Appendix L Noise

L1: Existing and Future Noise Levels

L2: NSR Analysis Areas, Noise Monitoring, and Analysis Positions

L3: Alternative 2 Reasonableness Analysis Summary and Recommended Soundwall Locations

L4: Alternative 3 Reasonableness Analysis Summary and Recommended Soundwall Locations

L1: Existing and Future Noise Levels

Table B-1 – Predicted Future Noise Levels and Barrier Analysis – Segment 9 - Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 9.1 W	--	SFR/MFR	4	59 M,LT1	60	61	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.2 W	SW697X	SFR	2	61 M,ST1	62	63	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.3 W	Shoulder	SFR	1	62 E	63	63	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											16 feet			18 feet			20 feet			22 feet			24 feet		
R 9.4 W		SFR	6	64 E	65	65	1	0	B (67)	NONE	65	0	*0*	64	1	*0*	63	2	*0*	62	3	*0*	62	3	*0*
R 9.5 W,8		SFR	7	64 M,ST2	65	66	1	1	B (67)	A/E	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*	62	4	*0*
R 9.6 W		SFR	8	65 E	66	66	1	0	B (67)	A/E	66	0	*0*	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R 9.7 W,7		SFR	4	62 E	63	64	1	1	B (67)	NONE	63	1	*0*	62	2	*0*	62	2	*0*	61	3	*0*	61	3	*0*
R 9.8 W		SFR	3	65 E	66	67	1	1	B (67)	A/E	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*	63	4	*0*
R 9.9 W		SFR	4	64 E	65	66	1	1	B (67)	A/E	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*	62	4	*0*
R 9.10 W	SW697X	SFR	2	65 E	66	67	1	1	B (67)	A/E	66	1	*0*	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*
R 9.11 W	R/W	SFR/MFR	6	67 E	66	66	-1	0	B (67)	A/E	66	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*
R 9.12 W,9		SFR	--	67 M,LT2,CAL	66	67	-1	1	B (67)	A/E	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*	63	4	*0*
R 9.13 W		SFR	2	67 E	66	67	-1	1	B (67)	A/E	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*	63	4	*0*
R 9.14 W		SFR	2	67 E	66	67	-1	1	B (67)	A/E	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*	63	4	*0*
R 9.15 W,7		SFR	6	65 E	64	65	-1	1	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	63	2	*0*	62	3	*0*
R 9.16 W,7		SFR	4	65 E	64	64	-1	0	B (67)	NONE	63	1	*0*	63	1	*0*	62	2	*0*	62	2	*0*	61	3	*0*
R 9.17 W		SFR/MFR	12	68 E	67	67	-1	0	B (67)	A/E	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-1 – Predicted Future Noise Levels and Barrier Analysis – Segment 9 - Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 9.17A	S1749[P] R/W	SFR	1	76 [E]	75	74	-1	-1	B (67)	A/E	68 [T]	6	*1*	**66** [R]	**8**	*1*	65	9	*1*	64	10	*1*	64	10	*1*
R 9.17B	--	COM	1	65 [E]	64	65	-1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.18		COM	1	75 [E]	74	74	-1	0	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-1 – Predicted Future Noise Levels and Barrier Analysis – Segment 9 - Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA [1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA [1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA [1]	Design Year No Build Traffic Noise Level Leq(h), dBA [1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA [1,12]	Design Year Build Noise Level Leq(h), dBA [1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA [1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 9.19 [B,7]	--	SFR	3	62 [E]	61	60	63	60	63	1	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.20 [B]		SFR	3	65 [E]	64	61	66	62	66	1	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.21		SFR/MFR	10	66 [E]	64	63	67	64	67	1	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.22 [W]		SFR	2	65 [M,ST3]	62	64	66	65	66	1	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.23 [B]		COM	1	69 [M,ST3A,CAL]	67	64	69	65	69	0	1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.25 [B]		SFR	3	65 [E]	63	62	66	63	66	1	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.26 [B]		SFR	3	65 [E]	63	63	66	64	67	1	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.27 [W]	--	SFR	1	58 [E]	55	58	59	58	60	1	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.28 [W]		SFR	1	60 [E]	56	60	61	61	62	1	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.29	Shoulder	SFR/MFR	3	67 [E]	64	66	68	67	68	1	1	0	B (67)	A/E	67	1	*0*	67	1	*0*	66	2	*0*	66	2	*0*	-- [10]	--	--
R 9.30		SFR	3	63 [E]	60	61	64	62	64	1	1	0	B (67)	NONE	64	0	*0*	63	1	*0*	63	1	*0*	62	2	*0*	-- [10]	--	--
R 9.31 [8]		COM	1	70 [M,ST4]	68	68	71	69	71	1	1	0	E (72)	NONE	70	1	*0*	70	1	*0*	69	2	*0*	69	2	*0*	-- [10]	--	--
R 9.32		SFR	1	69 [E]	67	68	70	68	71	1	0	1	B (67)	A/E	70	1	*0*	70	1	*0*	69	2	*0*	69	2	*0*	-- [10]	--	--
R 9.33 [W,7]		MH	6	62 [E]	56	59	61	60	62	-1	1	1	B (67)	NONE	61	1	*0*	61	1	*0*	60	2	*0*	60	2	*0*	-- [10]	--	--
R 9.34 [W,7]		SFR	5	63 [E]	56	61	62	62	63	-1	1	1	B (67)	NONE	62	1	*0*	62	1	*0*	61	2	*0*	60	3	*0*	-- [10]	--	--
R 9.35 [W]		COM	1	68 [M,LT3]	62	65	67	66	68	-1	1	1	E (72)	NONE	67	1	*0*	67	1	*0*	65	3	*0*	65	3	*0*	-- [10]	--	--
R 9.36 [W]		SFR	3	68 [E]	62	65	67	66	67	-1	1	0	B (67)	A/E	67	0	*0*	66	1	*0*	65	2	*0*	65	2	*0*	-- [10]	--	--
R 9.37		SFR	3	69 [E]	65	64	68	65	68	-1	1	0	B (67)	NONE	68	0	*0*	67	1	*0*	67	1	*0*	66	2	*0*	-- [10]	--	--
R 9.38 [W]		SFR	2	68 [E]	66	62	67	62	67	-1	0	0	B (67)	NONE	67	0	*0*	67	0	*0*	67	0	*0*	67	0	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-2 – Predicted Future Noise Levels and Barrier Analysis – Segment 10 - Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)																	
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 10.1	S1819[P] R/W	SFR	1	75 [M,ST6]	73	74	-2	1	B (67)	A/E	71	3	*0*	68	6	*1*	67 [T]	7	*1*	66	8	*1*	65	9	*1*	**65 [R,5]**	**9**	*1*
R 10.2 [B]		SFR	3	70 [E]	68	70	-2	2	B (67)	A/E	68	2	*0*	67	3	*0*	66 [T]	4	*0*	66	4	*0*	65	5	*3*	**65 [R,5]**	**5**	*3*
R 10.3 [B]		SFR	1	70 [E]	69	69	-1	0	B (67)	A/E	67	2	*0*	66	3	*0*	65 [T]	4	*0*	65	4	*0*	64	5	*1*	**64 [R,5]**	**5**	*1*
R 10.4 [B]		SFR	2	75 [E]	74	76	-1	2	B (67)	A/E	69	7	*2*	68 [T]	8	*2*	67	9	*2*	65	11	*2*	65	11	*2*	**64 [R,5]**	**12**	*2*
R 10.5 [B,W]		SFR	1	68 [M,LT4,CAL]	67	66	-1	-1	B (67)	A/E	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*	63	3	*0*	63	3	*0*
R 10.6 [B,7]		SFR	4	70 [E]	69	67	-1	-2	B (67)	A/E	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*	63	4	*0*	**62 [R]**	**5**	*4*
R 10.7 [B]		SFR	5	72 [E]	71	69	-1	-2	B (67)	A/E	67	2	*0*	66	3	*0*	64	5	*5*	63	6	*5*	62	7	*5*	**62 [R,5]**	**7**	*5*
R 10.8 [B,7]		SFR	5	70 [E]	69	67	-1	-2	B (67)	A/E	66	1	*0*	65	2	*0*	63 [T]	4	*0*	63	4	*0*	62	5	*5*	**62 [R,5]**	**5**	*5*
R 10.9 [B]		SFR	4	73 [E]	72	70	-1	-2	B (67)	A/E	68	2	*0*	67	3	*0*	65 [T]	5	*4*	65	5	*4*	64	6	*4*	**64 [R,5]**	**6**	*4*
R 10.9A		SFR	1	76 [E]	75	73	-1	-2	B (67)	A/E	70	3	*0*	69	4	*0*	67 [T]	6	*1*	66	7	*1*	65	8	*1*	**64 [R,5]**	**9**	*1*
R 10.10 [B,7]		SFR	5	67 [E]	66	65	-1	-1	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	61	4	*0*	61	4	*0*	**60 [R]**	**5**	*5*
R 10.11 [B,W]		SFR	2	65 [E]	64	64	-1	0	B (67)	NONE	63	1	*0*	63	1	*0*	62	2	*0*	60	4	*0*	60	4	*0*	**59 [R]**	**5**	*2*
R 10.12 [B]	S1883[P] R/W	SFR	1	71 [E]	70	69	-1	-1	B (67)	A/E	67	2	*0*	66	3	*0*	65 [T]	4	*0*	65	4	*0*	**64 [R]**	**5**	*1*	64	5	*1*
R 10.13		SFR	3	76 [E]	75	73	-1	-2	B (67)	A/E	70	3	*0*	68 [T]	5	*3*	67	6	*3*	67	6	*3*	**66 [R]**	**7**	*3*	66	7	*3*
R 10.14	--	COM	1	75 [E]	74	74	-1	0	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-2 – Predicted Future Noise Levels and Barrier Analysis – Segment 10 - Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA[1,3]	Design Year Train Noise Level Leq(h), dBA[1]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]: Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR): 8 feet			10 feet			12 feet			14 feet			16 feet		
															Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 10.15		SFR	4	66 M,ST5	66	60	67	61	67	1	1	0	B (67)	NONE	67	0	*0*	67	0	*0*	67	0	*0*	67	0	*0*	-- [10]	--	–
R 10.16		SFR	7	67 E	64	65	68	66	68	1	1	0	B (67)	A/E	67	1	*0*	67	1	*0*	66 T	2	*0*	66	2	*0*	-- [10]	--	–
R 10.16A [8]	Shoulder	--	--	69 M,ST7,CAL	72	69	74	70	74	--	1	0	–	–	73	1	*0*	73	1	*0*	73	1	*0*	73	1	*0*	-- [10]	--	–
R 10.17 W		SFR	7	70 E	66	67	70	68	70	0	1	0	B (67)	A/E	68	2	*0*	68	2	*0*	67 T	3	*0*	67	3	*0*	-- [10]	--	–
R 10.18		SFR	3	64 E	58	63	64	64	65	0	1	1	B (67)	NONE	64	1	*0*	64	1	*0*	62	3	*0*	62	3	*0*	-- [10]	--	–
R 10.19		SFR	5	66 E	63	64	66	65	67	0	1	1	B (67)	NONE	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*	-- [10]	--	–
R 10.20		SFR	4	70 M,LT5,CAL	66	67	70	69	71	0	2	1	B (67)	A/E	69	2	*0*	69	2	*0*	68 T	3	*0*	68	3	*0*	-- [10]	--	–
R 10.20A [7]		SFR	16	63 E	60	60	63	61	63	0	1	0	B (67)	NONE	62	1	*0*	62	1	*0*	62	1	*0*	61	2	*0*	-- [10]	--	–
R 10.21	Shoulder	COM	1	72 E	69	68	72	68	72	0	0	0	E (72)	NONE	71	1	*0*	71	1	*0*	70	2	*0*	70	2	*0*	-- [10]	--	–
R 10.22		SFR	2	67 E	63	65	67	66	68	0	1	1	B (67)	A/E	66	2	*0*	66	2	*0*	65 T	3	*0*	65	3	*0*	-- [10]	--	–
R 10.23 [7]		SFR	12	62 E	59	58	62	59	62	0	1	0	B (67)	NONE	62	0	*0*	61	1	*0*	61	1	*0*	61	1	*0*	-- [10]	--	–
R 10.24		SFR	2	65 E	63	60	65	61	65	0	1	0	B (67)	NONE	64	1	*0*	64	1	*0*	64	1	*0*	64	1	*0*	-- [10]	--	–

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-3 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 11.1 B	--	MOT	1	67 E	67	68	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-1	--	MOT	--	67 E	67	66	0	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-1 int	--	MOT	4	42 E	42	41	0	-1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-2	--	MOT	--	71 E	71	71	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-2 Int	--	MOT	4	46 E	46	46	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-1	--	MOT	--	60 E	60	59	0	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-1 Int	--	MOT	2	35 E	35	34	0	-1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-2	--	MOT	--	64 E	64	64	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-2 Int	--	MOT	2	39 E	39	39	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.3 W	S1877[P] R/W	MH	6	72 E	72	72	0	0	B (67)	A/E	71	1	*0*	70	2	*0*	69 T	3	*0*	68	4	*0*	**67 R**	**5**	*6*
R 11.4 W	S1877[P] R/W	MH	16	74 M,LT6,CAL	74	74	0	0	B (67)	A/E	73	1	*0*	70 T	4	*0*	69	5	*16*	67	7	*16*	**67 R,5**	**7**	*16*
R 11.5 W	S1877[P] R/W	MH	8	72 E	72	71	0	-1	B (67)	A/E	71	0	*0*	69 T	2	*0*	67	4	*0*	66	5	*8*	**65 R,5**	**6**	*8*
R 11.6 B,W	S1877[P] R/W	MH	3	68 E	68	68	0	0	B (67)	A/E	67	1	*0*	66 T	2	*0*	64	4	*0*	63	5	*3*	**62 R,5**	**6**	*3*
R 11.7 B,W,7	S1877[P] R/W	MH	3	68 E	68	68	0	0	B (67)	A/E	67	1	*0*	67	1	*0*	65 T	3	*0*	64	4	*0*	**63 R**	**5**	*3*
R 11.8 B,W,7	S1877[P] R/W	MH	6	70 E	70	70	0	0	B (67)	A/E	69	1	*0*	69	1	*0*	67 T	3	*0*	66	4	*0*	66	4	*0*
R 11.9 B,W,7	S1877[P] R/W	MH	17	70 E	70	70	0	0	B (67)	A/E	68	2	*0*	67	3	*0*	65 T	5	*17*	64	6	*17*	**64 R,5**	**6**	*17*
R 11.10 B,W,7	S1877[P] R/W	MH	13	68 E	68	68	0	0	B (67)	A/E	67	1	*0*	66	2	*0*	64 T	4	*0*	64	4	*0*	**63 R**	**5**	*13*
R 11.11 B,W,7	S1877[P] R/W	MH	13	67 E	67	67	0	0	B (67)	A/E	66	1	*0*	66	1	*0*	64 T	3	*0*	64	3	*0*	63	4	*0*
R 11.12 B,W,7	S1877[P] R/W	MH	2	65 E	65	65	0	0	B (67)	NONE	64	1	*0*	64	1	*0*	63 T	2	*0*	62	3	*0*	61	4	*0*
R 11.13	--	COM	1	78 E	78	75	0	-3	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-3 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 11.14 W	S1907[P] R/W	SFR	1	71 M,ST9	74	72	3	-2	B (67)	A/E	70	2	0	68 T	4	0	**67 R**	**5**	***1***	67	5	1	67	5	1
R 11.14A W		SFR	1	73 E	76	75	3	-1	B (67)	A/E	70 T	5	1	69	6	1	**68 R,5**	**7**	***1***	67	8	1	65	10	1
R 11.15 W		SFR	1	62 E	65	65	3	0	B (67)	NONE	64	1	0	64	1	0	62	3	0	61	4	0	60	5	1
R 11.15A		SFR	5	68 E	71	70	3	-1	B (67)	A/E	68	2	0	68	2	0	66 T	4	0	**65 R**	**5**	***5***	64	6	5
R 11.16		SFR	6	72 E	75	73	3	-2	B (67)	A/E	70	3	0	68	5	6	67 T	6	6	**66 R,5**	**7**	***6***	65	8	6
R 11.16A W		SFR	7	66 E	70	69	4	-1	B (67)	A/E	68	1	0	67	2	0	65 T	4	0	65	4	0	**64 R**	**5**	***7***
R 11.17 B,8		SFR	--	73 M,ST11	77	74	4	-3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.18 B		SFR	2	71 E	75	72	4	-3	B (67)	A/E	69	3	0	67 T	5	2	66	6	2	65	7	2	**65 R,5**	**7**	***2***
R 11.19 B,W		SFR	5	66 E	69	68	3	-1	B (67)	A/E	68	0	0	68	0	0	68	0	0	68	0	0	67	1	0
R 11.20 B,7		SFR	3	62 E	65	65	3	0	B (67)	NONE	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0
R 11.21 B,7		SFR	8	64 E	67	66	3	-1	B (67)	A/E	65	1	0	65	1	0	64 T	2	0	62	4	0	62	4	0
R 11.22 B,7		SFR	6	62 E	66	66	4	0	B (67)	A/E	64	2	0	64	2	0	62 T	4	0	**61 R**	**5**	***6***	60	6	6
R 11.23 B,7		SFR	2	65 E	69	68	4	-1	B (67)	A/E	66	2	0	66	2	0	64 T	4	0	63	5	2	**62 R,5**	**6**	***2***
R 11.24-1 B		MFR	4	73 E	77	73	4	-4	B (67)	A/E	70	3	0	67 T	6	4	67	6	4	65	8	4	**65 R,5**	**8**	***4***
R 11.24-2 B,6		MFR	4	74 E	77	77	3	0	B (67)	A/E	77	0	0	77	0	0	76	1	0	74	3	0	**70 R,T**	**7**	***4***
R 11.25-1 B,W		MFR	2	73 E	74	71	1	-3	B (67)	A/E	69	2	0	68 T	3	0	67	4	0	66	5	2	**65 R,5**	**6**	***2***
R 11.25-2 B,W,6		MFR	2	73 E	75	74	2	-1	B (67)	A/E	74	0	0	74	0	0	74	0	0	72	2	0	70	4	0
R 11.26-1 B,7		MFR	6	63 E	67	66	4	-1	B (67)	A/E	63	3	0	63	3	0	61 T	5	6	61	5	6	**60 R,5**	**6**	***6***
R 11.26-2 B,W,6,7		MFR	6	66 E	69	67	3	-2	B (67)	A/E	67	0	0	66	1	0	65	2	0	64	3	0	63	4	0
R 11.27-1 B,W,7	--	MFR	2	63 E	61	63	-2	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.27-2 B,W,6,7		MFR	2	69 E	65	65	-4	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-3 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 11.28 W	SW1[X]	MH	3	72 M,ST12	65	66	-7	1	B (67)	A/E	-- T	--	--	65	1	0	64	2	0	64	2	0	63	3	0
R 11.29 B,W,7		MH	3	70 E	64	64	-6	0	B (67)	NONE	--	--	--	64 T	0	0	63	1	0	63	1	0	63	1	0
R 11.30 B,W,7		MH	3	69 E	64	65	-5	1	B (67)	NONE	--	--	--	64 T	1	0	64	1	0	63	2	0	63	2	0
R 11.31 B,W,7		MH	3	70 E	65	65	-5	0	B (67)	NONE	--	--	--	65 T	0	0	64	1	0	64	1	0	63	2	0
R 11.32 B,W,7		MH	3	67 E	61	62	-6	1	B (67)	NONE	--	--	--	62 T	0	0	61	1	0	61	1	0	60	2	0
R 11.33 W		REC	1	77 E	65	66	-12	1	C (67)	A/E	--	--	--	65 T	1	0	64	2	0	63	3	0	63	3	0
R 11.34 W		REC	1	73 E	64	65	-9	1	C (67)	NONE	--	--	--	64	1	0	63	2	0	63	2	0	62	3	0
R 11.34A W		REC	1	63 E	59	61	-4	2	C (67)	NONE	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R 11.35 B,W		MH	6	75 E	65	66	-10	1	B (67)	A/E	--	--	--	65 T	1	0	64	2	0	64	2	0	63	3	0
R 11.36 B,W,7		MH	4	71 E	64	65	-7	1	B (67)	NONE	-- T	--	--	64	1	0	63	2	0	63	2	0	62	3	0
R 11.37 B,W		MH	4	72 E	63	64	-9	1	B (67)	NONE	--	--	--	63	1	0	63 T	1	0	62	2	0	62	2	0
R 11.38 B,W,7		MH	7	69 E	63	63	-6	0	B (67)	NONE	--	--	--	63 T	0	0	62	1	0	61	2	0	61	2	0
R 11.39 B,W		MH	8	71 E	64	65	-7	1	B (67)	NONE	--	--	--	64 T	1	0	64	1	0	63	2	0	63	2	0
R 11.40 B,W		MH	3	72 M,ST13	65	65	-7	0	B (67)	NONE	--	--	--	64	1	0	64 T	1	0	63	2	0	63	2	0
R 11.41 B,W,7		MH	8	66 E	62	62	-4	0	B (67)	NONE	--	--	--	62	0	0	61 T	1	0	61	1	0	60	2	0
R 11.42 B,W,7		MH	2	68 E	62	62	-6	0	B (67)	NONE	--	--	--	62	0	0	61 T	1	0	60	2	0	60	2	0
R 11.43	--	COM	1	71 E	75	76	4	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 11.44	S1969[P] R/W and Shoulder	SFR/FS	2	67 M,ST14	71	74	4	3	B (67)	A/E	69	5	2	68	6	2	**67 R,T**	**7**	2	67	7	2	67	7	2

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-3 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA[1,14]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA[1]	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(H), dBA[1,12]	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
															Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 11.45		SFR	1	64 [E]	68	64	69	65	70	5	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.46	W	SFR	2	63 [M,LT7]	66	63	68	63	68	5	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.47	W	SFR	2	64 [E]	67	65	69	65	69	5	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.48	W,8	--	--	65 [M,ST10]	68	65	70	66	70	5	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.49	--	COM	1	63 [E]	65	64	68	65	68	5	1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Noise Level Leq(h), dBA".
14 - Noise measurements LT7 and ST10 were conducted when train cars were parked on tracks reducing the existing traffic and train noise levels.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-4 – Predicted Future Noise Levels and Barrier Analysis – Segment 12 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 12.1 K	--	SFR	2	62 M,ST15	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.2 K		SFR	2	60 E	60	61	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.3 K		SFR	4	63 E	63	65	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4A K	--	SFR	1	67 E	59	59	-8	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4B K		SFR	1	67 E	59	59	-8	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4 K		SFR	4	70 M,LT8,CAL	57	57	-13	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.5 K		SFR	1	67 E	59	60	-8	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.6 B,K,7		SFR	2	59 E	55	55	-4	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.7	--	COM	1	70 E	71	72	1	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-1 W,8	--	MOT	--	66 E,H1B	67	67	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-1 W,Int		MOT	12	44 E	45	45	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-2 W,6		MOT	--	71 E	72	73	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-2 W,Int,6		MOT	12	49 E	50	51	1	1	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-3 W		MOT	--	73 E	74	74	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-3 W,Int,12		MOT	12	51 E	52	52	1	0	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.9 B,W		MOT	1	53 E	54	55	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.10 W	S2033 R/W	REC	4	66 E	67	68	1	1	C (67)	A/E	62 T	6	*4*	62	6	*4*	**61 R**	**7**	***4***	61	7	*4*	60	8	*4*
R 12.11 B	--	SCH	1	56 E	57	57	1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - A calibration factor of -4 dB is applied for this receiver and adjacent receivers with similar geographic features.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Insertion losses obtained from interior versus exterior noise measurements have been been applied to exterior noise levels to determine interior noise levels: R12.8-1/H1B - Days Inn: 22 dB reduction.

Table B-5 – Predicted Future Noise Levels and Barrier Analysis – Segment 13 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	10 feet			12 feet			14 feet			16 feet			18 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R13.1-1 [B]	--	MOT	--	63 [E]	64	64	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-1 [Int]		MOT	18	38 [E]	39	39	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-2 [B,6]		MOT	--	65 [E]	66	67	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-2 [Int,6]		MOT	18	40 [E]	41	42	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1A		COM	1	67 [E]	68	68	1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-1 [B]	--	MOT	--	65 [E]	66	68	1	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-1 [Int]		MOT	15	40 [E]	41	43	1	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-2 [B,6]		MOT	--	69 [E]	70	70	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-2 [Int,6]		MOT	15	44 [E]	45	45	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.3	S2079[P] R/W	SFR	3	66 [E]	67	69	1	2	B (67)	A/E	66	3	*0*	65	4	*0*	64 [T]	5	*3*	**63** [R,5]	**6**	*3*	63	6	*3*
R13.4		SFR	1	68 [M,ST16A/LT9,CAL]	69	71	1	2	B (67)	A/E	68	3	*0*	66	5	*1*	65 [T]	6	*1*	**64** [R]	**7**	*1*	63	8	*1*
R13.5		COM	1	65 [E]	66	67	1	1	E (72)	NONE	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*	63	4	*0*
R13.6	--	REC	1	58 [E]	59	60	1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.7		REC	1	58 [E]	59	60	1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-6 – Predicted Future Noise Levels and Barrier Analysis – Segment 14 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 14.1	--	COM	1	72 M,ST119	76	77	4	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.3	S2145 R/W	SFR	1	67 M,ST16	67	68	0	1	B (67)	A/E	66	2	*0*	65	3	*0*	65	3	*0*	64	4	*0*	**63 R,T**	**5**	***1***
R 14.4		MOT	--	75 E	77	76	2	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.4 Int		MOT	3	55 E	57	56	2	-1	D (52)	A/E	54	2	*0*	53	3	*0*	52	4	*0*	51 T	5	*3*	**51 R**	**5**	***3***
R 14.5 W		MH	5	71 E	73	73	2	0	B (67)	A/E	70	3	*0*	71	2	*0*	69 T	4	*0*	68	5	*5*	**68 R,5**	**5**	***5***
R 14.6 W		MH	6	71 M,ST17	73	73	2	0	B (67)	A/E	71	2	*0*	70	3	*0*	69	4	*0*	68 T	5	*6*	67	6	*6*
R 14.7		MH	3	73 E	75	76	2	1	B (67)	A/E	72	4	*0*	70	6	*3*	70 T	6	*3*	69	7	*3*	69	7	*3*
R 14.7A B,W,7		MH	7	67 E	69	69	2	0	B (67)	A/E	68	1	*0*	67	2	*0*	65 T	4	*0*	64	5	*7*	**64 R,5**	**5**	***7***
R 14.7B B,W,7		MH	6	69 E	71	71	2	0	B (67)	A/E	69	2	*0*	68	3	*0*	66 T	5	*6*	65	6	*6*	65	6	*6*
R 14.8 B,W,7		MH	2	65 E	67	67	2	0	B (67)	A/E	65	2	*0*	64	3	*0*	63 T	4	*0*	62	5	*2*	**62 R,5**	**5**	***2***
R 14.8A		SFR	2	59	61	62	2	1	B (67)	NONE	61	1	*0*	60	2	*0*	59	3	*0*	59	3	*0*	59	3	*0*
R 14.8B		SFR	2	65	67	68	2	1	B (67)	A/E	65	3	*0*	65 T	3	*0*	64	4	*0*	63	5	*2*	62	6	*2*
R 14.9		SFR	2	71 M,LT10	73	74	2	1	B (67)	A/E	70	4	*0*	70	4	*0*	69 T	5	*2*	69	5	*2*	69	5	*2*
R 14.9A		SFR	--	72 M,ST17A/CAL	74	75	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.10 W		MH	3	68 E	70	71	2	1	B (67)	A/E	69	2	*0*	68	3	*0*	68 T	3	*0*	67	4	*0*	67	4	*0*
R 14.11 W		MH	3	68 E	70	71	2	1	B (67)	A/E	69	2	*0*	68	3	*0*	67 T	4	*0*	67	4	*0*	67	4	*0*
R 14.11A B,W,7		MH	2	62 E	64	64	2	0	B (67)	NONE	63	1	*0*	62	2	*0*	61	3	*0*	61	3	*0*	60	4	*0*
R 14.12 B,W,7		MH	2	61 E	63	63	2	0	B (67)	NONE	62	1	*0*	61	2	*0*	61	2	*0*	60	3	*0*	60	3	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 20 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-6 – Predicted Future Noise Levels and Barrier Analysis – Segment 14 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA [1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA [1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)											
					Design Year No Build Noise Level Leq(h), dBA [1]	Design Year Build Noise Level Leq(h), dBA [1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4]	18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 14.1	--	COM	1	72 M,ST119	76	77	4	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--
R 14.3	S2145 R/W	SFR	1	67 M,ST16	67	68	0	1	B (67)	A/E	63	5	*1*	62	6	*1*	62	6	*1*	62	6	*1*
R 14.4		MOT	--	75 E	77	76	2	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.4 Int		MOT	3	55 E	57	56	2	-1	D (52)	A/E	51	5	*3*	50	6	*3*	50	6	*3*	50	6	*3*
R 14.5 W		MH	5	71 E	73	73	2	0	B (67)	A/E	67	6	*5*	67	6	*5*	66	7	*5*	66	7	*5*
R 14.6 W		MH	6	71 M,ST17	73	73	2	0	B (67)	A/E	67	6	*6*	**66 R,5**	**7**	***6***	66	7	*6*	65	8	*6*
R 14.7		MH	3	73 E	75	76	2	1	B (67)	A/E	69	7	*3*	**69 R,5**	**7**	***3***	69	7	*3*	68	8	*3*
R 14.7A B,W,7		MH	7	67 E	69	69	2	0	B (67)	A/E	63	6	*7*	63	6	*7*	62	7	*7*	62	7	*7*
R 14.7B B,W,7		MH	6	69 E	71	71	2	0	B (67)	A/E	64	7	*6*	**63 R,5**	**8**	***6***	63	8	*6*	63	8	*6*
R 14.8 B,W,7		MH	2	65 E	67	67	2	0	B (67)	A/E	62	5	*2*	61	6	*2*	61	6	*2*	60	7	*2*
R 14.8A		SFR	2	59	61	62	2	1	B (67)	NONE	59	3	*0*	59	3	*0*	59	3	*0*	58	4	*0*
R 14.8B		SFR	2	65	67	68	2	1	B (67)	A/E	61	7	*2*	61	7	*2*	**60 R,5**	**8**	***2***	60	8	*2*
R 14.9		SFR	2	71 M,LT10	73	74	2	1	B (67)	A/E	69	5	*2*	68	6	*2*	**68 R,5**	**6**	***2***	68	6	*2*
R 14.9A		SFR	--	72 M,ST17A/CAL	74	75	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.10 W		MH	3	68 E	70	71	2	1	B (67)	A/E	67	4	*0*	67	4	*0*	**66 R**	**5**	***3***	66	5	*3*
R 14.11 W		MH	3	68 E	70	71	2	1	B (67)	A/E	66	5	*3*	66	5	*3*	**66 R,5**	**5**	***3***	66	5	*3*
R 14.11A B,W,7		MH	2	62 E	64	64	2	0	B (67)	NONE	60	4	*0*	59	5	*2*	**59 R,5**	**5**	***2***	59	5	*2*
R 14.12 B,W,7		MH	2	61 E	63	63	2	0	B (67)	NONE	60	3	*0*	59	4	*0*	59	4	*0*	59	4	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 20 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-6 – Predicted Future Noise Levels and Barrier Analysis – Segment 14 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA[1]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA[1]	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(H), dBA[1,12]	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
															Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 14.1A		SCH	1	62 E	56	62	63	63	64	0	1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.1B	--	SCH	1	63 E	58	63	64	64	65	0	1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.2		MFR	2	64 E	46	64	64	65	65	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Noise Level Leq(h), dBA".
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 20 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-7 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 15.1 W	SW5[X] R/W	SFR	2	68 M,ST19	68	69	0	1	B (67)	A/E	--	--	--	--	--	--	68	1	*0*	67	2	*0*	66 T	3	*0*
R 15.2 W		SFR	3	68 E	68	68	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	68 T	0	*0*	67	1	*0*
R 15.3 W		SFR	1	66 E	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	66	0	*0*	65	1	*0*	65 T	1	*0*
R 15.4 B,W,7		SFR	2	65 E	65	66	0	1	B (67)	A/E	--	--	--	--	--	--	65	1	*0*	64	2	*0*	64	2	*0*
R 15.5 B,W,7		SFR	4	65 E	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	64	1	*0*	64	1	*0*
R 15.6 W		SFR	3	66 E	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	65	1	*0*	64	2	*0*
											18 feet			20 feet			22 feet			24 feet			--		
R 15.1 W	SW5[X] R/W	SFR	2	68 M,ST19	68	69	0	1	B (67)	A/E	65	4	*0*	65	4	*0*	64	5	*2*	64	5	*2*	--	--	--
R 15.2 W		SFR	3	68 E	68	68	0	0	B (67)	A/E	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*	--	--	--
R 15.3 W		SFR	1	66 E	66	66	0	0	B (67)	A/E	64	2	*0*	64	2	*0*	64	2	*0*	64	2	*0*	--	--	--
R 15.4 B,W,7		SFR	2	65 E	65	66	0	1	B (67)	A/E	63 T	3	*0*	63	3	*0*	63	3	*0*	63	3	*0*	--	--	--
R 15.5 B,W,7		SFR	4	65 E	65	65	0	0	B (67)	NONE	63	2	*0*	63	2	*0*	64	1	*0*	64	1	*0*	--	--	--
R 15.6 W		SFR	3	66 E	66	66	0	0	B (67)	A/E	64 T	2	*0*	63	3	*0*	63	3	*0*	63	3	*0*	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-7 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 15.7 [W]	SW5[X] Shoulder	SFR	2	69 [E]	67	68	-2	1	B (67)	A/E	--	--	--	--	--	--	67 [T]	1	*0*	66	2	*0*	-- [10]	--	--
R 15.8 [W]		SFR	5	69 [E]	67	67	-2	0	B (67)	A/E	--	--	--	67 [T]	0	*0*	66	1	*0*	66	1	*0*	-- [10]	--	--
R 15.9 [W]		SFR	4	69 [M,ST19A,CAL]	67	67	-2	0	B (67)	A/E	-- [T]	--	--	66	1	*0*	66	1	*0*	65	2	*0*	-- [10]	--	--
R 15.10 [B,W]		SFR	4	67 [M,LT12]	65	65	-2	0	B (67)	NONE	--	--	--	65	0	*0*	65	0	*0*	64	1	*0*	-- [10]	--	--
R 15.11 [B,W,7]		SFR	4	68 [E]	66	66	-2	0	B (67)	A/E	--	--	--	65	1	*0*	64 [T]	2	*0*	64	2	*0*	-- [10]	--	--
R 15.12	--	COM	1	75 [E]	73	74	-2	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-7 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA[14]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 15.13	Shoulder	SFR	5	60 [M,ST18]	64	60	65	61	65	0	1	0	B (67)	NONE	65	0	*0*	65	0	*0*	65	0	*0*	65	0	*0*	-- [10]	–	--
R 15.14		SFR	5	66 [E]	70	66	71	67	71	0	1	0	B (67)	A/E	71	0	*0*	71	0	*0*	71 [T]	0	*0*	70	1	*0*	-- [10]	–	--
R 15.15		SFR	6	69 [E]	70	66	71	67	72	-3	1	1	B (67)	A/E	71	1	*0*	71	1	*0*	71 [T]	1	*0*	71	1	*0*	-- [10]	–	--
R 15.16		SFR	6	66 [M,LT11,CAL]	68	63	69	65	70	-3	2	1	B (67)	NONE	69	1	*0*	69	1	*0*	69	1	*0*	69	1	*0*	-- [10]	–	--
R 15.17		SFR	2	66 [E]	68	63	69	65	69	-3	2	0	B (67)	NONE	69	0	*0*	69	0	*0*	69	0	*0*	69	0	*0*	-- [10]	–	--
R 15.18		SFR	2	65 [E]	68	62	69	64	69	-3	2	0	B (67)	NONE	69	0	*0*	69	0	*0*	68	1	*0*	68	1	*0*	-- [10]	–	--
R 15.19		SFR	3	66 [E]	66	63	68	63	68	-3	0	0	B (67)	NONE	68	0	*0*	67	1	*0*	67	1	*0*	67	1	*0*	-- [10]	–	--
R 15.20	--	SFR	4	62 [E]	64	64	67	63	66	2	-1	-1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.21		SFR	3	57 [E]	66	59	66	60	67	2	1	1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.22		SFR	4	55 [M,ST20]	62	57	63	58	63	2	1	0	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.23		SFR	5	56 [E]	60	58	62	58	62	2	0	0	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
14 - Existing Conditions do not include train noise for ST18 and ST20; however there is potential train noise included in noise measurement LT11.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-8 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
											8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 16.1 [B,W]	--	MOT	1	61 [E]	62	62	1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 16.2 [B]	Shoulder	SFR	1	69 [E]	70	70	1	0	B (67)	A/E	69	1	*0*	68	2	*0*	67 [T]	3	*0*	67	3	*0*	-- [10]	--	--
R 16.3 [B]		COM	1	75 [E]	76	76	1	0	E (72)	A/E	71	5	*1*	69	7	*1*	68	8	*1*	67 [T]	9	*1*	-- [10]	--	--
R 16.4 [B]		SFR	1	70 [E]	71	72	1	1	B (67)	A/E	69	3	*0*	68	4	*0*	68	4	*0*	67 [T]	5	*1*	-- [10]	--	--
R 16.5 [B,W,7]		SFR	4	65 [E]	66	65	1	-1	B (67)	NONE	64	1	*0*	64	1	*0*	62	3	*0*	62	3	*0*	-- [10]	--	--
R 16.6 [B,W]		REL	1	63 [E]	64	63	1	-1	--	--	62	1	*0*	62	1	*0*	60	3	*0*	59	4	*0*	-- [10]	--	--
R 16.7 [B,7]		SFR	2	61 [E]	62	63	1	1	B (67)	NONE	62	1	*0*	61	2	*0*	60	3	*0*	59	4	*0*	-- [10]	--	--
R 16.8 [B,7]		MH	6	65 [E]	66	65	1	-1	B (67)	NONE	63	2	*0*	63	2	*0*	62	3	*0*	60	5	*6*	-- [10]	--	--
R 16.9 [B,7]		SFR	6	62 [E]	63	63	1	0	B (67)	NONE	61	2	*0*	61	2	*0*	60	3	*0*	60	3	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-8 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 16.10 W,B	R/W & Shoulder	SFR	3	63 E	64	65	1	1	B (67)	NONE	65	0	*0*	65	0	*0*	65	0	*0*	65	0	*0*	65	0	*0*
R 16.11 W,B		SFR	3	61 M,LT13	62	63	1	1	B (67)	NONE	62	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*	61	2	*0*
R 16.12 B		SFR	1	66 E	67	67	1	0	B (67)	A/E	65	2	*0*	64	3	*0*	64	3	*0*	63 T	4	*0*	63	4	*0*
R 16.13 B		SFR	4	65 E	66	66	1	0	B (67)	A/E	65	1	*0*	64	2	*0*	63	3	*0*	62 T	4	*0*	62	4	*0*
R 16.14 B		SFR	2	62 E	63	64	1	1	B (67)	NONE	63	1	*0*	63	1	*0*	62	2	*0*	62	2	*0*	62	2	*0*
R 16.15-1		MOT	--	67 E	67	68	0	1	--	--	65	3	--	65	3	--	64	4	--	63	5	--	-- [10]	--	--
R 16.15-1 Int,B		MOT	6	42 E	42	43	0	1	D (52)	NONE	40	3	*0*	40	3	*0*	39	4	*0*	38	5	*6*	-- [10]	--	--
R 16.15-2		MOT	--	71 E	71	71	0	0	--	--	69	2	--	68	3	--	68	3	--	66	5	--	-- [10]	--	--
R 16.15-2 Int,B,6		MOT	6	46 E	46	46	0	0	D (52)	NONE	44	2	*0*	43	3	*0*	43	3	*0*	41	5	*6*	-- [10]	--	--
R 16.16-1		MOT	--	67 E	67	67	0	0	--	--	65	2	--	64	3	--	63	4	--	62	5	--	-- [10]	--	--
R 16.16-1 Int,B		MOT	14	42 E	42	42	0	0	D (52)	NONE	40	2	*0*	39	3	*0*	38	4	*0*	37	5	*14*	-- [10]	--	--
R 16.16-2		MOT	--	71 E	71	71	0	0	--	--	69	2	--	68	3	--	68	3	--	67	4	--	-- [10]	--	--
R 16.16-2 Int,B,6		MOT	14	46 E	46	46	0	0	D (52)	NONE	44	2	*0*	43	3	*0*	43	3	*0*	42	4	*0*	-- [10]	--	--
R 16.17 B,W		MOT	1	70 M,ST20A,CAL	70	70	0	0	E (72)	NONE	67	3	*0*	66	4	*0*	65	5	*1*	64	6	*1*	-- [10]	--	--
R 16.18 B,7		SFR	8	61 E	62	63	1	1	B (67)	NONE	62	1	*0*	61	2	*0*	61	2	*0*	60	3	*0*	-- [10]	--	--
R 16.19 B,7		SFR	3	63 E	64	65	1	1	B (67)	NONE	63	2	*0*	63	2	*0*	63	2	*0*	62	3	*0*	-- [10]	--	--
R 16.20-1		MOT	--	66 E	66	67	0	1	--	--	65	2	--	65	2	--	65	2	--	64	3	--	-- [10]	--	--
R 16.20-1 Int,B		MOT	4	41 E	41	42	0	1	D (52)	NONE	40	2	*0*	40	2	*0*	40	2	*0*	39	3	*0*	-- [10]	--	--
R 16.20-2		MOT	--	69 E	69	69	0	0	--	--	67	2	--	67	2	--	67	2	--	66	3	--	-- [10]	--	--
R 16.20-2 Int,B,6		MOT	4	44 E	44	44	0	0	D (52)	NONE	42	2	*0*	42	2	*0*	42	2	*0*	41	3	*0*	-- [10]	--	--
R 16.21 B		MOT	1	61 E	61	61	0	0	E (72)	NONE	60	1	*0*	60	1	*0*	60	1	*0*	60	1	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-8 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 16.22	--	SFR	3	55 [E]	61	57	63	58	63	2	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 16.23		SFR/MFR	14	56 [E]	60	58	62	59	62	2	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 1A-1	-	MOT	--	67 C	67	69	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-1 Int		MOT	6	39 C	39	41	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-2 6		MOT	--	70 C	70	72	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-2 Int,6		MOT	6	42 C	42	44	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-3 12		MOT	--	71 C	71	72	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-3 Int,12		MOT	6	43 C	43	44	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-1		MOT	--	70 C	70	72	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-1 Int		MOT	6	42 C	42	44	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-2 6		MOT	--	73 C	73	74	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-2 Int,6		MOT	6	45 C	45	46	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-3 12		MOT	--	74 C	74	75	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-3 Int,12		MOT	6	46 C	46	47	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. A 28 dB reduction has been applied to exterior noise levels based on building noise reduction measurements conducted for this site.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 2 [13]	SW241[X] Property Line	SFR	1	66 [C]	58	59	-8	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 3 [13]		SFR	1	67 [C]	58	59	-9	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 4 [13]		SFR	2	67 [C]	58	59	-9	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 5 [13]		SFR	2	68 [C]	58	59	-10	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 6 [13]		SFR	2	68 [C]	59	60	-9	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 7 [13]		SFR	2	69 [C]	59	60	-10	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 8 [13]		SFR	1	69 [C]	61	63	-8	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 9 [9]	--	--	--	74 [M,ST23]	74	77	0	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 10 [B,7]	--	SFR	3	62 [C]	62	64	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 11 [W]	--	SFR	4	59 [C]	59	60	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 12 [W]		SFR	12	60 [C]	60	62	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 13 [W]		SFR	7	61 [C]	61	61	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 14 [W]		SFR	3	62 [C]	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 15 W	SW264[X] Property Line	SFR	2	65 E	64	66	-1	2	B (67)	A/E	--	--	--	65	1	*0*	64	2	*0*	63	3	*0*	62	4	*0*
R17. 16 W		SFR	3	65 E	64	66	-1	2	B (67)	A/E	--	--	--	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R17. 17 W		SFR	5	66 M,LT14,CAL	65	66	-1	1	B (67)	A/E	--	--	--	65	1	*0*	65	1	*0*	64	2	*0*	63	3	*0*
R17. 18 W		SFR	6	65 E	64	67	-1	3	B (67)	A/E	--	--	--	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*
R17. 19 B,W,7		SFR	2	63 E	62	62	-1	0	B (67)	NONE	--	--	--	62	0	*0*	62	0	*0*	61	1	*0*	61	1	*0*
R17. 20 B,W,7		SFR	6	63 E	62	64	-1	2	B (67)	NONE	--	--	--	63	1	*0*	63	1	*0*	63	1	*0*	62	2	*0*
R17. 21 B,W,7		SFR	3	64 E	63	64	-1	1	B (67)	NONE	--	--	--	64	0	*0*	63	1	*0*	63	1	*0*	62	2	*0*
R17. 22 B,W,7		SFR	3	65 E	64	65	-1	1	B (67)	NONE	--	--	--	64	1	*0*	63	2	*0*	63	2	*0*	62	3	*0*
R17. 23 B,W,7		SFR	4	63 E	62	63	-1	1	B (67)	NONE	--	--	--	63	0	*0*	62	1	*0*	62	1	*0*	61	2	*0*
R17. 24 B,W,7		SFR	3	66 E	65	68	-1	3	B (67)	A/E	--	--	--	67	1	*0*	67	1	*0*	67	1	*0*	67	1	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 18 [W]	S2435[P] R/W and S2437[P] Shoulder	SFR	5	65 [E]	64	67	-1	3	B (67)	A/E	65	2	*0*	65	2	*0*	64	3	*0*	64	3	*0*	64	3	*0*
R17. 24 [B,W,7]		SFR	3	66 [E]	65	68	-1	3	B (67)	A/E	65	3	*0*	65	3	*0*	64	4	*0*	64	4	*0*	64	4	*0*
R17. 25 [B,W]		MFR	4	68 [E]	66	66	-2	0	B (67)	A/E	64	2	*0*	62 [T]	4	*0*	61	5	*4*	**61 [R,5]**	**5**	***4***	60	6	*4*
R17. 26 [W]		MFR	3	70 [E]	68	68	-2	0	B (67)	A/E	66	2	*0*	64 [T]	4	*0*	63	5	*3*	**62 [R,5]**	**6**	***3***	62	6	*3*
R17. 27 [B,W]		MFR	3	68 [E]	66	66	-2	0	B (67)	A/E	63	3	*0*	61 [T]	5	*3*	60	6	*3*	**59 [R]**	**7**	***3***	59	7	*3*
R17. 28 [B,W]		MFR	1	61 [E]	59	60	-2	1	B (67)	NONE	59	1	*0*	59 [T]	1	*0*	58	2	*0*	58	2	*0*	58	2	*0*
R17. 29 [B,W]		MFR	2	68 [E]	66	66	-2	0	B (67)	A/E	64	2	*0*	62 [T]	4	*0*	62	4	*0*	**61 [R]**	**5**	***2***	61	5	*2*
R17. 30 [W,8]		MFR	--	70 [M,ST25]	68	68	-2	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 31 [B,W,7]		MFR	3	60 [E]	58	58	-2	0	B (67)	NONE	55	3	*0*	55	3	*0*	53	5	*3*	**52 [R,5]**	**6**	***3***	52	6	*3*
R17. 32 [B,W]	--	MFR	10	59 [E]	57	57	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 33A	--	REL	--	68 C	68	69	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 33A Int		REL	1	43 C	43	44	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 33	--	COM	1	75 C	75	76	0	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 34	S2384[P] R/W and S2382[P] Shoulder	SFR	1	69 C	69	70	0	1	B (67)	A/E	68	2	*0*	67	3	*0*	66 T	4	*0*	65	5	*1*	**63 R**	**7**	***1***
R17. 35 [8]		--	--	66 M,ST21	67	69	1	2	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 36	--	COM	1	74 C	74	76	0	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 37		COM	1	77 M,ST121	79	80	2	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. A 25 dB reduction has been applied to exterior noise levels.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 38		MH	4	75 [M,ST24]	77	78	2	1	B (67)	A/E	71	7	*4*	70 [T]	8	*4*	68	10	*4*	**67 [R,5]**	**11**	***4***	67	11	*4*
R17. 39		MH	6	71 [E]	73	75	2	2	B (67)	A/E	72	3	*0*	71 [T]	4	*0*	**70 [R]**	**5**	***6***	70	5	*6*	70	5	*6*
R17. 40		MH	6	68 [E]	70	71	2	1	B (67)	A/E	68	3	*0*	65 [T]	6	*6*	**64 [R]**	**7**	***6***	64	7	*6*	63	8	*6*
R17. 41 [B,7]		MH	1	71 [E]	73	74	2	1	B (67)	A/E	71	3	*0*	70	4	*0*	68	6	*1*	67	7	*1*	**67 [R,5]**	**7**	***1***
R17. 42 [B,7]	S2434A[P] R/W and S2438[P] Shoulder Option 1	MH	2	68 [E]	70	71	2	1	B (67)	A/E	69	2	*0*	68	3	*0*	67	4	*0*	67	4	*0*	**66 [R]**	**5**	***2***
R17. 43 [B,7]		MH	7	68 [E]	70	72	2	2	B (67)	A/E	70	2	*0*	69	3	*0*	**67 [R]**	**5**	***7***	67	5	*7*	66	6	*7*
R17. 44 [B,7]		MH	6	67 [E]	69	71	2	2	B (67)	A/E	68	3	*0*	68	3	*0*	**66 [R]**	**5**	***6***	66	5	*6*	65	6	*6*
R17. 45 [B,7]		MH	4	66 [E]	68	69	2	1	B (67)	A/E	66	3	*0*	66	3	*0*	**64 [R]**	**5**	***4***	63	6	*4*	63	6	*4*
R17. 46 [W]		SFR	2	65 [E]	66	68	1	2	B (67)	A/E	66	2	*0*	64 [T]	4	*0*	**63 [R]**	**5**	***2***	63	5	*2*	62	6	*2*
R17. 47A [W]		SFR	2	66 [E]	67	68	1	1	B (67)	A/E	67	1	*0*	65 [T]	3	*0*	64	4	*0*	**63 [R]**	**5**	***2***	63	5	*2*
R17. 47 [9]		--	--	68 [M,LT15,CAL]	69	69	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 48		SFR	2	67 [E]	68	68	1	0	B (67)	A/E	67	1	*0*	67 [T]	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-9 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 38	S2434B[P] and S2438[P] Shoulder Option 2	MH	4	75 [M,ST24]	77	78	2	1	B (67)	A/E	72	6	*4*	69 [T]	9	*4*	**68** [R,5]	**10**	***4***	68	10	*4*	-- [10]	--	--
R17. 39		MH	6	71 [E]	73	75	2	2	B (67)	A/E	70	5	*6*	69 [T]	6	*6*	**67** [R,5]	**8**	***6***	66	9	*6*	-- [10]	--	--
R17. 40		MH	6	68 [E]	70	71	2	1	B (67)	A/E	68	3	*0*	66 [T]	5	*6*	64	7	*6*	**64** [R,5]	**7**	***6***	-- [10]	--	--
R17. 41 [B,7]		MH	1	71 [E]	73	74	2	1	B (67)	A/E	69	5	*1*	69	5	*1*	**67** [R,5]	**7**	***1***	67	7	*1*	-- [10]	--	--
R17. 42 [B,7]		MH	2	68 [E]	70	71	2	1	B (67)	A/E	67	4	*0*	67	4	*0*	**66** [R]	**5**	***2***	66	5	*2*	-- [10]	--	--
R17. 43 [B,7]		MH	7	68 [E]	70	72	2	2	B (67)	A/E	68	4	*0*	67	5	*7*	**65** [R,5]	**7**	***7***	64	8	*7*	-- [10]	--	--
R17. 44 [B,7]		MH	6	67 [E]	69	71	2	2	B (67)	A/E	67	4	*0*	66	5	*6*	**64** [R,5]	**7**	***6***	64	7	*6*	-- [10]	--	--
R17. 45 [B,7]		MH	4	66 [E]	68	69	2	1	B (67)	A/E	66	3	*0*	66	3	*0*	63	6	*4*	**63** [R,5]	**6**	***4***	-- [10]	--	--
R17. 46 [W]		SFR	2	65 [E]	66	68	1	2	B (67)	A/E	66	2	*0*	64 [T]	4	*0*	63	5	*2*	**63** [R,5]	**5**	***2***	-- [10]	--	--
R17. 47A [W]		SFR	2	66 [E]	67	68	1	1	B (67)	A/E	67	1	*0*	65 [T]	3	*0*	64	4	*0*	**63** [R]	**5**	***2***	-- [10]	--	--
R17. 47 [9]		--	--	68 [M,LT15,CAL]	69	69	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R17. 48		SFR	2	67 [E]	68	68	1	0	B (67)	A/E	67	1	*0*	67 [T]	1	*0*	66	2	*0*	65	3	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-10 – Predicted Future Noise Levels and Barrier Analysis – Segment 18 – Alternative 2

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA1						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R18. 1	--	COM	1	72 [E]	70	70	-2	0	F	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 2		COM	1	72 [E]	70	70	-2	0	F	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 3	--	REC	1	73 [E]	71	71	-2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 4		REC	1	70 [E]	68	68	-2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 5	--	COM	1	70 [E]	70	71	0	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 6-1	S2476[P] Shoulder	MFR	2	66 [M,ST26]	66	67	0	1	B (67)	A/E	64	3	*0*	63	4	*0*	**62** [R,T]	**5**	***2***	61	6	*2*	-- [10]	--	--
R18. 6-2 [6]		MFR	2	69 [E]	69	69	0	0	B (67)	A/E	64	5	*2*	64	5	*2*	**62** [R,T,5]	**7**	***2***	61	8	*2*	-- [10]	--	--
R18. 7-1		MFR	6	65 [E]	65	64	0	-1	B (67)	NONE	61	3	*0*	61	3	*0*	**59** [R,T]	**5**	***6***	58	6	*6*	-- [10]	--	--
R18. 7-2 [6]		MFR	6	67 [E]	67	66	0	-1	B (67)	A/E	63	3	*0*	62	4	*0*	62	4	*0*	61	5	*6*	-- [10]	--	--
R18. 8-1		MFR	8	65 [E]	65	65	0	0	B (67)	NONE	62	3	*0*	61	4	*0*	**59** [R,T]	**6**	***8***	58	7	*8*	-- [10]	--	--
R18. 8-2 [6]		MFR	8	68 [E]	68	67	0	-1	B (67)	A/E	63	4	*0*	62	5	*8*	**60** [R,T,5]	**7**	***8***	59	8	*8*	-- [10]	--	--
R18. 9-1 [7]		MFR	4	62 [E]	62	61	0	-1	B (67)	NONE	58	3	*0*	58	3	*0*	**56** [R,T]	**5**	***4***	55	6	*4*	-- [10]	--	--
R18. 9-2 [6,7]		MFR	4	64 [E]	64	63	0	-1	B (67)	NONE	60	3	*0*	60	3	*0*	59	4	*0*	58	5	*4*	-- [10]	--	--
R18. 10-1 [7]		MFR	4	60 [E]	60	61	0	1	B (67)	NONE	59	2	*0*	58	3	*0*	57	4	*0*	56	5	*4*	-- [10]	--	--
R18. 10-2 [6,7]		MFR	4	63 [E]	63	63	0	0	B (67)	NONE	61	2	*0*	60	3	*0*	59	4	*0*	59	4	*0*	-- [10]	--	--
R18. 11-1		MFR	2	67 [E]	67	68	0	1	B (67)	A/E	65	3	*0*	64	4	*0*	**63** [R,T]	**5**	***2***	62	6	*2*	-- [10]	--	--
R18. 11-2 [6]		MFR	2	70 [E]	70	70	0	0	B (67)	A/E	66	4	*0*	65	5	*2*	**64** [R,T,5]	**6**	***2***	63	7	*2*	-- [10]	--	--
R18. 12-1		MFR	4	67 [E]	67	68	0	1	B (67)	A/E	64	4	*0*	64	4	*0*	**62** [R,T]	**6**	***4***	62	6	*4*	-- [10]	--	--
R18. 12-2 [6]		MFR	4	70 [E]	70	70	0	0	B (67)	A/E	66	4	*0*	65	5	*4*	**63** [R,T,5]	**7**	***4***	62	8	*4*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; RS - radio station; PI - public institute.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-10 – Predicted Future Noise Levels and Barrier Analysis – Segment 18 – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA1						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R18. 13-1 [7]	S2476[P] Shoulder	MFR	2	66 [E]	66	66	0	0	B (67)	A/E	62	4	*0*	62	4	*0*	**60** [R,T]	**6**	***2***	60	6	*2*	-- [10]	--	--
R18. 13-2 [6,7]		MFR	2	68 [E]	68	68	0	0	B (67)	A/E	64	4	*0*	63	5	*2*	**62** [R,T,5]	**6**	***2***	61	7	*2*	-- [10]	--	--
R18. 14-1		MFR	6	68 [E]	68	69	0	1	B (67)	A/E	65	4	*0*	65	4	*0*	**63** [R,T]	**6**	***6***	63	6	*6*	-- [10]	--	--
R18. 14-2 [6]		MFR	6	71 [E]	71	72	0	1	B (67)	A/E	67	5	*6*	66	6	*6*	**65** [R,T,5]	**7**	***6***	64	8	*6*	-- [10]	--	--
R18. 15-1		MFR	4	67 [E]	67	67	0	0	B (67)	A/E	65	2	*0*	64	3	*0*	63 [T]	4	*0*	**62** [R]	**5**	***4***	-- [10]	--	--
R18. 15-2 [6]		MFR	4	69 [E]	69	70	0	1	B (67)	A/E	66	4	*0*	65	5	*4*	64 [T]	6	*4*	**64** [R,5]	**6**	***4***	-- [10]	--	--
R18. 16-1		MFR	4	62 [E]	62	64	0	2	B (67)	NONE	60	4	*0*	60	4	*0*	59 [T]	5	*4*	**58** [R,5]	**6**	***4***	-- [10]	--	--
R18. 16-2 [6]		MFR	4	67 [E]	67	69	0	2	B (67)	A/E	66	3	*0*	65	4	*0*	64 [T]	5	*4*	**64** [R,5]	**5**	***4***	-- [10]	--	--
R18. 17 [B,W,7]		SFR	3	62 [E]	62	63	0	1	B (67)	NONE	61	2	*0*	61	2	*0*	60	3	*0*	60	3	*0*	-- [10]	--	--
R18. 18 [W]		SFR	8	62 [M,LT16,ST26A,CAL]	62	63	0	1	B (67)	NONE	62	1	*0*	61	2	*0*	61	2	*0*	60	3	*0*	-- [10]	--	--
R18. 19 [W]		SFR	5	63 [E]	63	63	0	0	B (67)	NONE	63	0	*0*	63	0	*0*	62	1	*0*	62	1	*0*	-- [10]	--	--
R18. 20	--	MFR	4	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 21		MFR	4	63 [M,ST27]	63	64	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 22		MFR	4	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 23	--	COM	1	68 [E]	68	68	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 24	--	COM	1	72 [M,ST28]	70	69	-2	-1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 25	Shoulder	RS	--	73 [E]	71	72	-2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 25 [Int]		RS	1	48 [E]	46	47	-2	1	D (52)	NONE	44	3	*0*	43	4	*0*	42	5	*1*	41	6	*1*	-- [10]	--	--
R18. 26		PI	1	67 [E]	65	66	-2	1	C (67)	A/E	63	3	*0*	62	4	*0*	62	4	*0*	61	5	*1*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; RS - radio station; PI - public institute.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates that no barrier was analuzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-11 – Predicted Future Noise Levels and Barrier Analysis – Segment 18A – Alternative 2

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R18A. 1A	--	COM	1	74 C	74	77	0	3	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 1	--	SCH	1	62 C	62	64	0	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-1	--	MOT	--	62 C	62	62	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-1 Int		MOT	5	37 C	37	37	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-2 6		MOT	--	65 C	66	66	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-2 6,Int		MOT	5	40 C	41	41	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 3	--	MOT	1	61 C	61	62	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-1		MOT	--	61 C,H6	61	62	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-1 Int		MOT	4	38 C	38	39	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-2 6		MOT	--	67 C	68	69	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-2 6,Int		MOT	4	44 C	45	46	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-1		MOT	--	63 C	63	63	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-1 Int		MOT	4	40 C	40	40	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-2 6		MOT	--	70 C	70	71	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-2 6,Int		MOT	4	47 C	47	48	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute.

3 - M - Measured noise level; STxx or LTxx - measurement site number; C - calculated existing noise level; CAL - model calibration site; Hxx - indoor/outdoor measurement; E - estimated from No Build noise level and measurement sites.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of a calibration location.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels of Americas Best Value Inn based o building construction; a 23, 20, and 25 dB reduction has been applied to exterior noise levels of Super 8, Good Nite Inn, and Country Inn Suites, respectively, based on building noise reduction measurements conducted at these sites.

Table B-11 – Predicted Future Noise Levels and Barrier Analysis – Segment 18A – Alternative 2 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R18A. 6 [8]		MOT	-	76 [C,ST28A,CAL]	76	76	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-1 [B,W]		MOT	--	70 [C,H18]	70	70	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-1 [B,Int,W]	--	MOT	7	50 [C]	50	50	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-2 [B,6]		MOT	--	73 [C]	73	73	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-2 [B,6,Int]		MOT	7	53 [C]	53	53	0	0	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 8	--	COM	1	65 [C]	66	67	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-1		MOT	--	67 [C,H5]	67	68	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-1 [Int]		MOT	12	42 [C]	42	43	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-2 [6]		MOT	--	71 [C]	71	72	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-2 [6,Int]	--	MOT	12	46 [C]	46	47	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-3 [12]		MOT	--	74 [C]	74	75	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-3 [12,Int]		MOT	12	49 [C]	49	50	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 10		MOT	1	64 [C]	64	65	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 11	--	COM	1	63 [C]	63	64	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute; RS - radio station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; C - calculated existing noise level; CAL - model calibration site; Hxx - indoor/outdoor measurement; E - estimated from No Build noise level and measurement sites.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of a calibration location.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels of Americas Best Value Inn based o building construction; a 23, 20, and 25 dB reduction has been applied to exterior noise levels of Super 8, Good Nite Inn, and Country Inn Suites, respectively, based on building noise reduction measurements conducted at these sites.

Table B-12 – Predicted Future Noise Levels and Barrier Analysis – Segment 1 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 1.1 W,K	SW639 / Shoulder	SFR	2	61 E	61	61	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.2 W,K		SFR	2	60 M,ST56	60	60	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.3 W,K		SFR	4	60 E	60	60	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.4 W,K		SFR	4	62 E	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.5 W,K		SFR	5	62 M,ST60	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.6 W,B,7,K		SFR	2	63 E	63	63	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.7 W,B,7,K		SFR	5	62 E	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.8 W,B,7,K		SFR	4	62 E	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.9 W,K	SW651 / Shoulder	SFR	8	62 M,LT27,CAL	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.10 W,K		SFR	5	62 E	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.11 W,K		SFR	4	63 E	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.12 W,K		SFR	4	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.13 W,K		SFR	4	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.14 W,K		SFR	4	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.15 W,K		SFR	3	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.16 W,K		SFR	4	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.17 W,K		SFR	2	66 M,ST62	65	65	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MOT - motel; SCH - educational center; REC - recreational; COM - commercial.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Because the shoulder width is less than 15 feet, per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
K - A calibration factor of -3 dB is applied for this receiver and adjacent receivers with similar geographic

Table B-12 – Predicted Future Noise Levels and Barrier Analysis – Segment 1 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 1.18 W,B	SW651 / Shoulder	MFR	6	67 E	67	67	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 1.19 W,B		MFR	6	67 E	67	67	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 1.20 W,B		MFR	4	67 E	67	67	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 1.21 W,B,7		MFR	4	60 E	60	60	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.22 W,8		MFR	--	68 M,ST65	68	68	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.23 W,B		MFR	2	65 E	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.24 W,B		MFR	2	66 E	65	65	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.25 W,B		MFR	6	62 E	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.26 W,B		MFR	6	61 E	60	61	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.27 W,B		REC	1	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.28 W		REC	1	71 M,ST66,CAL	70	70	-1	0	C (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 1.29 W,B		REC	1	64 E	63	63	-1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MOT - motel; SCH - educational center; REC - recreational; COM - commercial.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Because the shoulder width is less than 15 feet, per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-12 – Predicted Future Noise Levels and Barrier Analysis – Segment 1 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 1.30 [W]	SW651 / Shoulder	MFR	4	68 [E]	67	67	-1	0	B (67)	A/E	--	--	--	--	--	--	-- [T]	--	--	--	--	--	-- [10]	--	--
R 1.31 [W]		MFR	6	69 [E]	68	68	-1	0	B (67)	A/E	--	--	--	--	--	--	-- [T]	--	--	--	--	--	-- [10]	--	--
R 1.32 [W]		MFR	2	66 [M,ST67]	65	65	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.33 [W]		MFR	1	66 [E]	65	65	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.34 [W,B]		MFR	4	64 [E]	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.35 [W,B]		MFR	6	62 [E]	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.36 [W,B]		MFR	4	62 [E]	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.37 [W,B]		MFR	2	62 [E]	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											14 feet			16 feet			18 feet			20 feet			22 feet		
R 1.38 [W]	S699 / Shoulder	REC	1	68 [E]	67	67	-1	0	C (67)	A/E	66	1	*0*	66	1	*0*	66	1	*0*	66	1	*0*	66	1	*0*
R 1.39 [W]		MOT	8	72 [E]	71	71	-1	0	E (72)	NONE	66	5	*8*	**66** [R]	**5**	*8*	65	6	*8*	65	6	*8*	65	6	*8*
R 1.40 [W]		MOT	8	73 [E]	72	72	-1	0	E (72)	A/E	67	5	*8*	66	6	*8*	66	6	*8*	**65** [R]	**7**	*8*	65	7	*8*
R 1.41 [B,7]		MOT	1	61 [M,ST68]	61	61	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MOT - motel; SCH - educational center; REC - recreational; COM - commercial.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Because the shoulder width is less than 15 feet, per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-12 – Predicted Future Noise Levels and Barrier Analysis – Segment 1 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
											8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 1.42A [W]	--	REC	1	59 [E]	62	62	3	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.42B [W]		REC	1	61 [E]	64	64	3	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.42 [W]		SFR	4	62 [M,ST55]	65	65	3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.43 [W]		SFR	4	62 [E]	65	65	3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.44 [W]	SW636 / Shoulder	SFR	5	64 [M,ST58]	62	62	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.45 [W]		SFR	3	65 [E]	63	63	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.46 [W]		SFR	4	64 [E]	62	62	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.47 [W,B,7]		SFR	4	60 [E]	58	58	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.48 [W]		SFR	1	63 [M,ST59]	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.49 [W]	SW650 / Shoulder	SFR	2	63 [E]	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.50 [W]		REC	1	64 [M,ST61]	63	64	-1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.51 [W]		REC	1	66 [E]	65	65	-1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.52 [W]		REC	1	63 [E]	62	62	-1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MOT - motel; SCH - educational center; REC - recreational; COM - commercial.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Because the shoulder width is less than 15 feet, per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-12 – Predicted Future Noise Levels and Barrier Analysis – Segment 1 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	14 feet			16 feet			18 feet			20 feet			22 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 1.53 W	SW650 / R/W	SFR	1	65 E	66	66	1	0	B (67)	A/E	-- T	--	--	66	0	*0*	66	0	*0*	66	0	*0*	66	0	*0*
R 1.54 W		SFR	5	65 E	66	66	1	0	B (67)	A/E	-- T	--	--	66	0	*0*	66	0	*0*	65	1	*0*	65	1	*0*
R 1.55 W		SFR	4	66 E	67	68	1	1	B (67)	A/E	-- T	--	--	67	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R 1.56 W		SFR	4	66 M,LT28,CAL	67	67	1	0	B (67)	A/E	-- T	--	--	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R 1.57 W		SFR	5	66 E	67	67	1	0	B (67)	A/E	-- T	--	--	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R 1.58 W		SFR	4	66 E	67	67	1	0	B (67)	A/E	-- T	--	--	66	1	*0*	66	1	*0*	65	2	*0*	64	3	*0*
R 1.61 W,B,7		SFR	1	65 E	64	64	-1	0	B (67)	NONE	--	--	--	64	0	*0*	64	0	*0*	63	1	*0*	63	1	*0*
R 1.62 W,B,7		SFR	2	65 E	64	64	-1	0	B (67)	NONE	--	--	--	64	0	*0*	63	1	*0*	63	1	*0*	62	2	*0*
R 1.63 W,B,7		SFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	63	0	*0*	63	0	*0*	62	1	*0*	62	1	*0*
R 1.64 W,B,7		SFR	2	64 E	63	63	-1	0	B (67)	NONE	--	--	--	62	1	*0*	62	1	*0*	62	1	*0*	61	2	*0*
R 1.65 W,B,7		SFR	2	64 E	63	63	-1	0	B (67)	NONE	--	--	--	62	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*
R 1.59 W	R/W	SFR	4	68 E	68	68	0	0	B (67)	A/E	66 T	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*	64	4	*0*
R 1.60 W		SFR	1	69 M,ST63	69	69	0	0	B (67)	A/E	66 T	3	*0*	66	3	*0*	65	4	*0*	65	4	*0*	64	5	*1*
R 1.66 W,B,7		SFR	1	62 M,ST64	63	63	1	0	B (67)	NONE	60	3	*0*	60	3	*0*	59	4	*0*	59	4	*0*	58	5	*1*
R 1.67	--	COM	1	66 E	65	65	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 1.68		COM	1	68 E	67	67	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MOT - motel; SCH - educational center; REC - recreational; COM - commercial.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Because the shoulder width is less than 15 feet, per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-13 – Predicted Future Noise Levels and Barrier Analysis – Segment 2 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 2.1 B	Shoulder	MOT	1	64 M,ST69	63	63	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.2 W		SFR	1	73 E	72	73	-1	1	B (67)	A/E	70	3	*0*	70	3	*0*	68	5	*1*	67 T	6	*1*	-- 10	--	--
R 2.3 W		MFR	1	71 M,ST71	71	71	0	0	B (67)	A/E	69	2	*0*	68	3	*0*	67 T	4	*0*	65	6	*1*	-- 10	--	--
R 2.4 W	SW715[X] / Shoulder	SFR	3	69 M,LT30,CAL	69	69	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.5 W		SFR	3	68 E	68	68	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.6 W		SFR	2	67 E	67	67	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.7 W	SW725[X] / Shoulder	SCH	1	62 M,ST75A	63	63	1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.8 W,B		SFR	3	61 E	62	63	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.9 W,B	SW1[X] / Shoulder	MFR	2	66 E	65	64	-1	-1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.10 W,B,7		MFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.11 W,B		MFR	1	67 M,ST75	66	66	-1	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.12 W		MFR	2	69 E	68	68	-1	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.13 W		MFR	2	70 E	69	69	-1	0	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 2.14 W		MFR	--	70 M,ST76	69	69	-1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.15 W		SFR	5	70 E	69	68	-1	-1	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 2.16 W		SFR	5	70 E	69	69	-1	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-13 – Predicted Future Noise Levels and Barrier Analysis – Segment 2 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 2.17 W	Shoulder	SFR	2	69 E	70	69	1	-1	B (67)	A/E	69	0	*0*	68 T	1	*0*	68	1	*0*	68	1	*0*	-- 10	--	--
R 2.18 W		SFR	2	69 M,LT32,CAL	70	71	1	1	B (67)	A/E	68	3	*0*	68	3	*0*	66 T	5	*2*	66	5	*2*	-- 10	--	--
R 2.19 W		SFR	2	67 E	68	68	1	0	B (67)	A/E	66	2	*0*	66	2	*0*	65 T	3	*0*	64	4	*0*	-- 10	--	--
R 2.20 W,B,7	SW1X / Shoulder	SFR	2	63 E	64	64	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.21 W,B,7		SFR	3	59 E	60	61	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.22 W,B,7		SFR	1	61 E	62	62	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.23 W	Shoulder	SCH	1	70 E	71	71	1	0	C (67)	A/E	70	1	*0*	70	1	*0*	69	2	*0*	69 T	2	*0*	-- 10	--	--
R 2.24 W		SCH	1	66 E	67	68	1	1	C (67)	A/E	66	2	*0*	66	2	*0*	65	3	*0*	65 T	3	*0*	-- 10	--	--
R 2.25 W		SCH	1	65 E	66	67	1	1	C (67)	A/E	67	0	*0*	66	1	*0*	66	1	*0*	66 T	1	*0*	-- 10	--	--
R 2.25A W		SCH	1	62 E	63	64	1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.26 W,6	SW29D & SW23X / Shoulder	MFR	2	73 E	70	71	-3	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.27 W,6		MFR	2	73 E	70	71	-3	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.28 W,6		MFR	2	71 E	68	68	-3	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.29-1 W		--	--	68 M,ST77	65	66	-3	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.29-2 W,6		MFR	2	71 E	68	68	-3	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.30 W		REC	2	67 E	64	64	-3	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-13 – Predicted Future Noise Levels and Barrier Analysis – Segment 2 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]																				
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
											8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 2.31 B	--	REC	1	62 M,ST70	62	62	0	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											14 feet			16 feet			18 feet			20 feet			22 feet		
R 2.32 W	SW708[X] & SW716[X] / Shoulder	SFR	1	65 E	67	67	2	0	B (67)	A/E	--	--	--	--	--	--	67	0	*0*	66	1	*0*	65	2	*0*
R 2.33 W		SFR	4	65 E	67	67	2	0	B (67)	A/E	--	--	--	--	--	--	66	1	*0*	65	2	*0*	65	2	*0*
R 2.34 W		SFR	4	64 M,LT29,CAL	66	67	2	1	B (67)	A/E	--	--	--	--	--	--	66	1	*0*	65	2	*0*	65	2	*0*
R 2.35 W,B,7		SFR	2	63 E	65	66	2	1	B (67)	A/E	--	--	--	--	--	--	64	2	*0*	64	2	*0*	63	3	*0*
R 2.36 W,B,7		SFR	2	64 E	66	66	2	0	B (67)	A/E	--	--	--	--	--	--	66	0	*0*	65	1	*0*	65	1	*0*
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 2.37 W,B,7	Shoulder	SFR	2	65 E	67	68	2	1	B (67)	A/E	66	2	*0*	66	2	*0*	65 T	3	*0*	64	4	*0*	64	4	*0*
R 2.38 B		SFR	1	67 M,ST72	68	69	1	1	B (67)	A/E	68	1	*0*	67 T	2	*0*	66	3	*0*	66	3	*0*	66	3	*0*
R 2.39 B,K		SFR	4	64 E	66	67	2	1	B (67)	A/E	66	1	*0*	64 T	3	*0*	62	5	*4*	61	6	*4*	61	6	*4*
R 2.40 B,K		SFR	3	63 E	65	66	2	1	B (67)	A/E	65	1	*0*	63 T	3	*0*	62	4	*0*	61	5	*3*	60	6	*3*
R 2.41 B,K		SFR	4	62 E	64	64	2	0	B (67)	NONE	63	1	*0*	62	2	*0*	60	4	*0*	61	3	*0*	--	--	--
R 2.42 B,K		SFR	3	63 M,ST73	65	66	2	1	B (67)	A/E	65	1	*0*	62	4	*0*	61 T	5	*3*	61	5	*3*	-- [10]	--	--
R 2.43 K		SFR	1	63 E	65	66	2	1	B (67)	A/E	65	1	*0*	61 T	5	*1*	60	6	*1*	60	6	*1*	-- [10]	--	--
R 2.44A B,7		SFR	7	63 E	65	65	2	0	B (67)	NONE	64	1	*0*	63	2	*0*	62	3	*0*	60	5	*7*	60	5	*7*
R 2.44B B,7		SFR	5	62 E	64	65	2	1	B (67)	NONE	63	2	*0*	63	2	*0*	61	4	*0*	60	5	*5*	--	--	--
R 2.44 B,7		SFR	1	64 E	66	66	2	0	B (67)	A/E	65	1	*0*	65 T	1	*0*	63	3	*0*	62	4	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
K - A calibration factor of -5 dB is applied for this receiver and adjacent receivers with similar geographic features.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-13 – Predicted Future Noise Levels and Barrier Analysis – Segment 2 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location[11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 2.45 B	SW2[D] / Shoulder	SFR	1	65 E	67	67	2	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 2.46 W,B		SFR	3	63 E	64	65	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.47 W		SFR	3	62 E	63	64	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.48 W,B,8		--	--	56 M,ST74	57	58	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.49 W	SW6[D] / Shoulder	SFR	5	59 E	60	62	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.50 W		SFR	6	59 E	60	60	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.51 W	SW10[D] / Shoulder	SFR	4	65 M,LT31,CAL	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.52 W		SFR	2	68 E	68	67	0	-1	B (67)	A/E	--	--	--	-- [T]	--	--	--	--	--	--	--	--	-- [10]	--	--
R 2.53 W,B,7		SFR	4	64 E	64	64	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.54 W,B,7		SFR	2	66 E	66	65	0	-1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.55 W,B,7		SFR	2	61 E	61	62	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.56 W,B,7		SFR	2	64 E	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.57 W	SW22[X] & SW30[D] / R/W & Shoulder	SFR	2	65 E	67	68	2	1	B (67)	A/E	--	--	--	-- [T]	--	--	68	0	*0*	67	1	*0*	66	2	*0*
R 2.58 W,B,7		SFR	4	65 E	67	67	2	0	B (67)	A/E	--	--	--	-- [T]	--	--	67	0	*0*	66	1	*0*	66	1	*0*
R 2.59 W,8		--	--	66 M,ST78	68	69	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 2.60 W		SFR	2	66 E	68	69	2	1	B (67)	A/E	--	--	--	-- [T]	--	--	68	1	*0*	67	2	*0*	66	3	*0*
R 2.61 W,B,7		SFR	4	63 E	65	66	2	1	B (67)	A/E	--	--	--	-- [T]	--	--	65	1	*0*	63	3	*0*	62	4	*0*
R 2.62 W		SFR	4	58 E	62	63	4	1	B (67)	NONE	--	--	--	--	--	--	61	2	*0*	60	3	*0*	59	4	*0*
R 2.63 W		SFR	7	57 M,ST79	61	61	4	0	B (67)	NONE	--	--	--	--	--	--	61	0	*0*	60	1	*0*	60	1	*0*
R 2.64 W,B,7		SFR	4	59 E	63	64	4	1	B (67)	NONE	--	--	--	--	--	--	61	3	*0*	60	4	*0*	60	4	*0*
R 2.65 W,B,7		SFR	2	61 E	65	64	4	-1	B (67)	NONE	--	--	--	--	--	--	64	0	*0*	63	1	*0*	63	1	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-14 – Predicted Future Noise Levels and Barrier Analysis – Segment 3 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 3.1	--	COM	1	75 M,ST112, CAL	78	80	3	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	–	--	--	--
R 3.2		MFR	4	70 E	70	70	0	0	B (67)	A/E	69	1	*0*	68	2	*0*	67	3	*0*	67	3	*0*	-- [10]	--	--
R 3.3 B	Shoulder[12]	MFR	2	69 E	69	69	0	0	B (67)	A/E	67	2	*0*	67	2	*0*	66	3	*0*	66	3	*0*	-- [10]	--	--
R 3.4 B		MFR	6	67 E	67	68	0	1	B (67)	A/E	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*	-- [10]	--	--
R 3.5 B		MFR	4	65 E	65	65	0	0	B (67)	NONE	64	1	*0*	63	2	*0*	62	3	*0*	61	4	*0*	-- [10]	--	--
R 3.5A B	Shoulder	MFR	2	64 E	64	65	0	1	B (67)	NONE	63	2	*0*	63	2	*0*	62	3	*0*	60	5	*2*	-- [10]	--	--
R 3.6 B,W		MFR	4	66 E	66	66	0	0	B (67)	A/E	64	2	*0*	64	2	*0*	62	4	*0*	61	5	*4*	-- [10]	--	--
R 3.7 B,W,8		--	--	63 M,ST80	63	64	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	–	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Noise barrier at this location is not able to meet reasonableness desgin goal due to traffic modeled on Palo Verde Street.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-15 – Predicted Future Noise Levels and Barrier Analysis – Segment 4 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 4.1A-1 [B]	Shoulder	MFR	10	67 [E]	69	69	2	0	B (67)	A/E	68	1	*0*	68	1	*0*	67	2	*0*	67	2	*0*	-- [10]	--	--
R 4.1A-2 [B,6]		MFR	10	68 [E]	70	70	2	0	B (67)	A/E	69	1	*0*	69	1	*0*	68	2	*0*	68	2	*0*	-- [10]	--	--
R 4.1A-1 [B,*]	--	MFR	10	67 [E]	69	65	2	-4	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 41.A-2 [B,6,*]		MFR	10	68 [E]	70	68	2	-2	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.1B [B]	--	MH	2	61 [E]	63	64	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.1	--	REC	1	73 [E]	75	75	2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.2		REC	1	78 [E]	80	82	2	2	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.3		REC	1	70 [E]	72	73	2	1	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.4		REC	1	78 [E]	80	81	2	1	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.5-1 [W]	S1117[P] R/W	MOT	1	76 [E]	78	79	2	1	E (72)	A/E	76	3	*0*	74	5	*1*	**71** [R,T]	**8**	***1***	70	9	*1*	69	10	*1*
R 4.5-1 [Int,W]		MOT	3	51 [E]	53	54	2	1	D (52)	A/E	51	3	*0*	49	5	*3*	**46** [R,T]	**8**	***3***	45	9	*3*	44	10	*3*
R 4.5-2 [W,6]		MOT	--	77 [E]	79	80	2	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 4.5-2 [Int,W]		MOT	3	52 [E]	54	55	2	1	D (52)	A/E	55	0	*0*	55	0	*0*	55	0	*0*	54	1	*0*	51	4	*0*
R 4.6 [W]	SW66[D] Shoulder	SFR	2	67 [E]	69	69	2	0	B (67)	A/E	68	1	*0*	68	1	*0*	67	2	*0*	67	2	*0*	-- [10]	--	--
R 4.7 [W]		SFR	2	66 [E]	68	69	2	1	B (67)	A/E	68	1	*0*	67	2	*0*	67	2	*0*	67	2	*0*	-- [10]	--	--
R 4.8 [B,W,7]	SW66[D] Shoulder and SW68[D] Shoulder	SFR	2	63 [E]	65	65	2	0	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	63	2	*0*	-- [10]	--	--
R 4.9 [W]		SFR	2	64 [E]	66	66	2	0	B (67)	A/E	65	1	*0*	65	1	*0*	64	2	*0*	64	2	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
* - Alt 3 noise levels without local traffic.

Table B-15 – Predicted Future Noise Levels and Barrier Analysis – Segment 4 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 4.10 W	SW94[D] Shoulder	SFR	3	62 E	64	64	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.11 W		SFR	4	59 E	61	62	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.12 W		REC	1	64 M,ST81	66	66	2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.13 W		SFR	3	66 E	68	69	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.14 B,W,7		SFR	1	61 E	63	66	2	3	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.15 W		SFR	3	66 E	68	69	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.16 B,W,7		SFR	3	63 E	65	66	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.17 B,W,7		SFR	3	60 E	62	65	2	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.18 W,9		--	--	64 M,ST82	66	68	2	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.19 W		SFR	6	64 E	66	67	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.20 W		SFR	3	63 E	65	66	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.21 W		SFR	4	62 E	64	65	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.22 B,W,8		SFR	4	59 M,ST83	61	62	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.23 W		SFR	4	63 E	65	65	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 4.24 W		SFR	4	63 E	65	66	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
* - Alt 3 noise levels without local traffic.

Table B-15 – Predicted Future Noise Levels and Barrier Analysis – Segment 4 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 4.25 W	SW94[D] Shoulder	SFR	3	66 M,LT33,CAL	67	68	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.26 W		SFR	3	67 E	68	68	1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.27 W		SFR	3	65 E	67	68	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.28 W		SFR	2	65 M,ST84	67	68	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.29 W		SFR	5	64 E	66	67	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.30 B,W,7		SFR	3	66 M,ST85	66	67	0	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.31 B,W,7		SFR	3	66 E	66	66	0	0	B (67)	A/E	66	0	*0*	65	1	*0*	64	2	*0*	63	3	*0*	-- [10]	--	--
R 4.32 B,W,7		SFR	4	61 E	63	63	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.33 B,W,7		SFR	2	61 E	63	63	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.34 B,W,7		SFR	8	63 E	64	64	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.35 B,W,7		SFR	6	62 E	64	64	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.36 B,W,7		SFR	4	60 E	62	63	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.37 B,W,7		SFR	4	60 E	62	63	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.38 B,W,7		SFR	4	63 E	63	64	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 4.39 B,W,7		SFR	1	63 E	63	64	0	1	B (67)	NONE	63	1	*0*	62	2	*0*	61	3	*0*	60	4	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
* - Alt 3 noise levels without local traffic.

Table B-16 – Predicted Future Noise Levels and Barrier Analysis – Segment 5 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 5.1 [B]	--	MFR	10	65 [E]	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.2 [B]		MFR	10	63 [M,STB6]	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.3 [B]		MFR	10	65 [E]	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											12 feet			14 feet			16 feet			18 feet			20 feet		
R 5.4 [B,W,7]	SW143[X] R/W	SFR	2	58 [E]	58	59	0	1	B (67)	NONE	59	0	*0*	58	1	*0*	58	1	*0*	57	2	*0*	57	2	*0*
R 5.5 [W]		SFR	2	69 [E]	69	70	0	1	B (67)	A/E	69	1	*0*	68	2	*0*	68	2	*0*	67	3	*0*	67	3	*0*
R 5.6 [W]		SFR	3	69 [M,LT34,CAL]	69	69	0	0	B (67)	A/E	68	1	*0*	67	2	*0*	66	3	*0*	65	4	*0*	64	5	*3*
R 5.7 [W]		SFR	3	69 [E]	69	69	0	0	B (67)	A/E	68	1	*0*	67	2	*0*	66	3	*0*	65	4	*0*	65	4	*0*
R 5.8 [W]		SFR	3	68 [E]	68	68	0	0	B (67)	A/E	67	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*	65	3	*0*
R 5.9 [W]		SFR	3	70 [E]	70	71	0	1	B (67)	A/E	70	1	*0*	69	2	*0*	68	3	*0*	68	3	*0*	68	3	*0*
R 5.9A [B,W,7]		SFR	3	63 [E]	63	63	0	0	B (67)	NONE	63	0	*0*	62	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*
R 5.9B [B,W,7]		SFR	2	62 [E]	62	62	0	0	B (67)	NONE	62	0	*0*	62	0	*0*	61	1	*0*	62	0	*0*	61	1	*0*
R 5.10 [W]	SW157[X] R/W	SFR	3	68 [M,ST90]	69	69	1	0	B (67)	A/E	68	1	*0*	67	2	*0*	67	2	*0*	67	2	*0*	66	3	*0*
R 5.11 [W]		SFR	4	67 [E]	68	69	1	1	B (67)	A/E	66	3	*0*	65	4	*0*	65	4	*0*	64	5	*4*	63	6	*4*
R 5.12 [W]		SFR	4	67 [E]	68	69	1	1	B (67)	A/E	67	2	*0*	66	3	*0*	65	4	*0*	64	5	*4*	64	5	*4*
R 5.13 [W]		SFR	3	66 [E]	67	68	1	1	B (67)	A/E	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*	64	4	*0*
R 5.14 [W]		SFR	3	66 [M,ST91]	67	68	1	1	B (67)	A/E	67	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*	64	4	*0*
R 5.15 [W,7]		SFR	4	59 [E]	60	62	1	2	B (67)	NONE	62	0	*0*	62	0	*0*	61	1	*0*	61	1	*0*	61	1	*0*
R 5.16 [W]		SFR	5	65 [E]	66	67	1	1	B (67)	A/E	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*	63	4	*0*
R 5.17 [W]		SFR	4	66 [E]	67	68	1	1	B (67)	A/E	67	1	*0*	66	2	*0*	65	3	*0*	64	4	*0*	63	5	*4*
R 5.17A [B,W,7]		SFR	4	60 [E]	61	62	1	1	B (67)	NONE	61	1	*0*	61	1	*0*	61	1	*0*	61	1	*0*	61	1	*0*
R 5.17B [B,W,7]		SFR	1	59 [E]	60	61	1	1	B (67)	NONE	61	0	*0*	61	0	*0*	61	0	*0*	61	0	*0*	60	1	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 30 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
K - A calibration factor of -2 dB is applied for this receiver and adjacent receivers with similar geographic features.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-16 – Predicted Future Noise Levels and Barrier Analysis – Segment 5 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]																				
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
											16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 5.18 W	--	SFR	6	60 E	61	62	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.19		SCH	--	72 M,ST93,CAL	73	78	1	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.19 Int		SCH	1	42	43	48	1	5	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.20 W	SW136[X] R/W	SCH	1	68 M,ST87	68	69	0	1	C (67)	A/E	69	0	*0*	68	1	*0*	67	2	*0*	67	2	*0*	66	3	*0*
R 5.21 B,W		SCH	1	63 E	63	64	0	1	C (67)	NONE	64	0	*0*	63	1	*0*	63	1	*0*	63	1	*0*	63	1	*0*
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 5.21A B	S1132[P] Shoulder	REC	1	68 E	68	68	0	0	C (67)	A/E	67	1	*0*	65	3	*0*	64	4	*0*	**63** R,T	**5**	***1***	-- 10	--	--
R 5.21B		REL	--	73 E	73	73	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.21B Int		REL	1	43 E	43	43	0	0	D (52)	NONE	38 T	5	*1*	38	5	*1*	37	6	*1*	**36** R,5	**7**	***1***	-- 10	--	--
R 5.21C		COM	1	75 E	75	75	0	0	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											16 feet			18 feet			20 feet			22 feet			24 feet		
R 5.22 W	SW140[X] R/W	SFR	2	67 E	68	69	1	1	B (67)	A/E	69	0	*0*	69	0	*0*	69	0	*0*	69	0	*0*	68	1	*0*
R 5.23 W		SFR	4	65 E	66	67	1	1	B (67)	A/E	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*	63	4	*0*
R 5.24 W,8		--	--	64 M,ST88	65	66	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 5.25 W		SFR	4	65 E	66	67	1	1	B (67)	A/E	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R 5.26 W		SFR	1	63 E	66	67	3	1	B (67)	A/E	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R 5.27 B,W,7		SFR	2	61 E	62	62	1	0	B (67)	NONE	62	0	*0*	62	0	*0*	62	0	*0*	62	0	*0*	62	0	*0*
R 5.28 B,W,7		SFR	6	58 E	59	60	1	1	B (67)	NONE	60	0	*0*	60	0	*0*	60	0	*0*	59	1	*0*	59	1	*0*
R 5.29 B,W,7		SFR	5	58 E	59	60	1	1	B (67)	NONE	60	0	*0*	59	1	*0*	59	1	*0*	59	1	*0*	59	1	*0*
R 5.30 B,W,7		SFR	2	57 E	58	59	1	1	B (67)	NONE	59	0	*0*	59	0	*0*	58	1	*0*	58	1	*0*	58	1	*0*
R 5.31 B,W,7		SFR	3	57 M,ST89	60	61	3	1	B (67)	NONE	62	-1	*0*	62	-1	*0*	62	-1	*0*	61	0	*0*	61	0	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 30 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-16 – Predicted Future Noise Levels and Barrier Analysis – Segment 5 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 5.32 W,7	SW154[X] R/W	SFR	2	59 E	62	64	3	2	B (67)	NONE	64	0	*0*	64	0	*0*	64	0	*0*	64	0	*0*	64	0	*0*
R 5.33 W		SFR	4	61 E	64	65	3	1	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	63	2	*0*	63	2	*0*
R 5.34 W		SFR	4	62 M,LT35,CAL	65	66	3	1	B (67)	A/E	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R 5.35 W		SFR	4	61 E	64	64	3	0	B (67)	NONE	64	0	*0*	63	1	*0*	63	1	*0*	62	2	*0*	62	2	*0*
R 5.36 W		SFR	4	62 M,ST92	65	66	3	1	B (67)	A/E	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R 5.37 B,W,7		SFR	2	54 E	57	58	3	1	B (67)	NONE	58	0	*0*	58	0	*0*	58	0	*0*	58	0	*0*	58	0	*0*
R 5.38 B,W,7		SFR	6	54 E	57	58	3	1	B (67)	NONE	58	0	*0*	58	0	*0*	58	0	*0*	57	1	*0*	57	1	*0*
R 5.39 B,W,7		SFR	4	56 E	59	59	3	0	B (67)	NONE	59	0	*0*	59	0	*0*	59	0	*0*	58	1	*0*	58	1	*0*
R 5.40 B,W,7		SFR	3	54 E	57	58	3	1	B (67)	NONE	58	0	*0*	58	0	*0*	57	1	*0*	57	1	*0*	57	1	*0*
R 5.41 B,W,7		SFR	2	55 E	58	58	3	0	B (67)	NONE	58	0	*0*	58	0	*0*	57	1	*0*	57	1	*0*	57	1	*0*
R 5.42 B,W,7		SFR	2	57 E	60	61	3	1	B (67)	NONE	61	0	*0*	60	1	*0*	60	1	*0*	60	1	*0*	59	2	*0*
R 5.43 W		SFR	6	62 E	65	66	3	1	B (67)	A/E	65	1	*0*	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*
R 5.44 W,7		SFR	1	60 E	62	63	2	1	B (67)	NONE	62	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*	61	2	*0*
R 5.45 W		SFR	3	63 E	65	66	2	1	B (67)	A/E	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*	62	4	*0*
R 5.46 W		SFR	2	62 E	64	65	2	1	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	63	2	*0*	62	3	*0*
R 5.47 W		SFR	2	62 M,ST94	64	65	2	1	B (67)	NONE	65	0	*0*	64	1	*0*	63	2	*0*	63	2	*0*	62	3	*0*
R 5.48 W		SFR	1	64 E	66	66	2	0	B (67)	A/E	66	0	*0*	65	1	*0*	65	1	*0*	64	2	*0*	64	2	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 30 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-17 – Predicted Future Noise Levels and Barrier Analysis – Segment 6 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	14 feet			16 feet			18 feet			20 feet			22 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R6.1 [8]	--	COM	1	68 [M,ST93A]	73	74	5	1	E (72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.1A		--	--	66	71	71	5	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.1A [Int]		REL	1	41	46	46	5	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.2-1 [12]		SFR	5	67 [M,ST96A]	69	69	2	0	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.2A-1		--	2	59	61	62	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.2A-1 [Int]		MED	1	34	36	37	2	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.2A-2		--		64	66	67	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.2A-2 [Int,6]		MED	1	39	41	42	2	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R6.3 [W]	SW201[X] R/W	NP	1	67 [E]	66	67	-1	1	C (67)	A/E	-- [T]	--	--	67	0	*0*	66	1	*0*	66	1	*0*	66	1	*0*
R6.4 [W]		MFR	--	66 [M,ST96]	65	66	-1	1	B (67)	A/E	-- [T]	--	--	65	1	*0*	65	1	*0*	64	2	*0*	64	2	*0*
R6.5 [W]		MFR	2	66 [E]	65	66	-1	1	B (67)	A/E	-- [T]	--	--	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*
R6.6 [W]		REC	1	68 [M,ST97/CAL]	67	68	-1	1	B (67)	A/E	-- [T]	--	--	66	2	*0*	65	3	*0*	64	4	*0*	63	5	*1*
R6.7 [W]		REC	1	67 [E]	66	68	-1	2	B (67)	A/E	-- [T]	--	--	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MED - medical facility; NP - nonprofit; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Noise impact is due to local street traffic noise; therefore, noise abatement was not considred .

B - Includes the benefit of an existing building or building row.

K - A calibration factor of +3 dB is applied for this receiver and adjacent receivers with similar geographic features

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 40 dB reduction has been applied to exterior noise levels of the Kingdom Hall of Jehovah's Witness based on buildings having no windows; a 25 dB reduction has been applied to the Golden Medical Plaza based on building construction.

Table B-17 – Predicted Future Noise Levels and Barrier Analysis – Segment 6 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	14 feet			16 feet			18 feet			20 feet			22 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R6.8A [W]	SW213[X] R/W	MFR	2	64 [E]	63	64	-1	1	B (67)	NONE	--	--	--	63	1	*0*	63	1	*0*	63	1	*0*	63	1	*0*
R6.8-1 [W]		MFR	8	66 [E]	65	65	-1	0	B (67)	NONE	--	--	--	65	0	*0*	64	1	*0*	64	1	*0*	63	2	*0*
R6.8-2 [W,6]		MFR	8	69 [E]	68	69	-1	1	B (67)	A/E	--	--	--	67	2	*0*	66	3	*0*	66	3	*0*	65	4	*0*
R6.9-1 [W]		MFR	6	65 [E]	64	65	-1	1	B (67)	NONE	--	--	--	64	1	*0*	64	1	*0*	63	2	*0*	63	2	*0*
R6.9-2 [W,6]		MFR	6	68 [E]	67	68	-1	1	B (67)	A/E	--	--	--	66	2	*0*	65	3	*0*	64	4	*0*	64	4	*0*
R6.10-1 [W,7]		MFR	6	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	62	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*
R6.10-2 [W,7,6]		MFR	6	66 [E]	65	65	-1	0	B (67)	NONE	--	--	--	64	1	*0*	64	1	*0*	63	2	*0*	62	3	*0*
R6.11 [W,K]		MFR	1	69 [M,LT37]	68	69	-1	1	B (67)	A/E	-- [T]	--	--	68	1	*0*	67	2	*0*	67	2	*0*	66	3	*0*
R6.11A [W,K]		MFR	--	69 [M,ST97A,CAL]	68	69	-1	1	B (67)	A/E	-- [T]	--	--	68	1	*0*	67	2	*0*	67	2	*0*	66	3	*0*
R6.12 [W,K]		SFR	1	70 [E]	69	70	-1	1	B (67)	A/E	-- [T]	--	--	69	1	*0*	68	2	*0*	67	3	*0*	67	3	*0*
R6.13-2 [W,B,K]		MFR	5	70 [E]	69	70	-1	1	B (67)	A/E	-- [T]	--	--	68	2	*0*	67	3	*0*	67	3	*0*	66	4	*0*
R6.14 [W,B]		MFR	2	68 [E]	67	68	-1	1	B (67)	A/E	-- [T]	--	--	67	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R6.15 [W]		MFR	2	68 [E]	67	68	-1	1	B (67)	A/E	-- [T]	--	--	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*
R6.16 [W]		MFR	5	69 [M,ST100]	68	69	-1	1	B (67)	A/E	-- [T]	--	--	69	0	*0*	68	1	*0*	68	1	*0*	67	2	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MED - medical facility; NP - nonprofit; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Noise impact is due to local street traffic noise; therefore noise abatement was not considred .

B - Includes the benefit of an existing building or building row.

K - A calibration factor of +3 dB is applied for this receiver and adjacent receivers with similar geographic features

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 40 dB reduction has been applied to exterior noise levels of the Kingdom Hall of Jehovah's Witness based on buildings having no windows; a 25 dB reduction has been applied to the Golden Medical Plaza based on building construction.

Table B-17 – Predicted Future Noise Levels and Barrier Analysis – Segment 6 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R6.17	R/W	SFR	3	64 E	65	67	1	2	B (67)	A/E	65 T	2	*0*	65	2	*0*	64	3	*0*	64	3	*0*	64	3	*0*
R6.18		SFR	3	62 E	63	63	1	0	B (67)	NONE	62	1	*0*	63 T	0	*0*	62	1	*0*	62	1	*0*	62	1	*0*
R6.19	S1190[P] R/W	SFR	2	61 E	62	62	1	0	B (67)	NONE	62	0	*0*	62	0	*0*	62	0	*0*	62	0	*0*	61	1	*0*
R6.20		SFR	1	71 E	72	73	1	1	B (67)	A/E	68 T	5	*1*	67	6	*1*	**66 R**	**7**	***1***	66	7	*1*	65	8	*1*
R6.21 B		SFR	9	61 E	62	62	1	0	B (67)	NONE	58 T	4	*0*	57	5	*9*	**57 R,5**	**5**	***9***	57	5	*9*	57	5	*9*
R6.22 B		SFR	10	60 M,LT36	61	62	1	1	B (67)	NONE	58 T	4	*0*	58	4	*0*	57	5	*10*	57	5	*10*	57	5	*10*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MED - medical facility; NP - nonprofit; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Noise impact is due to local street traffic noise; therefore noise abatement was not considred .

B - Includes the benefit of an existing building or building row.

K - A calibration factor of +3 dB is applied for this receiver and adjacent receivers with similar geographic features

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 40 dB reduction has been applied to exterior noise levels of the Kingdom Hall of Jehovah's Witness based on buildings having no windows; a 25 dB reduction has been applied to the Golden Medical Plaza based on building construction.

Table B-17 – Predicted Future Noise Levels and Barrier Analysis – Segment 6 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	14 feet			16 feet			18 feet			20 feet			22 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R6.23 [W]	SW198[X] R/W	SCH	1	67 [E]	67	69	0	2	C (67)	A/E	-- [T]	--	--	68	1	*0*	68	1	*0*	68	1	*0*	67	2	*0*
R6.24 [W]		SCH	1	61 [E]	61	63	0	2	C (67)	NONE	-- [T]	--	--	63	0	*0*	63	0	*0*	62	1	*0*	62	1	*0*
R6.25 [W]		SCH	1	65 [E]	65	66	0	1	C (67)	A/E	-- [T]	--	--	65	1	*0*	65	1	*0*	64	2	*0*	64	2	*0*
R6.26 [W]		SFR	2	65 [E]	65	66	0	1	B (67)	A/E	-- [T]	--	--	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R6.27 [W,8]		SFR	--	65 [M,ST95]	65	66	0	1	B (67)	A/E	-- [T]	--	--	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R6.28 [W,B]		SFR	4	65 [E]	65	66	0	1	B (67)	A/E	-- [T]	--	--	64	2	*0*	64	2	*0*	63	3	*0*	62	4	*0*
R6.29 [W]		SFR	2	66 [E]	66	66	0	0	B (67)	A/E	-- [T]	--	--	66	0	*0*	65	1	*0*	64	2	*0*	63	3	*0*
R6.30 [W,8]		SFR	--	65 [M,ST98]	65	66	0	1	B (67)	A/E	-- [T]	--	--	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R6.31 [W,B]		SFR	3	66 [E]	66	66	0	0	B (67)	A/E	-- [T]	--	--	66	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*
R6.32 [W,B,7]		SFR	1	59 [E]	59	60	0	1	B (67)	NONE	-- [T]	--	--	60	0	*0*	59	1	*0*	59	1	*0*	59	1	*0*
R6.33 [W,B,7]		SFR	2	59 [E]	59	60	0	1	B (67)	NONE	-- [T]	--	--	59	1	*0*	59	1	*0*	58	2	*0*	58	2	*0*
R6.34 [W,B,7]		SFR	2	60 [E]	60	61	0	1	B (67)	NONE	-- [T]	--	--	61	0	*0*	60	1	*0*	60	1	*0*	59	2	*0*
R6.35 [W,7]		SFR	3	59 [E]	59	60	0	1	B (67)	NONE	-- [T]	--	--	60	0	*0*	60	0	*0*	60	0	*0*	60	0	*0*
R6.36 [W]	SW212[X]	SFR	4	67 [M,ST99A]	65	66	-2	1	B (67)	A/E	-- [T]	--	--	66	0	*0*	65	1	*0*	65	1	*0*	65	1	*0*
R6.37 [W]		SFR	4	68 [E]	66	67	-2	1	B (67)	A/E	-- [T]	--	--	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*
R6.38 [W]		SFR	3	68 [E]	66	67	-2	1	B (67)	A/E	-- [T]	--	--	66	1	*0*	65	2	*0*	64	3	*0*	64	3	*0*
R6.39 [W]		SFR	2	69 [M,ST99]	66	67	-3	1	B (67)	A/E	-- [T]	--	--	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*
R6.40 [W]		SFR	2	69 [E]	66	67	-3	1	B (67)	A/E	-- [T]	--	--	67	0	*0*	66	1	*0*	66	1	*0*	65	2	*0*
R6.40A [B,W,7]		SFR	5	62 [E]	59	60	-3	1	B (67)	NONE	-- [T]	--	--	60	0	*0*	60	0	*0*	59	1	*0*	59	1	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MED - medical facility; NP - nonprofit; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Noise impact is due to local street traffic noise; therefore, noise abatement was not considred .

B - Includes the benefit of an existing building or building row.

K - A calibration factor of +3 dB is applied for this receiver and adjacent receivers with similar geographic features

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 40 dB reduction has been applied to exterior noise levels of the Kingdom Hall of Jehovah's Witness based on buildings having no windows; a 25 dB reduction has been applied to the Golden Medical Plaza based on building construction.

Table B-18 – Predicted Future Noise Levels and Barrier Analysis – Segment 7 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 7.1 [7,B,W]	--	SCH	1	56 [E]	57	57	1	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 7.2 [W]	SW231[D] R/W	SFR	3	66 [E]	67	68	1	1	B (67)	A/E	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R 7.3 [W]		SFR	1	62 [E]	63	64	1	1	B (67)	NONE	63	1	*0*	62	2	*0*	62	2	*0*	62	2	*0*	61	3	*0*
R 7.4 [W]		SFR/MFR	4	67 [M,LT38,CAL]	68	68	1	0	B (67)	A/E	67	1	*0*	66	2	*0*	65	3	*0*	64	4	*0*	64	4	*0*
R 7.5 [B,W]		REC	1	62 [E]	63	63	1	0	C (67)	NONE	62	1	*0*	62	1	*0*	61	2	*0*	60	3	*0*	59	4	*0*
R 7.6 [7,B,W]		MFR	6	61 [E]	62	62	1	0	B (67)	NONE	61	1	*0*	61	1	*0*	60	2	*0*	60	2	*0*	60	2	*0*
R 7.7 [W]		MFR	2	65 [E]	66	66	1	0	B (67)	A/E	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*	62	4	*0*
R 7.8 [W]		MFR	2	69 [E]	70	70	1	0	B (67)	A/E	69	1	*0*	69	1	*0*	69	1	*0*	68	2	*0*	68	2	*0*
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 7.9 [B,W]	SW245[D] Shoulder	MFR	2	63 [E]	64	64	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.10-1 [7,B,W]		MFR	2	61 [E]	61	61	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.10-2 [6,7,B,W]		MFR	1	62 [E]	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.11 [W]		MFR	6	62 [E]	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.12 [W]		MFR	1	63 [E]	63	63	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.13-1 [W]		MFR	1	65 [E]	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.13-2 [6,W]		MFR	3	66 [E]	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.14 [W]		MFR	1	65 [E]	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.15-1 [W]		MFR	1	66 [M,ST103,CAL]	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.15-2 [6,W]		MFR	1	68 [E]	68	68	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-18 – Predicted Future Noise Levels and Barrier Analysis – Segment 7 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 7.16	Shoulder	SFR	1	69 [E]	69	70	0	1	B (67)	A/E	69	1	0	66	4	0	66	4	0	66	4	0	-- [10]	--	--
R 7.17 [7,B]		SFR	1	68 [E]	68	69	0	1	B (67)	A/E	68	1	0	67	2	0	65	4	0	65	4	0	-- [10]	--	--
R 7.18 [W]	Shoulder	MH	4	68 [E]	68	69	0	1	B (67)	A/E	68	1	0	67	2	0	67	2	0	67	2	0	-- [10]	--	--
R 7.18A [B,W]		SFR	2	69	69	69	0	0	B (67)	A/E	68	1	0	68	1	0	67	2	0	67	2	0	-- [10]	--	--
R 7.19 [W]	SW259[D] Shoulder	MH	2	66 [M,ST104]	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.20 [W]		MH	8	66 [E]	66	66	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.21 [W]		MH	3	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.22 [W]		MH	3	66 [E]	66	65	0	-1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.23 [W]	Ramp Shoulder & SW275[D] Shoulder	MH	4	68 [E]	68	67	0	-1	B (67)	A/E	67	0	0	66	1	0	65	2	0	65	2	0	-- [10]	--	--
R 7.24 [W]		MH	2	67 [E]	67	68	0	1	B (67)	A/E	68	0	0	68	0	0	67	1	0	67	1	0	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-18 – Predicted Future Noise Levels and Barrier Analysis – Segment 7 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 7.25 [W]	R/W	SFR	2	68 [E]	68	68	0	0	B (67)	A/E	65	3	*0*	65	3	*0*	64	4	*0*	64	4	*0*	64	4	*0*
R 7.26 [7,B,W]		SFR	2	66 [E]	66	66	0	0	B (67)	A/E	63	3	*0*	63	3	*0*	62	4	*0*	62	4	*0*	62	4	*0*
R 7.27 [W]	SW230[D] R/W	SFR	3	66 [E]	66	67	0	1	B (67)	A/E	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R 7.28 [8,W]		SFR	--	67 [M,ST101]	67	68	0	1	B (67)	A/E	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R 7.29 [7,B,W]		SFR	4	62 [E]	62	62	0	0	B (67)	NONE	62	0	*0*	61	1	*0*	61	1	*0*	61	1	*0*	60	2	*0*
R 7.30 [B,W]		SFR	2	67 [E]	67	68	0	1	B (67)	A/E	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R 7.31 [W]		SFR	4	65 [E]	65	65	0	0	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	62	3	*0*	62	3	*0*
R 7.32 [W]		SFR	1	67 [E]	67	68	0	1	B (67)	A/E	67	1	*0*	67	1	*0*	66	2	*0*	65	3	*0*	65	3	*0*
R 7.33 [W]		SFR	2	67 [E]	67	67	0	0	B (67)	A/E	67	0	*0*	66	1	*0*	66	1	*0*	65	2	*0*	65	2	*0*
R 7.34 [W]		SFR	1	67 [M,LT39,CAL]	67	66	0	-1	B (67)	A/E	66	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 7.35 [7,B,W]	S1244 Shoulder [P]	SFR	3	66 [E]	66	65	0	-1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-18 – Predicted Future Noise Levels and Barrier Analysis – Segment 7 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 7.36 [W]	SW246[D] Shoulder	SFR/MFR	6	67 [E]	67	68	0	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.36A		SFR	2	67	67	67	0	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.37 [7,B,W]		SFR	1	66 [E]	67	67	1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.38 [8,W]		SFR	--	67 [M,ST102]	68	68	1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.39 [7,B,W]		SFR	2	67 [E]	68	69	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.40-1	--	MOT	--	68 [E]	69	69	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.40-1 [Int]		MOT	1	43 [E]	44	44	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.40-2 [6]		MOT	--	74 [E]	75	73	1	-2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.40-2 [6,Int]		MOT	1	49 [E]	50	48	1	-2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.41 [W]	S1262 Shoulder [P]	MOT	1	71 [E]	72	73	1	1	E (72)	A/E	68 [T]	5	*1*	67	6	*1*	67	6	*1*	**66** [R]	**7**	*1*	-- [10]	--	--
R 7.42	S1266[P] Shoulder	MOT	1	72 [E]	73	75	1	2	E (72)	A/E	70 [T]	5	*1*	69	6	*1*	**68** [R]	**7**	*1*	68	7	*1*	-- [10]	--	--
R 7.43-1		MOT	--	70 [E]	71	72	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.43-1 [Int]		MOT	1	45 [E]	46	47	1	1	D (52)	NONE	44	3	*0*	42 [T]	5	*1*	**41** [R,5]	**6**	*1*	40	7	*1*	-- [10]	--	--
R 7.43-2 [6]		MOT	--	75 [E]	76	77	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.43-2 [6,Int]		MOT	1	50 [E]	51	52	1	1	D (52)	A/E	48	4	*0*	47	5	*1*	**45** [R]	**7**	*1*	44	8	*1*	-- [10]	--	--
R 7.44-1		MOT	--	67 [E]	68	69	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.44-1 [Int]		MOT	1	42 [E]	43	44	1	1	D (52)	NONE	43	1	*0*	43	1	*0*	42	2	*0*	42	2	*0*	-- [10]	--	--
R 7.44-2 [6]		MOT	--	70 [E]	71	73	1	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 7.44-2 [6,Int]		MOT	1	45 [E]	46	48	1	2	D (52)	NONE	46	2	*0*	46	2	*0*	45	3	*0*	45	3	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R8.1 [W]	S1285[P] & SW275[D] Shoulder	FS	--	69 [E]	71	70	2	-1	F (--)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.1 [W,Int]		FS	1	44 [E]	46	45	2	-1	D (52)	NONE	43	2	*0*	43	2	*0*	42	3	*0*	42	3	*0*	-- [10]	--	--
R8.2-1		MOT	--	75 [E]	77	76	2	-1	--	--	--	--	--	--	--	--	--	--	--	**--**	**--**	--	--	--	--
R8.2-1 [Int]		MOT	12	50 [E]	52	51	2	-1	D (52)	A/E	48	3	*0*	46	5	*12*	45 [T]	6	*12*	**44 [R]**	**7**	*12*	-- [10]	--	--
R8.2-2		MOT	--	76 [E]	78	79	2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.2-2 [Int]		MOT	12	51 [E]	53	54	2	1	D (52)	A/E	52	2	*0*	51	3	*0*	50	4	*0*	**48 [R]**	**6**	*12*	-- [10]	--	--
R8.3		MOT	1	75 [M,ST106]	77	77	2	0	E (72)	A/E	74	3	*0*	74	3	*0*	72	5	*1*	**72 [R,T,5]**	**5**	*1*	-- [10]	--	--
R8.4 [W,B,7]	Shoulder	SFR	2	63 [E]	65	66	2	1	B (67)	A/E	66	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*	-- [10]	--	--
R8.5 [W,B,7]		SFR	2	65 [E]	67	67	2	0	B (67)	A/E	66	1	*0*	66	1	*0*	64	3	*0*	64	3	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	14 feet			16 feet			18 feet			20 feet			22 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R8.6 [W]	SW296[D] R/W / Shoulder	SFR	3	66 [E]	68	69	2	1	B (67)	A/E	--	--	--	68	1	*0*	67	2	*0*	66	3	*0*	65	4	*0*
R8.7 [W]		SFR	5	68 [M,LT41,CAL]	69	70	1	1	B (67)	A/E	--	--	--	69	1	*0*	68	2	*0*	67	3	*0*	66	4	*0*
R8.8 [W]		SFR	7	67 [E]	69	70	2	1	B (67)	A/E	--	--	--	69	1	*0*	68	2	*0*	67	3	*0*	66	4	*0*
R8.9 [W]		SFR	9	66 [E]	68	69	2	1	B (67)	A/E	--	--	--	69	0	*0*	68	1	*0*	67	2	*0*	67	2	*0*
R8.10 [W]		SFR	9	66 [M,ST109]	69	69	3	0	B (67)	A/E	--	--	--	69	0	*0*	69	0	*0*	69	0	*0*	69	0	*0*
R8.11 [W]		SFR	4	66 [E]	69	69	3	0	B (67)	A/E	--	--	--	69	0	*0*	68	1	*0*	67	2	*0*	67	2	*0*
R8.14 [W,B,7]		SFR	1	59 [E]	61	62	2	1	B (67)	NONE	--	--	--	61	1	*0*	61	1	*0*	60	2	*0*	60	2	*0*
R8.14A [W,B,7]		SFR	1	64 [E]	66	67	2	1	B (67)	A/E	--	--	--	67	0	*0*	66	1	*0*	66	1	*0*	66	1	*0*
R8.14B [W,B,7]		SFR	4	62 [E]	64	64	2	0	B (67)	NONE	--	--	--	64	0	*0*	63	1	*0*	63	1	*0*	62	2	*0*
R8.14C [W,B,7]		SFR	8	63 [E]	65	65	2	0	B (67)	NONE	--	--	--	65	0	*0*	64	1	*0*	64	1	*0*	64	1	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R8.12 [W]	S21[P] Shoulder	SFR	3	66 [E]	69	69	3	0	B (67)	A/E	67	2	*0*	66	3	*0*	66	3	*0*	65	4	*0*	--	--	--
R8.13 [W,B,7]		SFR	2	67 [E]	70	71	3	1	B (67)	A/E	66	5	*2*	65	6	*2*	**64** [R,T]	**7**	*2*	63	8	*2*	--	--	--
R8.15 [W,B,7]		SFR	2	62 [E]	65	65	3	0	B (67)	NONE	65	0	*0*	65	0	*0*	64	1	*0*	64	1	*0*	--	--	--
R8.16	S1276[P] Shoulder	SFR	3	71 [E]	74	74	3	0	B (67)	A/E	**66** [R,T]	**8**	*3*	64	10	*3*	63	11	*3*	62	12	*3*	-- [10]	--	--
R8.17 [W]	Shoulder	SFR	2	64 [E]	67	66	3	-1	B (67)	A/E	63	3	*0*	63	3	*0*	62	4	*0*	62	4	*0*	-- [10]	--	--
R8.24 [W,B]		SFR	2	59 [M,ST105]	62	63	3	1	B (67)	NONE	62	1	*0*	60	3	*0*	59	4	*0*	59	4	*0*	-- [10]	--	--
R8.24 A[W]		SFR	2	66 [E]	69	70	3	1	B (67)	A/E	69	1	*0*	68	2	*0*	67	3	*0*	67	3	*0*	-- [10]	--	--
R8.25 [W,B,7]		SFR	3	64 [E]	67	68	3	1	B (67)	A/E	67	1	*0*	65	3	*0*	65	3	*0*	64	4	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R8.18 [W]	SW278[D] Shoulder	SFR	4	62 [E]	64	64	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.19 [W]		SFR	5	64 [M,ST107]	66	67	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.20 [W]		SFR	5	64 [E]	66	67	2	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.21 [W]		SFR	5	67 [E]	68	69	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.22 [W]		SFR	3	67 [M,LT40,CAL]	68	69	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.23 [W]		SFR	1	68 [E]	69	70	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.26 [W,B,7]		SFR	2	63 [E]	65	65	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.27 [W,B,7]		SFR	2	62 [E]	64	65	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.28 [W,B,7]		SFR	2	62 [E]	64	65	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.29 [W,B,7]		SFR	3	64 [E]	65	65	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.29 A[W,B,7]		SFR	2	63 [E]	64	65	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R8.30 [W,7]		SFR	1	64 [E]	65	66	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R8.31 W	S1306[P] Shoulder	REC	1	67 E	68	69	1	1	B (67)	A/E	69	0	*0*	67	2	*0*	67	2	*0*	67	2	*0*	-- [10]	--	--
R8.32-1 W		MFR	3	70 E	71	72	1	1	B (67)	A/E	71	1	*0*	69 T	3	*0*	67	5	*3*	**66 R**	**6**	*3*	-- [10]	--	--
R8.32-2 W,6		MFR	3	73 E	74	75	1	1	B (67)	A/E	74	1	*0*	73	2	*0*	70	5	*3*	**69 R**	**6**	*3*	-- [10]	--	--
R8.33-1 W,B,7		MFR	2	64 E	65	65	1	0	B (67)	NONE	65	0	*0*	65	0	*0*	63	2	*0*	62	3	*0*	-- [10]	--	--
R8.33-2 W,B,6,7		MFR	2	66 E	67	68	1	1	B (67)	A/E	67	1	*0*	67	1	*0*	66	2	*0*	64	4	*0*	-- [10]	--	--
R8.34-1 W		MFR	3	69 M,ST108	70	71	1	1	B (67)	A/E	71	0	*0*	69	2	*0*	69	2	*0*	68	3	*0*	-- [10]	--	--
R8.34-2 W,6		MFR	3	74 E	75	76	1	1	B (67)	A/E	76	0	*0*	75	1	*0*	72	4	*0*	**70 R**	**6**	*3*	-- [10]	--	--
R8.35 W,B,7		REC	1	63 E	64	65	1	1	B (67)	NONE	64	1	*0*	64	1	*0*	63	2	*0*	61	4	*0*	-- [10]	--	--
R8.36-1 W,B,7		MFR	2	67 E	68	69	1	1	B (67)	A/E	68	1	*0*	68	1	*0*	65 T	4	*0*	**64 R**	**5**	*2*	-- [10]	--	--
R8.36-2 W,B,6,7		MFR	2	70 E	71	72	1	1	B (67)	A/E	71	1	*0*	70	2	*0*	67	5	*2*	**66 R**	**6**	*2*	-- [10]	--	--
R8.37 W		MFR	3	71 E	72	73	1	1	B (67)	A/E	72	1	*0*	69 T	4	*0*	68	5	*3*	**67 R**	**6**	*3*	-- [10]	--	--
R8.38 W,B,7		MFR	4	62 E	63	64	1	1	B (67)	NONE	64	0	*0*	64	0	*0*	62	2	*0*	61	3	*0*	-- [10]	--	--
R8.39 W		MFR	2	71 E	72	73	1	1	B (67)	A/E	72	1	*0*	70 T	3	*0*	68	5	*2*	**67 R**	**6**	*2*	-- [10]	--	--
R8.40 W,B,7		REC	1	63 E	64	65	1	1	B (67)	NONE	64	1	*0*	64	1	*0*	62	3	*0*	61	4	*0*	-- [10]	--	--
R8.41 W,B		MFR	3	66 E	67	68	1	1	B (67)	A/E	67	1	*0*	67 T	1	*0*	63	5	*3*	**62 R**	**6**	*3*	-- [10]	--	--
R8.42-1 W,B		MFR	2	67 E	68	69	1	1	B (67)	A/E	68	1	*0*	68 T	1	*0*	65	4	*0*	**64 R**	**5**	*2*	-- [10]	--	--
R8.42-2 W,B,6		MFR	2	71 E	72	73	1	1	B (67)	A/E	72	1	*0*	72	1	*0*	68	5	*2*	**67 R**	**6**	*2*	-- [10]	--	--
R8.43-1 W,B,7		MFR	2	64 E	65	66	1	1	B (67)	A/E	65	1	*0*	65	1	*0*	63 T	3	*0*	**61 R**	**5**	*2*	-- [10]	--	--
R8.43-2 W,B,6,7		MFR	2	66 E	67	68	1	1	B (67)	A/E	67	1	*0*	67	1	*0*	65	3	*0*	**63 R**	**5**	*2*	-- [10]	--	--
R8.44-1 W,B,7		MFR	3	65 E	66	67	1	1	B (67)	A/E	66	1	*0*	66	1	*0*	63 T	4	*0*	**62 R**	**5**	*3*	-- [10]	--	--
R8.44-2 W,B,6,7		MFR	3	67 E	68	69	1	1	B (67)	A/E	68	1	*0*	68	1	*0*	65	4	*0*	**64 R**	**5**	*3*	-- [10]	--	--
R8.45-1 W,B		MFR	2	65 E	66	67	1	1	B (67)	A/E	65	2	*0*	64	3	*0*	64	3	*0*	64	3	*0*	-- [10]	--	--
R8.45-2 W,B,6		MFR	2	70 E	71	72	1	1	B (67)	A/E	70	2	*0*	70	2	*0*	67 T	5	*2*	**66 R**	**6**	*2*	-- [10]	--	--
R8.46-1 W,B,7		MFR	3	64 E	65	66	1	1	B (67)	A/E	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*	-- [10]	--	--
R8.46-2 W,B,6,7		MFR	3	70 E	71	72	1	1	B (67)	A/E	69	3	*0*	68	4	*0*	67	5	*3*	**67 R**	**5**	*3*	-- [10]	--	--
R8.47-1 W,B		MFR	2	66 E	67	67	1	0	B (67)	A/E	66	1	*0*	64 T	3	*0*	62	5	*2*	**62 R**	**5**	*2*	-- [10]	--	--
R8.47-2 W,B,6		MFR	2	77 E	78	79	1	1	B (67)	A/E	77	2	*0*	75	4	*0*	71 T	8	*2*	**69 R**	**10**	*2*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-19 – Predicted Future Noise Levels and Barrier Analysis – Segment 8 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R8.48-1	S1306[P] Shoulder	MOT	--	80 [E]	80	76	0	-4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.48-1 [Int]		MOT	12	55 [E]	55	51	0	-4	D (52)	A/E	46	5	*12*	**44** [R]	**7**	*12*	43 [T]	8	*12*	42	9	*12*	-- [10]	--	--
R8.48-2		MOT	--	80 [E]	80	81	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.48-2 [Int]		MOT	12	55 [E]	55	56	0	1	D (52)	A/E	53	3	*0*	**51** [R]	**5**	*12*	47	9	*12*	45	11	*12*	-- [10]	--	--
R8.48-3		MOT	--	81 [E]	81	82	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.48-3 [Int]		MOT	12	56 [E]	56	57	0	1	D (52)	A/E	57	0	*0*	56	1	*0*	55	2	*0*	54	3	*0*	-- [10]	--	--
R8.49 [B]		MOT	1	65 [E]	65	65	0	0	E (72)	NONE	63	2	*0*	63	2	*0*	62	3	*0*	61	4	*0*	-- [10]	--	--
R8.50 [B]		MOT	1	75 [M,ST110]	75	74	0	-1	E (72)	A/E	69	5	*1*	**68** [R,T]	**6**	*1*	67	7	*1*	66	8	*1*	-- [10]	--	--
R8.50 A-1		MOT	--	77 [E]	77	71	0	-6	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 A-1[Int]		MOT	3	52 [E]	52	46	0	-6	D (52)	NONE	43	3	*0*	42	4	*0*	41	5	*3*	40	6	*3*	-- [10]	--	--
R8.50 A-2		MOT	--	80 [E]	80	81	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 A-2[Int]		MOT	3	55 [E]	55	56	0	1	D (52)	A/E	53	3	*0*	**49** [R]	**7**	*3*	45	11	*3*	44	12	*3*	-- [10]	--	--
R8.50 B-1		MOT	--	73 [E]	73	68	0	-5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 B-1[Int]		MOT	3	48 [E]	48	43	0	-5	D (52)	NONE	40	3	*0*	40	3	*0*	39	4	*0*	38	5	*3*	-- [10]	--	--
R8.50 B-2		MOT	--	77 [E]	77	78	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 B-2[Int]		MOT	3	52 [E]	52	53	0	1	D (52)	A/E	**45** [R]	**8**	*3*	43	10	*3*	42	11	*3*	41	12	*3*	-- [10]	--	--
R8.50 C-1		MOT	--	70 [E]	70	66	0	-4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 C-1[Int]		MOT	3	45 [E]	45	41	0	-4	D (52)	NONE	39	2	*0*	38	3	*0*	38	3	*0*	37	4	*0*	-- [10]	--	--
R8.50 C-2		MOT	--	76 [E]	76	75	0	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R8.50 C-2[Int]		MOT	3	51 [E]	51	50	0	-1	D (52)	NONE	**44** [R]	**6**	*3*	42	8	*3*	41	9	*3*	40	10	*3*	-- [10]	--	--
R8.51 [B]	--	MOT	1	57 [M,ST111]	61	62	4	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - educational center; REC - recreational; COM - commercial; MOT - motel; FS - fire station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-20 – Predicted Future Noise Levels and Barrier Analysis – Segment 9 – Alternative 3

Receiver I.D.	Barrier I.D. and Location[11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 9.1 W	--	SFR/MFR	4	59 M,LT1	60	62	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.2 W	SW697X Shoulder	SFR	2	61 M,ST1	62	64	1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.3 W		SFR	1	62 E	63	64	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											16 feet			18 feet			20 feet			22 feet			24 feet		
R 9.4 W	SW697D R/W	SFR	9	64 E	65	67	1	2	B (67)	A/E	66	1	0	65	2	0	64	3	0	63	4	0	63	4	0
R 9.5 W,9		SFR	--	64 M,ST2	65	--	1	--	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.6 W		SFR	8	65 E	66	67	1	1	B (67)	A/E	66	1	0	65	2	0	65	2	0	64	3	0	64	3	0
R 9.7 W,7		SFR	4	62 E	63	65	1	2	B (67)	NONE	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0
R 9.8 W		SFR	3	65 E	66	67	1	1	B (67)	A/E	66	1	0	65	2	0	64	3	0	64	3	0	63	4	0
R 9.9 W		SFR	2	64 E	65	67	1	2	B (67)	A/E	66	1	0	65	2	0	64	3	0	64	3	0	63	4	0
R 9.10 W		SFR	1	65 E	66	67	1	1	B (67)	A/E	66	1	0	65	2	0	65	2	0	64	3	0	63	4	0
R 9.11 W		SFR/MFR	5	67 E	66	66	-1	0	B (67)	A/E	66	0	0	65	1	0	64	2	0	63	3	0	63	3	0
R 9.12 W,9		SFR	--	67 M,LT2,CAL	66	–	-1	--	B (67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.13 W		SFR	2	67 E	66	66	-1	0	B (67)	A/E	65	1	0	65	1	0	64	2	0	63	3	0	63	3	0
R 9.14 W		SFR	1	67 E	66	66	-1	0	B (67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0
R 9.15 W,7		SFR	6	65 E	64	65	-1	1	B (67)	NONE	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0
R 9.16 W,7		SFR	4	65 E	64	65	-1	1	B (67)	NONE	65	0	0	64	1	0	63	2	0	63	2	0	63	2	0
R 9.17 W		SFR/MFR	4	68 E	67	67	-1	0	B (67)	A/E	66	1	0	65	2	0	65	2	0	64	3	0	64	3	0
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 9.17B	--	COM	1	65 E	64	68	-1	4	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.18		COM	1	75 E	74	76	-1	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-20 – Predicted Future Noise Levels and Barrier Analysis – Segment 9 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 9.19 [B,7]	--	SFR	3	62 [E]	61	60	63	61	64	1	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.20 [B]		SFR	3	65 [E]	64	61	66	63	67	1	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.21		SFR/MFR	10	66 [E]	64	63	67	65	67	1	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.22 [W]	Shoulder	SFR	2	65 [M,ST3]	62	64	66	66	67	1	2	1	B (67)	A/E	67	0	*0*	66	1	*0*	65	2	*0*	64	3	*0*	– [10]	--	--
R 9.23 [B]	--	COM	1	69 [M,ST3A,CAL]	67	64	69	66	70	0	2	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.25 [B]		SFR	3	65 [E]	63	62	66	63	66	1	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.26 [B]		SFR	3	65 [E]	63	63	66	65	67	1	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.27 [W]	--	SFR	1	58 [E]	55	58	59	59	60	1	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.28 [W]		SFR	1	60 [E]	56	60	61	61	62	1	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 9.29	Shoulder	SFR/MFR	3	67 [E]	64	66	68	67	69	1	1	1	B (67)	A/E	67	2	*0*	67	2	*0*	66	3	*0*	66	3	*0*	– [10]	--	--
R 9.30		SFR	3	63 [E]	60	61	64	62	64	1	1	0	B (67)	NONE	64	0	*0*	64	0	*0*	63	1	*0*	62	2	*0*	– [10]	--	--
R 9.31 [8]		COM	1	70 [M,ST4]	68	68	71	69	72	1	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	– [10]	--	--
R 9.32		SFR	1	69 [E]	67	68	70	69	71	1	1	1	B (67)	A/E	70	1	*0*	70	1	*0*	69	2	*0*	69	2	*0*	– [10]	--	--
R 9.33 [W,7]		MH	6	62 [E]	56	59	61	60	62	-1	1	1	B (67)	NONE	61	1	*0*	61	1	*0*	60	2	*0*	60	2	*0*	– [10]	--	--
R 9.34 [W,7]		SFR	5	63 [E]	56	61	62	62	63	-1	1	1	B (67)	NONE	63	0	*0*	62	1	*0*	61	2	*0*	61	2	*0*	– [10]	--	--
R 9.35 [W]		COM	1	68 [M,LT3]	62	65	67	67	68	-1	2	1	E (72)	NONE	67	1	*0*	67	1	*0*	66	2	*0*	65	3	*0*	– [10]	--	--
R 9.36 [W]		SFR	3	68 [E]	62	65	67	66	68	-1	1	1	B (67)	A/E	67	1	*0*	67	1	*0*	65	3	*0*	65	3	*0*	– [10]	--	--
R 9.37		SFR	3	69 [E]	65	64	68	66	68	-1	2	0	B (67)	A/E	68	0	*0*	68	0	*0*	67	1	*0*	67	1	*0*	– [10]	--	--
R 9.38 [W]		SFR	2	68 [E]	66	62	67	63	68	-1	1	1	B (67)	NONE	67	1	*0*	67	1	*0*	67	1	*0*	67	1	*0*	– [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-21 – Predicted Future Noise Levels and Barrier Analysis – Segment 10 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)																	
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet			18 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 10.1	S1819[P] R/W	SFR	1	75 [M,ST6]	73	76	-2	3	B (67)	A/E	72	4	*0*	70	6	*1*	69 [T]	7	*1*	68	8	*1*	**67 [R,5]**	**9**	*1*	66	10	*1*
R 10.2 [B]		SFR	3	70 [E]	68	71	-2	3	B (67)	A/E	69	2	*0*	68	3	*0*	66 [T]	5	*3*	65	6	*3*	**64 [R,5]**	**7**	*3*	64	7	*3*
R 10.3 [B]		SFR	1	70 [E]	69	70	-1	1	B (67)	A/E	68	2	*0*	67	3	*0*	65 [T]	5	*1*	65	5	*1*	**64 [R,5]**	**6**	*1*	63	7	*1*
R 10.4 [B]		SFR	2	75 [E]	74	79	-1	5	B (67)	A/E	72	7	*2*	69	10	*2*	68 [T]	11	*2*	67	12	*2*	**66 [R,5]**	**13**	*2*	65	14	*2*
R 10.5 [B,W]		SFR	1	68 [M,LT4,CAL]	67	67	-1	0	B (67)	A/E	66	1	*0*	65	2	*0*	64	3	*0*	63	4	*0*	63	4	*0*	63	4	*0*
R 10.6 [B,7]		SFR	4	70 [E]	69	68	-1	-1	B (67)	A/E	67	1	*0*	67	1	*0*	65	3	*0*	65	3	*0*	64	4	*0*	**63 [R]**	**5**	*4*
R 10.7 [B]		SFR	5	72 [E]	71	70	-1	-1	B (67)	A/E	68	2	*0*	67	3	*0*	65	5	*5*	64	6	*5*	63	7	*5*	**62 [R,5]**	**8**	*5*
R 10.8 [B,7]		SFR	5	70 [E]	69	68	-1	-1	B (67)	A/E	66	2	*0*	66	2	*0*	64 [T]	4	*0*	63	5	*5*	62	6	*5*	**62 [R,5]**	**6**	*5*
R 10.9 [B]		SFR	4	73 [E]	72	71	-1	-1	B (67)	A/E	69	2	*0*	68	3	*0*	66 [T]	5	*4*	66	5	*4*	**65 [R,5]**	**6**	*4*	64	7	*4*
R 10.9A		SFR	1	76 [E]	75	74	-1	-1	B (67)	A/E	71	3	*0*	70	4	*0*	68 [T]	6	*1*	67	7	*1*	**66 [R,5]**	**8**	*1*	65	9	*1*
R 10.10 [B,7]		SFR	5	67 [E]	66	66	-1	0	B (67)	A/E	65	1	*0*	65	1	*0*	63	3	*0*	62	4	*0*	**61 [R]**	**5**	*5*	61	5	*5*
R 10.11 [B,W]		SFR	2	65 [E]	64	65	-1	1	B (67)	NONE	64	1	*0*	63	2	*0*	62	3	*0*	61	4	*0*	**60 [R]**	**5**	*2*	60	5	*2*
R 10.12 [B]	S1883[P] R/W	SFR	1	71 [E]	70	70	-1	0	B (67)	A/E	68	2	*0*	67	3	*0*	66 [T]	4	*0*	**65 [R]**	**5**	*1*	65	5	*1*	65	5	*1*
R 10.13		SFR	3	76 [E]	75	74	-1	-1	B (67)	A/E	71	3	*0*	69	5	*3*	68 [T]	6	*3*	**67 [R]**	**7**	*3*	67	7	*3*	66	8	*3*
R 10.14	--	COM	1	75 [E]	74	76	-1	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-21 – Predicted Future Noise Levels and Barrier Analysis – Segment 10 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
															Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 10.15		SFR	4	66 M,ST5	66	60	67	61	67	1	1	0	B (67)	NONE	67	0	*0*	67 T	0	*0*	67	0	*0*	67	0	*0*	-- 10	–	–
R 10.16		SFR	7	67 E	64	65	68	65	68	1	0	0	B (67)	NONE	67	1	*0*	67	1	*0*	66 T	2	*0*	66	2	*0*	-- 10	–	–
R 10.16A 8	Shoulder	--	--	67 M,ST7,CAL	72	69	74	69	74	--	0	0	--	--	74	0	*0*	73	1	*0*	73	1	*0*	73	1	*0*	-- 10	–	–
R 10.17 W		SFR	7	70 E	66	67	70	67	69	0	0	-1	B (67)	A/E	69	0	*0*	69	0	*0*	68	1	*0*	67 T	2	*0*	-- 10	–	–
R 10.18		SFR	3	64 E	58	63	64	64	65	0	1	1	B (67)	NONE	64	1	*0*	64	1	*0*	63 T	2	*0*	62	3	*0*	-- 10	–	–
R 10.19		SFR	5	66 E	63	64	66	64	67	0	0	1	B (67)	NONE	66	1	*0*	66	1	*0*	65 T	2	*0*	65	2	*0*	-- 10	–	–
R 10.20		SFR	4	70 M,LT5,CAL	66	67	70	67	70	0	0	0	B (67)	A/E	70	0	*0*	69	1	*0*	68 T	2	*0*	68	2	*0*	-- 10	–	–
R 10.20A 7		SFR	16	63 E	60	60	63	61	63	0	1	0	B (67)	NONE	63	0	*0*	63	0	*0*	62 T	1	*0*	62	1	*0*	-- 10	–	–
R 10.21	Shoulder	COM	1	72 E	69	68	72	68	72	0	0	0	E (72)	NONE	72	0	*0*	71	1	*0*	71 T	1	*0*	70	2	*0*	-- 10	–	–
R 10.22		SFR	2	67 E	63	65	67	65	67	0	0	0	B (67)	NONE	66	1	*0*	66	1	*0*	65 T	2	*0*	65	2	*0*	-- 10	–	–
R 10.23 7		SFR	12	62 E	59	58	62	59	62	0	1	0	B (67)	NONE	62	0	*0*	62	0	*0*	61 T	1	*0*	61	1	*0*	-- 10	–	–
R 10.24		SFR	2	65 E	63	60	65	61	65	0	1	0	B (67)	NONE	65	0	*0*	65	0	*0*	64 T	1	*0*	64	1	*0*	-- 10	–	–

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-22 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 11.1 B	--	MOT	1	67 E	67	68	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-1	--	MOT	--	67 E	67	67	0	0	E (72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-1 int	--	MOT	4	42 E	42	42	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-2	--	MOT	--	71 E	71	72	0	1	E (72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2-2 Int	--	MOT	4	46 E	46	47	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-1	--	MOT	--	60 E	60	61	0	1	E (72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-1 Int	--	MOT	2	35 E	35	36	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-2	--	MOT	--	64 E	64	65	0	1	E (72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.2A-2 Int	--	MOT	2	39 E	39	40	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.3 W	S1877[p] R/W	MH	6	72 E	72	73	0	1	B (67)	A/E	73	0	*0*	71	2	*0*	69 T	4	*0*	69	4	*0*	**68 R**	**5**	***6***
R 11.4 W	S1877[p] R/W	MH	16	74 M,LT6.CAL	74	75	0	1	B (67)	A/E	74	1	*0*	71 T	4	*0*	70	5	*16*	**68 R**	**7**	*16*	67	8	*16*
R 11.5 W	S1877[p] R/W	MH	8	72 E	72	73	0	1	B (67)	A/E	72	1	*0*	70 T	3	*0*	68	5	*8*	**67 R,5**	**6**	*8*	66	7	*8*
R 11.6 B,W	S1877[p] R/W	MH	3	68 E	68	69	0	1	B (67)	A/E	68	1	*0*	67 T	2	*0*	65	4	*0*	**64 R**	**5**	*3*	63	6	*3*
R 11.7 B,W,7	S1877[p] R/W	MH	3	68 E	68	69	0	1	B (67)	A/E	68	1	*0*	67	2	*0*	65 T	4	*0*	64	5	*3*	**63 R,5**	**6**	*3*
R 11.8 B,W,7	S1877[p] R/W	MH	6	70 E	70	71	0	1	B (67)	A/E	70	1	*0*	69	2	*0*	68 T	3	*0*	67	4	*0*	**66 R**	**5**	*6*
R 11.9 B,W,7	S1877[p] R/W	MH	17	70 E	70	70	0	0	B (67)	A/E	69	1	*0*	68	2	*0*	66 T	4	*0*	**65 R**	**5**	*17*	65	5	*17*
R 11.10 B,W,7	S1877[p] R/W	MH	13	68 E	68	69	0	1	B (67)	A/E	67	2	*0*	66	3	*0*	65 T	4	*0*	**64 R**	**5**	*13*	63	6	*13*
R 11.11 B,W,7	S1877[p] R/W	MH	13	67 E	67	68	0	1	B (67)	A/E	67	1	*0*	66	2	*0*	65 T	3	*0*	64	4	*0*	64	4	*0*
R 11.12 B,W,7	S1877[p] R/W	MH	2	65 E	65	66	0	1	B (67)	A/E	65	1	*0*	65	1	*0*	63 T	3	*0*	62	4	*0*	62	4	*0*
R 11.13	--	COM	1	78 E	78	77	0	-1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-22 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 11.14 W	S1907[p] R/W	SFR	1	71 M,ST9	74	73	3	-1	B (67)	A/E	71	2	0	70 T	3	0	**68 R**	**5**	***1***	68	5	1	68	5	1
R 11.14A W		SFR	1	73 E	76	77	3	1	B (67)	A/E	72 T	5	1	70	7	1	**69 R,5**	**8**	***1***	68	9	1	66	11	1
R 11.15 W		SFR	1	62 E	65	66	3	1	B (67)	A/E	65	1	0	64	2	0	63	3	0	62	4	0	**61 R**	**5**	***1***
R 11.15A		SFR	5	68 E	71	71	3	0	B (67)	A/E	69	2	0	68	3	0	66 T	5	5	65	6	5	**65 R,5**	**6**	***5***
R 11.16		SFR	6	72 E	75	74	3	-1	B (67)	A/E	71	3	0	69	5	6	67 T	7	6	**67 R,5**	**7**	***6***	66	8	6
R 11.16A W		SFR	7	66 E	70	70	4	0	B (67)	A/E	69	1	0	68	2	0	66 T	4	0	**65 R**	**5**	***7***	64	6	7
R 11.17 B,8		SFR	--	73 M,ST11	77	75	4	-2	--	--	71	--	--	69	--	--	68	--	--	67	--	--	67	--	--
R 11.18 B		SFR	2	71 E	75	74	4	-1	B (67)	A/E	70	4	0	68 T	6	2	67	7	2	**66 R,5**	**8**	***2***	66	8	2
R 11.19 B,W		SFR	5	66 E	69	69	3	0	B (67)	A/E	69	0	0	69	0	0	68	1	0	68	1	0	67	2	0
R 11.20 B,7		SFR	3	62 E	65	66	3	1	B (67)	A/E	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0
R 11.21 B,7		SFR	8	64 E	67	67	3	0	B (67)	A/E	66	1	0	66	1	0	65 T	2	0	63	4	0	**62 R**	**5**	***8***
R 11.22 B,7		SFR	6	62 E	66	66	4	0	B (67)	A/E	65	1	0	65	1	0	63 T	3	0	**61 R**	**5**	***6***	61	5	6
R 11.23 B,7		SFR	2	65 E	69	69	4	0	B (67)	A/E	67	2	0	66	3	0	65 T	4	0	**64 R**	**5**	***2***	63	6	2
R 11.24-1 B		MFR	4	73 E	77	75	4	-2	B (67)	A/E	71	4	0	69 T	6	4	68	7	4	66	9	4	**66 R,5**	**9**	***4***
R 11.24-2 B,6		MFR	4	74 E	77	78	3	1	B (67)	A/E	78	0	0	78	0	0	77	1	0	74	4	0	**71 R,5**	**7**	***4***
R 11.25-1 B,W		MFR	2	73 E	74	72	1	-2	B (67)	A/E	70	2	0	69 T	3	0	67	5	2	67	5	2	**66 R,5**	**6**	***2***
R 11.25-2 B,W,6		MFR	2	73 E	75	75	2	0	B (67)	A/E	75	0	0	75	0	0	74	1	0	72	3	0	**70 R,T**	**5**	***2***
R 11.26-1 B,7		MFR	6	63 E	67	66	4	-1	B (67)	A/E	64	2	0	64	2	0	62 T	4	0	61	5	6	**61 R,5**	**5**	***6***
R 11.26-2 B,W,6,7		MFR	6	66 E	69	68	3	-1	B (67)	A/E	67	1	0	66	2	0	65	3	0	65	3	0	**63 R,T**	**5**	***6***
R 11.27-1 B,W,7	--	MFR	2	63 E	61	63	-2	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 11.27-2 B,W,6,7		MFR	2	69 E	65	66	-4	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-22 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 11.28 W	SW1[X]	MH	3	72 M,ST12	65	67	-7	2	B (67)	A/E	-- T	--	--	66	1	*0*	66	1	*0*	65	2	*0*	64	3	*0*
R 11.29 B,W,7		MH	3	71 E	64	65	-7	1	B (67)	NONE	--	--	--	65 T	0	*0*	64	1	*0*	64	1	*0*	63	2	*0*
R 11.30 B,W,7		MH	3	71 E	64	65	-7	1	B (67)	NONE	--	--	--	64 T	1	*0*	64	1	*0*	64	1	*0*	63	2	*0*
R 11.31 B,W,7		MH	3	72 E	65	67	-7	2	B (67)	A/E	--	--	--	66 T	1	*0*	66	1	*0*	66	1	*0*	65	2	*0*
R 11.32 B,W,7		MH	3	68 E	61	63	-7	2	B (67)	NONE	--	--	--	62 T	1	*0*	62	1	*0*	61	2	*0*	61	2	*0*
R 11.33 W		REC	1	72 E	65	66	-7	1	C (67)	A/E	--	--	--	66 T	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*
R 11.34 W		REC	1	71 E	64	65	-7	1	C (67)	NONE	--	--	--	64	1	*0*	64 T	1	*0*	63	2	*0*	63	2	*0*
R 11.34A W		REC	1	66 E	59	61	-7	2	C (67)	NONE	--	--	--	61	0	*0*	61	0	*0*	60	1	*0*	60	1	*0*
R 11.35 B,W		MH	6	72 E	65	66	-7	1	B (67)	A/E	--	--	--	66 T	0	*0*	65	1	*0*	64	2	*0*	64	2	*0*
R 11.36 B,W,7		MH	4	71 E	64	66	-7	2	B (67)	A/E	-- T	--	--	65	1	*0*	64	2	*0*	64	2	*0*	63	3	*0*
R 11.37 B,W		MH	4	70 E	63	65	-7	2	B (67)	NONE	--	--	--	64	1	*0*	63 T	2	*0*	63	2	*0*	63	2	*0*
R 11.38 B,W,7		MH	7	70 E	63	64	-7	1	B (67)	NONE	--	--	--	63 T	1	*0*	62	2	*0*	62	2	*0*	61	3	*0*
R 11.39 B,W		MH	8	71 E	64	65	-7	1	B (67)	NONE	--	--	--	65 T	0	*0*	65	0	*0*	64	1	*0*	64	1	*0*
R 11.40 B,W		MH	3	72 M,ST13	65	65	-7	0	B (67)	NONE	--	--	--	65	0	*0*	65 T	0	*0*	64	1	*0*	64	1	*0*
R 11.41 B,W,7		MH	8	69 E	62	63	-7	1	B (67)	NONE	--	--	--	62	1	*0*	61 T	2	*0*	61	2	*0*	60	3	*0*
R 11.42 B,W,7		MH	2	69 E	62	63	-7	1	B (67)	NONE	--	--	--	62	1	*0*	61 T	2	*0*	61	2	*0*	60	3	*0*
R 11.43	--	COM	1	71 E	75	77	4	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
											8 feet			10 feet			12 feet			14 feet			16 feet		
R 11.44	S1969[P] R/W and Shoulder	SFR/FS	2	67 M,ST14	71	74	4	3	B (67)	A/E	69	5	*2*	68	6	*2*	**67** R,T	**7**	*2*	66	8	*2*	66	8	*2*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-22 – Predicted Future Noise Levels and Barrier Analysis – Segment 11 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location[11]	Land Use[2]	Number of Dwelling Units	Existing Traffic + Train Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)													
															8 feet			10 feet			12 feet			14 feet			16 feet	
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic + Train Noise Level Minus Existing Conditions Leq(h), dBA[14]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Level Leq(H), dBA[112]	Activity Category (NAC)	Impact Type[4,13]	Traffic + Train Noise Leq(h)	I.L.	*NBR*	Traffic + Train Noise Leq(h)	I.L.	*NBR*	Traffic + Train Noise Leq(h)	I.L.	*NBR*	Traffic + Train Noise Leq(h)	I.L.	*NBR*	Traffic + Train Noise Leq(h)	I.L.
R 11.45	--	SFR	1	64 E	68	64	69	65	70	5	1	1	B (67)	NONE	--	–	--	–	–	--	--	--	--	--	--	--	--	--
R 11.46 W	--	SFR	2	63 M,LT7	66	63	68	64	68	5	1	0	B (67)	NONE	--	–	--	–	–	--	--	--	--	--	--	--	--	--
R 11.47 W	Shoulder	SFR	2	64 E	67	65	69	66	70	5	1	1	B (67)	A/E	69	1	*0*	69	1	*0*	69 T	1	*0*	68	2	*0*	68	2
R 11.48 W,8	--	--	--	65 M,ST10	68	65	70	66	70	5	1	0	--	--	--	–	--	–	–	--	--	--	--	--	--	--	--	--
R 11.49		COM	1	63 E	65	64	68	66	69	5	2	1	E (72)	NONE	--	–	--	–	–	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; FS - fire station; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Noise Level Leq(h), dBA".
14 - Noise measurements LT7 and ST10 were conducted when train cars were parked on tracks reducing the existing traffic and train noise levels.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-23 – Predicted Future Noise Levels and Barrier Analysis – Segment 12 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 12.1 [K]	--	SFR	2	62 [M,ST15]	62	62	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.2 [K]		SFR	2	60 [E]	60	61	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.3 [K]		SFR	4	63 [E]	63	64	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4A [K]	--	SFR	1	67 [E]	59	61	-8	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4B [K]		SFR	1	67 [E]	59	60	-8	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.4 [K]		SFR	4	70 [M,LT8,CAL]	57	59	-13	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.5 [K]		SFR	1	67 [E]	59	61	-8	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.6 [B,K,7]		SFR	2	59 [E]	55	56	-4	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.7	--	COM	1	70 [E]	71	73	1	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-1 [W,8]	--	MOT	--	66 [E,H1B]	67	70	1	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-1 [W,Int]		MOT	12	44 [E]	45	48	1	3	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-2 [W,6]		MOT	--	71 [E]	72	75	1	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-2 [W,Int,6]		MOT	12	49 [E]	50	53	1	3	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-3 [W,12]		MOT	--	73 [E]	74	76	1	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.8-3 [W,Int,12]		MOT	12	51 [E]	52	54	1	2	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.9 [B,W]		MOT	1	53 [E]	54	56	1	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 12.10 [W]	S2033 R/W	REC	4	66 [E]	67	69	1	2	C (67)	A/E	63 [T]	6	*4*	63	6	*4*	**62 [R]**	**7**	***4***	62	7	*4*	61	8	*4*
R 12.11 [B]	--	SCH	1	56 [E]	57	59	1	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home SCH - educational center; COM - commercial; MOT - motel; REC - recreational
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - A calibration factor of -4 dB is applied for this receiver and adjacent receivers with similar geographic features.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Insertion losses obtained from interior versus exterior noise measurements have been been applied to exterior noise levels to determine interior noise levels: R12.8-1/H1B - Days Inn: 22 dB reduction.

Table B-24 – Predicted Future Noise Levels and Barrier Analysis – Segment 13 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	12 feet			14 feet			16 feet			18 feet			20 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R13.1-1 [B]	--	MOT	--	63 [E]	64	65	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-1 [Int]		MOT	18	38 [E]	39	40	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-2 [B,6]		MOT	--	65 [E]	66	67	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1-2 [Int,6]		MOT	18	40 [E]	41	42	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.1A		COM	1	67 [E]	68	69	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-1 [B]	--	MOT	--	65 [E]	66	68	1	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-1 [Int]		MOT	15	40 [E]	41	43	1	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-2 [B,6]		MOT	--	69 [E]	70	71	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.2-2 [Int,6]		MOT	15	44 [E]	45	46	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.3	S2079[P] R/W	SFR	3	66 [E]	67	70	1	3	B (67)	A/E	66	4	*0*	65 [T]	5	*3*	65	5	*3*	**64** [R,5]	**6**	*3*	64	6	*3*
R13.4		SFR	1	68 [M,ST16A/LT9,CAL]	69	71	1	2	B (67)	A/E	67	4	*0*	66 [T]	5	*1*	65	6	*1*	**64** [R]	**7**	*1*	64	7	*1*
R13.5		COM	1	65 [E]	66	69	1	3	E (72)	NONE	66	3	*0*	65	4	*0*	65	4	*0*	65	4	*0*	64	5	*1*
R13.6	--	REC	1	58 [E]	59	62	1	3	C (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R13.7		REC	1	58 [E]	59	61	1	2	C (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-25 – Predicted Future Noise Levels and Barrier Analysis – Segment 14 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 14.1	--	COM	1	72 M,ST119	76	78	4	2	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.3		SFR	1	67 M,ST16	67	68	0	1	B (67)	A/E	66	2	*0*	65	3	*0*	64 T	4	*0*	**63 R**	**5**	***1***	-- 10	--	--
R 14.4		MOT	--	75 E	77	76	2	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.4 Int		MOT	3	55 E	57	56	2	-1	D (52)	A/E	53	3	*0*	53	3	*0*	51 T	5	*3*	**51 R,5**	**5**	***3***	-- 10	--	--
R 14.5 W		MH	5	71 E	73	75	2	2	B (67)	A/E	71	4	*0*	71	4	*0*	69 T	6	*5*	**69 R,5**	**6**	***5***	-- 10	--	--
R 14.6 W		MH	6	71 M,ST17	73	74	2	1	B (67)	A/E	71	3	*0*	71	3	*0*	70 T	4	*0*	**68 R**	**6**	***6***	-- 10	--	--
R 14.7		MH	3	73 E	75	77	2	2	B (67)	A/E	72	5	*3*	71	6	*3*	70 T	7	*3*	70	7	*3*	**69 R,5**	**8**	***3***
R 14.7A B,W,7		MH	7	67 E	69	70	2	1	B (67)	A/E	68	2	*0*	67	3	*0*	65 T	5	*7*	**65 R,5**	**5**	***7***	-- 10	--	--
R 14.7B B,W,7		MH	6	69 E	71	72	2	1	B (67)	A/E	69	3	*0*	69	3	*0*	67 T	5	*6*	**66 R,5**	**6**	***6***	-- 10	--	--
R 14.8 B,W,7	S2145 Shoulder and R/W	MH	2	65 E	67	68	2	1	B (67)	A/E	66	2	*0*	65	3	*0*	63 T	5	*2*	**63 R,5**	**5**	***2***	-- 10	--	--
R 14.8A		SFR	2	59	61	62	2	1	B (67)	NONE	61	1	*0*	60	2	*0*	60 T	2	*0*	59	3	*0*	-- 10	--	--
R 14.8B		SFR	2	65	67	68	2	1	B (67)	A/E	66	2	*0*	65	3	*0*	64 T	4	*0*	63	5	*2*	**63 R,5**	**5**	***2***
R 14.9		SFR	2	71 M,LT10	73	75	2	2	B (67)	A/E	71	4	*0*	70	5	*2*	70 T	5	*2*	70	5	*2*	**69 R,5**	**6**	***2***
R 14.9A		SFR	--	72 M,ST17A,CAL	74	76	2	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**--**	**--**	--
R 14.10 W		MH	3	68 E	70	72	2	2	B (67)	A/E	69	3	*0*	69	3	*0*	68	4	*0*	68	4	*0*	**67 R,T**	**5**	***3***
R 14.11 W		MH	3	68 E	70	72	2	2	B (67)	A/E	69	3	*0*	68	4	*0*	68	4	*0*	67	5	*3*	**67 R,T,5**	**5**	***3***
R 14.11A B,W,7		MH	2	62 E	64	65	2	1	B (67)	NONE	63	2	*0*	62	3	*0*	62	3	*0*	61	4	*0*	61	4	*0*
R 14.12 B,W,7		MH	2	61 E	63	64	2	1	B (67)	NONE	62	2	*0*	62	2	*0*	61	3	*0*	61	3	*0*	60	4	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 20 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-25 – Predicted Future Noise Levels and Barrier Analysis – Segment 14 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA[1]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA[1]	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(H), dBA[1,12]	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
															Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 14.1A		SCH	1	62 [E]	56	62	63	64	65	0	2	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.1B	--	SCH	1	63	58	63	64	65	66	0	2	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 14.2		MFR	2	64 [E]	46	64	64	65	65	0	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Noise Level Leq(h), dBA".
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-26 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 15.1 W	SW5[D] Shoulder & R/W	SFR	2	68 M,ST19	68	68	0	0	B (67)	A/E	--	--	--	--	--	--	68 T	0	*0*	67	1	*0*	66	2	*0*
R 15.2 W		SFR	3	68 E	68	69	0	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	69 T	0	*0*	68	1	*0*
R 15.3 W		SFR	1	66 E	66	65	0	-1	B (67)	NONE	--	--	--	--	--	--	65	0	*0*	64	1	*0*	64	1	*0*
R 15.4 B,W,7		SFR	2	65 E	65	66	0	1	B (67)	A/E	--	--	--	--	--	--	65 T	1	*0*	65	1	*0*	64	2	*0*
R 15.5 B,W,7		SFR	4	65 E	65	66	0	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	65 T	1	*0*	64	2	*0*
R 15.6 W		SFR	3	66 E	66	67	0	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	66 T	1	*0*	65	2	*0*
											18 feet			20 feet			22 feet			24 feet			--		
R 15.1 W	SW5[D] Shoulder & R/W	SFR	2	68 M,ST19	68	68	0	0	B (67)	A/E	66	2	*0*	66	2	*0*	66	2	*0*	66	2	*0*	--	--	--
R 15.2 W		SFR	3	68 E	68	69	0	1	B (67)	A/E	67	2	*0*	67	2	*0*	66	3	*0*	66	3	*0*	--	--	--
R 15.3 W		SFR	1	66 E	66	65	0	-1	B (67)	NONE	64	1	*0*	64	1	*0*	64	1	*0*	64	1	*0*	--	--	--
R 15.4 B,W,7		SFR	2	65 E	65	66	0	1	B (67)	A/E	64	2	*0*	64	2	*0*	64	2	*0*	63	3	*0*	--	--	--
R 15.5 B,W,7		SFR	4	65 E	65	66	0	1	B (67)	A/E	64	2	*0*	64	2	*0*	64	2	*0*	64	2	*0*	--	--	--
R 15.6 W		SFR	3	66 E	66	67	0	1	B (67)	A/E	65	2	*0*	64	3	*0*	64	3	*0*	64	3	*0*	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take in Alternative 3.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-26 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 15.7 W	SW5[D] Shoulder	SFR	2	69 E	67	68	-2	1	B (67)	A/E	--	--	--	--	--	--	68 T	0	0	67	1	0	-- 10	--	--
R 15.8 W		SFR	5	69 E	67	68	-2	1	B (67)	A/E	--	--	--	-- T	--	--	67	1	0	67	1	0	-- 10	--	--
R 15.9 W		SFR	4	69 M,ST19A,CAL	67	67	-2	0	B (67)	A/E	-- T	--	--	--	--	--	66	1	0	66	1	0	-- 10	--	--
R 15.10 B,W		SFR	4	67 M,LT12	65	65	-2	0	B (67)	NONE	--	--	--	--	--	--	65	0	0	65	0	0	-- 10	--	--
R 15.11 B,W,7		SFR	4	68 E	66	65	-2	-1	B (67)	NONE	--	--	--	--	--	--	65	0	0	64	1	0	-- 10	--	--
R 15.12	--	COM	1	75 E	73	74	-2	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-26 – Predicted Future Noise Levels and Barrier Analysis – Segment 15 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA[14]	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 15.13	Shoulder	SFR	5	60 [M,ST18]	64	60	65	61	66	0	1	1	B (67)	NONE	65	1	*0*	65	1	*0*	65	1	*0*	65	1	*0*	-- [10]	–	--
R 15.14		SFR	5	66 [E]	70	66	71	67	72	0	1	1	B (67)	A/E	71	1	*0*	71	1	*0*	71 [T]	1	*0*	71	1	*0*	-- [10]	–	--
R 15.15		SFR	6	69 [E]	70	66	71	68	72	-3	2	1	B (67)	A/E	72	0	*0*	71	1	*0*	71 [T]	1	*0*	71	1	*0*	-- [10]	–	--
R 15.16		SFR	6	66 [M,LT11,CAL]	68	63	69	66	70	-3	3	1	B (67)	A/E	70	0	*0*	69	1	*0*	69	1	*0*	69	1	*0*	-- [10]	–	--
R 15.17		SFR	2	66 [E]	68	63	69	66	70	-3	3	1	B (67)	A/E	70	0	*0*	69	1	*0*	69	1	*0*	69	1	*0*	-- [10]	–	--
R 15.18		SFR	2	65 [E]	68	62	69	64	69	-3	2	0	B (67)	NONE	69	0	*0*	69	0	*0*	68	1	*0*	68	1	*0*	-- [10]	–	--
R 15.19		SFR	3	66 [E]	66	63	68	64	68	-3	1	0	B (67)	NONE	68	0	*0*	68	0	*0*	67	1	*0*	67	1	*0*	-- [10]	–	--
R 15.20	--	SFR	4	62 [E]	64	64	67	63	66	2	-1	-1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.21		SFR	3	57 [E]	66	59	66	61	67	2	2	1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.22		SFR	4	55 [M,ST20]	62	57	63	59	64	2	2	1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--
R 15.23		SFR	5	56 [E]	60	58	62	60	63	2	2	1	B (67)	NONE	--	--	–	--	–	--	--	--	–	–	--	--	--	–	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
14 - Existing Conditions do not include train noise for ST18 and ST20; however there is potential train noise included in noise measurement LT11.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-27 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA [1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA [1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA [1]	Design Year Build Noise Level Leq(h), dBA [1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 16.1 B,W	--	MOT	1	61 E	62	63	1	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 16.2 B	Shoulder	SFR	1	69 E	70	70	1	0	B (67)	A/E	68	2	*0*	68	2	*0*	67 T	3	*0*	67	3	*0*	-- 10	--	--
R 16.3 B		COM	1	75 E	76	77	1	1	E (72)	A/E	71	6	*1*	70	7	*1*	68 T	9	*1*	67	10	*1*	-- 10	--	--
R 16.4 B		SFR	1	70 E	71	72	1	1	B (67)	A/E	69	3	*0*	68	4	*0*	68	4	*0*	67 T	5	*1*	-- 10	--	--
R 16.5 B,W,7		SFR	4	65 E	66	66	1	0	B (67)	A/E	64	2	*0*	64	2	*0*	63 T	3	*0*	62	4	*0*	-- 10	--	--
R 16.6 B,W		REL	1	63 E	64	64	1	0	--	--	63	1	*0*	62	2	*0*	61 T	3	*0*	60	4	*0*	-- 10	--	--
R 16.7 B,7		SFR	2	61 E	62	63	1	1	B (67)	NONE	62	1	*0*	62	1	*0*	61	2	*0*	60	3	*0*	-- 10	--	--
R 16.8 B,7		MH	6	65 E	66	67	1	1	B (67)	A/E	64	3	*0*	63	4	*0*	63	4	*0*	61 T	6	*6*	-- 10	--	--
R 16.9 B,7		SFR	6	62 E	63	64	1	1	B (67)	NONE	62	2	*0*	61	3	*0*	61	3	*0*	61	3	*0*	-- 10	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take in Alternative 3.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*
13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-27 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 16.10 W,B	S2238[P] R/W & Shoulder	SFR	3	63 [E]	64	66	1	2	B (67)	A/E	65	1	*0*	65	1	*0*	65	1	*0*	65 [T]	1	*0*	65	1	*0*
R 16.11 W,B		SFR	3	61 [M,LT13]	62	64	1	2	B (67)	NONE	63	1	*0*	62	2	*0*	62	2	*0*	62	2	*0*	62	2	*0*
R 16.12 B		SFR	1	66 [E]	67	68	1	1	B (67)	A/E	66	2	*0*	65	3	*0*	64 [T]	4	*0*	64	4	*0*	**63** [R]	**5**	*1*
R 16.13 B		SFR	4	65 [E]	66	67	1	1	B (67)	A/E	65	2	*0*	64	3	*0*	63 [T]	4	*0*	63	4	*0*	63	4	*0*
R 16.14 B		SFR	2	62 [E]	63	65	1	2	B (67)	NONE	63	2	*0*	63	2	*0*	62	3	*0*	61	4	*0*	61	4	*0*
R 16.15-1		MOT	--	67 [E]	67	68	0	1	--	--	65	3	--	64	4	--	63	5	--	62	6	--	-- [10]	--	--
R 16.15-1 Int,B		MOT	6	42 [E]	42	43	0	1	D (52)	NONE	40	3	*0*	39	4	*0*	38	5	*6*	**37** [R,5]	**6**	*6*	-- [10]	--	--
R 16.15-2		MOT	--	71 [E]	71	72	0	1	--	--	69	3	--	68	4	--	67	5	--	65	7	--	-- [10]	--	--
R 16.15-2 Int,B,6		MOT	6	46 [E]	46	47	0	1	D (52)	NONE	44	3	*0*	43	4	*0*	42	5	*6*	**40** [R]	**7**	*6*	-- [10]	--	--
R 16.16-1		MOT	--	67 [E]	67	67	0	0	--	--	65	2	--	64	3	--	63	4	--	62	5	--	-- [10]	--	--
R 16.16-1 Int,B		MOT	14	42 [E]	42	42	0	0	D (52)	NONE	40	2	*0*	39	3	*0*	38	4	*0*	**37** [R]	**5**	*14*	-- [10]	--	--
R 16.16-2		MOT	--	71 [E]	71	72	0	1	--	--	68	4	--	68	4	--	67	5	--	65	7	--	-- [10]	--	--
R 16.16-2 Int,B,6		MOT	14	46 [E]	46	47	0	1	D (52)	NONE	43	4	*0*	43	4	*0*	42	5	*14*	**40** [R,5]	**7**	*14*	-- [10]	--	--
R 16.17 B,W		MOT	1	70 [M,ST20A,CAL]	70	71	0	1	E (72)	A/E	67	4	*0*	67	4	*0*	66 [T]	5	*1*	**64** [R]	**7**	*1*	-- [10]	--	--
R 16.18 B,7		SFR	8	61 [E]	62	63	1	1	B (67)	NONE	62	1	*0*	61	2	*0*	61	2	*0*	60	3	*0*	-- [10]	--	--
R 16.19 B,7		SFR	3	63 [E]	64	65	1	1	B (67)	NONE	63	2	*0*	63	2	*0*	62	3	*0*	61	4	*0*	-- [10]	--	--
R 16.20-1		MOT	--	66 [E]	66	67	0	1	--	--	65	2	--	64	3	--	64	3	--	63	4	--	-- [10]	--	--
R 16.20-1 Int,B		MOT	4	41 [E]	41	42	0	1	D (52)	NONE	40	2	*0*	39	3	*0*	39	3	*0*	38	4	*0*	-- [10]	--	--
R 16.20-2		MOT	--	69 [E]	69	70	0	1	--	--	67	3	--	67	3	--	66	4	--	65	5	--	-- [10]	--	--
R 16.20-2 Int,B,6		MOT	4	44 [E]	44	45	0	1	D (52)	NONE	42	3	*0*	42	3	*0*	41	4	*0*	**40** [R]	**5**	*4*	-- [10]	--	--
R 16.21 B		MOT	1	61 [E]	61	61	0	0	E (72)	NONE	61	0	*0*	60	1	*0*	60	1	*0*	60	1	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix.*

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-27 – Predicted Future Noise Levels and Barrier Analysis – Segment 16 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Traffic Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]										Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
															8 feet			10 feet			12 feet			14 feet			16 feet		
					Design Year Train Noise Level Leq(h), dBA[1]	Design Year No Build Traffic Noise Level Leq(h), dBA[1]	Design Year No Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year Build Traffic Noise Level Leq(h), dBA[1,13]	Design Year Build Traffic + Train Noise Level Leq(h), dBA[1,12]	Design Year No Build Traffic Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Traffic Noise Level Minus No Build Conditions Leq(h), dBA	Design Year Build Traffic + Train Noise Level Minus No Build Traffic + Train Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4,13]	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*	Train + Traffic Noise Leq(h)	I.L.	*NBR*
R 16.22	-	SFR	3	55 [E]	61	57	63	60	63	2	3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	–	–	--
R 16.23		SFR/MFR	14	56 [E]	60	58	62	61	63	2	3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	–	–	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; MED - medical facility; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; REL - religious institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Year 2035 train noise levels were calculated from the *Regional Rail Simulation Findings Technical Appendix*.

13 - When train noise levels are provided, noise impacts are based on noise levels from the column labeled "Design Year Build Traffic Noise Level Leq(h), dBA."

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 1A-1	--	MOT	--	67 C	67	66	0	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-1 Int		MOT	6	39 C	39	38	0	-1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-2 6		MOT	--	70 C	70	71	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-2 Int,6		MOT	6	42 C	42	43	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-3 12		MOT	--	71 C	71	73	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1A-3 Int,12		MOT	6	43 C	43	45	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-1		MOT	--	70 C	70	71	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-1 Int		MOT	6	42 C	42	43	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-2 6		MOT	--	73 C	73	75	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-2 Int,6		MOT	6	45 C	45	47	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-3 12		MOT	--	74 C	74	76	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 1-3 Int,12		MOT	6	46 C	46	48	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. A 28 dB reduction has been applied to exterior noise levels based on building noise reduction measurements conducted for this site.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 2 [13]	SW241[X] Property Line	SFR	1	66 [C]	58	59	-8	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 3 [13]		SFR	1	67 [C]	58	59	-9	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 4 [13]		SFR	2	67 [C]	58	60	-9	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 5 [13]		SFR	2	68 [C]	58	60	-10	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 6 [13]		SFR	2	68 [C]	59	61	-9	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 7 [13]		SFR	2	69 [C]	59	61	-10	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 8 [13]		SFR	1	69 [C]	61	64	-8	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 9 [9]	--	--	--	74 [M,ST23]	74	78	0	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 10 [B,7]	--	SFR	3	62 [C]	62	65	0	3	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 11 [W]	--	SFR	4	59 [C]	59	61	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 12 [W]		SFR	12	60 [C]	60	62	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 13 [W]		SFR	7	61 [C]	61	62	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 14 [W]		SFR	3	62 [C]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 15 W	SW264[X] Property Line	SFR	2	65 E	64	67	-1	3	B (67)	A/E	--	--	--	66	1	*0*	65	2	*0*	64	3	*0*	63	4	*0*
R17. 16 W		SFR	3	65 E	64	67	-1	3	B (67)	A/E	--	--	--	66	1	*0*	65	2	*0*	64	3	*0*	63	4	*0*
R17. 17 W		SFR	5	66 M,LT14,CAL	65	67	-1	2	B (67)	A/E	--	--	--	66	1	*0*	65	2	*0*	65	2	*0*	64	3	*0*
R17. 18 W		SFR	6	65 E	64	65	-1	1	B (67)	NONE	--	--	--	65	0	*0*	64	1	*0*	63	2	*0*	63	2	*0*
R17. 19 B,W,7		SFR	2	63 E	62	61	-1	-1	B (67)	NONE	--	--	--	61	0	*0*	60	1	*0*	60	1	*0*	59	2	*0*
R17. 20 B,W,7		SFR	6	63 E	62	63	-1	1	B (67)	NONE	--	--	--	62	1	*0*	61	2	*0*	61	2	*0*	60	3	*0*
R17. 21 B,W,7		SFR	3	64 E	63	64	-1	1	B (67)	NONE	--	--	--	63	1	*0*	62	2	*0*	61	3	*0*	61	3	*0*
R17. 22 B,W,7		SFR	3	65 E	64	66	-1	2	B (67)	A/E	--	--	--	65	1	*0*	64	2	*0*	63	3	*0*	63	3	*0*
R17. 23 B,W,7		SFR	4	63 E	62	64	-1	2	B (67)	NONE	--	--	--	63	1	*0*	62	2	*0*	62	2	*0*	61	3	*0*
R17. 24 B,W,7		SFR	3	66 E	65	67	-1	2	B (67)	A/E	--	--	--	66	1	*0*	66	1	*0*	66	1	*0*	65	2	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 18 [W]	S2435[P] R/W and S2437[P] Shoulder	SFR	5	65 [E]	64	65	-1	1	B (67)	NONE	65	0	*0*	65	0	*0*	65	0	*0*	65	0	*0*	65	0	*0*
R17. 24 [B,W,7]		SFR	3	66 [E]	65	67	-1	2	B (67)	A/E	66	1	*0*	65	2	*0*	65	2	*0*	65	2	*0*	65	2	*0*
R17. 25 [B,W]		MFR	4	68 [E]	66	67	-2	1	B (67)	A/E	65	2	*0*	63 [T]	4	*0*	62	5	*4*	**61 [R,5]**	**6**	***4***	60	7	*4*
R17. 26 [W]		MFR	3	70 [E]	68	69	-2	1	B (67)	A/E	67	2	*0*	65 [T]	4	*0*	63	6	*3*	**62 [R]**	**7**	***3***	61	8	*3*
R17. 27 [B,W]		MFR	3	68 [E]	66	66	-2	0	B (67)	A/E	64	2	*0*	62 [T]	4	*0*	60	6	*3*	**60 [R,5]**	**6**	***3***	59	7	*3*
R17. 28 [B,W]		MFR	1	61 [E]	59	60	-2	1	B (67)	NONE	59	1	*0*	59 [T]	1	*0*	59	1	*0*	59	1	*0*	59	1	*0*
R17. 29 [B,W]		MFR	2	68 [E]	66	66	-2	0	B (67)	A/E	65	1	*0*	63 [T]	3	*0*	62	4	*0*	**61 [R]**	**5**	***2***	61	5	*2*
R17. 30 [W,8]		MFR	--	70 [M,ST25]	68	69	-2	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 31 [B,W,7]		MFR	3	60 [E]	58	59	-2	1	B (67)	NONE	56	3	*0*	56	3	*0*	54	5	*3*	**53 [R,5]**	**6**	***3***	53	6	*3*
R17. 32 [B,W]	--	MFR	10	59 [E]	57	58	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R17. 33A	--	REL	--	68 C	68	70	0	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 33A Int		REL	1	43 C	43	45	0	2	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 33	--	COM	1	75 C	75	74	0	-1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 34	S2384P R/W and S2382P	SFR	1	69 C	69	71	0	2	B (67)	A/E	67	4	*0*	66	5	*1*	65 T	6	*1*	**63 R**	**8**	***1***	61	10	*1*
R17. 35 8		--	--	66 M, ST21	67	70	1	3	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 36	--	COM	1	74 C	74	77	0	3	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 37		COM	1	77 M, ST121	79	82	2	3	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. A 25 dB reduction has been applied to exterior noise levels.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location[11]	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 38	S2434A[P] R/W and S2438[P] Shoulder Option 1	MH	4	75 [M,ST24]	77	77	2	0	B (67)	A/E	72	5	*4*	70 [T]	7	*4*	69	8	*4*	68	9	*4*	**67 [R,5]**	**10**	***4***
R17. 39		MH	6	71 [E]	73	76	2	3	B (67)	A/E	73	3	*0*	71 [T]	5	*6*	70	6	*6*	69	7	*6*	**69 [R,5]**	**7**	***6***
R17. 40		MH	6	68 [E]	70	71	2	1	B (67)	A/E	68	3	*0*	66 [T]	5	*6*	65	6	*6*	**65 [R,5]**	**6**	***6***	65	6	*6*
R17. 41 [B,7]		MH	1	71 [E]	73	74	2	1	B (67)	A/E	72	2	*0*	71	3	*0*	70	4	*0*	68	6	*1*	**68 [R,5]**	**6**	***1***
R17. 42 [B,7]		MH	2	68 [E]	70	71	2	1	B (67)	A/E	70	1	*0*	69	2	*0*	68	3	*0*	67	4	*0*	**66 [R]**	**5**	***2***
R17. 43 [B,7]		MH	7	68 [E]	70	73	2	3	B (67)	A/E	71	2	*0*	69	4	*0*	68	5	*7*	67	6	*7*	**66 [R,5]**	**7**	***7***
R17. 44 [B,7]		MH	6	67 [E]	69	71	2	2	B (67)	A/E	69	2	*0*	69	2	*0*	67	4	*0*	67	4	*0*	**66 [R]**	**5**	***6***
R17. 45 [B,7]		MH	4	66 [E]	68	69	2	1	B (67)	A/E	67	2	*0*	67	2	*0*	65	4	*0*	**64 [R]**	**5**	***4***	64	5	*4*
R17. 46 [W]		SFR	2	65 [E]	66	69	1	3	B (67)	A/E	67	2	*0*	65 [T]	4	*0*	64	5	*2*	**63 [R,5]**	**6**	***2***	63	6	*2*
R17. 47A [W]		SFR	2	66 [E]	67	68	1	1	B (67)	A/E	68	0	*0*	65 [T]	3	*0*	64	4	*0*	**63 [R]**	**5**	***2***	63	5	*2*
R17. 47		--	--	68 [M,LT15,CAL]	69	70	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R17. 48		SFR	2	67 [E]	68	69	1	1	B (67)	A/E	67	2	*0*	67 [T]	2	*0*	66	3	*0*	66	3	*0*	66	3	*0*

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-28 – Predicted Future Noise Levels and Barrier Analysis – Segment 17 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location [11]	Land Use [2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type [4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R17. 38	S2434B[P] and S2438[P] Shoulder Option 2	MH	4	75 [M,ST24]	77	77	2	0	B (67)	A/E	72	5	*4*	71 [T]	6	*4*	70	7	*4*	**69 [R,5]**	**8**	***4***	-- [10]	--	--
R17. 39		MH	6	71 [E]	73	76	2	3	B (67)	A/E	71	5	*6*	69 [T]	7	*6*	**67 [R,5]**	**9**	***6***	66	10	*6*	-- [10]	--	--
R17. 40		MH	6	68 [E]	70	71	2	1	B (67)	A/E	67	4	*0*	64 [T]	7	*6*	**62 [R,5]**	**9**	***6***	61	10	*6*	-- [10]	--	--
R17. 41 [B,7]		MH	1	71 [E]	73	74	2	1	B (67)	A/E	70	4	*0*	69	5	*1*	68	6	*1*	**67 [R,5]**	**7**	***1***	-- [10]	--	--
R17. 42 [B,7]		MH	2	68 [E]	70	71	2	1	B (67)	A/E	68	3	*0*	68	3	*0*	67	4	*0*	**66 [R]**	**5**	***2***	-- [10]	--	--
R17. 43 [B,7]		MH	7	68 [E]	70	73	2	3	B (67)	A/E	69	4	*0*	68	5	*7*	66	7	*7*	**65 [R,5]**	**8**	***7***	-- [10]	--	--
R17. 44 [B,7]		MH	6	67 [E]	69	71	2	2	B (67)	A/E	68	3	*0*	67	4	*0*	**66 [R]**	**5**	***6***	65	6	*6*	-- [10]	--	--
R17. 45 [B,7]		MH	4	66 [E]	68	69	2	1	B (67)	A/E	67	2	*0*	66	3	*0*	**64 [R]**	**5**	***4***	63	6	*4*	-- [10]	--	--
R17. 46 [W]		SFR	2	65 [E]	66	69	1	3	B (67)	A/E	67	2	*0*	65 [T]	4	*0*	**64 [R]**	**5**	***2***	63	6	*2*	-- [10]	--	--
R17. 47A [W]		SFR	2	66 [E]	67	68	1	1	B (67)	A/E	68	0	*0*	65 [T]	3	*0*	64	4	*0*	64	4	*0*	-- [10]	--	--
R17. 47 [9]		--	--	68 [M,LT15,CAL]	69	70	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R17. 48		SFR	2	67 [E]	68	69	1	1	B (67)	A/E	67	2	*0*	67 [T]	2	*0*	66	3	*0*	66	3	*0*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; COM - commercial; SCH - educational center; REC - recreational; MOT - motel; REL - religious Institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; C - calculated existing noise level; CAL - model calibration site; INT - interior noise level.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
13 - A soundwall that was constructed as part of the Tippecanoe Ave Improvement project is included for No Build and Build scenarios, but Existing noise levels are without this soundwall.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-29 – Predicted Future Noise Levels and Barrier Analysis – Segment 18 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA1						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R18. 1	--	COM	1	72 E	70	68	-2	-2	F	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 2		COM	1	72 E	70	70	-2	0	F	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 3	--	REC	1	73 E	71	71	-2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 4		REC	1	70 E	68	68	-2	0	C (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 5	--	COM	1	70 E	70	71	0	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 6-1	S2476[P] Shoulder	MFR	2	66 M,ST26	66	67	0	1	B (67)	A/E	65	2	*0*	64	3	*0*	**62** R,T	**5**	***2***	62	5	*2*	-- 10	--	--
R18. 6-2 6		MFR	2	69 E	69	68	0	-1	B (67)	A/E	65	3	*0*	64	4	*0*	**63** R,T	**5**	***2***	62	6	*2*	-- 10	--	--
R18. 7-1		MFR	6	65 E	65	65	0	0	B (67)	NONE	62	3	*0*	61	4	*0*	**60** R,T	**5**	***6***	59	6	*6*	-- 10	--	--
R18. 7-2 6		MFR	6	67 E	67	66	0	-1	B (67)	A/E	64	2	*0*	63	3	*0*	62	4	*0*	61	5	*6*	-- 10	--	--
R18. 8-1		MFR	8	65 E	65	66	0	1	B (67)	A/E	62	4	*0*	62	4	*0*	**60** R,T	**6**	***8***	59	7	*8*	-- 10	--	--
R18. 8-2 6		MFR	8	68 E	68	67	0	-1	B (67)	A/E	63	4	*0*	62	5	*8*	**60** R,T,5	**7**	***8***	60	7	*8*	-- 10	--	--
R18. 9-1 7		MFR	4	62 E	62	62	0	0	B (67)	NONE	59	3	*0*	59	3	*0*	**57** R,T	**5**	***4***	56	6	*4*	-- 10	--	--
R18. 9-2 6,7		MFR	4	64 E	64	63	0	-1	B (67)	NONE	61	2	*0*	60	3	*0*	59	4	*0*	59	4	*0*	-- 10	--	--
R18. 10-1 7		MFR	4	60 E	60	61	0	1	B (67)	NONE	59	2	*0*	59	2	*0*	58	3	*0*	57	4	*0*	-- 10	--	--
R18. 10-2 6,7		MFR	4	63 E	63	63	0	0	B (67)	NONE	62	1	*0*	61	2	*0*	60	3	*0*	60	3	*0*	-- 10	--	--
R18. 11-1		MFR	2	67 E	67	68	0	1	B (67)	A/E	65	3	*0*	65	3	*0*	**63** R,T	**5**	***2***	63	5	*2*	-- 10	--	--
R18. 11-2 6		MFR	2	70 E	70	70	0	0	B (67)	A/E	67	3	*0*	66	4	*0*	**64** R,T	**6**	***2***	64	6	*2*	-- 10	--	--
R18. 12-1		MFR	4	67 E	67	68	0	1	B (67)	A/E	65	3	*0*	65	3	*0*	**63** R,T	**5**	***4***	62	6	*4*	-- 10	--	--
R18. 12-2 6		MFR	4	70 E	70	69	0	-1	B (67)	A/E	66	3	*0*	66	3	*0*	**64** R,T	**5**	***4***	63	6	*4*	-- 10	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - indoor/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates thatn o barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-29 – Predicted Future Noise Levels and Barrier Analysis – Segment 18 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA1						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R18. 13-1 [7]	S2476[P] Shoulder	MFR	2	66 [E]	66	66	0	0	B (67)	A/E	63	3	*0*	63	3	*0*	**61** [R,T]	**5**	***2***	60	6	*2*	-- [10]	--	--
R18. 13-2 [6,7]		MFR	2	68 [E]	68	67	0	-1	B (67)	A/E	64	3	*0*	64	3	*0*	**62** [R,T]	**5**	***2***	62	5	*2*	-- [10]	--	--
R18. 14-1		MFR	6	68 [E]	68	69	0	1	B (67)	A/E	66	3	*0*	66	3	*0*	64 [T]	5	*6*	**64** [R,5]	**5**	***6***	-- [10]	--	--
R18. 14-2 [6]		MFR	6	71 [E]	71	71	0	0	B (67)	A/E	68	3	*0*	67	4	*0*	66 [T]	5	*6*	**65** [R,5]	**6**	***6***	-- [10]	--	--
R18. 15-1		MFR	4	67 [E]	67	68	0	1	B (67)	A/E	65	3	*0*	65	3	*0*	64 [T]	4	*0*	**63** [R]	**5**	***4***	-- [10]	--	--
R18. 15-2 [6]		MFR	4	69 [E]	69	70	0	1	B (67)	A/E	68	2	*0*	66	4	*0*	65 [T]	5	*4*	**65** [R,5]	**5**	***4***	-- [10]	--	--
R18. 16-1		MFR	4	62 [E]	62	64	0	2	B (67)	NONE	62	2	*0*	61	3	*0*	60 [T]	4	*0*	**59** [R]	**5**	***4***	-- [10]	--	--
R18. 16-2 [6]		MFR	4	67 [E]	67	69	0	2	B (67)	A/E	67	2	*0*	66	3	*0*	65	4	*0*	65	4	*0*	-- [10]	--	--
R18. 17 [B,W,7]		SFR	3	62 [E]	62	64	0	2	B (67)	NONE	62	2	*0*	62	2	*0*	61	3	*0*	60	4	*0*	-- [10]	--	--
R18. 18 [W]		SFR	8	62 [M,LT16,ST26A,CAL]	62	63	0	1	B (67)	NONE	63	0	*0*	62	1	*0*	61	2	*0*	61	2	*0*	-- [10]	--	--
R18. 19 [W]		SFR	5	63 [E]	63	64	0	1	B (67)	NONE	63	1	*0*	63	1	*0*	63	1	*0*	62	2	*0*	-- [10]	--	--
R18. 20		MFR	4	64 [E]	64	65	0	1	B (67)	NONE	65	0	*0*	65	0	*0*	65	0	*0*	64	1	*0*	-- [10]	--	--
R18. 21		MFR	4	63 [M,ST27]	63	64	0	1	B (67)	NONE	64	0	*0*	64	0	*0*	64	0	*0*	64	0	*0*	-- [10]	--	--
R18. 22		MFR	4	64 [E]	64	66	0	2	B (67)	A/E	66	0	*0*	65	1	*0*	65	1	*0*	65	1	*0*	-- [10]	--	--
R18. 23	--	COM	1	68 [E]	68	69	0	1	E(72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 24	--	COM	1	72 [M,ST28]	70	70	-2	0	E(72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 25	Shoulder	RS	--	73 [E]	71	70	-2	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18. 25 [Int]		RS	1	48 [E]	46	45	-2	-1	D(52)	NONE	42	3	*0*	41	4	*0*	41	4	*0*	40	5	*1*	-- [10]	--	--
R18. 26		PI	1	67 [E]	65	67	-2	2	C(67)	A/E	64	3	*0*	64	3	*0*	63	4	*0*	62	5	*1*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute; RS - radio station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - indoor/outdoor measurement.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates thatn o barrier was analyzed in front of the corresponding receivers.

B - Includes the benefit of an existing building or building row.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Table B-30 – Predicted Future Noise Levels and Barrier Analysis – Segment 18A – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R18A. 1A	--	COM	1	74 C	74	77	0	3	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 1	--	SCH	1	62 C	62	64	0	2	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-1	--	MOT	--	62 C	62	62	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-1 Int		MOT	5	37 C	37	37	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-2 6		MOT	--	65 C	66	66	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 2-2 6,Int		MOT	5	40 C	41	41	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 3	--	MOT	1	61 C	61	63	0	2	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-1		MOT	--	61 C,H6	61	62	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-1 Int		MOT	4	38 C	38	39	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-2 6		MOT	--	67 C	68	68	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 4-2 6,Int		MOT	4	44 C	45	45	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-1		MOT	--	63 C	63	64	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-1 Int		MOT	4	40 C	40	41	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-2 6		MOT	--	70 C	70	71	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 5-2 6,Int		MOT	4	47 C	47	48	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute.

3 - M - Measured noise level; STxx or LTxx - measurement site number; C - calculated existing noise level; CAL - model calibration site; Hxx - indoor/outdoor measurement; E - estimated from No Build noise level and measurement sites.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of a calibration location.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels of Travelodge based on building construction; a 23, 20, and 25 dB reduction has been applied to exterior noise levels of Super 8, Good Nite Inn, and Country Inn Suites, respectively, based on building noise reduction measurements conducted at these sites.

Table B-30 – Predicted Future Noise Levels and Barrier Analysis – Segment 18A – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Corridor Project Future Worst Hour Noise Levels -- Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R18A. 6 [8]	--	MOT	-	76 [C,ST28A,CAL]	76	76	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-1 [B,W]	--	MOT	--	70 [C,H18]	70	69	0	-1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-1 [B,Int,W]	--	MOT	7	50 [C]	50	49	0	-1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-2 [B,6]	--	MOT	--	73 [C]	73	74	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 7-2 [B,6,Int]	--	MOT	7	53 [C]	53	54	0	1	D (52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 8	--	COM	1	65 [C]	66	65	1	-1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-1	--	MOT	--	67 [C,H5]	67	67	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-1 [Int]	--	MOT	12	42 [C]	42	42	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-2 [6]	--	MOT	--	71 [C]	71	71	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-2 [6,Int]	--	MOT	12	46 [C]	46	46	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-3 [12]	--	MOT	--	74 [C]	74	75	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 9-3 [12,Int]	--	MOT	12	49 [C]	49	50	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 10	--	MOT	1	64 [C]	64	64	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R18A. 11	--	COM	1	63 [C]	63	64	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.

2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH - mobile home; SCH - educational center; COM - commercial; MOT - motel; REC - recreational; MED - medical facility; REL - religious institution; PI - public institute; RS - radio station.

3 - M - Measured noise level; STxx or LTxx - measurement site number; C - calculated existing noise level; CAL - model calibration site; Hxx - indoor/outdoor measurement; E - estimated from No Build noise level and measurement sites.

4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.

5 - Barrier height needed to meet requirements at adjacent receiver(s).

6 - Second story receiver.

7 - Non first row residences.

8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of a calibration location.

9 - This noise measurement site will be a take and was chosen for monitoring purposes only.

10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.

11 - Barrier Type: P - proposed; X - existing; D - replacement in kind. If a location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" idicates that no barrier was analyzed in front of the corresponding receivers.

12 - Third story receiver.

B - Includes the benefit of an existing building or building row.

R - The minimum height to meet feasibility requirements and design goal.

T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.

W - Includes the benefit of an existing soundwall or property wall.

Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels of Travelodge based on building construction; a 23, 20, and 25 dB reduction has been applied to exterior noise levels of Super 8, Good Nite Inn, and Country Inn Suites, respectively, based on building noise reduction measurements conducted at these sites.

Table B-31 – Predicted Future Noise Levels and Barrier Analysis – Segment 19 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 19.1	--	COM	1	72 [E]	71	72	-1	1	E (72)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.2		COM	1	72 [E]	71	71	-1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.3	S2619[P] / Shoulder	SFR	1	72 [E]	71	71	-1	0	B (67)	A/E	67	4	*0*	67 [T]	4	*0*	**66** [R]	**5**	*1*	66	5	*1*	-- [10]	--	--
R 19.4		SFR	1	71 [M,ST30A,CAL]	70	70	-1	0	B (67)	A/E	66	4	*0*	**65** [R,T]	**5**	*1*	65	5	*1*	64	6	*1*	-- [10]	--	--
R 19.5 [B]		MFR	4	67 [M,LT18]	68	69	1	1	B (67)	A/E	65	4	*0*	**64** [R,T]	**5**	*4*	63	6	*4*	63	6	*4*	-- [10]	--	--
R 19.5A		SFR	2	70 [E]	71	72	1	1	B (67)	A/E	69	3	*0*	69	3	*0*	69	3	*0*	69	3	*0*	-- [10]	--	--
R 19.5B [B,7]		SFR	4	61 [E]	62	63	1	1	B (67)	NONE	62	1	*0*	61	2	*0*	60	3	*0*	60	3	*0*	-- [10]	--	--
R 19.5C [B,7]		SFR	5	68 [E]	69	70	1	1	B (67)	A/E	66	4	*0*	66	4	*0*	**65** [R,T]	**5**	*5*	64	6	*5*	-- [10]	--	--
R 19.6 [B]		SFR	5	69 [M,ST31]	69	70	0	1	B (67)	A/E	66	4	*0*	65	5	*5*	64 [T]	6	*5*	**64** [R,5]	**6**	*5*	-- [10]	--	--
R 19.7		SFR	1	72 [E]	72	73	0	1	B (67)	A/E	69	4	*0*	68	5	*1*	67 [T]	6	*1*	**66** [R]	**7**	*1*	-- [10]	--	--
R 19.8-1	--	MOT	1	64 [C]	64	64	0	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.8-1 [Int]		MOT	10	38 [C]	38	38	0	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.8-2 [6]		MOT	--	67 [C]	68	68	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.8-2 [Int,6]		MOT	14	41 [C]	42	42	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.8-3 [12]		MOT	--	70 [C]	71	71	1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.8-3 [Int,12]		MOT	14	44 [C]	45	45	1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.9-1		MOT	1	64 [C]	64	65	0	1	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.9-1 [Int]		MOT	16	41 [C]	41	42	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.9-2 [6]		MOT	--	66 [C]	67	68	1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.9-2 [Int,6]		MOT	16	43 [C]	44	45	1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Insertion losses obtained from interior versus exterior noise measurements have been been applied to exterior noise levels to determine interior noise levels: R19.8/H7 - Comfort Suites: 26 dB reduction; R19.9/H8 - Motel 6: 23 dB reduction; R19.10/H9 - Ayres Hotel: 27 dB reduction.

Table B-31 – Predicted Future Noise Levels and Barrier Analysis – Segment 19 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 19.10-1	--	MOT	--	65 [C]	65	66	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.10-1 [Int]		MOT	7	38 [C]	38	39	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.10-2 [6]		MOT	--	67 [C]	67	68	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.10-2 [Int,6]		MOT	7	40 [C]	40	41	0	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.10A		COM	1	66 [C]	67	67	1	0	E (72)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.11 [B]	Shoulder	SCH	1	63 [M,ST29]	65	65	2	0	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 19.12 [B]		SFR	1	65 [E]	67	66	2	-1	B (67)	A/E	64	2	*0*	63 [T]	3	*0*	63	3	*0*	62	4	*0*	-- [10]	--	--
R 19.13		SFR	1	67 [M,LT17]	69	67	2	-2	B (67)	A/E	64	3	*0*	64 [T]	3	*0*	63	4	*0*	62	5	*1*	-- [10]	--	--
R 19.14 [B]		SFR	3	65 [E]	67	67	2	0	B (67)	A/E	63	4	*0*	63 [T]	4	*0*	62	5	*3*	62	5	*3*	-- [10]	--	--
R 19.14A		MH	6	63 [E]	65	66	2	1	B (67)	A/E	63	3	*0*	61	5	*6*	60 [T]	6	*6*	60	6	*6*	-- [10]	--	--
R 19.15 [W,B]	Shoulder	SFR	2	66 [E]	66	67	0	1	B (67)	A/E	65	2	*0*	64 [T]	3	*0*	63	4	*0*	63	4	*0*	-- [10]	--	--
R 19.15A		SFR	6	67 [E]	67	67	0	0	B (67)	A/E	65	2	*0*	63 [T]	4	*0*	62	5	*6*	61	6	*6*	-- [10]	--	--
R 19.16 [W]		SFR	1	67 [M,ST30]	67	68	0	1	B (67)	A/E	66	2	*0*	64 [T]	4	*0*	63	5	*1*	63	5	*1*	-- [10]	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Insertion losses obtained from interior versus exterior noise measurements have been been applied to exterior noise levels to determine interior noise levels: R19.8/H7 - Comfort Suites: 26 dB reduction; R19.9/H8 - Motel 6: 23 dB reduction; R19.10/H9 - Ayres Hotel: 27 dB reduction.

Table B-32 – Predicted Future Noise Levels and Barrier Analysis – Segment 20 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 20.1 B,7,K	Shoulder	SFR	5	71 E	70	70	-1	0	B (67)	A/E	69	1	0	69	1	0	69 T	1	0	69	1	0	-- 10	--	--
R 20.1A B,7,K		SFR	1	69 E	68	68	-1	0	B (67)	A/E	67	1	0	67	1	0	67 T	1	0	67	1	0	-- 10	--	--
R 20.2A B,K		MOT	--	73 E	72	72	-1	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.2A B,Int,K		MOT	1	48 E	47	47	-1	0	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.2 B,K		MOT	1	75 E	74	75	-1	1	E (72)	A/E	72	3	0	72 T	3	0	71	4	0	71	4	0	-- 10	--	--
R 20.3 W,K	SW149[X] / Shoulder	SFR/MFR	7	72 E	71	71	-1	0	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 20.4 W,K		MFR	6	69 M,ST32	68	69	-1	1	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 20.5 B,W,K		MFR	4	61 E	60	61	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.5A B,W,K		MFR	5	60 E	59	59	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.6-1 W,K		MFR	2	69 E	68	68	-1	0	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 20.6-2 W,6,K		MFR	2	71 E	70	71	-1	1	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--
R 20.7 W,K		MFR	5	68 E	68	68	0	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.8 W,K		SFR	1	66 E	66	67	0	1	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.9 W,K		SFR	1	65 M,LT20,CAL	65	66	0	1	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.10 B,W,7,K		SFR/MFR	4	63 E	63	64	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.11 B,W,7,K		SFR	3	63 E	63	63	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - Modeled traffic noise levels for this analysis area calibrated to within 1 dB of measured levels. However, due to unknown reasons, future predicted traffic noise levels were much lower than existing levels. Therefore, an adjustment factor of +3 dB was applied to these receivers to account for this anomaly.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-32 – Predicted Future Noise Levels and Barrier Analysis – Segment 20 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 20.12-1 B,W,K	SW149[X] SW499[X] / Shoulder	MFR	4	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.12-2 B,W,6,K		MFR	4	65 [E]	65	66	0	1	B (67)	A/E	--	--	--	-- [T]	--	--	--	--	--	--	--	--	-- [10]	--	--
R 20.13-1 B,W,K		MFR	2	64 [E]	64	64	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.13-2 B,W,6,K		MFR	2	65 [E]	65	65	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.14-1 B,W,K		MFR	1	60 [E]	60	61	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.14-2 B,W,6,K		MFR	1	63 [E]	63	64	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.15-1 B,W,7,K		MFR	2	59 [E]	59	60	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.15-2 B,W,6,7,K		MFR	2	61 [E]	61	62	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.16-1 B,W,7,K		MFR	2	63 [E]	63	63	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.16-2 B,W,6,7,K		MFR	2	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.17-1 B,W,7,K		MFR	2	60 [E]	60	61	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.17-2 B,W,6,7,K		MFR	2	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.18A W,K	SW499[X] SW153[X] SW509[X] / Shoulder	REL	1	67 [E]	67	68	0	1	C (67)	A/E	--	--	--	-- [T]	--	--	--	--	--	--	--	--	-- [10]	--	--
R 20.18 W,K		SFR	2	67 [E]	67	68	0	1	B (67)	A/E	--	--	--	-- [T]	--	--	--	--	--	--	--	--	-- [10]	--	--
R 20.19 W,K		SFR/MFR	3	65 [E]	65	66	0	1	B (67)	A/E	--	--	--	-- [T]	--	--	--	--	--	--	--	--	-- [10]	--	--
R 20.20 W,K		SFR	2	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.21 W,K		SFR	2	62 [E]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.22 B,W,7,K		SFR	4	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.23 B,W,K		SFR	3	62 [E]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - Modeled traffic noise levels for this analysis area calibrated to within 1 dB of measured levels. However, due to unknown reasons, future predicted traffic noise levels were much lower than existing levels. Therefore, an adjustment factor of +3 dB was applied to these receivers to account for this anomaly.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-32 – Predicted Future Noise Levels and Barrier Analysis – Segment 20 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 20.24 W,K	SW153[X] SW509[X] SW157[X] SW159[X] / Shoulder	REC	1	64 E	63	64	-1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.25 W,K		REC	1	63 E	62	63	-1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.26 W,K		SCH	1	64 M,ST36	63	64	-1	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.27 W,K		MFR	4	65 E	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.28 W,K		MFR	4	61 E	60	61	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.29 W,K		MFR	4	63 E	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.30 B,W,K	SW523[X] SW161[X] SW531[X] SW163[X] SW537[X] / Shoulder	SFR	5	63 E	65	66	2	1	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.31 W,K		MFR	1	64 E	66	67	2	1	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.32 W,K		MFR	1	65 M,ST37	67	67	2	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.33 B,W,K		MFR	4	60 E	62	63	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.34 B,W,K		MFR	4	59 E	61	62	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.35 B,W,K		MFR	8	57 E	59	60	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.36 B,W,K		MFR	8	61 E	63	63	2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.37 B,W,7,K		MFR	4	62 E	64	65	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.38 B,W,7,K		MFR	8	61 E	63	64	2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.39 W,K		SFR	3	67 M,ST38	68	68	1	0	B (67)	A/E	--	--	--	-- T	--	--	--	--	--	--	--	--	-- 10	--	--
R 20.40 B,W,7,K		SFR	5	66 E	67	67	1	0	B (67)	A/E	--	--	--	--	--	--	-- T	--	--	--	--	--	-- 10	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - Modeled traffic noise levels for this analysis area calibrated to within 1 dB of measured levels. However, due to unknown reasons, future predicted traffic noise levels were much lower than existing levels. Therefore, an adjustment factor of +3 dB was applied to these receivers to account for this anomaly.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-32 – Predicted Future Noise Levels and Barrier Analysis – Segment 20 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 20.41		COM	1	70 [E]	70	71	0	1	E (72)	NONE	70	1	*0*	69	2	*0*	69	2	*0*	69	2	*0*	--	--	--
R 20.42		SFR	3	69 [E]	69	70	0	1	B (67)	A/E	68	2	*0*	65	5	*3*	**65** [R,T,5]	**5**	*3*	64	6	*3*	-- [10]	--	--
R 20.42A		REL	--	69 [E]	69	69	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.42A [Int]		REL	1	44 [E]	44	44	0	0	D (52)	NONE	42	2	*0*	42	2	*0*	40	4	*0*	40	4	*0*	--	--	--
R 20.43		SFR	4	69 [M,LT19,CAL]	69	70	0	1	B (67)	A/E	66	4	*0*	64	6	*4*	**63** [R,T]	**7**	*4*	62	8	*4*	-- [10]	--	--
R 20.44 [B]	S2638[P]	SFR	1	69 [E]	68	68	-1	0	B (67)	A/E	66	2	*0*	64	4	*0*	**63** [R,T]	**5**	*1*	62	6	*1*	-- [10]	--	--
R 20.45	S2654[P] /	SFR	1	70 [E]	69	70	-1	1	B (67)	A/E	67	3	*0*	65	5	*1*	**64** [R,T,5]	**6**	*1*	63	7	*1*	-- [10]	--	--
R 20.46	Shoulder	SFR	5	69 [E]	68	68	-1	0	B (67)	A/E	66	2	*0*	64	4	*0*	**63** [R,T]	**5**	*5*	62	6	*5*	-- [10]	--	--
R 20.47		SFR	1	68 [E]	67	68	-1	1	B (67)	A/E	66	2	*0*	65	3	*0*	**63** [R,T]	**5**	*1*	62	6	*1*	-- [10]	--	--
R 20.47A		REL	--	69 [E]	68	69	-1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.47A [Int]		REL	1	44 [E]	43	44	-1	1	D (52)	NONE	42	2	*0*	40	4	*0*	39	5	*1*	38	6	*1*	--	--	--
R 20.48		MFR	4	70 [M,ST33]	69	70	-1	1	B (67)	A/E	65 [T]	5	*4*	**64** [R,5]	**6**	*4*	64	6	*4*	63	7	*4*	-- [10]	--	--
R 20.49 [B,7]		SFR	2	63 [E]	62	63	-1	1	B (67)	NONE	63	0	*0*	63	0	*0*	62	1	*0*	62	1	*0*	--	--	--
R 20.50 [B,W,7]	SW158[X] /	SFR	4	61 [E]	60	62	-1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.51 [W]	Shoulder	SFR/MFR	3	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - Modeled traffic noise levels for this analysis area calibrated to within 1 dB of measured levels. However, due to unknown reasons, future predicted traffic noise levels were much lower than existing levels. Therefore, an adjustment factor of +3 dB was applied to these receivers to account for this anomaly.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-32 – Predicted Future Noise Levels and Barrier Analysis – Segment 20 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 20.52A [W,7]	SW158[X] / Shoulder	SCH	1	61 [E]	61	62	0	1	C (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.52 [W]		SFR	2	63 [E]	63	63	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.53 [W]		SFR	1	62 [M,ST35,CAL]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.54 [W]		MFR	4	62 [E]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.55 [W]		MFR	2	62 [E]	62	63	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.56 [W]		MFR	3	64 [E]	64	64	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.57 [W]	SW158[X] SW530[X] SW162[X] SW536[X] / Shoulder	SFR	5	64 [M,LT21]	65	66	1	1	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 20.58 [W]		SFR	5	63 [E]	64	65	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.59A [W]		SCH	1	66 [E]	67	67	1	0	C (67)	A/E	66	1	*0*	66	1	*0*	66	1	*0*	65	2	*0*	-- [10]	--	--
R 20.59 [W]		SFR/MFR	3	67 [E]	68	69	1	1	B (67)	A/E	68	1	*0*	68	1	*0*	68	1	*0*	68	1	*0*	-- [10]	--	--
R 20.60 [B,W,7]		SFR	4	61 [E]	62	63	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 20.61 [B,W,7]		SFR	4	62 [E]	63	64	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet in height when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
K - Modeled traffic noise levels for this analysis area calibrated to within 1 dB of measured levels. However, due to unknown reasons, future predicted traffic noise levels were much lower than existing levels. Therefore, an adjustment factor of +3 dB was applied to these receivers to account for this anomaly.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 21.1 W	SW165X SW167X SW551X / Shoulder	SFR	6	66 E	63	64	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.2 W		SFR	3	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.3 W		SFR	4	66 M,LT22	63	64	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.3A W		SFR	2	66 M,ST40A,CAL	63	64	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.4 W		SFR	2	67 E	64	65	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.5 W,7		SFR	5	65 E	62	62	-3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.6 W,B,7		SFR	5	64 E	61	61	-3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.6A W,7		SFR	3	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.7 W,B,7		SFR	4	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.8 W	SW167X SW551X SW169X SW563X / Shoulder	SFR	2	65 E	62	63	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.9 W		SFR	2	67 E	64	65	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.10 W		SFR	2	64 E	61	62	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.11 W		SFR	2	65 E	62	63	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.12 W		SFR	2	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.13 W		SFR	2	65 E	62	63	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.14 W		SFR	4	67 E	64	64	-3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	-- 10	--	--
R 21.15 W,7		SFR	2	61 E	58	60	-3	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.16 W,7		SFR	2	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.17 W,7		SFR	2	61 E	58	59	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.18 W,7		SFR	2	64 E	61	62	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.19 W,7		SFR	2	61 E	58	58	-3	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.20 W,7		SFR	2	63 E	60	61	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.21 W,7		SFR	4	60 E	57	58	-3	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 21.22 W,6	SW563[X]	MFR	6	70 E	66	67	-4	1	B (67)	A/E	66	1	*0*	66	1	*0*	66	1	*0*	66	1	*0*	66	1	*0*
R 21.23 W	SW171[X] /	MFR	1	67 M,ST42	63	64	-4	1	B (67)	NONE	63	1	*0*	63	1	*0*	62	2	*0*	62	2	*0*	62	2	*0*
R 21.24 W,B	Shoulder	MFR	1	59 E	55	56	-4	1	B (67)	NONE	55	1	*0*	55	1	*0*	55	1	*0*	54	2	*0*	54	2	*0*
R 21.25 W,6		MFR	2	73 E	69	69	-4	0	B (67)	A/E	**64** R,T	**5**	*2*	64	5	*2*	63	6	*2*	63	6	*2*	63	6	*2*
R 21.25A		REL	--	65 E	65	66	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.25A Int		REL	1	25 E	25	26	0	1	D (52)	NONE	23	3	*0*	22	4	*0*	22	4	*0*	22	4	*0*	21	5	*1*
R 21.26 B,K		SFR	2	58 E	58	59	0	1	B (67)	NONE	58	1	*0*	58	1	*0*	58	1	*0*	58	1	*0*	58	1	*0*
R 21.27 B,K	S2737[P] /	SFR	3	57 E	57	58	0	1	B (67)	NONE	56	2	*0*	56	2	*0*	56	2	*0*	56	2	*0*	56	2	*0*
R 21.28 K	RW	SFR	3	69 E	69	70	0	1	B (67)	A/E	68	2	*0*	68	2	*0*	67	3	*0*	67	3	*0*	67	3	*0*
R 21.29 8,K		--	--	81 M,ST44,CAL	81	82	0	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.30 K		SFR	1	73 E	73	74	0	1	B (67)	A/E	70	4	*0*	69	5	*1*	68	6	*1*	68	6	*1*	**67** R	**7**	*1*
R 21.31 7,K		SFR	2	67 E	67	68	0	1	B (67)	A/E	65	3	*0*	64	4	*0*	63	5	*2*	63	5	*2*	**63** R,5	**5**	*2*
											8 feet			**10 feet**			**12 feet**			**14 feet**			**16 feet**		
R 21.32		REL	--	74 M,ST45	73	74	-1	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.32		REL	1	49 E	48	49	-1	1	D (52)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.33		REL	1	68 E	67	68	-1	1	C (67)	A/E	67	1	*0*	66	2	*0*	66	2	*0*	65	3	*0*	-- 10	--	--
R 21.34 7		SFR	3	67 E	68	69	1	1	B (67)	A/E	68	1	*0*	67	2	*0*	67	2	*0*	66	3	*0*	-- 10	--	--
R 21.35	Shoulder	SFR	2	70 M.,LT23	71	71	1	0	B (67)	A/E	70	1	*0*	70	1	*0*	69	2	*0*	69	2	*0*	-- 10	--	--
R 21.36 B,7		SFR	2	58 E	59	60	1	1	B (67)	NONE	59	1	*0*	59	1	*0*	59	1	*0*	59	1	*0*	--	--	--
R 21.37		SFR	1	72 E	73	74	1	1	B (67)	A/E	73	1	*0*	72	2	*0*	72	2	*0*	71	3	*0*	-- 10	--	--
R 21.38 W		SFR	2	61 E	62	63	1	1	B (67)	NONE	62	1	*0*	61	2	*0*	61	2	*0*	61	2	*0*	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 40 dB reduction has been applied to exterior noise levels of the Kingdom Hall of Jehovah's Witnesses based on buildings having no windows.
K - A calibration factor of +3 dB is applied to this receiver and adjacent receivers with similar geographic features.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 21.39	S2765[P] / Shoulder	REL	1	67 [M,ST47]	69	70	2	1	C (67)	A/E	66	4	*0*	65	5	*1*	64	6	*1*	**63** [R,T]	**7**	*1*	-- [10]	--	--
R 21.40		REC	1	69 [E]	71	71	2	0	C (67)	A/E	67	4	*0*	67	4	*0*	65 [T]	6	*1*	**64** [R,5]	**7**	*1*	-- [10]	--	--
R 21.41		SCH	--	65 [E]	67	67	2	0	--	--	64	3	--	63	4	--	62	5	--	60	7	--	--	--	--
R 21.41 [Int]		SCH	14	40 [E]	42	42	2	0	D (52)	NONE	34	8	*14*	33	9	*14*	33	9	*14*	32	10	*14*	--	--	--
R 21.42 [W,B]		REC	1	58 [E]	60	60	2	0	C (67)	NONE	59	1	*0*	58	2	*0*	58	2	*0*	57	3	*0*	--	--	--
R 21.43 [W]	SW187[X] / Shoulder	SFR	1	65 [E]	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.44 [W]		SFR	1	65 [E]	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.45 [W]		SFR	1	63 [M,LT25]	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.46 [W]		SFR	1	62 [E]	61	62	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.47 [W]		SFR	1	59 [E]	58	59	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.48 [W]		SFR	1	59 [E]	60	61	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.49 [W]		SFR	1	60 [M,ST49]	61	61	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.50 [W]		SFR	2	62 [E]	63	63	1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.
Int - Interior noise criteria has been used for this receiver because there are no outdoor use areas. An assumed 25 dB reduction has been applied to exterior noise levels based on buildings having single pane windows.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 21.51 [W]	SW536[X] SW164[X] SW166[X] SW550[X] / Shoulder	SFR	1	68 [E]	67	67	-1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	-- [10]	--	--
R 21.52 [W,7]		SFR	3	66 [E]	65	65	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.53 [W]		MFR	2	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.54 [W]		--	--	64 [M,ST39]	63	64	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.55 [W]		MFR	2	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.56 [W,B,7]		MFR	1	58 [E]	57	58	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.57 [W]		MFR	2	62 [E]	61	62	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.58 [W]		MFR	2	61 [E]	60	61	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.59 [W]		MFR	1	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.60 [W]		SFR	2	63 [E]	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 21.61 W,B,7	SW550[X] SW170[X] SW564[X] SW172[X] / Shoulder	SFR	2	60 E	59	61	-1	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.62 W		SFR	4	62 M,ST40,CAL	63	64	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.63 W		SFR	4	61 E	62	63	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.64 W		SFR	3	59 E	60	61	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.65 W		SFR	1	64 E	62	63	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.66 W		SFR	2	64 E	62	62	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.67 W		SFR	1	65 M,ST41	63	63	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.68 W,B,7		SFR	4	56 E	57	58	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.69 W,B,7		SFR	4	58 E	59	60	1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.70 W,B,7		SFR	2	62 E	60	60	-2	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.71 W,B,7		SFR	2	62 E	60	61	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.72 W		SFR	1	64 E	62	63	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.73 W,7		SFR	1	62 E	60	61	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.74 W,B,7		SFR	2	61 E	59	60	-2	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	16 feet			18 feet			20 feet			22 feet			24 feet		
											Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*	Leq(h)	I.L.	*NBR*
R 21.75	S2730[P] / RW	REL	1	64 [M,ST43]	64	66	0	2	C (67)	A/E	61	5	*1*	60 [T]	6	*1*	**59** [R]	**7**	*1*	59	7	*1*	59	7	*1*
R 21.76	R/W	REL	1	67 [E]	67	68	0	1	C (67)	A/E	67	1	*0*	67	1	*0*	67	1	*0*	66	2	*0*	66	2	*0*
											8 feet			**10 feet**			**12 feet**			**14 feet**			**16 feet**		
R 21.77-1 [B]	--	MFR	1	51 [E]	51	52	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.77-2 [B,6]		MFR	1	56 [E]	56	56	0	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.78-1 [B]		MFR	1	60 [E]	60	62	0	2	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.78-2 [B,6]		MFR	1	64 [E]	64	65	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.79-1 [B]		MFR	1	56 [E]	56	57	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.79-2 [B,6]		MFR	1	59 [E]	59	60	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.80 [B]		MFR	1	56 [E]	56	57	0	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

Table B-33 – Predicted Future Noise Levels and Barrier Analysis – Segment 21 – Alternative 3 (Cont'd)

Receiver I.D.	Barrier I.D. and Location	Land Use[2]	Number of Dwelling Units	Existing Noise Level Leq(h), dBA[1,3]	I-10 Express Lanes Project Future Worst Hour Noise Levels - Leq(h), dBA[1]						Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefitted Receivers (NBR)														
					Design Year No Build Noise Level Leq(h), dBA[1]	Design Year Build Noise Level Leq(h), dBA[1]	Design Year No Build Noise Level Minus Existing Conditions Leq(h), dBA	Design Year Build Noise Level Minus No Build Conditions Leq(h), dBA	Activity Category (NAC)	Impact Type[4]	8 feet			10 feet			12 feet			14 feet			16 feet		
											Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR	Leq(h)	I.L.	NBR
R 21.81 W,B	--	SFR	1	59 E	58	58	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.82		SFR	1	69 M,ST46,CAL	68	68	-1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.83 B		SFR	1	63 E	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.84 W		SFR	1	65 E	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.85 W		SFR	1	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.86 W		SFR	1	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.87 W		SFR	1	63 M,LT24,CAL	62	63	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.88 W		SFR	1	64 E	63	64	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.89 W		SFR	1	65 E	64	64	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.90 W		SFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.91 W		SFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.92 W		SFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.93 W		SFR	1	63 E	62	62	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.94 W		SFR	1	64 E	63	63	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.95 W		SFR	1	62 E	61	62	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.96 W		SFR	1	60 E	59	60	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.97 W		SFR	1	61 E	60	61	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.98 W		SFR	1	62 E	61	61	-1	0	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.99 W		SFR	1	69 M,ST50	68	68	-1	0	B (67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R 21.100 W		SFR	1	65 E	64	65	-1	1	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
2 - Land Use: SFR - single-family residence; MFR - multi-family residence; MH mobile home COM - commercial; MOT - motel; REC - recreational; SCH - educational center; MED - medical facility; REL - religious institution.
3 - M - Measured noise level; STxx or LTxx - measurement site number; E - estimated from No Build noise level and measurement sites; CAL - model calibration site; Hxx - in/outdoor measurement.
4 - S = Substantial Increase (12 dBA or more); A/E = Approach or exceed NAC.
5 - Barrier height needed to meet requirements at adjacent receiver(s).
6 - Second story receiver.
7 - Non first row residences.
8 - This noise measurement site was chosen for monitoring purposes and was not located at an outdoor use area; however, this site is representative of nearby outdoor use areas.
9 - This noise measurement site will be a take and was chosen for monitoring purposes only.
10 - Per the Highway Design Manual, the maximum height of a noise barrier should not exceed 14 feet when located 15 feet or less from edge of traveled way.
11 - Barrier Type: P - proposed; X - existing; D - replacement in kind; If a Location is provided and there is no Barrier I.D., a soundwall was analyzed at this location but did not meet the feasibility and/or design goal requirements. "--" indicates that no barrier was analyzed in front of the corresponding receivers.
12 - Third story receiver.
B - Includes the benefit of an existing building or building row.
R - The minimum height to meet feasibility requirements and design goal.
T - Minimum height required to block the line-of-sight from the receiver to truck exhaust stacks.
W - Includes the benefit of an existing soundwall or property wall.

L2: NSR Analysis Areas, Noise Monitoring, and Analysis Positions

Figure 5-1. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 1 and 2

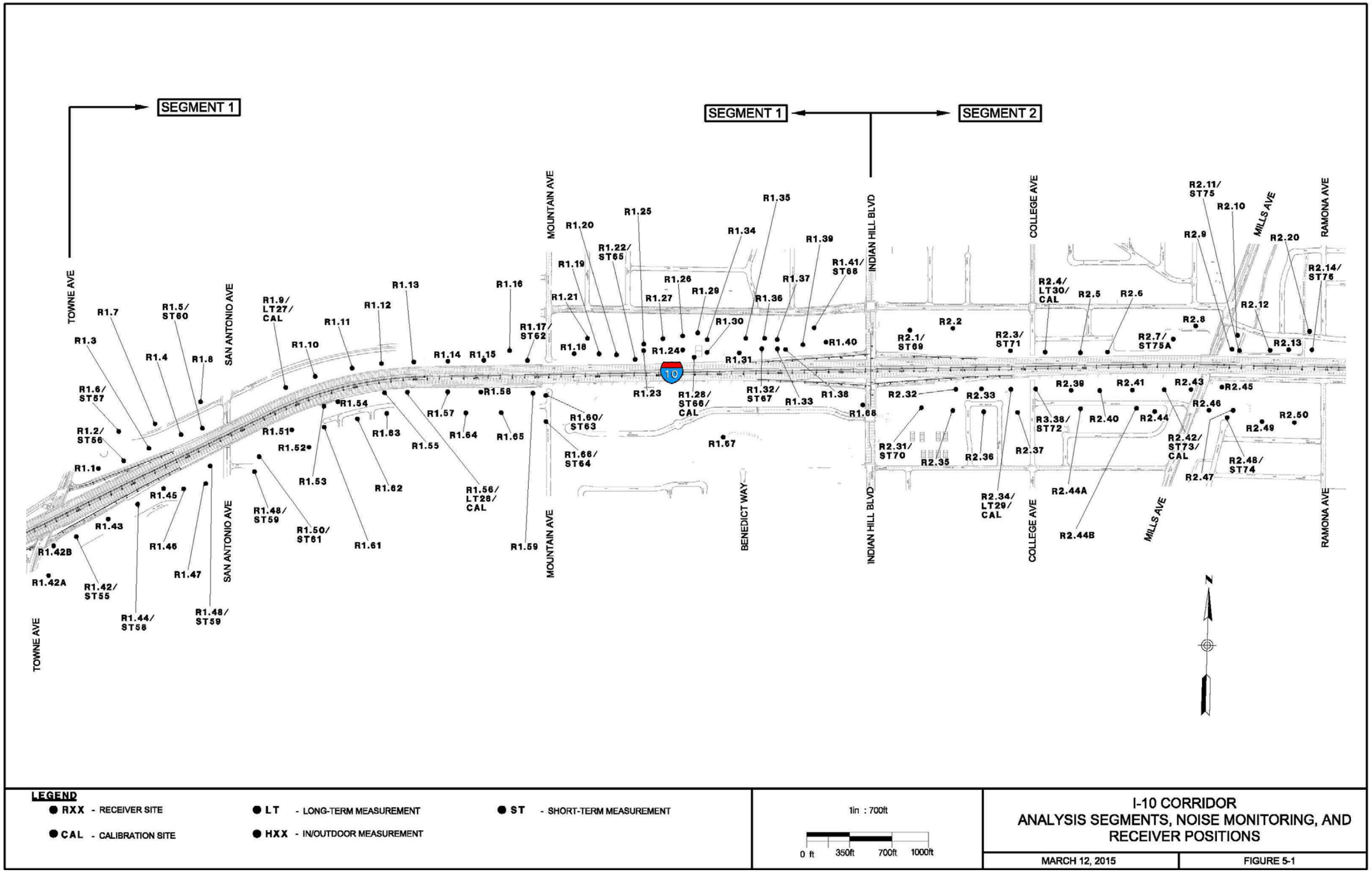
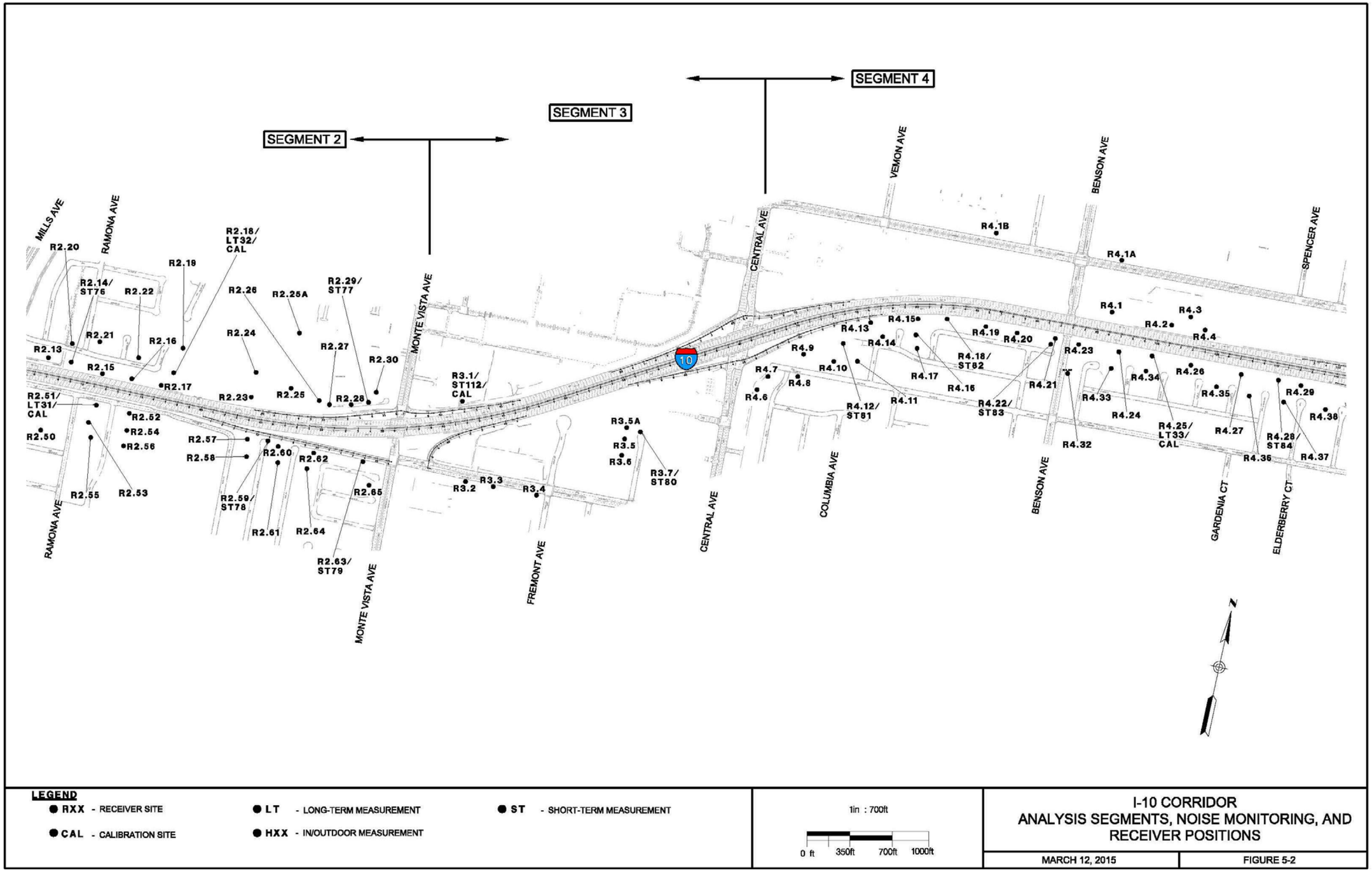


Figure 5-2. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 2 to 4



LEGEND

- ● RXX - RECEIVER SITE
- ● CAL - CALIBRATION SITE
- ● LT - LONG-TERM MEASUREMENT
- ● HXX - IN/OUTDOOR MEASUREMENT
- ● ST - SHORT-TERM MEASUREMENT

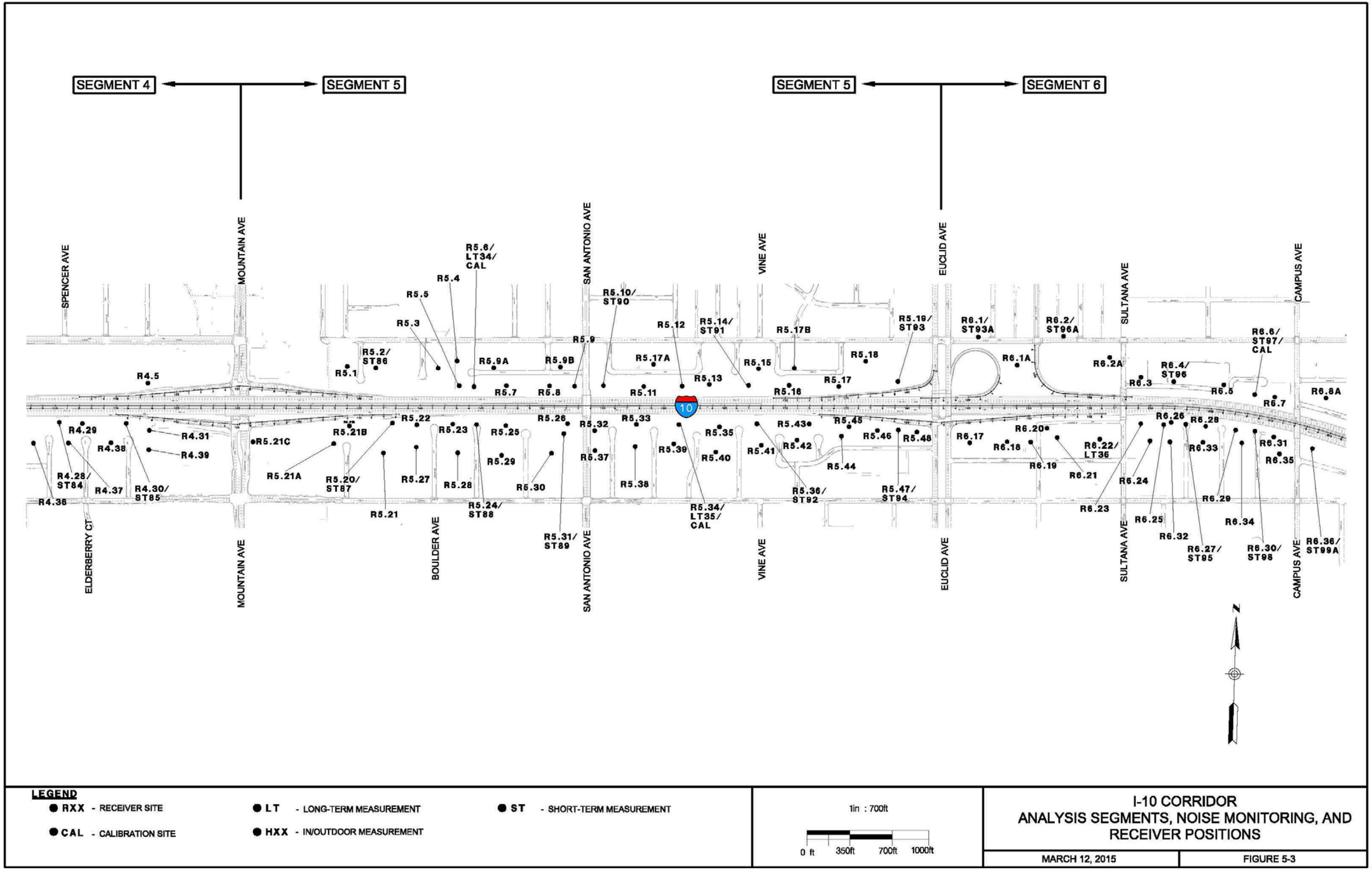
1in : 700ft

0 ft 350ft 700ft 1000ft

I-10 CORRIDOR
ANALYSIS SEGMENTS, NOISE MONITORING, AND RECEIVER POSITIONS

MARCH 12, 2015 | FIGURE 5-2

Figure 5-3. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 4 to 6



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- HXX - IN/OUTDOOR MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

1in : 700ft

0 ft 350ft 700ft 1000ft

I-10 CORRIDOR
ANALYSIS SEGMENTS, NOISE MONITORING, AND RECEIVER POSITIONS

MARCH 12, 2015 | FIGURE 5-3

Figure 5-4. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 6 to 8

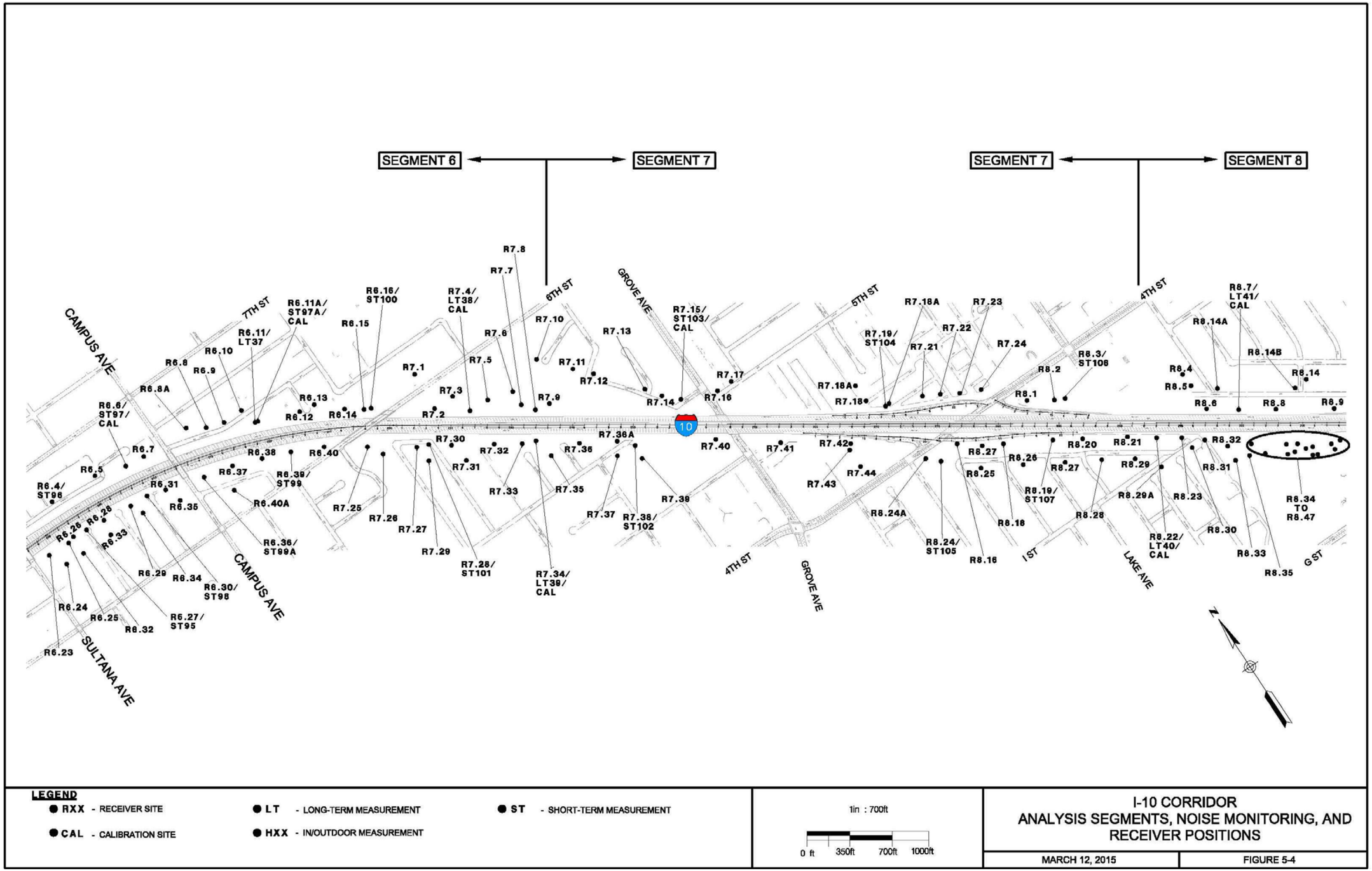


Figure 5-5. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 8 and 22

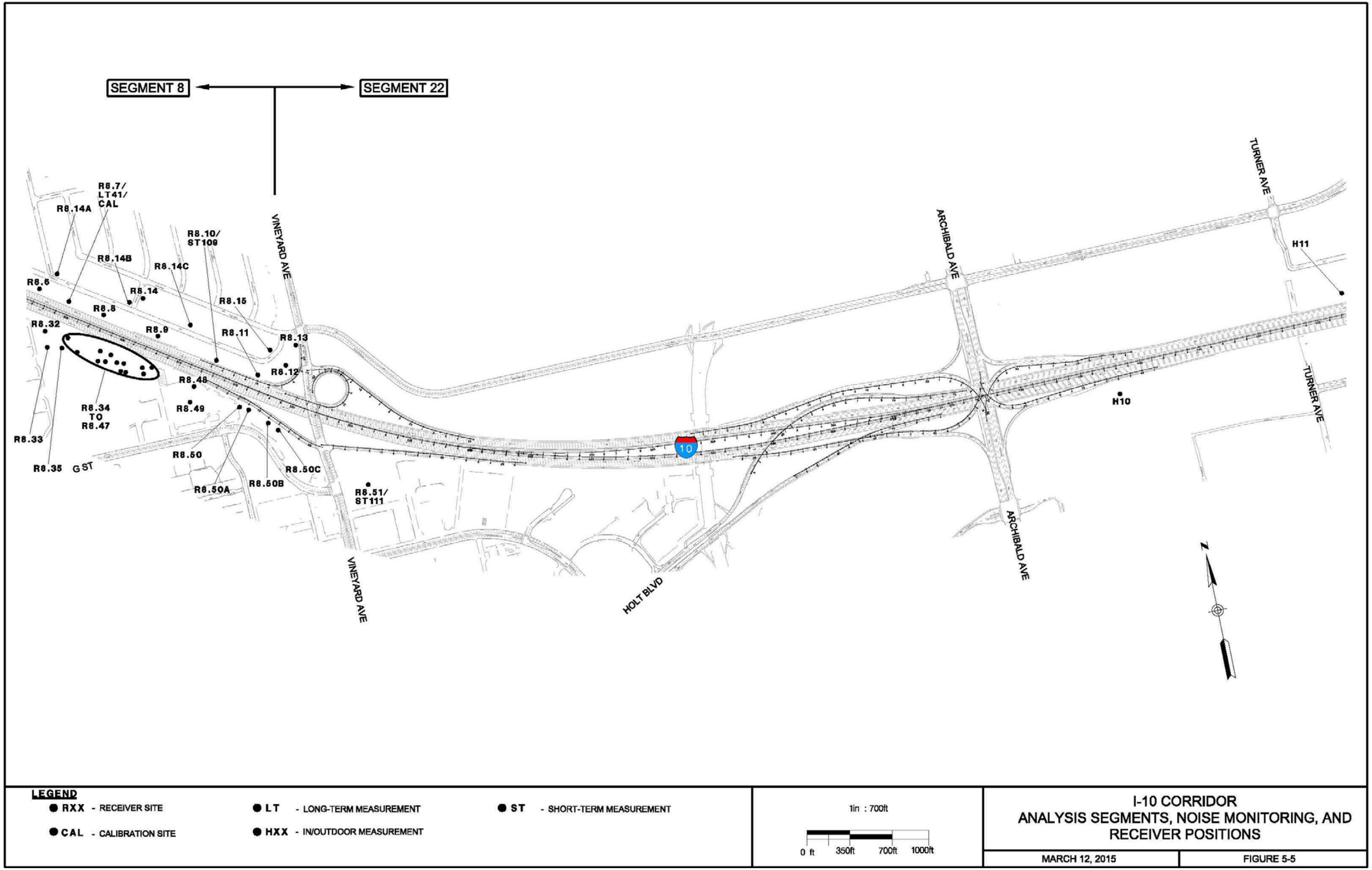


Figure 5-6. Analysis Areas, Noise Monitoring, and Analysis Positions – Segment 22

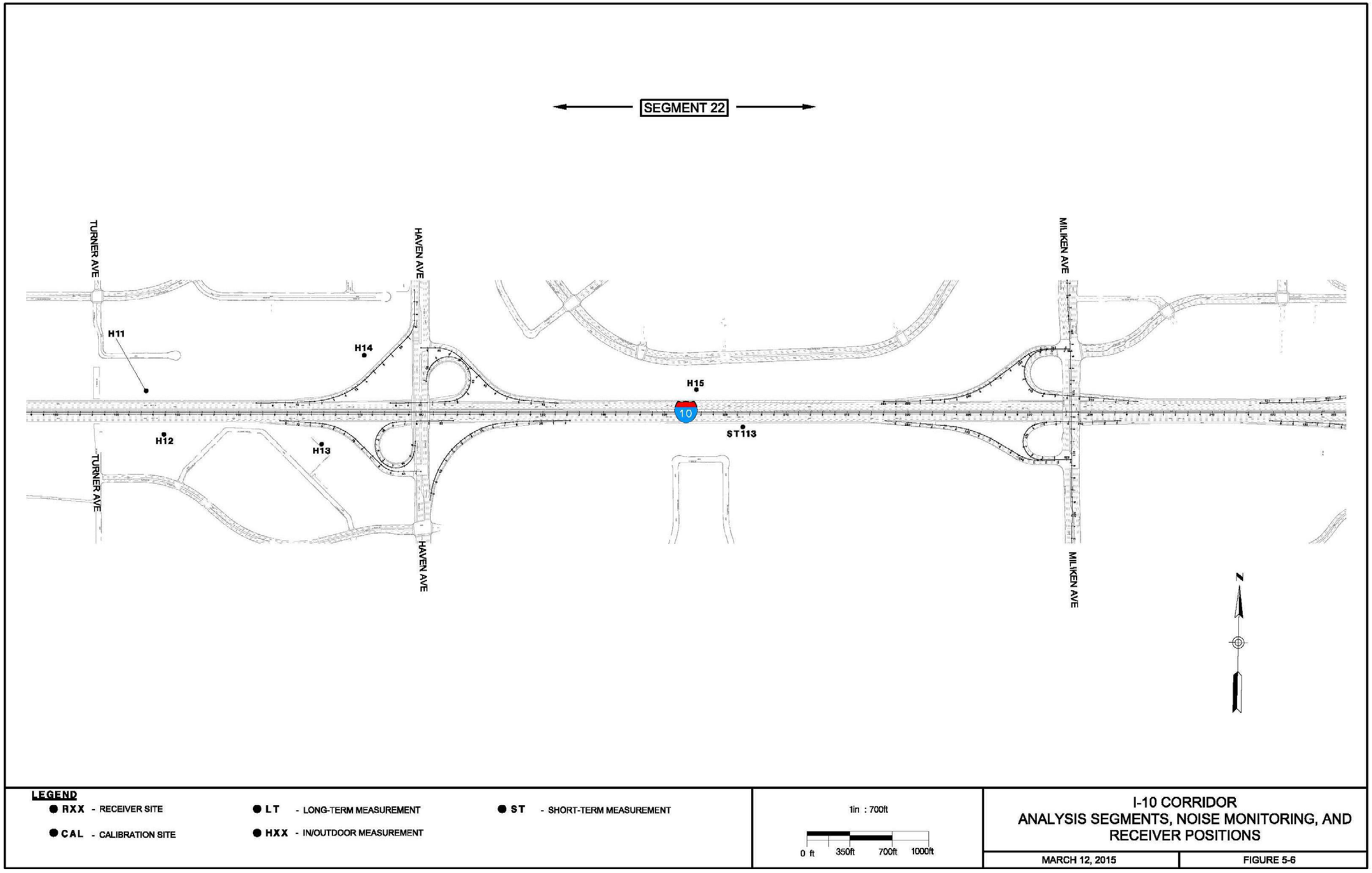


Figure 5-7. Analysis Areas, Noise Monitoring, and Analysis Positions – Segment 22

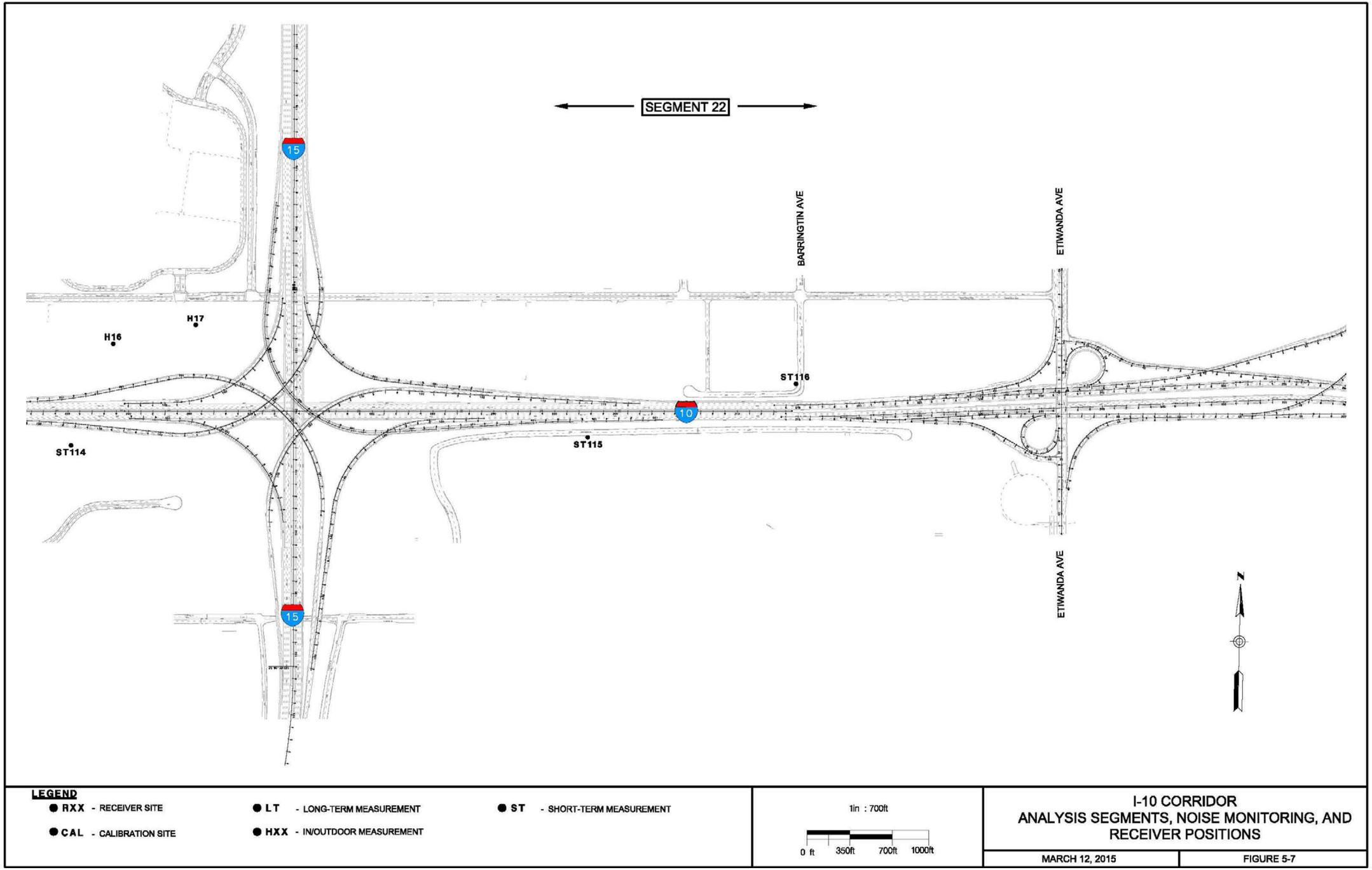


Figure 5-8. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 22 and 9

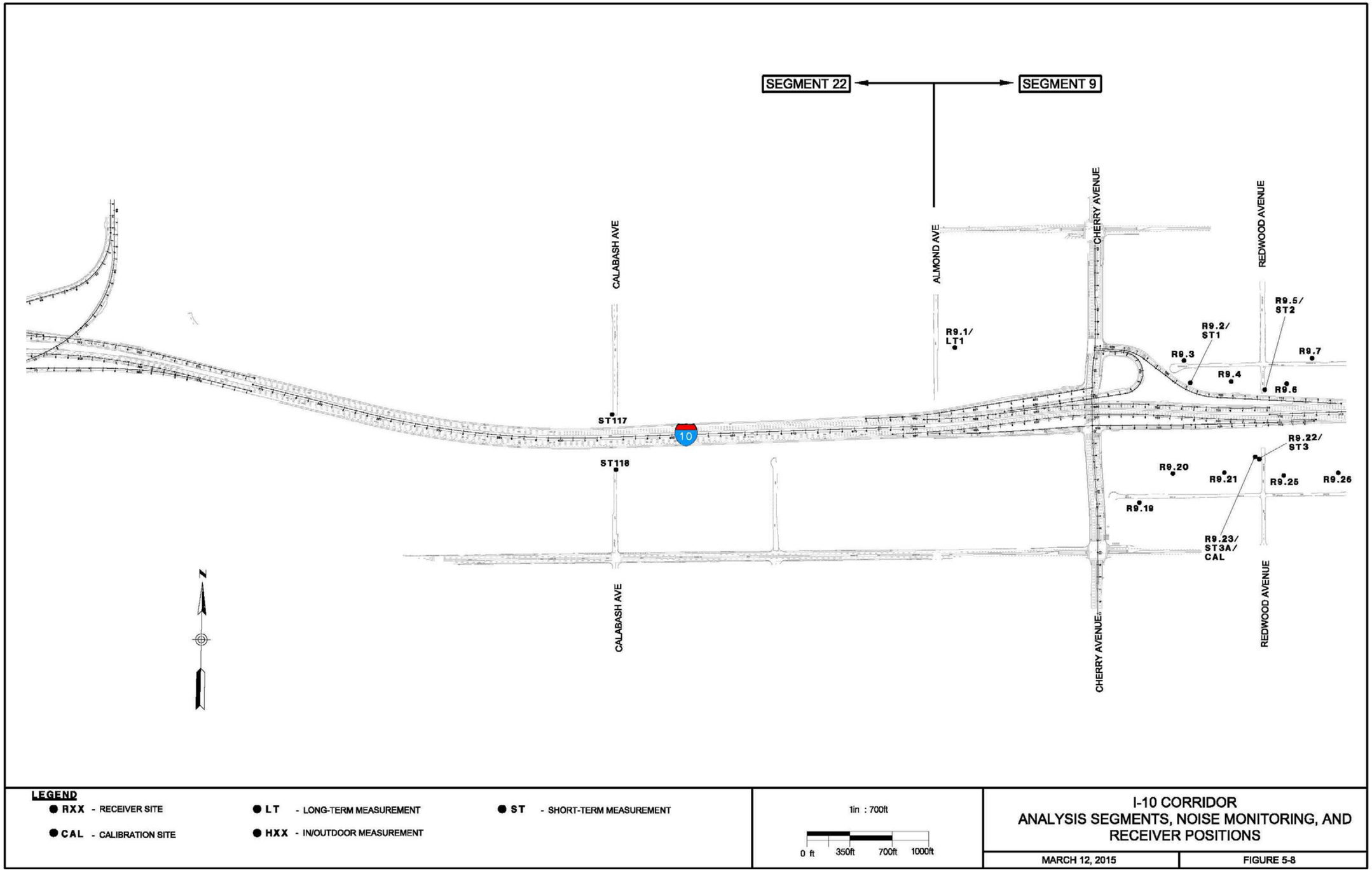


Figure 5-9. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 9 and 10

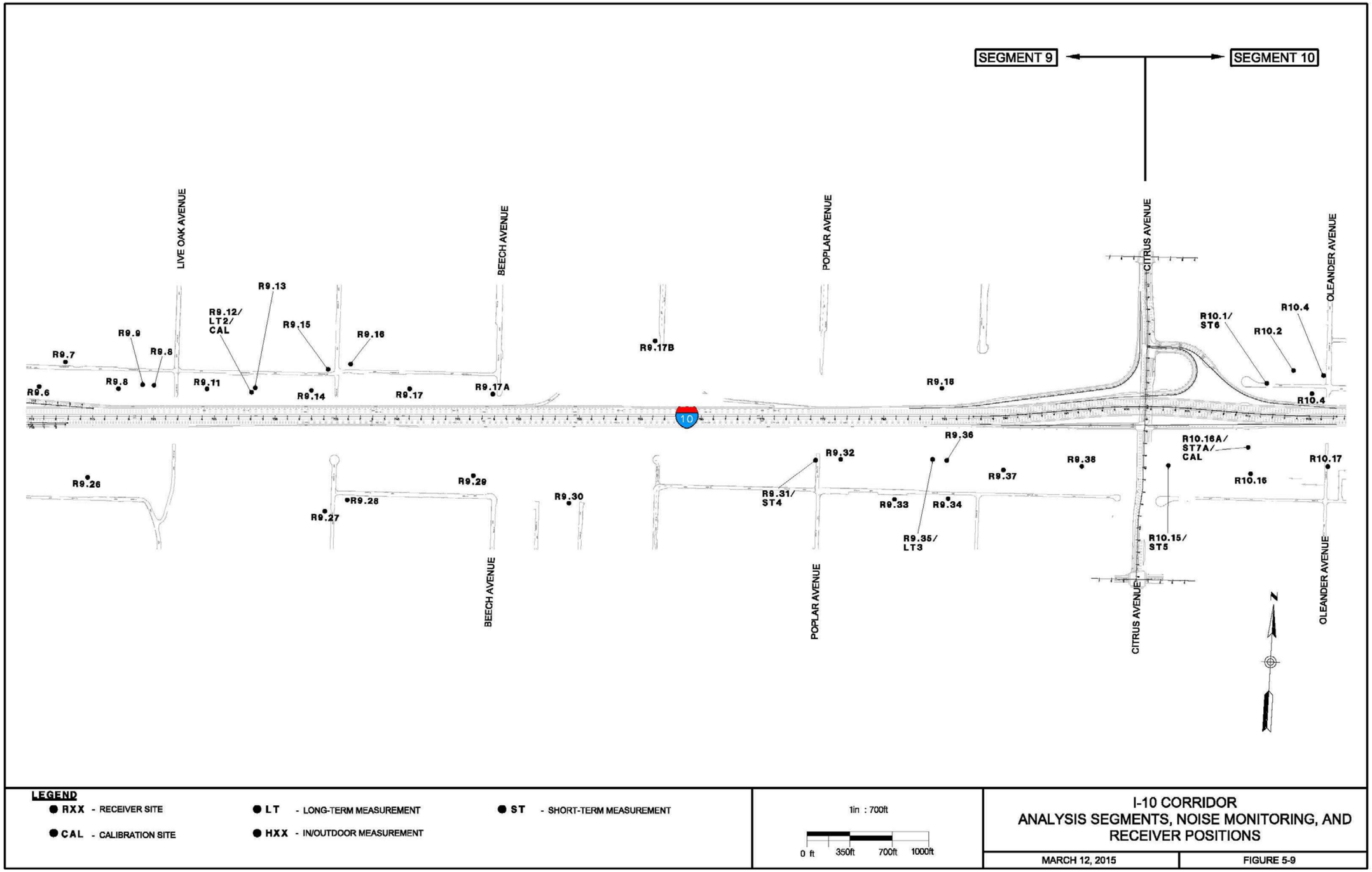


Figure 5-10. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 10 and 11

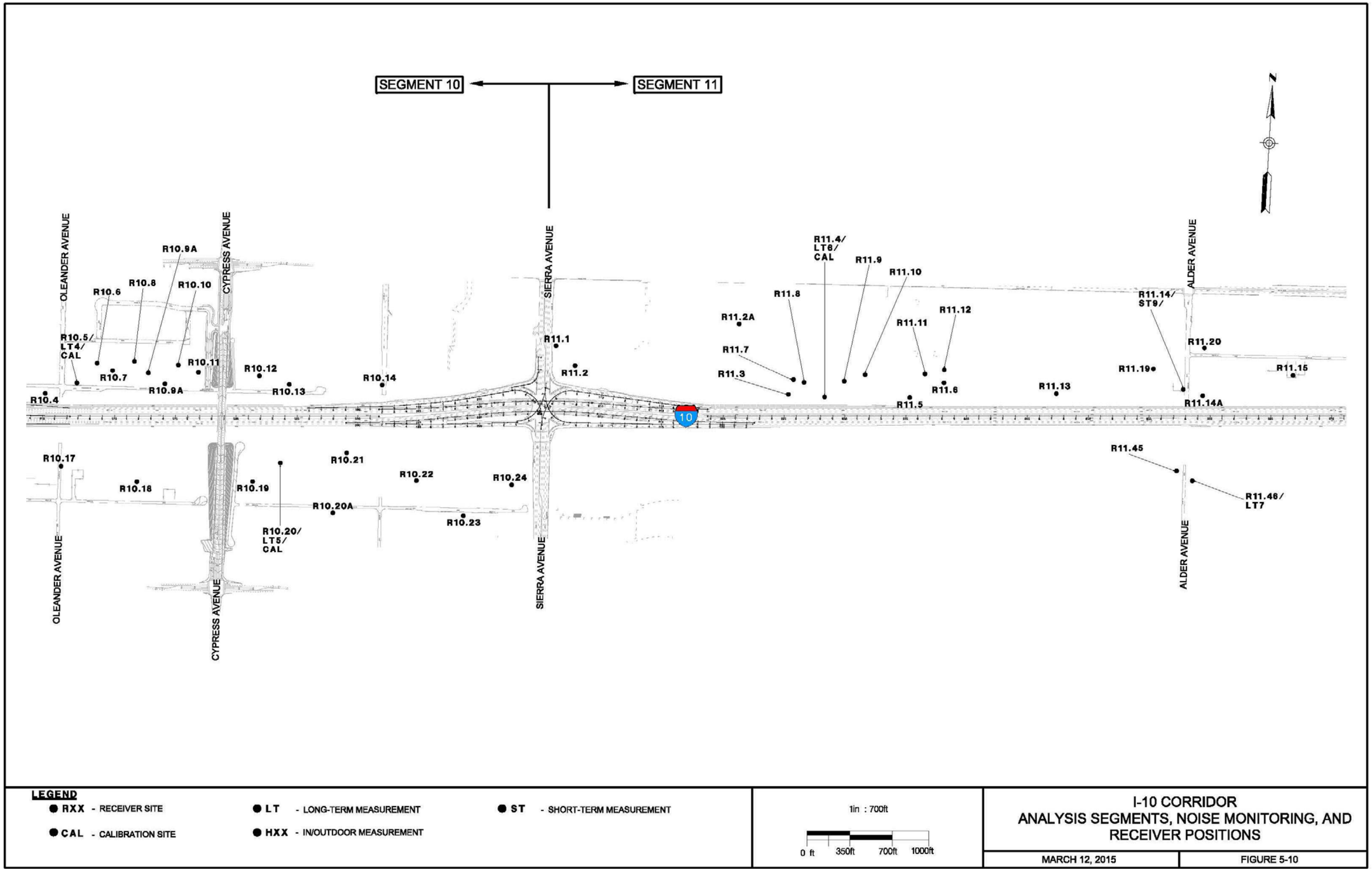


Figure 5-11. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 11 and 12

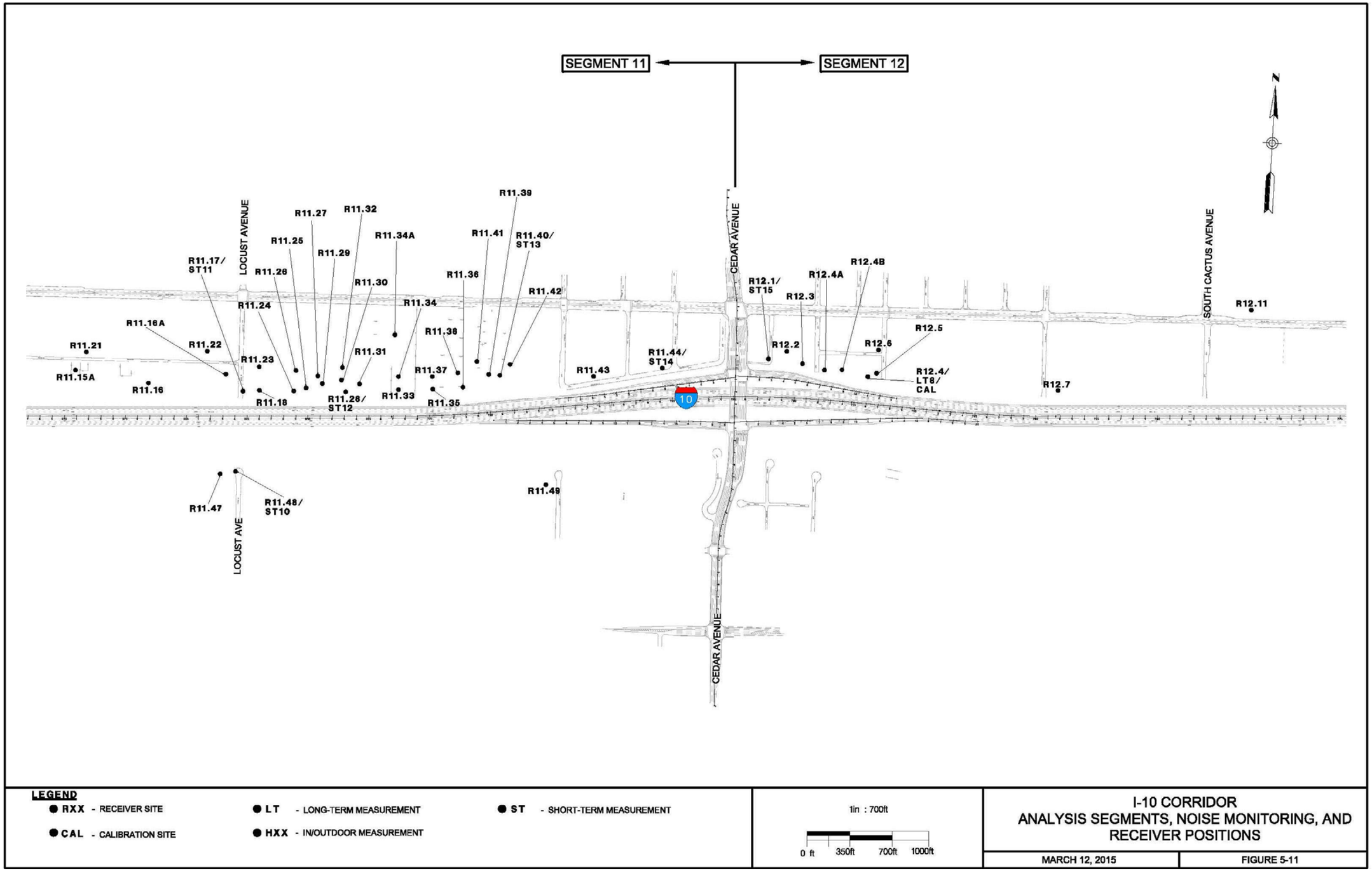


Figure 5-12. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 12 to 14

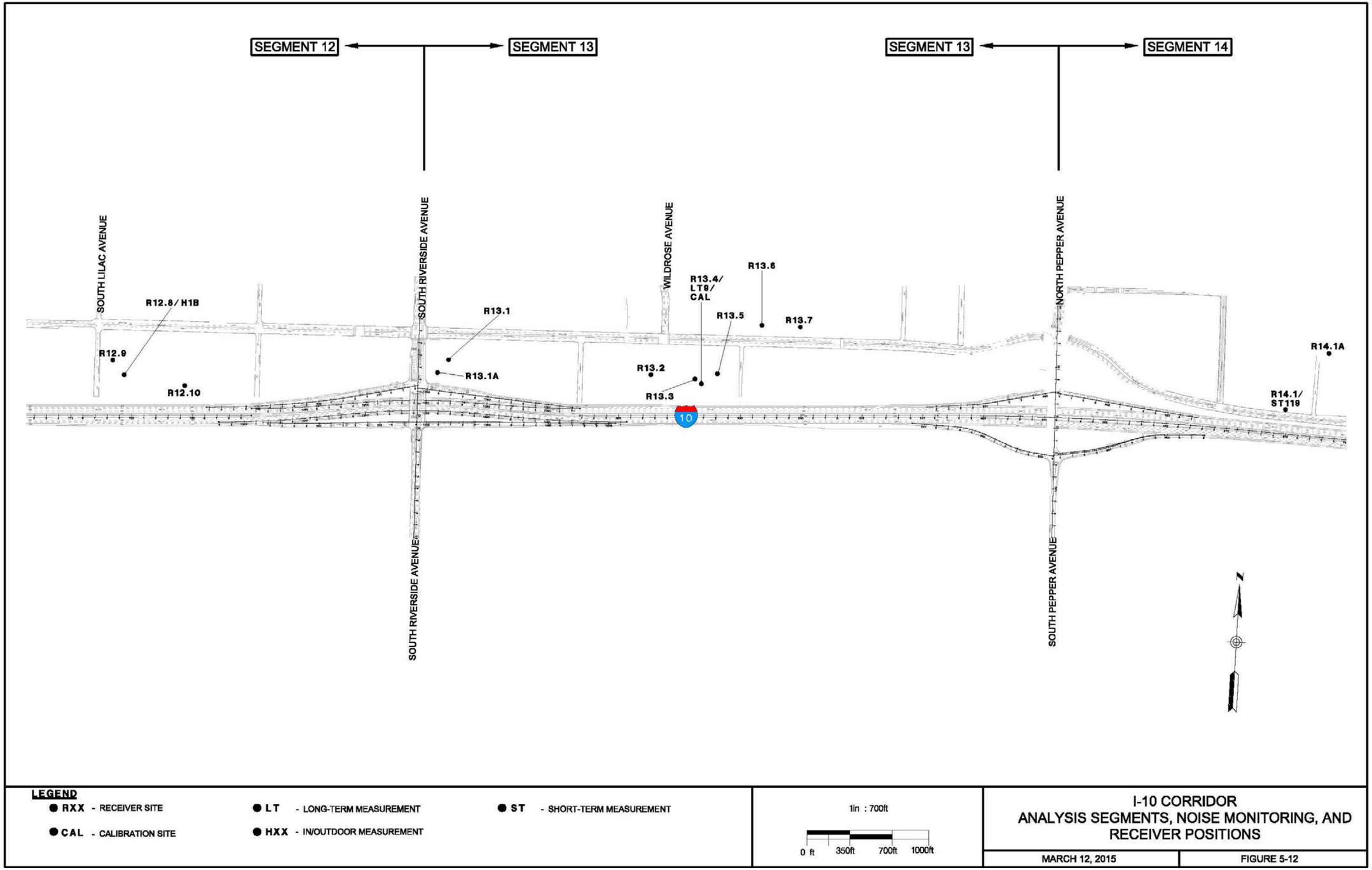


Figure 5-13. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 14 to 16

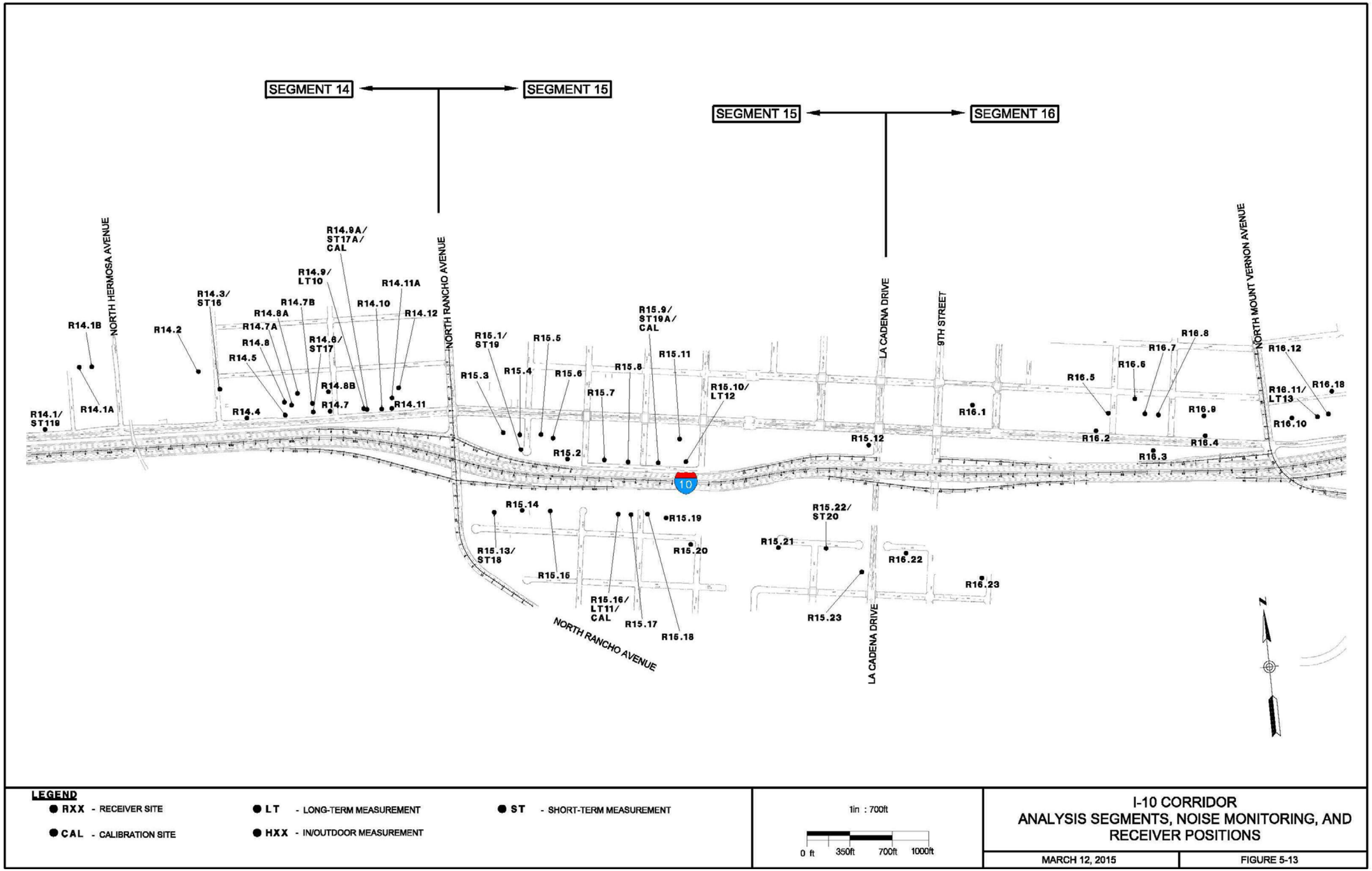


Figure 5-14. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 16 and 23

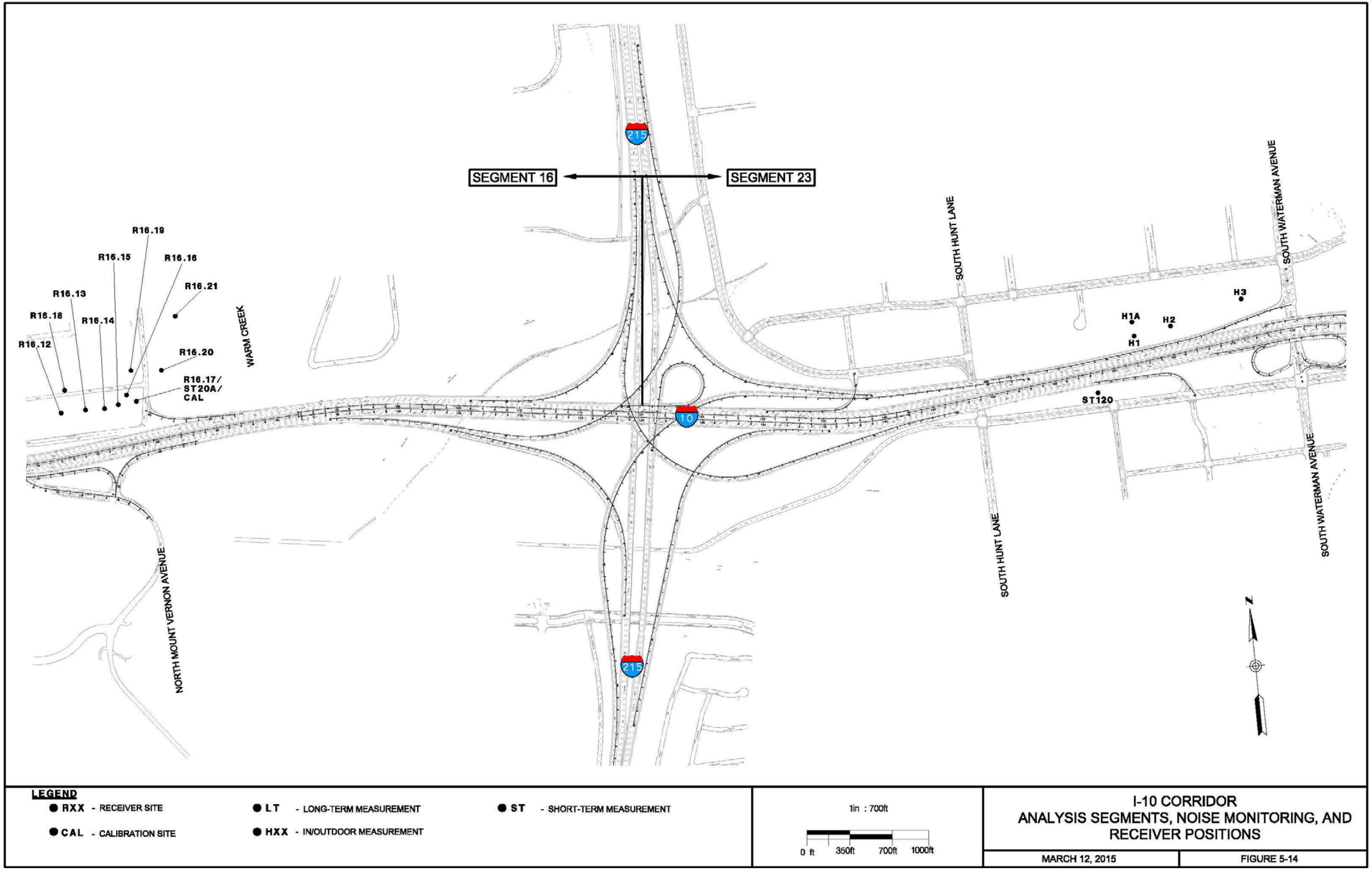


Figure 5-15. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 23 and 17

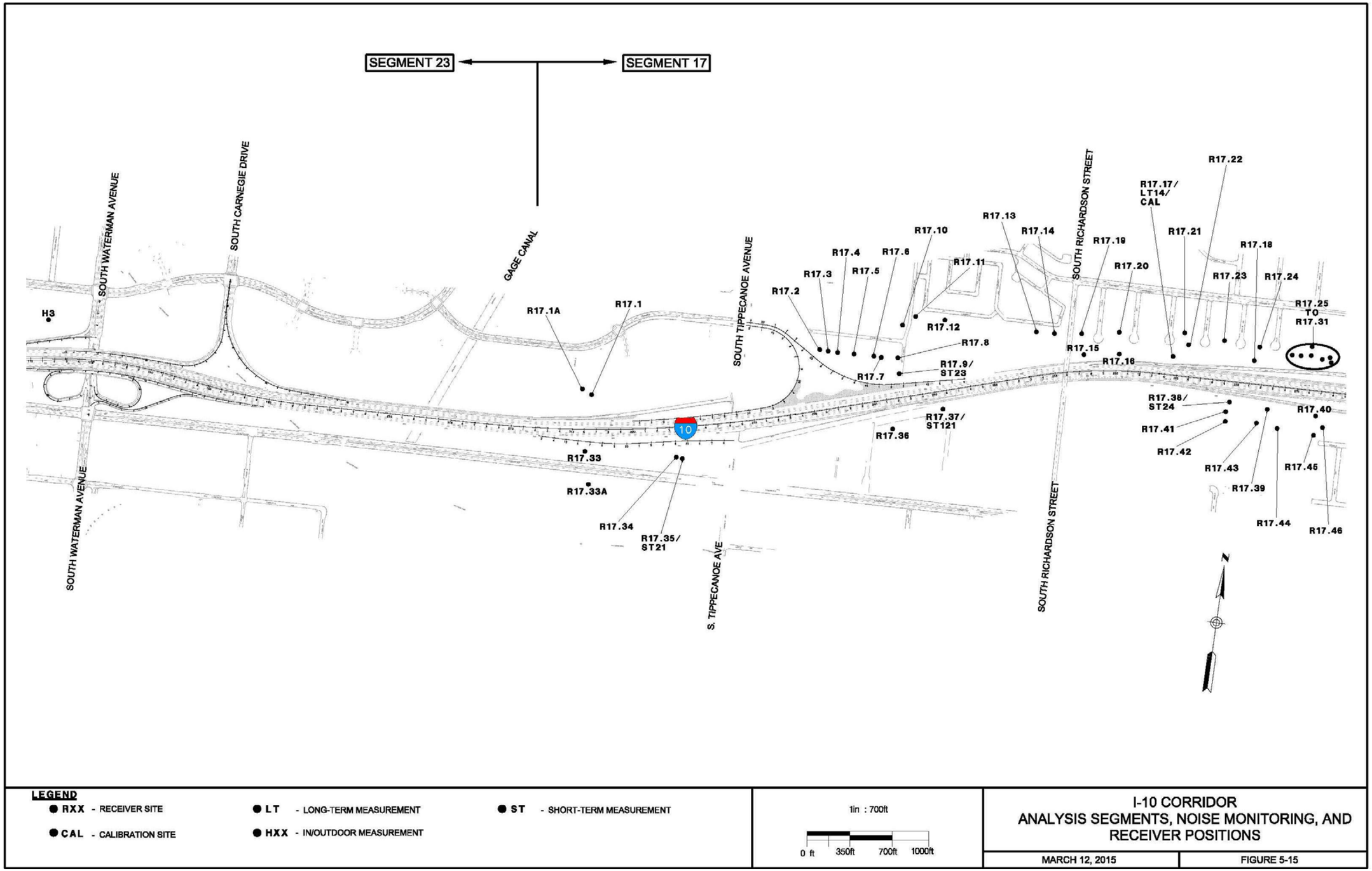


Figure 5-16. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 17 to 18A

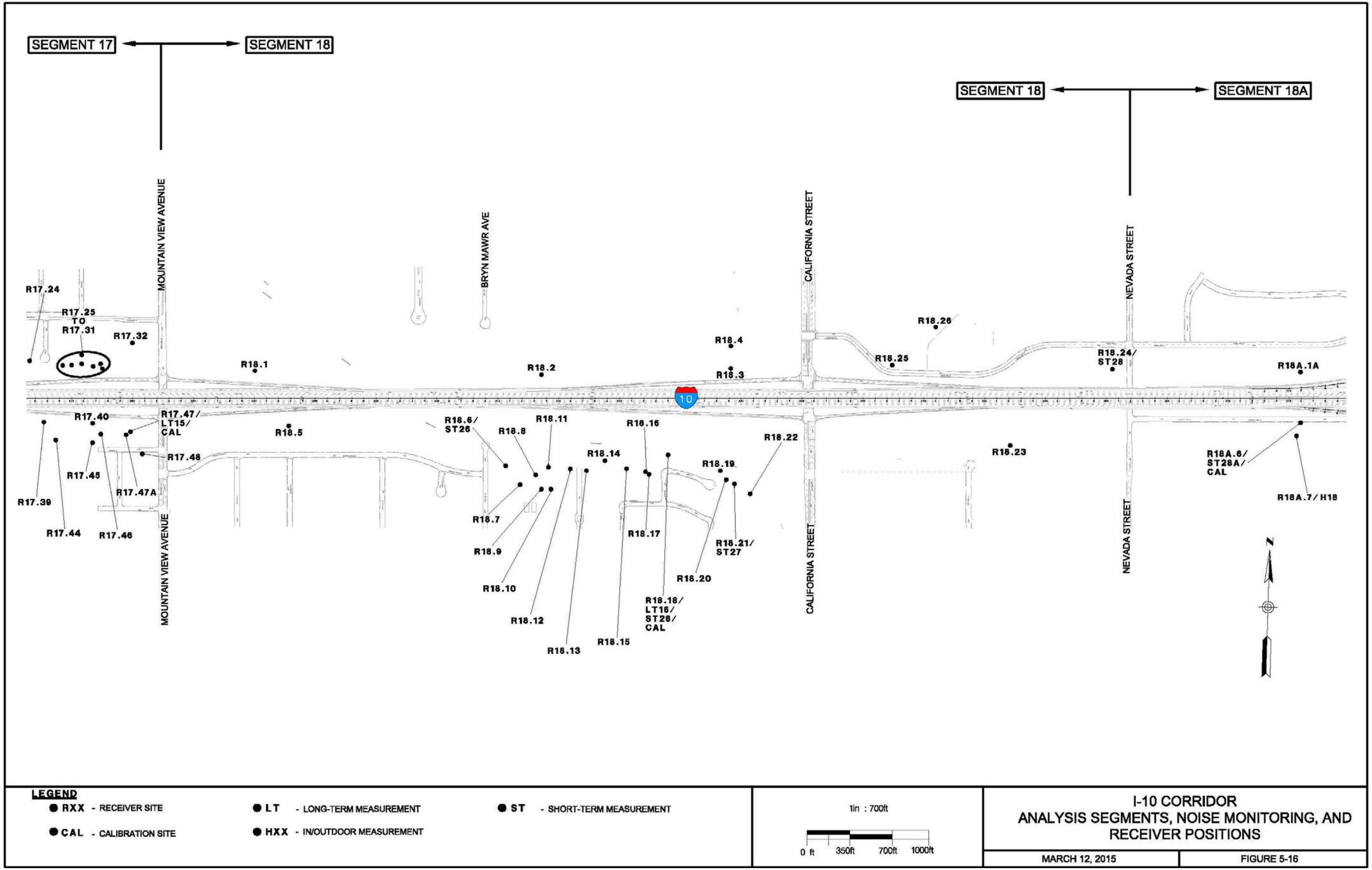


Figure 5-17. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 18A to 20

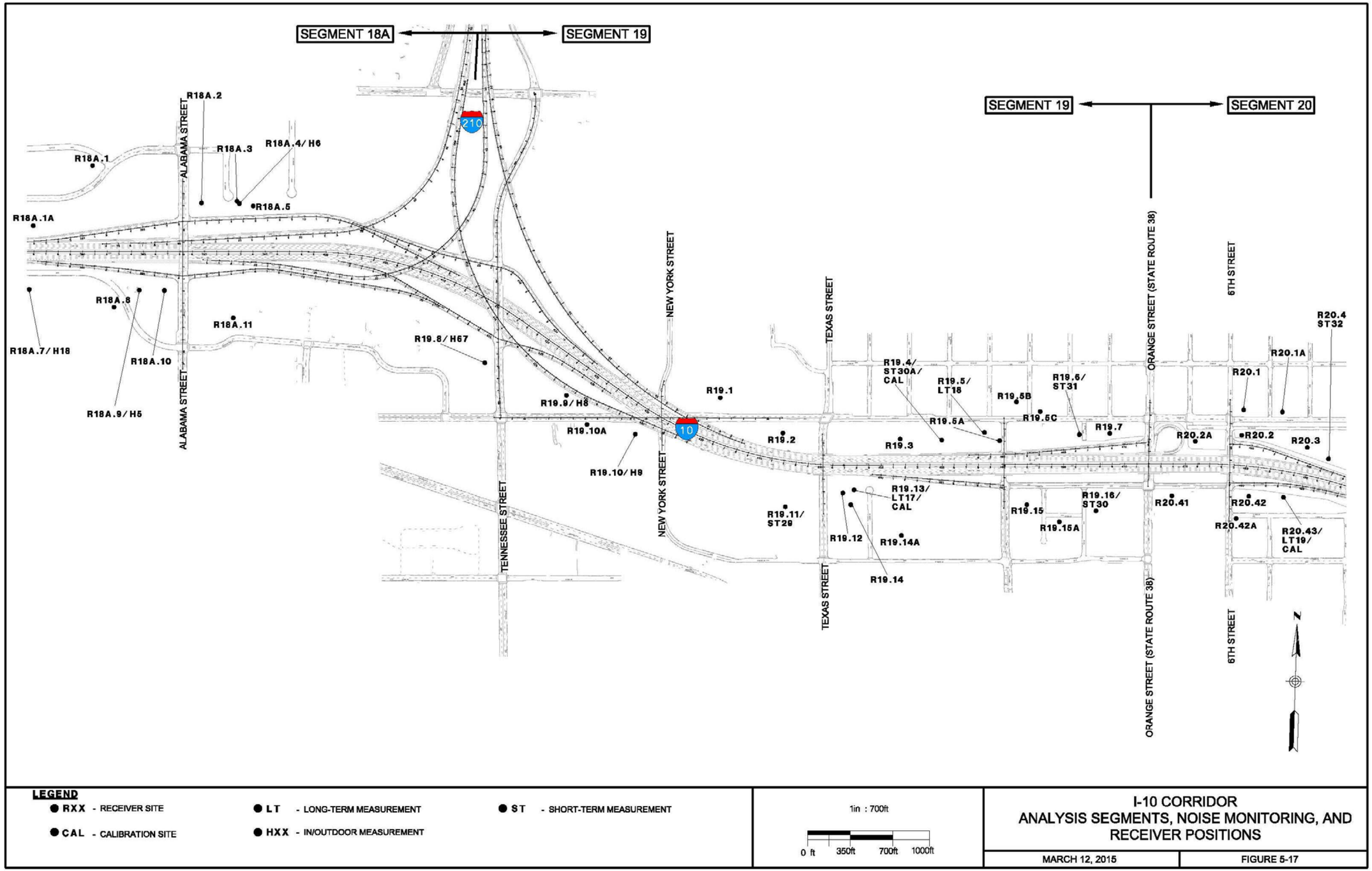


Figure 5-18. Analysis Areas, Noise Monitoring, and Analysis Positions – Segments 20 and 21

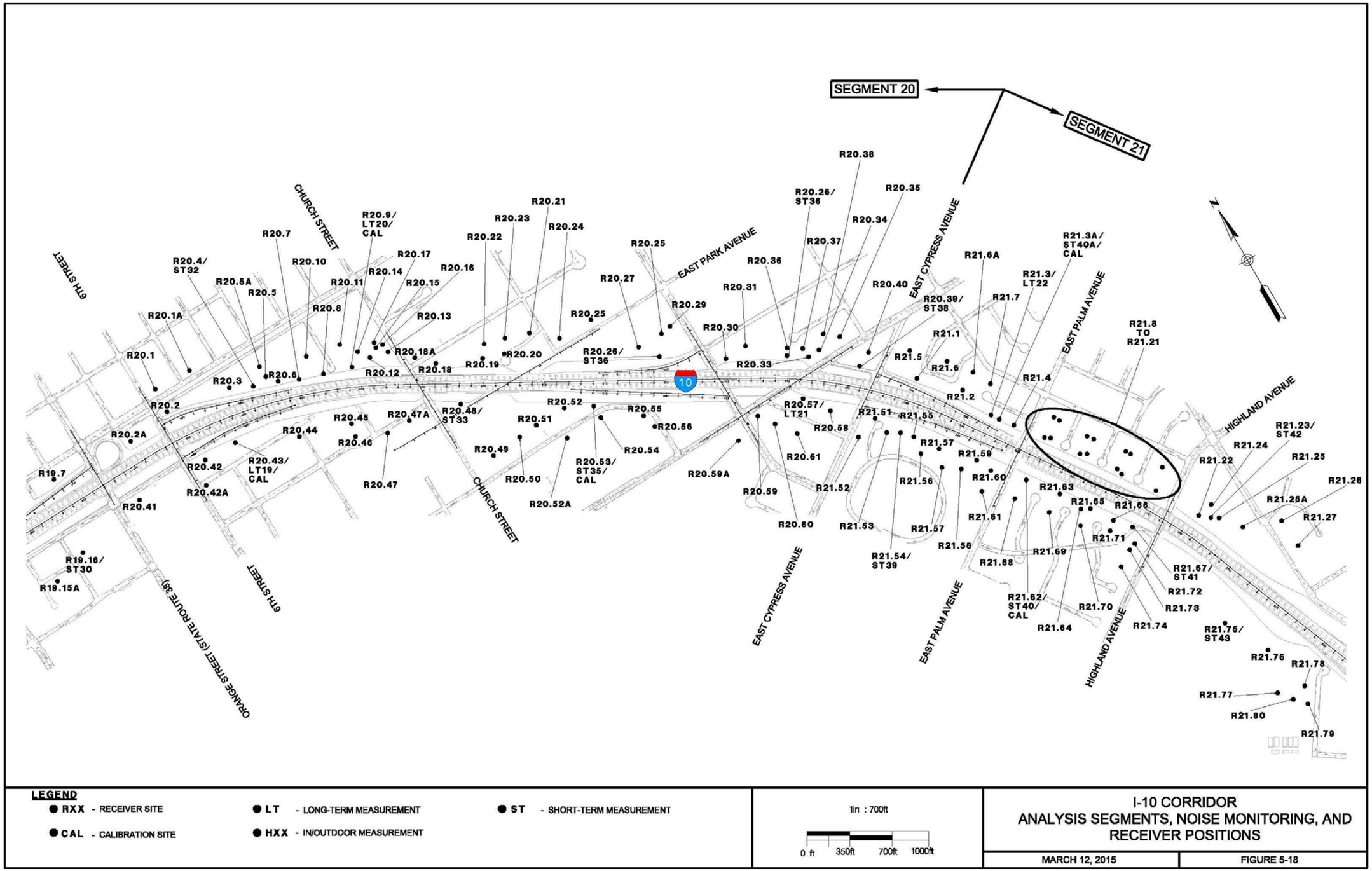
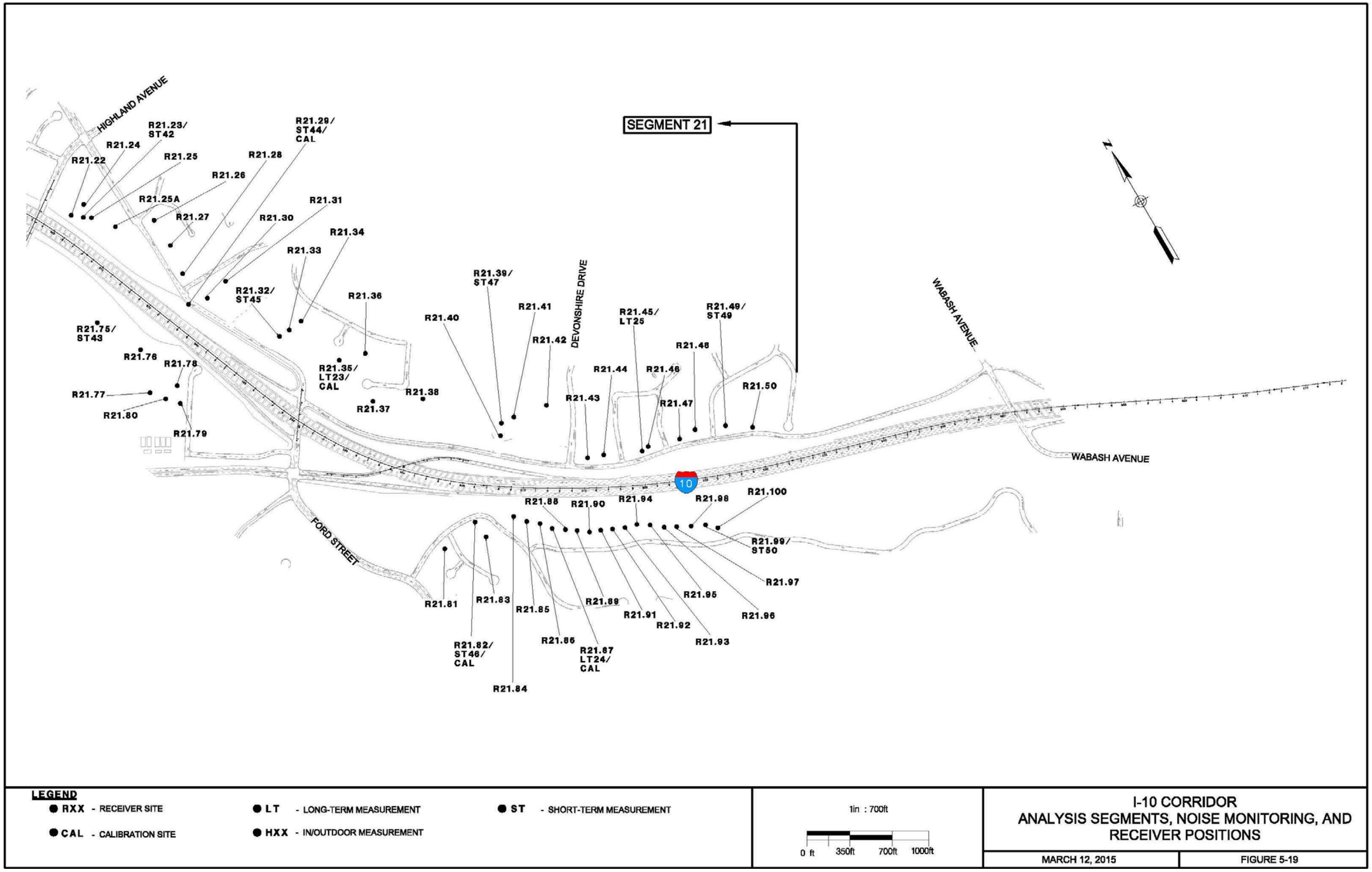


Figure 5-19. Analysis Areas, Noise Monitoring, and Analysis Positions – Segment 21

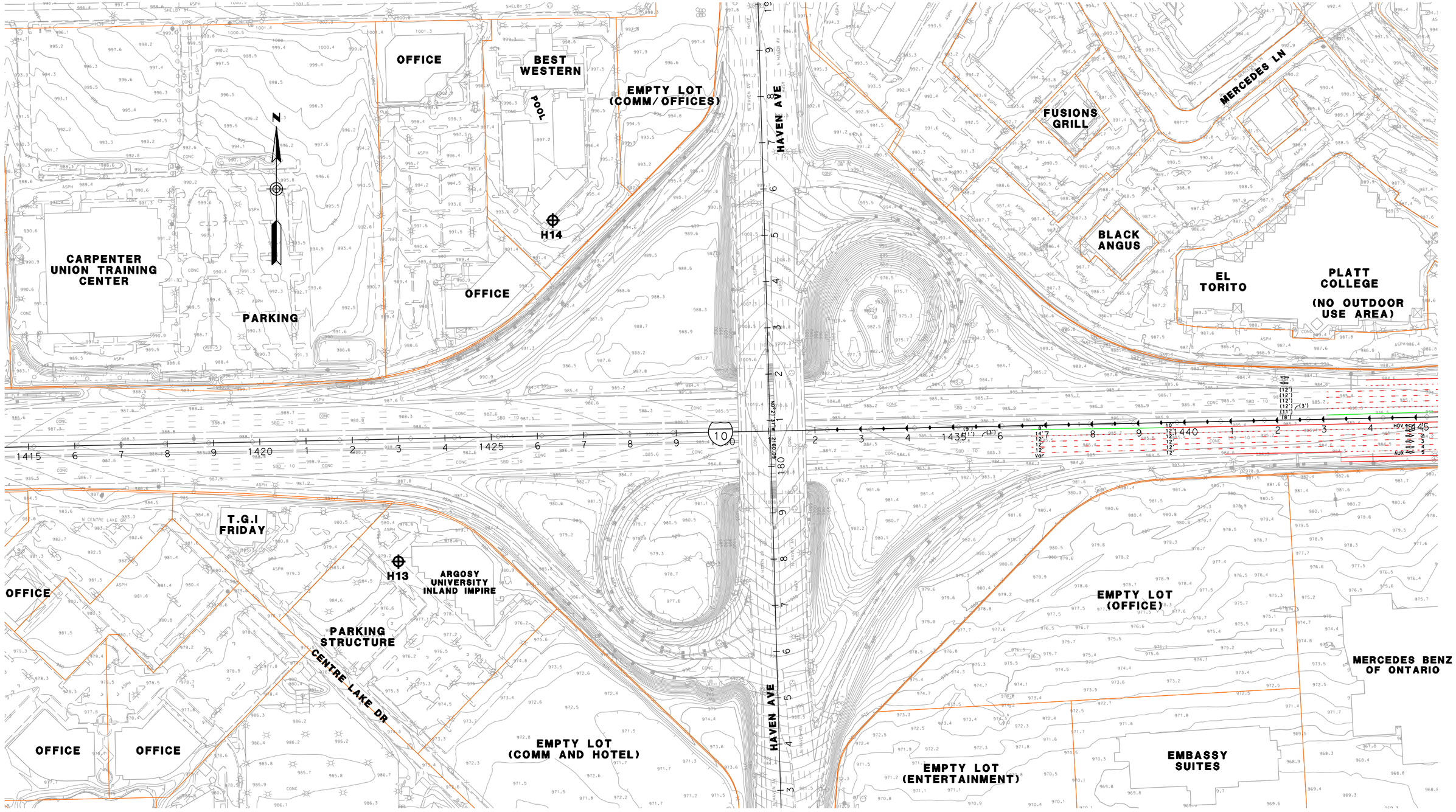


L3: Alternative 2 Reasonableness Analysis Summary and Recommended Soundwall Locations

TABLE 1 – Noise Abatement Information (Alternative 2)

Barrier	Height (feet)	Acoustically Feasible?	Number of Benefited Residences	Total Reasonable Allowance	Masonry Estimated Construction Cost	Cost Less than Allowance	Preliminary Noise Abatement Decision
S1749	10	Yes	1	$71,000	$65,550	Yes	Reasonable
S1819	18	Yes	33	$2,343,000	$1,068,000	Yes	Reasonable
S1833	16	Yes	4	$284,000	$336,100	No	Not Reasonable
S1877	16	Yes	66	$4,686,000	$688,300	Yes	Reasonable
S1907	12- 14- 16	Yes	46	$3,266,000	$1,679,000	Yes	Reasonable
S1969	12	Yes	2	$142,000	$97,840	Yes	Reasonable
S2033	20	Yes	4	$284,000	$268,900	Yes	Reasonable
S2079	16	Yes	4	$284,000	$428,300	No	Not Reasonable
S2145	16- 20- 22	Yes	45	$3,195,000	$1,131,000	Yes	Reasonable
S2382	12	Yes	1	$71,000	$452,500	No	Not Reasonable
S2384	16						
S2434A	12- 14- 16	Yes	40	$2,840,000	$909,100	Yes	Reasonable
S2438	14						
S2434B	12	Yes	40	$2,840,000	$757,000	Yes	Reasonable
S2438	14						
S2435	10	Yes	15	$1,065,000	$380,800	Yes	Reasonable
S2437	14						
S2476	14	Yes	88	$6,248,000	$663,200	Yes	Reasonable
S2619	10- 12- 14	Yes	17	$1,207,000	$1,284,000	Yes*	Reasonable*
S2638A	12	Yes	20	$1,420,000	$2,013,900	No	Not Reasonable
S2654A	10- 12						
S2638B	12	Yes	11	$781,000	$808,800	Yes*	Reasonable*
S2654B	12						
S2730	12- 14- 16- 18- 20	Yes	1	$71,000	$386,100	No	Not Reasonable
S2737	16- 18- 20- 22- 24	Yes	5	$355,000	$1,118,000	No	Not Reasonable
S2765	14	Yes	16	$1,136,000	$557,900	Yes	Reasonable

*Although estimated construction cost is greater than total reasonable allowance, the difference is within 10% of the allowance; therefore, the cost is considered less than the allowance.



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

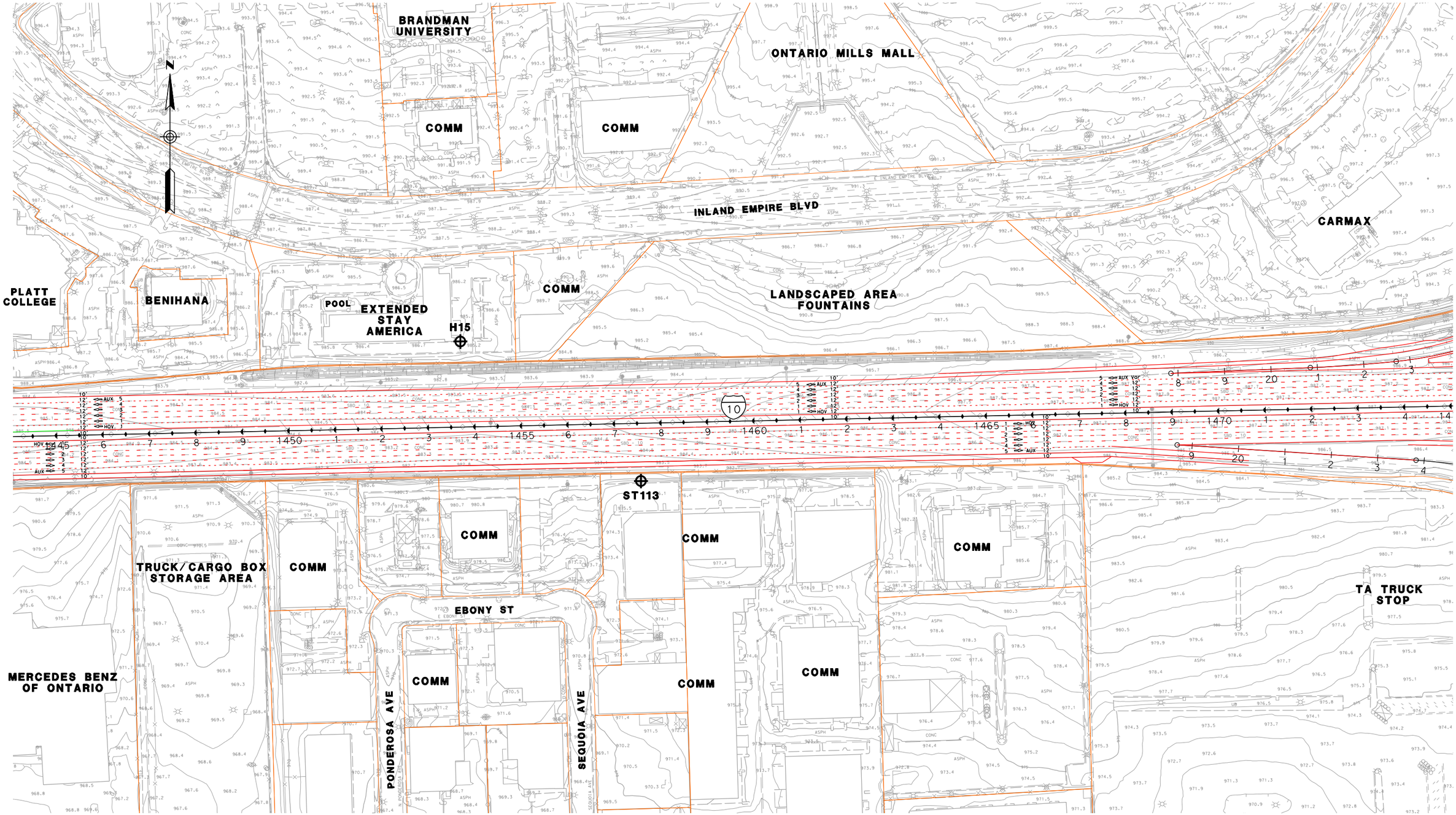
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 65



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

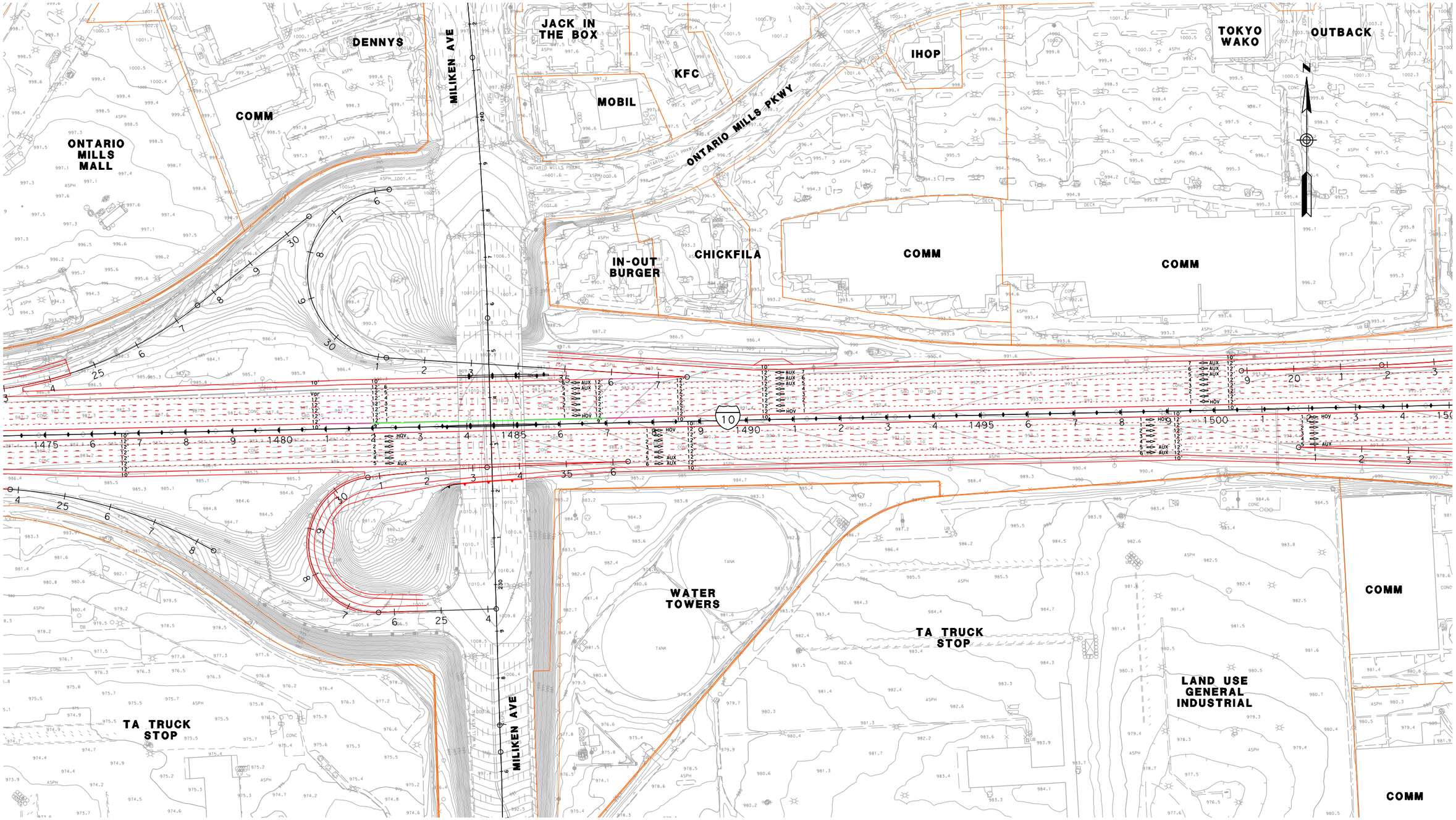
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 66



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

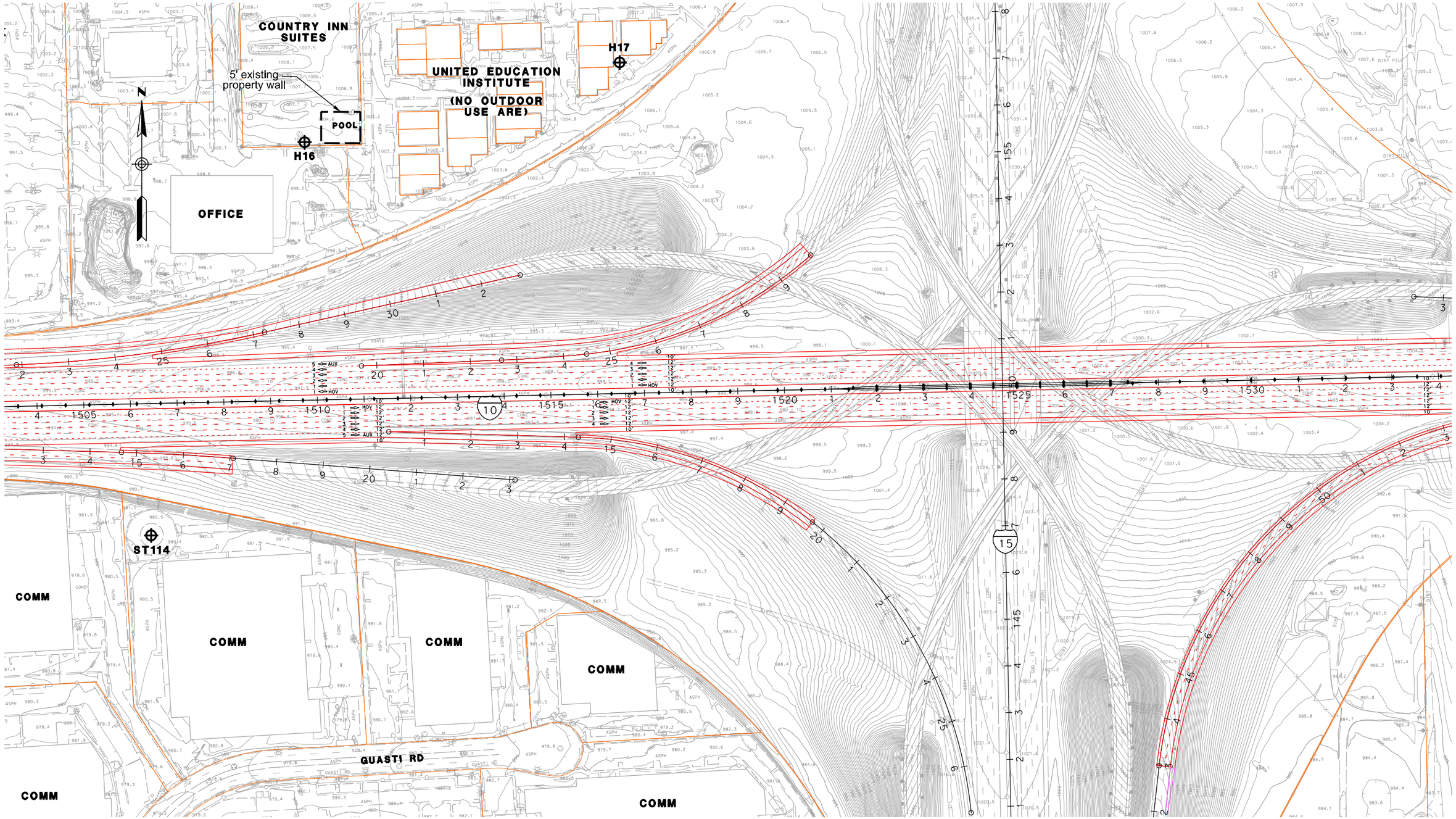
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 67



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT
- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT
- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

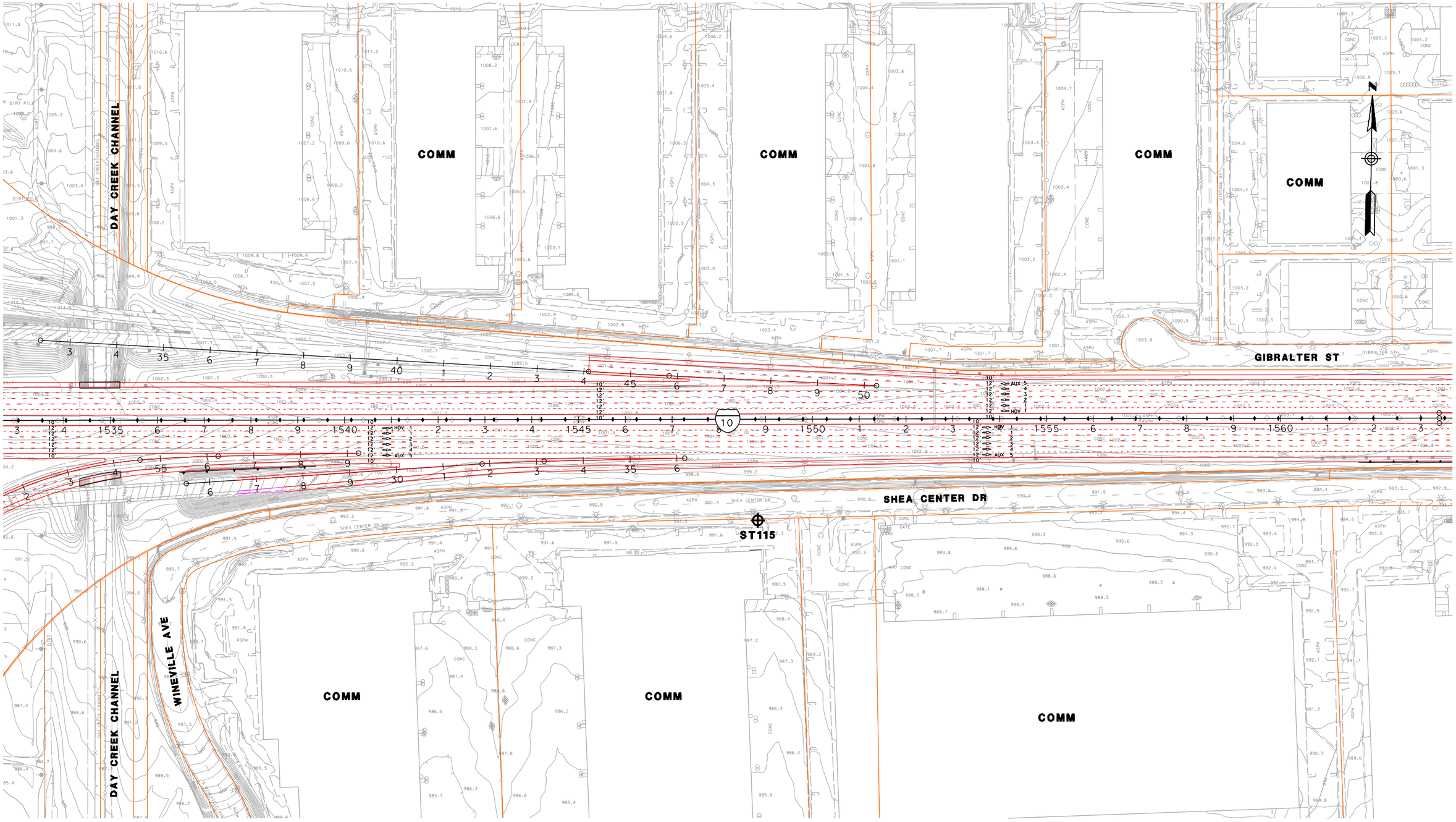
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 68



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

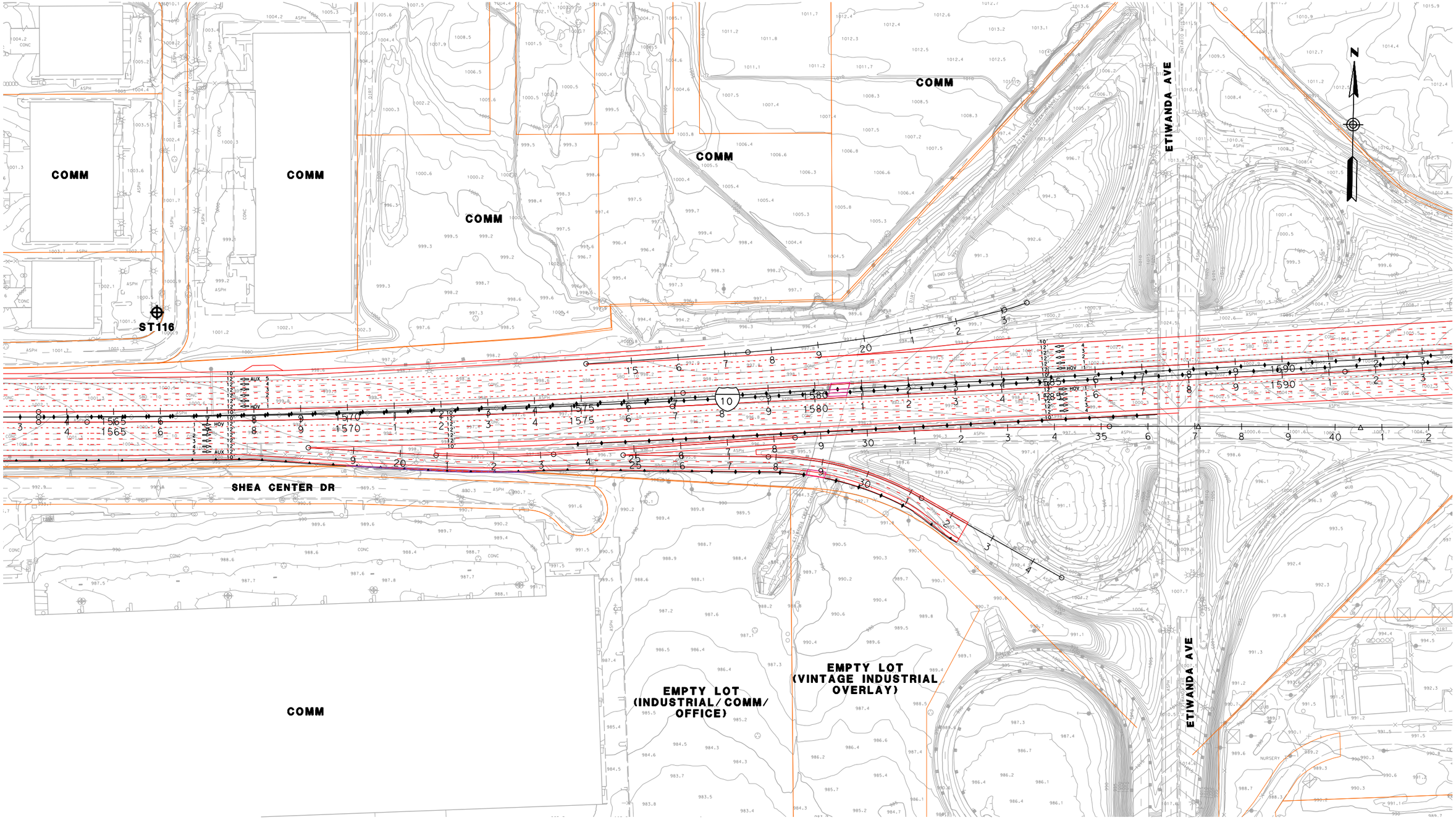
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 69



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

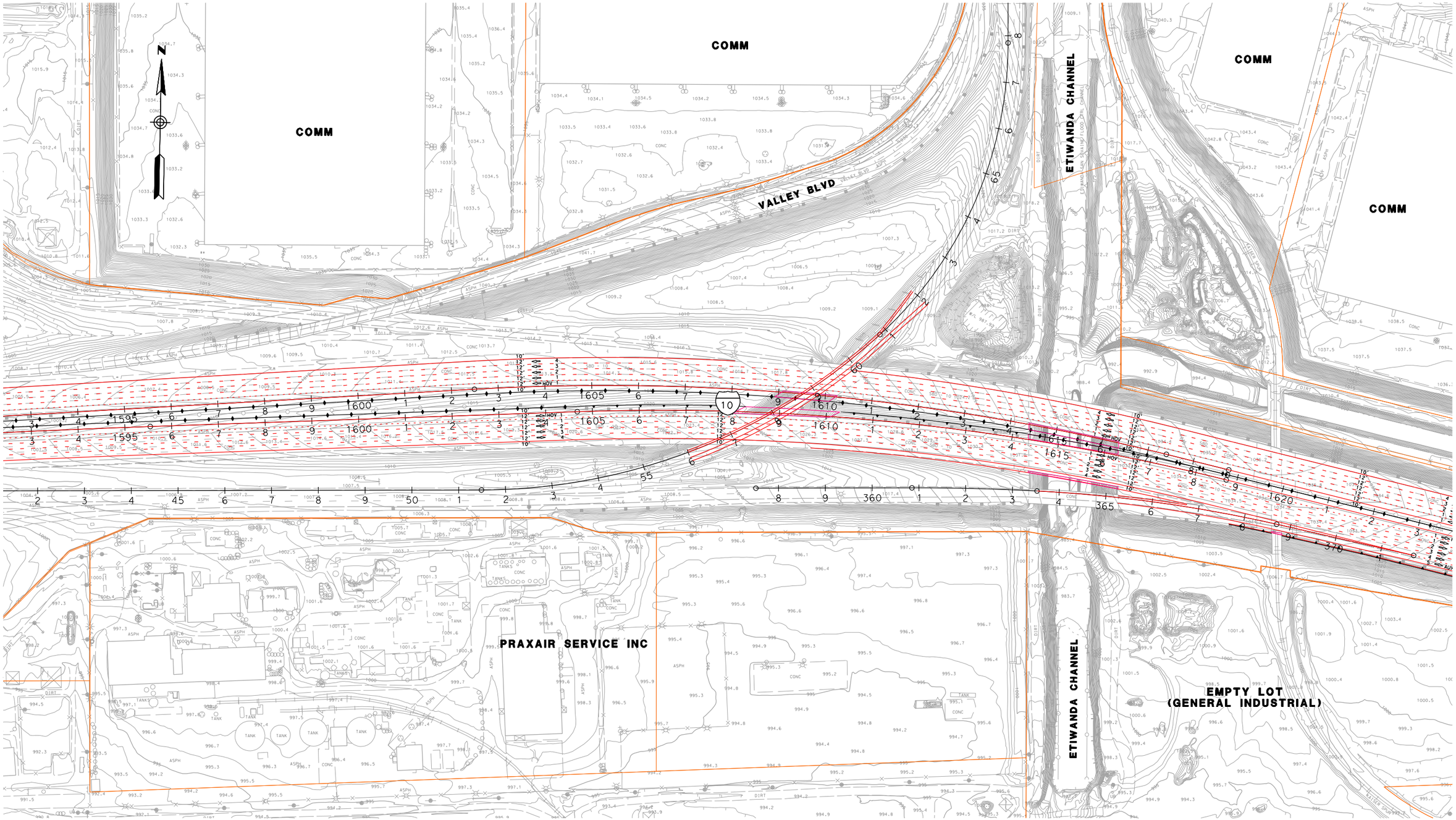
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 70



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

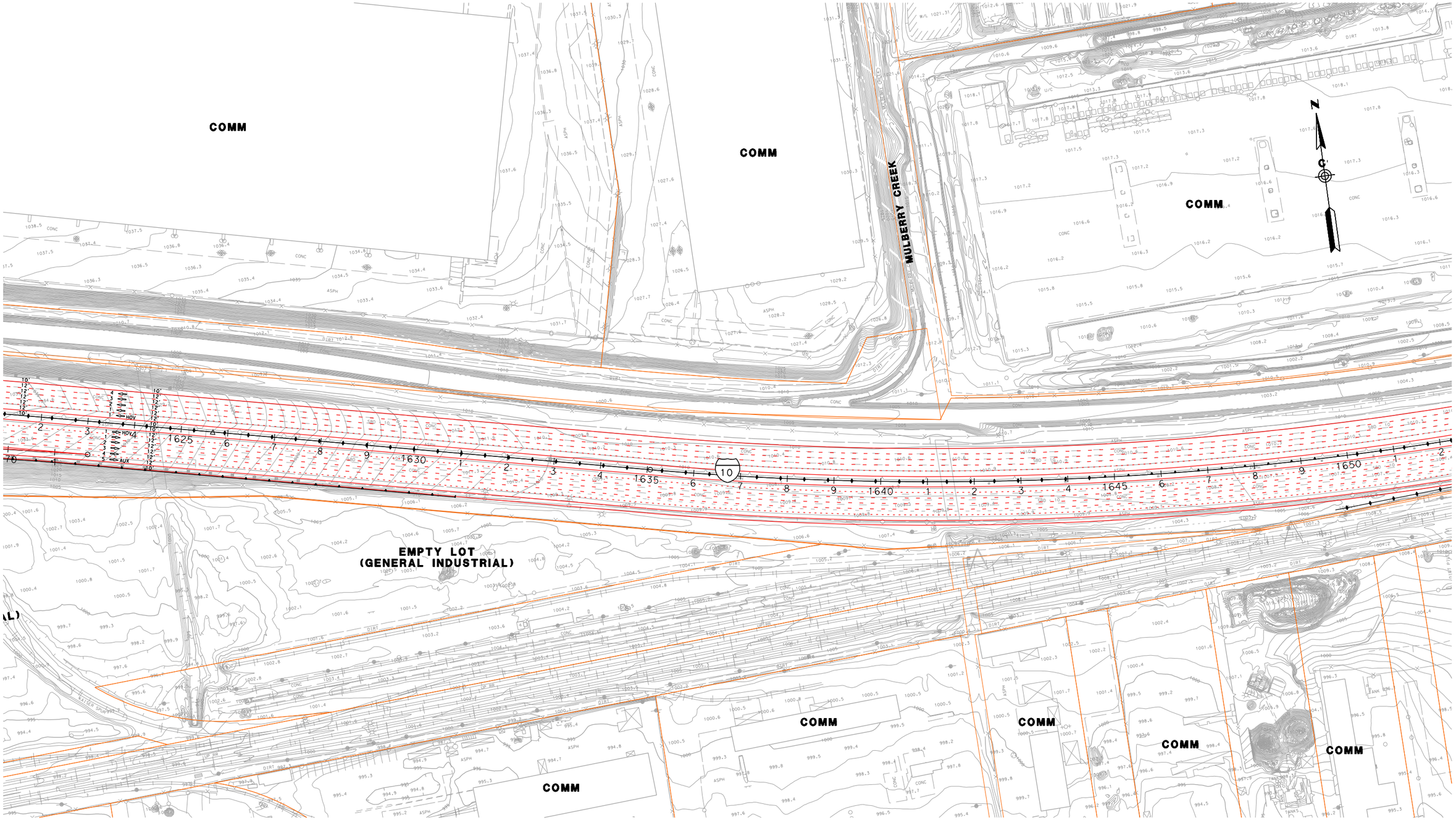
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 71



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL

- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

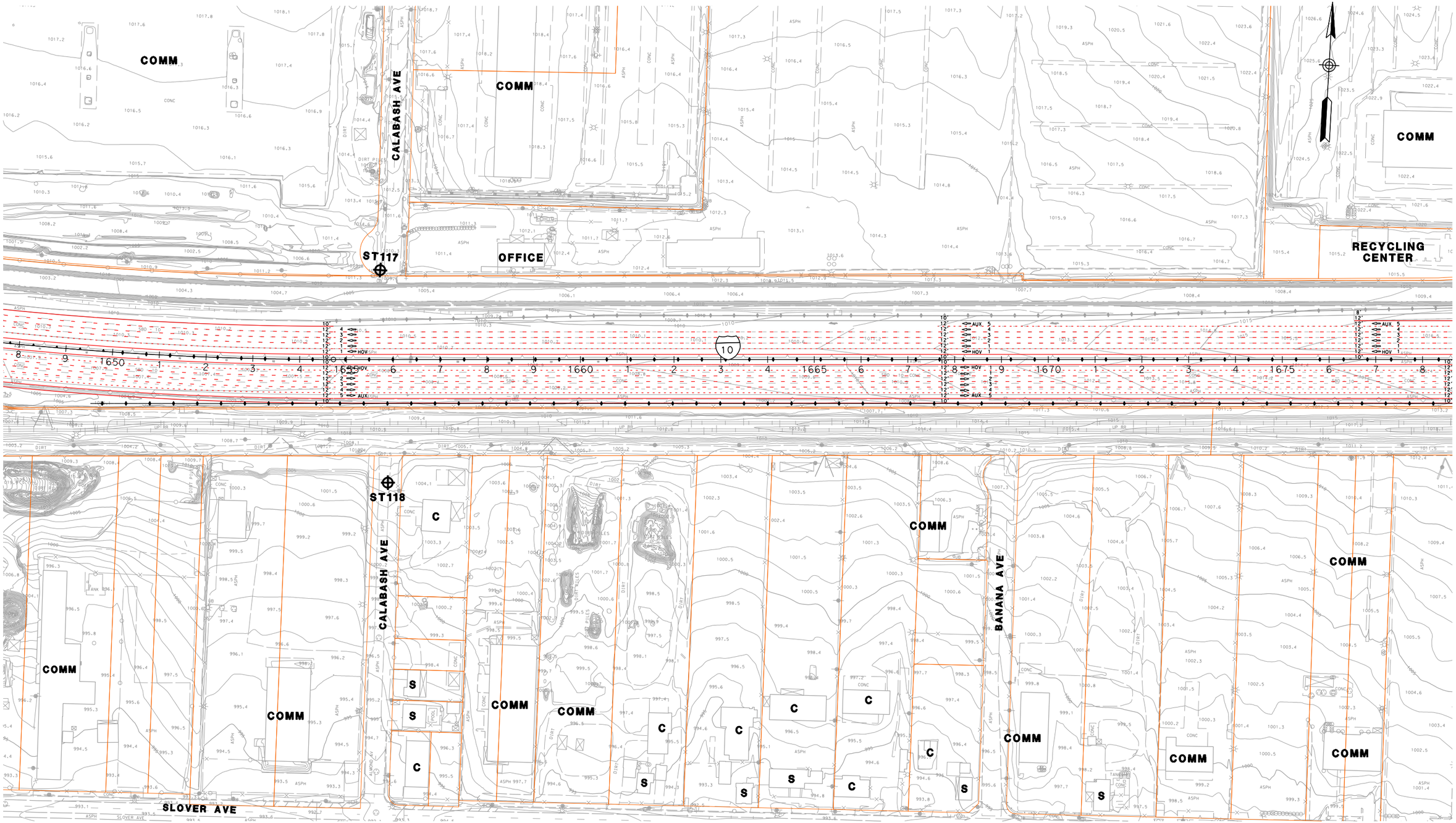
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 72



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

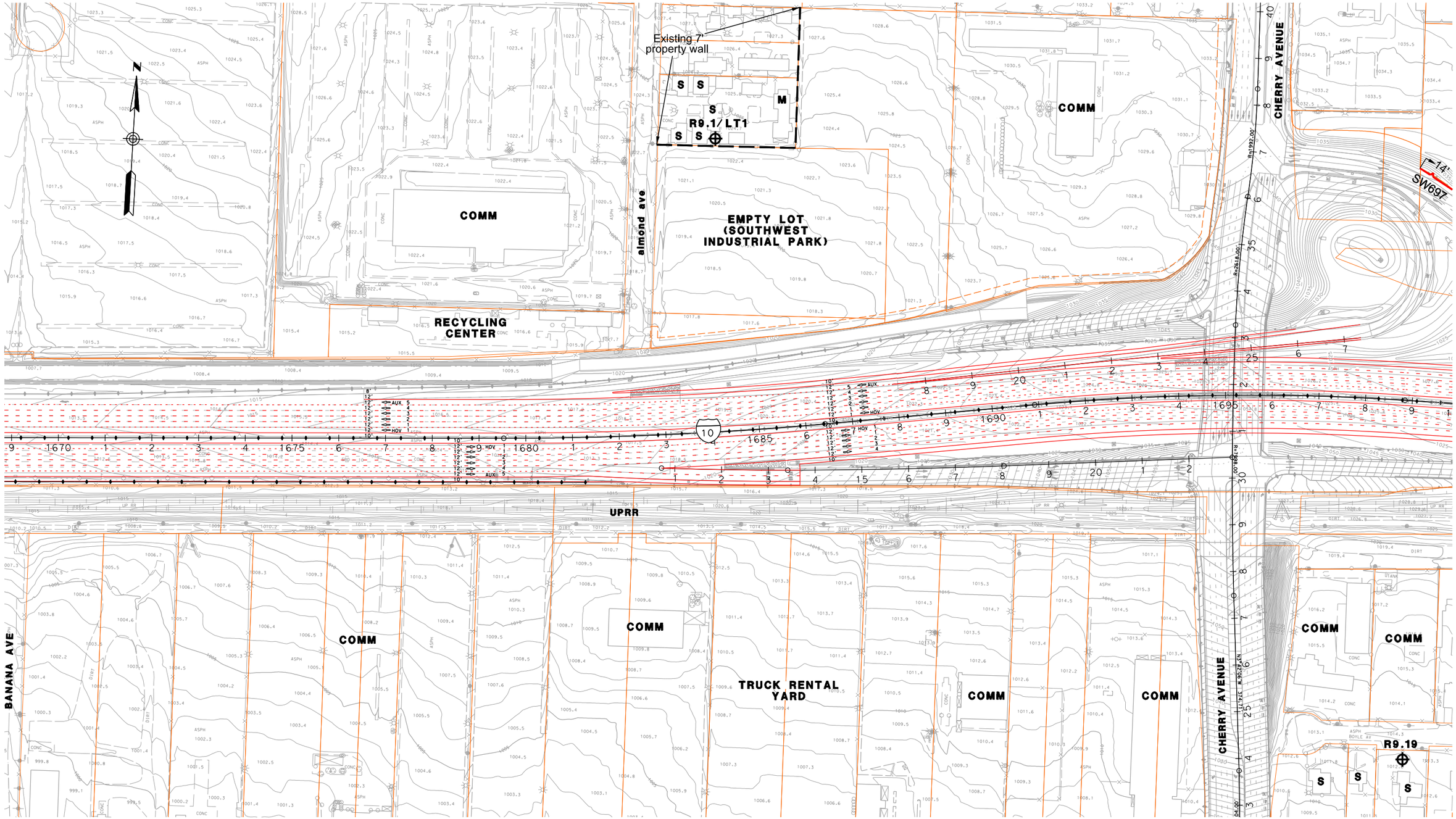
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 73



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

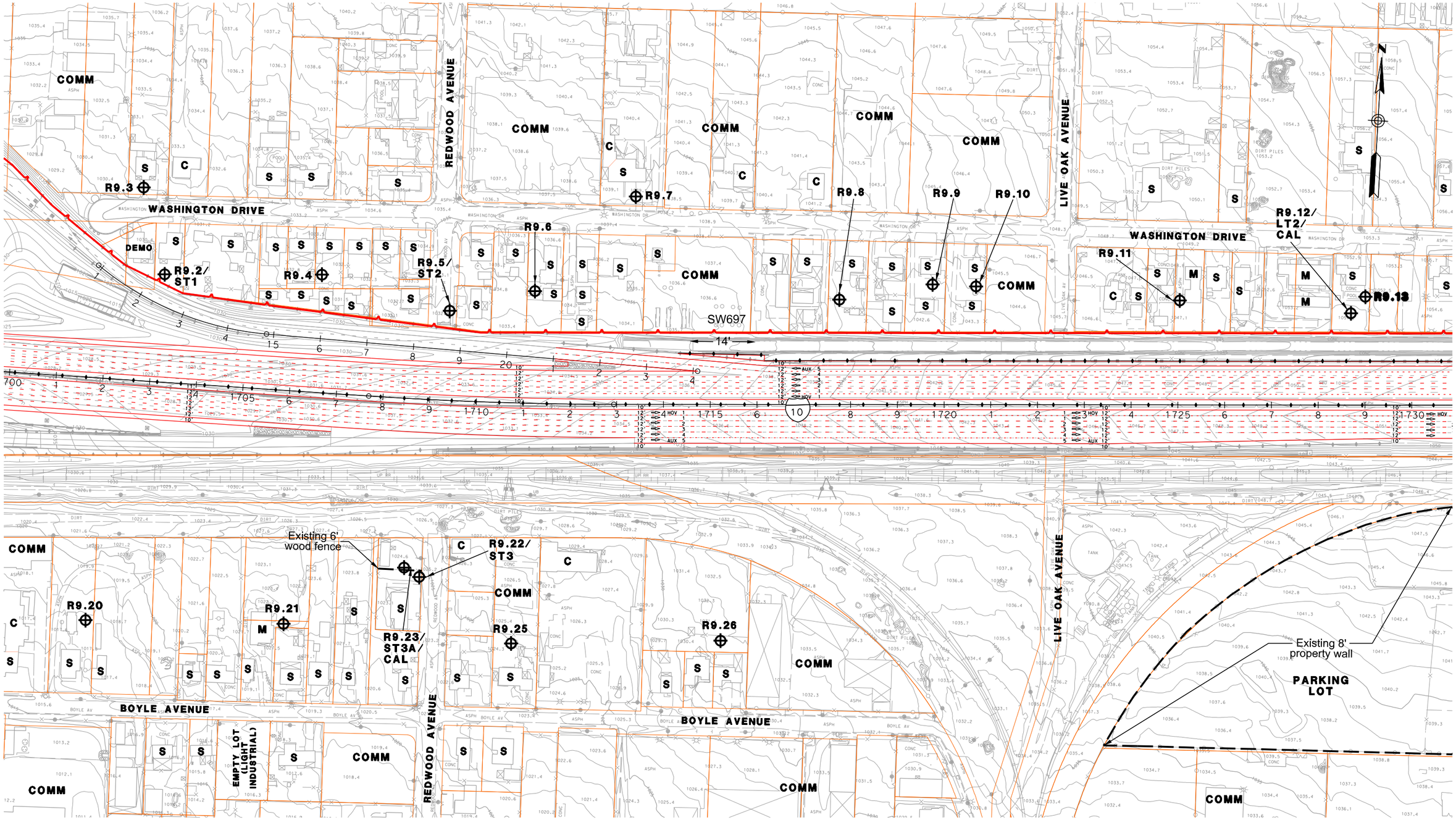
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 74



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT
- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT
- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

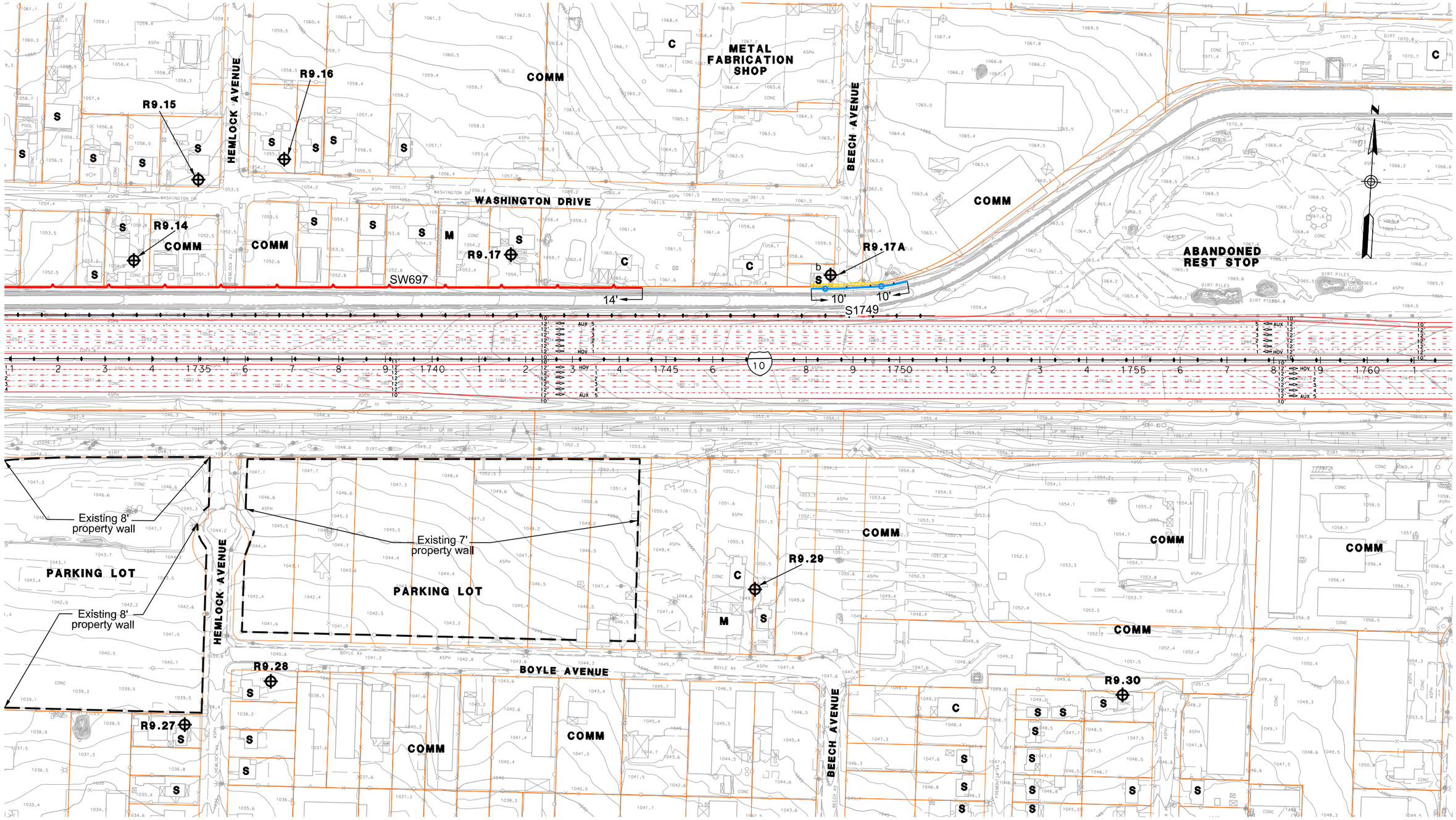
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 75



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT
- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT
- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

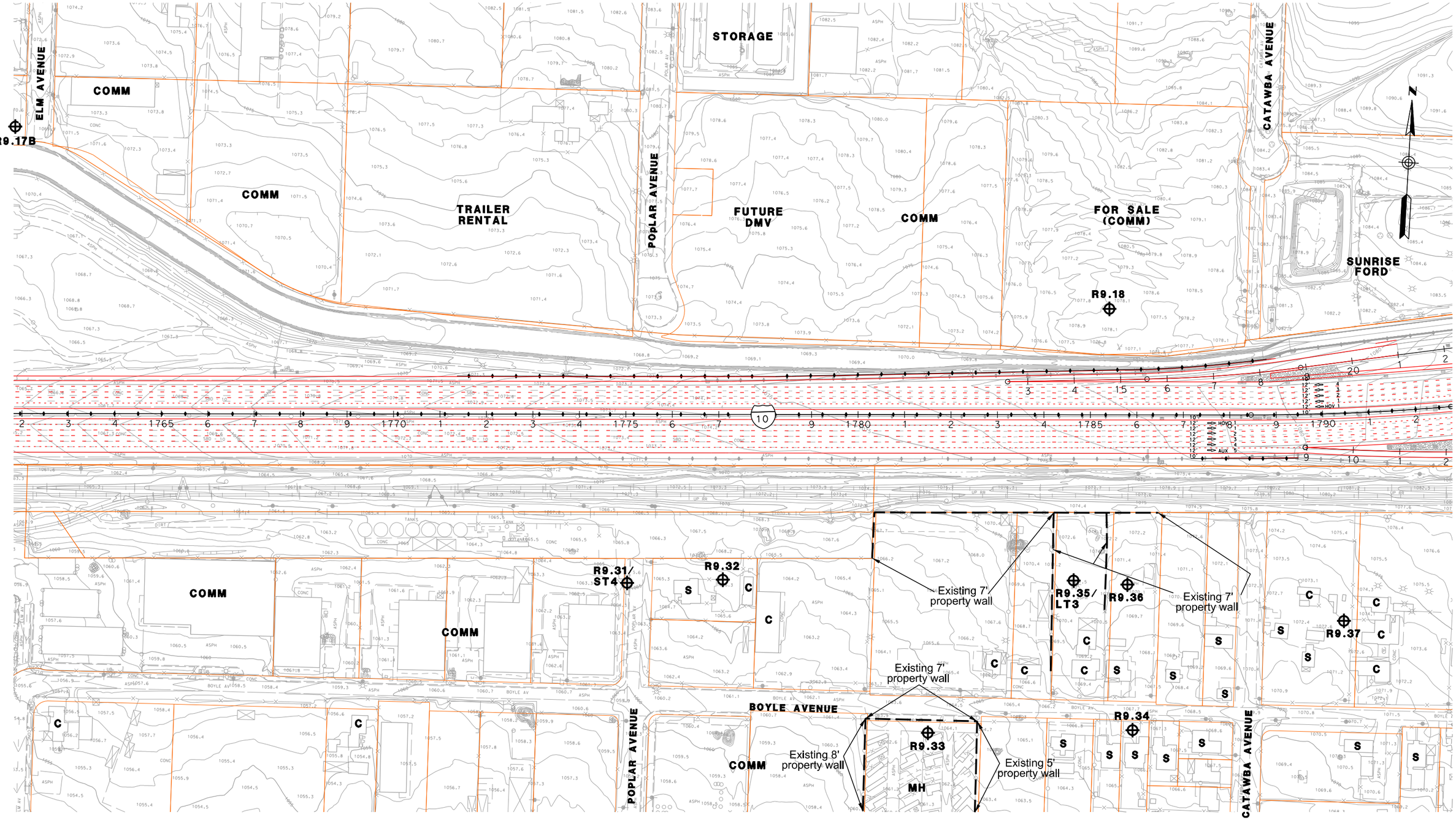
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 76



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

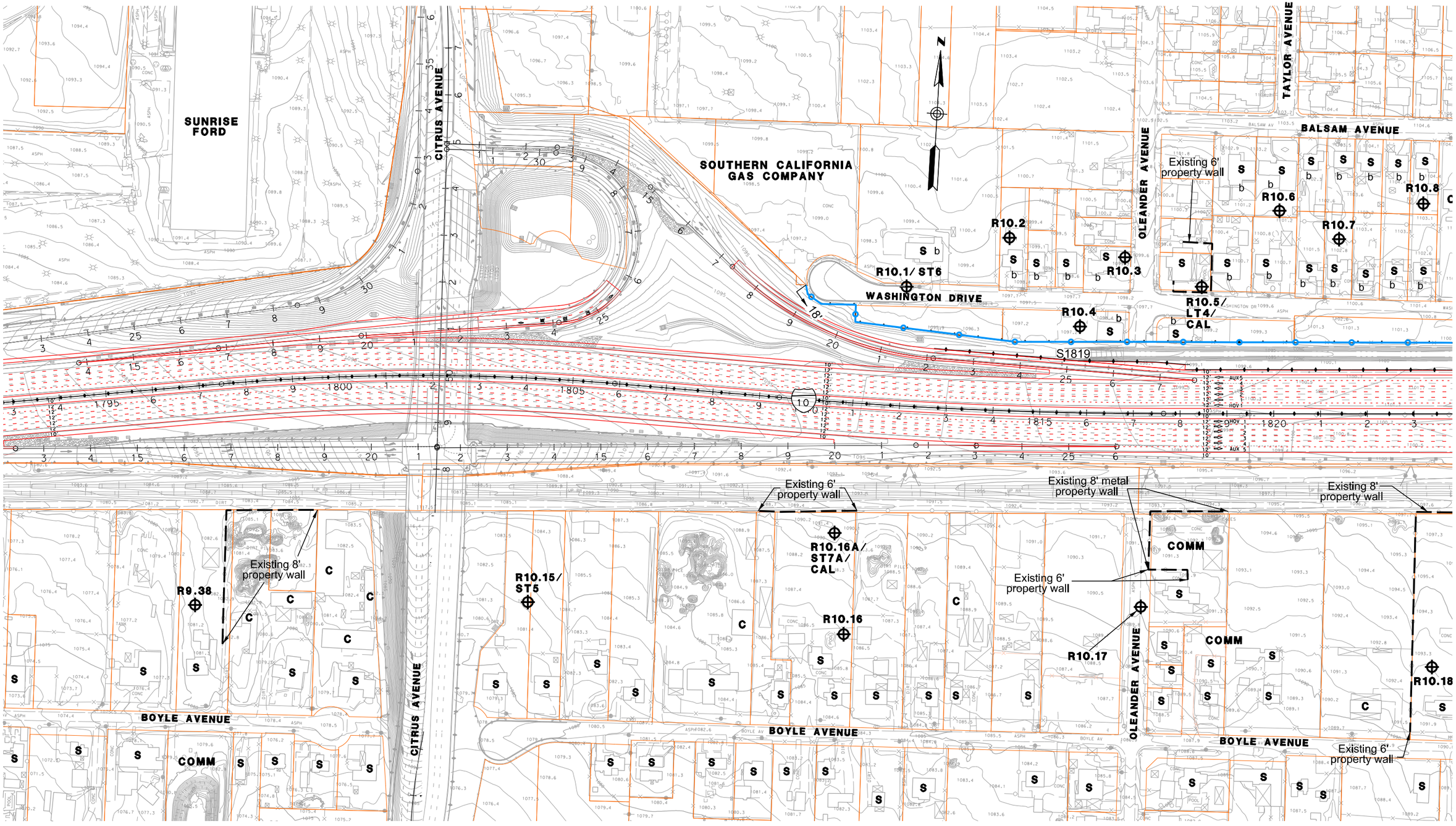
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 77



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT
- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT
- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

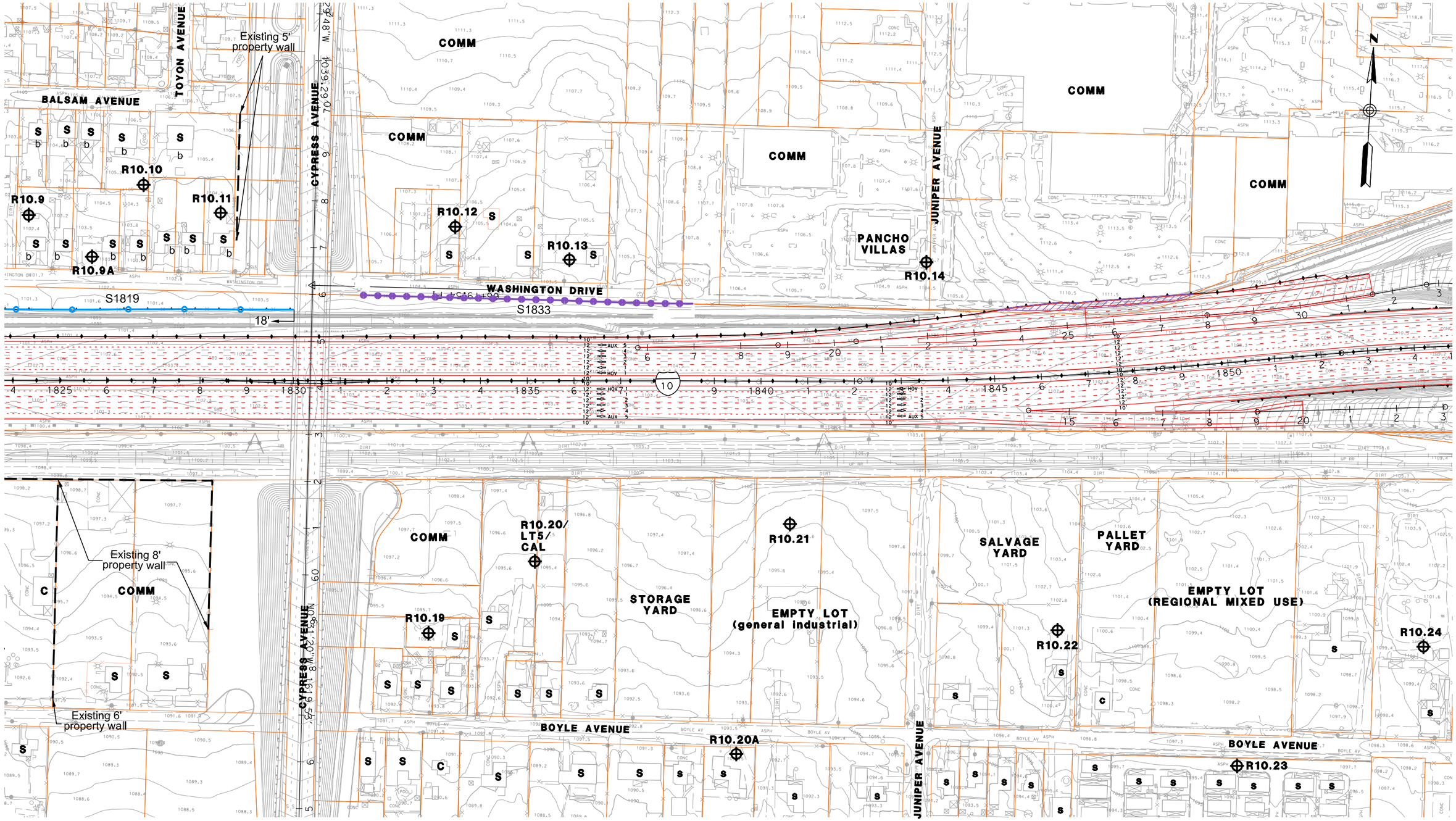
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 78



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

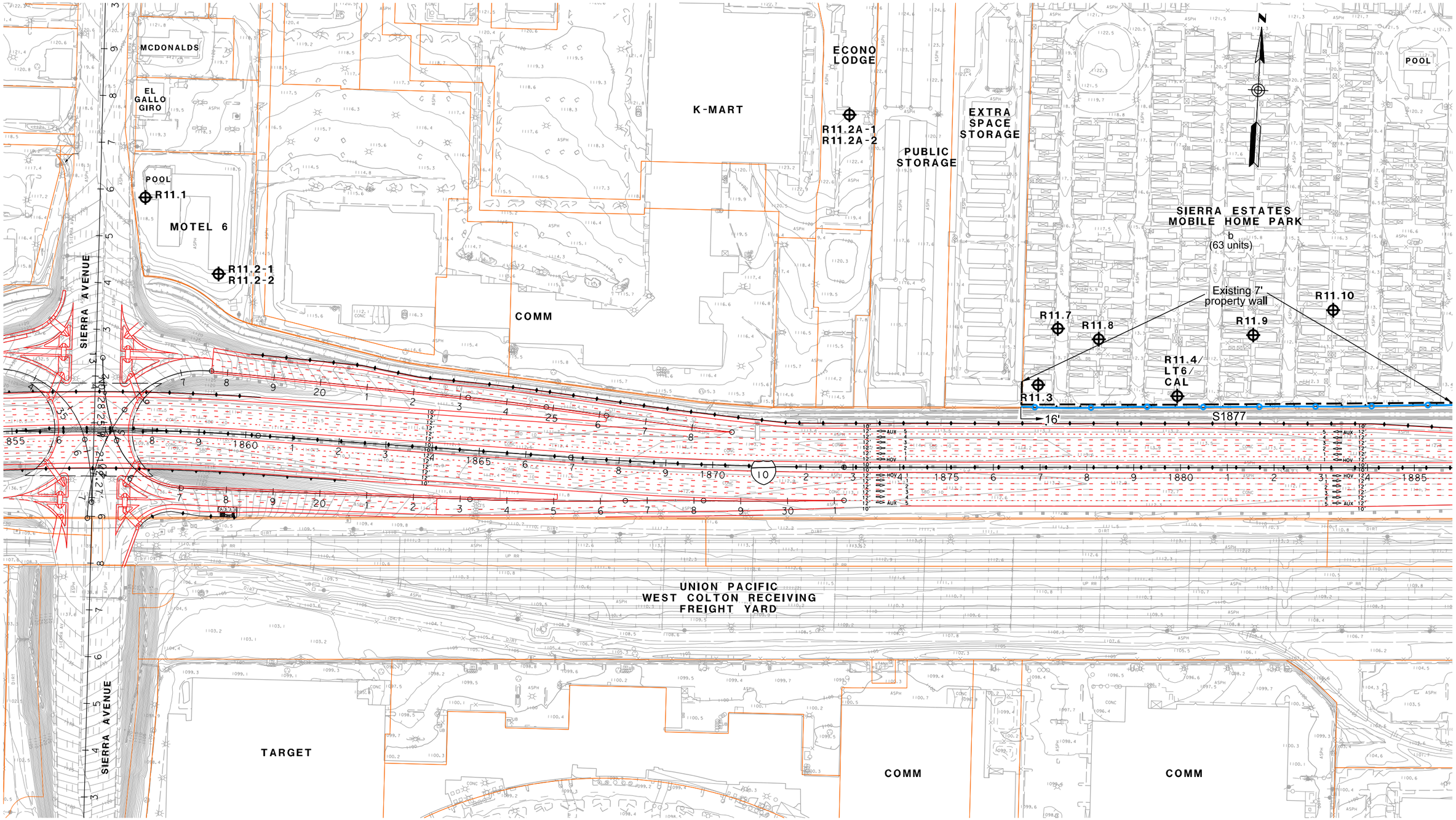
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 79



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

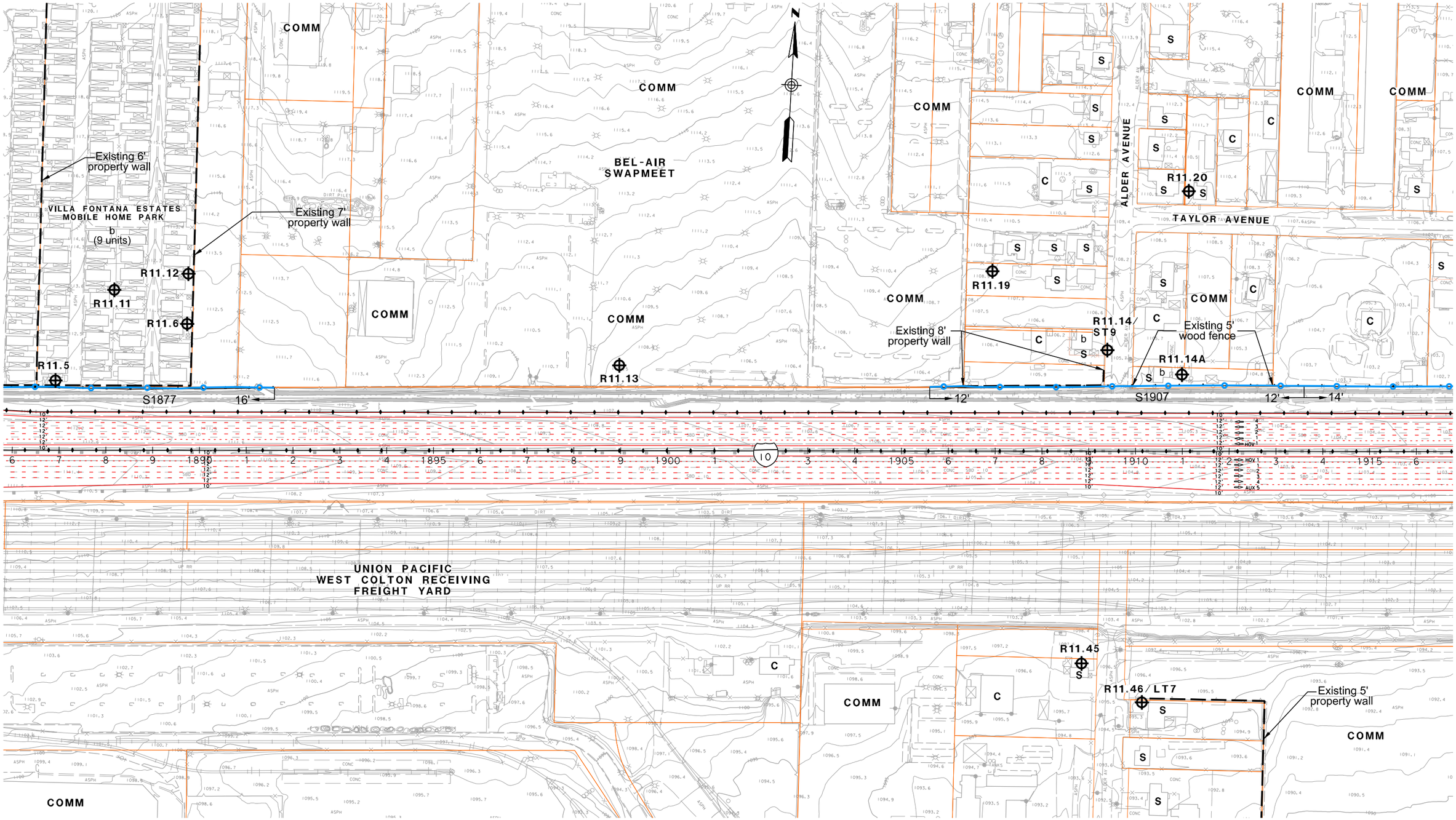
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

AUGUST 12, 2015

FIGURE 80



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

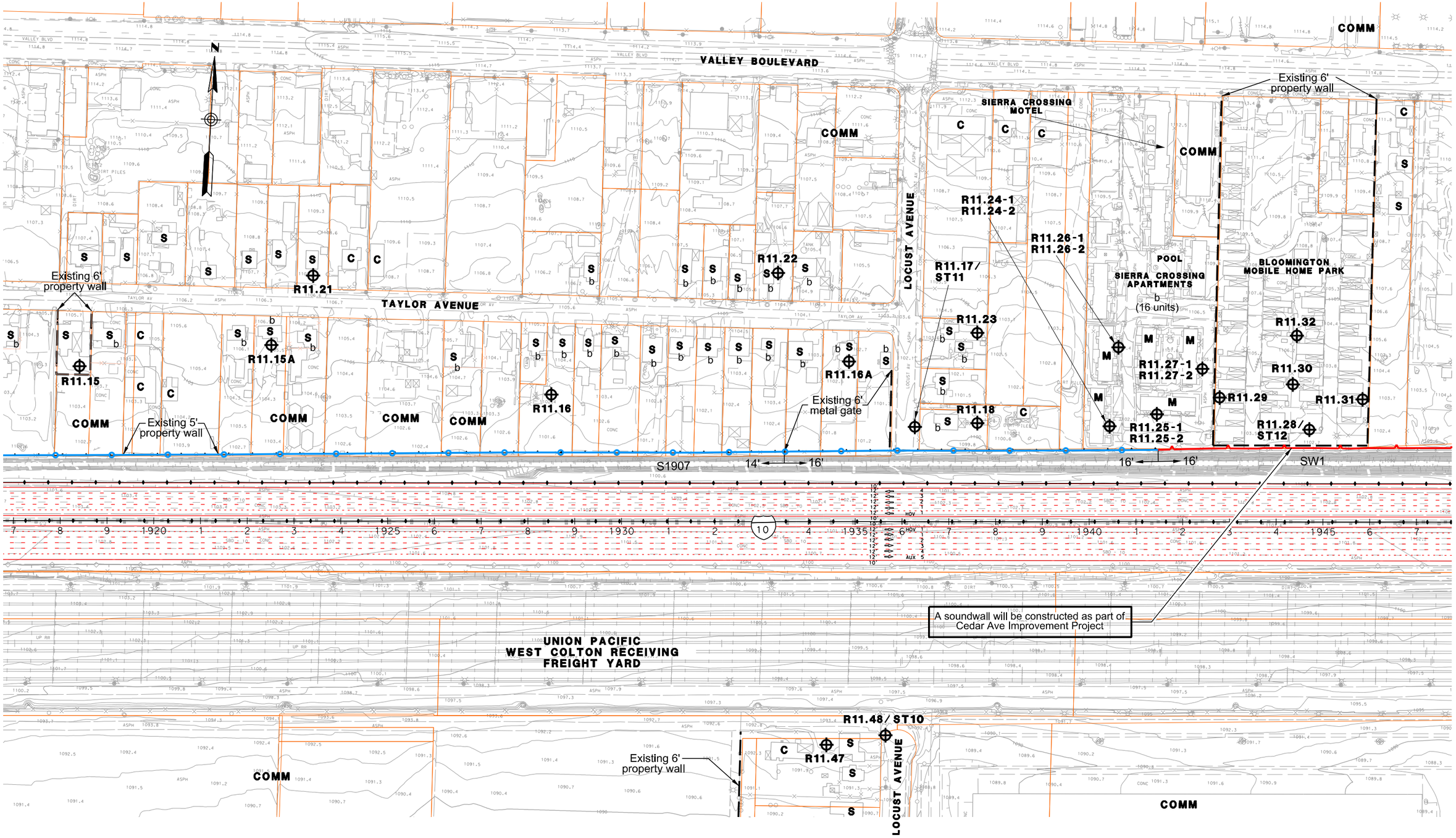
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

AUGUST 12, 2015

FIGURE 81



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

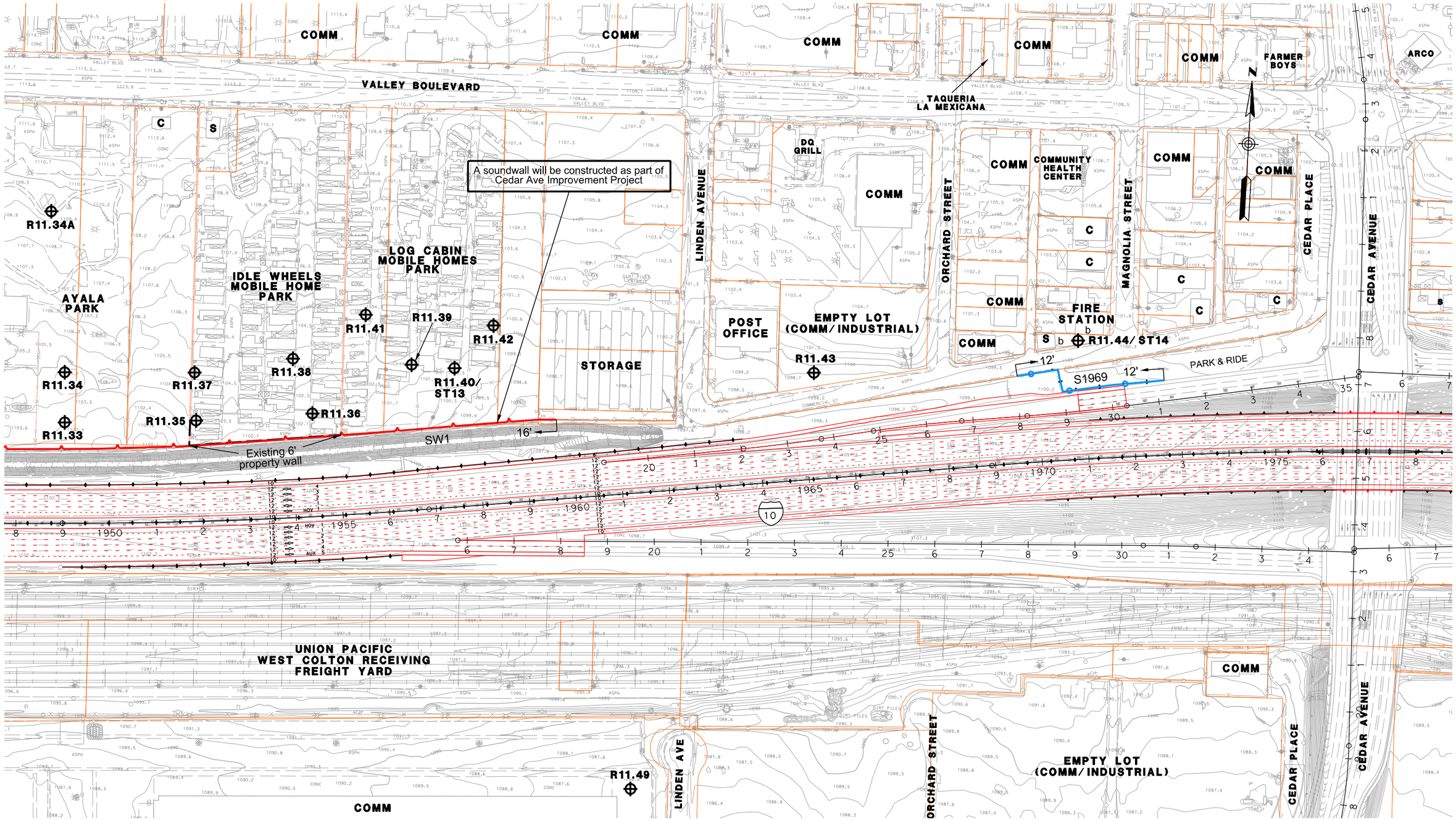
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 82



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

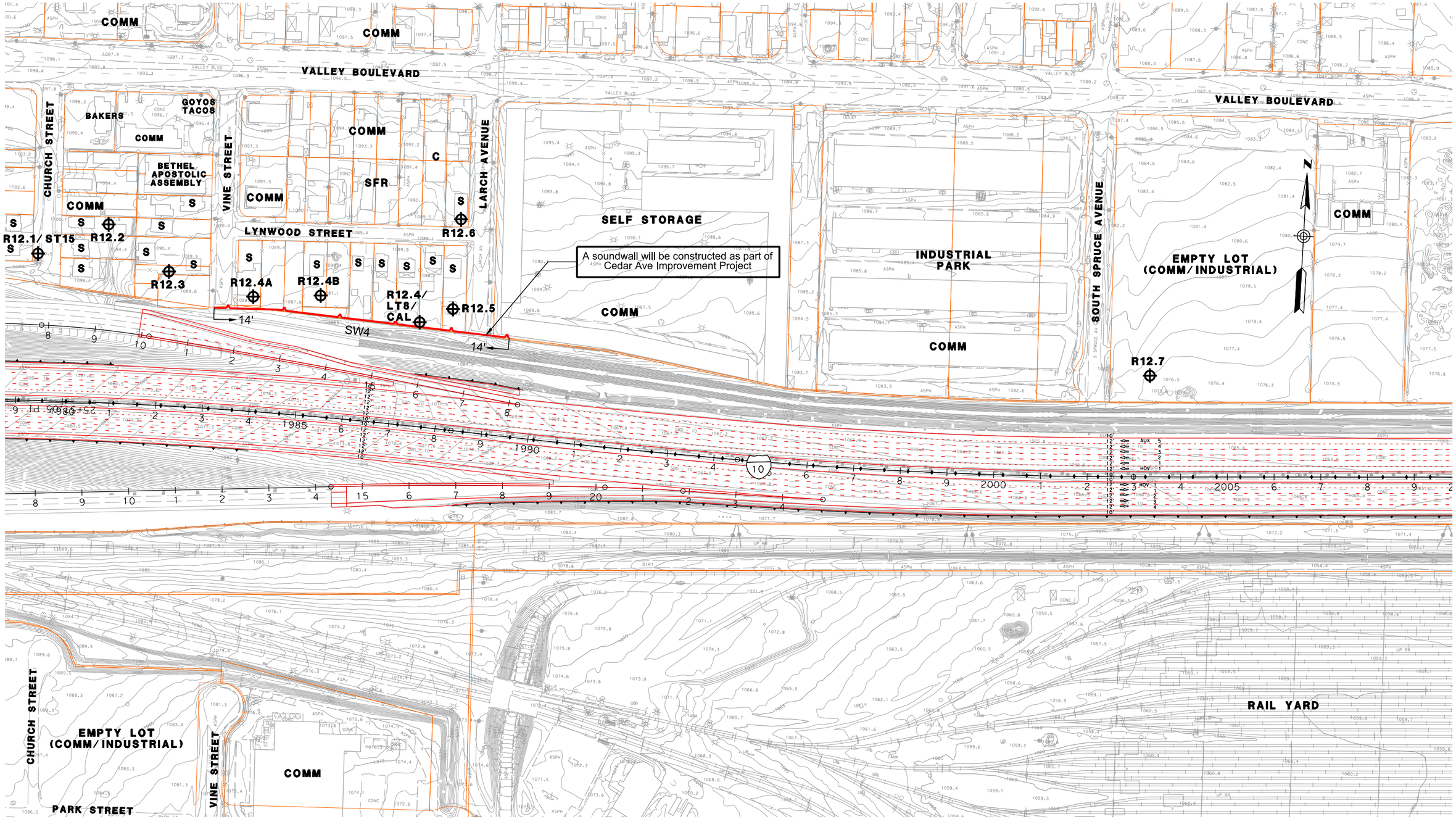
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 83



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

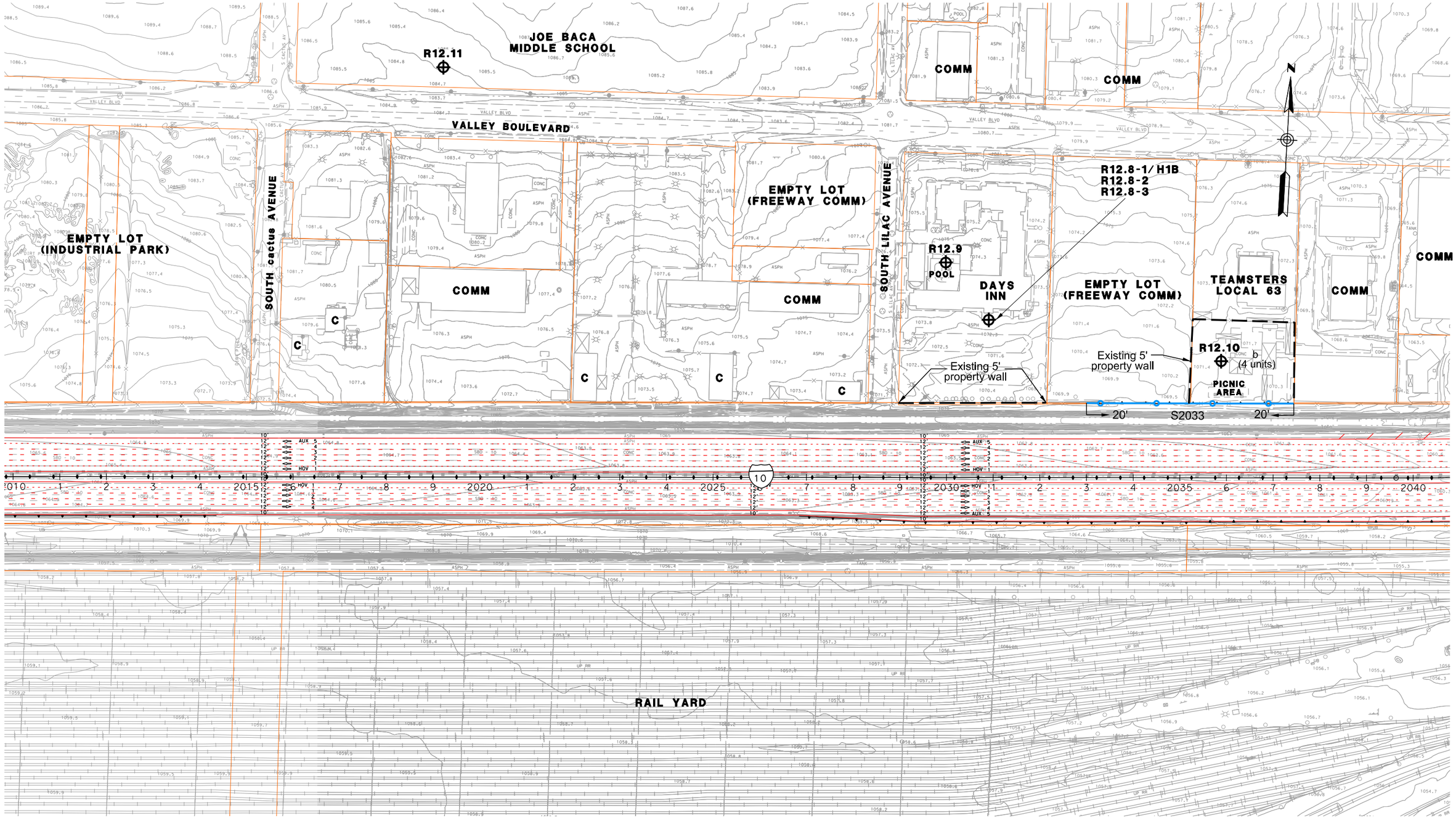
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 84



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

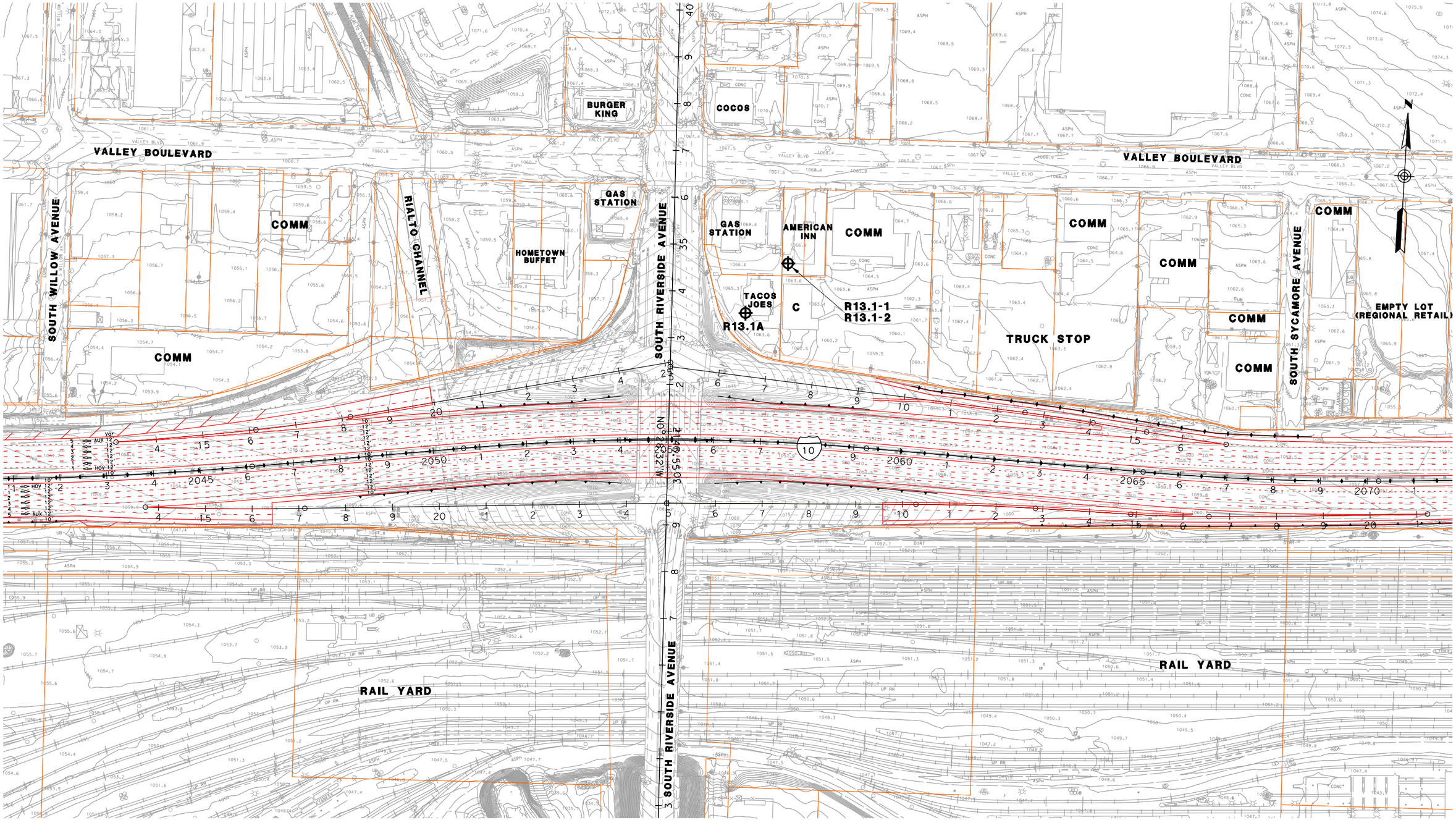
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 85



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

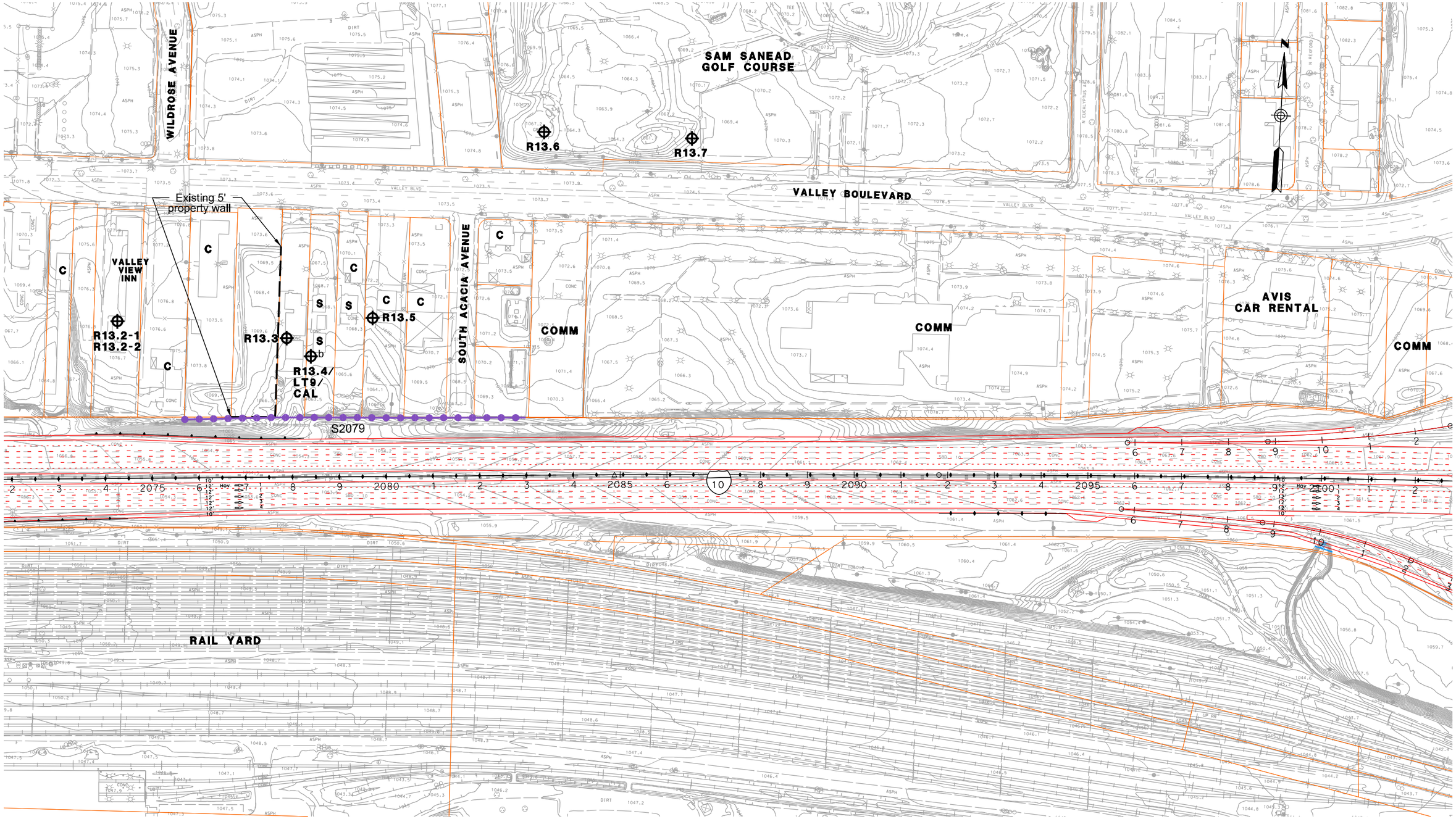
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 86



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

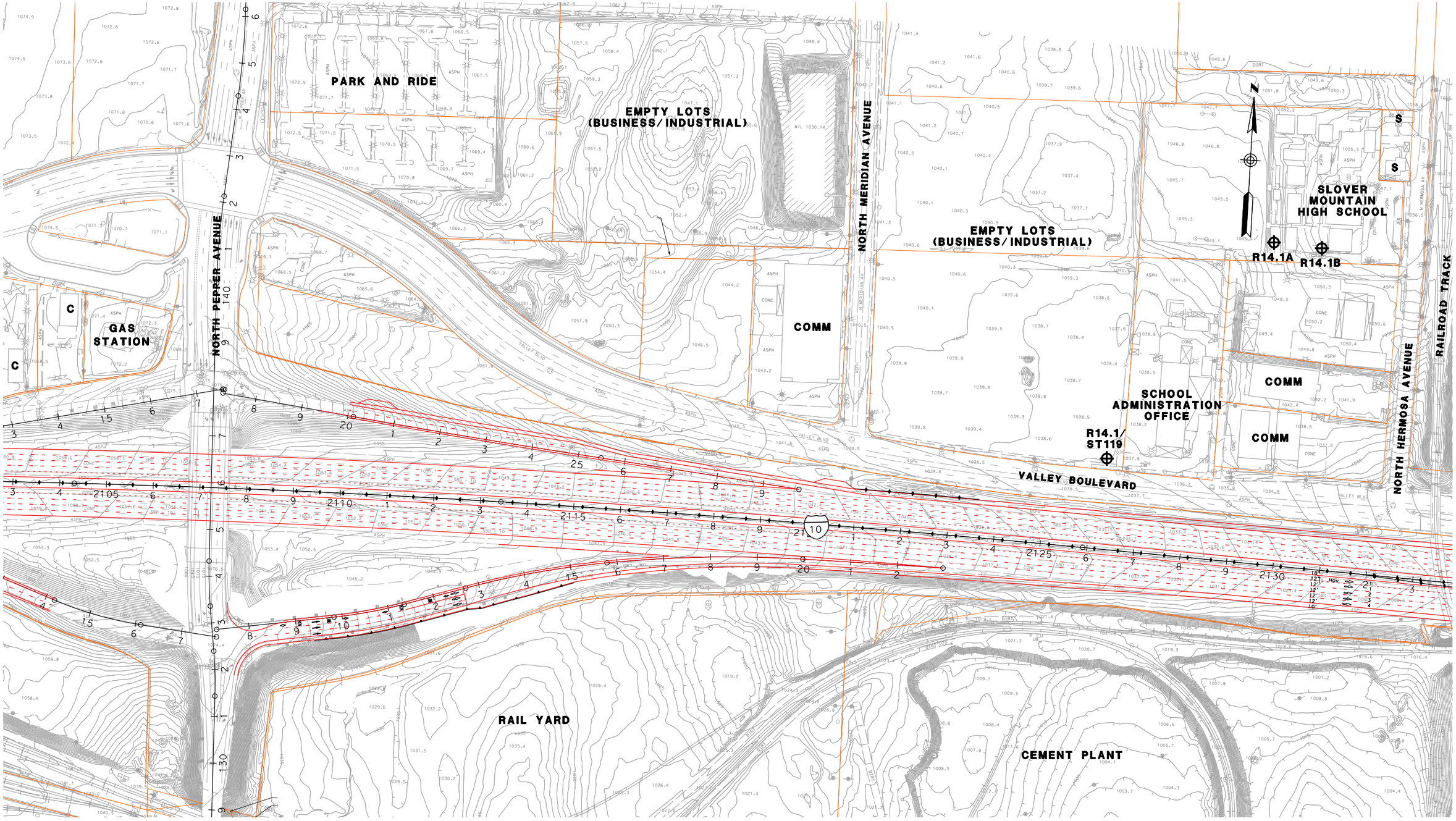
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 87



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT
- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT
- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 88

LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

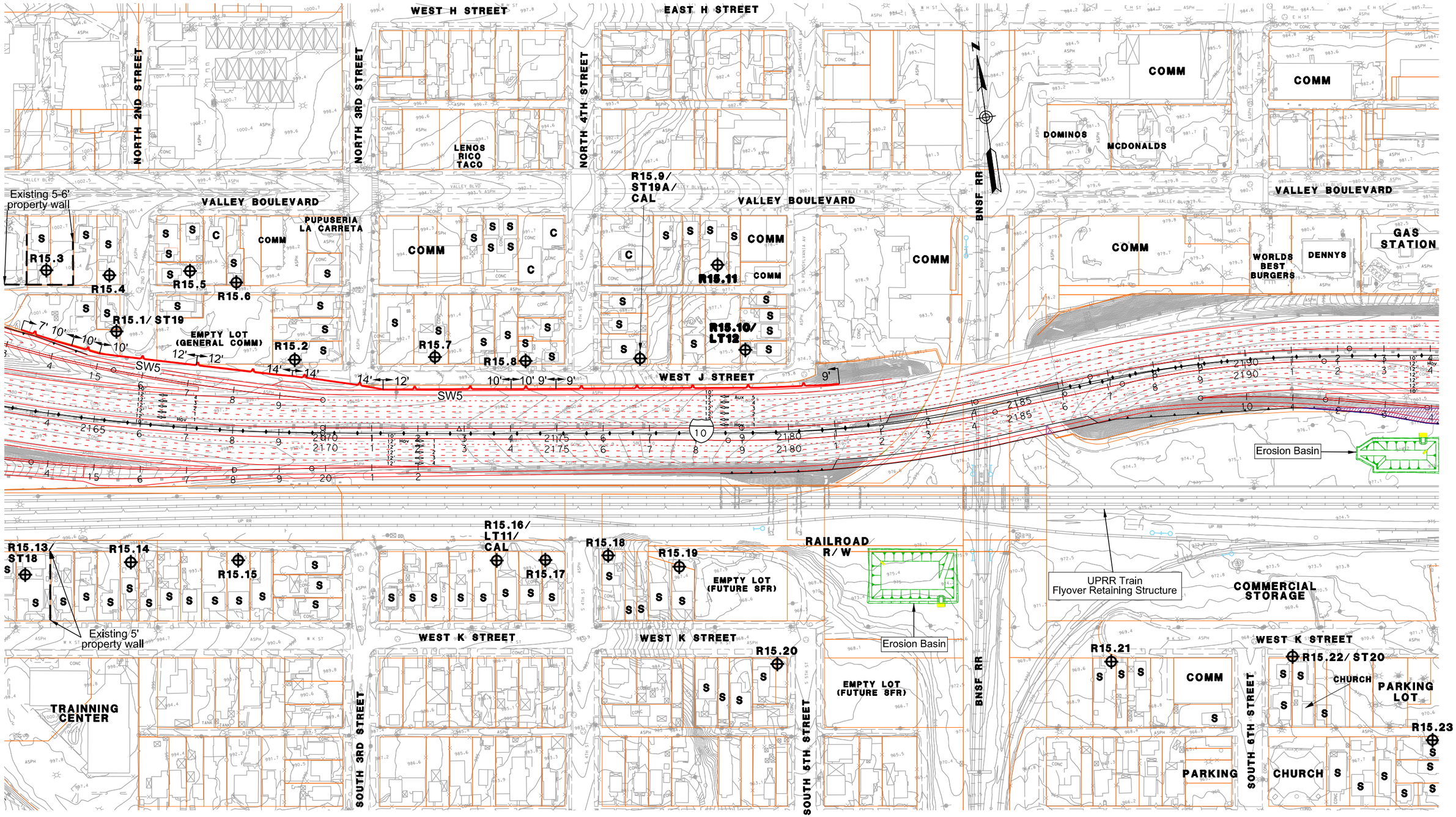
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 89



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL

- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

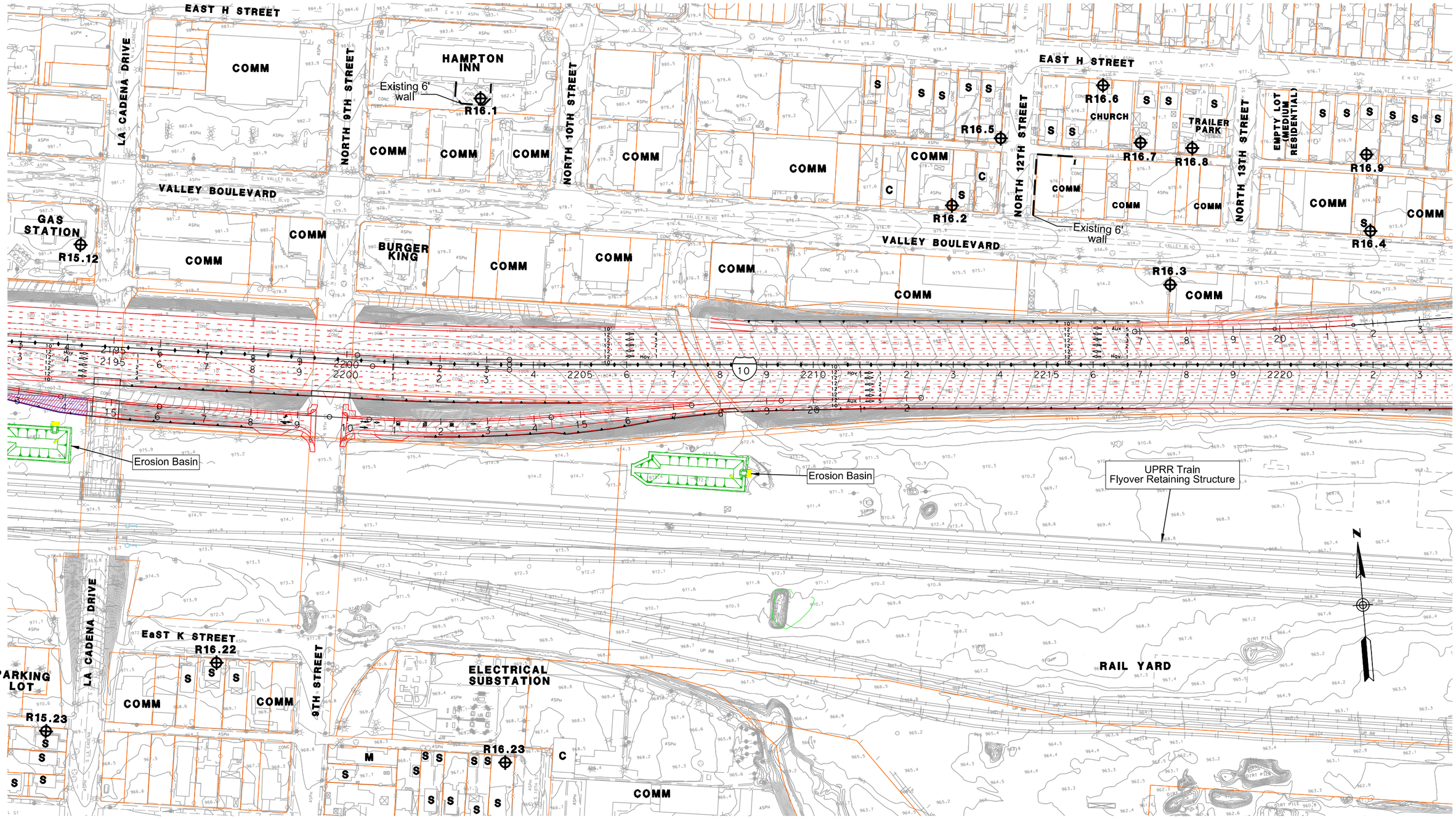
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 90



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL

- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

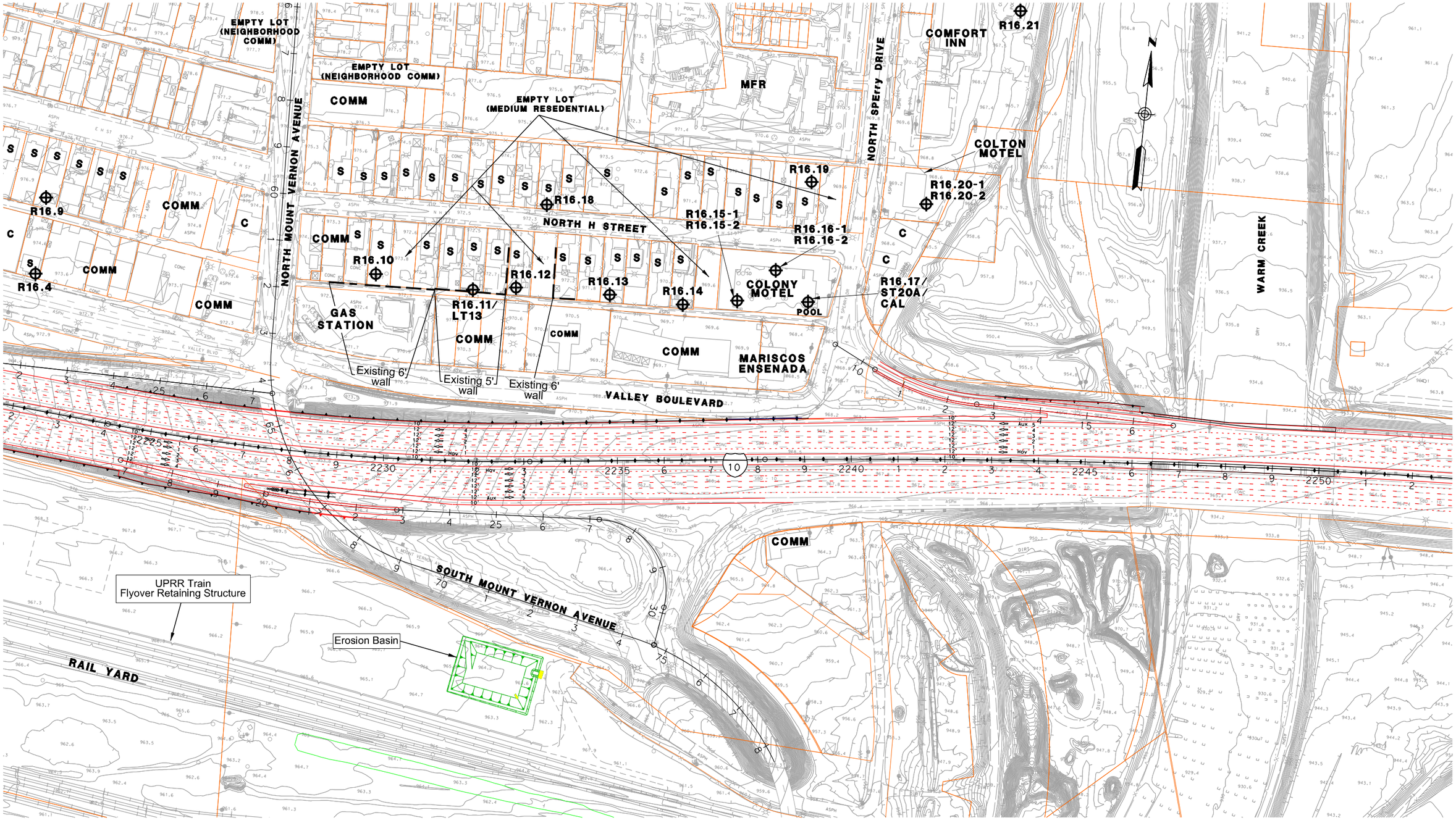
1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 91



LEGEND

- RXX - RECEIVER SITE
- CAL - CALIBRATION SITE
- LT - LONG-TERM MEASUREMENT
- ST - SHORT-TERM MEASUREMENT

- SFR OR S - SINGLE FAMILY RESIDENCE
- MFR OR M - MULTI-FAMILY RESIDENCE
- COMM OR C - COMMERCIAL/NO OUTDOOR USE AREA
- b - BENEFITED RESIDENCE
- HXX - IN/OUTDOOR MEASUREMENT

- EXISTING PROPERTY WALL
- EXISTING SOUNDWALL
- PROPOSED SOUNDWALL
- REPLACEMENT IN KIND SOUNDWALL
- NON-REASONABLE SOUNDWALL
- RETAINING WALL
- SAFETY BARRIER

1in : 200ft

0 ft 100ft 200ft 300ft

I-10 CORRIDOR ALTERNATIVE 2 NADR RECOMMENDED BARRIER HEIGHTS & LOCATIONS

JULY 1, 2015

FIGURE 92