

# **NOISE ANALYSIS TECHNICAL REPORT**

## **I-66 Spot Improvements Project**

**Fairfax County  
and  
Arlington County**

**July 2008**

**Prepared for:  
Virginia Department of Transportation**

# **NOISE ANALYSIS TECHNICAL REPORT**

## **I-66 Spot Improvement Improvement Project**

**Arlington and Fairfax Counties  
Virginia**

### **VDOT PROJECT Nos.**

**0066-000-113, PE-101, UPC 78826**

**0066-000-114, PE-101, UPC 78827**

**0066-96A-113, PE-101, UPC 78828**

HMMH Report No. 300780.080

July 2008

Prepared for:  
Virginia Department of Transportation

Prepared by:  
Harris Miller Miller & Hanson Inc.  
6767 Forest Hill Avenue, Suite 216  
Richmond, VA 23225

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## EXECUTIVE SUMMARY

Potential traffic noise impact associated with the I-66 Spot Improvement project in Arlington and Fairfax Counties, Virginia was assessed in accordance with procedures and criteria approved by the Federal Highway Administration (FHWA) and the Virginia Department of Transportation (VDOT). The project would involve the addition of an auxiliary lane on the WB side along three sections of I-66. Section one begins at the exit ramp from I-66 WB to Sycamore Street, Station 901+00 and ends at the Entrance Ramp from Fairfax Drive to I-66 WB, Station 991+00. Section two begins at the exit ramp from I-66 WB to the Dulles Toll Road WB, Station 786+00 and ends at the entrance ramp from Washington Blvd., Station 857+00. Section three begins at the entrance ramp from Lee Highway near Spout Run, Station 1025+00 and ends at the exit ramp from I-66 WB to Glebe Road, Station 1075+00. No improvements will be made on the eastbound side of I-66. The noise study corridor will extend from the Dulles Toll Road on the west to Lee Highway near Spout Run on the east. Noise study sites, existing sound barriers and new study barriers will be considered on both sides of I-66. The corridor is approximately 5.5 miles in length.

Noise impact was identified at numerous locations along the corridor, with a total of 111 single family residential properties, 65 condominiums/townhomes, one recreational facility, two schools, one cemetery, three parks and one church. A multi-purpose trail parallels the project with sections on both sides of I-66. Forty (40) multi-purpose trail sites were studied and 22 locations were predicted to experience noise impacts in 2032 design year build condition.

All impacts will be due to traffic-noise levels that approach or exceed the FHWA Noise Abatement Criteria (NAC) for Activity Category B. A substantial increase impact is not expected to occur between 2006 existing noise levels and 2032 build case noise levels anywhere within the study corridor.

Noise barriers were evaluated for all properties where 2032 build case noise impact is predicted to occur. Twenty-one barriers were found to be feasible, three of which were found to be reasonable also and one barrier will be replaced due to the project's construction. The reasonableness of these barriers, including cost-effectiveness, will be evaluated again during the final barrier design phase when more complete road plans are available. For non-residential properties such as parks and churches, the determination is based on cost, severity of impact (both in terms of noise levels and the size of the impacted area and the activity it contains), and amount of noise reduction. The twenty-one feasible barriers would protect a total of 103 residential sites (86 impacted and 17 benefitted). Noise barrier summary information is shown in the Table 4.

Construction activity may cause intermittent fluctuations in noise levels. During the construction phase of the project, all reasonable measures will be taken to minimize noise impact from these activities.

## 1. INTRODUCTION

The objective of this analysis was to assess the potential traffic noise impact associated with the I-66 Spot Improvement of the three sections I-66 in Arlington and Fairfax Counties, Virginia and to evaluate noise abatement measures wherever impact is expected to occur.

The project involves modifications to the westbound lane of I-66 from the intersection with the Dulles Toll Road to the intersection with Lee Highway, Route 29 near Spout Run. The modifications will include adding an auxiliary lane to the outside of the west bound side of I-66 along three sections of the road. Section one begins at the exit ramp from I-66 WB to Sycamore Street, Station 901+00 and ends at the Entrance Ramp from Fairfax Drive to I-66 WB, Station 991+00. Section two begins at the exit ramp from I-66 WB to the Dulles Toll Road WB, Station 786+00 and ends at the entrance ramp from Washington Blvd., Station 857+00. Section three begins at the entrance ramp from Lee Highway near Spout Run, Station 1025+00 and ends at the exit ramp from I-66 WB to Glebe Road, Station 1075+00. No improvements will be made to the eastbound side of I-66. See Figures 1 through 19 in Appendix A for additional project detail.

This report presents a description of noise terminology, the applicable standards and criteria, a description of the computations of existing and future noise levels, a projection of expected future noise impact, a preliminary investigation of abatement measures in locations where impact is predicted, and a discussion of construction noise.

Appendix A includes aerial photography sheet graphics showing project overview.  
Appendix B includes the traffic data that was used as input to the noise model.  
Appendix C includes a listing of all studied properties and their computed noise levels.  
Appendix D includes a listing of noise measurement sites with a graphical representation of each site with noise data results.

## 2. NOISE TERMINOLOGY AND CRITERIA

Potential noise impact related to the proposed I-66 project improvements were assessed in accordance with FHWA and VDOT noise assessment guidelines. The FHWA guidelines are set forth in 23 CFR Part 772<sup>[1]</sup> VDOT's regulations are contained within the State Noise Abatement Policy<sup>[2]</sup>, and are consistent with the FHWA guidelines.

To determine the degree of impact of highway traffic noise on human activity, the NAC established by the FHWA regulation were used (see Table 1). The NAC are given in

terms of the hourly, A-weighted, equivalent sound level in decibels (dBA). The A-weighted sound level is a single number measure of sound intensity with weighted frequency characteristics that corresponds to human subjective response to noise. Most environmental noise (and the A-weighted sound level) fluctuates from moment to moment, and it is common practice to characterize the fluctuating level by a single number called the equivalent sound level ( $L_{eq}$ ). The  $L_{eq}$  is the value or level of a steady, non-fluctuating sound that represents the same sound energy as the actual time-varying sound evaluated over the same time period. For traffic noise assessment,  $L_{eq}$  is typically evaluated over a one-hour period, and may be denoted as  $L_{eq}(h)$ .

**Table 1. FHWA NOISE ABATEMENT CRITERIA**

Activity Category	$L_{eq}(h)^*$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.
* Hourly A-weighted Sound Level (dBA)		

Noise-sensitive land uses potentially affected by this project are in Category B and consist of residential properties and recreation areas where outdoor activities occur. Churches and schools potentially affected by this project are in both Category B for exterior areas, and Category E for interior areas. Per FHWA, noise impact occurs when the predicted noise levels in the project area “approach or exceed” the NAC during the loudest hour of the day. As shown in Table 1 above, the applicable NAC for exterior activities in Category B is 67 dBA  $L_{eq}(h)$ . VDOT defines the word “approach” as one decibel less than the NAC. Therefore, noise impact occurs when future noise levels equal or exceed 66 dBA  $L_{eq}$ , for Activity Category B. Noise impact also occurs when predicted noise levels substantially exceed existing noise levels. An increase of 10 decibels or more is considered “substantial” by VDOT.

For Category B land uses, wherever the predicted design-year build alternative noise levels during the loudest hour of the day either (1) equal or exceed 66 dBA  $L_{eq}$ , or (2) exceed existing noise levels by 10 decibels or more, then consideration of traffic-noise abatement measures is necessary. Noise abatement that will be effective in reducing noise impact will be considered reasonable and feasible unless it is found that such mitigation measures will cause adverse social, economic or environmental effects that outweigh the benefits received.

For noise-sensitive land uses such as the churches and schools, noise impacts were also evaluated with respect to the FHWA NAC for Activity Category E. As shown in

Table 1, noise impact for this Activity Category was assessed at interior locations. Following FHWA guidelines, interior noise levels are computed by subtracting from the computed exterior noise level the noise reduction factor of the building structure. For Category E land uses, noise impacts occurs wherever the predicted design-year Build alternative noise levels (interior) during the loudest hour of the day “approach or exceed” 52 dBA  $L_{eq}$  (equal or exceed 51 dBA  $L_{eq}$ ).

Noise levels in the project study area were determined for the 2006 existing conditions, the 2032 design-year no-build conditions, and the 2032 design-year build conditions.

All noise-sensitive land uses potentially affected by the project are near roads for which traffic data was developed as part of the environmental study. Therefore, all noise levels were computed from the appropriate loudest-hour traffic data. The computation methods and computed noise levels appear in the following section.

### 3. EXISTING NOISE CONDITIONS

During March 2008, HMMH visited the I-66 corridor to perform noise measurements and a land use assessment on the project. Short-term noise measurements of 10-minutes duration each were conducted at 24 locations throughout the area using a Bruel & Kjaer Model 2230 precision integrating sound level meter. The measured noise levels, included in Table 2-1 and expressed as equivalent sound levels ( $L_{eq}$ ), range from 58 dBA to 69 dBA. The measurement locations and data sheets are shown in Appendix D, Pages 1D – 48D.

**TABLE 2 – NOISE MEASUREMENTS**

Job Number:	300780.08			
Name:	I-66 Fairfax County and Arlington County			
Project:	0066-000-113, PE-101, UPC 78826			
Project:	0066-000-114, PE-101, UPC 78827			
Project:	0066-96A-113, PE-101, UPC 78828			
Date	3/26/2008			
Site Number	Name	Date	Start Time	Measured Leq Total
M1	2202 Greenwich St	3/19/2008	9:16	63.1
M2	6822 Moly Drive	3/19/2008	9:41	64.1
M3	6712 Fisher Ave.	3/19/2008	10:04	69.1
M4	6830 Woodland	3/19/2008	10:40	62.8
M5	6647 Hallwood Ave.	3/19/2008	11:00	62.1
M6	6609 Locust Street	3/19/2008	11:21	65.1
M7	6915 29th Street	3/19/2008	11:46	61.2
M8	Int of 28th and Wyoming St.	3/19/2008	12:05	60.4
M9	6908 Fairfax Dr.	3/19/2008	12:50	65.7
M10	Washington Blvd Verizon Parking Lot	3/19/2008	1:15	68.5
M11	Benjamin Banneker Park Near Multi-purpose Trail	3/25/2008	9:50	55.8
M12	Multi-purpose Trail Near Pocomoke and Potomac Streets	3/25/2008	10:18	58.4
M13	Multi-purpose Trail Near end of Powhatan Street	3/25/2008	10:48	59.2
M14	Westover Park	3/25/2008	11:41	67.8
M15	Multi-purpose Trail Near 5814 9th Street Road	3/25/2008	11:17	61.0
M16	Multi-purpose Trail Near 981 Frederick Street	3/25/2008	12:12	58.7
M17	Multi-purpose Trail @ End of 11th Street	3/25/2008	12:33	59.2
M18	Clarendon Station Park	3/25/2008	1:03	64.5
M19	End of Taylor Street	3/25/2008	1:29	66.0
M20	1516 Randolph Street	3/25/2008	1:48	63.2
M21	Soccer Fields on top of Parking Deck Over I-66	3/25/2008	2:01	62.2
M22	Hayes Park	3/25/2008	2:31	59.1
M23	3305 20th Street	3/25/2008	2:54	64.7
M24	Edge of Sidewalk on Kirkwood Near 19th Street	3/25/2008	3:10	65.1

A comparison of measured sites was made to the calculated sites. 19 measured sites were within  $\pm 3$  dBA of the calculated sites which is within an acceptable margin of error

and therefore validates the noise model results. Three measured sites, M3, M20 and M24, measured 4 to 6 dBA higher than calculated values. This difference is due to local traffic volumes not being available to input into the noise model. One measured site, M22, measured 8 dBA lower than the noise model calculated. Vegetation, building shielding, ground effects, elevation differences, and congestion on I-66 during the time of measurement all contributed to the lower noise level for Site M3. There is no calculated representative site for measured site M21. No noise resulted from traffic entering or leaving the parking deck as the site is some distance away on a lower level. All measured noise came either from I-66 or the on-going construction at the high school adjacent to the parking deck south of I-66. See Table 3.

**TABLE 3, COMPARISON OF MEASURED TO CALCULATED SITES**

Site No	Measured dBA	Representative Site Number	Calculated dBA	Difference	Reason for Difference
M1	63.1	105	65	1.9	Barrier 1 blocked noise
M2	64.1	142	62	-2.1	Little Ground Absorption
M3	69.1	161	63	-6.1	Measured site close to Road
M4	62.8	124	66	3.2	Terrain and vegetation
M5	62.1	198	62	-0.1	
M6	65.1	224	64	-1.1	
M7	61.2	246	59	-2.2	Local Traffic
M8	60.4	264	60	-0.4	
M9	65.7	320	64	-1.7	Local Traffic
M10	68.5	323	66	-2.5	Local Traffic
M11	55.8	394	59	3.2	Slow speeds on I-66
M12	58.4	382	61	2.6	Slow speeds on I-66
M13	59.2	397	62	2.8	Terrain and vegetation
M14	67.8	522	67	-0.8	
M15	61	530	61	0	
M16	58.7	671	59	0.3	
M17	59.2	745	59	-0.2	
M18	64.5	824	65	0.5	
M19	66	831	67	1	
M20	63.2	876	59	-4.2	Local Traffic
M21	62.2	N/A			
M22	59.1	904	67	7.9	Terrain, vegetation, traffic
M23	64.7	971	67	2.3	Terrain and vegetation
M24	65.1	940	60	-5.1	Local Traffic
		Mean		-0.03	

## **4. MODELING AND PROJECTIONS**

### **4.1 Highway Noise Computation Model**

All traffic-noise computations for this study were conducted using the latest version of the FHWA Traffic Noise Model (FHWA TNM 2.5)<sup>[3]</sup>. The traffic data and engineering drawings developed for the Environmental document were used as input to the FHWA TNM. In general, sound propagation over acoustically “soft” ground (e.g. lawn, with an effective flow resistivity of 300 cgs Rayls) was assumed throughout the study area, except where sound propagation occurred over acoustically “hard” ground (such as asphalt or water, with an effective flow resistivity of 20,000 cgs Rayls). Additional shielding provided by the terrain, such as the top of a hill or the top edge of an embankment (when the road is in a cut), was modeled in TNM.

### **4.2 Traffic Data For Noise Computations**

Traffic data for highway-noise computation was supplied as Average Daily Traffic (ADT) volumes, with hourly breakdowns of ADT between 6:00 a.m. and 9:00 p.m. Mainline traffic data included operating speeds and percentages of medium and heavy trucks, for existing conditions and the design year build and no-build alternatives. Ramp volumes were supplied from a 2004 corridor study called “Idea66”, Chapter 3. The ramp volumes, average daily traffic (ADT) were adjusted from 2004 to 2013 by using a growth factor of 2% per year and from 2013 to 2032 use a 1% per year growth factor. Ramp ADTs for the 2006 existing and 2032 build and no-build study years were developed using these growth factors. As required by FHWA and VDOT, the noise analysis was performed for the loudest hour of the day, which would occur during the pm peak hour 6:00 p.m. to 7:00 p.m. period. These traffic conditions approximate those for the loudest hour of the day due to the combination of both relatively high volumes, vehicle type and speeds.

### **4.3 Metro Rail Data For Noise Computations**

Metro Rail data was supplied by the Virginia Department of Rail and Public Transportation. Data developed for the project include number of trains per day, locomotives per train, cars per train, and speeds. To convert trains per day (TPD) to worst peak and off peak noise hour, 10% of the TPD was used for the peak hour and 6% for the off peak hour. Train noise was calculated using the Federal Transit Administration General Transit Noise Assessment Excel spreadsheet developed by HMMH in 1997. Leq values were calculated for standard distances. Using TNM 2.5, roadway traffic volumes were developed to replicate the metro train noise. The volumes were assimilated into the TNM along with the road objects to determine total traffic noise for the study years. Future metro train volumes assumed the same growth factors as discussed in Section 4.2, Traffic Data for Noise Computations.

Appendix B provides a summary of the traffic data used in the noise analysis.

#### **4.4 Computed Existing and Future Noise Levels**

The project corridor includes a number of areas containing noise-sensitive properties in close proximity to I-66, including residential properties (single-family, apartments, and condominiums), several parks, churches, schools and recreational facilities, and multi-use trails. The following paragraphs include descriptions of these properties and summaries of the associated noise levels found in Appendix C. The appendix includes computed noise levels representing 2006 existing, 2032 no-build, and 2032 build conditions for the selected sites. The figures showing the locations of the sites in relation to the project are in Appendix A.

### **5. NOISE IMPACTS**

The locations of all study sites discussed in this section are shown on Figures 1 through 19 in Appendix A and noise levels are shown in Appendix C.

#### **Westhampton Area - Sites 101 thru 115**

In the Westhampton area, on the north side of I-66 from the Dulles Toll Road to Haycock Road, single family residential properties exist on Greenwich Street, Berkeley Street, Grayson Street, and Grayson Place. Existing noise levels at these properties range from 57 to 68 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 58 to 69 dBA  $L_{eq}$  and from 58 to 74 dBA  $L_{eq}$  respectively. Build levels at these properties are predicted to increase by 1 to 6 decibels over existing levels (no increase at 4 sites) and by 1 decibel over no-build levels at eight sites (no increase at seven sites). Under the 2032 build condition, five residential properties on Greenwich Street and Grayson Place are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . These five properties are currently impacted and are predicted to continue to be under the 2032 no-build condition. This area would not experience noise impact resulting from a substantial increase in noise levels.

#### **Mt. Daniel Elementary School Area – Sites 116 thru 136**

In the Mt. Daniel Elementary School area, on the south side of I-66 from Haycock Road to Great Falls Street, single family residential properties exist on Highland Avenue, Haycock Road, Woodland Drive, and Great Falls Street. This area also includes a recreational facility – High Point Pool and the Mt. Daniel Elementary School. Existing noise levels at these properties range from 61 to 71 dBA  $L_{eq}$ , while 2032 no-build and

build levels are predicted to range from 62 to 72 dBA  $L_{eq}$  and from 63 to 72 dBA  $L_{eq}$  respectively. Build levels at these properties are predicted to increase by 1 to 2 decibels over existing levels (no increase at one site) and by 1 decibel over no-build levels (no increase at seven sites). Under the 2032 build condition, 14 residential properties on Highland Avenue, Haycock Road, Woodland Drive, and Great Falls Street, the school, and the recreational facility are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . All 14 of these properties are currently impacted and are predicted to continue to be under the 2032 no-build condition. The school is air-conditioned and does not currently and is not predicted under 2032 no-build and build conditions to experience interior noise impact. This area is not predicted to experience noise impact resulting from a substantial increase in noise levels.

### **Faith Bible Presbyterian Church Area - Sites 137 thru 149**

In the Faith Bible Presbyterian Church area, on the north side of I-66 from Haycock Road to Great Falls Street, single family residential properties exist on Haycock Road, Westwood Place, Moly Drive, and Great Falls Street. This area also includes the Faith Bible Presbyterian Church. Existing noise levels at these properties range from 59 to 67 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 60 to 67 dBA  $L_{eq}$  and from 61 to 69 dBA  $L_{eq}$  respectively. Build levels at these properties are predicted to increase by 1 to 3 decibels over existing levels and by 1 to 3 decibels over no-build levels. Under the 2032 build condition, three residential properties on Moly Drive and Great Falls Street are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . One residential property is currently impacted, and two residential properties under the 2032 no-build condition and three residential properties under the 2032 build condition are predicted to be impacted. The church does currently and is predicted to experience exterior noise impact in the existing, 2032 no-build and 2032 build conditions. The church is air-conditioned and does not currently and is not predicted under 2032 no-build and build conditions to experience interior noise impact. The area is not predicted to experience noise impact resulting from a substantial increase in noise levels.

### **Westmoreland Park & Brilyn Park Area – Sites 150 thru 186**

In the Westmoreland Park and Brilyn Park area, on the north side of I-66 from Great Falls Street to Meridian Street, single family residential properties exist on Casemont Drive, Great Falls Street, Osborn Street, Fisher Avenue, Brilyn Place, Gordon Avenue, Hallwood Avenue, and Meridian Street. Existing noise levels at these properties range from 57 to 65 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 58 to 66 dBA  $L_{eq}$  and from 58 to 68 dBA  $L_{eq}$  respectively. Build levels at these properties are predicted to increase by 1 to 4 decibels over existing levels and by 1 to 3 decibels

over no-build levels. Under the 2032 build condition, three residential properties, one on Great Falls Street and two on Osborn Street, are predicted to experience noise impact resulting from noise levels equaling or exceeding 66 dBA  $L_{eq}$ . No sites in this area currently experience noise impact while one residential site is predicted to experience noise impact under the 2032 no-build condition. The area is not predicted to experience noise impact resulting from a substantial increase in noise levels.

### **Meridian Park Area - Sites 187 thru 231**

In the Meridian Park area, on the south side of I-66 from Great Fall Street to Williamsburg Boulevard, single family residential properties exist on Great Falls Street, Hallwood Avenue, High Street, Walnut Street, Locust Ridge Court, Locust Street, Dunbar Lane, Meridian Street, and Williamsburg Boulevard. The area also includes a Seventh Day Adventist Church. Existing noise levels at these properties range from 59 to 67 dBA  $L_{eq}$ , while levels under both 2032 no-build and build conditions are predicted to range from 59 to 68 dBA  $L_{eq}$ . Build levels at 20 residential properties are predicted to increase by 1 decibel over existing, while 23 residential properties are predicted not to experience an increase. No-build noise levels at 22 residential properties are predicted to increase from 1 to 4 decibels over existing, while 22 residential sites are predicted not to experience an increase. Four residential properties on Great Falls Street, Hallwood Avenue, and Locust Street are currently impacted and are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$  under 2032 no-build and build conditions. The church is not currently and is not predicted under the 2032 no-build or build condition to be impacted. This area is not predicted to experience noise impact resulting from a substantial increase in noise levels.

### **Kingdom Hall Jehovah's Witnesses Area – Sites 232 thru 251**

In the Kingdom Hall Jehovah's Witnesses area, on the north side of I-66 from 30<sup>th</sup> Street to Westmoreland Street, single family residential properties exist on Westmoreland Street, 30<sup>th</sup> Street north, Williamsburg Boulevard, 29<sup>th</sup> Street north, and 28<sup>th</sup> Street north. The area also includes the Jehovah's Witnesses Church. Existing noise levels at these properties range from 55 to 61 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 58 to 63 dBA  $L_{eq}$  and from 56 to 61 dBA  $L_{eq}$  respectively. Build levels at these properties are predicted to increase by 1 to 2 decibels over existing levels at 13 sites with no increase at seven sites. The 2032 build levels are predicted to decrease by 1 to 3 decibels at 10 sites (no decrease at 10 sites) when compared to the 2032 no-build levels. This decrease is due to the noise levels taking credit for the replacement Barrier 6 being in place. No properties in this area, including the church, are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$  or from a substantial increase in noise levels.

### **West Arlington Area – Sites 252 thru 283**

In the West Arlington area, on the south side of I-66 from Williamsburg Boulevard to Fairfax Drive, single family residential properties exist on Williamsburg Boulevard, North Yucatan Street, Wyoming Street, North 28 Street, North 27<sup>th</sup> Road, and Fairfax Drive. Noise levels at these properties do currently and are predicted under 2032 no-build and build conditions to range from 58 to 65 dBA  $L_{eq}$ . 2032 build levels are predicted to increase by 1 decibel over existing levels at 21 properties and have no increase at 11 properties. The 2032 build levels are predicted to be less than 2032 no-build levels by 1 to 2 decibels at 10 properties and experience no decrease at 22 sites. The decrease is due to the westbound lane being moved farther from the properties under the 2032 build condition. No properties in this area are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$  or from a substantial increase in noise levels.

### **Condominiums – Sites 284 thru 291**

In the area on the south side of I-66 from Fairfax Drive to Little Falls Street, condominiums exist on Fairfax Drive, North Winchester Street, and Little Falls Road. Existing noise levels at these properties range from 60 to 65 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 61 to 66 dBA  $L_{eq}$ . The 2032 build levels are predicted to be 1 to 2 decibels higher than existing levels at 15 condominiums and up to 1 decibel higher than 2032 no-build levels at three condominiums. Impact under both 2032 build and 2032 no-build conditions is predicted to occur at four condominiums as a result of levels reaching 66 dBA  $L_{eq}$ . No properties in this area are predicted to be impacted due to a substantial increase in noise levels.

### **Whispering Wind Area – Sites 292 thru 317**

In the Whispering Wind area, on the north side of I-66 from Westmoreland Street to Lee Highway, single family residential properties and condominiums exist on Westmoreland Street, North 28<sup>th</sup> Street, Washington Boulevard, North Venable Street, North 27<sup>th</sup> Street, Little Falls Street, North 26<sup>th</sup> Street, and North 25<sup>th</sup> Street. Existing noise levels at these properties range from 60 to 68 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 61 to 69 dBA  $L_{eq}$  and from 60 to 70 dBA  $L_{eq}$  respectively. Build levels are predicted to increase by 1 to 3 and 1 to 2 decibels over existing and no-build levels respectively. Under the 2032 build condition, 10 single family residential properties and 22 condominiums are predicted to experience noise impact resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . These impacted properties are on all of the roads listed above except North 28<sup>th</sup> Street. Impact also exists currently

at 10 single family and eight condominium residences and are predicted to continue under the 2032 no-build condition at 12 single family and eight condominium residences. One single family residence is predicted to receive build levels of 70 dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Fairfax Drive - Area #1 – Sites 318 thru 320**

In the Fairfax Drive area south of I-66 between Little Falls Street and Lee Highway, condominiums exist on Fairfax Drive. Existing noise levels at these properties range from 64 to 65 dBA  $L_{eq}$ , while 2032 no-build levels are predicted to range from 65 to 66 dBA  $L_{eq}$ . 2032 build levels are predicted to be 66 dBA  $L_{eq}$  at the three sites, representing an increase over existing and no-build levels of 1 decibel. The three sites represent 14 ground floor units, and all are predicted to be impacted under the 2032 build condition as a result of exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . None of the sites are currently impacted, but eight units are predicted to be impacted under the 2032 no-build condition. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Washington Street Area – Sites 321 thru 323**

In the Washington Street area on the north side of I-66 from Lee Highway to Sycamore Street, townhomes exist on Washington Boulevard. Three sites representing 20 ground floor units are currently experiencing and are predicted to experience under the 2032 no-build condition noise levels from 65 to 66 dBA  $L_{eq}$ . Levels are predicted to increase slightly ranging from 66 to 67 dBA  $L_{eq}$  under the 2032 build condition. Thirteen units are currently experiencing and are predicted to continue to experience under the 2032 no-build condition noise impact resulting from exterior levels equaling or exceeding 66 dBA  $L_{eq}$ . All 20 units are predicted to be impacted under the 2032 build condition. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Falls Church Park Area Sites 324 thru 336**

In the Falls Church Park area on the south side of I-66 from Lee Highway to Sycamore Street, single family residential properties exist on North 19<sup>th</sup> Road, North Vanderpool Street, and North Tuckahoe Street. Existing noise levels at these properties range from 59 to 66 dBA  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 59 to 66 dBA  $L_{eq}$  and 60 to 67 dBA  $L_{eq}$  respectively. 2032 build levels are not predicted to be more than 1 decibel higher than existing and no-build levels. Only the site on North Tuckahoe Street is currently impacted and is predicted to be impacted under the 2032 no-build, and 2032 build conditions as a result of noise levels equaling or exceeding 66

dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Highland Park Area #1 – Sites 337 thru 392**

In the Highland Park area on the north side of I-66 from Sycamore Street to Ohio Street, single family residential properties exist on North Roosevelt Street, North Quintana Street, North Quesada Street, North Quantico Street, North 18<sup>th</sup> Street, North Potomac Street, North Pocomoke Street, and North Powhatan Street. A multi-purpose trail also exists in this area. Existing noise levels do currently and 2032 no-build noise levels are predicted to range from 56 to 69 dBA  $L_{eq}$ , while 2032 build levels are predicted to range from 56 to 70 dBA  $L_{eq}$ . The 2032 build noise levels are predicted to be 1 to 2 decibels higher than the existing levels at 37 residential properties and no higher than existing levels at 15 residential properties. The 2032 build noise levels are predicted to be 1 decibel higher than no-build levels at 14 residential properties and no higher than no-build levels at 36 residential properties. Two sites are predicted to experience a 1 dBA decrease when comparing the 2032 build levels to the 2032 no-build levels. Noise impact, resulting from exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ , currently exists at three residential properties, and is predicted to occur at five residential properties under the 2032 no-build and 2032 build conditions. Three of the impacted properties are located on North Roosevelt Street, one on North Quintana Street and one on North 18<sup>th</sup> Street. Impact is not predicted to be experienced at the multi-purpose trail. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Paisley Area – Sites 393 thru 415**

In the Paisley area on the south side of I-66 from Sycamore Street to Ohio Street, single family residential properties exist on North Quintana Street, North Powhatan Street, and North 12<sup>th</sup> Road. Three parks – Benjamin Banneker, East Falls Church, and Madison Manor – and two multi-purpose trails also exist in the area. Existing noise levels range from 58 to 63  $L_{eq}$ , while 2032 no-build and build levels are predicted to range from 59 to 64 dBA  $L_{eq}$ . 2032 build levels are predicted to be no more than 2 decibels higher than existing or 2032 no-build levels. None of these noise-sensitive properties do currently or are predicted in 2032 under no-build or build conditions to experience noise impact as a result of exterior noise levels equaling or exceeding 66 dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Highland Park Area #2 - Sites 416 thru 475**

In the Highland Park area on the north side of I-66 from Ohio Street to Patrick Henry Drive, single-family residential properties exist on North Nicholas Street, North 14<sup>th</sup> Street, McKinley Road, North Longfellow Street, North Livingston Street, North 11<sup>th</sup> Street, North Lexington Street, and Patrick Henry Drive. A multi-purpose trail also

exists in this area. Existing noise levels in this area range from 58 to 74 dBA  $L_{eq}$ , while 2032 no-build levels and 2032 build levels are predicted to range from 59 to 74 dBA  $L_{eq}$  and from 59 to 75 dBA  $L_{eq}$  respectively. 2032 build levels are predicted to be 1 to 2 decibels higher than existing levels at 42 residential properties and no higher than existing levels at 16 residential properties. The 2032 build levels are predicted to be 1 to 2 decibels higher than 2032 no-build levels at 26 residential properties and no higher than no-build levels at 32 residential properties. 2032 build noise levels are predicted to equal or exceed 66 dBA  $L_{eq}$  at one residential property located on McKinley Road, three on North 11<sup>th</sup> Street, one on North Lexington Street, one on Patrick Henry Drive, and on the multi-purpose trail. Existing levels do currently and 2032 no-build levels are predicted to equal or exceed 66 dBA  $L_{eq}$  only at five and six residences respectively and at the trail. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Hills Area #1 – Sites 476 thru 503**

In this area south of I-66 from Ohio Street to Patrick Henry Drive are single-family residential properties located on North 11<sup>th</sup> Road, Ohio Street, North Four Mill Run Drive, North Montana Street, North Manchester Street, North Madison Street, North 10<sup>th</sup> Road, and Patrick Henry Drive, and the W&OD RR Regional Park. None of the noise-sensitive properties in this area are impacted currently or are predicted to be under 2032 no-build or 2032 build conditions. Noise levels do currently and are predicted to under 2032 no-build conditions range from 56 to 64 dBA  $L_{eq}$ , while levels under 2032 build conditions are predicted to range from 57 to 65 dBA  $L_{eq}$ . 2032 build noise levels are not predicted to approach or exceed 66 dBA at any site in this area, and no increase in noise levels (2032 build versus existing or 2032 no-build) is predicted to be greater than one decibel. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Westover Area – Sites 504 thru 524**

In this area located north of I-66 from Patrick Henry Drive to Kennebec Street are single-family residential properties and Westover Park. The residential properties are located on Patrick Henry Drive, North Kennesaw Street, and North Kentucky Street. Noise levels currently range from 58 to 73 dBA  $L_{eq}$ , while in 2032, the no-build and build levels are predicted to range from 59 to 73 dBA  $L_{eq}$  and 61 to 74 dBA  $L_{eq}$  respectively. 2032 build levels are predicted to be 1 to 3 decibels higher than existing levels and 1 to 2 decibels higher than 2032 no-build levels at 16 sites. 2032 noise levels are predicted to equal or exceed 66 dBA at one residential property on North Kennesaw Street, two residential properties on North Kentucky Street, and at the park. In comparison, levels do currently and are predicted under 2032 no-build conditions to approach or exceed 66 dBA at only one residential property and the park. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Hills Area #2 – Sites 525 thru 580**

In this area located south of I-66 from Patrick Henry Drive to Harrison Street are single-family residential properties on Patrick Henry Drive, North Liberty Street, North 9<sup>th</sup> Road, North Lexington Street, North Kensington Street, North Jacksonville Street, North 9<sup>th</sup> Street, North Jefferson Street, and North Harrison Street. The area also includes the W&OD RR Regional Park, Bon Air Park, and two multi-purpose trails. Noise levels currently range from 54 to 73 dBA  $L_{eq}$ , while in 2032, the no-build and build levels are predicted to range from 54 to 73 dBA  $L_{eq}$  and 55 to 74 dBA  $L_{eq}$  respectively. 2032 build levels are predicted to be 1 to 2 decibels higher than existing levels at 49 residential properties and the same as the current level at one property. 2032 build levels are predicted to be 1 decibel higher than 2032 no-build levels at 16 sites and the same as no-build levels at 12 sites. Currently and under 2032 no-build conditions, seven residential properties and a trail are predicted to be impacted, while eight residential properties and a trail are predicted to experience noise impact under the 2032 build condition due to exterior levels equaling or exceeding 66 dBA. The impacted residential properties are located on North Jacksonville Street and North 9<sup>th</sup> Road. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Westover Hills Area – Sites 581 thru 635**

In this area located on the north side of I-66 from Kennebec Street to Harrison Street are single-family residential properties and condominiums, on Fairfax Drive, North Kensington Street, North 10<sup>th</sup> Road, North Jefferson Street, North 10<sup>th</sup> Street, and North Harrison Street. The area also includes a multi-purpose trail. At the residential properties, existing noise levels currently range from 54 to 68 dBA  $L_{eq}$  (up to 78 dBA at the trail), while under the 2032 no-build and build conditions, levels are predicted to range from 54 to 68 dBA  $L_{eq}$  and 55 to 70 dBA  $L_{eq}$  respectively for residential properties and up to 78 and 79 dBA  $L_{eq}$  respectively at the trails. Impact due to noise levels that equal or exceed 66 dBA  $L_{eq}$  occur at one residential property and the trail currently, are predicted to be experienced at two residential properties and the trail under 2032 no-build conditions, and at six residential properties and the trail under 2032 build conditions. The impacted residential properties are located on Fairfax Drive. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Westover Hills and Waycroft Area – Sites 636 thru 672**

In this area located on the north side of I-66 from Harrison Street to George Mason Drive are single-family residential properties on North Harrison Street, North 10<sup>th</sup> Street, North Frederick Street, North Emerson Street, North Edison Street, and George Mason

Drive. The area also includes Saint Ann Catholic Church, a cemetery, a parsonage, Saint Ann School, and a multi-purpose trail. Currently, noise levels equaling or exceeding 66 dBA occur only at the cemetery. At the residential properties, existing noise levels currently range from 53 to 62 dBA  $L_{eq}$ . Under the 2032 no-build and 2032 build conditions, levels are predicted to range from 54 to 64 dBA  $L_{eq}$  at residential properties and at the cemetery will reach 68 dBA  $L_{eq}$ . 2032 build levels are predicted to be 1 to 2 decibels higher than existing levels at 30 residential properties, 1 decibel higher than 2032 no-build levels at 17 sites and with no increase at 13 sites. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Hills Area #3 – Sites 673 thru 700**

In this area located on the south side of I-66 from Harrison Street to George Mason Drive are single-family residential properties on North Harrison Street, North Greenbrier Street, North 9<sup>th</sup> Street, North Edison Street, and Fairfax Drive. Also included is the Arlington Traditional Elementary School. A comparison of existing noise levels and predicted levels under 2032 no-build and 2032 build conditions indicates that four residential properties are currently and are predicted to be impacted as a result of levels equaling or exceeding 66 dBA. These properties are located on North Harrison Street, North Greenbrier Street, and Fairfax Drive. Existing levels range from 56 to 69 dBA  $L_{eq}$  while 2032 no-build and 2032 build levels are predicted to range from 56 to 70 dBA  $L_{eq}$  and 57 to 70 dBA  $L_{eq}$  respectively. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Hills Area #4 – Sites 701 thru 723**

In this area located on the south side of I-66 from George Mason Drive to Glebe Road are single-family residential properties on North 9<sup>th</sup> Street, condominiums on Fairfax Drive and Washington Boulevard and a multi purpose trail. The condos include tennis courts. At the noise sensitive properties, existing noise levels range from 54 to 67 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 55 to 68 dBA  $L_{eq}$ , and 56 to 68 dBA  $L_{eq}$  respectively. One residential property on North 9<sup>th</sup> Street is predicted to be impacted under the 2032 build and 2032 no-build conditions as a result of noise levels being predicted to equal or exceed 66 dBA  $L_{eq}$ . The multi-use trail is currently and is predicted to be impacted with levels from all three conditions equaling or exceeding 66 dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

Note – While Site 710 is closer than Site 703 is to I-66, the 2032 build noise level at Site 701 is predicted to be 66 dBA, while at Site 710, the 2032 build level is predicted to be 65 dBA. The reason for the higher level at 701 is the close distance to George Mason Drive.

### **Waycroft Area – Sites 724 thru 778**

In this area located on the north side of I-66 from George Mason Drive to Glebe Road are condominiums on George Mason Drive, single family residential properties on North 11<sup>th</sup> Street, North Buchanan Street, North Aberdeen Street, Washington Boulevard, North Abingdon Street, North 13<sup>th</sup> Street, and North Glebe Road, and a multi purpose trail. At the noise sensitive properties, existing noise levels range from 55 to 70 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 56 to 71 dBA  $L_{eq}$ . The 2032 build noise levels are predicted to be 1 to 2 decibels higher than existing levels at 68 residential properties and no higher at two properties. The 2032 build noise levels are predicted to be one decibel higher than 2032 no-build levels at 21 residential properties and no higher at 47 properties. Noise levels do currently and are predicted under both 2032 conditions to equal or exceed 66 dBA  $L_{eq}$ , resulting in impact at 10 residential properties and at the multi-purpose trail under the three conditions. The impacted residences are located on North George Mason Drive, North 13<sup>th</sup> Street, and North Glebe Road. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Waverly Hills Area #1 – Sites 779 thru 804**

In this area of Waverly Hills located on the north side of I-66 from Glebe Road to Utah Street are single family residential properties on North Glebe Road, North Wakefield Street, North Vernon Street, North 15<sup>th</sup> Street, and North Utah Street, and a multi-purpose trail. At the noise sensitive properties, existing noise levels range from 56 to 74 dBA  $L_{eq}$ , while 2032 no-build and 2032 build levels are predicted to range from 56 to 74 dBA  $L_{eq}$  and 56 to 75 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 1 to 2 decibels higher than existing levels at 20 residential properties and the same as existing levels at two properties. The 2032 build noise levels are predicted to be 1 decibel higher than 2032 no-build levels at seven residential properties and the same as 2032 no-build levels at 15 residential properties. Noise levels do currently and are predicted to equal or exceed 66 dBA  $L_{eq}$ , resulting in impact at four, five and seven residential properties under existing, 2032 no-build, and 2032 build conditions respectively. The multi-purpose trail is also predicted to be impacted under the three conditions. The residential properties predicted to be impacted under the build condition are located on North Glebe Road, North Wakefield Street, North Vermont Street, and North Utah Street. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Waverly Hills Area #2 – Sites 805 thru 827**

In this area of Waverly Hills located on the south side of I-66 from Glebe Road to Utah Street are condominiums and single family residential properties on North Vernon Street, North Vermont Street, North 13<sup>th</sup> Street, and North Utah Street. The area also includes Clarendon Station Park. At the noise sensitive properties, existing noise levels

range from 48 to 66 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 48 to 67 dBA  $L_{eq}$  and 49 to 66 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 1 to 2 decibels higher than existing levels at 30 residential properties and the same as existing levels at two properties. The 2032 build noise levels are predicted to be one decibel higher than 2032 no-build levels at 13 residential properties and the same as 2032 no-build levels at 18 properties. Noise levels currently equal or exceed 66 dBA  $L_{eq}$  only at the park, while under 2032 no-build and 2032 build conditions, the park and one residential property on North Vermont Street are predicted to receive noise levels equaling or exceeding 66 dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Waverly Hills Area #3 – Sites 828 thru 853**

In this area of Waverly Hills located on the south side of I-66 from Utah Street to Stafford Street are single family residential properties on North Utah Street, North Taylor Street, North Stuart Street, and North Stafford Street. At the noise sensitive properties, existing noise levels range from 54 to 70 dBA  $L_{eq}$ , while the 2032 no-build , and 2032 build levels are predicted to range from 55 to 71 dBA  $L_{eq}$  and 55 to 70 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 1 decibel higher than existing levels at 15 residential properties and the same as existing levels at 11 properties. The 2032 build noise levels are predicted to be 1 decibel higher than 2032 no-build levels at four residential properties and the same as 2032 no-build levels at 22 properties. Noise levels do currently and are predicted under 2032 no-build and 2032 build conditions to equal or exceed 66 dBA  $L_{eq}$ , resulting in impact at six residential properties. These residences are located on North Utah Street, North Taylor Street, North Stuart Street, and North Stafford Street. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Waverly Hills Area #4 – Sites 854 thru 889**

In this area of Waverly Hills located on the north side of I-66 from Utah Street to Quincy Street are single-family residential properties on North Utah Street, North Taylor Street, North 15<sup>th</sup> Street, North Stafford Street, North Randolph Street, and North Quincy Street. The area also includes two multi-use trails and Oakgrove Park. At the noise sensitive properties, existing noise levels range from 53 to 76 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 53 to 76 dBA  $L_{eq}$  and 53 to 77 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 1 to 4 decibels higher than existing levels at 24 residential properties and the same as existing levels at eight properties. The 2032 build noise levels are predicted to be 1 to 3 decibels higher than 2032 no-build levels at 13 residential properties and the same as 2032 no-build levels at 19 properties. Noise levels do currently and are predicted under 2032 no-build and 2032 build conditions to equal or exceed 66 dBA  $L_{eq}$ , resulting in impact at three residential properties and one trail under the existing condition, and at four residential properties and one trail under the 2032 no-build and 2032 build conditions. The

residences predicted to experience impact are located on North Utah Street, North Taylor Street, and North 15<sup>th</sup> Street. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Washington-Lee High School and Arlington County Educational Center – Sites 890 thru 891**

In this area located on the south side of I-66 from Stafford Street to Quincy Street are Washington-Lee High School and the Arlington County Educational Center. At the two noise-sensitive properties, exterior noise levels currently range from 56 to 63 dBA  $L_{eq}$ , while 2032 no-build and 2032 build levels are predicted to range from 57 to 63 dBA  $L_{eq}$ , and 59 to 66 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 3 decibels higher than existing levels at Washington-Lee High School and the Educational Center and 2 to 3 decibels higher than 2032 no-build levels. Both schools are air conditioned, and with windows closed, are not currently and are not predicted under either 2032 condition to receive interior noise levels equaling or exceeding 51 dBA  $L_{eq}$ . Only at the Arlington County Education Center under 2032 build conditions are exterior noise levels predicted to equal or exceed 66 dBA  $L_{eq}$ . However, there are no outside activities at the Education Center. Neither school is predicted to experience a substantial increase in noise level.

### **Dominion Heights Area #1 - Sites 892 thru 903**

In this area located on the north side of I-66 from Quincy Street to Lincoln Street are single-family residential properties on North Quincy Street, North 17<sup>th</sup> Street, and North Monroe Street, and a multi-purpose trail. At the noise sensitive properties, existing noise levels range from 56 to 72 dBA  $L_{eq}$ , while 2032 no-build and 2032 build levels are predicted to range from 56 to 73 dBA  $L_{eq}$  and from 58 to 75 dBA  $L_{eq}$  respectively. The 2032 build noise levels are predicted to be 1 to 3 decibels higher than existing levels at eight residential properties and 1 to 3 decibels higher than 2032 no-build levels at seven residential properties. At one residential property, the 2032 build and no-build noise levels are predicted to be the same. Noise levels at the residential properties do not currently and are not predicted under either 2032 condition to equal or exceed 66 dBA  $L_{eq}$ . However, levels at the trail are predicted to reach as high as 75 dBA  $L_{eq}$  under the 2032 build condition. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Hayes Park and Arlington Science Focus School – Sites 904 thru 907**

In this area located on the south side of I-66 near Lincoln Street are Hayes Park and the Arlington Science Focus School. Noise levels at the park are currently and are predicted under 2032 no-build and 2032 build conditions to equal or exceed 66 dBA  $L_{eq}$ , reaching 72 dBA  $L_{eq}$  under the 2032 build condition. The school is air conditioned, and with windows closed, interior levels are not predicted to equal or exceed 51 dBA  $L_{eq}$ .

under any of the conditions. The 2032 build noise levels are predicted to be 3 decibels higher than existing levels at the park and 1 decibel higher than existing levels at the school. The 2032 build noise levels are predicted to be 2 to 3 decibels higher than 2032 no-build levels at the park and 1 to 2 decibels higher than no-build levels at the school. The school has no outside activities between I-66 and the school. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Heights Area #2 – Sites 908 thru 919**

In this area located on the north side of I-66 from Lincoln Street to 18<sup>th</sup> Street are single-family residential properties on North 17<sup>th</sup> Street, North Lincoln Street, and North 18<sup>th</sup> Street. At the noise sensitive properties, existing noise levels range from 56 to 69 dBA  $L_{eq}$ , while the 2032 no-build and 2032 build levels are predicted to range from 57 to 70 dBA  $L_{eq}$  and 57 to 72 dBA  $L_{eq}$ , respectively. The 2032 build noise levels are predicted to be 1 to 3 decibels higher than existing levels at nine residential properties and the same as existing levels at three properties. The 2032 build noise levels are predicted to be 1 to 2 decibels higher than 2032 no-build levels at seven residential properties and the same as 2032 no-build levels at five properties. Noise levels are predicted to equal or exceed 66 dBA  $L_{eq}$  and thus be impacted at three residential properties under the 2032 build condition and at one residential property each under the existing and 2032 no-build conditions. The impacted residences are located on North Lincoln Street and North 17<sup>th</sup> Street. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Lyon Village – Sites 920 thru 950**

In this area, located on the south side of I-66 from Lincoln Street to Lee Highway near Spout Run, are single-family residential properties on Kirkwood Road, North 17<sup>th</sup> Street, Jackson Street, Kirkwood Place, North 19<sup>th</sup> Street, and North 19<sup>th</sup> Road. At the noise sensitive properties, existing noise levels range from 53 to 61 dBA  $L_{eq}$ , while 2032 no-build and 2032 build levels are predicted to range from 53 to 61 dBA  $L_{eq}$  and from 54 to 62 dBA  $L_{eq}$ , respectively. The 2032 build noise levels are predicted to be 1 decibel higher than existing levels at 26 residential properties and no higher than existing levels at five properties. The 2032 build noise levels are predicted to be 1 decibel higher than 2032 no-build levels at 13 residential properties and no higher than 2032 no-build levels at 18 residential properties. Noise levels at the residential properties do not currently and would not under either 2032 condition equal or exceed 66 dBA  $L_{eq}$ . This area is not predicted to experience impact resulting from a substantial increase in noise levels.

### **Dominion Heights Area #3 – Sites 951 thru 985**

In this area located on the north side of I-66 from 18<sup>th</sup> Street to Lee Highway near Spout Run are single-family residential properties on North Kenmore Street, North Johnson

Street, North 20<sup>th</sup> Street, and North 20<sup>th</sup> Road, and a multi-purpose trail. At the noise sensitive properties, existing noise levels range from 60 to 69 dBA  $L_{eq}$ , while 2032 no-build and 2032 build levels are predicted to range from 61 to 70 dBA  $L_{eq}$  and 60 to 70 dBA  $L_{eq}$ , respectively. The 2032 build noise levels are predicted to be 1 decibel higher than existing levels at 13 residential properties and the same as existing levels at 17 residential properties. The 2032 build noise levels are predicted to be 1 decibel higher than 2032 no-build levels at two residential properties and the same as 2032 no-build levels at 28 properties. Impact due to levels equaling or exceeding 66 dBA currently is experienced at 11 residential properties, and is predicted to be experienced at 13 properties under both the 2032 no-build and 2032 build conditions. The multi-purpose trail is currently and is also predicted to be impacted under existing, 2032 no-build, and 2032 build conditions with noise levels ranging from 69 to 77 dBA  $L_{eq}$ . The residential impacts are located on North Kenmore Street, North Johnson Street, North 20<sup>th</sup> Street, and North 20<sup>th</sup> Road. This area is not predicted to experience impact resulting from a substantial increase in noise levels.

## **6. NOISE ABATEMENT**

FHWA has identified certain noise abatement measures that may be incorporated in projects to reduce traffic noise impact. Mitigation measures that have been considered for this project include alternative measures (traffic management and the alteration of horizontal and vertical alignment), plus the construction of noise barriers.

### **6.1 Alternative Noise Abatement Measures**

Traffic management measures normally considered for noise abatement include reduced speeds and truck restrictions. Reduced speeds would not be an effective noise mitigation measure since a substantial decrease in speed is necessary to provide a significant noise reduction. A 10 mph reduction in speed would result in only a two decibel decrease in noise level. Restricting truck usage on I-66 is already in place. The alteration of the horizontal or vertical alignment of I-66 would not be practical because the roadway already exists and would have to be shifted significantly to make the measure effective. Such shifts would require right-of-way acquisitions and would likely create new noise impact.

### **6.2 Noise Barriers**

The only remaining abatement measure investigated was the construction of noise barriers. The feasibility of constructing noise barriers was evaluated for all impacted noise-sensitive properties. The reasonable and feasibility of these barriers has been

determined. All barrier cost developed in this report were calculated using \$45.00 per square foot.

To be feasible, a barrier must be effective, that is, it must reduce noise levels by at least 5 decibels. To be reasonable, a barrier cannot cost more than \$30,000 per protected or benefited residential property. A residential property is "protected" if it would be exposed to future noise impact and would receive at least 5 decibels of noise reduction from a barrier. Should existing noise barriers need replacement due to the project's construction, cost would not be the determining factor. The new barrier would be installed to preserve the noise reductions received from the original barrier. A line of site test would be used during the final barrier design stage to preserve the perceivable noise reductions to each site. The reasonableness or cost-effectiveness determinations for non-residential properties such as the multi-use trail and the recreational facilities are made on a case-by-case basis. The determinations are based not only on the barrier cost, but also on the type and duration of the activity taking place, the size of the affected area, the severity of the impact, and the amount of noise reduction provided.

Details of the barriers, including lengths and heights, can be found in the following paragraphs and in Table 5, while graphical depictions of their locations can be found in Figures 1 through 19 in Appendix A. Feasible barriers were designed to protect all impacted properties except the multi-use trail. The cost-effectiveness, or reasonableness, of the barriers is also evaluated. Barrier cost includes only the barrier materials and installations and does not include any additional incidental cost such as additional right-of-way, utility and drainage conflicts. Safety issues created by each barrier would be evaluated and would play a part in determining if a barrier is feasible.

While the existing multi-use trail is considered noise sensitive and is predicted to be impacted, protecting it would not be feasible. The trail parallels about half of the eastern end of the project and is located at the edge of VDOT right-of-way. To protect the multi-use trail substantial right-of-way would be required. Also, the trail has many access points to the local community and access would be restricted, severely limiting the use of the facility.

There are two soccer fields located on top of the third floor parking deck which spans I-66 near Washington and Lee High School. Measurements were taken at the middle of the soccer fields and were found not to be impacted. However, near the edges of the parking deck noise impacts do occur. This is based on field observations during land use visits to the project. Constructing a sound barrier to protect these third floor parking deck soccer fields is not feasible unless major design modifications are made to the parking deck. This would be very costly.

The Barriers would be discussed in two groups, the North side (or WBL side) and the South side (or the EBL side). The cost per square foot estimate used to calculate the barrier cost was \$45.00 per square foot for materials and installation.

### 6.2.1 Noise Barriers North Side of I-66 (Westbound Side)

#### **Barrier 1** (Figure 1, Appendix A)

Proposed Barrier 1 would replace 180 LF of existing barrier near Greenwich Street and extend an additional 300 LF to the west along the ramp from I-66 WB to the Dulles Toll Road. The 180 foot section would raise the barrier's height from five feet to seven feet. The remaining 300 foot would range in height from 10 to 14 feet in height. This barrier would protect three impacted residential properties all located on Greenwich Street, Sites 101-103. The barrier would be located just inside the existing right-of-way, on VDOT property requiring no additional right-of-way. Barrier 1 would have a total length of 480 LF (replacement plus the extension). The total surface area would be 4,561 SF costing \$205,245. However, to compute the cost effectiveness of the barrier, a reduced cost was calculated by reducing the needed SF by the area of existing barrier to be replaced (five feet times 180 feet = 900 SF). The reduced barrier surface area would be 3,661 SF costing \$164,745 or \$54,915 per protected or benefitted property. The barrier would provide 5 to 9 decibels of noise reduction to the impacted residential properties. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria. Since the proposed modifications exceed the cost criteria, existing Barrier 1 protecting Sites 104 – 112 would have no modifications and remain in place.

#### **Barrier 4** (Figure 2, Appendix A)

Barrier 4 would be a new barrier located just behind the proposed retaining wall. Barrier 4 begins at station 798+00 and ends at station 810+00. No right-of-way would be required. Barrier 4 would have a total length of 1,200 LF. The height of the barrier would range from 12 to 15 feet, and the total surface area would be 16,051 SF costing \$722,295. The barrier would provide 5 decibels of noise reduction to one property. Barrier 4 would cost \$722,295 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

#### **Barrier 6** (Figures 3-6, Appendix A)

Barrier 6 would replace an existing barrier which would be removed due to the project's construction. The barrier would be located just behind the proposed retaining wall. Barrier 6 replacement begins at station 821+00 and ends at station 858+00. This barrier would protect 22 impacted residential properties and 6 benefitted residential properties. No right-of-way would be required. Barrier 6 would have a total length of 3,714 LF. The height of the barrier would range from 9 to 15 feet, and the total surface area would be 39,302 SF costing \$1,768,590 and not be subject to the cost analysis. Current VDOT practice would replace barriers that have to be removed due to project construction. The number of sites protected and the noise reductions currently experienced from the barrier would be maintained or increased. Levels would be reduced by 5 to 14 decibels.

**Barrier 7** (Figure 6, Appendix A)

Barrier 7 would connect to Barrier 6, extending along the entrance ramp from Washington Blvd. to I-66 WB. Barrier 7 would be require no right of way and would take advantage of the terrain. Barrier 7 begins at station 858+00 and ends at station 15+00 along the entrance ramp from Washington Blvd. to I-66 WB. This barrier would protect one impacted property. Barrier 7 would have a total length of 404 LF. The height of the barrier would range from 11 to 13 feet, and the total surface area would be 4,644 SF costing \$208,980. The barrier would provide 5 decibels of noise reduction to one impacted residence. Barrier 7 would cost \$208,980 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 13** (Figure 8, Appendix A)

Barrier 13 would be a new barrier located near the right-of-way line along the ramp from I-66 WB to Sycamore Street. Barrier 13 would begin at station 892+00 and end at station 894+00. This barrier would protect one impacted residential property on North Roosevelt Street. No right-of-way would be required. Barrier 13 would have a total length of 201 LF. The height of the barrier would be 10 feet, and the total surface area would be 2,011 SF, costing \$90,495. The barrier would provide 5 decibels of noise reduction to the property. Barrier 13 would cost \$90,495 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 15** (Figure 8, Appendix A)

Barrier 15 would be an extension of existing Barrier 14 to the west for 175 LF. Barrier 15 would be located to take advantage of existing terrain. Barrier 15 would begin at station 903+00 and end at the western end of existing Barrier 14, station 904+75. This barrier would protect one impacted residential property on North Quintana Street. No right-of-way would be required. Barrier 15 would have a total length of 175 LF. The height of the barrier would range from 12 to 12.2 feet, and the total surface area would be 2,110 SF, costing \$94,950. The barrier would provide 5 decibels of noise reduction to the residential property. Barrier 15 would cost \$94,950 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 17** (Figure 10, Appendix A)

Barrier 17 would fill in the gap between existing Barrier 14 and existing Barrier 18. The barrier would be located between the roadway and the multi-purpose trail. No right-of-way would be required for the construction. Barrier 17 would begin at station 922+68 and end at station 926+36. This barrier would protect one impacted residential property and portions of the multi-use trail. Barrier 17 would have a total length of 369 LF. The height of the barrier would be 9 feet, and the total surface area would be 3,320 SF, costing \$149,400. The barrier would provide 6 to 7 decibels of noise reduction to the protected sites. Barrier 17 would cost \$74,700 per protected or benefitted property.

This barrier is not cost effective as it is above the \$30,000 per protected site cost criteria.

**Barrier 19** (Figure 11, Appendix A)

Barrier 19 would be an extension of existing Barrier 18. Barrier 19 would be located to take advantage of the terrain and not require any right-of-way. Barrier 19 would begin at station 941+61 and end at station 943+60. This barrier would protect one impacted residential property. Barrier 19 would have a total length of 221 LF. The height of the barrier would be 7 feet, and the total surface area would be 1,546 SF, costing \$69,570. The barrier would provide 6 decibels of noise reduction to the one impacted property. Barrier 19 would cost \$69,570 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 21** (Figure 11-12, Appendix A)

Barrier 21 would begin just east of Patrick Henry Drive and extend eastward to Jefferson Street. Sections of the multi-purpose trail would need to be relocated should Barrier 21 be constructed. The multi-purpose trail would be relocated behind the proposed barrier and would be protected from road noise. Barrier 21 would not require additional right-of-way. Barrier 10 would begin at station 944+59 and end at station 966+00. There would be a small gap in the barrier to accommodate the pedestrian bridge at station 960+00. This barrier would protect six impacted residential properties, one park and portions of the multi-purpose trail. Seven additional residential properties would be benefitted. Barrier 21 would have a total length of 2,113 LF. The height of the barrier would range from 11 to 14 feet, and the total surface area would be 27,636 SF, costing \$1,243,620. The barrier would provide 5 to 12 decibels of noise reduction to the protected and benefitted properties. Barrier 21 would cost \$82,908 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 32** (Figure 16, Appendix A)

Barrier 32 would be located between Vermont and Utah Streets. The barrier would take advantage of the terrain and not require any right-of-way. Barrier 18 would begin at station 1025+56 and end at station 1027+17. This barrier would protect two impacted residential properties. Barrier 32 would have a total length of 167 LF. The height of the barrier would be six feet, and the total surface area would be 1,002 SF, costing \$45,090. The barrier would provide 6 to 9 decibels of noise reduction to the impacted residential properties. Barrier 32 would cost \$22,545 per protected or benefitted property. This barrier is cost effective as it is below the \$30,000 per protected site cost criteria.

**Barrier 33** (Figure 16, Appendix A)

Barrier 33 would be located just east of Utah Street. The barrier would be located just behind the multi-use trail and not require any right-of-way. Barrier 33 would begin at station 1027+80 and end at station 1031+82. This barrier would protect four impacted

residential properties. Barrier 33 would have a total length of 402 LF. The height of the barrier would be 6 to 7 feet, and the total surface area would be 2,612 SF, costing \$117,540. The barrier would provide 5 to 8 decibels of noise reduction to the impacted residential properties. Barrier 33 would cost \$29,385 per protected or benefitted property. This barrier is cost effective as it is below the \$30,000 per protected site cost criteria.

**Barrier 37** (Figure 18, Appendix A)

Barrier 37 would be located between Lincoln Street and 18<sup>th</sup> Street. The barrier would be located between the roadway and the multi-use trail and not require any right-of-way. Barrier 37 would begin at station 1059+03 and end at station 1068+00. This barrier would protect two impacted residential properties and portions of the multi-purpose trail. Barrier 37 would have a total length of 852 LF. The height of the barrier would be 10 feet, and the total surface area would be 8,525 SF, costing \$383,625. The barrier would provide 5 to 8 decibels of noise reduction to the protected residential properties. Barrier 37 would cost \$127,875 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 38** (Figure 19, Appendix A)

Barrier 38 would be a replacement for an existing barrier and would be located between 18<sup>th</sup> Street and 20<sup>th</sup> Road. The barrier would be located between the multi-purpose trail and the right of way line and not require any right-of-way. Barrier 38 would begin at station 1067+80 and end at station 1076+07. This barrier would protect 11 residential properties, portions of the multi-purpose trail and benefit four residential properties. Barrier 38 would have a total length of 818 LF. The height of the barrier would be 8 to 18 feet, and the total surface area would be 10,189 SF, costing \$458,505. The barrier would provide 5 to 15 decibels of noise reduction to the protected residential properties. Barrier 38 would cost \$28,657 per protected or benefitted property. This barrier is cost effective as it below the \$30,000 per protected site cost criteria.

**Barrier 39** (Figure 19, Appendix A)

Barrier 39 would be located between the ramp from Lee Highway to I-66 EB and the multi-purpose trail protecting homes on 20<sup>th</sup> Road North and not require additional right-of-way. Barrier 39 would begin at station 1076+00 and end at station 1080+00. This barrier would protect three residential properties on 20<sup>th</sup> Road North and portions of the multi-purpose trail. Barrier 39 would have a total length of 437 LF. The height of the barrier would be 14 to 20 feet, and the total surface area would be 7,054 SF, costing \$317,430. The barrier would provide 5 to 15 decibels of noise reduction to the protected residential properties. Barrier 39 would cost \$79,358 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

## 6.2.2 Noise Barriers South Side of I-66 (Eastbound Side)

### **Barrier 3** (Figure 2, Appendix A)

Barrier 3 would be located between Haycock Road and Great Falls Street at the top of the cut slope near the right-of-way line. The barrier would not require additional right-of-way. Barrier 3 would begin at station 795+20 and end at station 813+05. This barrier would protect 11 residential properties, one recreational facility and one school. Barrier 3 would have a total length of 1,818 LF. The height of the barrier would be 15 to 19 feet, and the total surface area would be 29,530 SF, costing \$1,328,850. The barrier would provide 5 to 13 decibels of noise reduction to the protected properties. Barrier 3 would cost \$102,219 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

### **Barrier 22** (Figure 13, Appendix A)

Barrier 22 would extend existing Barrier 20 to the east a length of 696 LF. Barrier 22 would be located between the multi-purpose trail and the roadway and not require additional right-of-way. Barrier 22 would begin at station 966+15 and end at station 973+00. This barrier would protect seven residential properties and portions of the multi-purpose trail. Barrier 22 would have a total length of 696 LF. The height of the barrier would be eight feet, and the total surface area would be 5,565 SF, costing \$250,425. The barrier would provide 5 to 9 decibels of noise reduction to the protected residential properties. Barrier 22 would cost \$31,303 per protected or benefitted property. This barrier is not cost effective as it above the \$30,000 per protected site cost criteria.

### **Barrier 24** (Figure 13, Appendix A)

Barrier 24 would begin at Harrison Street and end 200 feet east of Greenbrier Street. Barrier 24 would be located just behind the existing retaining wall and would not require additional right-of-way. Barrier 24 would begin at station 976+50 and end at station 982+00. This barrier would protect two residential properties. Barrier 24 would have a total length of 593 LF. The height of the barrier would be eight feet, and the total surface area would be 4,733 SF, costing \$212,985. The barrier would provide 5 to 7 decibels of noise reduction to the protected residential properties. Barrier 40 would cost \$106,493 per protected or benefitted property. This barrier is not cost effective as it above the \$30,000 per protected site cost criteria.

### **Barrier 25** (Figure 13-14, Appendix A)

Barrier 25 would be located near 9<sup>th</sup> and Edison Streets just behind the existing retaining wall. The barrier would not require additional right-of-way. Barrier 25 would begin at station 988+10 and end at station 990+00. This barrier would protect one residential property. Barrier 25 would have a total length of 202 LF. The height of the barrier would be 9 feet, and the total surface area would be 1,820 SF, costing \$81,900. The barrier would provide 5 decibels of noise reduction to the protected residential

property. Barrier 25 would cost \$81,900 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 31** (Figure 16, Appendix A)

Barrier 31 would protect Clarendon Station Park and one residential property on Vermont Street. Barrier 31 would be located just behind the existing retaining wall and not require additional right-of-way. Barrier 31 would begin at station 1020+00 and end at station 1026+60. This barrier would protect Clarendon Station Park and one residential property. Barrier 31 would have a total length of 629 LF. The height of the barrier would be six feet, and the total surface area would be 3,770 SF, costing \$169,650. The barrier would provide 5 to 6 decibels of noise reduction to the protected park and residential property. Barrier 31 would cost \$84,825 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 34** (Figure 16-17, Appendix A)

Barrier 34 would begin at Utah Street and end at Stafford Street. Barrier 34 would be located just behind the existing retaining wall and not require additional right-of-way. Barrier 34 would begin at station 1027+08 and end at station 1035+84. This barrier would protect five residential properties. Barrier 34 would have a total length of 874 LF. The height of the barrier would be six feet, and the total surface area would be 5,243 SF, costing \$235,935. The barrier would provide 5 to 8 decibels of noise reduction to the protected properties. Barrier 34 would cost \$47,187 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Barrier 36** (Figure 18, Appendix A)

Barrier 36 would protect Hayes Park just west of Quincy Street. Barrier 36 would be located just behind the existing retaining wall and not require additional right-of-way. Barrier 36 would begin at station 1055+00 and end at station 1058+00. This barrier would protect Hayes Park. Barrier 36 would have a total length of 308 LF. The height of the barrier would range from 4 to 18 feet, and the total surface area would be 2,192 SF, costing \$98,640. The barrier would provide 5 decibels of noise reduction to the impacted portion of the park. Barrier 36 would cost \$98,640 per protected or benefitted property. This barrier is not cost effective as it exceeds the \$30,000 per protected site cost criteria.

**Table 4. Sound Barrier Data**

BARRIER NUMBER	PROPERTY LOCATION	NUMBER PROTECTED (BENEFITED) PROPERTIES	NOISE REDUCTION (DECIBELS)	BARRIER LENGTH (FT)	BARRIER HEIGHT (FT)	SURFACE AREA (SQ FT)	COST @ \$45/SF	COST/ Protected or Benefitted Site
1	North of I-66 From 783+00 To 788+00	3 (0) res	5 – 9	300 New 180 Replacement	7-14	3,661 Reduced	\$164,745 Reduced Cost	\$54,915
3	South of I-66 From 795+20 To 813+05	11 (0) res 1 (0) rec fac 1 (0) school	5 – 13	1,818	15 –19	29,530	\$1,328,850	\$102,219
4	North of I-66 From 798+00 To 810+00	1 (0) res	5	1,200	12 - 15	16,051	\$722,295	\$722,295
6	North of I-66 From 821+00 To 858+00	22 (6) res	5 – 14	3,714	9-15	39,302	\$1,768,590	N/A
7	North of I-66 From 858+00 To 15+00 Ramp	1 (0) res	5	404	11-13	4,644	\$208,980	\$208,980
13	North of I-66 From 892+00 To 894+00	1 (0) res	5	201	10	2,011	\$90,495	\$90,495
15	North of I-66 From 903+00 To 904+75	1 (0) res	5	175	12 – 12.2	2,110	\$94,950	\$94,950
17	North of I-66 From 922+68 To 926+36	1 (0) res 1 multi- purpose trail	6 – 7	369	9	3,320	\$149,400	\$74,700
19	North of I-66 From 941+61 To 943+60	1 (0) res	6	221	7	1,546	\$69,570	\$69,570
21	North of I-66 From 944+59 To 966+00	6(7) res 1 park 1 multi- purpose trail	5 – 12	2,113	11 - 14	27,636	\$1,243,620	\$82,908
22	South of I-66 From 966+15 To 973+00	7(0) res 1 multi- purpose trail	5 - 9	696	8	5,565	\$250,425	\$31,303
24	South of I-66 From 976+50 To 982+00	2(0) Res	5 - 7	593	8	4,733	\$212,985	\$106,493
25	South of I-66 From 988+10 To 990+00	1(0) res	5	202	9	1,810	\$81,900	\$81,900
31	South of I-66 From 1020+00 To 1026+60	1(0) res 1 park	5 - 6	629	6	3,770	\$169,650	\$84,825
32	North of I-66 From 1025+56 To 1027+17	2(0) Res	6 - 9	167	6	1,002	\$45,090	\$22,545
33	North of I-66 From 1027+80 To 1031+82	4(0) res	5 - 8	402	6 - 7	2,612	\$117,540	\$29,385
34	South of I-66 From 1027+08 To 1035+84	5(0) res	5 - 8	874	6	5,243	\$235,935	\$47,187

BARRIER NUMBER	PROPERTY LOCATION	NUMBER PROTECTED (BENEFITED) PROPERTIES	NOISE REDUCTION (DECIBELS)	BARRIER LENGTH (FT)	BARRIER HEIGHT (FT)	SURFACE AREA (SQ FT)	COST @ \$45/SF	COST/ Protected or Benefitted Site
36	South of I-66 From 1055+00 To 1058+00	1 park	5	308	4 - 18	2,192	\$98,640	\$98,640
37	North of I-66 From 1059+03 To 1068+00	2(0) res 1 multi- purpose trail	5 - 8	852	10	8,525	\$383,625	\$127,875
38	North of I-66 From 1067+80 To 1076+07	11(4) res 1 multi- purpose trail	5 - 15	818	8 - 18	10,189	\$458,505	\$28,657
39	North of I-66 From 1076+00 To 1080+00	3(0) res 1 multi- purpose trail	5 - 15	437	14 - 20	7,054	\$317,430	\$79,358

## 7. CONSTRUCTION NOISE

An increase in project area noise levels would occur during the construction of the proposed project improvements. Construction noise differs from that generated by normal traffic due to differences in the spectral and temporal characteristics of the noise. The degree of noise impact during construction would be a function of the number and types of equipment being used, and the distances between the construction equipment and the noise-sensitive areas.

Generally, construction activity would occur during normal working hours on weekdays. Therefore, noise impact experienced by local residents as a result of construction activities should not occur during sleeping hours. Some impact would occur in the project vicinity where outdoor recreation takes place during normal working hours.

A number of measures can be utilized in order to minimize noise resulting from construction activities. Such measures include, but are not limited to, the following:

- Equip any internal combustion engine used for any purpose on or related to the job with a properly operating muffler;
- Conduct truck loading, unloading and hauling so that noise is kept to a minimum;
- Route construction equipment and vehicles in areas that would cause the least disturbance to nearby receptors where possible; and
- Place continuously operated diesel-powered equipment, such as compressors and generators, in areas as far as possible from or shielded from noise-sensitive locations.
- Wherever possible, noise barriers to be constructed as part of the project would be constructed as soon as possible to allow the barriers to protect noise-sensitive areas from construction noise.

The Virginia Department of Transportation (VDOT) has developed a specification concerning construction noise that is applicable to this project. In summary, the specification requires the Contractor to limit construction noise levels to 80 decibels in noise-sensitive areas adjacent to the project area. Further, VDOT may monitor construction noise and require noise abatement where exterior noise levels from construction operations exceed 80 decibels. Also, VDOT may prohibit or restrict work that produces objectionable noise between 10 P.M. and 6 A.M. Construction equipment cannot be altered such that noise levels would be greater than that of the original equipment. These provisions are contained in Section 107.16(b) 3 Noise<sup>[4]</sup> and are reproduced below:

- “The Contractor’s operations shall be performed so that exterior noise levels measured during a noise-sensitive activity shall not exceed 80 decibels. Such noise level measurements shall be taken at a point on the perimeter of the construction limit that is closest to the adjoining property on which a noise

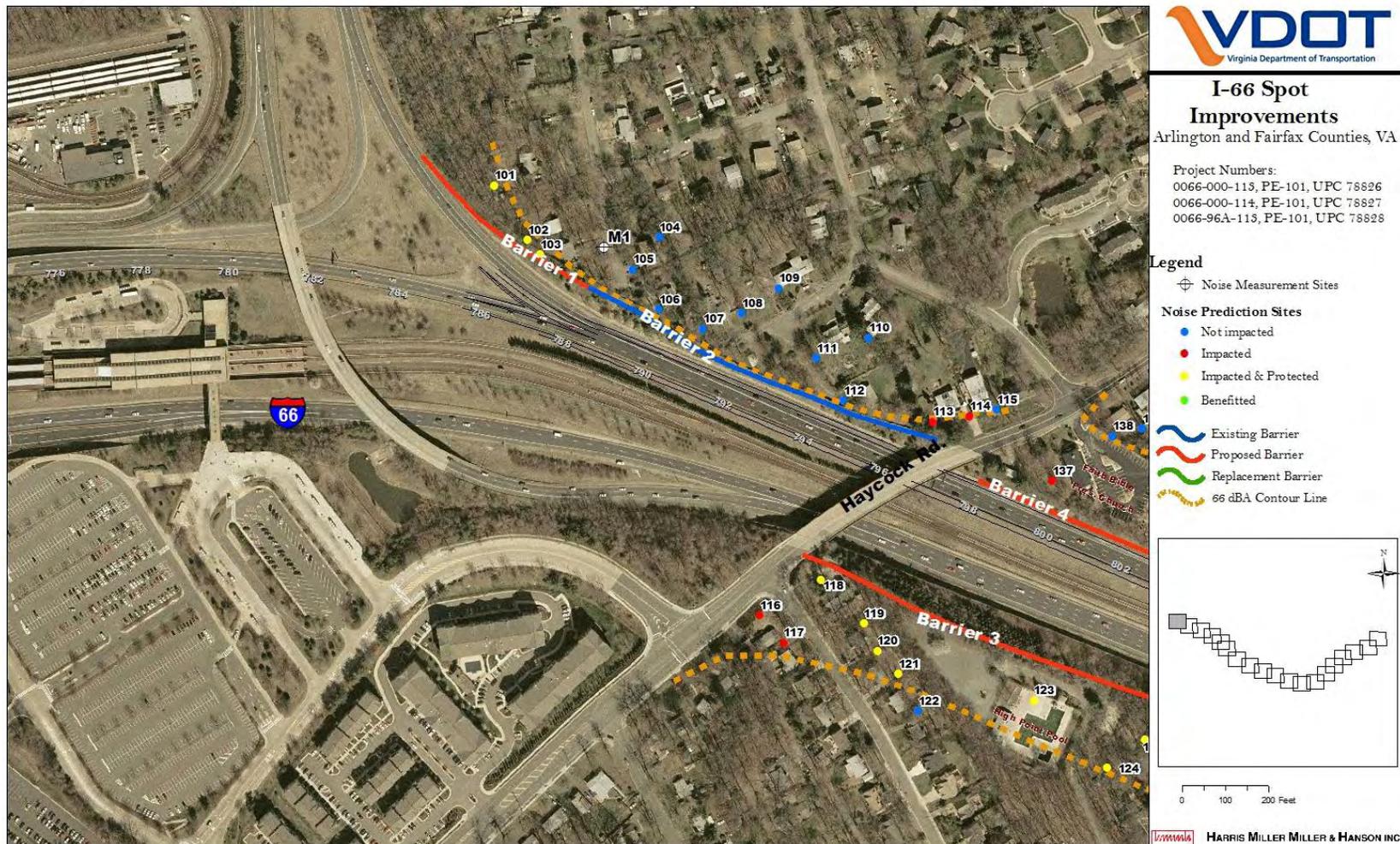
sensitive activity is occurring. A noise-sensitive activity is any activity for which lowered noise levels are essential if the activity is to serve its intended purpose. Such activities include, but are not limited to, those associated with residences, hospitals, nursing homes, churches, schools, libraries, parks, and recreational areas.”

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

## REFERENCES

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1. Federal Highway Administration, "23 CFR Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise -- Final Rule. "Federal Register, Vol. 47, No. 131, 8 July 1982.
2. Virginia Department of Transportation, State Noise Abatement Policy, January 1, 1997.
3. Menge, Christopher W., Christopher F. Rossano, Grant S. Anderson, Christopher J. Bajdek, FHWA Traffic Noise Model, Version 1.0: Technical Manual. Report No. FHWA-PD-96-010 and DOT-VNTSC-FHWA-98-2. Cambridge, MA: U.S. Department of Transportation, Research and Special Programs Administration, John A. Volpe National Transportation Systems Center, Acoustics Facility, February 1998.
4. Virginia Department of Transportation, Road and Bridge Specifications, Section 107.16(b) 3 Noise, 2007.



APPENDIX A - Figure 1

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008



FIGURE 2

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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FIGURE 3

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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FIGURE 4

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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FIGURE 5

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
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 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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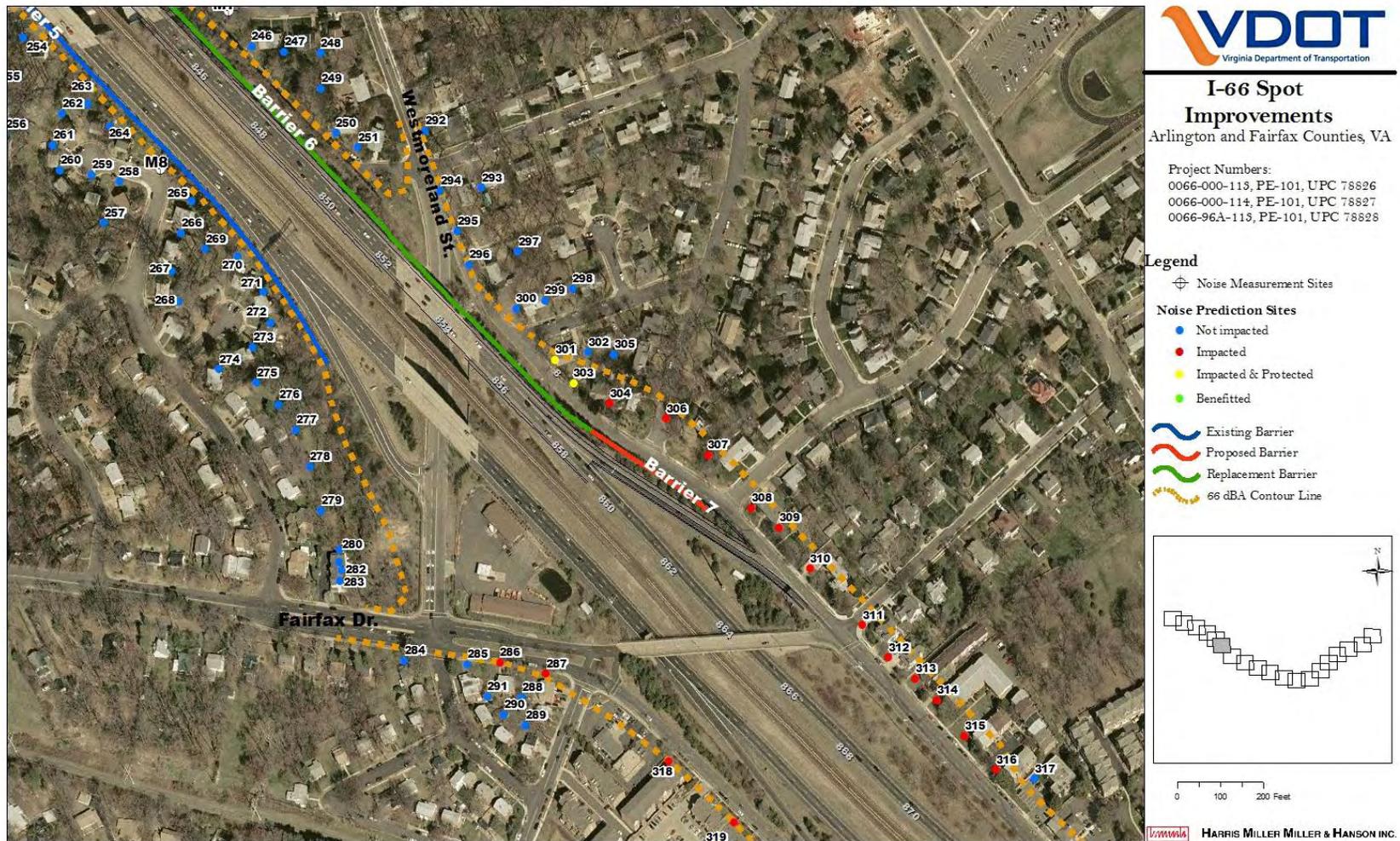


FIGURE 6

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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FIGURE 7

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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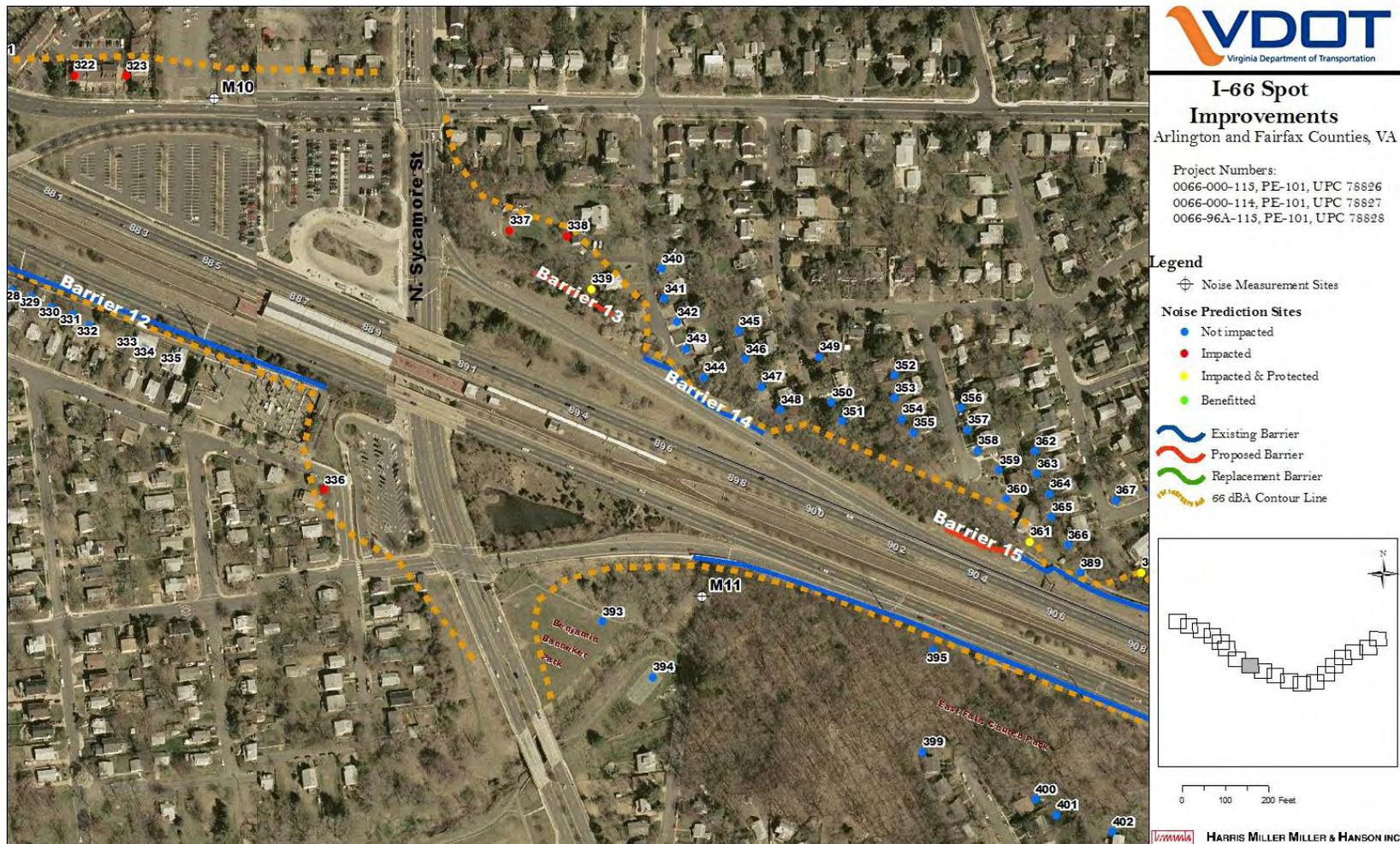


FIGURE 8

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
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 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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FIGURE 9

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
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 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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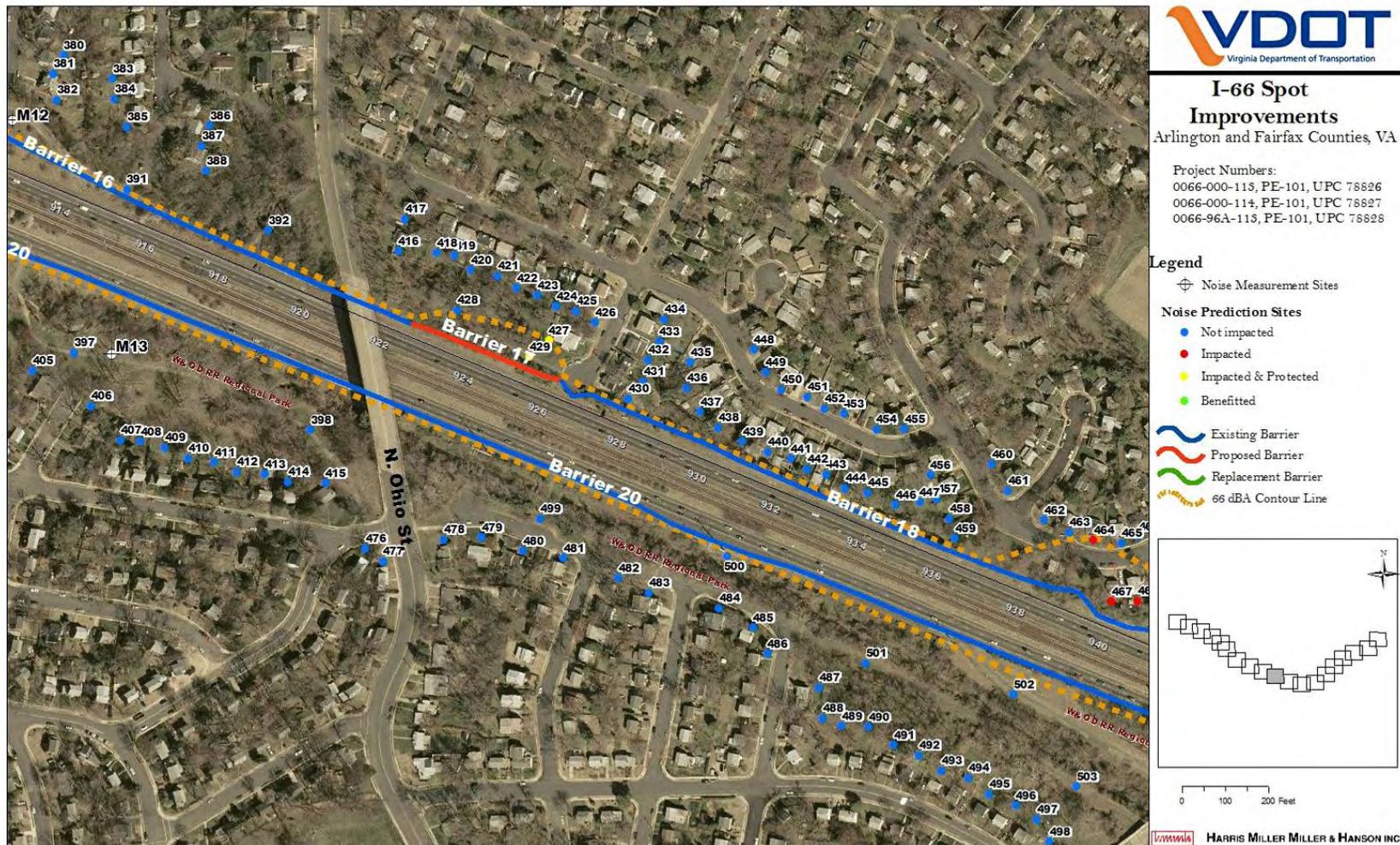


FIGURE 10

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
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 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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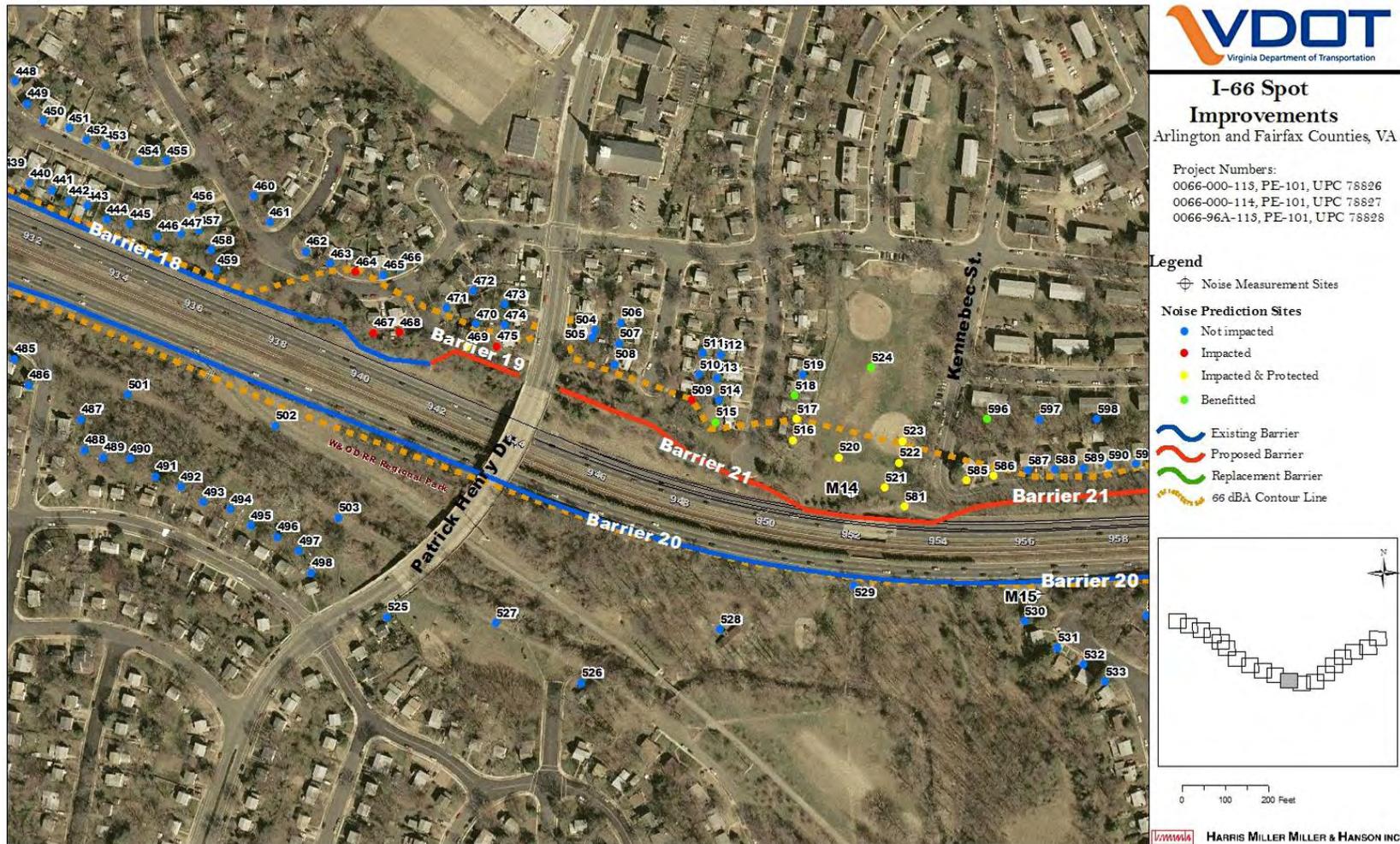


FIGURE 11

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
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 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

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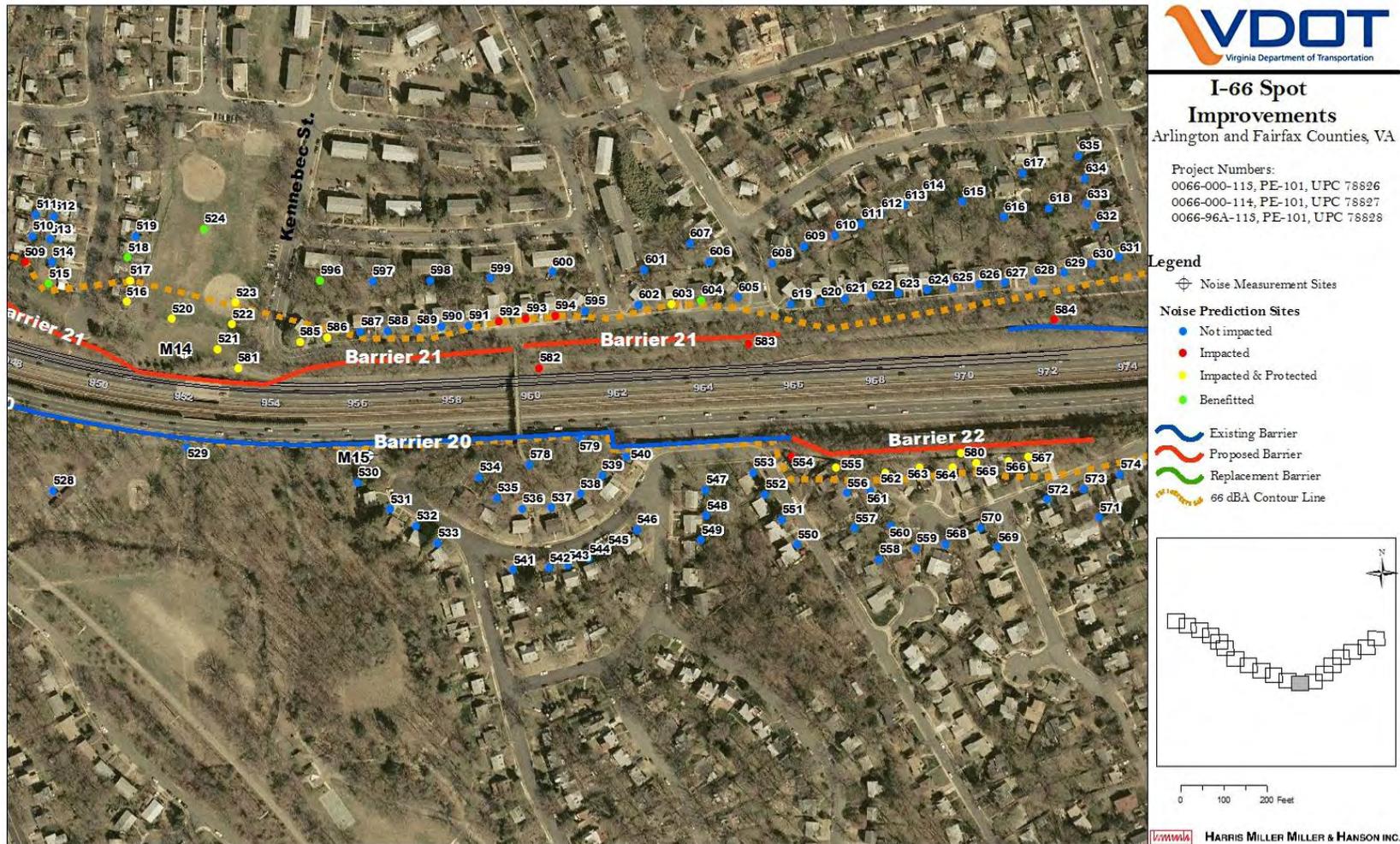


FIGURE 12

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

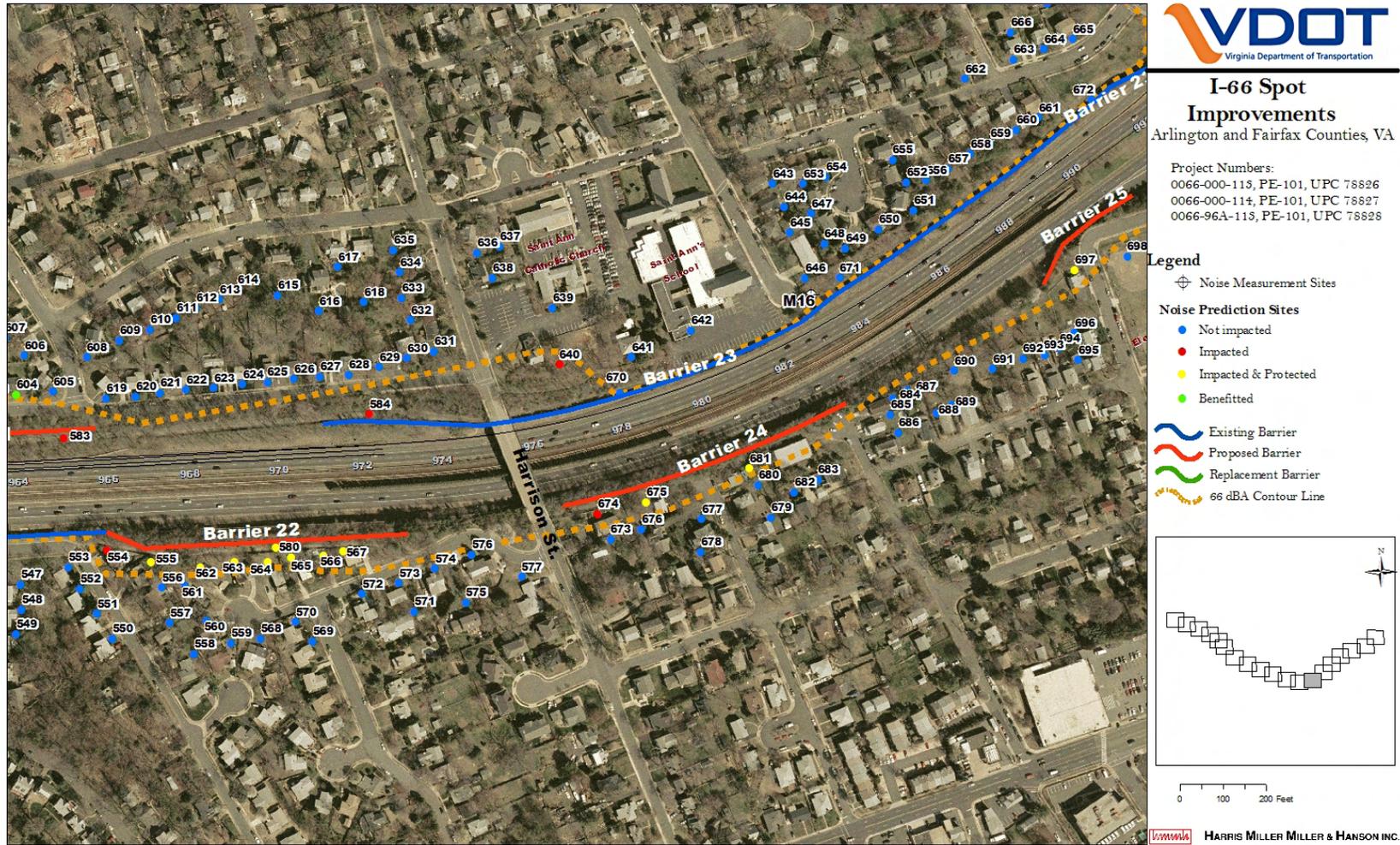


FIGURE 13

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

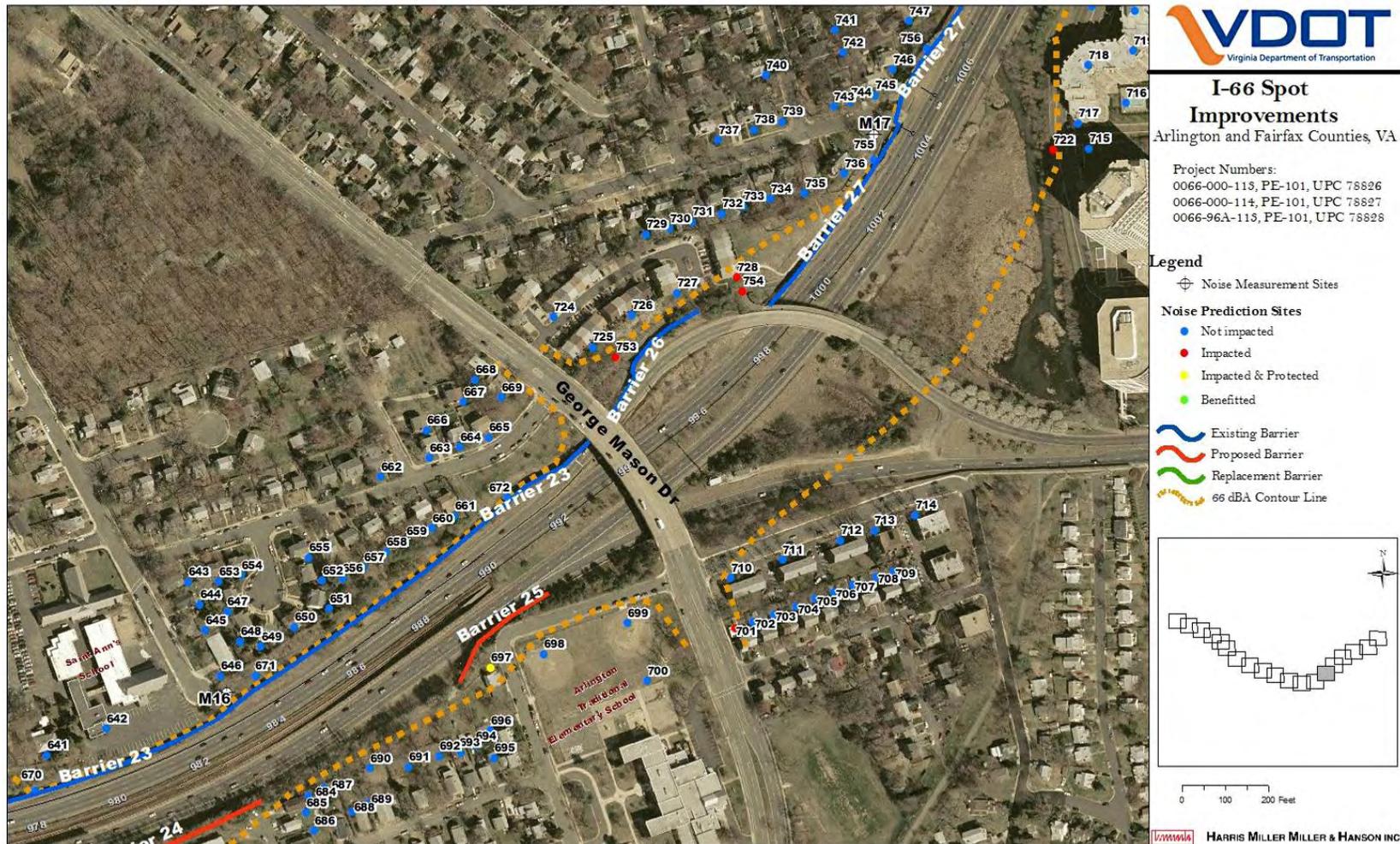


FIGURE 14

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

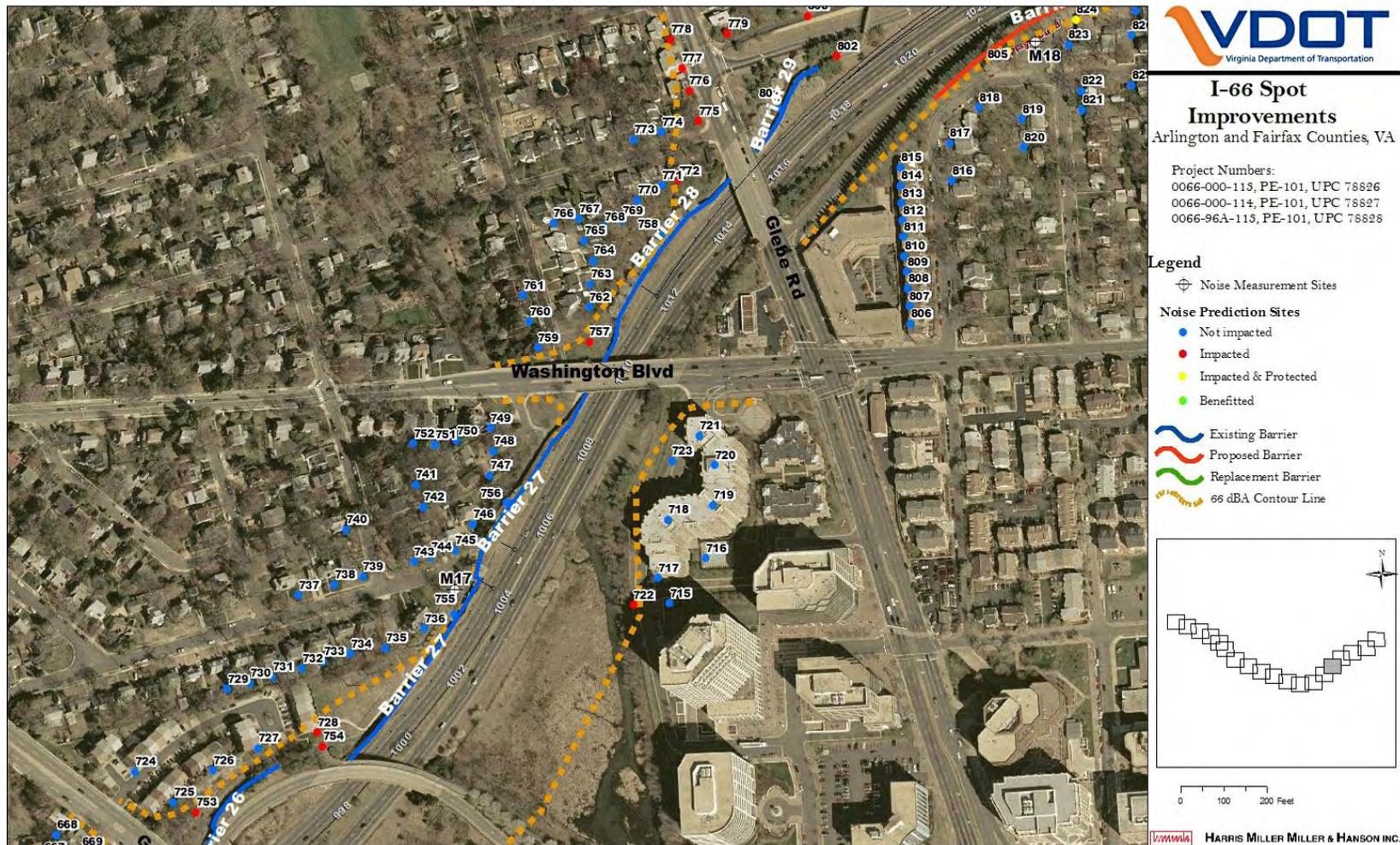


FIGURE 15

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

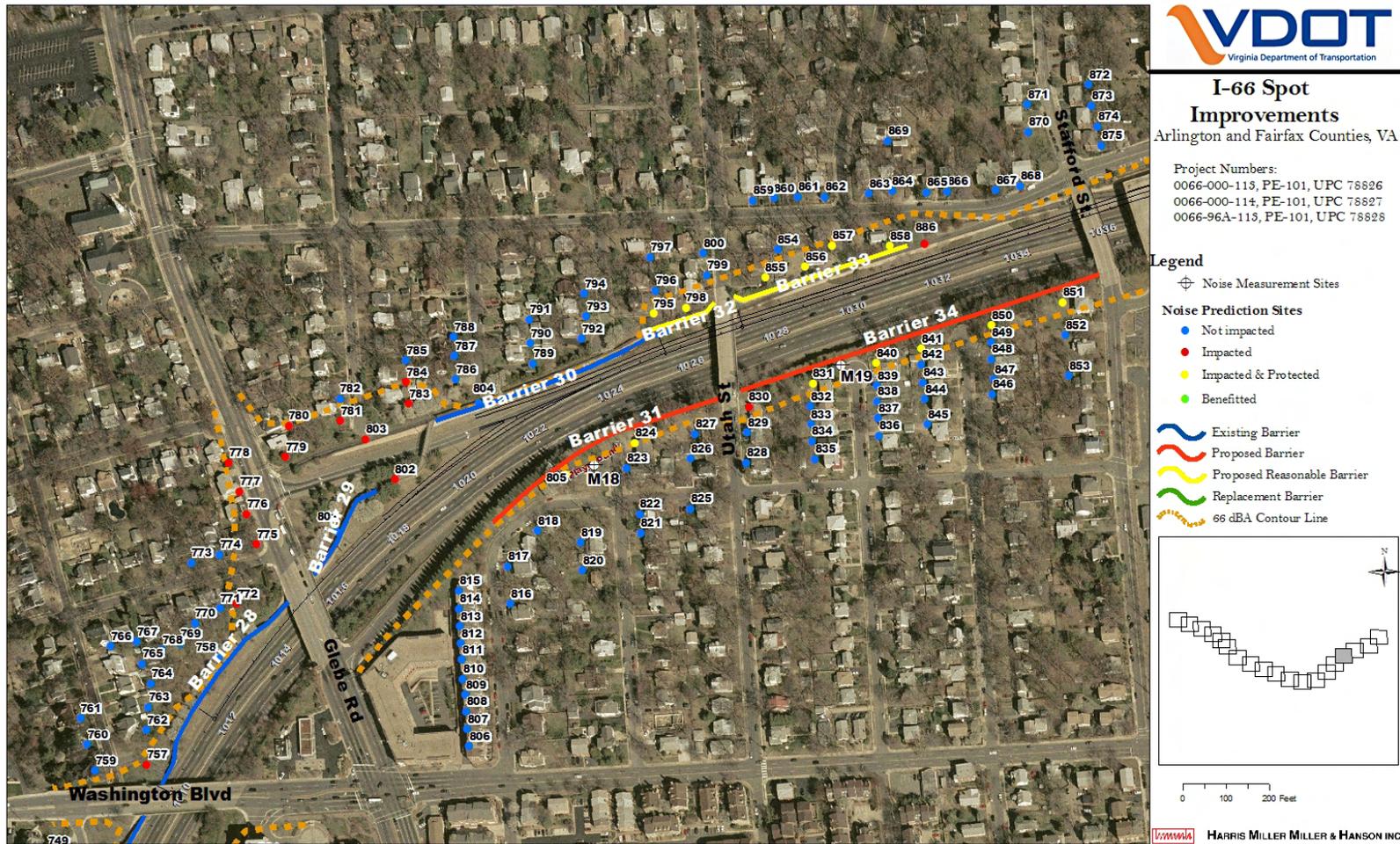


FIGURE 16

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008



FIGURE 17

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

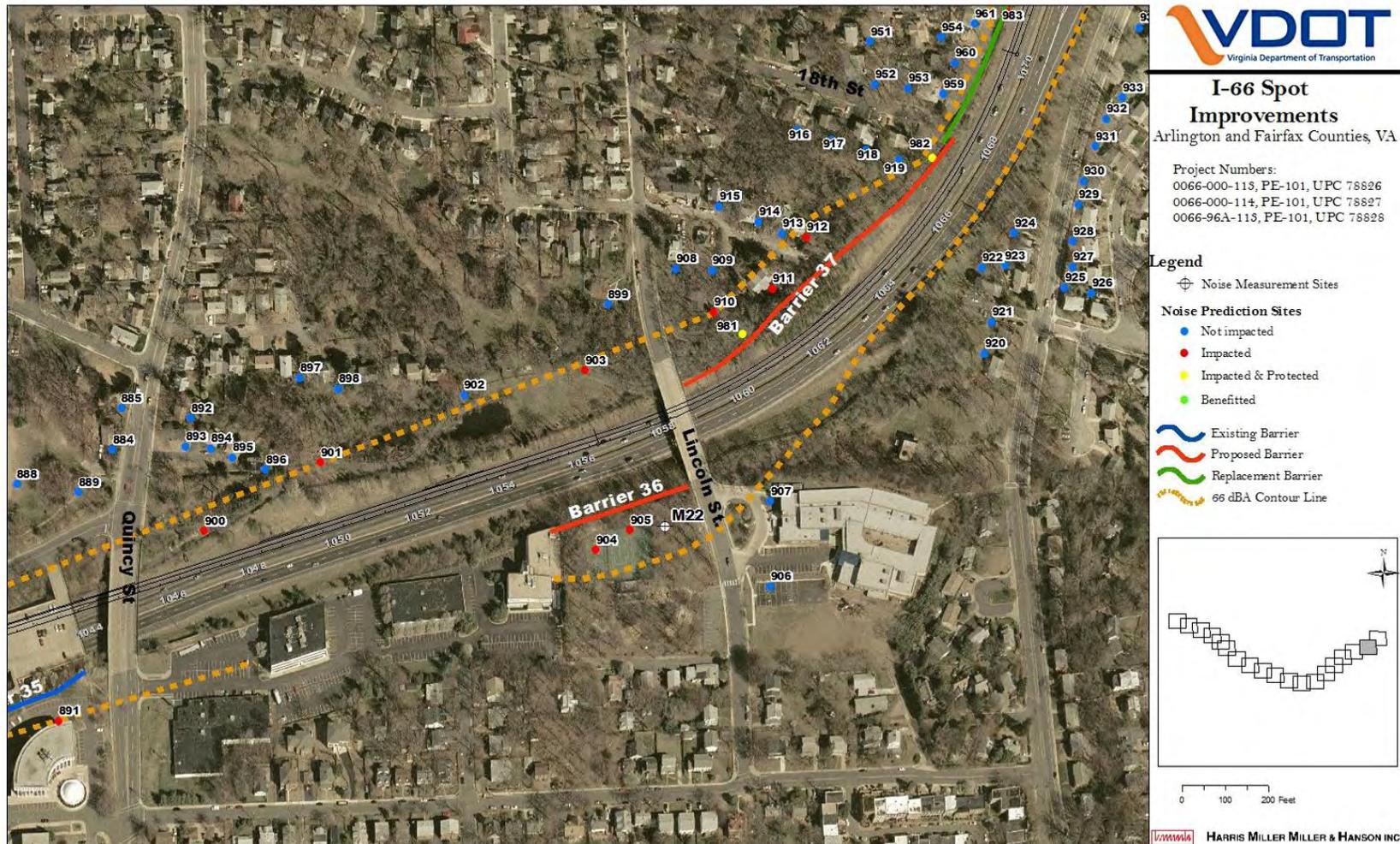


FIGURE 18

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

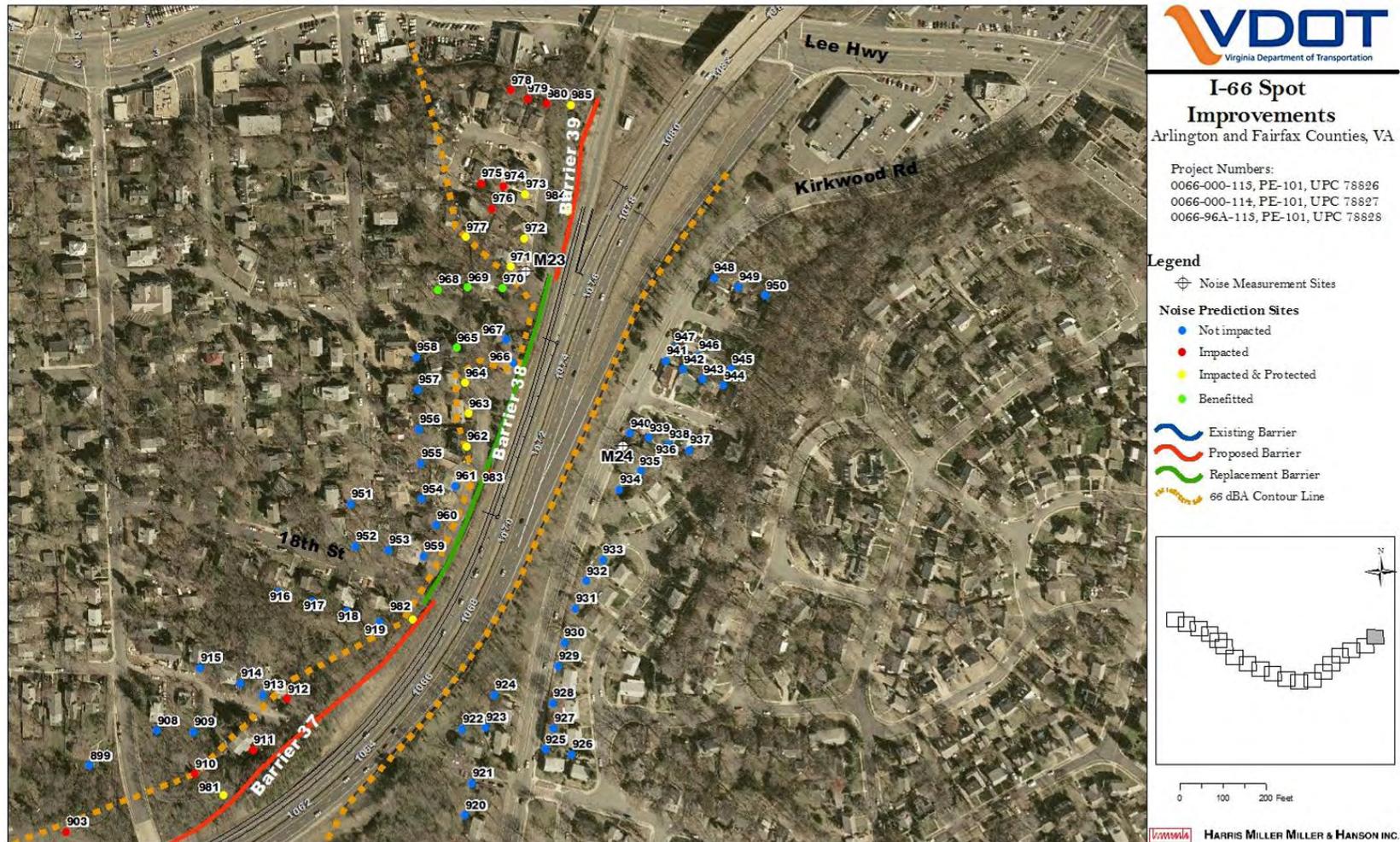


FIGURE 19

I-66 Spot Improvements Project, Arlington and Fairfax Counties  
 VDOT Project Number: 0066-000-113, PE-101 - UPC: 78826  
 VDOT Project Number: 0066-000-114, PE-101 - UPC: 78827  
 VDOT Project Number: 0066-96A-113, PE-101 - UPC: 78828

July 2008

**APPENDIX B. Traffic Data Used In Noise Analysis.****2006 Existing Traffic**

<b>Roadway</b>	<b>Autos</b>	<b>Medium Trucks</b>	<b>Heavy Trucks</b>	<b>Speed</b>
I-66 WB, West of DTR Exit Ramp	2409	25	12	58
I-66 EB, West of DTR Entry Ramp	2409	25	12	58
I-66 WB, From DTR Ramp To Entry Ramp from Washington Blvd.	4610	47	23	58
I-66 EB, From DTR Entry Ramp To Westmoreland Exit Ramp	4610	47	23	58
I-66 WB, From Entry Ramp from Washington Blvd. To Exit Ramp to Sycamore St.	3369	34	17	57
I-66 EB From Westmoreland Exit Ramp to Lee Highway Exit Ramp	4462	45	23	58
I-66 EB From Lee Highway Exit Ramp To Sycamore St. Entry Ramp	3369	34	17	55
I-66 WB From Sycamore Exit Ramp to Fairfax Drive Entry Ramp	3664	37	19	56
I-66 EB From Sycamore Entry Ramp to Fairfax Drive Exit Ramp	3664	37	19	56
I-66 WB From Fairfax Drive Entry Ramp to Glebe Road Exit Ramp	2630	27	13	58
I-66 EB From Fairfax Drive Exit Ramp to Glebe Road Entry Ramp	2630	27	13	58
I-66 WB From Lee Highway Entry Ramp to Glebe Road Exit Ramp	3103	32	16	57
I-66 EB From Glebe Road Entry Ramp to Lee Highway Exit Ramp	3103	32	16	57
I-66 WB East of Lee Highway @ Spout Run	2726	28	14	57
I-66 EB East of Lee Highway @ Spout Run	2697	28	14	57
Dulles Toll Road WB	2201	22	11	59
Dulles Toll Road EB	2201	22	11	59
NB Haycock Road	228	20	0	40
SB Haycock Road	235	12	0	40
NB Great Falls Street	223	2	0	34
SB Great Falls Street	218	5	2	34
NB Williamsburg Drive	106	5	2	33
SB Williamsburg Drive	107	5	1	33
NB Westmoreland Street	260	8	0	33
SB Westmoreland Street	139	4	1	33
Ramp From I-66 EB to Westmoreland	298	3	2	35
Fairfax Drive EB @ Westmoreland St.	200	9	1	35
Fairfax Drive WB @ Westmoreland St.	200	9	1	35
Ramp Form Lee Hwy to I-66 WB	1111	11	6	35
Washington Blvd WB From Lee Highway to Westmoreland St.	455	19	5	34
Washington Blvd WB from Sycamore St. to Lee Highway	455	19	5	34

Roadway	Autos	Medium Trucks	Heavy Trucks	Speed
Washington Blvd. EB from Lee Highway to Sycamore	309	10	0	34
Ramp from I-66 EB to Lee Highway @ Sycamore	828	8	4	35
Lee Highway EB @ Sycamore St	756	49	8	33
Lee Highway WB @ Sycamore St	780	24	8	33
Sycamore Street NB	560	12	6	34
Sycamore Street SB	560	17	0	34
Ramp From Sycamore St to I-66 EB	336	3	2	35
Ramp From I-66 WB to Sycamore St.	246	2	1	40
George Mason Drive NB	670	14	0	33
George Mason Drive SB	442	14	0	34
Fairfax Drive EB from I-66 EB to Glebe Road	794	16	0	34
Fairfax Drive WB from Glebe Road to I-66 WB	960	20	10	33
Washington Blvd EB @ Glebe Road	392	16	0	33
Washington Blvd WB @ Glebe Road	479	20	0	33
Glebe Road NB	874	47	9	34
Glebe Road SB	874	47	9	34
Ramp from Glebe Road to I-66 EB	477	5	2	35
Ramp from I-66 WB to Glebe Road	416	47	9	34
Ramp from I-66 EB to Lee Highway near Spout Run	406	4	2	35
Ramp from Lee Highway near Spout Run to I-66 WB	375	4	2	35
Lee Highway EB Near Spout Run	532	34	6	36
Lee Highway WB Near Spout Run	824	26	9	36

**Design Year (2032) No Build Traffic**

<b>Roadway</b>	<b>Autos</b>	<b>Medium Trucks</b>	<b>Heavy Trucks</b>	<b>Speed</b>
I-66 WB, West of DTR Exit Ramp	2895	29	14	56
I-66 EB, West of DTR Entry Ramp	2895	29	14	56
I-66 WB, From DTR Ramp To Entry Ramp from Washington Blvd.	5555	56	28	56
I-66 EB, From DTR Entry Ramp To Westmoreland Exit Ramp	5555	56	28	56
I-66 WB, From Entry Ramp from Washington Blvd. To Exit Ramp to Sycamore St.	4078	41	21	55
I-66 EB From Westmoreland Exit Ramp to Lee Highway Exit Ramp	5378	55	27	56
I-66 EB From Lee Highway Exit Ramp To Sycamore St. Entry Ramp	4078	41	21	55
I-66 WB From Sycamore Exit Ramp to Fairfax Drive Entry Ramp	4433	45	23	54
I-66 EB From Sycamore Entry Ramp to Fairfax Drive Exit Ramp	4433	45	23	54
I-66 WB From Fairfax Drive Entry Ramp to Glebe Road Exit Ramp	3162	32	16	57
I-66 EB From Fairfax Drive Exit Ramp to Glebe Road Entry Ramp	3162	32	16	57
I-66 WB From Lee Highway Entry Ramp to Glebe Road Exit Ramp	3723	38	19	56
I-66 EB From Glebe Road Entry Ramp to Lee Highway Exit Ramp	3723	38	19	56
I-66 WB East of Lee Highway @ Spout Run	3203	33	16	56
I-66 EB East of Lee Highway @ Spout Run	3159	32	16	56
Dulles Toll Road WB	2660	27	14	58
Dulles Toll Road EB	2660	27	14	58
NB Haycock Road	269	23	0	40
SB Haycock Road	278	15	0	40
NB Great Falls Street	267	6	3	34
SB Great Falls Street	272	3	0	34
NB Williamsburg Drive	127	5	3	33
SB Williamsburg Drive	128	5	1	33
NB Westmoreland Street	312	10	0	33
SB Westmoreland Street	166	5	2	33
Ramp From I-66 EB to Westmoreland	413	4	2	35
Fairfax Drive EB @ Westmoreland St.	277	13	1	35
Fairfax Drive WB @ Westmoreland St.	277	13	1	35
Ramp Form Lee Hwy to I-66 WB	1541	16	8	35
Washington Blvd WB From Lee Highway to Westmoreland St.	533	22	6	34
Washington Blvd WB from Sycamore St. to Lee Highway	533	22	6	34
Washington Blvd. EB from Lee Highway to Sycamore	363	11	0	34

Roadway	Autos	Medium Trucks	Heavy Trucks	Speed
Ramp from I-66 EB to Lee Highway @ Sycamore	1150	12	6	35
Lee Highway EB @ Sycamore St	837	54	9	33
Lee Highway WB @ Sycamore St	864	27	9	33
Sycamore Street NB	667	14	7	33
Sycamore Street SB	667	21	0	33
Ramp From Sycamore St to I-66 EB	466	5	2	35
Ramp From I-66 WB to Sycamore St.	341	3	2	40
George Mason Drive NB	811	17	0	33
George Mason Drive SB	535	17	0	34
Fairfax Drive EB from I-66 EB to Glebe Road	953	19	0	33
Fairfax Drive WB from Glebe Road to I-66 WB	1152	24	12	33
Washington Blvd EB @ Glebe Road	475	20	0	33
Washington Blvd WB @ Glebe Road	581	24	0	33
Glebe Road NB	1043	56	11	34
Glebe Road SB	1043	56	11	34
Ramp from Glebe Road to I-66 EB	662	7	3	35
Ramp from I-66 WB to Glebe Road	578	6	3	35
Ramp from I-66 EB to Lee Highway near Spout Run	564	6	3	35
Ramp from Lee Highway near Spout Run to I-66 WB	520	5	3	35
Lee Highway EB Near Spout Run	643	41	7	36
Lee Highway WB Near Spout Run	982	31	10	36

**Design Year (2032) Build Traffic**

<b>Roadway</b>	<b>Autos</b>	<b>Medium Trucks</b>	<b>Heavy Trucks</b>	<b>Speed</b>
I-66 WB, West of DTR Exit Ramp	3014	31	15	58
I-66 EB, West of DTR Entry Ramp	3014	31	15	56
I-66 WB (inside lanes), From DTR Ramp To Entry Ramp from Washington Blvd.	3861	39	20	58
I-66 WB, (outside lane) From DTR Ramp To Entry Ramp from Washington Blvd.	1931	20	10	58
I-66 EB, From DTR Entry Ramp To Westmoreland Exit Ramp	5792	59	29	56
I-66 WB, From Entry Ramp from Washington Blvd. To Exit Ramp to Sycamore St.	4255	43	22	58
I-66 EB From Westmoreland Exit Ramp to Lee Highway Exit Ramp	5615	57	29	56
I-66 EB From Lee Highway Exit Ramp To Sycamore St. Entry Ramp	4255	43	22	55
I-66 WB From Sycamore Exit Ramp to Fairfax Drive Entry Ramp	4610	47	23	58
I-66 EB From Sycamore Entry Ramp to Fairfax Drive Exit Ramp	4610	47	23	54
I-66 WB From Fairfax Drive Entry Ramp to Glebe Road Exit Ramp	3339	34	17	57
I-66 EB From Fairfax Drive Exit Ramp to Glebe Road Entry Ramp	3339	34	17	57
I-66 WB From Lee Highway Entry Ramp to Glebe Road Exit Ramp	3901	40	20	58
I-66 EB From Glebe Road Entry Ramp to Lee Highway Exit Ramp	3901	40	20	56
I-66 WB East of Lee Highway @ Spout Run	3381	35	17	58
I-66 EB East of Lee Highway @ Spout Run	3337	34	17	56
Dulles Toll Road WB	2778	28	14	58
Dulles Toll Road EB	2778	28	14	58
NB Haycock Road	279	24	0	40
SB Haycock Road	289	15	0	40
NB Great Falls Street	285	3	0	34
SB Great Falls Street	279	6	3	34
NB Williamsburg Drive	137	6	3	33
SB Williamsburg Drive	129	6	1	33
NB Westmoreland Street	329	10	0	33
SB Westmoreland Street	176	5	2	33
Ramp From I-66 EB to Westmoreland	413	4	2	35
Fairfax Drive EB @ Westmoreland St.	277	13	1	35
Fairfax Drive WB @ Westmoreland St.	277	13	1	35
Ramp Form Lee Hwy to I-66 WB	1927	20	10	35
Washington Blvd WB From Lee Highway to Westmoreland St.	564	24	6	34
Washington Blvd WB from Sycamore St. to Lee Highway	564	24	6	34
Washington Blvd. EB from Lee Highway to Sycamore	384	12	0	34

Roadway	Autos	Medium Trucks	Heavy Trucks	Speed
Ramp from I-66 EB to Lee Highway @ Sycamore	1150	12	6	35
Lee Highway EB @ Sycamore St	893	58	10	33
Lee Highway WB @ Sycamore St	922	29	10	33
Sycamore Street NB	694	14	7	33
Sycamore Street SB	694	21	0	33
Ramp From Sycamore St to I-66 EB	466	5	2	35
Ramp From I-66 WB to Sycamore St.	341	3	2	40
George Mason Drive NB	847	17	0	33
George Mason Drive SB	559	17	0	34
Fairfax Drive EB from I-66 EB to Glebe Road	1410	14	7	45
Fairfax Drive WB from Glebe Road to I-66 WB	1541	16	8	35
Washington Blvd EB @ Glebe Road	499	21	0	33
Washington Blvd WB @ Glebe Road	610	25	0	33
Glebe Road NB	1100	59	12	34
Glebe Road SB	1100	59	12	34
Ramp from Glebe Road to I-66 EB	622	7	3	35
Ramp from I-66 WB to Glebe Road	578	6	3	35
Ramp from I-66 EB to Lee Highway near Spout Run	564	6	3	35
Ramp from Lee Highway near Spout Run to I-66 WB	520	5	3	35
Lee Highway EB Near Spout Run	675	44	7	36
Lee Highway WB Near Spout Run	1045	33	11	36

**APPENDIX C . Computed Existing and Future Noise Levels For All Receivers**

<b>Westhampton - North Side of I-66 From Dulles Toll Road to Haycock Road</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
101	2134 Greenwich St.	Res-SF	68	68	68
102	2000 Greenwich St.	Res-SF	68	68	71
103	2202 Greenwich St.	Res-SF	68	69	74
104	6921 Berkeley St.	Res-SF	58	59	58
105	2201 Greenwich St.	Res-SF	61	61	62
106	2215 Greenwich St.	Res-SF	64	64	65
107	2224 Grayson St.	Res-SF	60	61	61
108	2220 Grayson St.	Res-SF	58	59	59
109	2218 Grayson St.	Res-SF	57	58	58
110	2213 Grayson St.	Res-SF	60	60	60
111	2215 Grayson St.	Res-SF	62	63	63
112	2227 Grayson Pl.	Res-SF	64	65	65
113	6904 Grayson Pl.	Res-SF	66	66	67
114	6902 Grayson Pl.	Res-SF	67	67	67
115	6900 Grayson Pl.	Res-SF	63	64	64
<b>Mt. Daniel Elementary School Area- South Side of I-66 From Haycock Road to Great Fall Street</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
116	2232 Highland Ave.	Res-SF	69	69	70
117	2234 Highland Ave.	Res-SF	66	66	67
118	6917 Haycock Road	Res-SF	70	71	71
119	2335 Highland Ave.	Res-SF	68	68	69
120	2337 Highland Ave.	Res-SF	67	67	68
121	2339 Highland Ave.	Res-SF	65	65	66
122	2341 Highland Ave.	Res-SF	64	64	65
123	High Point Pool	Recreational Facility	68	68	69
124	6838 Woodland Dr.	Res-SF	66	66	67
125	6834 Woodland Dr.	Res-SF	68	68	69
126	6830 Woodland Dr.	Res-SF	69	70	70
127	6822 Woodland Dr.	Res-SF	71	72	72
128	Mt. Daniel Elementary School	School	68 Exterior 48 Interior	69 Exterior 49 Interior	69 Exterior 49 Interior
129	6815 Woodland Dr.	Res-SF	68	68	69
130	6811 Woodland Dr.	Res-SF	65	65	66
131	6809 Woodland Dr.	Res-SF	67	67	68
132	6805 Woodland Dr.	Res-SF	61	62	63
133	2322 Great Falls St.	Res-SF	63	63	63
134	2320 Great Falls St.	Res-SF	63	64	64
135	2314 Great Falls St.	Res-SF	64	65	65
136	2308 Great Falls St.	Res-SF	70	70	71
<b>Faith Bible Presbyterian Church Area – North Side of I-66 From Haycock Road to Great Fall Street</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
137	Faith Bible Pres. Church	Church	66 Exterior 46 Interior	67 Exterior 47 Interior	67 Exterior 47 Interior
138	6819 Haycock Road	Res-SF	62	62	63
139	6817 Haycock Road	Res-SF	60	61	62
140	2232 Westwood Pl.	Res-SF	60	61	62

141	6822 Moly Drive	Res-SF	63	63	66
142	6820 Moly Drive	Res-SF	62	63	65
143	6816 Moly Drive	Res-SF	61	61	63
144	6813 Moly Drive	Res-SF	61	61	63
145	6811 Moly Drive	Res-SF	59	60	61
146	2224 Great Falls St.	Res-SF	61	61	63
147	2226 Great Falls St.	Res-SF	62	62	64
148	2232 Great Falls St.	Res-SF	65	66	67
149	2234 Great Falls St.	Res-SF	67	67	69
<b>Westmoreland Park &amp; Brilyn Park – North Side of I-66 From Great Fall Street to Meridian Street</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build with Replacement Barrier 6</b>
150	2243 Casemont Drive	Res-SF	62	62	64
151	2241 Casemont Drive	Res-SF	60	61	63
152	2237 Great Falls St.	Res-SF	65	66	68
153	6714 Osborn St.	Res-SF	62	63	66
154	6715 Osborn St.	Res-SF	65	65	67
155	6713 Osborn St.	Res-SF	60	60	63
156	6711 Osborn St.	Res-SF	58	58	61
157	6712 Fisher Ave.	Res-SF	62	62	64
158	6710 Fisher Ave.	Res-SF	61	61	62
159	6708 Fisher Ave.	Res-SF	59	60	61
160	6706 Fisher Ave.	Res-SF	58	58	59
161	6707 Fisher Ave.	Res-SF	63	63	64
162	6705 Fisher Ave.	Res-SF	63	64	65
163	6703 Fisher Ave.	Res-SF	62	62	63
164	6701 Fisher Ave.	Res-SF	60	61	61
165	2304 Brilyn Place	Res-SF	57	58	58
166	2306 Brilyn Place	Res-SF	59	59	58
167	2308 Brilyn Place	Res-SF	61	61	61
168	2310 Brilyn Place	Res-SF	64	64	63
169	2312 Brilyn Place	Res-SF	63	63	62
170	2313 Brilyn Place	Res-SF	63	63	62
171	2311 Brilyn Place	Res-SF	61	62	61
172	2309 Brilyn Place	Res-SF	59	60	59
173	6639 Gordon Ave.	Res-SF	58	58	58
174	6637 Gordon Ave.	Res-SF	57	58	58
175	6636 Hallwood Ave.	Res-SF	61	62	61
176	6634 Hallwood Ave.	Res-SF	62	63	62
177	6632 Hallwood Ave.	Res-SF	62	63	62
178	6630 Hallwood Ave.	Res-SF	61	62	62
179	6628 Hallwood Ave.	Res-SF	61	61	61
180	6626 Hallwood Ave.	Res-SF	60	61	60
181	6624 Hallwood Ave.	Res-SF	59	60	60
182	6622 Hallwood Ave.	Res-SF	58	59	59
183	6625 Hallwood Ave.	Res-SF	62	63	62
184	6623 Hallwood Ave.	Res-SF	61	62	61
185	6621 Hallwood Ave.	Res-SF	60	61	60
186	2309 Meridian St.	Res-SF	58	59	58
<b>Meridian Park – South Side of I-66 From Great Fall Street to Williamsburg Blvd.</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
187	2313 Great Falls St.	Res-SF	67	68	68

188	6710 Hallwood Ave.	Res-SF	63	64	64
189	6708 Hallwood Ave.	Res-SF	64	64	64
190	6706 Hallwood Ave.	Res-SF	65	65	65
191	6704 Hallwood Ave.	Res-SF	66	66	67
192	6702 Hallwood Ave.	Res-SF	66	66	66
193	6709 Hallwood Ave.	Res-SF	61	61	61
194	6707 Hallwood Ave.	Res-SF	61	61	61
195	6705 Hallwood Ave.	Res-SF	61	61	61
196	6703 Hallwood Ave.	Res-SF	61	62	62
197	6701 Hallwood Ave.	Res-SF	62	62	62
198	6649 Hallwood Ave.	Res-SF	62	62	62
199	6647 Hallwood Ave.	Res-SF	62	62	62
200	6645 Hallwood Ave.	Res-SF	62	63	63
201	2331 Great Falls St.	Res-SF	60	60	60
202	6702 High St.	Res-SF	59	59	60
203	6656 High St.	Res-SF	59	60	60
204	6652 High St.	Res-SF	60	60	60
205	6648 High St.	Res-SF	60	61	61
206	6640 High St.	Res-SF	61	61	61
207	6649 High St.	Res-SF	59	59	59
208	2339 Walnut St.	Res-SF	59	59	59
209	2304 Locust Ridge Ct.	Res-SF	59	59	59
210	2302 Locust Ridge Ct.	Res-SF	60	60	60
211	2300 Locust Ridge Ct.	Res-SF	62	62	62
212	2301 Locust Ridge Ct.	Res-SF	62	62	62
213	2303 Locust Ridge Ct.	Res-SF	61	61	61
214	2305 Locust Ridge Ct.	Res-SF	60	61	61
215	6634 Locust St.	Res-SF	61	61	61
216	6628 Locust St.	Res-SF	60	61	61
217	Seventh-Day Adventist Ch	Church	60 Exterior 40 Interior	61 Exterior 41 Exterior	60 Exterior 40 Interior
218	6620 Locust St.	Res-SF	61	62	61
219	6616 Locust St.	Res-SF	62	63	62
220	6612 Locust St.	Res-SF	63	64	64
221	2347 Dunbar Lane	Res-SF	59	60	60
222	6617 Locust St.	Res-SF	61	62	62
223	2351 Meridian St.	Res-SF	62	64	63
224	6611 Locust St.	Res-SF	64	65	65
225	6609 Locust St.	Res-SF	66	67	66
226	6607 Locust St.	Res-SF	63	67	64
227	7039 Williamsburg Blvd.	Res-SF	62	65	63
228	7033 Williamsburg Blvd.	Res-SF	63	66	64
229	7027 Williamsburg Blvd.	Res-SF	65	67	65
230	7021 Williamsburg Blvd.	Res-SF	64	67	65
231	7015 Williamsburg Blvd.	Res-SF	62	65	63
<b>Kingdom Hall Jehovah's Witnesses Area – North Side of I-66 From 30<sup>th</sup> Street to Westmoreland Street</b>					
<b>Loudest Hour Leq (dBA)</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>			
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build with Replacement Barrier 6</b>
232	2310 Westmoreland St.	Res-SF	55	58	56
233	6915 30th Street N	Res-SF	55	59	56
234	6919 30th Street N	Res-SF	56	59	57
235	6924 30th Street N	Res-SF	56	60	57
236	6918 30th Street N	Res-SF	56	60	58

237	6912 30th Street N	Res-SF	57	59	57
238	6935 Williamsburg Blvd.	Res-SF	59	62	59
239	6929 Williamsburg Blvd.	Res-SF	60	63	60
240	6923 Williamsburg Blvd.	Res-SF	59	61	61
241	Jehovah's Witnesses Church	Church	61 Exterior 41 Interior	62 Exterior 42 Interior	61 Exterior 41 Interior
242	6909 Williamsburg Blvd.	Res-SF	60	61	61
243	2910 Westmoreland Street	Res-SF	60	61	61
244	6916 29th Street N	Res-SF	60	62	61
245	6903 29th Street N	Res-SF	59	60	60
246	6910 29th Street N	Res-SF	59	59	59
247	6906 29th Street N	Res-SF	59	60	60
248	2830 Westmoreland St.	Res-SF	60	60	60
249	2822 Westmoreland St.	Res-SF	59	60	60
250	6909 28th Street N	Res-SF	59	60	60
251	6901 28th Street N	Res-SF	60	60	60
<b>West Arlington - South Side of I-66 From Williamsburg Blvd. to Fairfax Drive</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
252	7024 Williamsburg Blvd.	Res-SF	62	64	63
253	7018 Williamsburg Blvd.	Res-SF	62	65	63
254	6940 Williamsburg Blvd.	Res-SF	63	64	64
255	2823 N Yucatan St.	Res-SF	59	61	60
256	2815 N Yucatan St.	Res-SF	59	61	60
257	2750 Wyoming St.	Res-SF	60	61	60
258	2758 Wyoming St.	Res-SF	60	61	61
259	6942 28th Street N	Res-SF	60	61	61
260	6946 28th Street N	Res-SF	60	61	61
261	6950 28th Street N	Res-SF	60	61	60
262	6947 28th Street N	Res-SF	60	61	61
263	6943 28th Street N	Res-SF	59	60	60
264	6939 28th Street N	Res-SF	60	60	60
265	2761 Wyoming St.	Res-SF	60	60	60
266	2755 Wyoming St.	Res-SF	61	62	62
267	2749 Wyoming St.	Res-SF	61	62	62
268	2743 Wyoming St.	Res-SF	61	62	62
269	6935 27th Road N	Res-SF	60	61	60
270	6931 27th Road N	Res-SF	58	59	59
271	6930 27th Road N	Res-SF	58	58	58
272	6934 27th Road N	Res-SF	58	59	59
273	6938 27th Road N	Res-SF	62	63	62
274	2735 Wyoming St.	Res-SF	63	63	63
275	2729 Wyoming St.	Res-SF	63	64	63
276	2723 Wyoming St.	Res-SF	64	65	64
277	2717 Wyoming St.	Res-SF	65	65	65
278	2711 Wyoming St.	Res-SF	64	65	65
279	2709 Wyoming St.	Res-SF	63	64	64
280	6967 Fairfax Drive	Res-SF	63	64	64
281	6965 Fairfax Drive	Res-SF	63	64	64
282	6963 Fairfax Drive	Res-SF	63	64	64
283	6961 Fairfax Drive	Res-SF	63	64	64
<b>Condominiums – South Side of I-66 From Fairfax Drive to Little Falls Street</b>					
<b>Number</b>	<b>Location</b>	<b>Description</b>	<b>Loudest Hour Leq (dBA)</b>		
			<b>2006 Existing</b>	<b>2032 No Build</b>	<b>2032 Build</b>
284	2608 N Winchester St.	Res-SF	62	63	64
285	2605 & 2607 N Winchester St.	Condos-SF	64	65	65

286	6966 & 6968 Fairfax Drive	Condos-SF	65	66	66
287	6901 & 6903 Little Falls Street	Condos-SF	65	66	66
288	6907 & 6909 Little Falls Street	Condos-SF	62	62	63
289	2513 & 2515 N Winchester St.	Condos-SF	60	61	61
290	2521 & 2523 N Winchester St.	Condos-SF	60	61	61
291	2601 & 2603 N Winchester St.	Condos-SF	61	62	62
<b>Whispering Wind – North of I-66 From Westmoreland Street to Lee Highway</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build with Replacement Barrier 6
292	2801 Westmoreland St.	Res-SF	62	63	63
293	6850 28th Street N	Res-SF	60	61	60
294	2727 Westmoreland St.	Res-SF	64	65	64
295	7021 Washington Blvd.	Res-SF	65	66	66
296	7015 Washington Blvd.	Res-SF	66	66	66
297	2706 N Venable St.	Res-SF	60	61	61
298	6815 27th Street N	Res-SF	61	62	61
299	6821 27th Street N	Res-SF	62	62	62
300	6827 27th Street N	Res-SF	64	64	64
301	6820 27th Street N	Res-SF	66	66	67
302	6814 27th Street N	Res-SF	64	64	64
303	6925 Washington Blvd.	Res-SF	67	68	68
304	6821 Little Falls Street	Res-SF	68	69	70
305	6989 Little Falls Street	Res-SF	63	63	63
306	6897 Washington Blvd.	Res-SF	66	67	67
307	6763 26th Street N	Res-SF	66	66	66
308	6877 Washington Blvd.	Res-SF	67	67	68
309	6871 Washington Blvd.	Res-SF	65	66	67
310	6763 25th Street N	Res-SF	66	67	68
311	6764 25th Street N	Res-SF	66	67	68
312	6869 Washington Blvd.	Res-SF	66	67	68
313	6849 Washington Blvd. (10 Units)	Res-condos	64	65	67
314	6847 Washington Blvd. (4 Units)	Res-condos	65	65	67
315	6839 Washington Blvd. (4 Units)	Res-condos	66	67	68
316	6831 Washington Blvd. (4 Units)	Res-condos	66	67	69
317	6825 Washington Blvd. (4 Units)	Res-condos	62	63	65
<b>Fairfax Drive – South Side of I-66 from Little Falls Street to Lee Highway</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
318	6940 Fairfax Dr (4 Floors - 4 Units/Floor)	Res-condos	65	66	66
319	6916 Fairfax Dr (4 Floors - 4 Units/Floor)	Res-condos	65	66	66
320	6908 Fairfax Dr (4 Floors - 6 Units/Floor)	Res-condos	64	65	66
<b>Washington St Area – North Side of I-66 From Lee Highway to Sycamore Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
321	6711 Washington Blvd (3 Story - 7Units)	Res-Townhome	65	65	66
322	6701 Washington Blvd (3 Story - 7Units)	Res-Townhome	66	66	67

323	6703 Washington Blvd (3 Story - 6Units/Floor)	Res-Townhome	66	66	67
<b>Falls Church Park – South Side of I-66 From Lee Highway to Sycamore St.</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
324	6813 19th Road N	Res-SF	59	59	60
325	6809 19th Road N	Res-SF	60	60	61
326	1945 N Vanderpool St.	Res-SF	63	63	64
327	6807 19th Road N	Res-SF	60	60	61
328	6805 19th Road N	Res-SF	61	61	61
329	6731 19th Road N	Res-SF	61	61	62
330	6727 19th Road N	Res-SF	60	61	61
331	6725 19th Road N	Res-SF	60	61	61
332	6721 19th Road N	Res-SF	59	60	60
333	6715 19th Road N	Res-SF	60	60	61
334	6709 19th Road N	Res-SF	60	60	61
335	6707 19th Road N	Res-SF	60	61	61
336	1910 N Tuckahoe St.	Res-SF	66	66	67
<b>Highland Park – North Side of I-66 From Sycamore Street to Ohio Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
337	1924 N Roosevelt St.	Res-SF	69	69	70
338	1918 N Roosevelt St.	Res-SF	65	66	66
339	1906 N Roosevelt St.	Res-SF	67	67	68
340	1907 N Roosevelt St.	Res-SF	63	64	65
341	1833 N Roosevelt St.	Res-SF	64	65	65
342	1827 N Roosevelt St.	Res-SF	63	63	64
343	1821 N Roosevelt St.	Res-SF	63	64	64
344	1815 N Roosevelt St.	Res-SF	60	61	61
345	1900 N Quintana St.	Res-SF	58	59	59
346	1838 N Quintana St.	Res-SF	59	59	59
347	1834 N Quintana St.	Res-SF	58	59	59
348	1830 N Quintana St.	Res-SF	58	58	59
349	1837 N Quintana St.	Res-SF	63	64	64
350	1829 N Quintana St.	Res-SF	65	65	65
351	1825 N Quintana St.	Res-SF	62	62	63
352	1830 N Quesada St.	Res-SF	62	63	63
353	1826 N Quesada St.	Res-SF	63	64	64
354	1822 N Quesada St.	Res-SF	60	60	60
355	1818 N Quesada St.	Res-SF	60	60	60
356	1821 N Quesada St.	Res-SF	61	61	61
357	1817 N Quesada St.	Res-SF	61	61	61
358	1813 N Quesada St.	Res-SF	61	61	61
359	1809 N Quesada St.	Res-SF	62	62	62
360	1805 N Quesada St.	Res-SF	64	65	64
361	1801 N Quesada St.	Res-SF	66	66	66
362	1816 N Quantico St.	Res-SF	61	62	61
363	1812 N Quantico St.	Res-SF	62	63	63
364	1808 N Quantico St.	Res-SF	64	64	64
365	1804 N Quantico St.	Res-SF	64	64	65
366	1800 N Quantico St.	Res-SF	64	65	65
367	6265 18th Street N	Res-SF	64	64	64
368	6261 18th Street N	Res-SF	60	60	61

369	6270 18th Street N	Res-SF	65	66	66
370	6264 18th Street N	Res-SF	64	64	65
371	1700 N Potomac St	Res-SF	62	63	63
372	1608 N Potomac St	Res-SF	63	63	64
373	1604 N Potomac St	Res-SF	62	63	63
374	1600 N Potomac St	Res-SF	62	63	64
375	1504 N Potomac St	Res-SF	62	63	63
376	1500 N Potomac St	Res-SF	63	64	65
377	1701 N Potomac St	Res-SF	60	61	61
378	1601 N Potomac St	Res-SF	60	61	61
379	1501 N Potomac St	Res-SF	61	61	62
380	1501 N Pocomoke St.	Res-SF	59	60	60
381	1407 N Pocomoke St.	Res-SF	60	61	61
382	1401 N Pocomoke St.	Res-SF	61	62	62
383	1320 N Powhatan St.	Res-SF	57	58	58
384	1316 N Powhatan St.	Res-SF	59	59	60
385	1312 N Powhatan St.	Res-SF	59	60	60
386	1321 N Powhatan St.	Res-SF	56	56	56
387	1317 N Powhatan St.	Res-SF	57	57	57
388	1313 N Powhatan St.	Res-SF	57	58	58
389	Point 1 - Public Multi-purpose Trail	Rec	60	61	62
390	Point 2 - Public Multi-purpose Trail	Rec	62	62	63
391	Point 3 - Public Multi-purpose Trail	Rec	58	59	60
392	Point 4 - Public Multi-purpose Trail	Rec	62	62	62
<b>Paisley – South Side of I-66 From Sycamore Street to Ohio Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
393	Trail - Benjamin Banneker Park	Park	63	63	64
394	Tennis Courts - Benjamin Banneker Park	Park	59	60	61
395	Trail Pt 1 - East Falls Church Park	Rec	62	63	63
396	Trail Pt 2 - East Falls Church Park	Rec	63	63	64
397	Trail Pt 3 - East Falls Church Park	Rec	62	62	63
398	Trail Pt 4 - East Falls Church Park	Rec	63	64	64
399	1320 N Quintana St.	Res-SF	59	59	60
400	1313 N Quintana St.	Res-SF	59	59	60
401	1309 N Quintana St.	Res-SF	58	59	59
402	1240 N Quantico St.	Res-SF	59	59	60
403	Tennis Courts - Madison Manor Park	Park	60	60	61
404	Ball field - Madison Manor Park	Park	60	61	61
405	1228 N Powhatan St.	Res-SF	60	60	61
406	1229 N Powhatan St.	Res-SF	60	60	61
407	6145 12th Road	Res-SF	59	59	60
408	6141 12th Road N	Res-SF	59	60	60
409	6137 12th Road N	Res-SF	60	60	61
410	6133 12th Road N	Res-SF	60	60	61
411	6129 12th Road N	Res-SF	61	61	62
412	6125 12th Road N	Res-SF	61	62	63
413	6119 12th Road N	Res-SF	62	62	63
414	6113 12th Road N	Res-SF	62	62	64
415	6107 12th Road N	Res-SF	61	62	62
<b>Highland Park – North Side I-66 From Ohio Street to Patrick Henry Drive</b>					

Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
416	1321 N Nicholas St.	Res-SF	60	60	61
417	1327 N Nicholas St.	Res-SF	60	59	60
418	5934 14th Street N	Res-SF	60	60	61
419	5930 14th Street N	Res-SF	60	60	61
420	5926 14th Street N	Res-SF	61	61	62
421	5922 14th Street N	Res-SF	63	63	63
422	5918 14th Street N	Res-SF	63	63	64
423	5914 14th Street N	Res-SF	63	63	64
424	5910 14th Street N	Res-SF	64	65	65
425	5906 14th Street N	Res-SF	64	64	64
426	1330 McKinley Road	Res-SF	64	64	64
427	1324 McKinley Road	Res-SF	67	68	69
428	Point 5 - Public Multi-purpose Trail	Rec	64	64	65
429	Point 6 - Public Multi-purpose Trail	Rec	67	67	69
430	1321 McKinley Road	Res-SF	62	63	64
431	1325 McKinley Road	Res-SF	63	63	63
432	1329 McKinley Road	Res-SF	62	63	63
433	1337 McKinley Road	Res-SF	62	62	62
434	1339 McKinley Road	Res-SF	60	61	61
435	5894 14th Street N	Res-SF	62	62	62
436	5888 14th Street N	Res-SF	61	62	62
437	5886 14th Street N	Res-SF	61	62	62
438	5884 14th Street N	Res-SF	62	62	63
439	5882 14th Street N	Res-SF	62	62	63
440	5878 14th Street N	Res-SF	62	62	63
441	5874 14th Street N	Res-SF	61	62	63
442	5870 14th Street N	Res-SF	62	62	63
443	5866 14th Street N	Res-SF	62	63	63
444	5862 14th Street N	Res-SF	63	63	64
445	5860 14th Street N	Res-SF	62	63	63
446	5858 14th Street N	Res-SF	63	63	64
447	5856 14th Street N	Res-SF	62	63	63
448	5895 14th Street N	Res-SF	58	59	59
449	5889 14th Street N	Res-SF	59	59	59
450	5883 14th Street N	Res-SF	59	59	60
451	5877 14th Street N	Res-SF	59	59	60
452	5873 14th Street N	Res-SF	59	60	60
453	5869 14th Street N	Res-SF	59	60	60
454	5865 14th Street N	Res-SF	60	60	60
455	5853 14th Street N	Res-SF	59	60	60
456	5850 14th Street N	Res-SF	61	62	62
457	1208 N Longfellow St.	Res-SF	62	63	63
458	1204 N Longfellow St.	Res-SF	62	63	63
459	1200 N Longfellow St.	Res-SF	62	63	64
460	1301 N Longfellow St.	Res-SF	60	60	60
461	1200 N Livingston St.	Res-SF	61	61	61
462	5849 11th Street N	Res-SF	62	62	62
463	5845 11th Street N	Res-SF	63	63	63
464	5841 11th Street N	Res-SF	65	66	66
465	5833 11th Street N	Res-SF	64	64	65
466	5827 11th Street N	Res-SF	64	64	64

467	5836 11th Street N	Res-SF	74	74	75
468	5832 11th Street N	Res-SF	73	73	74
469	1001 N Lexington St.	Res-SF	71	71	73
470	1003 N Lexington St.	Res-SF	64	64	65
471	5824 11th Street N	Res-SF	65	65	65
472	5818 11th Street N	Res-SF	61	62	62
473	1022 Patrick Henry Drive	Res-SF	61	61	62
474	1018 Patrick Henry Drive	Res-SF	63	63	64
475	1014 Patrick Henry Drive	Res-SF	67	67	67
<b>Dominion Hills - South of I-66 From Ohio Street to Patrick Henry Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
476	6100 11th Road N	Res-SF	59	60	60
477	1116 Ohio St.	Res-SF	59	59	60
478	1121 Ohio St.	Res-SF	60	60	61
479	6016 N Four Mill Run Drive	Res-SF	61	61	62
480	6010 N Four Mill Run Drive	Res-SF	61	61	62
481	1084 N Montana St.	Res-SF	61	62	62
482	1083 N Montana St.	Res-SF	62	62	63
483	1084 N Manchester St.	Res-SF	63	63	64
484	1085 N, Manchester St.	Res-SF	64	64	65
485	5900 N Four Mile Run Drive	Res-SF	63	64	64
486	1030 N Madison St.	Res-SF	62	62	63
487	1023 N Madison St.	Res-SF	61	62	62
488	1019 N Madison St.	Res-SF	60	60	61
489	5953 10th Road N	Res-SF	60	60	61
490	5951 10th Road N	Res-SF	60	60	61
491	5949 10th Road N	Res-SF	59	59	60
492	5947 10th Road N	Res-SF	59	59	59
493	5945 10th Road N	Res-SF	58	58	59
494	5943 10th Road N	Res-SF	58	58	59
495	5941 10th Road N	Res-SF	57	58	58
496	5939 10th Road N	Res-SF	57	58	58
497	5937 10th Road N	Res-SF	57	57	58
498	1000 Patrick Henry Drive	Res-SF	56	56	57
499	Point 1 W&OD RR Regional Park	Rec	63	63	64
500	Point 2 W&OD RR Regional Park	Rec	63	63	63
501	Point 3 W&OD RR Regional Park	Rec	62	62	63
502	Point 4 W&OD RR Regional Park	Rec	63	63	64
503	Point 5 W&OD RR Regional Park	Rec	58	58	59
<b>Westover- North of I-66 From Patrick Henry Drive to Kennebec Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
504	1025 Patrick Henry Drive	Res-SF	58	59	61
505	1021 Patrick Henry Drive	Res-SF	59	60	62
506	1012 N Kennesaw Street	Res-SF	59	59	61
507	1008 N Kennesaw Street	Res-SF	60	61	62
508	1004 N Kennesaw Street	Res-SF	63	63	64
509	1005 N Kennesaw Street	Res-SF	64	64	66
510	1007 N Kennesaw Street	Res-SF	62	63	64
511	1011 N Kennesaw Street	Res-SF	60	61	62
512	1004 N Kentucky Street	Res-SF	60	60	61
513	1000 N Kentucky Street	Res-SF	61	61	62

514	970 N Kentucky Street	Res-SF	62	62	63
515	966 N Kentucky Street	Res-SF	63	64	65
516	965 N Kentucky Street	Res-SF	66	66	68
517	969 N Kentucky Street	Res-SF	64	64	66
518	1001 N Kentucky Street	Res-SF	62	62	63
519	1005 N Kentucky Street	Res-SF	61	61	62
520	Westover Park Soccer Field	Park	68	68	70
521	Westover Park Basketball Court	Park	73	73	74
522	Westover Park Volley Ball Court	Park	67	68	70
523	Westover Park Playground	Park	66	66	67
524	Westover Park Ballfield	Park	60	60	61
<b>Dominion Hill – South of I-66 From Patrick Henry Drive To Harrison Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
525	1003 Patrick Henry Drive	Res-SF	55	55	56
526	1051 N Liberty Street	Res-SF	55	55	55
527	Point 6 W&OD RR Regional Park	Rec	55	55	56
528	Bon Air Park - Pavilion	Park	58	58	58
529	Bon Air Park - Multi-purpose Trail	Rec	59	59	59
530	5814 9th Road N	Res-SF	61	61	62
531	5810 9th Road N	Res-SF	58	58	59
532	5806 9th Road N	Res-SF	57	57	58
533	5800 9th Road N	Res-SF	56	56	57
534	5805 9th Road N	Res-SF	58	58	59
535	5801 9th Road N	Res-SF	57	57	58
536	5725 9th Road N	Res-SF	57	57	58
537	5719 9th Road N	Res-SF	57	58	58
538	5713 9th Road N	Res-SF	59	59	60
539	5707 9th Road N	Res-SF	59	59	60
540	5703 9th Road N	Res-SF	61	61	62
541	917 N Lexington Street	Res-SF	54	54	55
542	5718 9th Road N	Res-SF	54	55	55
543	5714 9th Road N	Res-SF	55	56	56
544	5710 9th Road N	Res-SF	55	56	56
545	5706 9th Road N	Res-SF	55	56	56
546	5700 9th Road N	Res-SF	55	55	56
547	913 N Kensington Street	Res-SF	56	56	57
548	909 N Kensington Street	Res-SF	55	55	56
549	905 N Kensington Street	Res-SF	54	55	55
550	900 N Jacksonville Street	Res-SF	59	59	60
551	904 N Jacksonville Street	Res-SF	60	60	61
552	908 N Jacksonville Street	Res-SF	61	61	62
553	912 N Jacksonville Street	Res-SF	61	62	62
554	900 N Jacksonville Street	Res-SF	73	73	74
555	900 N Jacksonville Street	Res-SF	71	71	72
556	900 N Jacksonville Street	Res-SF	64	64	65
557	900 N Jacksonville Street	Res-SF	60	60	61
558	900 N Jacksonville Street	Res-SF	56	57	58
559	5621 9th Street N	Res-SF	55	56	56
560	5635 9th Road N	Res-SF	58	59	60
561	5627 9th Road N	Res-SF	63	63	64
562	5621 9th Road N	Res-SF	67	67	68
563	5615 9th Road N	Res-SF	67	67	68

564	5607 9th Road N	Res-SF	65	65	66
565	5601 9th Road N	Res-SF	68	68	69
566	5519 9th Road N	Res-SF	70	70	71
567	5513 9th Road N	Res-SF	71	71	72
568	5617 9th Street N	Res-SF	55	55	56
569	890 N Jefferson Street	Res-SF	54	55	56
570	894 N Jefferson Street	Res-SF	56	56	57
571	903 N Jefferson Street	Res-SF	56	56	57
572	907 N Jefferson Street	Res-SF	59	59	60
573	5500 9th Road N	Res-SF	60	60	61
574	5420 9th Road N	Res-SF	60	61	61
575	5418 9th Road N	Res-SF	55	55	56
576	5410 9th Road N	Res-SF	61	62	62
577	900 N Harrison Street	Res-SF	55	56	56
578	Point 7 - Public Multi-purpose Trail	Rec	64	64	65
579	Point 8 - Public Multi-purpose Trail	Rec	63	63	64
580	Point 9 - Public Multi-purpose Trail	Rec	73	73	74
<b>Westover Hills – North Side of I-66 From Hennebec Street To Harrison Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
581	Point 10 - Public Multi-purpose Trail	Rec	72	72	73
582	Point 11 - Public Multi-purpose Trail	Rec	78	78	79
583	Point 12 - Public Multi-purpose Trail	Rec	75	75	76
584	Point 13 - Public Multi-purpose Trail	Rec	64	65	66
585	5721 Fairfax Drive	Res-SF	68	68	70
586	5719 Fairfax Drive	Res-SF	65	66	67
587	5717 Fairfax Drive	Res-SF	62	63	65
588	5715 Fairfax Drive	Res-SF	61	62	64
589	5713 Fairfax Drive	Res-SF	61	61	63
590	5711 Fairfax Drive	Res-SF	60	60	63
591	5709 Fairfax Drive	Res-SF	60	61	64
592	5707 Fairfax Drive	Res-SF	61	61	66
593	5705 Fairfax Drive	Res-SF	64	64	67
594	5703 Fairfax Drive	Res-SF	64	64	66
595	1000 N Kensington Street	Res-SF	63	64	64
596	5724 10th Road N (4 Units)	Condo-SF	60	60	61
597	5718 10th Road N (4 Units)	Condo-SF	57	58	59
598	5712 10th Road N (4 Units)	Condo-SF	56	57	59
599	5706 10th Road N (4 Units)	Condo-SF	56	57	59
600	5700 10th Road N (4 Units)	Condo-SF	58	59	60
601	1005 N Kensington Street (4 Units)	Condo-SF	60	60	61
602	1001 N Kensington Street	Res-SF	64	64	65
603	5613 Fairfax Drive	Res-SF	64	65	66
604	5607 Fairfax Drive	Res-SF	64	64	65
605	1000 N Jefferson Street	Res-SF	62	62	63
606	1004 N Jefferson Street	Res-SF	59	59	59
607	1008 N Jefferson Street	Res-SF	57	57	58
608	5550 10th Street N	Res-SF	58	58	59
609	5544 10th Street N	Res-SF	57	57	58
610	5538 10th Street N	Res-SF	56	57	57

611	5532 10th Street N	Res-SF	56	56	57
612	5526 10th Street N	Res-SF	56	56	57
613	5520 10th Street N	Res-SF	56	56	56
614	5514 10th Street N	Res-SF	55	55	56
615	5508 10th Street N	Res-SF	55	56	56
616	5506 10th Street N	Res-SF	56	56	57
617	5504 10th Street N	Res-SF	54	54	55
618	5410 10th Street N	Res-SF	56	56	57
619	5537 Fairfax Drive	Res-SF	61	62	62
620	5533 Fairfax Drive	Res-SF	60	61	61
621	5529 Fairfax Drive	Res-SF	60	60	61
622	5525 Fairfax Drive	Res-SF	59	59	59
623	5521 Fairfax Drive	Res-SF	58	59	59
624	5517 Fairfax Drive	Res-SF	58	58	59
625	5513 Fairfax Drive	Res-SF	58	58	59
626	5509 Fairfax Drive	Res-SF	58	58	59
627	5505 Fairfax Drive	Res-SF	58	59	59
628	5501 Fairfax Drive	Res-SF	59	59	60
629	5415 Fairfax Drive	Res-SF	59	60	60
630	5400 Fairfax Drive	Res-SF	61	61	62
631	952 N Harrison Street	Res-SF	62	62	62
632	958 N Harrison Street	Res-SF	57	58	58
633	964 N Harrison Street	Res-SF	56	56	57
634	968 N Harrison Street	Res-SF	55	55	55
635	5400 10th Street N	Res-SF	54	54	55
<b>Westover Hills and Waycroft – North Side of I-66 From Harrison Street to George Mason Drive</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
636	969 N Harrison Street	Res-SF	55	55	56
637	5370 10th Street N	Res-SF	55	55	56
638	965 N Harrison Street	Res-SF	57	58	58
639	Saint Ann Catholic Church	Church	59 Exterior 39 Interior	60 Exterior 40 Interior	60 Exterior 40 Interior
640	Southern-Shreve Cemetery	Cemetery	67	68	68
641	Church Parsonage (Not in Use)	Church- SF	63	63	63
642	Saint Ann School	School	57 Exterior 37 Interior	58 Exterior 38 Interior	58 Exterior 38 Interior
643	5140 10th Street N	Res-SF	53	54	54
644	991 N Frederick Street	Res-SF	54	54	55
645	985 N Frederick Street	Res-SF	55	55	56
646	981 N Frederick Street	Res-SF	58	58	59
647	908 N Emerson Street	Res-SF	55	55	56
648	904 N Emerson Street	Res-SF	56	56	57
649	900 N Emerson Street	Res-SF	57	58	58
650	901 N Emerson Street	Res-SF	58	58	59
651	905 N Emerson Street	Res-SF	58	58	59
652	909 N Emerson Street	Res-SF	56	57	57
653	5136 10th Street N	Res-SF	54	54	55
654	5132 10th Street N	Res-SF	54	54	55
655	5126 10th Street N	Res-SF	55	56	56
656	5120 10th Street N	Res-SF	57	58	58
657	5116 10th Street N	Res-SF	58	59	59
658	5110 10th Street N	Res-SF	58	59	59

659	5106 10th Street N	Res-SF	58	59	59
660	5100 10th Street N	Res-SF	59	59	60
661	5010 10th Street N	Res-SF	59	60	60
662	5101 10th Street N	Res-SF	55	56	57
663	5019 10th Street N	Res-SF	58	58	59
664	5017 10th Street N	Res-SF	59	60	60
665	5015 10th Street N	Res-SF	61	61	62
666	1003 N Edison Street	Res-SF	57	58	59
667	1009 N Edison Street	Res-SF	59	60	61
668	1012 George Mason Drive	Res-SF	61	62	62
669	1005 George Mason Drive	Res-SF	62	63	63
670	Point 14 - Public Multi-purpose Trail	Rec	63	64	64
671	Point 15 - Public Multi-purpose Trail	Rec	59	60	60
672	Point 16 - Public Multi-purpose Trail	Rec	60	61	61
<b>Dominion Hills – South Side of I-66 From Harrison Street to George Mason Drive</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
673	905 N Harrison Street	Res-SF	56	57	58
674	913 N Harrison Street	Res-SF	66	66	67
675	908 N Greenbrier Street	Res-SF	67	68	68
676	904 N Greenbrier Street	Res-SF	57	58	58
677	902 N Greenbrier Street	Res-SF	58	59	59
678	880 N Greenbrier Street	Res-SF	56	56	57
679	883 N Greenbrier Street	Res-SF	58	59	59
680	905 N Greenbrier Street	Res-SF	61	62	63
681	909 N Greenbrier Street	Res-SF	66	67	67
682	890 N Frederick Street	Res-SF	60	61	61
683	900 N Frederick Street	Res-SF	60	61	61
684	909 N Frederick Street	Res-SF	62	62	63
685	905 N Frederick Street	Res-SF	58	59	60
686	5143 9th Street N	Res-SF	57	57	58
687	5141 9th Street N	Res-SF	62	63	63
688	5139 9th Street N	Res-SF	58	58	59
689	5135 9th Street N	Res-SF	58	58	59
690	5131 9th Street N	Res-SF	61	61	62
691	5121 9th Street N	Res-SF	59	60	60
692	5115 9th Street N	Res-SF	60	61	61
693	5111 9th Street N	Res-SF	60	61	61
694	5109 9th Street N	Res-SF	61	62	62
695	900 N Edison Street	Res-SF	59	60	60
696	906 N Edison Street	Res-SF	62	63	63
697	5100 Fairfax Drive	Res-SF	69	70	70
698	Bellfield 1, Arlington Traditional Elementary School	Rec	63	64	63
699	Bellfield 2, Arlington Traditional Elementary School	Rec	63	63	64
700	Arlington Traditional Elementry School	School	59 Exterior 39 Interior	60 Exterior 40 Interior	60 Exterior 40 Interior
<b>Dominion Hills – South Side of I-66 From George Mason Drive to Glebe Road</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build

701	4849-4847 9th Street N	Condo-SF	65	66	66
702	4845-4843 9th Street N	Condo-SF	62	63	63
703	4841-4839 9th Street N	Condo-SF	59	59	60
704	4837-4835 9th Street N	Condo-SF	57	57	58
705	4833-4831 9th Street N	Condo-SF	56	57	57
706	4829-4827 9th Street N	Condo-SF	56	56	57
707	4825-4823 9th Street N	Condo-SF	55	56	57
708	4821-4819 9th Street N	Condo-SF	54	55	56
709	4817-4815 9th Street N	Condo-SF	54	55	56
710	4842 Fairfax Drive (4 Units)	Condo-SF	64	65	65
711	4832 Fairfax Drive (4 Units)	Condo-SF	60	60	61
712	4822 Fairfax Drive (4 Units)	Condo-SF	57	58	59
713	4814,12,10,08,06 Fairfax Drive (5 Units)	Condo-SF	57	57	59
714	4800 Fairfax Drive (4 Units)	Condo-SF	58	59	62
715	Tennis Courts 4650 Washington Blvd	Condo-SF	63	64	64
716	Pool 4650 Washington Blvd	Condo-SF	59	59	60
717	4650 Washington Blvd (10sty 7 Units)	Condo-SF	65	65	65
718	4650 Washington Blvd (10sty 7 Units)	Condo-SF	65	65	65
719	4650 Washington Blvd (10sty 7 Units)	Condo-SF	60	60	61
720	4650 Washington Blvd (10sty 7 Units)	Condo-SF	59	60	60
721	4650 Washington Blvd (10sty 7 Units)	Condo-SF	63	64	64
722	Point 17 - Public Multi-purpose Trail	Rec	67	68	68
723	Point 18 - Public Multi-purpose Trail	Rec	64	65	65
<b>Waycroft – North Side of I-66 From George Mason Drive to Glebe Road</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
724	1065,61,59,57,53,51 N George Mason Dr	Condo-SF	59	60	60
725	1001,03,05,07,09 N George Mason Dr	Condo-SF	60	61	61
726	1011,13,15,17,19 N George Mason Dr	Condo-SF	58	59	59
727	1021,1023,1025 N George Mason Dr	Condo-SF	63	63	64
728	1027, 29,31,33,35 N George Mason Dr	Condo-SF	68	69	69
729	4910 11th Street N	Res-SF	57	57	58
730	4906 11th Street N	Res-SF	57	58	59
731	4902 11th Street N	Res-SF	57	58	59
732	4816 11th Street N	Res-SF	58	59	59
733	4812 11th Street N	Res-SF	58	59	60
734	4808 11th Street N	Res-SF	59	59	60
735	4804 11th Street N	Res-SF	60	61	61
736	4736 11th Street N	Res-SF	61	62	62
737	4815 11th Street N	Res-SF	55	56	57
738	4807 11th Street N	Res-SF	56	57	58

739	1100 N Buchanan St	Res-SF	57	58	58
740	1200 N Buchanan St	Res-SF	56	56	57
741	1207 N Buchanan St	Res-SF	56	57	58
742	1205 N Buchanan St	Res-SF	56	57	58
743	4737 11th Street N	Res-SF	58	59	60
744	4731 11th Street N	Res-SF	59	59	60
745	4727 11th Street N	Res-SF	59	59	60
746	4721 11th Street N	Res-SF	59	59	59
747	1118 N Aberdeen St	Res-SF	59	60	60
748	1122 N Aberdeen St	Res-SF	58	58	59
749	4708 Washington Blvd	Res-SF	58	59	59
750	4710 Washington Blvd	Res-SF	57	58	58
751	4712 Washington Blvd	Res-SF	57	58	59
752	4716 Washington Blvd	Res-SF	58	59	59
753	Point 19 - Public Multi-purpose Trail	Rec	67	67	68
754	Point 20 - Public Multi-purpose Trail	Rec	70	71	71
755	Point 21 - Public Multi-purpose Trail	Rec	61	62	62
756	Point 22 - Public Multi-purpose Trail	Rec	56	56	57
757	Point 23 - Public Multi-purpose Trail	Rec	68	68	69
758	Point 24 - Public Multi-purpose Trail	Rec	59	60	60
759	1200 N Abingdon St	Res-SF	61	61	61
760	1210 N Abingdon St	Res-SF	58	59	59
761	1214 N Abingdon St	Res-SF	56	57	58
762	1211 N Abingdon St	Res-SF	62	63	63
763	1215 N Abingdon St	Res-SF	60	61	61
764	1219 N Abingdon St	Res-SF	59	60	60
765	1223 N Abingdon St	Res-SF	58	58	59
766	4646 13th Street N	Res-SF	55	56	56
767	4640 13th Street N	Res-SF	57	57	58
768	4636 13th Street N	Res-SF	59	60	60
769	4632 13th Street N	Res-SF	60	61	61
770	4628 13th Street N	Res-SF	61	62	62
771	4624 13th Street N	Res-SF	64	65	65
772	4620 13th Street N	Res-SF	67	68	68
773	4627 13th Street N	Res-SF	60	61	61
774	4623 13th Street N	Res-SF	63	64	64
775	4617 13th Street N	Res-SF	68	69	69
776	1300 N Glebe Road	Res-SF	69	70	70
777	1306 N Glebe Road	Res-SF	69	70	70
778	1314 N Glebe Road	Res-SF	69	70	70
<b>Waverley Hills – North Side of I-66 From Glebe Road to Utah Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
779	1309 N Glebe Road	Res-SF	67	68	68
780	1317 N Glebe Road	Res-SF	64	65	66
781	1318 N Wakefield St	Res-SF	65	65	66
782	1322 N Wakefield St	Res-SF	63	63	64
783	1319 N Wakefield St	Res-SF	68	69	69

784	1323 N Wakefield St	Res-SF	65	66	66
785	1405 N Wakefield St	Res-SF	62	63	63
786	1324 N Vernon St	Res-SF	62	62	62
787	1328 N Vernon St	Res-SF	62	62	63
788	1332 N Vernon St	Res-SF	61	62	62
789	1327 N Vernon St	Res-SF	58	58	59
790	1403 N Vernon St	Res-SF	57	57	58
791	1407 N Vernon St	Res-SF	56	56	56
792	1404 N Vermont St	Res-SF	61	62	62
793	1408 N Vermont St	Res-SF	58	59	59
794	1412 N Vermont St	Res-SF	56	57	57
795	1407 N Vermont St	Res-SF	69	70	70
796	1413 N Vermont St	Res-SF	59	60	60
797	4414 15th Street N	Res-SF	56	57	57
798	1412 N Utah St	Res-SF	70	71	71
799	1416 N Utah St	Res-SF	64	65	65
800	1420 N Utah St	Res-SF	60	60	61
801	Point 25 - Public Multi-purpose Trail	Rec	63	63	64
802	Point 26 - Public Multi-purpose Trail	Rec	74	75	75
803	Point 27 - Public Multi-purpose Trail	Rec	70	70	70
804	Point 28 - Public Multi-purpose Trail	Rec	56	57	57
<b>Waverly Hills – South Side of I-66 From Glebe Road to Utah Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
805	Point 29 - Clarendon Station Park	Park	66	67	66
806	1200-1202 N Vernon St	Condo-SF	59	60	61
807	1204-1206 N Vernon St	Condo-SF	54	55	55
808	1210-1208 N Vernon St	Condo-SF	51	52	52
809	1212-1214 N Vernon St	Condo-SF	49	50	50
810	1216-1218 N Vernon St	Condo-SF	48	49	50
811	1220-1222 N Vernon St	Condo-SF	48	48	49
812	1224-1226 N Vernon St	Condo-SF	49	49	50
813	1228-1230 N Vernon St	Condo-SF	50	51	51
814	1232-1234 N Vernon St	Condo-SF	58	58	59
815	1236-1238 N Vernon St	Condo-SF	62	63	63
816	1235 N Vernon St	Res-SF	54	55	55
817	1241 N Vernon St	Res-SF	58	59	59
818	1245 N Vernon St	Res-SF	58	59	59
819	1240 N Vermont St	Res-SF	54	55	55
820	1234 N Vermont St	Res-SF	51	52	53
821	1243 N Vermont St	Res-SF	54	54	55
822	1247 N Vermont St	Res-SF	55	55	56
823	4415 13th Street N	Res-SF	59	59	59
824	1305 N Vermont St	Res-SF	65	66	66
825	1244 N Utah St	Res-SF	55	56	56
826	1300 N Utah St	Res-SF	60	61	61
827	1302 N Utah St	Res-SF	64	65	64
<b>Waverly Hills – South Side of I-66 From Utah Street to Stafford Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build

828	1301 N Utah St	Res-SF	59	59	59
829	1307 N Utah St	Res-SF	64	65	65
830	1311 N Utah St	Res-SF	70	71	70
831	1316 N Taylor St	Res-SF	67	67	67
832	1312 N Taylor St	Res-SF	61	62	62
833	1308 N Taylor St	Res-SF	59	59	60
834	1304 N Taylor St	Res-SF	57	58	58
835	1300 N Taylor St	Res-SF	56	56	56
836	1305 N Taylor St	Res-SF	55	56	56
837	1309 N Taylor St	Res-SF	56	57	57
838	1313 N Taylor St	Res-SF	58	59	59
839	1317 N Taylor St	Res-SF	60	61	61
840	1321 N Taylor St	Res-SF	69	69	69
841	1324 N Stuart St	Res-SF	67	67	67
842	1320 N Stuart St	Res-SF	61	62	62
843	1316 N Stuart St	Res-SF	58	58	59
844	1310 N Stuart St	Res-SF	56	57	57
845	1304 N Stuart St	Res-SF	54	55	55
846	1313 N Stuart St	Res-SF	56	56	56
847	1317 N Stuart St	Res-SF	57	57	58
848	1321 N Stuart St	Res-SF	59	59	59
849	1325 N Stuart St	Res-SF	61	62	62
850	1329 N Stuart St	Res-SF	67	68	67
851	1328 N Stafford St	Res-SF	67	68	67
852	1320 N Stafford St	Res-SF	61	61	61
853	1314 N Stafford St	Res-SF	57	57	58
<b>Waverly Hill – North Side of I-66 From Utah Street to Quincy Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
854	1419 N Utah St	Res-SF	63	63	64
855	1415 N Utah St	Res-SF	70	71	71
856	1416 N Taylor St	Res-SF	72	72	72
857	1420 N Taylor St	Res-SF	65	66	67
858	4246 15th Street N	Res-SF	71	72	72
859	4315 15th Street N	Res-SF	55	56	56
860	4311 15th Street N	Res-SF	56	56	57
861	4307 15th Street N	Res-SF	56	57	57
862	4303 15th Street N	Res-SF	57	58	58
863	4239 15th Street N	Res-SF	59	59	60
864	4235 15th Street N	Res-SF	59	60	60
865	4229 15th Street N	Res-SF	61	61	62
866	4221 15th Street N	Res-SF	61	62	62
867	4215 15th Street N	Res-SF	64	64	64
868	4207 15th Street N	Res-SF	64	65	64
869	1513 N Taylor St	Res-SF	55	56	56
870	1516 N Stafford St	Res-SF	57	57	59
871	1522 N Stafford St	Res-SF	55	56	56
872	1523 N Stafford St	Res-SF	55	55	56
873	1519 N Stafford St	Res-SF	56	57	58
874	1515 N Stafford St	Res-SF	59	59	61
875	1511 N Stafford St	Res-SF	61	61	64
876	1516 N Randolph St	Res-SF	59	60	60
877	1520 N Randolph St	Res-SF	56	56	56

878	1524 N Randolph St	Res-SF	55	56	55
879	1528 N Randolph St	Res-SF	54	55	54
880	1535 N Randolph St	Res-SF	53	53	53
881	1529 N Randolph St	Res-SF	54	54	54
882	1527 N Randolph St	Res-SF	55	56	56
883	1523 N Randolph St	Res-SF	59	60	63
884	1608 N Quincy St	Res-SF	59	60	61
885	1612 N Quincy St	Res-SF	57	57	58
886	Point 30 - Public Multi-purpose Trail	Rec	76	76	77
887	Oakgrove Park - Point 31 Multi-purpose Trail	Rec	58	59	59
888	Oakgrove Park - Point 32 Multi-purpose Trail	Rec	53	54	54
889	Oakgrove Park - Soccer Field	Park	60	61	61
<b>Washington and Lee High School and Arlington County Educational Center (Planetarium) South Side of I-66 From Stafford Street to Quincy Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
890	Washington-Lee High School	School	56 Exterior 36 Interior	57 Exterior 37 Interior	59 Exterior 39 Interior
891	Arlington County Education Center (Planetarium)	School	63 Exterior 43 Interior	63 Exterior 43 Interior	66 Exterior 46 Interior
<b>Dominion Heights – North Side of I-66 From Quincy Street to Lincoln Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
892	1617 N Quincy St	Res-SF	57	58	58
893	1615 N Quincy St	Res-SF	59	60	61
894	1611 N Quincy St	Res-SF	59	60	62
895	1609 N Quincy St	Res-SF	61	61	64
896	1605 N Quincy St	Res-SF	61	62	64
897	3900 17th Street N	Res-SF	56	56	58
898	3816 17th Street N	Res-SF	57	57	59
899	1610 N Monroe St	Res-SF	61	62	64
900	Point 33 Multi-purpose Trail	Rec	72	73	75
901	Point 34 Multi-purpose Trail	Rec	63	63	66
902	Point 35 Multi-purpose Trail	Rec	58	59	61
903	Point 36 Multi-purpose Trail	Rec	64	65	67
<b>Hayes Park and Arlington Science Focus School South Side of I-66 Near Lincoln Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
904	Hayes Park - Basketball Court	Park	67	68	70
905	Hayes Park - Tennis Court	Park	69	69	72
906	Arlington Science Focus School - Basketball Ct	School	56 Exterior 36 Interior	57 Exterior 37 Interior	57 Exterior 37 Interior
907	Arlington Science Focus School	School	61 Exterior 41 Interior	62 Exterior 42 Interior	63 Exterior 43 Interior
<b>Dominion Heights – North Side of I-66 From Lincoln Street to 18<sup>th</sup> Street</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
908	3510 17th Street N	Res-SF	61	61	63
909	3502 17th Street N	Res-SF	61	62	63
910	1606 N Lincoln St	Res-SF	64	64	66

911	3414 17th Street N	Res-SF	69	70	72
912	3411 17th Street N	Res-SF	65	65	67
913	3415 17th Street N	Res-SF	62	62	63
914	3421 17th Street N	Res-SF	60	61	61
915	3501 17th Street N	Res-SF	58	59	60
916	3406 18th Street N	Res-SF	56	57	57
917	3400 18th Street N	Res-SF	57	57	57
918	3306 18th Street N	Res-SF	59	60	59
919	3300 18th Street N	Res-SF	62	63	62
<b>Lyon Village – South Side of I-66 From Lincoln Street to Lee Highway Near Spout Run</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
920	1630 Kirkwood Road	Res-SF	53	53	54
921	1636 Kirkwood Road	Res-SF	53	54	54
922	3305 17th Street N	Res-SF	55	56	56
923	1700 Kirkwood Road	Res-SF	55	56	56
924	1704 Kirkwood Road	Res-SF	56	57	57
925	3303 17th Street N	Res-SF	55	55	56
926	3301 17th Street N	Res-SF	55	55	56
927	1706 Jackson St	Res-SF	55	56	56
928	1800 Jackson St	Res-SF	56	57	57
929	1804 Jackson St	Res-SF	58	58	59
930	1808 Jackson St	Res-SF	59	59	60
931	1812 Jackson St	Res-SF	60	61	61
932	1816 Jackson St	Res-SF	61	61	61
933	1820 Jackson St	Res-SF	61	61	61
934	1830 Kirkwood Place	Res-SF	60	61	61
935	1834 Kirkwood Place	Res-SF	60	61	61
936	1838 Kirkwood Place	Res-SF	60	60	61
937	3202 19th Street N	Res-SF	60	61	61
938	3206 19th Street N	Res-SF	60	60	61
939	3210 19th Street N	Res-SF	60	60	61
940	3214 19th Street N	Res-SF	60	60	60
941	3215 19th Street N	Res-SF	60	60	60
942	3211 19th Street N	Res-SF	60	60	61
943	3207 19th Street N	Res-SF	60	61	61
944	3203 19th Street N	Res-SF	60	61	61
945	3202 19th Road N	Res-SF	61	61	61
946	3208 19th Road N	Res-SF	60	61	61
947	3214 19th Road N	Res-SF	60	60	61
948	3215 19th Road N	Res-SF	61	61	62
949	3209 19th Road N	Res-SF	61	61	62
950	Site 950 – 3203 19th Road N	Res-SF	61	61	62
<b>Dominion Heights – North of I-66 From 18<sup>th</sup> Street To Lee Highway Near Spout Run</b>					
Number	Location	Description	Loudest Hour Leq (dBA)		
			2006 Existing	2032 No Build	2032 Build
951	1810 N Kenmore St	Res-SF	61	62	61
952	1800 N Kenmore St	Res-SF	60	61	60
953	1801 N Kenmore St	Res-SF	62	62	63
954	1811 N Kenmore St	Res-SF	65	65	65
955	1817 N Kenmore St	Res-SF	64	65	64
956	1823 N Kenmore St	Res-SF	64	64	64
957	1829 N Kenmore St	Res-SF	63	63	63

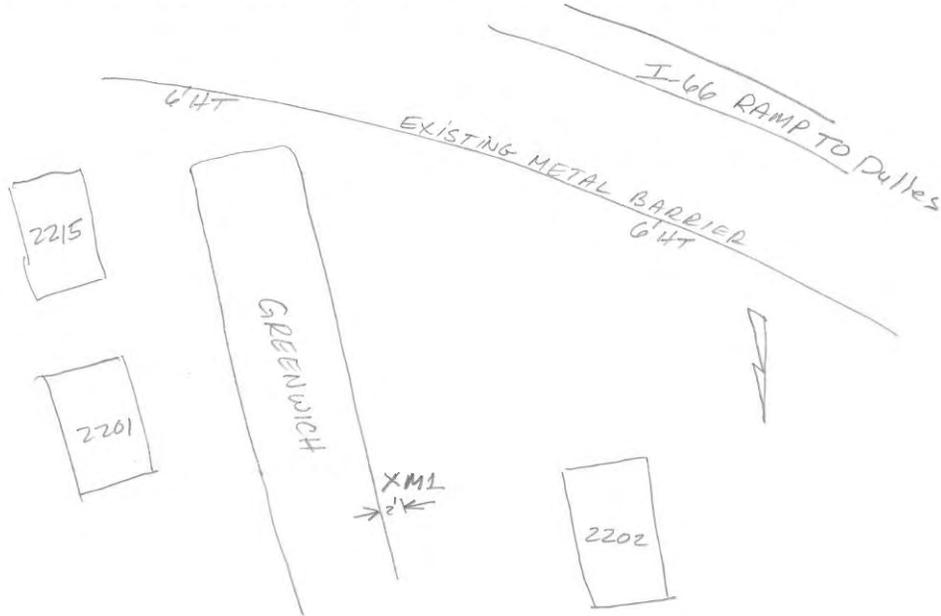


**APPENDIX D - Measurement Data Sheets**

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M1 ENGINEER R. E. GIBSON  
 ADDRESS 2202 Greenwich St. DATE: 3-19-2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1 to 2 MPH Estimated Temperature: 55°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

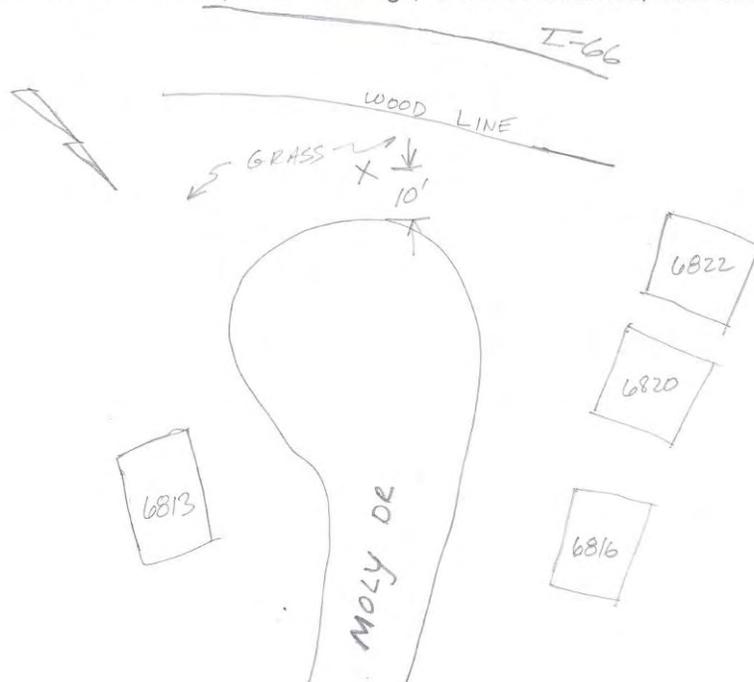
PROJECT/SITE No: I-66 MI ENGINEER P. E. Gibson  
 ADDRESS 2202 Greenwich St. DATE: 3-19-2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	9:16	63.6							
2	9:17	62.8							
3	9:18	63.2							
4	9:19	63.3							
5	9:20	63.1							
6	9:21	62.6							METRO (INBOUND)
7	9:22	63.5							
8	9:23	64.2							METRO (OUTBOUND)
9	9:24	62.0							
10	9:25	62.4							
11									
12									
13									
14									
15									
16									
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27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M-2 ENGINEER R.E. Gibson  
 ADDRESS 6822 Moly Dr. DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

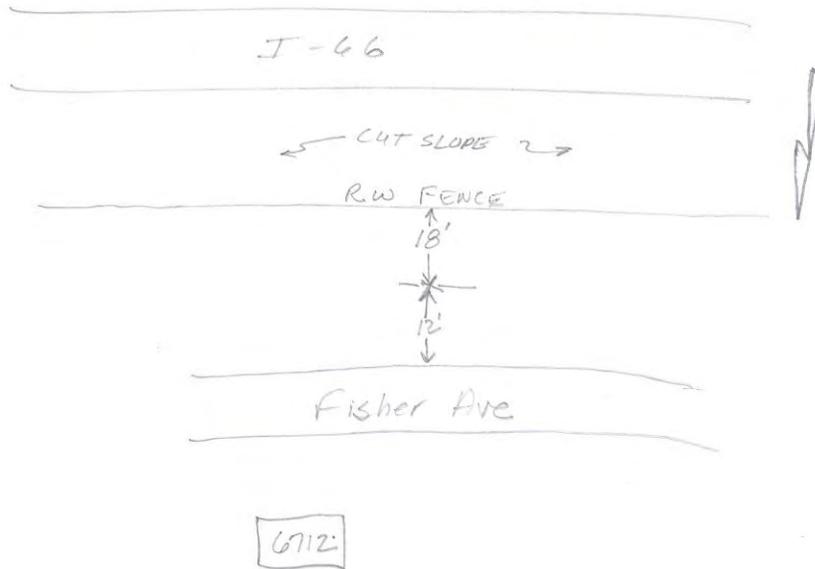
PROJECT/SITE No: I-66 M2 ENGINEER R. E. GIBSON  
 ADDRESS 6822 Moly. Dr. DATE: March 19, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	9:41	64.6							
2	9:42	63.1							
3	9:43	62.9							
4	9:44	65.2							
5	9:45	64.6							2 Metro (1 in, 1 out)
6	9:46	63.3							
7	9:47	63.2							
8	9:48	63.9							
9	9:49	65.0							
10	9:50	64.4							Metro (out)
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M3 ENGINEER R. E. GIBSON  
 ADDRESS 6712 Fisher Ave DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel&Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 2-3 MPH Estimated Temperature: 55°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M3 ENGINEER R. E. GIBSON  
 ADDRESS 6712 Fisher Ave DATE: March 19, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	10:04	68.7							
2	10:05	68.8							
3	10:06	68.9							
4	10:07	69.0							Metro (Inbound)
5	10:08	68.2							
6	10:09	70.0							
7	10:10	69.6							
8	10:11	67.9							
9	10:12	69.2							
10	10:13	69.9							
11									
12									
13									
14									
15									
16									
17									
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22									
23									
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25									
26									
27									
28									
29									
30									

## NOISE STUDY SITE DATA SHEET

PROJECT/SITE No: I-66 M-4 ENGINEER R. E. GIBSON  
 ADDRESS 6830 WOODLAND DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)

Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:

Estimated Wind Speed: 1-2 mph Estimated Temperature: 55°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

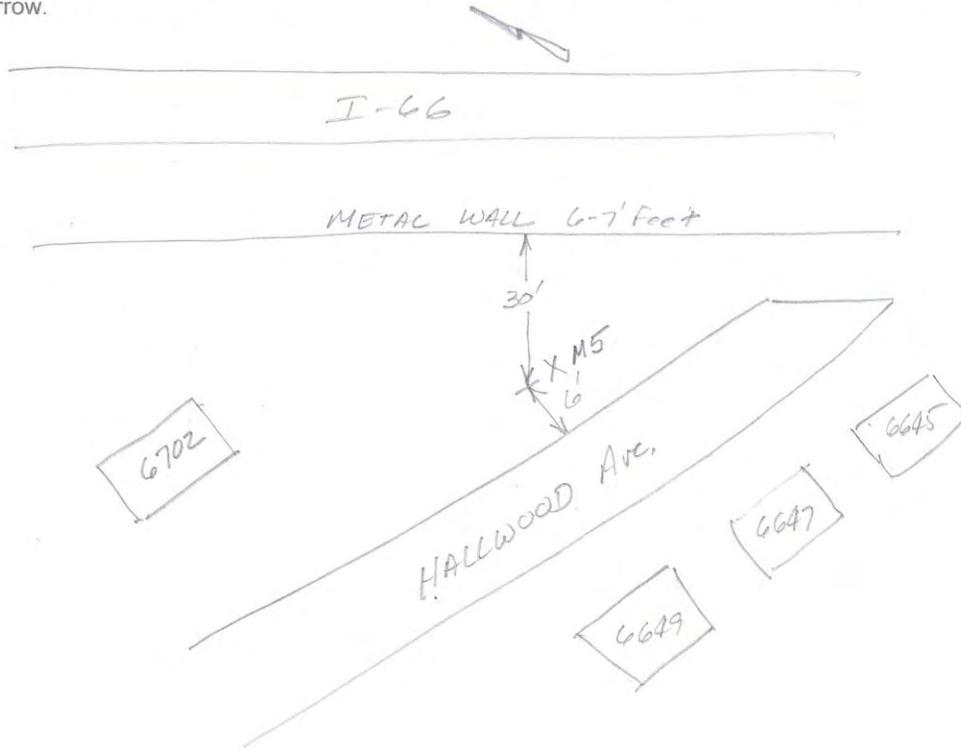
PROJECT/SITE No: I-66 M4 ENGINEER R.E. GIBSON  
 ADDRESS 6830 WOODLAND DATE: MARCH 19, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	10:40	60.9							
2	10:41	61.9							
3	10:42	61.1							
4	10:43	62.2							
5	10:44	61.0							Metro (tour)
6	10:45	61.3							
7	10:46	68.7		X					Helicopter
8	10:47	60.3							
9	10:48	61.1							
10	10:49	61.5							
11	10:50	61.0							
12									
13									
14									
15									
16									
17									
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23									
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25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M5 ENGINEER R.E. Gibson  
 ADDRESS 6647 Hallwood Ave DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 0-1 MPH Estimated Temperature: 59°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M-5  
 ADDRESS 6647 Hallwood Ave.

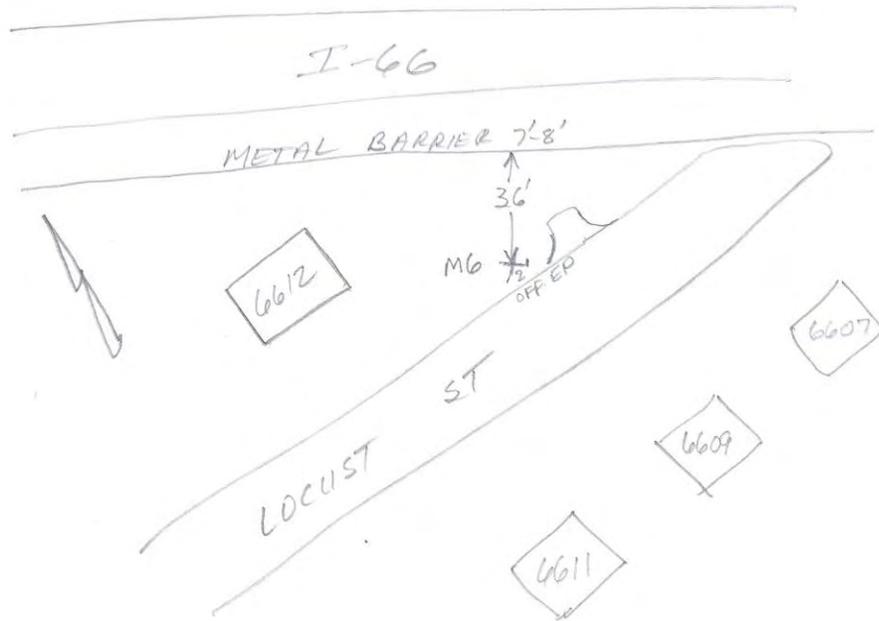
ENGINEER R. E. Gibson  
 DATE: March 19, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	11:00	62.1							
2	11:01	63.0							
3	11:02	62.5							
4	11:03	61.9							
5	11:04	61.2							
6	11:05	61.1							
7	11:06	60.9							
8	11:07	61.7							
9	11:08	62.4							
10	11:09	63.1							
11									Metro. (inbound)
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M6 ENGINEER R. E GIBSON  
 ADDRESS 6609 Locust St DATE: MARCH 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 60°F  
 Sky Conditions: CLOUDY

**NOISE STUDY SITE DATA SHEET**

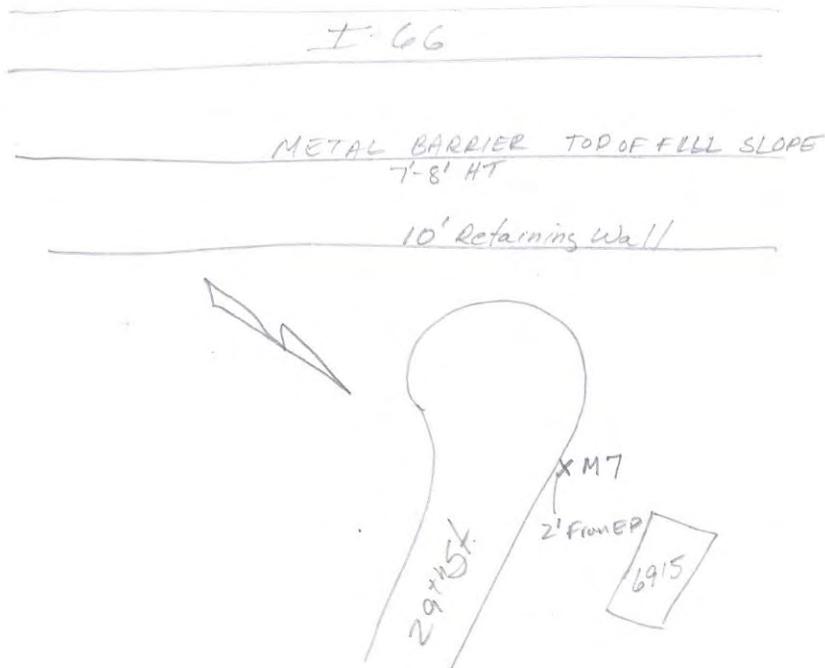
PROJECT/SITE No: I-66 MG ENGINEER R. E GIBSON  
 ADDRESS 6609 Locust St DATE: March 19 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	11:21	65.7							
2	11:22	64.7							
3	11:23	65.3							
4	11:24	65.0							
5	11:25	65.5							
6	11:26	65.2							
7	11:27	64.8							
8	11:28	65.4							
9	11:29	65.2							
10	11:30	65.1							
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M7 ENGINEER R. E. GIBSON  
 ADDRESS 6915 29th Street DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Brüel&Kjaer 2230 Type 1 Serial Number: 1052194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 60°  
 Sky Conditions: CLOUDY

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M7 ENGINEER R.E. GIBSON  
 ADDRESS 6915 29<sup>th</sup> Street DATE: MARCH 19, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	11:46	62.1							
2	11:47	60.2							
3	11:48	60.8							
4	11:49	60.8							
5	11:50	60.9							
6	11:51	60.0							
7	11:52	61.0							
8	11:53	61.9							
9	11:54	62.3							METRO (100th bound)
10	11:55	61.5							JET
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M8 ENGINEER R.E. Gibson  
 ADDRESS Int 28<sup>th</sup> St & Wyoming St DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1092194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 60°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

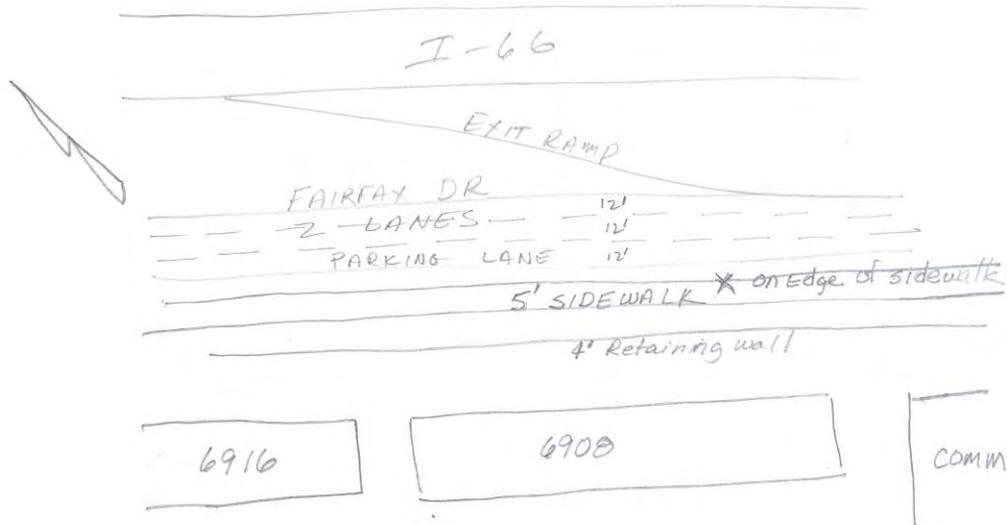
PROJECT/SITE No: I-66 M8 ENGINEER R. E GIBSON  
 ADDRESS Int 28<sup>th</sup> St & Wominy St DATE: MARCH 19 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	12:05	59.9							
2	12:06	60.5							
3	12:07	59.1							
4	12:08	60.1							
5	12:09	60.3							
6	12:10	60.7							
7	12:11	59.5							Metro (outbound)
8	12:12	61.2							
9	12:13	62.0							
10	12:14	60.4							Metro (inbound)
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
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27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M9 ENGINEER R. E. Gibson  
 ADDRESS 6908 Fairfax Drive DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 60°F  
 Sky Conditions: CLOUDY

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M9  
 ADDRESS: Fairfax Dr.

ENGINEER: R E GIBSON  
 DATE: March 19, 2008

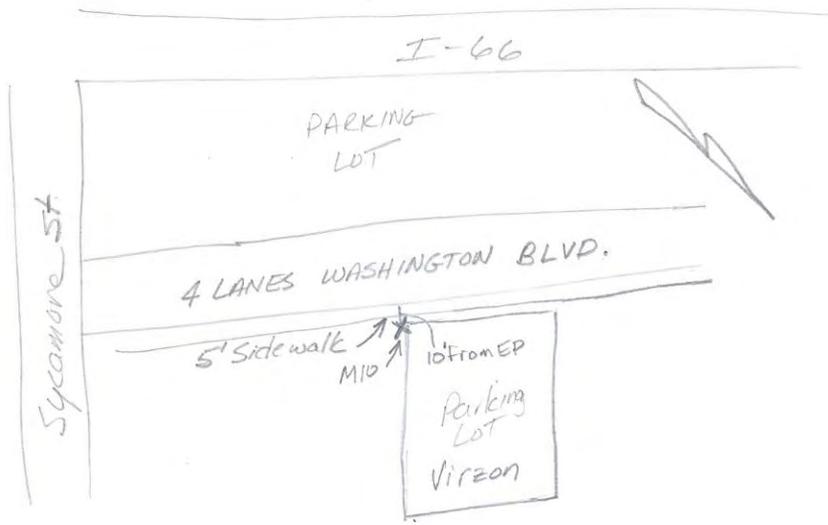
*Traffic on Fairfax & Ramp from I-66 to Fairfax*

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	12:50	65.8							
2	12:51	63.5							
3	12:53	66.4							
4	12:54	64.8							
5	12:55	69.4							
6	12:56	65.7							Metro outboard
7	12:57	66.9							
8	12:58	65.7							
9	12:59	65.2							
10	01:00	64.7							Metro inbound
11									
12									
13									
14									
15									
16									
17									
18									
19									
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28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M10 ENGINEER R.E. Gibson  
 ADDRESS Washington Blvd Verizon Parking Lot DATE: March 19, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Brüel & Kjær 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 12 MPH Estimated Temperature: 60°F  
 Sky Conditions: Cloudy

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M10 ENGINEER R. E. Gibson  
 ADDRESS Washington Blvd Verizon Parking Lot DATE: March 19, 2008

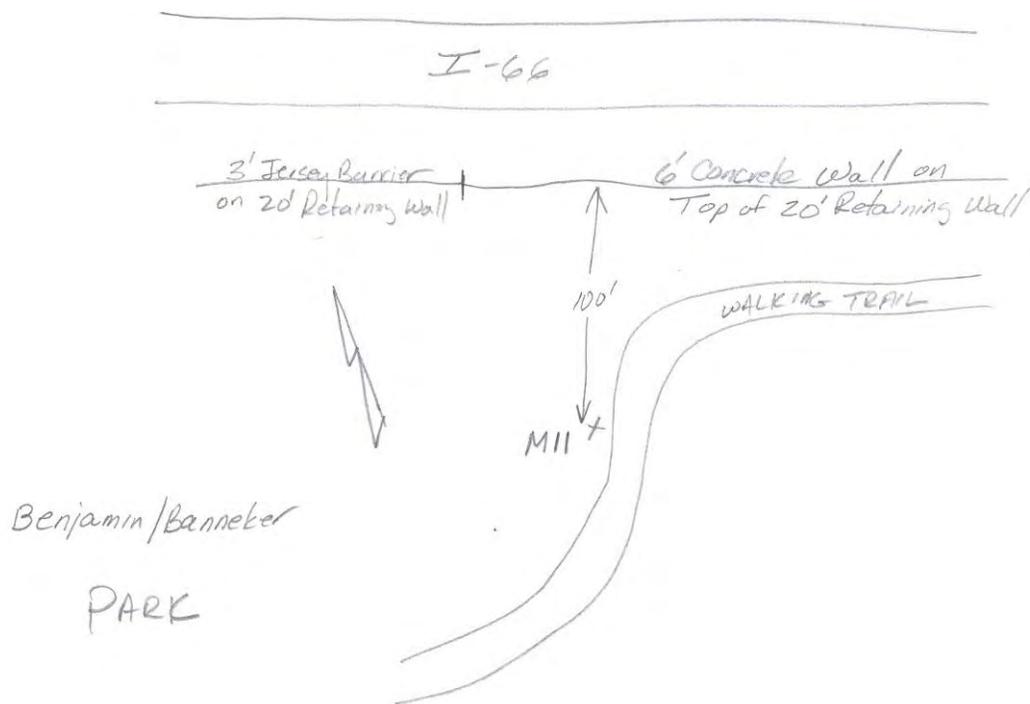
*Traffic is on Washington Blvd.*

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	1:15	69.6							
2	1:16	65.6							
3	1:17	69.0							
4	1:18	67.6				1			
5	1:19	69.9				1			Metro (outbound)
6	1:20	68.5							
7	1:21	68.0							
8	1:22	69.6				1			
9	1:23	67.5							
10	1:24	67.9							
11									
12									
13									
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30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M11 ENGINEER R. E. GIBSON  
 ADDRESS Benjamin Banneker Park DATE: MARCH 25, 2008  
 GPS Coordinates Near Walking Trail

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1 to 2 MPH Estimated Temperature: 40°F  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M11  
 ADDRESS Benjamin Banneker Park  
Near Walking Trail

ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	9:50	54.9							
2	9:51	58.0						Metro	Traffic Slow EB
3	9:52	57.2							
4	9:53	54.0							
5	9:54	53.6							
6	9:55	55.8							
7	9:56	54.1							
8	9:57	54.3							
9	9:58	56.8						Metro	
10	9:59	56.4							
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
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22									
23									
24									
25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M12 ENGINEER R. E. GIBSON  
 ADDRESS Walking Trail Near Pocomoke DATE: MARCH 25, 2008  
 GPS Coordinates St & Potomac St

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 43°  
 Sky Conditions: Clear

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M12  
 ADDRESS Walking Trail Near Potomac  
St. & Potomac St.

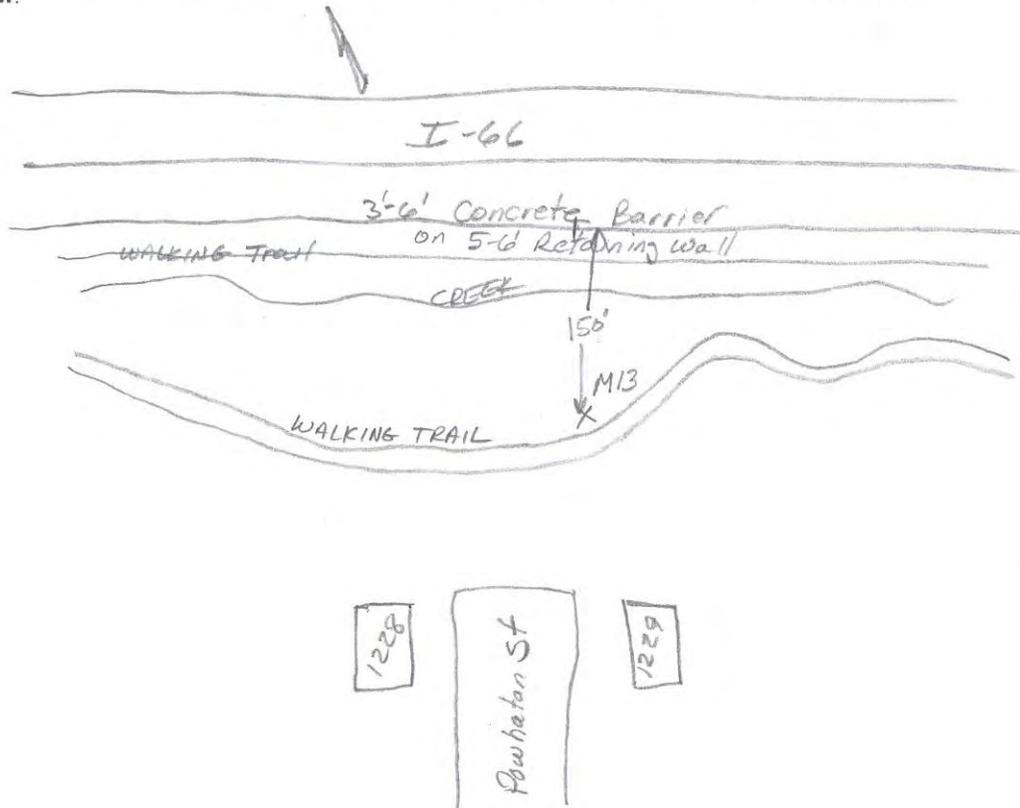
ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	10:18	56.8							
2	10:19	55.6							
3	10:20	55.7							
4	10:21	62.2							
5	10:22	57.9						Trash Truck	
6	10:23	58.2							
7	10:24	58.0							
8	10:25	57.2							
9	10:26	59.0							
10	10:27	59.5						Metro	
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
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25									
26									
27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M13 ENGINEER R. E. GIBSON  
 ADDRESS Park at N End of Powhatan St DATE: MARCH 25, 2008  
 GPS Coordinates South Side of I-66

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Brueel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 45°F  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M13  
 ADDRESS Walking Trail Near end  
of Powhatan St.

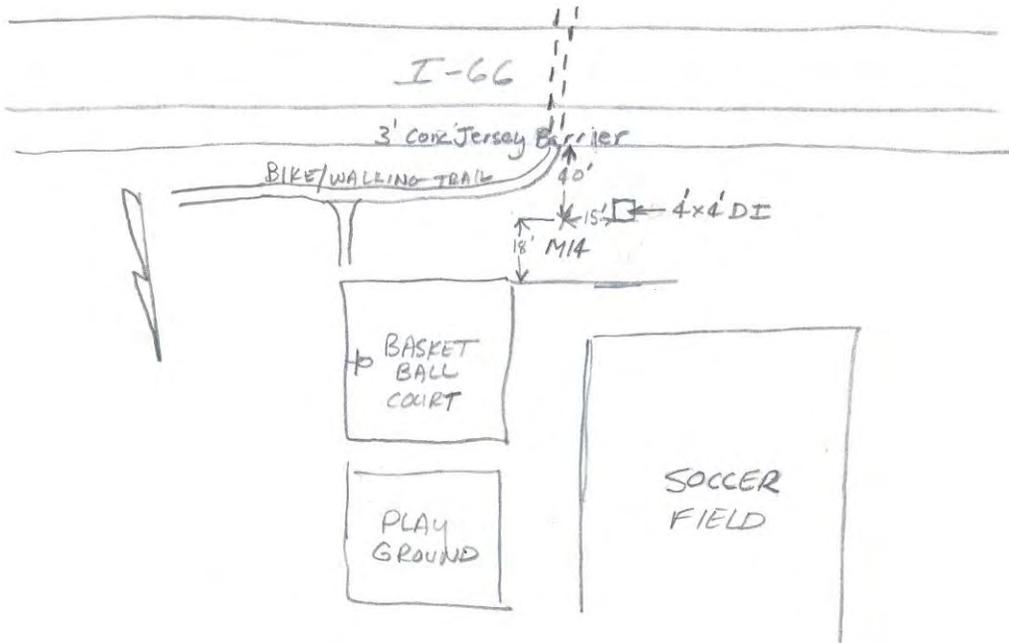
ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	10:48	56.2							
2	10:49	57.2							
3	10:50	56.1						Metro	
4	10:51	56.5							
5	10:52	58.2							
6	10:53	65.8		X					Motorcycle
7	10:54	58.0							
8	10:55	56.9							
9	10:56	55.9							
10	10:57	57.4							
11	10:58	59.2						Metro	
12									
13									
14									
15									
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**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M14 ENGINEER R. E. GIBSON  
 ADDRESS Westover Park DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 0-1 MPH Estimated Temperature: 50°F  
 Sky Conditions: Clear

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M14  
 ADDRESS Westover Park

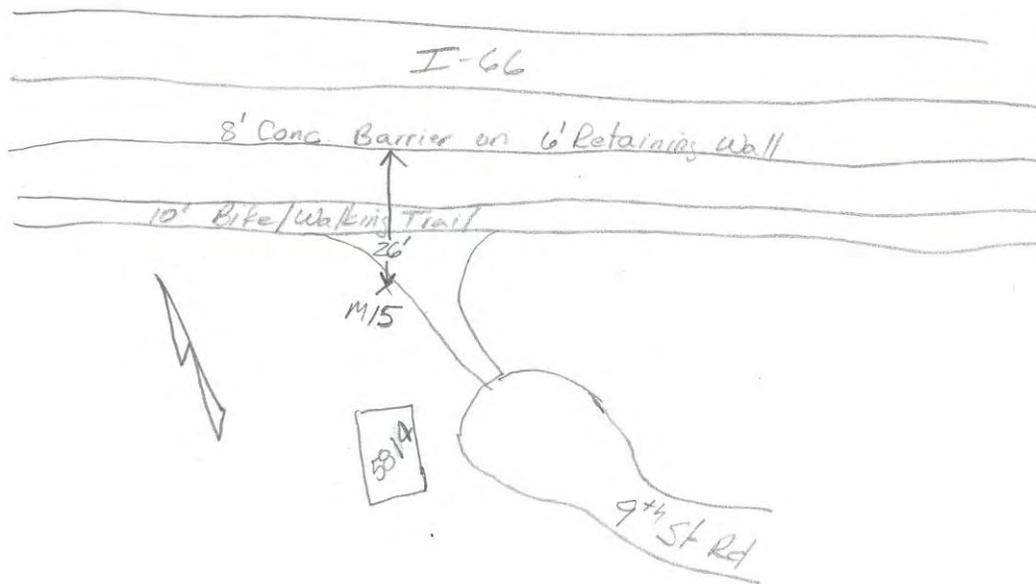
ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	11:41	67.3							
2	11:42	67.9							
3	11:43	66.4							
4	11:44	68.1							
5	11:45	67.2							
6	11:46	67.5							
7	11:47	69.4							
8	11:48	68.0							
9	11:49	68.7							
10	11:50	66.9						Metro	
11									
12									
13									
14									
15									
16									
17									
18									
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29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M15 ENGINEER R. E. GIBSON  
 ADDRESS Walking Trail Near end of DATE: MARCH 25, 2008  
 GPS Coordinates 9th St.

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 45°F  
 Sky Conditions: CLEAR

### NOISE STUDY SITE DATA SHEET

PROJECT/SITE No: I-66 M15 ENGINEER R.E. GIBSON  
 ADDRESS Near 58th 9th St. Rd DATE: MARCH 25, 2008  
WALKING/Bike Trail

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	11:17	61.1							
2	11:18	60.7							
3	11:19	60.7							
4	11:20	60.0							
5	11:21	60.3							
6	11:22	60.0							
7	11:23	59.7							
8	11:24	64.2							
9	11:25	60.3						METRO (2)	
10	11:26	60.9							
11									
12									
13									
14									
15									
16									
17									
18									
19									
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25									
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27									
28									
29									
30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M16 ENGINEER R. E. GIBSON  
 ADDRESS 981 Frederick St DATE: MARCH 25, 2008  
 GPS Coordinates Bike/walking trail near St. Ann Church/school

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)

Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:

Estimated Wind Speed: 0-1 MPH Estimated Temperature: 50°F  
 Sky Conditions: CLEAR

### NOISE STUDY SITE DATA SHEET

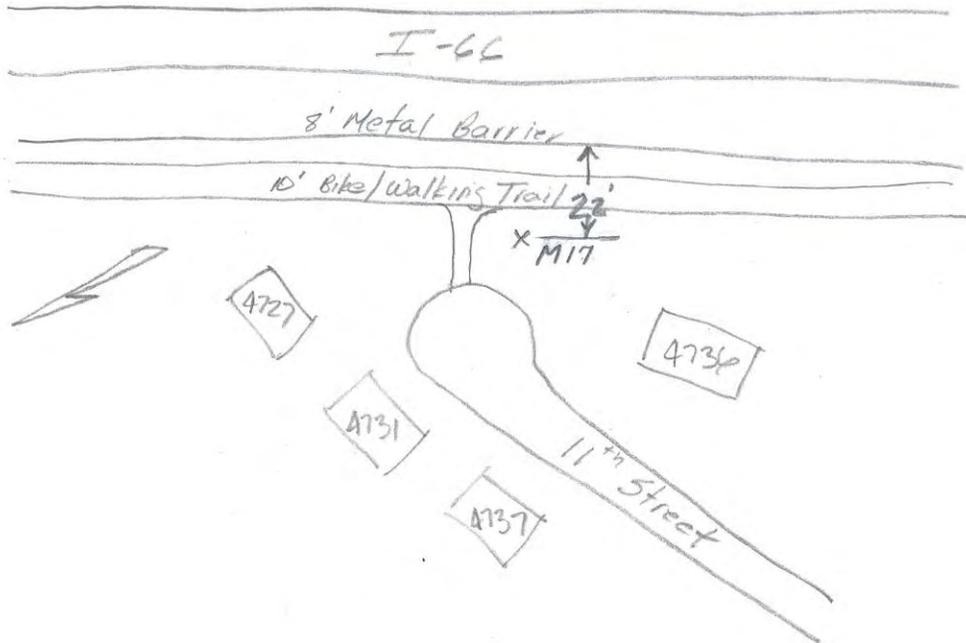
PROJECT/SITE No: I-66 M16 ENGINEER R. E. GIBSON  
 ADDRESS 981 Frederick St. DATE: MARCH 25, 2008  
*Bike/walking Trail Near St. Ann Church/school*

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	12:12	59.1							
2	12:13	57.1							
3	12:14	58.2							
4	12:15	58.5							
5	12:16	59.4							
6	12:17	58.0							
7	12:18	59.4							
8	12:19	57.4							
9	12:20	59.4							
10	12:21	59.5							
11									
12									
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**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M17 ENGINEER R. E. GIBSON  
 ADDRESS Walk Trail @ end of 11<sup>th</sup> St. DATE: MARCH 25, 2008  
 GPS Coordinates 1 Mi Marker Curtis Trail

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 50°F  
 Sky Conditions: Clear

### NOISE STUDY SITE DATA SHEET

PROJECT/SITE No: I-66 M17 ENGINEER R. E. GIBSON  
 ADDRESS Walking Trail @ end of 11<sup>th</sup> St. DATE: MARCH 25, 2008  
1 Mi Marker Curtis Trail

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	12:33	58.8							
2	12:34	58.9							
3	12:35	58.4							
4	12:36	59.5							
5	12:37	58.4							
6	12:38	59.0							
7	12:39	58.9							
8	12:40	58.3							
9	12:41	60.9							
10	12:42	60.1							
11									
12									
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**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M18 ENGINEER R. E. GIBSON  
 ADDRESS Clarendon Station Park DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M18  
 ADDRESS Clarendon Station Park

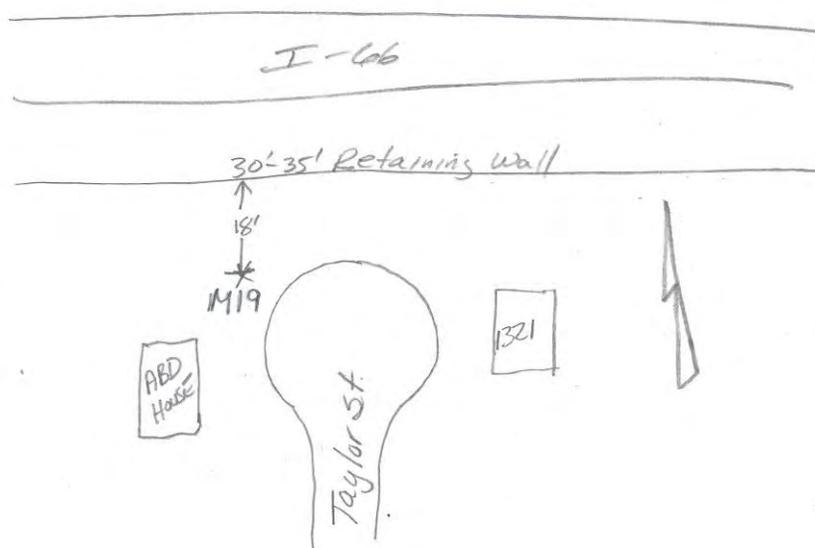
ENGINEER R.E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	1:03	64.6							
2	1:04	66.0							
3	1:05	65.7							Motorcycle
4	1:06	65.9							
5	1:07	63.8							
6	1:08	64.3							
7	1:09	63.6							
8	1:10	62.5							
9	1:11	63.4							
10	1:12	64.0							
11									
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30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M19 ENGINEER R. E. GIBSON  
 ADDRESS End of Taylor St DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Brueel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°F  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M19  
 ADDRESS End of Taylor St.

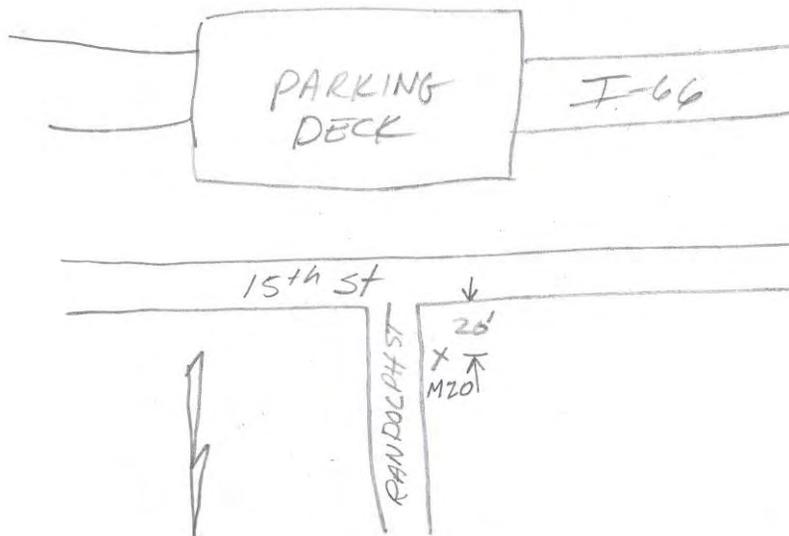
ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	1:29	65.4							
2	1:30	65.2							
3	1:31	64.8							
4	1:32	66.2							
5	1:33	66.5							
6	1:34	66.2							
7	1:35	65.7							
8	1:36	66.9							
9	1:37	66.2							
10	1:38	66.1							
11									
12									
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30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M20 ENGINEER R. E. GIBSON  
 ADDRESS 1516 Randolph St. DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M20 ENGINEER R. E. GIBSON  
 ADDRESS 1516 Randolph St DATE: MARCH 25, 2008

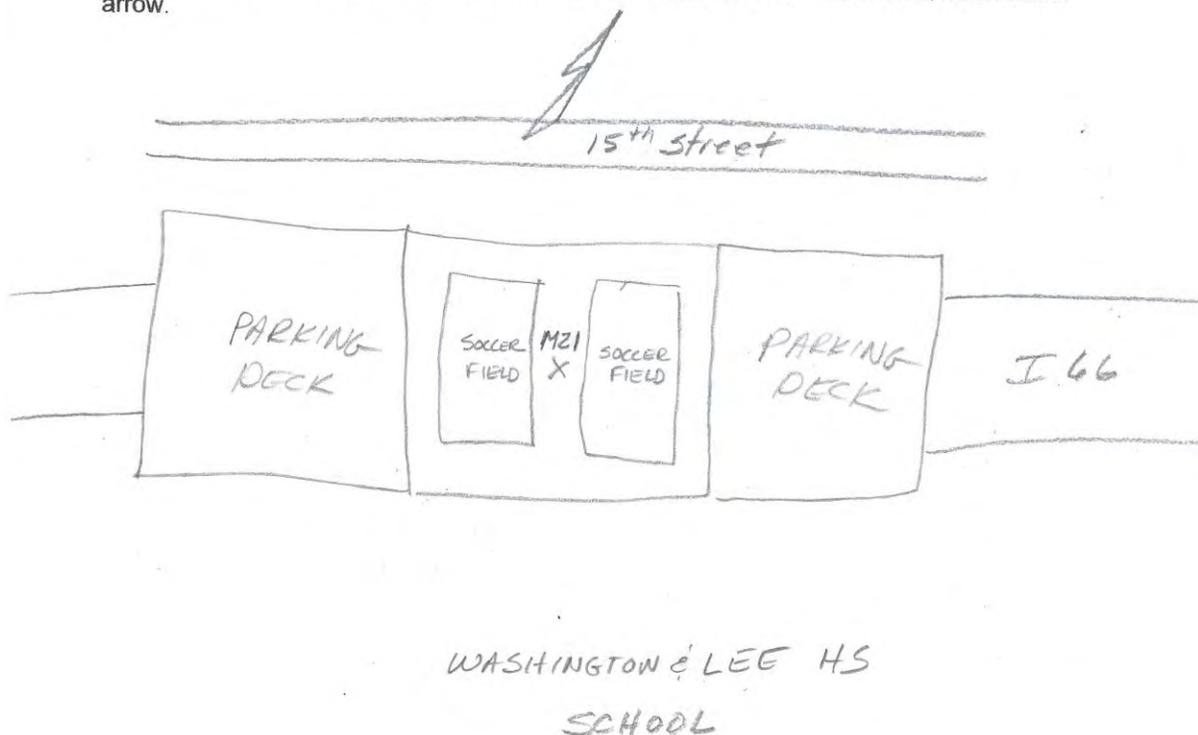
LOCAL TRAFFIC

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	1:48	64.8							
2	1:49	64.6							
3	1:50	61.3							
4	1:51	62.1							
5	1:52	64.3							
6	1:53	61.9							
7	1:54	64.0							
8	1:55	62.2							
9	1:56	63.2							
10	1:57	62.3							
11									
12									
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**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 MZI ENGINEER R. E. GIBSON  
 ADDRESS Parking Deck on top of DATE: MARCH 25, 2008  
 GPS Coordinates I-66 Soccer Field

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°F  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M21  
 ADDRESS Soccer Field on Parking Deck  
over I-66

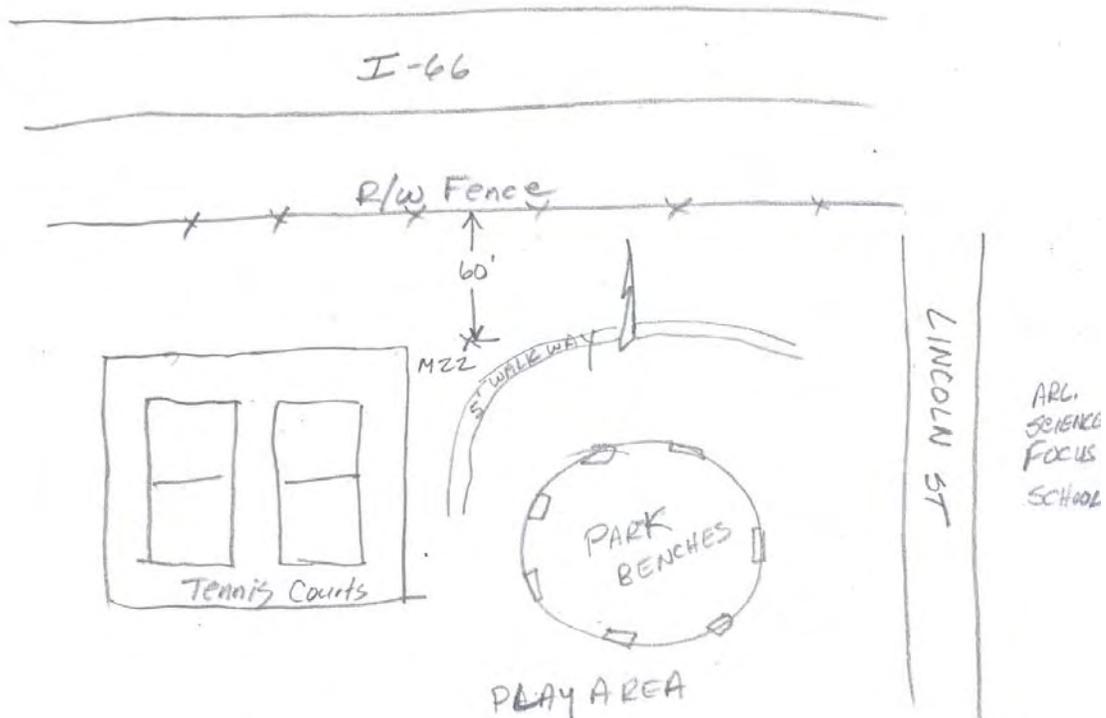
ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	2:01	62.5							NOISE
2	2:02	60.0							Construction at
3	2:03	59.7							School
4	2:04	61.1							Could not hear
5	2:05	62.7							I-66 Noise
6	2:06	63.0							↓
7	2:07	61.8							
8	2:08	63.2							
9	2:09	63.4							
10	2:10	63.1							
11									
12									
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30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M22 ENGINEER R. E. GIBSON  
 ADDRESS HAYES PARK DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 1-2 MPH Estimated Temperature: 55°F  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

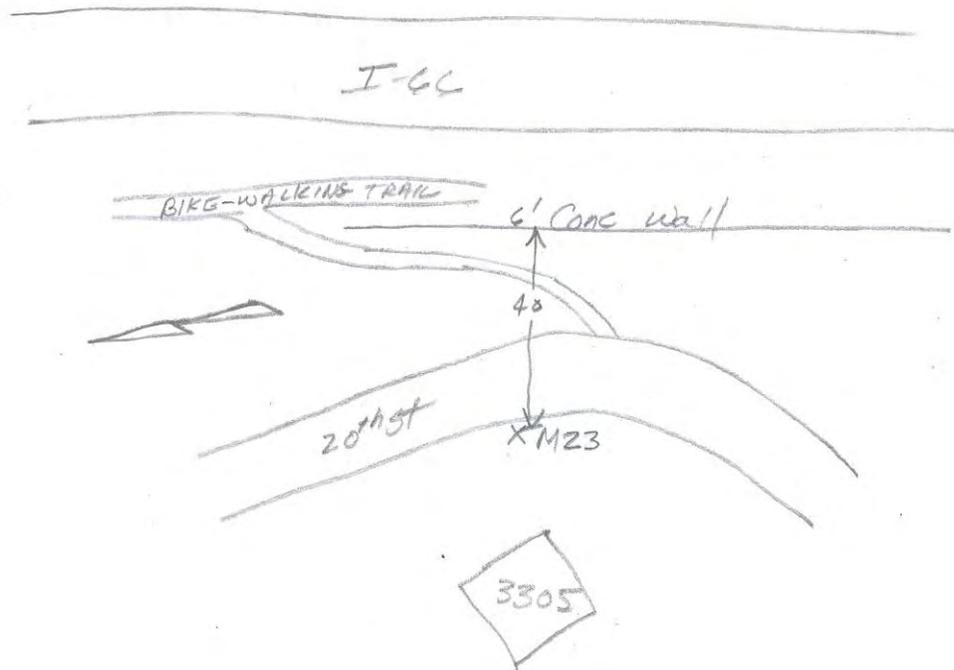
PROJECT/SITE No: I-66 M22 ENGINEER R.E. GIBSON  
 ADDRESS HAYES PARK DATE: MARCH 25, 2008

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	2:31	60.0							
2	2:32	58.2							
3	2:33	59.2							
4	2:34	58.8							
5	2:35	59.1							
6	2:36	60.0							
7	2:37	58.4							
8	2:38	59.7							
9	2:39	58.5							
10	2:40	58.2							
11									
12									
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30									

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M23 ENGINEER R. E. GIBSON  
 ADDRESS 3305 20<sup>th</sup> Street DATE: MARCH 25, 2008  
 GPS Coordinates \_\_\_\_\_

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



## EQUIPMENT DATA: (Please note type and serial number of instruments)

Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

## WEATHER DATAE:

Estimated Wind Speed: 2-3 MPH Estimated Temperature: 55°  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M23  
 ADDRESS 3305 20<sup>th</sup> St

ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

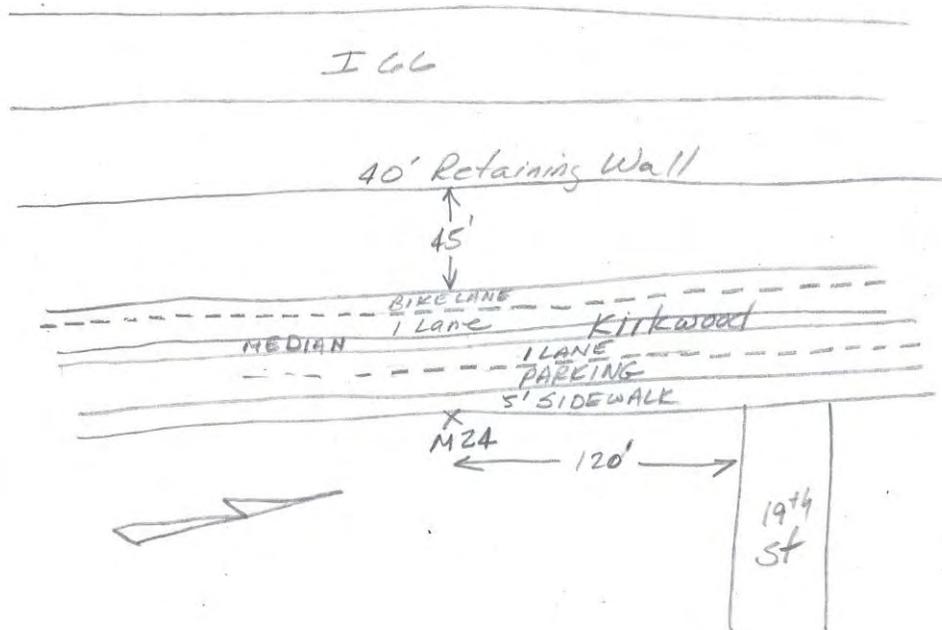
LOCAL TRAFFIC

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	2:54	64.3							
2	2:55	64.4							
3	2:56	64.0							
4	2:57	65.0							
5	2:58	64.5							
6	2:59	64.2							
7	3:00	65.2							
8	3:01	64.8							
9	3:02	65.5			1				
10	3:03	64.5			1				
11									
12									
13									
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**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M24 ENGINEER R. E. GIBSON  
 ADDRESS Edge of Sidewalk near 19<sup>th</sup> St. on DATE: MARCH 25, 2008  
 GPS Coordinates Kirkwood

SITE SKETCH : Show roads/streets, homes/buildings, reference distances, north-south arrow.



EQUIPMENT DATA: (Please note type and serial number of instruments)  
 Sound level meter: Bruel & Kjaer 2230 Type 1 Serial Number: 1082194  
 Calibration Date: Jan 16, 2008

WEATHER DATAE:  
 Estimated Wind Speed: 2-3 MPH Estimated Temperature: 55°  
 Sky Conditions: CLEAR

**NOISE STUDY SITE DATA SHEET**

PROJECT/SITE No: I-66 M24  
 ADDRESS Edge of Sidewalk on Kirkwood  
Near 19<sup>th</sup> Street

ENGINEER R. E. GIBSON  
 DATE: MARCH 25, 2008

LOCAL TRAFFIC

#	Minute Period Start Time	Leq dBA	Max dBA	✓ or X	Autos	Medium Trucks	Heavy Trucks	Other Noise Sources	Comments
1	3:10	65.1							
2	3:11	60.2							
3	3:12	66.0					1		
4	3:13	65.3							
5	3:14	68.0							
6	3:15	64.5							
7	3:16	63.1							
8	3:17	63.2							
9	3:18	65.2							
10	3:19	66.4				1			
11									
12									
13									
14									
15									
16									
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