area of NSA D2. It is assumed, for this analysis, that future noise levels within this NSA would not be affected by the Alternative 2B or Alternative 2D alignments. Therefore, the future no-build noise levels are assumed for these scenarios. Since Design Year noise levels do not exceed the NAC, noise mitigation for NSA D2 is not warranted and will not be discussed further.

NSA E

NSA E Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 60 to 63 dBA. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 62 to 64 dBA. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 61 to 63 dBA. Since Design Year noise levels do not exceed the NAC, noise mitigation for NSA E is not warranted and will not be discussed further.

NSA F

NSA F Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 58 to 75 dBA. Five receptor sites representing 17 residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 56 to 75 dBA. Four receptor sites representing 12 residences show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 57 to 75 dBA. Three receptor sites representing 10 residences show predicted impacts as a result of the Alternative 2D scenario. Since Design Year (2045) noise levels

exceed the NAC for all alternatives, noise mitigation for NSA F is warranted and will be discussed in the following sections of this report.

NSA G

NSA G Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 55 to 77 dBA. One receptor site representing two residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 54 to 55 dBA. Two receptor sites (R18 and MG3) representing four residences are assumed to be acquired under Alternative 2B. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 54 to 56 dBA. Two receptor sites (R18 and MG3) representing four residences are assumed to be acquired under Alternative 2D. Since Design Year noise levels exceed the NAC for Alternatives 2A, noise mitigation for NSA G is warranted under Alternative 2A only and will be discussed in the following sections of this report.

NSA H

NSA H Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 54 to 76 dBA. Three receptor sites representing four residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 52 to 75 dBA. Six receptor sites representing 10 residences show predicted impacts as a result of the Alternative 2B scenario. In addition, one receptor site (R19) representing two residences are assumed to be acquired under Alternative 2B. Design Year (2045) Build noise levels for Alternative 2D is predicted to range from 47 to 73 dBA. In addition, one receptor site (R19) representing two residences are assumed to be acquired under Alternative 2D. Six receptor sites representing 10 residences show predicted impacts as a result of the Alternative 2D scenario. Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA H is warranted and will be discussed in the following sections of this report. The properties assumed to be acquired will not be included in the mitigation evaluation.

NSA J

NSA J Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 63 to 67 dBA. Two receptor sites representing seven residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 64 to 67 dBA. Two receptor sites representing seven residences show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D is predicted to range from 63 to 67 dBA. One receptor site representing three residences show predicted impacts as a result of the Alternative 2D scenario. The Ann Street Park is also apart of NSA J; however, the calculated ERU value for the park is insignificant and will not count toward the reasonableness criteria. Since Design Year noise levels exceed the NAC for

all alternatives, noise mitigation for NSA J is warranted and will be discussed in the following sections of this report.

NSA J-1

Rotary Creek Park is currently closed to the public. At this time, it has been determined by the project team that this area will yield very limited public activity and it would prove extremely difficult to determine a proper ERU value. Once appropriate activity use information can be obtained for the park, a full analysis will be completed under the selected Alternative in the Final Design Phase of the project.

NSA K

NSA K Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 65 to 73 dBA. Twenty-five receptor sites show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 64 to 71 dBA. Twenty-four receptor sites show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 64 to 72 dBA. Twenty-six receptor sites show predicted impacts as a result of the Alternative 2D scenario.

Since Design Year noise levels exceed the NAC for all alternatives, noise mitigation for NSA K is warranted and will be discussed in the following sections of this report.

NSA L

NSA L Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 64 to 67 dBA. One receptor site representing two residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 63 to 65 dBA. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 63 to 65 dBA. Since Design Year noise levels exceed the NAC for Alternative 2A, noise mitigation for NSA L is warranted under Alternative 2A only and will be discussed in the following sections of this report.

NSA M

NSA M Design Year (2045) Build noise levels for Alternative 2A are predicted to range from 66 to 75 dBA. Sixteen receptor sites representing 51 residences show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B are predicted to range from 66 to 74 dBA. Sixteen receptor sites representing 51 residences show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D are predicted to range from 67 to 76 dBA. Sixteen receptor sites representing 51 residences show predicted impacts as a result of the Alternative 2D scenario. Since Design Year noise

levels exceed the NAC for all alternatives noise mitigation for NSA M is warranted and will be discussed in the following sections of this report.

NSA N

NSA N Design Year (2045) Build noise levels for Alternative 2A are predicted to be 75 dBA. One receptor sites representing four commercial properties show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B is predicted to be 77 dBA. One receptor sites representing four commercial properties show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D is predicted to be 77 dBA. One receptor sites representing four commercial properties show predicted impacts as a result of the Alternative 2D scenario. Since Design Year noise levels exceed the NAC for all alternatives noise mitigation for NSA N is warranted and will be discussed in the following sections of this report.

NSA O

NSA O Design Year (2045) Build noise levels for Alternative 2A is predicted to be 74 dBA. One receptor site representing one residence show predicted impacts as a result of the Alternative 2A scenario. Design Year (2045) Build noise levels for Alternative 2B is predicted to be 68 dBA. One receptor site representing one residence show predicted impacts as a result of the Alternative 2B scenario. Design Year (2045) Build noise levels for Alternative 2D is predicted to be 66 dBA. One receptor site representing one residence show predicted impacts as a result of the Alternative 2D scenario. Since Design Year noise levels exceed the NAC for all alternatives noise mitigation for NSA O is warranted and will be discussed in the following sections of this report.

VII. Undeveloped Lands

As indicated in PennDOT guidance, if undeveloped land is not permitted for development, a noise analysis is still required to predict future noise levels for use by local planning officials. As shown in ***Figures 2-1*** through ***4-5***, there are areas along the project corridor that are comprised of undeveloped wooded areas. As such, modeling receptors were offset every 100 feet up to 550 feet from the edge of shoulder of the new I-80 eastbound alignment to predict the depth of noise impact (66 dBA) from the proposed improvement. As shown in ***Table 3***, using site modeling techniques, noise impacts are predicted approximately 500 feet from the proposed eastbound alignment. Local planning officials should exercise caution if any planned developments extend within 500 feet of the proposed improvements since it would be within the impact threshold. During Final Design, coordination should be performed to determine if the status of the undeveloped lands in the project corridor has changed. Only lands where development is permitted by the date of public knowledge (i.e. the NEPA clearance date) will be eligible for abatement consideration.

VIII. Noise Abatement Evaluation and Mitigation

Design Year (2045) noise levels are projected to approach or exceed the FHWA/PennDOT Noise NAC in locations throughout the project corridor. Therefore, in accordance with FHWA/PennDOT procedures, noise abatement considerations are warranted, as discussed above for ***Phase 1*** of PennDOT's three-phased approach, for the impacted properties within the project corridor.

Where it is determined in ***Phase 1*** of the noise analysis that consideration of noise abatement is warranted, ***Phase 2*** and ***Phase 3*** (feasibility and reasonableness) are then considered. ***Phase 2*** and ***Phase 3*** of PennDOT'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. PennDOT 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 PennDOT guidelines recommend a variety of abatement measures which should be considered in response to transportation-related noise impacts. While noise barriers and/or earth berms are generally the most effective form of noise abatement, additional abatement measures exist which have the potential to provide considerable noise reductions, under certain circumstances. A brief depiction of PennDOT-approved noise abatement options is provided below:

- Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way. 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 which 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.

Due to the nature of the proposed improvements, traffic control measures were not considered an appropriate solution. Property acquisition to provide noise abatement via a buffer zone 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 (2045) noise levels for this project.

Noise walls and earth berms are often incorporated into the highway design in response to identified noise impacts. The use of earth berms is not always an option, 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 at the base. 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 (2045) Build noise levels below criteria.

Phase 3: Reasonableness Criteria for Noise Barriers

A determination of noise barrier reasonableness will include 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. When performing a reasonableness analysis for the NEPA document, some parameters (e.g., desires of the impacted community) would not yet be quantifiable. All of the reasonableness factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable.

- **Noise Reduction Design Goals**

The design goal is a reasonableness factor indicating a specific reduction in noise levels that PennDOT uses to identify that a noise abatement measure effectively reduces noise. The design goal establishes a criterion, selected by PennDOT 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.

- **Cost-effectiveness**

PennDOT's noise barrier cost effectiveness value is based upon a Maximum Square Footage of Abatement per Benefited Receptor (MaxSF/BR) value of 2,000 sq. ft. This MaxSF/BR criterion shall be applied as part of the noise barrier reasonableness determination. It replaces the previously used "Cost per Benefited Receptor" criteria under the previous noise policy.

- **Viewpoints of the benefited receptors**

PennDOT shall solicit the viewpoints of all benefited receptors 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.

The effectiveness of a noise barrier is measured by examining the barrier's capability to reduce Design Year (2045) Build 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.

- It is required that exterior noise levels be reduced by at least 7 dB(A) for at least one benefitted receptor.

- While conforming to the MaxSF/BR criteria, it is desirable to obtain the 7 dB(A) minimum exterior insertion loss for additional impacted receptor sites if justified by a "point of diminishing returns' evaluation.

- While conforming to the MaxSF/BR criteria, it is desirable to provide additional exterior insertion loss above the 7 dB(A) minimum if justified by a "point of diminishing returns' evaluation.

- If possible, it is desirable to reduce future exterior noise levels to the low- 60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors.

- If possible, it is desirable to reduce future exterior noise levels back to existing exterior noise levels.

The following discussion presents potential abatement options for NSAs A1, A, B, C, C2, D, F, G, H, J, K, L, M, N and O within the I-80 Reconstruction Project. Where a noise

barrier was evaluated, the effectiveness was measured in terms of achievable IL (reference ***Table 4-1 through Table 4-3***).
The following is a preliminary discussion of the evaluated noise barrier system for each of the impacted NSAs under the associated alternative scenario. Noise abatement was evaluated where noise impacts are predicted to occur. The noise evaluation is preliminary and a more detailed analysis will be completed during the Final Design phase of the project using final engineering information. Final noise mitigation recommendations and commitments are not made until the Final Design phase of the project is complete.

The following is a discussion of the Design Year (2045) Build evaluated noise mitigation options for each NSA for which noise mitigation is warranted. As stated earlier, due to space requirements for earth berms, noise barriers were found to be the only feasible form of noise mitigation for the I-80 project area.

NSA A1 – Alternative 2A

A single post-and-panel noise barrier was modeled for NSA A1, under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 2-1*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the impacted receptor at a height of 14 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 20 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 20 feet and length of 1,344 feet, which yields a total area of 26,880 ft^2. The preliminary barrier system for NSA A1 benefits three residences and has a MaxSF per benefited residence of 8,960, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore, this barrier is considered to be feasible but not reasonable at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA A1 – Alternative 2B

A single post-and-panel noise barrier was modeled for NSA A1 under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 3-1*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 10 feet. ***Table 5-2*** shows the preliminary barrier has an average height of 10 feet and length of 1,383 feet, which yields a total area of 13,830 ft^2. The preliminary

barrier system for NSA A1 benefits three residences and has a MaxSF per benefited residence of 4,610, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore, this barrier is considered to be feasible but not reasonable at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA A1 – Alternative 2D

A single post-and-panel noise barrier was modeled for NSA A1 under the Alternative 2D scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 4-1*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 10 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 12 feet. ***Table 5-3*** shows the preliminary barrier has an average height of 12 feet and length of 1,502 feet, which yields a total area of 18,024 ft^2. The preliminary barrier system for NSA A1 benefits three residences and has a MaxSF per benefited residence of 6,008, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore, this barrier is considered to be feasible but not reasonable at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA A – Alternative 2A

A two barrier post-and-panel noise barrier system was modeled for NSA A under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 2-1 and 2-2*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of 10 feet; however, additional barrier optimization would greatly reduce noise levels to below the NAC at many additional receptors within the area. Noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 12 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 12 feet and a combined length of 3,000 feet, which yields a total area of 36,000 ft^2. The preliminary barrier system for NSA A benefits 18 residences and has a MaxSF per benefited residence of 2,000, which is at the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 100% of the three impacted receptor sites obtain at least a 7 dBA reduction. Considering these factors, noise abatement for NSA A. Alternative 2A is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA A – Alternative 2B

A single post-and-panel noise barrier system was modeled for NSA A under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 3-1 and 3-2*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier system was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 12 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 20 feet. ***Table 5-2*** shows the preliminary barrier system has an average height of 20 feet and length of 2,952 feet, which yields a total area of 59,040 ft^2. The preliminary barrier system for NSA A benefits three residences and has a MaxSF per benefited residence of 19,680, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore, this barrier is considered to be feasible but not reasonable at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA A – Alternative 2D

A single post-and-panel noise barrier system was modeled for NSA A under the Alternative 2D scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 4-2*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier system was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 10 feet. ***Table 5-3*** shows the preliminary barrier system has an average height of 10 feet and length of 959 feet, which yields a total area of 9,590 ft^2. The preliminary barrier system for NSA A benefits two residences and has a MaxSF per benefited residence of 4,795, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore, this barrier is considered to be feasible but not reasonable at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA B – Alternative 2A

A post-and-panel noise barrier was modeled for NSA B under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80. ***Figure 2-2*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of eight feet; however, additional barrier optimization would greatly reduce noise levels to below the NAC at many additional receptors within the area. ***Table 5-1*** shows the preliminary barrier has an average height of 12 feet and length of 1,761 feet, which yields a total area of 21,132 ft^2. The preliminary barrier system for NSA B benefits 50 residences and has a MaxSF per benefited residence of 423, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 100% of the seven impacted receptor sites obtain at least 5 dBA decrease, while 86% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA B, Alternative 2A is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA C – Alternative 2A

A post-and-panel noise barrier was modeled for NSA C under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80 from west of NSA C to its termini along the I-80 off-ramp to Hemlock Road. ***Figure 2-2*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of 10 feet; however, additional barrier optimization would greatly reduce noise levels to below the NAC at many additional receptors within the area. ***Table 5-1*** shows the preliminary barrier has an average height of 14 feet and length of 2,575 feet, which yields a total area of 36,050 ft^2. The preliminary barrier system for NSA C benefits 46 residences and has a MaxSF per benefited residence of 784, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 83% of the 18 impacted receptor sites obtain at least 5 dBA decrease, while 33% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA C, Alternative 2A is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSAs C and D – Alternative 2B

A single continuous post-and-panel noise barrier system was modeled for NSAs C and D under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80 from west of NSA C to its termini just east of Dreher Avenue, encompassing both NSA C and NSA D. ***Figure 3-2 and 3-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier system evaluated for this area satisfies

the feasibility criteria for the majority of impacted receptors at a height of 14 feet. ***Table 5-2*** shows the preliminary barrier has an average height of 14 feet and length of 4,172 feet, which yields a total area of 58,408 ft^2. The preliminary barrier system for NSAs C and D benefits 43 residences and has a MaxSF per benefited residence of 1,358 which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 56% of the 18 impacted receptor sites obtain at least 5 dBA decrease, while 22% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA C and NSA D, Alternative 2B is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSAs C and D – Alternative 2D

A single post-and-panel noise barrier was modeled for NSA C2 under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the eastbound edge-of-shoulder of I-80 from west of NSA C to its termini just east of Dreher Avenue, encompassing both NSA C and NSA D. ***Figure 4-2 and 4-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of 12 feet; however, additional barrier optimization would greatly reduce noise levels to below the NAC at many additional receptors within the area. Noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 14 feet. ***Table 5-3*** shows the preliminary barrier has an average height of 16 feet and length of 4,205 feet, which yields a total area of 67,280 ft^2. The preliminary barrier system for NSAs C and D benefits 54 residences and has a MaxSF per benefited residence of 1,246 which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 77% of the 13 impacted receptor sites obtain at least 5 dBA decrease, while 31% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA C and NSA D, Alternative 2D is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA C2 – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA C2 under the Alternative 2D scenario. Moving from south to north the barrier was modeled along the northbound edge-of-shoulder of Route 209 just south of NSA C2 to its termini at the start of the Route 209 off-ramp to Main Street. ***Figure 4-3*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of eight feet. ***Table 5-3*** shows the preliminary barrier has an average height of eight feet and length of 655 feet, which yields a total area of 5,240 ft^2. The preliminary barrier for NSA C2

benefits five residences and has a MaxSF per benefited residence of 1,048, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, the impacted receptor obtains at least a 7 dBA reduction. Considering these factors, noise abatement for NSA C2, Alternative 2D is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA D – Alternative 2A

A single continuous post-and-panel noise barrier was modeled for NSA D under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the PennDOT right-of-way and transitions to the I-80 eastbound edge-of-shoulder. ***Figure 2-3 and 2-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the majority of impacted receptors at a height of 10 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 10 feet and length of 1,780 feet, which yields a total area of 17,800 ft^2. The preliminary barrier for NSA C2 benefits two residences and has a MaxSF per benefited residence of 8,900, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Considering these factors, noise abatement for NSA D, Alternative 2A is warranted, and feasible, but not reasonable. This area will be re-evaluated during the Final Design phase of the project.

NSA F – Alternative 2A

A single continuous post-and-panel noise barrier system was modeled for NSA F under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the top of the cut line between NSA F and the I-80 off-ramp to Route 611. This mitigation location will be determined when final engineering is available. ***Figure 2-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet; however, additional barrier optimization would greatly reduce noise levels to below the NAC at many additional receptors within the area. Noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 10 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 10 feet and length of 1,366 feet, which yields a total area of 13,660 ft^2. The preliminary barrier for NSA F benefits 12 residences and has a MaxSF per benefited residence of 1,138, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 80% of the five impacted receptor sites obtain at least 5 dBA decrease, while 40% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA F, Alternative 2A is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA F – Alternative 2B

A single continuous post-and-panel noise barrier was modeled for NSA F under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the top of the cut line between NSA F and the I-80 off-ramp to Route 611. This mitigation location will be determined when final engineering is available. ***Figure 3-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. ***Table 5-2*** shows the preliminary barrier has an average height of eight feet and length of 975 feet, which yields a total area of 7,800 ft^2. The preliminary barrier system for NSA F benefits 12 residences and has a MaxSF per benefited residence of 650, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 100% of the five impacted receptor sites obtain at least 5 dBA decrease, while 20% receive a 7 dBA reduction. Considering these factors, noise abatement for NSA D, Alternative 2B is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA F – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA F under the Alternative 2D scenario. Moving from west to east the barrier was modeled along the top of the cut line between NSA F and the I-80 off-ramp to Route 611. This mitigation location will be determined when final engineering is available. ***Figure 4-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. ***Table 5-3*** shows the preliminary barrier has an average height of eight feet and length of 1,019 feet, which yields a total area of 8,152 ft^2. The preliminary barrier system for NSA F benefits 12 residences and has a MaxSF per benefited residence of 679, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 100% of the three impacted receptor sites obtain at least 5 dBA decrease, while 33% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA D, Alternative 2D is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA G – Alternative 2A

A post-and-panel noise barrier was modeled for NSA G under the Alternative 2A scenario. Moving from west to east the barrier was modeled along the top of the cut line between NSA G and the I-80 eastbound lanes. ***Figure 2-5*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 12 feet. Noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 18 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 18 feet and length of 640 feet, which yields a total area of 11,520 ft^2. The preliminary barrier for NSA G benefits two residences and has a MaxSF per benefited residence of 5,760, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Considering these factors, noise abatement for NSA G, Alternative 2A is warranted and feasible, but not reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA H – Alternative 2A

A two barrier post-and-panel noise barrier system was modeled for NSA H under the Alternative 2A scenario. Moving from west to east the first barrier was modeled along the top of the cut line between NSA H and the I-80 eastbound lanes. The second barrier was modeled along the I-80 eastbound edge-of-shoulder. ***Figure 2-5*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated is not able to satisfy the feasibility criteria, even at a height of 20 feet. Therefore, the barrier for NSA H Alternative 2A is considered to be not feasible at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA H – Alternative 2B

A single continuous post-and-panel noise barrier was modeled for NSA H under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the top of the cut line and transitions to the I-80 edge-of-shoulder. ***Figure 3-5*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. ***Table 5-2*** shows the preliminary barrier has an average height of 12 feet and length of 1,614 feet, which yields a total area of 19,368 ft^2. The preliminary barrier for NSA H benefits 15 residences and has a MaxSF per benefited residence of 1,291, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 83% of the six impacted receptor sites obtain at least 5 dBA decrease, while 50% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA H, Alternative 2B is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA H – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA H under the Alternative 2B scenario. Moving from west to east the barrier was modeled along the top of the cut line and transitions to the I-80 edge-of-shoulder. ***Figure 4-5*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of eight feet. ***Table 5-3*** shows the preliminary barrier has an average height of 12 feet and length of 1,614 feet, which yields a total area of 19,368 ft^2. The preliminary barrier for NSA H benefits 11 residences and has a MaxSF per benefited residence of 1,761, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 83% of the six impacted receptor sites obtain at least 5 dBA decrease, while 50% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSA H, Alternative 2D is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA J- Alternative 2A

A single continuous post-and-panel noise barrier was modeled for NSA J under the Alternative 2A scenario. Moving from east to west the barrier was modeled along the I-80 on-ramp from Route 191, between Route 191 and Route 611. ***Figure 2-5*** displays the location and limits of the preliminary noise barrier system.
The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1***, the preliminary noise barrier system evaluated for this area is not able to satisfy the feasibility criteria for the impacted receptors at a height of 20 feet. Therefore, this barrier is considered to be not feasible at this time. However, this area will be re-evaluated during the Final Design phase of the project.

NSA J – Alternative 2B

A single continuous post-and-panel noise barrier was modeled for NSA J under the Alternative 2D scenario. Moving from east to west the barrier was modeled along the I-80 on-ramp from Route 191, between Route 191 and Route 611. ***Figure 3-5*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 10 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 16 feet. ***Table 5-2*** shows the preliminary barrier has an average height of 16 feet and length of 853 feet, which yields a total area of 13,648 ft^2. The preliminary barrier for NSA J benefits six residences and has a MaxSF per benefited residence of 2,275, which is not within the PennDOT limit of 2,000 Max/SF per benefited residence.

Considering these factors, noise abatement for NSA J, Alternative 2B is warranted, feasible, but not reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

Although the Ann Street Park was not initially modeled during the preliminary phase of the project it is assumed, based on its orientation to I-80 and the impacts to the Ann Street residences, that the park is also impacted. Once an Alternative is selected and engineering is finalized during the Final Design Phase, the Ann Street Park will be fully analyzed and included in the reasonableness calculations. At this time, the NSA J barrier under Alternative 2B is still feasible, but not reasonable, regardless of the parks inclusion.

NSA J – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA J under the Alternative 2D scenario. Moving from east to west the barrier was modeled along the I-80 on-ramp from Route 191, between Route 191 and Route 611. ***Figure 4-5*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 10 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 20 feet. ***Table 5-3*** shows the preliminary barrier has an average height of 20 feet and length of 853 feet, which yields a total area of 17,060 ft^2. The preliminary barrier for NSA J benefits six residences and has a MaxSF per benefited residence of 2,843, which is not within the PennDOT limit of 2,000 Max/SF per benefited residence. Considering these factors, noise abatement for NSA J, Alternative 2D is warranted, feasible, but not reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

Although the Ann Street Park was not initially modeled during the preliminary phase of the project it is assumed, based on its orientation to I-80 and the impacts to the Ann Street residences, that the park is also impacted. Once an Alternative is selected and engineering is finalized during the Final Design Phase, the Ann Street Park will be fully analyzed and included in the reasonableness calculations. At this time, the NSA J barrier under Alternative 2D is still feasible, but not reasonable, regardless of the parks inclusion.

NSA K – Alternatives 2A, 2B and 2D

As discussed in previous sections of this report, the methodology set forth in PennDOT guidance (Appendix E, Table E2) for assessing impacts at Category C sites, each noise receptor in NSA K represents 0.0037 Equivalent Residential Units (ERU). This calculation was based on the Cemetery (Case 2) from Appendix E, Table E2. There are 36 receptors in NSA K, which total 0.1332 ERU(or equivalent to 13% of one residence) toward noise barrier reasonableness. Furthermore, when qualitatively evaluating a noise

barrier along the westbound shoulder of I-80, a minimum barrier would require approximately 1,000 feet in length at a minimum height of 10 feet and would yield 10,000 total square feet. Considering this minimum barrier scenario, the barrier would far exceed the maximum square foot per benefited receptor valued of 2000. Therefore, even if all the receptors are benefited, the barrier would not be reasonable, regardless of the mitigation design under either alternative. Further analysis of NSA K will not be undertaken at this time.

NSA L and M – Alternative 2A

A continuous post-and-panel noise barrier system was modeled for NSAs L and M under the Alternative 2A scenario. The barrier was modeled along the westbound shoulder of I-80 and transitions to the shoulder of the I-80 off-ramp to West Main Street. ***Figure 2-4*** displays the location and limits of the preliminary noise barrier.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1,*** the preliminary noise barrier evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 14 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 14 feet and length of 2,060 feet, which yields a total area of 28,840 ft^2. The preliminary barrier for NSA L and M benefits 45 residences and has a MaxSF per benefited residence of 641, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 82% of the 17 impacted receptor sites obtain at least 5 dBA decrease, while 53% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSAs L and M, Alternative 2A is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA L and M – Alternative 2B

A two barrier overlapped post-and-panel noise barrier system was modeled for NSAs L and M under the Alternative 2B scenario. Moving from east to west the first barrier was modeled along the westbound edge of shoulder of I-80 and then edge-of-shoulder of the I-80 off-ramp to West Main Street. The second barrier is modeled between the I-80 westbound travel lanes and the I-80 off ramp to West Main Street. ***Figure 3-2 and 3-4*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier system was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 14 feet. ***Table 5-2*** shows the preliminary barrier has an average height of 14 feet and length of 2,454 feet, which yields a total area of 34,356 ft^2. The preliminary barrier system for NSA L and M benefits 45 residences and has a MaxSF per benefited residence of 763, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 81% of the 16 impacted receptor sites obtain at least 5 dBA decrease, while 38% receive at least a 7 dBA reduction. Considering these factors, noise abatement for

NSAs L and M, Alternative 2B is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSAs L and M - Alternative 2D

A two barrier overlapped post-and-panel noise barrier system was modeled for NSAs L and M under the Alternative 2D scenario. Moving from east to west the first barrier was modeled along the westbound edge of shoulder of I-80 and then edge-of-shoulder of the I-80 off-ramp to West Main Street. The second barrier is modeled between the I-80 westbound travel lanes and the I-80 off ramp to West Main Street. ***Figure 4-2 and 4-4*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier system was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 10 feet. ***Table 5-3*** shows the preliminary barrier has an average height of 10 feet and length of 2,756 feet, which yields a total area of 27,560 ft^2. The preliminary barrier system for NSAs L and M benefits 25 residences and has a MaxSF per benefited residence of 1,102, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, 50% of the 16 impacted receptor sites obtain at least 5 dBA decrease, while 25% receive at least a 7 dBA reduction. Considering these factors, noise abatement for NSAs L and M, Alternative 2D is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA N – Alternative 2A

A single continuous post-and-panel noise barrier was modeled for NSA N, Alternative 2A. Moving from east to west the noise barrier was modeled along the edge-of-shoulder of the I-80 off-ramp to Route 611. ***Figure 2-2*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptor at a height of eight feet. ***Table 5-1*** shows the preliminary barrier has an average height of eight feet and length of 1,065 feet, which yields a total area of 8,520 ft^2. The preliminary barrier system for NSA N benefits 4 commercial land uses and has a MaxSF per benefited land use of 2,130, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore this barrier is considered feasible but not reasonable. However, this area will be re-evaluated during the Final Design phase of the project.

NSA N – Alternative 2B

A single continuous post-and-panel noise barrier was modeled for NSA N, Alternative 2B. Moving from east to west the noise barrier was modeled along the edge-of-shoulder

of the I-80 off-ramp to Route 611. ***Figure 3-2*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptor at a height of eight feet. ***Table 5-2*** shows the preliminary barrier has an average height of eight feet and length of 902 feet, which yields a total area of 7,216 ft^2. The preliminary barrier system for NSA N benefits 4 commercial land uses and has a MaxSF per benefited land use of 1,804, which is well within the PennDOT limit of 2,000 Max/SF per benefited residence. Under this barrier scenario, the impacted receptor obtains a reduction of 10 dBA satisfying the feasibility criteria and the design goal of receiving at 7 dBA reduction. Considering these factors, noise abatement for NSA N, Alternative 2B is warranted, feasible, and reasonable at this time. This area will be re-evaluated during the Final Design phase of the project.

NSA N – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA N under the Alternative 2D scenario. Moving from east to west the noise barrier was modeled along the edge-of-shoulder of the I-80 westbound lanes. ***Figure 4-2*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier system was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptors at a height of 10 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 12 feet. ***Table 5-3*** shows the preliminary barrier has an average height of 12 feet and length of 1,065 feet, which yields a total area of 12,780 ft^2. The preliminary barrier system for NSA N benefits 4 commercial land uses and has a MaxSF per benefited land use of 3,195, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore this barrier is considered feasible but not reasonable. However, this area will be re-evaluated during the Final Design phase of the project.

NSA O – Alternative 2A

A single continuous post-and-panel noise barrier was modeled for NSA O under the Alternative 2A scenario. Moving from east to west the barrier was modeled along the westbound edge-of-shoulder of I-80. ***Figure 2-1*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-1,*** the preliminary noise barrier system evaluated for this area satisfies the feasibility criteria for the impacted receptor at a height of 16 feet. However, noise reduction of at least 7 dBA at one impacted receptor site is not achieved until the barrier height reaches 20 feet. ***Table 5-1*** shows the preliminary barrier has an average height of 20 feet and length of 1,000 feet, which yields a total area of 20,000 ft^2. The preliminary

barrier system for NSA N benefits one residence and has a MaxSF per benefited residence of 20,000, which exceeds the PennDOT limit of 2,000 Max/SF per benefited residence. Therefore this barrier is considered feasible but not reasonable. However, this area will be re-evaluated during the Final Design phase of the project.

NSA O – Alternative 2B

A single continuous post-and-panel noise barrier was modeled for NSA O, Alternative 2B. Moving from east to west the barrier was modeled along the westbound edge-of-shoulder of I-80. ***Figure 3-1*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-2,*** the preliminary noise barrier system evaluated was not able to meet the feasibility criteria even at a height of 20 feet. Therefore this barrier is considered to be neither feasible nor reasonable. However, this area will be re-evaluated during the Final Design phase of the project.

NSA O – Alternative 2D

A single continuous post-and-panel noise barrier was modeled for NSA O, Alternative 2B. Moving from east to west the barrier was modeled along the westbound edge-of-shoulder of I-80. ***Figure 4-1*** displays the location and limits of the preliminary noise barrier system.

The preliminary noise barrier was evaluated at heights ranging from 8 to 20 feet. As shown in ***Table 4-3***, the preliminary noise barrier evaluated for this area is not able to satisfy the feasibility criteria for the impacted receptors at a height of 20 feet. Therefore, this barrier is considered to be not feasible at this time. However, this area will be re-evaluated during the Final Design phase of the project.

In summary, 11 of the 18 NSAs within the project corridor warrant noise mitigation, are feasible for construction of noise barriers, and are reasonable (cost effective) at this time. A summary of the noise impacts, under each alternative, can be referenced in ***Table 6***.

IX. Construction Noise

PennDOT is also concerned with noise generated during the construction phase of the project. The use of heavy machinery and construction techniques may cause temporary impacts to noise-sensitive land uses in close proximity to construction work zones.

Based on review of the project area, no significant, long-term construction-related noise impacts are anticipated. Existing noise levels are relatively high along Interstate 80, with significant noise influences from heavy trucks and high traffic volumes; therefore temporary construction noise will be minimal in comparison. Any construction-related

noise impacts that do occur are anticipated to be temporary in nature and would cease at the completion of the project.

To help minimize construction-related noise impacts, the contractor shall use equipment adapted to operate within reasonable noise levels, and will conduct construction work in a responsible manner, to limit annoyance to the occupants of nearby properties.

X. Public Involvement

Public involvement is an integral step to address proposed noise abatement with affected residents, and those who have concerns about increased noise levels as a result of the proposed improvements. The purpose of the public involvement process is to present the noise analysis results to the public, and to receive input on desirable mitigation measures. It is important to establish if the majority of a noise-impacted community is truly in favor of the proposed noise mitigation measures. As part of the reasonableness evaluation, the desires for noise mitigation must be verified. If the majority of a noise-impacted community does not want a noise barrier, PennDOT will not force a barrier on the community. Public meetings are generally used as the appropriate forum to establish the desires of the community and complete the reasonableness evaluation in the form of a noise barrier survey.

In conjunction with the Preliminary Alternatives Analysis phase of the I-80 Section 17M Project, public Open House Plans Displays were held on February 20, 2014 and February 23, 2014 at the Stroudsburg Area High School. A second set of public Open House Plans displays were held on December 4th, 2014 and December 7th, 2014 in the same venue. At both sets of meetings, PennDOT explained that noise studies were being undertaken and that, based on the nature of the roadway and surrounding area, noise barriers might be warranted along some portions of I-80. PennDOT also said that any proposed noise barriers would be shown at future public meetings, but that final determinations on noise walls would not occur until Final Design.

In comments forms submitted at both sets of meetings, between 4 and 5 % of respondents identified noise as one of the most important factors for the project team to consider. One attendee specifically raised a concern about potential negative construction and roadway noise impacts along Bridge Street.

No other public meetings are planned during the Preliminary Design phase. A hearing will be held for the Environmental Assessment if warranted. PennDOT will conduct public involvement activities regarding any proposed noise abatement during the Final Design phase, as required by Publication 24.

XI. Conclusion

The results of the preliminary noise analysis indicate that Design Year (2045) noise levels are anticipated to exceed the FHWA/PennDOT Noise Abatement Criteria at almost half of the noise-sensitive receptor sites in the project area under all the alternatives. A

noise barrier mitigation evaluation concluded by recommending noise barriers for residential communities contained within NSA A, B, C, F, and L and M for Alternative 2A. Under the Alternative 2B scenario, noise barriers are recommended for NSAs C and D, F, H, L and M, and N. Under the Alternative 2D scenario, noise barriers are recommended for NSAs C and D, C2, F, H, and L and M. ***Figure 2-1 through Figure 4-5*** shows the limits of these barriers. ***Tables 5-1*** through ***Table 5-3*** present the noise barrier feasibility and reasonableness summary information for all evaluated NSAs. ***Table 6*** provides the noise impact summary information for all alternatives considered in the analysis. Therefore, the results of the preliminary noise analysis indicate that noise mitigation is **warranted**, **feasible**, and **reasonable** under all alternative options, as per FHWA/PennDOT procedures. These barriers specifics will be refined and final optimization will occur during the Final Design phase of the project.

PennDOT is committed to the construction of warranted, feasible, and reasonable highway traffic noise abatement measures at the noise impacted locations identified in this report, contigent upon the following conditions: detailed noise analysis during the Final Design phase; analysis and determination of the feasibility and reasonableness of highway traffic noise abatement measures methodology and criteria; community input regarding desires, types, heights, and locations as well as aesthetic considerations; and safety and engineering aspects as related to the highway user and the adjacent property owner. Final recommendations on the construction of any noise abatement measures will be determined during the completion of the project's Final Design and public involvement processes.

Figures

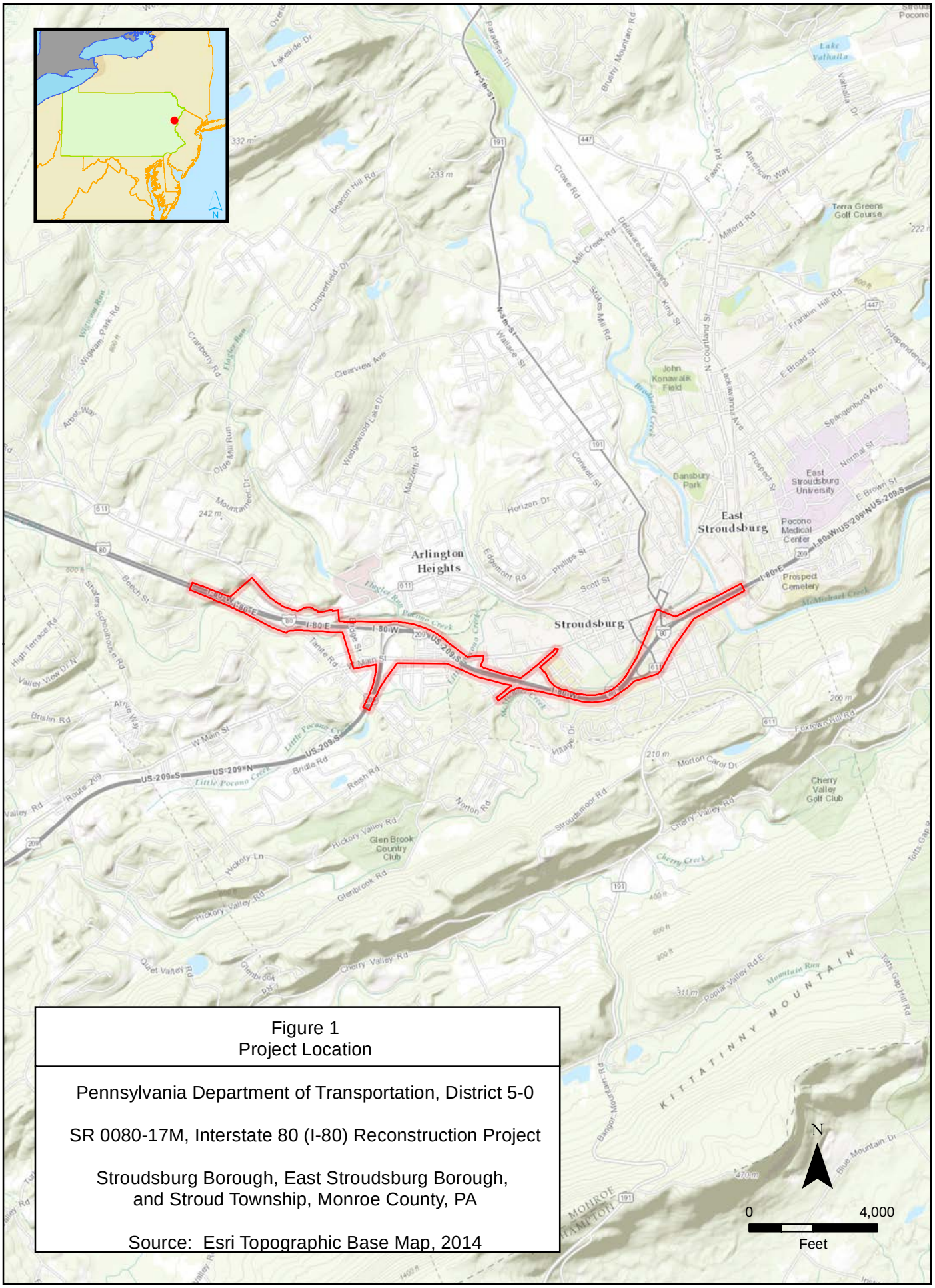


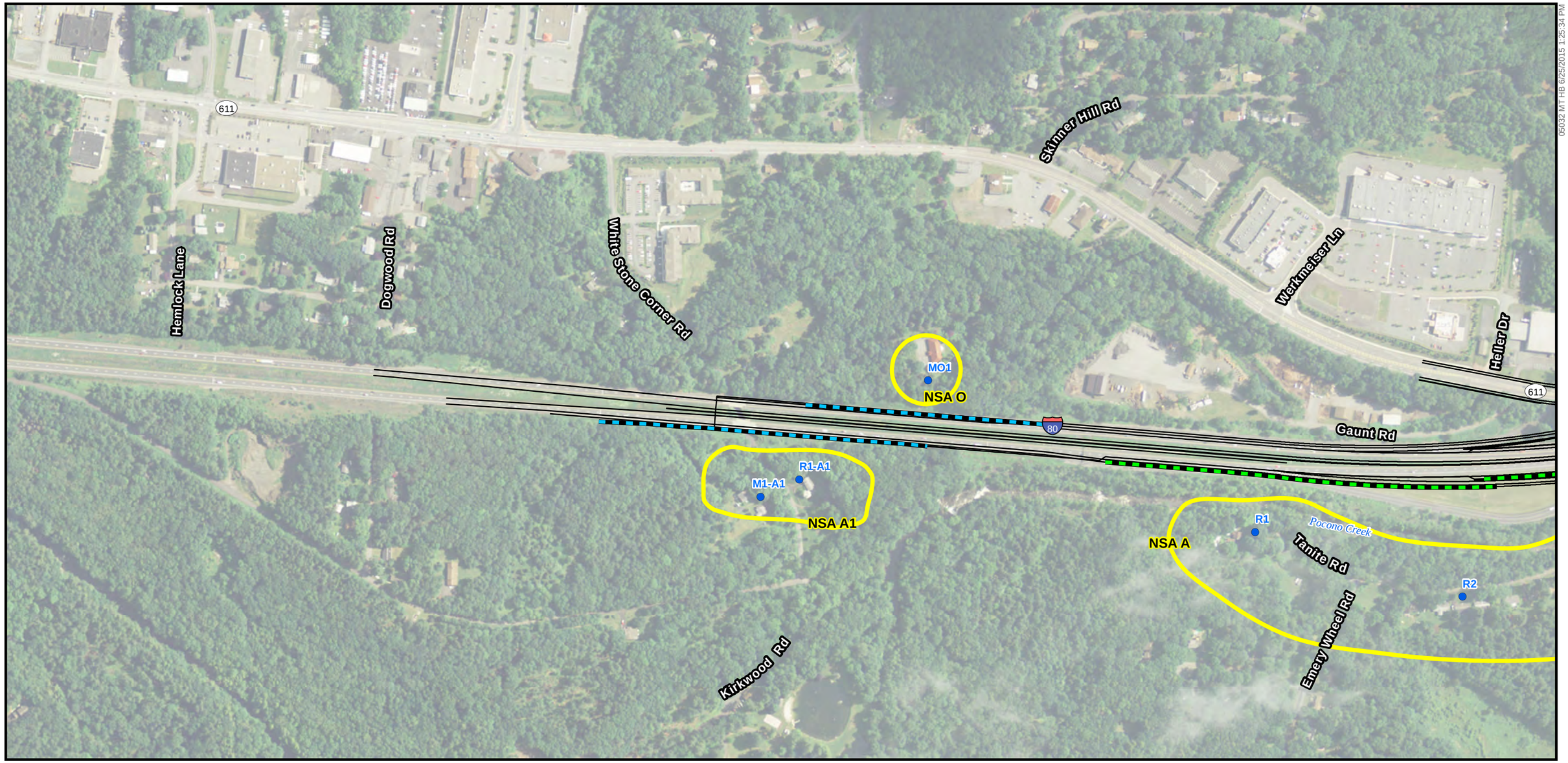
Figure 1
Project Location

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri Topographic Base Map, 2014



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

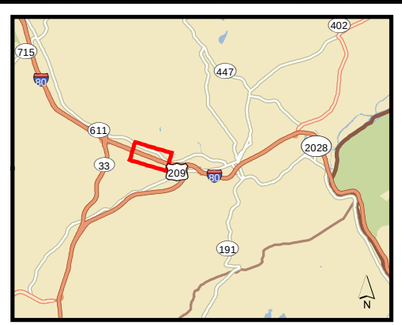
N

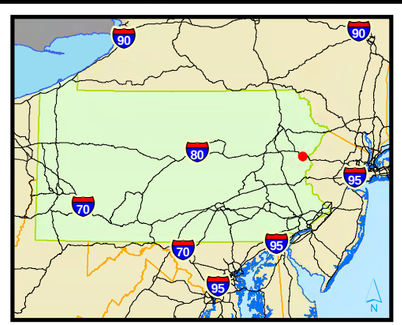
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2A

Figure 2-1

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012

Alternative 2A

Figure 2-2

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012

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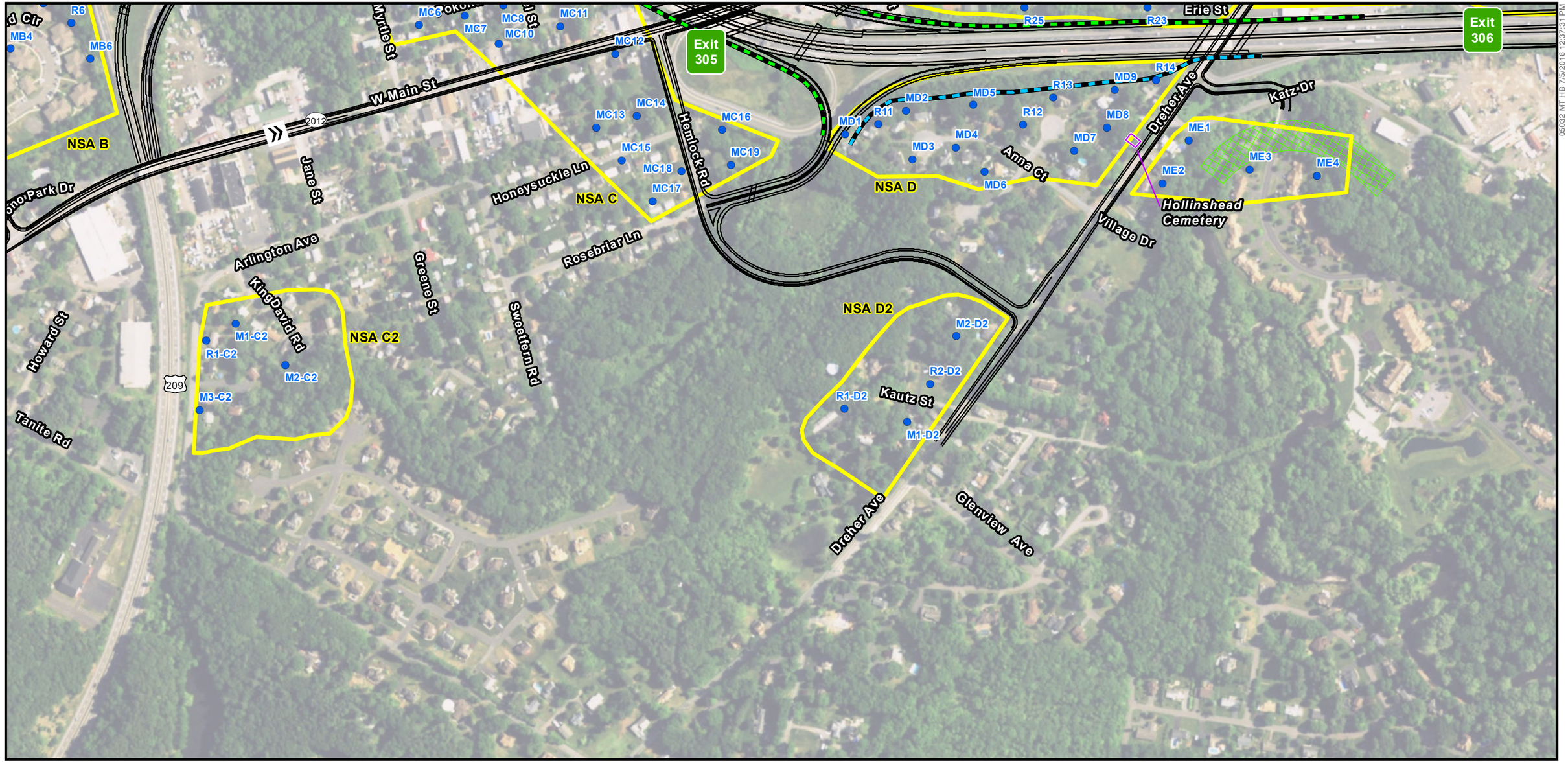

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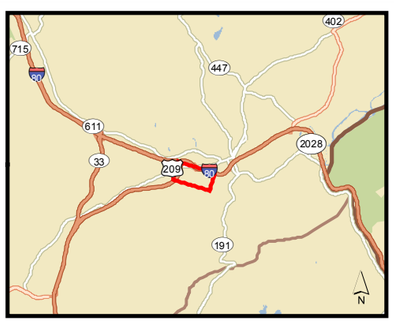
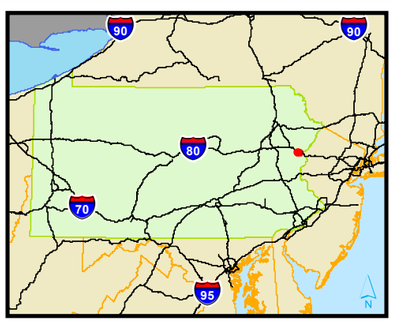
Feasible and Reasonable
Feasible, Not Reasonable
Not Feasible, Not Reasonable
Park
NSA Boundary
Noise Receptor
"R" - Monitoring Receptor
"M" - Modeling "Only" Receptor

N

0 200 400 800 Feet
0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION
McCORMICK TAYLOR





Alternative 2A

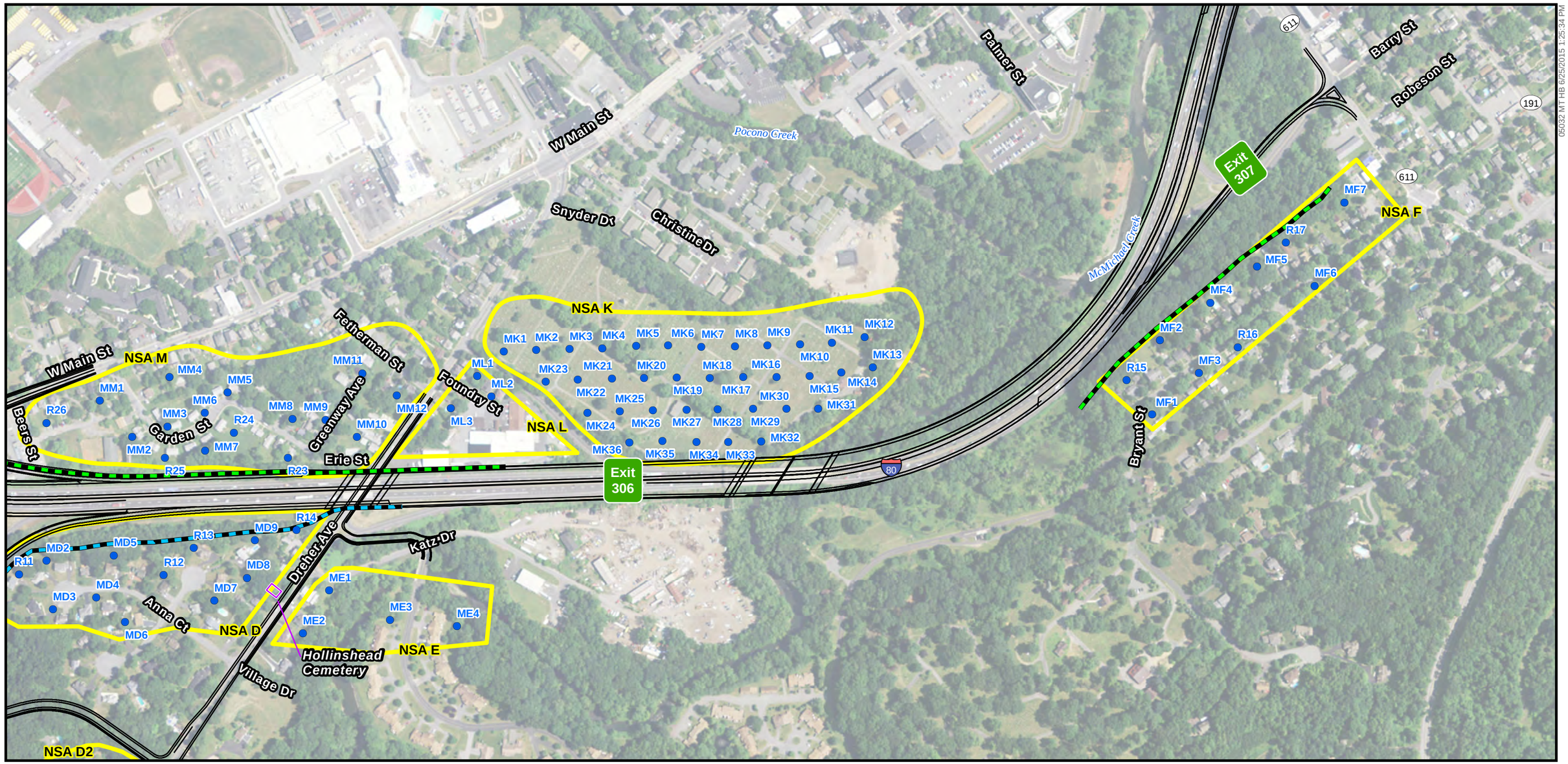
Figure 2-3

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

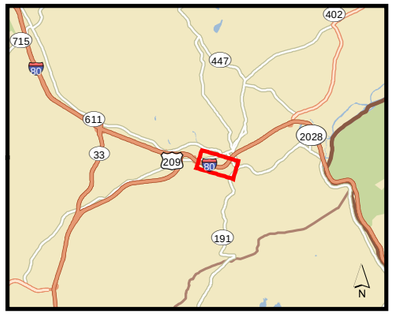
N

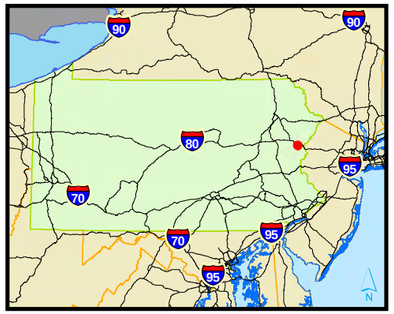
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2A

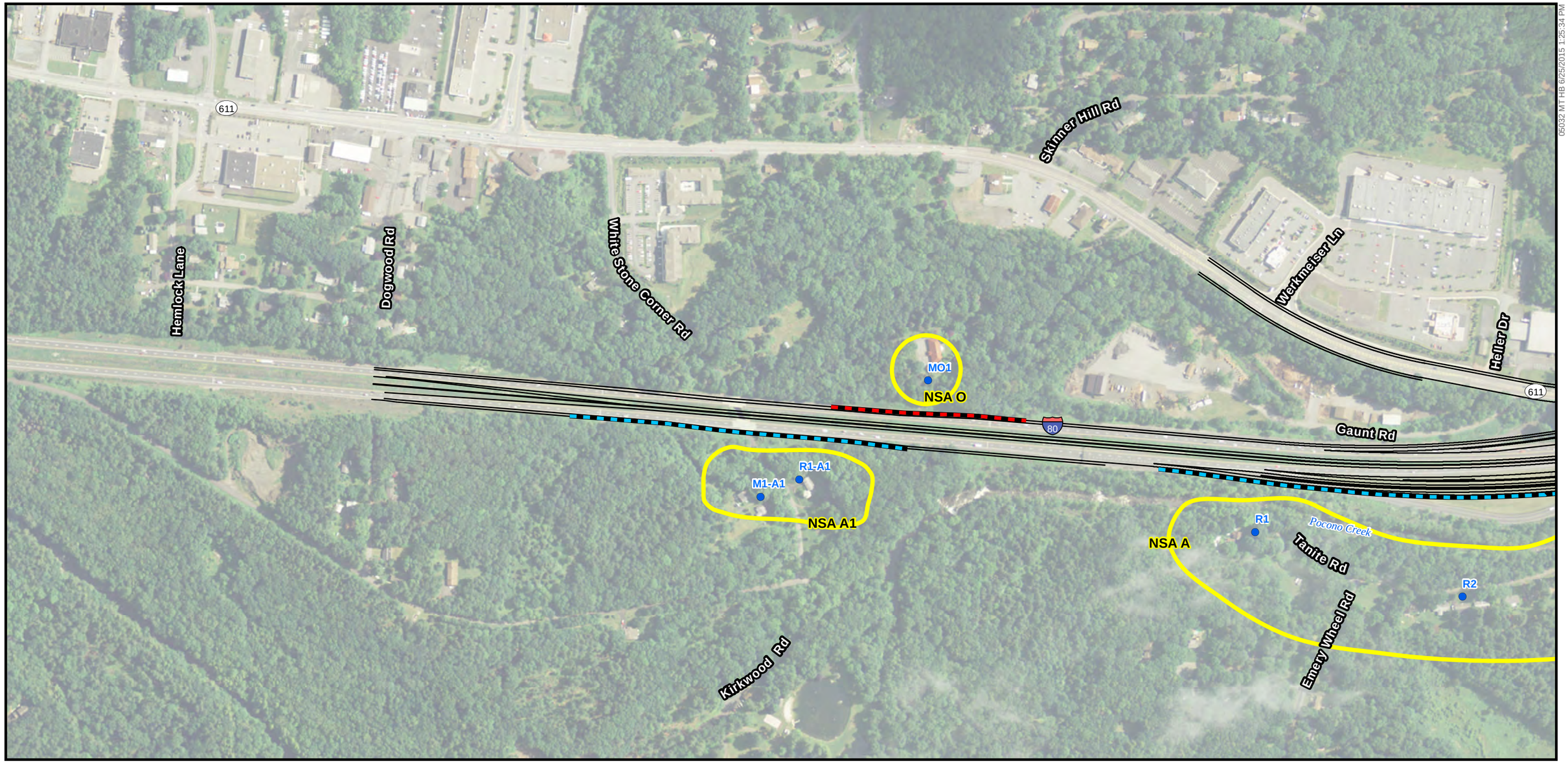
Figure 2-4

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



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Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

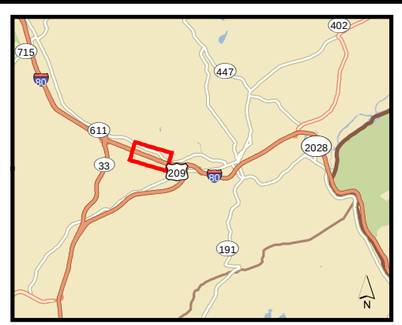
N

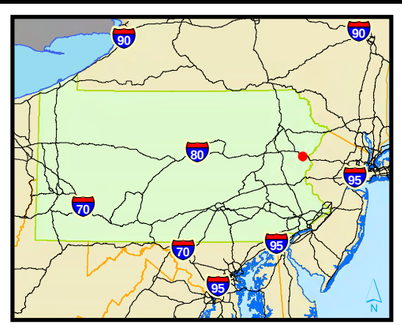
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2B

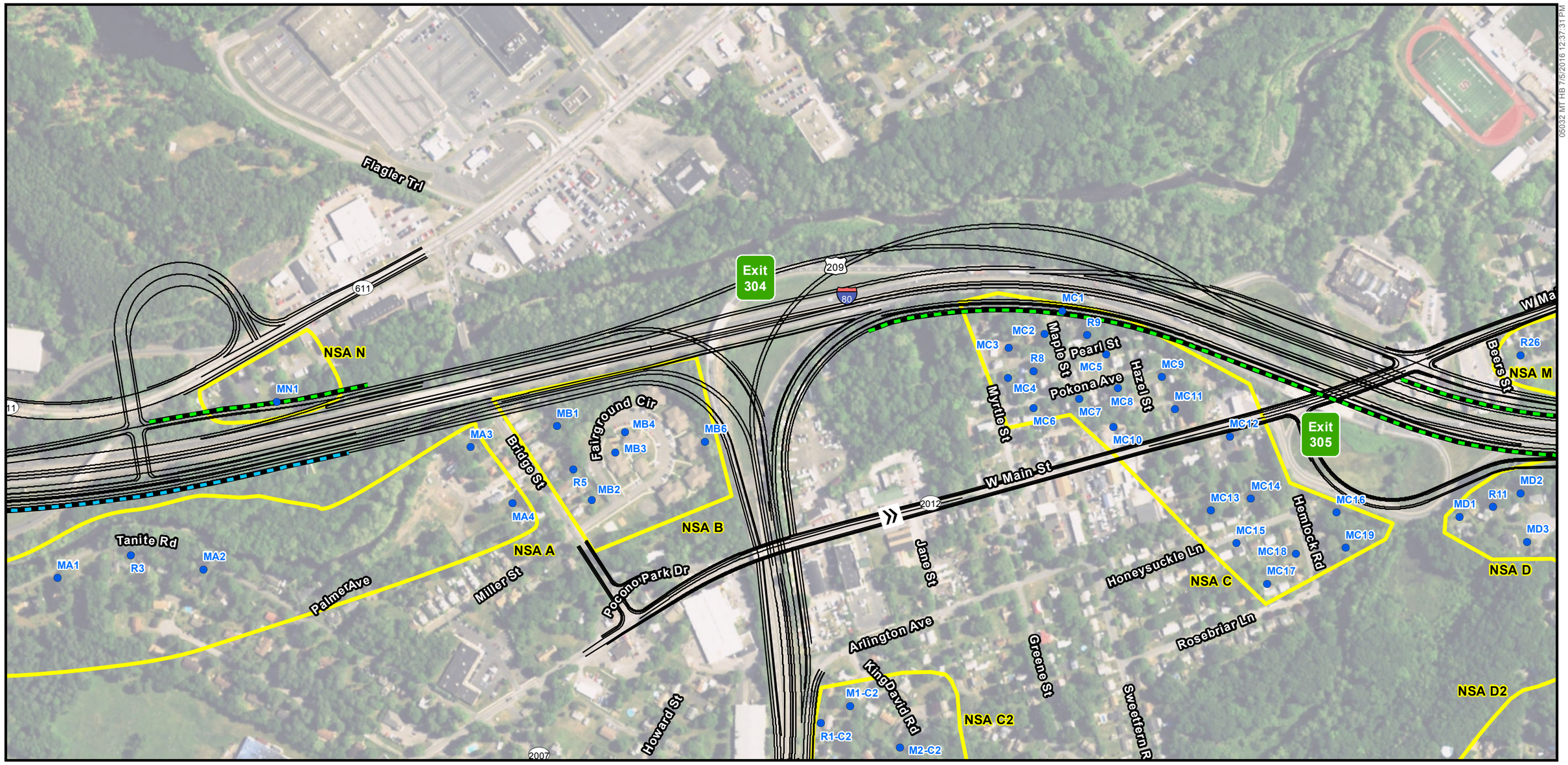
Figure 3-1

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

Park

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

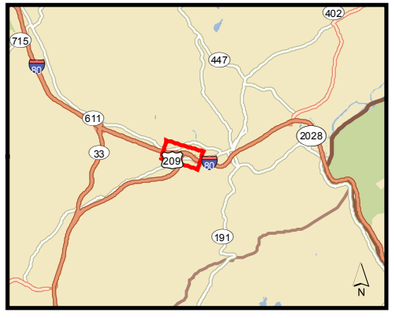
N

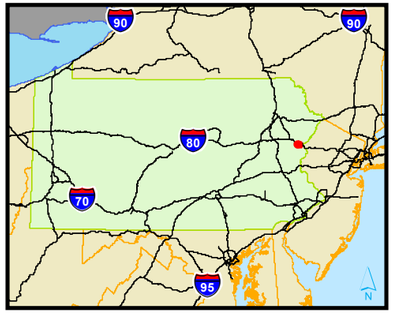
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2B

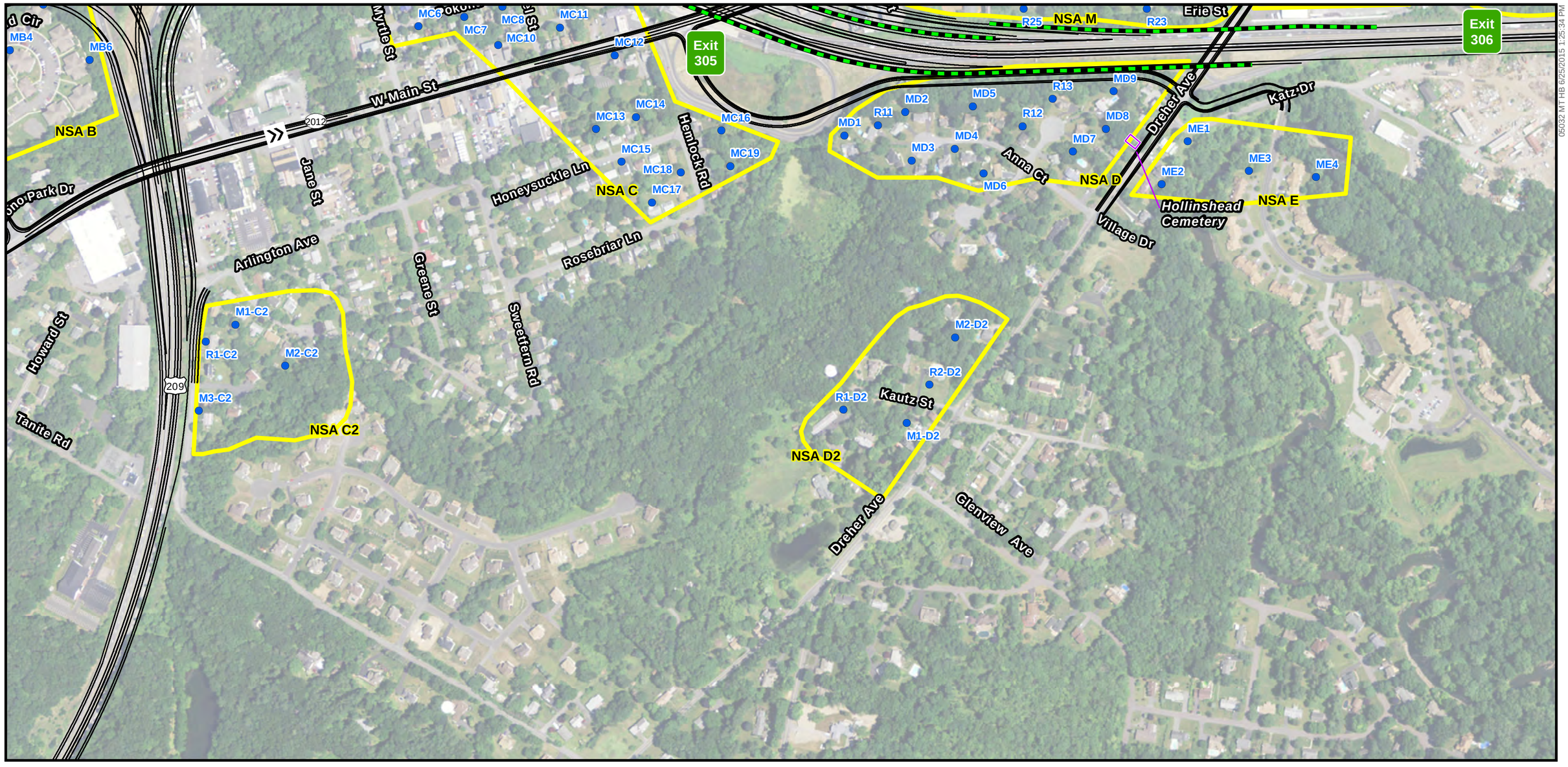
Figure 3-2

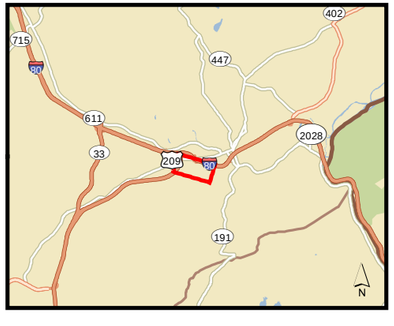
Pennsylvania Department of Transportation, District 5-0

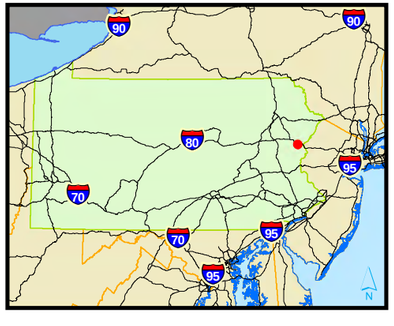
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012







Alternative 2B

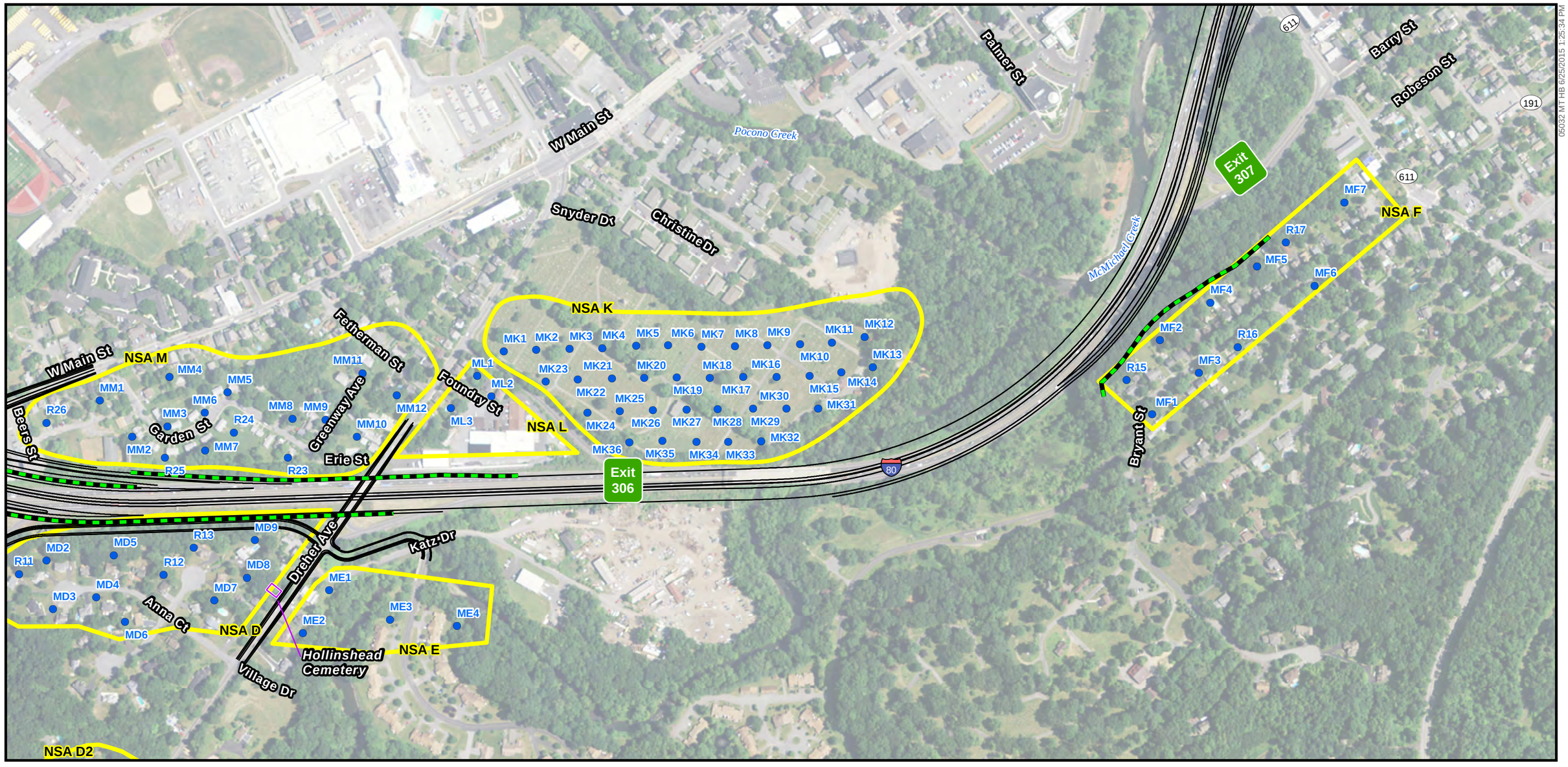
Figure 3-3

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

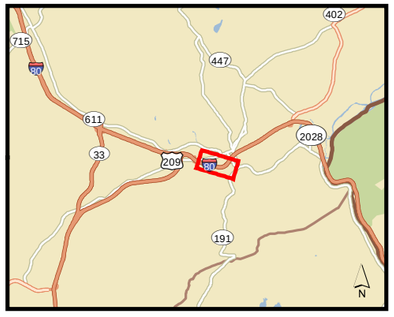
N

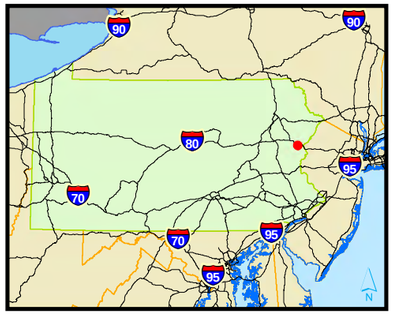
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2B

Figure 3-4

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012

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Quaker Aly
Main St
N 4Th St
N 5Th St
Main St
Kitson St
Ann St Park
S 8Th St
S 7Th St
S 6Th St
Hood Aly
Ann St
191
NSA I
NSA J
MJ2
MJ1
R22
MI1
Storm St
Pocono Creek
Palmer St
MH7
R21
MH10
MH3
MH5
MH6
MH8
MH4
Colbert St
MH9
MH1
R20
NSA H
MG2
MG1
MH2
Stokes Ave
Huston Ave
Lee Ave
Broad St
Lincoln Ave
Brodhead Creek
NSA K
Rotary Creek Park
NSA J-1
NSA G
Lenox St
MK11
MK12
MK13
611
Collins St
Barry St
McMichael Creek
Exit 307
Robeson St
NSA F
Feasible and Reasonable
Feasible, Not Reasonable
Not Feasible, Not Reasonable
Park
NSA Boundary
Noise Receptor
"R" - Monitoring Receptor
"M" - Modeling "Only" Receptor
N
0 200 400 800 Feet
0 48 96 144 192 240 Meters
pennsylvania
DEPARTMENT OF TRANSPORTATION
McCORMICK TAYLOR
402
715
447
611
33
209
2028
191
N
Alternative 2B
Figure 3-5
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA
Aerial Source: Esri & DigitalGlobe, 2012
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Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

Park

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

"M" - Modeling "Only" Receptor

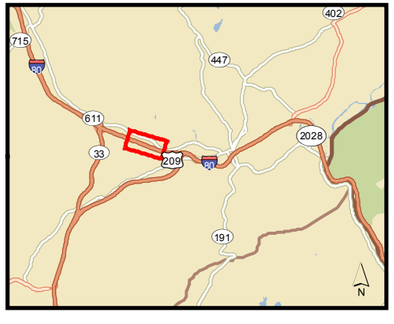
N

0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania
DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR



Alternative 2D

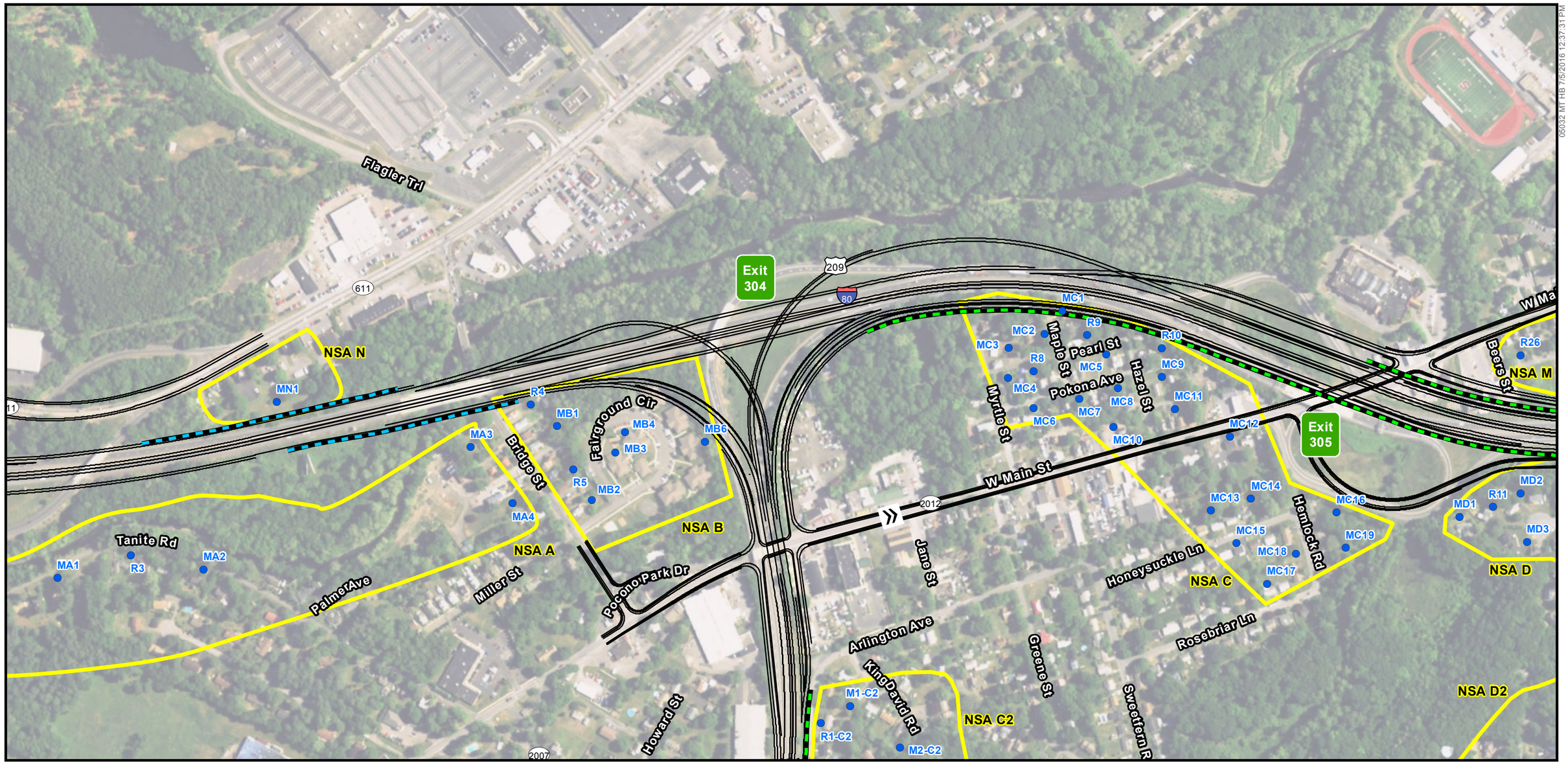
Figure 4-1

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

Park

NSA Boundary

Noise Receptor

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"M" - Modeling "Only" Receptor

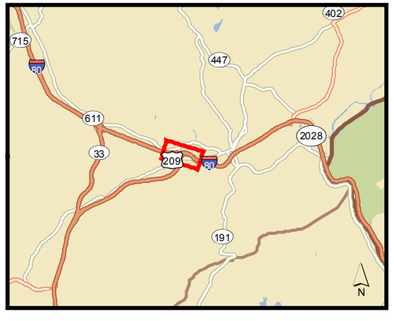
N

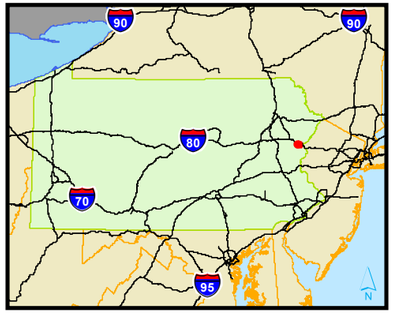
0 200 400 800 Feet

0 48 96 144 192 240 Meters

pennsylvania
DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2D

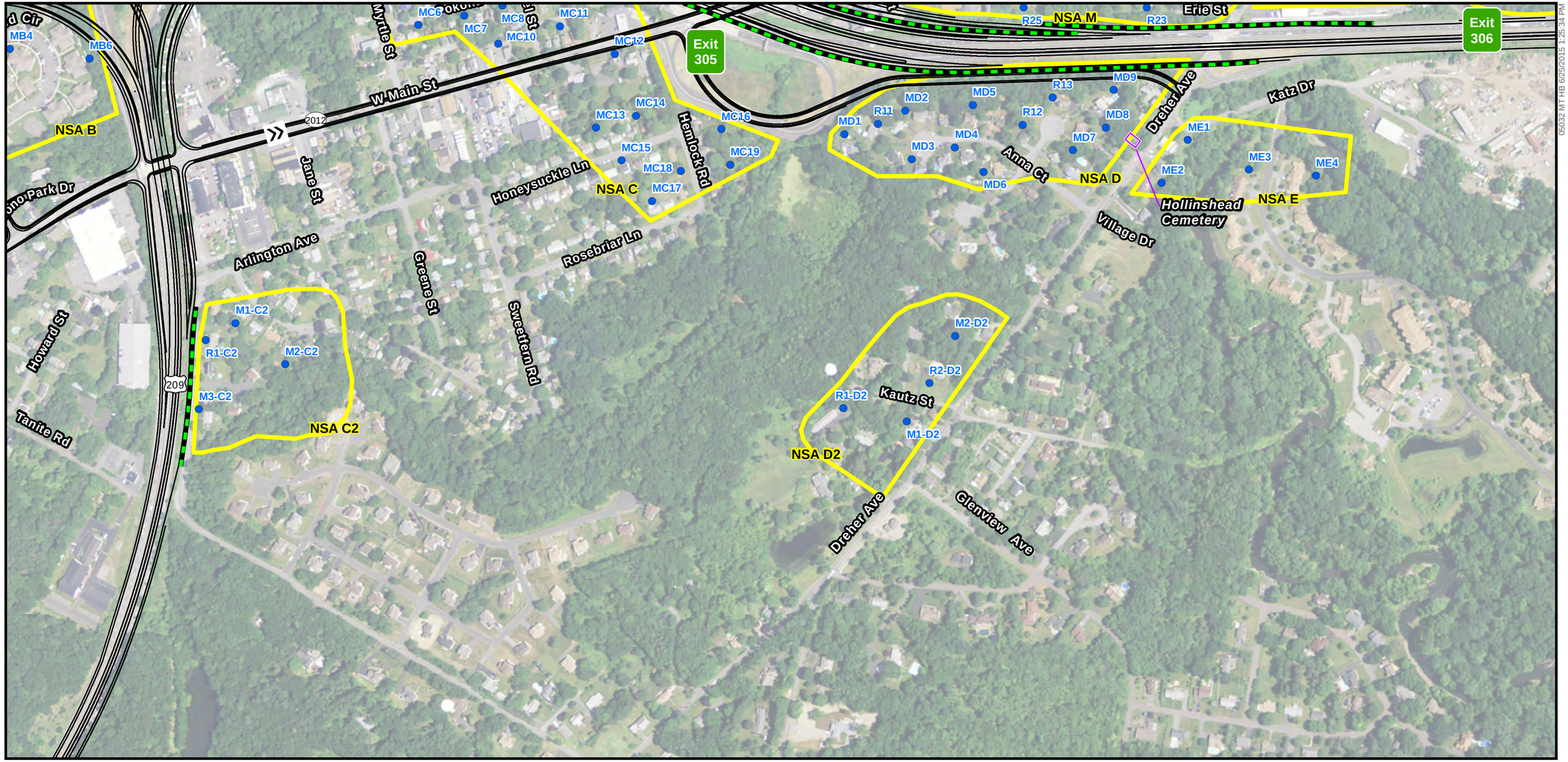
Figure 4-2

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

"R" - Monitoring Receptor

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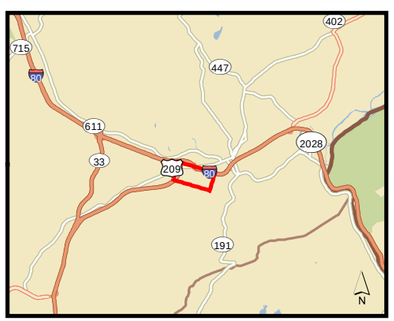
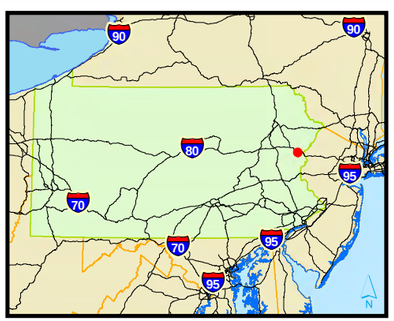
pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2D

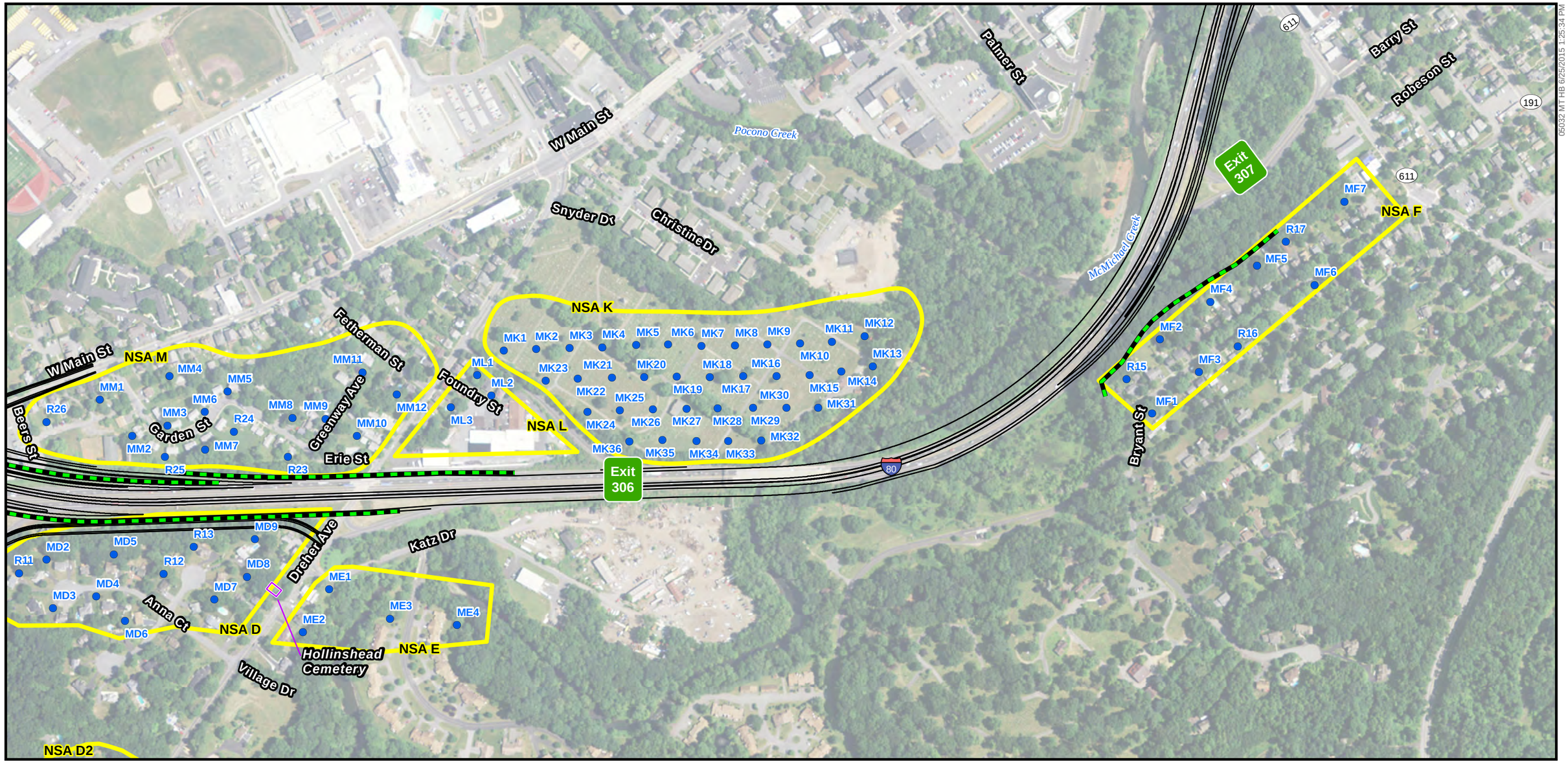
Figure 4-3

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012



Feasible and Reasonable

Feasible, Not Reasonable

Not Feasible, Not Reasonable

NSA Boundary

Noise Receptor

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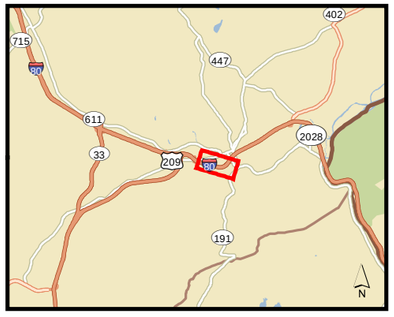
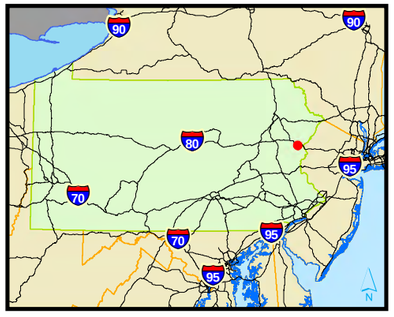
pennsylvania DEPARTMENT OF TRANSPORTATION

McCORMICK TAYLOR





Alternative 2D

Figure 4-4

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

Aerial Source: Esri & DigitalGlobe, 2012

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Quaker Aly
Main St
N 4Th St
N 5Th St
Main St
Kitson St
Ann St Park
S 8Th St
S 7Th St
S 6Th St
Hood Aly
Ann St
191
NSA I
NSA J
MJ2
MJ1
R22
MI1
Storm St
Pocono Creek
Palmer St
MH7
R21
MH10
MH3
MH5
MH6
MH8
MH4
Colbert St
MH9
MH1
R20
NSA H
MG2
MG1
MH2
Stokes Ave
Huston Ave
Lee Ave
Broad St
Brodhead Creek
Lincoln Ave
NSA K
Rotary Creek Park
NSA J-1
NSA G
Lenox St
611
MK11
MK12
MK13
Collins St
Barry St
McMichael Creek
Exit 307
Robeson St
NSA F
Feasible and Reasonable
Feasible, Not Reasonable
Not Feasible, Not Reasonable
Park
NSA Boundary
Noise Receptor
"R" - Monitoring Receptor
"M" - Modeling "Only" Receptor
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0 200 400 800 Feet
0 48 96 144 192 240 Meters
pennsylvania
DEPARTMENT OF TRANSPORTATION
McCORMICK TAYLOR
402
715
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Alternative 2D
Figure 4-5
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA
Aerial Source: Esri & DigitalGlobe, 2012
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Tables

TABLE 1

I-80 Reconstruction Project

FHWA/PennDOT Noise Abatement Criteria
Hourly-A-Weighted Sound Levels in Decibels (dB(A))
for Various Land Use Activity Categories*

Activity Category	Activity L_{eq} (h)[1]	Evaluation Location	Description of Activity Category
A	57 (Exterior)	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67 (Exterior)	Exterior	Residential.
C[2]	67 (Exterior)	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Exterior)	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.
E[2]	72 (Exterior)	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties of activities not included in A-D or F.
F	--	Exterior	Agriculture, airports, bus yards, emergency services, industrial logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	--	--	Undeveloped lands that are not permitted.

[1] Impact thresholds should not be used as design standards for noise abatement purposes.

[2] Includes undeveloped lands permitted for this Activity Criteria.

* PennDOT has chosen to use Leq(h) on all of its transportation improvement projects.

Table 2
I-80 Reconstruction Project
Sound Level Summary

NSA	1 Receptor Site	2 Site Representation		3 Monitored Noise Level	4 Modeled Noise Level	5 Difference (Mon.-Mod.)	6 Existing Worst-Case (2013)	7 Criteria*	8 Future No-Build (2045)	9 Future Build Alt. 2A (2045)	10 Future Build Alt. 2B (2045)	11 Future Build Alt. 2D (2045)
NSA A1	R1-A1	1	Residence	63	63	0	64	66	66	67	67	66
	M1-A1	2	Residences	--	--	--	64	66	64	65	67	65
NSA A	R1	3	Residences	65	67	-2	68	66	69	69	68	65
	R2	5	Residences	60	63	-3	64	66	65	66	65	65
	R3	4	Residences	61	63	-2	64	66	65	66	65	65
	MA1	5	Residences	--	--	--	59	66	60	63	62	61
	MA2	1	Residence	--	--	--	63	66	64	65	65	64
	MA3	2	Residences	--	--	--	68	66	69	67	61	67
	MA4	3	Residences	--	--	--	64	66	65	64	61	64
NSA B	R4	2	Residences	65	68	-3	70	66	71	70	Acquired	62
	R5	3	Residences	56	58	-2	60	66	61	62	56	62
	R6	9	Residences	64	64	0	65	66	66	68	Acquired	Acquired
	MB1	2	Residences	--	--	--	66	66	67	68	57	64
	MB2	2	Residences	--	--	--	60	66	61	63	56	62
	MB3	9	Residences	--	--	--	63	66	64	66	57	64
	MB4	9	Residences	--	--	--	65	66	66	67	57	64
	MB5	9	Residences	--	--	--	69	66	70	70	Acquired	Acquired
	MB6	9	Residences	--	--	--	61	66	61	63	58	64
NSA C	R7	1	Residence	69	69	1	70	66	71	74	Acquired	Acquired
	R8	2	Residences	59	58	1	60	66	61	64	63	63
	R9	2	Residences	67	68	-1	69	66	70	71	69	67
	R10	1	Residence	69	68	1	68	66	69	72	Acquired	64
	MC1	1	Residence	--	--	--	68	66	69	Acquired	Acquired	Acquired
	MC2	3	Residences	--	--	--	67	66	68	71	69	66
	MC3	3	Residences	--	--	--	66	66	67	69	68	68
	MC4	1	Residence	--	--	--	64	66	65	68	67	67
	MC5	3	Residences	--	--	--	66	66	67	70	68	66
	MC6	2	Residences	--	--	--	63	66	64	66	66	65
	MC7	2	Residences	--	--	--	64	66	65	68	67	66
	MC8	2	Residences	--	--	--	64	66	65	68	67	65
	MC9	2	Residences	--	--	--	66	66	67	69	67	64
	MC10	2	Residences	--	--	--	65	66	65	68	67	65
	MC11	4	Residences	--	--	--	66	66	67	69	67	65
	MC12	5	Residences	--	--	--	69	66	69	71	70	65
	MC13	4	Residences	--	--	--	63	66	64	65	65	64
	MC14	2	Residences	--	--	--	64	66	65	66	65	65
	MC15	5	Residences	--	--	--	62	66	63	65	64	64
	MC16	2	Residences	--	--	--	64	66	65	66	66	65
	MC17	3	Residences	--	--	--	60	66	61	64	63	63
	MC18	2	Residences	--	--	--	61	66	62	66	64	64
	MC19	3	Residences	--	--	--	62	66	63	66	64	64
NSA C2	R1-C2	3	Residences	62	64	-2	64	66	67	69	59	65
	M1-C2	4	Residences	--	--	--	59	66	62	64	59	62
	M2-C2	2	Residences	--	--	--	57	66	59	61	58	58
	M3-C2	2	Residences	--	--	--	66	66	69	71	60	66
NSA D	R11	1	Residence	58	60	-3	65	66	66	69	66	66
	R12	2	Residences	57	59	-2	62	66	63	65	66	66
	R13	2	Residences	63	61	2	64	66	65	67	67	67
	R14	1	Residence	71	72	0	74	66	75	76	Acquired	Acquired
	MD1	1	Residence	--	--	--	55	66	56	Acquired	57	66
	MD2	2	Residences	--	--	--	58	66	59	61	60	60
	MD3	2	Residences	--	--	--	57	66	58	61	60	63
	MD4	2	Residences	--	--	--	58	66	59	62	62	62
	MD5	2	Residences	--	--	--	60	66	61	63	63	63
	MD6	2	Residences	--	--	--	60	66	61	64	64	64
	MD7	2	Residences	--	--	--	61	66	62	65	66	66
	MD8	2	Residences	--	--	--	62	66	63	65	67	67
	MD9	1	Residence	--	--	--	61	66	62	64	65	66
	MD9	Cemetery		--	--	--	61	66	62	64	65	66
NSA D2	R1-D1	2	Residences	48	No Validation Site**		57	66	58	61	58	58
	R2-D2	2	Residences	47	No Validation Site**		57	66	58	61	58	58
	M1-D2	2	Residences	--	--	--	56	66	57	60	57	57
	M2-D2	2	Residences	--	--	--	59	66	61	63	61	61
NSA E	ME1	1	Residence	--	--	--	58	66	59	62	64	63
	ME2	2	Residences	--	--	--	59	66	60	60	62	61
	ME3	4	Residences	--	--	--	59	66	60	63	63	62
	ME4	4	Residences	--	--	--	60	66	61	63	64	63

Table 2 Continued

NSA	1 Receptor Site	2 Site Representation		3 Monitored Noise Level	4 Modeled Noise Level	5 Difference (Mon.-Mod.)	6 Existing Worst-Case (2013)	7 Criteria*	8 Future No-Build (2045)	9 Future Build Alt. 2A (2045)	10 Future Build Alt. 2B (2045)	11 Future Build Alt. 2D (2045)
NSA F	R15	1	Residence	73	71	2	73	66	74	75	75	75
	R16	3	Residences	58	57	1	60	66	61	63	61	61
	R17	5	Residences	59	61	-3	63	66	64	66	64	63
	MF1	1	Residence	--	--	--	63	66	64	65	65	65
	MF2	5	Residences	--	--	--	66	66	67	69	68	68
	MF3	4	Residences	--	--	--	61	66	62	64	63	63
	MF4	4	Residences	--	--	--	65	66	66	69	68	67
	MF5	2	Residences	--	--	--	64	66	65	68	66	65
	MF6	3	Residences	--	--	--	55	66	56	58	56	57
	MF7	3	Residences	--	--	--	61	66	62	63	61	61
NSA G	R18	2	Residences	71	71	-1	75	66	76	77	Acquired	Acquired
	MG1	3	Residences	--	--	--	52	66	53	60	55	56
	MG2	3	Residences	--	--	--	54	66	55	55	54	54
	MG3	2	Residences	--	--	--	56	66	57	58	Acquired	Acquired
NSA H	R19	2	Residences	69	66	2	70	66	71	76	Acquired	Acquired
	R20	4	Residences	51	48	3	52	66	53	55	60	57
	R21	1	Residence	67	65	1	69	66	70	72	75	73
	MH1	4	Residences	--	--	--	55	66	56	54	52	47
	MH2	4	Residences	--	--	--	55	66	57	55	53	49
	MH3	3	Residences	--	--	--	59	66	60	63	65	65
	MH4	4	Residences	--	--	--	53	66	54	56	55	55
	MH5	3	Residences	--	--	--	58	66	59	62	68	68
	MH6	2	Residences	--	--	--	57	66	58	62	69	67
	MH7	1	Residence	--	--	--	60	66	61	65	73	71
	MH8	2	Residences	--	--	--	62	66	63	65	67	66
	MH9	2	Residences	--	--	--	60	66	61	62	63	63
	MH10	1	Residence	--	--	--	66	66	67	67	69	69
NSA I	MI1	Invalid NSA										
NSA J	R22	4	Residences	59	60	-1	65	66	66	66	66	65
	MJ1	3	Residences	--	--	--	66	66	67	67	67	67
	MJ2	3	Residences	--	--	--	65	66	66	63	64	63
NSA K***	MK1	0.0037	Cemetery	--	--	--	59	66	61	65	64	64
	MK2	0.0037	Cemetery	--	--	--	60	66	61	65	64	64
	MK3	0.0037	Cemetery	--	--	--	61	66	62	65	64	64
	MK4	0.0037	Cemetery	--	--	--	62	66	63	66	65	64
	MK5	0.0037	Cemetery	--	--	--	62	66	63	65	65	64
	MK6	0.0037	Cemetery	--	--	--	62	66	63	65	65	64
	MK7	0.0037	Cemetery	--	--	--	62	66	63	65	65	65
	MK8	0.0037	Cemetery	--	--	--	62	66	63	65	65	65
	MK9	0.0037	Cemetery	--	--	--	63	66	64	65	65	66
	MK10	0.0037	Cemetery	--	--	--	63	66	64	65	66	66
	MK11	0.0037	Cemetery	--	--	--	63	66	64	65	66	66
	MK12	0.0037	Cemetery	--	--	--	63	66	64	65	67	66
	MK13	0.0037	Cemetery	--	--	--	65	66	66	68	69	69
	MK14	0.0037	Cemetery	--	--	--	65	66	66	68	69	68
	MK15	0.0037	Cemetery	--	--	--	65	66	66	67	68	68
	MK16	0.0037	Cemetery	--	--	--	65	66	66	67	67	68
	MK17	0.0037	Cemetery	--	--	--	64	66	65	67	67	68
	MK18	0.0037	Cemetery	--	--	--	64	66	65	67	67	67
	MK19	0.0037	Cemetery	--	--	--	63	66	64	66	66	66
	MK20	0.0037	Cemetery	--	--	--	63	66	64	67	66	66
	MK21	0.0037	Cemetery	--	--	--	63	66	64	67	66	66
	MK22	0.0037	Cemetery	--	--	--	63	66	64	66	65	65
	MK23	0.0037	Cemetery	--	--	--	60	66	62	66	64	65
	MK24	0.0037	Cemetery	--	--	--	63	66	64	66	64	68
	MK25	0.0037	Cemetery	--	--	--	65	66	66	69	67	68
	MK26	0.0037	Cemetery	--	--	--	66	66	67	70	67	68
	MK27	0.0037	Cemetery	--	--	--	66	66	67	69	67	69
	MK28	0.0037	Cemetery	--	--	--	67	66	68	70	69	70
	MK29	0.0037	Cemetery	--	--	--	67	66	68	70	69	70
	MK30	0.0037	Cemetery	--	--	--	67	66	68	70	70	70
	MK31	0.0037	Cemetery	--	--	--	68	66	69	70	70	71
	MK32	0.0037	Cemetery	--	--	--	70	66	71	73	71	72
	MK33	0.0037	Cemetery	--	--	--	69	66	70	73	70	71
	MK34	0.0037	Cemetery	--	--	--	69	66	70	73	69	71
	MK35	0.0037	Cemetery	--	--	--	68	66	69	72	68	70
	MK36	0.0037	Cemetery	--	--	--	66	66	67	71	66	70

Table 2 Continued

NSA	1 Receptor Site	2 Site Representation		3 Monitored Noise Level	4 Modeled Noise Level	5 Difference (Mon.-Mod.)	6 Existing Worst-Case (2013)	7 Criteria*	8 Future No-Build (2045)	9 Future Build Alt. 2A (2045)	10 Future Build Alt. 2B (2045)	11 Future Build Alt. 2D (2045)
NSA L	ML1	1	Residence	--	--	--	62	66	63	65	64	64
	ML2	2	Residences	--	--	--	61	66	62	64	63	63
	ML3	2	Residences	--	--	--	63	66	64	67	65	65
NSA M	R23	2	Residences	65	67	-2	69	66	70	67	67	70
	R24	4	Residences	65	66	0	68	66	69	68	67	69
	R25	4	Residences	64	67	-3	69	66	70	66	66	70
	R26	4	Residences	64	65	-1	67	66	68	70	69	70
	MM1	3	Residences	--	--	--	68	66	69	71	70	70
	MM2	4	Residences	--	--	--	73	66	74	74	73	74
	MM3	4	Residences	--	--	--	72	66	73	74	72	73
	MM4	3	Residences	--	--	--	68	66	69	70	68	69
	MM5	4	Residences	--	--	--	69	66	70	70	69	70
	MM6	4	Residences	--	--	--	71	66	72	73	71	72
	MM7	4	Residences	--	--	--	75	66	76	75	74	76
	MM8	2	Residences	--	--	--	72	66	73	71	71	72
	MM9	3	Residences	--	--	--	68	66	69	69	68	69
	MM10	3	Residences	--	--	--	69	66	70	71	70	70
	MM11	2	Residences	--	--	--	66	66	67	68	67	67
	MM12	1	Residence	--	--	--	65	66	66	68	66	67
NSA N	MN1	4	Offices	--	--	--	75	72	75	75	77	77
NSA O	MO1	1	Residence	--	--	--	71	66	72	74	68	66

Impacted Receptor
Property to be acquired under this Alternative
No engineering changes in the vicinity under this Alternative; no-build noise values are assumed

Note: All sound levels documented as one hour Leq (Leq(h))
Note: Column 5 - Difference (Mod.-Mon.) may not match the subtraction do to rounding functions
* Criteria based on levels "approaching" the absolute criteria or that meets the "substantial increase" criterion
** The monitored sound level at this site is considered ambient, with no roadway noise influence.
*** Indeividual receptor values based on the Equivalent Residential Unit (ERU); PennDOT Publication 24, Appendix E, Cemetery Case (2)

Table 3
Undeveloped Lands - Noise Level Summary
Distance from Centerline (feet)*

Design Year (2045) Noise Level Summary

Receptor Site	Distance	Sound Level
Undeveloped Land 1	100	77
Undeveloped Land 2	200	72
Undeveloped Land 3	300	67
Undeveloped Land 4	400	67
Undeveloped Land 5	500	66
Undeveloped Land 6	550	65

* From centerline of I-80 eastbound alignment.
Red text denotes sound levels that are at or above the 66 dB(A) threshold.

Table 4-1

I-80 Reconstruction Project

Alternative 2A

Summary Noise Mitigation Evaluation

NSA	Receptor Site	Site Representation		Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
					Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
A1	R1-A1	1	Residence	67	66	1	65	2	64	3	62	5	61	6	60	6	60	7
	M1-A1	2	Residences	65	64	1	63	2	62	3	61	4	60	5	59	6	59	6
A	R1	3	Residence	69	65	3	64	5	63	6	62	7	61	7	61	8	61	8
	R2	5	Residences	66	64	2	62	4	61	5	60	6	59	7	59	7	58	7
	R3	4	Residences	66	62	5	60	6	60	7	59	7	59	8	59	8	58	8
	MA1	5	Residences	63	59	4	58	5	57	6	57	6	56	7	56	7	56	7
	MA2	1	Residence	65	61	4	60	5	59	6	59	6	59	6	59	6	58	7
B	R4	2	Residences	70	61	9	61	10	60	10	60	10	59	11	59	11	59	12
	R5	3	Residences	62	59	3	57	5	56	6	56	6	55	7	55	7	55	8
	R6	9	Residences	68	64	3	63	5	62	6	61	6	61	6	61	7	61	7
	MA3	2	Residences	67	61	6	60	7	59	7	59	8	59	8	58	8	58	9
	MA4	3	Residences	64	60	4	59	5	58	7	57	7	57	7	57	7	56	8
	MB1	2	Residences	68	61	7	60	8	60	8	60	8	59	9	59	9	58	9
	MB2	2	Residences	63	60	3	59	4	58	6	57	6	56	7	56	7	56	8
	MB3	9	Residences	66	62	4	60	6	59	7	57	9	58	8	57	9	57	9
	MB4	9	Residences	67	62	5	60	7	59	8	59	8	58	9	58	9	57	10
	MB5	9	Residences	70	63	7	62	8	62	8	61	9	61	9	60	10	60	10
	MB6	9	Residences	63	62	1	61	2	61	2	61	3	60	3	60	3	60	3
C	R7	1	Residence	74	64	11	63	11	62	12	62	12	62	13	61	13	61	13
	R8	2	Residences	64	62	2	61	3	60	5	59	5	59	6	58	6	58	7
	R9	2	Residences	71	64	8	63	9	62	9	61	10	61	11	60	11	60	11
	R10	1	Residence	72	63	10	62	10	62	11	61	11	60	12	60	12	60	13
	MC2	3	Residences	71	63	7	62	8	62	9	61	10	60	10	60	11	59	11
	MC3	3	Residences	69	66	4	64	6	62	7	61	8	61	9	60	9	60	10
	MC4	1	Residence	68	65	3	64	3	63	5	62	6	61	7	61	7	60	7
	MC5	3	Residences	70	63	7	62	8	61	9	61	9	60	10	60	10	59	11
	MC6	2	Residences	66	64	2	63	3	62	5	61	5	61	6	60	6	60	7
	MC7	2	Residences	68	64	3	64	4	62	6	61	6	61	7	60	7	60	8
	MC8	2	Residences	68	64	3	63	5	61	7	61	7	60	8	60	8	59	9
	MC9	2	Residences	69	62	7	61	8	60	9	59	9	59	10	59	10	58	11
	MC10	2	Residences	68	66	2	65	3	64	4	63	5	63	5	63	5	62	5
	MC11	4	Residences	69	64	5	63	6	62	7	61	7	61	8	61	8	61	8
	MC12	5	Residences	71	69	2	68	3	68	3	68	3	68	3	68	3	68	3
	MC13	4	Residences	65	62	4	61	5	59	6	59	7	58	7	58	8	58	8
	MC14	2	Residences	66	62	4	61	6	60	7	59	7	59	7	59	8	58	8
	MC15	5	Residences	65	61	3	60	4	59	6	58	6	58	7	57	7	57	7
	MC16	2	Residences	66	62	4	62	5	61	5	61	5	60	6	60	6	60	6
	MC17	3	Residences	64	61	3	60	3	59	4	59	5	58	5	58	6	58	6
	MC18	2	Residences	66	64	2	64	2	63	3	63	3	63	3	63	3	63	3
	MC19	3	Residences	66	64	2	63	2	63	3	63	3	63	3	62	3	62	3

Table 4-1 Continued

NSA	Receptor Site	Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
D	R11	1 Residence	69	63	6	62	7	62	7	61	8	61	9	60	9	60	10
	R12	2 Residences	65	65	0	65	0	65	0	64	1	63	2	63	3	62	3
	R13	2 Residences	67	67	0	67	0	66	1	65	2	65	3	64	3	63	4
	R14	1 Residence	76	72	4	70	6	69	7	68	8	68	9	67	9	67	9
	MD2	2 Residences	61	61	0	61	0	61	1	60	1	60	2	59	2	59	3
	MD3	2 Residences	61	60	0	60	1	60	1	59	1	59	2	59	2	59	2
	MD4	2 Residences	62	62	1	61	1	61	1	60	2	60	2	60	2	59	3
	MD5	2 Residences	63	63	0	63	0	63	0	63	1	62	1	61	2	61	2
	MD6	2 Residences	64	64	1	63	1	62	2	62	2	61	3	61	3	60	4
	MD7	2 Residences	65	65	0	65	0	64	0	64	1	63	1	63	2	62	2
	MD8	2 Residences	65	65	0	64	0	64	1	64	1	64	1	63	2	63	2
	MD9	1 Residence	64	64	0	65	0	64	0	63	1	63	1	62	2	62	2
F	R15	1 Residence	75	69	6	67	8	66	9	65	10	64	11	63	12	63	12
	R16	3 Residences	63	61	2	61	2	60	3	60	3	60	3	59	3	59	4
	R17	5 Residences	66	66	0	66	0	66	1	66	1	65	1	65	2	64	2
	MF1	1 Residence	65	64	1	64	1	64	1	64	1	64	1	64	1	64	1
	MF2	5 Residences	69	64	5	64	5	63	6	62	7	62	7	62	7	61	8
	MF3	4 Residences	64	62	1	62	1	62	1	62	1	62	2	62	2	62	2
	MF4	4 Residences	69	63	6	62	7	61	8	61	8	60	9	60	9	59	10
	MF5	2 Residences	68	64	4	63	5	62	6	61	7	60	8	59	9	59	9
	MF6	3 Residences	58	58	0	58	0	58	0	57	1	57	1	57	1	57	1
	MF7	3 Residences	63	63	0	63	0	63	0	63	0	63	0	63	1	63	1
G	R18	2 Residences	77	74	3	72	4	71	5	71	6	70	6	70	7	70	7
	MG1	3 Residences	60	60	0	60	0	60	0	60	0	60	0	60	0	60	0
	MG2	3 Residences	55	55	0	55	0	55	0	55	0	54	0	54	0	54	1
	MG3	2 Residences	58	58	0	58	0	58	0	57	1	57	1	57	1	57	1
H	R19	2 Residences	76	67	9	65	11	64	12	64	12	63	13	63	13	62	14
	R20	4 Residences	55	55	0	55	0	55	0	55	0	55	0	55	0	55	0
	R21	1 Residence	72	70	2	69	2	69	3	69	3	68	3	68	4	68	4
	MH1	4 Residences	54	54	0	54	0	54	0	54	0	54	0	54	0	54	0
	MH2	4 Residences	55	55	0	55	0	55	0	55	0	55	0	55	0	55	0
	MH3	3 Residences	63	61	2	61	2	61	2	60	3	60	3	60	3	60	3
	MH4	4 Residences	56	56	0	56	0	56	0	56	0	56	0	58	-2	56	0
	MH5	3 Residences	62	62	1	61	1	61	1	61	1	61	1	61	2	60	2
	MH6	2 Residences	62	61	1	61	1	61	1	60	1	60	1	60	2	60	2
	MH7	1 Residence	65	65	0	64	0	64	1	64	1	64	1	64	1	63	2
	MH8	2 Residences	65	65	0	65	0	65	0	65	0	65	0	65	0	65	1
	MH9	2 Residences	62	62	0	63	0	62	0	62	0	61	1	61	1	60	2
	MH10	1 Residence	67	65	2	65	3	64	3	64	3	64	3	64	4	64	4

Table 4-1 Continued

NSA	Receptor Site	Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
J	R22	4 Residences	66	64	1	64	2	63	2	63	2	63	3	63	3	63	3
	MJ1	3 Residences	67	65	2	64	3	64	3	64	3	63	3	63	4	63	4
	MJ2	3 Residences	63	61	2	61	2	61	3	60	3	60	3	60	3	60	3
K	MK1	0 Cemetery	65	64.5	0	63.8	1	63.6	1	63.4	2	63.3	2	63.3	2	63.2	2
	MK2	0 Cemetery	65	64.3	1	63.1	2	62.7	3	62.5	3	62.3	3	62.2	3	62.1	3
	MK3	0 Cemetery	65	64	1	62.9	2	61.9	3	61.5	4	61.3	4	61.1	4	61	4
	MK4	0 Cemetery	66	63.8	2	62.6	3	61.2	4	60.8	5	60.4	5	60.2	5	60	6
	MK5	0 Cemetery	65	63.5	2	62.3	3	60.8	5	60.1	5	59.7	6	59.4	6	59.2	6
	MK6	0 Cemetery	65	63.3	2	62.3	3	60.5	5	59.8	5	59.3	6	59	6	58.7	7
	MK7	0 Cemetery	65	63.4	2	62.8	2	60.5	5	59.6	6	59.1	6	58.7	7	58.4	7
	MK8	0 Cemetery	65	63.6	2	63	2	60.7	5	59.6	6	59	6	58.6	7	58.3	7
	MK9	0 Cemetery	65	63.7	1	63.1	2	61	4	59.7	5	59.2	6	58.7	6	58.4	7
	MK10	0 Cemetery	65	63.9	1	63.6	1	61.3	4	59.9	5	59.3	6	58.8	6	58.5	7
	MK11	0 Cemetery	65	64.1	1	63.8	1	61.7	4	60.3	5	59.7	6	59.2	6	58.8	6
	MK12	0 Cemetery	65	64.4	1	63.9	2	62.1	3	60.7	5	60.2	5	59.8	6	59.4	6
	MK13	0 Cemetery	68	66	2	65.5	2	62.7	5	61.8	6	61.2	7	60.7	7	60.3	8
	MK14	0 Cemetery	68	65.8	2	65	3	62.3	5	61.3	6	60.7	7	60.1	7	59.7	8
	MK15	0 Cemetery	67	65.7	2	64.5	3	62	5	60.9	7	60.3	7	59.7	8	59.2	8
	MK16	0 Cemetery	67	65.4	2	64	3	61.6	6	60.6	7	59.8	7	59.3	8	58.8	8
	MK17	0 Cemetery	67	65.2	2	63.5	4	61.3	6	60.3	7	59.7	7	59.1	8	58.7	8
	MK18	0 Cemetery	67	65	2	62.4	5	61.2	6	60.3	7	59.7	7	59.2	8	58.8	8
	MK19	0 Cemetery	66	64.4	2	61.9	5	60.8	6	60.1	6	59.5	7	59.1	7	58.7	8
	MK20	0 Cemetery	67	64.4	3	62	5	61.1	6	60.4	7	59.8	7	59.5	8	59.1	8
	MK21	0 Cemetery	67	64.6	3	62.2	5	61.5	6	60.9	6	60.5	7	60.1	7	59.9	7
	MK22	0 Cemetery	66	64.8	1	62.9	3	62.3	4	62	4	61.7	4	61.5	5	61.3	5
	MK23	0 Cemetery	66	64.9	1	64	2	63.7	2	63.5	2	63.3	2	63.2	2	63.1	2
	MK24	0 Cemetery	66	61.4	5	60.4	6	59.7	7	59.1	7	58.6	8	58.2	8	57.9	8
	MK25	0 Cemetery	69	63.2	6	62.1	7	61.4	8	60.8	8	60.2	9	59.7	9	59.3	10
	MK26	0 Cemetery	70	63.7	6	62.4	7	61.5	8	60.9	9	60.2	9	59.7	10	59.2	10
	MK27	0 Cemetery	69	64.8	4	62.1	7	61	8	60.2	9	59.5	10	58.9	10	58.4	11
	MK28	0 Cemetery	70	65.9	4	63.5	7	62.5	8	61.7	8	61	9	60.5	10	59.9	10
	MK29	0 Cemetery	70	66.2	4	63.9	6	62.7	7	62	8	61.3	9	60.7	9	60.2	10
	MK30	0 Cemetery	70	66.6	3	64.3	6	63	7	62.2	8	61.5	8	60.9	9	60.4	10
	MK31	0 Cemetery	70	67.1	3	64.7	6	63.3	7	62.5	8	61.8	8	61.3	9	60.8	9
	MK32	0 Cemetery	73	65.3	8	64.5	9	63.8	9	63.2	10	62.6	11	62.1	11	61.6	12
	MK33	0 Cemetery	73	64.9	8	64.2	9	63.5	10	62.9	10	62.3	11	61.8	11	61.3	12
	MK34	0 Cemetery	73	64.6	8	63.8	9	63.2	10	62.7	10	62.1	11	61.6	11	61.1	12
	MK35	0 Cemetery	72	63.9	8	63.3	9	62.7	9	62.2	10	61.7	10	61.2	11	60.7	11
	MK36	0 Cemetery	71	62.9	8	62.3	8	61.7	9	61.2	10	60.6	10	60.2	11	59.7	11

Table 4-1 Continued

NSA	Receptor Site	Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
L/M	R23	2 Residences	67	63	4	62	5	62	5	61	6	61	6	60	7	60	7
	R24	4 Residences	68	64	5	63	5	62	6	61	7	61	7	60	8	60	8
	R25	4 Residences	66	64	2	63	3	63	4	62	4	61	5	61	5	60	6
	R26	4 Residences	70	69	2	68	2	67	3	67	3	66	4	66	4	66	4
	ML1	1 Residence	65	61	4	59	6	59	6	59	6	58	7	58	7	58	7
	ML2	2 Residences	64	59	5	58	6	58	7	57	7	57	7	57	7	57	8
	ML3	2 Residences	67	60	7	59	8	59	8	58	9	58	9	57	10	57	10
	MM1	3 Residences	71	69	2	69	2	68	2	67	4	66	4	66	5	65	5
	MM2	4 Residences	74	71	2	71	3	70	3	67	6	66	7	66	8	65	9
	MM3	4 Residences	74	71	3	70	4	70	4	66	8	65	9	65	9	64	10
	MM4	3 Residences	70	67	3	67	3	66	4	64	6	63	7	63	7	62	8
	MM5	4 Residences	70	68	2	68	2	67	3	64	6	64	6	63	7	63	7
	MM6	4 Residences	73	70	3	69	3	69	4	65	7	65	8	64	9	64	9
	MM7	4 Residences	75	73	2	72	3	72	3	68	7	67	8	66	9	65	10
	MM8	2 Residences	71	69	2	68	4	66	6	65	7	64	7	64	8	63	8
	MM9	3 Residences	69	64	6	63	6	62	7	62	7	62	8	61	8	61	9
	MM10	3 Residences	71	64	7	63	8	63	8	62	9	62	9	61	10	61	10
	MM11	2 Residences	68	65	3	63	5	62	5	62	6	62	6	61	6	61	7
	MM12	1 Residence	68	62	6	61	6	61	7	60	7	60	8	60	8	60	8
N	MN1*	4 Commercial	75	68	7	67	8	66	9	65	10	64	11	64	11	63	12
O	MO1	1 Residence	74	73	1	72	1	72	2	71	3	69	5	68	6	66	8

* Category E land use (72 dBA threshold)

All sound levels documented as one hour Leq (Leq(h))

Impacted Receptor

Protected Residences

Feasible/Optimized Barrier Modeled

Note: NSA K was only included in the Alternative 2A mitigation evaluation to determine a barries feasibility. NSA K was determined to be "not reasonable" do to cost calculation for All Alternatives.

Barriers A and B have been optimized at 12 feet.
Barriers C and L/M have been optimized at 14 feet.
Barrier F has been optimized at 10 feet.

Table 4-2

I-80 Reconstruction Project

Alternative 2B

Summary Noise Mitigation Evaluation

NSA	Receptor Site	Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
A1	R1-A1	1 Residence	67	62	6	61	7	60	7	59	8	59	8	59	9	58	9
	M1-A1	2 Residences	67	62	5	60	6	59	7	59	8	58	8	58	9	58	9
A	R1	3 Residences	68	65	3	64	4	63	5	62	5	62	6	61	6	61	7
	R2	5 Residences	65	64	1	63	2	62	3	62	3	61	4	61	4	61	4
	R3	4 Residences	65	65	0	65	0	65	0	65	0	65	1	65	1	64	2
	MA1	5 Residences	62	62	0	62	0	62	0	62	0	62	0	61	1	61	1
	MA2	1 Residence	65	65	0	65	0	64	0	64	0	64	0	64	1	64	1
B	Not Warranted																
C	R8	2 Residences	63	62	1	61	2	60	3	60	3	60	3	59	4	59	4
	R9	2 Residences	69	63	6	62	7	61	8	61	8	60	9	60	9	59	10
	MC2	3 Residences	69	62	6	61	7	61	8	60	9	60	9	59	10	59	10
	MC3	3 Residences	68	64	4	64	5	63	5	63	5	62	6	61	7	61	7
	MC4	1 Residence	67	65	2	64	3	63	4	63	4	62	5	62	5	62	5
	MC5	3 Residences	68	63	5	62	6	61	7	61	7	61	7	60	8	60	8
	MC6	2 Residences	66	65	1	64	2	63	4	62	4	62	4	62	4	62	5
	MC7	2 Residences	67	65	2	64	3	63	4	63	4	62	4	62	5	62	5
	MC8	2 Residences	67	64	3	63	4	62	4	62	5	61	5	61	6	61	6
	MC9	2 Residences	67	63	5	61	6	61	7	60	7	60	8	59	8	59	9
	MC10	2 Residences	67	66	1	65	2	64	3	64	3	64	3	64	3	64	4
	MC11	4 Residences	67	63	3	63	4	62	4	62	5	61	5	61	5	61	6
	MC12	5 Residences	70	68	1	68	1	68	2	68	2	68	2	68	2	68	2
	MC13	4 Residences	65	62	3	61	4	60	5	59	5	59	6	59	6	58	6
	MC14	2 Residences	65	62	4	61	5	60	5	59	6	59	6	59	7	58	7
	MC15	5 Residences	64	61	3	60	4	59	5	59	5	58	6	58	6	57	7
	MC16	2 Residences	66	62	4	61	5	60	5	60	6	59	6	59	7	59	7
	MC17	3 Residences	63	61	2	60	3	58	5	58	5	57	6	57	6	57	6
	MC18	2 Residences	64	61	3	60	4	59	5	58	6	58	6	57	7	57	7
	MC19	3 Residences	64	61	3	60	4	59	5	58	6	58	6	57	7	57	7
D	R11	1 Residence	66	64	2	63	3	62	4	60	6	60	6	59	7	59	7
	R12	2 Residences	66	65	1	65	1	64	2	64	2	63	3	61	4	61	5
	R13	2 Residences	67	67	1	66	1	66	2	65	2	64	3	63	4	62	6
	MD1	1 Residence	57	56	1	55	2	54	3	54	4	53	4	53	4	52	5
	MD2	2 Residences	60	59	1	59	1	58	2	57	3	56	4	56	5	55	5
	MD3	2 Residences	60	59	1	59	2	58	2	57	3	57	4	56	4	56	4
	MD4	2 Residences	62	60	1	60	1	60	2	59	3	58	4	57	4	57	5
	MD5	2 Residences	63	62	1	62	1	62	1	61	2	60	3	59	4	58	5
	MD6	2 Residences	64	63	1	63	1	62	1	62	2	61	3	60	4	60	4
	MD7	2 Residences	66	64	1	64	2	64	2	62	3	62	4	61	5	61	5
	MD8	2 Residences	67	64	2	63	3	62	5	61	5	61	6	61	6	60	6
	MD9	1 Residence	65	63	2	62	2	62	3	60	4	60	5	59	6	59	6

Table 4-2 Continued

NSA	Receptor Site		Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
					Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
C2	Not Warranted																	
E	Not Warranted																	
F	R15	1	Residence	75	68	7	66	9	65	10	64	11	63	12	62	13	61	13
	R16	3	Residences	61	59	3	58	3	58	4	57	4	57	4	56	5	56	5
	R17	5	Residences	64	62	2	62	2	62	2	62	2	62	2	62	2	62	2
	MF1	1	Residence	65	64	0	64	0	64	0	64	1	64	1	64	1	64	1
	MF2	5	Residences	68	63	5	63	6	62	6	61	7	61	8	60	8	60	9
	MF3	4	Residences	63	61	1	61	2	61	2	60	2	60	3	60	3	60	3
	MF4	4	Residences	68	62	6	61	7	60	7	60	8	59	9	59	9	58	10
	MF5	2	Residences	66	60	6	59	6	59	7	58	8	57	8	57	9	56	9
	MF6	3	Residences	56	55	1	55	1	55	2	55	2	54	2	54	2	54	2
G	Not Warranted																	
H	R20	4	Residences	60	55	5	54	5	54	5	54	5	54	6	54	6	54	6
	R21	1	Residence	75	69	6	69	6	68	7	68	7	67	8	67	8	67	8
	MH1	4	Residences	52	52	0	52	0	52	0	52	0	52	0	52	0	52	0
	MH2	4	Residences	53	53	0	53	0	53	0	53	0	53	0	53	0	53	0
	MH3	3	Residences	65	60	5	60	5	59	6	59	6	59	7	58	7	58	7
	MH4	4	Residences	55	55	0	55	0	55	0	55	0	55	0	55	0	55	0
	MH5	3	Residences	68	60	8	60	8	60	8	60	8	59	9	59	9	59	9
	MH6	2	Residences	69	59	10	59	10	58	11	58	11	58	11	57	11	57	12
	MH7	1	Residence	73	63	10	63	10	63	10	63	11	62	11	62	11	62	11
	MH8	2	Residences	67	64	3	64	3	64	3	64	3	63	4	63	4	63	4
	MH9	2	Residences	63	60	3	60	3	60	3	60	3	59	4	59	5	58	5
	MH10	1	Residence	69	66	4	65	4	64	6	63	6	63	7	63	7	62	7
J	R22	4	Residences	66	64	2	63	3	62	4	62	4	62	4	62	4	62	4
	MJ1	3	Residences	67	63	4	62	5	61	6	61	6	60	7	60	7	60	7
	MJ2	3	Residences	64	60	3	60	4	59	5	59	5	59	5	59	5	58	5

Table 4-2 Continued

NSA	Receptor Site		Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
					Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
L/M	R23	2	Residences	67	64	3	62	4	61	5	61	6	60	6	60	7	60	7
	R24	4	Residences	67	63	4	62	5	61	6	60	7	60	7	59	8	59	8
	R25	4	Residences	66	65	1	64	2	62	3	62	4	61	4	61	5	61	5
	R26	4	Residences	69	68	1	68	2	66	3	66	3	66	4	66	4	66	4
	ML1	1	Residence	64	61	3	59	4	59	5	58	5	58	5	58	5	58	6
	ML2	2	Residences	63	59	4	58	4	58	5	57	6	57	6	57	6	56	6
	ML3	2	Residences	65	61	4	59	5	58	6	58	7	57	8	57	8	57	8
	MM1	3	Residences	70	68	2	68	2	68	2	66	4	65	5	65	5	65	5
	MM2	4	Residences	73	71	2	70	3	70	3	68	5	67	6	67	6	66	7
	MM3	4	Residences	72	70	2	69	3	68	4	66	6	65	7	64	8	64	8
	MM4	3	Residences	68	67	2	66	2	66	3	64	5	63	6	62	6	62	7
	MM5	4	Residences	69	67	2	67	2	65	4	64	6	63	7	62	7	62	7
	MM6	4	Residences	71	68	2	68	3	67	4	65	6	64	7	63	7	63	8
	MM7	4	Residences	74	72	2	71	3	70	4	68	7	66	8	65	9	65	10
	MM8	2	Residences	71	68	3	67	4	65	7	64	7	63	8	62	9	62	9
	MM9	3	Residences	68	63	5	62	6	61	7	61	8	60	8	60	9	59	9
	MM10	3	Residences	70	64	6	63	7	62	8	61	8	61	9	60	9	60	10
	MM11	2	Residences	67	65	2	62	4	61	6	61	6	60	7	60	7	60	7
	MM12	1	Residence	66	62	4	61	5	60	6	60	7	59	7	59	7	59	7
N	MN1	4	Offices	77	66	10	65	12	64	13	63	14	62	15	61	15	61	16
O	MO1	1	Residence	68	67	1	67	1	67	1	66	2	66	2	65	3	64	4

* Category E land use (72 dBA threshold)

Impacted Receptor

Protected Residences

Feasible/Optimized Barrier Modeled

All sound levels documented as one hour Leq (Leq(h))

Note: NSA K was not included in the Alternative 2B Mitigation Evaluation.
NSA K was determined to be "not reasonable" do to cost calculation for All Alternatives.
Barriers C/D and L/M have been optimized at 14 feet.
Barriers F and N have been optimized at 8 feet.
Barriers H has been optimized at 12 feet.
Barriers J has been optimized at 16 feet.

Table 4-3

I-80 Reconstruction Project

Alternative 2D

Summary Noise Mitigation Evaluation

NSA	Receptor Site	Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
A1	R1-A1	1 Residence	66	62	4	60	5	60	6	59	7	58	7	58	8	58	8
	M1-A1	2 Residences	65	62	4	60	6	59	7	58	7	58	7	58	8	58	8
A	MA3	2 Residences	67	61	6	60	7	60	7	60	8	60	8	59	8	59	8
	MA4	3 Residences	64	61	3	61	4	60	4	60	4	60	4	60	4	60	4
B	Not Warranted																
C	R8	2 Residences	63	62	1	61	2	61	2	60	3	60	3	60	3	59	4
	R9	2 Residences	67	62	4	62	5	62	5	61	5	61	6	60	6	60	7
	R10	1 Residence	64	61	3	61	3	61	3	60	4	60	4	59	5	59	5
	MC2	3 Residences	66	63	4	61	5	61	6	60	6	60	7	59	7	59	8
	MC3	3 Residences	68	65	3	64	4	63	5	62	6	61	7	60	7	60	8
	MC4	1 Residence	67	66	1	65	2	64	3	64	3	63	3	63	4	62	4
	MC5	3 Residences	66	63	3	62	4	61	5	61	5	60	6	60	6	59	7
	MC6	2 Residences	65	65	1	64	1	63	3	63	3	62	3	62	4	62	4
	MC7	2 Residences	66	65	1	64	2	63	3	63	3	62	4	62	4	61	5
	MC8	2 Residences	65	63	2	63	3	62	3	61	4	61	4	60	5	60	6
	MC9	2 Residences	64	61	3	60	4	60	4	59	5	59	5	59	5	58	6
	MC10	2 Residences	65	64	1	63	2	62	3	62	4	61	4	61	5	60	5
	MC11	4 Residences	65	62	3	61	3	60	4	60	5	59	6	59	6	59	6
	MC12	5 Residences	65	62	4	61	4	60	5	60	5	59	6	59	6	59	7
	MC13	4 Residences	64	62	2	61	4	60	4	59	5	59	6	58	6	58	6
	MC14	2 Residences	65	62	3	60	4	59	5	59	6	58	6	58	7	58	7
	MC15	5 Residences	64	61	2	60	3	59	5	58	5	58	6	57	6	57	7
	MC16	2 Residences	65	62	4	60	5	59	6	59	7	58	7	58	8	57	8
	MC17	3 Residences	63	60	2	60	3	58	4	58	5	57	6	57	6	56	7
	MC18	2 Residences	64	61	3	60	4	59	5	58	6	57	6	57	7	57	7
	MC19	3 Residences	64	61	3	60	4	59	5	58	6	57	7	57	7	57	8
D	R11	1 Residence	66	64	2	63	3	62	4	61	6	60	6	59	7	58	8
	R12	2 Residences	66	64	2	64	2	63	3	63	3	62	4	61	5	60	6
	R13	2 Residences	68	66	2	65	3	65	3	64	4	63	5	62	5	61	6
	MD1	1 Residence	66	62	4	61	5	60	6	59	7	59	7	58	8	58	8
	MD2	2 Residences	60	59	1	59	2	59	2	58	3	56	4	56	5	55	5
	MD3	2 Residences	63	61	2	60	3	59	4	58	5	57	6	57	6	56	6
	MD4	2 Residences	62	60	2	60	2	60	2	59	3	58	4	57	5	57	5
	MD5	2 Residences	63	62	1	62	1	62	2	61	2	60	3	59	5	58	6
	MD6	2 Residences	64	62	1	62	2	62	2	61	3	60	4	60	4	59	4
	MD7	2 Residences	66	62	3	61	4	61	4	61	5	61	5	60	5	60	6
	MD8	2 Residences	67	61	5	61	6	61	6	61	6	61	6	60	7	60	7
	MD9	1 Residence	66	61	6	60	6	60	6	59	7	59	7	58	8	58	8

Table 4-3 Continued

NSA	Receptor Site	Site Representation		Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
					Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
C2	R1-C2	3	Residences	65	57	8	56	9	55	10	55	10	54	11	54	11	53	12
	M1-C2	4	Residences	62	58	4	57	5	57	5	57	5	57	5	57	5	57	5
	M2-C2	2	Residences	58	54	4	54	5	53	5	53	6	53	6	52	6	52	6
	M3-C2	2	Residences	66	59	7	58	8	57	9	57	9	56	10	56	10	55	11
F	R15	1	Residence	75	67	8	66	9	65	10	64	11	63	12	62	13	61	14
	R16	3	Residences	61	59	2	58	3	58	3	57	4	57	5	56	5	56	5
	R17	5	Residences	63	60	4	59	4	59	5	58	5	58	5	58	6	57	6
	MF1	1	Residence	65	64	0	64	0	64	0	64	0	64	0	64	1	64	1
	MF2	5	Residences	68	63	5	63	5	62	6	61	7	61	7	60	8	60	8
	MF3	4	Residences	63	61	1	61	2	60	2	60	3	60	3	59	3	59	3
	MF4	4	Residences	67	62	6	61	6	60	7	60	7	59	8	59	8	58	9
	MF5	2	Residences	65	60	5	59	6	59	6	58	7	57	8	57	8	56	9
H	R20	4	Residences	57	54	3	54	3	54	3	54	3	54	3	53	3	53	3
	R21	1	Residence	73	69	4	68	5	68	6	67	6	67	6	67	7	66	7
	MH1	4	Residences	47	47	0	47	0	47	0	47	0	47	0	47	0	47	0
	MH2	4	Residences	49	49	0	49	0	49	0	49	0	49	0	49	0	49	0
	MH3	3	Residences	65	60	5	60	5	59	5	59	6	59	6	59	6	58	7
	MH4	4	Residences	55	55	0	55	0	55	0	55	0	55	0	55	0	55	0
	MH5	3	Residences	68	60	7	60	8	60	8	59	8	59	9	59	9	59	9
	MH6	2	Residences	67	59	8	59	8	58	9	58	9	58	9	57	10	57	10
	MH7	1	Residence	71	63	8	63	8	63	9	63	9	62	9	62	9	62	10
	MH8	2	Residences	66	64	2	64	2	64	2	64	2	63	3	63	3	63	3
	MH9	2	Residences	63	61	2	60	2	60	3	60	3	59	3	59	4	58	4
	MH10	1	Residence	69	66	3	64	5	63	6	63	6	62	7	62	7	62	7
J	R22	4	Residences	65	64	2	63	2	62	3	62	3	62	3	62	3	62	3
	MJ1	3	Residences	67	63	3	62	5	61	5	61	6	60	6	60	6	60	7
	MJ2	3	Residences	63	61	2	60	3	59	4	58	5	58	5	58	5	58	5

Table 4-3 Continued

NSA	Receptor Site		Site Representation	Future Build Noise Level (2045)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet		Barrier Height 18 Feet		Barrier Height 20 Feet	
					Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
L/M	R23	2	Residences	70	63	7	62	8	61	9	61	9	60	10	59	11	59	11
	R24	4	Residences	69	63	6	62	7	61	8	60	9	59	10	59	10	59	10
	R25	4	Residences	70	66	4	64	6	63	7	63	7	62	8	62	8	62	8
	R26	4	Residences	70	68	2	66	4	65	6	64	7	63	7	63	7	63	8
	ML1	1	Residence	64	61	3	60	4	59	5	59	5	59	5	59	5	59	5
	ML2	2	Residences	63	59	4	58	5	58	5	57	6	57	6	57	6	57	6
	ML3	2	Residences	65	60	5	59	6	59	6	58	7	58	7	57	8	57	8
	MM1	3	Residences	70	68	2	68	2	67	3	64	6	63	7	63	7	62	8
	MM2	4	Residences	74	71	3	70	4	70	4	67	7	66	8	65	9	64	10
	MM3	4	Residences	73	70	3	69	4	69	4	66	7	65	9	64	9	63	10
	MM4	3	Residences	69	67	3	66	3	66	4	63	6	62	7	62	8	61	8
	MM5	4	Residences	70	67	3	67	3	66	4	64	7	62	8	62	8	62	9
	MM6	4	Residences	72	69	3	68	4	68	4	65	7	63	9	63	9	62	10
	MM7	4	Residences	76	72	4	71	4	71	5	67	8	65	10	64	11	64	12
	MM8	2	Residences	72	68	4	67	5	65	7	64	9	63	9	63	10	62	10
	MM9	3	Residences	69	63	6	62	7	61	8	60	9	60	9	59	10	59	10
	MM10	3	Residences	70	63	7	62	8	61	9	61	9	60	10	60	10	60	11
	MM11	2	Residences	67	64	3	63	5	62	6	61	6	61	7	61	7	61	7
	MM12	1	Residence	67	61	5	61	6	60	7	60	7	59	7	59	8	59	8
N	MN1	4	Offices	77	73	4	72	5	68	8	67	10	66	11	66	11	65	12
O	MO1	1	Residence	66	66	0	66	0	66	1	65	1	65	1	64	2	63	3

* Category E land use (72 dBA threshold)

Impacted Receptor

Protected Residences

Feasible/Optimized Barrier Modeled

All sound levels documented as one hour Leq (Leq(h))

Note: NSA K was not included in the Alternative 2D Mitigation Evaluation. NSA K was determined to be "not reasonable" do to cost calculation for All Alternatives.

Barrier C/D has been optimized at 16 feet.
Barriers C2 and F have been optimized at 8 feet.
Barrier H has been optimized at 12 feet.
Barrier J has been optimized at 20 feet.
Barrier L/M has been optimized at 10 feet.

Table 5-1
I-80 Reconstruction Project
Noise Abatement Feasibility/Reasonableness Evaluation
Alternative 2A

NSA	Number of Benefited Receptors	Combined Noise Barrier Length	Feasible Noise Barrier Height	Square Footage	Total sf. per benefit (max 2000 sf.)	Feasible?	Reasonable?
A1	1	1,344	20	26,880	26,880	Yes	NO
A	18	3,000	12	36,000	2,000	Yes	YES
B	50	1,761	12	21,132	423	Yes	YES
C	36	2,575	14	36,050	1,001	Yes	YES
D	2	1,780	10	17,800	8,900	Yes	NO
F	12	1,366	10	13,660	1,138	Yes	YES
G	2	640	18	11,520	5,760	Yes	NO
H*	*Not Feasible*						
J*							
K**	0.06	2,188	10	21,880	364,667	Yes	NO
L/M	45	2,060	14	28,840	641	Yes	YES
N	4	1,065	8	8,520	2,130	Yes	NO
O	1	1,000	20	20,000	20,000	Yes	NO

* Barriers do not receive a minimum 5 dBA decrease at the majority (50%) of impacted receptor sites.

** Determined by calculating the Equivalent Residential Units (ERUs) for each benefitted site; PUB 24 Appendix E, Table E2.

Table 5-2
I-80 Reconstruction Project
Noise Abatement Feasibility/Reasonableness Evaluation
Alternative 2B

NSA	Number of Benefited Receptors	Combined Noise Barrier Length	Feasible Noise Barrier Height	Square Footage	Total sf. per benefit (max 2000 sf.)	Feasible?	Reasonable?
A1	3	1,383	10	13,830	4,610	Yes	NO
A	3	2,952	20	59,040	19,680	Yes	NO
C/D	43	4,172	14	58,408	1,358	Yes	YES
F	12	975	8	7,800	650	Yes	YES
H	15	1,614	12	19,368	1,291	Yes	YES
J	6	853	16	13,648	2,275	Yes	NO
L/M	45	2,454	14	34,356	763	Yes	YES
N	4	902	8	7,216	1,804	Yes	YES
O*	***Not Feasible***						

Note: NSA K was not included. It has been determined that NSA K is not reasonable under all Alternatives.

Table 5-3
I-80 Reconstruction Project
Noise Abatement Feasibility/Reasonableness Evaluation
Alternative 2D

NSA	Number of Benefited Receptors	Combined Noise Barrier Length	Feasible Noise Barrier Height	Square Footage	Total sf. per benefit (max 2000 sf.)	Feasible?	Reasonable?
A	2	959	10	9,590	4,795	Yes	NO
A1	3	1,502	12	18,024	6,008	Yes	NO
C/D	54	4,205	16	67,280	1,246	Yes	YES
C2	5	655	8	5,240	1,048	Yes	YES
F	12	1,019	8	8,152	679	Yes	YES
H	11	1,614	12	19,368	1,761	Yes	YES
J	6	853	20	17,060	2,843	Yes	NO
L/M	25	2,756	10	27,560	1,102	Yes	YES
N	4	1,065	12	12,780	3,195	Yes	NO
O*	***Not Feasible***						

* Barriers do not receive a minimum 5 dBA decrease at the majority (50%) of impacted receptor sites.

Note: NSA K was not included. It has been determined that NSA K is not reasonable under all Alternatives.

Table 6
Noise Impact Summary

NSA	Number of Land Uses	Number of Impacted Units*					Noise Mitigation Evaluation**		
		Existing Worst Case	Future No-Build	Alternative 2A	Alternative 2B	Alternative 2D	Warranted?	Feasible?	Reasonable?
A1	3	0	1	1	3	1	A,B,D	A,B,D	--
A	23	5	5	14	3	2	A,B,D	A,B,D	A
B	54	13	31	40	0	0	A	A	A
C	57	25	25	42	33	14	A,B,D	A,B,D	A,B,D
C2	11	2	5	0	0	2	D	D	D
D	22	1	2	4	9	11	A,B,D	A,B,D	B,D
D2	8	0	0	0	0	0	--	--	--
E	11	0	0	0	0	0	--	--	--
F	31	6	10	17	12	10	A,B,D	A,B,D	A,B,D
G	10	2	2	2	0	2	--	--	--
H	33	4	4	4	10	6	A,B,D	B,D	B,D
J	10	3	10	7	7	3	A,B,D	B,D	--
K	0.13	0.04	0.06	0.09	0.09	0.1	A,B,D	A,B,D	--
L	5	0	0	2	0	0	A	A,B,D	A,B,D
M	51	49	51	51	51	51	A,B,D	A,B,D	A,B,D
N	4	4	4	4	4	4	A,B,D	A,B,D	B
O	1	1	1	1	1	1	A,B,D	A	--
Total	334	115	151	189	133	107			

* - Reference Table 2 and Tables 4-1 through 4-3 for complete results.

** - Reference Tables 5-1 through 5-3 for complete results.

APPENDIX A

NOISE METER AND ACOUSTICAL CALIBRATOR
CALIBRATION CERTIFICATES

Certificate number: 2KNC0171
Issue date: 25/12/2012
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND CALIBRATOR
Model name: NC－74
Serial number: 35125820
Calibration date: 27/11/2012 (DD/MM/YYYY)
Ambient condition: Temperature 25 ℃ Relative Humidity 41 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

RION primary standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843697	02/2014
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	MY40005574	08/2013
Distortion Meter	VA-2230A	11076061	12/2012

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	CM-0335	10/2013
(Electric)			
Measuring amplifier	NA-42SK	NA-1063	12/2012

Y. Maruyama.
Manager, Quality Control Dept.

RION

Certificate number: 3KNL0028
Issue date: 31/01/2013
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND LEVEL METER
Model name: NL-42
Serial number: 01222891
Calibration date: 21/01/2013 (DD/MM/YYYY)
Ambient condition : Temperature 25 ℃ Relative Humidity 38 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

Verification Standard for Acoustics

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843696	03/2013

RION primary standards

Model	Model number	Controlled number	Cal due date
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	3404A01375	03/2013

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone for sound level meter	UC-33P	CM-0332	07/2013
Sound level meter	NA-42改	NA-1104	07/2013
(Electric)			
Sound level meter	NA-42改	NA-1104	07/2013
Attenuator	TPA-302B	AT-1134	10/2013
Function generator	33120A	SY-1152	03/2013

M. Maruyama
Manager, Quality Control Dept.

RION

Certificate number: 3KNL0013
Issue date: 29/01/2013
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND LEVEL METER
Model name: NL-42
Serial number: 01222875
Calibration date: 21/01/2013 (DD/MM/YYYY)
Ambient condition : Temperature 25 ℃ Relative Humidity 38 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

Verification Standard for Acoustics

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843696	03/2013

RION primary standards

Model	Model number	Controlled number	Cal due date
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	3404A01375	03/2013

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone for sound level meter	UC-33P	CM-0332	07/2013
Sound level meter	NA-42改	NA-1104	07/2013
(Electric)			
Sound level meter	NA-42改	NA-1104	07/2013
Attenuator	TPA-302B	AT-1134	10/2013
Function generator	33120A	SY-1152	03/2013

Y. Yamyama
Manager, Quality Control Dept.

RION

Certificate number: 3KNL0011
Issue date: 29/01/2013
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND LEVEL METER
Model name: NL－42
Serial number: 01222873
Calibration date: 21/01/2013 (DD/MM/YYYY)
Ambient condition : Temperature 25 ℃ Relative Humidity 38 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

Verification Standard for Acoustics

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843696	03/2013

RION primary standards

Model	Model number	Controlled number	Cal due date
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	3404A01375	03/2013

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone for sound level meter	UC-33P	CM-0332	07/2013
Sound level meter	NA-42改	NA-1104	07/2013
(Electric)			
Sound level meter	NA-42改	NA-1104	07/2013
Attenuator	TPA-302B	AT-1134	10/2013
Function generator	33120A	SY-1152	03/2013

M. Narumyama
Manager,Quality Control Dept.

RION

Certificate number: 3KNL0015
Issue date: 29/01/2013
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND LEVEL METER
Model name: NL-42
Serial number: 01122580
Calibration date: 08/01/2013 (DD/MM/YYYY)
Ambient condition : Temperature 25 ℃ Relative Humidity 38 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

RION primary standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843697	02/2014
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	3404A01375	03/2013

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	UC-27	CM-0300	01/2013
(Electric)			
Measuring amplifier	XN-88	NA-1036	01/2013
Attenuator	TPA-302B	AT-1145	07/2013
Function generator	33120A	SY-1146	09/2013

M. Maruyama
Manager,Quality Control Dept.

RION

Certificate number: 3 K N L 0 0 1 2
Issue date: 29/01/2013
(DD/MM/YYYY)

CALIBRATION CERTIFICATE

Customer name: Scantek, Inc.

Product type: SOUND LEVEL METER
Model name: N L－4 2
Serial number: 0 1 2 2 2 8 7 4
Calibration date: 21/01/2013 (DD/MM/YYYY)
Ambient condition : Temperature 25 ℃ Relative Humidity 38 %

We hereby certify that the above product was tested and calibrated according to the prescribed RION procedures, and that it fulfills all specification requirements, as listed on the appended sheet. The measuring equipment and reference devices used for testing and calibrating this unit are managed under the RION traceability system and are traceable according to official Japanese standards and official standards of countries belonging to the International Committee of Weights and Measures.

Verification Standard for Acoustics

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone	4160	1843696	03/2013

RION primary standards

Model	Model number	Controlled number	Cal due date
(Electric)			
DC Reference standard	732B	6265015	09/2014
Standard resistor	742A-1	6480018	11/2013
Standard resistor	742A-10k	6390001	06/2014
Digital multimeter	3458A	2823A13632	03/2013
Universal counter	53132A	3404A01375	03/2013

RION working standards

Model	Model number	Controlled number	Cal due date
(Acoustic)			
Condenser microphone for sound level meter	UC-33P	CM-0332	07/2013
Sound level meter	NA-42改	NA-1104	07/2013
(Electric)			
Sound level meter	NA-42改	NA-1104	07/2013
Attenuator	TPA-302B	AT-1134	10/2013
Function generator	33120A	SY-1152	03/2013

Y. Narumama.
Manager,Quality Control Dept.

RION

20110516-3

APPENDIX B

NOISE MONITORING DATA FORMS

I-80 Reconstruction Project

Site # R1 **Description :** 300 Tanite Rd, Stroudsburg, PA 18360

Meter # 1

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		12:10 PM		5 - 8
End Time		12:20 PM		Temp. (°F)
Duration	MIN	10 MIN	MIN	
Leq.				Humidity (%)
Traffic Data Roadway				60
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R1-A1 **Description :** 314 Beech St, Stroudsburg, PA 18360

Meter # 5

Done By: JCL/AD

Monitoring Data:	AM Peak		Off-Peak		PM Peak		**Atmospheric Data**
Date	7/23/14						Wind Speed (mph)
Start Time	8:25 AM						
End Time	8:40 AM						
Duration	15 MIN		MIN		MIN		
Leq.							Temp. (°F)
Traffic Data							
Roadway	I 80		Beech St				Humidity (%)
Direction	EB	WB					
Traffic Count:	237	200	12	0	0	0	
Cars	194	170	12				
MT	7	5	0				
HT	36	25	0				
Weather Conditions							

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

Profile View:

Monitoring Notes

AM Peak: Beech St - 30 mph

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R1-C2 **Description :** 1927 Arlington Ave, Stroudsburg, PA 18360

Meter # 1

Done By: JCL/AD

Monitoring Data:	AM Peak		Off-Peak		PM Peak		**Atmospheric Data**
Date	7/23/14						Wind Speed (mph)
Start Time	9:10 AM						
End Time	9:25 AM						
Duration	15 MIN		MIN		MIN		
Leq.							Temp. (°F)
Traffic Data							
Roadway	209		Arlington				Humidity (%)
Direction	N	S					
Traffic Count:	177	106	9	0	0	0	
Cars	165	95	9				
MT	4	4	0				
HT	8	7	0				
Weather Conditions							

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

Profile View:

Monitoring Notes

AM Peak: 209 - 55 mph
Arlington Ave - 30 mph

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R1-D2

Meter # 5

Done By: JCL/AD

Description : 1328 Dreher St, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak	Atmospheric Data
Date	7/23/14			Wind Speed (mph)
Start Time	10:12 AM			
End Time	10:27 AM			
Duration	15 MIN	MIN	MIN	
Leq.				Temp. (°F)
Traffic Data				
Roadway				Humidity (%)
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak: 10:13 - 10:15 Car pulled up and open and closed doors.

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R2 **Description :** 263 Tanite Rd, Stroudsburg, PA 18360

Meter # 4

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		12:10 PM		
End Time		12:20 PM		**5 - 8**
Duration	MIN	10 MIN	MIN	
Leq.				Temp. (°F)
Traffic Data				
Roadway				
Direction				Humidity (%)
Traffic Count:	0 0	0 0	0 0	**60**
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak: Chainsaw was being used close by during test.

PM Peak

I-80 Reconstruction Project

Site # R2-D2 **Description :** 1238 Dewberry Ln, Stroudsburg, PA 18360

Meter # 1

Done By: JCL/AD

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date	7/23/14			Wind Speed (mph)
Start Time	10:12 AM			
End Time	10;27			
Duration	15 MIN	MIN	MIN	
Leq.				Temp. (°F)
Traffic Data				
Roadway				Humidity (%)
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R3 **Description :** 227 Tanite Rd, Stroudsburg, PA 18360

Meter # 5

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	Atmospheric Data
Date		7/16/13		Wind Speed (mph)
Start Time		12:10 PM		5 - 8
End Time		12:20 PM		Temp. (°F)
Duration	MIN	10 MIN	MIN	
Leq.				Humidity (%)
Traffic Data				60
Roadway				
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R4 **Description :** 80 Bridge St, Stroudsburg, PA 18360

Meter # 1

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		11:20 AM	
End Time		11:30 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

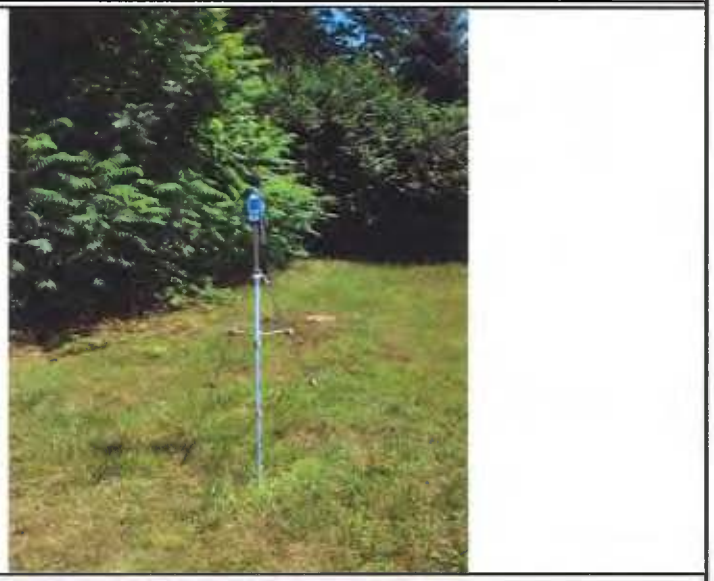
I-80 Reconstruction Project

Site # R5

Meter # 5

Done By: JND/JCL

Description : 42 Bridge St, Stroudsburg, PA 18360



Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		11:20 AM	
End Time		11:30 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data			
Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data	
Wind Speed (mph)	5 - 8
Temp. (°F)	
Humidity (%)	60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R6

Meter # 2

Done By: JND/JCL

Description : Miller St, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		11:20 AM	
End Time		11:30 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data			
Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R7 **Description :** 130 Myrtle St, Stroudsburg, PA 18360

Meter # 4

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	Atmospheric Data
Date		7/16/13		Wind Speed (mph)
Start Time		10:50 AM		5 - 8
End Time		11:00 AM		
Duration	MIN	10 MIN	MIN	
Leq.				Temp. (°F)
Traffic Data				
Roadway				
Direction				Humidity (%)
Traffic Count:	0 0	0 0	0 0	60
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R8
Meter # 1
Done By: JND/JCL

Description : 1742 Pokona Ave, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:50 AM	
End Time		11:00 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R9 **Description :** 112 Pearl St, Stroudsburg, PA 18360

Meter # 5

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:50 AM	
End Time		11:00 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R10
Meter # 2
Done By: JND/JCL

Description : 1676 Pokona Ave, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:50 AM	
End Time		11:00 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R11
Meter # 1
Done By: JND/JCL

Description : 119 Anna Ct, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		9:25 AM	
End Time		9:35 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data: Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R12 **Description :** 1230 Wade Ct E, Stroudsburg, PA 18360

Meter # 5

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		9:25 AM	
End Time		9:35 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data			
Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak: ____

Off-Peak: ____

PM Peak ____

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R13 **Description :** 1226 Wade Ct E, Stroudsburg, PA 18360

Meter # 2

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		9:25 AM		5 - 8
End Time		9:35 AM		Temp. (°F)
Duration	MIN	10 MIN	MIN	
Leq.				Humidity (%)
Traffic Data Roadway				60
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R14 **Description :** 1222 Dreher Ave, Stroudsburg, PA 18360

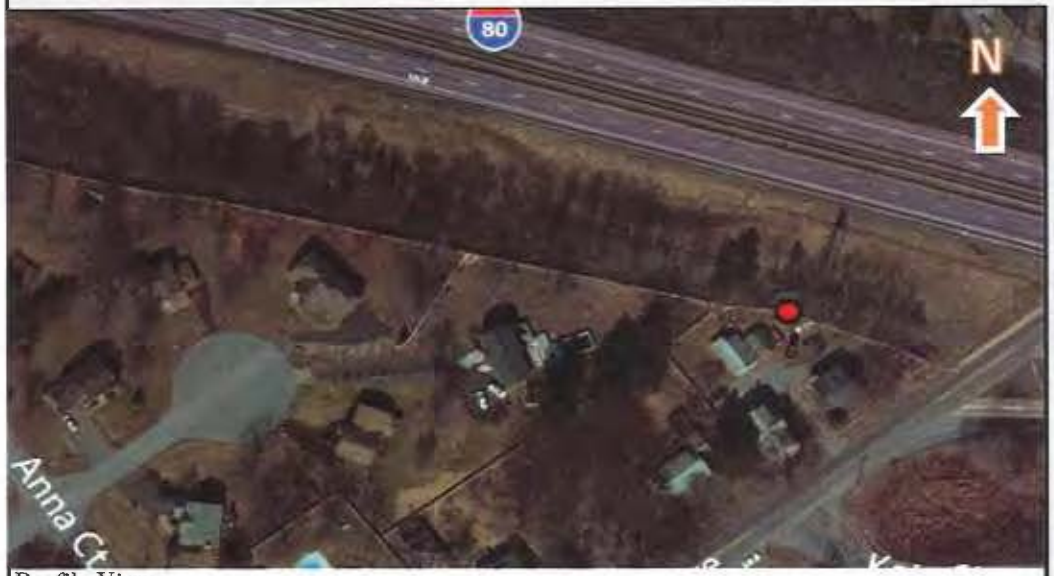
Meter # 4

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		9:25 AM	
End Time		9:35 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R15 **Description :** 796 Bryant St, Stroudsburg, PA 18360

Meter # 1

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		8:45 AM	
End Time		8:55 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data			
Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R16 **Description :** 765 Bryant St, Stroudsburg, PA 18360

Meter # 2

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		8:45 AM	
End Time		8:55 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak: ____

Off-Peak: ____

PM Peak ____

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R17 **Description :** 736 Bryant St, Stroudsburg, PA 18360

Meter # 3

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		8:45 AM		5 - 8
End Time		8:55 AM		Temp. (°F)
Duration	MIN	10 MIN	MIN	
Leq.				Humidity (%)
Traffic Data Roadway				60
Direction				
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

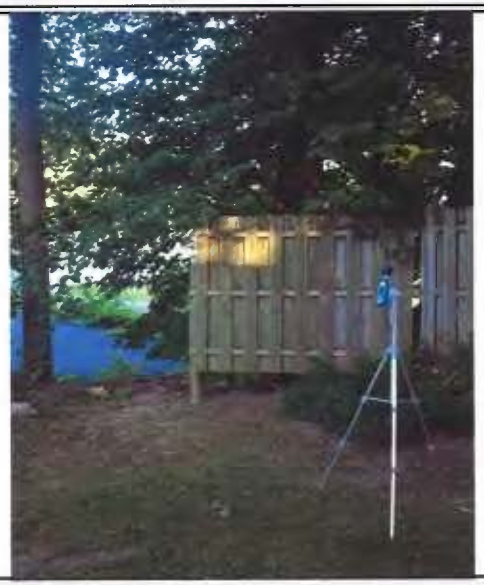
PM Peak

I-80 Reconstruction Project

Site # R18 **Description :** 542 Lenox St, Stroudsburg, PA 18360

Meter # 3

Done By: JND/JCL



Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		8:10 AM	
End Time		8:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R19 **Description :** 422 Colbert St, Stroudsburg, PA 18360

Meter # 1

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		8:10 AM		**5 - 8**
End Time		8:20 AM		
Duration	MIN	10 MIN	MIN	Temp. (°F)
Leq.				
Traffic Data				
Roadway				
Direction				Humidity (%)
Traffic Count:	0 0	0 0	0 0	**60**
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R20 **Description :** 112 Lee Ave, Stroudsburg, PA 18360

Meter # 5

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		8:10 AM	
End Time		8:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data: Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R21 **Description :** 210 Colbert St, Stroudsburg, PA 18360

Meter # 2

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak	**Atmospheric Data**
Date		7/16/13		Wind Speed (mph)
Start Time		8:10 AM		
End Time		8:20 AM		5 - 8
Duration	MIN	10 MIN	MIN	Temp. (°F)
Leq.				
Traffic Data Roadway				Humidity (%)
Direction				60
Traffic Count:	0 0	0 0	0 0	
Cars				
MT				
HT				
Weather Conditions				

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R22

Meter # 4

Done By: JND/JCL

Description : 617 Ann St, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		7:40 AM	
End Time		7:50 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) 5 - 8
Temp. (°F)
Humidity (%) 60

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

Profile View:

Monitoring Notes

AM Peak: ____

Off-Peak: ____

PM Peak ____

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R23 **Description :** 1130 Garden St, Stroudsburg, PA 18360

Meter # 2

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:10 AM	
End Time		10:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data			
Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R24
Meter # 4
Done By: JND/JCL

Description : 41-43 Garden St, Stroudsburg, PA 18360

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:10 AM	
End Time		10:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

I-80 Reconstruction Project

Site # R25 **Description :** 29 Garden St, Stroudsburg, PA 18360

Meter # 5

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:10 AM	
End Time		10:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph) **5 - 8**
Temp. (°F)
Humidity (%) **60**

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

I-80 Reconstruction Project

Site # R26 **Description :** 1197 W Main St, Stroudsburg, PA 18360

Meter # 1

Done By: JND/JCL

Monitoring Data:	AM Peak	Off-Peak	PM Peak
Date		7/16/13	
Start Time		10:10 AM	
End Time		10:20 AM	
Duration	MIN	10 MIN	MIN
Leq.			
Traffic Data Roadway			
Direction			
Traffic Count:	0 0	0 0	0 0
Cars			
MT			
HT			
Weather Conditions			

Atmospheric Data
Wind Speed (mph)
5 - 8
Temp. (°F)
Humidity (%)
60

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

Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

McCormick Taylor, Inc

APPENDIX C

NOISE MONITORING DATA (2013)

METROSONICS PRINTOUTS

PASTE HERE ↓

Address	Start Time	Measurement Time			Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R1																		64.8
1	7/16/2013	12:10:00	00d	00:10.0	66.6	76.6	68.5	65.3	-.-	68.4	68.3	66.3	65.4	65.3	----	-----	4570881.9	
2	7/16/2013	12:10:10	00d	00:10.0	66	76	68.3	63.9	-.-	68.1	68	66.3	64.1	64	----	-----	3981071.7	
3	7/16/2013	12:10:20	00d	00:10.0	65.2	75.2	66.3	63.7	-.-	66.1	66	65.1	63.9	63.8	----	-----	3311311.2	
4	7/16/2013	12:10:30	00d	00:10.0	65.3	75.3	66.2	64.1	-.-	66	66	65.6	64.3	64.2	----	-----	3388441.6	
5	7/16/2013	12:10:40	00d	00:10.0	65.3	75.3	66.6	63.6	-.-	66.3	66.1	65.2	63.9	63.8	----	-----	3388441.6	
6	7/16/2013	12:10:50	00d	00:10.0	63.7	73.7	67.1	61	-.-	66.9	66.6	63.2	61.1	61	----	-----	2344228.8	
7	7/16/2013	12:11:00	00d	00:10.0	61.7	71.7	62.5	60.8	-.-	62.3	62.3	61.6	61	61	----	-----	1479108.4	
8	7/16/2013	12:11:10	00d	00:10.0	64.1	74.1	67.2	61	-.-	66.7	66.2	62.3	61.1	61.1	----	-----	2570395.8	
9	7/16/2013	12:11:20	00d	00:10.0	65.2	75.2	67.7	63	-.-	67.5	67.3	65.3	63.2	63.1	----	-----	3311311.2	
10	7/16/2013	12:11:30	00d	00:10.0	64.1	74.1	64.9	62.3	-.-	64.7	64.6	64.2	63.8	63.1	----	-----	2570395.8	
11	7/16/2013	12:11:40	00d	00:10.0	60.1	70.1	62.4	58.7	-.-	62.1	61.7	59.6	58.8	58.8	----	-----	1023293.0	
12	7/16/2013	12:11:50	00d	00:10.0	62.2	72.2	64.1	60.2	-.-	64	64	62.4	60.4	60.2	----	-----	1659586.9	
13	7/16/2013	12:12:00	00d	00:10.0	63.5	73.5	64.6	60.2	-.-	64.6	64.5	63.5	60.6	60.4	----	-----	2238721.1	
14	7/16/2013	12:12:10	00d	00:10.0	70.2	80.2	74.3	63.4	-.-	74	73.4	68.6	63.5	63.5	----	-----	10471285.5	
15	7/16/2013	12:12:20	00d	00:10.0	61.2	71.2	70.2	60	-.-	68.7	67.2	60.8	60.2	60.1	----	-----	1318256.7	
16	7/16/2013	12:12:30	00d	00:10.0	63	73	64.2	61.2	-.-	63.8	63.7	62.7	61.5	61.3	----	-----	1995262.3	
17	7/16/2013	12:12:40	00d	00:10.0	67	77	68.6	64.2	-.-	68.4	68.2	66.8	65.3	65.1	----	-----	5011872.3	
18	7/16/2013	12:12:50	00d	00:10.0	62.8	72.8	65.5	61.5	-.-	64.9	64.5	62.5	61.7	61.6	----	-----	1905460.7	
19	7/16/2013	12:13:00	00d	00:10.0	65.4	75.4	66.3	63.9	-.-	66.1	66	65.7	64.4	64.2	----	-----	3467368.5	
20	7/16/2013	12:13:10	00d	00:10.0	66.1	76.1	68.1	63.3	-.-	67.9	67.8	65.5	63.5	63.4	----	-----	4073802.8	
21	7/16/2013	12:13:20	00d	00:10.0	62.2	72.2	66.4	60.5	-.-	66.1	65.4	61.7	60.7	60.6	----	-----	1659586.9	
22	7/16/2013	12:13:30	00d	00:10.0	63.8	73.8	65.8	61.2	-.-	65.6	65.4	63.4	61.5	61.3	----	-----	2398832.9	
23	7/16/2013	12:13:40	00d	00:10.0	60.7	70.7	64	59.3	-.-	63.7	63.1	60.3	59.5	59.5	----	-----	1174897.6	
24	7/16/2013	12:13:50	00d	00:10.0	61.1	71.1	62.1	59.9	-.-	61.9	61.9	61.3	60.2	60.1	----	-----	1288249.6	
25	7/16/2013	12:14:00	00d	00:10.0	60.2	70.2	61	59.7	-.-	60.7	60.4	60	59.8	59.8	----	-----	1047128.5	
26	7/16/2013	12:14:10	00d	00:10.0	66.4	76.4	68.2	61	-.-	68.1	67.9	66.8	61.3	61.2	----	-----	4365158.3	
27	7/16/2013	12:14:20	00d	00:10.0	62.7	72.7	67.2	61.2	-.-	66.7	66.2	62.1	61.3	61.3	----	-----	1862087.1	
28	7/16/2013	12:14:30	00d	00:10.0	66.9	76.9	68.7	62.5	-.-	68.6	68.6	66.7	63.2	62.9	----	-----	4897788.2	
29	7/16/2013	12:14:40	00d	00:10.0	66	76	67.3	64.2	-.-	67.2	67	66.1	65.1	65	----	-----	3981071.7	
30	7/16/2013	12:14:50	00d	00:10.0	61.1	71.1	64.2	60.3	-.-	63.3	62.6	61.1	60.5	60.5	----	-----	1288249.6	
31	7/16/2013	12:15:00	00d	00:10.0	65.1	75.1	67.8	61.9	-.-	67.3	66.8	64.4	62.7	62.7	----	-----	3235936.6	
32	7/16/2013	12:15:10	00d	00:10.0	63.9	73.9	64.9	62.9	-.-	64.7	64.5	63.7	63.3	63.2	----	-----	2454708.9	
33	7/16/2013	12:15:20	00d	00:10.0	66.8	76.8	69.3	62.5	-.-	69.1	68.9	66.2	62.7	62.6	----	-----	4786300.9	
34	7/16/2013	12:15:30	00d	00:10.0	65.4	75.4	68.8	64.4	-.-	68.3	67.5	65.7	64.8	64.8	----	-----	3467368.5	
35	7/16/2013	12:15:40	00d	00:10.0	64.5	74.5	65.6	63.6	-.-	65.5	65.4	64.4	63.9	63.8	----	-----	2818382.9	
36	7/16/2013	12:15:50	00d	00:10.0	67.3	77.3	68.7	63.9	-.-	68.5	68.4	66.9	65.6	64.6	----	-----	5370318.0	
37	7/16/2013	12:16:00	00d	00:10.0	63.5	73.5	66.2	62.5	-.-	66	65.8	63.3	62.7	62.6	----	-----	2238721.1	
38	7/16/2013	12:16:10	00d	00:10.0	63.7	73.7	64.4	62.4	-.-	64.4	64.2	63.9	62.5	62.4	----	-----	2344228.8	
39	7/16/2013	12:16:20	00d	00:10.0	68.8	78.8	72.3	63.3	-.-	71.9	71.6	67.1	63.4	63.4	----	-----	7585775.8	
40	7/16/2013	12:16:30	00d	00:10.0	66.6	76.6	70.8	64.1	-.-	70.4	69.9	66.3	64.4	64.2	----	-----	4570881.9	
41	7/16/2013	12:16:40	00d	00:10.0	65.8	75.8	67.6	64.1	-.-	67.3	67	64.9	64.4	64.2	----	-----	3801894.0	
42	7/16/2013	12:16:50	00d	00:10.0	65.2	75.2	67.6	63.4	-.-	67.5	67.3	64.9	63.5	63.5	----	-----	3311311.2	
43	7/16/2013	12:17:00	00d	00:10.0	66.9	76.9	68.5	64.9	-.-	68.3	68.1	66.8	65.2	65	----	-----	4897788.2	
44	7/16/2013	12:17:10	00d	00:10.0	63.1	73.1	65.1	61.8	-.-	65.1	64.8	63.2	61.9	61.8	----	-----	2041737.9	
45	7/16/2013	12:17:20	00d	00:10.0	64.3	74.3	65.4	63.4	-.-	65.2	65.1	64.1	63.5	63.5	----	-----	2691534.8	
46	7/16/2013	12:17:30	00d	00:10.0	63.2	73.2	64.2	62.8	-.-	63.9	63.6	63.4	62.9	62.9	----	-----	2089296.1	
47	7/16/2013	12:17:40	00d	00:10.0	62.7	72.7	63.5	61.9	-.-	63.4	63.4	62.9	62.1	61.9	----	-----	1862087.1	
48	7/16/2013	12:17:50	00d	00:10.0	61.9	71.9	63.5	59.2	-.-	63.5	63.4	62.4	59.9	59.6	----	-----	1548816.6	
49	7/16/2013	12:18:00	00d	00:10.0	63.3	73.3	66.3	58.6	-.-	66.1	65.6	61.5	58.7	58.7	----	-----	2137962.1	
50	7/16/2013	12:18:10	00d	00:10.0	63.7	73.7	66.6	61.6	-.-	66.5	66.5	63.5	61.8	61.7	----	-----	2344228.8	
51	7/16/2013	12:18:20	00d	00:10.0	65.5	75.5	66.7	62.1	-.-	66.6	66.4	65.5	62.5	62.3	----	-----	3548133.9	
52	7/16/2013	12:18:30	00d	00:10.0	63.3	73.3	66.3	61.3	-.-	66.1	65.8	63.4	61.9	61.7	----	-----	2137962.1	
53	7/16/2013	12:18:40	00d	00:10.0	60	70	61.3	59.2	-.-	60.9	60.7	59.9	59.3	59.3	----	-----	1000000.0	
54	7/16/2013	12:18:50	00d	00:10.0	64.8	74.8	65.9	61.2	-.-	65.8	65.7	64.2	63.4	63.1	----	-----	3019951.7	
55	7/16/2013	12:19:00	00d	00:10.0	66.6	76.6	67.3	64.9	-.-	67.2	67.2	66.6	65.4	65	----	-----	4570881.9	
56	7/16/2013	12:19:10	00d	00:10.0	67.4	77.4	68.6	66.5	-.-	68.5	68.4	67.2	66.6	66.6	----	-----	5495408.7	
57	7/16/2013	12:19:20	00d	00:10.0	66.4	76.4	68.5	62.7	-.-	68.4	68.4	67.2	63.2	62.9	----	-----	4365158.3	
58	7/16/2013	12:19:30	00d	00:10.0	61.1	71.1	62.7	59.9	-.-	62.5	62.3	61.3	60.4	60.2	----	-----	1288249.6	
59	7/16/2013	12:19:40	00d	00:10.0	60.2	70.2	60.6	59.5	-.-	60.6	60.6	60.1	59.7	59.5	----	-----	1047128.5	
60	7/16/2013	12:19:50	00d	00:10.0	58.2	68.2	59.9	57.7	-.-	59.5	59	58	57.8	57.8	----	-----	660693.4	

PASTE HERE

Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R2																60.2
1	7/16/2013	12:10:00 00d 00:10.0	61.9	71.9	64.5	55.3	-.-	64.3	63.5	61.3	56.8	56.4	----	-----	1548817	
2	7/16/2013	12:10:10 00d 00:10.0	60.9	70.9	64.7	58.6	-.-	64.4	64.2	61	58.9	58.9	----	-----	1230269	
3	7/16/2013	12:10:20 00d 00:10.0	61.5	71.5	63.5	58.6	-.-	63.3	63.1	60.8	58.8	58.7	----	-----	1412538	
4	7/16/2013	12:10:30 00d 00:10.0	62.4	72.4	63.6	61.1	-.-	63.4	63.1	62.1	61.4	61.2	----	-----	1737801	
5	7/16/2013	12:10:40 00d 00:10.0	61.9	71.9	63.8	60.5	-.-	63.5	63.5	61.8	60.8	60.7	----	-----	1548817	
6	7/16/2013	12:10:50 00d 00:10.0	59.8	69.8	61.3	57.7	-.-	61.2	61.1	60.2	58.2	57.9	----	-----	954992.6	
7	7/16/2013	12:11:00 00d 00:10.0	58.5	68.5	60	57.3	-.-	59.5	59.4	57.7	57.4	57.4	----	-----	707945.8	
8	7/16/2013	12:11:10 00d 00:10.0	62.1	72.1	63.2	60	-.-	62.8	62.7	61.6	60.7	60.4	----	-----	1621810	
9	7/16/2013	12:11:20 00d 00:10.0	61.1	71.1	63.3	59.5	-.-	63.1	62.8	61	59.7	59.6	----	-----	1288250	
10	7/16/2013	12:11:30 00d 00:10.0	58.3	68.3	59.5	57.3	-.-	59.2	59.2	58.5	57.5	57.4	----	-----	676083	
11	7/16/2013	12:11:40 00d 00:10.0	63.1	73.1	66.1	58.4	-.-	66	65.9	62	59.1	58.6	----	-----	2041738	
12	7/16/2013	12:11:50 00d 00:10.0	59.7	69.7	61.1	58.9	-.-	60.9	60.9	59.4	59	58.9	----	-----	933254.3	
13	7/16/2013	12:12:00 00d 00:10.0	60.9	70.9	62.2	59	-.-	62	61.9	61.1	60.5	60	----	-----	1230269	
14	7/16/2013	12:12:10 00d 00:10.0	56.2	66.2	59	55	-.-	58.3	57.8	55.7	55.1	55.1	----	-----	416869.4	
15	7/16/2013	12:12:20 00d 00:10.0	59.3	69.3	63.3	55.2	-.-	62.4	62	58.6	55.7	55.4	----	-----	851138	
16	7/16/2013	12:12:30 00d 00:10.0	61.6	71.6	65	56.8	-.-	64.7	64.1	60.9	56.9	56.8	----	-----	1445440	
17	7/16/2013	12:12:40 00d 00:10.0	59	69	59.8	58.2	-.-	59.7	59.6	59	58.3	58.3	----	-----	794328.2	
18	7/16/2013	12:12:50 00d 00:10.0	64.8	74.8	69.6	58.1	-.-	67.9	66.9	62.4	58.3	58.2	----	-----	3019952	
19	7/16/2013	12:13:00 00d 00:10.0	64.1	74.1	69.5	61.1	-.-	69	68.8	62.8	61.2	61.2	----	-----	2570396	Men Working Nearby Using Saw.
20	7/16/2013	12:13:10 00d 00:10.0	61.5	71.5	64.6	60.1	-.-	63.7	62.6	61.1	60.7	60.7	----	-----	1412538	
21	7/16/2013	12:13:20 00d 00:10.0	62.4	72.4	65	60.7	-.-	64.6	63.3	61.6	60.9	60.8	----	-----	1737801	
22	7/16/2013	12:13:30 00d 00:10.0	64.3	74.3	65.8	62.9	-.-	65.6	65.3	64.1	63.3	63.2	----	-----	2691535	
23	7/16/2013	12:13:40 00d 00:10.0	59.1	69.1	64	58.3	-.-	62.7	61.5	59.3	58.4	58.4	----	-----	812830.5	
24	7/16/2013	12:13:50 00d 00:10.0	60.8	70.8	62.2	59.1	-.-	61.6	61.5	60.2	59.4	59.3	----	-----	1202264	
25	7/16/2013	12:14:00 00d 00:10.0	61.7	71.7	63	59.5	-.-	62.9	62.8	62.3	60.3	59.9	----	-----	1479108	
26	7/16/2013	12:14:10 00d 00:10.0	57.8	67.8	59.5	56.8	-.-	59.1	59	57.7	56.9	56.9	----	-----	602559.6	
27	7/16/2013	12:14:20 00d 00:10.0	58.4	68.4	59.5	57.4	-.-	59.4	59.4	58.5	57.6	57.5	----	-----	691831	
28	7/16/2013	12:14:30 00d 00:10.0	56.1	66.1	57.5	55.4	-.-	57.1	57	56.4	55.5	55.4	----	-----	407380.3	
29	7/16/2013	12:14:40 00d 00:10.0	55.9	65.9	56.2	55.4	-.-	56.1	56.1	55.8	55.4	55.4	----	-----	389045.1	
30	7/16/2013	12:14:50 00d 00:10.0	61.2	71.2	63.1	56	-.-	63	62.9	60.2	56.7	56.2	----	-----	1318257	
31	7/16/2013	12:15:00 00d 00:10.0	61.1	71.1	62.7	57.7	-.-	62.5	62.5	61.9	58.3	58	----	-----	1288250	
32	7/16/2013	12:15:10 00d 00:10.0	60.1	70.1	62.3	57	-.-	62.2	62.2	58.1	57.4	57.2	----	-----	1023293	
33	7/16/2013	12:15:20 00d 00:10.0	62.1	72.1	62.6	61.7	-.-	62.6	62.4	62.1	61.9	61.8	----	-----	1621810	
34	7/16/2013	12:15:30 00d 00:10.0	60.5	70.5	62	59.9	-.-	61.7	61.4	60.4	60	59.9	----	-----	1122018	
35	7/16/2013	12:15:40 00d 00:10.0	61.1	71.1	61.7	60.5	-.-	61.5	61.5	61.1	60.7	60.6	----	-----	1288250	
36	7/16/2013	12:15:50 00d 00:10.0	56.1	66.1	60.9	53.7	-.-	60.2	59.6	56.2	53.9	53.8	----	-----	407380.3	
37	7/16/2013	12:16:00 00d 00:10.0	58.6	68.6	61.2	54.2	-.-	61.1	60.4	57.8	54.7	54.5	----	-----	724436	
38	7/16/2013	12:16:10 00d 00:10.0	62.5	72.5	63.9	61.2	-.-	63.6	63.2	62.4	61.5	61.5	----	-----	1778279	
39	7/16/2013	12:16:20 00d 00:10.0	63.2	73.2	65.6	60.7	-.-	65.5	65.2	62.8	60.9	60.8	----	-----	2089296	
40	7/16/2013	12:16:30 00d 00:10.0	63.5	73.5	64.9	62.4	-.-	64.8	64.6	63.2	62.6	62.5	----	-----	2238721	
41	7/16/2013	12:16:40 00d 00:10.0	60.1	70.1	62.7	58.3	-.-	62.4	62.1	60.1	58.9	58.6	----	-----	1023293	Men Working Nearby Using Saw.
42	7/16/2013	12:16:50 00d 00:10.0	57.6	67.6	58.6	56.6	-.-	58.5	58.3	57.4	56.8	56.7	----	-----	575439.9	
43	7/16/2013	12:17:00 00d 00:10.0	63.5	73.5	66.7	58.6	-.-	66.6	66.4	63	59.2	58.7	----	-----	2238721	
44	7/16/2013	12:17:10 00d 00:10.0	64	74	66.2	61.8	-.-	66	65.8	63.9	62.4	62.2	----	-----	2511886	
45	7/16/2013	12:17:20 00d 00:10.0	60.2	70.2	61.8	59	-.-	61.4	61.2	60.1	59.2	59.2	----	-----	1047129	
46	7/16/2013	12:17:30 00d 00:10.0	64.7	74.7	67.9	61.1	-.-	67.8	67.4	63.1	62.5	62	----	-----	2951209	
47	7/16/2013	12:17:40 00d 00:10.0	61.6	71.6	64.2	60.3	-.-	63.2	62.8	61.8	60.5	60.4	----	-----	1445440	
48	7/16/2013	12:17:50 00d 00:10.0	58.9	68.9	62.3	55.7	-.-	62.1	61.8	59.1	55.9	55.8	----	-----	776247.1	
49	7/16/2013	12:18:00 00d 00:10.0	59.7	69.7	62.1	55.9	-.-	61.9	61.7	58.4	56.2	56	----	-----	933254.3	
50	7/16/2013	12:18:10 00d 00:10.0	61.1	71.1	62.2	59.7	-.-	62	62	61.3	60.3	60	----	-----	1288250	
51	7/16/2013	12:18:20 00d 00:10.0	56.9	66.9	59.7	54.4	-.-	59.3	59.1	57.5	54.6	54.5	----	-----	489778.8	
52	7/16/2013	12:18:30 00d 00:10.0	54.9	64.9	56.4	53.3	-.-	56.2	55.9	54.4	53.6	53.5	----	-----	309029.5	
53	7/16/2013	12:18:40 00d 00:10.0	58.3	68.3	59.7	56.4	-.-	59.4	59.3	57.7	56.7	56.7	----	-----	676083	
54	7/16/2013	12:18:50 00d 00:10.0	59.4	69.4	61.2	57.6	-.-	61.1	61	59.8	57.7	57.7	----	-----	870963.6	
55	7/16/2013	12:19:00 00d 00:10.0	59.1	69.1	60.2	57.4	-.-	60.2	60.1	58.8	57.7	57.6	----	-----	812830.5	
56	7/16/2013	12:19:10 00d 00:10.0	60.4	70.4	61.7	58.8	-.-	61.5	61.5	60.5	59.2	59.1	----	-----	1096478	
57	7/16/2013	12:19:20 00d 00:10.0	58	68	59.3	57.2	-.-	59.1	58.9	58.2	57.5	57.3	----	-----	630957.3	
58	7/16/2013	12:19:30 00d 00:10.0	59.7	69.7	61.3	56.9	-.-	61.2	61.2	58.9	57.2	57	----	-----	933254.3	
59	7/16/2013	12:19:40 00d 00:10.0	62.7	72.7	63.6	61	-.-	63.5	63.4	62.4	61.3	61	----	-----	1862087	
60	7/16/2013	12:19:50 00d 00:10.0	61.6	71.6	63.1	61	-.-	62.7	62.4	61.6	61.2	61.1	----	-----	1445440	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R3																60.9
1	7/16/2013	12:10:00 00d 00:10.0	63.2	73.2	65.2	62	-.-	64.6	63.9	63.4	62.2	62.1	----	-----	2089296	
2	7/16/2013	12:10:10 00d 00:10.0	62.2	72.2	63.7	60.9	-.-	63.6	63.5	62.6	61.1	61	----	-----	1659587	
3	7/16/2013	12:10:20 00d 00:10.0	60.2	70.2	62.4	57.5	-.-	62.4	62.3	59.5	57.7	57.6	----	-----	1047129	
4	7/16/2013	12:10:30 00d 00:10.0	60.2	70.2	62.6	58.5	-.-	62.5	62.4	59.8	58.8	58.6	----	-----	1047129	
5	7/16/2013	12:10:40 00d 00:10.0	63	73	63.7	60.9	-.-	63.7	63.6	63.1	61.6	61.2	----	-----	1995262	
6	7/16/2013	12:10:50 00d 00:10.0	64	74	67.3	61	-.-	67.2	67.1	61.9	61.3	61.1	----	-----	2511886	
7	7/16/2013	12:11:00 00d 00:10.0	63.2	73.2	67.1	62	-.-	66.9	66.4	62.6	62.3	62.1	----	-----	2089296	
8	7/16/2013	12:11:10 00d 00:10.0	62.7	72.7	63.8	61.9	-.-	63.6	63.5	62.3	62	61.9	----	-----	1862087	
9	7/16/2013	12:11:20 00d 00:10.0	59.5	69.5	62.7	58.4	-.-	62.1	61.4	59.7	58.6	58.5	----	-----	891250.9	
10	7/16/2013	12:11:30 00d 00:10.0	58	68	60	57.6	-.-	59.9	59.6	57.9	57.7	57.7	----	-----	630957.3	
11	7/16/2013	12:11:40 00d 00:10.0	57.7	67.7	58.5	57	-.-	58.4	58.2	57.6	57.4	57.1	----	-----	588843.7	
12	7/16/2013	12:11:50 00d 00:10.0	60.4	70.4	62.2	56.9	-.-	62.1	61.9	60	58.2	57.3	----	-----	1096478	
13	7/16/2013	12:12:00 00d 00:10.0	60.5	70.5	62.2	58.2	-.-	62	62	59.6	58.7	58.5	----	-----	1122018	
14	7/16/2013	12:12:10 00d 00:10.0	58.2	68.2	61.6	56.9	-.-	61.5	61.1	57.7	57.1	57	----	-----	660693.4	
15	7/16/2013	12:12:20 00d 00:10.0	60	70	60.8	56.8	-.-	60.8	60.6	60.1	57.1	57	----	-----	1000000	
16	7/16/2013	12:12:30 00d 00:10.0	62	72	64.7	60.2	-.-	64.2	63	61.6	60.4	60.4	----	-----	1584893	
17	7/16/2013	12:12:40 00d 00:10.0	65.2	75.2	68.2	61.4	-.-	67.7	67.6	63	61.9	61.6	----	-----	3311311	
18	7/16/2013	12:12:50 00d 00:10.0	61.5	71.5	66.8	60.6	-.-	65.8	64.9	61.6	60.8	60.7	----	-----	1412538	
19	7/16/2013	12:13:00 00d 00:10.0	59.7	69.7	61.8	56.8	-.-	61.5	61.4	60.4	57	56.9	----	-----	933254.3	
20	7/16/2013	12:13:10 00d 00:10.0	60.9	70.9	64	56.4	-.-	63.8	63.6	58	56.6	56.5	----	-----	1230269	
21	7/16/2013	12:13:20 00d 00:10.0	59.4	69.4	63.8	57.8	-.-	63.2	62.9	58.9	57.9	57.9	----	-----	870963.6	
22	7/16/2013	12:13:30 00d 00:10.0	57.7	67.7	59.2	55.4	-.-	59.1	59	58.4	55.6	55.5	----	-----	588843.7	
23	7/16/2013	12:13:40 00d 00:10.0	59.3	69.3	62.2	55.7	-.-	61.5	60.8	58.1	56.5	56.2	----	-----	851138	
24	7/16/2013	12:13:50 00d 00:10.0	61.2	71.2	63.6	57.9	-.-	63.4	63.3	61.4	58.6	58.2	----	-----	1318257	
25	7/16/2013	12:14:00 00d 00:10.0	57.3	67.3	58.8	56	-.-	58.8	58.7	56.9	56.1	56.1	----	-----	537031.8	
26	7/16/2013	12:14:10 00d 00:10.0	57.1	67.1	58.8	56.3	-.-	58.8	58.7	56.9	56.5	56.4	----	-----	512861.4	
27	7/16/2013	12:14:20 00d 00:10.0	56.4	66.4	57.1	55.7	-.-	57	56.9	56.5	55.9	55.8	----	-----	436515.8	
28	7/16/2013	12:14:30 00d 00:10.0	59.3	69.3	62.6	56.1	-.-	61.9	61.7	57.3	56.2	56.2	----	-----	851138	
29	7/16/2013	12:14:40 00d 00:10.0	62.8	72.8	64.5	60.8	-.-	64.2	63.9	62.7	61.7	61.2	----	-----	1905461	
30	7/16/2013	12:14:50 00d 00:10.0	60	70	62.4	57.4	-.-	62.3	62.2	59.7	57.8	57.7	----	-----	1000000	
31	7/16/2013	12:15:00 00d 00:10.0	62.3	72.3	64.9	56.9	-.-	64.8	64.6	59.9	57.1	57	----	-----	1698244	
32	7/16/2013	12:15:10 00d 00:10.0	62.6	72.6	64.9	61.5	-.-	64.5	64	62.8	61.8	61.7	----	-----	1819701	
33	7/16/2013	12:15:20 00d 00:10.0	56.8	66.8	62.4	55.5	-.-	61.6	60.7	56.7	55.7	55.6	----	-----	478630.1	
34	7/16/2013	12:15:30 00d 00:10.0	63.2	73.2	66.7	55.8	-.-	66.6	66.3	62.3	57.1	56.4	----	-----	2089296	
35	7/16/2013	12:15:40 00d 00:10.0	56.1	66.1	59.9	54.1	-.-	59.7	59.4	55.5	54.3	54.2	----	-----	407380.3	
36	7/16/2013	12:15:50 00d 00:10.0	60.2	70.2	63.4	56.3	-.-	62.7	61.9	58.9	57	56.6	----	-----	1047129	
37	7/16/2013	12:16:00 00d 00:10.0	63.8	73.8	65.5	63	-.-	65.2	64.7	63.4	63.2	63.1	----	-----	2398833	
38	7/16/2013	12:16:10 00d 00:10.0	61.9	71.9	63.3	61.2	-.-	63	62.7	62	61.6	61.3	----	-----	1548817	
39	7/16/2013	12:16:20 00d 00:10.0	65.1	75.1	68.8	60.9	-.-	68.7	68.3	63.9	61.5	61.2	----	-----	3235937	
40	7/16/2013	12:16:30 00d 00:10.0	59.7	69.7	61.3	58.1	-.-	61.1	61	59.4	58.5	58.3	----	-----	933254.3	Garage Door and Car leaving Garage
41	7/16/2013	12:16:40 00d 00:10.0	60	70	61.4	58.6	-.-	61.2	61.2	59.3	58.7	58.6	----	-----	1000000	
42	7/16/2013	12:16:50 00d 00:10.0	64.1	74.1	68.3	59.8	-.-	67.4	67.1	60.7	60	59.9	----	-----	2570396	
43	7/16/2013	12:17:00 00d 00:10.0	64.6	74.6	68.5	61.6	-.-	68.1	67.9	64.5	61.7	61.7	----	-----	2884032	
44	7/16/2013	12:17:10 00d 00:10.0	59.9	69.9	61.7	58.4	-.-	61.3	61	59.9	58.6	58.5	----	-----	977237.2	
45	7/16/2013	12:17:20 00d 00:10.0	63.1	73.1	65.6	58.8	-.-	65.5	65.4	62.9	59.9	59.2	----	-----	2041738	
46	7/16/2013	12:17:30 00d 00:10.0	65.4	75.4	69.4	58.6	-.-	69.3	69	63	58.8	58.7	----	-----	3467369	
47	7/16/2013	12:17:40 00d 00:10.0	60.6	70.6	68.1	59.2	-.-	67	65.9	60	59.3	59.3	----	-----	1148154	
48	7/16/2013	12:17:50 00d 00:10.0	59.6	69.6	61.6	56.8	-.-	61.4	61.4	58.7	57.3	57.1	----	-----	912010.8	
49	7/16/2013	12:18:00 00d 00:10.0	60.5	70.5	62.1	59.5	-.-	61.9	61.7	60.7	59.9	59.8	----	-----	1122018	
50	7/16/2013	12:18:10 00d 00:10.0	57.4	67.4	59.5	55.3	-.-	59.4	59.2	57.2	56	55.6	----	-----	549540.9	
51	7/16/2013	12:18:20 00d 00:10.0	55.6	65.6	56.3	55	-.-	56.1	55.8	55.6	55.1	55.1	----	-----	363078.1	
52	7/16/2013	12:18:30 00d 00:10.0	59.7	69.7	62	56.2	-.-	61.9	61.9	58.6	57.1	56.6	----	-----	933254.3	
53	7/16/2013	12:18:40 00d 00:10.0	60.8	70.8	62.3	60.1	-.-	62.2	62.1	60.8	60.2	60.1	----	-----	1202264	
54	7/16/2013	12:18:50 00d 00:10.0	61.3	71.3	63.2	59.6	-.-	62.6	62.1	60.4	59.7	59.7	----	-----	1348963	
55	7/16/2013	12:19:00 00d 00:10.0	63	73	63.8	62.3	-.-	63.7	63.6	63	62.6	62.6	----	-----	1995262	
56	7/16/2013	12:19:10 00d 00:10.0	61.3	71.3	62.3	60.8	-.-	62	61.9	61.3	60.9	60.9	----	-----	1348963	
57	7/16/2013	12:19:20 00d 00:10.0	60.2	70.2	61.1	58.9	-.-	61	60.9	60.2	59.1	59	----	-----	1047129	
58	7/16/2013	12:19:30 00d 00:10.0	62.6	72.6	64.3	60	-.-	64.2	64.1	62.7	60.7	60.3	----	-----	1819701	
59	7/16/2013	12:19:40 00d 00:10.0	59.7	69.7	60.9	58.1	-.-	60.6	60.4	59.6	58.2	58.2	----	-----	933254.3	
60	7/16/2013	12:19:50 00d 00:10.0	62.2	72.2	63.5	59.6	-.-	63.4	63.4	62.4	60.4	59.9	----	-----	1659587	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R4																65.2
1	7/16/2013	11:20:00 00d 00:10.0	64.9	74.9	69.3	61.4	-.-	69	68.5	63.3	61.6	61.5	----	-----	3090295	
2	7/16/2013	11:20:10 00d 00:10.0	62.8	72.8	64.5	59.6	-.-	64.3	64	63	59.9	59.7	----	-----	1905461	
3	7/16/2013	11:20:20 00d 00:10.0	60.7	70.7	62.9	59.5	-.-	62.4	61.8	61	60.1	60	----	-----	1174898	
4	7/16/2013	11:20:30 00d 00:10.0	60	70	64.7	56	-.-	64	60.9	58.4	56.3	56.1	----	-----	1000000	
5	7/16/2013	11:20:40 00d 00:10.0	67.8	77.8	69.7	63.8	-.-	69.6	69.4	67.8	64	63.9	----	-----	6025596	
6	7/16/2013	11:20:50 00d 00:10.0	68.7	78.7	71.3	65.9	-.-	71.1	70.6	68.9	66.3	66	----	-----	7413102	
7	7/16/2013	11:21:00 00d 00:10.0	65.1	75.1	68	62.6	-.-	67.2	67.1	65.7	62.9	62.8	----	-----	3235937	
8	7/16/2013	11:21:10 00d 00:10.0	64.2	74.2	66.9	62.3	-.-	66.8	66.4	63.4	62.4	62.4	----	-----	2630268	
9	7/16/2013	11:21:20 00d 00:10.0	62.1	72.1	65	59.2	-.-	64.9	64.2	61.2	59.5	59.3	----	-----	1621810	
10	7/16/2013	11:21:30 00d 00:10.0	63.1	73.1	65.3	60.1	-.-	64.9	64.8	63.2	60.6	60.3	----	-----	2041738	
11	7/16/2013	11:21:40 00d 00:10.0	67.1	77.1	68.5	64.3	-.-	68.4	68.3	67.3	65.6	65	----	-----	5128614	
12	7/16/2013	11:21:50 00d 00:10.0	62.7	72.7	64.3	61.2	-.-	64.1	63.9	63	61.5	61.3	----	-----	1862087	
13	7/16/2013	11:22:00 00d 00:10.0	63.4	73.4	64.8	62.4	-.-	64.7	64.6	63.1	62.6	62.6	----	-----	2187762	
14	7/16/2013	11:22:10 00d 00:10.0	66.5	76.5	69.1	61.4	-.-	69	68.8	65.9	61.6	61.5	----	-----	4466836	
15	7/16/2013	11:22:20 00d 00:10.0	67.8	77.8	69.1	65.6	-.-	69	68.9	67.4	66.3	66.2	----	-----	6025596	
16	7/16/2013	11:22:30 00d 00:10.0	64.5	74.5	68	61	-.-	67.6	67.3	65	61.5	61.2	----	-----	2818383	
17	7/16/2013	11:22:40 00d 00:10.0	67.8	77.8	71.3	60.9	-.-	71.1	70.6	66.8	61.3	61	----	-----	6025596	
18	7/16/2013	11:22:50 00d 00:10.0	64.3	74.3	68.8	60.5	-.-	68.7	68.5	63.7	60.9	60.6	----	-----	2691535	
19	7/16/2013	11:23:00 00d 00:10.0	66.1	76.1	70.1	60.1	-.-	69.9	69.3	64.5	60.3	60.2	----	-----	4073803	
20	7/16/2013	11:23:10 00d 00:10.0	64.9	74.9	68	62.1	-.-	67.6	66.9	64.4	62.2	62.2	----	-----	3090295	
21	7/16/2013	11:23:20 00d 00:10.0	66.6	76.6	69.1	63.4	-.-	68.9	68.6	66.8	63.9	63.7	----	-----	4570882	
22	7/16/2013	11:23:30 00d 00:10.0	62.3	72.3	65.9	59.9	-.-	65.6	65.3	62.6	60.3	60.1	----	-----	1698244	
23	7/16/2013	11:23:40 00d 00:10.0	62.1	72.1	63.6	58.6	-.-	63.3	62.8	62.5	59	58.7	----	-----	1621810	
24	7/16/2013	11:23:50 00d 00:10.0	67.7	77.7	70.4	63.6	-.-	70.2	70	67.1	65.5	64.5	----	-----	5888437	
25	7/16/2013	11:24:00 00d 00:10.0	65.1	75.1	66.7	62.3	-.-	66.6	66.6	65.4	62.5	62.4	----	-----	3235937	
26	7/16/2013	11:24:10 00d 00:10.0	67.6	77.6	71.2	62.5	-.-	71	70.7	66.4	64.3	63.1	----	-----	5754399	
27	7/16/2013	11:24:20 00d 00:10.0	62	72	64.6	60.6	-.-	64.6	64.3	62.5	60.7	60.7	----	-----	1584893	
28	7/16/2013	11:24:30 00d 00:10.0	64	74	66	60.5	-.-	65.9	65.6	63.4	60.8	60.6	----	-----	2511886	
29	7/16/2013	11:24:40 00d 00:10.0	68	78	70.5	65.4	-.-	70.3	70	66.5	65.8	65.6	----	-----	6309573	
30	7/16/2013	11:24:50 00d 00:10.0	69.3	79.3	71	67.5	-.-	70.9	70.7	69	67.8	67.6	----	-----	8511380	
31	7/16/2013	11:25:00 00d 00:10.0	63.7	73.7	69.3	60.9	-.-	68.6	68	63.2	61.5	61	----	-----	2344229	
32	7/16/2013	11:25:10 00d 00:10.0	61.8	71.8	66.8	57.6	-.-	65.3	63.8	59.5	57.9	57.7	----	-----	1513561	
33	7/16/2013	11:25:20 00d 00:10.0	65.5	75.5	69	60.2	-.-	68.9	68.7	65.6	61.2	60.8	----	-----	3548134	
34	7/16/2013	11:25:30 00d 00:10.0	57.7	67.7	60.3	55.1	-.-	59.7	59.7	57.8	55.5	55.2	----	-----	588843.7	
35	7/16/2013	11:25:40 00d 00:10.0	63.3	73.3	65.3	57.3	-.-	65.1	64.6	62.7	61.5	58.2	----	-----	2137962	
36	7/16/2013	11:25:50 00d 00:10.0	65.1	75.1	68.4	61.8	-.-	68.1	67.8	64.5	62.1	61.9	----	-----	3235937	
37	7/16/2013	11:26:00 00d 00:10.0	67	77	70.1	63.3	-.-	69.8	69.6	66.6	64.4	63.8	----	-----	5011872	
38	7/16/2013	11:26:10 00d 00:10.0	62.7	72.7	63.6	61.1	-.-	63.5	63.5	63.1	61.3	61.3	----	-----	1862087	
39	7/16/2013	11:26:20 00d 00:10.0	61.9	71.9	63.9	59.5	-.-	63.8	63.5	61.8	60.3	59.8	----	-----	1548817	
40	7/16/2013	11:26:30 00d 00:10.0	59.2	69.2	61	57.2	-.-	60.3	60	59	57.5	57.3	----	-----	831763.8	
41	7/16/2013	11:26:40 00d 00:10.0	63.3	73.3	64.5	61	-.-	64.5	64.3	63.4	61.4	61.2	----	-----	2137962	
42	7/16/2013	11:26:50 00d 00:10.0	66.1	76.1	68.3	59.4	-.-	68.2	68	66.6	59.7	59.5	----	-----	4073803	
43	7/16/2013	11:27:00 00d 00:10.0	60.4	70.4	66.5	58.3	-.-	65.7	64.8	59.6	58.8	58.5	----	-----	1096478	
44	7/16/2013	11:27:10 00d 00:10.0	67.2	77.2	71.1	59.4	-.-	70.9	70.7	63.5	59.6	59.5	----	-----	5248075	
45	7/16/2013	11:27:20 00d 00:10.0	64.9	74.9	67.7	63.3	-.-	67.2	66.8	64.9	64.1	63.8	----	-----	3090295	
46	7/16/2013	11:27:30 00d 00:10.0	63	73	64.2	61.7	-.-	64.1	63.9	62.9	62	61.8	----	-----	1995262	
47	7/16/2013	11:27:40 00d 00:10.0	63	73	64.7	61	-.-	64.6	64.4	62.7	61.2	61.1	----	-----	1995262	
48	7/16/2013	11:27:50 00d 00:10.0	63.4	73.4	66.1	60.4	-.-	66	65.8	62.7	60.6	60.4	----	-----	2187762	
49	7/16/2013	11:28:00 00d 00:10.0	62	72	65.7	60.3	-.-	65.3	64.9	61.2	60.4	60.4	----	-----	1584893	
50	7/16/2013	11:28:10 00d 00:10.0	65.7	75.7	68.3	60.4	-.-	67.8	67.2	65.5	61	60.9	----	-----	3715352	
51	7/16/2013	11:28:20 00d 00:10.0	64.9	74.9	68.9	60.9	-.-	68.8	68.5	64.5	61.2	61	----	-----	3090295	
52	7/16/2013	11:28:30 00d 00:10.0	64.1	74.1	66.2	61.4	-.-	66.1	66	65.1	61.8	61.6	----	-----	2570396	
53	7/16/2013	11:28:40 00d 00:10.0	65.8	75.8	69.4	60.5	-.-	67.5	67.4	64.5	60.8	60.7	----	-----	3801894	
54	7/16/2013	11:28:50 00d 00:10.0	64.8	74.8	69.6	62.4	-.-	69.1	68	64.9	62.9	62.8	----	-----	3019952	
55	7/16/2013	11:29:00 00d 00:10.0	61.8	71.8	67	59.4	-.-	65.7	64.5	61.1	59.7	59.5	----	-----	1513561	
56	7/16/2013	11:29:10 00d 00:10.0	67.6	77.6	70	61.5	-.-	70	69.9	67.1	62.3	61.9	----	-----	5754399	
57	7/16/2013	11:29:20 00d 00:10.0	66.7	76.7	68.4	64.4	-.-	68.3	68.2	66.4	64.8	64.5	----	-----	4677351	
58	7/16/2013	11:29:30 00d 00:10.0	69.7	79.7	71.2	65.4	-.-	71.1	70.9	69.6	67.7	66.8	----	-----	9332543	
59	7/16/2013	11:29:40 00d 00:10.0	64.8	74.8	68	62.3	-.-	67.7	67.6	64.9	62.8	62.4	----	-----	3019952	
60	7/16/2013	11:29:50 00d 00:10.0	63	73	65.2	61.8	-.-	65.1	64.8	63.1	61.9	61.9	----	-----	1995262	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R5																55.9
1	7/16/2013	11:20:00 00d 00:10.0	53.1	63.1	53.9	52	-.-	53.7	53.7	53.1	52.2	52.1	----	-----	204173.8	
2	7/16/2013	11:20:10 00d 00:10.0	54.1	64.1	54.8	52.9	-.-	54.7	54.7	54.1	53.2	53	----	-----	257039.6	
3	7/16/2013	11:20:20 00d 00:10.0	53.7	63.7	54.6	52.4	-.-	54.6	54.5	53.7	52.5	52.5	----	-----	234422.9	
4	7/16/2013	11:20:30 00d 00:10.0	54.2	64.2	55	53.1	-.-	54.9	54.8	54.4	53.7	53.4	----	-----	263026.8	
5	7/16/2013	11:20:40 00d 00:10.0	51.8	61.8	53.1	51	-.-	52.9	52.8	51.7	51	51	----	-----	151356.1	
6	7/16/2013	11:20:50 00d 00:10.0	54.1	64.1	55.6	51.5	-.-	55.4	54.9	54	51.8	51.6	----	-----	257039.6	
7	7/16/2013	11:21:00 00d 00:10.0	56.8	66.8	58.1	54.7	-.-	57.9	57.8	56.5	55.6	55.1	----	-----	478630.1	
8	7/16/2013	11:21:10 00d 00:10.0	57.8	67.8	59.4	56.6	-.-	58.3	58	57.5	56.8	56.7	----	-----	602559.6	
9	7/16/2013	11:21:20 00d 00:10.0	57.9	67.9	60	56.3	-.-	59.9	59.6	57.6	57	56.6	----	-----	616595	
10	7/16/2013	11:21:30 00d 00:10.0	54.8	64.8	56.3	54.3	-.-	56.2	56	54.7	54.5	54.4	----	-----	301995.2	
11	7/16/2013	11:21:40 00d 00:10.0	58.7	68.7	61.5	54.1	-.-	61.2	61	56.5	54.4	54.2	----	-----	741310.2	
12	7/16/2013	11:21:50 00d 00:10.0	56.7	66.7	60.6	56.2	-.-	60	59.2	56.8	56.4	56.3	----	-----	467735.1	
13	7/16/2013	11:22:00 00d 00:10.0	56.4	66.4	57.5	55.2	-.-	57.3	57	56.5	55.7	55.5	----	-----	436515.8	
14	7/16/2013	11:22:10 00d 00:10.0	55.6	65.6	57.6	54.6	-.-	57.4	56.9	55.5	54.6	54.6	----	-----	363078.1	
15	7/16/2013	11:22:20 00d 00:10.0	56.2	66.2	57.7	54.8	-.-	57.6	57.4	55.5	54.9	54.9	----	-----	416869.4	
16	7/16/2013	11:22:30 00d 00:10.0	57.7	67.7	58.7	56.8	-.-	58.6	58.5	57.5	57	56.9	----	-----	588843.7	
17	7/16/2013	11:22:40 00d 00:10.0	57.1	67.1	58	55.6	-.-	57.9	57.8	57.3	56.1	55.9	----	-----	512861.4	
18	7/16/2013	11:22:50 00d 00:10.0	55.9	65.9	57.5	54.4	-.-	57.4	57.1	55.2	54.5	54.5	----	-----	389045.1	
19	7/16/2013	11:23:00 00d 00:10.0	57.2	67.2	58.4	56.2	-.-	58.1	58	57.1	56.3	56.3	----	-----	524807.5	
20	7/16/2013	11:23:10 00d 00:10.0	55.6	65.6	57.7	55.1	-.-	57.3	56.8	55.7	55.2	55.2	----	-----	363078.1	
21	7/16/2013	11:23:20 00d 00:10.0	56.5	66.5	58.2	55.1	-.-	57.9	57.9	56	55.3	55.2	----	-----	446683.6	
22	7/16/2013	11:23:30 00d 00:10.0	54.8	64.8	56.4	53.9	-.-	56	55.5	54.5	54.1	54	----	-----	301995.2	
23	7/16/2013	11:23:40 00d 00:10.0	55.8	65.8	56.4	55.4	-.-	56.3	56.2	55.7	55.5	55.5	----	-----	380189.4	
24	7/16/2013	11:23:50 00d 00:10.0	55	65	57.2	52.3	-.-	56.6	56.4	54.5	52.6	52.4	----	-----	316227.8	
25	7/16/2013	11:24:00 00d 00:10.0	57.9	67.9	59.3	56.3	-.-	59.1	59	58.1	56.7	56.4	----	-----	616595	
26	7/16/2013	11:24:10 00d 00:10.0	57.2	67.2	58.1	55.8	-.-	58	58	57.3	56.4	56.2	----	-----	524807.5	
27	7/16/2013	11:24:20 00d 00:10.0	55.7	65.7	56.8	55.2	-.-	56.7	56.4	55.6	55.3	55.3	----	-----	371535.2	
28	7/16/2013	11:24:30 00d 00:10.0	55.4	65.4	57.7	53.6	-.-	57.6	57.5	54.8	53.7	53.7	----	-----	346736.9	
29	7/16/2013	11:24:40 00d 00:10.0	55.7	65.7	56.8	53.6	-.-	56.7	56.3	55.4	54.2	53.8	----	-----	371535.2	
30	7/16/2013	11:24:50 00d 00:10.0	55.8	65.8	57.4	54.7	-.-	57.3	57.2	56	54.8	54.8	----	-----	380189.4	
31	7/16/2013	11:25:00 00d 00:10.0	59.6	69.6	62.7	54.8	-.-	62.5	62.3	57.6	55.7	55.6	----	-----	912010.8	
32	7/16/2013	11:25:10 00d 00:10.0	57.5	67.5	59.7	55.3	-.-	59.2	58.9	57.8	56.4	55.8	----	-----	562341.3	
33	7/16/2013	11:25:20 00d 00:10.0	53.1	63.1	55.3	51.5	-.-	54.8	54.7	52.7	51.7	51.6	----	-----	204173.8	
34	7/16/2013	11:25:30 00d 00:10.0	56.3	66.3	57.1	54.8	-.-	57.1	57	56.2	55	54.9	----	-----	426579.5	
35	7/16/2013	11:25:40 00d 00:10.0	53	63	57.1	50.1	-.-	56.9	56.4	53	50.4	50.4	----	-----	199526.2	
36	7/16/2013	11:25:50 00d 00:10.0	52	62	53	49.7	-.-	52.9	52.9	52.3	49.8	49.8	----	-----	158489.3	
37	7/16/2013	11:26:00 00d 00:10.0	55.3	65.3	56.8	52.4	-.-	56.7	56.1	55.1	53.1	52.9	----	-----	338844.2	
38	7/16/2013	11:26:10 00d 00:10.0	56.6	66.6	57.1	56.1	-.-	57	57	56.6	56.2	56.2	----	-----	457088.2	
39	7/16/2013	11:26:20 00d 00:10.0	55.5	65.5	57.7	53.8	-.-	57.5	57.4	55.2	53.9	53.9	----	-----	354813.4	
40	7/16/2013	11:26:30 00d 00:10.0	56.5	66.5	62.4	52.8	-.-	61.5	60.2	54.3	52.9	52.9	----	-----	446683.6	
41	7/16/2013	11:26:40 00d 00:10.0	52.8	62.8	56.6	52.1	-.-	55.9	55.3	52.7	52.4	52.2	----	-----	190546.1	
42	7/16/2013	11:26:50 00d 00:10.0	53.8	63.8	54.7	52.1	-.-	54.6	54.6	53.7	52.5	52.2	----	-----	239883.3	
43	7/16/2013	11:27:00 00d 00:10.0	53.9	63.9	55.4	52.5	-.-	55.3	55.3	53.4	52.7	52.6	----	-----	245470.9	
44	7/16/2013	11:27:10 00d 00:10.0	54.8	64.8	55.5	53.4	-.-	55.5	55.5	55.2	54.1	53.7	----	-----	301995.2	
45	7/16/2013	11:27:20 00d 00:10.0	53.1	63.1	54	52	-.-	53.7	53.6	53.2	52.3	52.2	----	-----	204173.8	
46	7/16/2013	11:27:30 00d 00:10.0	56.3	66.3	57.5	54	-.-	57.4	57.3	55.8	55.4	55.4	----	-----	426579.5	
47	7/16/2013	11:27:40 00d 00:10.0	55	65	55.5	54.6	-.-	55.4	55.3	55	54.7	54.6	----	-----	316227.8	
48	7/16/2013	11:27:50 00d 00:10.0	55	65	55.9	54.4	-.-	55.8	55.7	54.9	54.6	54.5	----	-----	316227.8	
49	7/16/2013	11:28:00 00d 00:10.0	52.7	62.7	54.4	52.1	-.-	54.2	53.8	52.8	52.4	52.2	----	-----	186208.7	
50	7/16/2013	11:28:10 00d 00:10.0	52.9	62.9	54.3	51.8	-.-	54	53.8	52.3	52	51.9	----	-----	194984.5	
51	7/16/2013	11:28:20 00d 00:10.0	53.7	63.7	54.5	53.1	-.-	54.4	54.4	53.6	53.4	53.3	----	-----	234422.9	
52	7/16/2013	11:28:30 00d 00:10.0	55.4	65.4	56.3	53.4	-.-	56.2	56.1	55.4	53.6	53.5	----	-----	346736.9	
53	7/16/2013	11:28:40 00d 00:10.0	57.6	67.6	59.2	55.7	-.-	59	58.9	57.6	56	55.9	----	-----	575439.9	
54	7/16/2013	11:28:50 00d 00:10.0	54	64	55.7	53.2	-.-	55.4	55	54	53.3	53.3	----	-----	251188.6	
55	7/16/2013	11:29:00 00d 00:10.0	55	65	56.7	53.2	-.-	56.2	55.5	55.1	54.3	53.7	----	-----	316227.8	
56	7/16/2013	11:29:10 00d 00:10.0	52	62	53.2	50.8	-.-	53.1	53	52.1	51.1	51	----	-----	158489.3	
57	7/16/2013	11:29:20 00d 00:10.0	54	64	56.1	50.9	-.-	55.8	55.7	52.4	51.3	51.2	----	-----	251188.6	
58	7/16/2013	11:29:30 00d 00:10.0	57.4	67.4	58.4	56.1	-.-	58.3	58.3	57.3	56.4	56.3	----	-----	549540.9	
59	7/16/2013	11:29:40 00d 00:10.0	59.7	69.7	61.2	57	-.-	61	60.6	59.2	57.7	57.5	----	-----	933254.3	
60	7/16/2013	11:29:50 00d 00:10.0	58.6	68.6	61.1	54.4	-.-	60.9	60.8	59.5	54.7	54.5	----	-----	724436	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R6																63.5
1	7/16/2013	11:20:00 00d 00:10.0	61.1	71.1	64.2	57.3	-.-	64	63.7	61.2	57.6	57.4	----	-----	1288250	
2	7/16/2013	11:20:10 00d 00:10.0	58.7	68.7	61.1	57.6	-.-	60.5	60.3	58.9	57.6	57.6	----	-----	741310.2	
3	7/16/2013	11:20:20 00d 00:10.0	60.3	70.3	62.7	57.8	-.-	62.6	62.4	58.5	58	58	----	-----	1071519	
4	7/16/2013	11:20:30 00d 00:10.0	60.2	70.2	61.1	58.6	-.-	61.1	61	60.5	59.7	59.3	----	-----	1047129	
5	7/16/2013	11:20:40 00d 00:10.0	55.7	65.7	58.6	53.8	-.-	57.9	57.6	55.6	53.9	53.9	----	-----	371535.2	
6	7/16/2013	11:20:50 00d 00:10.0	58.1	68.1	60.6	53.7	-.-	60.6	60.4	58.3	54.1	53.9	----	-----	645654.2	
7	7/16/2013	11:21:00 00d 00:10.0	61	71	64.6	53.5	-.-	64.4	64.1	58.2	53.9	53.7	----	-----	1258925	
8	7/16/2013	11:21:10 00d 00:10.0	68	78	70.4	63.5	-.-	70.3	70	67.4	63.9	63.6	----	-----	6309573	
9	7/16/2013	11:21:20 00d 00:10.0	67.3	77.3	69.3	62.9	-.-	69	69	67.8	63.3	63.1	----	-----	5370318	
10	7/16/2013	11:21:30 00d 00:10.0	63.7	73.7	68.3	58.8	-.-	68.3	68.1	62.5	58.9	58.9	----	-----	2344229	
11	7/16/2013	11:21:40 00d 00:10.0	60.6	70.6	61.9	56.8	-.-	61.7	61.5	61.2	58.4	57.6	----	-----	1148154	
12	7/16/2013	11:21:50 00d 00:10.0	60.2	70.2	61.7	55.9	-.-	61.6	61.5	60.8	56.1	56	----	-----	1047129	
13	7/16/2013	11:22:00 00d 00:10.0	63.6	73.6	67.8	58.2	-.-	67.6	67.2	60.1	58.4	58.3	----	-----	2290868	
14	7/16/2013	11:22:10 00d 00:10.0	61.2	71.2	65.8	58.9	-.-	65.3	64.8	60.3	59.4	59.1	----	-----	1318257	
15	7/16/2013	11:22:20 00d 00:10.0	61.2	71.2	63	58.1	-.-	62.9	62.8	61.1	58.4	58.2	----	-----	1318257	
16	7/16/2013	11:22:30 00d 00:10.0	64.3	74.3	67.3	61.7	-.-	66.9	66.3	62.7	61.9	61.8	----	-----	2691535	
17	7/16/2013	11:22:40 00d 00:10.0	62.7	72.7	67.6	60.7	-.-	67.3	66.6	62.7	60.9	60.8	----	-----	1862087	
18	7/16/2013	11:22:50 00d 00:10.0	64.2	74.2	65.8	62	-.-	65.7	65.6	64.1	62.2	62.1	----	-----	2630268	
19	7/16/2013	11:23:00 00d 00:10.0	68.9	78.9	71.7	63	-.-	71.5	71.3	67.8	64.4	64	----	-----	7762471	
20	7/16/2013	11:23:10 00d 00:10.0	64.7	74.7	69.4	61.6	-.-	68.7	68.1	65	62.9	62.2	----	-----	2951209	
21	7/16/2013	11:23:20 00d 00:10.0	59.7	69.7	61.7	59	-.-	61.2	60.7	59.6	59.1	59.1	----	-----	933254.3	
22	7/16/2013	11:23:30 00d 00:10.0	64.2	74.2	66.3	60.3	-.-	66.1	66	62.9	61.2	60.9	----	-----	2630268	
23	7/16/2013	11:23:40 00d 00:10.0	63.4	73.4	65.7	62.3	-.-	64.5	64.5	63.6	62.7	62.5	----	-----	2187762	
24	7/16/2013	11:23:50 00d 00:10.0	65.7	75.7	67.7	63.2	-.-	67.6	67.3	65.6	63.6	63.6	----	-----	3715352	
25	7/16/2013	11:24:00 00d 00:10.0	67.3	77.3	68.5	62.8	-.-	68.4	68.3	67.6	63	62.9	----	-----	5370318	
26	7/16/2013	11:24:10 00d 00:10.0	65.1	75.1	67.1	62.8	-.-	66.8	66.7	64.9	63.1	63	----	-----	3235937	
27	7/16/2013	11:24:20 00d 00:10.0	61.4	71.4	67.4	59.2	-.-	67.2	66.6	60.1	59.3	59.3	----	-----	1380384	
28	7/16/2013	11:24:30 00d 00:10.0	63.3	73.3	66.9	56.1	-.-	66.8	66.6	59.9	56.3	56.2	----	-----	2137962	
29	7/16/2013	11:24:40 00d 00:10.0	62.9	72.9	64.4	61.5	-.-	64.1	63.7	62.6	61.8	61.7	----	-----	1949845	
30	7/16/2013	11:24:50 00d 00:10.0	61.5	71.5	64.9	57.7	-.-	64.8	64.8	61	57.9	57.9	----	-----	1412538	
31	7/16/2013	11:25:00 00d 00:10.0	62	72	64.7	57.4	-.-	63.8	63.7	60	57.6	57.5	----	-----	1584893	
32	7/16/2013	11:25:10 00d 00:10.0	70.3	80.3	74.7	63	-.-	74.5	74.2	69.1	64.8	63.8	----	-----	10715193	
33	7/16/2013	11:25:20 00d 00:10.0	65.1	75.1	69.6	59.2	-.-	69.3	68.7	63.6	59.5	59.4	----	-----	3235937	
34	7/16/2013	11:25:30 00d 00:10.0	64.6	74.6	67.1	59.5	-.-	67.1	66.9	64.3	60.7	60.1	----	-----	2884032	
35	7/16/2013	11:25:40 00d 00:10.0	62.9	72.9	66.2	59.5	-.-	65.9	65.5	62.2	59.8	59.7	----	-----	1949845	
36	7/16/2013	11:25:50 00d 00:10.0	58.3	68.3	60	56.4	-.-	59.9	59.8	58.4	56.5	56.4	----	-----	676083	
37	7/16/2013	11:26:00 00d 00:10.0	58.2	68.2	59.9	54.5	-.-	59.8	59.8	58.7	54.7	54.5	----	-----	660693.4	
38	7/16/2013	11:26:10 00d 00:10.0	64.6	74.6	67.5	59	-.-	67.3	66.9	63.6	60.4	59.8	----	-----	2884032	
39	7/16/2013	11:26:20 00d 00:10.0	63.5	73.5	66.8	59.7	-.-	66.4	66.1	62.4	59.9	59.8	----	-----	2238721	
40	7/16/2013	11:26:30 00d 00:10.0	60.3	70.3	61.7	57.9	-.-	61.6	61.5	60.9	58.5	58.2	----	-----	1071519	
41	7/16/2013	11:26:40 00d 00:10.0	58.5	68.5	59.3	58.1	-.-	59	58.9	58.5	58.3	58.2	----	-----	707945.8	
42	7/16/2013	11:26:50 00d 00:10.0	58.5	68.5	60.8	55.1	-.-	60.7	60.6	58.3	55.7	55.2	----	-----	707945.8	
43	7/16/2013	11:27:00 00d 00:10.0	58.2	68.2	60	54.2	-.-	60	59.9	57.6	54.6	54.3	----	-----	660693.4	
44	7/16/2013	11:27:10 00d 00:10.0	60.3	70.3	64	57.1	-.-	63.5	62.5	59.1	57.2	57.2	----	-----	1071519	
45	7/16/2013	11:27:20 00d 00:10.0	61.8	71.8	65	56	-.-	64.9	64.7	63	56.6	56.2	----	-----	1513561	
46	7/16/2013	11:27:30 00d 00:10.0	57.5	67.5	59.2	55.8	-.-	58.3	58	57.1	56	55.8	----	-----	562341.3	
47	7/16/2013	11:27:40 00d 00:10.0	64.4	74.4	68	59.2	-.-	67.8	67.3	62.9	59.7	59.6	----	-----	2754229	
48	7/16/2013	11:27:50 00d 00:10.0	63.8	73.8	65.4	61	-.-	65.2	65	64.1	61.4	61.2	----	-----	2398833	
49	7/16/2013	11:28:00 00d 00:10.0	63.1	73.1	65.1	61	-.-	65	64.9	63.1	61.2	61.1	----	-----	2041738	
50	7/16/2013	11:28:10 00d 00:10.0	59.1	69.1	62.9	58.5	-.-	62.2	61.5	59	58.6	58.6	----	-----	812830.5	
51	7/16/2013	11:28:20 00d 00:10.0	60.1	70.1	63	56.3	-.-	62.8	62.5	59.5	57.6	56.8	----	-----	1023293	
52	7/16/2013	11:28:30 00d 00:10.0	58.1	68.1	60.5	56.2	-.-	59.4	58.8	57.2	56.4	56.3	----	-----	645654.2	
53	7/16/2013	11:28:40 00d 00:10.0	64.7	74.7	66.9	60.5	-.-	66.8	66.6	64.2	62.6	62.1	----	-----	2951209	
54	7/16/2013	11:28:50 00d 00:10.0	61.4	71.4	63.4	58.4	-.-	63.3	63	61.4	58.9	58.6	----	-----	1380384	
55	7/16/2013	11:29:00 00d 00:10.0	63.2	73.2	66.1	59.7	-.-	66	65.9	62.4	59.8	59.7	----	-----	2089296	
56	7/16/2013	11:29:10 00d 00:10.0	57.7	67.7	62.4	56.9	-.-	61.4	60.5	57.5	57.2	57.1	----	-----	588843.7	
57	7/16/2013	11:29:20 00d 00:10.0	57.4	67.4	58.3	56.5	-.-	58.2	58.1	57.3	56.6	56.6	----	-----	549540.9	
58	7/16/2013	11:29:30 00d 00:10.0	63.6	73.6	68.5	55.7	-.-	68.5	67.6	58.8	55.8	55.8	----	-----	2290868	
59	7/16/2013	11:29:40 00d 00:10.0	65.4	75.4	68.6	63	-.-	68.4	67.7	65.8	63.3	63.1	----	-----	3467369	
60	7/16/2013	11:29:50 00d 00:10.0	68.2	78.2	70.5	64.5	-.-	70.4	70.3	67.2	64.9	64.7	----	-----	6606934	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R7																69.2
1	7/16/2013	10:50:00 00d 00:10.0	66.5	76.5	69	62.8	-.-	68.9	68.5	66.2	63.1	62.9	---	-----	4466836	
2	7/16/2013	10:50:10 00d 00:10.0	70.3	80.3	72.3	67.6	-.-	72.1	72.1	70.1	67.7	67.6	---	-----	10715193	
3	7/16/2013	10:50:20 00d 00:10.0	67.4	77.4	70.6	62.3	-.-	69.6	68.8	67.2	63	62.5	---	-----	5495409	
4	7/16/2013	10:50:30 00d 00:10.0	72.5	82.5	77.3	64.8	-.-	77.2	76.6	71.3	65.1	64.9	---	-----	17782794	
5	7/16/2013	10:50:40 00d 00:10.0	62.8	72.8	65.4	61.3	-.-	65.4	65.3	62.3	61.4	61.3	---	-----	1905461	
6	7/16/2013	10:50:50 00d 00:10.0	65.4	75.4	68.5	60.4	-.-	68.2	67.8	63.9	60.5	60.5	---	-----	3467369	
7	7/16/2013	10:51:00 00d 00:10.0	69.7	79.7	71.9	66.9	-.-	71.8	71.7	69.6	67.2	67	---	-----	9332543	
8	7/16/2013	10:51:10 00d 00:10.0	68.7	78.7	71.9	66.4	-.-	71.6	71.3	67.1	66.6	66.5	---	-----	7413102	
9	7/16/2013	10:51:20 00d 00:10.0	75	85	79.7	69	-.-	79.3	78.9	73.3	69.4	69.2	---	-----	31622777	
10	7/16/2013	10:51:30 00d 00:10.0	71.9	81.9	73.4	70.5	-.-	73.4	73.1	71.8	71	70.7	---	-----	15488166	
11	7/16/2013	10:51:40 00d 00:10.0	68.7	78.7	70.6	63.1	-.-	70.6	70.5	69.5	64.9	63.9	---	-----	7413102	
12	7/16/2013	10:51:50 00d 00:10.0	62.9	72.9	63.6	61.6	-.-	63.6	63.5	63	61.7	61.6	---	-----	1949845	
13	7/16/2013	10:52:00 00d 00:10.0	64.7	74.7	66.8	61.9	-.-	66.7	66.6	64.2	62.2	62	---	-----	2951209	
14	7/16/2013	10:52:10 00d 00:10.0	72	82	73.6	63.5	-.-	73.5	73.2	71.5	67.9	65.9	---	-----	15848932	
15	7/16/2013	10:52:20 00d 00:10.0	70	80	73.8	66.4	-.-	73.7	73.5	68.9	66.7	66.5	---	-----	10000000	
16	7/16/2013	10:52:30 00d 00:10.0	68.6	78.6	69.8	67.3	-.-	69.7	69.7	68.7	67.7	67.6	---	-----	7244360	
17	7/16/2013	10:52:40 00d 00:10.0	69.8	79.8	72	66.1	-.-	71.9	71.8	69.7	66.3	66.2	---	-----	9549926	
18	7/16/2013	10:52:50 00d 00:10.0	71.2	81.2	72.9	69.1	-.-	72.8	72.7	71.3	69.3	69.2	---	-----	13182567	
19	7/16/2013	10:53:00 00d 00:10.0	66.5	76.5	70.4	60	-.-	70.3	70.2	66.4	60.3	60.1	---	-----	4466836	
20	7/16/2013	10:53:10 00d 00:10.0	68.6	78.6	70.8	60.8	-.-	70.7	70.6	68.5	62.9	61.8	---	-----	7244360	
21	7/16/2013	10:53:20 00d 00:10.0	70.1	80.1	74.1	64.1	-.-	73.9	73.4	66.5	64.2	64.1	---	-----	10232930	
22	7/16/2013	10:53:30 00d 00:10.0	71.1	81.1	74.8	64.8	-.-	74.8	74.5	71.4	65.2	65	---	-----	12882496	
23	7/16/2013	10:53:40 00d 00:10.0	66.5	76.5	67.8	64.5	-.-	67.7	67.7	66.2	64.7	64.7	---	-----	4466836	
24	7/16/2013	10:53:50 00d 00:10.0	67.9	77.9	69.7	65.7	-.-	69.6	69.6	67.6	66.2	65.8	---	-----	6165950	
25	7/16/2013	10:54:00 00d 00:10.0	66.6	76.6	69.1	61.8	-.-	69.1	69	66.2	63.1	62.5	---	-----	4570882	
26	7/16/2013	10:54:10 00d 00:10.0	64.1	74.1	67.1	58.5	-.-	67	67	61.6	59.2	58.8	---	-----	2570396	
27	7/16/2013	10:54:20 00d 00:10.0	66.8	76.8	68.5	65.3	-.-	68.2	68	66.2	65.6	65.4	---	-----	4786301	
28	7/16/2013	10:54:30 00d 00:10.0	68.4	78.4	69.9	67	-.-	69.4	69.1	68.3	67.3	67.2	---	-----	6918310	
29	7/16/2013	10:54:40 00d 00:10.0	69	79	71.2	65.4	-.-	71.2	71.1	69.7	65.7	65.5	---	-----	7943282	
30	7/16/2013	10:54:50 00d 00:10.0	66.6	76.6	70.2	63.4	-.-	70	69.8	65.2	63.8	63.5	---	-----	4570882	
31	7/16/2013	10:55:00 00d 00:10.0	66.4	76.4	67.5	63	-.-	67.4	67.4	66.7	63.3	63.1	---	-----	4365158	
32	7/16/2013	10:55:10 00d 00:10.0	65.7	75.7	68.1	62.6	-.-	68	67.8	66	63.1	62.7	---	-----	3715352	
33	7/16/2013	10:55:20 00d 00:10.0	71.1	81.1	72.7	62.7	-.-	72.6	72.5	71.1	64.9	63.8	---	-----	12882496	
34	7/16/2013	10:55:30 00d 00:10.0	69.6	79.6	71.8	67.3	-.-	71.7	71.5	69	67.5	67.4	---	-----	9120108	
35	7/16/2013	10:55:40 00d 00:10.0	67.6	77.6	71.7	63.9	-.-	71.2	70.6	66.5	64.2	64	---	-----	5754399	
36	7/16/2013	10:55:50 00d 00:10.0	71.3	81.3	73.1	69.1	-.-	73	72.9	71.2	69.5	69.4	---	-----	13489629	
37	7/16/2013	10:56:00 00d 00:10.0	74.2	84.2	77.9	67.1	-.-	77.4	76.8	73.3	67.4	67.3	---	-----	26302680	
38	7/16/2013	10:56:10 00d 00:10.0	68.4	78.4	72.2	67.2	-.-	71	70.3	68.4	67.4	67.3	---	-----	6918310	
39	7/16/2013	10:56:20 00d 00:10.0	68.4	78.4	72.3	63.9	-.-	72.3	72.1	67.3	65	64.4	---	-----	6918310	
40	7/16/2013	10:56:30 00d 00:10.0	66.5	76.5	68	63.5	-.-	67.9	67.8	66.6	63.6	63.6	---	-----	4466836	
41	7/16/2013	10:56:40 00d 00:10.0	67.3	77.3	68.5	66.1	-.-	68.2	67.6	67	66.4	66.3	---	-----	5370318	
42	7/16/2013	10:56:50 00d 00:10.0	68.7	78.7	72.4	66.5	-.-	71.7	70.2	67	66.6	66.6	---	-----	7413102	
43	7/16/2013	10:57:00 00d 00:10.0	73.4	83.4	76.1	66.2	-.-	76	75.9	73.9	68	67.2	---	-----	21877616	
44	7/16/2013	10:57:10 00d 00:10.0	61.1	71.1	66.2	59.7	-.-	65.3	64.3	61.1	59.9	59.8	---	-----	1288250	
45	7/16/2013	10:57:20 00d 00:10.0	68.6	78.6	71.5	61	-.-	70.7	70.6	67.4	61.2	61.1	---	-----	7244360	
46	7/16/2013	10:57:30 00d 00:10.0	71.9	81.9	73.7	70.4	-.-	73.6	73.4	71.8	70.7	70.6	---	-----	15488166	
47	7/16/2013	10:57:40 00d 00:10.0	67	77	70.4	63.6	-.-	69.7	69.1	67.8	64.3	63.8	---	-----	5011872	
48	7/16/2013	10:57:50 00d 00:10.0	68.9	78.9	70.6	63.7	-.-	70.5	70.4	69.5	64.4	64.1	---	-----	7762471	
49	7/16/2013	10:58:00 00d 00:10.0	68.9	78.9	71	67.2	-.-	70.8	70.8	68.3	67.4	67.3	---	-----	7762471	
50	7/16/2013	10:58:10 00d 00:10.0	68.8	78.8	72.2	61.5	-.-	72.1	72.1	68.7	63.1	62.1	---	-----	7585776	
51	7/16/2013	10:58:20 00d 00:10.0	67.5	77.5	70.6	61	-.-	70.5	70.3	66.8	61.2	61.1	---	-----	5623413	
52	7/16/2013	10:58:30 00d 00:10.0	62.8	72.8	65.1	60.7	-.-	64.9	64.8	63	61	60.8	---	-----	1905461	
53	7/16/2013	10:58:40 00d 00:10.0	66.2	76.2	68.7	62.5	-.-	68.5	68.3	64.4	63.2	62.7	---	-----	4168694	
54	7/16/2013	10:58:50 00d 00:10.0	67.3	77.3	68.7	63.9	-.-	68.7	68.6	67.8	64.8	64.3	---	-----	5370318	
55	7/16/2013	10:59:00 00d 00:10.0	69	79	73.4	63.4	-.-	73.3	72.8	64.6	63.6	63.5	---	-----	7943282	
56	7/16/2013	10:59:10 00d 00:10.0	67.7	77.7	73.3	62.6	-.-	73.2	72.9	66.7	62.8	62.6	---	-----	5888437	
57	7/16/2013	10:59:20 00d 00:10.0	65.2	75.2	67.4	60.4	-.-	67.3	67.3	65.3	60.8	60.5	---	-----	3311311	
58	7/16/2013	10:59:30 00d 00:10.0	70.3	80.3	73.5	64.2	-.-	73.3	72.8	69.7	67.1	65.5	---	-----	10715193	
59	7/16/2013	10:59:40 00d 00:10.0	68	78	71.3	62.4	-.-	71.2	71	67.3	62.7	62.5	---	-----	6309573	
60	7/16/2013	10:59:50 00d 00:10.0	70.8	80.8	72.4	63.1	-.-	72.1	71.4	70	67.7	65.3	---	-----	12022644	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R8																59.3
1	7/16/2013	10:50:00 00d 00:10.0	63.8	73.8	66.1	57.6	-.-	65.9	65.8	64.7	59.3	58.5	----	-----	2398833	
2	7/16/2013	10:50:10 00d 00:10.0	56	66	58.5	54.5	-.-	57.9	57.6	55.3	54.6	54.6	----	-----	398107.2	
3	7/16/2013	10:50:20 00d 00:10.0	59.8	69.8	60.7	58.4	-.-	60.5	60.5	59.6	59.1	58.9	----	-----	954992.6	
4	7/16/2013	10:50:30 00d 00:10.0	59	69	60	58.4	-.-	59.6	59.5	59.1	58.6	58.5	----	-----	794328.2	
5	7/16/2013	10:50:40 00d 00:10.0	64.2	74.2	68.1	59.2	-.-	67.9	67.6	63.2	59.5	59.4	----	-----	2630268	
6	7/16/2013	10:50:50 00d 00:10.0	61.7	71.7	63	61.2	-.-	62.9	62.7	61.8	61.3	61.2	----	-----	1479108	
7	7/16/2013	10:51:00 00d 00:10.0	60.5	70.5	62	59.2	-.-	61.7	61.7	60.5	59.6	59.3	----	-----	1122018	
8	7/16/2013	10:51:10 00d 00:10.0	57.7	67.7	60.2	55.3	-.-	59.9	59.3	58.6	55.6	55.5	----	-----	588843.7	
9	7/16/2013	10:51:20 00d 00:10.0	55.5	65.5	56.1	54.8	-.-	56	56	55.3	55.1	55	----	-----	354813.4	
10	7/16/2013	10:51:30 00d 00:10.0	58.6	68.6	60.1	56	-.-	60	59.9	57.8	56.1	56.1	----	-----	724436	
11	7/16/2013	10:51:40 00d 00:10.0	61.5	71.5	62.2	59.9	-.-	62.1	62	61.4	60.2	60.1	----	-----	1412538	
12	7/16/2013	10:51:50 00d 00:10.0	60.8	70.8	62.1	60	-.-	62	61.6	60.9	60.1	60.1	----	-----	1202264	
13	7/16/2013	10:52:00 00d 00:10.0	58.6	68.6	61	56.9	-.-	60.9	60.7	58.2	57.1	57	----	-----	724436	
14	7/16/2013	10:52:10 00d 00:10.0	60.2	70.2	61.9	57.5	-.-	61.7	61.5	60	57.7	57.6	----	-----	1047129	
15	7/16/2013	10:52:20 00d 00:10.0	60.5	70.5	61.9	57.9	-.-	61.8	61.7	61.1	58.6	58.2	----	-----	1122018	
16	7/16/2013	10:52:30 00d 00:10.0	56.1	66.1	57.9	54.6	-.-	57.6	57.5	56	54.8	54.7	----	-----	407380.3	
17	7/16/2013	10:52:40 00d 00:10.0	57.8	67.8	58.4	57.4	-.-	58.3	58.1	57.7	57.5	57.5	----	-----	602559.6	
18	7/16/2013	10:52:50 00d 00:10.0	61.1	71.1	63.1	57.6	-.-	63	63	59.5	58.1	58	----	-----	1288250	
19	7/16/2013	10:53:00 00d 00:10.0	60.3	70.3	62.3	58	-.-	62.2	62.2	60.5	58.2	58.1	----	-----	1071519	
20	7/16/2013	10:53:10 00d 00:10.0	57.9	67.9	60	56.5	-.-	59.8	59.6	57.4	56.6	56.6	----	-----	616595	
21	7/16/2013	10:53:20 00d 00:10.0	57.3	67.3	59.6	55.8	-.-	59.2	58.9	57.6	56.4	55.9	----	-----	537031.8	
22	7/16/2013	10:53:30 00d 00:10.0	54.5	64.5	55.8	53.2	-.-	55.8	55.7	54.5	53.4	53.3	----	-----	281838.3	
23	7/16/2013	10:53:40 00d 00:10.0	57.6	67.6	58.8	54	-.-	58.8	58.6	57.2	55	54.6	----	-----	575439.9	
24	7/16/2013	10:53:50 00d 00:10.0	58.1	68.1	59	57.5	-.-	58.9	58.8	57.9	57.6	57.6	----	-----	645654.2	
25	7/16/2013	10:54:00 00d 00:10.0	59.2	69.2	59.8	58.6	-.-	59.7	59.6	59.4	58.7	58.6	----	-----	831763.8	
26	7/16/2013	10:54:10 00d 00:10.0	57.8	67.8	59.1	56.3	-.-	59	58.9	58.2	56.5	56.4	----	-----	602559.6	
27	7/16/2013	10:54:20 00d 00:10.0	55.5	65.5	57.5	53.5	-.-	57.5	57.4	55	53.8	53.6	----	-----	354813.4	
28	7/16/2013	10:54:30 00d 00:10.0	58	68	59	57.2	-.-	58.9	58.9	57.7	57.4	57.3	----	-----	630957.3	
29	7/16/2013	10:54:40 00d 00:10.0	59.1	69.1	61.5	55.8	-.-	61.4	61	57.3	55.9	55.9	----	-----	812830.5	
30	7/16/2013	10:54:50 00d 00:10.0	61.6	71.6	62.9	60.1	-.-	62.9	62.8	61.4	60.7	60.5	----	-----	1445440	
31	7/16/2013	10:55:00 00d 00:10.0	58.7	68.7	60.1	57.4	-.-	59.9	59.8	59.4	57.7	57.6	----	-----	741310.2	
32	7/16/2013	10:55:10 00d 00:10.0	60.1	70.1	61.6	57.1	-.-	61.5	61.2	60	57.3	57.2	----	-----	1023293	
33	7/16/2013	10:55:20 00d 00:10.0	61.1	71.1	63.2	59.2	-.-	62.8	62.3	60.9	59.5	59.3	----	-----	1288250	
34	7/16/2013	10:55:30 00d 00:10.0	62.4	72.4	63.6	60	-.-	63.5	63.3	63	60.9	60.4	----	-----	1737801	
35	7/16/2013	10:55:40 00d 00:10.0	58.1	68.1	60	57.5	-.-	59.4	59	58.3	57.7	57.6	----	-----	645654.2	
36	7/16/2013	10:55:50 00d 00:10.0	57.3	67.3	58.5	56	-.-	58.5	58.3	57.4	56.2	56.1	----	-----	537031.8	
37	7/16/2013	10:56:00 00d 00:10.0	59.2	69.2	60.4	57.5	-.-	60.2	60.1	59.5	57.7	57.7	----	-----	831763.8	
38	7/16/2013	10:56:10 00d 00:10.0	58.3	68.3	59.5	57.8	-.-	59.3	59.2	58.3	57.9	57.9	----	-----	676083	
39	7/16/2013	10:56:20 00d 00:10.0	62.2	72.2	63.9	58	-.-	63.7	63.7	62.4	58.1	58.1	----	-----	1659587	
40	7/16/2013	10:56:30 00d 00:10.0	60.3	70.3	63.9	53.7	-.-	63.7	63.4	60.7	54.8	54.2	----	-----	1071519	
41	7/16/2013	10:56:40 00d 00:10.0	53.9	63.9	57.2	51.8	-.-	56.3	55.4	52.5	51.9	51.8	----	-----	245470.9	
42	7/16/2013	10:56:50 00d 00:10.0	61.2	71.2	62.7	57.2	-.-	62.5	62.4	61.5	58.2	58	----	-----	1318257	
43	7/16/2013	10:57:00 00d 00:10.0	60.9	70.9	63.1	58.1	-.-	62.7	62.6	61.1	58.9	58.6	----	-----	1230269	
44	7/16/2013	10:57:10 00d 00:10.0	56.6	66.6	58.1	55.7	-.-	58	57.8	56.1	55.8	55.8	----	-----	457088.2	
45	7/16/2013	10:57:20 00d 00:10.0	58.9	68.9	59.4	57.9	-.-	59.2	59.2	58.9	58.1	58	----	-----	776247.1	
46	7/16/2013	10:57:30 00d 00:10.0	58.1	68.1	58.9	57.4	-.-	58.8	58.8	58.3	57.5	57.4	----	-----	645654.2	
47	7/16/2013	10:57:40 00d 00:10.0	56.8	66.8	58.3	55.8	-.-	58.1	57.8	56.8	56	56	----	-----	478630.1	
48	7/16/2013	10:57:50 00d 00:10.0	55.9	65.9	57.6	54.3	-.-	57.4	57	55.8	54.5	54.4	----	-----	389045.1	
49	7/16/2013	10:58:00 00d 00:10.0	57	67	59.2	55.3	-.-	59.1	58.8	56.3	55.5	55.4	----	-----	501187.2	
50	7/16/2013	10:58:10 00d 00:10.0	58.3	68.3	59	56.9	-.-	58.9	58.7	58.1	57.7	57.7	----	-----	676083	
51	7/16/2013	10:58:20 00d 00:10.0	55.4	65.4	58	54	-.-	57.9	57.8	55.1	54.1	54.1	----	-----	346736.9	
52	7/16/2013	10:58:30 00d 00:10.0	60.5	70.5	61.9	54.5	-.-	61.7	61.5	60.5	55.8	55.1	----	-----	1122018	
53	7/16/2013	10:58:40 00d 00:10.0	56.4	66.4	60.4	55.4	-.-	59.9	59.4	56.1	55.7	55.5	----	-----	436515.8	
54	7/16/2013	10:58:50 00d 00:10.0	59	69	61	55.2	-.-	61	60.9	58	55.5	55.4	----	-----	794328.2	
55	7/16/2013	10:59:00 00d 00:10.0	59.1	69.1	61.4	57	-.-	61.2	60.9	58.6	58	57.6	----	-----	812830.5	
56	7/16/2013	10:59:10 00d 00:10.0	58.9	68.9	60	56.6	-.-	59.9	59.9	58.3	56.8	56.7	----	-----	776247.1	
57	7/16/2013	10:59:20 00d 00:10.0	60.6	70.6	61.2	59.5	-.-	60.9	60.9	60.5	59.8	59.7	----	-----	1148154	
58	7/16/2013	10:59:30 00d 00:10.0	58.6	68.6	61.5	55.4	-.-	61.3	61.2	58.9	56.3	55.9	----	-----	724436	
59	7/16/2013	10:59:40 00d 00:10.0	55	65	55.7	54.6	-.-	55.6	55.6	54.9	54.7	54.7	----	-----	316227.8	
60	7/16/2013	10:59:50 00d 00:10.0	57.1	67.1	59.8	53.3	-.-	59.7	59.6	54.8	53.5	53.4	----	-----	512861.4	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R9																66.8
1	7/16/2013	10:50:00 00d 00:10.0	61.6	71.6	69	57.5	-.-	68.2	67.4	60.6	57.7	57.6	----	-----	1445440	
2	7/16/2013	10:50:10 00d 00:10.0	75.2	85.2	79.6	61	-.-	79.5	79	73.6	65.2	63.8	----	-----	33113112	
3	7/16/2013	10:50:20 00d 00:10.0	63.7	73.7	70.8	61.6	-.-	69.7	68.8	63.3	61.7	61.6	----	-----	2344229	
4	7/16/2013	10:50:30 00d 00:10.0	64.9	74.9	66.2	62	-.-	66	66	64.9	63.1	62.5	----	-----	3090295	
5	7/16/2013	10:50:40 00d 00:10.0	66	76	68.3	63.4	-.-	68.1	68	65.4	63.5	63.5	----	-----	3981072	
6	7/16/2013	10:50:50 00d 00:10.0	65.6	75.6	67.3	64.1	-.-	66.6	66.3	65.5	64.2	64.2	----	-----	3630781	
7	7/16/2013	10:51:00 00d 00:10.0	69.9	79.9	71.8	67.2	-.-	71.7	71.5	69.3	68.6	68.5	----	-----	9772372	
8	7/16/2013	10:51:10 00d 00:10.0	68.8	78.8	71.1	66.8	-.-	70.8	70.6	68.3	67.2	67	----	-----	7585776	
9	7/16/2013	10:51:20 00d 00:10.0	67.3	77.3	68.2	66.3	-.-	68.1	68.1	67.4	67	66.9	----	-----	5370318	
10	7/16/2013	10:51:30 00d 00:10.0	60.9	70.9	66.3	59.7	-.-	65.2	64.1	61.3	59.9	59.8	----	-----	1230269	
11	7/16/2013	10:51:40 00d 00:10.0	62.6	72.6	63.9	60.1	-.-	63.8	63.8	62.5	60.2	60.2	----	-----	1819701	
12	7/16/2013	10:51:50 00d 00:10.0	67.6	77.6	70.1	62.5	-.-	70	70	67.1	62.7	62.6	----	-----	5754399	
13	7/16/2013	10:52:00 00d 00:10.0	69.3	79.3	71.1	66.4	-.-	71.1	71	69.2	66.8	66.5	----	-----	8511380	
14	7/16/2013	10:52:10 00d 00:10.0	66.6	76.6	68.7	62.2	-.-	68.7	68.5	67.5	63	62.6	----	-----	4570882	
15	7/16/2013	10:52:20 00d 00:10.0	64.1	74.1	67.8	58.9	-.-	67.6	67.4	61.6	59	58.9	----	-----	2570396	
16	7/16/2013	10:52:30 00d 00:10.0	69.6	79.6	70.9	67	-.-	70.8	70.6	69.8	67.4	67.2	----	-----	9120108	
17	7/16/2013	10:52:40 00d 00:10.0	62.7	72.7	69.3	59.1	-.-	68	66.7	64.1	59.9	59.4	----	-----	1862087	
18	7/16/2013	10:52:50 00d 00:10.0	65.2	75.2	67.5	58.6	-.-	67.4	67.4	63.6	58.8	58.7	----	-----	3311311	
19	7/16/2013	10:53:00 00d 00:10.0	64	74	67.1	61.9	-.-	66.6	66	64.1	62.1	61.9	----	-----	2511886	
20	7/16/2013	10:53:10 00d 00:10.0	70.3	80.3	72.7	65.7	-.-	72.6	72.6	70	67.2	66.7	----	-----	10715193	
21	7/16/2013	10:53:20 00d 00:10.0	63.2	73.2	66.1	58.1	-.-	65.5	65.2	64.6	59.2	58.5	----	-----	2089296	
22	7/16/2013	10:53:30 00d 00:10.0	64	74	66.3	57.7	-.-	66.2	66	63.5	58	57.8	----	-----	2511886	
23	7/16/2013	10:53:40 00d 00:10.0	64.1	74.1	66.2	62.7	-.-	66.1	65.9	64	62.9	62.8	----	-----	2570396	
24	7/16/2013	10:53:50 00d 00:10.0	63	73	66.5	60.5	-.-	66	64.9	61.8	60.7	60.5	----	-----	1995262	
25	7/16/2013	10:54:00 00d 00:10.0	64.2	74.2	67.3	59.3	-.-	67.2	67.1	64.7	59.6	59.4	----	-----	2630268	
26	7/16/2013	10:54:10 00d 00:10.0	65.8	75.8	67	59.8	-.-	66.9	66.8	66	61.7	60.7	----	-----	3801894	
27	7/16/2013	10:54:20 00d 00:10.0	66.7	76.7	68.5	64.7	-.-	68.4	68.3	66.9	64.9	64.8	----	-----	4677351	
28	7/16/2013	10:54:30 00d 00:10.0	63.3	73.3	66.4	59.5	-.-	66.3	66.2	63.3	59.9	59.6	----	-----	2137962	
29	7/16/2013	10:54:40 00d 00:10.0	65	75	66	61.1	-.-	65.9	65.8	64.8	62.6	61.8	----	-----	3162278	
30	7/16/2013	10:54:50 00d 00:10.0	62.1	72.1	65.3	60	-.-	64.9	64.5	62.1	60.2	60	----	-----	1621810	
31	7/16/2013	10:55:00 00d 00:10.0	68.2	78.2	70.4	63.1	-.-	70.2	69.9	67.6	63.9	63.5	----	-----	6606934	
32	7/16/2013	10:55:10 00d 00:10.0	66.2	76.2	70.7	63.4	-.-	70.4	70	64.4	63.6	63.5	----	-----	4168694	
33	7/16/2013	10:55:20 00d 00:10.0	65.8	75.8	68.2	62.9	-.-	68.1	68.1	64.8	63.1	63	----	-----	3801894	
34	7/16/2013	10:55:30 00d 00:10.0	68.8	78.8	70.6	64.8	-.-	70.5	70.3	68.8	65.9	65.2	----	-----	7585776	
35	7/16/2013	10:55:40 00d 00:10.0	71.5	81.5	76	64.8	-.-	75.8	75.4	67.2	65	64.9	----	-----	14125375	
36	7/16/2013	10:55:50 00d 00:10.0	67.5	77.5	74.6	63.4	-.-	74.2	73.6	65.5	63.8	63.5	----	-----	5623413	
37	7/16/2013	10:56:00 00d 00:10.0	65.8	75.8	68.5	63.1	-.-	68.4	68.1	65.1	63.5	63.4	----	-----	3801894	
38	7/16/2013	10:56:10 00d 00:10.0	65.2	75.2	67.2	61.9	-.-	67.1	66.7	64.9	62.3	62.1	----	-----	3311311	
39	7/16/2013	10:56:20 00d 00:10.0	65.3	75.3	67.4	63.1	-.-	67.2	67.1	65	63.9	63.5	----	-----	3388442	
40	7/16/2013	10:56:30 00d 00:10.0	64.1	74.1	66.7	61.8	-.-	66.6	66.3	62.7	61.9	61.8	----	-----	2570396	
41	7/16/2013	10:56:40 00d 00:10.0	70.9	80.9	73.8	66.5	-.-	73.4	73.3	70.2	66.7	66.6	----	-----	12302688	
42	7/16/2013	10:56:50 00d 00:10.0	59.1	69.1	66.8	55.3	-.-	65.7	64.9	58.6	55.4	55.3	----	-----	812830.5	
43	7/16/2013	10:57:00 00d 00:10.0	64.4	74.4	68.9	55.2	-.-	68.7	68.2	59.6	55.3	55.3	----	-----	2754229	
44	7/16/2013	10:57:10 00d 00:10.0	70.1	80.1	72.2	68.1	-.-	72.1	72	69.5	68.4	68.2	----	-----	10232930	
45	7/16/2013	10:57:20 00d 00:10.0	65	75	69.9	62.7	-.-	69.5	69.3	63.9	63.1	63.1	----	-----	3162278	
46	7/16/2013	10:57:30 00d 00:10.0	65.1	75.1	68	60.8	-.-	67.9	67.8	63.7	61	60.9	----	-----	3235937	
47	7/16/2013	10:57:40 00d 00:10.0	65.9	75.9	67.7	64	-.-	67.4	67.3	66	64.4	64.1	----	-----	3890451	
48	7/16/2013	10:57:50 00d 00:10.0	66.5	76.5	68.8	63.6	-.-	68.6	68.5	66.1	64	63.8	----	-----	4466836	
49	7/16/2013	10:58:00 00d 00:10.0	63.3	73.3	67	59	-.-	66.6	66.5	61.6	59.5	59.2	----	-----	2137962	
50	7/16/2013	10:58:10 00d 00:10.0	65.2	75.2	68.7	61.6	-.-	68.3	67.7	63.9	62.1	61.8	----	-----	3311311	
51	7/16/2013	10:58:20 00d 00:10.0	64.1	74.1	69.1	61.9	-.-	68.9	68.2	64.1	62.2	62.1	----	-----	2570396	
52	7/16/2013	10:58:30 00d 00:10.0	63.5	73.5	65.3	61.6	-.-	65.2	65.1	63.3	62.2	61.9	----	-----	2238721	
53	7/16/2013	10:58:40 00d 00:10.0	62.8	72.8	67	59.9	-.-	65.5	63.7	61.2	60	60	----	-----	1905461	
54	7/16/2013	10:58:50 00d 00:10.0	68.9	78.9	72.7	60.9	-.-	72.6	72.3	68.2	62.2	61.5	----	-----	7762471	
55	7/16/2013	10:59:00 00d 00:10.0	63.1	73.1	64.1	60.2	-.-	64	63.9	63.4	60.5	60.3	----	-----	2041738	
56	7/16/2013	10:59:10 00d 00:10.0	67.6	77.6	70.7	62.9	-.-	70.5	70.4	66.5	63.1	63	----	-----	5754399	
57	7/16/2013	10:59:20 00d 00:10.0	65.8	75.8	68.7	62.6	-.-	68.6	68.4	64.3	62.7	62.6	----	-----	3801894	
58	7/16/2013	10:59:30 00d 00:10.0	67.2	77.2	68.9	65.3	-.-	68.7	68.6	67.1	65.6	65.5	----	-----	5248075	
59	7/16/2013	10:59:40 00d 00:10.0	67.4	77.4	68.6	65.3	-.-	68.5	68.4	67.1	65.5	65.4	----	-----	5495409	
60	7/16/2013	10:59:50 00d 00:10.0	63.2	73.2	68.8	59.3	-.-	68.7	68.4	62.4	59.5	59.4	----	-----	2089296	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R10																68.7
1	7/16/2013	10:50:00 00d 00:10.0	68.5	78.5	71	62.3	-.-	70.8	70.5	68.2	63.7	63.2	----	-----	7079458	
2	7/16/2013	10:50:10 00d 00:10.0	67.7	77.7	74.8	58.6	-.-	72.5	68.8	62.1	58.7	58.7	----	-----	5888437	
3	7/16/2013	10:50:20 00d 00:10.0	82.3	92.3	87.3	66.3	-.-	87.1	86.7	79.6	68.9	67.4	----	-----	1.7E+08	
4	7/16/2013	10:50:30 00d 00:10.0	64.8	74.8	66.3	63.7	-.-	65.7	65.5	65.3	64.3	64	----	-----	3019952	
5	7/16/2013	10:50:40 00d 00:10.0	62.1	72.1	63.7	61	-.-	63.3	63.1	62.1	61.1	61	----	-----	1621810	
6	7/16/2013	10:50:50 00d 00:10.0	66.1	76.1	69.2	63.1	-.-	69.1	68.9	65.3	63.3	63.3	----	-----	4073803	
7	7/16/2013	10:51:00 00d 00:10.0	65.7	75.7	68.7	63	-.-	67.7	66.2	64.9	63.5	63.1	----	-----	3715352	
8	7/16/2013	10:51:10 00d 00:10.0	69.3	79.3	72.1	65.6	-.-	72.1	71.9	69	66	65.8	----	-----	8511380	
9	7/16/2013	10:51:20 00d 00:10.0	69.4	79.4	71.3	66.2	-.-	71.2	71	69.1	67.3	67.1	----	-----	8709636	
10	7/16/2013	10:51:30 00d 00:10.0	66.8	76.8	68.4	60.7	-.-	68.3	68.3	68	62.6	61.6	----	-----	4786301	
11	7/16/2013	10:51:40 00d 00:10.0	60.7	70.7	63.1	57.6	-.-	62.7	62.1	60.8	57.9	57.8	----	-----	1174898	
12	7/16/2013	10:51:50 00d 00:10.0	61.8	71.8	63.3	59.5	-.-	63.2	63.1	62.7	59.7	59.6	----	-----	1513561	
13	7/16/2013	10:52:00 00d 00:10.0	69.8	79.8	71.6	60.3	-.-	71.2	71.1	69.6	63	61.7	----	-----	9549926	
14	7/16/2013	10:52:10 00d 00:10.0	68	78	72	64	-.-	71.8	71.7	67	64.1	64	----	-----	6309573	
15	7/16/2013	10:52:20 00d 00:10.0	66	76	70	61.2	-.-	70	69.7	65.2	62.3	61.7	----	-----	3981072	
16	7/16/2013	10:52:30 00d 00:10.0	67	77	69.3	61	-.-	69.1	69	66.9	61.4	61.1	----	-----	5011872	
17	7/16/2013	10:52:40 00d 00:10.0	68.9	78.9	71.4	65.8	-.-	71.3	71.1	68.7	67.4	66.6	----	-----	7762471	
18	7/16/2013	10:52:50 00d 00:10.0	61.6	71.6	65.8	59	-.-	65.3	65	61.1	59.3	59.1	----	-----	1445440	
19	7/16/2013	10:53:00 00d 00:10.0	66.9	76.9	69.2	60.2	-.-	69.1	69	66.6	61.8	61	----	-----	4897788	
20	7/16/2013	10:53:10 00d 00:10.0	67.1	77.1	72.5	60.6	-.-	71.8	69.8	63.1	60.8	60.7	----	-----	5128614	
21	7/16/2013	10:53:20 00d 00:10.0	68.8	78.8	72.6	63.5	-.-	72.6	72.4	69	63.7	63.7	----	-----	7585776	
22	7/16/2013	10:53:30 00d 00:10.0	61.6	71.6	64.3	55.7	-.-	64.3	64.2	60.8	56.1	55.9	----	-----	1445440	
23	7/16/2013	10:53:40 00d 00:10.0	65.2	75.2	66.6	62.9	-.-	66.6	66.4	65.3	63.9	63.4	----	-----	3311311	
24	7/16/2013	10:53:50 00d 00:10.0	65.4	75.4	67.9	62	-.-	67.8	67.6	64.9	62.3	62.2	----	-----	3467369	
25	7/16/2013	10:54:00 00d 00:10.0	64.7	74.7	65.9	63.6	-.-	65.8	65.5	64.7	63.9	63.8	----	-----	2951209	
26	7/16/2013	10:54:10 00d 00:10.0	62.5	72.5	64.3	61.1	-.-	63.9	63.6	62.5	61.4	61.2	----	-----	1778279	
27	7/16/2013	10:54:20 00d 00:10.0	65.2	75.2	66.7	62.9	-.-	66.7	66.6	65.2	63.3	63.1	----	-----	3311311	
28	7/16/2013	10:54:30 00d 00:10.0	67	77	68.8	63.1	-.-	68.7	68.5	67.5	63.8	63.7	----	-----	5011872	
29	7/16/2013	10:54:40 00d 00:10.0	65.5	75.5	68.3	63.1	-.-	68.2	68	64.3	63.3	63.2	----	-----	3548134	
30	7/16/2013	10:54:50 00d 00:10.0	63.8	73.8	65	62.1	-.-	64.9	64.7	64	62.3	62.2	----	-----	2398833	
31	7/16/2013	10:55:00 00d 00:10.0	64.7	74.7	67.3	62.6	-.-	67.2	66.8	64.4	62.9	62.6	----	-----	2951209	
32	7/16/2013	10:55:10 00d 00:10.0	68.3	78.3	70.7	63.4	-.-	70.6	70.2	68.1	65.6	64.5	----	-----	6760830	
33	7/16/2013	10:55:20 00d 00:10.0	64.8	74.8	67.4	61.8	-.-	66.8	66.2	64.3	62.1	61.9	----	-----	3019952	
34	7/16/2013	10:55:30 00d 00:10.0	66.3	76.3	69.7	63.3	-.-	69.6	69.4	64.9	63.4	63.3	----	-----	4265795	
35	7/16/2013	10:55:40 00d 00:10.0	69	79	70.4	65	-.-	70.4	70.3	68.9	67.6	66.1	----	-----	7943282	
36	7/16/2013	10:55:50 00d 00:10.0	71.3	81.3	74.5	65.2	-.-	74.4	74.1	69.8	65.5	65.3	----	-----	13489629	
37	7/16/2013	10:56:00 00d 00:10.0	64.6	74.6	71.1	63.6	-.-	69.7	68.3	64.9	63.9	63.7	----	-----	2884032	
38	7/16/2013	10:56:10 00d 00:10.0	67.5	77.5	70.4	64.1	-.-	70.4	70.1	66.7	64.3	64.2	----	-----	5623413	
39	7/16/2013	10:56:20 00d 00:10.0	65.7	75.7	66.5	64	-.-	66.4	66.4	65.8	64.8	64.5	----	-----	3715352	
40	7/16/2013	10:56:30 00d 00:10.0	62.8	72.8	64.5	61	-.-	64.3	64	63.1	62.2	61.7	----	-----	1905461	
41	7/16/2013	10:56:40 00d 00:10.0	64.5	74.5	69.1	58.9	-.-	68.1	66.5	60.8	59.2	59	----	-----	2818383	
42	7/16/2013	10:56:50 00d 00:10.0	70.2	80.2	73.1	62	-.-	73.1	72.9	70.4	63.7	62.9	----	-----	10471285	
43	7/16/2013	10:57:00 00d 00:10.0	54.4	64.4	62	52.5	-.-	61	59.7	53.9	52.6	52.6	----	-----	275422.9	
44	7/16/2013	10:57:10 00d 00:10.0	66.3	76.3	68.3	55.1	-.-	68.3	68.3	65.4	57.7	56.4	----	-----	4265795	
45	7/16/2013	10:57:20 00d 00:10.0	69.5	79.5	70.8	67.8	-.-	70.7	70.6	69.3	68	68	----	-----	8912509	
46	7/16/2013	10:57:30 00d 00:10.0	64.6	74.6	68.3	62.5	-.-	67.5	66.7	65	63.8	63.1	----	-----	2884032	
47	7/16/2013	10:57:40 00d 00:10.0	66.6	76.6	68.5	62.1	-.-	68.3	68.3	64.9	62.3	62.2	----	-----	4570882	
48	7/16/2013	10:57:50 00d 00:10.0	66.4	76.4	68.8	64.2	-.-	68.7	68.6	66.3	64.3	64.3	----	-----	4365158	
49	7/16/2013	10:58:00 00d 00:10.0	67.1	77.1	71.1	61.1	-.-	71	70.5	66.6	63.6	62.2	----	-----	5128614	
50	7/16/2013	10:58:10 00d 00:10.0	67.2	77.2	70.8	59.3	-.-	70.7	70.7	62.8	59.4	59.3	----	-----	5248075	
51	7/16/2013	10:58:20 00d 00:10.0	64.1	74.1	70.1	62.6	-.-	69.1	68	64.5	62.8	62.7	----	-----	2570396	
52	7/16/2013	10:58:30 00d 00:10.0	57.9	67.9	62.8	54.5	-.-	62.1	61.4	57.7	54.6	54.5	----	-----	616595	
53	7/16/2013	10:58:40 00d 00:10.0	63.3	73.3	64.9	60.4	-.-	64.8	64.7	63.3	61.3	61.3	----	-----	2137962	
54	7/16/2013	10:58:50 00d 00:10.0	67.3	77.3	71.6	61.3	-.-	71	70.2	64.3	61.7	61.6	----	-----	5370318	
55	7/16/2013	10:59:00 00d 00:10.0	66.2	76.2	71.8	63.1	-.-	71.8	71.6	64	63.2	63.2	----	-----	4168694	
56	7/16/2013	10:59:10 00d 00:10.0	63.8	73.8	65.5	60.5	-.-	65.4	65.3	63.9	60.8	60.6	----	-----	2398833	
57	7/16/2013	10:59:20 00d 00:10.0	67.4	77.4	69.7	64.8	-.-	69.6	69.5	66.9	65.2	64.9	----	-----	5495409	
58	7/16/2013	10:59:30 00d 00:10.0	66.9	76.9	70	63.9	-.-	69.9	69.6	65.8	64.1	64	----	-----	4897788	
59	7/16/2013	10:59:40 00d 00:10.0	66.3	76.3	68.8	64	-.-	68.6	68.3	65.7	64.2	64.1	----	-----	4265795	
60	7/16/2013	10:59:50 00d 00:10.0	69.1	79.1	71.1	66.5	-.-	71	70.6	68.9	67	66.8	----	-----	8128305	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R11																57.7
1	7/16/2013	9:25:00 00d 00:10.0	59	69	61.4	56.5	-.-	61.3	61.1	59.7	56.9	56.7	----	-----	794328.2	
2	7/16/2013	9:25:10 00d 00:10.0	56	66	57.3	55.4	-.-	57	56.4	55.8	55.5	55.4	----	-----	398107.2	
3	7/16/2013	9:25:20 00d 00:10.0	58.4	68.4	60	57.2	-.-	59.7	59.3	58.3	57.6	57.5	----	-----	691831	
4	7/16/2013	9:25:30 00d 00:10.0	59.8	69.8	60.5	57.4	-.-	60.4	60.4	59.9	57.6	57.5	----	-----	954992.6	
5	7/16/2013	9:25:40 00d 00:10.0	58.8	68.8	60.3	57.1	-.-	60.2	60.2	58.9	57.5	57.3	----	-----	758577.6	
6	7/16/2013	9:25:50 00d 00:10.0	55.9	65.9	57.1	54.7	-.-	56.9	56.8	56.4	54.8	54.7	----	-----	389045.1	
7	7/16/2013	9:26:00 00d 00:10.0	57	67	57.9	54.9	-.-	57.6	57.2	57	55.4	55	----	-----	501187.2	
8	7/16/2013	9:26:10 00d 00:10.0	59.4	69.4	60.2	57.8	-.-	60.1	60.1	59.3	58.1	57.9	----	-----	870963.6	
9	7/16/2013	9:26:20 00d 00:10.0	58.1	68.1	59.7	56.8	-.-	59.7	59.7	58	56.9	56.8	----	-----	645654.2	
10	7/16/2013	9:26:30 00d 00:10.0	58	68	59.4	56.2	-.-	59.3	59.2	58.3	56.4	56.2	----	-----	630957.3	
11	7/16/2013	9:26:40 00d 00:10.0	56.3	66.3	57.1	55.5	-.-	57	57	56.1	55.6	55.6	----	-----	426579.5	
12	7/16/2013	9:26:50 00d 00:10.0	56.6	66.6	57.4	55.5	-.-	57.3	57.2	56.9	55.9	55.7	----	-----	457088.2	
13	7/16/2013	9:27:00 00d 00:10.0	57	67	57.8	55.3	-.-	57.7	57.7	56.9	55.5	55.4	----	-----	501187.2	
14	7/16/2013	9:27:10 00d 00:10.0	60	70	60.9	57.7	-.-	60.9	60.8	59.9	58.5	58.1	----	-----	1000000	
15	7/16/2013	9:27:20 00d 00:10.0	59.3	69.3	60.5	57.9	-.-	60.4	60.4	59.3	58.5	58.1	----	-----	851138	
16	7/16/2013	9:27:30 00d 00:10.0	56.5	66.5	57.9	55.9	-.-	57.6	57.2	56.6	56.1	56	----	-----	446683.6	
17	7/16/2013	9:27:40 00d 00:10.0	55.9	65.9	56.6	55.1	-.-	56.5	56.5	56	55.3	55.2	----	-----	389045.1	
18	7/16/2013	9:27:50 00d 00:10.0	56.3	66.3	56.9	55.4	-.-	56.9	56.8	56.2	55.5	55.5	----	-----	426579.5	
19	7/16/2013	9:28:00 00d 00:10.0	54.4	64.4	56.8	53.5	-.-	56.5	56.2	54.2	53.6	53.6	----	-----	275422.9	
20	7/16/2013	9:28:10 00d 00:10.0	56.3	66.3	56.9	54.1	-.-	56.9	56.8	56.2	54.6	54.2	----	-----	426579.5	
21	7/16/2013	9:28:20 00d 00:10.0	58.1	68.1	58.9	56.8	-.-	58.9	58.8	58	56.9	56.9	----	-----	645654.2	
22	7/16/2013	9:28:30 00d 00:10.0	56.4	66.4	57.1	55.5	-.-	57	56.9	56.5	55.7	55.6	----	-----	436515.8	
23	7/16/2013	9:28:40 00d 00:10.0	59.2	69.2	60.7	56.6	-.-	60.6	60.5	59.2	57.1	56.9	----	-----	831763.8	
24	7/16/2013	9:28:50 00d 00:10.0	59.1	69.1	59.6	58.7	-.-	59.5	59.4	59.2	58.9	58.8	----	-----	812830.5	
25	7/16/2013	9:29:00 00d 00:10.0	57.7	67.7	59.4	56.2	-.-	59.3	59.2	57.9	56.5	56.4	----	-----	588843.7	
26	7/16/2013	9:29:10 00d 00:10.0	55.2	65.2	56.2	55	-.-	56	55.6	55.2	55	55	----	-----	331131.1	
27	7/16/2013	9:29:20 00d 00:10.0	54.5	64.5	55.7	53.5	-.-	55.6	55.6	54.6	53.6	53.6	----	-----	281838.3	
28	7/16/2013	9:29:30 00d 00:10.0	54.7	64.7	55.2	54	-.-	55.2	55.2	54.6	54.1	54.1	----	-----	295120.9	
29	7/16/2013	9:29:40 00d 00:10.0	55.1	65.1	56.2	54.3	-.-	56	55.9	55	54.6	54.5	----	-----	323593.7	
30	7/16/2013	9:29:50 00d 00:10.0	58.7	68.7	60.6	54.3	-.-	60.5	60.4	58	54.5	54.4	----	-----	741310.2	
31	7/16/2013	9:30:00 00d 00:10.0	56	66	59.7	54.6	-.-	59.2	58.8	55.6	54.7	54.7	----	-----	398107.2	
32	7/16/2013	9:30:10 00d 00:10.0	54	64	55.8	52.8	-.-	55.7	55.5	54.2	52.9	52.9	----	-----	251188.6	
33	7/16/2013	9:30:20 00d 00:10.0	56.7	66.7	58.9	53.1	-.-	58.2	57.2	56.3	53.7	53.3	----	-----	467735.1	
34	7/16/2013	9:30:30 00d 00:10.0	58.6	68.6	60.3	57	-.-	60.2	60	58.5	57.1	57.1	----	-----	724436	
35	7/16/2013	9:30:40 00d 00:10.0	59.5	69.5	61	58	-.-	61	60.8	59.5	58.2	58.1	----	-----	891250.9	
36	7/16/2013	9:30:50 00d 00:10.0	59.5	69.5	60.2	58.2	-.-	60.2	60.2	59.3	58.3	58.3	----	-----	891250.9	
37	7/16/2013	9:31:00 00d 00:10.0	58.1	68.1	59.7	57.1	-.-	59.4	59.1	58.1	57.4	57.2	----	-----	645654.2	
38	7/16/2013	9:31:10 00d 00:10.0	56.9	66.9	58.7	56	-.-	58.5	58.2	56.7	56.1	56.1	----	-----	489778.8	
39	7/16/2013	9:31:20 00d 00:10.0	56	66	56.7	55.3	-.-	56.5	56.4	56	55.4	55.3	----	-----	398107.2	
40	7/16/2013	9:31:30 00d 00:10.0	58.3	68.3	59.3	56.2	-.-	59.2	58.8	58	57.5	56.9	----	-----	676083	
41	7/16/2013	9:31:40 00d 00:10.0	59.3	69.3	60.4	58	-.-	60.2	60.2	59.5	58.1	58	----	-----	851138	
42	7/16/2013	9:31:50 00d 00:10.0	60	70	61.7	57.7	-.-	61.5	61.4	59.8	58.4	58.1	----	-----	1000000	
43	7/16/2013	9:32:00 00d 00:10.0	59.3	69.3	60.4	57.2	-.-	60.3	60.3	59.4	57.5	57.3	----	-----	851138	
44	7/16/2013	9:32:10 00d 00:10.0	58.9	68.9	59.9	58.1	-.-	59.7	59.6	58.9	58.2	58.2	----	-----	776247.1	
45	7/16/2013	9:32:20 00d 00:10.0	57.9	67.9	58.5	57.2	-.-	58.4	58.3	57.9	57.3	57.3	----	-----	616595	
46	7/16/2013	9:32:30 00d 00:10.0	57.9	67.9	58.9	56.8	-.-	58.6	58.5	57.8	56.9	56.8	----	-----	616595	
47	7/16/2013	9:32:40 00d 00:10.0	57.3	67.3	59.7	55.3	-.-	59.6	59.4	57.6	55.3	55.3	----	-----	537031.8	
48	7/16/2013	9:32:50 00d 00:10.0	56.5	66.5	56.9	56	-.-	56.7	56.7	56.5	56.2	56.1	----	-----	446683.6	
49	7/16/2013	9:33:00 00d 00:10.0	56.1	66.1	57.5	55.2	-.-	57.2	56.9	56	55.5	55.4	----	-----	407380.3	
50	7/16/2013	9:33:10 00d 00:10.0	57.3	67.3	61.4	55.3	-.-	60.9	60	56.3	55.7	55.6	----	-----	537031.8	
51	7/16/2013	9:33:20 00d 00:10.0	57.7	67.7	61.2	54	-.-	60.7	60.4	56.5	54.2	54.1	----	-----	588843.7	
52	7/16/2013	9:33:30 00d 00:10.0	59.6	69.6	61.7	56.8	-.-	61.6	61.2	59.8	57.2	56.8	----	-----	912010.8	
53	7/16/2013	9:33:40 00d 00:10.0	54.2	64.2	56.8	53.5	-.-	56.5	56.2	53.8	53.6	53.6	----	-----	263026.8	
54	7/16/2013	9:33:50 00d 00:10.0	54.2	64.2	55	53.4	-.-	55	54.9	53.7	53.6	53.5	----	-----	263026.8	
55	7/16/2013	9:34:00 00d 00:10.0	55.9	65.9	56.4	55	-.-	56.3	56.3	56	55.1	55.1	----	-----	389045.1	
56	7/16/2013	9:34:10 00d 00:10.0	57.1	67.1	58.5	55.8	-.-	58.2	58	56.6	55.9	55.8	----	-----	512861.4	
57	7/16/2013	9:34:20 00d 00:10.0	59	69	60.6	57.8	-.-	60.5	60.4	58.1	57.8	57.8	----	-----	794328.2	
58	7/16/2013	9:34:30 00d 00:10.0	58.2	68.2	60.8	56.6	-.-	60.6	60.4	57.9	56.7	56.7	----	-----	660693.4	
59	7/16/2013	9:34:40 00d 00:10.0	58.7	68.7	59.7	57.7	-.-	59.6	59.5	58.4	57.9	57.8	----	-----	741310.2	
60	7/16/2013	9:34:50 00d 00:10.0	57	67	59.3	55.3	-.-	59.3	59.3	56.6	55.4	55.4	----	-----	501187.2	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R12																57.0
1	7/16/2013	9:25:00 00d 00:10.0	55.5	65.5	57.4	55	-.-	56.8	56.3	55.4	55.2	55.1	----	-----	354813.4	
2	7/16/2013	9:25:10 00d 00:10.0	57.7	67.7	59.3	55.7	-.-	59.3	58.5	57.2	55.9	55.8	----	-----	588843.7	
3	7/16/2013	9:25:20 00d 00:10.0	58.7	68.7	60.2	56.4	-.-	60.1	60	59.4	56.7	56.5	----	-----	741310.2	
4	7/16/2013	9:25:30 00d 00:10.0	55.8	65.8	57.5	54.6	-.-	57.2	56.8	55.4	54.7	54.6	----	-----	380189.4	
5	7/16/2013	9:25:40 00d 00:10.0	58.9	68.9	60.1	57.4	-.-	60	59.8	58.9	57.8	57.6	----	-----	776247.1	
6	7/16/2013	9:25:50 00d 00:10.0	56.7	66.7	57.5	55.8	-.-	57.4	57.4	56.8	55.9	55.9	----	-----	467735.1	
7	7/16/2013	9:26:00 00d 00:10.0	57	67	57.6	56.3	-.-	57.6	57.5	57	56.5	56.4	----	-----	501187.2	
8	7/16/2013	9:26:10 00d 00:10.0	56.1	66.1	56.8	55.2	-.-	56.7	56.7	56.2	55.7	55.4	----	-----	407380.3	
9	7/16/2013	9:26:20 00d 00:10.0	54.9	64.9	55.2	54.4	-.-	55.1	55.1	55	54.6	54.5	----	-----	309029.5	
10	7/16/2013	9:26:30 00d 00:10.0	58.2	68.2	59	55	-.-	58.9	58.8	58.3	56.2	55.8	----	-----	660693.4	
11	7/16/2013	9:26:40 00d 00:10.0	58.1	68.1	59.9	56.1	-.-	59.8	59.6	58.4	56.2	56.2	----	-----	645654.2	
12	7/16/2013	9:26:50 00d 00:10.0	57.1	67.1	57.9	55.9	-.-	57.8	57.8	57.2	56.1	56.1	----	-----	512861.4	
13	7/16/2013	9:27:00 00d 00:10.0	54	64	55.9	53.1	-.-	55.5	55.3	54	53.2	53.1	----	-----	251188.6	
14	7/16/2013	9:27:10 00d 00:10.0	55.6	65.6	56.4	54.3	-.-	56.4	56.4	55.5	54.7	54.5	----	-----	363078.1	
15	7/16/2013	9:27:20 00d 00:10.0	54.7	64.7	55.4	53.6	-.-	55.4	55.3	54.6	53.7	53.7	----	-----	295120.9	
16	7/16/2013	9:27:30 00d 00:10.0	58.3	68.3	59.3	55.2	-.-	59.2	59.2	58.8	55.4	55.3	----	-----	676083	
17	7/16/2013	9:27:40 00d 00:10.0	58.8	68.8	60.1	57.5	-.-	60	59.9	58.8	57.8	57.6	----	-----	758577.6	
18	7/16/2013	9:27:50 00d 00:10.0	57.4	67.4	58	56.8	-.-	58	57.9	57.3	56.9	56.9	----	-----	549540.9	
19	7/16/2013	9:28:00 00d 00:10.0	57.3	67.3	57.9	56.4	-.-	57.8	57.7	57.6	56.9	56.7	----	-----	537031.8	
20	7/16/2013	9:28:10 00d 00:10.0	56.1	66.1	57	55.4	-.-	57	56.8	55.8	55.5	55.5	----	-----	407380.3	
21	7/16/2013	9:28:20 00d 00:10.0	56.3	66.3	57.4	55	-.-	57.3	57.2	56.7	55.2	55.1	----	-----	426579.5	
22	7/16/2013	9:28:30 00d 00:10.0	55.1	65.1	55.9	54	-.-	55.8	55.7	55.3	54.1	54.1	----	-----	323593.7	
23	7/16/2013	9:28:40 00d 00:10.0	56.7	66.7	57.7	54	-.-	57.6	57.6	56.7	54.1	54	----	-----	467735.1	
24	7/16/2013	9:28:50 00d 00:10.0	57.4	67.4	57.7	57	-.-	57.6	57.6	57.3	57.1	57	----	-----	549540.9	
25	7/16/2013	9:29:00 00d 00:10.0	57.6	67.6	58.1	57.1	-.-	58	57.9	57.7	57.3	57.3	----	-----	575439.9	
26	7/16/2013	9:29:10 00d 00:10.0	58.6	68.6	60	57.1	-.-	59.9	59.8	57.8	57.4	57.2	----	-----	724436	
27	7/16/2013	9:29:20 00d 00:10.0	59.4	69.4	60.6	58	-.-	60.5	60.4	59.6	58.5	58.3	----	-----	870963.6	
28	7/16/2013	9:29:30 00d 00:10.0	55.7	65.7	58	54.7	-.-	57.8	57.4	55.5	54.9	54.8	----	-----	371535.2	
29	7/16/2013	9:29:40 00d 00:10.0	55.1	65.1	57.1	52.6	-.-	57.1	57	55.4	52.9	52.8	----	-----	323593.7	
30	7/16/2013	9:29:50 00d 00:10.0	52.4	62.4	53.9	51.5	-.-	53.6	53.4	52	51.6	51.6	----	-----	173780.1	
31	7/16/2013	9:30:00 00d 00:10.0	56.4	66.4	57.3	53.9	-.-	57.3	57.2	56.5	54.8	54.4	----	-----	436515.8	
32	7/16/2013	9:30:10 00d 00:10.0	56.1	66.1	57.6	54.5	-.-	57.5	57.5	55.4	54.6	54.5	----	-----	407380.3	
33	7/16/2013	9:30:20 00d 00:10.0	55.3	65.3	57.5	54	-.-	57.4	57.2	55.4	54.1	54.1	----	-----	338844.2	
34	7/16/2013	9:30:30 00d 00:10.0	53.7	63.7	54.6	52.9	-.-	54.5	54.4	53.9	53	53	----	-----	234422.9	
35	7/16/2013	9:30:40 00d 00:10.0	55.7	65.7	56.4	53.3	-.-	56.3	56.3	55.9	53.8	53.6	----	-----	371535.2	
36	7/16/2013	9:30:50 00d 00:10.0	58.9	68.9	59.4	56.3	-.-	59.3	59.3	58.9	57.3	56.9	----	-----	776247.1	
37	7/16/2013	9:31:00 00d 00:10.0	59.9	69.9	60.3	59	-.-	60.2	60.2	59.8	59.5	59.4	----	-----	977237.2	
38	7/16/2013	9:31:10 00d 00:10.0	57.8	67.8	59.5	57.2	-.-	59.3	59	57.7	57.3	57.2	----	-----	602559.6	
39	7/16/2013	9:31:20 00d 00:10.0	58.3	68.3	59.4	56.4	-.-	59.3	59.2	58.5	57.1	56.8	----	-----	676083	
40	7/16/2013	9:31:30 00d 00:10.0	54	64	56.4	53.1	-.-	55.9	55.6	54	53.2	53.2	----	-----	251188.6	
41	7/16/2013	9:31:40 00d 00:10.0	52.8	62.8	53.6	52.1	-.-	53.5	53.5	52.8	52.2	52.2	----	-----	190546.1	
42	7/16/2013	9:31:50 00d 00:10.0	56.5	66.5	57.4	52.6	-.-	57.2	57.2	56.9	53.3	52.9	----	-----	446683.6	
43	7/16/2013	9:32:00 00d 00:10.0	58.2	68.2	58.5	57.1	-.-	58.5	58.4	58.1	57.5	57.4	----	-----	660693.4	
44	7/16/2013	9:32:10 00d 00:10.0	59.5	69.5	60.4	58.3	-.-	60.3	60.3	59.5	58.6	58.4	----	-----	891250.9	
45	7/16/2013	9:32:20 00d 00:10.0	58.3	68.3	59.1	57.8	-.-	58.9	58.8	58.3	58.1	58	----	-----	676083	
46	7/16/2013	9:32:30 00d 00:10.0	58.2	68.2	58.6	57.7	-.-	58.5	58.5	58.2	57.8	57.8	----	-----	660693.4	
47	7/16/2013	9:32:40 00d 00:10.0	56.9	66.9	58.2	56.2	-.-	58.1	57.9	57	56.3	56.2	----	-----	489778.8	
48	7/16/2013	9:32:50 00d 00:10.0	57.2	67.2	57.6	56.6	-.-	57.5	57.4	57.1	56.9	56.8	----	-----	524807.5	
49	7/16/2013	9:33:00 00d 00:10.0	57.5	67.5	58.1	56.4	-.-	58	58	57.7	56.9	56.6	----	-----	562341.3	
50	7/16/2013	9:33:10 00d 00:10.0	55.2	65.2	56.4	54.5	-.-	56.3	56.1	55.2	55	54.8	----	-----	331131.1	
51	7/16/2013	9:33:20 00d 00:10.0	53.1	63.1	54.5	52.8	-.-	54.3	53.9	53.1	52.9	52.9	----	-----	204173.8	
52	7/16/2013	9:33:30 00d 00:10.0	55.1	65.1	55.5	53.3	-.-	55.4	55.3	55.2	54	53.7	----	-----	323593.7	
53	7/16/2013	9:33:40 00d 00:10.0	56.6	66.6	56.9	55.5	-.-	56.8	56.8	56.5	56.2	56	----	-----	457088.2	
54	7/16/2013	9:33:50 00d 00:10.0	58.4	68.4	59.7	56.5	-.-	59.6	59.5	58.3	56.8	56.6	----	-----	691831	
55	7/16/2013	9:34:00 00d 00:10.0	55.1	65.1	56.8	54.3	-.-	56.7	56.6	54.9	54.5	54.4	----	-----	323593.7	
56	7/16/2013	9:34:10 00d 00:10.0	54.9	64.9	55.6	54.5	-.-	55.3	55.1	54.8	54.5	54.5	----	-----	309029.5	
57	7/16/2013	9:34:20 00d 00:10.0	58	68	58.9	55.6	-.-	58.8	58.7	57.8	56.4	56	----	-----	630957.3	
58	7/16/2013	9:34:30 00d 00:10.0	56.6	66.6	58.2	55.4	-.-	57.8	57.5	57	55.8	55.6	----	-----	457088.2	
59	7/16/2013	9:34:40 00d 00:10.0	55.7	65.7	57	55.1	-.-	56.7	56.3	55.4	55.2	55.2	----	-----	371535.2	
60	7/16/2013	9:34:50 00d 00:10.0	58.2	68.2	60.1	56.6	-.-	59.9	59.7	57.4	56.8	56.7	----	-----	660693.4	

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Address	Start Time	Measurement Time		Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R13																	63.1
1	7/16/2013	9:25:00	00d 00:10.0	62.6	72.6	65.9	59	-.-	65.8	65.7	62.7	59.1	59.1	----	-----	1819701	
2	7/16/2013	9:25:10	00d 00:10.0	61.8	71.8	62.7	59.2	-.-	62.6	62.6	61.6	59.8	59.5	----	-----	1513561	
3	7/16/2013	9:25:20	00d 00:10.0	65.6	75.6	67.1	62.6	-.-	67	67	64.9	62.6	62.6	----	-----	3630781	
4	7/16/2013	9:25:30	00d 00:10.0	63	73	66.7	61.1	-.-	66.4	66	62.5	61.3	61.3	----	-----	1995262	
5	7/16/2013	9:25:40	00d 00:10.0	64	74	65.3	61.7	-.-	65.2	65.1	63.3	62.3	62.1	----	-----	2511886	
6	7/16/2013	9:25:50	00d 00:10.0	62.8	72.8	65.2	60.9	-.-	65.2	65.1	62.7	61.1	61	----	-----	1905461	
7	7/16/2013	9:26:00	00d 00:10.0	63.4	73.4	63.9	61.9	-.-	63.7	63.6	63.3	62.5	62.2	----	-----	2187762	
8	7/16/2013	9:26:10	00d 00:10.0	63.5	73.5	64.1	63.1	-.-	64	64	63.4	63.2	63.2	----	-----	2238721	
9	7/16/2013	9:26:20	00d 00:10.0	61.2	71.2	63.4	60	-.-	63.2	63.1	61.1	60.1	60.1	----	-----	1318257	
10	7/16/2013	9:26:30	00d 00:10.0	63.3	73.3	65.7	61	-.-	65.6	65.2	61.9	61.2	61.1	----	-----	2137962	
11	7/16/2013	9:26:40	00d 00:10.0	65.4	75.4	67	63.9	-.-	66.9	66.7	65.5	64.1	64	----	-----	3467969	
12	7/16/2013	9:26:50	00d 00:10.0	63.2	73.2	65.9	62.2	-.-	65.2	64.4	63.2	62.3	62.3	----	-----	2089296	
13	7/16/2013	9:27:00	00d 00:10.0	61.6	71.6	64.6	58.3	-.-	64.5	64.4	61.9	58.6	58.6	----	-----	1445440	
14	7/16/2013	9:27:10	00d 00:10.0	61.3	71.3	62.5	58.3	-.-	62.4	62.4	61.3	58.5	58.4	----	-----	1348963	
15	7/16/2013	9:27:20	00d 00:10.0	60.3	70.3	61.8	59.6	-.-	61.4	61.1	60.5	59.9	59.8	----	-----	1071519	
16	7/16/2013	9:27:30	00d 00:10.0	61.6	71.6	64.2	59.6	-.-	63.2	62.7	60.4	59.8	59.7	----	-----	1445440	
17	7/16/2013	9:27:40	00d 00:10.0	66	76	66.9	64.2	-.-	66.9	66.7	65.7	65	65	----	-----	3981072	
18	7/16/2013	9:27:50	00d 00:10.0	64.8	74.8	66.3	63.5	-.-	66.2	66.1	64.8	63.7	63.6	----	-----	3019952	
19	7/16/2013	9:28:00	00d 00:10.0	63.8	73.8	64.7	63	-.-	64.5	64.4	63.7	63.1	63	----	-----	2398833	
20	7/16/2013	9:28:10	00d 00:10.0	62.6	72.6	64.7	61.4	-.-	64.5	64.4	62.4	61.4	61.4	----	-----	1819701	
21	7/16/2013	9:28:20	00d 00:10.0	63.1	73.1	63.6	61.5	-.-	63.5	63.5	63.2	62	61.8	----	-----	2041738	
22	7/16/2013	9:28:30	00d 00:10.0	61	71	62.6	59.5	-.-	62.4	62.1	61.4	60	59.7	----	-----	1258925	
23	7/16/2013	9:28:40	00d 00:10.0	60.4	70.4	63.2	58.3	-.-	62.7	62.2	59.2	58.5	58.4	----	-----	1096478	
24	7/16/2013	9:28:50	00d 00:10.0	64.3	74.3	64.9	63.2	-.-	64.8	64.8	64.3	63.5	63.5	----	-----	2691535	
25	7/16/2013	9:29:00	00d 00:10.0	63.5	73.5	63.9	63	-.-	63.9	63.8	63.5	63	63	----	-----	2238721	
26	7/16/2013	9:29:10	00d 00:10.0	63.9	73.9	65	62.4	-.-	64.9	64.8	63.7	62.6	62.5	----	-----	2454709	
27	7/16/2013	9:29:20	00d 00:10.0	67.3	77.3	69.1	64.3	-.-	69	68.7	66.5	64.5	64.4	----	-----	5370318	
28	7/16/2013	9:29:30	00d 00:10.0	64.1	74.1	68.2	61.6	-.-	67.5	67.4	63.9	61.9	61.8	----	-----	2570396	
29	7/16/2013	9:29:40	00d 00:10.0	61.6	71.6	62.5	60.3	-.-	62.4	62.3	61.7	60.6	60.5	----	-----	1445440	
30	7/16/2013	9:29:50	00d 00:10.0	57.6	67.6	60.3	56.5	-.-	59.8	59.5	57.3	56.7	56.6	----	-----	575439.9	
31	7/16/2013	9:30:00	00d 00:10.0	60.9	70.9	61.8	57.2	-.-	61.7	61.7	61.1	58.1	57.8	----	-----	1230269	
32	7/16/2013	9:30:10	00d 00:10.0	60.8	70.8	61.9	59.6	-.-	61.9	61.8	60.8	59.9	59.7	----	-----	1202264	
33	7/16/2013	9:30:20	00d 00:10.0	62.8	72.8	64.1	59.6	-.-	64	63.9	62.7	60.9	60.3	----	-----	1905461	
34	7/16/2013	9:30:30	00d 00:10.0	60.1	70.1	61.9	59.2	-.-	61.6	61.2	60.4	59.3	59.3	----	-----	1023293	
35	7/16/2013	9:30:40	00d 00:10.0	60	70	61.4	59	-.-	61.2	60.9	59.7	59.1	59.1	----	-----	1000000	
36	7/16/2013	9:30:50	00d 00:10.0	63.5	73.5	65.8	61.2	-.-	65.7	65.4	61.8	61.4	61.3	----	-----	2238721	
37	7/16/2013	9:31:00	00d 00:10.0	65.9	75.9	66.3	65.2	-.-	66.2	66.1	65.8	65.5	65.4	----	-----	3890451	
38	7/16/2013	9:31:10	00d 00:10.0	64.2	74.2	66.2	63.6	-.-	66	65.9	63.9	63.7	63.7	----	-----	2630268	
39	7/16/2013	9:31:20	00d 00:10.0	63.9	73.9	64.3	63.3	-.-	64.2	64.2	63.8	63.5	63.4	----	-----	2454709	
40	7/16/2013	9:31:30	00d 00:10.0	61.4	71.4	63.8	60.1	-.-	63.4	63.2	61.8	60.5	60.2	----	-----	1380384	
41	7/16/2013	9:31:40	00d 00:10.0	58.6	68.6	60.3	57.5	-.-	60.2	60	58.8	58	57.8	----	-----	724436	
42	7/16/2013	9:31:50	00d 00:10.0	58.9	68.9	62	56.4	-.-	61.6	60.9	57.1	56.6	56.5	----	-----	776247.1	
43	7/16/2013	9:32:00	00d 00:10.0	64	74	64.9	62	-.-	64.8	64.7	63.5	63	62.5	----	-----	2511886	
44	7/16/2013	9:32:10	00d 00:10.0	65.2	75.2	65.7	64.8	-.-	65.6	65.6	65.2	64.9	64.9	----	-----	3311311	
45	7/16/2013	9:32:20	00d 00:10.0	64.8	74.8	66.1	63.2	-.-	66	65.9	65.2	63.8	63.6	----	-----	3019952	
46	7/16/2013	9:32:30	00d 00:10.0	64.7	74.7	65.3	63.1	-.-	65.3	65.3	64.7	63.5	63.3	----	-----	2951209	
47	7/16/2013	9:32:40	00d 00:10.0	62.8	72.8	64.7	61.7	-.-	64.5	64.3	62.8	61.8	61.7	----	-----	1905461	
48	7/16/2013	9:32:50	00d 00:10.0	63.7	73.7	64.5	62.9	-.-	64.4	64.4	63.4	63.1	63	----	-----	2344229	
49	7/16/2013	9:33:00	00d 00:10.0	63.8	73.8	65.1	62.7	-.-	65.1	64.9	63.5	62.8	62.8	----	-----	2398833	
50	7/16/2013	9:33:10	00d 00:10.0	62.5	72.5	65	61	-.-	64.7	64.7	62.3	61.2	61.2	----	-----	1778279	
51	7/16/2013	9:33:20	00d 00:10.0	59.4	69.4	61.2	57.4	-.-	61.2	61.1	59.5	57.6	57.5	----	-----	870963.6	
52	7/16/2013	9:33:30	00d 00:10.0	59.6	69.6	61.3	57.9	-.-	61.1	60.7	59	58	57.9	----	-----	912010.8	
53	7/16/2013	9:33:40	00d 00:10.0	61.4	71.4	61.9	60.2	-.-	61.9	61.9	61.5	60.7	60.5	----	-----	1380384	
54	7/16/2013	9:33:50	00d 00:10.0	63.6	73.6	66.1	59.8	-.-	66	65.9	62	60.1	59.9	----	-----	2290868	
55	7/16/2013	9:34:00	00d 00:10.0	64	74	66.4	60.9	-.-	66.3	66.1	64.7	61.6	61.4	----	-----	2511886	
56	7/16/2013	9:34:10	00d 00:10.0	59.9	69.9	61	59.2	-.-	60.7	60.6	60	59.3	59.2	----	-----	977237.2	
57	7/16/2013	9:34:20	00d 00:10.0	62.9	72.9	63.8	60.7	-.-	63.6	63.5	63.1	60.9	60.9	----	-----	1949845	
58	7/16/2013	9:34:30	00d 00:10.0	63.5	73.5	64.4	62.3	-.-	64.4	64.3	63.5	62.8	62.5	----	-----	2238721	
59	7/16/2013	9:34:40	00d 00:10.0	60.5	70.5	62.3	59.6	-.-	62.1	62	60.6	59.7	59.7	----	-----	1122018	
60	7/16/2013	9:34:50	00d 00:10.0	63.2	73.2	65.3	59.5	-.-	65.1	65	62.9	59.7	59.7	----	-----	2089296	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R14																71.2
1	7/16/2013	9:25:00 00d 00:10.0	73.4	83.4	77.6	69.4	-.-	76.9	76.3	72.6	69.6	69.5	----	-----	21877616	
2	7/16/2013	9:25:10 00d 00:10.0	71.3	81.3	72.9	69.9	-.-	72.8	72.7	70.7	70.1	70.1	----	-----	13489629	
3	7/16/2013	9:25:20 00d 00:10.0	73	83	75.4	69.3	-.-	75	74.8	73.3	70.3	69.6	----	-----	19952623	
4	7/16/2013	9:25:30 00d 00:10.0	68.7	78.7	69.5	68	-.-	69.3	69	68.6	68.2	68.1	----	-----	7413102	
5	7/16/2013	9:25:40 00d 00:10.0	72.6	82.6	76.6	69.5	-.-	75.9	74.3	70.3	69.9	69.8	----	-----	18197009	
6	7/16/2013	9:25:50 00d 00:10.0	74.8	84.8	77.4	71.7	-.-	77.1	77	75.5	71.9	71.7	----	-----	30199517	
7	7/16/2013	9:26:00 00d 00:10.0	68.3	78.3	72.6	65.7	-.-	72.2	72.1	67.4	66	65.9	----	-----	6760830	
8	7/16/2013	9:26:10 00d 00:10.0	71	81	74	67.1	-.-	73.9	73.7	70.4	67.7	67.2	----	-----	12589254	
9	7/16/2013	9:26:20 00d 00:10.0	71	81	73.5	67.2	-.-	73.4	73.2	70.4	67.7	67.6	----	-----	12589254	
10	7/16/2013	9:26:30 00d 00:10.0	72.2	82.2	73.9	70.5	-.-	73.8	73.5	72.2	70.8	70.5	----	-----	16595869	
11	7/16/2013	9:26:40 00d 00:10.0	69.8	79.8	71.2	67.8	-.-	71.1	71	70.5	68.1	68	----	-----	9549926	
12	7/16/2013	9:26:50 00d 00:10.0	69.6	79.6	71.6	66.6	-.-	71.6	71.4	69.8	67	66.7	----	-----	9120108	
13	7/16/2013	9:27:00 00d 00:10.0	72.6	82.6	74.8	67.1	-.-	74.7	74.3	71.8	70	68.6	----	-----	18197009	
14	7/16/2013	9:27:10 00d 00:10.0	70.9	80.9	74.4	68.3	-.-	74.2	73.8	69.8	68.5	68.4	----	-----	12302688	
15	7/16/2013	9:27:20 00d 00:10.0	70.9	80.9	72.8	68.6	-.-	72.7	72.4	70.6	69.3	69.3	----	-----	12302688	
16	7/16/2013	9:27:30 00d 00:10.0	67.2	77.2	68.6	65.9	-.-	68.4	68.4	66.8	66.2	66.1	----	-----	5248075	
17	7/16/2013	9:27:40 00d 00:10.0	68.2	78.2	68.9	67.5	-.-	68.9	68.8	68.3	67.7	67.6	----	-----	6606934	
18	7/16/2013	9:27:50 00d 00:10.0	67.3	77.3	68.8	65.4	-.-	68.4	68.2	67.2	65.6	65.5	----	-----	5370318	
19	7/16/2013	9:28:00 00d 00:10.0	73.7	83.7	76.1	68.8	-.-	76	75.9	72.9	69.4	69.3	----	-----	23442288	
20	7/16/2013	9:28:10 00d 00:10.0	74.1	84.1	76.8	72.8	-.-	76.7	76.5	73.5	73.1	73	----	-----	25703958	
21	7/16/2013	9:28:20 00d 00:10.0	71.6	81.6	73.4	69.9	-.-	73.3	73	71	70.1	70	----	-----	14454398	
22	7/16/2013	9:28:30 00d 00:10.0	72.7	82.7	73.3	71.9	-.-	73.2	73.2	72.9	72.1	72	----	-----	18620871	
23	7/16/2013	9:28:40 00d 00:10.0	70.9	80.9	72	70	-.-	71.9	71.8	70.9	70.2	70.1	----	-----	12302688	
24	7/16/2013	9:28:50 00d 00:10.0	67.5	77.5	70.9	65.5	-.-	70.4	70	67.6	65.8	65.7	----	-----	5623413	
25	7/16/2013	9:29:00 00d 00:10.0	68.1	78.1	69.7	65.4	-.-	69.5	69.2	68.3	65.8	65.6	----	-----	6456542	
26	7/16/2013	9:29:10 00d 00:10.0	71.6	81.6	73.6	68.4	-.-	73.4	73.4	71.2	68.7	68.7	----	-----	14454398	
27	7/16/2013	9:29:20 00d 00:10.0	67.5	77.5	72.2	65.6	-.-	71.6	70.8	66.9	65.8	65.7	----	-----	5623413	
28	7/16/2013	9:29:30 00d 00:10.0	71.5	81.5	73.3	69.2	-.-	72.7	72.5	70.6	70	70	----	-----	14125375	
29	7/16/2013	9:29:40 00d 00:10.0	73.4	83.4	75.5	70.9	-.-	75.2	74.8	72.8	71	71	----	-----	21877616	
30	7/16/2013	9:29:50 00d 00:10.0	75.4	85.4	79.4	69.9	-.-	79.1	78.5	75.3	71	70.3	----	-----	34673685	
31	7/16/2013	9:30:00 00d 00:10.0	67.5	77.5	69.9	66.3	-.-	69.8	69.4	67.5	66.6	66.4	----	-----	5623413	
32	7/16/2013	9:30:10 00d 00:10.0	69.7	79.7	70.8	67.8	-.-	70.7	70.5	69.7	68.8	68.2	----	-----	9332543	
33	7/16/2013	9:30:20 00d 00:10.0	63.6	73.6	69.4	61.2	-.-	68.5	67.6	63.2	61.4	61.3	----	-----	2290868	
34	7/16/2013	9:30:30 00d 00:10.0	68.2	78.2	70.3	63.5	-.-	70.2	70.2	68.2	64	63.9	----	-----	6606934	
35	7/16/2013	9:30:40 00d 00:10.0	69.9	79.9	72.9	65.6	-.-	72.8	72.6	67.7	66.1	65.8	----	-----	9772372	
36	7/16/2013	9:30:50 00d 00:10.0	68.8	78.8	71.3	67.8	-.-	70.8	70.6	69.2	67.9	67.9	----	-----	7585776	
37	7/16/2013	9:31:00 00d 00:10.0	66.7	76.7	68.6	64.6	-.-	68.5	68.3	66.8	64.9	64.8	----	-----	4677351	
38	7/16/2013	9:31:10 00d 00:10.0	71.3	81.3	73.1	64.9	-.-	72.9	72.6	71.2	65.7	65.2	----	-----	13489629	
39	7/16/2013	9:31:20 00d 00:10.0	74.7	84.7	76.4	71.9	-.-	76.1	76	75.1	72.6	72.2	----	-----	29512092	
40	7/16/2013	9:31:30 00d 00:10.0	72.1	82.1	73.2	70.9	-.-	73.2	73.1	71.6	71	71	----	-----	16218101	
41	7/16/2013	9:31:40 00d 00:10.0	71	81	73.3	68.6	-.-	73.2	73.2	71.1	68.7	68.7	----	-----	12589254	
42	7/16/2013	9:31:50 00d 00:10.0	71	81	71.9	69.3	-.-	71.7	71.6	70.8	70.2	70.1	----	-----	12589254	
43	7/16/2013	9:32:00 00d 00:10.0	65.3	75.3	71.1	63.2	-.-	70.4	69.7	64.9	63.5	63.4	----	-----	3388442	
44	7/16/2013	9:32:10 00d 00:10.0	64.1	74.1	66	61.5	-.-	65.9	65.8	64.1	61.8	61.6	----	-----	2570396	
45	7/16/2013	9:32:20 00d 00:10.0	72.9	82.9	76.1	65	-.-	76	75.7	73.1	66.1	65.5	----	-----	19498446	
46	7/16/2013	9:32:30 00d 00:10.0	73.8	83.8	74.6	72.6	-.-	74.4	74.3	74	72.8	72.7	----	-----	23988329	
47	7/16/2013	9:32:40 00d 00:10.0	73.8	83.8	76.5	71.2	-.-	76.3	76	73.5	71.5	71.3	----	-----	23988329	
48	7/16/2013	9:32:50 00d 00:10.0	72.1	82.1	73.3	71.2	-.-	72.9	72.9	72.2	71.5	71.4	----	-----	16218101	
49	7/16/2013	9:33:00 00d 00:10.0	70	80	72.6	68.5	-.-	72.5	72.1	69.8	68.8	68.6	----	-----	10000000	
50	7/16/2013	9:33:10 00d 00:10.0	71.8	81.8	73.1	70.1	-.-	73	72.9	71.3	70.6	70.6	----	-----	15135612	
51	7/16/2013	9:33:20 00d 00:10.0	71.6	81.6	73.3	70.1	-.-	73.2	73.1	71.5	70.3	70.2	----	-----	14454398	
52	7/16/2013	9:33:30 00d 00:10.0	70.9	80.9	73.6	67.6	-.-	73.5	73.3	70.9	67.8	67.7	----	-----	12302688	
53	7/16/2013	9:33:40 00d 00:10.0	68.4	78.4	69.3	66.5	-.-	69.1	69.1	68.7	67.4	67.1	----	-----	6918310	
54	7/16/2013	9:33:50 00d 00:10.0	64.9	74.9	66.5	63.7	-.-	65.9	65.7	65	63.9	63.8	----	-----	3090295	
55	7/16/2013	9:34:00 00d 00:10.0	68.5	78.5	69.4	65.2	-.-	69.3	69.2	68.4	65.9	65.4	----	-----	7079458	
56	7/16/2013	9:34:10 00d 00:10.0	69.3	79.3	71.9	67.6	-.-	71.4	71	68.4	67.7	67.7	----	-----	8511380	
57	7/16/2013	9:34:20 00d 00:10.0	74.2	84.2	76.5	71.8	-.-	76.3	76	73.8	72.2	72.1	----	-----	26302680	
58	7/16/2013	9:34:30 00d 00:10.0	70.2	80.2	71.8	68.9	-.-	71.6	71.4	70.3	69.7	69.4	----	-----	10471285	
59	7/16/2013	9:34:40 00d 00:10.0	70.4	80.4	71.1	68.7	-.-	71.1	71	70.2	68.8	68.8	----	-----	10964782	
60	7/16/2013	9:34:50 00d 00:10.0	70	80	71.6	68.5	-.-	71.5	71.3	69.8	68.7	68.6	----	-----	10000000	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R15																72.6
1	7/16/2013	8:45:00 00d 00:10.0	71.4	81.4	72	70.7	-.-	71.9	71.8	71.4	70.8	70.8	----	-----	13803843	
2	7/16/2013	8:45:10 00d 00:10.0	75.2	85.2	76.2	71.5	-.-	76.1	76	75.3	72.1	71.7	----	-----	33113112	
3	7/16/2013	8:45:20 00d 00:10.0	74.8	84.8	76.5	72.4	-.-	76.4	76.2	75	73.4	73	----	-----	30199517	
4	7/16/2013	8:45:30 00d 00:10.0	72.8	82.8	74.9	70.5	-.-	74.7	74.6	72	70.5	70.5	----	-----	19054607	
5	7/16/2013	8:45:40 00d 00:10.0	74.3	84.3	74.9	73.3	-.-	74.8	74.8	74.5	73.5	73.4	----	-----	26915348	
6	7/16/2013	8:45:50 00d 00:10.0	72.1	82.1	74.1	71.4	-.-	73.9	73.6	72.3	71.5	71.4	----	-----	16218101	
7	7/16/2013	8:46:00 00d 00:10.0	72.7	82.7	74.1	70.5	-.-	74	73.9	72.9	71.2	70.8	----	-----	18620871	
8	7/16/2013	8:46:10 00d 00:10.0	71.4	81.4	72.1	70.1	-.-	72	71.9	71.6	70.5	70.3	----	-----	13803843	
9	7/16/2013	8:46:20 00d 00:10.0	69.7	79.7	70.5	68.9	-.-	70.2	70	69.8	69.1	69	----	-----	9332543	
10	7/16/2013	8:46:30 00d 00:10.0	71.8	81.8	73	70.5	-.-	72.7	72.4	71.6	70.7	70.7	----	-----	15135612	
11	7/16/2013	8:46:40 00d 00:10.0	73.8	83.8	75.3	71.5	-.-	75.3	75.1	73.4	71.9	71.7	----	-----	23988329	
12	7/16/2013	8:46:50 00d 00:10.0	73.3	83.3	75.9	69.2	-.-	75.8	75.7	73.9	70.3	69.9	----	-----	21379621	
13	7/16/2013	8:47:00 00d 00:10.0	69.5	79.5	71.4	66.2	-.-	71.4	71.3	68.8	66.3	66.3	----	-----	8912509	
14	7/16/2013	8:47:10 00d 00:10.0	71.4	81.4	72.9	70.1	-.-	72.7	72.4	71.3	70.2	70.2	----	-----	13803843	
15	7/16/2013	8:47:20 00d 00:10.0	76.1	86.1	77.3	72.1	-.-	77.2	77.1	76.1	74.2	73.7	----	-----	40738028	
16	7/16/2013	8:47:30 00d 00:10.0	74.8	84.8	76.6	73.7	-.-	76.5	76.3	74.2	73.9	73.8	----	-----	30199517	
17	7/16/2013	8:47:40 00d 00:10.0	72	82	74.2	69.6	-.-	73.7	73.6	72.4	69.8	69.8	----	-----	15848932	
18	7/16/2013	8:47:50 00d 00:10.0	71.6	81.6	74.2	68.8	-.-	74.1	73.9	70.8	68.9	68.9	----	-----	14454398	
19	7/16/2013	8:48:00 00d 00:10.0	69.9	79.9	73.9	67.5	-.-	73.5	73.1	70	67.8	67.6	----	-----	9772372	
20	7/16/2013	8:48:10 00d 00:10.0	71.8	81.8	73	70.7	-.-	73	72.9	71.5	70.9	70.8	----	-----	15135612	
21	7/16/2013	8:48:20 00d 00:10.0	73.4	83.4	74.4	71.1	-.-	74.3	74.3	73.5	71.8	71.5	----	-----	21877616	
22	7/16/2013	8:48:30 00d 00:10.0	72.2	82.2	74.1	70.9	-.-	74	73.6	71.9	71	71	----	-----	16595869	
23	7/16/2013	8:48:40 00d 00:10.0	68.4	78.4	71.4	66.1	-.-	71.2	70.9	68.3	66.2	66.1	----	-----	6918310	
24	7/16/2013	8:48:50 00d 00:10.0	68.2	78.2	69.4	67.1	-.-	69.3	69.2	68.2	67.3	67.2	----	-----	6606934	
25	7/16/2013	8:49:00 00d 00:10.0	72.7	82.7	74.6	68.3	-.-	74.5	74.5	72.2	68.6	68.4	----	-----	18620871	
26	7/16/2013	8:49:10 00d 00:10.0	75.7	85.7	76.1	72.5	-.-	75.9	75.8	75.7	74.7	73.6	----	-----	37153523	
27	7/16/2013	8:49:20 00d 00:10.0	72.6	82.6	75.6	70.3	-.-	75.3	74.9	72.7	70.6	70.5	----	-----	18197009	
28	7/16/2013	8:49:30 00d 00:10.0	73	83	75.6	69.8	-.-	75.5	75	72.9	70.1	69.9	----	-----	19952623	
29	7/16/2013	8:49:40 00d 00:10.0	73.4	83.4	76.1	70.6	-.-	76	76	73	70.8	70.7	----	-----	21877616	
30	7/16/2013	8:49:50 00d 00:10.0	74.5	84.5	77.2	68.2	-.-	77.1	76.9	74.8	69.9	69	----	-----	28183829	
31	7/16/2013	8:50:00 00d 00:10.0	71.3	81.3	74.4	66	-.-	74.2	74	68.6	66.1	66	----	-----	13489629	
32	7/16/2013	8:50:10 00d 00:10.0	74.1	84.1	75.6	72.3	-.-	75.4	75	74.2	73.4	72.9	----	-----	25703958	
33	7/16/2013	8:50:20 00d 00:10.0	74.1	84.1	76.2	70.7	-.-	76.1	76	73.8	70.8	70.8	----	-----	25703958	
34	7/16/2013	8:50:30 00d 00:10.0	75.1	85.1	77.4	71.5	-.-	77.3	77.2	74.8	71.9	71.7	----	-----	32359366	
35	7/16/2013	8:50:40 00d 00:10.0	71.1	81.1	74.2	67	-.-	73.5	73	72.5	67.5	67.2	----	-----	12882496	
36	7/16/2013	8:50:50 00d 00:10.0	71.9	81.9	75.3	67.1	-.-	74.9	74.3	69.9	67.7	67.2	----	-----	15488166	
37	7/16/2013	8:51:00 00d 00:10.0	74	84	77.7	70.3	-.-	77.4	77.2	72.7	70.5	70.4	----	-----	25118864	
38	7/16/2013	8:51:10 00d 00:10.0	71	81	73.6	68.1	-.-	73.6	73.3	70.9	68.2	68.1	----	-----	12589254	
39	7/16/2013	8:51:20 00d 00:10.0	71.4	81.4	73.1	68.1	-.-	72.9	72.8	70.7	68.5	68.2	----	-----	13803843	
40	7/16/2013	8:51:30 00d 00:10.0	69.9	79.9	72.7	69	-.-	72.6	72.1	69.5	69.2	69.1	----	-----	9772372	
41	7/16/2013	8:51:40 00d 00:10.0	71.2	81.2	72.6	68.8	-.-	72.6	72.5	71.1	68.9	68.8	----	-----	13182567	
42	7/16/2013	8:51:50 00d 00:10.0	71.6	81.6	73	69.2	-.-	72.9	72.5	71.6	69.4	69.3	----	-----	14454398	
43	7/16/2013	8:52:00 00d 00:10.0	72.2	82.2	73.2	71.1	-.-	73.1	73	72.5	71.2	71.1	----	-----	16595869	
44	7/16/2013	8:52:10 00d 00:10.0	70.1	80.1	71.9	68.9	-.-	71.8	71.7	69.9	69.1	69	----	-----	10232930	
45	7/16/2013	8:52:20 00d 00:10.0	75.1	85.1	76.8	69.1	-.-	76.8	76.8	74.9	69.4	69.2	----	-----	32359366	
46	7/16/2013	8:52:30 00d 00:10.0	73.6	83.6	75.9	72.6	-.-	75.5	75.1	73.7	72.9	72.8	----	-----	22908677	
47	7/16/2013	8:52:40 00d 00:10.0	70.6	80.6	73.7	69.9	-.-	73.1	72.6	70.4	70.1	70	----	-----	11481536	
48	7/16/2013	8:52:50 00d 00:10.0	67.8	77.8	70.2	63.8	-.-	69.8	69.8	68.9	64.8	64.2	----	-----	6025596	
49	7/16/2013	8:53:00 00d 00:10.0	70.7	80.7	73.3	63.7	-.-	73.2	73.1	70.8	64.5	64	----	-----	11748976	
50	7/16/2013	8:53:10 00d 00:10.0	71.8	81.8	72.8	70.7	-.-	72.7	72.7	71.9	70.9	70.8	----	-----	15135612	
51	7/16/2013	8:53:20 00d 00:10.0	70.2	80.2	72.3	69.2	-.-	71.7	70.9	69.7	69.2	69.2	----	-----	10471285	
52	7/16/2013	8:53:30 00d 00:10.0	72.5	82.5	73.3	71.6	-.-	73.2	73.1	72.6	71.8	71.7	----	-----	17782794	
53	7/16/2013	8:53:40 00d 00:10.0	74.7	84.7	76	72.2	-.-	75.9	75.9	74.4	72.6	72.5	----	-----	29512092	
54	7/16/2013	8:53:50 00d 00:10.0	71.9	81.9	74.5	71	-.-	74.2	73.6	72.1	71.1	71.1	----	-----	15488166	
55	7/16/2013	8:54:00 00d 00:10.0	74.2	84.2	76.1	70.7	-.-	76	76	74.1	70.9	70.8	----	-----	26302680	
56	7/16/2013	8:54:10 00d 00:10.0	70.4	80.4	75.3	67.4	-.-	74.7	74.1	70.3	67.6	67.5	----	-----	10964782	
57	7/16/2013	8:54:20 00d 00:10.0	72.6	82.6	74.4	69.2	-.-	74.3	74.2	72.1	70.2	69.8	----	-----	18197009	
58	7/16/2013	8:54:30 00d 00:10.0	70.6	80.6	73.7	67.1	-.-	73.5	72.8	69.9	67.3	67.2	----	-----	11481536	
59	7/16/2013	8:54:40 00d 00:10.0	72.3	82.3	73.8	71.1	-.-	73.6	73.4	72.4	71.4	71.2	----	-----	16982437	
60	7/16/2013	8:54:50 00d 00:10.0	72.1	82.1	73.9	69.2	-.-	73.2	73.2	72.3	69.5	69.3	----	-----	16218101	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R16																57.7
1	7/16/2013	8:45:00 00d 00:10.0	56.4	66.4	57.1	54.4	-.-	57	56.7	56.4	54.8	54.5	----	-----	436515.8	
2	7/16/2013	8:45:10 00d 00:10.0	55.8	65.8	57	55.4	-.-	56.7	56.3	55.9	55.5	55.5	----	-----	380189.4	
3	7/16/2013	8:45:20 00d 00:10.0	54.7	64.7	55.8	54.1	-.-	55.5	55.4	54.6	54.3	54.2	----	-----	295120.9	
4	7/16/2013	8:45:30 00d 00:10.0	56.2	66.2	57.1	55.2	-.-	57	56.6	56.1	55.3	55.3	----	-----	416869.4	
5	7/16/2013	8:45:40 00d 00:10.0	58.5	68.5	59.1	57.1	-.-	59	59	58.3	57.5	57.4	----	-----	707945.8	
6	7/16/2013	8:45:50 00d 00:10.0	57.8	67.8	59.4	55.9	-.-	59.2	59.1	57.8	56.3	56.1	----	-----	602559.6	
7	7/16/2013	8:46:00 00d 00:10.0	57.1	67.1	58.4	55.7	-.-	58.4	58.2	56.8	56.1	56.1	----	-----	512861.4	
8	7/16/2013	8:46:10 00d 00:10.0	56.6	66.6	57.2	56.2	-.-	57	57	56.6	56.3	56.3	----	-----	457088.2	
9	7/16/2013	8:46:20 00d 00:10.0	54.1	64.1	56.4	53.1	-.-	56	55.9	54.1	53.2	53.1	----	-----	257039.6	
10	7/16/2013	8:46:30 00d 00:10.0	54.4	64.4	55.4	52.8	-.-	55.3	55.3	54.6	53.1	52.9	----	-----	275422.9	
11	7/16/2013	8:46:40 00d 00:10.0	52	62	52.9	51.3	-.-	52.8	52.8	52	51.4	51.4	----	-----	158489.3	
12	7/16/2013	8:46:50 00d 00:10.0	53.2	63.2	53.6	52.3	-.-	53.6	53.5	53.2	52.5	52.5	----	-----	208929.6	
13	7/16/2013	8:47:00 00d 00:10.0	55.6	65.6	56.5	53.3	-.-	56.5	56.4	55.6	53.7	53.4	----	-----	363078.1	
14	7/16/2013	8:47:10 00d 00:10.0	56.5	66.5	57	54.9	-.-	56.9	56.9	56.6	55.5	55.5	----	-----	446683.6	
15	7/16/2013	8:47:20 00d 00:10.0	55.1	65.1	56.3	54.3	-.-	56.2	56.2	55.1	54.5	54.5	----	-----	323593.7	
16	7/16/2013	8:47:30 00d 00:10.0	56.3	66.3	57	54.6	-.-	56.9	56.9	56.3	55.2	54.9	----	-----	426579.5	
17	7/16/2013	8:47:40 00d 00:10.0	55.9	65.9	56.4	55.7	-.-	56.3	56.3	55.9	55.8	55.8	----	-----	389045.1	
18	7/16/2013	8:47:50 00d 00:10.0	61.2	71.2	65.1	55.8	-.-	65.1	64.9	56.6	56	55.9	----	-----	1318257	
19	7/16/2013	8:48:00 00d 00:10.0	56.2	66.2	63.5	55.2	-.-	62.1	60.8	56.1	55.4	55.3	----	-----	416869.4	
20	7/16/2013	8:48:10 00d 00:10.0	57.9	67.9	59.7	56.2	-.-	59.1	58.9	57.3	56.4	56.3	----	-----	616595	
21	7/16/2013	8:48:20 00d 00:10.0	67.9	77.9	71	59.7	-.-	70.9	70.8	67.1	62.1	60.9	----	-----	6165950	
22	7/16/2013	8:48:30 00d 00:10.0	56.8	66.8	63	56.2	-.-	61.5	60.2	57.1	56.7	56.5	----	-----	478630.1	
23	7/16/2013	8:48:40 00d 00:10.0	54.7	64.7	56.2	54	-.-	56.1	55.9	54.8	54.2	54.2	----	-----	295120.9	
24	7/16/2013	8:48:50 00d 00:10.0	53.8	63.8	54.8	53.3	-.-	54.7	54.5	53.7	53.4	53.3	----	-----	239883.3	
25	7/16/2013	8:49:00 00d 00:10.0	53.9	63.9	54.4	53	-.-	54.4	54.4	53.8	53.6	53.4	----	-----	245470.9	
26	7/16/2013	8:49:10 00d 00:10.0	53	63	53.8	52.3	-.-	53.5	53.4	52.8	52.4	52.3	----	-----	199526.2	
27	7/16/2013	8:49:20 00d 00:10.0	55.8	65.8	56.9	53.8	-.-	56.8	56.8	55.4	53.9	53.9	----	-----	380189.4	
28	7/16/2013	8:49:30 00d 00:10.0	57	67	57.5	56.6	-.-	57.5	57.4	57	56.7	56.6	----	-----	501187.2	
29	7/16/2013	8:49:40 00d 00:10.0	57.4	67.4	57.8	56.5	-.-	57.7	57.7	57.5	56.8	56.6	----	-----	549540.9	
30	7/16/2013	8:49:50 00d 00:10.0	56.1	66.1	57.5	55.3	-.-	57.4	57.4	56	55.5	55.4	----	-----	407380.3	
31	7/16/2013	8:50:00 00d 00:10.0	56.4	66.4	57	55.5	-.-	56.9	56.8	56.4	55.6	55.6	----	-----	436515.8	
32	7/16/2013	8:50:10 00d 00:10.0	57.1	67.1	58	56	-.-	58	57.9	56.8	56.1	56.1	----	-----	512861.4	
33	7/16/2013	8:50:20 00d 00:10.0	56.8	66.8	57.9	56.1	-.-	57.8	57.7	56.9	56.2	56.2	----	-----	478630.1	
34	7/16/2013	8:50:30 00d 00:10.0	56.8	66.8	57.2	56.3	-.-	57.1	57	56.8	56.4	56.4	----	-----	478630.1	
35	7/16/2013	8:50:40 00d 00:10.0	56.9	66.9	57.2	56.5	-.-	57.2	57.1	57	56.7	56.7	----	-----	489778.8	
36	7/16/2013	8:50:50 00d 00:10.0	55.9	65.9	56.9	55.5	-.-	56.8	56.8	55.8	55.6	55.5	----	-----	389045.1	
37	7/16/2013	8:51:00 00d 00:10.0	56.7	66.7	57.4	55.7	-.-	57.3	57.2	56.7	56.2	56.1	----	-----	467735.1	
38	7/16/2013	8:51:10 00d 00:10.0	54.3	64.3	56.1	53.7	-.-	55.7	55.4	54.2	53.8	53.8	----	-----	269153.5	
39	7/16/2013	8:51:20 00d 00:10.0	55.5	65.5	56.1	54	-.-	56	56	55.7	54.2	54.1	----	-----	354813.4	
40	7/16/2013	8:51:30 00d 00:10.0	54.6	64.6	55.8	53.9	-.-	55.6	55.5	54.5	54.1	54	----	-----	288403.2	
41	7/16/2013	8:51:40 00d 00:10.0	55.1	65.1	58.7	53	-.-	58.2	57.6	53.9	53.3	53.2	----	-----	323593.7	
42	7/16/2013	8:51:50 00d 00:10.0	57.4	67.4	59	54.6	-.-	58.8	58.7	57.2	54.9	54.8	----	-----	549540.9	
43	7/16/2013	8:52:00 00d 00:10.0	57.3	67.3	59.5	55.2	-.-	59.2	59	56.8	55.5	55.3	----	-----	537031.8	
44	7/16/2013	8:52:10 00d 00:10.0	55.3	65.3	59	54.3	-.-	58.5	58	54.9	54.5	54.4	----	-----	338844.2	
45	7/16/2013	8:52:20 00d 00:10.0	55.3	65.3	56.1	54.3	-.-	56	55.6	55.3	54.4	54.4	----	-----	338844.2	
46	7/16/2013	8:52:30 00d 00:10.0	57.3	67.3	58.1	55.9	-.-	57.9	57.9	57.2	56	56	----	-----	537031.8	
47	7/16/2013	8:52:40 00d 00:10.0	57.1	67.1	57.9	55.9	-.-	57.8	57.7	57.4	56.3	56.1	----	-----	512861.4	
48	7/16/2013	8:52:50 00d 00:10.0	56	66	56.5	55.6	-.-	56.4	56.3	56	55.7	55.6	----	-----	398107.2	
49	7/16/2013	8:53:00 00d 00:10.0	57.1	67.1	58.6	55.4	-.-	58.4	58.3	57	55.6	55.5	----	-----	512861.4	
50	7/16/2013	8:53:10 00d 00:10.0	59	69	62.3	54.9	-.-	61.9	61.5	57.3	55.1	55	----	-----	794328.2	
51	7/16/2013	8:53:20 00d 00:10.0	58.4	68.4	62.6	54.7	-.-	62.2	61.7	58.1	55.5	55.1	----	-----	691831	
52	7/16/2013	8:53:30 00d 00:10.0	57.9	67.9	60.6	54.7	-.-	60.2	60	57	55.1	54.8	----	-----	616595	
53	7/16/2013	8:53:40 00d 00:10.0	58	68	61.2	55.4	-.-	60.9	60.4	56.9	55.4	55.4	----	-----	630957.3	
54	7/16/2013	8:53:50 00d 00:10.0	59.8	69.8	62.6	56.9	-.-	62.4	61.8	59.6	57.8	57.3	----	-----	954992.6	
55	7/16/2013	8:54:00 00d 00:10.0	58	68	60.8	54.9	-.-	60.5	60.2	57.1	55.3	55.1	----	-----	630957.3	
56	7/16/2013	8:54:10 00d 00:10.0	57.8	67.8	60.8	55.1	-.-	60.5	60	57.2	55.4	55.2	----	-----	602559.6	
57	7/16/2013	8:54:20 00d 00:10.0	59.1	69.1	61.1	56.2	-.-	60.9	60.7	59	56.4	56.3	----	-----	812830.5	
58	7/16/2013	8:54:30 00d 00:10.0	61.6	71.6	64.8	56.3	-.-	64.8	64.2	61	58	57.1	----	-----	1445440	
59	7/16/2013	8:54:40 00d 00:10.0	58.2	68.2	60.6	55.6	-.-	60.3	60	57.8	55.7	55.6	----	-----	660693.4	
60	7/16/2013	8:54:50 00d 00:10.0	58.1	68.1	61.4	54.2	-.-	61.2	60.7	58.3	54.6	54.3	----	-----	645654.2	

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R17

Overall Leq: 58.9

Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log
1	7/16/2013	8:45:00 00d 00:10.0	59.7	69.7	62.4	55.4	-.-	61.9	61.8	58.4	55.9	55.6	----	-----	933254.3
2	7/16/2013	8:45:10 00d 00:10.0	58.6	68.6	63	55.9	-.-	62.8	62.4	58.4	56	56	----	-----	724436
3	7/16/2013	8:45:20 00d 00:10.0	57.1	67.1	58.2	55.7	-.-	58	57.9	56.6	55.9	55.9	----	-----	512861.4
4	7/16/2013	8:45:30 00d 00:10.0	58.3	68.3	59	57.7	-.-	59	58.9	58	57.8	57.8	----	-----	676083
5	7/16/2013	8:45:40 00d 00:10.0	63	73	64.2	59	-.-	64.1	64.1	62.6	60.2	59.5	----	-----	1995262
6	7/16/2013	8:45:50 00d 00:10.0	61	71	63.6	58.4	-.-	63.3	63.1	61.5	59.3	58.9	----	-----	1258925
7	7/16/2013	8:46:00 00d 00:10.0	56.4	66.4	58.4	55.2	-.-	58	57.8	56.3	55.3	55.2	----	-----	436515.8
8	7/16/2013	8:46:10 00d 00:10.0	61	71	62.3	58.1	-.-	62.2	62.1	60.8	58.8	58.5	----	-----	1258925
9	7/16/2013	8:46:20 00d 00:10.0	56.9	66.9	60.3	55.3	-.-	60	59.6	57	55.4	55.3	----	-----	489778.8
10	7/16/2013	8:46:30 00d 00:10.0	55.6	65.6	56.2	55.1	-.-	56.1	56	55.4	55.2	55.1	----	-----	363078.1
11	7/16/2013	8:46:40 00d 00:10.0	55	65	56.7	53.3	-.-	56.6	56.6	55.1	53.3	53.3	----	-----	316227.8
12	7/16/2013	8:46:50 00d 00:10.0	55.5	65.5	56.4	53.6	-.-	56.3	56.2	55.3	54.2	53.9	----	-----	354813.4
13	7/16/2013	8:47:00 00d 00:10.0	58.8	68.8	60.5	56	-.-	60.5	60.4	58	56.3	56.1	----	-----	758577.6
14	7/16/2013	8:47:10 00d 00:10.0	59.9	69.9	61.2	58.8	-.-	61	60.8	59.3	59	58.9	----	-----	977237.2
15	7/16/2013	8:47:20 00d 00:10.0	59.9	69.9	61.7	58.3	-.-	61.7	61.5	60	58.5	58.4	----	-----	977237.2
16	7/16/2013	8:47:30 00d 00:10.0	60.7	70.7	62	58.2	-.-	61.8	61.7	60.8	58.9	58.7	----	-----	1174898
17	7/16/2013	8:47:40 00d 00:10.0	57	67	58.7	55.7	-.-	58.4	58.1	56.6	55.8	55.7	----	-----	501187.2
18	7/16/2013	8:47:50 00d 00:10.0	60.2	70.2	61.4	58.7	-.-	61.3	61.2	60	59.3	59	----	-----	1047129
19	7/16/2013	8:48:00 00d 00:10.0	60.5	70.5	62	58.5	-.-	61.8	61.6	60.4	58.8	58.6	----	-----	1122018
20	7/16/2013	8:48:10 00d 00:10.0	60	70	61	59.1	-.-	60.9	60.8	60	59.2	59.2	----	-----	1000000
21	7/16/2013	8:48:20 00d 00:10.0	58.5	68.5	59.6	57.7	-.-	59.5	59.4	58.4	57.8	57.8	----	-----	707945.8
22	7/16/2013	8:48:30 00d 00:10.0	58.3	68.3	59.9	57.3	-.-	59.8	59.6	58.3	57.6	57.4	----	-----	676083
23	7/16/2013	8:48:40 00d 00:10.0	58	68	58.4	57.3	-.-	58.3	58.3	58	57.6	57.4	----	-----	630957.3
24	7/16/2013	8:48:50 00d 00:10.0	57.1	67.1	58.5	55.8	-.-	58.3	58.2	57.2	56.3	56	----	-----	512861.4
25	7/16/2013	8:49:00 00d 00:10.0	57.5	67.5	58.5	55.6	-.-	58.4	58.3	57.6	55.9	55.7	----	-----	562341.3
26	7/16/2013	8:49:10 00d 00:10.0	55.3	65.3	56.6	54	-.-	56.4	56.3	55.3	54.2	54.1	----	-----	338844.2
27	7/16/2013	8:49:20 00d 00:10.0	57.5	67.5	58.3	56.3	-.-	58.2	58.1	57.4	56.5	56.4	----	-----	562341.3
28	7/16/2013	8:49:30 00d 00:10.0	59.9	69.9	60.5	58.2	-.-	60.5	60.4	59.9	58.5	58.4	----	-----	977237.2
29	7/16/2013	8:49:40 00d 00:10.0	61.5	71.5	62.4	60.3	-.-	62.3	62.1	61.1	60.5	60.5	----	-----	1412538
30	7/16/2013	8:49:50 00d 00:10.0	60.3	70.3	62.5	59.3	-.-	62.4	62.2	60.1	59.4	59.3	----	-----	1071519
31	7/16/2013	8:50:00 00d 00:10.0	58.8	68.8	59.9	57.8	-.-	59.8	59.8	58.6	58	57.9	----	-----	758577.6
32	7/16/2013	8:50:10 00d 00:10.0	60	70	61.3	58.9	-.-	61.2	61.1	59.7	59	59	----	-----	1000000
33	7/16/2013	8:50:20 00d 00:10.0	61.4	71.4	62.9	58.4	-.-	62.8	62.8	61.7	59.4	58.7	----	-----	1380384
34	7/16/2013	8:50:30 00d 00:10.0	59.1	69.1	60.6	57.7	-.-	60.5	60.4	58.8	57.8	57.7	----	-----	812830.5
35	7/16/2013	8:50:40 00d 00:10.0	60.9	70.9	61.8	58.9	-.-	61.7	61.6	61.3	59.4	59	----	-----	1230269
36	7/16/2013	8:50:50 00d 00:10.0	58.5	68.5	59.7	57.4	-.-	59.7	59.5	58.2	57.6	57.5	----	-----	707945.8
37	7/16/2013	8:51:00 00d 00:10.0	60.5	70.5	62	59.3	-.-	61.9	61.8	59.8	59.4	59.4	----	-----	1122018
38	7/16/2013	8:51:10 00d 00:10.0	57.6	67.6	60.8	56.5	-.-	60.3	59.9	57.8	56.6	56.6	----	-----	575439.9
39	7/16/2013	8:51:20 00d 00:10.0	57.6	67.6	59.3	56.3	-.-	58.7	58.2	56.9	56.4	56.4	----	-----	575439.9
40	7/16/2013	8:51:30 00d 00:10.0	58.5	68.5	59.7	57.5	-.-	59.6	59.6	58.4	57.8	57.7	----	-----	707945.8
41	7/16/2013	8:51:40 00d 00:10.0	54.9	64.9	57.7	53.3	-.-	57.2	56.8	54.7	53.6	53.4	----	-----	309029.5
42	7/16/2013	8:51:50 00d 00:10.0	56.7	66.7	57.4	54.4	-.-	57.3	57.3	56.9	54.8	54.6	----	-----	467735.1
43	7/16/2013	8:52:00 00d 00:10.0	57.4	67.4	58.1	56.5	-.-	58	57.8	57.4	56.6	56.6	----	-----	549540.9
44	7/16/2013	8:52:10 00d 00:10.0	57	67	58.2	56.2	-.-	58.1	57.7	57.1	56.4	56.4	----	-----	501187.2
45	7/16/2013	8:52:20 00d 00:10.0	58.3	68.3	59.6	56	-.-	59.5	59.5	58.5	56.1	56	----	-----	676083
46	7/16/2013	8:52:30 00d 00:10.0	61.6	71.6	62.7	59.6	-.-	62.6	62.5	61.7	60.1	59.9	----	-----	1445440
47	7/16/2013	8:52:40 00d 00:10.0	59	69	61.2	57.5	-.-	60.8	60.5	59.2	58.4	58	----	-----	794328.2
48	7/16/2013	8:52:50 00d 00:10.0	57.1	67.1	58.8	56.1	-.-	58.5	58	56.6	56.2	56.1	----	-----	512861.4
49	7/16/2013	8:53:00 00d 00:10.0	58.2	68.2	59.8	55.7	-.-	59.8	59.6	58.9	55.8	55.8	----	-----	660693.4
50	7/16/2013	8:53:10 00d 00:10.0	57.9	67.9	58.4	55.8	-.-	58.3	58.3	58.1	56.3	56	----	-----	616595
51	7/16/2013	8:53:20 00d 00:10.0	56.2	66.2	57.5	55.7	-.-	57.2	56.9	56.2	55.8	55.8	----	-----	416869.4
52	7/16/2013	8:53:30 00d 00:10.0	60	70	62	55.8	-.-	62	61.9	59.6	55.9	55.9	----	-----	1000000
53	7/16/2013	8:53:40 00d 00:10.0	59.6	69.6	61.1	58.2	-.-	60.9	60.8	60.1	58.6	58.3	----	-----	912010.8
54	7/16/2013	8:53:50 00d 00:10.0	57.8	67.8	59.1	56.6	-.-	59	58.6	57.6	56.7	56.7	----	-----	602559.6
55	7/16/2013	8:54:00 00d 00:10.0	58.4	68.4	59.6	57.5	-.-	59.5	59.4	58.5	57.7	57.6	----	-----	691831
56	7/16/2013	8:54:10 00d 00:10.0	58.1	68.1	58.5	57.6	-.-	58.4	58.4	58.2	57.8	57.8	----	-----	645654.2
57	7/16/2013	8:54:20 00d 00:10.0	58	68	58.5	57.2	-.-	58.3	58.3	58	57.3	57.3	----	-----	630957.3
58	7/16/2013	8:54:30 00d 00:10.0	59.9	69.9	61.1	58.5	-.-	61	60.9	59.7	58.7	58.7	----	-----	977237.2
59	7/16/2013	8:54:40 00d 00:10.0	57.5	67.5	59.9	56.6	-.-	59.6	59.2	57.2	56.7	56.7	----	-----	562341.3
60	7/16/2013	8:54:50 00d 00:10.0	59.2	69.2	61	57.1	-.-	60.9	60.6	58.6	57.6	57.5	----	-----	831763.8

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R18																70.6
1	7/16/2013	8:10:00 00d 00:10.0	68.1	78.1	70	67.3	-.-	69	68.8	68.2	67.6	67.4	----	-----	6456542	
2	7/16/2013	8:10:10 00d 00:10.0	70.7	80.7	73.8	67.7	-.-	73.7	73.2	69.6	67.9	67.7	----	-----	11748976	
3	7/16/2013	8:10:20 00d 00:10.0	73.9	83.9	76.9	70.4	-.-	76.8	76.8	71.4	70.6	70.5	----	-----	24547089	
4	7/16/2013	8:10:30 00d 00:10.0	72.9	82.9	76.9	69.8	-.-	76.6	75.8	73	70	69.9	----	-----	19498446	
5	7/16/2013	8:10:40 00d 00:10.0	68.9	78.9	74.6	67.1	-.-	74.1	73.4	68.4	67.3	67.2	----	-----	7762471	
6	7/16/2013	8:10:50 00d 00:10.0	70.4	80.4	72.1	67.3	-.-	72.1	72	69.9	67.7	67.5	----	-----	10964782	
7	7/16/2013	8:11:00 00d 00:10.0	68.2	78.2	71.9	66.1	-.-	71.6	71.1	68.4	66.4	66.2	----	-----	6606934	
8	7/16/2013	8:11:10 00d 00:10.0	68.8	78.8	72.5	63.4	-.-	72.3	72	68.6	63.7	63.5	----	-----	7585776	
9	7/16/2013	8:11:20 00d 00:10.0	70.9	80.9	73	66.2	-.-	73	72.9	70.9	66.7	66.6	----	-----	12302688	
10	7/16/2013	8:11:30 00d 00:10.0	72	82	74.5	70.3	-.-	74.3	74	71	70.6	70.5	----	-----	15848932	
11	7/16/2013	8:11:40 00d 00:10.0	66.3	76.3	72.7	64	-.-	71.7	70.6	66.4	64.3	64.2	----	-----	4265795	
12	7/16/2013	8:11:50 00d 00:10.0	65.7	75.7	69.1	62.4	-.-	68.5	67.2	65	62.6	62.6	----	-----	3715352	
13	7/16/2013	8:12:00 00d 00:10.0	73	83	75.7	69.1	-.-	75.3	75	72.4	70.3	69.7	----	-----	19952623	
14	7/16/2013	8:12:10 00d 00:10.0	71.5	81.5	73.7	67	-.-	73.6	73.5	70.4	67.5	67.2	----	-----	14125375	
15	7/16/2013	8:12:20 00d 00:10.0	70.7	80.7	73.9	65.4	-.-	73.9	73.6	69.8	65.7	65.5	----	-----	11748976	
16	7/16/2013	8:12:30 00d 00:10.0	68.8	78.8	73.1	65.4	-.-	72.8	72.6	67	65.7	65.5	----	-----	7585776	
17	7/16/2013	8:12:40 00d 00:10.0	71.4	81.4	73.5	65.9	-.-	73.4	73.2	70.9	67.8	67	----	-----	13803843	
18	7/16/2013	8:12:50 00d 00:10.0	68.3	78.3	71.8	65.9	-.-	71.1	70.7	67.6	66.2	66	----	-----	6760830	
19	7/16/2013	8:13:00 00d 00:10.0	71.8	81.8	74.7	69.2	-.-	74.6	74.2	71.4	70	69.4	----	-----	15135612	
20	7/16/2013	8:13:10 00d 00:10.0	72.9	82.9	75.8	69	-.-	75.6	75.4	72.4	69.3	69.1	----	-----	19498446	
21	7/16/2013	8:13:20 00d 00:10.0	72.1	82.1	75	66.8	-.-	74.9	74.8	71.4	67.1	67	----	-----	16218101	
22	7/16/2013	8:13:30 00d 00:10.0	69.1	79.1	71.8	66.4	-.-	71.6	71.5	68.7	66.8	66.6	----	-----	8128305	
23	7/16/2013	8:13:40 00d 00:10.0	71	81	72.4	68.9	-.-	72.4	72.3	71.1	69.3	68.9	----	-----	12589254	
24	7/16/2013	8:13:50 00d 00:10.0	71.1	81.1	72.1	69.5	-.-	72	71.9	70.7	70.1	69.7	----	-----	12882496	
25	7/16/2013	8:14:00 00d 00:10.0	70	80	72.6	65.9	-.-	72	71.5	70	66.6	66.1	----	-----	10000000	
26	7/16/2013	8:14:10 00d 00:10.0	69.4	79.4	73.6	63.1	-.-	73.5	73.3	68.7	64.1	63.5	----	-----	8709636	
27	7/16/2013	8:14:20 00d 00:10.0	66.7	76.7	69.1	61.9	-.-	69.1	68.8	65.7	62.3	62	----	-----	4677351	
28	7/16/2013	8:14:30 00d 00:10.0	71.2	81.2	73.8	68.3	-.-	73.7	73.5	69.9	68.5	68.4	----	-----	13182567	
29	7/16/2013	8:14:40 00d 00:10.0	71	81	73.8	68.7	-.-	73.4	73	71.2	68.9	68.8	----	-----	12589254	
30	7/16/2013	8:14:50 00d 00:10.0	67.3	77.3	71.4	62.4	-.-	71.3	71.1	65.9	62.7	62.6	----	-----	5370318	
31	7/16/2013	8:15:00 00d 00:10.0	72.1	82.1	73.8	68.6	-.-	73.6	73.5	71.7	70.6	70.3	----	-----	16218101	
32	7/16/2013	8:15:10 00d 00:10.0	68.5	78.5	70.7	66.6	-.-	70.6	70.5	68.5	66.9	66.7	----	-----	7079458	
33	7/16/2013	8:15:20 00d 00:10.0	69.5	79.5	71.8	66.3	-.-	71.7	71.5	69.1	66.4	66.4	----	-----	8912509	
34	7/16/2013	8:15:30 00d 00:10.0	71.6	81.6	73.5	67	-.-	73.3	73	71.8	67.3	67.2	----	-----	14454398	
35	7/16/2013	8:15:40 00d 00:10.0	69.4	79.4	73.2	66.3	-.-	72.3	70.6	68.9	66.6	66.5	----	-----	8709636	
36	7/16/2013	8:15:50 00d 00:10.0	71.6	81.6	74	69.8	-.-	73.8	73.4	71.5	70.2	70	----	-----	14454398	
37	7/16/2013	8:16:00 00d 00:10.0	70.7	80.7	73.1	66.2	-.-	73	72.9	70.9	67.3	66.7	----	-----	11748976	
38	7/16/2013	8:16:10 00d 00:10.0	71.3	81.3	73.5	66.1	-.-	73.3	73.2	71.4	66.4	66.1	----	-----	13489629	
39	7/16/2013	8:16:20 00d 00:10.0	70.5	80.5	73.2	68.3	-.-	73.1	72.8	70	68.6	68.4	----	-----	11220185	
40	7/16/2013	8:16:30 00d 00:10.0	66.8	76.8	69.6	63.2	-.-	68.7	68.5	67.3	63.7	63.3	----	-----	4786301	
41	7/16/2013	8:16:40 00d 00:10.0	71.7	81.7	73.5	68.6	-.-	73.4	73.3	71.2	68.9	68.7	----	-----	14791084	
42	7/16/2013	8:16:50 00d 00:10.0	68.3	78.3	72.3	66	-.-	72.2	71.6	68	66.4	66.2	----	-----	6760830	
43	7/16/2013	8:17:00 00d 00:10.0	73.7	83.7	74.7	66.3	-.-	74.6	74.5	74	69.2	67.5	----	-----	23442288	
44	7/16/2013	8:17:10 00d 00:10.0	70.9	80.9	73.3	69.5	-.-	73.2	73.1	71	69.6	69.6	----	-----	12302688	
45	7/16/2013	8:17:20 00d 00:10.0	66.1	76.1	70.6	63.6	-.-	69.8	69.6	65.7	63.9	63.7	----	-----	4073803	
46	7/16/2013	8:17:30 00d 00:10.0	69	79	72.8	62.8	-.-	72.7	72.4	68.1	63.9	63.4	----	-----	7943282	
47	7/16/2013	8:17:40 00d 00:10.0	69.5	79.5	72.4	61.8	-.-	72.3	72.1	69.2	62.1	61.9	----	-----	8912509	
48	7/16/2013	8:17:50 00d 00:10.0	67.6	77.6	69.8	64.2	-.-	69.7	69.6	66.7	64.4	64.3	----	-----	5754399	
49	7/16/2013	8:18:00 00d 00:10.0	72.4	82.4	74.2	69.7	-.-	74.1	73.9	72	70.2	70	----	-----	17378008	
50	7/16/2013	8:18:10 00d 00:10.0	70.6	80.6	74	65.7	-.-	73.9	73.7	70.1	66.5	66.1	----	-----	11481536	
51	7/16/2013	8:18:20 00d 00:10.0	67.2	77.2	68	65.7	-.-	67.9	67.8	67.4	66.2	66	----	-----	5248075	
52	7/16/2013	8:18:30 00d 00:10.0	67.9	77.9	69	65.2	-.-	68.8	68.7	67.9	65.4	65.3	----	-----	6165950	
53	7/16/2013	8:18:40 00d 00:10.0	72.3	82.3	74	68.5	-.-	74	74	71.9	68.8	68.7	----	-----	16982437	
54	7/16/2013	8:18:50 00d 00:10.0	69.9	79.9	73.3	67.4	-.-	72.8	72.7	69.2	67.6	67.5	----	-----	9772372	
55	7/16/2013	8:19:00 00d 00:10.0	72.4	82.4	74	69.6	-.-	73.9	73.9	72.3	70.1	69.8	----	-----	17378008	
56	7/16/2013	8:19:10 00d 00:10.0	71.4	81.4	73.1	69.1	-.-	73.1	73.1	71.3	69.9	69.8	----	-----	13803843	
57	7/16/2013	8:19:20 00d 00:10.0	69.4	79.4	71.3	67.7	-.-	71.2	71.1	68.8	68	67.8	----	-----	8709636	
58	7/16/2013	8:19:30 00d 00:10.0	69.5	79.5	73.6	63.4	-.-	73.5	73.2	66.1	63.9	63.6	----	-----	8912509	
59	7/16/2013	8:19:40 00d 00:10.0	73.1	83.1	75.5	70.2	-.-	75.4	75.2	72.4	70.5	70.3	----	-----	20417379	
60	7/16/2013	8:19:50 00d 00:10.0	71.7	81.7	74.5	68.7	-.-	74.4	74.1	71.9	69.2	68.9	----	-----	14791084	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R19																68.7
1	7/16/2013	8:10:00 00d 00:10.0	73.4	83.4	75.9	71.4	-.-	75.7	75.6	72.6	71.6	71.5	----	-----	21877616	
2	7/16/2013	8:10:10 00d 00:10.0	68.8	78.8	72.4	67	-.-	72.3	72.1	68.3	67.1	67.1	----	-----	7585776	
3	7/16/2013	8:10:20 00d 00:10.0	69.2	79.2	71.1	65.7	-.-	71	70.8	69	66	65.8	----	-----	8317638	
4	7/16/2013	8:10:30 00d 00:10.0	70.3	80.3	72.8	66.8	-.-	72.7	72.5	70.7	67.1	66.9	----	-----	10715193	
5	7/16/2013	8:10:40 00d 00:10.0	70.7	80.7	72.9	68	-.-	72.8	72.7	70.6	68.4	68.3	----	-----	11748976	
6	7/16/2013	8:10:50 00d 00:10.0	68.8	78.8	71.5	65.4	-.-	71.4	71.2	66.9	65.9	65.6	----	-----	7585776	
7	7/16/2013	8:11:00 00d 00:10.0	66.7	76.7	70.7	65.4	-.-	69.8	68.9	67	65.5	65.4	----	-----	4677351	
8	7/16/2013	8:11:10 00d 00:10.0	67.6	77.6	68.5	66.8	-.-	68.2	67.9	67.6	67.1	67	----	-----	5754399	
9	7/16/2013	8:11:20 00d 00:10.0	66.8	76.8	68.1	65.7	-.-	68	67.8	66.9	66.1	66	----	-----	4786301	
10	7/16/2013	8:11:30 00d 00:10.0	68	78	70	64.8	-.-	69.9	69.8	67.8	65.1	64.9	----	-----	6309573	
11	7/16/2013	8:11:40 00d 00:10.0	65.9	75.9	69.7	61.9	-.-	68.8	67.9	64.5	62.2	62	----	-----	3890451	
12	7/16/2013	8:11:50 00d 00:10.0	71.3	81.3	73.9	66.5	-.-	73.7	73.6	72	67.1	66.6	----	-----	13489629	
13	7/16/2013	8:12:00 00d 00:10.0	69.2	79.2	72.1	66.2	-.-	71.9	71.9	67.9	66.6	66.5	----	-----	8317638	
14	7/16/2013	8:12:10 00d 00:10.0	66.9	76.9	68.9	64.8	-.-	68.7	68.2	66.6	65	64.9	----	-----	4897788	
15	7/16/2013	8:12:20 00d 00:10.0	64	74	68.7	61.9	-.-	68.1	67.3	64.3	62.1	62	----	-----	2511886	
16	7/16/2013	8:12:30 00d 00:10.0	68.3	78.3	69.5	65.1	-.-	69.4	69.2	68.2	66.7	65.5	----	-----	6760830	
17	7/16/2013	8:12:40 00d 00:10.0	69.5	79.5	73.9	63.2	-.-	73.7	73.5	65.3	63.6	63.3	----	-----	8912509	
18	7/16/2013	8:12:50 00d 00:10.0	69.9	79.9	73.4	68.2	-.-	72.9	71.9	69.8	68.5	68.3	----	-----	9772372	
19	7/16/2013	8:13:00 00d 00:10.0	68.6	78.6	72.9	63.1	-.-	72.6	72.1	68.9	63.4	63.1	----	-----	7244360	
20	7/16/2013	8:13:10 00d 00:10.0	68.8	78.8	70.8	63	-.-	70.8	70.7	68.9	63.8	63.6	----	-----	7585776	
21	7/16/2013	8:13:20 00d 00:10.0	66.6	76.6	68.9	64.1	-.-	68.8	68.8	66	64.3	64.1	----	-----	4570882	
22	7/16/2013	8:13:30 00d 00:10.0	68.6	78.6	71.6	65.4	-.-	71.3	71	68.6	65.7	65.5	----	-----	7244360	
23	7/16/2013	8:13:40 00d 00:10.0	70	80	72.8	65.9	-.-	72.7	72.5	69.6	66.1	66	----	-----	10000000	
24	7/16/2013	8:13:50 00d 00:10.0	64	74	66.6	63.1	-.-	66.5	66.5	63.8	63.2	63.2	----	-----	2511886	
25	7/16/2013	8:14:00 00d 00:10.0	67.2	77.2	70.4	62.7	-.-	70.3	70.1	66.4	63	62.9	----	-----	5248075	
26	7/16/2013	8:14:10 00d 00:10.0	68.5	78.5	71.6	63.5	-.-	71.5	71.4	67.6	64.2	63.9	----	-----	7079458	
27	7/16/2013	8:14:20 00d 00:10.0	65.5	75.5	66.6	63.9	-.-	66.5	66.4	65.5	64.4	64.3	----	-----	3548134	
28	7/16/2013	8:14:30 00d 00:10.0	67.6	77.6	68.7	64.2	-.-	68.5	68.2	67.1	65.6	64.7	----	-----	5754399	
29	7/16/2013	8:14:40 00d 00:10.0	68.6	78.6	70.3	67.4	-.-	70.2	70	68.3	67.6	67.5	----	-----	7244360	
30	7/16/2013	8:14:50 00d 00:10.0	67.3	77.3	70.1	63.1	-.-	70	69.8	67.6	64.3	63.8	----	-----	5370318	
31	7/16/2013	8:15:00 00d 00:10.0	69.9	79.9	74.3	60.6	-.-	73.4	72.4	65.4	60.9	60.7	----	-----	9772372	
32	7/16/2013	8:15:10 00d 00:10.0	67.9	77.9	74	64.7	-.-	73.2	72.8	68.3	65.4	65.1	----	-----	6165950	
33	7/16/2013	8:15:20 00d 00:10.0	70.6	80.6	72.6	64.7	-.-	72.4	72.3	70.4	66.2	65	----	-----	11481536	
34	7/16/2013	8:15:30 00d 00:10.0	67.9	77.9	70.9	64	-.-	70.8	70.7	68.7	64.4	64.1	----	-----	6165950	
35	7/16/2013	8:15:40 00d 00:10.0	64.2	74.2	67.7	60.3	-.-	67.2	66.3	63	60.7	60.4	----	-----	2630268	
36	7/16/2013	8:15:50 00d 00:10.0	67.7	77.7	69.9	64.4	-.-	69.9	69.8	67.9	64.5	64.5	----	-----	5888437	
37	7/16/2013	8:16:00 00d 00:10.0	67.2	77.2	69.6	64.8	-.-	69.5	69.3	66.4	65.2	65.2	----	-----	5248075	
38	7/16/2013	8:16:10 00d 00:10.0	67.8	77.8	70.2	65.4	-.-	70.1	69.9	67.1	65.6	65.5	----	-----	6025596	
39	7/16/2013	8:16:20 00d 00:10.0	69.3	79.3	70.7	67.1	-.-	70.5	70.3	69.2	68	67.7	----	-----	8511380	
40	7/16/2013	8:16:30 00d 00:10.0	71.5	81.5	73.5	68.9	-.-	73.4	73.3	71	69.1	69	----	-----	14125375	
41	7/16/2013	8:16:40 00d 00:10.0	68.3	78.3	71	66	-.-	70.5	70.4	67.6	66.4	66.4	----	-----	6760830	
42	7/16/2013	8:16:50 00d 00:10.0	69.1	79.1	71.4	66.8	-.-	71.2	71.1	68.6	67.1	67.1	----	-----	8128305	
43	7/16/2013	8:17:00 00d 00:10.0	67.8	77.8	69.2	66.1	-.-	69.2	69.1	67.9	66.3	66.3	----	-----	6025596	
44	7/16/2013	8:17:10 00d 00:10.0	67.9	77.9	72.1	61.4	-.-	71.8	71.2	65.5	61.8	61.5	----	-----	6165950	
45	7/16/2013	8:17:20 00d 00:10.0	66.5	76.5	72.4	63.6	-.-	72.3	71.8	65.1	63.9	63.7	----	-----	4466836	
46	7/16/2013	8:17:30 00d 00:10.0	68.5	78.5	72	63.3	-.-	71.7	71.3	67.4	63.8	63.5	----	-----	7079458	
47	7/16/2013	8:17:40 00d 00:10.0	64.4	74.4	67.1	60.7	-.-	67	66.9	63.7	60.9	60.8	----	-----	2754229	
48	7/16/2013	8:17:50 00d 00:10.0	69.1	79.1	72.8	65.8	-.-	71.9	71	68.7	66.2	66	----	-----	8128305	
49	7/16/2013	8:18:00 00d 00:10.0	68.6	78.6	69.8	66.7	-.-	69.7	69.6	69	67.1	66.9	----	-----	7244360	
50	7/16/2013	8:18:10 00d 00:10.0	69.1	79.1	70.2	67	-.-	70.1	70	68.9	67.2	67.2	----	-----	8128305	
51	7/16/2013	8:18:20 00d 00:10.0	69.3	79.3	74.1	65.4	-.-	73.8	73.2	67.1	65.8	65.7	----	-----	8511380	
52	7/16/2013	8:18:30 00d 00:10.0	70.1	80.1	73	65.4	-.-	72.3	72	69	65.9	65.8	----	-----	10232930	
53	7/16/2013	8:18:40 00d 00:10.0	70.6	80.6	73.6	68.2	-.-	73.4	73.1	70.9	68.6	68.5	----	-----	11481536	
54	7/16/2013	8:18:50 00d 00:10.0	69	79	72.2	66.7	-.-	70.7	70.6	67.8	67	66.8	----	-----	7943282	
55	7/16/2013	8:19:00 00d 00:10.0	68.2	78.2	73.6	63.1	-.-	73.2	72.6	68	63.6	63.2	----	-----	6606934	
56	7/16/2013	8:19:10 00d 00:10.0	70.3	80.3	72	64.5	-.-	71.5	71.3	69.5	67.6	65.9	----	-----	10715193	
57	7/16/2013	8:19:20 00d 00:10.0	69.9	79.9	73.9	64.9	-.-	73.7	73.6	68.4	65.1	65	----	-----	9772372	
58	7/16/2013	8:19:30 00d 00:10.0	70	80	71.8	67.2	-.-	71.8	71.7	69.9	67.3	67.3	----	-----	10000000	
59	7/16/2013	8:19:40 00d 00:10.0	67.5	77.5	70.1	65.5	-.-	69.5	69.1	67.7	65.8	65.7	----	-----	5623413	
60	7/16/2013	8:19:50 00d 00:10.0	65.4	75.4	69.6	63.2	-.-	69.5	69.4	64.4	63.4	63.4	----	-----	3467369	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R20																50.9
1	7/16/2013	8:10:00 00d 00:10.0	52.9	62.9	54.5	51.5	-.-	53.8	53.4	52.8	51.9	51.8	----	-----	194984.5	
2	7/16/2013	8:10:10 00d 00:10.0	53.3	63.3	54.8	52.3	-.-	54.4	54.1	53.4	52.5	52.4	----	-----	213796.2	
3	7/16/2013	8:10:20 00d 00:10.0	52.6	62.6	53.5	52	-.-	53.2	53.1	52.5	52.2	52.1	----	-----	181970.1	
4	7/16/2013	8:10:30 00d 00:10.0	51.8	61.8	53	50.8	-.-	52.6	52.3	51.9	51	50.9	----	-----	151356.1	
5	7/16/2013	8:10:40 00d 00:10.0	55.4	65.4	59.5	51.4	-.-	58.8	57.6	53.1	51.5	51.5	----	-----	346736.9	Local Car Passby
6	7/16/2013	8:10:50 00d 00:10.0	56.9	66.9	61.4	50.5	-.-	61.3	61.1	55.2	51.3	50.9	----	-----	489778.8	
7	7/16/2013	8:11:00 00d 00:10.0	50.3	60.3	51.8	49.1	-.-	51.8	51.7	50.1	49.2	49.2	----	-----	107151.9	
8	7/16/2013	8:11:10 00d 00:10.0	54.8	64.8	59.9	50.5	-.-	58.6	56.5	51.9	50.8	50.7	----	-----	301995.2	
9	7/16/2013	8:11:20 00d 00:10.0	61.8	71.8	64	54.7	-.-	63.9	63.9	61.9	57.2	55.9	----	-----	1513561	Local Car Passby
10	7/16/2013	8:11:30 00d 00:10.0	50.2	60.2	54.7	49.5	-.-	53.6	52.7	50.3	49.7	49.6	----	-----	104712.9	
11	7/16/2013	8:11:40 00d 00:10.0	50.2	60.2	50.9	49.4	-.-	50.8	50.7	50.3	49.6	49.5	----	-----	104712.9	
12	7/16/2013	8:11:50 00d 00:10.0	48.8	58.8	50.2	47.8	-.-	49.7	49.5	48.5	48.1	48	----	-----	75857.76	
13	7/16/2013	8:12:00 00d 00:10.0	50.5	60.5	51.1	49.9	-.-	51	50.9	50.4	50.1	50	----	-----	112201.8	
14	7/16/2013	8:12:10 00d 00:10.0	51.4	61.4	52.6	49.1	-.-	52.5	52.3	51.9	49.4	49.2	----	-----	138038.4	
15	7/16/2013	8:12:20 00d 00:10.0	49.4	59.4	50.2	48.8	-.-	50.1	50	49.2	48.9	48.8	----	-----	87096.36	
16	7/16/2013	8:12:30 00d 00:10.0	49.3	59.3	49.6	49	-.-	49.6	49.5	49.3	49.1	49.1	----	-----	85113.8	
17	7/16/2013	8:12:40 00d 00:10.0	49	59	49.6	48.5	-.-	49.5	49.4	49.1	48.7	48.6	----	-----	79432.82	
18	7/16/2013	8:12:50 00d 00:10.0	50.3	60.3	51.2	48.6	-.-	51.1	51.1	50.2	48.7	48.7	----	-----	107151.9	
19	7/16/2013	8:13:00 00d 00:10.0	51.1	61.1	51.4	50.7	-.-	51.3	51.2	51	50.8	50.7	----	-----	128825	
20	7/16/2013	8:13:10 00d 00:10.0	52.1	62.1	52.5	51.3	-.-	52.4	52.4	52.1	51.6	51.4	----	-----	162181	
21	7/16/2013	8:13:20 00d 00:10.0	50.5	60.5	51.4	50	-.-	51.2	51.1	50.6	50.2	50.1	----	-----	112201.8	
22	7/16/2013	8:13:30 00d 00:10.0	50.4	60.4	50.9	49.7	-.-	50.9	50.8	50.4	49.9	49.8	----	-----	109647.8	
23	7/16/2013	8:13:40 00d 00:10.0	50.7	60.7	51.2	50	-.-	51.1	51.1	50.8	50.1	50.1	----	-----	117489.8	
24	7/16/2013	8:13:50 00d 00:10.0	50.7	60.7	51.2	49.7	-.-	51.1	51	50.9	50.1	49.9	----	-----	117489.8	
25	7/16/2013	8:14:00 00d 00:10.0	48.6	58.6	50.2	48	-.-	49.9	49.8	48.4	48.1	48.1	----	-----	72443.6	
26	7/16/2013	8:14:10 00d 00:10.0	49.2	59.2	49.4	48.5	-.-	49.3	49.3	49.2	49	48.9	----	-----	83176.38	
27	7/16/2013	8:14:20 00d 00:10.0	49.4	59.4	50.2	47.7	-.-	50.1	50	49.8	48.3	48.1	----	-----	87096.36	
28	7/16/2013	8:14:30 00d 00:10.0	47.8	57.8	48.3	47.2	-.-	48.2	48.1	47.7	47.3	47.3	----	-----	60255.96	
29	7/16/2013	8:14:40 00d 00:10.0	49.8	59.8	50.6	48.3	-.-	50.6	50.5	49.4	48.8	48.4	----	-----	95499.26	
30	7/16/2013	8:14:50 00d 00:10.0	50.3	60.3	50.6	49.8	-.-	50.5	50.4	50.3	50	49.9	----	-----	107151.9	
31	7/16/2013	8:15:00 00d 00:10.0	49.5	59.5	50.1	48.9	-.-	50	50	49.5	49	48.9	----	-----	89125.09	
32	7/16/2013	8:15:10 00d 00:10.0	50.8	60.8	51.8	49.7	-.-	51.6	51.4	50.8	49.7	49.7	----	-----	120226.4	
33	7/16/2013	8:15:20 00d 00:10.0	51	61	52.7	49.9	-.-	52.3	51.9	51	50	49.9	----	-----	125892.5	
34	7/16/2013	8:15:30 00d 00:10.0	51.2	61.2	52.4	50.3	-.-	52.3	52.1	51	50.5	50.4	----	-----	131825.7	
35	7/16/2013	8:15:40 00d 00:10.0	50.2	60.2	51.9	49	-.-	51.7	51.3	50.3	49.8	49.6	----	-----	104712.9	
36	7/16/2013	8:15:50 00d 00:10.0	49	59	52.9	46.7	-.-	52.4	51	47.6	46.9	46.8	----	-----	79432.82	
37	7/16/2013	8:16:00 00d 00:10.0	49.5	59.5	52.2	48.2	-.-	51.7	51.6	48.9	48.3	48.3	----	-----	89125.09	
38	7/16/2013	8:16:10 00d 00:10.0	50.6	60.6	52.2	49.4	-.-	52.1	51.5	50.6	49.6	49.5	----	-----	114815.4	
39	7/16/2013	8:16:20 00d 00:10.0	51.3	61.3	52.8	49.6	-.-	52.6	52.3	51.4	49.7	49.7	----	-----	134896.3	
40	7/16/2013	8:16:30 00d 00:10.0	51.7	61.7	52.5	50.5	-.-	52.3	52.2	51.7	51	50.7	----	-----	147910.8	
41	7/16/2013	8:16:40 00d 00:10.0	52.5	62.5	54.2	50.5	-.-	54.1	53.9	52	50.6	50.6	----	-----	177827.9	
42	7/16/2013	8:16:50 00d 00:10.0	51.2	61.2	53.9	49.9	-.-	53.6	53.2	51.1	50.3	50.1	----	-----	131825.7	
43	7/16/2013	8:17:00 00d 00:10.0	50	60	52.2	48.7	-.-	52.1	51.6	49.9	48.9	48.7	----	-----	100000	
44	7/16/2013	8:17:10 00d 00:10.0	50.3	60.3	50.9	49.4	-.-	50.9	50.8	50.3	49.7	49.6	----	-----	107151.9	
45	7/16/2013	8:17:20 00d 00:10.0	49.2	59.2	50.3	48.4	-.-	50.1	49.9	49.2	48.5	48.4	----	-----	83176.38	
46	7/16/2013	8:17:30 00d 00:10.0	57.2	67.2	63.3	49.5	-.-	62.3	60.4	50.5	49.6	49.6	----	-----	524807.5	Resident Noise
47	7/16/2013	8:17:40 00d 00:10.0	57.2	67.2	63.5	49.9	-.-	63.4	63.1	55.9	50.5	50.2	----	-----	524807.5	
48	7/16/2013	8:17:50 00d 00:10.0	48.5	58.5	50.4	47.1	-.-	50.2	49.8	48.8	47.5	47.3	----	-----	70794.58	
49	7/16/2013	8:18:00 00d 00:10.0	50.7	60.7	52.2	46.9	-.-	52.2	52	50.4	47.2	47.1	----	-----	117489.8	
50	7/16/2013	8:18:10 00d 00:10.0	51.8	61.8	53.9	49.9	-.-	53.7	53.6	51.2	50.1	50	----	-----	151356.1	
51	7/16/2013	8:18:20 00d 00:10.0	51.1	61.1	52.8	50	-.-	52.3	52.1	50.8	50.1	50	----	-----	128825	
52	7/16/2013	8:18:30 00d 00:10.0	50.5	60.5	53.4	48.8	-.-	53.1	52.9	50.5	49.2	48.9	----	-----	112201.8	
53	7/16/2013	8:18:40 00d 00:10.0	50	60	50.9	48.9	-.-	50.8	50.6	49.8	49	49	----	-----	100000	
54	7/16/2013	8:18:50 00d 00:10.0	52.4	62.4	53.6	50.8	-.-	53.4	53.4	51.7	51	50.9	----	-----	173780.1	
55	7/16/2013	8:19:00 00d 00:10.0	59.8	69.8	63	53.6	-.-	62.9	62.8	59	54.7	54.3	----	-----	954992.6	Resident Noise
56	7/16/2013	8:19:10 00d 00:10.0	50.8	60.8	54.2	49.1	-.-	53.5	53.3	50.4	49.3	49.2	----	-----	120226.4	
57	7/16/2013	8:19:20 00d 00:10.0	52.8	62.8	54.1	49.9	-.-	53.8	53.6	52.7	51.2	50.4	----	-----	190546.1	
58	7/16/2013	8:19:30 00d 00:10.0	52.5	62.5	53.6	51.6	-.-	53.4	53.3	52.6	51.8	51.7	----	-----	177827.9	
59	7/16/2013	8:19:40 00d 00:10.0	50.8	60.8	52.6	50.1	-.-	52.3	51.9	50.9	50.3	50.2	----	-----	120226.4	
60	7/16/2013	8:19:50 00d 00:10.0	51.3	61.3	52.1	49.7	-.-	52	51.9	51.3	49.9	49.8	----	-----	134896.3	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R21																66.6
1	7/16/2013	8:10:00 00d 00:10.0	69.6	79.6	71.3	64.8	-.-	71.1	71	69.7	66.4	65.2	----	-----	9120108	
2	7/16/2013	8:10:10 00d 00:10.0	68.8	78.8	70	67.5	-.-	69.9	69.9	68.8	67.9	67.6	----	-----	7585776	
3	7/16/2013	8:10:20 00d 00:10.0	67.3	77.3	68.6	66.3	-.-	68.4	68.2	67.4	66.6	66.5	----	-----	5370318	
4	7/16/2013	8:10:30 00d 00:10.0	69	79	70.6	67.2	-.-	70.2	70	68.3	67.3	67.3	----	-----	7943282	
5	7/16/2013	8:10:40 00d 00:10.0	68.6	78.6	71.9	65.6	-.-	71.5	71.1	67.8	65.8	65.7	----	-----	7244360	
6	7/16/2013	8:10:50 00d 00:10.0	67.4	77.4	69.9	66	-.-	69.7	69.5	66.9	66.2	66.1	----	-----	5495409	
7	7/16/2013	8:11:00 00d 00:10.0	67.9	77.9	69.1	66.1	-.-	69	69	67.9	66.5	66.5	----	-----	6165950	
8	7/16/2013	8:11:10 00d 00:10.0	65.3	75.3	66.2	64.8	-.-	66.1	66	65.3	64.9	64.9	----	-----	3388442	
9	7/16/2013	8:11:20 00d 00:10.0	62.9	72.9	65	61.7	-.-	64.7	64.6	62.8	61.9	61.8	----	-----	1949845	
10	7/16/2013	8:11:30 00d 00:10.0	63.1	73.1	65	61.2	-.-	63.9	63.6	62.7	61.6	61.4	----	-----	2041738	
11	7/16/2013	8:11:40 00d 00:10.0	65.2	75.2	67.7	63.6	-.-	67.4	66.8	64.7	63.7	63.6	----	-----	3311311	
12	7/16/2013	8:11:50 00d 00:10.0	68.1	78.1	69.7	64.6	-.-	69.5	69.5	68.1	65.1	64.8	----	-----	6456542	
13	7/16/2013	8:12:00 00d 00:10.0	65.6	75.6	68.3	63.6	-.-	67.9	67.6	66	63.8	63.8	----	-----	3630781	
14	7/16/2013	8:12:10 00d 00:10.0	63	73	65.8	61.2	-.-	65.4	64.9	63.4	61.3	61.2	----	-----	1995262	
15	7/16/2013	8:12:20 00d 00:10.0	66.3	76.3	67.1	63.8	-.-	67	66.9	66.2	64.8	64.1	----	-----	4265795	
16	7/16/2013	8:12:30 00d 00:10.0	65.7	75.7	66.2	65.4	-.-	66.1	66	65.7	65.6	65.5	----	-----	3715352	
17	7/16/2013	8:12:40 00d 00:10.0	64.9	74.9	67.6	63	-.-	66.1	66	64.2	63.3	63	----	-----	3090295	
18	7/16/2013	8:12:50 00d 00:10.0	68	78	69.6	66.3	-.-	69.4	69.2	68	66.4	66.3	----	-----	6309573	
19	7/16/2013	8:13:00 00d 00:10.0	66.5	76.5	67.3	65.4	-.-	67.2	67.1	66.7	65.6	65.4	----	-----	4466836	
20	7/16/2013	8:13:10 00d 00:10.0	65.3	75.3	66.4	64.7	-.-	66.2	66	65.1	64.8	64.7	----	-----	3388442	
21	7/16/2013	8:13:20 00d 00:10.0	68.7	78.7	69.4	66.4	-.-	69.2	69.1	68.6	67.2	67	----	-----	7413102	
22	7/16/2013	8:13:30 00d 00:10.0	68.3	78.3	69.8	67.1	-.-	69.5	69.3	68.2	67.6	67.6	----	-----	6760830	
23	7/16/2013	8:13:40 00d 00:10.0	68.6	78.6	71	65.8	-.-	70.9	70.8	67	65.9	65.9	----	-----	7244360	
24	7/16/2013	8:13:50 00d 00:10.0	65.5	75.5	70.5	63.6	-.-	69.9	69	65.5	63.8	63.7	----	-----	3548134	
25	7/16/2013	8:14:00 00d 00:10.0	66.5	76.5	68.1	65	-.-	67.9	67.7	65.8	65.1	65.1	----	-----	4466836	
26	7/16/2013	8:14:10 00d 00:10.0	67	77	69.1	64.8	-.-	69	68.8	66.2	65.1	64.9	----	-----	5011872	
27	7/16/2013	8:14:20 00d 00:10.0	65.1	75.1	69	62.9	-.-	68.8	68.4	64.9	63.1	63.1	----	-----	3235937	
28	7/16/2013	8:14:30 00d 00:10.0	60.8	70.8	63.2	60	-.-	63.1	62.9	60.5	60.2	60.1	----	-----	1202264	
29	7/16/2013	8:14:40 00d 00:10.0	65.2	75.2	66.8	60.5	-.-	66.6	65.7	65	61.7	61	----	-----	3311311	
30	7/16/2013	8:14:50 00d 00:10.0	65.4	75.4	67.1	64.7	-.-	67	66.9	65.1	64.9	64.8	----	-----	3467369	
31	7/16/2013	8:15:00 00d 00:10.0	64.9	74.9	65.9	64.1	-.-	65.8	65.8	64.9	64.3	64.3	----	-----	3090295	
32	7/16/2013	8:15:10 00d 00:10.0	68.6	78.6	70.9	64.2	-.-	70.8	70.6	68.4	65.3	64.5	----	-----	7244360	
33	7/16/2013	8:15:20 00d 00:10.0	68	78	69.5	65.5	-.-	69.4	69.3	67.4	65.8	65.7	----	-----	6309573	
34	7/16/2013	8:15:30 00d 00:10.0	67.2	77.2	69	65.6	-.-	68.9	68.8	67.4	65.9	65.7	----	-----	5248075	
35	7/16/2013	8:15:40 00d 00:10.0	64.2	74.2	66	63.4	-.-	65.3	65.1	64.6	63.6	63.5	----	-----	2630268	
36	7/16/2013	8:15:50 00d 00:10.0	64.5	74.5	66	62.7	-.-	65.9	65.8	64.4	63	62.8	----	-----	2818383	
37	7/16/2013	8:16:00 00d 00:10.0	62	72	63.8	59.6	-.-	63.8	63.7	62.5	60.5	60	----	-----	1584893	
38	7/16/2013	8:16:10 00d 00:10.0	62.4	72.4	64.1	59.5	-.-	63.3	63.2	61.7	60	59.6	----	-----	1737801	
39	7/16/2013	8:16:20 00d 00:10.0	67	77	68.3	64.1	-.-	68.2	68.1	66.3	65.3	65	----	-----	5011872	
40	7/16/2013	8:16:30 00d 00:10.0	68.4	78.4	70.2	67.1	-.-	70	69.5	68	67.3	67.2	----	-----	6918310	
41	7/16/2013	8:16:40 00d 00:10.0	69.3	79.3	71	67.3	-.-	70.8	70.7	69.5	68.3	67.8	----	-----	8511380	
42	7/16/2013	8:16:50 00d 00:10.0	67.6	77.6	69.8	65.4	-.-	69.6	69.1	67.2	65.6	65.5	----	-----	5754399	
43	7/16/2013	8:17:00 00d 00:10.0	66.4	76.4	67.7	65.3	-.-	67.5	67.4	66.6	65.5	65.4	----	-----	4365158	
44	7/16/2013	8:17:10 00d 00:10.0	64	74	66.1	62.5	-.-	65.8	65.7	64	62.8	62.7	----	-----	2511886	
45	7/16/2013	8:17:20 00d 00:10.0	67.4	77.4	68.6	62.7	-.-	68.5	68.4	67.6	64.2	63.3	----	-----	5495409	
46	7/16/2013	8:17:30 00d 00:10.0	65.4	75.4	66.5	64.5	-.-	66.4	66.3	65.6	64.6	64.6	----	-----	3467369	
47	7/16/2013	8:17:40 00d 00:10.0	65.9	75.9	69	62.1	-.-	68.9	68.5	65.7	62.5	62.3	----	-----	3890451	
48	7/16/2013	8:17:50 00d 00:10.0	61.4	71.4	63.7	59	-.-	63.6	63.4	61.8	59.2	59.1	----	-----	1380384	
49	7/16/2013	8:18:00 00d 00:10.0	62.6	72.6	63.1	59.1	-.-	63	63	62.6	61.4	59.9	----	-----	1819701	
50	7/16/2013	8:18:10 00d 00:10.0	64.6	74.6	66.4	62.1	-.-	66.3	66.2	64	62.3	62.2	----	-----	2884032	
51	7/16/2013	8:18:20 00d 00:10.0	67.9	77.9	70	66.1	-.-	69.6	69.4	67.5	66.2	66.1	----	-----	6165950	
52	7/16/2013	8:18:30 00d 00:10.0	66.1	76.1	67.6	65.2	-.-	67.2	66.5	65.8	65.6	65.4	----	-----	4073803	
53	7/16/2013	8:18:40 00d 00:10.0	67.3	77.3	68.4	66.2	-.-	68.1	68.1	67.7	66.4	66.3	----	-----	5370318	
54	7/16/2013	8:18:50 00d 00:10.0	66.3	76.3	67.7	64.8	-.-	67.6	67.5	66.4	65	65	----	-----	4265795	
55	7/16/2013	8:19:00 00d 00:10.0	65.7	75.7	67.4	63.8	-.-	67.3	67.2	65.4	64.3	64.2	----	-----	3715352	
56	7/16/2013	8:19:10 00d 00:10.0	67	77	69.9	63.2	-.-	69.7	69.5	64.4	63.3	63.2	----	-----	5011872	
57	7/16/2013	8:19:20 00d 00:10.0	69.2	79.2	71.4	67	-.-	71.3	71.2	68.6	67.3	67.2	----	-----	8317638	
58	7/16/2013	8:19:30 00d 00:10.0	68.1	78.1	69.9	65.9	-.-	69.8	69.8	67.6	66	65.9	----	-----	6456542	
59	7/16/2013	8:19:40 00d 00:10.0	63.6	73.6	66.8	62.6	-.-	66.3	65.8	63.8	62.8	62.7	----	-----	2290868	
60	7/16/2013	8:19:50 00d 00:10.0	64	74	64.8	62.7	-.-	64.7	64.6	64.1	63.2	63	----	-----	2511886	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R22																59.3
1	7/16/2013	7:40:00 00d 00:10.0	57	67	57.9	56.4	-.-	57.9	57.8	57.1	56.5	56.4	----	-----	501187.2	
2	7/16/2013	7:40:10 00d 00:10.0	56.8	66.8	57.7	56.1	-.-	57.6	57.6	56.8	56.2	56.2	----	-----	478630.1	
3	7/16/2013	7:40:20 00d 00:10.0	60.8	70.8	63.7	55.3	-.-	63.3	63	58.6	55.4	55.4	----	-----	1202264	
4	7/16/2013	7:40:30 00d 00:10.0	60.2	70.2	64.4	57.8	-.-	64.2	63.5	59.8	58	57.9	----	-----	1047129	
5	7/16/2013	7:40:40 00d 00:10.0	60.5	70.5	61.5	59.8	-.-	61.5	61.3	60.3	59.9	59.9	----	-----	1122018	
6	7/16/2013	7:40:50 00d 00:10.0	58.3	68.3	61.4	55.9	-.-	61.2	61	57.7	56.3	56.1	----	-----	676083	
7	7/16/2013	7:41:00 00d 00:10.0	57.8	67.8	59.1	55.8	-.-	59	58.9	57.4	56	55.9	----	-----	602559.6	
8	7/16/2013	7:41:10 00d 00:10.0	57.9	67.9	58.8	57.1	-.-	58.7	58.6	58	57.2	57.2	----	-----	616595	
9	7/16/2013	7:41:20 00d 00:10.0	60.3	70.3	62	57.4	-.-	61.9	61.8	60.2	57.8	57.7	----	-----	1071519	
10	7/16/2013	7:41:30 00d 00:10.0	58.9	68.9	60.1	57.8	-.-	60	59.7	59.1	58.4	58.1	----	-----	776247.1	
11	7/16/2013	7:41:40 00d 00:10.0	58.4	68.4	59.7	57	-.-	59.6	59.6	57.6	57.2	57.1	----	-----	691831	
12	7/16/2013	7:41:50 00d 00:10.0	60.1	70.1	61.1	58.9	-.-	61	60.9	60.3	59.3	59.2	----	-----	1023293	
13	7/16/2013	7:42:00 00d 00:10.0	57.8	67.8	58.9	57.3	-.-	58.4	58.3	57.9	57.5	57.4	----	-----	602559.6	
14	7/16/2013	7:42:10 00d 00:10.0	58.4	68.4	59.6	57.3	-.-	59.5	59.3	58.4	57.5	57.4	----	-----	691831	
15	7/16/2013	7:42:20 00d 00:10.0	63.7	73.7	65.6	58.9	-.-	64.8	64.3	63.2	61.1	60.7	----	-----	2344229	
16	7/16/2013	7:42:30 00d 00:10.0	61.4	71.4	65.6	59.9	-.-	65.1	64.6	61.1	60	60	----	-----	1380384	
17	7/16/2013	7:42:40 00d 00:10.0	61.9	71.9	63	60.9	-.-	62.9	62.7	62.2	61	61	----	-----	1548817	
18	7/16/2013	7:42:50 00d 00:10.0	59.2	69.2	60.9	57.9	-.-	60.7	60.3	59.6	58.3	58.1	----	-----	831763.8	
19	7/16/2013	7:43:00 00d 00:10.0	57.9	67.9	59.1	57.1	-.-	58.9	58.8	57.6	57.3	57.2	----	-----	616595	
20	7/16/2013	7:43:10 00d 00:10.0	57.7	67.7	59.3	56.7	-.-	59.2	58.9	57.3	57	56.8	----	-----	588843.7	
21	7/16/2013	7:43:20 00d 00:10.0	60.3	70.3	61.4	59.3	-.-	61.4	61.1	60.1	59.6	59.5	----	-----	1071519	
22	7/16/2013	7:43:30 00d 00:10.0	61.2	71.2	62.1	60.3	-.-	62	61.8	61.1	60.6	60.5	----	-----	1318257	
23	7/16/2013	7:43:40 00d 00:10.0	58	68	60.3	56.6	-.-	59.9	59.8	58.1	56.8	56.8	----	-----	630957.3	
24	7/16/2013	7:43:50 00d 00:10.0	57.1	67.1	57.6	56.5	-.-	57.5	57.4	57.1	56.7	56.6	----	-----	512861.4	
25	7/16/2013	7:44:00 00d 00:10.0	56.6	66.6	57.3	56.2	-.-	57	56.9	56.6	56.3	56.2	----	-----	457088.2	
26	7/16/2013	7:44:10 00d 00:10.0	59.2	69.2	60	56.7	-.-	59.9	59.9	59.4	57	56.8	----	-----	831763.8	
27	7/16/2013	7:44:20 00d 00:10.0	58.9	68.9	60	58.1	-.-	59.9	59.9	58.6	58.2	58.2	----	-----	776247.1	
28	7/16/2013	7:44:30 00d 00:10.0	58.8	68.8	59.7	57.9	-.-	59.6	59.5	58.6	58.3	58.1	----	-----	758577.6	
29	7/16/2013	7:44:40 00d 00:10.0	60.3	70.3	61.6	57.9	-.-	61.4	61.4	59.8	58.1	58	----	-----	1071519	
30	7/16/2013	7:44:50 00d 00:10.0	61.1	71.1	63.7	57.7	-.-	63.5	63.4	61.8	57.9	57.8	----	-----	1288250	
31	7/16/2013	7:45:00 00d 00:10.0	60.9	70.9	62.4	57.8	-.-	62.3	62.3	60.3	58	58	----	-----	1230269	
32	7/16/2013	7:45:10 00d 00:10.0	58.8	68.8	62.2	57.6	-.-	61.7	61.1	58.8	57.8	57.7	----	-----	758577.6	
33	7/16/2013	7:45:20 00d 00:10.0	58	68	58.7	57.4	-.-	58.6	58.5	57.8	57.5	57.5	----	-----	630957.3	
34	7/16/2013	7:45:30 00d 00:10.0	60.2	70.2	61.4	58.2	-.-	61.4	61.2	59.9	59.1	58.8	----	-----	1047129	
35	7/16/2013	7:45:40 00d 00:10.0	59.4	69.4	60.1	58.9	-.-	60	59.9	59.3	59	59	----	-----	870963.6	
36	7/16/2013	7:45:50 00d 00:10.0	58.6	68.6	60	57.5	-.-	59.9	59.9	58.2	57.6	57.6	----	-----	724436	
37	7/16/2013	7:46:00 00d 00:10.0	58.2	68.2	58.5	57.4	-.-	58.4	58.3	58.2	57.9	57.5	----	-----	660693.4	
38	7/16/2013	7:46:10 00d 00:10.0	58.3	68.3	58.7	58	-.-	58.5	58.5	58.3	58.1	58.1	----	-----	676083	
39	7/16/2013	7:46:20 00d 00:10.0	59.9	69.9	60.9	58.5	-.-	60.7	60.6	59.9	58.6	58.5	----	-----	977237.2	
40	7/16/2013	7:46:30 00d 00:10.0	61	71	62	60.2	-.-	61.9	61.7	60.5	60.3	60.2	----	-----	1258925	
41	7/16/2013	7:46:40 00d 00:10.0	60	70	61.8	58.8	-.-	61.5	61.3	60.2	59.1	58.9	----	-----	1000000	
42	7/16/2013	7:46:50 00d 00:10.0	58.4	68.4	59.2	58	-.-	59	58.9	58.5	58.2	58.1	----	-----	691831	
43	7/16/2013	7:47:00 00d 00:10.0	60.1	70.1	61.2	57.9	-.-	61.1	61.1	59.8	58.1	58	----	-----	1023293	
44	7/16/2013	7:47:10 00d 00:10.0	59.2	69.2	61.4	57.4	-.-	61.2	61.2	59	57.6	57.5	----	-----	831763.8	
45	7/16/2013	7:47:20 00d 00:10.0	57.3	67.3	57.8	56.7	-.-	57.7	57.6	57.2	57	56.9	----	-----	537031.8	
46	7/16/2013	7:47:30 00d 00:10.0	59.9	69.9	60.5	57.8	-.-	60.5	60.4	59.5	58.4	58.1	----	-----	977237.2	
47	7/16/2013	7:47:40 00d 00:10.0	59.9	69.9	61.5	58.6	-.-	61.4	61.2	59.9	58.9	58.8	----	-----	977237.2	
48	7/16/2013	7:47:50 00d 00:10.0	57.5	67.5	58.6	56.9	-.-	58.4	58.1	57.7	57.1	57	----	-----	562341.3	
49	7/16/2013	7:48:00 00d 00:10.0	58.2	68.2	59.1	57.5	-.-	59	58.9	58	57.7	57.7	----	-----	660693.4	
50	7/16/2013	7:48:10 00d 00:10.0	57.4	67.4	57.9	56.8	-.-	57.8	57.8	57.6	57	56.9	----	-----	549540.9	
51	7/16/2013	7:48:20 00d 00:10.0	57.3	67.3	58.2	56.6	-.-	58.1	58	57	56.7	56.7	----	-----	537031.8	
52	7/16/2013	7:48:30 00d 00:10.0	58.7	68.7	60.3	57.9	-.-	60.1	59.9	58.4	58	58	----	-----	741310.2	
53	7/16/2013	7:48:40 00d 00:10.0	58.7	68.7	60.5	57.1	-.-	60.3	60	58.5	57.3	57.2	----	-----	741310.2	
54	7/16/2013	7:48:50 00d 00:10.0	59.3	69.3	60.7	58.3	-.-	60.6	60.3	59	58.4	58.4	----	-----	851138	
55	7/16/2013	7:49:00 00d 00:10.0	58.4	68.4	59.9	57.5	-.-	59.5	59.3	58.4	57.6	57.6	----	-----	691831	
56	7/16/2013	7:49:10 00d 00:10.0	60.3	70.3	61.6	58.7	-.-	61.3	61.2	59.9	58.8	58.8	----	-----	1071519	
57	7/16/2013	7:49:20 00d 00:10.0	60.8	70.8	62.4	58.6	-.-	62.2	62.1	61.2	59.3	59	----	-----	1202264	
58	7/16/2013	7:49:30 00d 00:10.0	57	67	58.6	56.4	-.-	58.3	57.9	57.2	56.5	56.4	----	-----	501187.2	
59	7/16/2013	7:49:40 00d 00:10.0	56.5	66.5	57	55.9	-.-	56.9	56.9	56.3	56.1	56	----	-----	446683.6	
60	7/16/2013	7:49:50 00d 00:10.0	58	68	58.4	56.9	-.-	58.4	58.3	57.9	57	57	----	-----	630957.3	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R23																65.1
1	7/16/2013	10:10:00 00d 00:10.0	67.8	77.8	69.7	64.8	-.-	69.6	69.4	68	65.8	65.7	----	-----	6025596	
2	7/16/2013	10:10:10 00d 00:10.0	62.2	72.2	65.1	59	-.-	64.9	64.6	61.4	59.4	59.3	----	-----	1659587	
3	7/16/2013	10:10:20 00d 00:10.0	66.7	76.7	70.5	62.1	-.-	70.3	69.8	64.3	62.3	62.2	----	-----	4677351	
4	7/16/2013	10:10:30 00d 00:10.0	68.1	78.1	70.4	66.2	-.-	70.2	70.2	68	66.6	66.5	----	-----	6456542	
5	7/16/2013	10:10:40 00d 00:10.0	66.9	76.9	68.8	65.1	-.-	68.6	68.4	66.5	65.4	65.2	----	-----	4897788	
6	7/16/2013	10:10:50 00d 00:10.0	69.5	79.5	70.5	67.5	-.-	70.4	70.4	69.6	68	67.8	----	-----	8912509	
7	7/16/2013	10:11:00 00d 00:10.0	67.1	77.1	69.7	64.9	-.-	69.4	69.2	66.6	65	65	----	-----	5128614	
8	7/16/2013	10:11:10 00d 00:10.0	64.5	74.5	67.6	61	-.-	67.5	67.1	64.9	61.4	61.1	----	-----	2818383	
9	7/16/2013	10:11:20 00d 00:10.0	63.3	73.3	66.5	59.7	-.-	66.4	66.2	62.4	60	59.9	----	-----	2137962	
10	7/16/2013	10:11:30 00d 00:10.0	59.8	69.8	62.3	57.8	-.-	61.7	60.8	59.3	58	57.9	----	-----	954992.6	
11	7/16/2013	10:11:40 00d 00:10.0	64.7	74.7	66.1	62.2	-.-	66.1	66	64.8	62.7	62.6	----	-----	2951209	
12	7/16/2013	10:11:50 00d 00:10.0	61.7	71.7	64.1	59.5	-.-	63.8	63.6	61.8	60	59.7	----	-----	1479108	
13	7/16/2013	10:12:00 00d 00:10.0	64.3	74.3	66.4	62.9	-.-	66.3	66	63.8	63.3	63.2	----	-----	2691535	
14	7/16/2013	10:12:10 00d 00:10.0	66.4	76.4	69	63.6	-.-	68.9	68.7	65.4	63.9	63.8	----	-----	4365158	
15	7/16/2013	10:12:20 00d 00:10.0	64.9	74.9	67.7	62.5	-.-	67.6	67.4	63.9	62.8	62.6	----	-----	3090295	
16	7/16/2013	10:12:30 00d 00:10.0	68.1	78.1	71.1	63.6	-.-	71	70.8	67.1	63.8	63.7	----	-----	6456542	
17	7/16/2013	10:12:40 00d 00:10.0	63.6	73.6	66.5	61.5	-.-	66.1	66	63.6	62	61.8	----	-----	2290868	
18	7/16/2013	10:12:50 00d 00:10.0	68.4	78.4	73	60.7	-.-	72.8	72.1	65.2	61	61	----	-----	6918310	
19	7/16/2013	10:13:00 00d 00:10.0	60.1	70.1	68.5	58.6	-.-	67	65.5	60.1	59.1	58.8	----	-----	1023293	
20	7/16/2013	10:13:10 00d 00:10.0	59.9	69.9	62.3	58.1	-.-	61.9	61.2	59	58.3	58.2	----	-----	977237.2	
21	7/16/2013	10:13:20 00d 00:10.0	67.4	77.4	70.7	62.2	-.-	70.5	70.3	66.3	63.2	62.9	----	-----	5495409	
22	7/16/2013	10:13:30 00d 00:10.0	64.8	74.8	66.9	62.2	-.-	66.8	66.8	63.7	62.4	62.3	----	-----	3019952	
23	7/16/2013	10:13:40 00d 00:10.0	66.7	76.7	68.2	64.9	-.-	68.1	67.9	66.9	65.6	65.2	----	-----	4677351	
24	7/16/2013	10:13:50 00d 00:10.0	62.1	72.1	64.9	61	-.-	64.5	64.2	62.2	61.2	61.1	----	-----	1621810	
25	7/16/2013	10:14:00 00d 00:10.0	61.4	71.4	62.1	60.5	-.-	62	62	61.6	60.7	60.6	----	-----	1380384	
26	7/16/2013	10:14:10 00d 00:10.0	64.1	74.1	67.5	61.1	-.-	67.4	67.2	63	61.2	61.1	----	-----	2570396	
27	7/16/2013	10:14:20 00d 00:10.0	66.9	76.9	68.7	61.9	-.-	68.6	68.4	67.7	62	62	----	-----	4897788	
28	7/16/2013	10:14:30 00d 00:10.0	68.9	78.9	71.8	63.6	-.-	71.6	71.3	68.8	65.4	64.5	----	-----	7762471	
29	7/16/2013	10:14:40 00d 00:10.0	65.9	75.9	68.1	63.2	-.-	68	67.9	64.4	63.4	63.3	----	-----	3890451	
30	7/16/2013	10:14:50 00d 00:10.0	64.3	74.3	66.7	61.7	-.-	66.6	66.5	64.5	62	61.9	----	-----	2691535	
31	7/16/2013	10:15:00 00d 00:10.0	65.6	75.6	68	62.8	-.-	67.9	67.7	64.6	63.2	63.1	----	-----	3630781	
32	7/16/2013	10:15:10 00d 00:10.0	63.1	73.1	66.5	60.2	-.-	66.4	66.1	62.4	60.6	60.4	----	-----	2041738	
33	7/16/2013	10:15:20 00d 00:10.0	61.3	71.3	62.6	59.9	-.-	62.5	62.3	61	60	60	----	-----	1348963	
34	7/16/2013	10:15:30 00d 00:10.0	61.2	71.2	62.4	60.5	-.-	62.2	61.8	60.9	60.6	60.6	----	-----	1318257	
35	7/16/2013	10:15:40 00d 00:10.0	67.5	77.5	69.9	62.4	-.-	69.6	69.4	66.7	63.5	63.1	----	-----	5623413	
36	7/16/2013	10:15:50 00d 00:10.0	62.5	72.5	68.9	60.3	-.-	67.9	66.9	62.2	60.7	60.5	----	-----	1778279	
37	7/16/2013	10:16:00 00d 00:10.0	63.7	73.7	67.2	59.2	-.-	67.1	66.8	62.9	59.6	59.3	----	-----	2344229	
38	7/16/2013	10:16:10 00d 00:10.0	61	71	63.3	57.4	-.-	62.9	62.3	60.6	57.8	57.6	----	-----	1258925	
39	7/16/2013	10:16:20 00d 00:10.0	62.8	72.8	63.8	61.8	-.-	63.7	63.6	62.9	62	61.9	----	-----	1905461	
40	7/16/2013	10:16:30 00d 00:10.0	66.2	76.2	69.1	62.6	-.-	68.9	68.6	65.2	63.4	63	----	-----	4168694	
41	7/16/2013	10:16:40 00d 00:10.0	68	78	69.2	65.4	-.-	69.2	69.1	67.7	66.9	66.6	----	-----	6309573	
42	7/16/2013	10:16:50 00d 00:10.0	62.9	72.9	66.6	60.5	-.-	66.1	65.7	63.1	60.6	60.5	----	-----	1949845	
43	7/16/2013	10:17:00 00d 00:10.0	63.4	73.4	65.8	60.8	-.-	65.7	65.5	62.3	61.1	60.9	----	-----	2187762	
44	7/16/2013	10:17:10 00d 00:10.0	65.9	75.9	67.6	62.3	-.-	67.5	67.3	66	64	63.2	----	-----	3890451	
45	7/16/2013	10:17:20 00d 00:10.0	62.4	72.4	64.1	60.8	-.-	64	63.9	62.3	61	60.9	----	-----	1737801	
46	7/16/2013	10:17:30 00d 00:10.0	58.9	68.9	61.1	58.4	-.-	60.7	60.3	58.9	58.6	58.5	----	-----	776247.1	
47	7/16/2013	10:17:40 00d 00:10.0	62.8	72.8	65.9	58.9	-.-	65.8	65.7	60.8	59.6	59.3	----	-----	1905461	
48	7/16/2013	10:17:50 00d 00:10.0	63.6	73.6	65.7	60.5	-.-	65.7	65.7	63.4	60.8	60.8	----	-----	2290868	
49	7/16/2013	10:18:00 00d 00:10.0	66.3	76.3	68.5	62.3	-.-	68.4	68.3	66.3	63.6	62.9	----	-----	4265795	
50	7/16/2013	10:18:10 00d 00:10.0	62.4	72.4	65	60.1	-.-	64.9	64.8	61.3	60.2	60.2	----	-----	1737801	
51	7/16/2013	10:18:20 00d 00:10.0	63.7	73.7	67.4	60.8	-.-	66.9	65.7	62.5	60.9	60.8	----	-----	2344229	
52	7/16/2013	10:18:30 00d 00:10.0	66.5	76.5	68.5	64.6	-.-	68.4	68.2	66.9	64.7	64.7	----	-----	4466836	
53	7/16/2013	10:18:40 00d 00:10.0	64.3	74.3	66.1	62.6	-.-	66	65.8	63.9	62.7	62.7	----	-----	2691535	
54	7/16/2013	10:18:50 00d 00:10.0	64	74	66.1	61.4	-.-	65.8	65.7	64.7	61.8	61.5	----	-----	2511886	
55	7/16/2013	10:19:00 00d 00:10.0	60.8	70.8	61.9	59.2	-.-	61.7	61.7	61.2	59.4	59.3	----	-----	1202264	
56	7/16/2013	10:19:10 00d 00:10.0	62.2	72.2	64.4	59.2	-.-	64.3	64	61.5	60.1	59.7	----	-----	1659587	
57	7/16/2013	10:19:20 00d 00:10.0	62.7	72.7	65.3	60.5	-.-	65.2	65	61.6	60.7	60.6	----	-----	1862087	
58	7/16/2013	10:19:30 00d 00:10.0	63.5	73.5	65.2	61.4	-.-	65.1	64.9	63.3	61.7	61.6	----	-----	2238721	
59	7/16/2013	10:19:40 00d 00:10.0	65	75	68.1	59.9	-.-	67.9	67.6	63.8	60	60	----	-----	3162278	
60	7/16/2013	10:19:50 00d 00:10.0	67	77	71.6	60.8	-.-	71.5	71.2	65.1	61.3	61	----	-----	5011872	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R24																65.4
1	7/16/2013	10:10:00 00d 00:10.0	63	73	65.4	55.4	-.-	65	64.7	62.5	55.6	55.5	----	-----	1995262	
2	7/16/2013	10:10:10 00d 00:10.0	68.1	78.1	69.4	65.4	-.-	69.4	69.2	68	66.1	65.6	----	-----	6456542	
3	7/16/2013	10:10:20 00d 00:10.0	68.4	78.4	71	63	-.-	70.8	70.7	68.3	64.5	63.7	----	-----	6918310	
4	7/16/2013	10:10:30 00d 00:10.0	61.3	71.3	63.1	60.3	-.-	63	62.8	61.2	60.6	60.5	----	-----	1348963	
5	7/16/2013	10:10:40 00d 00:10.0	67.3	77.3	70.7	60.4	-.-	70.6	70.3	68.9	60.5	60.5	----	-----	5370318	
6	7/16/2013	10:10:50 00d 00:10.0	68.4	78.4	70.7	66.1	-.-	70.6	70.5	69.2	66.3	66.2	----	-----	6918310	
7	7/16/2013	10:11:00 00d 00:10.0	68.5	78.5	69.6	66.3	-.-	69.5	69.4	68.1	66.9	66.6	----	-----	7079458	
8	7/16/2013	10:11:10 00d 00:10.0	70.9	80.9	72.1	68.3	-.-	71.9	71.9	71	69.4	68.9	----	-----	12302688	
9	7/16/2013	10:11:20 00d 00:10.0	67.9	77.9	69.8	65.3	-.-	69.5	69.3	67.6	66	65.5	----	-----	6165950	
10	7/16/2013	10:11:30 00d 00:10.0	64.3	74.3	68	60.9	-.-	66.9	66.7	65.6	61.1	61	----	-----	2691535	
11	7/16/2013	10:11:40 00d 00:10.0	63.2	73.2	66	57.9	-.-	65.9	65.7	62.8	59.1	58.4	----	-----	2089296	
12	7/16/2013	10:11:50 00d 00:10.0	59.8	69.8	62.7	57.4	-.-	62	61.1	58.6	57.5	57.4	----	-----	954992.6	
13	7/16/2013	10:12:00 00d 00:10.0	64.9	74.9	66.2	62.7	-.-	66.1	65.9	64.7	63.6	63.1	----	-----	3090295	
14	7/16/2013	10:12:10 00d 00:10.0	61.5	71.5	64.2	58.9	-.-	63.4	63.2	61.3	59.3	59.1	----	-----	1412538	
15	7/16/2013	10:12:20 00d 00:10.0	65.2	75.2	66.4	64	-.-	66.3	66.2	65.1	64.2	64.1	----	-----	3311311	
16	7/16/2013	10:12:30 00d 00:10.0	67.1	77.1	69	64.9	-.-	68.9	68.8	66.3	65.5	65.1	----	-----	5128614	
17	7/16/2013	10:12:40 00d 00:10.0	64.9	74.9	67.2	62	-.-	67.1	67	64.7	62.3	62.1	----	-----	3090295	
18	7/16/2013	10:12:50 00d 00:10.0	68.6	78.6	71.9	62.1	-.-	71.7	71.4	67.9	62.5	62.2	----	-----	7244360	
19	7/16/2013	10:13:00 00d 00:10.0	62.8	72.8	66	61.7	-.-	64.8	64.6	63	62	61.9	----	-----	1905461	
20	7/16/2013	10:13:10 00d 00:10.0	68.4	78.4	71.8	61.2	-.-	71.4	70.7	68.2	61.3	61.3	----	-----	6918310	
21	7/16/2013	10:13:20 00d 00:10.0	59.9	69.9	66.7	57.3	-.-	65.5	65.1	59	57.5	57.4	----	-----	977237.2	
22	7/16/2013	10:13:30 00d 00:10.0	61.5	71.5	62.8	58	-.-	62.7	62.7	61.3	58.4	58.4	----	-----	1412538	
23	7/16/2013	10:13:40 00d 00:10.0	68.2	78.2	71.5	62.7	-.-	71.1	71.1	67.6	62.9	62.9	----	-----	6606934	
24	7/16/2013	10:13:50 00d 00:10.0	65.3	75.3	67.1	62.9	-.-	67.1	66.9	64.5	63.1	63	----	-----	3388442	
25	7/16/2013	10:14:00 00d 00:10.0	67.1	77.1	68.7	64.5	-.-	68.5	68.4	67.3	65.4	64.9	----	-----	5128614	
26	7/16/2013	10:14:10 00d 00:10.0	61.4	71.4	64.5	61.1	-.-	63.7	63.1	61.5	61.2	61.2	----	-----	1380384	
27	7/16/2013	10:14:20 00d 00:10.0	61.1	71.1	62.6	59.7	-.-	62.5	62.4	60.7	59.9	59.8	----	-----	1288250	
28	7/16/2013	10:14:30 00d 00:10.0	64.8	74.8	68	62	-.-	67.8	67.4	63.9	62.4	62.3	----	-----	3019952	
29	7/16/2013	10:14:40 00d 00:10.0	68.8	78.8	71.1	62.4	-.-	71	70.9	68.7	62.8	62.5	----	-----	7585776	
30	7/16/2013	10:14:50 00d 00:10.0	69.3	79.3	72	62.4	-.-	71.9	71.8	69.8	63.7	63	----	-----	8511380	
31	7/16/2013	10:15:00 00d 00:10.0	66.4	76.4	68.2	62.3	-.-	68.1	68	65.8	62.8	62.5	----	-----	4365158	
32	7/16/2013	10:15:10 00d 00:10.0	64.4	74.4	66.8	61.9	-.-	66.5	66.2	64.5	62.2	62	----	-----	2754229	
33	7/16/2013	10:15:20 00d 00:10.0	65.6	75.6	68.9	62.9	-.-	68.6	68.2	64.6	63.1	63	----	-----	3630781	
34	7/16/2013	10:15:30 00d 00:10.0	62.2	72.2	65.1	60.1	-.-	65	64.8	61.5	60.2	60.1	----	-----	1659587	
35	7/16/2013	10:15:40 00d 00:10.0	61.5	71.5	62.4	60.4	-.-	62.4	62.3	61.8	60.4	60.4	----	-----	1412538	
36	7/16/2013	10:15:50 00d 00:10.0	60.8	70.8	63.1	59.5	-.-	62.4	61.9	60	59.6	59.6	----	-----	1202264	
37	7/16/2013	10:16:00 00d 00:10.0	67.8	77.8	69.7	63	-.-	69.6	69.4	67.9	64.1	63.4	----	-----	6025596	
38	7/16/2013	10:16:10 00d 00:10.0	62.5	72.5	67.5	60.3	-.-	67	66.3	62.2	60.5	60.5	----	-----	1778279	
39	7/16/2013	10:16:20 00d 00:10.0	63.1	73.1	65.7	58.3	-.-	65.6	65.5	63.3	59.5	58.8	----	-----	2041738	
40	7/16/2013	10:16:30 00d 00:10.0	59.8	69.8	62.3	57.1	-.-	62.3	61.9	59	57.4	57.2	----	-----	954992.6	
41	7/16/2013	10:16:40 00d 00:10.0	61.8	71.8	63.1	60.5	-.-	62.9	62.7	61.5	60.7	60.6	----	-----	1513561	
42	7/16/2013	10:16:50 00d 00:10.0	65.8	75.8	67.5	63.1	-.-	67.4	67.3	65.3	63.8	63.5	----	-----	3801894	
43	7/16/2013	10:17:00 00d 00:10.0	67.5	77.5	68.5	65.2	-.-	68.4	68.3	67.7	66.4	65.9	----	-----	5623413	
44	7/16/2013	10:17:10 00d 00:10.0	61.7	71.7	65.2	60.1	-.-	64.5	63.9	61.8	60.8	60.5	----	-----	1479108	
45	7/16/2013	10:17:20 00d 00:10.0	63.4	73.4	65.5	59.6	-.-	65.5	65.3	62.4	59.7	59.7	----	-----	2187762	
46	7/16/2013	10:17:30 00d 00:10.0	65.5	75.5	67.1	61.3	-.-	67	66.9	65.7	63	62.2	----	-----	3548134	
47	7/16/2013	10:17:40 00d 00:10.0	58.6	68.6	61.3	57.8	-.-	60.4	59.8	58.9	58.1	57.9	----	-----	724436	
48	7/16/2013	10:17:50 00d 00:10.0	57.9	67.9	58.7	57.4	-.-	58.4	58.3	58	57.5	57.5	----	-----	616595	
49	7/16/2013	10:18:00 00d 00:10.0	62.2	72.2	64.7	57.8	-.-	64.5	64.4	60.7	58.4	58.1	----	-----	1659587	
50	7/16/2013	10:18:10 00d 00:10.0	62.5	72.5	64.5	60.6	-.-	64.3	64.1	62.3	60.7	60.7	----	-----	1778279	
51	7/16/2013	10:18:20 00d 00:10.0	67.2	77.2	69.6	63.1	-.-	69.4	69.4	67.1	64.6	63.9	----	-----	5248075	
52	7/16/2013	10:18:30 00d 00:10.0	61.9	71.9	64.7	58.7	-.-	64.6	64.5	60.8	59	58.8	----	-----	1548817	
53	7/16/2013	10:18:40 00d 00:10.0	64.3	74.3	67.4	62.2	-.-	67.1	66.4	63.2	62.3	62.3	----	-----	2691535	
54	7/16/2013	10:18:50 00d 00:10.0	66.8	76.8	68.6	65.5	-.-	68.5	68.4	67	65.6	65.5	----	-----	4786301	
55	7/16/2013	10:19:00 00d 00:10.0	63.4	73.4	65.8	61.4	-.-	65.6	65.4	62.6	61.5	61.5	----	-----	2187762	
56	7/16/2013	10:19:10 00d 00:10.0	64.2	74.2	66	61	-.-	65.9	65.8	65.1	61.5	61.4	----	-----	2630268	
57	7/16/2013	10:19:20 00d 00:10.0	59.8	69.8	61	58.5	-.-	60.9	60.9	59.8	58.7	58.6	----	-----	954992.6	
58	7/16/2013	10:19:30 00d 00:10.0	61.5	71.5	62.9	59.7	-.-	62.8	62.7	61.3	59.9	59.8	----	-----	1412538	
59	7/16/2013	10:19:40 00d 00:10.0	61.6	71.6	63	60.1	-.-	62.9	62.7	61.4	60.2	60.1	----	-----	1445440	
60	7/16/2013	10:19:50 00d 00:10.0	63.9	73.9	65.6	60.3	-.-	65.1	65	63.2	60.6	60.6	----	-----	2454709	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R25																64.1
1	7/16/2013	10:10:00 00d 00:10.0	67.8	77.8	70.2	64.2	-.-	70	69.7	67.8	65.5	64.8	----	-----	6025596	
2	7/16/2013	10:10:10 00d 00:10.0	60.6	70.6	64.2	58.5	-.-	63.5	62.7	60.9	58.8	58.6	----	-----	1148154	
3	7/16/2013	10:10:20 00d 00:10.0	64.9	74.9	68.6	60	-.-	68.5	68.4	60.6	60.2	60.2	----	-----	3090295	
4	7/16/2013	10:10:30 00d 00:10.0	66.2	76.2	68.7	64.1	-.-	68.5	68.5	66.2	64.2	64.2	----	-----	4168694	
5	7/16/2013	10:10:40 00d 00:10.0	66.6	76.6	67.6	64.5	-.-	67.4	67.4	66.5	65.6	64.9	----	-----	4570882	
6	7/16/2013	10:10:50 00d 00:10.0	69.4	79.4	71	66	-.-	70.8	70.6	69.2	67.4	66.8	----	-----	8709636	
7	7/16/2013	10:11:00 00d 00:10.0	66.4	76.4	68.1	65.6	-.-	67.8	67.4	66.5	65.9	65.8	----	-----	4365158	
8	7/16/2013	10:11:10 00d 00:10.0	64	74	65.9	61.8	-.-	65.7	65.5	64.6	62	61.9	----	-----	2511886	
9	7/16/2013	10:11:20 00d 00:10.0	63.1	73.1	65.2	60.7	-.-	65.2	65.1	62.5	61.1	60.9	----	-----	2041738	
10	7/16/2013	10:11:30 00d 00:10.0	59.7	69.7	61.1	59	-.-	60.9	60.6	59.5	59.1	59	----	-----	933254.3	
11	7/16/2013	10:11:40 00d 00:10.0	63	73	64	60.6	-.-	63.9	63.8	63	61.3	61.2	----	-----	1995262	
12	7/16/2013	10:11:50 00d 00:10.0	61.8	71.8	63	60.9	-.-	62.7	62.6	61.5	61.2	61.2	----	-----	1513561	
13	7/16/2013	10:12:00 00d 00:10.0	63.3	73.3	64.6	61.4	-.-	64.6	64.4	63.5	61.5	61.5	----	-----	2137962	
14	7/16/2013	10:12:10 00d 00:10.0	65.3	75.3	67.4	61.2	-.-	67.2	67.1	65.1	61.6	61.3	----	-----	3388442	
15	7/16/2013	10:12:20 00d 00:10.0	63.5	73.5	66.1	59.3	-.-	66.1	66	63.9	59.7	59.4	----	-----	2238721	
16	7/16/2013	10:12:30 00d 00:10.0	67	77	70.4	59.1	-.-	70.2	70	64.6	59.2	59.2	----	-----	5011872	
17	7/16/2013	10:12:40 00d 00:10.0	63.6	73.6	67.9	62.2	-.-	66.8	66	63.9	63.1	62.6	----	-----	2290868	
18	7/16/2013	10:12:50 00d 00:10.0	66	76	69.8	61.5	-.-	69.3	68.1	64.5	61.8	61.7	----	-----	3981072	
19	7/16/2013	10:13:00 00d 00:10.0	61.3	71.3	67.2	60.1	-.-	65.8	65.3	61	60.5	60.3	----	-----	1348963	
20	7/16/2013	10:13:10 00d 00:10.0	60.3	70.3	61.4	59.2	-.-	61.3	61.2	60.7	59.4	59.3	----	-----	1071519	
21	7/16/2013	10:13:20 00d 00:10.0	66.2	76.2	68.8	59.6	-.-	68.7	68.5	66.2	59.7	59.7	----	-----	4168694	
22	7/16/2013	10:13:30 00d 00:10.0	64.5	74.5	66.7	63.2	-.-	66.2	65.8	64.7	63.4	63.3	----	-----	2818383	
23	7/16/2013	10:13:40 00d 00:10.0	66.6	76.6	68.9	64.4	-.-	68.8	68.7	66	64.8	64.6	----	-----	4570882	
24	7/16/2013	10:13:50 00d 00:10.0	61.5	71.5	64.4	60.7	-.-	64	63.4	61.5	60.9	60.8	----	-----	1412538	
25	7/16/2013	10:14:00 00d 00:10.0	60.2	70.2	60.9	59.7	-.-	60.8	60.7	60.2	59.8	59.8	----	-----	1047129	
26	7/16/2013	10:14:10 00d 00:10.0	62.9	72.9	65.8	57.8	-.-	65.7	65.4	62.4	58.1	57.9	----	-----	1949845	
27	7/16/2013	10:14:20 00d 00:10.0	67.5	77.5	71	60.6	-.-	70.7	70.5	65.3	60.8	60.7	----	-----	5623413	
28	7/16/2013	10:14:30 00d 00:10.0	67.8	77.8	70.4	63.3	-.-	70.3	70.1	68.4	64	63.6	----	-----	6025596	
29	7/16/2013	10:14:40 00d 00:10.0	65.2	75.2	67.5	62	-.-	67.4	67.3	64.3	62.4	62.2	----	-----	3311311	
30	7/16/2013	10:14:50 00d 00:10.0	63	73	65.6	60.7	-.-	65.3	65.3	63	60.9	60.8	----	-----	1995262	
31	7/16/2013	10:15:00 00d 00:10.0	64.1	74.1	67	60.1	-.-	66.7	66.6	63.6	60.4	60.2	----	-----	2570396	
32	7/16/2013	10:15:10 00d 00:10.0	61.9	71.9	64.1	60.5	-.-	64.1	64	61.3	60.7	60.6	----	-----	1548817	
33	7/16/2013	10:15:20 00d 00:10.0	59	69	61.4	57.4	-.-	61.1	60.9	59	58.4	57.9	----	-----	794328.2	
34	7/16/2013	10:15:30 00d 00:10.0	57.4	67.4	58.9	56.4	-.-	58.7	58.2	57	56.5	56.5	----	-----	549540.9	
35	7/16/2013	10:15:40 00d 00:10.0	65	75	67.1	58.9	-.-	66.9	66.7	64.5	59.8	59.5	----	-----	3162278	
36	7/16/2013	10:15:50 00d 00:10.0	62.4	72.4	66.6	59.6	-.-	66.3	65.9	62.6	59.9	59.8	----	-----	1737801	
37	7/16/2013	10:16:00 00d 00:10.0	62.5	72.5	64.7	59	-.-	64.6	64.5	62.3	59.7	59.4	----	-----	1778279	
38	7/16/2013	10:16:10 00d 00:10.0	59	69	59.6	58.4	-.-	59.5	59.4	58.9	58.6	58.5	----	-----	794328.2	
39	7/16/2013	10:16:20 00d 00:10.0	59.4	69.4	62.1	56.9	-.-	61.7	61.5	58.2	57.1	57	----	-----	870963.6	
40	7/16/2013	10:16:30 00d 00:10.0	65.1	75.1	67.3	62.1	-.-	67.1	66.8	64.5	62.8	62.3	----	-----	3235937	
41	7/16/2013	10:16:40 00d 00:10.0	66.5	76.5	67.7	64.9	-.-	67.5	67.3	66.4	65.2	65.1	----	-----	4466836	
42	7/16/2013	10:16:50 00d 00:10.0	61.4	71.4	66.6	58.5	-.-	66.1	65.3	61.5	59	58.8	----	-----	1380384	
43	7/16/2013	10:17:00 00d 00:10.0	61.4	71.4	65	57.8	-.-	63.8	63	59.9	58.1	58	----	-----	1380384	
44	7/16/2013	10:17:10 00d 00:10.0	64.9	74.9	66.7	62.2	-.-	66.6	66.5	64.8	63.6	62.9	----	-----	3090295	
45	7/16/2013	10:17:20 00d 00:10.0	59	69	62.2	58	-.-	61.5	60.9	59	58.4	58.3	----	-----	794328.2	
46	7/16/2013	10:17:30 00d 00:10.0	57.2	67.2	58	56.2	-.-	57.8	57.7	57.2	56.4	56.3	----	-----	524807.5	
47	7/16/2013	10:17:40 00d 00:10.0	61	71	64.8	57.5	-.-	64.5	63.4	58.8	58	57.8	----	-----	1258925	
48	7/16/2013	10:17:50 00d 00:10.0	62	72	64.5	59.9	-.-	64.2	64	61.1	60.2	60	----	-----	1584893	
49	7/16/2013	10:18:00 00d 00:10.0	66.1	76.1	68.7	63.6	-.-	68.5	68.1	65.7	63.9	63.8	----	-----	4073803	
50	7/16/2013	10:18:10 00d 00:10.0	62.1	72.1	64.5	60.4	-.-	64.2	63.8	61.4	60.5	60.5	----	-----	1621810	
51	7/16/2013	10:18:20 00d 00:10.0	62.7	72.7	65.6	60	-.-	65.2	64.5	61.8	60.1	60	----	-----	1862087	
52	7/16/2013	10:18:30 00d 00:10.0	66.1	76.1	68.8	63.2	-.-	68.4	68.2	65.8	63.7	63.5	----	-----	4073803	
53	7/16/2013	10:18:40 00d 00:10.0	62.6	72.6	64.6	60.7	-.-	64.3	64.2	62.2	61	60.8	----	-----	1819701	
54	7/16/2013	10:18:50 00d 00:10.0	63.5	73.5	64.9	61.3	-.-	64.8	64.6	64.1	61.7	61.4	----	-----	2238721	
55	7/16/2013	10:19:00 00d 00:10.0	59.2	69.2	61.4	57.4	-.-	61.1	61	59.5	57.6	57.5	----	-----	831763.8	
56	7/16/2013	10:19:10 00d 00:10.0	61.5	71.5	63.6	57.9	-.-	63.4	63.2	61	59.5	59	----	-----	1412538	
57	7/16/2013	10:19:20 00d 00:10.0	61	71	62.7	59.1	-.-	62.6	62.6	60.9	59.3	59.3	----	-----	1258925	
58	7/16/2013	10:19:30 00d 00:10.0	63.1	73.1	65.3	58.5	-.-	65	64.9	62	58.6	58.6	----	-----	2041738	
59	7/16/2013	10:19:40 00d 00:10.0	63.7	73.7	66.1	59.6	-.-	65.7	65.6	63.6	59.9	59.8	----	-----	2344229	
60	7/16/2013	10:19:50 00d 00:10.0	65.8	75.8	69.2	60.5	-.-	69.1	68.9	65.6	60.8	60.7	----	-----	3801894	

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Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R26																64.0
1	7/16/2013	10:10:00 00d 00:10.0	61.2	71.2	64.5	59.4	-.-	64.5	64.3	60.9	59.5	59.5	----	-----	1318257	
2	7/16/2013	10:10:10 00d 00:10.0	62.2	72.2	66.7	58.9	-.-	65.6	64.4	59.3	59	59	----	-----	1659587	
3	7/16/2013	10:10:20 00d 00:10.0	66.7	76.7	68.6	62.9	-.-	68.5	68.3	67.6	63.2	63	----	-----	4677351	
4	7/16/2013	10:10:30 00d 00:10.0	67.2	77.2	68.9	62.8	-.-	68.6	68.5	67.1	63.5	63.1	----	-----	5248075	
5	7/16/2013	10:10:40 00d 00:10.0	68.5	78.5	69.7	66.3	-.-	69.7	69.6	68.2	66.7	66.6	----	-----	7079458	
6	7/16/2013	10:10:50 00d 00:10.0	66.3	76.3	69.2	64.5	-.-	69	68.6	66.2	64.7	64.6	----	-----	4265795	
7	7/16/2013	10:11:00 00d 00:10.0	65.7	75.7	69	61.8	-.-	68.9	68.8	65.2	63.5	62.6	----	-----	3715352	
8	7/16/2013	10:11:10 00d 00:10.0	63.4	73.4	65.4	61.4	-.-	65.4	65.3	62.4	61.6	61.5	----	-----	2187762	
9	7/16/2013	10:11:20 00d 00:10.0	61	71	62.6	59.3	-.-	62.5	62.4	61	59.6	59.4	----	-----	1258925	
10	7/16/2013	10:11:30 00d 00:10.0	64	74	65.1	61	-.-	65	64.9	64	61.4	61.3	----	-----	2511886	
11	7/16/2013	10:11:40 00d 00:10.0	63.1	73.1	64.4	61.4	-.-	64.3	64.3	63.4	62.1	61.7	----	-----	2041738	
12	7/16/2013	10:11:50 00d 00:10.0	63.5	73.5	65.9	61.2	-.-	65.7	65.5	62.9	61.8	61.4	----	-----	2238721	
13	7/16/2013	10:12:00 00d 00:10.0	64.9	74.9	67.4	61.1	-.-	67.3	67.2	64.3	61.4	61.3	----	-----	3090295	
14	7/16/2013	10:12:10 00d 00:10.0	62.6	72.6	64.9	58.6	-.-	64.7	64.6	63.3	59	58.7	----	-----	1819701	
15	7/16/2013	10:12:20 00d 00:10.0	64.9	74.9	68.9	59	-.-	68.6	67.8	61.3	59.6	59.3	----	-----	3090295	
16	7/16/2013	10:12:30 00d 00:10.0	64.7	74.7	69.5	61.1	-.-	69.3	69	63	61.6	61.3	----	-----	2951209	
17	7/16/2013	10:12:40 00d 00:10.0	64.2	74.2	66.5	60	-.-	66	65.8	63.7	60.7	60.2	----	-----	2630268	
18	7/16/2013	10:12:50 00d 00:10.0	63.1	73.1	67.6	60.3	-.-	67.2	66.6	62.2	60.5	60.4	----	-----	2041738	
19	7/16/2013	10:13:00 00d 00:10.0	60.4	70.4	62	58.5	-.-	61.9	61.6	61	59.1	58.6	----	-----	1096478	
20	7/16/2013	10:13:10 00d 00:10.0	65.3	75.3	68.6	58.5	-.-	68.4	67.9	62.8	59	58.7	----	-----	3388442	
21	7/16/2013	10:13:20 00d 00:10.0	64.4	74.4	68.6	63.2	-.-	68.3	67.4	64.3	63.3	63.3	----	-----	2754229	
22	7/16/2013	10:13:30 00d 00:10.0	66.5	76.5	67.7	64.4	-.-	67.6	67.5	66.2	65.5	65	----	-----	4466836	
23	7/16/2013	10:13:40 00d 00:10.0	63.4	73.4	65.6	61.7	-.-	65.4	65.1	63.8	62.1	62	----	-----	2187762	
24	7/16/2013	10:13:50 00d 00:10.0	60	70	61.8	58.9	-.-	61.4	61.3	60.4	59	59	----	-----	1000000	
25	7/16/2013	10:14:00 00d 00:10.0	62.4	72.4	65.8	58.2	-.-	65.6	65.4	59.8	58.7	58.4	----	-----	1737801	
26	7/16/2013	10:14:10 00d 00:10.0	64.1	74.1	67.2	60.4	-.-	67	66.6	62.9	60.6	60.5	----	-----	2570396	
27	7/16/2013	10:14:20 00d 00:10.0	68.2	78.2	69.5	64.6	-.-	69.3	69.3	68.6	66.6	65.4	----	-----	6606934	
28	7/16/2013	10:14:30 00d 00:10.0	64.5	74.5	66.9	62.7	-.-	66.3	65.9	63.8	63.2	63	----	-----	2818383	
29	7/16/2013	10:14:40 00d 00:10.0	65.3	75.3	67.7	62	-.-	67.4	67.4	65.9	62.3	62.1	----	-----	3388442	
30	7/16/2013	10:14:50 00d 00:10.0	66.6	76.6	69.3	62.1	-.-	69	68.7	66.1	62.6	62.4	----	-----	4570882	
31	7/16/2013	10:15:00 00d 00:10.0	64.4	74.4	67.3	60.4	-.-	67	66.8	64.7	60.8	60.6	----	-----	2754229	
32	7/16/2013	10:15:10 00d 00:10.0	59.5	69.5	62.8	55.2	-.-	62.7	62.5	60	55.5	55.3	----	-----	891250.9	
33	7/16/2013	10:15:20 00d 00:10.0	58.2	68.2	58.8	55.7	-.-	58.7	58.7	58.1	57	56.5	----	-----	660693.4	
34	7/16/2013	10:15:30 00d 00:10.0	63.9	73.9	66.6	57.9	-.-	66	65.7	62.9	58.6	58.2	----	-----	2454709	
35	7/16/2013	10:15:40 00d 00:10.0	64.1	74.1	67.4	60.9	-.-	67.2	67.1	62.9	61.5	61.2	----	-----	2570396	
36	7/16/2013	10:15:50 00d 00:10.0	62.4	72.4	65.1	59.3	-.-	65.1	64.9	61.7	59.6	59.5	----	-----	1737801	
37	7/16/2013	10:16:00 00d 00:10.0	56.3	66.3	59.3	54.6	-.-	58.9	58.8	55.8	54.7	54.6	----	-----	426579.5	
38	7/16/2013	10:16:10 00d 00:10.0	59	69	60.6	57	-.-	60	59.5	58.6	57.7	57.6	----	-----	794328.2	
39	7/16/2013	10:16:20 00d 00:10.0	65.3	75.3	67	60.6	-.-	66.9	66.7	65.5	61.1	61	----	-----	3388442	
40	7/16/2013	10:16:30 00d 00:10.0	65.6	75.6	67.4	63.6	-.-	67.2	67.2	65.2	63.8	63.7	----	-----	3630781	
41	7/16/2013	10:16:40 00d 00:10.0	63.9	73.9	67	60.7	-.-	66.8	66.5	63.9	60.9	60.8	----	-----	2454709	
42	7/16/2013	10:16:50 00d 00:10.0	60.1	70.1	62.2	58.4	-.-	62	61.5	60.1	58.5	58.4	----	-----	1023293	
43	7/16/2013	10:17:00 00d 00:10.0	64.6	74.6	66.2	60.5	-.-	66	65.7	64.2	61.8	60.9	----	-----	2884032	
44	7/16/2013	10:17:10 00d 00:10.0	61.5	71.5	66.2	59	-.-	66	65.7	61.1	59.1	59.1	----	-----	1412538	
45	7/16/2013	10:17:20 00d 00:10.0	58.8	68.8	59.9	57.4	-.-	59.8	59.7	58.5	57.6	57.5	----	-----	758577.6	
46	7/16/2013	10:17:30 00d 00:10.0	59.2	69.2	59.8	58.8	-.-	59.8	59.8	59.2	58.9	58.9	----	-----	831763.8	
47	7/16/2013	10:17:40 00d 00:10.0	62.7	72.7	65.3	58.9	-.-	65	64.8	62.3	59.1	59	----	-----	1862087	
48	7/16/2013	10:17:50 00d 00:10.0	65.6	75.6	68.5	59	-.-	68.3	67.9	64	60.1	59.7	----	-----	3630781	
49	7/16/2013	10:18:00 00d 00:10.0	61.8	71.8	66.5	59.1	-.-	66.1	65.4	61.3	59.2	59.1	----	-----	1513561	
50	7/16/2013	10:18:10 00d 00:10.0	63.2	73.2	64.4	60.2	-.-	64.3	64.1	62.8	61.5	60.9	----	-----	2089296	
51	7/16/2013	10:18:20 00d 00:10.0	65.7	75.7	66.8	63.1	-.-	66.7	66.6	66.2	63.6	63.3	----	-----	3715352	
52	7/16/2013	10:18:30 00d 00:10.0	62.8	72.8	64	61.5	-.-	63.9	63.8	62.9	61.6	61.5	----	-----	1905461	
53	7/16/2013	10:18:40 00d 00:10.0	64.1	74.1	65.3	62.6	-.-	65.2	64.9	63.9	63.3	62.8	----	-----	2570396	
54	7/16/2013	10:18:50 00d 00:10.0	64	74	67.9	61.5	-.-	67.5	66.8	63.3	61.7	61.6	----	-----	2511886	
55	7/16/2013	10:19:00 00d 00:10.0	62.1	72.1	63.8	60.8	-.-	63.6	63.6	61.8	60.9	60.9	----	-----	1621810	
56	7/16/2013	10:19:10 00d 00:10.0	61.7	71.7	63.4	60.2	-.-	63.3	63.2	61.2	60.3	60.3	----	-----	1479108	
57	7/16/2013	10:19:20 00d 00:10.0	62.2	72.2	64.9	60.2	-.-	64.2	63.7	61.1	60.4	60.3	----	-----	1659587	
58	7/16/2013	10:19:30 00d 00:10.0	64.1	74.1	66.3	60.1	-.-	66.2	66.2	65.1	60.3	60.2	----	-----	2570396	
59	7/16/2013	10:19:40 00d 00:10.0	66.6	76.6	69.7	61.5	-.-	69.6	69.4	66.1	61.8	61.8	----	-----	4570882	
60	7/16/2013	10:19:50 00d 00:10.0	60.8	70.8	62	59.7	-.-	61.8	61.7	60.9	60.5	60.2	----	-----	1202264	

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Address	Start Time	Measurement Time			Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under		Overall Leq
R1-A1																		63.0
1	7/23/2014	8:25:00	00d	00:10.0	58.9	68.9	61	57	-.-	60.8	60.6	58	57.2	57.1	----	-----	776247.1166	
2	7/23/2014	8:25:10	00d	00:10.0	56.3	66.3	59.2	53.1	-.-	59	58.9	55.8	53.6	53.3	----	-----	426579.5188	
3	7/23/2014	8:25:20	00d	00:10.0	64.9	74.9	68.6	58	-.-	68.5	68.1	62.6	60.1	59.8	----	-----	3090295.433	
4	7/23/2014	8:25:30	00d	00:10.0	60.2	70.2	64.5	58.5	-.-	64.4	64	59.3	58.7	58.6	----	-----	1047128.548	
5	7/23/2014	8:25:40	00d	00:10.0	61.5	71.5	64.1	56.5	-.-	64	63.8	61.5	57.7	57.2	----	-----	1412537.545	
6	7/23/2014	8:25:50	00d	00:10.0	55.8	65.8	56.8	54.7	-.-	56.7	56.5	56.1	54.8	54.7	----	-----	380189.3963	
7	7/23/2014	8:26:00	00d	00:10.0	59.8	69.8	62.2	54.6	-.-	62.1	61.9	59.6	55.7	54.9	----	-----	954992.586	
8	7/23/2014	8:26:10	00d	00:10.0	60.7	70.7	63.4	58.1	-.-	63.2	63.1	60	58.4	58.3	----	-----	1174897.555	
9	7/23/2014	8:26:20	00d	00:10.0	61.1	71.1	63.4	56.8	-.-	63.3	63.1	60.7	57.1	56.9	----	-----	1288249.552	
10	7/23/2014	8:26:30	00d	00:10.0	64.5	74.5	69.2	59.2	-.-	69	68.8	62.7	59.8	59.4	----	-----	2818382.931	
11	7/23/2014	8:26:40	00d	00:10.0	60.5	70.5	62.5	58.3	-.-	62.4	62.3	60	58.4	58.3	----	-----	1122018.454	
12	7/23/2014	8:26:50	00d	00:10.0	57	67	59.4	55	-.-	59.3	59.2	56.8	55.2	55.1	----	-----	501187.2336	
13	7/23/2014	8:27:00	00d	00:10.0	61.6	71.6	64	57.5	-.-	63.6	63.3	60.5	57.6	57.5	----	-----	1445439.771	
14	7/23/2014	8:27:10	00d	00:10.0	60.7	70.7	65.4	54.3	-.-	65.2	65	60.1	55.1	54.6	----	-----	1174897.555	
15	7/23/2014	8:27:20	00d	00:10.0	65.3	75.3	70	54.2	-.-	69.7	69.1	59.9	54.4	54.3	----	-----	3388441.561	
16	7/23/2014	8:27:30	00d	00:10.0	74.2	84.2	78	63.1	-.-	77.9	77.5	74	65.2	64	----	-----	26302679.92	
17	7/23/2014	8:27:40	00d	00:10.0	60.2	70.2	63.1	59.3	-.-	62.2	61.4	60.6	59.6	59.5	----	-----	1047128.548	
18	7/23/2014	8:27:50	00d	00:10.0	60.4	70.4	61.7	58.9	-.-	61.6	61.5	60.4	59	59	----	-----	1096478.196	
19	7/23/2014	8:28:00	00d	00:10.0	63.8	73.8	66.6	59.6	-.-	66.6	66.2	63.1	60	59.8	----	-----	2398832.919	
20	7/23/2014	8:28:10	00d	00:10.0	62.6	72.6	65.7	57.9	-.-	65.6	65.6	62.2	58.2	58	----	-----	1819700.859	
21	7/23/2014	8:28:20	00d	00:10.0	61.7	71.7	63.9	58.5	-.-	63.7	63.6	61.3	58.6	58.6	----	-----	1479108.388	
22	7/23/2014	8:28:30	00d	00:10.0	53.9	63.9	59.7	52	-.-	58.7	57.8	53.8	52.3	52.1	----	-----	245470.8916	
23	7/23/2014	8:28:40	00d	00:10.0	66	76	71.1	54.6	-.-	71	70.5	59.2	55	54.7	----	-----	3981071.706	
24	7/23/2014	8:28:50	00d	00:10.0	62.5	72.5	70.9	56.8	-.-	70.4	69.6	60.9	56.9	56.8	----	-----	1778279.41	
25	7/23/2014	8:29:00	00d	00:10.0	57.8	67.8	60.4	56.6	-.-	59.5	58.2	57.1	56.7	56.6	----	-----	602559.5861	
26	7/23/2014	8:29:10	00d	00:10.0	69.8	79.8	72.8	60.4	-.-	72.7	72.5	69.7	63.8	62.1	----	-----	9549925.86	
27	7/23/2014	8:29:20	00d	00:10.0	57.7	67.7	65.9	55.6	-.-	64.8	63.7	57.2	55.7	55.7	----	-----	588843.6554	
28	7/23/2014	8:29:30	00d	00:10.0	63.4	73.4	65.7	58	-.-	65.7	65.5	63.1	59.5	58.8	----	-----	2187761.624	
29	7/23/2014	8:29:40	00d	00:10.0	57.9	67.9	61.4	56.5	-.-	60.9	60.5	57.7	56.7	56.6	----	-----	616595.0019	
30	7/23/2014	8:29:50	00d	00:10.0	55.4	65.4	57.6	52.8	-.-	57	57	55	53	52.9	----	-----	346736.8505	
31	7/23/2014	8:30:00	00d	00:10.0	59	69	61.9	54.8	-.-	61.8	61.5	58.6	55.9	55.3	----	-----	794328.2347	
32	7/23/2014	8:30:10	00d	00:10.0	58.9	68.9	62.9	54.2	-.-	61.7	61	55.7	54.3	54.3	----	-----	776247.1166	
33	7/23/2014	8:30:20	00d	00:10.0	63.7	73.7	66	61.7	-.-	65	64.1	63.2	61.9	61.8	----	-----	2344228.815	
34	7/23/2014	8:30:30	00d	00:10.0	64.7	74.7	66.6	61.4	-.-	66.5	66.4	65.2	62.6	62	----	-----	2951209.227	
35	7/23/2014	8:30:40	00d	00:10.0	68.1	78.1	73.8	59.1	-.-	73.6	72.9	61.8	59.4	59.2	----	-----	6456542.29	
36	7/23/2014	8:30:50	00d	00:10.0	58.4	68.4	66.6	56.6	-.-	65.2	64.2	57.7	56.8	56.7	----	-----	691830.9709	
37	7/23/2014	8:31:00	00d	00:10.0	55.4	65.4	57.8	52.8	-.-	57.6	57.3	56.5	53	52.9	----	-----	346736.8505	
38	7/23/2014	8:31:10	00d	00:10.0	58.1	68.1	59.1	53	-.-	58.9	58.9	58.4	53.8	53.3	----	-----	645654.229	
39	7/23/2014	8:31:20	00d	00:10.0	62.9	72.9	65.1	58.9	-.-	65	64.8	61.9	60.3	59.6	----	-----	1949844.6	
40	7/23/2014	8:31:30	00d	00:10.0	61.5	71.5	63.4	57.2	-.-	63.3	63.1	62.2	58.7	58	----	-----	1412537.545	
41	7/23/2014	8:31:40	00d	00:10.0	61.4	71.4	66.4	56.3	-.-	65.3	64.1	57.2	56.6	56.4	----	-----	1380384.265	
42	7/23/2014	8:31:50	00d	00:10.0	64.4	74.4	69	58.2	-.-	68.9	68.7	62.6	58.8	58.7	----	-----	2754228.703	
43	7/23/2014	8:32:00	00d	00:10.0	53.4	63.4	58.2	49.7	-.-	57.9	57.8	52.9	49.9	49.9	----	-----	218776.1624	
44	7/23/2014	8:32:10	00d	00:10.0	52.1	62.1	54.4	50.1	-.-	53.3	52.4	51.3	50.7	50.6	----	-----	162181.0097	
45	7/23/2014	8:32:20	00d	00:10.0	60.9	70.9	63.1	54.4	-.-	62.9	62.7	60.9	56.9	56.1	----	-----	1230268.771	
46	7/23/2014	8:32:30	00d	00:10.0	59.5	69.5	60.4	58.9	-.-	60.3	60.1	59.4	59	59	----	-----	891250.9381	
47	7/23/2014	8:32:40	00d	00:10.0	60	70	61.4	57.6	-.-	61.3	61.3	60.7	58	57.8	----	-----	1000000	
48	7/23/2014	8:32:50	00d	00:10.0	61.7	71.7	63.9	57.3	-.-	63.8	63.7	61.6	57.4	57.4	----	-----	1479108.388	
49	7/23/2014	8:33:00	00d	00:10.0	57.3	67.3	60.8	54.1	-.-	60.1	59.5	56.6	54.4	54.2	----	-----	537031.7964	
50	7/23/2014	8:33:10	00d	00:10.0	63.4	73.4	64.7	60.7	-.-	64.6	64.4	63.7	61.1	60.8	----	-----	2187761.624	
51	7/23/2014	8:33:20	00d	00:10.0	67.2	77.2	69.6	60.7	-.-	69.5	69.3	67.3	61.4	61.1	----	-----	5248074.602	
52	7/23/2014	8:33:30	00d	00:10.0	65.2	75.2	69.2	61.3	-.-	68.8	68.2	65.6	61.6	61.4	----	-----	3311311.215	
53	7/23/2014	8:33:40	00d	00:10.0	64.7	74.7	69.2	60	-.-	69.1	68.5	63.8	60.5	60.3	----	-----	2951209.227	
54	7/23/2014	8:33:50	00d	00:10.0	57.3	67.3	60.1	54.4	-.-	59.9	59.8	57.8	55.1	54.6	----	-----	537031.7964	
55	7/23/2014	8:34:00	00d	00:10.0	59	69	62.5	54.1	-.-	61.7	61.2	57.2	54.2	54.2	----	-----	794328.2347	
56	7/23/2014	8:34:10	00d	00:10.0	59.2	69.2	62.4	57.9	-.-	62	61.5	59.1	58.1	58	----	-----	831763.7711	
57	7/23/2014	8:34:20	00d	00:10.0	62.1	72.1	64.4	59.5	-.-	64.3	63.9	61.9	59.9	59.7	----	-----	1621810.097	
58	7/23/2014	8:34:30	00d	00:10.0	57.1	67.1	61.6	55.3	-.-	60.9	60.3	57.2	55.5	55.4	----	-----	512861.384	
59	7/23/2014	8:34:40	00d	00:10.0	57.2	67.2	60.6	54.8	-.-	60	59	55.3	55	54.9	----	-----	524807.4602	
60	7/23/2014	8:34:50	00d	00:10.0	65.8	75.8	68.6	60.5	-.-	68.2	67.7	65.9	61.9	60.9	----	-----	3801893.963	
61	7/23/2014	8:35:00	00d	00:10.0	56	66	61.8	55.1	-.-	61	60.1	55.6	55.3	55.2	----	-----	398107.1706	
62	7/23/2014	8:35:10	00d	00:10.0	65.6	75.6	71.1	55.3	-.-	70.9	69.4	61.2	55.8	55.4	----	-----	3630780.548	
63	7/23/2014	8:35:20	00d	00:10.0	62	72	71	57.2	-.-	70	68.8	61.6	57.5	57.3	----	-----	1584893.192	
64	7/23/2014	8:35:30	00d	00:10.0	63.1	73.1	65.1	58.6	-.-	64.8	64.4	63.5	58.8	58.7	----	-----	2041737.945	
65	7/23/2014	8:35:40	00d	00:10.0	61.7	71.7	63.6	59.8	-.-	63.5	63.3	61.6	59.9	59.9	----	-----	1479108.388	
66	7/23/2014	8:35:50	00d	00:10.0	63.3	73.3	67.1	58.9	-.-	66.8	66.5	62.8	59.6	59.1	----	-----	2137962.09	
67	7/23/2014	8:36:00	00d	00:10.0	58.1	68.1	59.3	57.3	-.-	59.2	59.1	58	57.5	57.4	----	-----	645654.229	
68	7/23/2014	8:36:10	00d	00:10.0	58.7	68.7	61.6	57.1	-.-	60.6	59.5	57.7	57.4	57.2	----	-----	741310.2413	
69	7/23/2014	8:36:20	00d	00:10.0	61.8	71.8	64.2	58.4	-.-	64.1	63.2	61.2	58.6	58.5	----	-----	1513561.248	
70	7/23/2014	8:36:30	00d	00:10.0	62.6	72.6	65.3	59.4	-.-	65.1	64.9	62.8	60.2	59.8	----	-----	1819700.859	
71	7/23/2014	8:36:40	00d	00:10.0	57.7	67.7	59.4	55.6	-.-	59.2	59	57.9	57.4	56.5	----	-----	588843.6554	
72	7/23/2014	8:36:50	00d	00:10.0	54.7	64.7	56.7	52.1	-.-	56.5	56	54.7	52.4	52.3	----	-----	295120.9227	
73	7/23/2014	8:37:00	00d	00:10.0	54.2	64.2	56.7	51.3	-.-	56.4	56.3	54.3	52.3	51.8	----	-----	263026.7992	
74	7/23/2014	8:37:10	00d	00:10.0	54.6	64.6	58.3	49.1	-.-	58.2	58.1	52	49.2	49.2	----	-----	288403.1503	
75	7/23/2014	8:37:20	00d	00:10.0	59.2	69.2	60.8	57.2	-.-	60.7	60.4	59.3	57.3	57.2	----	-----	831763.7711	
76	7/23/2014	8:37:30	00d	00:10.0	53.7	63.7	59.1	50.6	-.-	58.6	58.2	53.1	50.7	50.6	----	-----	234422.8815	
77	7/23/2014	8:37:40	00d	00:10.0	58.6	68.6	61.6	53.6	-.-	61.2	60.5	56.8	53.8	53.7	----	-----	724435.9601	
78	7/23/2014	8:37:50	00d	00:10.0	63.8	73.8	65.8	61.5	-.-	65.6	65.5	63	62.2	62	----	-----	2398832.919	
79	7/23/2014	8:38:00	00d	00:10.0	57.5	67.5	64.8	54.1	-.-	63.9	63	57.4	54.2	54.2	----	-----	562341.3252	
80	7/23/2014	8:38:10	00d	00:10.0	56.2	66.2	57.7	54.1	-.-	57.6	57.5	55.7	54.3	54.2	----	-----	416869.3835	
81	7/23/2014	8:38:20	00d	00:10.0	55.8	65.8	56.7	55.3	-.-	56.6	56.5	55.7	55.4	55.4	----	-----	380189.3963	
82	7/23/2014	8:38:30	00d	00:10.0	65.8	75.8	70.7	55.5	-.-	70.5	70.2	58.3	56	55.8	----	-----	3801893.963	
83	7/23/2014	8:38:40	00d	00:10.0	63.5	73.5	70.6	59.3	-.-	70.1	68.9	62.5	59.5	59.4	----	-----	2238721.139	
84	7/23/2014	8:38:50	00d	00:10.0	71.1	81.1	74.4	59.6	-.-	74.2	74.2	70.5	61.8	60.7	----	-----	12882495.52	
85	7/23/2014	8:39:00	00d	00:10.0	63.1	73.1	67.6	57.2	-.-	67.2	67	59.9	57.4	57.3	----	-----	2041737.945	
86	7/23/2014	8:39:10	00d	00:10.0	62.5	72.5	66.8	57.5	-.-	66.6	66.4	60.4	57.6	57.6	----	-----	1778279.41	
87	7/23/2014	8:39:20	00d	00:10.0	60.5	70.5	65	58.3	-.-	63.9	63.3	60.1	58.5	58.4	----	-----	1122018.454	
88	7/23/2014	8:39:30	00d	00:10.0	62.2	72.2	65	61.1	-.-	64.9	64.7	61.9	61.2	61.2	----	-----	1659586.907	
89	7/23/2014	8:39:40	00d	00:10.0	62	72	63.2	60.1	-.-	63.1	63	61.7	60.3	60.2	----	-----	1584893.192	
90	7/23/2014	8:39:50	00d	00:10.0	64.1	74.1	65.9	62.5	-.-	65.7	65.6	63.5	62.9	62.8	----	-----	2570395.783	

PASTE HERE

Address	Start Time	Measurement Time	Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Leq	Overall Leq
R1-C2																62.2
1	7/23/2014	9:10:00 00d 00:10.0	61.6	71.6	62.8	58.6	-.-	62.7	62.7	61.4	59	58.9	----	-----	1445439.771	
2	7/23/2014	9:10:10 00d 00:10.0	68.8	78.8	71.6	62.7	-.-	71.5	71.4	68.5	63.1	62.8	----	-----	7585775.75	
3	7/23/2014	9:10:20 00d 00:10.0	61	71	67.2	58.9	-.-	66.1	65.3	60.2	59	59	----	-----	1258925.412	
4	7/23/2014	9:10:30 00d 00:10.0	61.7	71.7	63.7	58.4	-.-	63.6	63.5	59.8	58.8	58.6	----	-----	1479108.388	
5	7/23/2014	9:10:40 00d 00:10.0	61.6	71.6	63.5	59.8	-.-	63.4	63.4	61.7	60	59.9	----	-----	1445439.771	
6	7/23/2014	9:10:50 00d 00:10.0	60.4	70.4	64.1	57.6	-.-	62.3	60.8	59.8	57.9	57.7	----	-----	1096478.196	
7	7/23/2014	9:11:00 00d 00:10.0	65.9	75.9	72.3	56.7	-.-	72.1	71.3	62.3	57.2	56.9	----	-----	3890451.45	
8	7/23/2014	9:11:10 00d 00:10.0	58.8	68.8	60.4	56.7	-.-	60.3	59.9	58.2	57.1	57	----	-----	758577.575	
9	7/23/2014	9:11:20 00d 00:10.0	61.3	71.3	62.5	59.6	-.-	62.4	62.2	61.4	59.9	59.8	----	-----	1348962.883	
10	7/23/2014	9:11:30 00d 00:10.0	64.9	74.9	68.3	60.2	-.-	68.2	67.9	64	61.4	61.3	----	-----	3090295.433	
11	7/23/2014	9:11:40 00d 00:10.0	56.4	66.4	60.2	55.2	-.-	59.3	58.8	56.7	55.3	55.3	----	-----	436515.8322	
12	7/23/2014	9:11:50 00d 00:10.0	65.4	75.4	70.2	55.3	-.-	70	69.6	63.5	56.2	55.6	----	-----	3467368.505	
13	7/23/2014	9:12:00 00d 00:10.0	61.2	71.2	62.5	60.4	-.-	62.4	62.3	61.1	60.6	60.6	----	-----	1318256.739	
14	7/23/2014	9:12:10 00d 00:10.0	56.4	66.4	60.4	55.3	-.-	59.8	59.3	56.2	55.5	55.5	----	-----	436515.8322	
15	7/23/2014	9:12:20 00d 00:10.0	53.7	63.7	57.1	50.7	-.-	56.9	56.7	53.9	51.4	51.3	----	-----	234422.8815	
16	7/23/2014	9:12:30 00d 00:10.0	53.5	63.5	56	49.2	-.-	55.9	55.9	51.8	49.5	49.4	----	-----	223872.1139	
17	7/23/2014	9:12:40 00d 00:10.0	58.2	68.2	59.8	55.8	-.-	59.6	59.6	57.8	56.2	56	----	-----	660693.448	
18	7/23/2014	9:12:50 00d 00:10.0	63.5	73.5	65.5	58.2	-.-	65.4	65.1	63.5	59	58.5	----	-----	2238721.139	
19	7/23/2014	9:13:00 00d 00:10.0	64.3	74.3	66.8	61	-.-	66.7	66.5	63.9	62.7	62	----	-----	2691534.804	
20	7/23/2014	9:13:10 00d 00:10.0	59.9	69.9	62	57.8	-.-	61.8	61.6	60	58.3	58.1	----	-----	977237.221	
21	7/23/2014	9:13:20 00d 00:10.0	60.5	70.5	61.4	58.2	-.-	61.3	60.8	60.4	58.4	58.3	----	-----	1122018.454	
22	7/23/2014	9:13:30 00d 00:10.0	58.6	68.6	61.5	56.5	-.-	61.4	61.3	58.1	56.6	56.6	----	-----	724435.9601	
23	7/23/2014	9:13:40 00d 00:10.0	60.6	70.6	61.1	58.1	-.-	61	61	60.4	60.1	59.1	----	-----	1148153.621	
24	7/23/2014	9:13:50 00d 00:10.0	60.4	70.4	64.3	57.3	-.-	63.8	60.9	59.4	57.5	57.4	----	-----	1096478.196	
25	7/23/2014	9:14:00 00d 00:10.0	58.8	68.8	63.8	56.1	-.-	62.7	62.4	57.9	56.2	56.2	----	-----	758577.575	
26	7/23/2014	9:14:10 00d 00:10.0	62	72	66	57.1	-.-	65.9	65.7	61.2	57.4	57.2	----	-----	1584893.192	
27	7/23/2014	9:14:20 00d 00:10.0	58.1	68.1	59.4	56.7	-.-	59.2	59	57.8	56.9	56.8	----	-----	645654.229	
28	7/23/2014	9:14:30 00d 00:10.0	59.3	69.3	60.5	57.6	-.-	60.4	60.3	59.3	57.6	57.6	----	-----	851138.0382	
29	7/23/2014	9:14:40 00d 00:10.0	58.6	68.6	60.7	55.9	-.-	60.6	60.4	59	56.2	56	----	-----	724435.9601	
30	7/23/2014	9:14:50 00d 00:10.0	59.6	69.6	60.9	57.9	-.-	60.8	60.7	59.5	58.2	58	----	-----	912010.8394	
31	7/23/2014	9:15:00 00d 00:10.0	57.7	67.7	60	54.6	-.-	59.9	59.8	57	54.9	54.7	----	-----	588843.6554	
32	7/23/2014	9:15:10 00d 00:10.0	64	74	68.4	59.6	-.-	68.3	66.5	61.3	60.6	60.5	----	-----	2511886.432	
33	7/23/2014	9:15:20 00d 00:10.0	64.1	74.1	68.8	60.4	-.-	68.7	68.4	64.4	60.9	60.8	----	-----	2570395.783	
34	7/23/2014	9:15:30 00d 00:10.0	60.4	70.4	63.8	54.8	-.-	63.7	63.7	61	55.1	54.9	----	-----	1096478.196	
35	7/23/2014	9:15:40 00d 00:10.0	59.1	69.1	60.4	56.2	-.-	60.3	60.1	58.6	57.6	57	----	-----	812830.5162	
36	7/23/2014	9:15:50 00d 00:10.0	59.1	69.1	61.5	56	-.-	61.4	61.3	58.9	56.4	56.1	----	-----	812830.5162	
37	7/23/2014	9:16:00 00d 00:10.0	59.3	69.3	60.7	57.3	-.-	60.3	60.3	59.3	57.6	57.5	----	-----	851138.0382	
38	7/23/2014	9:16:10 00d 00:10.0	55.2	65.2	59.7	50.2	-.-	59.6	59.5	53.2	50.5	50.4	----	-----	331131.1215	
39	7/23/2014	9:16:20 00d 00:10.0	61.8	71.8	66.4	52	-.-	66.2	65.5	57.5	53.6	52.8	----	-----	1513561.248	
40	7/23/2014	9:16:30 00d 00:10.0	68.1	78.1	73.8	60.1	-.-	73.6	72.9	66.6	60.4	60.3	----	-----	6456542.29	
41	7/23/2014	9:16:40 00d 00:10.0	58.3	68.3	60.3	55.9	-.-	60	59.9	58.2	56.1	56	----	-----	676082.9754	
42	7/23/2014	9:16:50 00d 00:10.0	59.6	69.6	60.3	58.5	-.-	60.2	60.2	59.7	58.6	58.5	----	-----	912010.8394	
43	7/23/2014	9:17:00 00d 00:10.0	58.9	68.9	60.8	56.9	-.-	60.4	59.9	58.7	57.2	57	----	-----	776247.1166	
44	7/23/2014	9:17:10 00d 00:10.0	61.5	71.5	64.2	57.7	-.-	64.1	63.9	60.9	58	57.8	----	-----	1412537.545	
45	7/23/2014	9:17:20 00d 00:10.0	58.4	68.4	63.6	55.9	-.-	62.8	62.1	58.4	57.2	56.5	----	-----	691830.9709	
46	7/23/2014	9:17:30 00d 00:10.0	61.3	71.3	65.5	54.2	-.-	65.3	64.8	60.6	54.3	54.3	----	-----	1348962.883	
47	7/23/2014	9:17:40 00d 00:10.0	62.2	72.2	64.2	59.2	-.-	64.1	64	62.2	59.4	59.3	----	-----	1659586.907	
48	7/23/2014	9:17:50 00d 00:10.0	56.3	66.3	61.9	54.4	-.-	61	59.8	56.2	54.7	54.6	----	-----	426579.5188	
49	7/23/2014	9:18:00 00d 00:10.0	61	71	62.3	58.3	-.-	62.2	62.1	60.6	59.1	59	----	-----	1258925.412	
50	7/23/2014	9:18:10 00d 00:10.0	58.3	68.3	61.9	57	-.-	61.5	60.6	58.4	57.3	57.3	----	-----	676082.9754	
51	7/23/2014	9:18:20 00d 00:10.0	59.8	69.8	60.5	58.2	-.-	60.4	60.4	59.7	58.4	58.3	----	-----	954992.586	
52	7/23/2014	9:18:30 00d 00:10.0	56	66	60	53.2	-.-	59.8	59.6	55.6	54	53.5	----	-----	398107.1706	
53	7/23/2014	9:18:40 00d 00:10.0	54.7	64.7	56	52.8	-.-	56	55.8	54.5	53.1	53	----	-----	295120.9227	
54	7/23/2014	9:18:50 00d 00:10.0	61.3	71.3	63	55	-.-	62.9	62.7	61.6	56.1	55.2	----	-----	1348962.883	
55	7/23/2014	9:19:00 00d 00:10.0	67.7	77.7	70.3	61.2	-.-	70.2	70.1	66.6	61.4	61.4	----	-----	5888436.554	
56	7/23/2014	9:19:10 00d 00:10.0	63.3	73.3	68.7	58.1	-.-	67.5	66.8	64.4	59.4	58.6	----	-----	2137962.09	
57	7/23/2014	9:19:20 00d 00:10.0	55.7	65.7	58.1	53.3	-.-	57.9	57.6	56	54	53.6	----	-----	371535.2291	
58	7/23/2014	9:19:30 00d 00:10.0	53.2	63.2	55.6	51.1	-.-	55.6	55.3	52.7	51.2	51.2	----	-----	208929.6131	
59	7/23/2014	9:19:40 00d 00:10.0	56.5	66.5	58.2	54.6	-.-	58.1	58.1	56	54.8	54.7	----	-----	446683.5922	
60	7/23/2014	9:19:50 00d 00:10.0	60.5	70.5	61.7	56.6	-.-	61.6	61.5	60.5	57.7	57	----	-----	1122018.454	
61	7/23/2014	9:20:00 00d 00:10.0	56.1	66.1	60.4	54.2	-.-	59.9	59.3	55.5	54.6	54.4	----	-----	407380.2778	
62	7/23/2014	9:20:10 00d 00:10.0	58.2	68.2	60.4	55.5	-.-	60.4	60.2	57.9	55.9	55.8	----	-----	660693.448	
63	7/23/2014	9:20:20 00d 00:10.0	51.2	61.2	55.5	50.2	-.-	54.7	53.9	51.3	50.3	50.3	----	-----	131825.6739	
64	7/23/2014	9:20:30 00d 00:10.0	49.9	59.9	52.5	47.9	-.-	52.1	51.7	48.8	48	48	----	-----	97723.7221	
65	7/23/2014	9:20:40 00d 00:10.0	54.6	64.6	55.7	52.5	-.-	55.4	55.2	54	53.8	53.6	----	-----	288403.1503	
66	7/23/2014	9:20:50 00d 00:10.0	68.9	78.9	75.2	55.7	-.-	74.8	73.8	66.3	56.7	56.3	----	-----	7762471.166	
67	7/23/2014	9:21:00 00d 00:10.0	62.5	72.5	66.4	60.9	-.-	66.3	65.6	62.1	61.1	61	----	-----	1778279.41	
68	7/23/2014	9:21:10 00d 00:10.0	65.9	75.9	70.6	61	-.-	70.4	69.9	64.5	62.1	61.6	----	-----	3890451.45	
69	7/23/2014	9:21:20 00d 00:10.0	62	72	64.9	59	-.-	64.6	64.4	61.7	59.4	59.1	----	-----	1584893.192	
70	7/23/2014	9:21:30 00d 00:10.0	64.5	74.5	69.3	56.6	-.-	69	68.4	59.1	56.9	56.6	----	-----	2818382.931	
71	7/23/2014	9:21:40 00d 00:10.0	63.8	73.8	69.2	61.4	-.-	68.9	68.3	63.6	61.5	61.5	----	-----	2398832.919	
72	7/23/2014	9:21:50 00d 00:10.0	62.2	72.2	63.1	61.1	-.-	63	62.9	62.1	61.4	61.2	----	-----	1659586.907	
73	7/23/2014	9:22:00 00d 00:10.0	62.5	72.5	63.5	59.8	-.-	63.4	63.4	63	60.5	60.1	----	-----	1778279.41	
74	7/23/2014	9:22:10 00d 00:10.0	57.9	67.9	59.8	57	-.-	59.3	59.1	57.8	57.3	57.2	----	-----	616595.0019	
75	7/23/2014	9:22:20 00d 00:10.0	53.7	63.7	57.5	52.6	-.-	57.2	56.6	53.4	53	52.8	----	-----	234422.8815	
76	7/23/2014	9:22:30 00d 00:10.0	55.8	65.8	59.7	51.4	-.-	59.4	58.6	53.8	51.6	51.5	----	-----	380189.3963	
77	7/23/2014	9:22:40 00d 00:10.0	57.2	67.2	58.9	55.7	-.-	58.9	58.8	56.6	55.8	55.7	----	-----	524807.4602	
78	7/23/2014	9:22:50 00d 00:10.0	68	78	73.7	56.3	-.-	73.2	72.6	65.3	58.9	57.8	----	-----	6309573.445	
79	7/23/2014	9:23:00 00d 00:10.0	59.5	69.5	61.9	55.2	-.-	61.7	61.5	60.9	56	55.5	----	-----	891250.9381	
80	7/23/2014	9:23:10 00d 00:10.0	59.6	69.6	62.6	55.2	-.-	62.4	62.1	58.9	55.3	55.2	----	-----	912010.8394	
81	7/23/2014	9:23:20 00d 00:10.0	61.2	71.2	62.7	59.1	-.-	62.7	62.6	61.7	59.4	59.2	----	-----	1318256.739	
82	7/23/2014	9:23:30 00d 00:10.0	66.1	76.1	69.7	59.3	-.-	69.5	69.4	64.9	59.7	59.5	----	-----	4073802.778	
83	7/23/2014	9:23:40 00d 00:10.0	67	77	72.1	61.6	-.-	71.9	71.2	65.5	61.8	61.7	----	-----	5011872.336	
84	7/23/2014	9:23:50 00d 00:10.0	61.9	71.9	65.8	60.3	-.-	65.5	64.4	61.3	60.7	60.4	----	-----	1548816.619	
85	7/23/2014	9:24:00 00d 00:10.0	68.8	78.8	73.1	60.2	-.-	72.9	72.7	67.2	61.5	60.8	----	-----	7585775.75	
86	7/23/2014	9:24:10 00d 00:10.0	55.7	65.7	60.2	51.2	-.-	60.1	59.9	54.7	51.8	51.5	----	-----	371535.2291	
87	7/23/2014	9:24:20 00d 00:10.0	54.8	64.8	58.4	51.2	-.-	57.4	56.9	52.2	51.8	51.7	----	-----	301995.172	
88	7/23/2014	9:24:30 00d 00:10.0	61.3	71.3	62.3	58.4	-.-	62.3	62.2	61.4	59.2	58.9	----	-----	1348962.883	
89	7/23/2014	9:24:40 00d 00:10.0	63.4	73.4	66.3	59.2	-.-	65.5	64.5	62.9	59.5	59.3	----	-----	2187761.624	
90	7/23/2014	9:24:50 00d 00:10.0	67.5	77.5	70.6	61.3	-.-	70.4	70	67.4	64.1	62.8	----	-----	5623413.252	

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Address	Start Time	Measurement Time			Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	Inverse Log	Overall Leq
R1-D2																		47.5
1	7/23/2014	10:12:00	00d	00:10.0	46.5	56.5	47.5	44.8	-.-	47.4	47.4	46.7	45.5	45.1	----	-----	44668.36	
2	7/23/2014	10:12:10	00d	00:10.0	43.2	53.2	44.8	41.9	-.-	44.6	44.6	43.4	42.3	42.1	----	-----	20892.96	
3	7/23/2014	10:12:20	00d	00:10.0	41.9	51.9	42.8	41.4	-.-	42.6	42.2	41.7	41.6	41.5	----	-----	15488.17	
4	7/23/2014	10:12:30	00d	00:10.0	40.8	50.8	42.6	40.4	-.-	42.4	42	40.7	40.5	40.4	----	-----	12022.64	
5	7/23/2014	10:12:40	00d	00:10.0	42.8	52.8	44.7	40.6	-.-	44.6	44.5	42.6	40.7	40.6	----	-----	19054.61	
6	7/23/2014	10:12:50	00d	00:10.0	40.1	50.1	42.7	39.6	-.-	42.1	41.5	40.1	39.7	39.7	----	-----	10232.93	
7	7/23/2014	10:13:00	00d	00:10.0	40.1	50.1	40.7	39.4	-.-	40.6	40.5	40	39.5	39.4	----	-----	10232.93	
8	7/23/2014	10:13:10	00d	00:10.0	42.2	52.2	43.5	40.6	-.-	43.4	43.2	41.9	40.7	40.7	----	-----	16595.87	
9	7/23/2014	10:13:20	00d	00:10.0	46.1	56.1	47.9	43.5	-.-	47.8	47.6	45	43.7	43.6	----	-----	40738.03	
10	7/23/2014	10:13:30	00d	00:10.0	51.8	61.8	56.9	47.2	-.-	55.9	54.6	50.2	47.8	47.3	----	-----	151356.1	
11	7/23/2014	10:13:40	00d	00:10.0	48.6	58.6	53	46.6	-.-	51.9	50.6	47.9	46.9	46.8	----	-----	72443.6	
12	7/23/2014	10:13:50	00d	00:10.0	44.8	54.8	49.3	44.1	-.-	48.1	47.2	45	44.3	44.2	----	-----	30199.52	
13	7/23/2014	10:14:00	00d	00:10.0	44.1	54.1	45.9	43	-.-	45.5	45	43.9	43.2	43.1	----	-----	25703.96	
14	7/23/2014	10:14:10	00d	00:10.0	48.3	58.3	49.2	44.4	-.-	49.1	49.1	48.1	47	46.3	----	-----	67608.3	
15	7/23/2014	10:14:20	00d	00:10.0	46.6	56.6	47.6	46.1	-.-	47.3	47.1	46.7	46.2	46.1	----	-----	45708.82	
16	7/23/2014	10:14:30	00d	00:10.0	46.7	56.7	48.1	44.8	-.-	48	47.9	46.8	45.3	45.1	----	-----	46773.51	
17	7/23/2014	10:14:40	00d	00:10.0	44.6	54.6	45.4	44	-.-	45.1	44.9	44.6	44.2	44.1	----	-----	28840.32	
18	7/23/2014	10:14:50	00d	00:10.0	46.4	56.4	48.9	44.4	-.-	48.6	48.3	45.8	44.5	44.4	----	-----	43651.58	
19	7/23/2014	10:15:00	00d	00:10.0	47	57	52	45.2	-.-	50.9	49.5	46.1	45.5	45.4	----	-----	50118.72	
20	7/23/2014	10:15:10	00d	00:10.0	50.7	60.7	53.5	46.3	-.-	53.2	52.7	50.5	47.6	47.3	----	-----	117489.8	
21	7/23/2014	10:15:20	00d	00:10.0	48.4	58.4	50.8	46.1	-.-	50.7	50.5	48.8	46.6	46.3	----	-----	69183.1	
22	7/23/2014	10:15:30	00d	00:10.0	43.2	53.2	46.4	41.8	-.-	45.8	45.2	43.4	42.1	42	----	-----	20892.96	
23	7/23/2014	10:15:40	00d	00:10.0	42.6	52.6	44.8	39.5	-.-	44.3	44	41.9	40.1	39.9	----	-----	18197.01	
24	7/23/2014	10:15:50	00d	00:10.0	43.5	53.5	46.4	40.3	-.-	45.6	45.1	43.9	40.5	40.4	----	-----	22387.21	
25	7/23/2014	10:16:00	00d	00:10.0	46	56	47.1	43.8	-.-	46.9	46.8	45.6	44.1	44	----	-----	39810.72	
26	7/23/2014	10:16:10	00d	00:10.0	47	57	48.1	45	-.-	48	48	47.2	45.9	45.4	----	-----	50118.72	
27	7/23/2014	10:16:20	00d	00:10.0	42.9	52.9	45	42.1	-.-	44.8	44.7	42.8	42.2	42.2	----	-----	19498.45	
28	7/23/2014	10:16:30	00d	00:10.0	43.4	53.4	45.9	41.6	-.-	45.5	44.7	42.5	41.8	41.6	----	-----	21877.62	
29	7/23/2014	10:16:40	00d	00:10.0	47	57	50.4	44.2	-.-	50	48.5	46.2	44.4	44.3	----	-----	50118.72	
30	7/23/2014	10:16:50	00d	00:10.0	45.3	55.3	49.8	43.5	-.-	49.4	48.3	45.4	44.1	43.8	----	-----	33884.42	
31	7/23/2014	10:17:00	00d	00:10.0	44.8	54.8	46.4	43.1	-.-	46.3	46.2	44.1	43.4	43.2	----	-----	30199.52	
32	7/23/2014	10:17:10	00d	00:10.0	51.8	61.8	54.5	45.2	-.-	54.4	54.3	51.7	45.6	45.4	----	-----	151356.1	
33	7/23/2014	10:17:20	00d	00:10.0	44.2	54.2	48.4	42	-.-	47.4	46.5	43.2	42.3	42.1	----	-----	26302.68	
34	7/23/2014	10:17:30	00d	00:10.0	44.3	54.3	48.1	42.7	-.-	47.5	46.9	44.3	43	42.9	----	-----	26915.35	
35	7/23/2014	10:17:40	00d	00:10.0	50.4	60.4	54.8	44.6	-.-	54.3	53.6	46.9	44.9	44.7	----	-----	109647.8	
36	7/23/2014	10:17:50	00d	00:10.0	50.6	60.6	56.3	43.4	-.-	55.9	55.7	47.4	43.6	43.5	----	-----	114815.4	
37	7/23/2014	10:18:00	00d	00:10.0	47.6	57.6	51.1	43.7	-.-	49.4	48.3	46.3	44	43.8	----	-----	57543.99	
38	7/23/2014	10:18:10	00d	00:10.0	50.6	60.6	53.9	47	-.-	53.5	53.2	49.4	47.4	47.1	----	-----	114815.4	
39	7/23/2014	10:18:20	00d	00:10.0	45.6	55.6	49.2	41.9	-.-	49.1	49.1	44.9	42.2	42.1	----	-----	36307.81	
40	7/23/2014	10:18:30	00d	00:10.0	44.4	54.4	48	42.3	-.-	47.2	46.2	43.6	42.5	42.5	----	-----	27542.29	
41	7/23/2014	10:18:40	00d	00:10.0	44	54	46.4	42.1	-.-	46.2	46	43.6	42.2	42.1	----	-----	25118.86	
42	7/23/2014	10:18:50	00d	00:10.0	45.5	55.5	48.3	42.6	-.-	47	46.7	45.1	42.8	42.8	----	-----	35481.34	
43	7/23/2014	10:19:00	00d	00:10.0	47.8	57.8	50.7	44.2	-.-	50.4	50.1	47.8	45.9	45.1	----	-----	60255.96	
44	7/23/2014	10:19:10	00d	00:10.0	44.8	54.8	47.5	42	-.-	46.5	46.1	44.4	42.3	42.2	----	-----	30199.52	
45	7/23/2014	10:19:20	00d	00:10.0	47.6	57.6	49.1	45.9	-.-	48.7	48.4	47.6	47	46.6	----	-----	57543.99	
46	7/23/2014	10:19:30	00d	00:10.0	44.1	54.1	47.3	42.2	-.-	46.7	46.2	44.1	43.1	42.5	----	-----	25703.96	
47	7/23/2014	10:19:40	00d	00:10.0	44.9	54.9	47.5	42.2	-.-	46.8	46.4	44.5	42.8	42.4	----	-----	30902.95	
48	7/23/2014	10:19:50	00d	00:10.0	44	54	46.8	41.8	-.-	45.7	45.4	43.3	41.9	41.8	----	-----	25118.86	
49	7/23/2014	10:20:00	00d	00:10.0	45.3	55.3	47.5	44.3	-.-	46.8	46.5	45.6	44.5	44.4	----	-----	33884.42	
50	7/23/2014	10:20:10	00d	00:10.0	45.8	55.8	46.5	44.4	-.-	46.4	46.3	45.6	45.1	44.7	----	-----	38018.94	
51	7/23/2014	10:20:20	00d	00:10.0	44.7	54.7	46.3	43.3	-.-	46.2	46.1	44.7	43.5	43.4	----	-----	29512.09	
52	7/23/2014	10:20:30	00d	00:10.0	48.3	58.3	51.5	42.6	-.-	51.4	51.1	46.6	42.7	42.6	----	-----	67608.3	
53	7/23/2014	10:20:40	00d	00:10.0	43.8	53.8	48.8	40.4	-.-	47.6	46.8	43.8	40.5	40.5	----	-----	23988.33	
54	7/23/2014	10:20:50	00d	00:10.0	50.8	60.8	54.4	41.9	-.-	54.2	54.1	45.7	42.3	42.1	----	-----	120226.4	
55	7/23/2014	10:21:00	00d	00:10.0	46.7	56.7	54.3	42.3	-.-	53.9	53	45.3	43	42.5	----	-----	46773.51	
56	7/23/2014	10:21:10	00d	00:10.0	51.5	61.5	55	42.8	-.-	54.3	54.2	48.3	43.1	43	----	-----	141253.8	
57	7/23/2014	10:21:20	00d	00:10.0	52.1	62.1	56.1	46.3	-.-	55.5	55.4	51.1	48.2	47	----	-----	162181	
58	7/23/2014	10:21:30	00d	00:10.0	44.4	54.4	47.9	41.1	-.-	47	46.1	43.6	41.4	41.2	----	-----	27542.29	
59	7/23/2014	10:21:40	00d	00:10.0	50.3	60.3	53.4	41.2	-.-	53.3	53.3	50.2	43.2	42.1	----	-----	107151.9	
60	7/23/2014	10:21:50	00d	00:10.0	42.5	52.5	46.8	39.4	-.-	46.3	45.9	41.3	39.8	39.6	----	-----	17782.79	
61	7/23/2014	10:22:00	00d	00:10.0	46	56	49.5	39.8	-.-	49.1	48.7	44	41.3	40.6	----	-----	39810.72	
62	7/23/2014	10:22:10	00d	00:10.0	45.5	55.5	48.6	44.2	-.-	48	47.4	45.2	44.5	44.4	----	-----	35481.34	
63	7/23/2014	10:22:20	00d	00:10.0	46.4	56.4	49.8	44.1	-.-	48.9	48.3	45.8	44.6	44.2	----	-----	43651.58	
64	7/23/2014	10:22:30	00d	00:10.0	48.1	58.1	51.7	44.6	-.-	51.3	50.8	47.3	44.8	44.8	----	-----	64565.42	
65	7/23/2014	10:22:40	00d	00:10.0	45.6	55.6	49.7	42.8	-.-	49.6	48.8	45.3	43.1	43	----	-----	36307.81	
66	7/23/2014	10:22:50	00d	00:10.0	41.6	51.6	43.3	40.1	-.-	42.9	42.8	42.1	40.4	40.3	----	-----	14454.4	
67	7/23/2014	10:23:00	00d	00:10.0	40.5	50.5	42.6	39.7	-.-	42.3	41.9	40.2	39.7	39.7	----	-----	11220.18	
68	7/23/2014	10:23:10	00d	00:10.0	42.2	52.2	43.5	40.3	-.-	43.3	43.2	41.6	40.5	40.5	----	-----	16595.87	
69	7/23/2014	10:23:20	00d	00:10.0	47.8	57.8	53.5	42.7	-.-	52.9	52.2	43.5	42.8	42.8	----	-----	60255.96	
70	7/23/2014	10:23:30	00d	00:10.0	43.7	53.7	46.1	43.2	-.-	45.4	44.8	43.9	43.3	43.3	----	-----	23442.29	
71	7/23/2014	10:23:40	00d	00:10.0	44.5	54.5	44.9	43.5	-.-	44.9	44.8	44.5	43.8	43.7	----	-----	28183.83	
72	7/23/2014	10:23:50	00d	00:10.0	44.2	54.2	44.7	43.7	-.-	44.6	44.6	44.2	43.7	43.7	----	-----	26302.68	
73	7/23/2014	10:24:00	00d	00:10.0	49.2	59.2	53.4	44.3	-.-	52.6	52.3	44.8	44.6	44.6	----	-----	83176.38	
74	7/23/2014	10:24:10	00d	00:10.0	49.8	59.8	53.3	45.2	-.-	52.7	52.3	49.1	46.1	45.9	----	-----	95499.26	
75	7/23/2014	10:24:20	00d	00:10.0	49.7	59.7	53.2	44.3	-.-	52.6	52.4	49.5	46	45.2	----	-----	93325.43	
76	7/23/2014	10:24:30	00d	00:10.0	49	59	52.9	43.9	-.-	52.1	51.7	48.3	45.4	44.8	----	-----	79432.82	
77	7/23/2014	10:24:40	00d	00:10.0	50.5	60.5	53.1	46.3	-.-	53	52.7	50	47.2	47.1	----	-----	112201.8	
78	7/23/2014	10:24:50	00d	00:10.0	51.8	61.8	53.9	47.2	-.-	53.4	53.3	50.9	49.1	48.4	----	-----	151356.1	
79	7/23/2014	10:25:00	00d	00:10.0	49.8	59.8	53.8	45.6	-.-	53.1	52.5	49.3	46.1	45.8	----	-----	95499.26	
80	7/23/2014	10:25:10	00d	00:10.0	50.6	60.6	53.6	47.1	-.-	53.2	53	50.1	48	47.5	----	-----	114815.4	
81	7/23/2014	10:25:20	00d	00:10.0	48.6	58.6	52.8	45.7	-.-	51.9	51.4	48.7	46.3	46	----	-----	72443.6	
82	7/23/2014	10:25:30	00d	00:10.0	49.2	59.2	52.8	45.3	-.-	51.8	51.7	48.8	45.8	45.5	----	-----	83176.38	
83	7/23/2014	10:25:40	00d	00:10.0	48.1	58.1	52.2	45	-.-	51.7	51.2	47.5	45.4	45.3	----	-----	64565.42	
84	7/23/2014	10:25:50	00d	00:10.0	50	60	52.4	44.1	-.-	52.2	52	48.7	44.5	44.4	----	-----	100000	
85	7/23/2014	10:26:00	00d	00:10.0	49.8	59.8	52.3	45.9	-.-	52.2	51.9	50.4	46.3	46	----	-----	95499.26	
86	7/23/2014	10:26:10	00d	00:10.0	45.4	55.4	49.4	41.6	-.-	48.9	48.5	45.6	42	41.7	----	-----	34673.69	
87	7/23/2014	10:26:20	00d	00:10.0	50.9	60.9	54.3	45.8	-.-	54.1	53.9	49.6	46.1	46	----	-----	123026.9	
88	7/23/2014	10:26:30	00d	00:10.0	50	60	52.9	43.4	-.-	52.8	52.8	48.3	44.1	43.6	----	-----	100000	
89	7/23/2014	10:26:40	00d	00:10.0	46.4	56.4	52.9	42.7	-.-	52.7	52.5	45	42.8	42.7	----	-----	43651.58	
90	7/23/2014	10:26:50	00d	00:10.0	47.5	57.5	49.4	44.5	-.-	49.4	49.2	46.4	44.8	44.6	----	-----	56234.13	

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Address	Start Time	Measurement Time			Leq	LE	LMAX	LMIN	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under		Overall Leq
R2-D2																		46.6
1	7/23/2014	10:12:00	00d	00:10.0	42.2	52.2	43.9	40.5	-.-	43.5	43.4	41.8	40.7	40.7	----	-----	16595.8691	
2	7/23/2014	10:12:10	00d	00:10.0	40.4	50.4	41.1	39.9	-.-	40.8	40.7	40.4	40.1	40	----	-----	10964.782	
3	7/23/2014	10:12:20	00d	00:10.0	42.9	52.9	44.9	40.2	-.-	44.7	44.4	43	40.7	40.4	----	-----	19498.446	
4	7/23/2014	10:12:30	00d	00:10.0	42.8	52.8	44.8	40.8	-.-	44.8	44.7	42.6	41.1	41	----	-----	19054.6072	
5	7/23/2014	10:12:40	00d	00:10.0	41.5	51.5	43.1	39.7	-.-	43	43	41.2	39.9	39.8	----	-----	14125.3754	
6	7/23/2014	10:12:50	00d	00:10.0	39.7	49.7	40.8	39.1	-.-	40.6	40.5	39.5	39.2	39.1	----	-----	9332.54301	
7	7/23/2014	10:13:00	00d	00:10.0	42.8	52.8	45	39.5	-.-	44.9	44.8	41.3	39.7	39.6	----	-----	19054.6072	
8	7/23/2014	10:13:10	00d	00:10.0	44.5	54.5	47.3	41.3	-.-	47.3	47.1	42.7	41.6	41.4	----	-----	28183.8293	
9	7/23/2014	10:13:20	00d	00:10.0	46.6	56.6	50.5	43.5	-.-	49.5	48.4	45.1	43.9	43.7	----	-----	45708.819	
10	7/23/2014	10:13:30	00d	00:10.0	48.6	58.6	51.6	45.5	-.-	51.5	51.1	49.2	46.1	46	----	-----	72443.596	
11	7/23/2014	10:13:40	00d	00:10.0	43.7	53.7	45.6	41.8	-.-	45.3	45.2	44	41.9	41.8	----	-----	23442.2882	
12	7/23/2014	10:13:50	00d	00:10.0	42	52	43.8	40.3	-.-	43.5	43.4	42.6	40.6	40.5	----	-----	15848.9319	
13	7/23/2014	10:14:00	00d	00:10.0	41.4	51.4	45.1	39.8	-.-	42.3	41.4	40.4	40	40	----	-----	13803.8426	
14	7/23/2014	10:14:10	00d	00:10.0	47.5	57.5	49.9	44.7	-.-	49.8	49.7	47	44.9	44.8	----	-----	56234.1325	
15	7/23/2014	10:14:20	00d	00:10.0	45	55	45.3	44.5	-.-	45.2	45.2	44.9	44.6	44.6	----	-----	31622.7766	
16	7/23/2014	10:14:30	00d	00:10.0	49.9	59.9	51	45.2	-.-	50.9	50.8	50.3	46.2	45.5	----	-----	97723.7221	
17	7/23/2014	10:14:40	00d	00:10.0	46.2	56.2	49.5	45	-.-	48.8	48.5	46.3	45.2	45.1	----	-----	41686.9383	
18	7/23/2014	10:14:50	00d	00:10.0	50	60	52.2	45.2	-.-	52.1	52	50.1	45.5	45.4	----	-----	100000	
19	7/23/2014	10:15:00	00d	00:10.0	43.1	53.1	47.3	42.6	-.-	46	45.1	43.2	42.9	42.8	----	-----	20417.3794	
20	7/23/2014	10:15:10	00d	00:10.0	48.8	58.8	51.1	43.7	-.-	50.5	50.3	47.6	44.4	44.2	----	-----	75857.7575	
21	7/23/2014	10:15:20	00d	00:10.0	56.3	66.3	59.3	46.2	-.-	59.2	58.9	56.2	48.6	47.3	----	-----	426579.519	
22	7/23/2014	10:15:30	00d	00:10.0	42.4	52.4	46.2	41.1	-.-	45.2	44.7	42.7	42	41.5	----	-----	17378.0083	
23	7/23/2014	10:15:40	00d	00:10.0	40.8	50.8	41.6	40.2	-.-	41.3	41.2	40.7	40.4	40.3	----	-----	12022.6443	
24	7/23/2014	10:15:50	00d	00:10.0	52.5	62.5	55.3	41.6	-.-	55.2	55	53.1	42.1	41.9	----	-----	177827.941	
25	7/23/2014	10:16:00	00d	00:10.0	48.6	58.6	53.2	43.5	-.-	52.7	51.9	49.1	44.1	43.6	----	-----	72443.596	
26	7/23/2014	10:16:10	00d	00:10.0	46.3	56.3	47.3	43.5	-.-	47.2	47.1	46.3	43.9	43.8	----	-----	42657.9519	
27	7/23/2014	10:16:20	00d	00:10.0	42.9	52.9	46.3	42.3	-.-	45.6	45	42.6	42.3	42.3	----	-----	19498.446	
28	7/23/2014	10:16:30	00d	00:10.0	49.6	59.6	52.9	43.2	-.-	52.9	52.7	48.6	43.3	43.2	----	-----	91201.0839	
29	7/23/2014	10:16:40	00d	00:10.0	40.4	50.4	46.4	39.7	-.-	45	43.8	40.5	39.9	39.8	----	-----	10964.782	
30	7/23/2014	10:16:50	00d	00:10.0	44.6	54.6	49.2	40.2	-.-	48.1	46.9	41.8	40.4	40.3	----	-----	28840.315	
31	7/23/2014	10:17:00	00d	00:10.0	51.8	61.8	55.2	41.1	-.-	55.1	55	51.7	42.5	41.8	----	-----	151356.125	
32	7/23/2014	10:17:10	00d	00:10.0	40.2	50.2	41.1	39.4	-.-	40.9	40.8	39.9	39.5	39.5	----	-----	10471.2855	
33	7/23/2014	10:17:20	00d	00:10.0	46.5	56.5	49.5	41.1	-.-	49.4	49.2	45.6	42.2	41.6	----	-----	44668.3592	
34	7/23/2014	10:17:30	00d	00:10.0	48	58	51.4	41.9	-.-	51.3	51.2	44.3	42.3	42.1	----	-----	63095.7344	
35	7/23/2014	10:17:40	00d	00:10.0	45	55	50.9	42.1	-.-	49.9	48.9	45.2	42.6	42.3	----	-----	31622.7766	
36	7/23/2014	10:17:50	00d	00:10.0	41.7	51.7	45.2	40.9	-.-	44.4	43.7	41.6	41	41	----	-----	14791.0839	
37	7/23/2014	10:18:00	00d	00:10.0	49.4	59.4	52.1	41.9	-.-	52.1	51.9	48.3	42.4	42.1	----	-----	87096.359	
38	7/23/2014	10:18:10	00d	00:10.0	44.7	54.7	50.8	42.9	-.-	50	48.7	43.8	43	43	----	-----	29512.0923	
39	7/23/2014	10:18:20	00d	00:10.0	47.1	57.1	51.4	41.1	-.-	51.4	51	46.1	41.7	41.4	----	-----	51286.1384	
40	7/23/2014	10:18:30	00d	00:10.0	49.1	59.1	52.5	41.6	-.-	52.5	52.2	48.4	41.9	41.7	----	-----	81283.0516	
41	7/23/2014	10:18:40	00d	00:10.0	42.6	52.6	47.8	41.5	-.-	46.3	44.8	43	41.6	41.5	----	-----	18197.0086	
42	7/23/2014	10:18:50	00d	00:10.0	42.6	52.6	44.7	41	-.-	43.7	43.7	42.1	41.3	41.2	----	-----	18197.0086	
43	7/23/2014	10:19:00	00d	00:10.0	48	58	51.5	44.5	-.-	51.1	50.8	45.7	44.7	44.6	----	-----	63095.7344	
44	7/23/2014	10:19:10	00d	00:10.0	46.5	56.5	51.5	43.3	-.-	51.2	50.4	46.9	43.6	43.5	----	-----	44668.3592	
45	7/23/2014	10:19:20	00d	00:10.0	45.3	55.3	47.8	42.9	-.-	47.8	47.1	44.2	43.3	43.1	----	-----	33884.4156	
46	7/23/2014	10:19:30	00d	00:10.0	46.1	56.1	48.6	42.3	-.-	48.5	48.4	46.3	42.7	42.5	----	-----	40738.0278	
47	7/23/2014	10:19:40	00d	00:10.0	44	54	45	42.3	-.-	44.9	44.8	43.6	42.7	42.5	----	-----	25118.8643	
48	7/23/2014	10:19:50	00d	00:10.0	46.8	56.8	48.5	44.9	-.-	48.1	47.7	46.7	45.2	45	----	-----	47863.0092	
49	7/23/2014	10:20:00	00d	00:10.0	45.6	55.6	47.6	44	-.-	47.2	47	45.7	44.6	44.3	----	-----	36307.8055	
50	7/23/2014	10:20:10	00d	00:10.0	43.6	53.6	45.5	41.3	-.-	45.4	45.3	43.9	41.7	41.5	----	-----	22908.6765	
51	7/23/2014	10:20:20	00d	00:10.0	41	51	43.1	39.4	-.-	42.8	42.1	40.5	39.7	39.6	----	-----	12589.2541	
52	7/23/2014	10:20:30	00d	00:10.0	44.7	54.7	47.2	42.3	-.-	46.9	46.5	43.7	42.5	42.4	----	-----	29512.0923	
53	7/23/2014	10:20:40	00d	00:10.0	43.1	53.1	47	39.6	-.-	46.5	45.9	42	40.1	39.9	----	-----	20417.3794	
54	7/23/2014	10:20:50	00d	00:10.0	42.7	52.7	46.3	41.2	-.-	45.6	45.1	42.5	41.6	41.4	----	-----	18620.8714	
55	7/23/2014	10:21:00	00d	00:10.0	46.5	56.5	49.4	42.3	-.-	49.2	48.9	44.4	42.7	42.5	----	-----	44668.3592	
56	7/23/2014	10:21:10	00d	00:10.0	43.2	53.2	47.2	41.6	-.-	46.7	46.1	43	41.7	41.6	----	-----	20892.9613	
57	7/23/2014	10:21:20	00d	00:10.0	43.9	53.9	47.7	40.2	-.-	46.9	46.2	43.4	41.1	40.6	----	-----	24547.0892	
58	7/23/2014	10:21:30	00d	00:10.0	42.6	52.6	48	38.3	-.-	46.9	43.3	40.9	38.9	38.5	----	-----	18197.0086	
59	7/23/2014	10:21:40	00d	00:10.0	45.5	55.5	49.4	42.2	-.-	48.4	48.1	45.4	42.7	42.4	----	-----	35481.3389	
60	7/23/2014	10:21:50	00d	00:10.0	42.3	52.3	46.1	40	-.-	45.3	44.8	41.8	40.7	40.4	----	-----	16982.4365	
61	7/23/2014	10:22:00	00d	00:10.0	42.5	52.5	46.3	39.8	-.-	45.5	44.9	42.2	40.2	40	----	-----	17782.7941	
62	7/23/2014	10:22:10	00d	00:10.0	44.6	54.6	47.8	39.8	-.-	47.4	47.1	41.9	40.8	40.8	----	-----	28840.315	
63	7/23/2014	10:22:20	00d	00:10.0	47	57	49.2	45	-.-	49.1	48.9	46.5	45.4	45.2	----	-----	50118.7234	
64	7/23/2014	10:22:30	00d	00:10.0	45	55	48.2	41.7	-.-	47.7	47	45.6	42.9	42.2	----	-----	31622.7766	
65	7/23/2014	10:22:40	00d	00:10.0	44.4	54.4	45.6	41.7	-.-	45.3	44.9	44.4	42.6	42.5	----	-----	27542.287	
66	7/23/2014	10:22:50	00d	00:10.0	46	56	49.2	42.1	-.-	49	48.8	45.3	43.6	42.8	----	-----	39810.7171	
67	7/23/2014	10:23:00	00d	00:10.0	42.9	52.9	45.4	40.7	-.-	45.1	44.7	42.8	41	40.9	----	-----	19498.446	
68	7/23/2014	10:23:10	00d	00:10.0	42.4	52.4	44.2	40.6	-.-	43.8	43.7	42.1	41.3	41	----	-----	17378.0083	
69	7/23/2014	10:23:20	00d	00:10.0	41.5	51.5	42.9	39.3	-.-	42.9	42.8	41	39.9	39.6	----	-----	14125.3754	
70	7/23/2014	10:23:30	00d	00:10.0	41.4	51.4	43.2	40.5	-.-	43.1	42.8	41.2	40.6	40.5	----	-----	13803.8426	
71	7/23/2014	10:23:40	00d	00:10.0	41.6	51.6	43.8	39.5	-.-	43.7	43.5	40.3	39.8	39.6	----	-----	14454.3977	
72	7/23/2014	10:23:50	00d	00:10.0	42.9	52.9	44.3	41.7	-.-	44	43.9	42.6	41.8	41.8	----	-----	19498.446	
73	7/23/2014	10:24:00	00d	00:10.0	47	57	48.5	44.3	-.-	48.3	48.2	47	45.1	44.9	----	-----	50118.7234	
74	7/23/2014	10:24:10	00d	00:10.0	43.9	53.9	46.8	40.4	-.-	46.3	45.9	43.4	41.2	40.9	----	-----	24547.0892	
75	7/23/2014	10:24:20	00d	00:10.0	44.4	54.4	46.9	41.5	-.-	46.5	46.2	44.4	41.8	41.6	----	-----	27542.287	
76	7/23/2014	10:24:30	00d	00:10.0	50.1	60.1	52	44.3	-.-	51.9	51.8	50.1	44.6	44.6	----	-----	102329.299	
77	7/23/2014	10:24:40	00d	00:10.0	54.4	64.4	59	45.5	-.-	58.7	58.3	53.5	46.4	45.9	----	-----	275422.87	
78	7/23/2014	10:24:50	00d	00:10.0	46.2	56.2	47.7	43.9	-.-	47.5	47.2	45.7	44.3	44	----	-----	41686.9383	
79	7/23/2014	10:25:00	00d	00:10.0	48.1	58.1	50.9	40.2	-.-	50.8	50.7	48.7	41.5	40.8	----	-----	64565.4229	
80	7/23/2014	10:25:10	00d	00:10.0	43.7	53.7	47.6	39.5	-.-	46.9	45.5	42.5	40	39.7	----	-----	23442.2882	
81	7/23/2014	10:25:20	00d	00:10.0	50.9	60.9	54	46	-.-	53.9	53.7	48.8	46.1	46	----	-----	123026.877	
82	7/23/2014	10:25:30	00d	00:10.0	50.3	60.3	53.9	46	-.-	53.8	53.7	50.7	46.7	46.4	----	-----	107151.931	
83	7/23/2014	10:25:40	00d	00:10.0	43.8	53.8	47.2	41.9	-.-	46.8	46.3	43.4	42.2	42.1	----	-----	23988.3292	
84	7/23/2014	10:25:50	00d	00:10.0	45.5	55.5	49.3	41.3	-.-	48.9	48.5	44.9	42.9	42.1	----	-----	35481.3389	
85	7/23/2014	10:26:00	00d	00:10.0	43.1	53.1	45.3	39.9	-.-	45	45	42.2	40.4	40.1	----	-----	20417.3794	
86	7/23/2014	10:26:10	00d	00:10.0	43.5	53.5	45.5	42	-.-	45	45	43.4	42.2	42.1	----	-----	22387.2114	
87	7/23/2014	10:26:20	00d	00:10.0	42.4	52.4	46.2	39.8	-.-	45.5	45	42	40.1	40	----	-----	17378.0083	
88	7/23/2014	10:26:30	00d	00:10.0	44.4	54.4	46.9	40.1	-.-	46.6	46.4	43.9	40.4	40.3	----	-----	27542.287	
89	7/23/2014	10:26:40	00d	00:10.0	40.3	50.3	44.5	38.4	-.-	44.3	44	39.1	38.5	38.4	----	-----	10715.1931	
90	7/23/2014	10:26:50	00d	00:10.0	39.3	49.3	40.7	38.4	-.-	40.5	40.3	38.9	38.5	38.4	----	-----	8511.38038	

APPENDIX D
TRAFFIC DATA SUMMARY

	From East to West	AM Peak					
	Link	Existing (2013)			Future No-Build (2025)		
Location	Description	cars	MT	HT	cars	MT	HT
1	I80 EB West of Rt. 611 Ramp	1096	228	188	1390	289	238
2	I80 WB West of Rt. 611 Ramp	887	171	160	1125	217	203
3	I80 EB btw Rt. 611 Ramp and Rt. 209 Ramp	977	203	168	1239	258	212
4	I80 WB btw Rt. 611 Ramp and Rt. 209 Ramp	820	158	148	1040	201	187
5	I80 EB btw Rt. 209 and W. Main St.	1580	329	271	2004	417	344
6	I80 WB btw Rt. 209 and W. Main St.	1215	235	219	1541	298	278
7	I80 EB btw W. Main St. and Broad St.	1637	341	281	2076	432	356
8	I80 WB btw W. Main St. and Broad St.	1250	242	225	1585	306	286
9	I80 EB East of Broad St.	1445	301	248	1833	382	314
10	I80 WB East of Broad St.	1206	233	217	1530	296	276
11	Park Ave. (Rt. 611) NB	362	10	10	460	12	12
12	Park Ave. (Rt. 611) SB	192	5	5	244	6	6
13	Broad St. (Rt. 191) NB	589	12	12	745	16	16
14	Broad St. (Rt. 191) SB	387	8	8	491	10	10
15	I80 EB to Rt. 611	154	8	3	195	10	4
16	Rt. 611 to I80 WB	85	4	3	108	5	4
17	Rt. 209 NB to I80 EB	768	27	39	974	34	49
18	I80 WB to Rt. 209 SB	480	25	38	609	32	48
19	W. Main St. to I80 EB	165	7	0	209	9	0
20	W. Main St. to I80 WB	161	11	2	204	14	3
21	I80 EB to W. Main St	193	14	2	245	18	3
22	I80 WB to W. Main St	147	2	2	186	3	3
23	Dreher Ave. to I80 EB	110	5	1	140	6	1
24	I80 EB to Rt. 611 (Park Ave.)	364	13	4	462	16	5
25	Rt. 611 (Park Ave.) to I80 EB	104	9	3	132	11	4
26	I80 WB to Broad St.	186	5	0	236	6	0
27	Broad St. to I80 WB	235	14	5	298	18	6

Ramps

	From East to West	PM Peak					
	Link	Existing (2013)			Future No-Build (2025)		
Location	Description	cars	MT	HT	cars	MT	HT
1	I80 EB West of Rt. 611 Ramp	1390	289	238	1762	367	302
2	I80 WB West of Rt. 611 Ramp	1848	357	333	2344	453	422
3	I80 EB btw Rt. 611 Ramp and Rt. 209 Ramp	1232	256	211	1562	325	268
4	I80 WB btw Rt. 611 Ramp and Rt. 209 Ramp	1724	333	311	2186	422	394
5	I80 EB btw Rt. 209 and W. Main St.	1787	372	306	2266	472	389
6	I80 WB btw Rt. 209 and W. Main St.	2496	482	450	3165	612	570
7	I80 EB btw W. Main St. and Broad St.	1820	379	312	2308	480	396
8	I80 WB btw W. Main St. and Broad St.	2604	503	469	3303	638	595
9	I80 EB East of Broad St.	1672	348	287	2121	441	364
10	I80 WB East of Broad St.	2515	486	453	3190	617	575
11	Park Ave. (Rt. 611) NB	295	8	8	374	10	10
12	Park Ave. (Rt. 611) SB	409	11	11	519	14	14
13	Broad St. (Rt. 191) NB	598	12	12	757	16	16
14	Broad St. (Rt. 191) SB	485	10	10	614	13	13
15	I80 EB to Rt. 611	215	2	1	273	3	1
16	Rt. 611 to I80 WB	169	2	0	214	3	0
17	Rt. 209 NB to I80 EB	735	15	17	932	19	22
18	I80 WB to Rt. 209 SB	1020	23	19	1294	29	24
19	W. Main St. to I80 EB	193	3	0	245	4	0
20	W. Main St. to I80 WB	309	9	2	392	11	3
21	I80 EB to W. Main St	237	11	2	301	14	3
22	I80 WB to W. Main St	302	4	2	383	5	3
23	Dreher Ave. to I80 EB	99	1	0	126	1	0
24	I80 EB to Rt. 611 (Park Ave.)	330	12	2	419	15	3
25	Rt. 611 (Park Ave.) to I80 EB	136	3	1	172	4	1
26	I80 WB to Broad St.	294	3	0	373	4	0
27	Broad St. to I80 WB	403	14	2	511	18	3

Used for Analysis

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

Ramps

Alternative 2A Traffic (AM)

	From East to West	AM Peak			
	Link	Alternative 2A			
Location	Description	cars	MT	HT	Total AM
1	I80 EB West of Ramp A	1985	413	341	2746
2	I80 WB West of Ramp B	1596	308	288	2195
3	I80 EB btw Ramp A and Ramp C	1879	391	322	2599
4	I80 WB btw Ramp B and Ramp F	1547	299	279	2128
5	I80 EB btw Ramp C and Ramp G	3015	628	517	4170
6	I80 WB btw Ramp F and Ramp D	2128	411	383	2927
7	I80 EB btw Ramp G and Ramp E	2692	560	462	3724
8	I80 WB btw Ramp F and Ramp R	2355	455	424	3240
9	I80 EB btw Ramp E and Ramp Q	3085	642	529	4267
10	I80 WB btw Ramp R and Ramp S	2011	389	362	2766
11	I80 EB btw Ramp Q and Ramp T	2566	534	440	3549
12	I80 EB East of Ramp T	2724	567	467	3767
13	I80 WB East of Ramp S	2273	439	410	3126
14	Park Ave. (Rt. 611) NB (North of EB ramp)	593	16	16	625
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	256	7	7	270
16	Broad St. (Rt. 191) NB (North of WB Ramps)	648	13	13	674
17	Broad St. (Rt. 191) SB (South of WB Ramps)	183	4	4	191
18	Main St. EB (East of Ramp F)	574	12	12	598
19	Main St. WB (East of Ramp F)	515	11	11	537
20	Dreher St. NB North of CD Road	201	4	4	209
21	Dreher St. SB North of CD Road	188	4	4	196
22	Dreher St. NB South of CD Road	257	5	5	267
23	Dreher St. SB South of CD Road	143	3	3	149
24	CD Road NB North of Ramps E and G	329	7	7	343
25	CD Road SB North of Ramps E and G	320	7	7	334
26	CD Road NB South of Ramps E and G	219	5	5	229
27	CD Road SB South of Ramps E and G	120	2	2	124
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	244	51	42	337
29	Ramp A East of 611 Connector (SR 611 to I-80 EB)	137	29	24	190
30	Ramp B West of 611 Connector (SR 611 to I-80 WB)	125	24	23	172
31	Ramp B East of 611 Connector (I-80 WB to SR 611)	77	15	14	106
32	Ramp C (US 209 NB to I-80 EB)	1137	237	195	1572
33	Ramp D (I-80 WB to US209 SB)	648	125	117	891
34	Ramp E (Dreher Connector Rd to I-80 EB)	393	82	67	543
35	Ramp F (I-80 WB to Bus209)	228	44	41	313
36	Ramp F (Bus209 to I-80 WB)	197	38	36	271
37	Ramp G (I-80 EB to Dreher Connector Rd)	323	67	55	447
38	Ramp Q (I-80 EB to Park Ave SR611)	519	108	89	718
39	Ramp R (SR191 to I-80 WB)	344	66	62	473
40	Ramp S (I-80 WB to SR191)	262	51	47	360
41	Ramp T (SR191 to I-80 EB)	158	33	27	219
	Rt. 209 NB South of West Main St.	1462	55	55	1572
	Rt. 209 SB South of West Main St.	801	45	45	891

Alternative 2A Traffic (PM)

	From East to West	PM Peak				
	Link	Alternative 2A				
Location	Description	cars	MT	HT	Total	
1	I80 EB West of Ramp A	2499	486	429	3456	
2	I80 WB West of Ramp B	3314	641	597	4559	
3	I80 EB btw Ramp A and Ramp C	2368	460	406	3275	
4	I80 WB btw Ramp B and Ramp F	3228	624	582	4440	
5	I80 EB btw Ramp C and Ramp G	3413	663	585	4721	
6	I80 WB btw Ramp F and Ramp D	4413	853	795	6070	
7	I80 EB btw Ramp G and Ramp E	3026	630	519	4186	
8	I80 WB btw Ramp F and Ramp R	4907	948	884	6750	
9	I80 EB btw Ramp E and Ramp Q	3429	714	588	4743	
10	I80 WB btw Ramp R and Ramp S	4334	838	781	5961	
11	I80 EB btw Ramp Q and Ramp T	2961	616	508	4095	
12	I80 EB East of Ramp T	3152	656	541	4359	
13	I80 WB East of Ramp S	4741	916	854	6521	
14	Park Ave. (Rt. 611) NB (North of EB ramp)	602	16	16	634	
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	445	12	12	469	
16	Broad St. (Rt. 191) NB (North of WB Ramps)	738	15	15	768	
17	Broad St. (Rt. 191) SB (South of WB Ramps)	392	8	8	408	
18	Main St. EB (East of Ramp F)	711	15	15	741	
19	Main St. WB (East of Ramp F)	959	20	20	999	
20	Dreher St. NB North of CD Road	186	4	4	194	
21	Dreher St. SB North of CD Road	400	8	8	416	
22	Dreher St. NB South of CD Road	188	4	4	196	
23	Dreher St. SB South of CD Road	333	7	7	347	
24	CD Road NB North of Ramps E and G	409	9	9	427	
25	CD Road SB North of Ramps E and G	362	8	8	378	
26	CD Road NB South of Ramps E and G	191	4	4	199	
27	CD Road SB South of Ramps E and G	122	3	3	128	
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	325	68	56	449	
29	Ramp A East of 611 Connector (SR 611 to I-80 EB)	195	40	33	268	
30	Ramp B West of 611 Connector (SR 611 to I-80 WB)	234	45	42	322	
31	Ramp B East of 611 Connector (I-80 WB to SR 611)	148	29	27	204	
32	Ramp C (US 209 NB to I-80 EB)	1045	217	179	1445	
33	Ramp D (I-80 WB to US209 SB)	1278	247	230	1758	
34	Ramp E (Dreher Connector Rd to I-80 EB)	403	84	69	558	
35	Ramp F (I-80 WB to Bus209)	494	96	89	680	
36	Ramp F (Bus209 to I-80 WB)	367	71	66	505	
37	Ramp G (I-80 EB to Dreher Connector Rd)	387	81	66	535	
38	Ramp Q (I-80 EB to Park Ave SR611)	469	98	80	648	
39	Ramp R (SR191 to I-80 WB)	574	111	103	790	
40	Ramp S (I-80 WB to SR191)	407	79	73	560	
41	Ramp T (SR191 to I-80 EB)	191	40	33	264	
	Rt. 209 NB South of West Main St.	1343	51	51	1445	
	Rt. 209 SB South of West Main St.	1582	88	88	1758	

Used for analysis

Alternative 2B Traffic (AM)

	From East to West	AM Peak			
	Link	Alternative 2B			
Location	Description	cars	MT	HT	Total
1	I80 EB West of Ramp A	1944	405	333	2689
2	I80 WB West of Ramp B	1679	324	302	2309
3	I80 EB btw Ramp A and Ramp C	1664	346	285	2302
4	I80 WB btw Ramp B and Ramp F	1450	280	261	1994
5	I80 EB btw Ramp C and Ramp G	3039	633	521	4204
6	I80 WB btw Ramp F and Ramp D	2128	411	383	2927
7	I80 EB btw Ramp G and Ramp E	3039	633	521	4204
8	I80 WB btw Ramp F and Ramp R	2331	450	420	3206
9	I80 EB btw Ramp E and Ramp Q	3039	633	521	4204
10	I80 WB btw Ramp R and Ramp S	1986	384	358	2732
11	I80 EB btw Ramp Q and Ramp T	2520	525	432	3486
12	I80 EB East of Ramp T	2724	567	467	3767
13	I80 WB East of Ramp S	2273	439	410	3126
14	Park Ave. (Rt. 611) NB (North of EB ramp)	593	16	16	625
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	384	10	10	404
16	Broad St. (Rt. 191) NB (North of WB Ramps)	679	14	14	707
17	Broad St. (Rt. 191) SB (South of WB Ramps)	116	2	2	120
18	Main St. EB (East of Ramp F)	612	13	13	638
19	Main St. WB (East of Ramp F)	424	9	9	442
20	Dreher St. NB North of CD Road	194	4	4	202
21	Dreher St. SB North of CD Road	238	5	5	248
22	Dreher St. NB South of CD Road	337	7	7	351
23	Dreher St. SB South of CD Road	291	6	6	303
24	CD Road NB North of Ramps E and G	168	3	3	174
25	CD Road SB North of Ramps E and G	76	2	2	80
26	CD Road NB South of Ramps E and G	168	3	3	174
27	CD Road SB South of Ramps E and G	76	2	2	80
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	176	37	30	243
29	Ramp A East of 611 Connector (SR 611 to I-80 EB)	123	26	21	170
30	Ramp B West of 611 Connector (I-80 EB to US209SB/Bus209)	227	47	39	314
31	Ramp C East of 611 Connector (US209NB to I-80WB)	228	48	39	316
32	Ramp D West of 611 Connector (SR 611 to I-80 WB)	126	24	23	173
33	Ramp E East of 611 Connector (I-80 WB to SR 611)	126	24	23	174
34	Ramp F (I-80 EB to Bus209)	192	40	33	265
35	Ramp G (I-80 WB to US209 SB)	744	144	134	1023
36	Ramp H (Bus209 to I-80 WB)	142	28	26	196
37	Ramp J (US 209 NB to I-80 EB)	1061	221	182	1468
38	Ramp K (Bus209 to I-80 EB)	314	65	54	434
39	Ramp L (US209NB to Bus 209)	125	26	21	173
40	Ramp M (Bus 209 to US209SB)	95	20	16	132
41	Ramp N (I-80 WB to Bus209)	203	39	37	279
42	Ramp Q (I-80 EB to Park Ave SR611)	519	108	89	718
43	Ramp R (SR191 to I-80 WB)	344	66	62	473
44	Ramp S (I-80 WB to SR191)	286	55	52	394
45	Ramp T (Park Ave SR611 to I-80 EB)	204	42	35	282
	Rt. 209 NB South of West Main St.	1721	65	65	1851
	Rt. 209 SB South of West Main St.	1084	60	60	1204

Alternative 2B Traffic (PM)

	From East to West	PM Peak				
	Link	Alternative 2B				
Location	Description	cars	MT	HT	Total	
1	I80 EB West of Ramp A	2451	510	420	3390	
2	I80 WB West of Ramp B	3443	665	620	4736	
3	I80 EB btw Ramp A and Ramp C	2095	436	359	2898	
4	I80 WB btw Ramp B and Ramp F	3072	594	553	4225	
5	I80 EB btw Ramp C and Ramp G	3388	705	581	4686	
6	I80 WB btw Ramp F and Ramp D	4413	853	795	6070	
7	I80 EB btw Ramp G and Ramp E	3388	705	581	4686	
8	I80 WB btw Ramp F and Ramp R	4851	937	874	6672	
9	I80 EB btw Ramp E and Ramp Q	3388	705	581	4686	
10	I80 WB btw Ramp R and Ramp S	4277	827	771	5883	
11	I80 EB btw Ramp Q and Ramp T	2919	608	501	4038	
12	I80 EB East of Ramp T	3152	656	541	4359	
13	I80 WB East of Ramp S	4741	916	854	6521	
14	Park Ave. (Rt. 611) NB (North of EB ramp)	507	13	13	533	
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	667	18	18	703	
16	Broad St. (Rt. 191) NB (North of WB Ramps)	811	17	17	845	
17	Broad St. (Rt. 191) SB (South of WB Ramps)	323	7	7	337	
18	Main St. EB (East of Ramp F)	775	16	16	807	
19	Main St. WB (East of Ramp F)	771	16	16	803	
20	Dreher St. NB North of CD Road	150	3	3	156	
21	Dreher St. SB North of CD Road	494	10	10	514	
22	Dreher St. NB South of CD Road	279	6	6	291	
23	Dreher St. SB South of CD Road	603	13	13	629	
24	CD Road NB North of Ramps E and G	152	3	3	158	
25	CD Road SB North of Ramps E and G	132	3	3	138	
26	CD Road NB South of Ramps E and G	152	3	3	158	
27	CD Road SB South of Ramps E and G	132	3	3	138	
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	234	49	40	324	
29	Ramp A East of 611 Connector (SR 611 to I-80 EB)	173	36	30	239	
30	Ramp B West of 611 Connector (I-80 EB to US209SB/Bus209)	294	61	50	407	
31	Ramp C East of 611 Connector (US209NB to I-80WB)	330	69	57	457	
32	Ramp D West of 611 Connector (SR 611 to I-80 WB)	234	45	42	322	
33	Ramp E East of 611 Connector (I-80 WB to SR 611)	196	38	35	269	
34	Ramp F (I-80 EB to Bus209)	225	47	39	311	
35	Ramp G (I-80 WB to US209 SB)	1455	281	262	2001	
36	Ramp H (Bus209 to I-80 WB)	262	51	47	360	
37	Ramp J (US 209 NB to I-80 EB)	964	201	165	1334	
38	Ramp K (Bus209 to I-80 EB)	328	68	56	454	
39	Ramp L (US209NB to Bus 209)	128	27	22	177	
40	Ramp M (Bus 209 to US209SB)	176	37	30	243	
41	Ramp N (I-80 WB to Bus209)	438	85	79	602	
42	Ramp Q (I-80 EB to Park Ave SR611)	469	98	80	648	
43	Ramp R (SR191 to I-80 WB)	574	111	103	790	
44	Ramp S (I-80 WB to SR191)	464	90	84	638	
45	Ramp T (Park Ave SR611 to I-80 EB)	232	48	40	321	
	Rt. 209 NB South of West Main St.	1580	59	59	1698	
	Rt. 209 SB South of West Main St.	2106	117	117	2340	

Used for analysis

Alternative 2D Traffic (AM)

	From East to West	AM Peak			
	Link	Alternative 2D			
Location	Description	cars	MT	HT	Total
1	I80 EB West of Ramp A	1944	405	333	2689
2	I80 WB West of Ramp B	1679	324	302	2309
3	I80 EB btw Ramp A and Ramp C	1664	346	285	2302
4	I80 WB btw Ramp B and Ramp F	1527	295	275	2100
5	I80 EB btw Ramp C and Ramp G	3039	633	521	4204
6	I80 WB btw Ramp F and Ramp D	2128	411	383	2927
7	I80 EB btw Ramp G and Ramp E	3039	633	521	4204
8	I80 WB btw Ramp F and Ramp R	2331	450	420	3206
9	I80 EB btw Ramp E and Ramp Q	3039	633	521	4204
10	I80 WB btw Ramp R and Ramp S	1986	384	358	2732
11	I80 EB btw Ramp Q and Ramp T	2520	525	432	3486
12	I80 EB East of Ramp T	2724	567	467	3767
13	I80 WB East of Ramp S	2273	439	410	3126
14	Park Ave. (Rt. 611) NB (North of EB ramp)	593	16	16	625
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	384	10	10	404
16	Broad St. (Rt. 191) NB (North of WB Ramps)	679	14	14	707
17	Broad St. (Rt. 191) SB (South of WB Ramps)	116	2	2	120
18	Main St. EB (East of Ramp F)	612	13	13	638
19	Main St. WB (East of Ramp F)	424	9	9	442
20	Dreher St. NB North of CD Road	194	4	4	202
21	Dreher St. SB North of CD Road	238	5	5	248
22	Dreher St. NB South of CD Road	337	7	7	351
23	Dreher St. SB South of CD Road	291	6	6	303
24	CD Road NB North of Ramps E and G	168	3	3	174
25	CD Road SB North of Ramps E and G	76	2	2	80
26	CD Road NB South of Ramps E and G	168	3	3	174
27	CD Road SB South of Ramps E and G	76	2	2	80
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	176	37	30	243
29	Ramp B East of 611 Connector (SR 611 to I-80 EB)	123	26	21	170
30	Ramp C East of 611 Connector (I-80 WB to SR 611)	126	24	23	174
31	Ramp D West of 611 Connector (SR 611 to I-80 WB)	126	24	23	173
32	Ramp E East of 611 Connector (US209NB to I-80WB)	152	32	26	210
33	Ramp F West of 611 Connector (I-80 EB to US209SB)	35	7	6	49
34	Ramp G (I-80 EB to Bus209)	192	40	33	265
35	Ramp H (Bus209 to I-80 WB)	142	28	26	196
36	Ramp I (I-80 WB to US209 SB)	744	144	134	1023
37	Ramp J (US 209 NB to I-80 EB)	1061	221	182	1468
38	Ramp K (Bus209 to I-80 EB)	314	65	54	434
39	Ramp L (US209NB to Bus 209)	125	26	21	173
40	Ramp M (Bus 209 to US209SB)	95	20	16	132
41	Ramp N (I-80 WB to Bus209)	203	39	37	279
42	Ramp Q (I-80 EB to Park Ave SR611)	519	108	89	718
43	Ramp R (SR191 to I-80 WB)	344	66	62	473
44	Ramp S (I-80 WB to SR191)	286	55	52	394
45	Ramp T (Park Ave SR611 to I-80 EB)	204	42	35	282
46	Rt. 209 NB South of West Main St.	1721	65	65	1851
47	Rt. 209 SB South of West Main St.	1084	60	60	1204

Alternative 2D Traffic (PM)

	From East to West	PM Peak				
	Link	Alternative 2D				
Location	Description	cars	MT	HT	Total	
1	I80 EB West of Ramp A	2451	510	420	3390	
2	I80 WB West of Ramp B	3443	665	620	4736	
3	I80 EB btw Ramp A and Ramp C	2095	436	359	2898	
4	I80 WB btw Ramp B and Ramp F	3220	622	580	4429	
5	I80 EB btw Ramp C and Ramp G	3388	705	581	4686	
6	I80 WB btw Ramp F and Ramp D	4413	853	795	6070	
7	I80 EB btw Ramp G and Ramp E	3388	705	581	4686	
8	I80 WB btw Ramp F and Ramp R	4851	937	874	6672	
9	I80 EB btw Ramp E and Ramp Q	3388	705	581	4686	
10	I80 WB btw Ramp R and Ramp S	4277	827	771	5883	
11	I80 EB btw Ramp Q and Ramp T	2919	608	501	4038	
12	I80 EB East of Ramp T	3152	656	541	4359	
13	I80 WB East of Ramp S	4741	916	854	6521	
14	Park Ave. (Rt. 611) NB (North of EB ramp)	507	13	13	533	
15	Park Ave. (Rt. 611) SB (South of EB Ramp)	667	18	18	703	
16	Broad St. (Rt. 191) NB (North of WB Ramps)	811	17	17	845	
17	Broad St. (Rt. 191) SB (South of WB Ramps)	323	7	7	337	
18	Main St. EB (East of Ramp F)	775	16	16	807	
19	Main St. WB (East of Ramp F)	771	16	16	803	
20	Dreher St. NB North of CD Road	150	3	3	156	
21	Dreher St. SB North of CD Road	494	10	10	514	
22	Dreher St. NB South of CD Road	279	6	6	291	
23	Dreher St. SB South of CD Road	603	13	13	629	
24	CD Road NB North of Ramps E and G	152	3	3	158	
25	CD Road SB North of Ramps E and G	132	3	3	138	
26	CD Road NB South of Ramps E and G	152	3	3	158	
27	CD Road SB South of Ramps E and G	132	3	3	138	
28	Ramp A West of 611 Connector (I-80 EB to SR 611)	234	49	40	324	
29	Ramp B East of 611 Connector (SR 611 to I-80 EB)	173	36	30	239	
30	Ramp C East of 611 Connector (I-80 WB to SR 611)	196	38	35	269	
31	Ramp D West of 611 Connector (SR 611 to I-80 WB)	234	45	42	322	
32	Ramp E East of 611 Connector (US209NB to I-80WB)	183	38	31	253	
33	Ramp F West of 611 Connector (I-80 EB to US209SB)	69	14	12	96	
34	Ramp G (I-80 EB to Bus209)	225	47	39	311	
35	Ramp H (Bus209 to I-80 WB)	262	51	47	360	
36	Ramp I (I-80 WB to US209 SB)	1455	281	262	2001	
37	Ramp J (US 209 NB to I-80 EB)	964	201	165	1334	
38	Ramp K (Bus209 to I-80 EB)	328	68	56	454	
39	Ramp L (US209NB to Bus 209)	128	27	22	177	
40	Ramp M (Bus 209 to US209SB)	176	37	30	243	
41	Ramp N (I-80 WB to Bus209)	438	85	79	602	
42	Ramp Q (I-80 EB to Park Ave SR611)	469	98	80	648	
43	Ramp R (SR191 to I-80 WB)	574	111	103	790	
44	Ramp S (I-80 WB to SR191)	464	90	84	638	
45	Ramp T (Park Ave SR611 to I-80 EB)	232	48	40	321	
46	Rt. 209 NB South of West Main St.	1580	59	59	1698	
47	Rt. 209 SB South of West Main St.	2106	117	117	2340	

Used for analysis

APPENDIX E

TNM NOISE MODELING

INPUT AND OUTPUT FILES (CD)

APPENDIX F

FEASIBILITY AND REASONABLENESS WORKSHEETS

(NOT APPLICABLE AT THIS TIME)

APPENDIX G
REFERENCES

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- Pennsylvania Department of Transportation Publication #24, "Project Level Highway Traffic Noise Handbook," December 2013.

- Federal Highway Administration Federal Aid Policy Guide 23 CFR 772, U.S. Government Printing Office, updated July 13, 2010.

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APPENDIX H
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