WEST 526
LOWCOUNTRY
CORRIDOR

Appendix K

Detailed Noise Analysis

DETAILED NOISE ANALYSIS

Prepared for:

SCDOT

U.S. Department of Transportation Federal Highway Administration

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The South Carolina Department of Transportation (SCDOT) proposes to construct the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. SCDOT currently identifies the segment of I-526 between I-26 and Virginia Avenue as the most congested segment of interstate highway in the state. The I-526 LCC West project's purpose is to increase capacity and improve operations at the I-26/I-526 interchange and along the I-526 mainline from Paul Cantrell Boulevard to Virginia Avenue in Charleston County as shown in **Figure 1**. The proposed project consists of 3.5 miles of work on 1-26 and 9.2 miles of work on I-526 for a total of 12.7 miles. The I-526 LCC WEST project also proposes upgrades/changes to five interchanges along I-526; the I-526 at Paul Cantrell Boulevard interchange; the I-26/I-526 system-to-system interchange; the I-526 at Rivers Avenue; the I-526 at N Rhett Avenue and the I-526 at Virginia Avenue interchange. These project limits were selected as the rational end points for the transportation improvements and the environmental review, also referred to as logical termini. The western terminus of Paul Cantrell and the eastern terminus of Virginia Avenue are major points of congestion based on traffic analyses for the project.

The Build condition is shown in **Figures 2 - 17**. The design speed will be 55-60 mph on I-526, 55 mph on the I-526/I-26 collector-distributor roadways, 40-45 mph on the I-526 and I-26 service interchange ramps, 45 mph on Paul Cantrell Boulevard, 40 mph on West Montague Avenue, 45 mph on Rivers Avenue and 40 mph on North Rhett Avenue.

The "Date of Public Knowledge" for this project will be the date of approval of the Record of Decision (ROD) which is anticipated in late 2021. In accordance with the SCDOT Traffic Noise Abatement Policy, October 10, 2019 (hereafter referred to as the SCDOT Policy), the federal and state governments are not responsible for providing noise abatement measures for any new development for which the building permits were issued after the date of Public Knowledge.

Per FHWA Procedures for Abatement of Highway Noise (23 CFR 772.5(2)) and the SCDOT Policy, the proposed project is a "Type I" project. This Detailed Noise Analysis documents the methodologies, results, and recommendations in compliance with 23 CFR 772 and the SCDOT Policy.

Traffic noise impacts and temporary construction noise impacts can be a consequence of transportation projects. This Design Noise Analysis utilized computer models created with the Federal Highway Administration Traffic Noise Model® (FHWA TNM v.2.5) to predict future noise levels and define impacted receptors along the proposed project. Existing land uses near the proposed project include residential development, places of worship, educational facilities, burial sites, and undeveloped lands. Design Year 2050 build condition traffic noise is predicted to impact 720 receptors.

Consideration for noise abatement measures was given to all impacted receptors. Traffic noise impacts are predicted to occur in 40 of the 49 identified Noise Study Areas (NSAs). Each impacted receptor was evaluated for feasibility and reasonableness of noise abatement per the SCDOT Policy. See Section 9.4 of this report for a description of abatement consideration for each NSA. Five (5) traffic noise abatement

measures assessed in this detailed traffic noise analysis of the recommended project design met SCDOT Policy feasibility and reasonableness criteria. Five (5) noise walls, NW 4/6, NW6a/8, NW 5, NW 7/9/10 and NW 25, are preliminarily recommended for construction and inclusion in the project plans and specifications. A constructibility review was conducted to determine whether any project-specific engineering or construction considerations would affect the abatement/barrier cost in such a way to make abatement unreasonable. Factors that were considered included, but were not limited to, site distance, barrier height, topography, drainage, utilities, and maintenance of the abatement measure, maintenance access to adjacent properties, and access to adjacent properties. This was factored into the cost-effectiveness reasonableness criterion discussed below.

SCDOT Policy and FHWA require identification whether it is "likely" or "unlikely" that noise barriers will be installed for each NSA identified. "Likely" does not mean a firm commitment. The following traffic noise abatement measures are presently considered "likely" in the vicinity of the I-526 LCC WEST project and are recommended (refer to **Table ES.1**). However, if conditions substantially change during final design, one or more of the presently recommended abatement measures may not be provided. Any changes in noise abatement measures as detailed in this report must be approved by SCDOT prior to implementation. Noise walls preliminarily recommended for construction include:

- NW 4/6: west of I-526 between Paul Cantrell Boulevard and Ashley River Road in West Ashley (see Figures 3 and 4)
- NW 6a/8: west of I-526 between Ashley River Road and the Ashley River in West Ashley (see Figures 3 and 4)
- NW 5: east of I-526 and between Paul Cantrell Boulevard and Ashley River Road in West Ashley (see Figures 3 and 4)
- NW 7/9/10: east of I-526 between Ashley River Road and the Ashley River in West Ashley (see Figures 4 and 5)
- NW 25: east of I-526 and southwest of I-26 in North Charleston (see Figures 9 and 10)

Table ES.1. I-526 LCC WEST
Recommended Noise Walls

Noise Barrier Name (NSA)	Length	Area	Number of Benefited Receptors	Cost per Benefited Receptor / Allowable Cost per Benefited Receptor
NW 4/6 (NSAs 4 and 6)	2,640 LF	52,796 ft^2	213	$8,675/$30,000
NW 6a/8 (NSAs 6a and 8)	3,000 LF	48,001 ft^2	157	$10,701/$30,000
NW 5 (NSA-5)	2,969 LF	56,415 ft^2	191	$10,338/$30,000
NW 7/9/10 (NSAs 7,9 and10)	4,560 LF	59,280 ft^2	140	$14,820/$30,000
NW 25 (NSA-25)	1,650 LF	31,350 ft^2	38	$28,875/$30,000

Construction noise impacts may occur due to the proximity of noise-sensitive receptors to anticipated project construction activities. All reasonable efforts should be made to minimize exposure of noise-sensitive land uses to construction noise. Such efforts may include, but are not explicitly limited to, appropriate scheduling of construction activities, noise attenuating measures on construction equipment, and a consistent and open public involvement program.

Ballots were sent to the owners of each of the receptors benefited by the proposed noise walls (and tenants currently living in those residences) that were found to be feasible and reasonable per SCDOT Policy (Noise Walls 4/6, 6a/8, 5, 7/9/10 and 25) to solicit their preference on the construction of the proposed walls. For Noise Wall 4/6, 98% of returned ballots were in favor of the wall and 2% opposed the wall. For Noise Wall 6a/8, 98% of returned ballots were in favor of the wall and 1% opposed the wall. For Noise Wall 5, 100% of returned ballots were in favor of the wall, and none opposed the wall. For Noise Wall 7/9/10, 98% of returned ballots were in favor of the wall, and 2% opposed the wall. Finally, for Noise Wall 25, 98% of returned ballots were in favor of the wall, and 2% opposed the wall.

None of the proposed noise walls received a majority of ballots expressing opposition to the wall, so all five proposed noise walls are considered feasible and reasonable. A detailed discussion of the polling process, materials sent to residents including cover letter, figures showing the benefited receptors for each proposed wall and the response postcard are shown in Appendix F.

If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measures would be made upon completion of the project's design and the public involvement processes.

The South Carolina Department of Transportation (SCDOT) proposes to construct the I-526 Lowcountry Corridor WEST (I-526 LCC WEST) project between Paul Cantrell Boulevard in West Ashley and Virginia Avenue in North Charleston. The proposed project consists of 3.5 miles of work on 1-26 and 9.2 miles of work on I-526 for a total of 12.7 miles. The I-526 LCC WEST project also proposes upgrades/changes to five interchanges along I-526; the I-526 at Paul Cantrell Boulevard interchange; the I-26/I-526 system-to-system interchange; the I-526 at Rivers Avenue; the I-526 at N Rhett Avenue and the I-526 at Virginia Avenue interchange. These project limits were selected as the rational end points for the transportation improvements and the environmental review, also referred to as logical termini. The western terminus of Paul Cantrell and the eastern terminus of Virginia Avenue are major points of congestion based on traffic analyses for the project. The Build condition is shown in **Figures 2 – 17**.

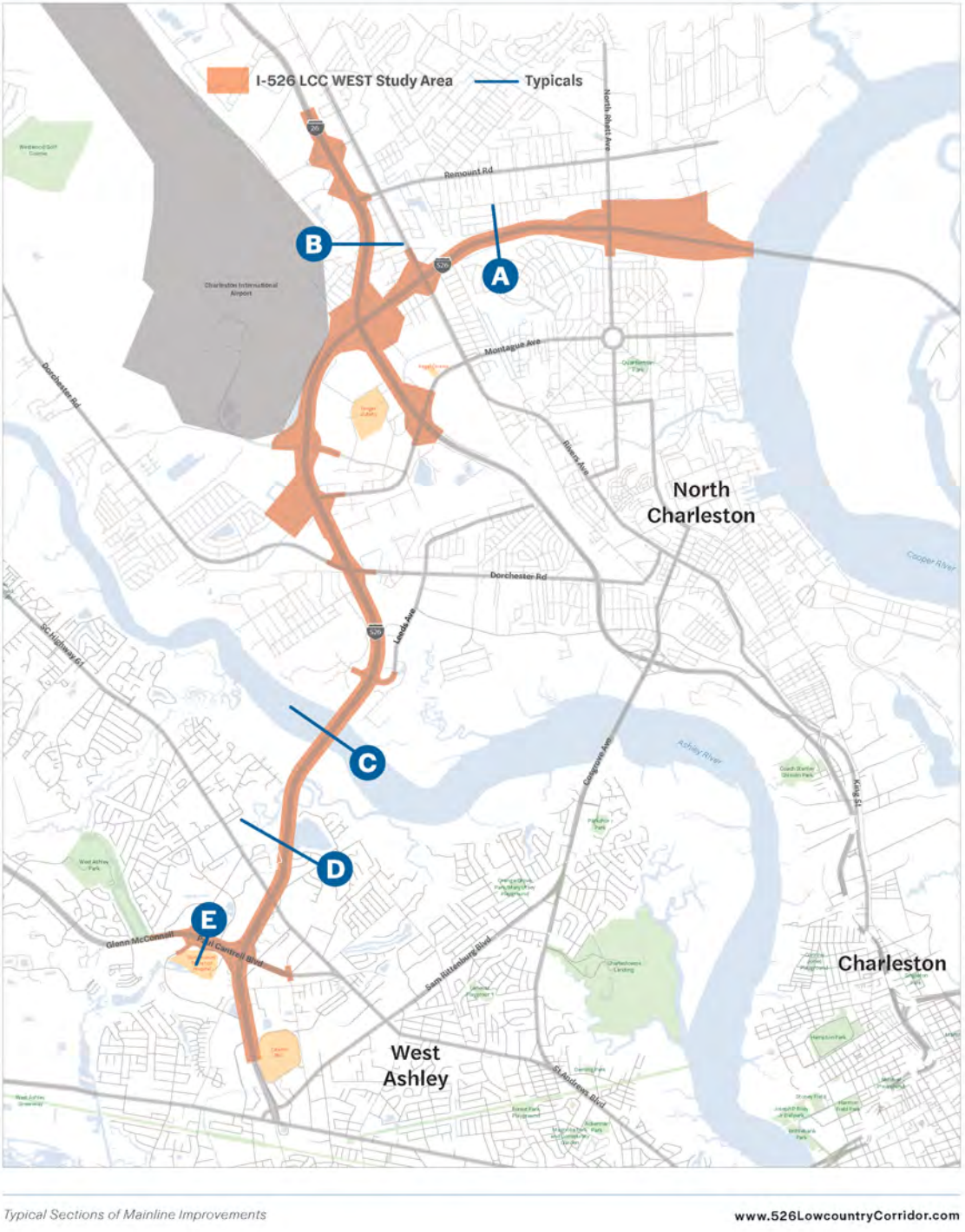
The I-526 LCC West project's purpose is to increase capacity and improve operations at the I-26/I-526 interchange and along the I-526 mainline from Paul Cantrell Boulevard to Virginia Avenue in Charleston County as shown in **Figure 1**.

The need for this project was identified in several different documents. The I-526/I-26 interchange is listed as the #2 project in the 2035 CHATS Long Range Transportation Plan Ranked List of Candidate Transportation Projects, the #6 project on SCDOT's ACT 114 Interstate Capacity List, and it is listed in SCDOT's State Transportation Improvement Plan 2017-2022. The substantial congestion in the project corridor has been previously documented in SCDOT's Corridor Analysis for I-526 Between North Charleston and West Ashley, and in the Interstate Plan portion of SCDOT's 2014 Multimodal Transportation Plan, where four segments within this project corridor are listed in the top 20 most congested Interstate segments.

Within the study area, the proposed I-526 LCC WEST improvements include the following:

- I-526/I-26 Interchange Improvements
- I-526/North Rhett Avenue Interchange Improvements
- I-526/Paul Cantrell Boulevard Interchange Improvements
- Existing elevated structure section between I-26 and Virginia Avenue will remain, and elevated two-lane collector-distributor roads will be added in the Eastbound and Westbound with direction connections to Eastbound and Westbound I-26.
- Existing 10-lane section on I-26 from Remount Road to the I-526 interchange will remain and three-lane collector distributor roadways will be added on either side of the 10-lane facility.
- Widening of the eastbound and westbound bridges over the Ashley River.
- Widening of I-526 mainline with widening to the inside.
- New bridge heading westbound over Magwood Drive to Glenn McConnell Parkway.

The following graphics show the project study area and the different typical sections and their location along the project corridor.



Graphic 1. Project Study Area and Typical Section Locations

Typical Sections of Mainline Improvements

The below are representative of the typical sections of improvement. This includes the proposed lane configurations, median types or whether a section is elevated. The descriptions and graphics below correspond to the lettered labels on the map to the right.

A. Interstate I-526: Existing I-526 2-lane Viaducts Retained and Proposed 2-lane Structures to Outside

- The existing elevated structure section between I-26 and Virginia Avenue will remain
- An elevated two-lane collector-distributor road will be added in the Eastbound and Westbound direction with direction connections to Eastbound and Westbound I-26

B. Interstate I-26: I-26 Typical Section from Remount Road to I-526/I-26 Interchange

- Existing 10-lane section of I-26 from Remount Road to the I-526 interchange
- Three lane collector-distributor roadways are proposed on either side of the 10-lane facility in order to reduce congestion

C. Interstate I-526: Typical Section of Improvement I-526 Mainline Ashley River Bridges

- Mainline widening of the Eastbound and Westbound bridges over the Ashley River

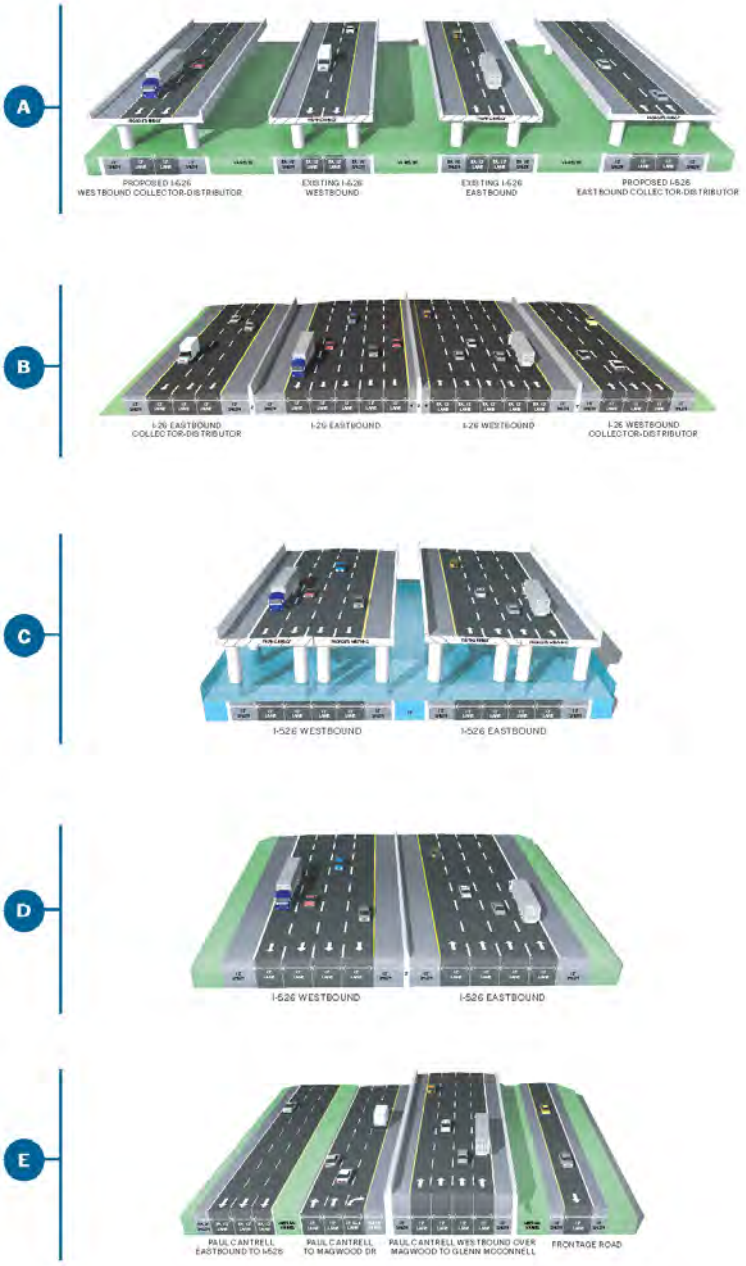
D. Interstate I-526: Typical Section of Improvement I-526 Mainline Eastbound and Westbound

- Widening from 2 lanes to 4 in each direction is proposed for I-526 with widening occurring to the center
- A barrier is proposed for the center of the 8-lane facility
- 12-foot shoulders to the inside and outside are planned as a safety measure

E. Paul Cantrell Blvd: Ashley Crossing Drive to Bridge Over Magwood Drive

Left to Right:

- Existing Eastbound & Westbound Paul Cantrell Boulevard
- The new bridge heading Westbound over Magwood Drive to Glenn McConnell Parkway
- The frontage road will remain for two-way local traffic from Ashley Crossing Drive to Ashley River Road
- The frontage road will be one-way from Magwood Drive to Ashley Crossing Drive



Typical Sections of Mainline Improvements

www.526LowcountryCorridor.com

Graphic 2. Typical Sections

Forty-Nine noise study areas (NSAs) were identified in the project corridor. An NSA is a group or grouping of receptors into an area that is influenced by similar noise sources. An NSA may contain only receptors within a certain Activity Category (such as residences) or it may contain receptors that represent several types of activity land uses (such as residences, schools, daycare facilities, offices, etc.). NSAs are delineated by major roadway or railroad crossings or other physical constraints. See **Table B.1** in **Appendix B** for a list of each noise-sensitive receptor by NSA. Each NSA is described as follows:

- NSA-1 (Figure 3) – West of I-526 and surrounding Savage Road. NSA-1 is comprised of single-family residences.

- NSA-2 (Figures 2 and 3) - East of I-526, south of Savage Road and surrounding San Miguel Road. NSA-2 is comprised of single-family residences.

- NSA-3 (Figures 3 and 15) – South of Paul Cantrell Boulevard and west of I-526. NSA-3 is comprised of the Waring Senior Center with outdoor seating areas and four pickleball courts, Bon Secours St. Francis Hospital Cancer Center and Meditation Garden.

- NSA-4 (Figure 3) – West of I-526 and north of Paul Cantrell Boulevard. NSA-4 is comprised of the Arboretum Condominiums.

- NSA-5 (Figure 3) – East of I-526 and north of Paul Cantrell Boulevard. NSA-5 is comprised of single-family residences along Richmond Street, Colonial village at Westchase Apartments and a baseball diamond owned by the Salvation Army.

- NSA-6 (Figures 3 and 4) – West of I-526 and south of Ashley River Road. NSA-6 is comprised of the Plantation Oaks Apartments.

- NSA-6a (Figure 4) – West of I-526 and north of Ashley River Road. NSA-6a is comprised of the Planters Trace Apartments.

- NSA-7 (Figure 4) – East of I-526 and north of Ashley River Road. NSA-7 is comprised the Ashley Oaks Apartments surrounding Ashley Hall Plantation Road.

- NSA-8 (Figure 4) – West of I-526 and north of Ashley River Road. NSA-8 is comprised the Middletown Cove Apartments.

- NSA-9 (Figure 4) – East of I-526 and north of Ashley Hall Plantation Road, surrounding Southport Drive and Seignious Drive. NSA-9 is comprised of single-family residences, tennis courts and a walking trail in the in the Ashley Harbor subdivision.

- NSA-10 (Figures 4 and 5) – East of I-526 and north of Ashley Harbor, surrounding Portside Drive. NSA-10 is comprised of single-family residences, a boat launch area and a walking trail in the Ashley Harbor subdivision.

- NSA-11 (Figure 6) East of I-526 and north of the Ashley River. NSA-11 is comprised of the W.O. Thomas, Jr. Boat landing (also known as County Farm Landing) which is a small boat landing with benches and a covered picnic area and the Rivers Edge Marina with an outdoor deck.

- NSA-12 (Figure 6) – West of I-526 and north of the Ashley River. NSA-12 is comprised of the Ashley Center Office Complex with outdoor balconies and a large outdoor deck area for employees.

- NSA-13 (Figure 6) – East of I-526 and south of Leeds Avenue. NSA-13 is comprised of the Sunshine House daycare center.

- NSA-14 (Figure 6) – West of I-526 and north of Leeds Avenue and east of Faber Place Drive. NSA-14 is comprised of office buildings with a walking trail for employees.

- NSA-15 (Figure 6) – East of I-526 and north of Leeds Avenue. NSA-15 is comprised of Woodspring Suites of North Charleston, South Carolina Electric and Gas Company, miscellaneous offices and the Awaken Church and day school.

- NSA-16 (Figure 7) – West of I-526 and south of Paramount Drive. NSA 16 is comprised of the single-family residences along West Ada Avenue in the Wando Woods neighborhood.

- NSA-17 (Figure 7) – East of I-526 and south of Dorchester Road and east of Paramount Drive. NSA 17 is comprised of single-family residences along East Ada Drive in the Wando Woods neighborhood, a Harley-Davidson showroom and the New Zion RMUE Church.

- NSA-17a (Figure 7) – East of I-526, south of Dorchester Road and west of Paramount Drive. NSA-17a is comprised a Burger King with outdoor seating and Toni's 24-hour childcare.

- NSA-18 (Figure 7) – West of I-526, south of Dorchester Road and north of Paramount Drive. NSA 18 is comprised of single-family residences along Lysa Avenue, Dorsey Avenue and Ivydale Drive in the Wando Woods neighborhood.

- NSA-19 (Figure 7) – East of I-526, north of Dorchester Road and east of Oscar Johnson Drive. NSA-19 is comprised of the Suburban Extended Stay Hotel with an outdoor pool.

- NSA-20 (Figure 7) – West of I-526, north of Dorchester Road and south of the CSX Railway. NSA 20 is comprised of the Kingdom of God Ministries.

- NSA-20a (Figure 8) – West of I-526 and south of West Montague Avenue. NSA-20a is comprised of the site of the future Charleston County School System stadium and single-family residences along Cheatham Street in the CAMPS neighborhood.

- NSA-21 (Figure 8) – East of I-526 and south of west Montague Avenue. NSA-21 is comprised of single-family or duplexes residences along Seiberling Road and Ozark Street in the CAMPS neighborhood.

- NSA-22 (Figure 8) – West of I-526 and north of west Montague Avenue. NSA-22 is comprised of single family and multi-family residences along Firestone Road and Fargo Street in the CAMPS neighborhood.

- NSA-23 (Figure 9) – East of I-526 and south of International Boulevard. NSA-23 is comprised of Hilton Garden Inn with a Scenic Boardwalk trail to the North Charleston Coliseum and Wendy's (no outdoor seating).

- NSA-24 (Figure 9) – East of I-526 and north of International Boulevard. NSA-24 is comprised a Chili's restaurant with outdoor seating, and a Doubletree by Hilton Hotel with outdoor seating and an outdoor pool.

- NSA-25 (Figures 9 and 10) – East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport. NSA-25 is comprised of the Center Pointe Apartments and Strayer University.

- NSA-26 (Figures 10 and 16) – West of I-26, east of South Aviation Avenue and west of the Norfolk Southern Railway. NSA-26 is comprised of single-family residences along Prince Street, Langston Lane, Good Street, Jury Lane, Highpoint Drive, Taylor Street, Charter Drive and West Deacon Street in the Highland Terrace neighborhood.

- NSA-26a (Figure 16) – West of I-26, north of Taylor Street and situated in a loop connecting Norfolk Southern Railways. NSA-26a is comprised of single-family residences and the Highland Terrace Community Center along Richardson Drive and Taylor Street in the Highland Terrace neighborhood.

- NSA-27 (Figure 11) – North of I-526, east of I-26, south of Filbin Creek and west of US 52 (Rivers Avenue). NSA-27 is comprised of single-family and multi-family residences, the Biblical House of God and Life Changers Covenant Ministries in the area of Margaret Drive, Van Buren Avenue, April Avenue, Eleanor Drive and Flora Street in the Liberty Park neighborhood.

- NSA-28 (Figure 11) – South of I-526, east of I-26 and west of US 52 (Rivers Avenue). NSA-28 is comprised of single-family and multi-family residences and the Russelldale Community Center along Russelldale Avenue, Twitty Street, Rockingham Street, Butler Street, and Willis Drive in the Russelldale neighborhood.

- NSA-29 (Figure 11) – South of I-526, east of US 52 (Rivers Avenue), south of Filbin Creek and west of the CSX Railroad, NSA–29 is comprised of the Fernwood Mobile Home Park. The Lakewood Apartments and single-family residences along Marson Street, Lakewood Street, Piedmont Avenue and Railroad Avenue in the Ferndale neighborhood.

- NSA-30 (Figure 11) – South of I-526, south of Filbin Creek and east of the CSX railroad. NSA-30 is comprised of single-family residences along Sterrett Street, Monterey Street and Wasp Street in the Cameron Terrace West neighborhood.

- NSA-31 (Figures 11 and 12) – North of I-526, east of the CSX Railway, north of the Norfolk Southern Railway and west of Attaway Street. NSA-31 is comprised of single-family and multi-family residences along Califf Road, Greenbay Drive, Ted Avenue, Paul Avenue and Attaway Street in the Charleston Farms neighborhood.

- NSA-31a (Figure 12) – North of I-526, east of the CSX Railway, north of the Norfolk Southern Railway and east of Attaway Street. NSA-31a is comprised of single-family and multi-family residences along Attaway Street, Storie Street, Torgerson Street and Pennsylvania Drive in the Charleston Farms neighborhood.

- NSA-32 (Figure 12) – South of I-526, east of Attaway Street, south of Filbin Creek and the Norfolk Southern Railway and west of Parkside Drive. NSA 32 is comprised single-family residences along Hartford Circle, Potomac Street, Lancaster Street and Parkside Drive in the Cameron Terrace neighborhood.

- NSA-32a (Figures 12 and 13) – South of I-526, east of Attaway Street, south of Filbin Creek and the Norfolk Southern Railway, east of Parkside Drive and west of North Rhett Avenue. NSA -32a is comprised of single-family residences and mobile homes along Parkside Drive, Maxwell Street and North Rhett Avenue, in the Oak Park neighborhood.

- NSA-33 (Figures 12 and 13) – North of I-526 and Filbin Creek, south of Sumner Avenue and east of North Rhett Avenue. NSA-33 is comprised of mobile homes, single-family residences, the Oaks at Sumner Apartments, Filbin Creek Apartments along Assembly Street, Annette Street, Paulson Street and North Rhett Avenue in the Charleston Farms neighborhood.

- NSA-33a (Figure 13) – North of I-526 and Filbin Creek, west of North Rhett Avenue and south of Sumner Avenue. NSA-33a is comprised of single-family residences along Leary Street, Thompson Street, Turner Street, and North Rhett Avenue in the Charleston Farms neighborhood.

- NSA-34 (Figure 13) – South of I-526 and the Norfolk Southern Railway, and east of North Rhett Avenue. NSA-34 is comprised of single-family residences along Sherwood Street in the Park Circle neighborhood.

- NSA-34a (Figure 14) – South of I-526, west of Virginia Avenue and east of the Cooper River. NSA-34a is comprised of the R.M. Hendricks Park which has a boat launch, playground and a picnic pavilion.

- NSA-35 (Figure 15) – North of Glenn McConnell Parkway and west of Charlie Hall Boulevard. NSA-35 is comprised of the WCSC Television Station and single-family residences along Forest Lakes Boulevard, St. Peters Lane and Sulgrave Road.

- NSA-36 (Figure 15) – North of Paul Cantrell Boulevard and east of Magwood Drive. NSA-36 is comprised of McDonald's and Chick-fil-A, both of which have outdoor seating.

- NSA-37 (Figure 16) – East of I-26, south of Remount Road, west of US 52 (Rivers Avenue) and north of the Norfolk Southern Railway. NSA-37 is comprised of Fair Haven Mobile Home Park in the Palmetto Heights neighborhood and single-family residences along West Boland Circle, South Boland Circle and Woodbine Avenue in the Boland Park neighborhood.

- NSA-37a (Figure 16) – East of I-26, west of US 52 (Rivers Avenue) and south (and north) of the Norfolk Southern Railway. NSA-37a is comprised of the Enoch Chapel Methodist church, the resurrected Church of Jesus Christ and the Bethel Holiness Church and single-family and multi-family residences along Elder Avenue, James Bell Drive and Taylor Street in the Liberty Park Neighborhood.

- NSA-38 (Figure 17) – West of I-26 and north of West Montague Avenue and west of North Arco Lane. NSA-38 is comprised of the Crowne Plaza, Fairfield Inn and Suites, Extended Stay America, Quality Inn Coliseum, Extended Stay and Intown Suites hotels, some with outdoor pools. The Community Pizza House has outdoor seating as does the Steak and Shake restaurant.

- NSA-39 (Figure 17) – East of I-26 and north of West Montague Avenue. NSA-39 is comprised of the Courtyard by Marriott North Charleston Hotel with an outdoor pool, Hello Deli with outdoor seating, Cowboy Brazilian Steakhouse with outdoor seating, the City of Charleston City Hall with outdoor benches and the Village Square Child Care (permanently closed per yelp.com).

- NSA-40 (Figure 17) – East of I-26 and south of West Montague Avenue. NSA-40 is comprised of the North Charleston Marriott Hotel with an outdoor pool.

2.0 PROCEDURE

This Design Noise Analysis evaluates the I-526 LCC WEST predicted traffic noise impacts resulting from the construction of this project along with proposed abatement measures, and the equitable and cost-effective expenditure of public funds for noise abatement.

The Federal Highway Administration Traffic Noise Model® (FHWA TNM v.2.5) was used to predict Base Year 2019 existing, Design Year 2050 No-build and Design Year 2050 Build condition hourly equivalent traffic noise levels ($L_{eq(h)}$) for the noise-sensitive receptors near the proposed project (refer to **Figures 2 - 17**).

The design noise analysis procedures are described below:

- *Initial Project Scoping / Preparation*: Project preliminary designs were obtained; field maps were prepared; project mapping, GIS data, aerial photography, traffic data and other available pertinent information was reviewed. A noise analysis work plan was approved by SCDOT on February 19, 2019 (meeting at SCDOT office in Columbia) prior to the field visit and any modeling.

- *Monitoring / Fieldwork*: Ambient sound level data was acquired at thirty-six noise monitoring locations (NMLs) between April 1 and April 4 2019 (refer to photographs in **Appendix A** and **Figures 2 - 17**), according to Section 5.2 of the SCDOT Policy, and FHWA's Noise Measurement Handbook (https://www.fhwa.dot.gov/Environment/noise/measurement/fhwahep18065.pdf) and Noise Measurement Field Guide (https://www.fhwa.dot.gov/Environment/noise/measurement/field_guide.cfm). Classified traffic volume data was obtained during each monitoring session by hand-counting and classifying the traffic where physically possible from a safety standpoint. Mainline traffic on I-526 and I-26 was obtained with cameras obtained from National Data and Surveying Services. Traffic speeds during each monitoring session were determined by driving the corridor. Types of land use and property addresses were determined for all noise-sensitive receptors. Weather data was acquired using the Weather Channel app with location services turned on and Kestrel 3000 handheld weather monitor. Finally, a field monitoring site sketch and event log was created for each noise monitoring session (see **Appendix A**).

- *Baseline TNM model*: A TNM 2.5 model representing existing conditions was created utilizing receptors, roadways, terrain lines, ground zones, and barriers (to represent structures). Classified traffic and speed data derived during each monitoring session was applied to validate the baseline TNM model at all ambient noise monitoring locations for which traffic was the dominant source to SCDOT's goal and the FHWA-accepted tolerance of within ±3 decibels (±3 dB(A)) (refer to **Appendix C**).

- *Impact Assessment*: Base year 2019 existing and Design Year 2050 No-build condition TNM-classified hourly traffic volumes and speeds calculated from SCDOT project traffic diagrams were input into the validated baseline TNM model(s); TNM-predicted traffic noise levels were

evaluated at all project noise-sensitive receptors for both project conditions; and loudest hourly-equivalent noise levels were assessed as the louder of TNM-predicted traffic noise levels or ambient noise monitoring data acquired at correlating locations. TNM model elements were incorporated into the validated TNM model(s) to represent the project final design. Traffic noise impacts were assessed per the SCDOT Noise Abatement Criteria (NAC) (**Table 2**) and Substantial Increase Criteria of 15 dB(A) increase in predicted design year loudest-hour equivalent noise levels over existing base year loudest-hour equivalent noise levels) (refer to **Table 4** and **Appendix B** for results). Design Year traffic noise level impact contours were evaluated to assist land use planning efforts by local governments (see **Section 11.0**). For non-residential land-use receptors, the numbers of Equivalent Receptors (or ER values) were determined per 2019 SCDOT Policy (refer to **Appendix B**).

- *Impact Assessment of Rail and Aircraft Noise on the project area:* consideration to noise levels from rail and commercial and military aircraft from the Charleston International Airport were considered. The *Joint Base Charleston and North Auxiliary Airfield Air Installation Compatible Use Zones,* March 2019 by the United States Air Force and the *Final Environmental Impact Statement for the Proposed Navy Base Intermodal Container Transfer Facility, North Charleston, South Carolina*, June 2018, Atkins North America, Inc. were referenced for rail and aircraft noise levels.

- *Abatement Analysis*: Acceptable noise abatement measures as defined by the SCDOT Policy were assessed for the potential benefit of all I-526 LCC WEST traffic noise impacts. Locations for which noise barriers may be feasible were identified, and noise barriers were incorporated into the Design Year 2050 Build condition TNM model. TNM Noise Barrier Assessments were used to identify optimized barriers that provide the greatest amount of traffic noise level reduction per barrier quantity, provide noise level reduction benefits to as many predicted impacted receptors as possible, meet applicable feasibility and reasonableness criteria, and address all other pertinent engineering considerations (refer to **Section 9.4** and **Appendix E**).

- *Construction Noise Impact Analysis*: Project-related construction noise was evaluated for potential impacts to noise-sensitive receptors throughout the project corridor, and in areas of anticipated project construction activities outside the project corridor (e.g., construction haul routes; refer to **Section 10.0**).

3.1 CHARACTERISTICS OF NOISE

Noise is defined as unwanted sound. It is emitted from many natural and man-made sources. Highway traffic noise is usually a composite of noises from engine exhaust, drive train, and tire-roadway interaction.

The magnitude of noise is usually described by a ratio of its sound pressure to a reference sound pressure, which is usually twenty micro-Pascals (20μPa). Since the range of sound pressure ratios varies greatly – over many orders of magnitude, a base-10 logarithmic scale is used to express sound levels in dimensionless units of decibels (dB). The commonly accepted limits of detectable human hearing sound magnitudes are between the threshold of hearing at 0 decibels and the threshold of pain at 140 decibels.

Sound frequencies are reported in units of Hertz (Hz), which correspond to the number of vibrations per second of a given tone. A cumulative 'sound level' is equivalent to ten times the base-10 logarithm of the ratio of the sum of the sound pressures of all frequencies to the reference sound pressure. To simplify the mathematical process of determining sound levels, sound frequencies are grouped into ranges, or 'bands.' Sound levels are then calculated by adding the cumulative sound pressure levels within each band – which are typically defined as one 'octave' or '1/3 octave' of the sound frequency spectrum.

The commonly accepted limitation of human hearing to detect sound frequencies is between 20 Hz and 20,000 Hz, and human hearing is most sensitive to the frequencies between 1,000 Hz – 6,000 Hz. Although people are generally not as sensitive to lower-frequency sounds as they are to higher frequencies, most people lose the ability to hear high-frequency sounds as they age. To accommodate varying receptor sensitivities, frequency sound levels are commonly adjusted, or 'filtered', before being logarithmically added and reported as a single 'sound level' magnitude of that filtering scale. The 'A-weighted' decibel filtering scale applies numerical adjustments to sound frequencies to emphasize the frequencies at which human hearing is sensitive, and to minimize the frequencies to which human hearing is not as sensitive.

Common indoor and outdoor noise levels are presented in **Table 1**. As shown in the examples of noise levels, most individuals are exposed to fairly high noise levels from many sources on a regular basis.

The degree of disturbance or annoyance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise.
2. The relationship between the intruding noise and the existing (ambient) sound environment; and
3. The situation in which the disturbing noise is heard.

In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people. The time patterns and durations of noise(s) also affect perception as to whether it is offensive. For example, noises that occur during

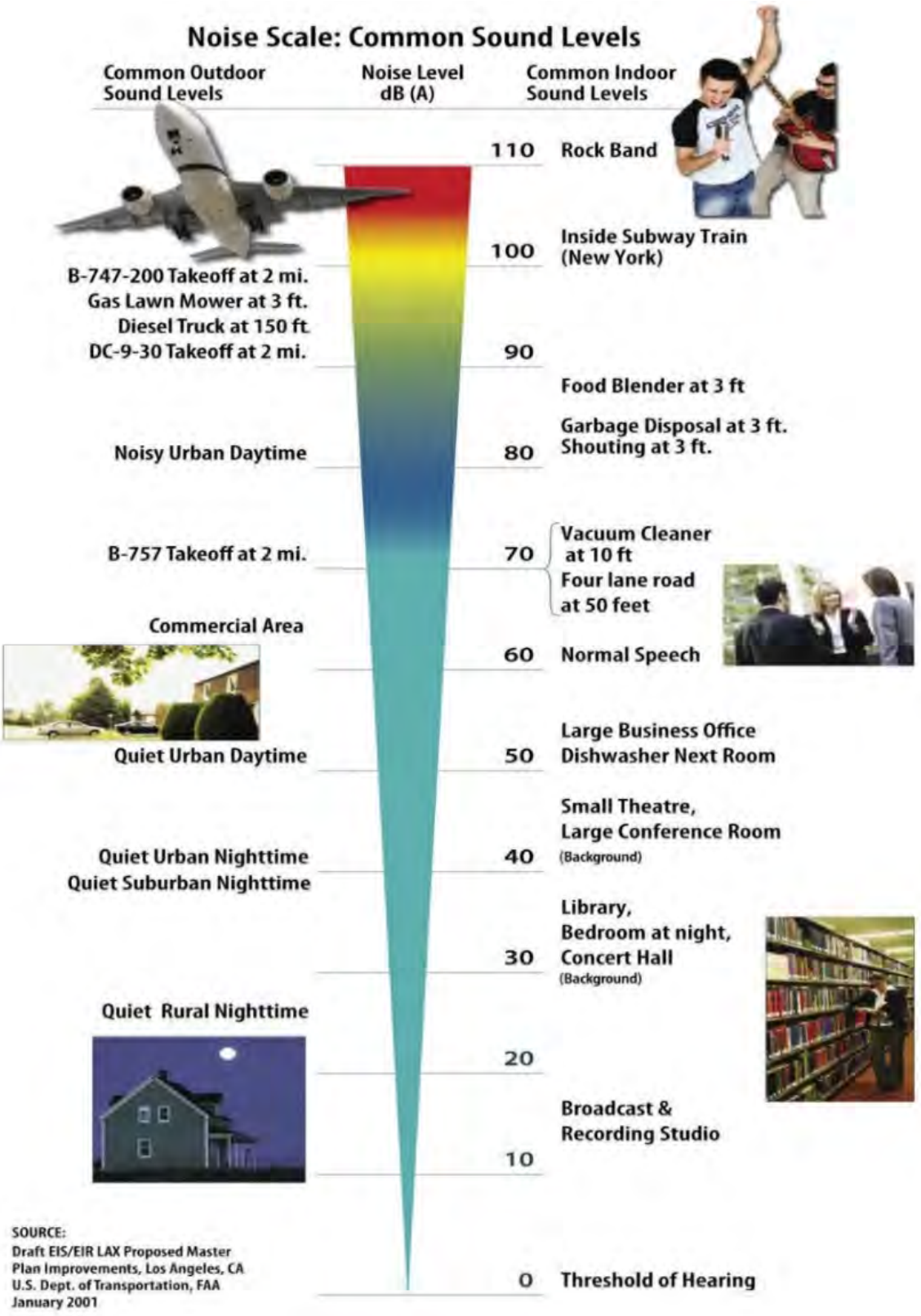
nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

Regarding the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime, an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks. Appropriately, regulations exist for noise control or mitigation from many particularly offensive sources, including airplanes, factories, railroads, and highways. For all "Type I" federal, state, or federal-aid highway projects in the State of South Carolina, traffic and construction noise impact analysis and abatement assessment is dictated by the applicable SCDOT Policy.

Table 1. I-526 LCC WEST
Common Indoor and Outdoor Noise Levels



The Federal Highway Administration (FHWA) has developed Noise Abatement Criteria (NAC) and procedures to be used in the planning and design of highways. The purpose of 23 CFR, Part 772 is, "To provide procedures for noise studies and noise abatement measures to help protect the public's health, welfare and livability, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to title 23 U.S.C."

The abatement criteria and procedures are set forth in Title 23 CFR Part 772, which also states, "In abating traffic noise impacts, a highway agency shall give primary consideration to exterior areas where frequent human use occurs".

A summary of the NAC for various land uses is presented in **Table 2**: Noise Abatement Criteria. The L_{eq}, or equivalent sound level, is the equivalent steady-state sound level which in a stated period contains the same acoustic energy as a time-varying sound level during the same period. Regarding traffic noise, fluctuating sound levels of traffic noise are represented in terms of L_{eq}, the steady, or 'equivalent', noise level with the same energy.

4.1 SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION TRAFFIC NOISE ABATEMENT POLICY

The South Carolina Department of Transportation Traffic Noise Abatement Policy (October 10, 2019) establishes official policy on highway noise. This policy describes the SCDOT process that is used in determining traffic noise impacts, construction noise impacts and abatement measures and the equitable and cost-effective expenditure of public funds for traffic noise abatement. Where the FHWA has given highway agencies flexibility in implementing the 23 CFR 772 standards, this policy describes the SCDOT approach to implementation.

4.2 NOISE ABATEMENT CRITERIA

The two categories of traffic noise impacts are defined as 1) those that "approach" or exceed the FHWA Noise Abatement Criteria (NAC), as shown in Table 2, and 2) those that represent a "substantial increase" over existing noise levels as defined by SCDOT. An impact that represents a "substantial increase" is based on a comparison of the existing noise level ($L_{eq(h)}$) with the predicted increase with respect to a change to noise levels in the design year of 15 dB(A) or more.

Table 2. I-526 LCC WEST
Noise Abatement Criteria
Hourly Equivalent A-Weighted Sound Level (decibels (dB(A))

Activity Category	Activity Criteria[1] $L_{eq(h)}$[2]	Activity Criteria[1] $L_{10(h)}$	Evaluation Location	Activity Description
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[3]	67	70	Exterior	Residential
C[3]	67	70	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E[3]	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F
F	-		-	Agriculture, airports, bus yards, emergency services, industrial, logging maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	-		-	Undeveloped lands that are not permitted

1. Either $L_{eq(h)}$ or $L_{10(h)}$ (but not both) may be used on a project.
2. The $L_{eq(h)}$ and $L_{10(h)}$ Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.
3. Includes undeveloped lands permitted for this activity category.
4. Source: FHWA 23 CFR 772

Ambient noise is noise that is all around us, caused by natural and manmade events. It includes the wind, rain, thunder, birds chirping, insects, household appliances, commercial operations, lawn mowers, airplanes, automobiles, etc. It is all noise that is present in an area.

Existing traffic noise exposure is varying near the proposed I-526 LCC WEST project. Traffic on existing I-526 and I-26 is the dominant noise source for receptors adjacent to and in proximity to the existing facilities. Other noise sources during the measurement periods were planes, trains and sirens. Any aberrant data points during the measurement period were removed from the traffic-dominant equivalent sound levels.

Ambient sound level data noise monitoring data was collected in increments of not more than one minute for a minimum of 20 minutes for each monitoring location at thirty-three locations and long term measurements, ranging from 13 to 24-hours, at three (3) locations to establish existing sound levels and to be utilized for model validation (refer to **Figures 2 – 17** for measurement locations). The monitored ambient sound levels range from 56.6 to 71.8 dB(A). The long-term readings were evaluated to determine the "worst hour" noise levels which ranged from 71.0 to 82.8 dB(A) depending on the location. The noise monitoring results, concurrent traffic counts, estimated vehicle speeds, weather information for the monitoring sites and photographs of each location are included in **Appendix A**.

For this report, loudest-hour existing noise levels were assessed as the TNM-predicted hourly-equivalent traffic noise levels based on base-year 2019 existing classified traffic volumes calculated from project traffic forecasts and project design speeds, or the ambient noise levels obtained at representative locations in the field.

5.1 NON-TRAFFIC NOISE SOURCES

FHWA guidance stipulates that:
"Highway noise analyses should include noise from all sources. The reasonableness of providing highway traffic noise abatement for identified impacts should include consideration of the ability to abate the noise from all sources, not just highway traffic noise. Highway traffic noise analysis may sometimes involve noise emanating from more than one mode of transportation…"

Also, 23 CFR 772.5, FHWA defines Existing Noise Levels as *"The worst noise hour resulting from the combination of natural and mechanical sources and human activity usually present in a particular area."*

Consistent with 23 CFR 772 and FHWA guidance, noise levels evaluated in this detailed noise analysis represent the quantifiable loudest-hourly equivalent levels from all sources usually present at receptor locations. Since TNM only predicts *traffic* noise levels, if TNM-predicted loudest-hour traffic noise levels are lower than hourly equivalent noise levels from sources usually present in a particular area – whether quantified by ambient noise monitoring or by other accepted methodologies (e.g., aircraft and/or rail

noise analyses conducted per FAA and/or FRA/FTA guidelines), then existing noise levels are assessed as the latter.

5.1.1 Railroad Noise

Fourteen NSAs within the project study area are adjacent to a railroad line. These NSAs are NSA-26, NSA-26a, NSA-27, NSA-28, NSA-29, NSA-30, NSA-31, NSA-31a, NSA-32, NSA-32a, NSA-34, NSA-34a, NSA-37 and NSA-37a.

Two (2) Class I railroad companies operate within the project study area. These include:

- CSX Transportation, Incorporated, which has major operating facilities in Charleston (Switching Yard, TRANSFLO Bulk Transfer Terminal, Intermodal Terminal). CSX in South Carolina operates and maintains nearly 1,800 miles of track (1,269 route miles, 56% of the statewide rail system of 2,291 miles). CSX carries a variety of commodities including automobiles, consumer products, food and agricultural products. Products shipped within South Carolina include aggregates, coal, containerized consumer goods, plastics and textile chemicals.

- The Norfolk Southern Railway, owns and operates a vast network of rail lines in the United States east of the Mississippi River. NS operates 679 route miles in South Carolina, 30% of South Carolina's rail system. Major commodities are chemicals, coal, lumber and wood products, pulp, paper and allied products and transportation equipment.

One (1) Class III railroad company operates within the project study area:

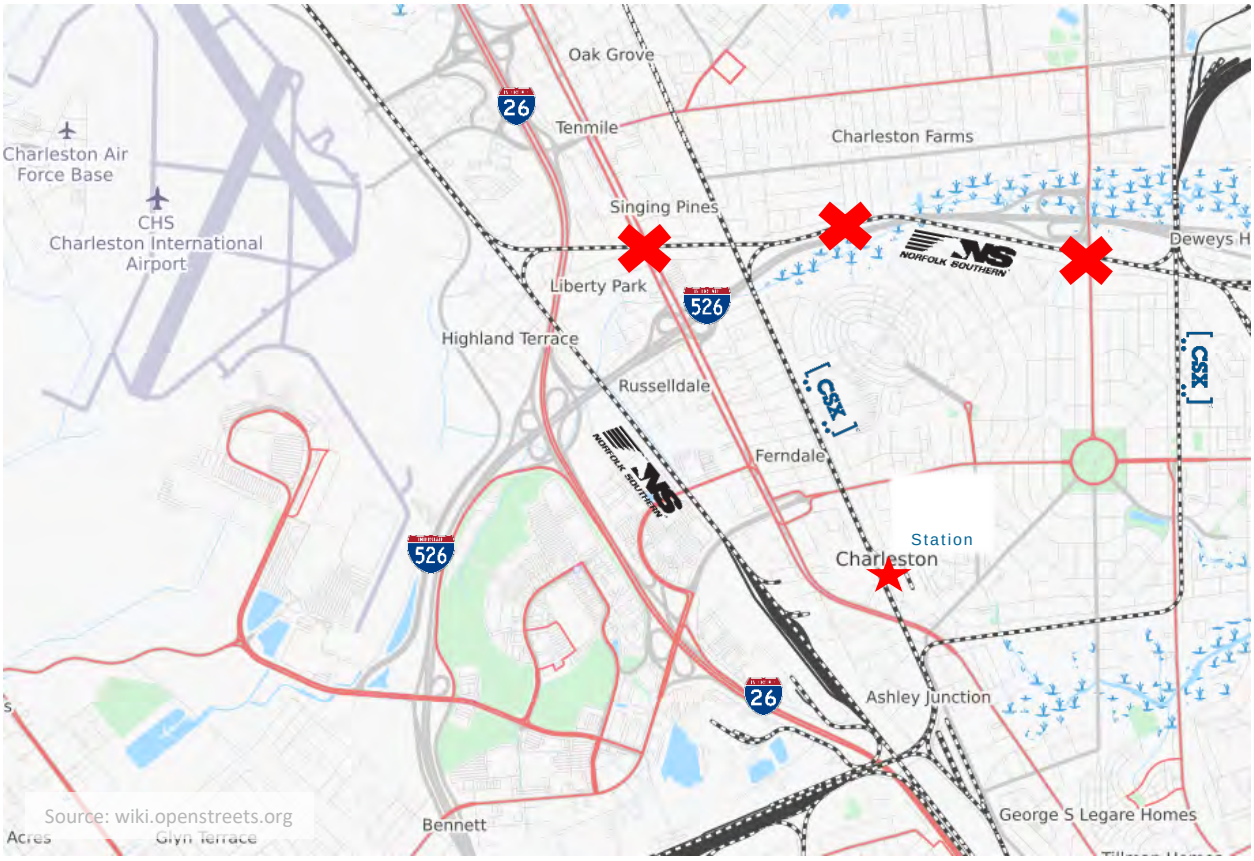
- Palmetto Railways (ECBR, PTR, PUCC) which is a division of the South Carolina Department of Commerce which owns two and operates three Class III short-line railroads in South Carolina. The usage is industrial.

Another rail customer within the project limits is Vulcan Materials, just north of West Aviation Avenue. They are an aggregate supplier and the railroad spots aggregate hopper cars on siding tracks where they unload to a conveyor system which carries the aggregates to the stockpiles.

The North Charleston Intermodal Transportation Center is an intermodal transit station in North Charleston. It serves as the Amtrak train station for the Greater Charleston area as well as a bus terminus for the Charleston Area Regional Transportation Authority (CARTA) and Southeastern Stages, a regional intercity bus common carrier. The street address is 4565 Gaynor Avenue, and is in the Liberty Hill neighborhood. The station is served by two Amtrak routes, for a total of four trains daily:

- The Palmetto (daytime train), with the northbound train at 10:00 am and the southbound train at 7:19 pm.
- The Silver Meteor (overnight train), with the northbound train at 9:17 pm and the southbound train at 4:51 am.

At grade crossings within the project study area occur at N. Rhett Avenue, Attaway Street and Rivers Avenue as shown in the graphic below. Safety equipment at the at-grade crossings include gates and lights. The at-grade crossings within the project study area are not designated as Quiet Zones.



Graphic 3. Railroads, Rail Crossings and Amtrak Station in the Project Study Area

Long- term measurements for rail noise were taken in two locations within the project study area. The first long-term measurement was taken near the CSX line in NSA-29 (Figure 11), south of I-526, east of US 52 (Rivers Avenue), south of Filbin Creek and west of the CSX railroad at the Fernwood Mobile Home Park. Ten rail events were recorded with noise levels reaching as high as 84.7 dB(A). Overall, during the 24-hour measurement period, the worst hour noise level was 71.0 dB(A).

The second long-term measurement was taken near the Norfolk Southern line in NSA-31a (Figure 12), north of I-526, north of the Norfolk Southern Railway and east of Attaway Street. Five (5) rail events were recorded with sound levels reaching as high as 95.5 dB(A). Overall, during the 24-hour measurement period the worst hour noise level was 82.8 dB(A). This noise level would include horn noise as the train crosses Attaway Street.

5.1.2 Airport Noise

Charleston International Airport is a joint civil-military airport located in North Charleston. The airport is operated by the Charleston County Aviation Authority under a joint-use agreement with Joint Base Charleston. It is South Carolina's largest and busiest airport; in 2018 the airport served nearly 4.5 million passengers in its busiest year on record. The airport is approximately 12 miles northwest of downtown Charleston. The airport is also home to the Boeing facility that assembles the 787 Dreamliner.

Joint Base Charleston is under the jurisdiction of the United States Air Force 628th Air Base Wing, Air Mobility Command (AMC). The facility is an amalgamation of the United States Air Force Charleston Air Force Base and the United States Navy Naval Support Activity Charleston. A joint civil-military airport, JB

Charleston shares runways with Charleston International Airport for commercial airlines operations on the south side of the airfield and general aviation aircraft operations on the east side.

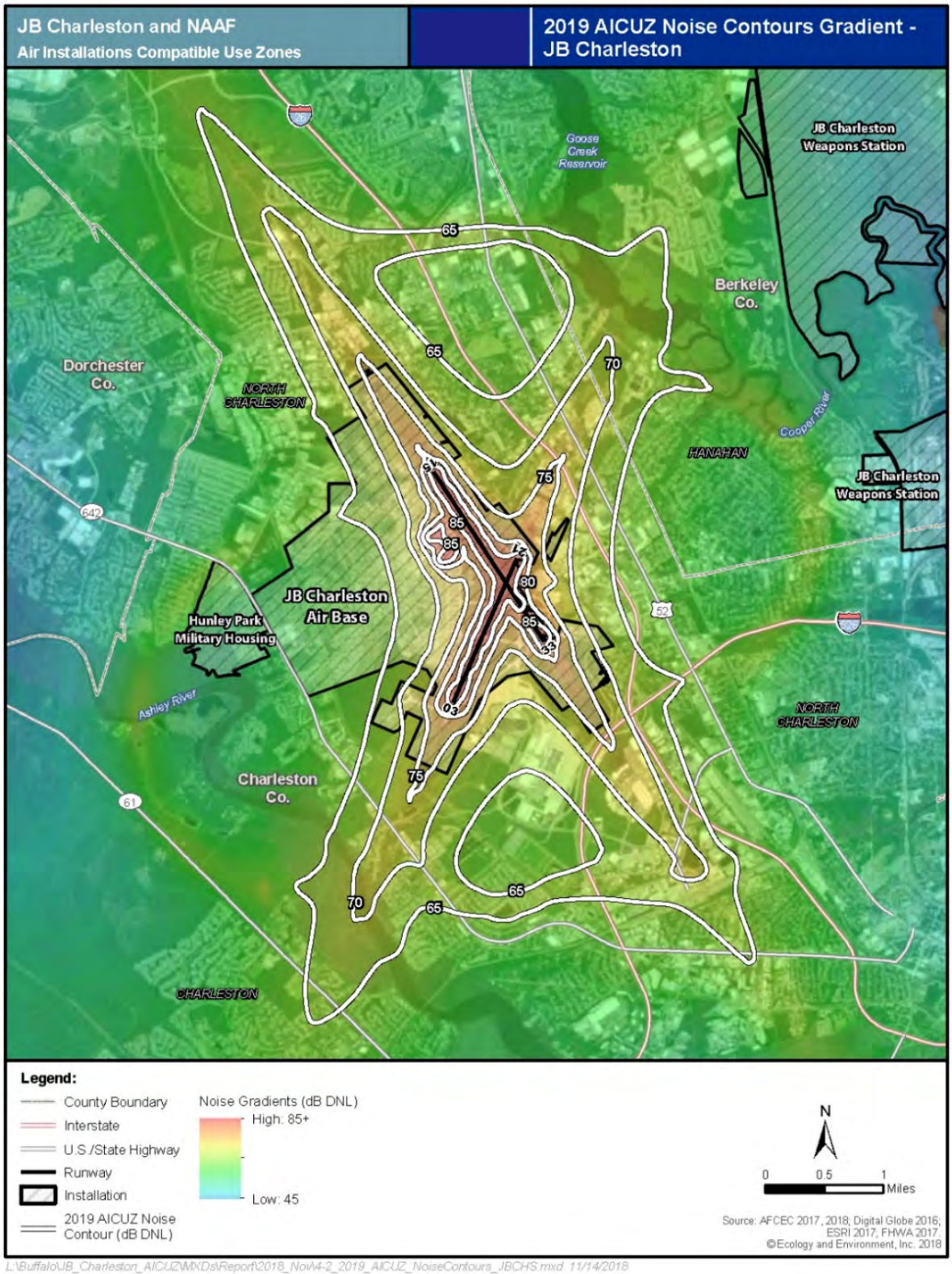
Aircraft operations are the primary source of noise associated with a military air installation. The level of noise exposure relates to several variables, including the aircraft type, engine power setting, altitude flown, direction of the aircraft, flight track, temperature, relative humidity, frequency, and time of operation (day/night).

Ten NSAs are within the project study area located within the airport noise contour zones (65 dB DNL and higher). These NSAs are NSA-23, NSA-24, NSA-25, NSA-26, NSA-26a, NSA-27, NSA-28, NSA-37a, NSA-38 and NSA-39. The airport noise contour zones are shown on Figures 8 - 11 and 16 - 17.

Steady-state noise from free-flow I-526 traffic was dominant throughout the short-term ambient noise monitoring in the NSAs within the noise contour zones; however, aircraft noise intermittently exceeded traffic noise levels throughout each aircraft flyover on approach/departure operations.

A long- term measurement for airport noise was taken in one (1) location within the project study area in NSA-25 (Figures 9 and 10) – East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport at the Center Pointe Apartments. During the 13-hour measurement period the worst hour noise level was 74.6 dB(A).

The *Joint Base Charleston and North Auxiliary Airfield Air Installation Compatible Use Zones*, March 2019 by the United States Air Force was referenced for aircraft noise contour levels. The 2019 AICUZ noise contours for JB CHS-AB are based on current year operations. The C-17 is the main military aircraft that contributes to the 2019 AICUZ contours. The current noise contours are largely influenced by commercial aircraft operations from Charleston International Airport.



Graphic 4. 2019 AICUZ Noise Contour Joint Base Charleston and US Air Force

6.0 Noise Model Validation

TNM model validation is the process by which the precision of the modeled relationship between traffic (classified volumes and speeds) and predicted hourly-equivalent traffic noise levels is refined and confirmed. Since TNM can only predict traffic noise levels, TNM models can only be validated for locations for which traffic was the dominant noise source. For all short-term monitoring locations for which traffic was the dominant noise source, TNM model validation is performed by comparing monitored ambient equivalent sound levels to TNM-predicted traffic noise levels generated by the classified traffic volumes (normalized to 1-hour volumes) and speeds on project-area roadways during each short-term monitoring session. A TNM model is considered validated if it is a reasonable representation of the existing NSA and/or project area and meets the SCDOT's goal of +/- 3 decibels (+/- 3 dB(A)) of the monitored equivalent sound levels obtained at locations for which traffic was the dominant noise source. See **Appendix C** for validation results.

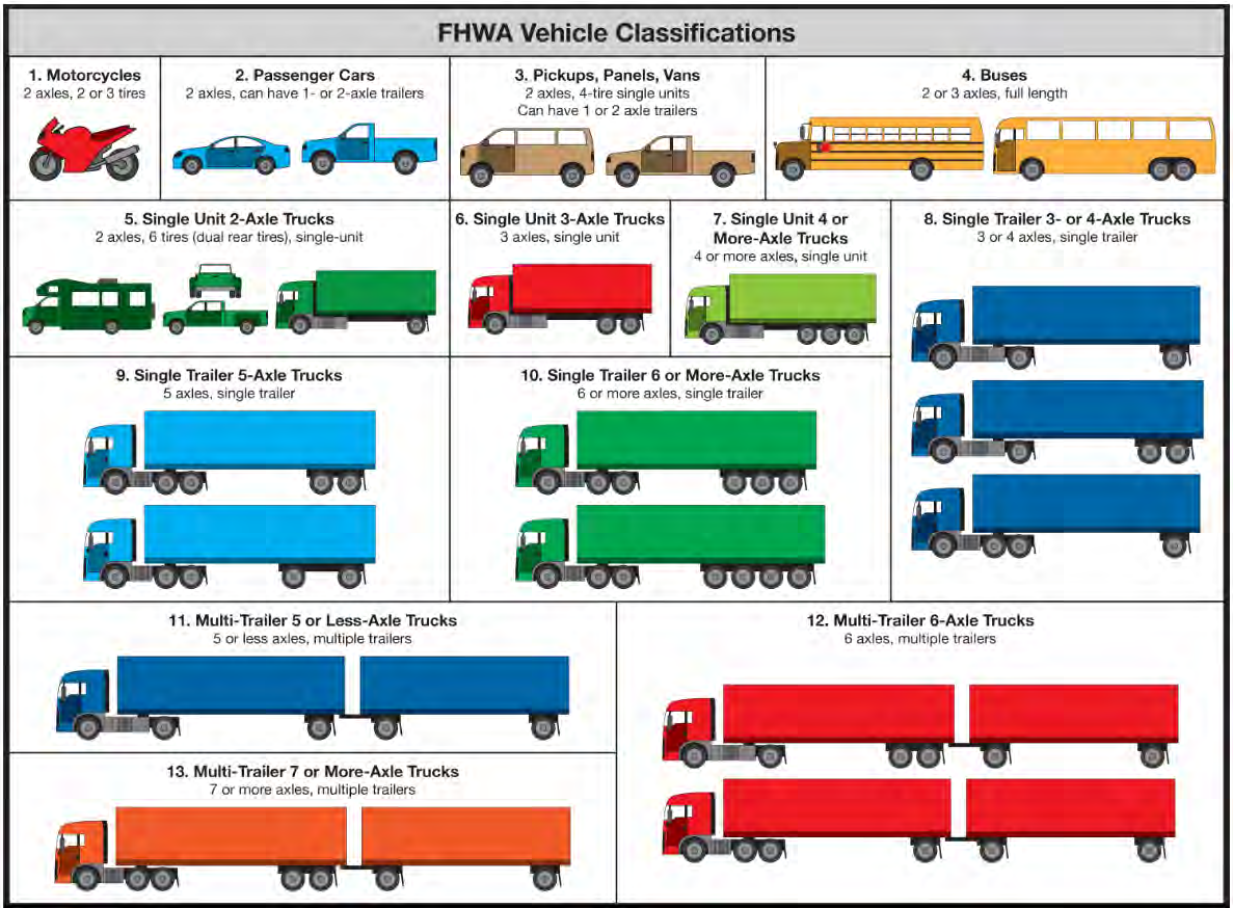
7.0 Procedure for Predicting Future Noise Levels

Traffic noise emission is composed of several variables, including the number, types, and travel speeds of the vehicles, as well as the geometry of the roadway(s) on which the vehicles travel. Additionally, variables such as weather and intervening topography affect the transmission of traffic noise from the vehicle(s) to noise sensitive receptors.

In accordance with industry standards and accepted best-practices as defined in the SCDOT Policy, detailed FHWA TNM v.2.5 computer models were created of the I-526 LCC WEST corridor Base Year 2019 existing condition, the Design Year 2050 No-Build condition and the Design Year 2050 final design. The TNM computer models were validated to within acceptable tolerances of field-monitored traffic noise data for ambient sound level monitoring locations for which traffic was the dominant source and were used to predict traffic noise levels for receptor locations near the project.

Traffic noise consists of three primary parts: tire/pavement noise, engine noise, and exhaust noise. Of these sources, tire/pavement noise is typically the most offensive at unimpeded travel speeds. Sporadic traffic noises such as horns, squealing brakes, screeching tires, etc. are considered aberrant and are not included within the predictive model algorithm. Traffic noise is not constant; it varies in time depending upon the number, speed, type, and frequency of vehicles that pass by a given receptor. Furthermore, since traffic noise emissions are different for various types of vehicles, the TNM algorithm distinguishes between the source emissions from the following vehicle types depicted in **Graphic 5**: automobiles (FHWA vehicle classifications 2 and 3), medium trucks (FHWA vehicle classification 5), heavy trucks (FHWA vehicle classifications 6 – 13), buses (FHWA vehicle classification 4), and motorcycles (vehicle classification 1). All two-axle, four-wheel vehicles – including pickup trucks – were counted as automobiles. Only two-axle, six-wheel trucks (eg. delivery trucks and small box trucks) were counted as Medium Trucks. All other trucks were counted as Heavy Trucks. All types of buses (e. g. school buses, inter-city buses and intra-city buses) were counted as Buses.

Graphic 5. I-526 LCC WEST
Traffic Noise Model (TNM) Vehicle Classification Types



Source: http://onlinemanuals.txdot.gov/txdotmanuals/tri/vehicle_classification_using_fhwa_13category_scheme.htm

The computer traffic noise prediction model uses the number and type of vehicles on the planned roadway, vehicle speeds, the physical characteristics of the road (curves, hills, depressions, elevations, etc.), receptor location and height, and, if applicable, barrier type, barrier ground elevation, and barrier segment top elevations.

Project plans of the presently recommended Build alternative were used in this Detailed Noise Analysis. Per FHWA guidance, the predictions documented in this report are based upon the potential project Design Year 2050 build condition traffic conditions resulting in the predicted loudest hourly-equivalent traffic noise levels for each receptor. Refer to **Appendix B** for a comprehensive list of traffic noise level receptors, and existing and predicted Design Year 2050 hourly equivalent traffic noise levels.

7.1 Future Rail Noise

The *Final Environmental Impact Statement for the Proposed Navy Base Intermodal Container Transfer Facility, North Charleston, South Carolina*, June 2018, Atkins North America, Inc. was referenced for future rail conditions within the project study area.

The Federal Transit Administration (FTA) noise impact criteria as accepted by the Federal Railroad Administration (FRA) were used to determine freight rail noise impacts. These criteria are documented in the **FTA Report Transit Noise and Vibration Impact Assessment (DOT-T-95-16)**. The FTA noise impact criteria were developed specifically for transit noise sources operating on fixed guideways or at fixed facilities and are applicable to fixed guideway freight rail lines. These criteria are based on a curve relating the percentage of people highly annoyed to the noise exposure in their residential environment. The residential criteria are based on the day-night average sound levels (Ldn), which includes a nighttime noise penalty that accounts for people's increased noise annoyance during the night. The non-residential criteria are based on the daytime, peak-hour equivalent sound level (Leq) for the noisiest hour of transit related activity during which human use occurs at the sensitive location. The daytime Leq is used for determining noise impacts at locations where nighttime noise sensitivity is not a factor.

The impact criteria are based on the relationship between existing noise exposure and project noise exposure. The criteria are divided into three categories (no impact, impact, and severe impact) based on the predicted project noise exposure level. Impact determinations are made by comparing the predicted project noise exposure with the existing sound level determined for each noise sensitive location. The relationship between impact assessment and the three impact categories is as follows:

- No Impact: If the project noise exposure is less than the No Impact criteria, no rail impacts are predicted. For existing noise exposures between 50 and 65 Ldn, the No Impact criteria allows a noise exposure increase of 2-5 dBA.

- Moderate Impact: If the project noise exposure is within the Moderate Impact criteria, moderate noise impacts are predicted. The Moderate Impact criteria do not meet the noise mitigation criteria but reflect the fact that the rail service is predicted to increase noise exposures at sensitive land uses adjacent to the track. For existing noise exposures between 50 and 65 Ldn, the Moderate Impact criteria allows a noise exposure increase of 4-10 dBA.

- Severe Impact: If the project noise exposure is within the Severe Impact criteria, severe noise impacts are predicted. The Severe Impact criteria meet the noise mitigation criteria and reflect the fact that the rail service is predicted to substantially increase noise exposures at sensitive land uses adjacent to the track. For existing noise exposures between 50 and 65 Ldn, the Severe Impact criteria applies to increased noise exposures in excess of 10 dBA.

The FTA Noise Impact Assessment Spreadsheet was utilized to determine future rail sound levels and impacts from future rail noise. The two long term measurement locations were used in the spreadsheet.

For the Long-Term measurement (LTNML-2) at the **CSX** line near NSA-29 and NSA-30, the existing number of trains was based on measurements that showed 10 events within the 24-hour period. According to the Amtrak schedule 4 passenger trains use this line per day. According to Design Year 2038 crossing details outlined in the FEIS for the ICTF four (4) additional trains will be added in the design year. The following data was input into the FTA spreadsheet:

Source #1

- Daytime # of locomotives 2
- Daytime Speed 20
- Average number of daytime events per hour 5.6/15 = 0.37
- Nighttime # of locomotives 2
- Nighttime Speed 20
- Average number of nighttime events per hour 8.4/9 = 0.933
- Distance from source to receptor (analyze each measurement site) 50 feet
- Number of rows of intervening buildings zero

Source #2

- Daytime # of rail cars 150
- Daytime Speed 20
- Average number of daytime events per hour 5.6/15 = 0.37
- Nighttime # of rail cars 150
- Nighttime Speed 20
- Average number of nighttime events per hour 8.4/9 =0.933
- Distance from source to receptor 50 feet
- Number of rows of intervening buildings zero

The results (as shown below) indicate that any receptors within 55 feet of the **CSX** rail line bisecting NSA-29 and NSA-30 would be considered a severe impact in the Design Year. There are no receptors within 55 feet of the rail line within NSA-29 or NSA-30. The results indicate that any receptors within 120 feet of the rail line would be considered a moderate impact. There are also no receptors within 120 feet of the rail line. The spreadsheet shows the total noise exposure as 74 DB(A) based on the Navy ICTF FEIS design year 2038 with a predicted increase of 3 dB(A). Per FTA guidelines, if the project noise exposure is less than the No Impact criteria, no rail impacts are predicted. For existing noise exposures between 50 and 65 Ldn (the existing levels in NSA- 29 and NSA-30 are 59 -66), the No Impact criteria allows a noise exposure increase of 2-5 dB(A). Therefore, a 3 dB(A) increase would be considered negligible.

Since highway noise is a mostly continuous noise source, focusing abatement on highway noise would help to reduce noise in communities most of the time. Therefore, analysis for noise abatement was focused on predicted Design Year traffic noise levels. However, during rail events, the highway noise abatement may or may not have an effect during those events. Noise abatement measures for NSA- 29 and NSA-30 were found to be not reasonable based on traffic noise.

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	171001609

Receiver Parameters	
Receiver:	NSA-29 NMLLT-2
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	71 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Daytime hrs	**Avg. Number of Locos/train**	2
	Speed (mph)	20
	Avg. Number of Events/hr	0.37
Nighttime hrs	**Avg. Number of Locos/train**	2
	Speed (mph)	20
	Avg. Number of Events/hr	0.93
Distance	**Distance from Source to Receiver (ft)**	50
	Number of Intervening Rows of Buildings	0
Adjustments		

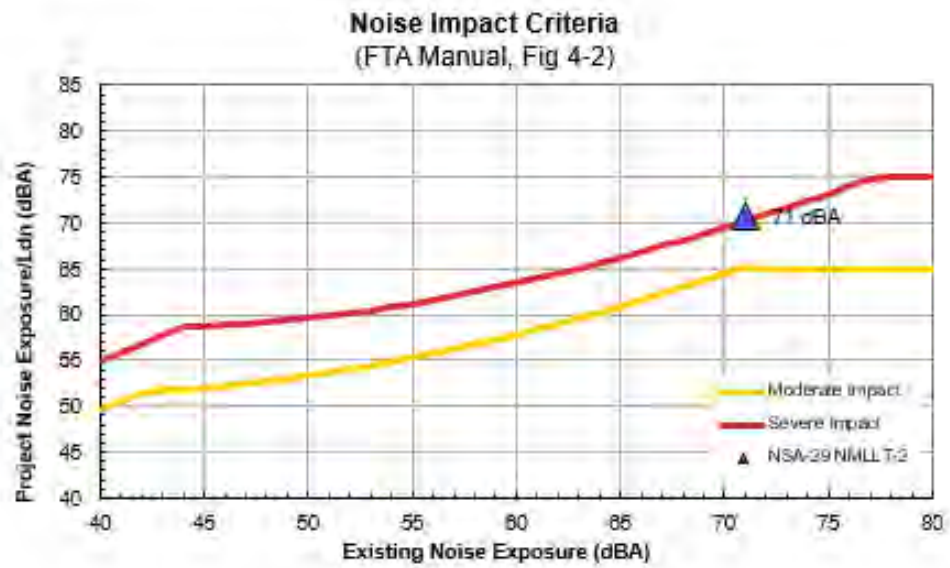
Noise Source Parameters		**Source 2**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Daytime hrs	**Avg. Number of Rail Cars/train**	150
	Speed (mph)	20
	Avg. Number of Events/hr	0.37
Nighttime hrs	**Avg. Number of Rail Cars/train**	150
	Speed (mph)	20
	Avg. Number of Events/hr	0.933
Distance	**Distance from Source to Receiver (ft)**	50
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

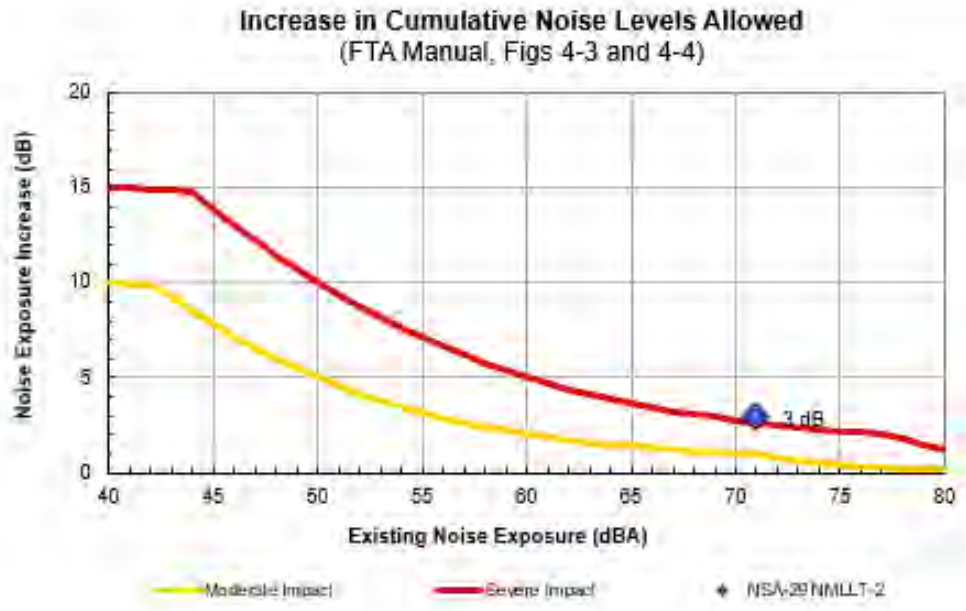
Project Results Summary	
Existing Ldn:	71 dBA
Total Project Ldn:	71 dBA
Total Noise Exposure:	74 dBA
Increase:	3 dB
Impact?:	Severe

Distance to Impact Contours	
Dist to Mod. Impact Contour (Sources 1+2):	120 ft
Dist to Sev. Impact Contour (Sources 1+2):	55 ft

Source 1 Results	
Leq(day):	59.1 dBA
Leq(night):	63.1 dBA
Ldn:	69.1 dBA

Source 2 Results	
Leq(day):	55.9 dBA
Leq(night):	59.9 dBA
Ldn:	65.9 dBA
Incremental Ldn (Src 1+2):	70.8 dBA





For the Long-Term measurement (LTNML-3) at the **Norfolk Southern (NS)** line near NSA-31 and NSA-31a, the existing number of trains was based on measurements that showed five (5) events within the 24-hour period. According to Design Year 2038 crossing details outlined in the Navy FEIS for the ICTF four (4) additional trains will be added in the design year. The following data was input into the FTA spreadsheet:

Source #1

- Daytime # of locomotives 2
- Daytime Speed 20
- Average number of daytime events per hour 6.4/15 = 0.43
- Nighttime # of locomotives 2
- Nighttime Speed 20
- Average number of Nighttime events per hour 1.6/9 = 0.18
- Distance from source to receptor (analyze each measurement site) 50 feet
- Number of rows of intervening buildings zero

Source #2

- Daytime average # of rail cars 150
- Daytime Speed 20
- Average number of daytime events per hour 6.4/15 = 0.43
- Nighttime average # of rail cars 150
- Nighttime Speed 20
- Average number of nighttime events per hour 1.6/9 = 0.178

The results (as shown below) indicate that any receptors within 11 feet of the **NS** rail line would be considered a severe impact in the Design Year. There are no receptors within 11 feet of the rail line within NSA-31 or NSA-31a. The results indicate that any receptors within 52 feet of the rail line would be considered a moderate impact. There are also no receptors within 52 feet of the rail line. The spreadsheet shows the Total Noise Exposure as 83 DB(A) in the design year 2038. This location is within a horn warning signal zone which is why the worst hour existing level was 83 dB(A). The spreadsheet shows no increase in Total Noise Exposure in the design year. The spreadsheet shows the total noise exposure as 83 DB(A) based on the Navy ICTF FEIS design year 2038 with a predicted increase of 0 dB(A). This includes the locomotive warning horn noise at the Attaway Street crossing. Per FTA guidelines, if the project noise exposure is less than the No Impact criteria, no rail impacts are predicted. For existing noise exposures between 50 and 65 Ldn (the existing levels in NSA- 31 and NSA-31a are 60 - 68), the No Impact criteria allows a noise exposure increase of 2-5 dB(A). Therefore, a 0 dB(A) increase would be considered negligible at best.

Since highway noise is a mostly continuous noise source, focusing abatement on highway noise would help to reduce noise in communities most of the time. Therefore, analysis for noise abatement was focused on predicted Design Year traffic noise levels. However, during rail events, particularly if within the range of the locomotive warning horn, the highway noise abatement may or may not have an effect. Noise abatement measures for NSA- 31 and NSA-31a were found to be preliminarily feasible and reasonable based on traffic noise, however, during the constructibility review they were found to be not cost-efective and therefore not reasonable.

Graphic 7. Long Term NML-3 Norfolk Southern Railroad

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	171001609

Receiver Parameters	
Receiver:	NSA-31 LTNML-3
Land Use Category:	2- Residential
Existing Noise (Measured or Generic Value):	83 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		**Source 1**
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Daytime hrs	**Avg. Number of Locos/train**	2
	Speed (mph)	20
	Avg. Number of Events/hr	0.48
Nighttime hrs	**Avg. Number of Locos/train**	2
	Speed (mph)	20
	Avg. Number of Events/hr	0.2
Distance	**Distance from Source to Receiver (ft)**	50
	Number of Intervening Rows of Buildings	0
Adjustments		

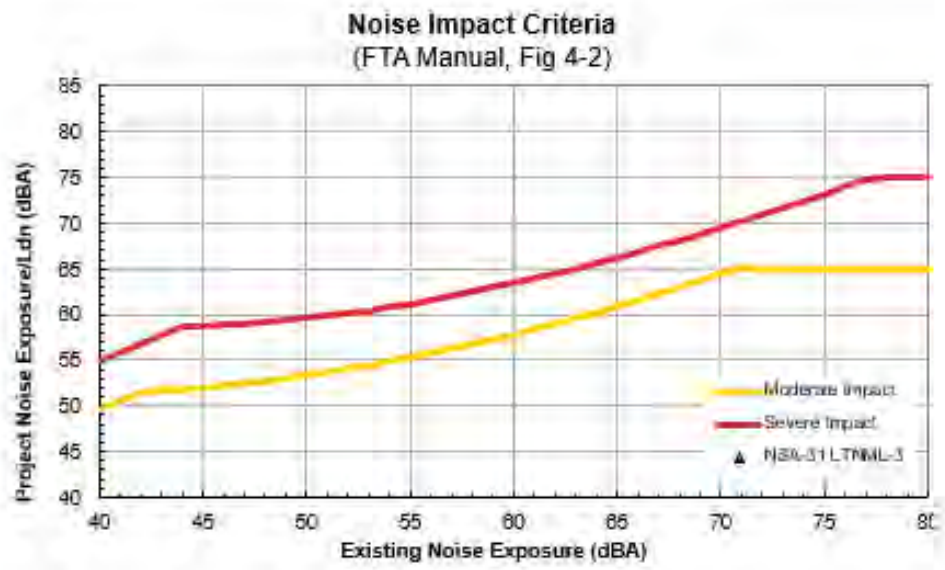
Noise Source Parameters		**Source 2**
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Daytime hrs	**Avg. Number of Rail Cars/train**	150
	Speed (mph)	20
	Avg. Number of Events/hr	0.48
Nighttime hrs	**Avg. Number of Rail Cars/train**	150
	Speed (mph)	20
	Avg. Number of Events/hr	0.2
Distance	**Distance from Source to Receiver (ft)**	50
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	No

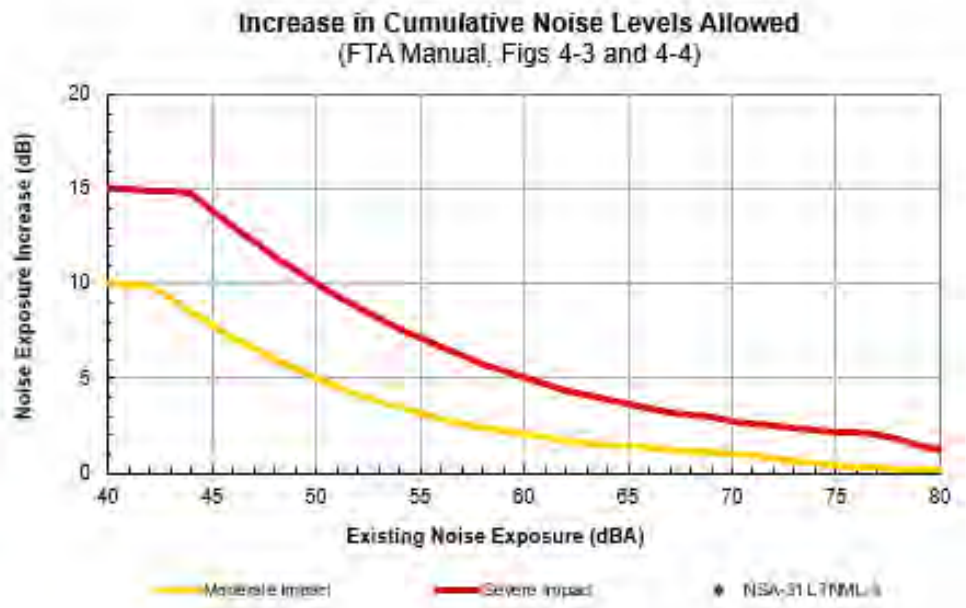
Project Results Summary	
Existing Ldn:	83 dBA
Total Project Ldn:	85 dBA
Total Noise Exposure:	83 dBA
Increase:	0 dB
Impact?:	Moderate

Distance to Impact Contours	
Dist to Mod. Impact Contour (Sources 1+2):	52 ft
Dist to Sev. Impact Contour (Sources 1+2):	11 ft

Source 1 Results	
Leq(day):	60.2 dBA
Leq(night):	56.4 dBA
Ldn:	63.6 dBA

Source 2 Results	
Leq(day):	57.0 dBA
Leq(night):	53.2 dBA
Ldn:	60.4 dBA
Incremental Ldn (Src 1-2):	65.3 dBA





7.1.1 Locomotive Warning Horn Noise Assessment

At-grade crossings within the project study area occur at N. Rhett Avenue, Attaway Street and Rivers Avenue. Train noise comes from the sound of the horns, wheel-rail interaction, diesel engines and vehicle cooling fans. The train horn noise is the loudest of these factors. Train horns are installed on locomotives to warn motorists or pedestrians of an approaching train. Federal Railroad Administration (FRA) safety standards require trains to sound their horns as they approach every railroad crossing (FRA, 2006). Often automobiles operate with the windows rolled up and air conditioning systems on and radio in use. FRA requires freight trains to sound their horns at 110 decibels in order to be heard within the vehicles. Other requirements include the following:

- The horn noise level must be in the 96-110 decibel range at 100 feet in front of the train and 15 feet above the rail.
- Horns must be sounded 15-20 seconds before the train reaches a crossing, but not beyond a quarter of a mile away.
- The horn sequence must consist of two “long”, one “short”, and one “long” sound before the train reaches the crossing (FRA, 2006).

Unfortunately, when the locomotive horn is loud enough to be heard within an approaching vehicle it can disturb those living or working near the railroad crossing, particularly if there are a numerous trains per day sounding the horns. FRA’s Horn Noise Model (FRA, 2006) was used to determine the noise impacts that would occur as a result of the train horns in the future conditions.

The noise from the horns is computed in terms of Ldn and is compared with prior ambient noise. (Ldn or Day-Night Sound Level describes the cumulative noise exposure from all events over a 24-hour period, with events occurring between 10 pm and 7 am being increased by 10 dB to account for greater nighttime sensitivity to noise. (Ldn is the descriptor most employed in environmental noise assessments) According to the US Environmental Protection Agency, the typical ambient level in a suburban residential area is Ldn = 55 dBA. The model assesses the impact of the change in the noise environment categorizes the impacts as No Impact, Impact or Severe Impact. The following assumptions were used in the horn noise analysis:

- Horns are present under existing and future conditions
- Horn Lmax (dBa) at 100 feet is 104
- Horns on locomotives are mounted as the national average
- The non-train noise environment is urban for all crossings
- The type of shielding near at grade crossings by building rows is considered light urban for all crossings
- The length of the impact area is ¼ mile along the track
- Horn Location on Locomotive (national average [50% front, 50% Middle]) No Quiet Zones
- Existing Train Speed 20
- Future Train Speed 20
- Number of Existing Trains in One direction 5
- Number of Future Trains in One direction 9
- Existing Number of Day Trains (7 am to 10 pm) 4
- Future Number of Day Trains (7 am to 10 pm) 7
- Existing Number of Night Trains (10 pm to 7 am) 1
- Future Number of Night Trains (10 pm to 7 am) 2

- Existing Average Number of Cars 43
- Future Average Number of Cars 170
- Existing Average Number of Locomotives 2
- Future Average Number of Locomotives 2

FRA Grade Crossing Noise Model

User Input	
Noise Situation (Pick from List)	1
Horn Lmax (dBA) @ 100 feet	104
Horn Location on Locomotive(Pick from List)	1
Non Train Noise Environment (pick from list)	1
Shielding (Pick from List)	2
Length of Impact Area (pick from list)	1
Existing Train Speed (mph)	20
Future Train Speed (mph)	20
Number of Existing Trains in one Direction	5
Number of Future Trains in one Direction	9
Existing Number of Day Trains (7 am to 10 p.m.)	3.125
Future Number of Day Trains (7 am to 10 p.m.)	5.625
Existing Number of Night Trains (10 p.m. to 7 am)	1.875
Future Number of Night Trains (10 p.m. to 7 am)	3.375
Existing Average Number of Cars	150
Future Average Number of Cars	200
Existing Average Number of Locomotives	2
Future Average Number of Locomotives	2

Noise Situation	
Horns Existing and Future	1
Horns in Future Only	2
No Horns Existing and Future	3

Horn Location on Locomotive			
National Average (50% front, 50% middle)			1
All Front Mounted			2
All Middle Mounted			3
User Defined	80	% front mounted horns	4

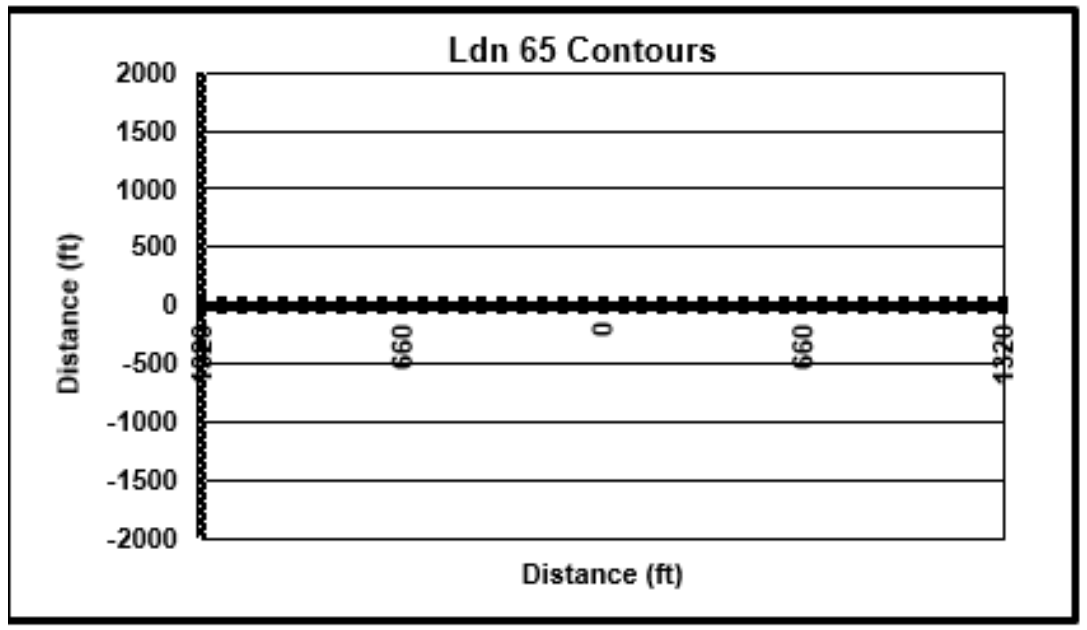
Non Train Noise Environment			
Urban			1
Suburban			2
Rural			3
User Defined Ldn =	50	dBA	4

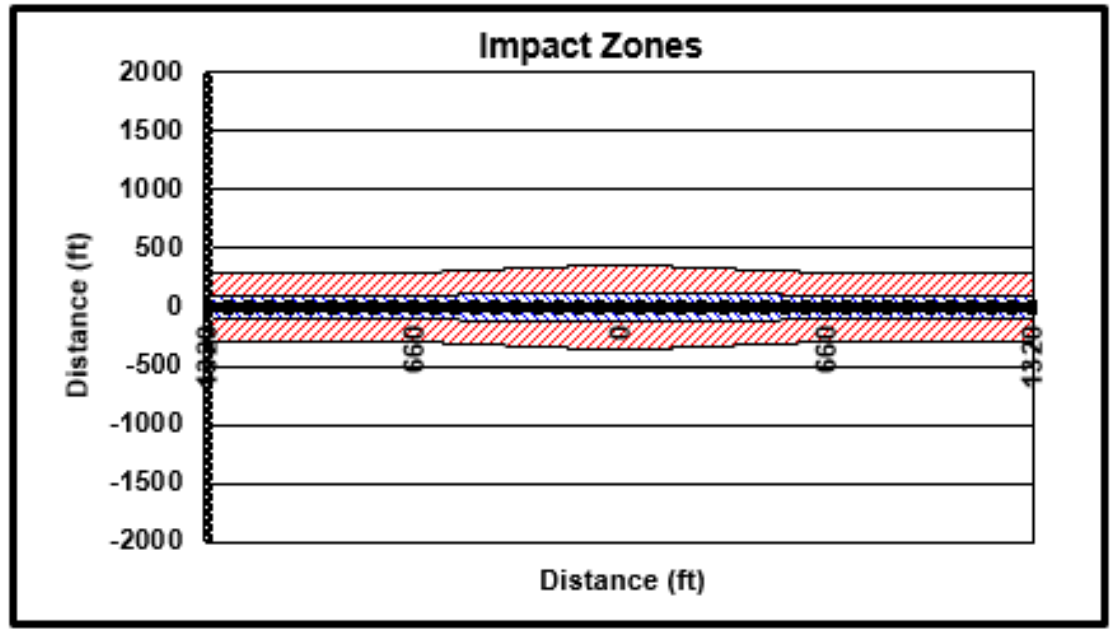
Shielding	
Dense Urban	1
Light Urban	2
Dense Suburban	3
Light Suburban	4
Rural	5
No Shielding	6

Length of Impact Area	
1/4 mile	1
20 seconds	2
15 seconds	3

Ldn 65 Contours Numeric Output (in feet)	
Existing 65 Ldn Contour at X-ing	0
Future 65 Ldn Contour at X-ing	0
Existing 65 Ldn Contour at 1/2 zone length	0
Future 65 Ldn Contour at 1/2 zone length	0
Zone Length	1320
1/2 Zone Length	660

Impact Zones Numeric Output (in feet)	
Impact Distance at X-ing	366
Severe Impact Distance at X-ing	129
Impact Distance at 1/2 zone length	294
Severe Impact Distance at 1/2 zone length	103
Zone Length	1320
1/2 Zone Length	660





Graphic 8. Norfolk Southern Railroad Crossings at N. Rhett Ave, Attaway St and Rivers Ave

Locomotive Warning Horn Assessment Results

For the at-grade crossing at N. Rhett Avenue, NSA-32a has approximately 6 residences within the Severe Impact Zone and approximately 20 in the Impact Zone and NSA-34 has approximately 9 residences in the Severe Impact Zone and 16 residences within the Impact Zone. For the at-grade crossing at Attaway Street, NSA-31, has approximately 16 residences within the Severe Impact Zone and approximately 16 in the Impact Zone and NSA-31a has approximately 4 residences in the Severe Impact Zone and 17 residences within the Impact Zone. There are no residences impacted by the locomotive warning horn at the Rivers Avenue crossing. The at-grade crossings within the project study area are not in designated Quiet Zones.

Since highway noise is a mostly continuous noise source, focusing abatement on highway noise would help to reduce noise in communities most of the time. Therefore, analysis for noise abatement was focused on predicted Design Year traffic noise levels. However, during rail events, particularly if within the range of the locomotive warning horn, the highway noise abatement may or may not have an effect. Noise abatement measures for NSA-32a, NSA-31 and NSA-31a were found to be not cost effective and therefore not reasonable.

7.2 Future Airport Noise

There are major differences between aircraft and highway operations. For aircraft, there are relatively few noise events, but those that do occur can have high noise levels. The pattern of operations is irregular throughout the day and can vary on a daily or monthly basis. Noise from aircraft operations in flight and at an airport involves many parameters, including type and weight of aircraft; number of arrivals and departures, and types of procedures; flight paths; and aircraft run-ups and other ground operations.

The length and number of events—the total noise energy—and the time of day that a noise event takes place play key roles in our perception of noise. To reflect these concerns, the Air Force uses a metric called the “Day-night Average Sound Level” (DNL). DNL was created by the United States Environmental Protection Agency (EPA) and is used throughout the United States.

DNL, when used as a metric for aircraft noise, represents the accumulation of noise energy from all aircraft noise events in a 24-hour period. Additionally, for all operations between 10:00 p.m. and 7:00 a.m., DNL adds a 10-dB penalty to each event to account for the intrusiveness of nighttime operations. As is implied in its name, the DNL represents the noise energy present in a daily period. However, because aircraft operations at military airfields fluctuate from day to day, the Air Force typically bases DNL on a year’s worth of operations and represents the annual average daily aircraft events.

DNL is not a level heard at any given time but represents long-term exposure. Scientific studies have found good correlation between the percentages of groups of people highly annoyed by sounds and the level of average noise exposure measured in DNL.

Because barriers can only reduce *traffic* noise levels, Noise Level Reductions (NLRs) were assessed as the TNM-predicted insertion loss, screened against measured or otherwise quantified ambient noise sources. In accordance with Federal Transit Authority guidelines. Noise levels are reported as the Day-Night Level, Ldn, which represents a 24-hour sound level to which a 10-decibel penalty (+10 dB) has been applied to the nighttime hours between 10:00 p.m. and 7:00 a.m. The noise levels within the noise contour zones were converted from Leq (1-hr) to Ldn according to FTA Transit Noise and Vibration Assessment Manual (September 2018 / FTA Report 0123). Following the FTA Manual, the DNL can be approximately represented by the value of Leq(h) minus 2 dB(A) for rail noise, but conversely the math works out the

same for air noise levels. Converting a Ldn back to an Leq and for air noise levels the DNL can be approximately represented by the value of Leq(h) plus 2 dB(A) for air noise. For the purpose of conservative estimation of additive noise impacts, the 2 dB(A) adjustment was disregarded and the DNL generated by traffic noise was assumed to be approximately equal to the modeled Leq(h) levels. The 13-hour long-term measurement at the Centre Pointe Apartments, directly across from the Charleston International Airport showed very little difference between traffic noise levels and airport events.

One (1) potentially feasible noise abatement measure was evaluated using TNM models for the abatement of predicted Design Year 2050 build-condition traffic noise impacts for NSA-25. Since vertical ground-mounted sound barriers cannot attenuate overhead noise sources, the with-barrier sound levels evaluated to assess Noise Level Reductions (NLRs) are based on TNM-predicted traffic-only with-barrier sound levels.

Since highway noise is a mostly continuous noise source, focusing abatement on highway noise would help to reduce noise in communities most of the time. Therefore, analysis for noise abatement was focused on predicted Design Year traffic noise levels. However, during overhead air events, the highway noise abatement may or may not have an effect. Noise abatement measures for NSA-25 were found to be preliminarily feasible and reasonable based on traffic noise.

Traffic noise impacts occur when the predicted traffic noise levels either: [a] approach or exceed the FHWA noise abatement criteria (with "approach" meaning within 1 dB(A) of the NAC values listed in Table 2), or [b] substantially exceed the existing noise levels by 15 dB(A) or more. FHWA and SCDOT require that feasible and reasonable measures be considered to abate traffic noise at all predicted traffic noise impacts. Measures considered include highway alignment selection, traffic systems management, buffer zones, noise walls, and earth berms.

Traffic noise is predicted to create 720 impacts in the Design Year 2050 build condition. No impacted receptors were found in nine (9) NSAs. Traffic noise impacts were found in 40 NSAs. See **Appendix B** for a list of impacts by NSA. Abatement measures are discussed in **Section 9.4** and in **Appendix E**.

The number and types of predicted traffic noise impacts are shown in **Table 3**, with impacts designated as either approaching or exceeding the FHWA NAC, by a substantial increase in Design Year 2050 build condition traffic noise levels over existing ambient noise levels, or by meeting both criteria.

Table 3. I-526 LCC WEST
Predicted Traffic Noise Impact Summary
Hourly Equivalent A-Weighted Sound Level (decibels (dB(A))

Study Alternative	Reason for Noise Impact	Noise Abatement Criteria Impact by Activity Catergories[1]							All Activity Categories
		A	B	C	D	E	F[5]	G[6]	
Design Year 2050 Build	NAC Only[1]	0	710	9	0	1	0	0	720
	Substantial Increase Only[2]	0	0	0	0	0	0	0	0
	By Both Criteria[3]	0	0	0	0	0	0	0	0
	Total Impacts[4]	0	710	9	0	1	0	0	720

1. Predicted traffic noise impacts due to loudest hourly equivalent noise levels that approach or exceed Noise Abatement Criteria (refer to Table 2).
2. Predicted traffic noise impacts due to Design Year loudest hourly equivalent noise levels that are a “Substantial Increase” over existing base year levels.
3. Predicted traffic noise level impacts due to both 1 and 2 above.
4. Only one of the Note 1 and Note 2 conditions must be met for an impact to exist.
5. There are no impact criteria for NAC F land use facilities; no analysis of noise impacts is required.
6. There are no impact criteria for undeveloped lands; however, appropriate predicted traffic noise level contours are provided to local officials to aid in future land use planning efforts. Per TNM®2.5 and in accordance with 23 CFR Part 772

SCDOT requires that feasible and reasonable measures be considered and evaluated to abate all predicted Build condition traffic noise impacts. Feasibility and reasonableness are distinct and separate considerations. Feasibility is the consideration as to whether noise abatement measures *can* be implemented. Reasonableness is the consideration as to whether noise abatement measures *should be* implemented. Per SCDOT Policy, the following traffic noise abatement measures may be considered: highway alignment selection, traffic systems management, buffer zones, noise barriers (earth berms and noise walls), and noise insulation of Activity Category D land use facilities.

9.1 HIGHWAY ALIGNMENT SELECTION

Highway alignment selection for traffic noise abatement measures involves modifying the horizontal and vertical geometry of the proposed facility to minimize traffic noise to noise-sensitive receptors. The selection of alternative alignments for noise abatement purposes must consider the balance between noise impacts and other engineering and environmental parameters. For noise abatement, horizontal alignment selection is primarily a matter of locating the roadway at a sufficient distance from noise sensitive receptors. Appreciable reductions in traffic noise transmissions to sensitive receptors can be made by adjusting the vertical highway alignment and/or section geometry. For example, lowering a roadway below existing grade creates a cut section which could act similarly as an earth berm, depending upon the relative location(s) of noise-sensitive receptor(s). Given the design requirements of the highway facility in the vicinity of the noise sensitive areas assessed in this Detailed Noise Analysis, changing the highway alignment is not a viable alternative for noise abatement for the noise sensitive areas in the vicinity of the I-526 LCC WEST project.

9.2 TRAFFIC SYSTEM MANAGEMENT MEASURES

Traffic management measures such as prohibition of truck traffic, lowering speed limits, limiting of traffic volumes, and/or limiting time of operation were considered as possible traffic noise impact abatement measures. The purpose of the project is to increase the functional capacity of the highway facility. Prohibition of truck traffic, reduction of the speed limit below the existing speed limits or the proposed speed limits or screening total traffic volumes would diminish the functional capacity of the highway facility and are not considered practicable.

9.3 BUFFER ZONES

Buffer zones are typically not practical and/or cost effective for noise mitigation due to the substantial amount of right-of-way required and would not be a feasible noise mitigation measure for this project. Furthermore, if the acquisition of a suitable buffer zone had been feasible, the maximum allowable base quantity threshold per benefited receptor would be exceeded per the SCDOT Policy.

9.4 NOISE BARRIERS

Passive noise abatement measures are effective because they absorb sound energy, extend the source-to-receptor sound transmission path, or both. Sound absorption is a function of abatement medium (e.g. earth berms absorb more sound energy than noise walls of the same height because earth berms are

more massive). The source-to-receptor path is extended by placement of an obstacle, such as a wall, that sufficiently blocks the transmission of sound waves that travel from the source to the receptor.

Highway noise barriers are primarily constructed as earth berms or solid-mass walls adjacent to limited-access freeways that are near noise-sensitive land use(s). To be effective, a noise barrier must be long enough and tall enough to shield the impacted receptor(s) from traffic noise. For a flat plane roadway and NSA, an effective noise barrier length should generally be eight times the distance from the barrier to the receptor. For that example, if a receptor is 200 feet from the roadway, an effective noise barrier benefiting that one receptor would be approximately 1,600 feet long – with the receptor in the horizontal center. However, roadways and NSAs rarely occur in a consistent flat plane. Depending upon roadway and NSA topography, noise barrier profile, and the effects of other acoustically significant features, the actual noise barrier length required to provide necessary traffic noise attenuation may be shorter or longer than the flat-plane example. Furthermore, the shielding should be continuous. On roadway facilities with direct access for driveways, noise barriers may not be feasible because gaps for driveways diminish noise barrier ability to attenuate traffic noise. Due to the requisite lengths for effectiveness, noise barriers are typically not economical for isolated or most low-density areas. However, noise barriers may be economical for the benefit of as few as three predicted traffic noise impacts if the barrier can benefit enough total receptors – impacted and non-impacted combined – to meet applicable reasonableness criteria.

SCDOT Policy and FHWA require identification whether it is "likely" or "unlikely" that noise barriers will be installed for each NSA identified. "Likely" does not mean a firm commitment. Consideration for noise abatement measures was given to all impacted receptors. Traffic noise impacts are predicted to occur in 40 NSAs. For each noise abatement measure, feasibility is considered first, then reasonableness. If noise abatement is not feasible, then consideration of reasonableness is not warranted. Noise barriers were evaluated to provide abatement to any NSA which had three (3) or more impacts. The SCDOT Policy states that at a minimum, at least three (3) impacted receptors must achieve a 5 dB(A) reduction or the proposed barrier will not be considered acoustically feasible. Therefore, any NSAs with less than three (3) impacted receptors were not considered for noise abatement.

The following NSAs were not considered for noise abatement for the reasons described (see Graphics 9 and 10 and Figure 1 for NSA locations):

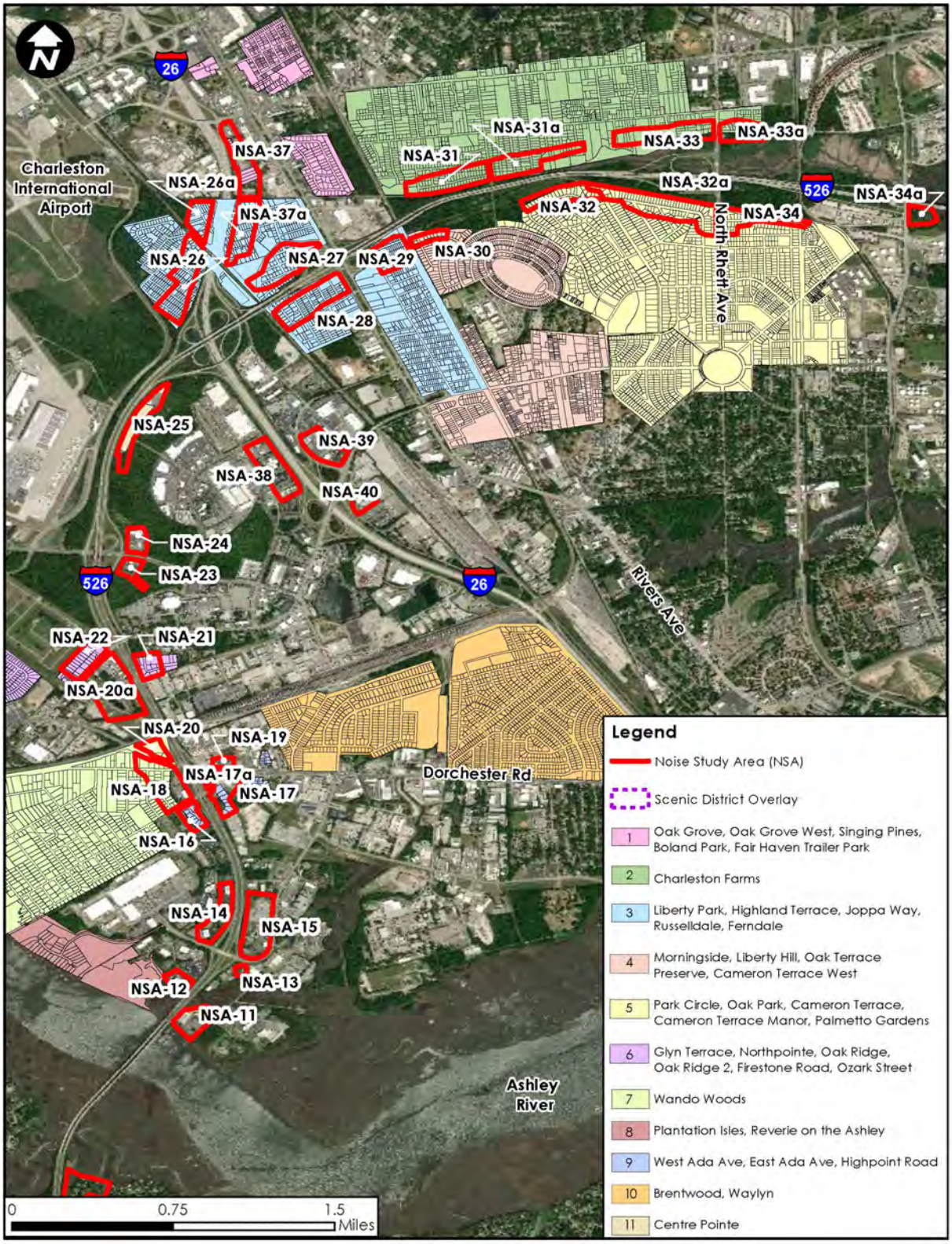
- NSA-1 (Figure 3) – Only one (1) impacted receptor.
- NSA-3 (Figures 3 and 15) – No impacted receptors.
- NSA-11 (Figure 6) – No impacted receptors.
- NSA-12 (Figure 6) – Only one (1) impacted receptor.
- NSA-13 (Figure 6) – No impacted receptors.
- NSA-14 (Figure 6) – The walking trail at Faber Place does not have enough usage to have an equivalent receptor value that will equal three (3). See Appendix B for an Equivalent Receptor worksheet.
- NSA-15 (Figure 6) – Per the Awaken Church Day School only 35 children and two staff members use the playground for one (1) hour per day. The equivalent receptor value does not equal three (3) impacted receptors. See Appendix B for an Equivalent Receptor worksheet.
- NSA-17a (Figure 7) – Only one (1) impacted receptors.
- NSA-18 (Figure 7) – For receptors R18-1, R18-2, R18-3 and R18-13 along Paramount Drive, a noise abatement measure will not be feasible due to the driveway access to the College of Charleston

and a break at Lysa Avenue. A noise abatement measure would not be possible for the impacted receptors along Dorchester Road due to major power transmission lines crossing Dorchester Road. Also, in order to install a noise wall along Dorchester Road, the right-of-way necessary to build the wall would result in the acquisition of the impacted residences.

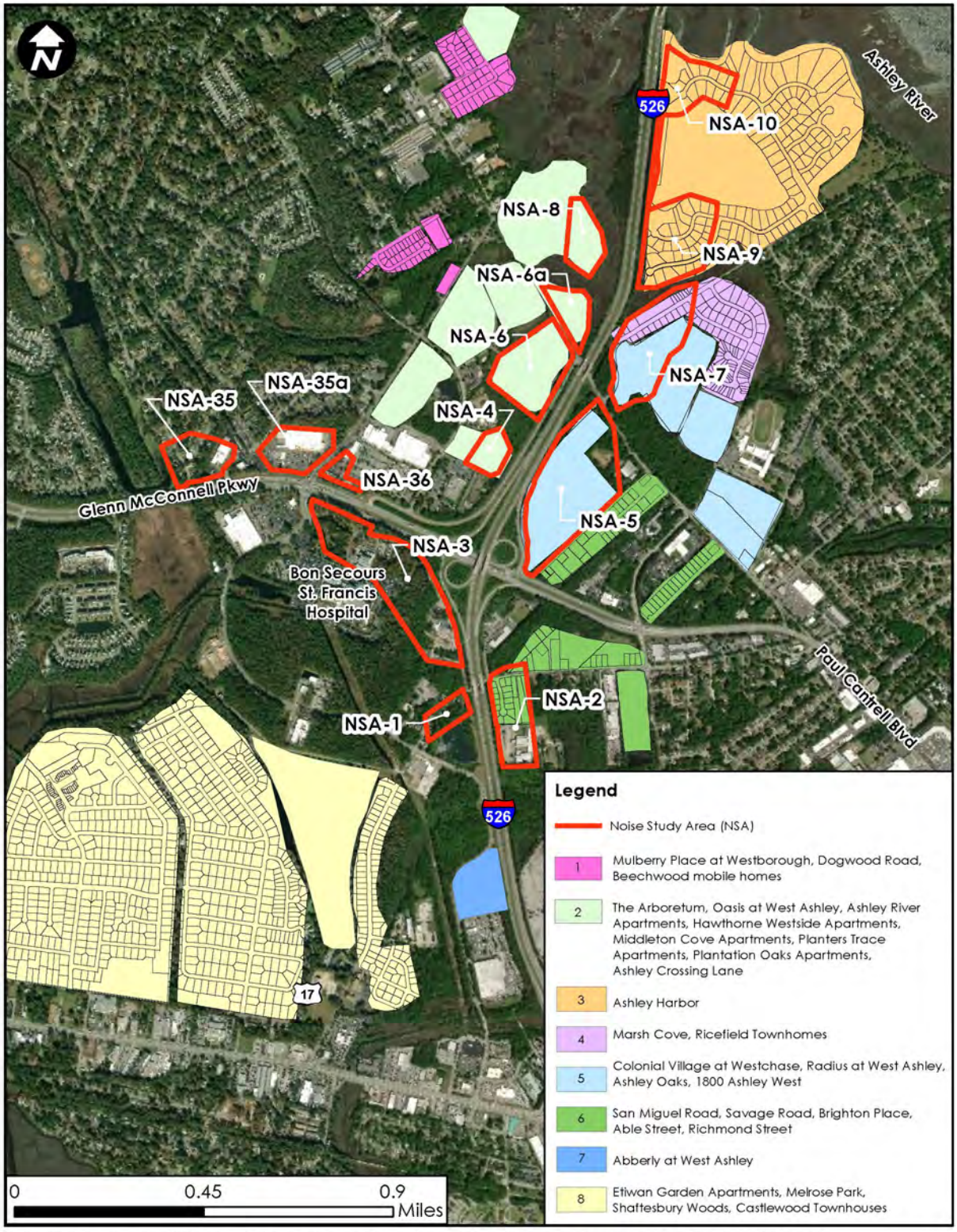
- NSA-19 (Figure 7) – The pool area at the Suburban Extended Stay is not impacted by the project.
- NSA-20 (Figure 7) – The Kingdom of God Ministries is not impacted by the project.
- NSA-20a (Figure 8) – The future Charleston County School System stadium is an Active Sports Area. Per SCDOT Policy active sports areas do not fall within the classification of non-residential uses, as a quiet environment is not important for normal activities. As such, these areas are equivalent to one (1) impacted residence.
- NSA-22 (Figure 8) – Noise abatement measures for impacted receptors R22-1, R22-2, R22-3 and R22-12 will not be feasible due to driveway access along west Montague Avenue and powerlines. NSA-22 is also totally within the 65 dB contour noise levels from the Charleston International Airport.
- NSA-23 (Figure 9) – No impacted receptors.
- NSA-24 (Figure 9) – No impacted receptors.
- NSA-30 (Figure 11) – Only one (1) impacted receptor.
- NSA-33 (Figures 12 and 13) – Only one (1) impacted receptor
- NSA-33a (Figure 13) – For the impacted townhouse receptors east of North Rhett Avenue at Seeport Drive, abatement measures will not be feasible due to major power lines and the driveway access at the townhouses.
- NSA-34 (Figure 13) - Only one (1) impacted receptor.
- NSA-34a (Figure 14) -The R.M. Hendricks Park is under the Cooper River Bridge. Noise abatement measures will not be feasible for the park due to major powerlines along Virginia Avenue. Also, the walking trail through the park does not have enough usage for an equivalent receptor value that will equal three (3). See Appendix B for an Equivalent Receptor worksheet.
- NSA-35 (Figure 15) – Only two (2) impacted receptors.
- NSA-35a (Figure 15) – No impacted receptors.
- NSA-36 (figure 15) – No impacted receptors.

The following barrier was analyzed but did not meet feasibility criteria. It is SCDOT's policy that a noise reduction of at least 5 dB(A) must be achieved for 75% of those receivers determined to be impacted for the noise abatement measure to be acoustically feasible. This NSA is as follows:

- NW 29 – NSA-29 – (Figure 11)- South of I-526, east of US 52 (Rivers Avenue), south of Filbin Creek and west of the CSX Railroad. A 5,491-foot-long and 12-foot high barrier with an area of 65,885 square feet was found to be not feasible. The feasibility requirement of 75% of the 30 impacted receptors being benefited was not met (only 71% of the impacted receptors were benefited). Abatement is not feasible; therefore, consideration of reasonableness is not warranted. Noise abatement measures for NSA-29 are not recommended.



Graphic 9. North Charleston Noise Study Areas



Note: Single family residential areas are shown with parcel boundaries, while multi-family residential areas are shown as solid shapes

Graphic 10. West Ashley Noise Study Areas

There are Three Mandatory Reasonable Factors that must be met for a noise abatement measure to be considered reasonable. The Three Mandatory Reasonable Factors must collectively be achieved for a noise abatement measure to be deemed reasonable. Failure to achieve any one of the reasonable factors will result in the noise abatement measure being deemed not reasonable. The Three Mandatory Reasonable Factors are:

- ***Noise reduction design goal*.** It is SCDOT's policy that a noise reduction of at least 8 dB(A) must be achieved for 80% of those receivers determined to be in the first two building rows and considered benefited. Please note that the first two building rows will only be applicable if they are within 500 feet from the edge of pavement noise source.

- ***Cost effectiveness***. The allowable cost of the abatement will be based on $35.00 per square foot. This allowable cost is based on actual construction costs on recent SCDOT projects. This construction cost will be divided by the number of benefited receptors. If the cost per benefited receptor is less than $30,000 then the barrier is determined to be cost effective. During the noise abatement evaluation, a more project-specific construction cost will be applied at a cost per square foot basis.

- ***Viewpoints of the property owners and residents of the benefited receptors***. SCDOT shall solicit the viewpoints of all the benefited receptors and document a decision on either desiring or not desiring the noise abatement measure. The viewpoints will be solicited as part of the public involvement process through a voting procedure during NEPA.

The following barriers met feasibility criteria but did not meet the reasonableness criteria for allowable cost per benefit (cost-effectiveness). These NSAs are as follows:

- NW 2 - NSA-2 (Figures 2 and 3) – West of I-526 and surrounding Savage Road. NW 2 was evaluated to provide abatement for nine (9) impacted receptors. A 2,070-foot-long and 25-foot high barrier with an area of 49,409 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 89 percent of the nine (9) impacted receptors was achieved, meeting the criteria for feasibility, the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was not achieved (73%). NW 2 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 2 is $96,073 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-2 are not recommended.

- NW 16 - NSA-16 (Figure 7) – West of I-526 and south of Paramount Drive. NW 16 was evaluated to provide abatement for eight (8) impacted receptors. An 840-foot-long and 20-foot high barrier with an area of 16,801 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 75 percent of the eight (8) impacted receptors was achieved, meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was achieved, NW 16 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 16 is $98,006 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-16 are not recommended.

- NW 17 - NSA-17 (Figure 7) - East of I-526 and south of Dorchester Road and east of Paramount Drive. NW 17 was evaluated to provide abatement for five (5) impacted receptors. A 2,196-foot-

long and 12-19-foot high barrier system with a total area of 33,913 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the five (5) impacted receptors was achieved, meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was achieved, NW 17 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 17 is $237,391 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-17 are not recommended.

- NW 21 - NSA-21 (Figure 8) - East of I-526 and south of west Montague Avenue. NW 21 was evaluated to provide abatement for sixteen impacted receptors. A 2,333-foot-long and 19-foot high barrier system with a toatal area of 44,325 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 75 percent of the 16 impacted receptors was achieved, meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was achieved, NW 21 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 21 is $67,451 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-21 are not recommended.

- NW 26/26a – NSAs 26 and 26 – (Figures 10 and 16) - West of I-26, east of South Aviation Avenue and adjacent to the Norfolk Southern Railway. A 4,333-foot-long and 25-foot high barrier with an area of 109,976 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the 46 impacted receptors was achieved, meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal for 81% of the benefited receptors in the first two building rows was achieved, NW 26/26a exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 26/26a is $62,083 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-26 and NSA-26a are not recommended.

- NW 27 – NSA-27 - (Figure 11) – North of I-526, east of I-26, south of Filbin Creek and west of US 52 (Rivers Avenue). A 5,676-foot-long and 12-25-foot high barrier system with a total area of 90,046 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the 25 impacted receptors was achieved, meeting the criteria for feasibility, the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was not achieved (37%), NW 27 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 27 is $59,464 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-27 are not recommended.

- NW 28 – NSA-28 - (Figure 11) – South of I-526, east of I-26 and west of US 52 (Rivers Avenue). A 5,516-foot-long and 12-25-foot high barrier system with a total area of 81,787 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the 40 impacted receptors was achieved, meeting the criteria for feasibility, the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was not achieved (54%), NW 28 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 28 is $36,699 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-28 are not recommended.

- NW 31/31a – NSA-31 and NSA-31a - (Figures 11 and 12) – North of I-526, east of the CSX Railway, north of the Norfolk Southern Railway and east of Attaway Street. NW 31/31a was evaluated to provide abatement for 86 impacted receptors in the Charleston Farms community. A 7,734-foot-long and 10-12-foot-high barrier system with a total area of 85,164 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 85 impacted receptors (99%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 52 receptors of the benefited receptors in the first two building rows (80%), meeting the criteria for reasonableness. The cost per benefited receptor for NW 31/31a of $24,634 is within the allowable cost of per benefit ($30,000). Although NW 31/31a preliminarily met cost-effectiveness criteria, during the constructability review, additional costs were considered to employ a structure mounted noise wall. The cost needed to achieve MASH compliance for a structure-mounted noise wall on the CD viaduct and other issues related to construction and maintenance renders NW 31/31a as cost-prohibitive and should not be included for construction in the project.

- NW 32/32a – NSA-32 and NSA-32a - (Figures 12 and 13) – South of I-526, east of Attaway Street, south of Filbin Creek and the Norfolk Southern Railway, east of Parkside Drive and west of North Rhett Avenue. A 4,197-foot-long and 12-foot high barrier with an area of 50,362 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the 37 impacted receptors was achieved, meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal for 85% of the benefited receptors in the first two building rows was achieved, NW 32/32a exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 32/32a is $34,562 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-32 and NSA-32a are not recommended.

- NW 37 - NSA-37 (Figure 16) – East of I-26, west of US 52 (Rivers Avenue), south of Remount Road and north of the Norfolk Southern Railway. NW 37 was evaluated to provide abatement for 10 impacted receptors. An 1,850-foot-long and 12 to 25-foot high barrier with an area of 43,264 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 100 percent of the 10 impacted receptors was achieved, meeting the criteria for feasibility, the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was not achieved (only 50%). Also, NW 37 exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 37 is $52,215 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-37 are not recommended.

- NW 37a – NSA-37a (Figure 16) - East of I-26, west of US 52 (Rivers Avenue) and south (and north) of the Norfolk Southern Railway. NW 37a was evaluated to provide abatement for twenty impacted receptors. A 2,310-foot-long and 12 to 25-foot high barrier with an area of 50,441 square feet was found to be not cost-effective. While a noise reduction of 5 dB(A) for 90% percent of the twenty impacted receptors was achieved, meeting the criteria for feasibility, the 8 dB(A) noise reduction goal for 80% of the benefited receptors in the first two building rows was not achieved (only 43%). Also, NW 37a exceeds the allowable cost per benefit ($30,000). The cost per benefited receptor for NW 37a is $63,051 and therefore does not meet the criteria for reasonableness. Noise abatement measures for NSA-37a are not recommended.

The following noise barriers are presently considered to be feasible and reasonable and are preliminarily recommended for construction. A final decision on noise wall construction will be made upon completion of the project final design and the public involvement process (see **Appendix E** for additional details):

- NW 4/6 - NSA-4 and NSA-6 (Figures 3 and 4) – West of I-526 between Paul Cantrell Boulevard and Ashley River Road in West Ashley. NW 4/6 was evaluated to provide abatement for 98 impacted receptors in the Arboretum Condominiums and Plantation Oaks Apartments. A 2,640-foot-long and 20-foot-high barrier with an area of 52,796 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 77 impacted receptors (79%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 46 of the benefited receptors in the first two building rows (82%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 4/6 of $8,675 is within the allowable cost of per benefit ($30,000). NW 4/6, to provide noise abatement for NSAs 4 and 6 is preliminarily recommended for construction.

- NW 6a/8 - NSA-6a and NSA-8 (Figures 3 and 4) – West of I-526 between Ashley River Road and the Ashley River in West Ashley. NW 6a/8 was evaluated to provide abatement for 71 impacted receptors in the Planters Trace Apartments and the Middleton Cove Apartments. A 3,000-foot-long and 16-foot-high barrier with an area of 48,001 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 68 impacted receptors (96%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 35 benefited receptors in the first two building rows (92%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 6a/8 of $10,701 is within the allowable cost of per benefit ($30,000). NW 6a/8, to provide noise abatement for NSAs 6a and 8, is preliminarily recommended for construction.

- NW 5 – NSA-5 (Figure 3) – East of I-526 and north of Paul Cantrell Boulevard. NW 5 was evaluated to provide abatement for 85 impacted receptors in the residences along Richmond Street and the Colonial Village at Westchase Apartments. A 2,969-foot-long and 19-foot-high barrier with an area of 56,415 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 84 impacted receptors (99%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 91 receptors of the benefited receptors in the first two building rows (85%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 5 of $10,338 is within the allowable cost of per benefit ($30,000). NW 5, to provide noise abatement for NSA 5 is preliminarily recommended for construction.

- NW 7/9/10 – NSAs 7, 9 and 10 (Figures 4 and 5) – East of I-526 and north of Ashley Harbor. NW 7/9/10 was evaluated to provide abatement for 59 impacted receptors in the Ashley Oaks Apartments and Ashley Harbor community. A 4,560-foot-long and 13-foot-high barrier with an area of 59,280 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 47 impacted receptors (80%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 34 receptors of the benefited receptors in the first two building rows (81%), meeting the criteria for reasonableness. Second row receptors that were totally

shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 7/9/10 of $14,820 is within the allowable cost of per benefit ($30,000). NW 7/9/10, to provide noise abatement for NSAs 7/9/10 is preliminarily recommended for construction. During the constructability review it will be determined if it is feasible and reasonable to connect preliminarily recommended NW 7/9/10 with preliminarily recommended NW 5 by extending it over the bridge crossing Ashley River Road.

- NW 25 – NSA-25 (Figures 9 and10) – East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport. NW 25 was evaluated to provide abatement for 32 impacted receptors in the Centre Pointe Apartments. A 1,650-foot-long and 19-foot-high barrier with an area of 31,350 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 30 impacted receptors (94%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 22 receptors of the benefited receptors in the first two building rows (88%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 25 of $28,875 is within the allowable cost of per benefit ($30,000). NW 25, to provide noise abatement for NSA 25 is preliminarily recommended for construction.

Seventeen traffic noise abatement measures were considered in this detailed noise analysis. The Noise Wall Analysis Summary is shown in **Table 4**. Noise walls NW 4/6, NW6a/8, NW 5, NW 7/9/10 and NW 25 preliminarily meet SCDOT Policy feasibility and reasonableness criteria and are recommended for construction.

Ballots were sent to the owners of each of the receptors benefited by the proposed noise walls (and tenants currently living in those residences) that were found to be feasible and reasonable per SCDOT Policy (Noise Walls 4/6, 6a/8, 5, 7/9/10 and 25) to solicit their preference on the construction of the proposed walls. For Noise Wall 4/6, 98% of returned ballots were in favor of the wall and 2% opposed the wall. For Noise Wall 6a/8, 98% of returned ballots were in favor of the wall and 1% opposed the wall. For Noise Wall 5, 100% of returned ballots were in favor of the wall, and none opposed the wall. For Noise Wall 7/9/10, 98% of returned ballots were in favor of the wall, and 2% opposed the wall. Finally, for Noise Wall 25, 98% of returned ballots were in favor of the wall, and 2% opposed the wall.

None of the proposed noise walls received a majority of ballots expressing opposition to the wall, so all five proposed noise walls are considered feasible and reasonable. A detailed discussion of the polling process, materials sent to residents including cover letter, figures showing the benefited receptors for each proposed wall and the response postcard are shown in Appendix F.

If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measures would be made upon completion of the project's design and the public involvement processes.

Table 4. I-526 LCC WEST
Noise Wall Analysis Summary

Noise Wall Analysis / (NSA).	Noise Analysis Summary[1]			Abatement Analysis Summary				
	Impacts	Benefits		Length (ft)	Area (ft^2)	Cost / Benefit	Allowed Cost/ Benefit	Recommended For Construction
		Total Number of Benefits	Number of Benefits ≥8 dB(A)					
NW 2 (NSA-2)	10	18	11	2,070	49,409	$96,073	$30,000	No
NW 4/6 (NSAs 4 and 6)	98	213	114	2,640	52,796	$8,675	$30,000	YES[2]
NW 6a/8 (NSAs 6a and 8)	71	157	69	3,000	48,001	$10,701	$30,000	YES[2]
NW 5 (NSA-5)	85	191	110	2,969	56,415	$10,338	$30,000	YES[2]
NW 7/9/10 (NSAs 7,9 and 10)	59	140	59	4,560	59,280	$14,820	$30,000	YES[2]
NW 16 (NSA-16)	8	6	4	840	16,801	$98,006	$30,000	No
NW 17 (NSA-17)	5	5	4	2,196[3]	33,913[3]	$237,391	$30,000	No
NW 21 (NSA-21)	16	23	13	2,333[3]	44,325[3]	$67,451	$30,000	No
NW 25 (NSA-25)	32	38	28	1,650	31,350	$28,875	$30,000	YES[2]
NW 26/26a (NSA-26 and NSA-26a)	46	62	43	4,669	109,976	$62,083	$30,000	No
NW 27 (NSA-27)	25	53	13	5,675[3]	90,046[3]	$59,464	$30,000	No
NW 28 (NSA-28)	40	78	22	5,516[3]	81,787[3]	$36,699	$30,000	No
NW 29 (NSA-29)	30	37	0	5,491[3]	65,885[3]	$62,324	$30,000	No
NW 31/31a (NSA-31 and NSA-31a)	86	121	67	7,734[3]	85,164[3]	$24,363	$30,000	No[4]
NW 32/32a (NSA-32 and NSA-32a)	37	51	36	4,197	50,362	$34,562	$30,000	No
NW 37 (NSA-37)	10	29	6	1,850	43,264	$52,215	$30,000	No
NW 37a (NSA-37a)	20	28	9	2,310	50,441	$63,051	$30,000	No

1. Noise abatement was considered for all predicted traffic noise impacts.
2. This abatement measure meets the SCDOT Policy feasibility and reasonableness criteria.
3. Total includes components of a multiple wall system designed to attempt to meet design goals.
4. Although NW 31/31a preliminarily met cost-effectiveness criteria, during the constructibility review, additional costs were considered to employ a structure mounted noise wall. The cost needed to achieve MASH compliance for a

structure-mounted noise wall on the CD viaduct and other issues related to construction and maintenance renders NW 31/31a as cost-prohibitive and should not be included for construction in the project.

9.4.1 Parallel Noise Barriers

Noise wall NW 4/6 will be parallel to NW 5 and NW 6a/8 will be parallel to NW 7/9/10 as shown in **Figures 3, 4 and 5**. FHWA policy on parallel noise walls states that TNM may be used to model parallel walls. Studies have suggested that to avoid a reduction in the performance of parallel reflective noise walls, the width-to-height ratio of the roadway section to the walls should be at least 10:1. The width is the distance between the walls, and the height is the average height of the walls above the roadway. This means, that two parallel walls 10 feet tall should be at least 100 feet apart. Noise walls NW 4/6 and NW 5 are apart at a ratio of approximately 15:4 and noise walls NW6a/8 and NW 7/9/10 are apart at a ratio of approximately 10:1.

Because the distance between the barriers is at or less than the 10:1 ratio, the noise walls were reviewed to determine if there would be a need for absorptive material due to the effects of multiple noise reflections between the parallel walls. Using the TNM parallel barrier analysis model, cross sections were cut at representative locations to analyze the expected degradation in the effectiveness of the noise walls. The analysis confirmed predicted decreases in wall performance ranging from 2 dB(A) to 6 dB(A) between NW 4/6 and NW 5 and ranging from 1 dB(A) to 5 dB(A) between NW 6a/8 and NW 7/9/10 as shown in **Table 6**. Therefore, an absorptive material for the proposed parallel barriers NW 4/6, NW 5 and NW 6a/8 and NW 7/9/10 is recommended.

Table 5. I-526 LCC WEST
Parallel Noise Wall Summary

NSA	Parallel Noise Walls	Average Height (ft)	Length (ft)	Horizontal Distance (ft)	Ratio	Decrease in Noise Wall Performance (dB(A))							Absorptive Material Recommended?
						R4-22a	R5-34a	R5-82a	R5-96a	R6-2	R6-2a	R6-39a	
4 and 6	NW 4/6	20	2,640	150	15:4	5	5	6	5	2	4	4	**Yes**
5	NW 5	19	2,969										

NSA	Parallel Noise Walls	Average Height (ft)	Length (ft)	Horizontal Distance (ft)	Ratio	Decrease in Noise Wall Performance (dB(A))							Absorptive Material Recommended?
						R6a-10a	R7-27a	R8-4a	R8-20a	R9-1	R9-5	R9-15	
6a and 8	NW 6a/8	16	3,000	150	10:1	4	3	4	5	1	4	4	**Yes**
7, 9 and 10	NW 7/9/10	13	4,560										

9.5 Noise Insulation

The following receptors are considered noise-sensitive and are categorized as NAC "D" because there are no areas of frequent outdoor human use on the property:

- Receptor R17-7 – New Zion RMUE Church
- Receptor R18-1 - College of Charleston
- Receptor R20-1 – Kingdom of God Ministries
- Receptor R25-1 – Strayer University
- Receptor R26-32 – St. Matthews Reformed Episcopalian
- Receptor R27-4 – Biblical House of God
- Receptor R27-70 – Life Changers Covenant Ministries
- Receptor R32a-25 – North Charleston Primitive Baptist Church
- Receptor R37a-26 – Enoch Chapel Methodist
- Receptor R37a-36 – Bethel Pentecostal Holiness
- Receptor R37a – Resurrected Church of Jesus Christ
- Receptor R39-1 – Village Square Child Care (permanently closed per yelp.com)

As NAC "D" the receptors were evaluated for interior noise levels. The type of windows for each location is not known (it is assumed that the windows are not kept open) so the single-glazed factor, as shown in **Table 6**, was applied as a conservative measure (- 25 dB(A)). After applying the building noise reduction factors to each receptor, none of the receptors are impacted by the proposed project with an interior sound level that approaches or exceeds the NAC for Activity Category D of 52 dB(A).

Table 6. I-526 LCC WEST
Building Noise Reduction Factors

Building Type	Window Condition	Noise Reduction Due to Exterior of the Structure
All	Open[1]	10 dB(A)
Light Frame	Ordinary Sash (closed)	20 dB(A)
	Storm Windows	25 dB(A)
Masonry	Single Glazed	25 dB(A)
	Double Glazed	35 dB(A)

1 The windows shall be considered open unless there is firm knowledge that the windows are in fact kept closed almost every day of the year.

Source: FHWA-PD-96-046, Measurement of Highway Related Noise, Final Report, May 1996

The predominant construction activities associated with this project are expected to be earth removal, hauling, grading, and paving. Relatively loud construction noise activities such as usage of pile-drivers and impact-hammers (jack hammer, hoe-ram) can create sporadic, temporary, and acute construction noise impacts to nearby noise-sensitive receptors. Temporary and localized construction noise impacts may occur because of these activities (refer to **Table 7**). During daytime hours, the predicted effects of these impacts may be temporary speech interference for passers-by and those individuals living or working near the project. During evening and nighttime hours, steady-state construction noise emissions such as from paving operations may be audible and may cause impacts to activities such as sleep. Sporadic evening and nighttime construction equipment noise emissions such as from backup alarms, lift gate closures ("slamming" of dump truck gates), etc., could be perceived as distinctly louder than the steady-state acoustic environment, and will likely cause impacts to the general peace and usage of noise-sensitive areas – particularly near residences, places of worship and a daycare center along the project corridor.

While discrete construction noise level prediction is difficult for a particular receptor or group of receptors, it can be assessed in a general capacity with respect to distance from known or likely project activities. Low-cost and easily implemented construction noise control measures should be incorporated into the project plans and specifications (e.g. work-hour limits, equipment exhaust muffler requirements, haul-road locations, elimination of "tail gate banging", ambient-sensitive backup alarms, construction noise complaint mechanisms, and consistent and transparent community communication and rapport).

Consideration of potential construction noise impacts was assessed for all noise-sensitive land uses in the project corridor, and in areas outside the project corridor near anticipated project construction activities (e.g. construction haul routes). For this project, earth removal, grading, hauling, and paving is anticipated to occur near noise-sensitive receptors all along the project corridor. Although construction noise impact mitigation should not place an undue burden upon the financial cost of the project or the project construction schedule, pursuant to the requirements of 23 CFR 772.19, it is the recommendation of this Detailed Noise Analysis that:

- The Department utilize the public involvement process to ensure the public is aware of the schedule of project activities that may create construction noise impacts.

- Construction noise impacts associated with pile-driving and impact hammers should be thoroughly evaluated in conjunction with development of the construction plan.

- Earth removal, grading, hauling, and paving activities, particularly near residences, places of worship and residential communities along the project corridor, should be performed during weekday hours and should not be performed during evening and nighttime hours, or any hours during weekends and/or holidays.

- The Policy requirement to "identify land uses or activities that may be affected by noise from construction of the project" includes land uses in the vicinity of construction haul routes and/or

any locations in which project-related construction activities may occur beyond the project corridor. Evaluation of project haul routes and locations in which project-related construction activities are occurring or may occur beyond the project corridor did not identify any potential construction impacts.

- If meeting the project schedule requires that earth removal, grading, hauling and / or paving must occur during evening, nighttime and / or weekend hours near residences within the project corridor, the Contractor shall notify SCDOT as soon as possible. In such instance(s), all reasonable attempts shall be made to notify and to make appropriate arrangements for the mitigation of the predicted construction noise impacts upon the affected property owners and / or residents.

- If construction noise activities must occur during context-sensitive hours near noise-sensitive areas, discrete construction noise abatement measures including, but not limited to portable noise barriers and / or other equipment-quieting devices shall be considered.

For additional information on construction noise, please refer to the FHWA Construction Noise Handbook (FHWA-HEP-06-015) and the Roadway Construction Noise Model (RCNM), available online at: https://www.fhwa.dot.gov/environment/noise/construction_noise/index.cfm

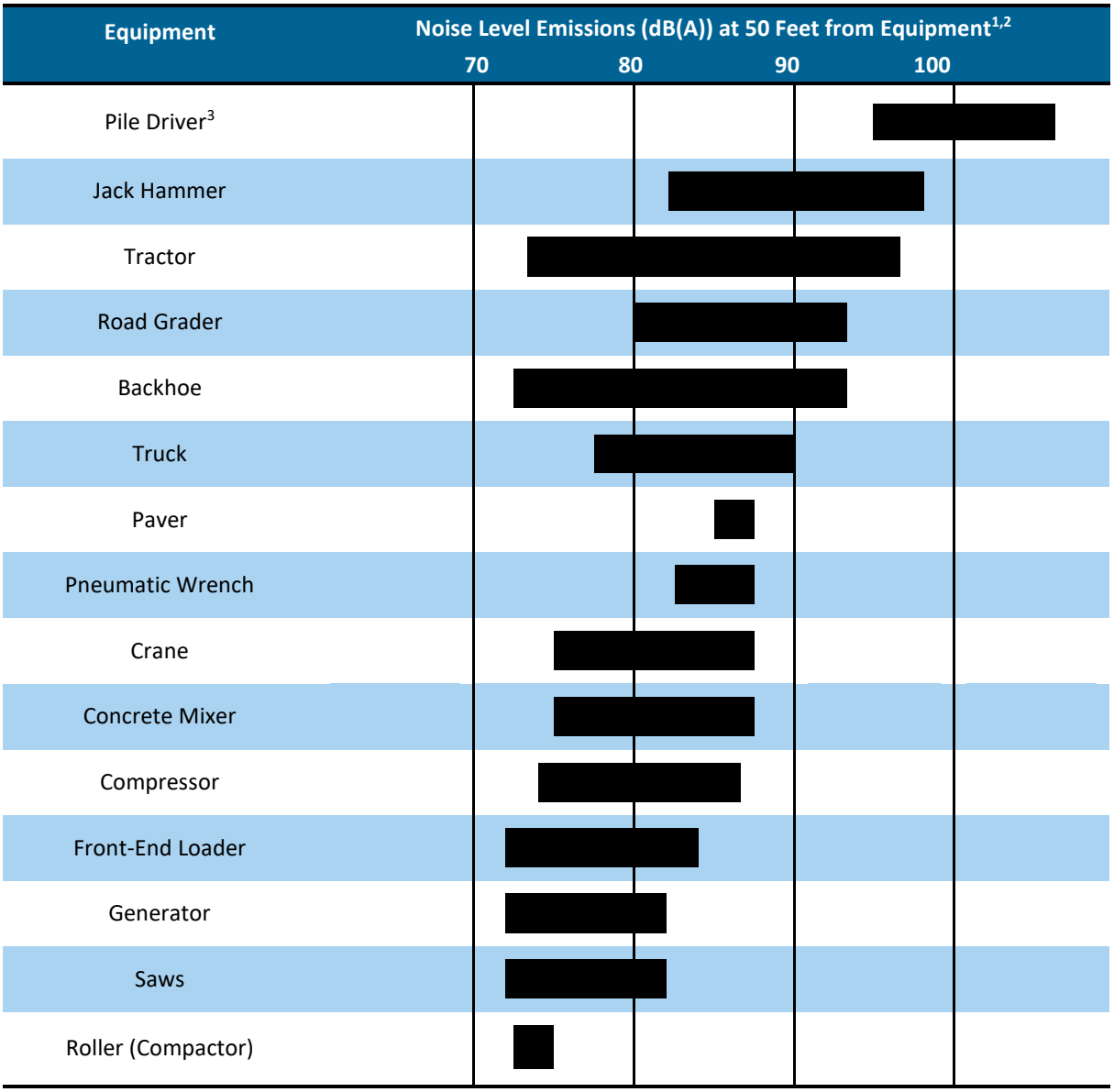
10.1 Hydroacoustic Noise

According to the Draft *I-526 LCC WEST Biological Assessment for the National Oceanic and Atmospheric Administration, National Marine Fisheries Services* prepared by Civil Engineering Consulting Services, Inc., March 27, 2020, loud levels of intermittent or continuous construction noise from drilled shaft installation and work trestle pile driving could harm sturgeon if they were close to the noise source for prolonged periods. Depending on the duration and intensity of sound produced during construction, aquatic organisms could suffer hearing loss, ranging from temporary to permanent. Other potential percussion injuries include bruising, damage to internal organs, or death. *Environmental Commitments and Conservation Measures* to minimize or compensate for effects to species presented in the referenced report include:

- Follow SCDOT Best Management Practices during construction
- Obtain NPDES permit and prepare a Stormwater Pollution Prevention Plan
- Ensure equipment does not obstruct or impede passage through more than 50 percent of the Ashley River.
- Use of “slow starts” for pile driving, barge movement, and other vessel movement where activity ramps up slowly to deter marine species from the work area.
- Avoid demolition of existing in-water structures.

Please refer to the referenced report for additional details.

Table 7. I-526 LCC WEST
Construction Equipment Typical Noise Level Emissions



1. Adapted from *Noise Construction Equipment and Operations, Building Equipment, and Home Appliances*. U.S. Environmental Protection Agency. Washington D.C. 1971.
2. Cited noise level ranges are typical for the respective equipment. For "point sources" such as the construction equipment listed above, noise levels generally dissipate at a rate of -6 dB(A) for every doubling of distance. For example, if the noise level from a pile driver at a distance of 50 feet = 100 decibels (dB(A)), then at 400 feet, it might be 82 decibels (dB(A)) or less.
3. Due to project safety and potential construction noise concerns, pile driving activities are typically limited to daytime hours.

11.0 Noise-Compatible Land Use and Predicted Traffic Noise Level Contours

One of the most effective means to prevent future traffic noise impacts is noise-sensitive land-use development. The compatibility of highways and neighboring local areas is essential for continued growth and can be achieved if local governments and developers require and practice noise-sensitive land-use planning. Although regulation of land use is not within the purview of FHWA or SCDOT, some widely accepted techniques for noise-sensitive land use planning near existing and proposed highway facilities include:

- Locating retail, industrial, manufacturing, and other noise-compatible land-uses adjacent to highways
- Incorporating effective traffic noise mitigating features, such as earth berms and solid-mass noise walls, as part of residential developments
- Utilization of noise-sensitive architectural design and site planning, such as the orientation of quiet spaces away from roadways
- Required use of sound insulating building materials and construction methods

As indicated in the SCDOT Policy, local jurisdictions with zoning control should use the information contained in this report to develop policies and/or ordinances to limit the growth of noise-sensitive land uses located adjacent to roadways. Furthermore, SCDOT encourages the dissemination of this information to all people who may be affected by, or who might influence others affected by, traffic noise.

Predicted Build condition traffic noise level contours are not a definitive means by which to assess traffic noise level impacts; however, they can aid in future land use planning efforts in presently undeveloped areas. **Table 8** shows the traffic noise impact threshold for FHWA NAC “B” land uses and FHWA NAC “E” land uses, for the I-526 LCC WEST project from the proposed nearest lane of travel centerline for the proposed project at currently undeveloped properties within the highly developed project study area.

Per 23 CFR 772.9(c) and SCDOT Policy, noise contour lines shall not be used for determining highway traffic noise impacts. However, the 71 dB(A) and 66 dB(A) noise level contour information should assist local authorities in exercising land use control over the remaining undeveloped lands, to avoid development of incompatible activities adjacent to the roadways within local jurisdiction.

Table 8. I-526 LCC WEST
Predicted Traffic Noise Contour Distances

Project Noise Contour Segment[1,2]	Dist-66[3] dB(A) (ft)	Dist-71[3] dB(A) (ft)
NB I-526, South of Savage Rd. (South of NSA-2)	260	150
NB I-526, along Executive Hall Rd. (North of NSA-2)	325	≤50
SB I-526, north of Savage Rd. (North of NSA-1)	100	≤50
SB I-526, along Ashley Town Center Dr. (South of NSA-1)	325	175
NB I-526, between Coliseum Dr. & International Blvd. (South of NSA-23)	125	≤50

1. The contour distances correlating to 66 dB(A) and 71 dB(A) NAC criteria are presented for consideration of land use control in undeveloped areas in which future development of NAC category B, C, and/or E noise-sensitive land use receptors may occur (refer to Table 2).
2. Noise contour segments represent undeveloped areas adjacent to the proposed project between interchanges, or between project termini and the nearest interchange at each end of the project.
3. Noise contour distances to 66 dB(A) and 71 dB(A) are the distances between the nearest proposed project lane of travel and modeled receptors for which predicted traffic noise levels were 66.0 dB(A) and 71.0 dB(A), respectively, in Design Year 2050 Build condition TNM models for the indicated NSAs. The distances should not be assumed to infer exact traffic noise levels for specific location(s) adjacent to the project. The distances to the 71 dB(A) and 66 dB(A) contours, as well as the distances between the 71 dB(A) and 66 dB(A) contours, vary according to the specific acoustically relevant features of each NSA.

12.0 CONCLUSIONS

Traffic noise and temporary construction noise can be a consequence of transportation projects, especially in areas near high-volume and high-speed existing steady-state traffic noise sources. This Design Noise Analysis utilized computer models created with the FHWA Traffic Noise Model software (TNM 2.5), validated to field-collected traffic noise monitoring data, to predict future noise levels and define impacted receptors along the proposed new highway project.

Existing land use in the vicinity of the proposed I-526 LCC WEST project varies along the corridor. Land uses include residential development, places of worship, commercial, industrial, daycare, hotels, and recreational. For Design Year 2050 traffic volumes the Build condition is predicted to create 720 traffic noise impacts. Furthermore, construction noise impacts – some of them potentially substantial – may occur due to the proximity of numerous noise-sensitive receptors to project construction activities. It is the recommendation of this Detailed Noise Analysis that all reasonable efforts should be made to minimize exposure of noise-sensitive areas to construction noise impacts.

Consideration for noise abatement measures was given to all impacted receptors. In accordance with the SCDOT Policy, five (5) noise walls are preliminarily recommended as meeting feasibility and reasonableness criteria. Noise walls NW 4/6, NW6a/8, NW 5, NW 7/9/10 and NW 25 preliminarily meet SCDOT Policy feasibility and reasonableness criteria and are recommended for construction. None of the proposed noise walls received a majority of ballots expressing opposition to the wall, so all five proposed noise walls are considered feasible and reasonable.

If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measures would be made upon completion of the project's design and the public involvement processes.

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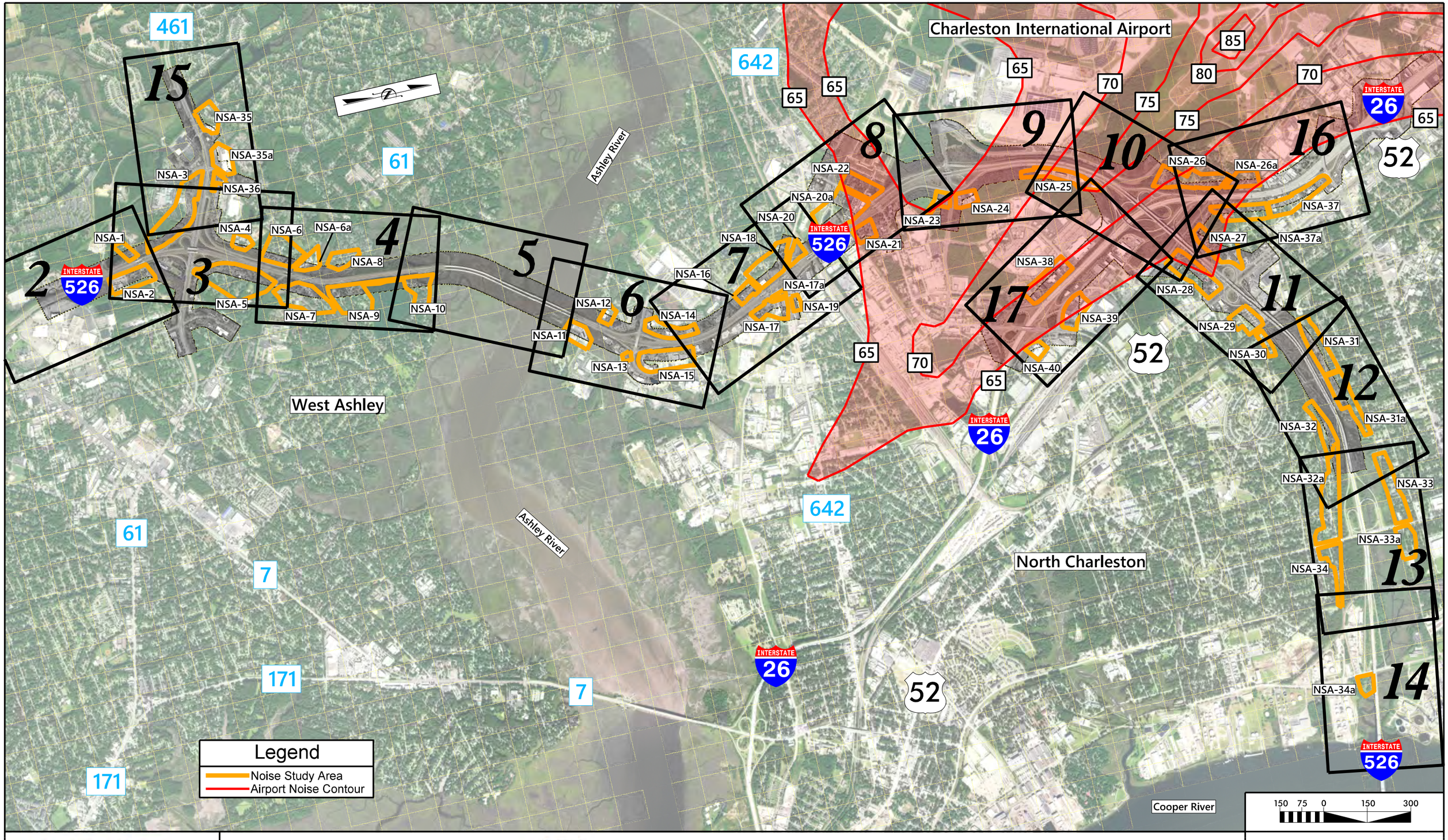
Figures



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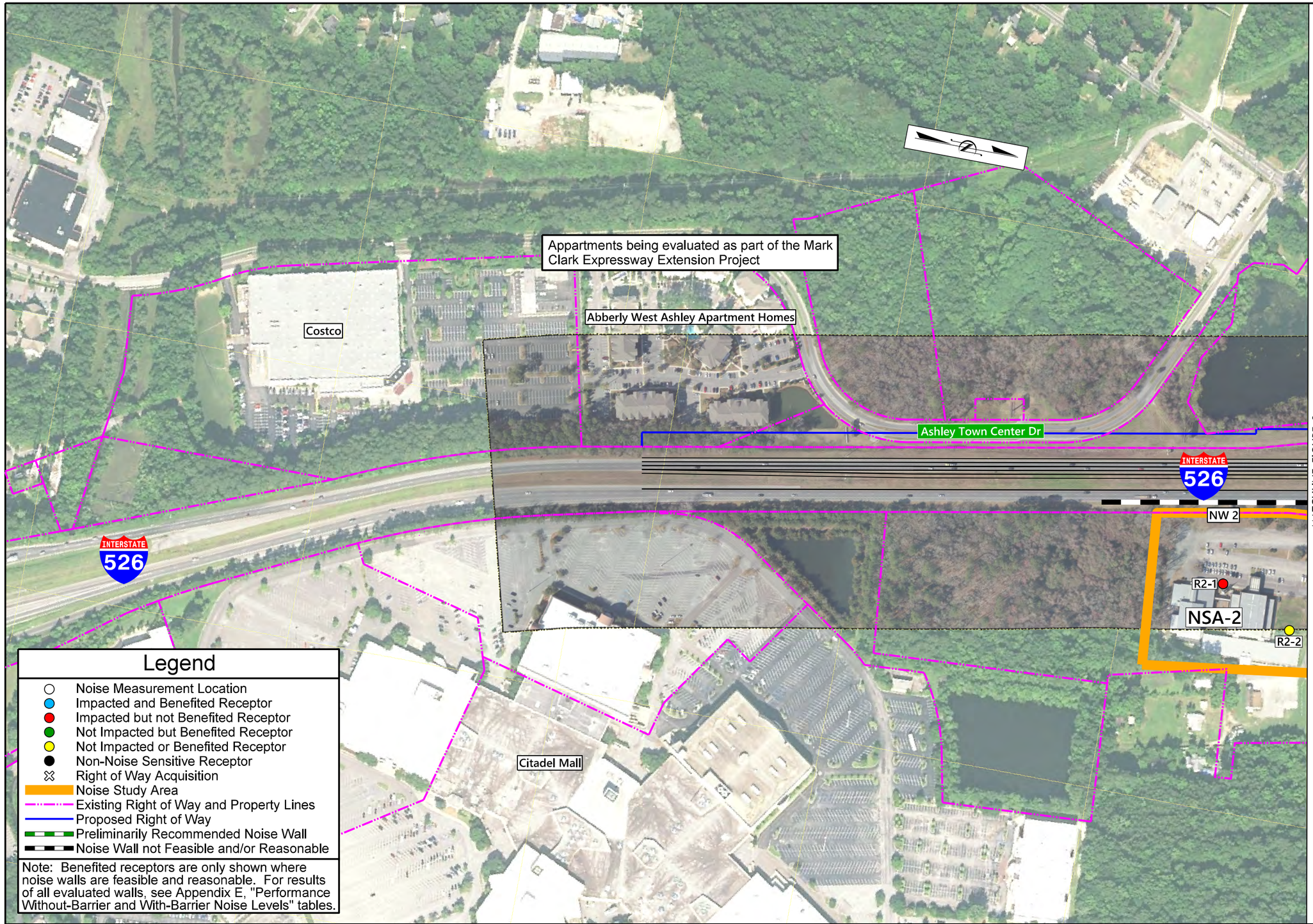
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Project Map



SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Detailed Study Area Map Figure 2

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

MATCHLINE FIGURE 15

MATCHLINE FIGURE 2

MATCHLINE FIGURE 4

Henry Tecklenburg Dr

Paul Cantrell Blvd

Ashley Crossing Dr

Savage Rd

San Miguel Rd

Executive Hall Rd

Westchase Dr

Richmond St

Plantation Oaks Dr

NW 2

NW 4/6

NW 5

INTERSTATE 526

NSA-1

NSA-2

NSA-3

NSA-4

NSA-5

NSA-6

Waring Senior Center

Abandoned

The Arboretum

Plantation Oaks Apartments

Colonial Village at Westchase Apartments

NML-1A

NML-1

NML-2

NML-2A

NML-4B

NML-4B-A

NML-5A

NML-5A-A

NML-5B

NML-5B-A

NML-5C

NML-5C-A

NML-6A

NML-6A-A

Note: Multi-story apartments. Only second floor benefits are Shown. First floors are parking only. See Figure 18 for all benefits.

Note: Multi-story apartments. Only first floor benefits are shown. See Figure 18 for all benefits.

Note: Multi-story apartments. Only first floor benefits are shown. See Figure 18 for all benefits.

150 75 0 150 300

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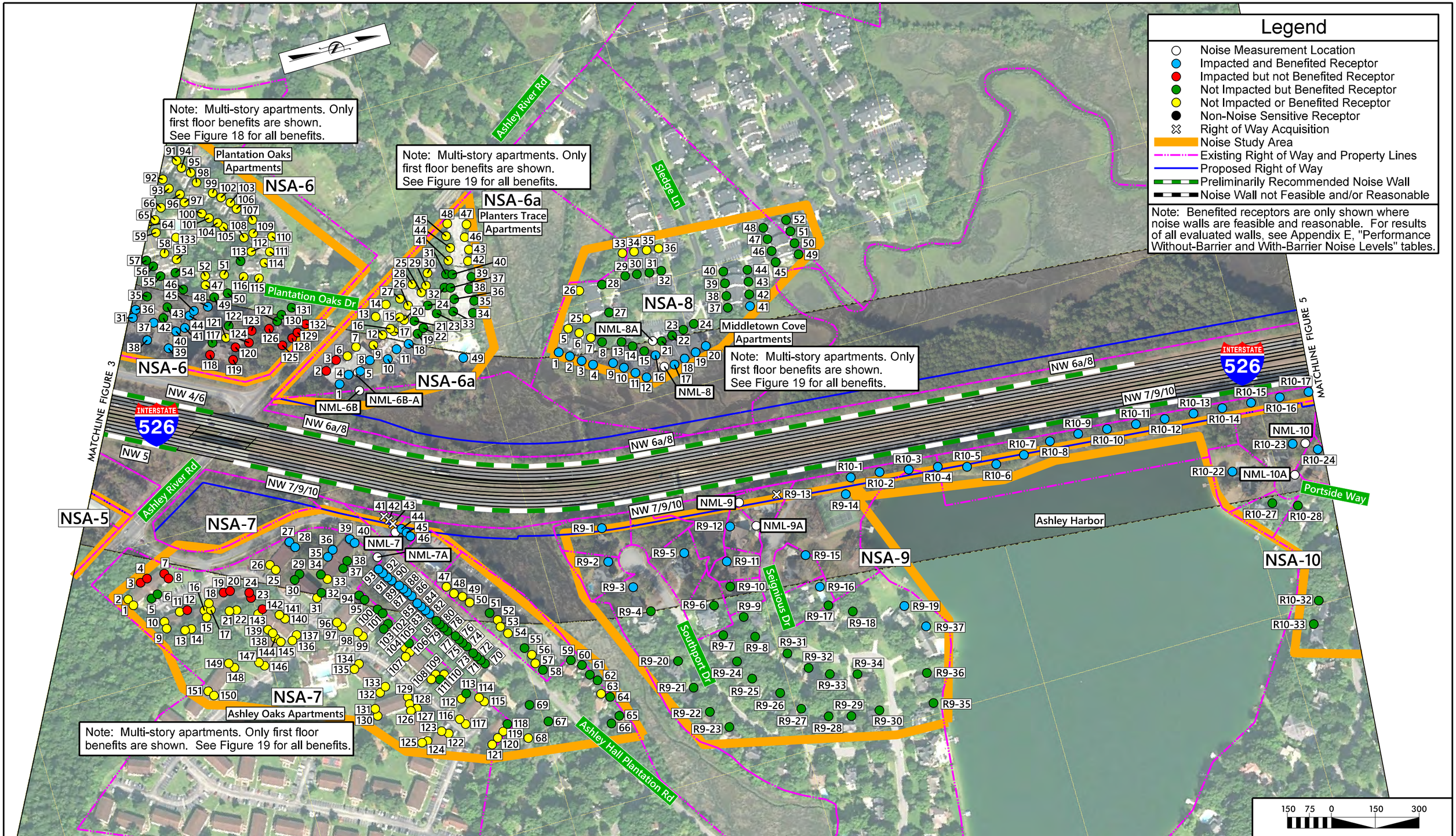
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Detailed Study Area Map Figure 3



SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

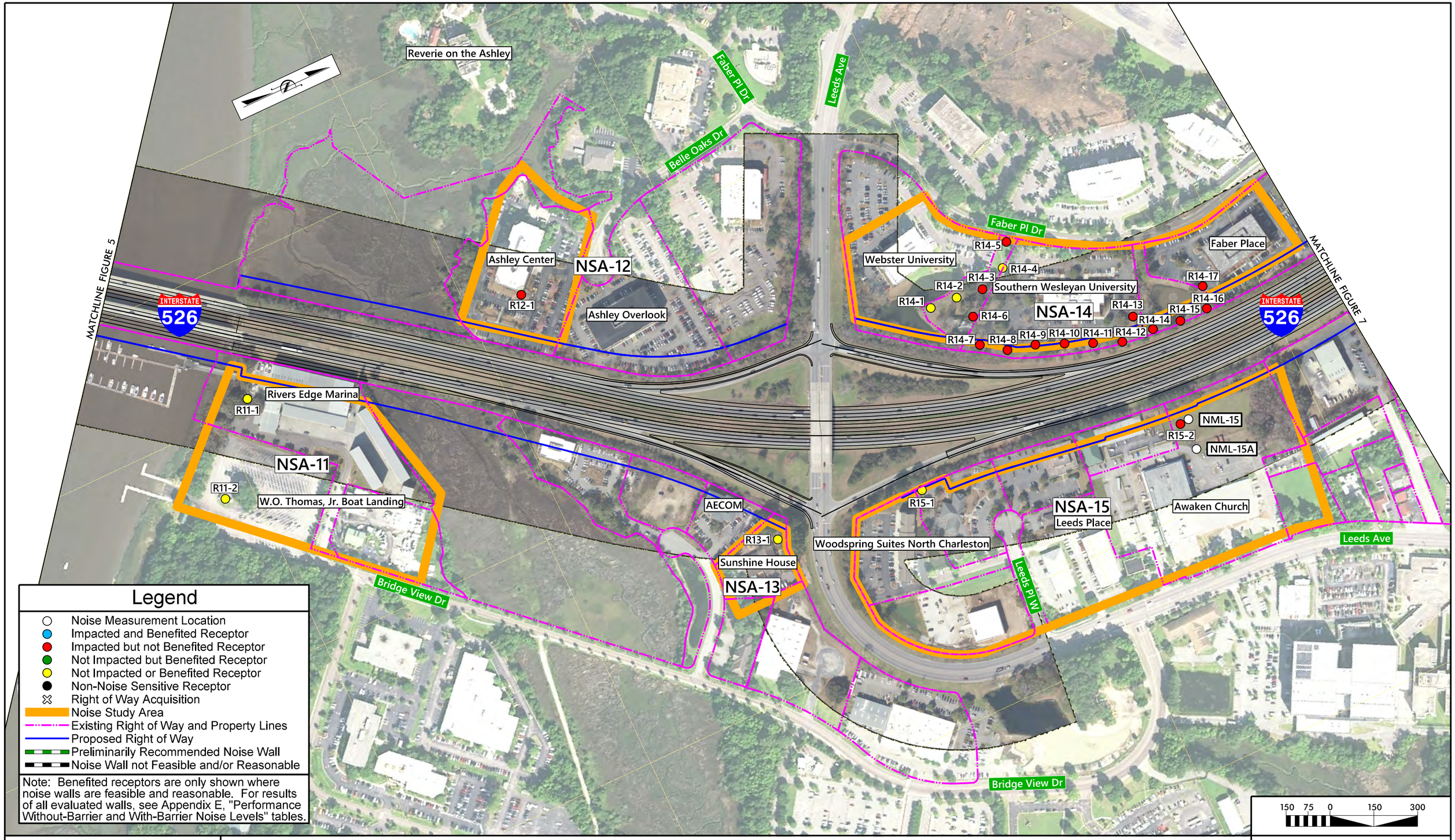
Detailed Study Area Map
Figure 4

South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 5



Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

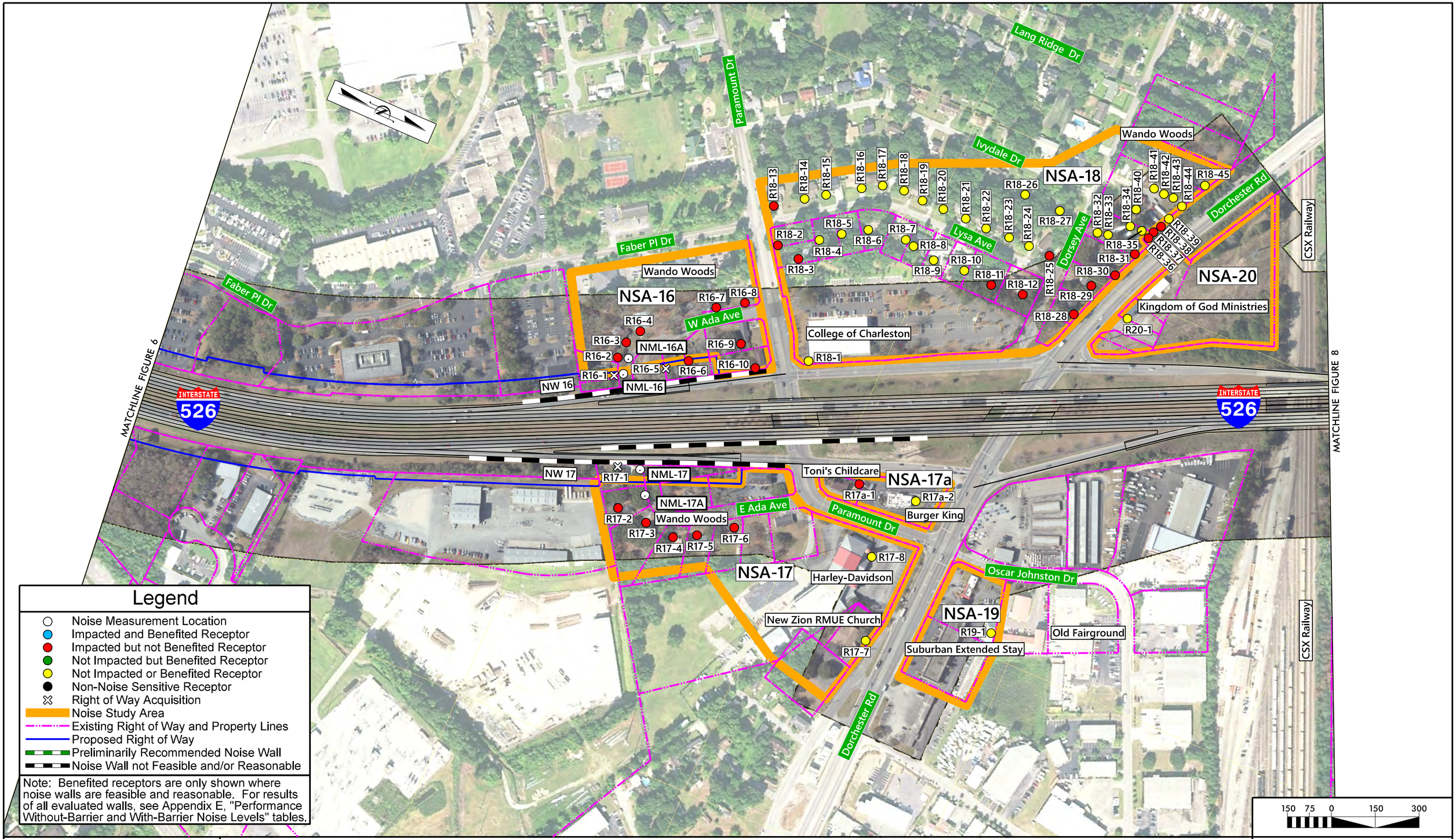
Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Detailed Study Area Map Figure 6



Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
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- Existing Right of Way and Property Lines
- Proposed Right of Way
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

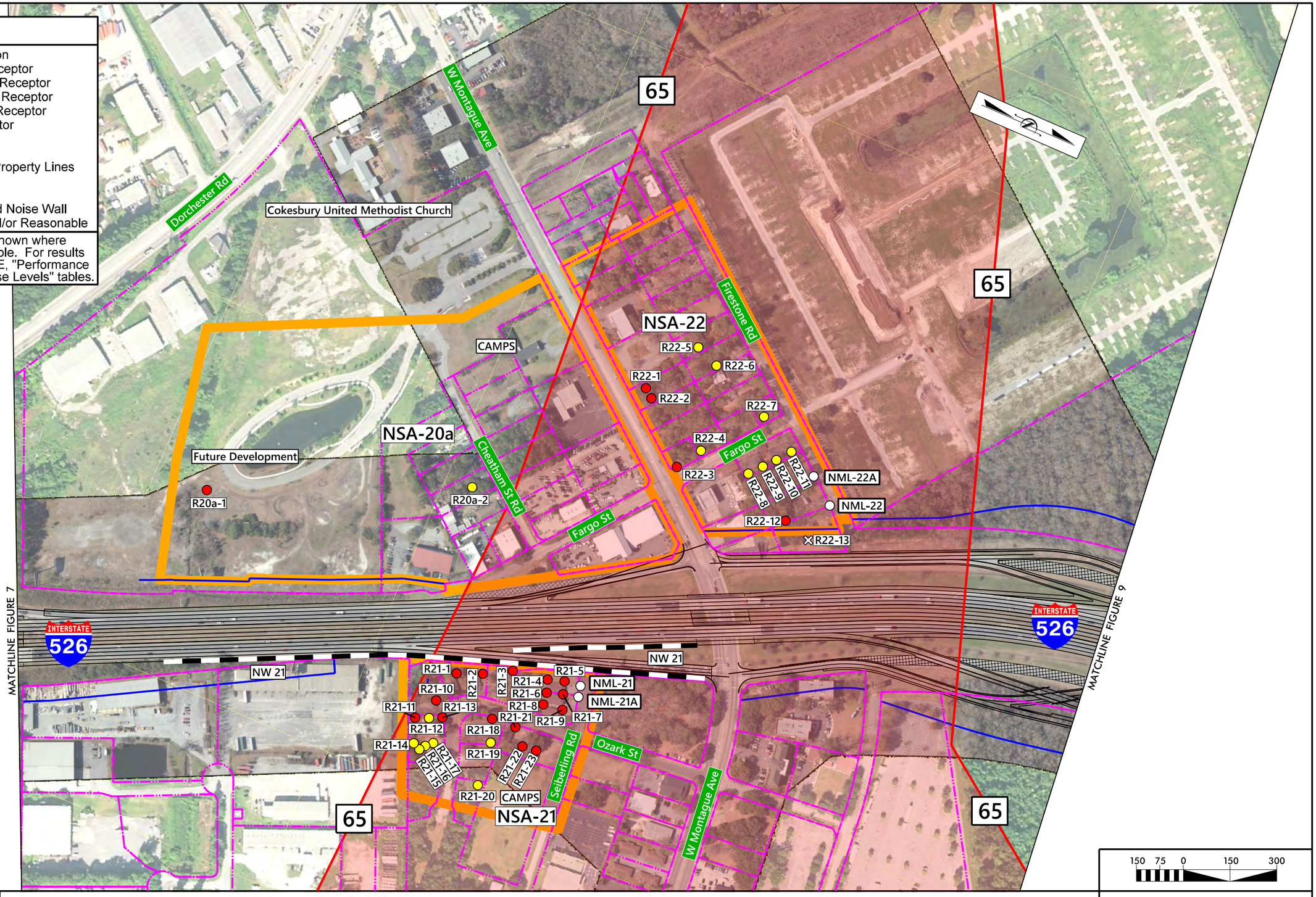
Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 7

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Airport Noise Contour
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.



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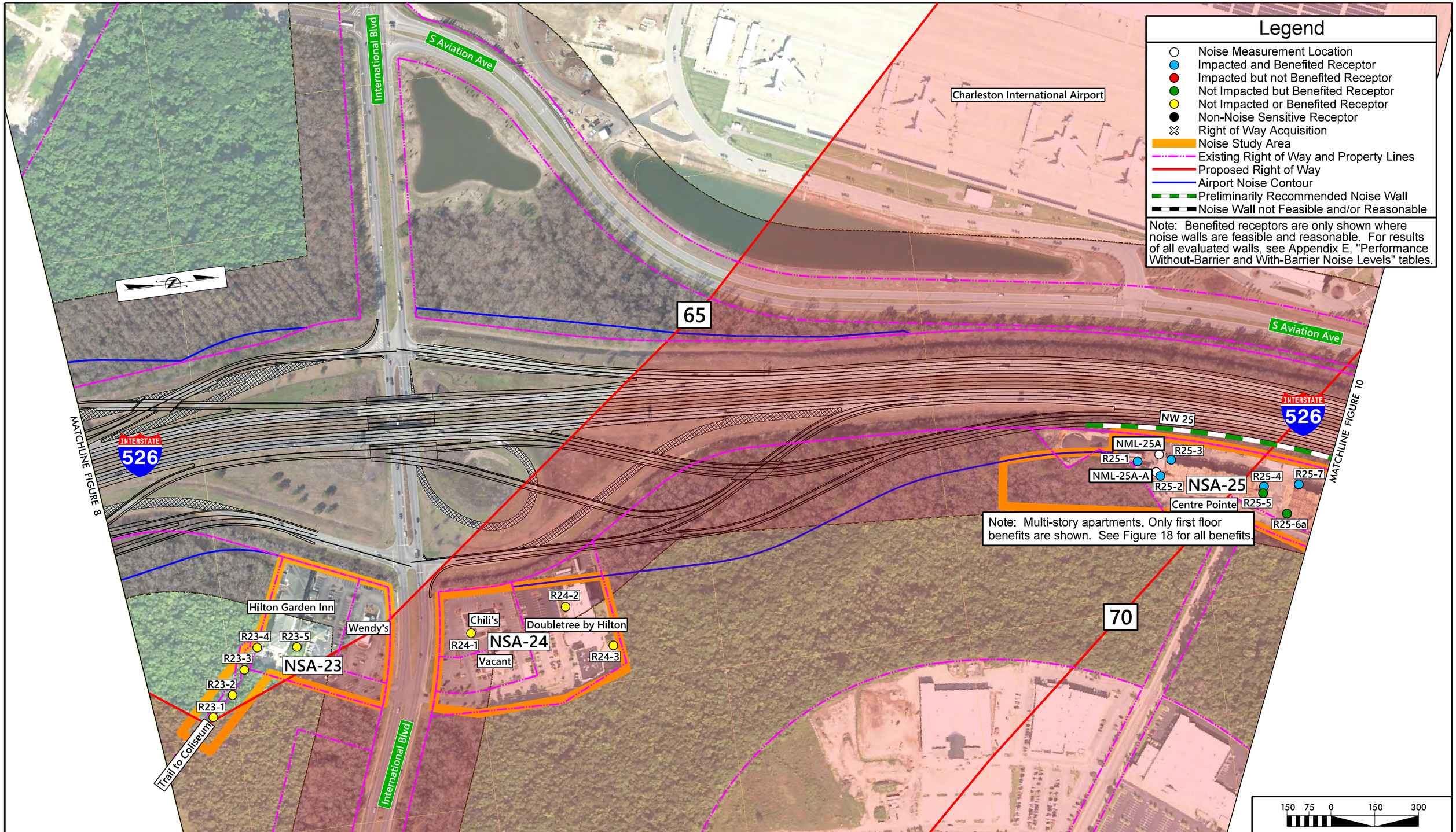
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 8



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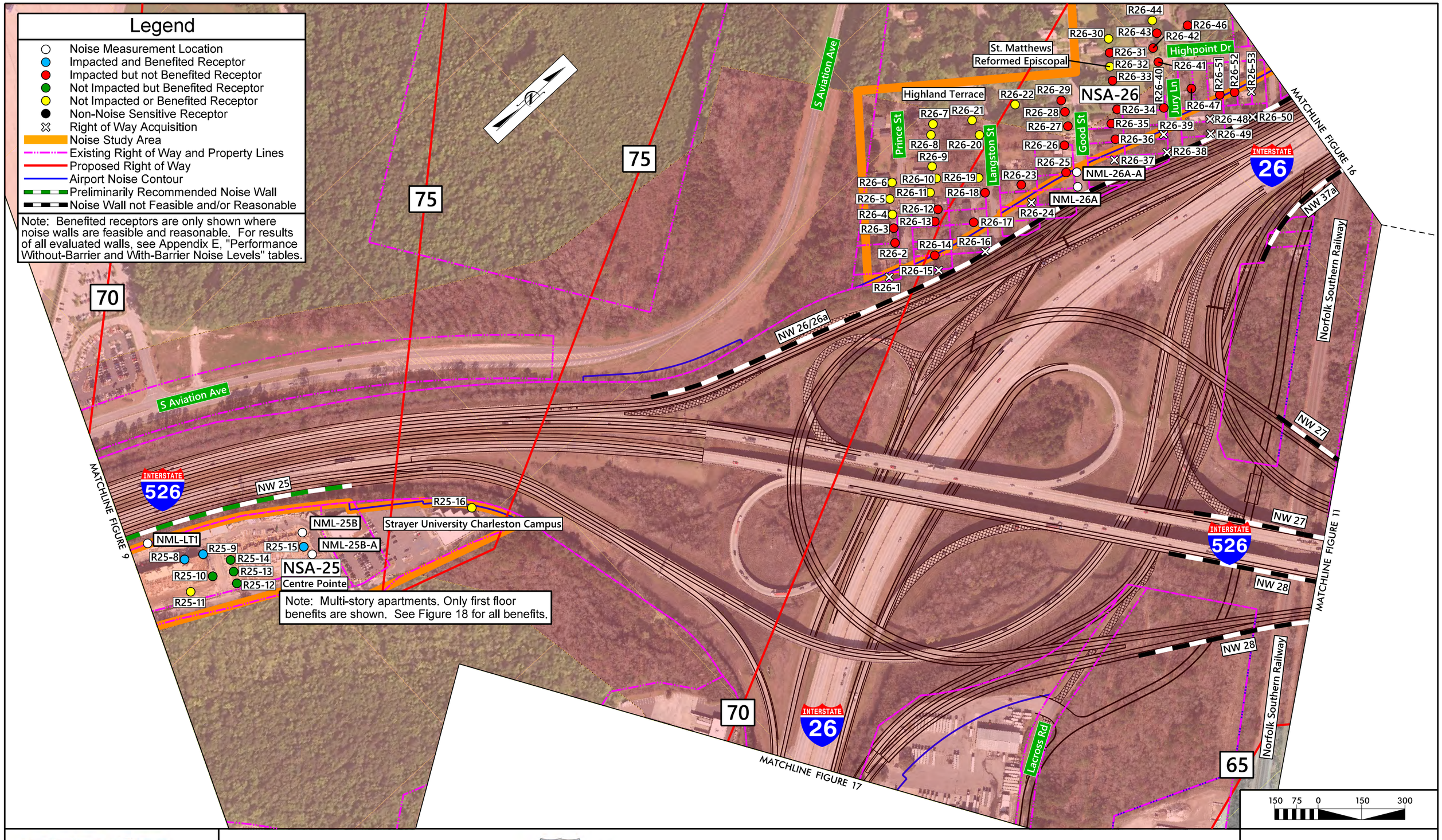
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 9



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WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 10

MATCHLINE FIGURE 16

MATCHLINE FIGURE 10

MATCHLINE FIGURE 12

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Airport Noise Contour
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

Apartments R27-24 thru R27-28					
Second Floor	24a	25a	26a	27a	28a
First Floor	24	25	26	27	28

Bluewater Horizons Apartments R28-77 thru R28-82						
Second Floor	77a	78a	79a	80a	81a	82a
First Floor	77	78	79	80	81	82

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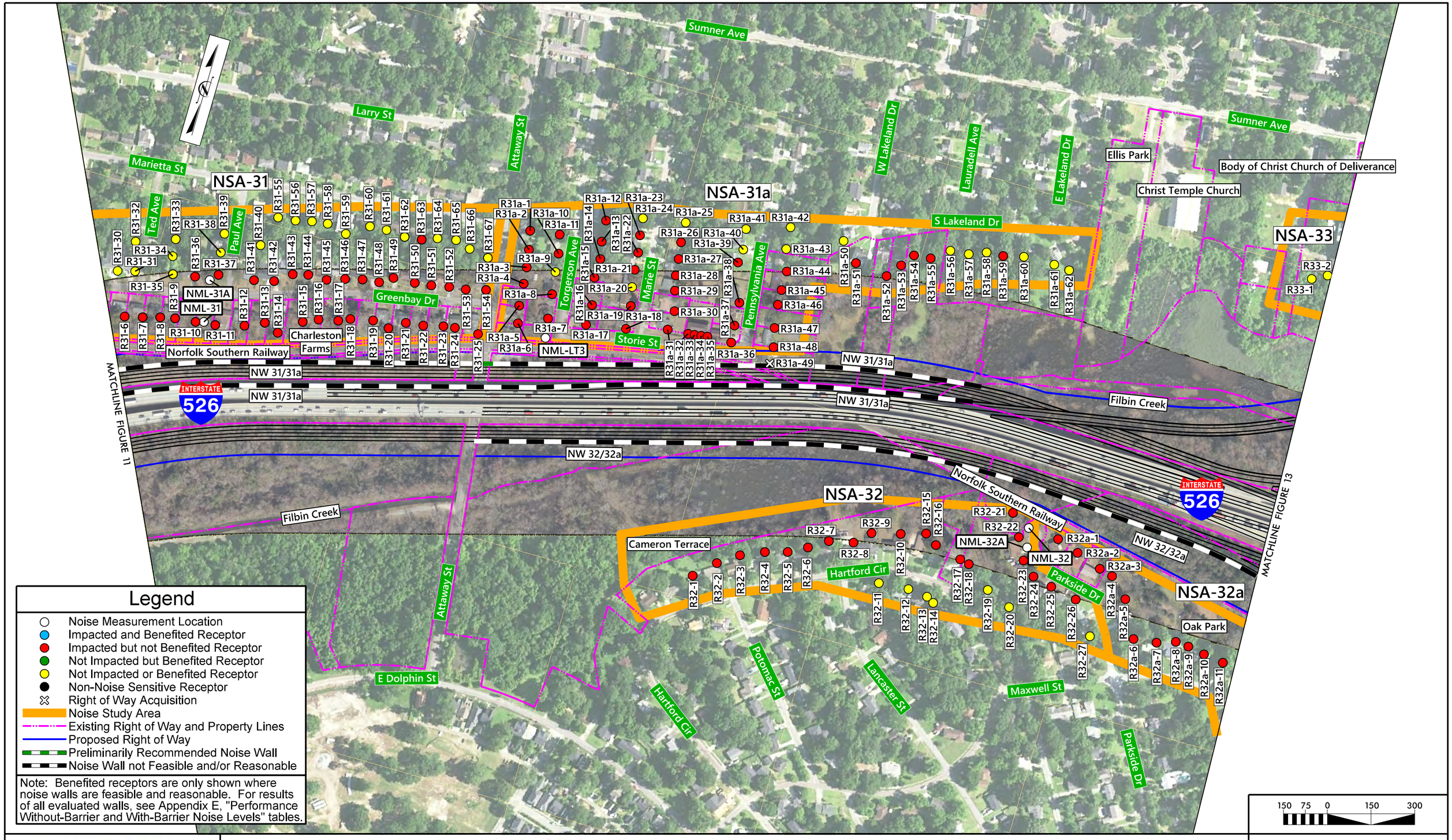
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Detailed Study Area Map Figure 11



Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

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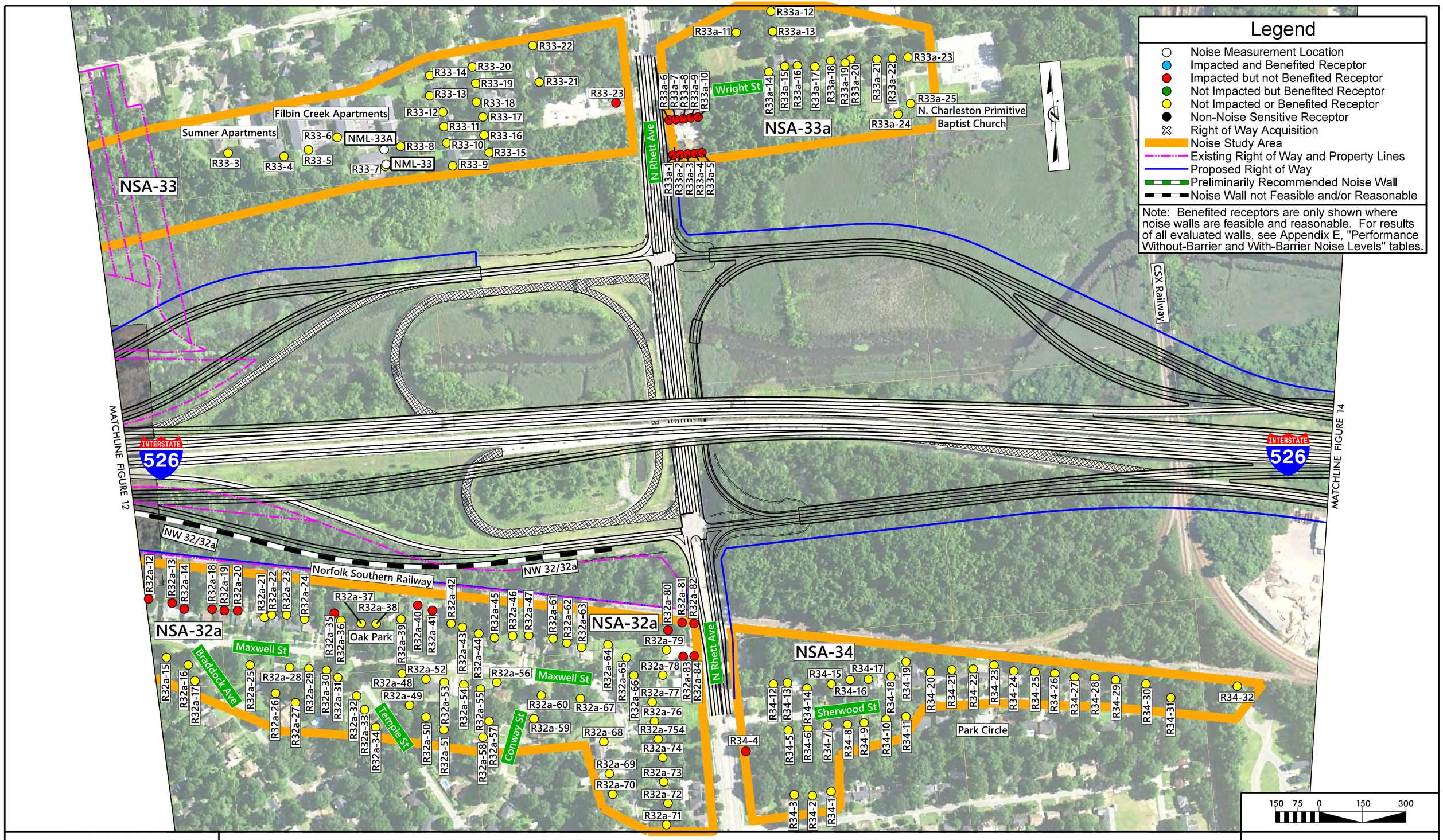
WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 12

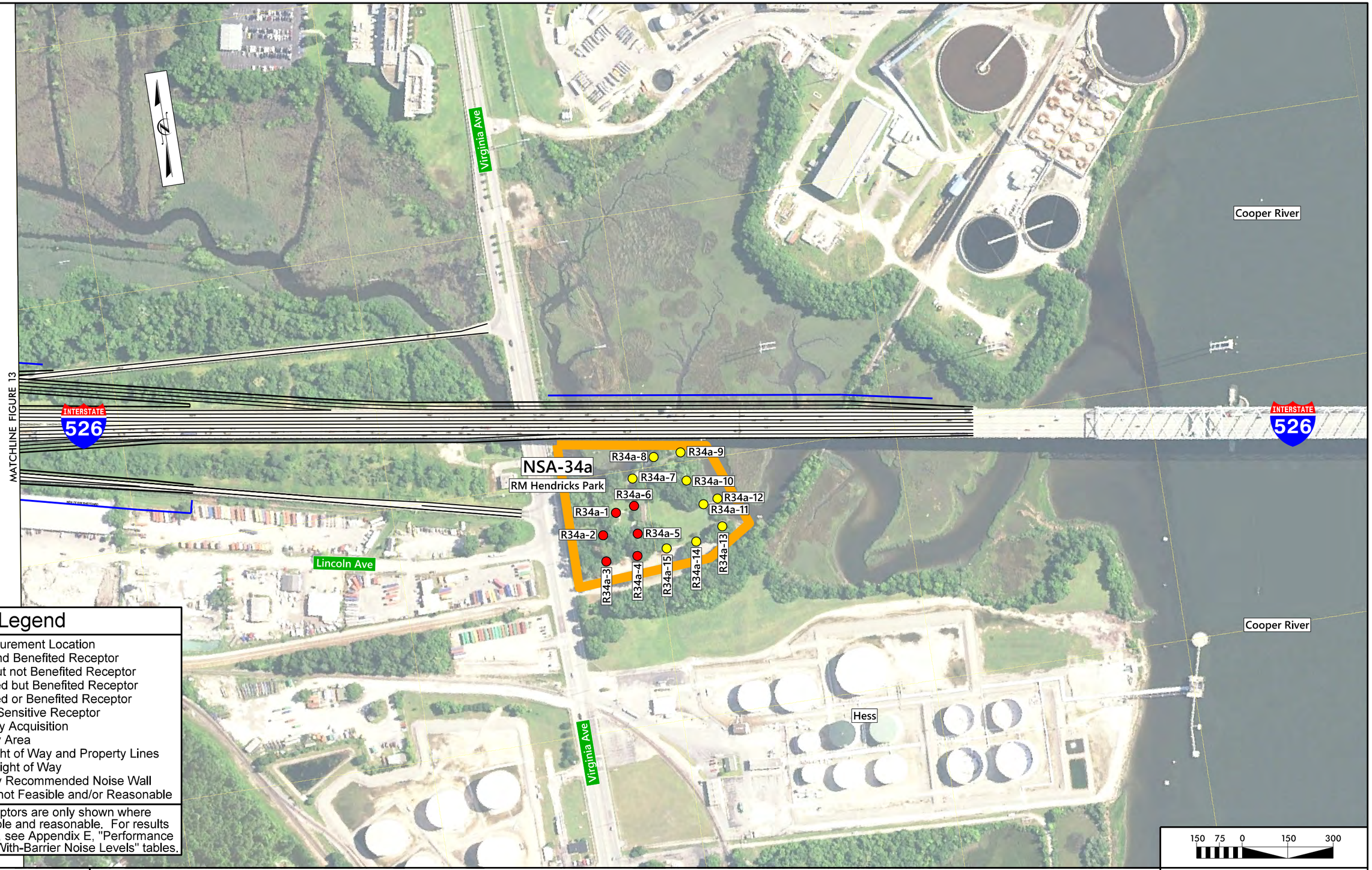


SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Detailed Study Area Map Figure 13



Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
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SCDOT
South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 14

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
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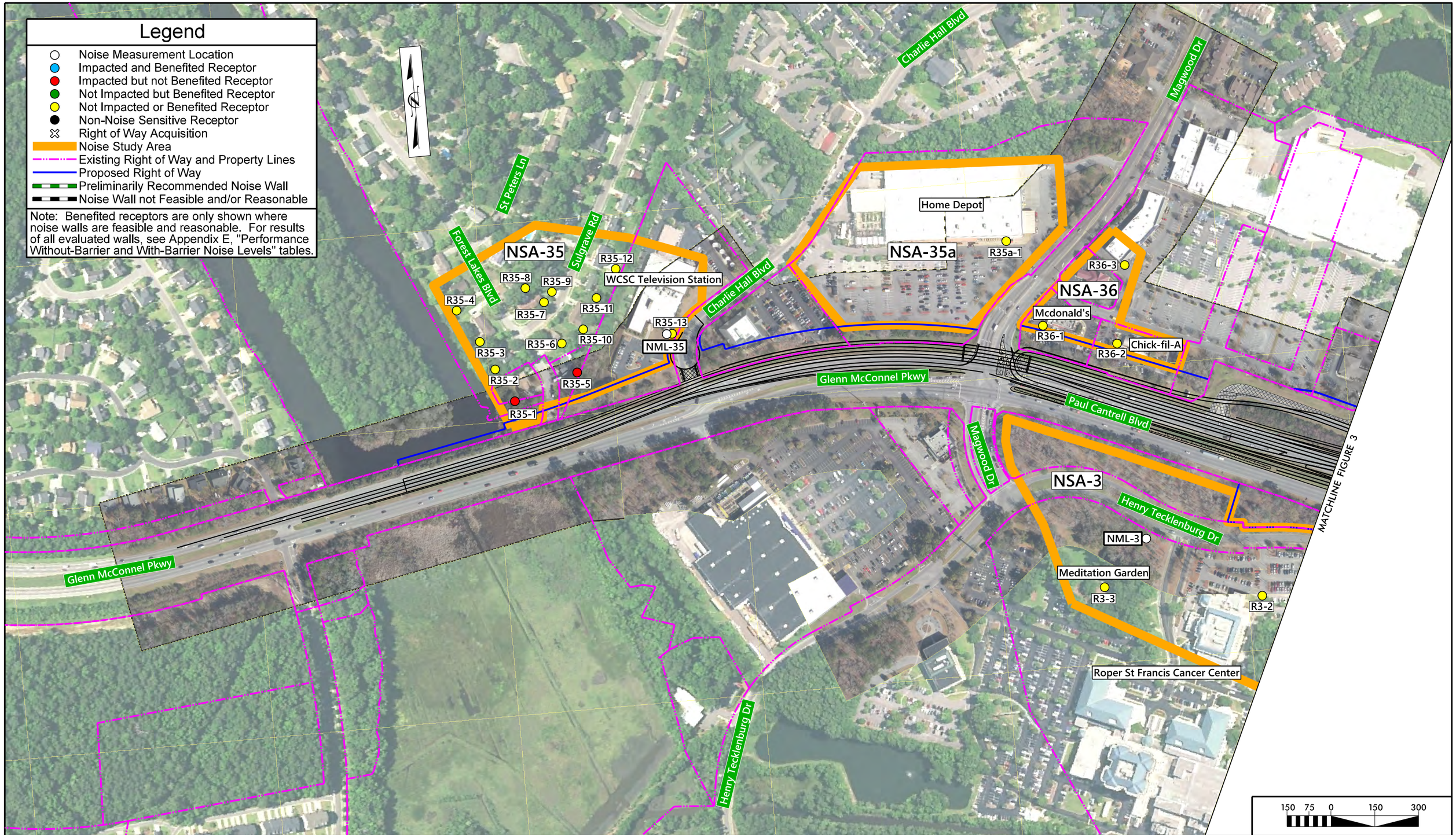
Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.



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South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 15

Note: No Receptors North of Figure 16

52

52

Remount Rd

Woodbine Ave

Boland Cir

Boland Park

NML-37A-B

NML-37A

NSA-37

R37-29
R37-28
R37-13
R37-12
R37-27
R37-26
R37-25
R37-30
R37-31
R37-32
R37-33
R37-34
R37-35
R37-36
R37-37
R37-14
R37-11
R37-15
R37-16
R37-10
R37-17
R37-9
R37-18
R37-19
R37-8
R37-7
R37-6
R37-5
R37-4
R37-3
R37-2
R37-1
R37-24
R37-23
R37-22
R37-20
R37-21

Palmetto Heights

Norfolk Southern Railway

NW 37

NW 37

NW 37a

NW 26/26a

Highland Terrace
Community Center

NML-26B

NML-26B-A

R26a-17
R26a-11
R26a-16
R26a-10
R26a-4
R26a-3
R26a-15
R26a-9
R26a-14
R26a-2
R26a-13
R26a-5
R26a-8
R26a-6
R26a-7
R26a-12

Air Park Rd

Remount Rd

65

INTERSTATE 26

INTERSTATE 26

NSA-26a

R37a-7
R37a-8
R37a-21
R37a-22
R37a-35
R37a-6
R37a-9
R37a-20
R37a-23
R37a-5
R37a-10
R37a-19
R37a-24
R37a-4
R37a-11
R37a-25
R37a-1
R37a-3
R37a-12
R37a-18
R37a-33
R37a-32
R37a-37
R37a-13
R37a-2
R37a-31
R37a-38
R37a-41
R37a-14
R37a-17
R37a-30
R37a-39
R37a-15
R37a-26
R37a-29
R37a-42
R37a-16
R37a-40
R37a-27
R37a-28

Elder Ave

Taylor St

James Bell Dr

Elder Ave

NSA-37a

Liberty Park

Bethel Pentecostal
Holiness
Resurrected
Church-Jesus
Christian

Enoch Chapel
Methodist

NML-37B-A

NML-37B

Liberty Park

Richardson Dr

W Deacon St

Norfolk Southern Railway

R26-60
R26-59
R26-61
R26-54
R26-62
Highland Terrace
R26-65
R26-63
R26-58
R26-55
R26-64
R26-57
R26-56

Charter Dr

Jonah St

Taylor St

NSA-26

R26-45

MATCHLINE FIGURE 11

MATCHLINE FIGURE 10

MATCHLINE FIGURE 10

70

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
- Right of Way Acquisition
- Noise Study Area
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Airport Noise Contour
- Preliminarily Recommended Noise Wall
- Noise Wall not Feasible and/or Reasonable

Note: Benefited receptors are only shown where noise walls are feasible and reasonable. For results of all evaluated walls, see Appendix E, "Performance Without-Barrier and With-Barrier Noise Levels" tables.

150 75 0 150 300

SCDOT
South Carolina Department of Transportation

526 WEST LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 16

MATCHLINE FIGURE 10

Mall Dr
Lacross Rd
Lacross Rd
65
W Montague Ave
NML-39
R39-5
Courtyard
City of North Charleston City Hall
R39-3
NSA-39
R39-2
R39-1
R39-4
Mall Dr
Goer Dr
North Chareston Marriott
NSA-40
R40-1
R40-2
65
INTERSTATE 26
INTERSTATE 26
70
NSA-38
N Arco Ln
Fairfield Inn & Suites
Extended Stay America
Quality Inn Coliseum
NML-38
R38-4
Crowne Plaza
R38-1
R38-2
R38-3
Frontage Rd
Extended Stay
W Montague Ave
Centre Point Dr
Tanger Outlet Blvd
Intown Suites
70

Legend

- Noise Measurement Location
- Impacted and Benefited Receptor
- Impacted but not Benefited Receptor
- Not Impacted but Benefited Receptor
- Not Impacted or Benefited Receptor
- Non-Noise Sensitive Receptor
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150 75 0 150 300

SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Detailed Study Area Map
Figure 17

The Arboretum (NSA-4)

	First Floor	Second Floor (a)	Third Floor (b)	Forth Floor (c)
R4-1	N/A			
R4-2	N/A			
R4-3	N/A			
R4-4	N/A			
R4-5	N/A			
R4-6	N/A			
R4-7	N/A			
R4-8	N/A			
R4-9	N/A			
R4-10	N/A			
R4-11	N/A			
R4-12	N/A			
R4-13	N/A			
R4-14	N/A			
R4-15	N/A			
R4-16	N/A			
R4-17	N/A			
R4-18	N/A			
R4-19	N/A			
R4-20	N/A			
R4-21	N/A			
R4-22	N/A			
R4-23	N/A			
R4-24	N/A			
R4-25	N/A			
R4-26	N/A			
R4-27	N/A			
R4-28	N/A			
R4-29	N/A			
R4-30	N/A			
R4-31	N/A			
R4-32	N/A			
R4-33	N/A			
R4-34	N/A			
R4-35	N/A			
R4-36	N/A			
R4-37	N/A			
R4-38	N/A			
R4-39	N/A			
R4-40	N/A			

Colonial Village at Westchase (NSA-5)

	First Floor	Second Floor (a)
R5-1		
R5-2		
R5-3		
R5-4		
R5-5		
R5-6		
R5-7		
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R5-17		N/A
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R5-58		N/A
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R5-83		N/A
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R5-116		N/A
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R5-176		
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R5-178		
R5-179		
R5-180		

Plantation Oaks (NSA-6)

	First Floor	Second Floor (a)
R6-1		
R6-2		
R6-3		
R6-4		
R6-5		
R6-6		
R6-7		
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R6-130		
R6-131		
R6-132		
R6-133		N/A

Impacted and Benefited by Potential Noise Wall

Impacted but not Benefited by Potential Noise Wall

Not Impacted but Benefited by Potential Noise Wall

Not Impacted or Benefited by Potential Noise Wall

SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Apartment Sound Level Impacts by Floor
Figure 18

Planters Trace (NSA-6a)

	First Floor	Second Floor (a)
R6a-1		
R6a-2		
R6a-3		
R6a-4		
R6a-5		
R6a-6		
R6a-7		
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R6a-13		
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R6a-42		
R6a-43		
R6a-44		
R6a-45		
R6a-46		
R6a-47		
R6a-48		
R6a-49		N/A

Ashley Oaks (NSA-7)

	First Floor	Second Floor (a)
R7-1		
R7-2		
R7-3		
R7-4		
R7-5		
R7-6		
R7-7		
R7-8		
R7-9		
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R7-95		
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R7-99		
R7-100		
R7-101		
R7-102		

	First Floor	Second Floor (a)
R7-103		
R7-104		
R7-105		
R7-106		
R7-107		
R7-108		
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R7-110		
R7-111		
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R7-144		
R7-145		
R7-146		
R7-147		
R7-148		
R7-149		
R7-150		
R7-151		

Middletown Cove (NSA-8)

	First Floor	Second Floor (a)	Third Floor (b)
R8-1			N/A
R8-2			
R8-3			N/A
R8-4			N/A
R8-5			N/A
R8-6			
R8-7			N/A
R8-8			N/A
R8-9			N/A
R8-10			
R8-11			N/A
R8-12			N/A
R8-13			N/A
R8-14			
R8-15			N/A
R8-16			N/A
R8-17			N/A
R8-18			
R8-19			N/A
R8-20			N/A
R8-21			N/A
R8-22			
R8-23			N/A
R8-24			N/A
R8-25			
R8-26			
R8-27			
R8-28			
R8-29			N/A
R8-30			N/A
R8-31			
R8-32			N/A
R8-33			N/A
R8-34			N/A
R8-35			
R8-36			N/A
R8-37			N/A
R8-38			N/A
R8-39			
R8-40			N/A
R8-41			N/A
R8-42			N/A
R8-43			
R8-44			N/A
R8-45			N/A
R8-46			
R8-47			N/A
R8-48			N/A
R8-49			N/A
R8-50			
R8-51			N/A
R8-52			N/A

Centre Pointe (NSA-25)

	First Floor	Second Floor (a)	Third Floor (b)
R25-1		N/A	N/A
R25-2			
R25-3			
R25-4			
R25-5			
R25-6	N/A		
R25-7			
R25-8			
R25-9			
R25-10			
R25-11		N/A	N/A
R25-12			
R25-13			
R25-14			
R25-15			

Impacted and Benefited by Potential Noise Wall

Impacted but not Benefited by Potential Noise Wall

Not Impacted but Benefited by Potential Noise Wall

Not Impacted or Benefited by Potential Noise Wall

SCDOT South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Apartment Sound Level Impacts by Floor
Figure 19

WEST 526 LOWCOUNTRY CORRIDOR

APPENDIX A

AMBIENT NOISE LEVEL MEASUREMENTS

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Table A.1: I-526 Lowcountry Corridor West
Measured Ambient Equivalent Noise Levels, Leq in dB(A)

Setup (NSA)	Receptor	Land Use/ Activity Category	Roadway Noise Source(s)[1]	Start / Stop Time	Measured L_{eq} (dB(A))
1	1 1a	Residential/B	I-526 / Savage Road	9:15 – 9:35 4/1/19	64.5 65.3
2	2 2a	Residential/B	I-526 / Savage Road	9:50 – 10:10 4/1/19	66.4 64.9
3	3	Residential/B	Paul Cantrell Boulevard	4:35 – 5:05p 4/4/19	61.3
4B	4B 4B-a	Residential/B	I-526	10:45 – 11:05 4/1/19	63.3 61.5
5A	5A 5A-a	Residential/B	Paul Cantrell Boulevard	1:27 – 1:47p 4/1/19	60.4 57.3
5B	5B 5B-a	Residential/B	I-526	11:25 – 11:45 4/1/19	64.5 62.7
5C	5C 5C-a	Residential/B	I-526	2:45 – 3:05p 4/4/19	68.1 60.9
6A	6A 6A-a	Residential/B	I-526	2:10 –2:30p 4/1/19	62.6 58.5
6B	6B 6B-a	Residential/B	I-526	3:30 – 3:50p 4/4/19	61.3 62.4
7	7 7a	Residential/B	I-526 / Ashley Hall Plantation Rd	2:50 – 3:10p 4/1/19	63.3 62.8
8	8 8a	Residential/B	I-526	3:25 – 3:45p 4/1/19	65.0 56.9
9	9 9a	Residential/B	I-526	4:55 – 5:15p 4/1/19	65.7 60.7
10	10 10a	Residential/B	I-526	4:21 – 4:41p 4/1/19	62.4 56.6
15	15 15a	Worship Playground/C	I-526	9:00 – 9:20 4/3/19	69.2 67.2
16	16 16a	Residential/B	I-526	9:45 – 10:05 4/3/19	70.5 69.2
17	17 17a	Residential/B	I-526	10:15 – 10:35 4/3/19	68.5 65.6
21	21 21a	Residential/B	I-526	10:45 – 11:05 4/3/19	64.8 64.2
22	22 22a	Residential/B	I-526	11:15 – 11:35 4/3/19	61.2 60.4
25A	25A 25A-a	Residential/B	I-526	12:55 – 1:15p 4/3/19	71.8 67.9
25B	25B 25B-a	Residential/B	I-526	1:25 – 1:45p 4/3/19	68.2 66.3

Setup (NSA)	Receptor	Land Use/ Activity Category	Roadway Noise Source(s)[1]	Start / Stop Time	Measured L_{eq} (dB(A))
26A	26A 26A-a	Residential/B	I-26	10:25 – 10:45 4/4/19	68.3 68.1
26B	26B 26B-a	Residential/B	I-26 / Railroad	11:00 – 11:20 4/4/19	67.8 67.8
27	27 27a	Residential/B	I-526	2:05 – 2:25p 4/3/19	64.5 62.0
28	28 28a	Residential/B	I-526	2:45 – 3:05p 4/3/19	66.9 66.0
29	29 29a	Residential/B	I-526	3:20 – 3:40p 4/3/19	61.3 61.9
31	31 31a	Residential/B	I-526	4:30 – 4:50p 4/3/19	57.8 56.3
32	32 32a	Residential/B	I-526 / Railroad	9:00 – 9:20 4/4/19	64.4 63.8
33	33 33a	Residential/B	I-526	9:45 – 10:05 4/4/19	58.2 58.8
35	35	Television Station/C	Glenn McConnell Parkway	3:51 – 4:21p 4/4/19	64.8
37A	37A 37A-a	Residential/B	I-26	11:45a – 12:05p 4/4/19	67.9 65.2
37B	37B 37B-a	Residential/B	I-26	1:30 – 1:50p 4/4/19	66.1 64.5
38	38	Hotel/E	I-26	2:40 – 3:10p 4/4/19	67.9
39	39	Hotel/E	East Montague Avenue / Mall Drive	1:45 – 2:15p 4/4/19	64.9
LT1	LT1	Residential/B	I-526	8:40a – 9:30p 4/1/19	Worst Hour 74.6
LT2	LT2	Residential/B	I-526 / Railroad	5:40p – 3:45p 4/2/19 – 4/3/19	Worst Hour 71.0
LT3	LT3	Residential/B	I-526 / Railroad	4:05p – 4:45p 4/3/19 – 4/4/19	Worst Hour 82.8 (Train)

1. For each Setup, noise meters were located at logical locations for the assessment of existing highway traffic noise.

Table A.2: I-526 Lowcountry Corridor West Noise Monitoring Sessions Weather Data[1]

Setup	Date	Temp. (°F)	Dew Point (°F)	Pressure (in)	Wind Dir.	Wind Speed (mph)	Relative Humidity	Precip. (in)
1	4/1/19	48	24	30.21	NE	6.6	38%	0.00
2	4/1/19	49	23	30.22	ENE	7.6	35%	0.00
3	4/4/19	70	51	30.24	SE	3	51%	0.00
4B	4/1/19	52	24	30.24	NE	4.6	33%	0.00
5A	4/1/19	57	26	30.20	NE	3.3	30%	0.00
5B	4/1/19	52	24	30.22	NE	9.1	32%	0.00
5C	4/4/19	72	44	30.30	SSE	5.1	38%	0.00
6A	4/1/19	58	27	30.20	NE	3	30%	0.00
6B	4/4/19	71	47	30.27	SE	5.1	42%	0.00
7	4/1/19	57	28	30.17	NE	5.9	30%	0.00
8	4/1/19	60	28	30.17	ENE	4.5	30%	0.00
9	4/1/19	58	29	30.15	NE	4	30%	0.00
10	4/1/19	50	36	30.17	ENE	7.5	25%	0.00
15	4/3/19	52	45	30.31	Calm	3	79%	0.00
16	4/3/19	55	45	30.32	NW	9	69%	0.00
17	4/3/19	57	45	30.32	NW	1.8	63%	0.00
21	4/3/19	68	33	30.32	Calm	0	27%	0.00
22	4/3/19	69	33	30.32	N	4.5	26%	0.00
25A	4/3/19	67	34	30.33	NE	7.9	29%	0.00
25B	4/3/19	68	34	30.32	NNE	4.7	29%	0.00
26A	4/4/19	65	41	30.35	ESE	4	42%	0.00
26B	4/4/19	68	39	30.35	ESE	5.8	34%	0.00
27	4/3/19	69	36	30.32	NNE	1	30%	0.00
28	4/3/19	69	36	30.30	NNE	4.6	29%	0.00
29	4/3/19	69	35	30.27	W	5.2	28%	0.00
31	4/3/19	69	36	30.27	SSE	5	29%	0.00
32	4/4/19	56	51	30.36	Calm	1	83%	0.00
33	4/4/19	64	42	30.35	ESE	3.7	44%	0.00
35	4/4/19	71	50	30.30	SSE	2	49%	0.00
37A	4/4/19	69	37	30.33	ESE	5.7	30%	0.00
37B	4/4/19	72	37	30.32	SSE	7.9	28%	0.00
38	4/4/19	72	46	30.30	SSE	7	40%	0.00
39	4/4/19	71	40	30.32	SSE	4.5	33%	0.00
LT1	4/1/19				varies			
LT2	4/2-3/19				varies			
LT3	4/3-4/19				varies			

1. Source: Weather Underground (http://www.wunderground.com) for the local weather station at Charleston International Airport for April 1, 3 and 4, 2019 (to supplement readings from Kestrel 3000 Pocket Weather Meter)

Table A.3: I-526 Lowcountry Corridor West
Hourly Traffic Based on Concurrent Traffic Counts[1,2]

Site	Receptor	Time Period	Eastbound Lanes					Westbound Lanes					Measured Leq (dB(A))
			Auto	MT	HT	Bus	MC	Auto	MT	HT	Bus	MC	
1	1 1a	9:15 – 9:35 4/1/19	442	9	19	1	--	391	11	24	1	--	64.5 64.6
2	2 2a	9:50 – 10:10 4/1/19	454	14	9	--	1	438	9	30	--	--	66.4 64.9
4B	4B 4B-a	10:45 – 11:05 4/1/19	439	14	25	1	1	527	10	16	1	2	63.3 61.5
5A	5A 5A-a	10:45 – 11:05 4/1/19	398	4	3	1	1	475	5	5	--	--	60.4 57.3
5B	5B 5B-a	11:25 – 11:45 4/1/19	435	18	23	2	1	525	8	21	4	--	64.5 62.7
5C	5C 5C-a	2:45 – 3:05p 4/4/19	884	21	48	2	1	1,060	14	27	2	2	68.1 60.9
6A	6A 6A-a	2:10 –2:30p 4/1/19	910	31	34	1	2	915	12	38	1	1	62.6 58.5
6B	6B 6B-a	3:30 – 3:50p 4/4/19	954	20	31	7	1	1,130	11	27	2	2	61.3 62.4
7	7 7a	2:50 – 3:10p 4/1/19	919	27	34	4	1	1,039	12	32	2	2	63.3 62.8
8	8 8a	3:25 – 3:45p 4/1/19	968	20	35	7	--	1,095	12	29	4	--	65.0 56.9
9	9 9a	4:55 – 5:15p 4/1/19	1,028	8	18	1	3	1,120	8	11	2	1	65.7 60.7
10	10 10a	4:21 – 4:41p 4/1/19	952	20	22	15	2	1,168	7	14	1	--	62.4 56.6
15	15 15a	9:00 – 9:20 4/3/19	733	16	33	1	3	791	31	27	--	2	69.2 67.2
16	15 15a	9:00 – 9:20 4/3/19	729	12	45	4	1	792	18	42	--	2	70.5 69.2
17	17 17a	10:15 – 10:35 4/3/19	757	11	34	1	2	696	12	40	2	--	68.5 65.6
21	21 21a	10:45 – 11:05 4/3/19	827	20	44	1	4	765	15	32	1	--	64.8 64.2
22	22 22a	11:15 – 11:35 4/3/19	835	12	33	--	1	708	16	46	3	1	61.2 60.4
25A	25A 25A-a	11:15 – 11:35 4/3/19	1,162	26	63	2	3	1,704	16	55	4	3	71.8 67.9
25B	25B 25B-a	1:25 – 1:45p 4/3/19	1,260	25	42	4	3	1,156	13	52	3	4	68.2 66.3
26A	26A 26A-a	10:25 – 10:45 4/4/19	1,216	53	67	--	--	1,036	46	57	--	--	68.3 68.1
26B	26B 26B-a	11:00 – 11:20 4/4/19	1,899	83	104	--	--	2,149	94	118	--	--	67.8 67.8

Site	Receptor	*Time Period*	*Eastbound Lanes*					*Westbound Lanes*					Measured Leq (dB(A))
			Auto	MT	HT	Bus	MC	Auto	MT	HT	Bus	MC	
27	27 27a	2:05 – 2:25p 4/3/19	906	17	136	1	2	867	18	134	--	4	64.5 62.0
28	28 28a	2:45 – 3:05p 4/3/19	887	14	105	3	1	991	19	136	2	3	66.9 66.0
29	29 29a	3:20 – 3:40p 4/3/19	1,061	10	106	5	1	1,018	14	113	2	2	61.3 61.9
31	31 31a	4:30 – 4:50p 4/3/19	906	12	46	1	1	926	11	84	2	3	57.8 56.3
32	32 32a	9:00 – 9:20 4/4/19	612	23	140	--	1	796	24	138	4	2	64.4 63.8
33	33 33a	9:45 – 10:05 4/4/19	771	16	161	--	1	780	32	114	2	1	58.2 58.8
37A	37A 37A-a	11:45a – 12:05p 4/4/19	2,149	94	118	--	--	1,748	77	96	--	--	67.9 65.2
37B	37B 37B-a	1:30 – 1:50p 4/4/19	2,091	89	109	--	--	1,795	81	91	--	--	66.1 64.5

MT= Medium Trucks
HT= Heavy Trucks
MC= Motorcycles

1. Traffic counted for 20-minute increments during measurement period.
2. See Field Data sheets for additional traffic counted during measurement periods.

Figure A.1. I-526 WEST – Ambient Noise Monitoring Setup 1, Receptor 1

Figure A.2. I-526 WEST – Ambient Noise Monitoring Setup 1, Receptor 1a

Figure A.3. I-526 WEST – Ambient Noise Monitoring Setup 2, Receptor 2

Figure A.4. I-526 WEST – Ambient Noise Monitoring Setup 2, Receptor 2a

Figure A.5. I-526 WEST – Ambient Noise Monitoring Setup 3, Receptor 3

Figure A.6. I-526 WEST – Ambient Noise Monitoring Setup 4B, Receptor 4B

Figure A.7. I-526 WEST – Ambient Noise Monitoring Setup 4B, Receptor 4Ba

Figure A.8. I-526 WEST – Ambient Noise Monitoring Setup 5A, Receptor 5A

Figure A.9. I-526 WEST – Ambient Noise Monitoring Setup 5A, Receptor 5A-a

Figure A.10. I-526 WEST – Ambient Noise Monitoring Setup 5B, Receptor 5B

Figure A.11. I-526 WEST – Ambient Noise Monitoring Setup 5B, Receptor 5B-a

Figure A.12. I-526 WEST – Ambient Noise Monitoring Setup 5C, Receptor 5C

Figure A.13. I-526 WEST – Ambient Noise Monitoring Setup 5C, Receptor 5C-a

Figure A.14. I-526 WEST – Ambient Noise Monitoring Setup 6A, Receptor 6A

Figure A.15. I-526 WEST – Ambient Noise Monitoring Setup 6A, Receptor 6A-a

Figure A.16. I-526 WEST – Ambient Noise Monitoring Setup 6B, Receptor 6B

Figure A.17. I-526 WEST – Ambient Noise Monitoring Setup 6B, Receptor 6B-a

Figure A.18. I-526 WEST – Ambient Noise Monitoring Setup 7, Receptor 7

Figure A.19. I-526 WEST – Ambient Noise Monitoring Setup 7, Receptor 7a

Figure A.20. I-526 WEST – Ambient Noise Monitoring Setup 8, Receptor 8

Figure A.21. I-526 WEST – Ambient Noise Monitoring Setup 8, Receptor 8a

Figure A.22. I-526 WEST – Ambient Noise Monitoring Setup 9, Receptor 9

Figure A.23. I-526 WEST – Ambient Noise Monitoring Setup 9, Receptor 9a

Figure A.24. I-526 WEST – Ambient Noise Monitoring Setup 10, Receptor 10

Figure A.25. I-526 WEST – Ambient Noise Monitoring Setup 10, Receptor 10a

Figure A.26. I-526 WEST – Ambient Noise Monitoring Setup 15, Receptor 15

Figure A.27. I-526 WEST – Ambient Noise Monitoring Setup 15, Receptor 15a

Figure A.28. I-526 WEST – Ambient Noise Monitoring Setup 16, Receptor 16

Figure A.29. I-526 WEST – Ambient Noise Monitoring Setup 16, Receptor 16a

Figure A.30. I-526 WEST – Ambient Noise Monitoring Setup 17, Receptor 17

Figure A.31. I-526 WEST – Ambient Noise Monitoring Setup 17, Receptor 17a

Figure A.32. I-526 WEST – Ambient Noise Monitoring Setup 21, Receptor 21

Figure A.33. I-526 WEST – Ambient Noise Monitoring Setup 21, Receptor 21a

Figure A.34. I-526 WEST – Ambient Noise Monitoring Setup 22, Receptor 22

Figure A.35. I-526 WEST – Ambient Noise Monitoring Setup 22, Receptor 22a

Figure A.36. I-526 WEST – Ambient Noise Monitoring Setup 25A, Receptor 25A

Figure A.37. I-526 WEST – Ambient Noise Monitoring Setup 25A, Receptor 25A-a

Figure A.38. I-526 WEST – Ambient Noise Monitoring Setup 25B, Receptor 25B

Figure A.39. I-526 WEST – Ambient Noise Monitoring Setup 25B, Receptor 25B-a

Figure A.40. I-526 WEST – Ambient Noise Monitoring Setup 26A, Receptor 26A

Figure A.41. I-526 WEST – Ambient Noise Monitoring Setup 26A, Receptor 26A-a

Figure A.42. I-526 WEST – Ambient Noise Monitoring Setup 26B, Receptor 26B

Figure A.43. I-526 WEST – Ambient Noise Monitoring Setup 26B, Receptor 26B-a

Figure A.44. I-526 WEST – Ambient Noise Monitoring Setup 27, Receptor 27

Figure A.45. I-526 WEST – Ambient Noise Monitoring Setup 27, Receptor 27-a

Figure A.46. I-526 WEST – Ambient Noise Monitoring Setup 28, Receptor 28

Figure A.47. I-526 WEST – Ambient Noise Monitoring Setup 28, Receptor 28a

Figure A.48. I-526 WEST – Ambient Noise Monitoring Setup 29, Receptor 29

Figure A.49. I-526 WEST – Ambient Noise Monitoring Setup 29, Receptor 29a

Figure A.50. I-526 WEST – Ambient Noise Monitoring Setup 31, Receptor 31

Figure A.51. I-526 WEST – Ambient Noise Monitoring Setup 31, Receptor 31a

Figure A.52. I-526 WEST – Ambient Noise Monitoring Setup 32, Receptor 32

Figure A.53. I-526 WEST – Ambient Noise Monitoring Setup 32, Receptor 32a

Figure A.54. I-526 WEST – Ambient Noise Monitoring Setup 33, Receptor 33

Figure A.55. I-526 WEST – Ambient Noise Monitoring Setup 33, Receptor 33a

Figure A.56. I-526 WEST – Ambient Noise Monitoring Setup 35, Receptor 35

Figure A.57. I-526 WEST – Ambient Noise Monitoring Setup 37A, Receptor 37A

Figure A.58. I-526 WEST – Ambient Noise Monitoring Setup 37A, Receptor 37A-a

Figure A.59. I-526 WEST – Ambient Noise Monitoring Setup 37B, Receptor 37B

Figure A.60. I-526 WEST – Ambient Noise Monitoring Setup 37B, Receptor 37B-a

Figure A.61. I-526 WEST – Ambient Noise Monitoring Setup 38, Receptor 38

Figure A.62. I-526 WEST – Ambient Noise Monitoring Setup 39, Receptor 39

Figure A.63. I-526 WEST – Ambient Noise Monitoring Setup LT1, Receptor LT1

Figure A.64. I-526 WEST – Ambient Noise Monitoring Setup LT2, Receptor LT2

Figure A.65. I-526 WEST – Ambient Noise Monitoring Setup LT3, Receptor LT3

Stantec

NOISE MEASUREMENT DATA SHEET

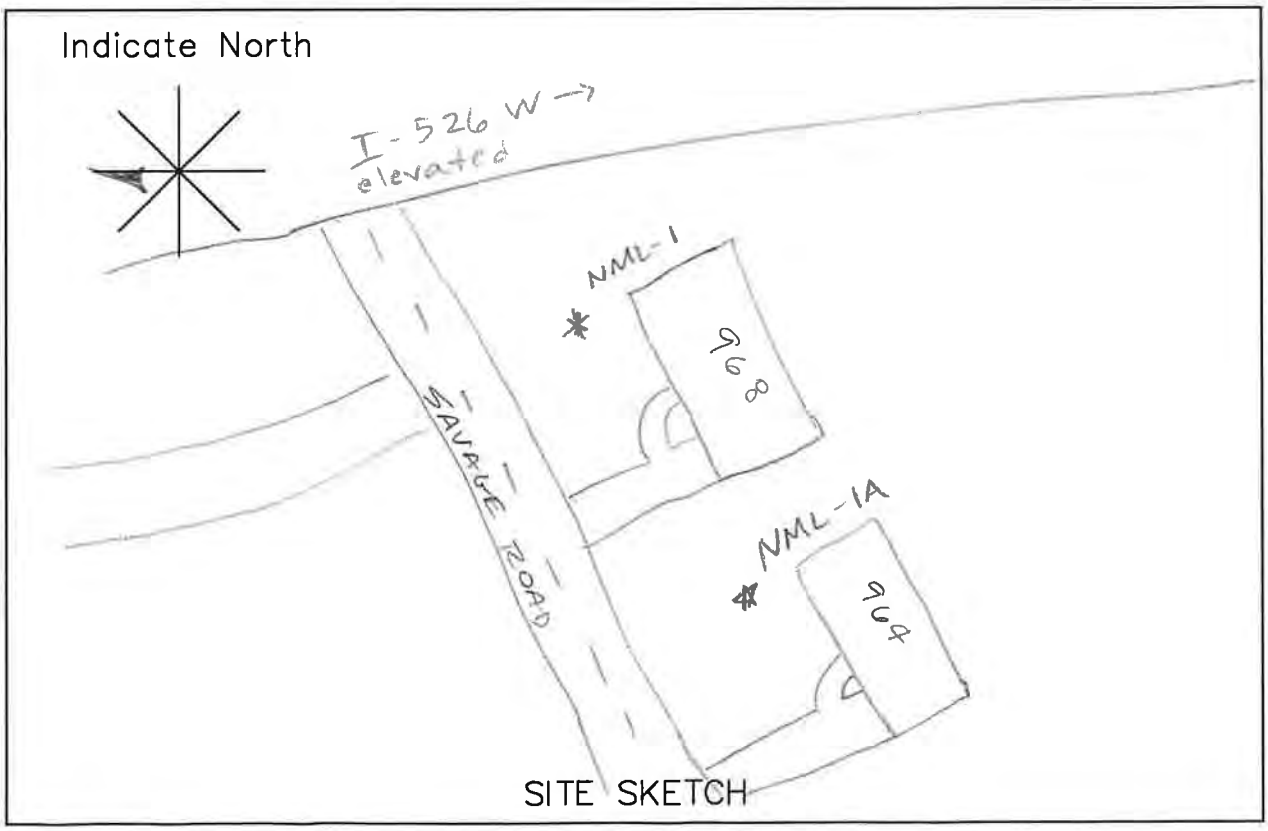
NML- 1
NML- 1A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, MMM, ALC, ALV, KLM DATE 4/1/19
NOISE METER FILE #s 001
SITE DESCRIPTION Savage Rd (west)
ROADWAY X-SECTION 4 lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT 526 60 mph mph Savage Rd. 35 mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I-526, Savage Rd
SAMPLE PERIOD:
BEGIN 9:15 AM
END 9:35 AM

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 1	64.5 dB(A)	64.4	-0.10	✓
NML- 1A	64.6 dB(A)	65.3	0.7	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	SAVAGE	SAVAGE
Direction	EB	WB	WB	EB
Auto	442	391	64	74
M-Truck	9	11	3	2
H-Truck	19	24	ϕ	ϕ
Bus	1	1	ϕ	ϕ
MC	ϕ	ϕ	1	ϕ

WEATHER DATA	
Temperature	49°F
Relative Humidity	38%
Dew Point	24°
Wind Speed	6.6
measured	



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 2
NML- 2A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, MMM, ALC, ALV, KLM DATE 4/1/19
NOISE METER FILE #s 002
SITE DESCRIPTION Savage Rd & San Miguel Rd
ROADWAY X-SECTION 4 lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT 526 60 mph mph Savage 35 mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I-526, Savage Rd
SAMPLE PERIOD:
BEGIN 9:50 AM.
END 10:10 AM

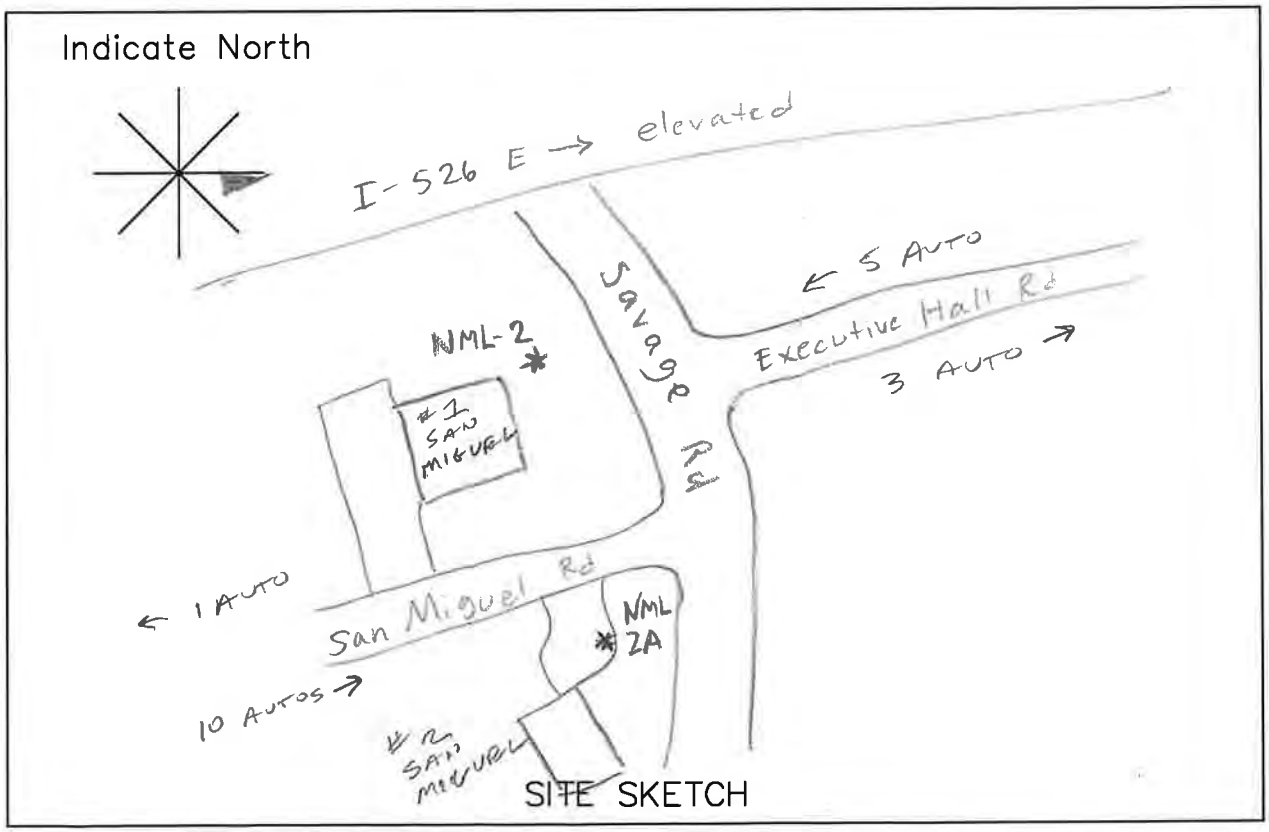
Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 2	66.4 dB(A)	66.7	0.3	✓
NML- 2A	64.9 dB(A)	64.7	-0.2	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	SAVAGE	SAVAGE
Direction	EB	WB	WB	EB
Auto	454	438	74	84
M-Truck	14	9	1	2
H-Truck	9	30	ϕ	1
Bus	ϕ	ϕ	ϕ	ϕ
MC	1	ϕ	ϕ	ϕ

* SEE SKETCH FOR ADD'L TRAFFIC

WEATHER DATA	
Temperature	49°F
Relative Humidity	35%
Dew Point	23°
Wind Speed	7.6
measured	

Indicate North



SITE SKETCH

NSA-3

Stantec

NOISE MEASUREMENT DATA SHEET

NML-3
NML-
NML-

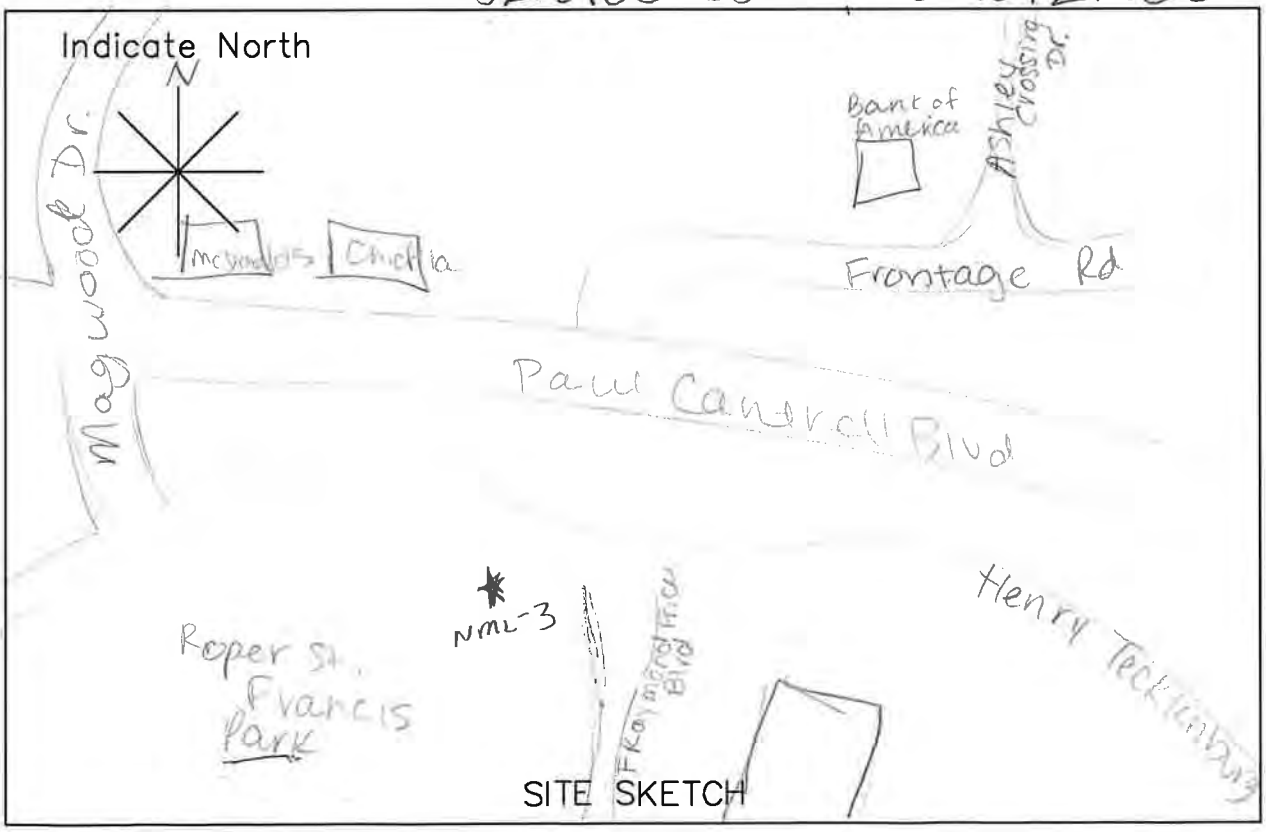
PROJECT I-526
OPERATOR(S) KLM, ALV DATE 4/4/19
NOISE METER FILE #s CECS
SITE DESCRIPTION Roper St Francis along Paul Cantrell Blvd near E Raymond Price Blvd
ROADWAY X-SECTION ____ lanes ____ cut ____ fill ____ even
POSTED SPEED LIMIT PAUL CANTRELL 35 mph Maywood 45 mph
AVERAGE MEASURED SPEED LIMIT POSTED mph
MAJOR NOISE SOURCES Paul Cantrell Blvd
SAMPLE PERIOD:
BEGIN 4:35 pm
END 5:05 pm

Leq (A) NOISE LEVEL		TNM	△	Val?
NML-3	-61.3 dB(A)			
NML-____	____ dB(A)			
NML-____	____ dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto	AMBIENT			
M-Truck				
H-Truck		ONLY		
Bus				
MC				

WEATHER DATA	
Temperature	70°
Relative Humidity	51%
Dew Point	51°
Wind Speed	3 mph

★ = 32.8105065 N, -80.0421703 W



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 4B
NML- 4B-A
NML-

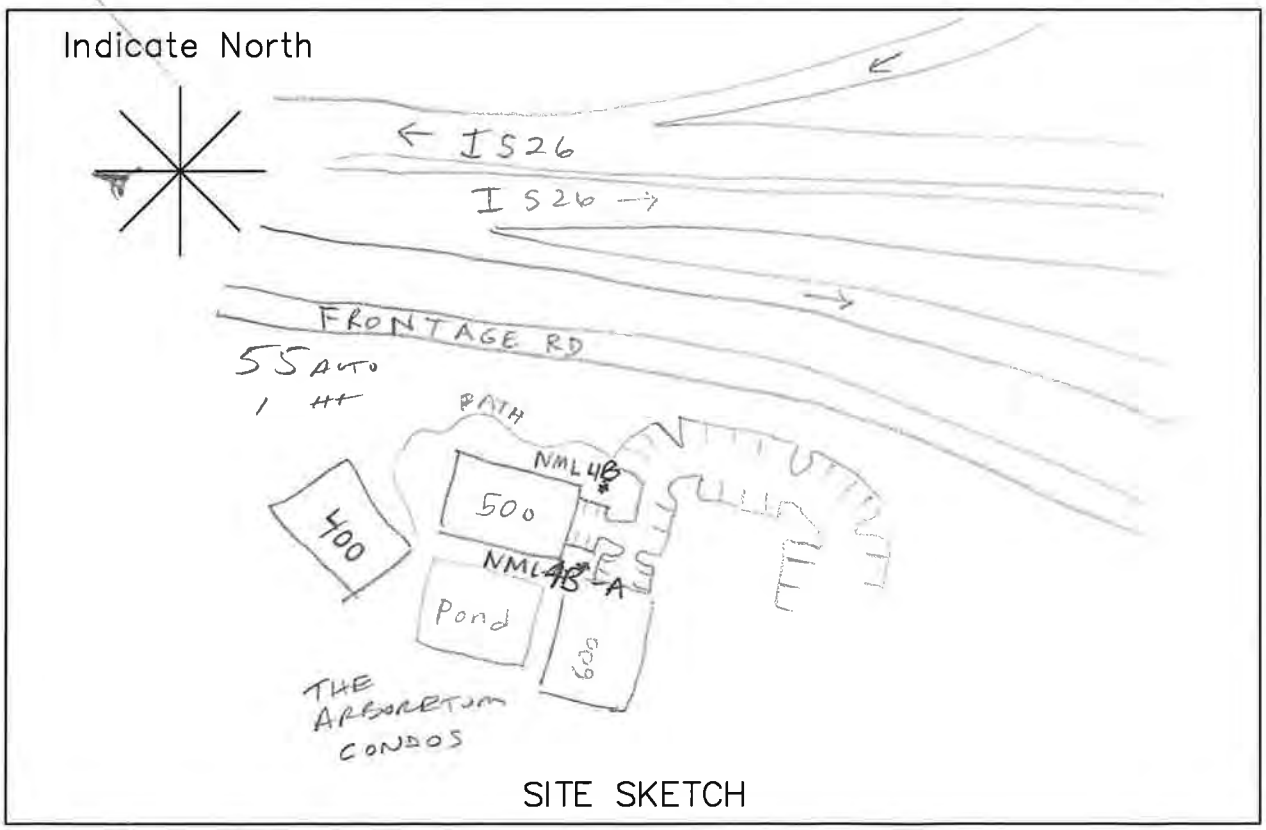
PROJECT I-526
OPERATOR(S) FRC, ALC, MMM, ALV DATE 4/1/19
NOISE METER FILE #s 003
SITE DESCRIPTION Arboretum Condominiums
ROADWAY X-SECTION _____ lanes ____ cut ____ fill ____ even
POSTED SPEED LIMIT 526 60 mph PARALLEL 45 mph
AVERAGE MEASURED SPEED LIMIT POSTED mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 10:45 AM
END 11:05 AM

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 4B	63.3 dB(A)	64.7	1.4	✓
NML- 4B-A	61.5 dB(A)	61.1	-0.4	✓
NML-	dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	RAMP
Direction	EB	WB	EB ON	WB OFF
Auto	439	527	451	271
M-Truck	14	10	22	13
H-Truck	25	16	14	21
Bus	1	1	1	ϕ
MC	1	2	ϕ	ϕ

* SEE SEPARATE RD. FOR TNM

WEATHER DATA	
Temperature	52° F
Relative Humidity	33%
Dew Point	24°
Wind Speed	4.6
measured	



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

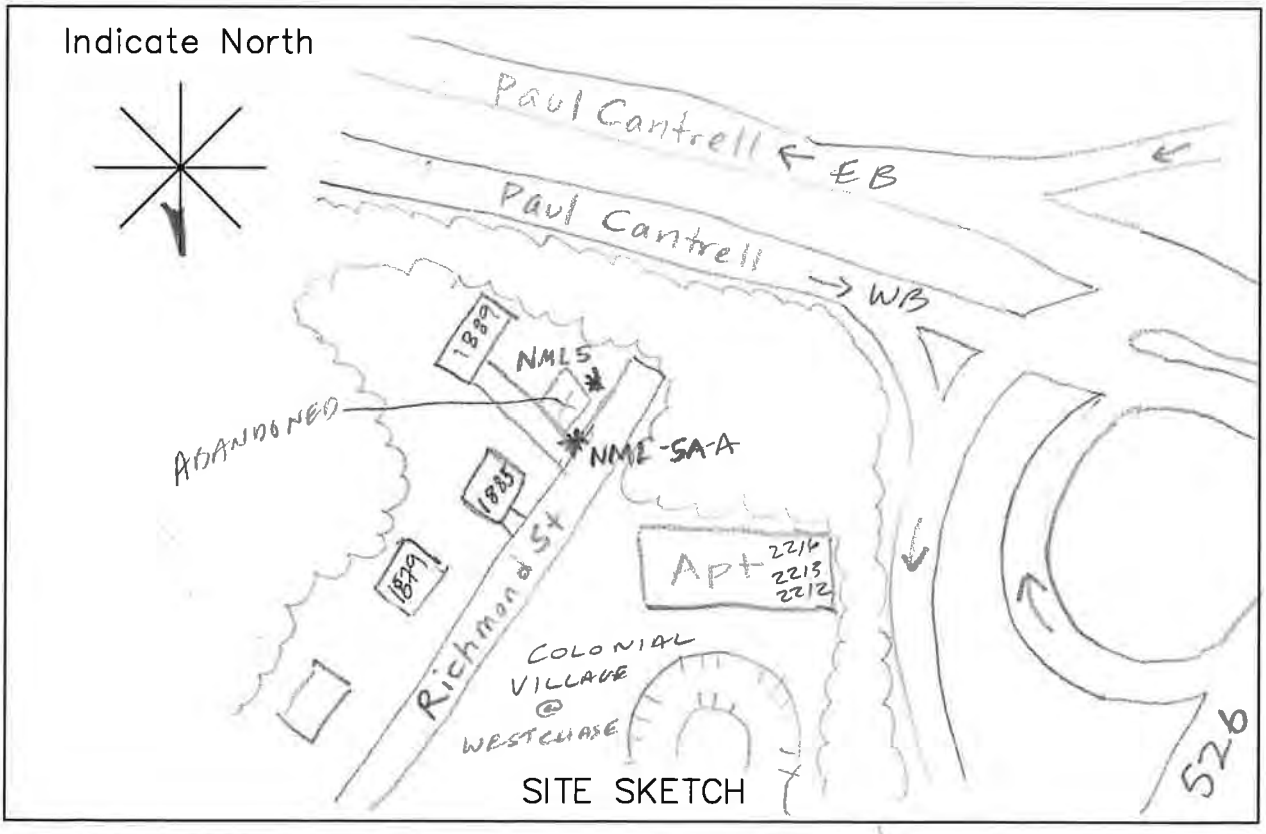
NML- 5A
NML- 5A-A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMR, ALV, KLM DATE 4/1/19
NOISE METER FILE #s 005
SITE DESCRIPTION Richmond St
ROADWAY X-SECTION ____ lanes ___ cut ___ fill X even
POSTED SPEED LIMIT Paul Cantrell* 45 mph 526 60 mph
AVERAGE MEASURED SPEED LIMIT *Paul Cantrell slower than posted ∴ used 35 mph
MAJOR NOISE SOURCES Paul Cantrell Blvd
SAMPLE PERIOD:
BEGIN 1:27
END 1:47

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- 5A 60.4 dB(A)	62.3	1.9	✓
NML- 5A-A 57.3 dB(A)	59.8	2.5	✓
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	Paul Cantrell	Paul Cantrell	526	526
Direction	EB	WB	EB	WB
Auto	398	475	976	893
M-Truck	4	5	20	12
H-Truck	3	5	40	24
Bus	1	0	1	19
MC	1	0	0	2

WEATHER DATA	
Temperature	57°F
Relative Humidity	30%
Dew Point	26°F
Wind Speed	3.3
measured	



CAMERA 2 NSA-5(B) (5)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 5B
NML- 5B-A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, ALC MMR, ALV, KEM DATE 4/1/19
NOISE METER FILE #s D04
SITE DESCRIPTION Colonial Village at Westchase Apts
ROADWAY X-SECTION ____ lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT 526 60 mph mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I 526
SAMPLE PERIOD:
BEGIN 11:25 AM
END 11:45 AM

Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML- 5B 64.5 dB(A)	66.9	1.6	✓
NML- ~~5B-A~~ 62.7 dB(A)	63.0	-0.5	✓
NML- ____ dB(A)			

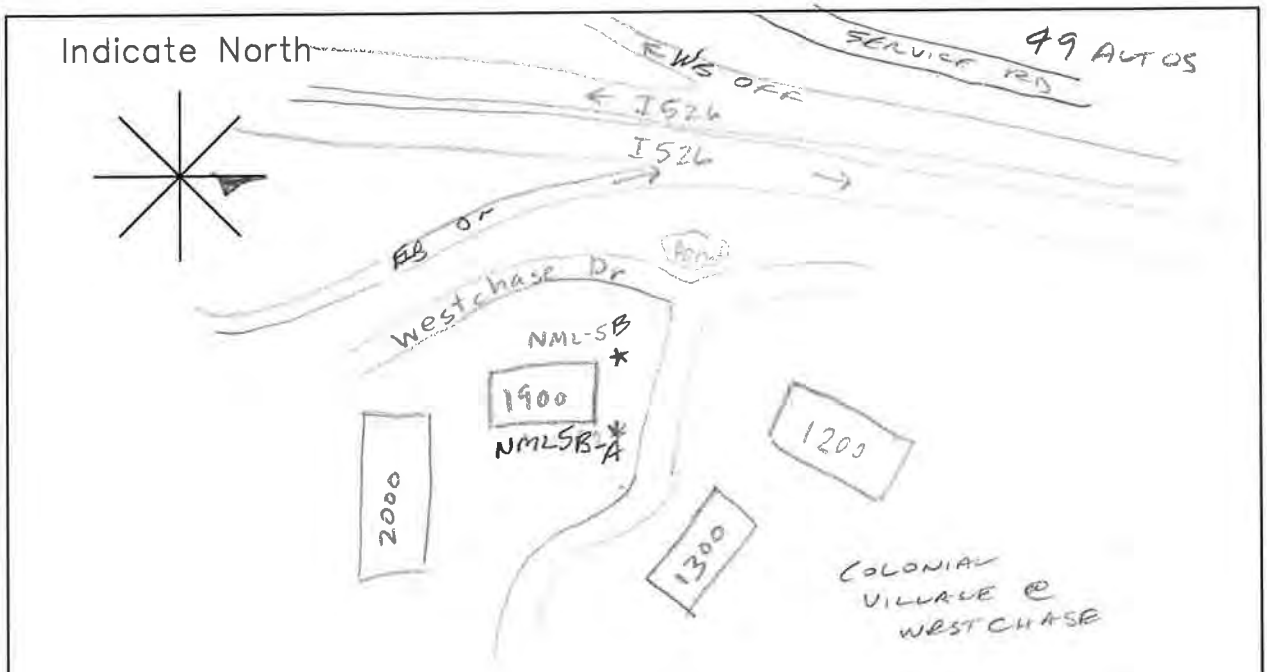
TRAFFIC DATA

Roadway	526	526	EB on Ramp	WB off Ramp
Direction	EB	WB	EB	WB
Auto	435	525	441	353
M-Truck	18	8	18	7
H-Truck	23	21	7	16
Bus	2	4	1	ϕ
MC	1	ϕ	9	ϕ

* see below for service Rd

WEATHER DATA

Temperature	52°F
Relative Humidity	32%
Dew Point	24°
Wind Speed	9.1
measured	



SITE SKETCH

NSA-5 (C)

Stantec

NOISE MEASUREMENT DATA SHEET

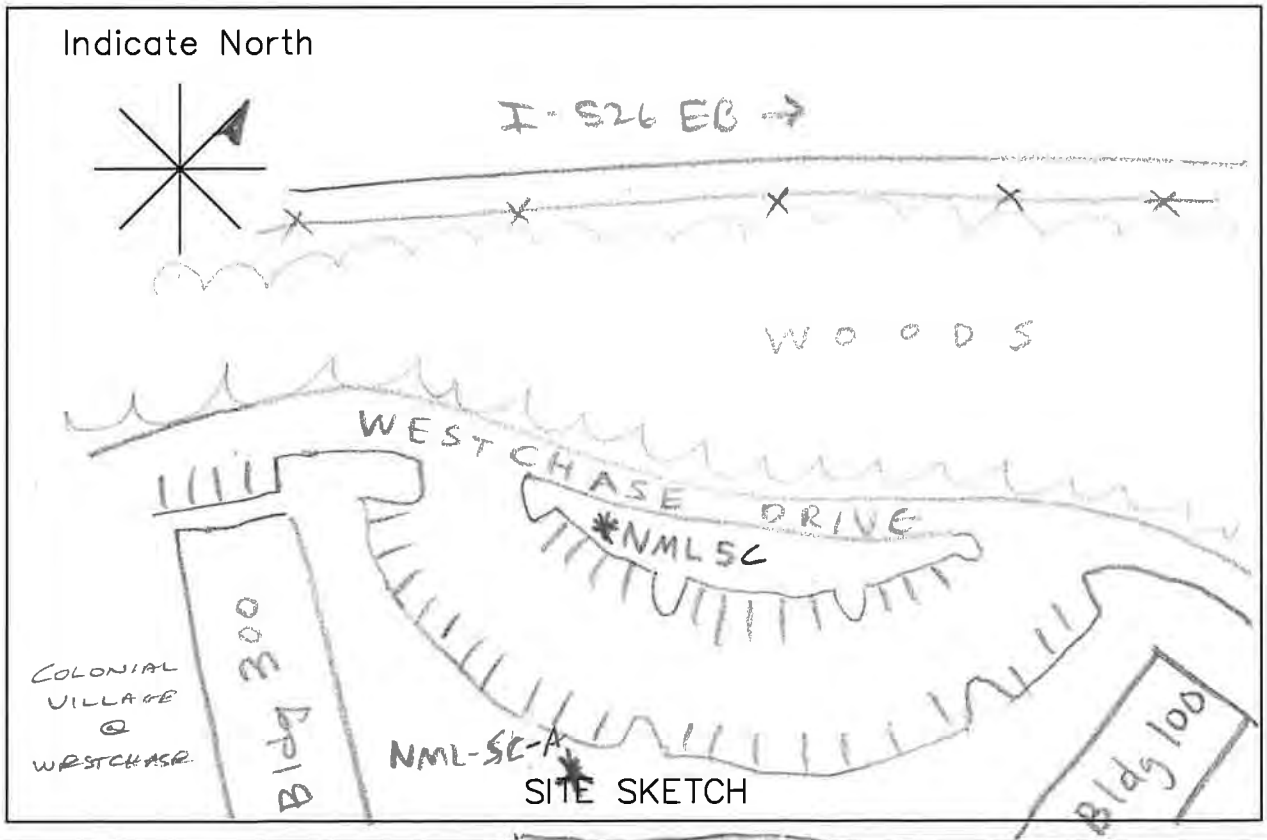
NML- 5C
NML- 5C-A
NML- _____

PROJECT I-526
OPERATOR(S) IRC, ALC, MMM DATE 4-4-19
NOISE METER FILE #s 028
SITE DESCRIPTION Colonial Village at Westchase - north
ROADWAY X-SECTION 2 EB / 3 WB lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT _____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 2:45
END 3:05

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML-5C	68.1 dB(A)	67.3	-0.8	✓
NML-5C-A	60.9 dB(A)	63.0	2.1	✓
NML-____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	WB	EB		
Auto	1060	884		
M-Truck	14	21		
H-Truck	27	48		
Bus	2	2		
MC	2	1		

WEATHER DATA	
Temperature	72°F
Relative Humidity	38%
Dew Point	44°
Wind Speed	5.1
measured	



SITE SKETCH

CAMERA 2 NSA-6 (A) (1)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 6A
NML- 6A-A
NML- ____

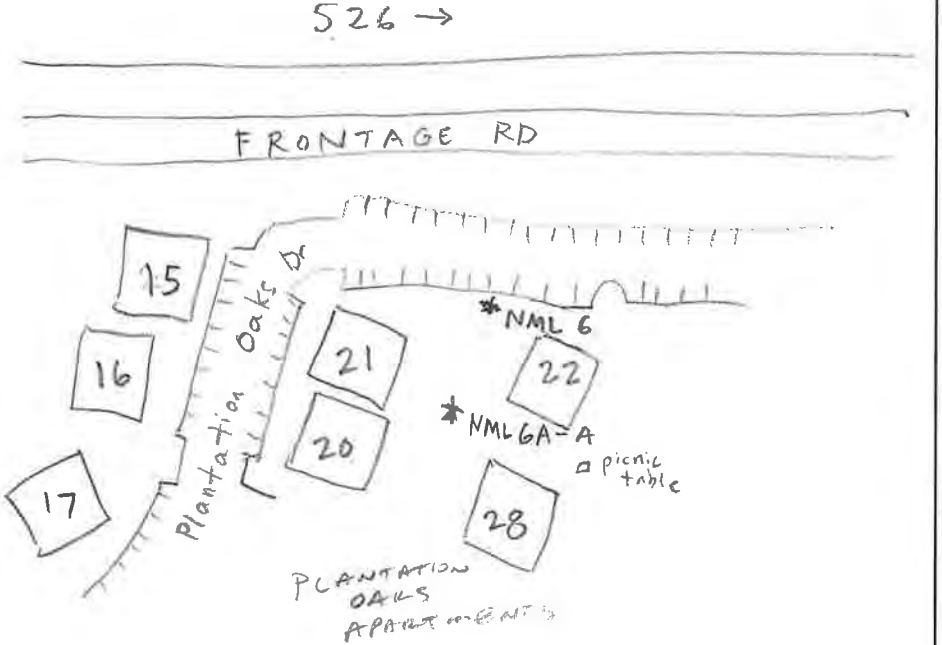
PROJECT I-526
OPERATOR(S) FRC, ALC, MMM, KLM, ALV DATE 4/11/19
NOISE METER FILE #s 006
SITE DESCRIPTION Plantation Oaks Apts
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT 60 mph * mph mph
AVERAGE MEASURED SPEED LIMIT *observed slower ∴ used 55 mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 2:10
END 2:30

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- 6A 62.6 dB(A)	65.4	2.8	✓
NML- 6A-A 58.5 dB(A)	60.1	1.6	✓
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	Frontage	Frontage
Direction	EB	WB	EB	WB
Auto	910	915	10	10
M-Truck	31	12	1	1
H-Truck	34	38		
Bus	1	1		
MC	2	1		

WEATHER DATA	
Temperature	58°F
Relative Humidity	30%
Dew Point	27°F
Wind Speed	3
measured	

Indicate North



SITE SKETCH

CAMERA 2 NSA-65

Stantec

NOISE MEASUREMENT DATA SHEET

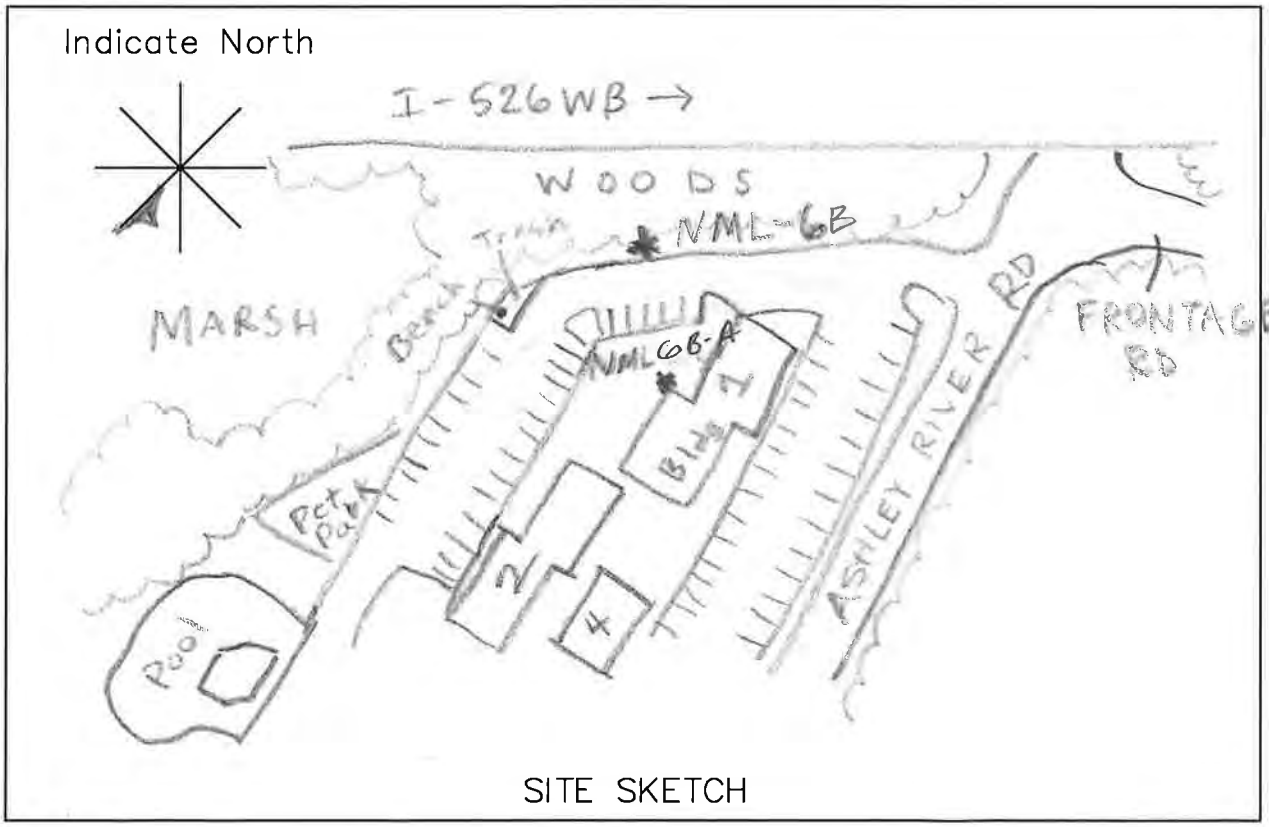
NML- 6B
NML- 6B-A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4-4-19
NOISE METER FILE #s 029
SITE DESCRIPTION Planters Trace Apts
ROADWAY X-SECTION 4 lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT ____ mph ____ mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I 526
SAMPLE PERIOD:
BEGIN 3:30
END 3:50

Leq (A) NOISE LEVEL		TNM	△	Val?
NML-6B	61.3 dB(A)	63.4	2.1	✓
NML-6B-A	62.4 dB(A)	63.3	0.9	✓
NML-____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	954	1130		
M-Truck	20	11		
H-Truck	31	27		
Bus	7	2		
MC	1	2		

WEATHER DATA	
Temperature	71°F
Relative Humidity	42%
Dew Point	47°
Wind Speed	5.1



SITE SKETCH

CAMERA 2 NSA-7 (8)

Stantec

NOISE MEASUREMENT DATA SHEET

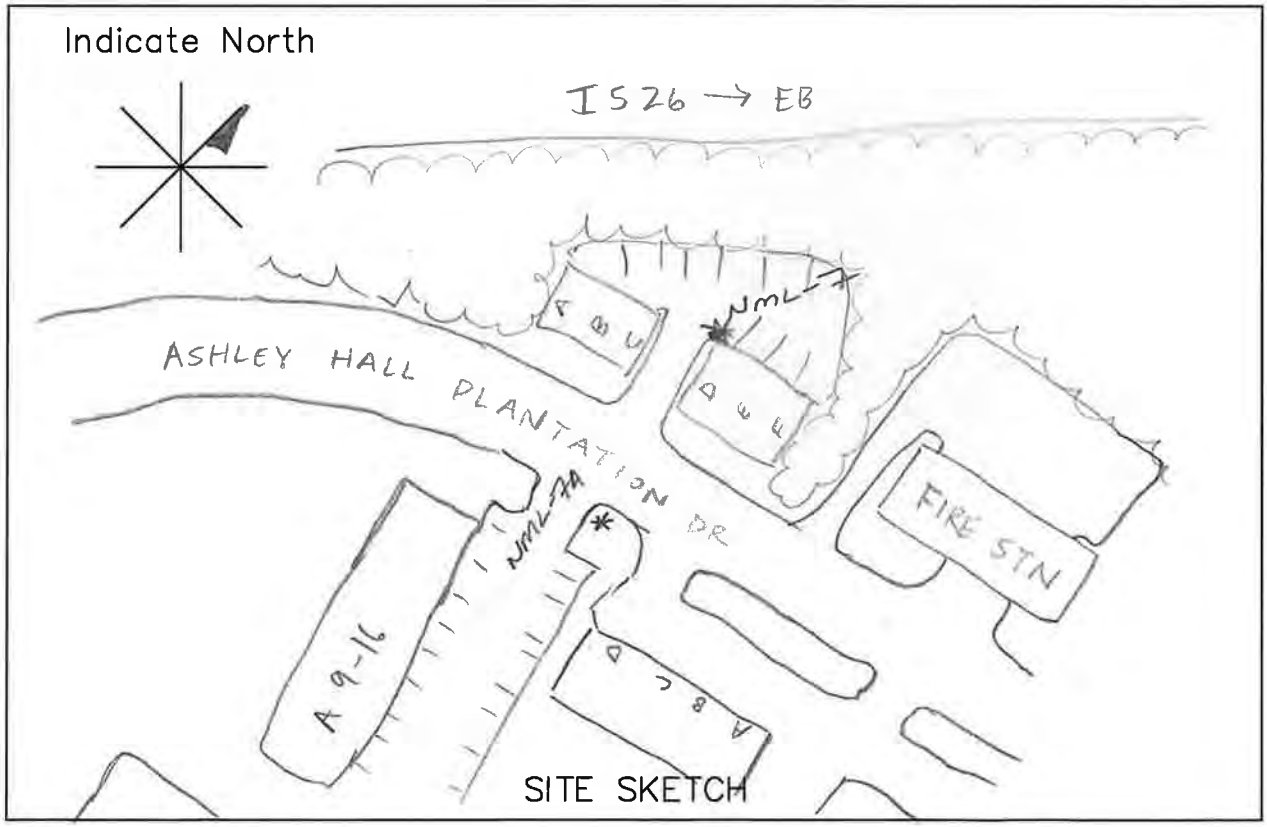
NML- 7
NML- 7A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMR, ALV, KLM DATE 4/1/19
NOISE METER FILE #s 007
SITE DESCRIPTION Ashley Oaks
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I 526, Ashley Hall Plantation Rd
SAMPLE PERIOD:
BEGIN 2:50
END 3:10

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 7	63.3 dB(A)	66.3	3.0	
NML- 7A	62.8 dB(A)	64.0	1.2	
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	ASHLEY HALL	ASHLEY HALL
Direction	EB	WB	WB	EB
Auto	919	1039	23	21
M-Truck	27	12	1	1
H-Truck	34	32	ϕ	ϕ
Bus	4	2	1	1
MC	1	2	ϕ	ϕ

WEATHER DATA	
Temperature	57°F
Relative Humidity	30%
Dew Point	28°
Wind Speed	5.9
measured	



CAMERA 2 NSA-8 (9)

Stantec

NOISE MEASUREMENT DATA SHEET

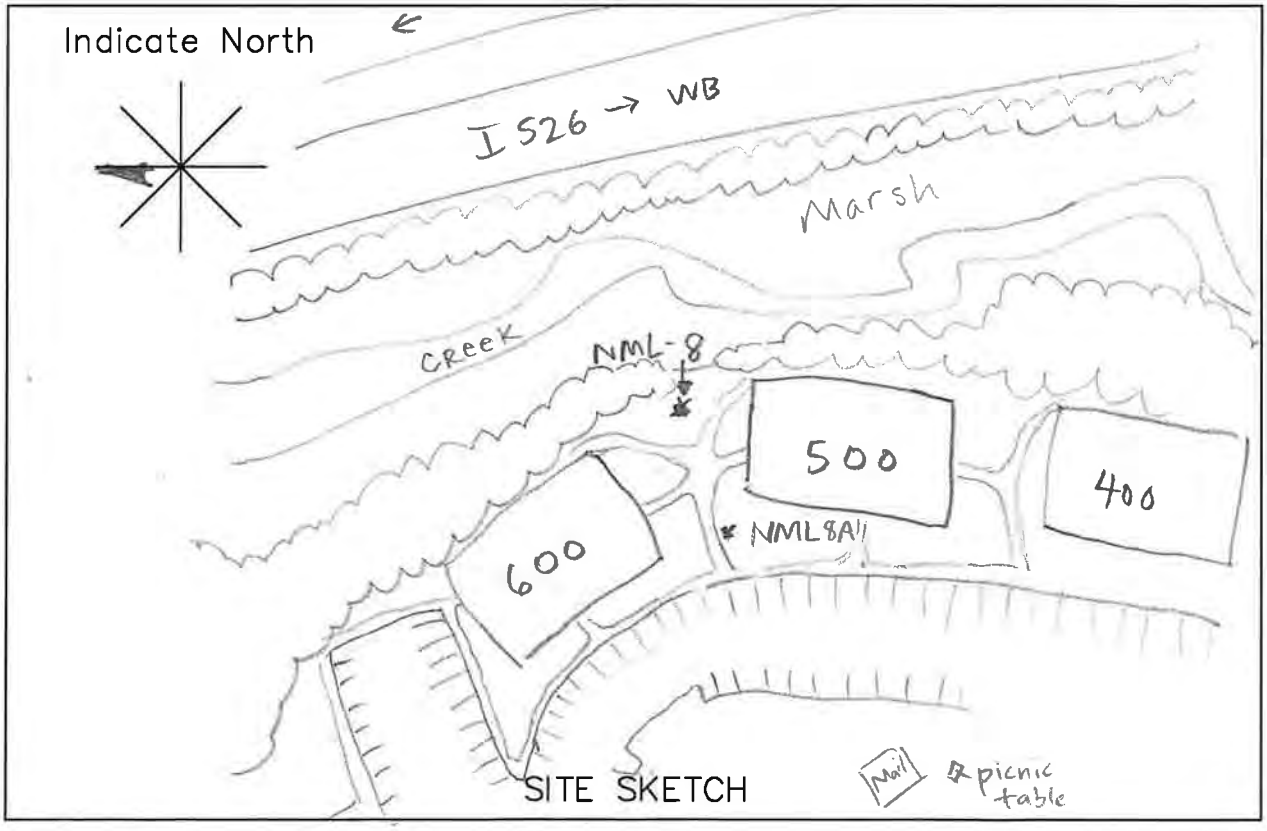
NML- 8
NML- 8A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4/1/19
NOISE METER FILE #s 008
SITE DESCRIPTION Middletown Cove Apt
ROADWAY X-SECTION ____ lanes ___ cut ___ fill ✓ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I 526
SAMPLE PERIOD:
BEGIN 3:25
END 3:45

Leq (A) NOISE LEVEL		TNM	△	Val?
NML- 8	65.0 dB(A)	63.9	-1.1	✓
NML- 8A	56.9 dB(A)	56.8	-0.1	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	968	1095		
M-Truck	20	12		
H-Truck	35	29		
Bus	7	4		
MC	0	0		

WEATHER DATA	
Temperature	60°F
Relative Humidity	30%
Dew Point	28°
Wind Speed	4.5
measured	



SITE SKETCH

CAMERA 2 NSA-9 (11)

Stantec NOISE MEASUREMENT DATA SHEET

NML- 9
NML- 9A
NML- ____

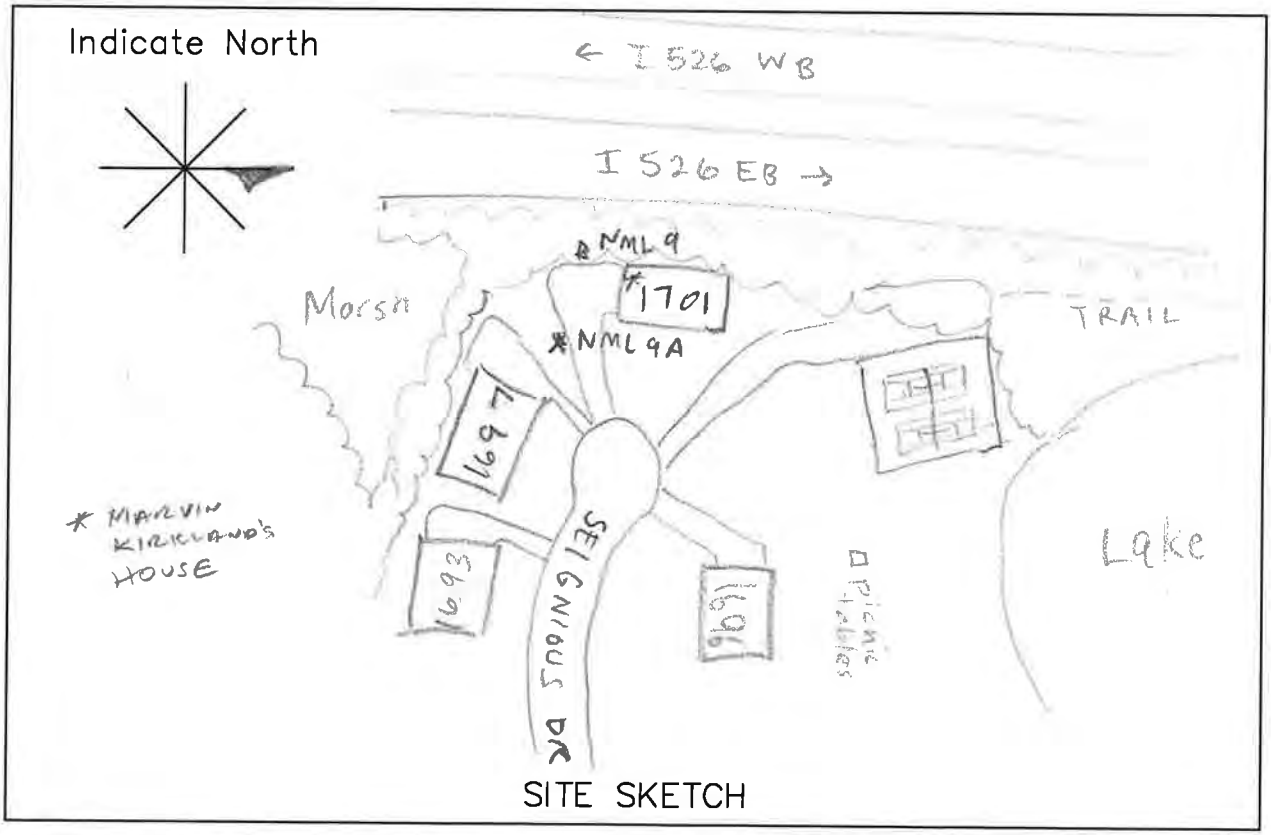
PROJECT I-526
OPERATOR(S) ALC/FRC/MMM DATE 4/1/19
NOISE METER FILE #s 010
SITE DESCRIPTION Ashley Harbor - Seignious Dr
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT 60 mph* mph mph
AVERAGE MEASURED SPEED LIMIT *CONGESTED ∴ USED 40 mph @ TIMES BARELY MOVING
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 4:55
END 5:15

5:00 traffic

Leq (A) NOISE LEVEL			TNM	Δ	Val?
NML- 9	65.7	dB(A)	67.5	1.8	✓
NML- 9A	60.7	dB(A)	61.6	0.9	✓
NML- ____	____	dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	1028	1120		
M-Truck	8	8		
H-Truck	18	11		
Bus	1	2		
MC	3	1		

WEATHER DATA	
Temperature	58°F
Relative Humidity	30%
Dew Point	29°
Wind Speed	4
measured	



SITE SKETCH

CAMERA 2 NSAT10

NOISE MEASUREMENT DATA SHEET

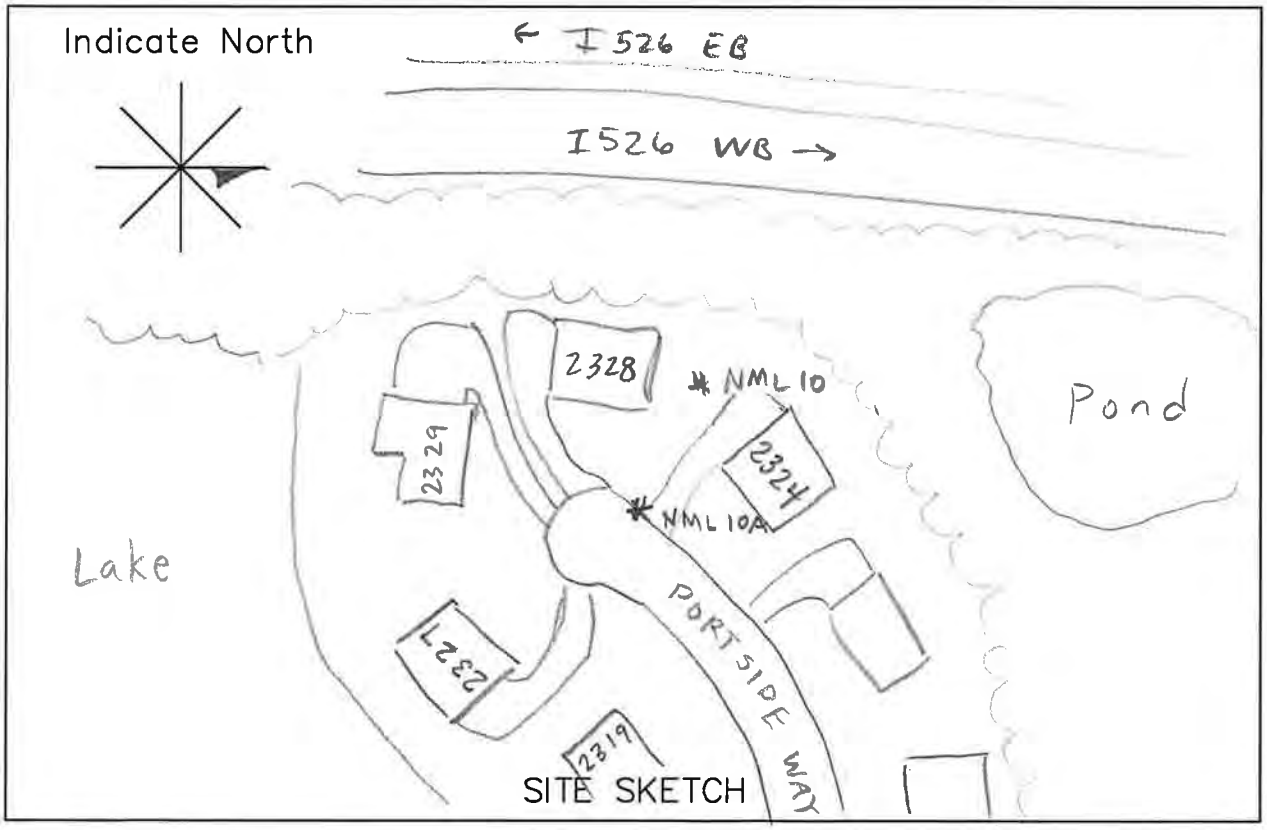
NML- 10
NML- 10A
NML- ____

PROJECT I-526
OPERATOR(S) ALC, FRC, MMM, ALV, KLM DATE 4/1/19
NOISE METER FILE #s 009
SITE DESCRIPTION Ashley Harbor - Portside Way
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-526 60mph* mph mph
AVERAGE MEASURED SPEED LIMIT * BEGINNING TO GET CONGESTED ∴ USED 50 mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 4:21
END 4:41

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- 10 62.4 dB(A)	63.9	1.5	✓
NML- 10A 56.6 dB(A)	59.3	2.7	✓
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	952	1168		
M-Truck	20	7		
H-Truck	22	14		
Bus	15	1		
MC	2	0		

WEATHER DATA	
Temperature	50°F
Relative Humidity	59%
Dew Point	36°F
Wind Speed	7.5
measured	



CAMERA 3 NSA-15 (1)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 15
NML- 15A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, MMM, ALC DATE 4-3-19
NOISE METER FILE #s 011
SITE DESCRIPTION Awaken Church
ROADWAY X-SECTION 6 lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT observed slightly above posted 2 65 mph mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 9:00AM
END 9:20AM

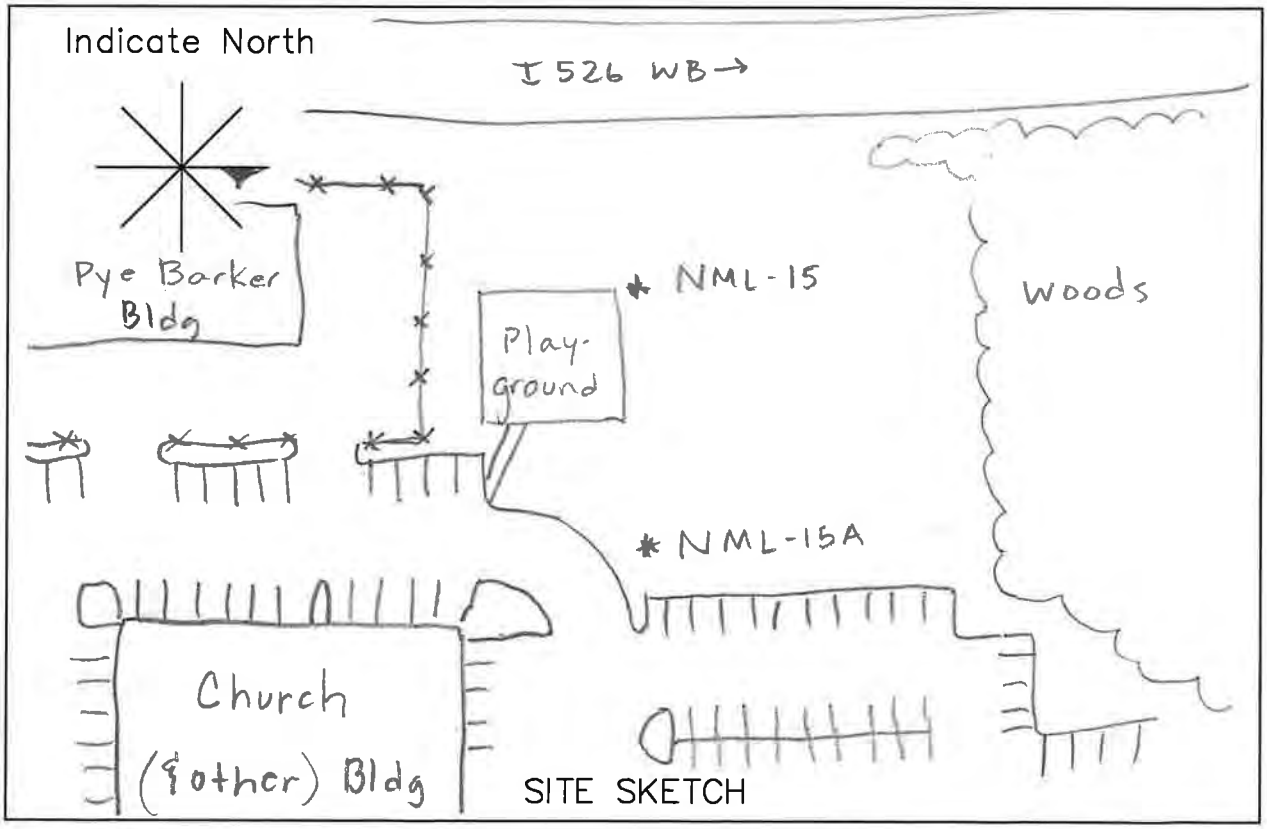
Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML- 15 69.2 dB(A)	67.8	-1.4	✓
NML- 15A 67.2 dB(A)	63.5	-3.7	NO *
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	733	791		
M-Truck	16	31		
H-Truck	33	27		
Bus	1	0		
MC	3	2		

WEATHER DATA	
Temperature	52°F
Relative Humidity	79%
Dew Point	45°
Wind Speed	3 mph
measured	

TRUCK KEPT BACKING UP & THEN DUMPSTER TRUCK

90 Truck



SITE SKETCH

CAMERA 3 NSA-16 (2)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 16
NML- 16A
NML- ____

PROJECT I-526

OPERATOR(S) FRC, ALC, MMM, ALV, KLM DATE 4-3-19

NOISE METER FILE #s 012

SITE DESCRIPTION W. Ada Ave

ROADWAY X-SECTION 4 + ramps lanes ___ cut ✓ fill ___ even

POSTED SPEED LIMIT I-526 60 mph ____ mph

AVERAGE MEASURED SPEED LIMIT posted ____ mph

MAJOR NOISE SOURCES I-526

SAMPLE PERIOD:

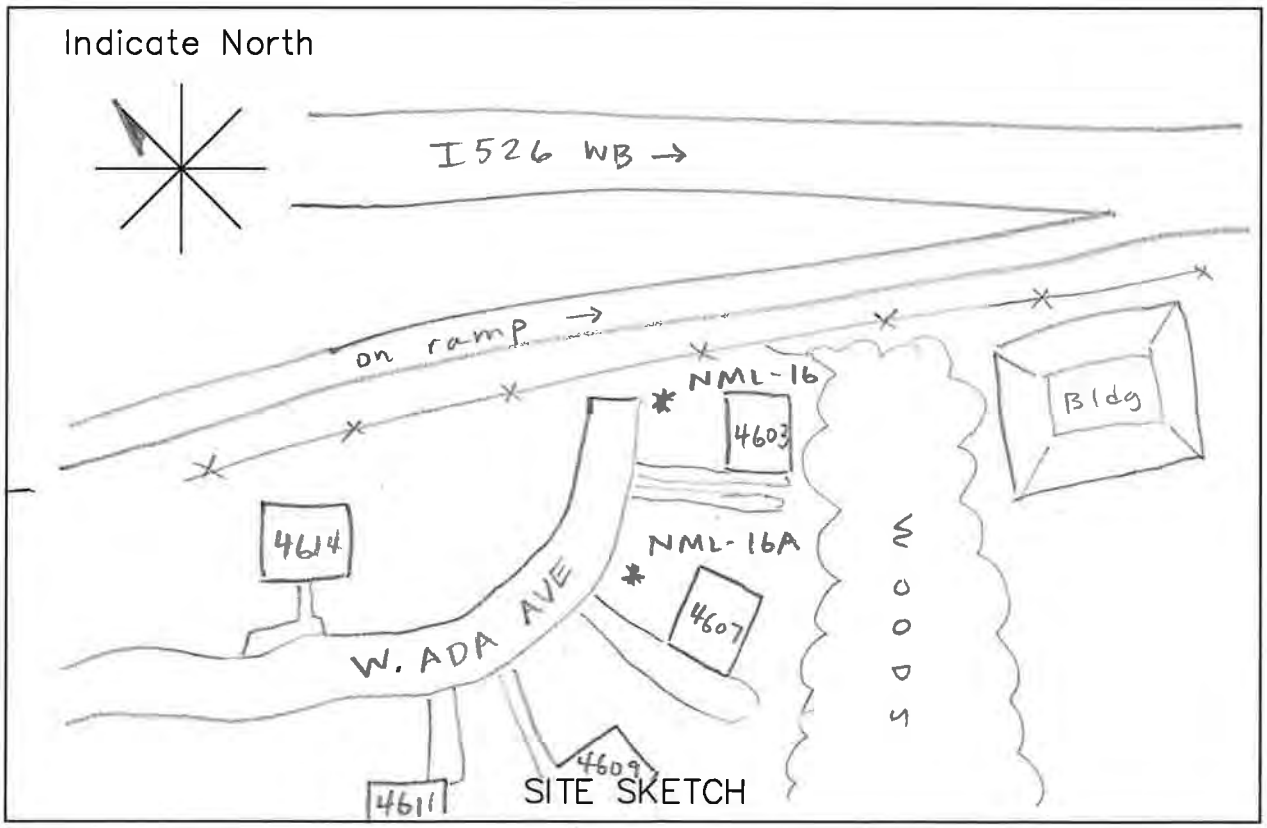
BEGIN 9:45 AM

END 10:05 AM

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- 16 70.5 dB(A)	71.4	0.9	✓
NML- 16A 69.2 dB(A)	68.5	-0.7	✓
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	
Direction	EB	WB	→	
Auto	729	792	114	
M-Truck	12	18	10	
H-Truck	45	42	4	
Bus	4	Ø	Ø	
MC	1	2	1	

WEATHER DATA		
Temperature	55 °F	
Relative Humidity	69%	
Dew Point	45°	
Wind Speed	9	CHS



SITE SKETCH

CAMERA 3 NSA-17 (2)

NOISE MEASUREMENT DATA SHEET

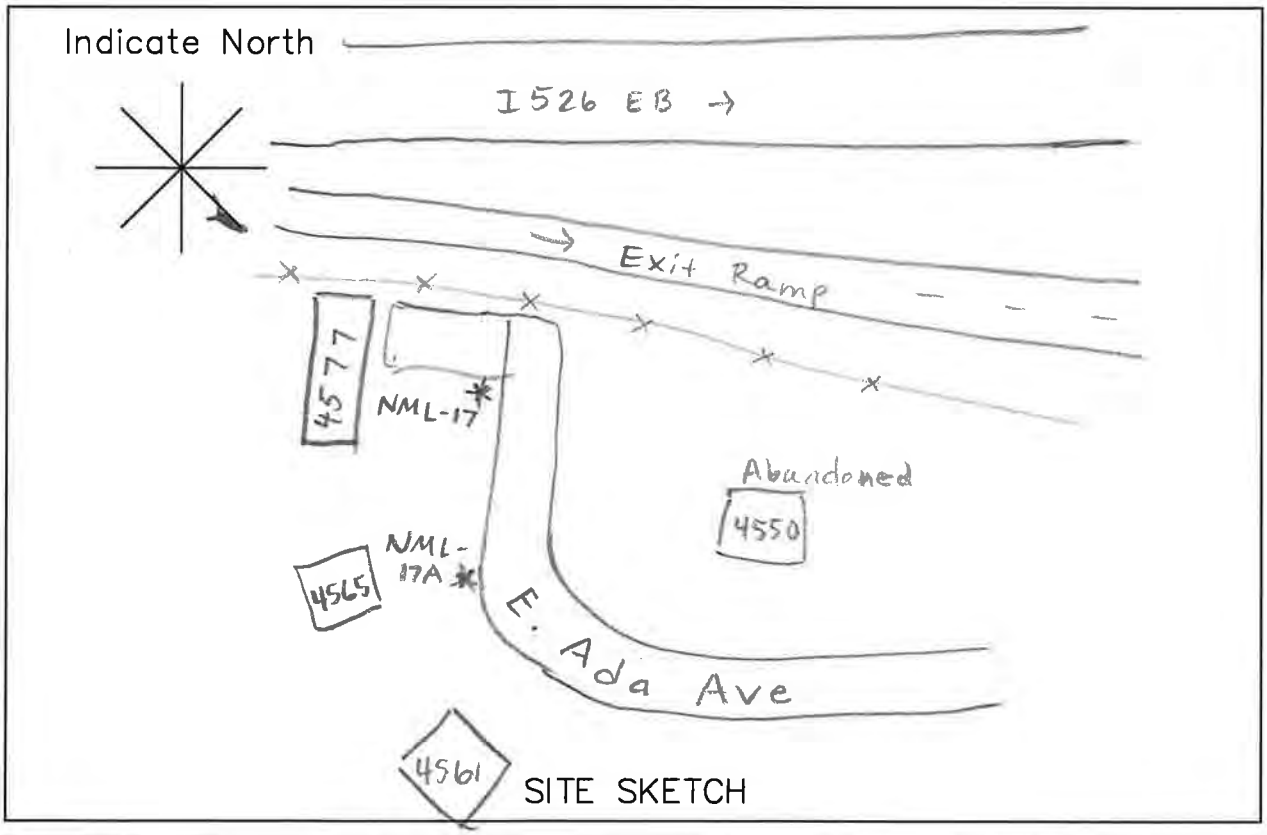
NML- 17
NML- 17A
NML-

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM, ALV, KLM DATE 4-3-19
NOISE METER FILE #s 013
SITE DESCRIPTION E. Ada Ave
ROADWAY X-SECTION 4 + ramps lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT 60 mph mph mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 10:15AM
END 10:35AM

Leq (A) NOISE LEVEL		TNM	△	Val?
NML- 17	68.5 dB(A)	70.3	1.8	✓
NML- 17A	65.6 dB(A)	67.4	1.8	✓
NML-	dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	
Direction	EB	WB	→	
Auto	757	696	90	
M-Truck	11	12	3	
H-Truck	34	40	2	
Bus	1	2	Ø	
MC	2	Ø	Ø	

WEATHER DATA	
Temperature	57°F
Relative Humidity	63%
Dew Point	45°
Wind Speed	1.8
measured	



SITE SKETCH

CAMERA 3

④

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 21
NML- 21A
NML- ____

PROJECT I-526

OPERATOR(S) FRC, ALC, MMM, ALV, DATE 4-3-19

NOISE METER FILE #s 014

SITE DESCRIPTION Ozark St & Seiberling Rd

ROADWAY X-SECTION 4 + ramps lanes ___ cut ✓ fill ___ even

POSTED SPEED LIMIT I-526 60 mph mph

AVERAGE MEASURED SPEED LIMIT ____ mph

MAJOR NOISE SOURCES I-526

SAMPLE PERIOD:

BEGIN 10:45 AM

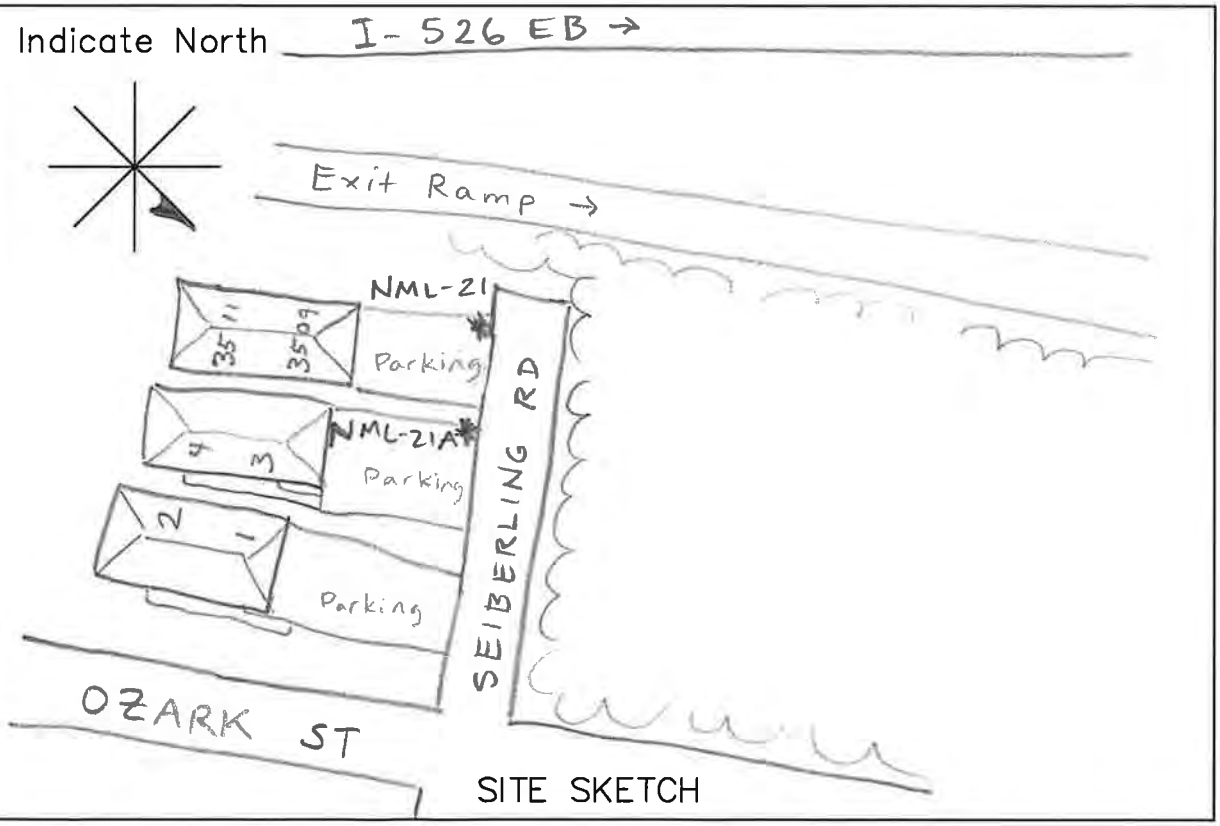
END 11:05 AM

Leq (A) NOISE LEVEL			TNM	Δ	Val?
NML- 21	64.8	dB(A)	67.2	2.1	✓
NML- 21A	64.2	dB(A)	65.2	0.6	✓
NML- ____	____	dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	
Direction	EB	WB	→	
Auto	827	765	170	
M-Truck	20	15	1	
H-Truck	44	32	7	
Bus	1	1	0	
MC	4	0	0	

WEATHER DATA	
Temperature	68°F
Relative Humidity	27%
Dew Point	33°F
Wind Speed	0 MPH CHS

Indicate North I-526 EB →



SITE SKETCH

CAMERA 3 NSA-22 (5)

Stantec

NOISE MEASUREMENT DATA SHEET

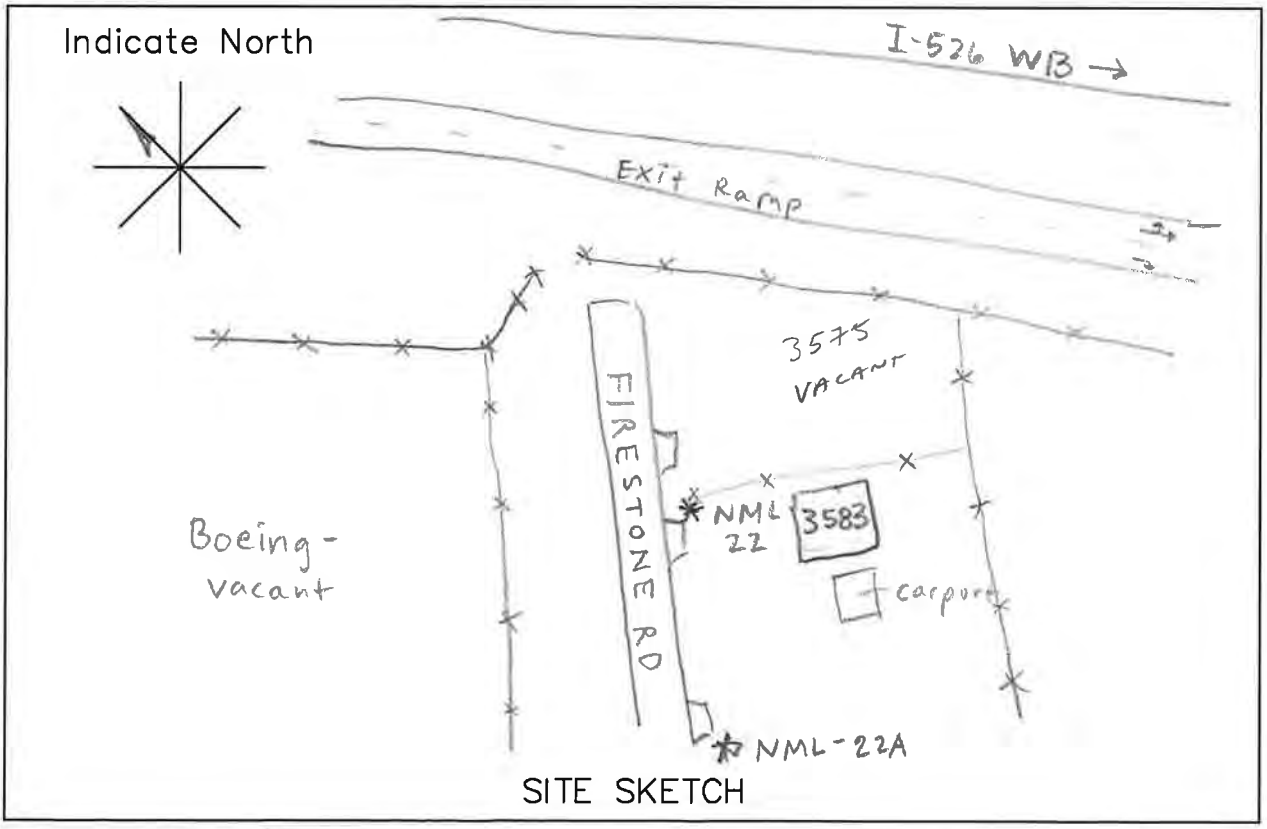
NML- 22
NML- 22A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM, ALV DATE 4-3-19
NOISE METER FILE #s 015
SITE DESCRIPTION Firestone Rd
ROADWAY X-SECTION 4 + ramps lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 11:15 AM
END 11:35 AM

Leq (A) NOISE LEVEL		TNM	△	Val?
NML-22	61.2 dB(A)	62.3	1.1	✓
NML-22A	60.4 dB(A)	62.0	1.6	✓
NML-____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	
Direction	EB	WB	→	
Auto	835	708	71	
M-Truck	12	16	3	
H-Truck	33	46	5	
Bus	Ø	3	Ø	
MC	1	1	Ø	

WEATHER DATA	
Temperature	69°F
Relative Humidity	26%
Dew Point	33°F
Wind Speed	4.5
measured	



SITE SKETCH

CAMERA 4 NSA-25 (6)

Stantec

NOISE MEASUREMENT DATA SHEET

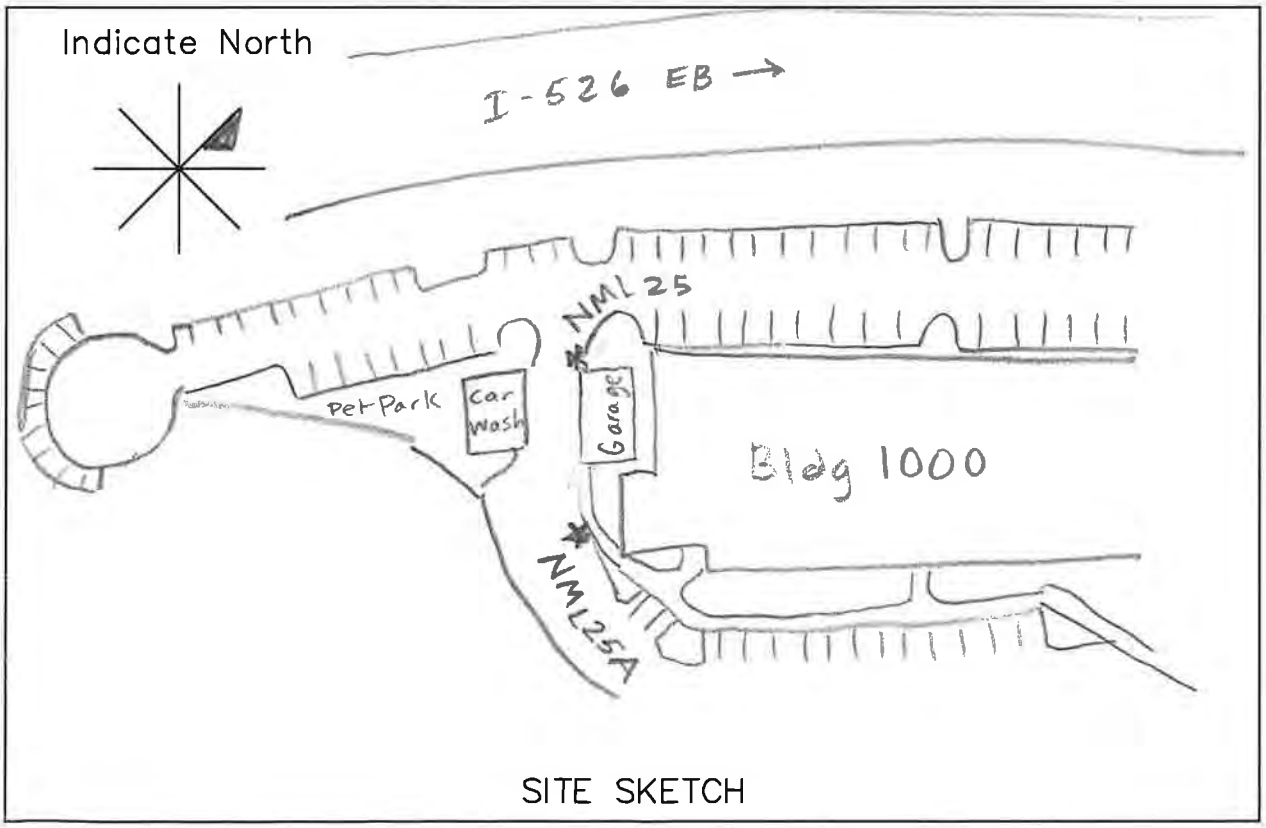
NML- 25A
NML- 25A-A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, ALC, MMM, ALV DATE 4-3-19
NOISE METER FILE #s 016
SITE DESCRIPTION Centre Pointe Apts - car wash
ROADWAY X-SECTION 6 lanes ___ cut ___ fill ✓ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 12:55 PM
END 1:15

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 25A	71.8 dB(A)	71.8	0	✓
NML- 25A-A	67.9 dB(A)	67.6	-0.3	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	1162	1074		
M-Truck	26	16		
H-Truck	63	55		
Bus	2	4		
MC	3	3		

WEATHER DATA	
Temperature	67° F
Relative Humidity	29%
Dew Point	34°
Wind Speed	7.9
measured	



SITE SKETCH

CAMERA 4 NSA-25 (7)

Stantec NOISE MEASUREMENT DATA SHEET

NML- 25B
NML- 25B-A
NML- ____

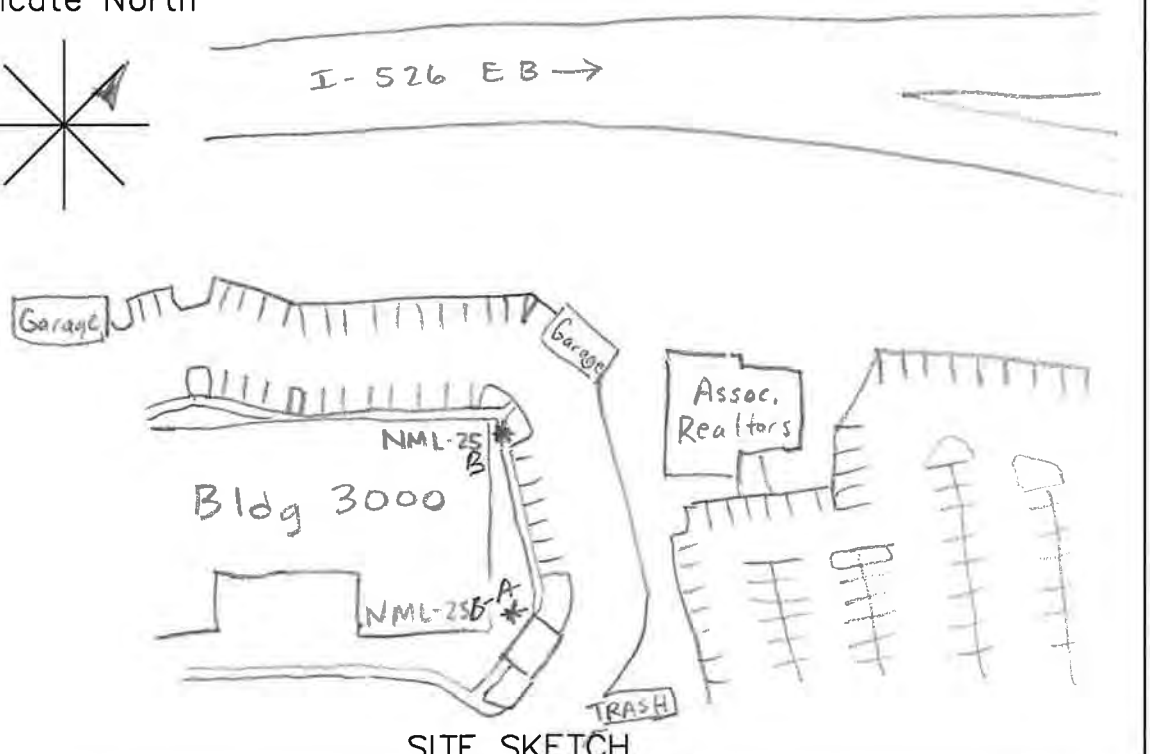
PROJECT I-526
OPERATOR(S) FRC, ALC, DATE 4-3-19
NOISE METER FILE #s 017
SITE DESCRIPTION Centre Pointe
ROADWAY X-SECTION 6 lanes ___ cut ___ fill ✓ even
POSTED SPEED LIMIT I-526 60 mph mph
AVERAGE MEASURED SPEED LIMIT posted mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 1:25
END 1:45

Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML-25B 68.2 dB(A)	68.7	0.5	✓
NML-25B-A 66.3 dB(A)	63.5	-2.8	✓
NML-____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	1260	1156		
M-Truck	25	13		
H-Truck	42	52		
Bus	4	3		
MC	3	4		

WEATHER DATA	
Temperature	68° F
Relative Humidity	29%
Dew Point	34°
Wind Speed	4.7
measured	

Indicate North



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

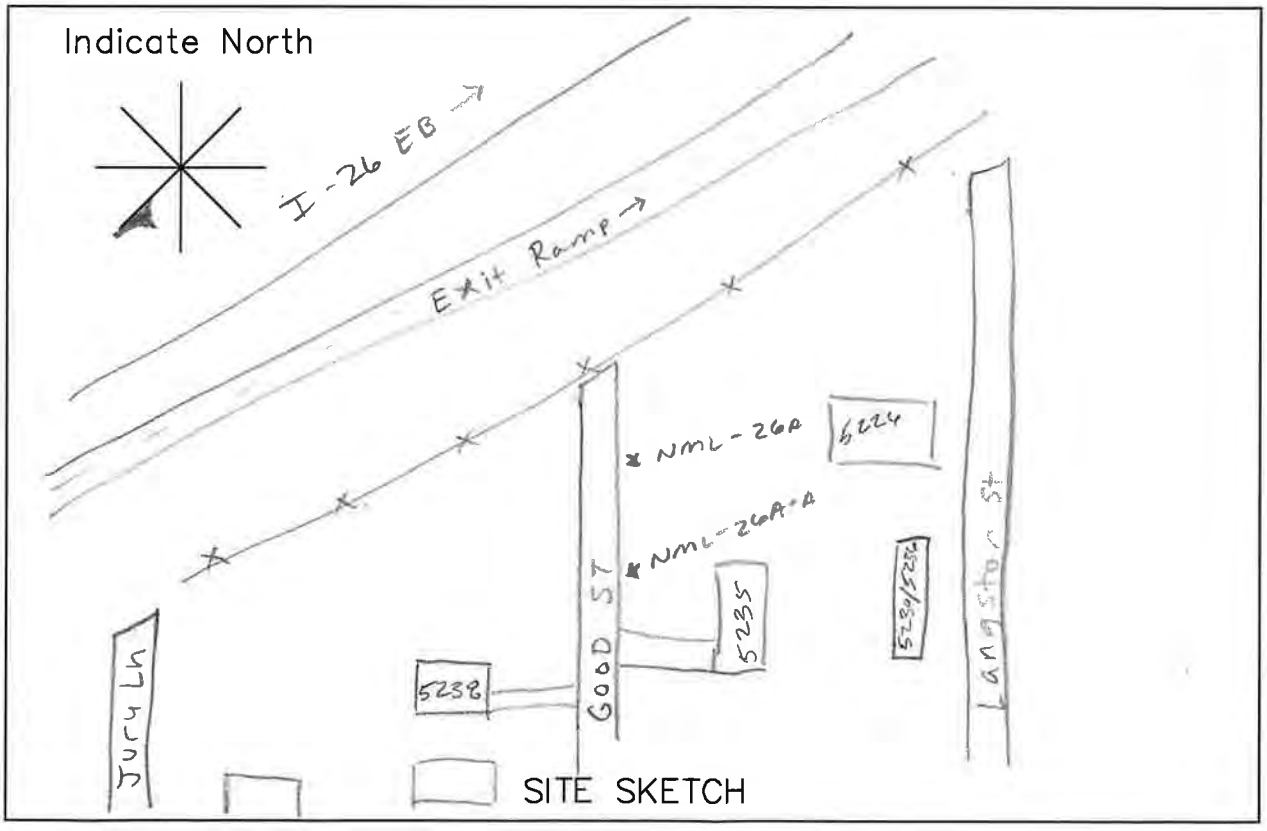
NML- 26A
NML- 26A-A
NML- _____

PROJECT I-526
OPERATOR(S) FRC, MMM, ALC DATE 4-4-19
NOISE METER FILE #s 024
SITE DESCRIPTION Good St
ROADWAY X-SECTION 6+ramps lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-26 60 mph mph
AVERAGE MEASURED SPEED LIMIT _____ mph
MAJOR NOISE SOURCES I-26
SAMPLE PERIOD:
BEGIN 10:25AM
END 10:45AM

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML-26A	68.3 dB(A)	70.2	1.9	✓
NML-26A-A	68.1 dB(A)	69.2	1.1	✓
NML-____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-26	I-26	RAMP	
Direction	EB	WB	→	
Auto	1216	1036	709	
M-Truck	53	46	9	
H-Truck	67	57	110	
Bus	6	0	0	
MC	0	0	0	

WEATHER DATA	
Temperature	65°F
Relative Humidity	42%
Dew Point	41°
Wind Speed	4.0
measured	



Stantec

NOISE MEASUREMENT DATA SHEET

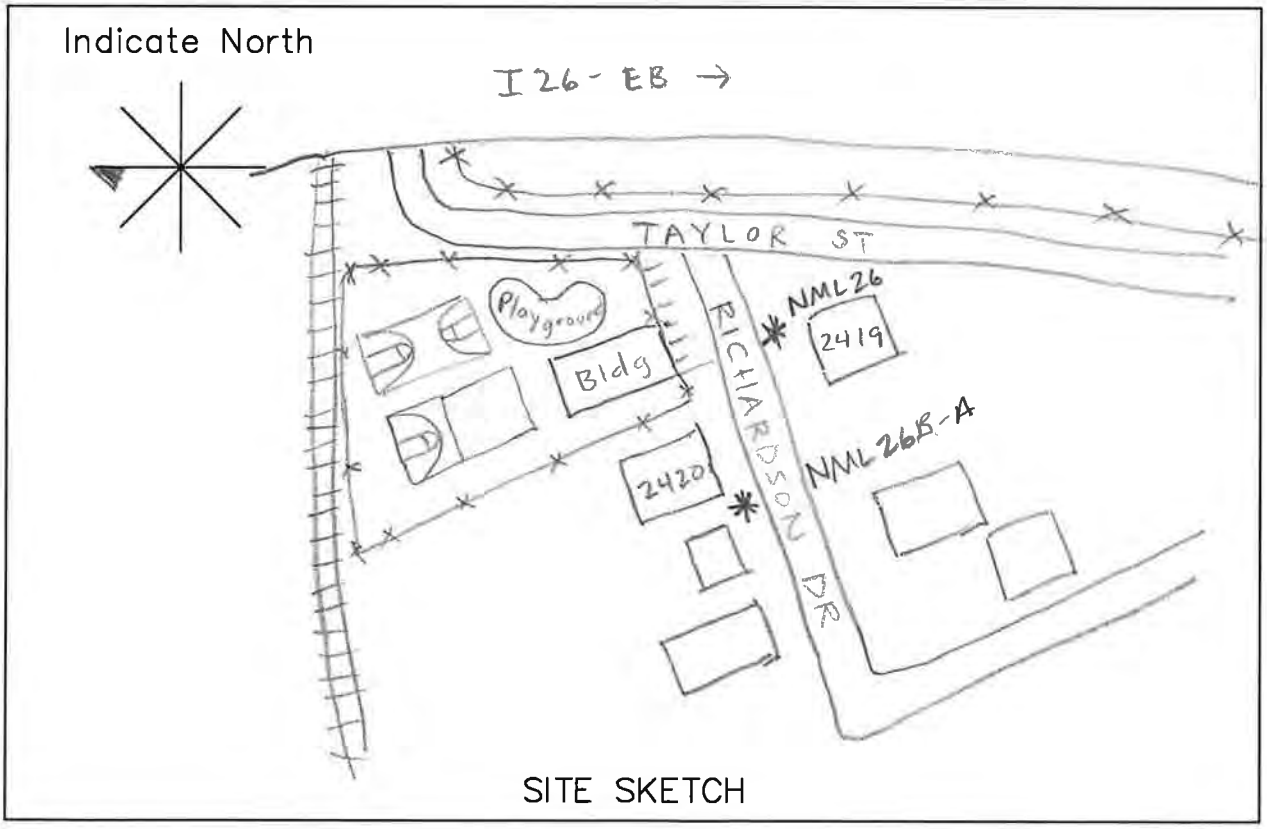
NML- 26B
NML- 26B-A
NML- ____

PROJECT I-526
OPERATOR(S) ERL, ALC, MMM DATE 4-4-19
NOISE METER FILE #s 025
SITE DESCRIPTION Highland Terrace Community Center
ROADWAY X-SECTION 10 lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT 60 mph mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-26 / Railroad
SAMPLE PERIOD:
BEGIN 11:00 AM
END 11:20 AM

Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML- 26B 67.8 dB(A)	69.1	1.3	✓
NML- 26B-A 67.8 dB(A)	68.5	0.7	✓
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-26	I-26		
Direction	WB	EB		
Auto	1899	2149		
M-Truck	83	94		
H-Truck	104	118		
Bus	0	0		
MC	0	0		

WEATHER DATA	
Temperature	68°F
Relative Humidity	34%
Dew Point	39°
Wind Speed	5.8
measured	



SITE SKETCH

CAMERA 5 NSA - 27 (6)

Stantec NOISE MEASUREMENT DATA SHEET

NML- 27
NML- 27A
NML- ____

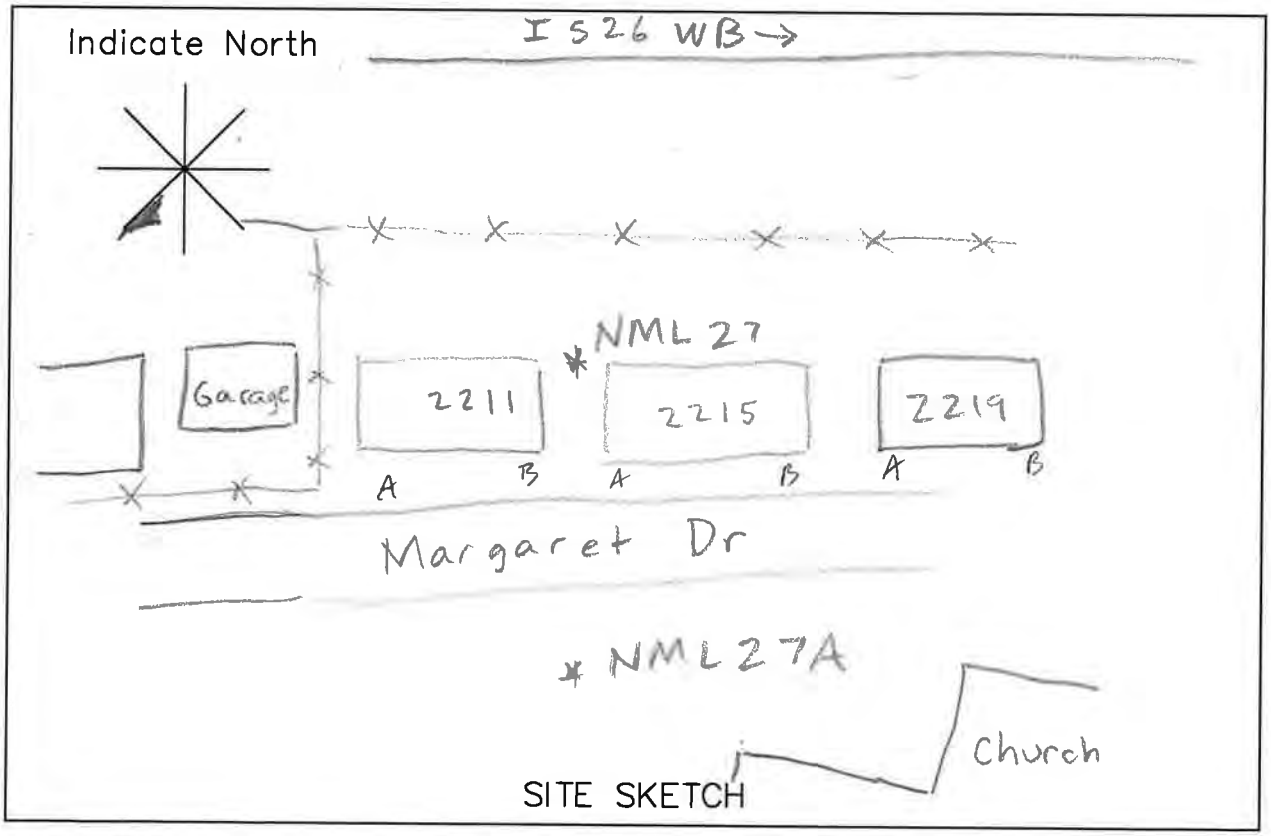
PROJECT I-526
OPERATOR(S) FRC DATE 4-3-19
NOISE METER FILE #s 018
SITE DESCRIPTION Margaret Dr
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT 55 I-526 mph mph
AVERAGE MEASURED SPEED LIMIT *traffic very slow mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 2:05
END 2:25

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- 27 64.5 dB(A)	67.1	2.6	✓
NML- 27A 62.0 dB(A)	66.2	4.2	X *
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	Margaret	Margaret
Direction	EB	WB	→	←
Auto	906	867	3	2
M-Truck	17	18		
H-Truck	136	134		
Bus	1	0		
MC	2	4		

WEATHER DATA	
Temperature	69°F
Relative Humidity	30%
Dew Point	36°
Wind Speed	1
measured	

* NEIGHBOR WOULD NOT STOP TALKING



SITE SKETCH

CAMERA 5 NSA-28 (9)

Stantec

NOISE MEASUREMENT DATA SHEET

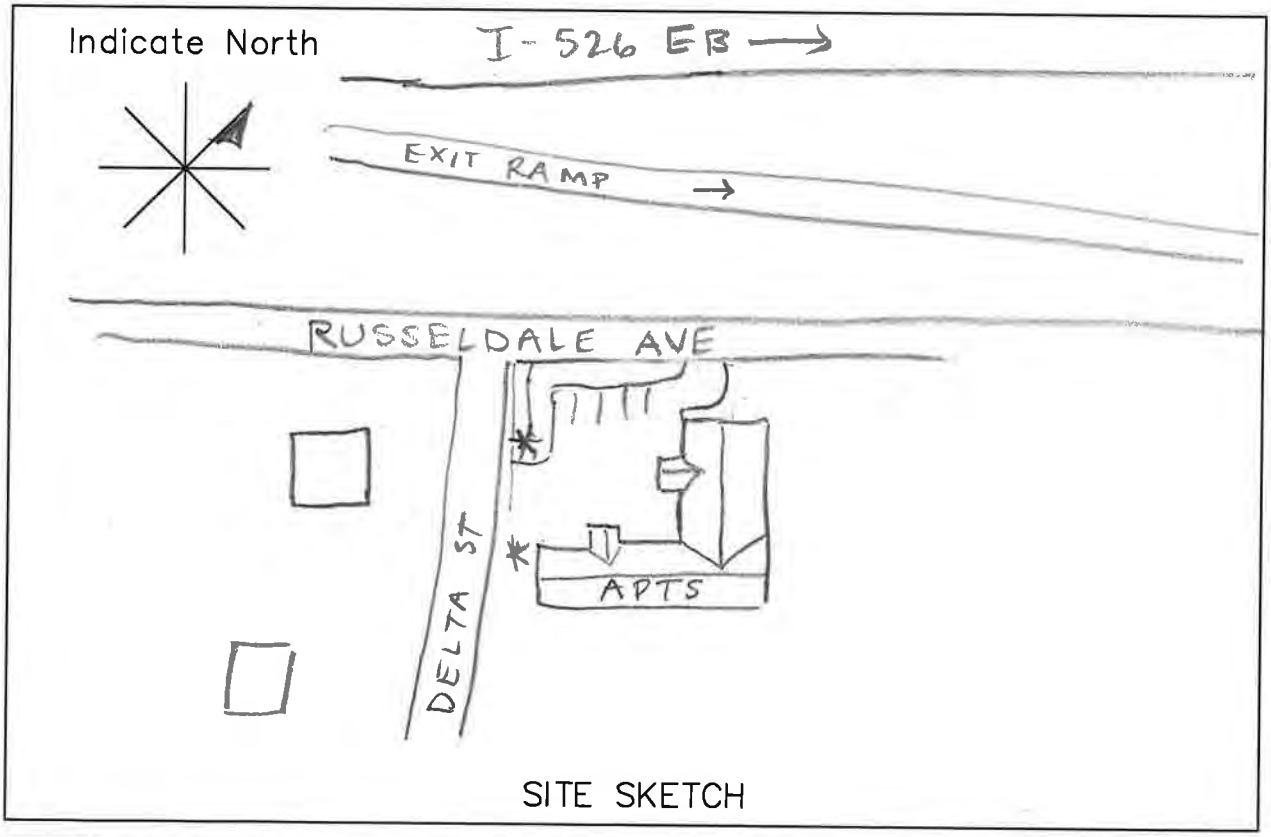
NML- 28
NML- 28A
NML- ____

PROJECT I-526
OPERATOR(S) ERC, MMM, ALC DATE 4-3-19
NOISE METER FILE #s 019
SITE DESCRIPTION Delta St & Russeldale Ave
ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-526 55 mph ____ mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 2:45
END 3:05

Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML-28 66.9 dB(A)	68.1	1.2	✓
NML-28A 66.0 dB(A)	66.3	0.3	✓
NML-____ ____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526	RAMP	
Direction	EB	WB	EB	
Auto	887	991	61	
M-Truck	14	19	7	
H-Truck	105	136	1	
Bus	3	2	1	
MC	1	3	0	

WEATHER DATA	
Temperature	69
Relative Humidity	29%
Dew Point	36°
Wind Speed	4.6
measured	



SITE SKETCH

CAMERA 5

10

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 29
NML- 29A
NML- ____

PROJECT I-526

OPERATOR(S) FRC, ALC, MMM DATE 4-3-19

NOISE METER FILE #s D20

SITE DESCRIPTION Ferndale MHP

ROADWAY X-SECTION ____ lanes ___ cut ✓ fill ___ even (elevated)

POSTED SPEED LIMIT I-526 55* mph ____ mph

AVERAGE MEASURED SPEED LIMIT *traffic slowed to ≈45 mph

MAJOR NOISE SOURCES I-526

SAMPLE PERIOD:

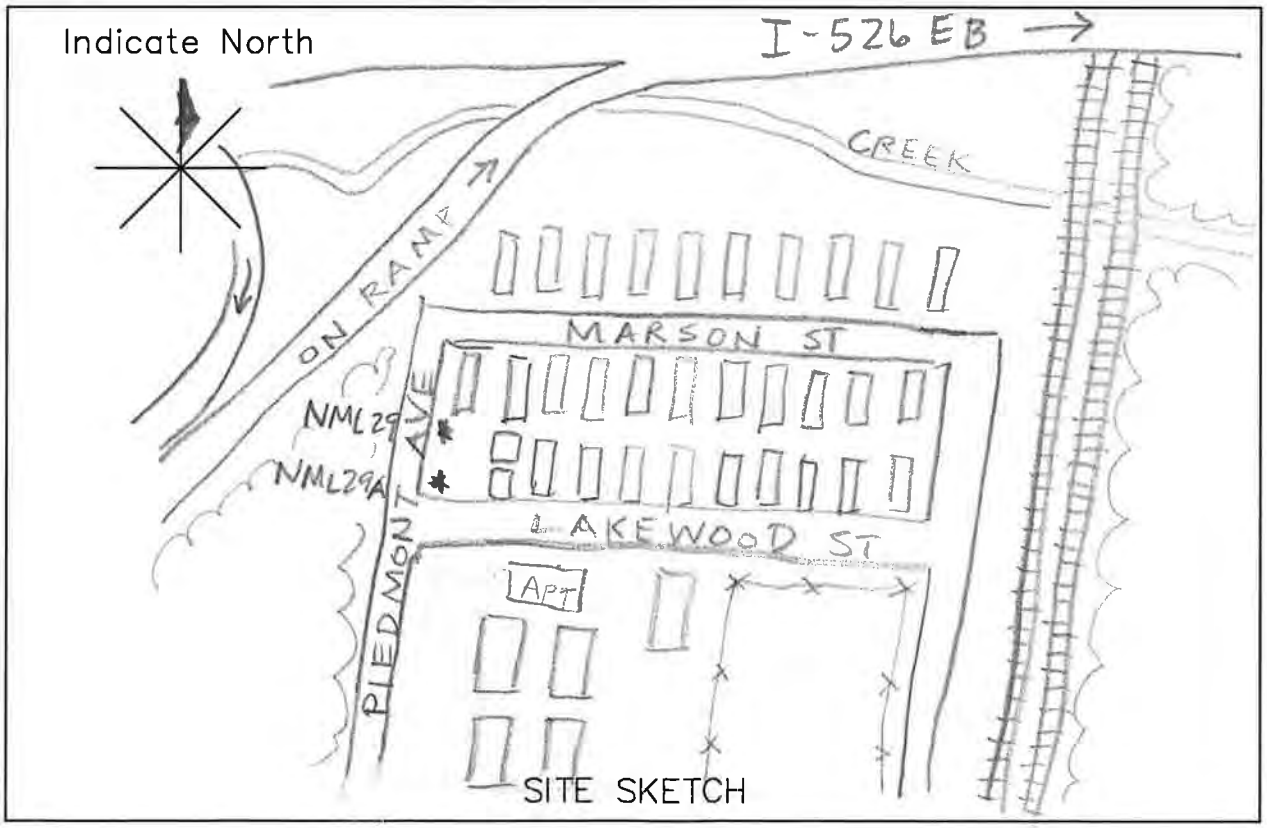
BEGIN 3:20

END 3:40

Leq (A) NOISE LEVEL			TNM	Δ	Val?
NML- 29	61.3	dB(A)	64.2	2.9	✓
NML- 29A	61.9	dB(A)	62.3	0.4	✓
NML- ____	____	dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	1061	1018		
M-Truck	10	14		
H-Truck	106	113		
Bus	5	2		
MC	1	2		

WEATHER DATA	
Temperature	69
Relative Humidity	28%
Dew Point	35°
Wind Speed	5.2
measured	



USE CAMERA 5

NOISE MEASUREMENT DATA SHEET

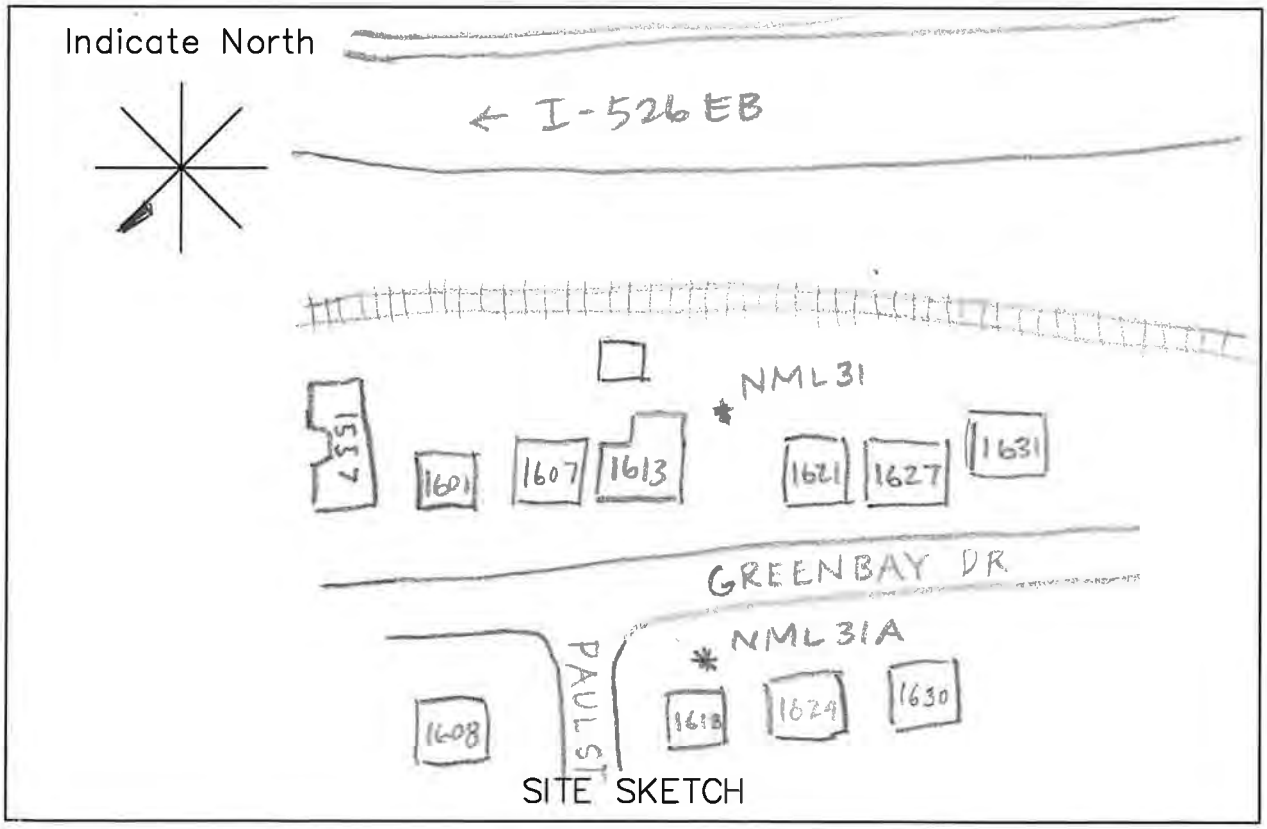
NML- 31
NML- 31A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4-3-19
NOISE METER FILE #s 021
SITE DESCRIPTION Greenbay Dr
ROADWAY X-SECTION 4 lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT 526 55* mph mph
AVERAGE MEASURED SPEED LIMIT * much less than pos mph
MAJOR NOISE SOURCES I-526 barely moving ∴ used 35mph
SAMPLE PERIOD:
BEGIN 4:30
END 4:50

Leq (A) NOISE LEVEL		TNM	△	Val?
NML- 31	57.8 dB(A)	60.3	2.5	✓
NML- 31A	56.3 dB(A)	57.6	1.3	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	906	926		
M-Truck	12	11		
H-Truck	46	84		
Bus	1	2		
MC	1	3		

WEATHER DATA	
Temperature	69
Relative Humidity	29%
Dew Point	36°
Wind Speed	5 CHS



SITE SKETCH

CAMERA 5

(1)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 32
NML- 32A
NML- ____

PROJECT I-526

OPERATOR(S) FRC, ALC, MNM DATE 4-4-19

NOISE METER FILE #s 022

SITE DESCRIPTION Parkside Dr

ROADWAY X-SECTION 4 + far on ramp lanes ___ cut ✓ fill ___ even (elevated)

POSTED SPEED LIMIT I-526 60 mph ____ mph

AVERAGE MEASURED SPEED LIMIT ____ mph

MAJOR NOISE SOURCES I-526 / Rail

SAMPLE PERIOD:

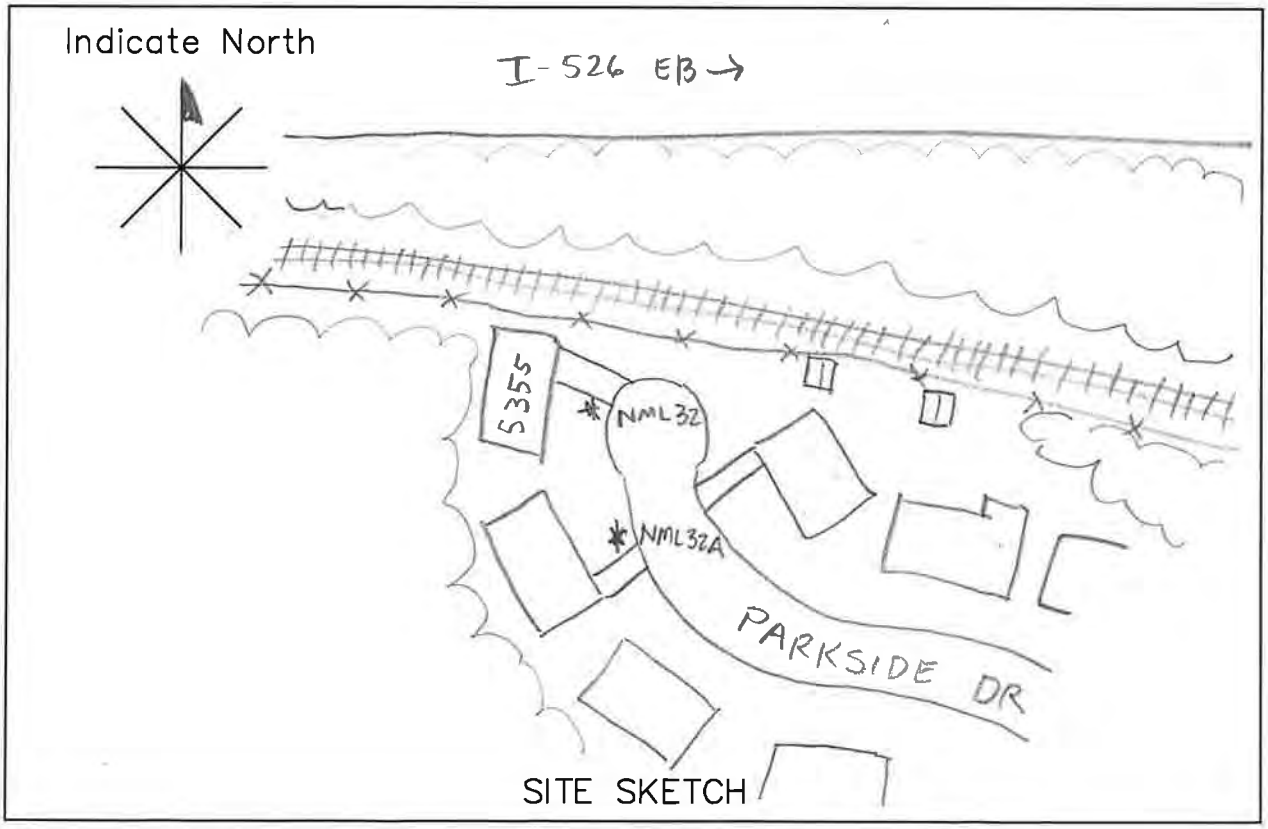
BEGIN 9:00 AM

END 9:20 AM

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 32	64.4 dB(A)	66.9	2.5	✓
NML- 32A	63.8 dB(A)	65.0	1.2	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	612	796		
M-Truck	23	24		
H-Truck	140	138		
Bus	6	4		
MC	1	2		

WEATHER DATA	
Temperature	56°F
Relative Humidity	83%
Dew Point	51°F
Wind Speed	/
measured	



SITE SKETCH

CAMERA 5

(2)

Stantec

NOISE MEASUREMENT DATA SHEET

NML- 33
NML- 33A
NML- ____

PROJECT I-526

OPERATOR(S) FRC, ALC, MMM DATE 4-4-19

NOISE METER FILE #s 023

SITE DESCRIPTION Filbin Creek Apartments

ROADWAY X-SECTION ____ lanes ____ cut ____ fill ____ even

POSTED SPEED LIMIT I-526 60 mph mph

AVERAGE MEASURED SPEED LIMIT ____ mph

MAJOR NOISE SOURCES I-526

SAMPLE PERIOD:

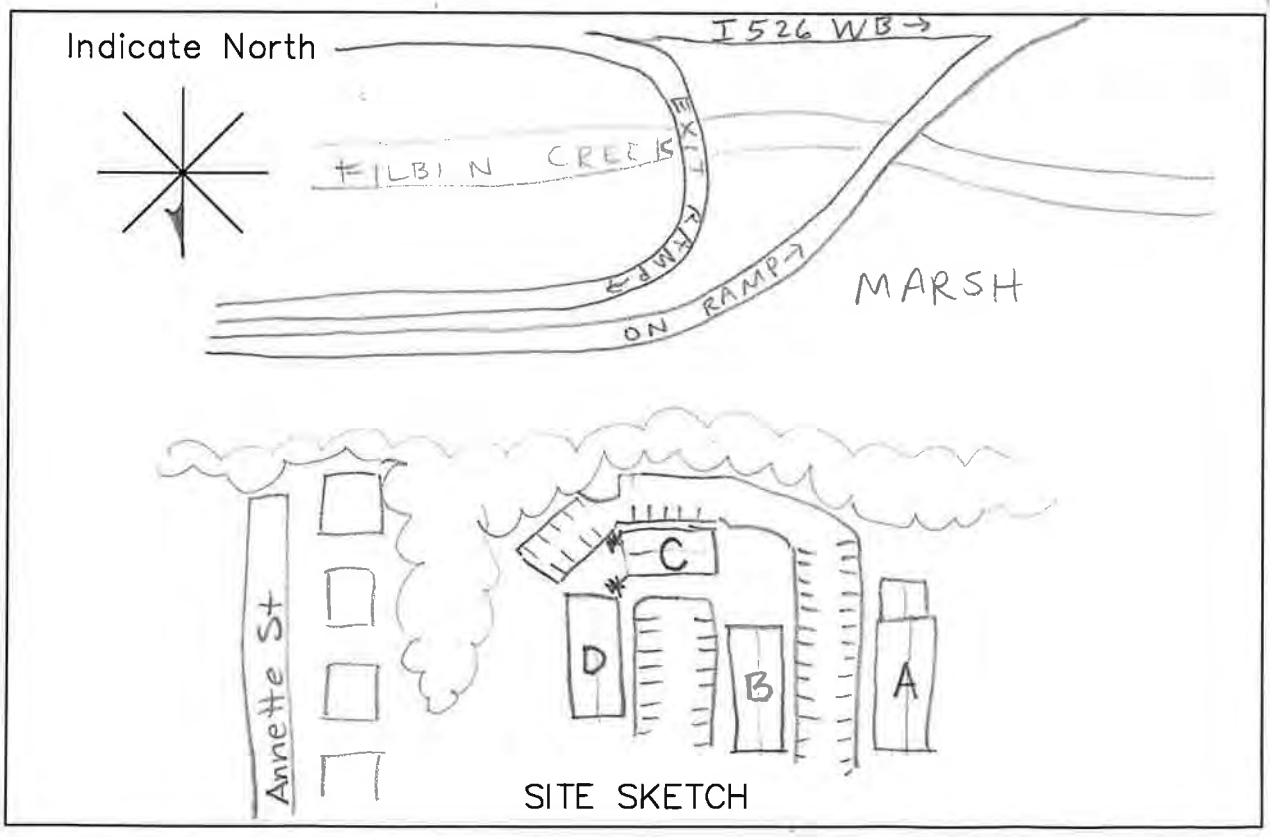
BEGIN 9:45 AM

END 10:05 AM

Leq (A) NOISE LEVEL		TNM	△	Val?
NML- 33	58.2 dB(A)	60.7	2.7	✓
NML- 33A	58.8 dB(A)	58.8	0.8	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-526	I-526		
Direction	EB	WB		
Auto	771	780		
M-Truck	16	32		
H-Truck	161	114		
Bus	0	2		
MC	1	1		

WEATHER DATA	
Temperature	64°F
Relative Humidity	44%
Dew Point	42°
Wind Speed	3.7
measured	



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

NML-35
NML- ____
NML- ____

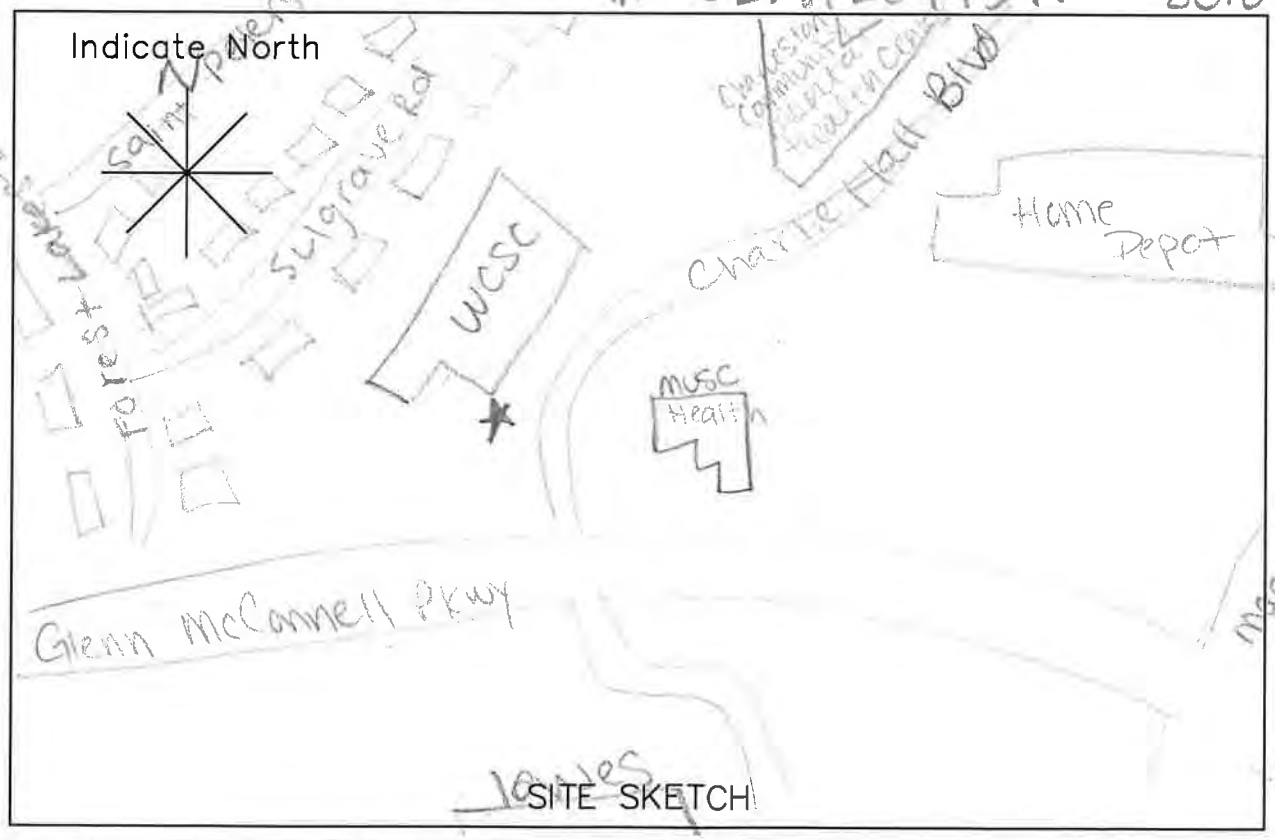
PROJECT I-526
OPERATOR(S) ____ DATE 4/4/19
NOISE METER FILE #s CECS
SITE DESCRIPTION WCSC Television Station 5
ROADWAY X-SECTION ____ lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT ____ mph ____ mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES Glenn McConnell Pkwy
SAMPLE PERIOD:
BEGIN 3:51
END 4:21

Leq (A) NOISE LEVEL	TNM	△	Val?
NML-NSA-64.8 dB(A)			
NML-35 dB(A)			
NML-____ dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto		AMBIENT		
M-Truck				
H-Truck		ONLY		
Bus				
MC				

WEATHER DATA	
Temperature	71
Relative Humidity	49
Dew Point	50
Wind Speed	2

*=32.8128493 N -80.0472319 W



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

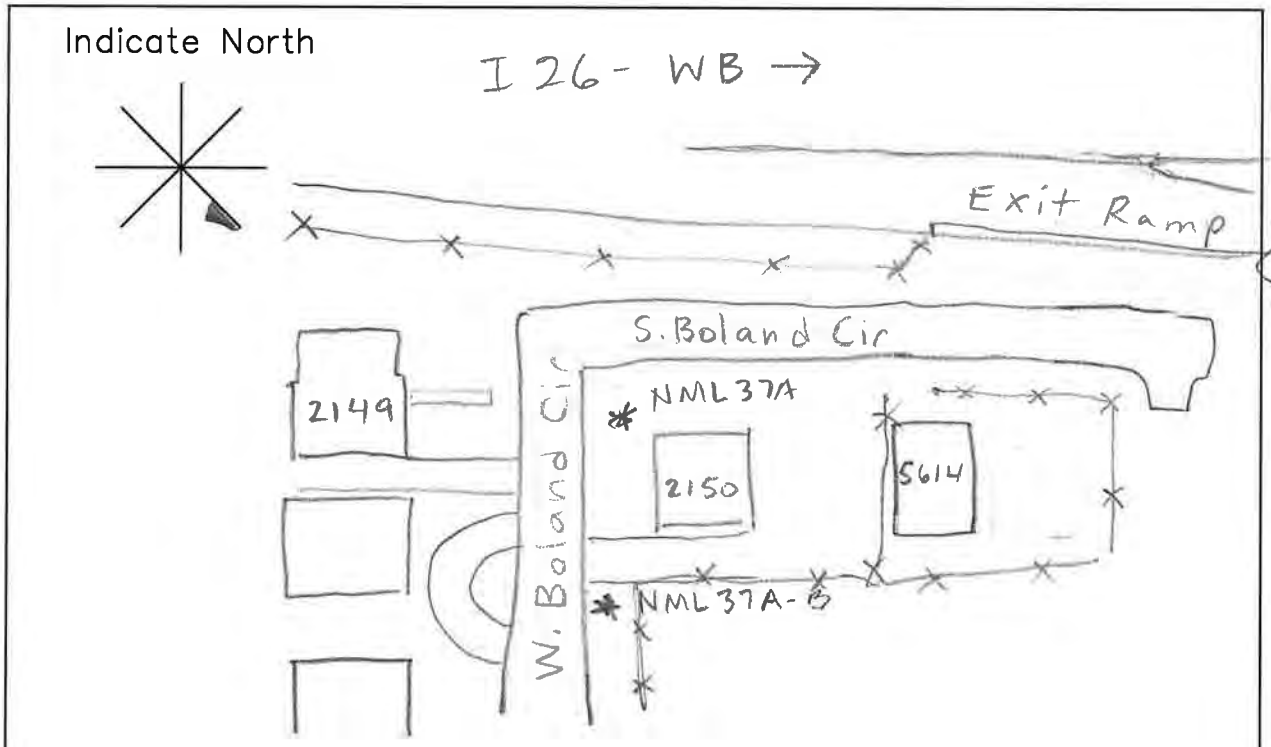
NML- 37A
NML- 37A-B
NML- _____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4-4-19
NOISE METER FILE #s 026
SITE DESCRIPTION Boland Cir
ROADWAY X-SECTION 8 + ramps lanes ____ cut ____ fill ____ even
POSTED SPEED LIMIT I-26 65 mph mph
AVERAGE MEASURED SPEED LIMIT _____ mph
MAJOR NOISE SOURCES I-26
SAMPLE PERIOD:
BEGIN 11:45 AM
END 12:05 PM

Leq (A) NOISE LEVEL		TNM	Δ	Val?
NML- 37A	67.9 dB(A)	70.8	2.9	✓
NML- 37A-B	65.2 dB(A)	66.4	1.2	✓
NML- ____	____ dB(A)			

TRAFFIC DATA				
Roadway	I-26	I-26	Ramp	
Direction	WB	EB	→	
Auto	1748	2149	152	
M-Truck	77	94	7	
H-Truck	96	118	8	
Bus	Ø	Ø	Ø	
MC	Ø	Ø	Ø	

WEATHER DATA	
Temperature	69°F
Relative Humidity	30%
Dew Point	37°
Wind Speed	5.7
Measured	



SITE SKETCH

Stantec

NOISE MEASUREMENT DATA SHEET

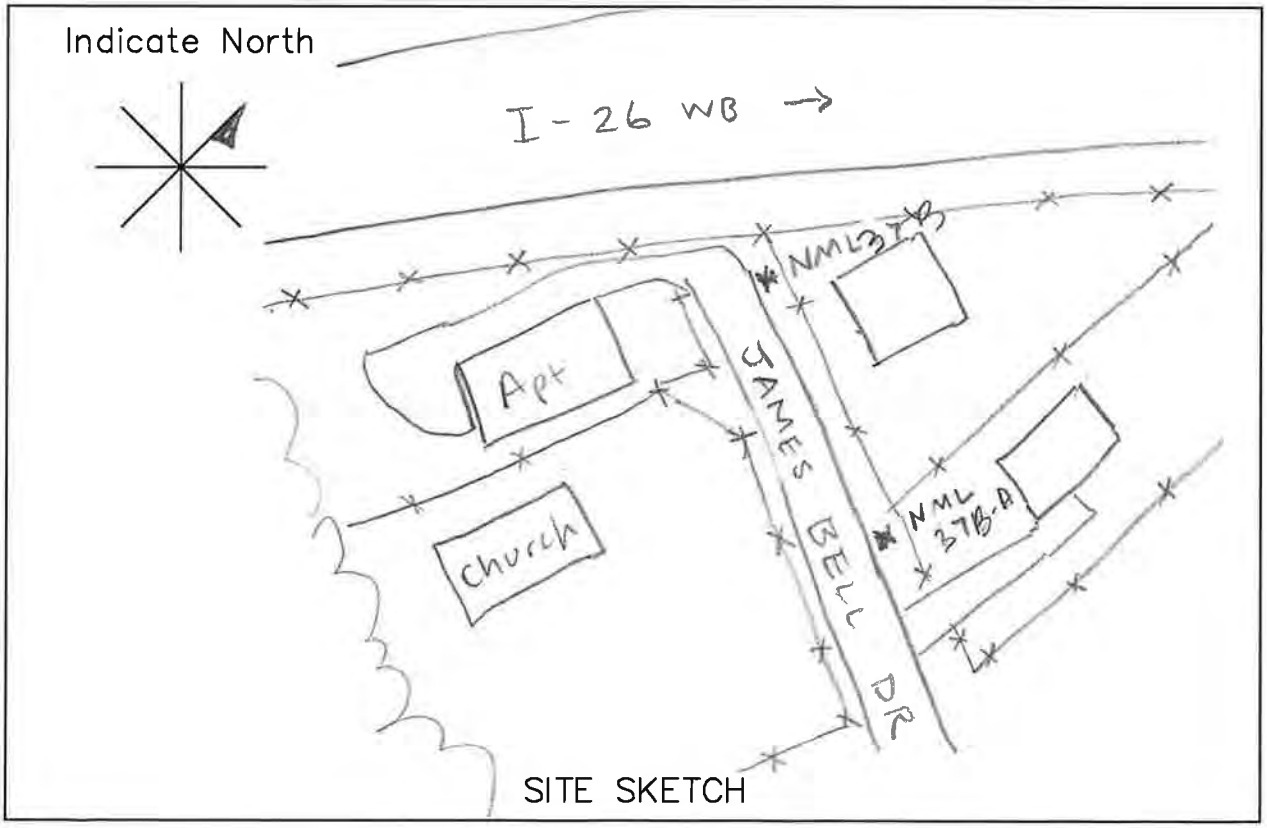
NML- 37B
NML- 37B-A
NML- ____

PROJECT I-526
OPERATOR(S) FRC, MMM, ALC DATE 4-4-19
NOISE METER FILE #s 027
SITE DESCRIPTION James Bell Dr
ROADWAY X-SECTION 10 lanes ___ cut ✓ fill ___ even
POSTED SPEED LIMIT I-26 55 mph mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-26
SAMPLE PERIOD:
BEGIN 1:30
END 1:50

Leq (A) NOISE LEVEL	TNM	Δ	Val?
NML-37B 66.1 dB(A)	67.5	1.0	✓
NML-37B-A 64.5 dB(A)	67.5	2.6	✓
NML- ____ dB(A)			

TRAFFIC DATA				
Roadway	I-26	I-26		
Direction	WB	EB		
Auto	1795	2091		
M-Truck	81	89		
H-Truck	91	109		
Bus				
MC				

WEATHER DATA	
Temperature	72°F
Relative Humidity	28 %
Dew Point	37°
Wind Speed	7.9
measured	



Stantec NOISE MEASUREMENT DATA SHEET

NML- 38
NML- ____
NML- ____

PROJECT I-526
OPERATOR(S) ____ DATE 4/4/19
NOISE METER FILE #s ____
SITE DESCRIPTION Quality Inn Coliseum
ROADWAY X-SECTION ____ lanes ___ cut ___fill ___even
POSTED SPEED LIMIT ____ mph ____ mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 2:40
END 3:10

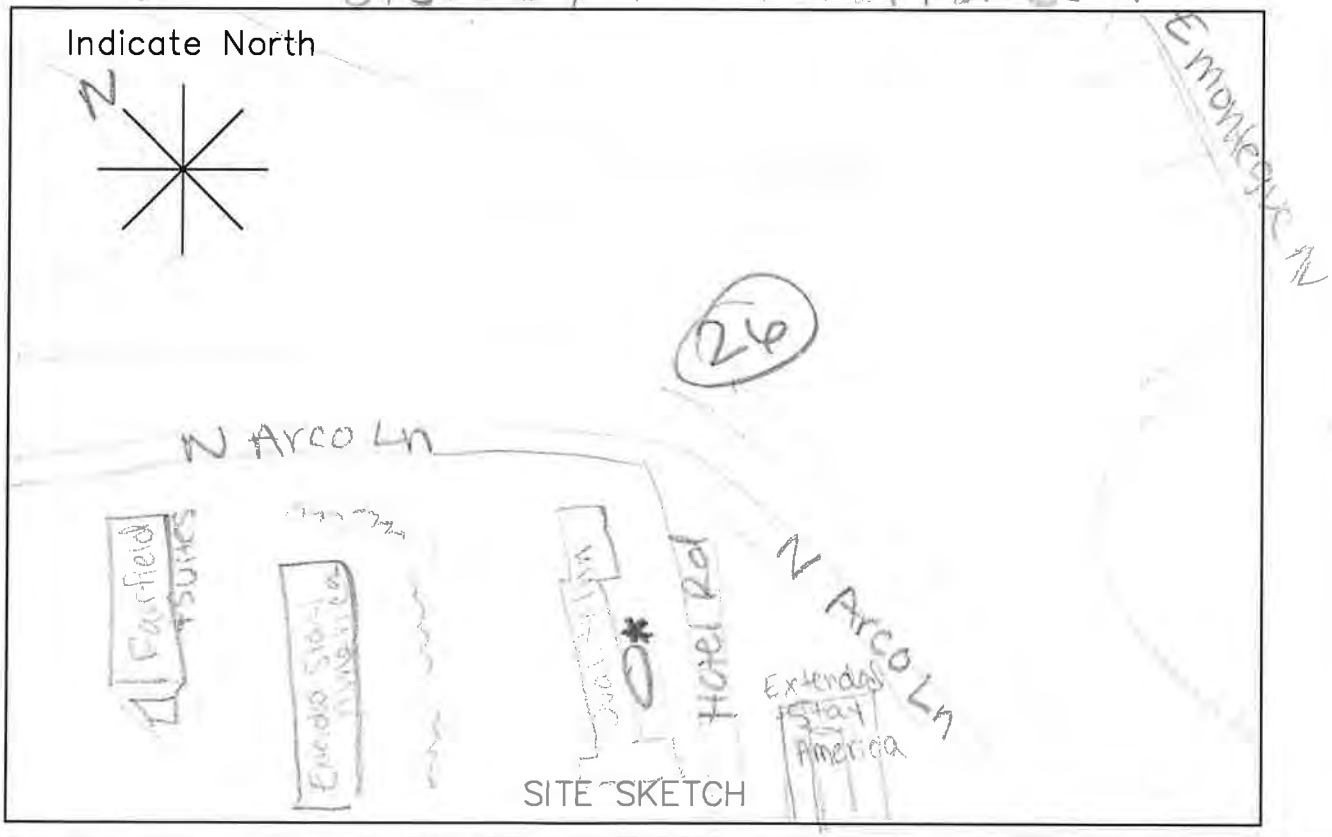
Leq (A) NOISE LEVEL			TNM	△	Val?
NML- 38 (NSA 3.8)	67.9	dB(A)			
NML- ____	____	dB(A)			
NML- ____	____	dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto		AMBIENT ONLY		
M–Truck				
H–Truck				
Bus				
MC				

WEATHER DATA	
Temperature	72
Relative Humidity	40%
Dew Point	46
Wind Speed	7

* = 32.87300607 N -80.01432886 W

Indicate North



Stantec

NOISE MEASUREMENT DATA SHEET

NML- NSA 39
NML- _____
NML- _____

PROJECT I-526
OPERATOR(S) _____ DATE 4/4/19
NOISE METER FILE #s CECS
SITE DESCRIPTION courtyard marriott
ROADWAY X-SECTION _____ lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT _____ mph _____ mph
AVERAGE MEASURED SPEED LIMIT _____ mph
MAJOR NOISE SOURCES E Montague Ave & Mall Drive
SAMPLE PERIOD:
BEGIN 1:45 pm
END 2:15 pm

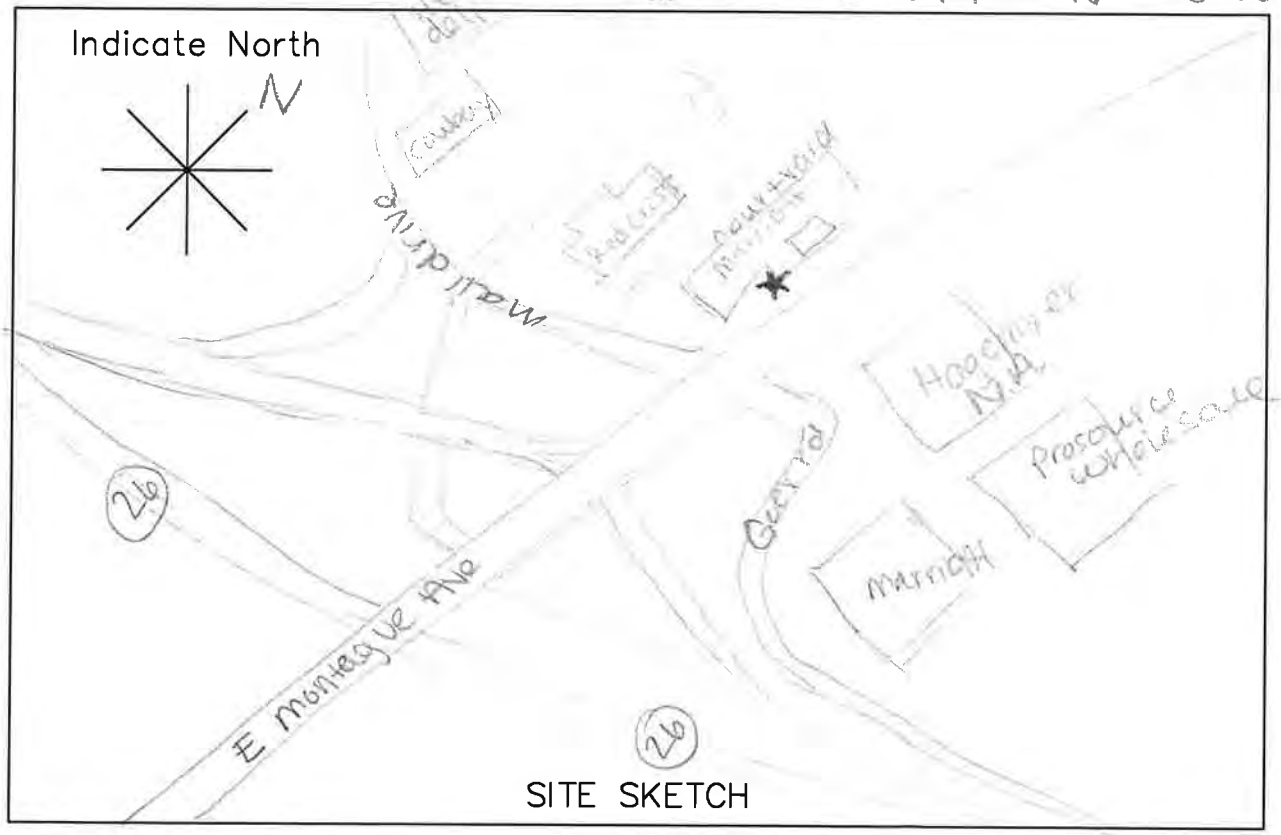
Leq (A) NOISE LEVEL			TNM	△	Val?
NML- NSA 39	64.9	dB(A)			
NML- ____	____	dB(A)			
NML- ____	____	dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto				
M-Truck	AMBIENT ONLY			
H-Truck				
Bus				
MC				

WEATHER DATA	
Temperature	71
Relative Humidity	33
Dew Point	40
Wind Speed	4.5

* = 32.8751467 N -80.0107965 W

Indicate North



SITE SKETCH

NSA-25

Stantec NOISE MEASUREMENT DATA SHEET

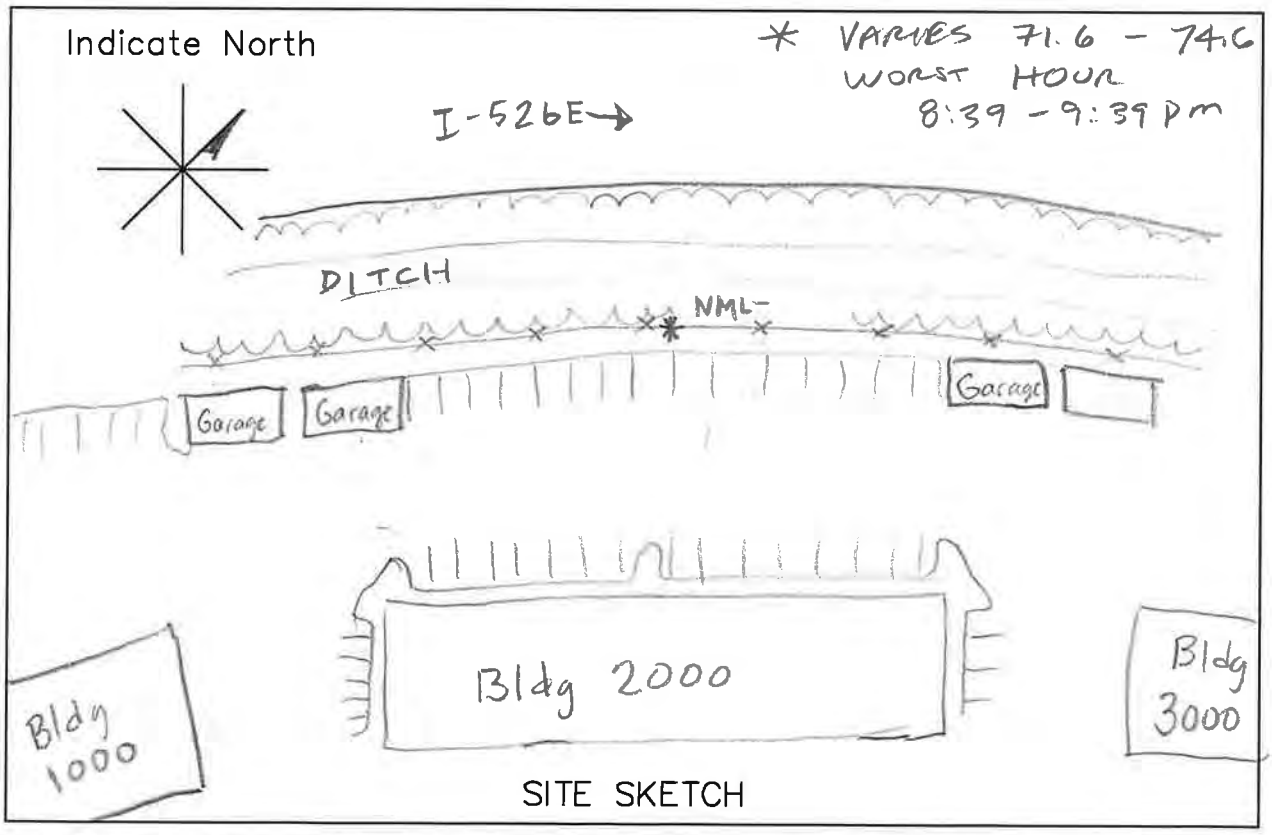
NML- LT 1
NML- _____
NML- _____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4/1/19
NOISE METER FILE #s 1 - MID
SITE DESCRIPTION Centre Pointe Apts
ROADWAY X-SECTION _____ lanes ___ cut ___fill ___even
POSTED SPEED LIMIT _____ mph _____ mph
AVERAGE MEASURED SPEED LIMIT _____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 8:40 AM
END 9:30 PM

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- * ____ dB(A)			
NML- ____ ____ dB(A)			
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto	AMBIENT			
M-Truck				
H-Truck	ONLY			
Bus				
MC				

WEATHER DATA	
Temperature	varies
Relative Humidity	"
Dew Point	"
Wind Speed	"



SITE SKETCH

NSA-29

NSA-29

Stantec

NOISE MEASUREMENT DATA SHEET

NML- LT2
NML- ____
NML- ____

PROJECT I-526

OPERATOR(S) FRC DATE 4/2/19 - 4/3/19

NOISE METER FILE #s 002 - mid

SITE DESCRIPTION Marson St & Railroad Ave

ROADWAY X-SECTION 4 + merge lanes ___ cut ✓ fill ___ even (elevated)

POSTED SPEED LIMIT ____ mph ____ mph

AVERAGE MEASURED SPEED LIMIT ____ mph

MAJOR NOISE SOURCES I-526 & Railroad

SAMPLE PERIOD:

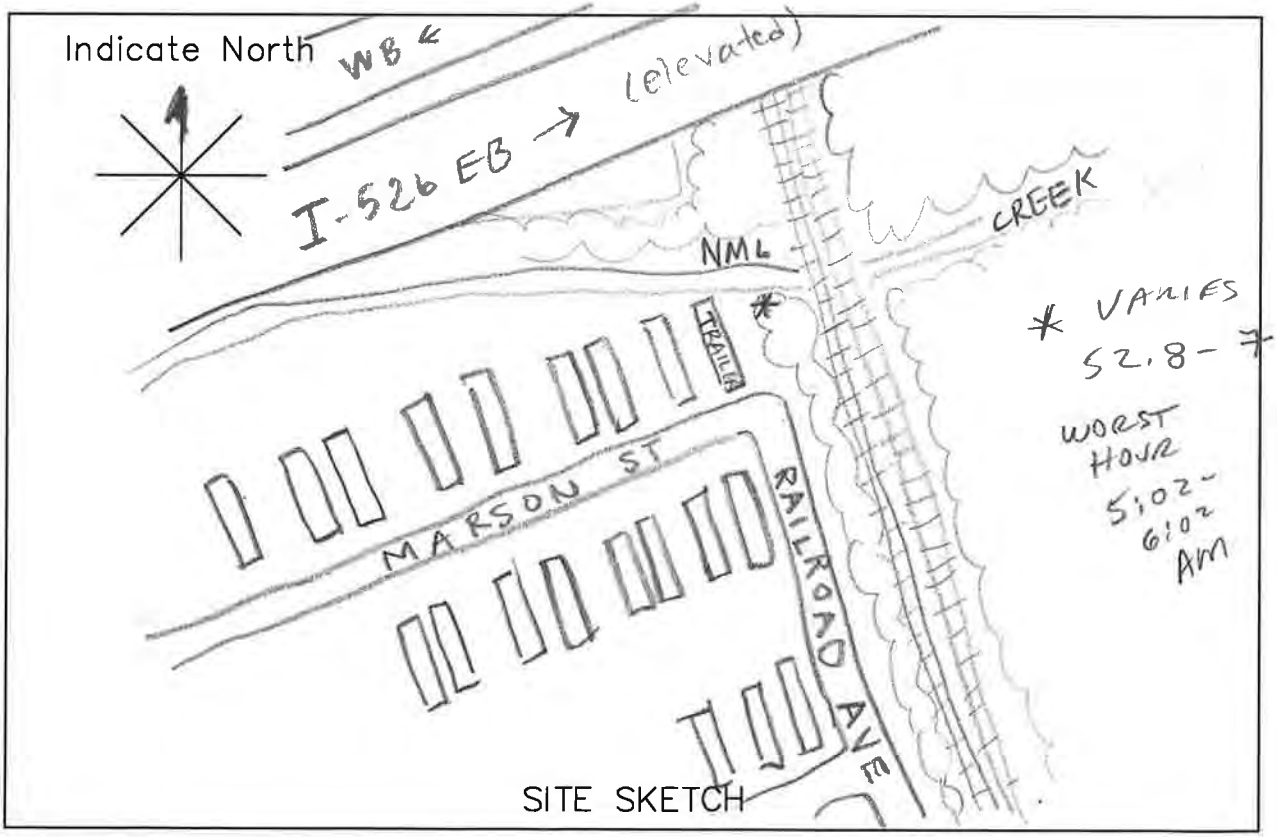
BEGIN 5:00 pm 4/2/19

END 15:45 pm - 4/3/19

Leq (A) NOISE LEVEL	TNM	△	Val?
NML- * ____ dB(A)			
NML- ____ ____ dB(A)			
NML- ____ ____ dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto		AMBIENT		
M-Truck				
H-Truck		ONLY		
Bus				
MC				

WEATHER DATA	
Temperature	Varies
Relative Humidity	
Dew Point	
Wind Speed	



SITE SKETCH

NSA –

NOISE MEASUREMENT DATA SHEET

NML- LT3
NML- ____
NML- ____

PROJECT I-526
OPERATOR(S) FRC, ALC, MMM DATE 4-3-19 / 4-4-19
NOISE METER FILE #s 003-mid
SITE DESCRIPTION Storie St & Torgeson Ave
ROADWAY X-SECTION _____ lanes ___ cut ___ fill ___ even
POSTED SPEED LIMIT ____ mph ____ mph
AVERAGE MEASURED SPEED LIMIT ____ mph
MAJOR NOISE SOURCES I-526
SAMPLE PERIOD:
BEGIN 4:05 pm 4-3-19
END 4:45 4-4-19

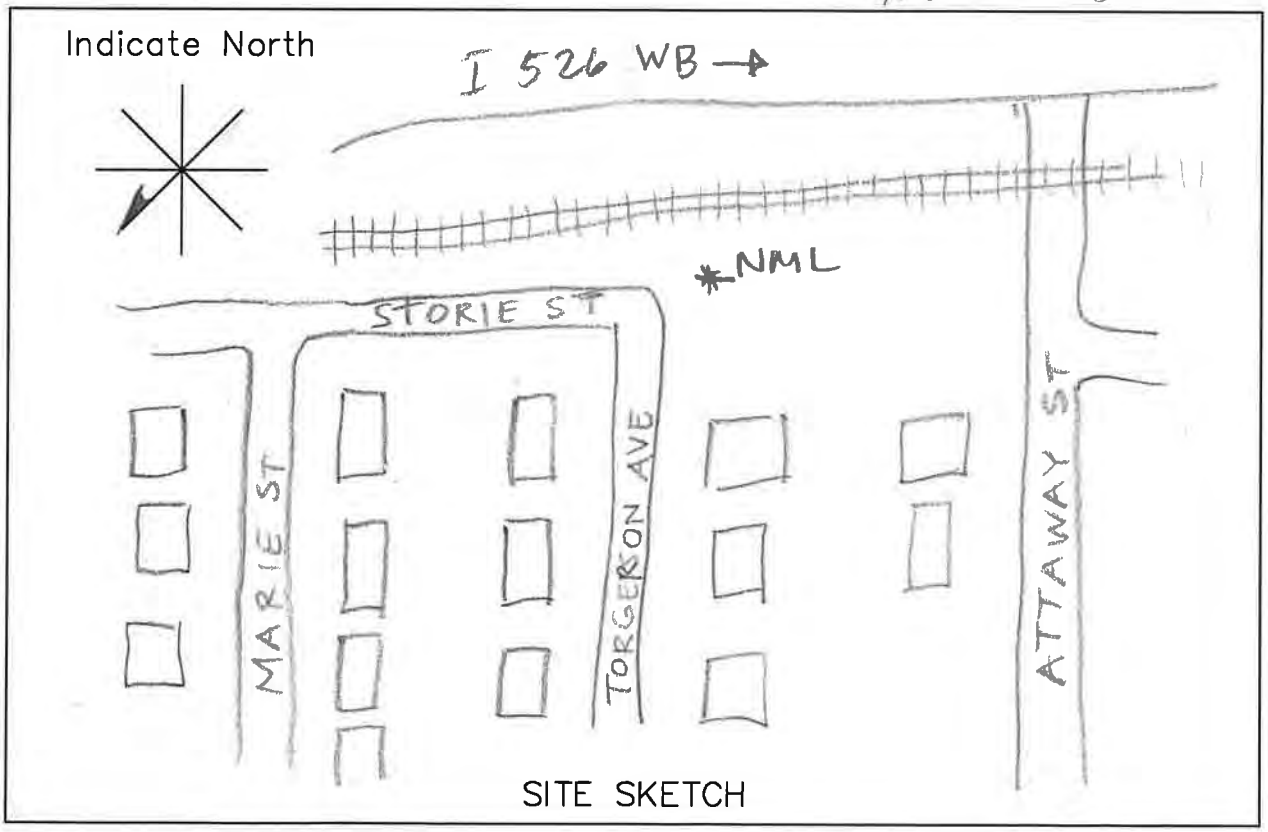
Leq (A) NOISE LEVEL	TNM	△	Val?
NML-* ____ dB(A)			
NML-____ ____ dB(A)			
NML-____ ____ dB(A)			

TRAFFIC DATA				
Roadway				
Direction				
Auto				
M-Truck	AMBIENT			
H-Truck		ONLY		
Bus				
MC				

WEATHER DATA	
Temperature	varies
Relative Humidity	
Dew Point	
Wind Speed	

* VARIES 60.2 – 82.8

WORST HOUR
12:10
1:00
TRAIN



SITE SKETCH

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.42455

Instrument: **Sound Level Meter**
Model: **NL52**
Manufacturer: **Rion**
Serial number: **00921170**
Tested with: **Microphone UC-59 s/n 04202**
Preamplifier NH25 s/n 21212
Type (class): **1**
Customer: **Scantek, Inc.**
Tel/Fax: **410-290-7726 / 410-290-9167**

Date Calibrated: **3/11/2019** *Cal Due:* **3/11/2020**

Status:	Received	Sent
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: __Yes X No
Calibration service: __ Basic X Standard
Address: **6430 Dobbin Road, Suite C**
Columbia, MD 21045

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence	Cal. Due
				Cal. Lab / Accreditation	
483B-Norsonic	SME Cal Unit	31061	Jul 30, 2018	Scantek, Inc./ NVLAP	Jul 30, 2019
DS-360-SRS	Function Generator	61646	Sep 7, 2018	ACR Env./ A2LA	Sep 7, 2020
34401A-Agilent Technologies	Digital Voltmeter	MY47022043	Sep 17, 2018	ACR Env./ A2LA	Sep 17, 2019
HM30-Thommen	Meteo Station	1040170/39633	Nov 13, 2018	ACR Env./ A2LA	Nov 13, 2019
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Nov 11, 2018	Scantek, Inc./ NVLAP	Nov 11, 2019

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.9	100.58	44.5

Calibrated by:	Jeremy Gotwalt	**Authorized signatory:**	Steven E. Marshall
Signature		Signature	
Date	3/11/19	Date	3/12/2019

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES[1] FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT[2,3]	EXPANDED UNCERTAINTY (coverage factor 2) [dB]
INDICATION AT THE CALIBRATION CHECK FREQUENCY - IEC61672-3 ED.2 CLAUSE 10	Passed	0.15
SELF-GENERATED NOISE - IEC 61672-3 ED.2 CLAUSE 11	Passed	0.30
FREQUENCY WEIGHTINGS: A NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: C NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: Z NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY AND TIME WEIGHTINGS AT 1 KHZ IEC 61672-3 ED.2.0 CLAUSE 14	Passed	0.20
LEVEL LINEARITY ON THE REFERENCE LEVEL RANGE - IEC 61672-3 ED.2 CLAUSE 16	Passed	0.25
TONEBURST RESPONSE - IEC 61672-3 ED.2.0 CLAUSE 18	Passed	0.30
PEAK C SOUND LEVEL - IEC 61672-3 ED.2.0 CLAUSE 19	Passed	0.35
OVERLOAD INDICATION - IEC 61672-3 ED.2.0 CLAUSE 20	Passed	0.25
HIGH LEVEL STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 21	Passed	0.1
LONG TERM STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 15	Passed	0.1
COMBINED ELECTRICAL AND ACOUSTICAL TEST - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	See test report

1 The results of this calibration apply only to the instrument type with serial number identified in this report.

2 Parameters are certified at actual environmental conditions.

3 The tests marked with (*) are not covered by the current NVLAP accreditation.

Comments: The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2, to demonstrate that the model of sound level meter fully conforms to the requirements in the IEC 61672-2, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger.
Compliance with any standard cannot be claimed based solely on the periodic tests.

Tests made with the following attachments to the instrument:

Microphone: Rion UC-59 s/n 04202 for acoustical test
Preamplifier: Rion NH25 s/n 21212 for all tests
Other: line adaptor ADP005 (18pF) for electrical tests
Accompanying acoustical calibrator: none
Windscreen: none

Measured Data: in Test Report # 42455 of 7+1 pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekInc.com

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.41698

Instrument: **Sound Level Meter**
Model: **NL52**
Manufacturer: **Rion**
Serial number: **00375623**
Tested with: **Microphone UC-59 s/n 11098**
Preamplifier NH25 s/n 65750
Type (class): **1**
Customer: **Scantek, Inc.**
Tel/Fax: **410-290-7726 / 410-290-9167**

Date Calibrated: **10/31/2018** *Cal Due:* **10/31/2019**

Status:	Received	Sent
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: __Yes X No
Calibration service: __ Basic X Standard
Address: **6430 Dobbin Road, Suite C, Columbia, MD 21045**

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
483B-Norsonic	SME Cal Unit	31061	Jul 30, 2018	Scantek, Inc./ NVLAP	Jul 30, 2019
DS-360-SRS	Function Generator	61646	Sep 7, 2018	ACR Env./ A2LA	Sep 7, 2020
34401A-Agilent Technologies	Digital Voltmeter	MY47022043	Sep 17, 2018	ACR Env./ A2LA	Sep 17, 2019
HM30-Thommen	Meteo Station	1040170/39633	Oct 25, 2017	ACR Env./ A2LA	Nov 25, 2018
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Nov 10, 2017	Scantek, Inc./ NVLAP	Nov 10, 2018

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
23.1	100.20	51.8

Calibrated by:	Lydon Dawkins	**Authorized signatory:**	Steven E. Marshall
Signature	Lydon Dawkins	Signature	Steven E Marshall
Date	10/31/2018	Date	10/31/2018

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES[1] FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT[2,3]	EXPANDED UNCERTAINTY (coverage factor 2) [dB]
INDICATION AT THE CALIBRATION CHECK FREQUENCY - IEC61672-3 ED.2 CLAUSE 10	Passed	0.15
SELF-GENERATED NOISE - IEC 61672-3 ED.2 CLAUSE 11	Passed	0.30
FREQUENCY WEIGHTINGS: A NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: C NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: Z NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY AND TIME WEIGHTINGS AT 1 KHZ IEC 61672-3 ED.2.0 CLAUSE 14	Passed	0.20
LEVEL LINEARITY ON THE REFERENCE LEVEL RANGE - IEC 61672-3 ED.2 CLAUSE 16	Passed	0.25
TONEBURST RESPONSE - IEC 61672-3 ED.2.0 CLAUSE 18	Passed	0.30
PEAK C SOUND LEVEL - IEC 61672-3 ED.2.0 CLAUSE 19	Passed	0.35
OVERLOAD INDICATION - IEC 61672-3 ED.2.0 CLAUSE 20	Passed	0.25
HIGH LEVEL STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 21	Passed	0.1
LONG TERM STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 15	Passed	0.1
COMBINED ELECTRICAL AND ACOUSTICAL TEST - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	See test report

[1] The results of this calibration apply only to the instrument type with serial number identified in this report.

[2] Parameters are certified at actual environmental conditions.

[3] The tests marked with (*) are not covered by the current NVLAP accreditation.

Comments: The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2, to demonstrate that the model of sound level meter fully conforms to the requirements in the IEC 61672-2, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger.
Compliance with any standard cannot be claimed based solely on the periodic tests.

Tests made with the following attachments to the instrument:

Microphone: Rion UC-59 s/n 11098 for acoustical test
Preamplifier: Rion NH25 s/n 65750 for all tests
Other: line adaptor ADP005 (18pF) for electrical tests
Accompanying acoustical calibrator: none
Windscreen: none

Measured Data: in Test Report # 41698 of 7 + 1 pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA
Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC MRA signatory)

NVLAP®
CALIBRATION
NVLAP Lab Code: 200625-0

Calibration Certificate No.41844

Instrument: **Sound Level Meter**
Model: **NL52**
Manufacturer: **Rion**
Serial number: **00253710**
Tested with: **Microphone UC-59 s/n 07520**
Preamplifier NH25 s/n 43740
Type (class): **1**
Customer: **Scantek, Inc.**
Tel/Fax: **410-290-7726 / 410-290-9167**

Date Calibrated: **11/19/2018** *Cal Due:* **11/19/2019**

Status:	Received	Sent
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: __Yes _X_ No
Calibration service: __ Basic _X_ Standard
Address: **6430 Dobbin Road, Suite C**
Columbia, MD 21045

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/26/2015
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence	Cal. Due
				Cal. Lab / Accreditation	
483B-Norsonic	SME Cal Unit	31061	Jul 30, 2018	Scantek, Inc./ NVLAP	Jul 30, 2019
DS-360-SRS	Function Generator	61646	Sep 7, 2018	ACR Env./ A2LA	Sep 7, 2020
34401A-Agilent Technologies	Digital Voltmeter	MY47022043	Sep 17, 2018	ACR Env./ A2LA	Sep 17, 2019
HMP233 - Valsala Oyj	Humidity & Temp. Transmitter	V3820001	Apr 19, 2017	ACR Env. / A2LA	Apr 19, 2019
DPI 141 - Druck	Pressure Indicator	790/00-04	Dec 22, 2016	ACR Env. / A2LA	Dec 22, 2018
PC Program 1019 Norsonic	Calibration software	v.6.1T	Validated Nov 2014	Scantek, Inc.	-
1251-Norsonic	Calibrator	30878	Nov 11, 2018	Scantek, Inc./ NVLAP	Nov 11, 2019

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
22.6	100.18	42.1

Calibrated by:	Jeremy Gotwalt	Authorized signatory:	Steven E. Marshall
Signature		Signature	
Date	11/19/18	Date	11/20/2018

Results summary: Device complies with following clauses of mentioned specifications:

CLAUSES [1] FROM IEC/ANSI STANDARDS REFERENCED IN PROCEDURES:	RESULT[2,3]	EXPANDED UNCERTAINTY (coverage factor 2) [dB]
INDICATION AT THE CALIBRATION CHECK FREQUENCY - IEC61672-3 ED.2 CLAUSE 10	Passed	0.15
SELF-GENERATED NOISE - IEC 61672-3 ED.2 CLAUSE 11	Passed	0.30
FREQUENCY WEIGHTINGS: A NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: C NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY WEIGHTINGS: Z NETWORK - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	0.20
FREQUENCY AND TIME WEIGHTINGS AT 1 KHZ IEC 61672-3 ED.2.0 CLAUSE 14	Passed	0.20
LEVEL LINEARITY ON THE REFERENCE LEVEL RANGE - IEC 61672-3 ED.2 CLAUSE 16	Passed	0.25
TONEBURST RESPONSE - IEC 61672-3 ED.2.0 CLAUSE 18	Passed	0.30
PEAK C SOUND LEVEL - IEC 61672-3 ED.2.0 CLAUSE 19	Passed	0.35
OVERLOAD INDICATION - IEC 61672-3 ED.2.0 CLAUSE 20	Passed	0.25
HIGH LEVEL STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 21	Passed	0.1
LONG TERM STABILITY TEST - IEC 61672-3 ED.2.0 CLAUSE 15	Passed	0.1
COMBINED ELECTRICAL AND ACOUSTICAL TEST - IEC 61672-3 ED.2.0 CLAUSE 13	Passed	See test report

1 The results of this calibration apply only to the instrument type with serial number identified in this report.

2 Parameters are certified at actual environmental conditions.

3 The tests marked with (*) are not covered by the current NVLAP accreditation.

Comments: The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organization responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2, to demonstrate that the model of sound level meter fully conforms to the requirements in the IEC 61672-2, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1.

Note: The instrument was tested for the parameters listed in the table above, using the test methods described in the listed standards. All tests were performed around the reference conditions. The test results were compared with the manufacturer's or with the standard's specifications, whichever are larger.
Compliance with any standard cannot be claimed based solely on the periodic tests.

Tests made with the following attachments to the instrument:

Microphone: Rion UC-59 s/n 07520 for acoustical test
Preamplifier: Rion NH25 s/n 43740 for all tests
Other: line adaptor ADP005 (18pF) for electrical tests
Accompanying acoustical calibrator: none
Windscreen: Rion WS-10

Measured Data: In Test Report # 41844 of 7+1 pages.

Place of Calibration: Scantek, Inc.
6430 Dobbin Road, Suite C
Columbia, MD 21045 USA

Ph/Fax: 410-290-7726/ -9167
callab@scantekinc.com

APPENDIX B

HOURLY EQUIVALENT TRAFFIC NOISE LEVEL TABLES AND EQUIVALENT RECEPTOR WORKSHEETS

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Table B-1 I-526 LCC WEST
Noise-Sensitive Receptors and hourly Equivalent Noise Levels – Build Alternative

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R1-1	932 SAVAGE RD	B	3	1	58	59	60	2
R1-2	936 SAVAGE RD	B	3	1	57	59	60	3
R1-3	940 SAVAGE RD	B	3	1	58	60	60	2
R1-4	944 SAVAGE RD	B	3	1	59	61	61	2
R1-5	948 SAVAGE RD	B	3	1	60	62	62	2
R1-6	952 SAVAGE RD	B	3	1	61	63	63	2
R1-7	956 SAVAGE RD	B	3	1	61	63	63	2
R1-8	960 SAVAGE RD	B	3	1	62	64	64	2
R1-9	964 SAVAGE RD	B	3	1	63	66	66	3
R1-10	968 SAVAGE RD	B	3	1	65	67	ROW	N/A
R2-1	13 SAN MIGUEL RD, Worship - exterior	C	2	1	64	66	68	4
R2-2	13 SAN MIGUEL RD, Worship - playground	C	2	1	59	61	62	3
R2-3	11 SAN MIGUEL RD	B	3	1	66	68	69	3
R2-4	9 SAN MIGUEL RD	B	3	1	65	67	68	3
R2-5	7 SAN MIGUEL RD	B	3	1	65	67	68	3
R2-6	5 SAN MIGUEL RD	B	3	1	65	67	68	3
R2-7	3 SAN MIGUEL RD	B	3	1	65	67	68	3
R2-8	1 SAN MIGUEL RD	B	3	1	64	65	66	2
R2-9	14 SAN MIGUEL RD	B	3	1	65	66	67	2
R2-10	12 SAN MIGUEL RD	B	3	1	62	64	64	2
R2-11	10 SAN MIGUEL RD	B	3	1	63	65	65	2
R2-12	8 SAN MIGUEL RD	B	3	1	63	65	65	2
R2-13	6 SAN MIGUEL RD	B	3	1	63	65	66	3
R2-14	4 SAN MIGUEL RD	B	3	1	63	65	66	3
R2-15	2 SAN MIGUEL RD	B	3	1	62	64	65	3
R2-16	2070 SAVAGE RD	B	3	1	58	60	61	3
R2-17	996 SAVAGE RD	B	3	1	61	63	64	3
R2-18	2074 SAVAGE RD	B	3	1	61	63	64	3
R2-19	2077 SAVAGE RD	B	3	1	61	63	64	3
R3-1	2001 HENRY TECKLENBURG DR, pickleball	C	3	1	61	63	63	2
R3-2	2095 HENRY TECKLENBURG DR, hospital ext.	C	15	1	62	62	63	1
R3-3	2095 HENRY TECKLENBURG DR, meditation	C	15	1	59	60	61	2
R4-1a	2244 ASHLEY CROSSING DR	B	3	1	59	61	62	3
R4-1b	2244 ASHLEY CROSSING DR	B	3	1	61	62	63	2
R4-1c	2244 ASHLEY CROSSING DR	B	3	1	62	63	64	2
R4-2a	2244 ASHLEY CROSSING DR	B	3	1	60	62	63	3
R4-2b	2244 ASHLEY CROSSING DR	B	3	1	62	63	64	2
R4-2c	2244 ASHLEY CROSSING DR	B	3	1	63	64	65	2
R4-3a	2244 ASHLEY CROSSING DR	B	3	1	61	63	64	3
R4-3b	2244 ASHLEY CROSSING DR	B	3	1	63	64	65	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R4-3c	2244 ASHLEY CROSSING DR	B	3	1	64	65	66	2
R4-4a	2244 ASHLEY CROSSING DR	B	3	1	45	46	48	3
R4-4b	2244 ASHLEY CROSSING DR	B	3	1	46	47	49	3
R4-4c	2244 ASHLEY CROSSING DR	B	3	1	50	51	53	3
R4-5a	2244 ASHLEY CROSSING DR	B	3	1	45	46	48	3
R4-5b	2244 ASHLEY CROSSING DR	B	3	1	47	48	50	3
R4-5c	2244 ASHLEY CROSSING DR	B	3	1	50	51	53	3
R4-6a	2244 ASHLEY CROSSING DR	B	3	1	58	59	61	3
R4-6b	2244 ASHLEY CROSSING DR	B	3	1	59	61	62	3
R4-6c	2244 ASHLEY CROSSING DR	B	3	1	60	62	63	3
R4-7a	2244 ASHLEY CROSSING DR	B	3	1	57	58	59	2
R4-7b	2244 ASHLEY CROSSING DR	B	3	1	58	59	60	2
R4-7c	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-8a	2244 ASHLEY CROSSING DR	B	3	1	57	59	60	3
R4-8b	2244 ASHLEY CROSSING DR	B	3	1	59	60	61	2
R4-8c	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-9a	2244 ASHLEY CROSSING DR	B	3	1	58	59	60	2
R4-9b	2244 ASHLEY CROSSING DR	B	3	1	59	60	61	2
R4-9c	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-10a	2244 ASHLEY CROSSING DR	B	3	1	58	60	61	3
R4-10b	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-10c	2244 ASHLEY CROSSING DR	B	3	1	61	62	63	2
R4-11a	2244 ASHLEY CROSSING DR	B	3	1	53	54	55	2
R4-11b	2244 ASHLEY CROSSING DR	B	3	1	54	56	57	3
R4-11c	2244 ASHLEY CROSSING DR	B	3	1	56	57	58	2
R4-12a	2244 ASHLEY CROSSING DR	B	3	1	42	43	45	3
R4-12b	2244 ASHLEY CROSSING DR	B	3	1	46	47	49	3
R4-12c	2244 ASHLEY CROSSING DR	B	3	1	51	52	53	2
R4-13a	2244 ASHLEY CROSSING DR	B	3	1	42	43	45	3
R4-13b	2244 ASHLEY CROSSING DR	B	3	1	46	47	49	3
R4-13c	2244 ASHLEY CROSSING DR	B	3	1	51	52	53	2
R4-14a	2244 ASHLEY CROSSING DR	B	3	1	44	45	47	3
R4-14b	2244 ASHLEY CROSSING DR	B	3	1	47	48	50	3
R4-14c	2244 ASHLEY CROSSING DR	B	3	1	52	53	55	3
R4-15a	2244 ASHLEY CROSSING DR APT 600	B	3	1	62	63	65	3
R4-15b	2244 ASHLEY CROSSING DR APT 600	B	3	1	63	65	66	3
R4-15c	2244 ASHLEY CROSSING DR APT 600	B	3	1	64	66	66	2
R4-16a	2244 ASHLEY CROSSING DR APT 600	B	3	1	63	64	66	3
R4-16b	2244 ASHLEY CROSSING DR APT 600	B	3	1	64	66	67	3
R4-16c	2244 ASHLEY CROSSING DR APT 600	B	3	1	65	66	67	2
R4-17a	2244 ASHLEY CROSSING DR APT 600	B	3	1	65	66	68	3
R4-17b	2244 ASHLEY CROSSING DR APT 600	B	3	1	66	68	69	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R4-17c	2244 ASHLEY CROSSING DR APT 600	B	3	1	67	68	69	2
R4-18a	2244 ASHLEY CROSSING DR APT 600	B	3	1	56	57	59	3
R4-18b	2244 ASHLEY CROSSING DR APT 600	B	3	1	57	58	59	2
R4-18c	2244 ASHLEY CROSSING DR APT 600	B	3	1	58	60	61	3
R4-19a	2244 ASHLEY CROSSING DR APT 600	B	3	1	56	58	59	3
R4-19b	2244 ASHLEY CROSSING DR APT 600	B	3	1	58	59	60	2
R4-19c	2244 ASHLEY CROSSING DR APT 600	B	3	1	59	60	61	2
R4-20a	2244 ASHLEY CROSSING DR APT 600	B	3	1	59	61	62	3
R4-20b	2244 ASHLEY CROSSING DR APT 600	B	3	1	61	62	63	2
R4-20c	2244 ASHLEY CROSSING DR APT 600	B	3	1	62	63	64	2
R4-21a	2244 ASHLEY CROSSING DR APT 500	B	3	1	69	70	71	2
R4-21b	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	72	2
R4-21c	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	73	3
R4-22a	2244 ASHLEY CROSSING DR APT 500	B	3	1	69	70	71	2
R4-22b	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	72	2
R4-22c	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	73	3
R4-23a	2244 ASHLEY CROSSING DR APT 500	B	3	1	69	70	71	2
R4-23b	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	72	2
R4-23c	2244 ASHLEY CROSSING DR APT 500	B	3	1	70	71	72	2
R4-24a	2244 ASHLEY CROSSING DR APT 500	B	3	1	57	58	59	2
R4-24b	2244 ASHLEY CROSSING DR APT 500	B	3	1	58	60	60	2
R4-24c	2244 ASHLEY CROSSING DR APT 500	B	3	1	59	61	62	3
R4-25a	2244 ASHLEY CROSSING DR APT 500	B	3	1	50	51	52	2
R4-25b	2244 ASHLEY CROSSING DR APT 500	B	3	1	53	54	55	2
R4-25c	2244 ASHLEY CROSSING DR APT 500	B	3	1	56	57	58	2
R4-26a	2244 ASHLEY CROSSING DR APT 500	B	3	1	54	55	56	2
R4-26b	2244 ASHLEY CROSSING DR APT 500	B	3	1	56	57	58	2
R4-26c	2244 ASHLEY CROSSING DR APT 500	B	3	1	58	59	60	2
R4-27a	2244 ASHLEY CROSSING DR APT 400	B	3	1	64	66	67	3
R4-27b	2244 ASHLEY CROSSING DR APT 400	B	3	1	66	67	67	1
R4-27c	2244 ASHLEY CROSSING DR APT 400	B	3	1	66	67	68	2
R4-28a	2244 ASHLEY CROSSING DR APT 400	B	3	1	67	68	69	2
R4-28b	2244 ASHLEY CROSSING DR APT 400	B	3	1	68	69	70	2
R4-28c	2244 ASHLEY CROSSING DR APT 400	B	3	1	68	69	70	2
R4-29a	2244 ASHLEY CROSSING DR APT 400	B	3	1	68	69	70	2
R4-29b	2244 ASHLEY CROSSING DR APT 400	B	3	1	69	70	71	2
R4-29c	2244 ASHLEY CROSSING DR APT 400	B	3	1	69	70	72	3
R4-30a	2244 ASHLEY CROSSING DR APT 400	B	3	1	58	59	60	2
R4-30b	2244 ASHLEY CROSSING DR APT 400	B	3	1	60	60	62	2
R4-30c	2244 ASHLEY CROSSING DR APT 400	B	3	1	60	61	62	2
R4-31a	2244 ASHLEY CROSSING DR APT 400	B	3	1	59	60	61	2
R4-31b	2244 ASHLEY CROSSING DR APT 400	B	3	1	60	61	62	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R4-31c	2244 ASHLEY CROSSING DR APT 400	B	3	1	61	62	63	2
R4-32a	2244 ASHLEY CROSSING DR APT 400	B	3	1	61	62	63	2
R4-32b	2244 ASHLEY CROSSING DR APT 400	B	3	1	62	63	64	2
R4-32c	2244 ASHLEY CROSSING DR APT 400	B	3	1	63	64	65	2
R4-33a	2244 ASHLEY CROSSING DR	B	3	1	58	59	60	2
R4-33b	2244 ASHLEY CROSSING DR	B	3	1	59	60	61	2
R4-33c	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-34a	2244 ASHLEY CROSSING DR	B	3	1	59	60	61	2
R4-34b	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-34c	2244 ASHLEY CROSSING DR	B	3	1	61	62	63	2
R4-35a	2244 ASHLEY CROSSING DR	B	3	1	61	62	63	2
R4-35b	2244 ASHLEY CROSSING DR	B	3	1	62	63	63	1
R4-35c	2244 ASHLEY CROSSING DR	B	3	1	63	64	64	1
R4-36a	2244 ASHLEY CROSSING DR	B	3	1	64	65	66	2
R4-36b	2244 ASHLEY CROSSING DR	B	3	1	65	66	67	2
R4-36c	2244 ASHLEY CROSSING DR	B	3	1	66	67	68	2
R4-37a	2244 ASHLEY CROSSING DR	B	3	1	55	55	57	2
R4-37b	2244 ASHLEY CROSSING DR	B	3	1	57	57	59	2
R4-37c	2244 ASHLEY CROSSING DR	B	3	1	58	59	60	2
R4-38a	2244 ASHLEY CROSSING DR	B	3	1	55	56	58	3
R4-38b	2244 ASHLEY CROSSING DR	B	3	1	58	58	60	2
R4-38c	2244 ASHLEY CROSSING DR	B	3	1	59	59	61	2
R4-39a	2244 ASHLEY CROSSING DR	B	3	1	57	58	59	2
R4-39b	2244 ASHLEY CROSSING DR	B	3	1	59	59	61	2
R4-39c	2244 ASHLEY CROSSING DR	B	3	1	60	60	62	2
R4-40a	2244 ASHLEY CROSSING DR	B	3	1	60	61	62	2
R4-40b	2244 ASHLEY CROSSING DR	B	3	1	61	62	63	2
R4-40c	2244 ASHLEY CROSSING DR	B	3	1	62	63	64	2
R5-1	1 WESTCHASE DR APT 2200	B	3	1	67	68	70	3
R5-1a	1 WESTCHASE DR APT 2200	B	3	1	69	70	71	2
R5-2	1 WESTCHASE DR APT 2200	B	3	1	63	64	65	2
R5-2a	1 WESTCHASE DR APT 2200	B	3	1	66	67	68	2
R5-3	1 WESTCHASE DR APT 2200	B	3	1	62	63	64	2
R5-3a	1 WESTCHASE DR APT 2200	B	3	1	65	66	67	2
R5-4	1 WESTCHASE DR APT 2200	B	3	1	61	62	63	2
R5-4a	1 WESTCHASE DR APT 2200	B	3	1	64	66	66	2
R5-5	1 WESTCHASE DR APT 2200	B	3	1	67	67	70	3
R5-5a	1 WESTCHASE DR APT 2200	B	3	1	68	69	71	3
R5-6	1 WESTCHASE DR APT 2200	B	3	1	61	62	65	4
R5-6a	1 WESTCHASE DR APT 2200	B	3	1	64	65	67	3
R5-7	1 WESTCHASE DR APT 2200	B	3	1	59	60	62	3
R5-7a	1 WESTCHASE DR APT 2200	B	3	1	62	63	65	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-8	1 WESTCHASE DR APT 2200	B	3	1	58	59	61	3
R5-8a	1 WESTCHASE DR APT 2200	B	3	1	61	62	64	3
R5-9	1 WESTCHASE DR APT 2100	B	3	1	58	59	61	3
R5-9a	1 WESTCHASE DR APT 2100	B	3	1	62	63	64	2
R5-10	1 WESTCHASE DR APT 2100	B	3	1	58	60	61	3
R5-10a	1 WESTCHASE DR APT 2100	B	3	1	62	63	64	2
R5-11	1 WESTCHASE DR APT 2100	B	3	1	59	60	62	3
R5-11a	1 WESTCHASE DR APT 2100	B	3	1	62	63	65	3
R5-12	1 WESTCHASE DR APT 2100	B	3	1	59	60	62	3
R5-12a	1 WESTCHASE DR APT 2100	B	3	1	62	63	65	3
R5-13	1 WESTCHASE DR APT 2100	B	3	1	52	54	55	3
R5-13a	1 WESTCHASE DR APT 2100	B	3	1	56	57	58	2
R5-14	1 WESTCHASE DR APT 2100	B	3	1	53	54	55	2
R5-14a	1 WESTCHASE DR APT 2100	B	3	1	56	57	58	2
R5-15	1 WESTCHASE DR APT 2100	B	3	1	53	54	55	2
R5-15a	1 WESTCHASE DR APT 2100	B	3	1	56	57	59	3
R5-16	1 WESTCHASE DR APT 2100	B	3	1	53	54	56	3
R5-16a	1 WESTCHASE DR APT 2100	B	3	1	57	58	59	2
R5-17	1 WESTCHASE DR, dog park	C	3	1	56	57	59	3
R5-18	1 WESTCHASE DR APT 2000	B	3	1	59	60	62	3
R5-18a	1 WESTCHASE DR APT 2000	B	3	1	62	63	65	3
R5-19	1 WESTCHASE DR APT 2000	B	3	1	60	61	63	3
R5-19a	1 WESTCHASE DR APT 2000	B	3	1	63	64	66	3
R5-20	1 WESTCHASE DR APT 2000	B	3	1	62	63	65	3
R5-20a	1 WESTCHASE DR APT 2000	B	3	1	64	65	67	3
R5-21	1 WESTCHASE DR APT 2000	B	3	1	66	66	69	3
R5-21a	1 WESTCHASE DR APT 2000	B	3	1	68	69	70	2
R5-22	1 WESTCHASE DR APT 2000	B	3	1	57	58	60	3
R5-22a	1 WESTCHASE DR APT 2000	B	3	1	60	61	63	3
R5-23	1 WESTCHASE DR APT 2000	B	3	1	58	59	61	3
R5-23a	1 WESTCHASE DR APT 2000	B	3	1	61	62	64	3
R5-24	1 WESTCHASE DR APT 2000	B	3	1	60	61	63	3
R5-24a	1 WESTCHASE DR APT 2000	B	3	1	63	64	65	2
R5-25	1 WESTCHASE DR APT 2000	B	3	1	65	66	68	3
R5-25a	1 WESTCHASE DR APT 2000	B	3	1	67	68	69	2
R5-26	1 WESTCHASE DR APT 1900	B	3	1	67	68	70	3
R5-26a	1 WESTCHASE DR APT 1900	B	3	1	69	70	72	3
R5-27	1 WESTCHASE DR APT 1900	B	3	1	67	68	70	3
R5-27a	1 WESTCHASE DR APT 1900	B	3	1	69	70	72	3
R5-28	1 WESTCHASE DR APT 1900	B	3	1	67	69	70	3
R5-28a	1 WESTCHASE DR APT 1900	B	3	1	70	71	72	2
R5-29	1 WESTCHASE DR APT 1900	B	3	1	67	69	70	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-29a	1 WESTCHASE DR APT 1900	B	3	1	70	71	72	2
R5-30	1 WESTCHASE DR APT 1900	B	3	1	60	61	63	3
R5-30a	1 WESTCHASE DR APT 1900	B	3	1	63	64	65	2
R5-31	1 WESTCHASE DR APT 1900	B	3	1	55	56	57	2
R5-31a	1 WESTCHASE DR APT 1900	B	3	1	58	59	60	2
R5-32	1 WESTCHASE DR APT 1900	B	3	1	56	57	59	3
R5-32a	1 WESTCHASE DR APT 1900	B	3	1	59	60	62	3
R5-33	1 WESTCHASE DR APT 1900	B	3	1	62	64	65	3
R5-33a	1 WESTCHASE DR APT 1900	B	3	1	65	66	67	2
R5-34	1 WESTCHASE DR APT 1200	B	3	1	66	68	69	3
R5-34a	1 WESTCHASE DR APT 1200	B	3	1	69	71	71	2
R5-35	1 WESTCHASE DR APT 1200	B	3	1	65	67	68	3
R5-35a	1 WESTCHASE DR APT 1200	B	3	1	69	70	71	2
R5-36	1 WESTCHASE DR APT 1200	B	3	1	65	66	67	2
R5-36a	1 WESTCHASE DR APT 1200	B	3	1	68	69	70	2
R5-37	1 WESTCHASE RD APT 1200	B	3	1	64	65	67	3
R5-37a	1 WESTCHASE RD APT 1200	B	3	1	67	68	69	2
R5-38	1 WESTCHASE RD APT 1200	B	3	1	54	55	57	3
R5-38a	1 WESTCHASE RD APT 1200	B	3	1	57	58	60	3
R5-39	1 WESTCHASE DR APT 1200	B	3	1	54	56	57	3
R5-39a	1 WESTCHASE DR APT 1200	B	3	1	57	59	60	3
R5-40	1 WESTCHASE DR APT 1200	B	3	1	56	58	59	3
R5-40a	1 WESTCHASE DR APT 1200	B	3	1	59	61	61	2
R5-41	1 WESTCHASE DR APT 1200	B	3	1	62	64	65	3
R5-41a	1 WESTCHASE DR APT 1200	B	3	1	66	67	67	1
R5-42	1 WESTCHASE DR APT 1300	B	3	1	64	65	66	2
R5-42a	1 WESTCHASE DR APT 1300	B	3	1	67	68	69	2
R5-43	1 WESTCHASE DR APT 1300	B	3	1	61	63	64	3
R5-43a	1 WESTCHASE DR APT 1300	B	3	1	64	66	66	2
R5-44	1 WESTCHASE DR APT 1300	B	3	1	59	61	62	3
R5-44a	1 WESTCHASE DR APT 1300	B	3	1	63	64	65	2
R5-45	1 WESTCHASE DR APT 1300	B	3	1	58	60	60	2
R5-45a	1 WESTCHASE DR APT 1300	B	3	1	62	63	64	2
R5-46	1 WESTCHASE DR APT 1300	B	3	1	59	60	61	2
R5-46a	1 WESTCHASE DR APT 1300	B	3	1	62	63	64	2
R5-47	1 WESTCHASE DR APT 1300	B	3	1	47	49	50	3
R5-47a	1 WESTCHASE DR APT 1300	B	3	1	51	53	54	3
R5-48	1 WESTCHASE DR APT 1300	B	3	1	48	49	51	3
R5-48a	1 WESTCHASE DR APT 1300	B	3	1	51	52	55	4
R5-49	1 WESTCHASE DR APT 1300	B	3	1	51	53	54	3
R5-49a	1 WESTCHASE DR APT 1300	B	3	1	55	56	57	2
R5-50	1 WESTCHASE DR APT 1400	B	3	1	51	52	53	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-50a	1 WESTCHASE DR APT 1400	B	3	1	54	56	57	3
R5-51	1 WESTCHASE DR APT 1400	B	3	1	51	52	54	3
R5-51a	1 WESTCHASE DR APT 1400	B	3	1	55	56	57	2
R5-52	1 WESTCHASE DR APT 1400	B	3	1	51	53	54	3
R5-52a	1 WESTCHASE DR APT 1400	B	3	1	55	56	57	2
R5-53	1 WESTCHASE DR APT 1400	B	3	1	51	53	54	3
R5-53a	1 WESTCHASE DR APT 1400	B	3	1	55	56	57	2
R5-54	1 WESTCHASE DR APT 1400	B	3	1	53	54	55	2
R5-54a	1 WESTCHASE DR APT 1400	B	3	1	57	58	59	2
R5-55	1 WESTCHASE DR APT 1400	B	3	1	55	56	58	3
R5-55a	1 WESTCHASE DR APT 1400	B	3	1	59	61	62	3
R5-56	1 WESTCHASE RD APT 1400	B	3	1	54	55	57	3
R5-56a	1 WESTCHASE RD APT 1400	B	3	1	57	59	60	3
R5-57	1 WESTCHASE DR APT 1400	B	3	1	51	52	54	3
R5-57a	1 WESTCHASE DR APT 1400	B	3	1	55	56	58	3
R5-58	1 WESTCHASE DR, playground	C	3	1	52	53	55	3
R5-59	1 WESTCHASE RD APT 1100	B	3	1	53	55	56	3
R5-59a	1 WESTCHASE RD APT 1100	B	3	1	57	58	59	2
R5-60	1 WESTCHASE RD APT 1100	B	3	1	49	50	52	3
R5-60a	1 WESTCHASE RD APT 1100	B	3	1	53	54	56	3
R5-61	1 WESTCHASE DR APT 1100	B	3	1	50	51	53	3
R5-61a	1 WESTCHASE DR APT 1100	B	3	1	53	54	56	3
R5-62	1 WESTCHASE DR APT 1100	B	3	1	51	52	54	3
R5-62a	1 WESTCHASE DR APT 1100	B	3	1	54	55	57	3
R5-63	1 WESTCHASE RD APT 1100	B	3	1	60	61	63	3
R5-63a	1 WESTCHASE RD APT 1100	B	3	1	63	64	66	3
R5-64	1 WESTCHASE RD APT 1100	B	3	1	60	61	63	3
R5-64a	1 WESTCHASE RD APT 1100	B	3	1	64	65	66	2
R5-65	1 WESTCHASE RD APT 1100	B	3	1	60	61	63	3
R5-65a	1 WESTCHASE RD APT 1100	B	3	1	64	65	66	2
R5-66	1 WESTCHASE RD APT 1100	B	3	1	60	61	63	3
R5-66a	1 WESTCHASE RD APT 1100	B	3	1	63	64	66	3
R5-67	1 WESTCHASE RD APT 1000	B	3	1	58	59	60	2
R5-67a	1 WESTCHASE RD APT 1000	B	3	1	61	63	64	3
R5-68	1 WESTCHASE RD APT 1000	B	3	1	59	61	62	3
R5-68a	1 WESTCHASE RD APT 1000	B	3	1	63	64	65	2
R5-69	1 WESTCHASE RD APT 1000	B	3	1	61	62	64	3
R5-69a	1 WESTCHASE RD APT 1000	B	3	1	64	65	67	3
R5-70	1 WESTCHASE RD APT 1000	B	3	1	63	64	66	3
R5-70a	1 WESTCHASE RD APT 1000	B	3	1	66	67	68	2
R5-71	1 WESTCHASE DR APT 1000	B	3	1	55	56	58	3
R5-71a	1 WESTCHASE DR APT 1000	B	3	1	58	59	62	4

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-72	1 WESTCHASE DR APT 1000	B	3	1	55	56	59	4
R5-72a	1 WESTCHASE DR APT 1000	B	3	1	59	60	62	3
R5-73	1 WESTCHASE RD APT 1000	B	3	1	55	56	59	4
R5-73a	1 WESTCHASE RD APT 1000	B	3	1	59	60	62	3
R5-74	1 WESTCHASE RD APT 1000	B	3	1	59	61	62	3
R5-74a	1 WESTCHASE RD APT 1000	B	3	1	63	64	65	2
R5-75	1 WESTCHASE RD APT 900	B	3	1	59	61	62	3
R5-75a	1 WESTCHASE RD APT 900	B	3	1	63	64	65	2
R5-76	1 WESTCHASE RD APT 900	B	3	1	55	56	58	3
R5-76a	1 WESTCHASE RD APT 900	B	3	1	58	59	61	3
R5-77	1 WESTCHASE RD APT 900	B	3	1	55	56	58	3
R5-77a	1 WESTCHASE RD APT 900	B	3	1	59	60	62	3
R5-78	1 WESTCHASE RD APT 900	B	3	1	61	62	64	3
R5-78a	1 WESTCHASE RD APT 900	B	3	1	64	65	67	3
R5-79	1 WESTCHASE RD APT 900	B	3	1	68	69	71	3
R5-79a	1 WESTCHASE RD APT 900	B	3	1	70	72	73	3
R5-80	1 WESTCHASE RD APT 900	B	3	1	68	69	71	3
R5-80a	1 WESTCHASE RD APT 900	B	3	1	71	72	73	2
R5-81	1 WESTCHASE RD APT 900	B	3	1	68	70	72	4
R5-81a	1 WESTCHASE RD APT 900	B	3	1	71	72	74	3
R5-82	1 WESTCHASE RD APT 900	B	3	1	69	70	72	3
R5-82a	1 WESTCHASE RD APT 900	B	3	1	71	72	74	3
R5-83	1 WESTCHASE DR, apartment pool	C	3	1	58	60	62	4
R5-84	1 WESTCHASE RD APT 400	B	3	1	65	67	69	4
R5-84a	1 WESTCHASE RD APT 400	B	3	1	68	69	71	3
R5-85	1 WESTCHASE RD APT 400	B	3	1	60	61	64	4
R5-85a	1 WESTCHASE RD APT 400	B	3	1	63	64	66	3
R5-86	1 WESTCHASE DR APT 400	B	3	1	57	59	61	4
R5-86a	1 WESTCHASE DR APT 400	B	3	1	61	62	64	3
R5-87	1 WESTCHASE DR APT 400	B	3	1	56	57	60	4
R5-87a	1 WESTCHASE DR APT 400	B	3	1	60	61	63	3
R5-88	1 WESTCHASE RD APT 400	B	3	1	68	69	71	3
R5-88a	1 WESTCHASE RD APT 400	B	3	1	71	72	73	2
R5-89	1 WESTCHASE RD APT 400	B	3	1	66	67	70	4
R5-89a	1 WESTCHASE RD APT 400	B	3	1	69	70	72	3
R5-90	1 WESTCHASE RD APT 400	B	3	1	65	66	69	4
R5-90a	1 WESTCHASE RD APT 400	B	3	1	68	69	71	3
R5-91	1 WESTCHASE DR APT 400	B	3	1	62	63	66	4
R5-91a	1 WESTCHASE DR APT 400	B	3	1	65	66	68	3
R5-92	1 WESTCHASE DR APT 300	B	3	1	65	66	68	3
R5-92a	1 WESTCHASE DR APT 300	B	3	1	68	69	71	3
R5-93	1 WESTCHASE DR APT 300	B	3	1	60	61	63	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-93a	1 WESTCHASE DR APT 300	B	3	1	63	64	66	3
R5-94	1 WESTCHASE DR APT 300	B	3	1	57	58	61	4
R5-94a	1 WESTCHASE DR APT 300	B	3	1	61	62	64	3
R5-95	1 WESTCHASE DR APT 300	B	3	1	55	57	59	4
R5-95a	1 WESTCHASE DR APT 300	B	3	1	59	60	62	3
R5-96	1 WESTCHASE DR APT 300	B	3	1	66	67	70	4
R5-96a	1 WESTCHASE DR APT 300	B	3	1	69	70	72	3
R5-97	1 WESTCHASE DR APT 300	B	3	1	64	64	67	3
R5-97a	1 WESTCHASE DR APT 300	B	3	1	67	68	70	3
R5-98	1 WESTCHASE DR APT 300	B	3	1	62	63	66	4
R5-98a	1 WESTCHASE DR APT 300	B	3	1	66	66	69	3
R5-99	1 WESTCHASE DR APT 300	B	3	1	61	61	65	4
R5-99a	1 WESTCHASE DR APT 300	B	3	1	65	65	68	3
R5-100	1 WESTCHASE DR APT 200	B	3	1	55	56	59	4
R5-100a	1 WESTCHASE DR APT 200	B	3	1	60	61	63	3
R5-101	1 WESTCHASE DR APT 200	B	3	1	51	52	54	3
R5-101a	1 WESTCHASE DR APT 200	B	3	1	55	56	58	3
R5-102	1 WESTCHASE DR APT 200	B	3	1	51	52	54	3
R5-102a	1 WESTCHASE DR APT 200	B	3	1	55	56	58	3
R5-103	1 WESTCHASE DR APT 200	B	3	1	56	56	59	3
R5-103a	1 WESTCHASE DR APT 200	B	3	1	59	59	62	3
R5-104	1 WESTCHASE DR APT 200	B	3	1	62	62	66	4
R5-104a	1 WESTCHASE DR APT 200	B	3	1	66	66	69	3
R5-105	1 WESTCHASE DR APT 200	B	3	1	62	62	66	4
R5-105a	1 WESTCHASE DR APT 200	B	3	1	65	66	69	4
R5-106	1 WESTCHASE DR APT 200	B	3	1	62	62	65	3
R5-106a	1 WESTCHASE DR APT 200	B	3	1	65	66	68	3
R5-107	1 WESTCHASE DR APT 200	B	3	1	61	62	65	4
R5-107a	1 WESTCHASE DR APT 200	B	3	1	65	66	68	3
R5-108	1 WESTCHASE DR APT 100	B	3	1	60	61	64	4
R5-108a	1 WESTCHASE DR APT 100	B	3	1	64	65	67	3
R5-109	1 WESTCHASE DR APT 100	B	3	1	61	62	65	4
R5-109a	1 WESTCHASE DR APT 100	B	3	1	65	66	68	3
R5-110	1 WESTCHASE DR APT 100	B	3	1	62	63	66	4
R5-110a	1 WESTCHASE DR APT 100	B	3	1	66	66	69	3
R5-111	1 WESTCHASE DR APT 100	B	3	1	63	64	67	4
R5-111a	1 WESTCHASE DR APT 100	B	3	1	67	67	70	3
R5-112	1 WESTCHASE DR APT 100	B	3	1	55	55	57	2
R5-112a	1 WESTCHASE DR APT 100	B	3	1	58	58	61	3
R5-113	1 WESTCHASE DR APT 100	B	3	1	55	56	58	3
R5-113a	1 WESTCHASE DR APT 100	B	3	1	59	59	61	2
R5-114	1 WESTCHASE DR APT 100	B	3	1	56	57	59	3
R5-114a	1 WESTCHASE DR APT 100	B	3	1	59	60	62	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-115	1 WESTCHASE DR APT 100	B	3	1	61	61	64	3
R5-115a	1 WESTCHASE DR APT 100	B	3	1	64	64	66	2
R5-116	2135 ASHLEY RIVER RD, ballfield	C	3	1	56	57	59	3
R5-117	1 WESTCHASE DR APT 500	B	3	1	56	57	60	4
R5-117a	1 WESTCHASE DR APT 500	B	3	1	60	61	64	4
R5-118	1 WESTCHASE DR APT 500	B	3	1	50	50	53	3
R5-118a	1 WESTCHASE DR APT 500	B	3	1	54	54	57	3
R5-119	1 WESTCHASE DR APT 500	B	3	1	50	51	53	3
R5-119a	1 WESTCHASE DR APT 500	B	3	1	54	54	57	3
R5-120	1 WESTCHASE DR APT 500	B	3	1	51	52	55	4
R5-120a	1 WESTCHASE DR APT 500	B	3	1	54	55	57	3
R5-121	1 WESTCHASE DR APT 500	B	3	1	58	59	62	4
R5-121a	1 WESTCHASE DR APT 500	B	3	1	62	63	65	3
R5-122	1 WESTCHASE DR APT 500	B	3	1	56	58	60	4
R5-122a	1 WESTCHASE DR APT 500	B	3	1	61	62	64	3
R5-123	1 WESTCHASE DR APT 500	B	3	1	55	56	58	3
R5-123a	1 WESTCHASE DR APT 500	B	3	1	59	60	62	3
R5-124	1 WESTCHASE DR APT 500	B	3	1	53	54	56	3
R5-124a	1 WESTCHASE DR APT 500	B	3	1	58	59	61	3
R5-125	1 WESTCHASE DR APT 600	B	3	1	53	54	57	4
R5-125a	1 WESTCHASE DR APT 600	B	3	1	58	59	61	3
R5-126	1 WESTCHASE DR APT 600	B	3	1	53	54	56	3
R5-126a	1 WESTCHASE DR APT 600	B	3	1	58	59	61	3
R5-127	1 WESTCHASE DR APT 600	B	3	1	53	55	57	4
R5-127a	1 WESTCHASE DR APT 600	B	3	1	58	59	61	3
R5-128	1 WESTCHASE DR APT 600	B	3	1	54	55	57	3
R5-128a	1 WESTCHASE DR APT 600	B	3	1	58	59	61	3
R5-129	1 WESTCHASE DR APT 600	B	3	1	50	51	52	2
R5-129a	1 WESTCHASE DR APT 600	B	3	1	53	54	55	2
R5-130	1 WESTCHASE DR APT 600	B	3	1	49	50	52	3
R5-130a	1 WESTCHASE DR APT 600	B	3	1	52	53	55	3
R5-131	1 WESTCHASE DR APT 600	B	3	1	50	50	52	2
R5-131a	1 WESTCHASE DR APT 600	B	3	1	52	53	55	3
R5-132	1 WESTCHASE DR APT 600	B	3	1	51	52	53	2
R5-132a	1 WESTCHASE DR APT 600	B	3	1	54	55	56	2
R5-133	1 WESTCHASE DR APT 700	B	3	1	51	52	53	2
R5-133a	1 WESTCHASE DR APT 700	B	3	1	54	55	56	2
R5-134	1 WESTCHASE DR APT 700	B	3	1	52	53	55	3
R5-134a	1 WESTCHASE DR APT 700	B	3	1	55	56	58	3
R5-135	1 WESTCHASE DR APT 700	B	3	1	53	54	55	2
R5-135a	1 WESTCHASE DR APT 700	B	3	1	56	57	58	2
R5-136	1 WESTCHASE DR APT 700	B	3	1	53	54	55	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-136a	1 WESTCHASE DR APT 700	B	3	1	56	57	58	2
R5-137	1 WESTCHASE DR APT 700	B	3	1	52	53	55	3
R5-137a	1 WESTCHASE DR APT 700	B	3	1	55	56	58	3
R5-138	1 WESTCHASE DR APT 700	B	3	1	53	54	55	2
R5-138a	1 WESTCHASE DR APT 700	B	3	1	56	57	58	2
R5-139	1 WESTCHASE DR APT 700	B	3	1	53	54	55	2
R5-139a	1 WESTCHASE DR APT 700	B	3	1	56	57	58	2
R5-140	1 WESTCHASE DR APT 700	B	3	1	53	54	55	2
R5-140a	1 WESTCHASE DR APT 700	B	3	1	56	56	58	2
R5-141	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-141a	1 WESTCHASE DR APT 800	B	3	1	56	57	58	2
R5-142	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-142a	1 WESTCHASE DR APT 800	B	3	1	56	57	59	3
R5-143	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-143a	1 WESTCHASE DR APT 800	B	3	1	56	57	59	3
R5-144	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-144a	1 WESTCHASE DR APT 800	B	3	1	56	57	59	3
R5-145	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-145a	1 WESTCHASE DR APT 800	B	3	1	56	57	58	2
R5-146	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-146a	1 WESTCHASE DR APT 800	B	3	1	56	57	58	2
R5-147	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-147a	1 WESTCHASE DR APT 800	B	3	1	56	57	58	2
R5-148	1 WESTCHASE DR APT 800	B	3	1	53	54	55	2
R5-148a	1 WESTCHASE DR APT 800	B	3	1	56	57	58	2
R5-149	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-149a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-150	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-150a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-151	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-151a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-152	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-152a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-153	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-153a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-154	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-154a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-155	1 WESTCHASE DR APT 1600	B	3	1	53	54	55	2
R5-155a	1 WESTCHASE DR APT 1600	B	3	1	56	57	58	2
R5-156	1 WESTCHASE DR APT 1600	B	3	1	52	53	55	3
R5-156a	1 WESTCHASE DR APT 1600	B	3	1	55	57	58	3
R5-157	1 WESTCHASE DR APT 1500	B	3	1	51	52	53	2
R5-157a	1 WESTCHASE DR APT 1500	B	3	1	54	55	57	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-158	1 WESTCHASE DR APT 1500	B	3	1	51	52	53	2
R5-158a	1 WESTCHASE DR APT 1500	B	3	1	54	55	57	3
R5-159	1 WESTCHASE DR APT 1500	B	3	1	51	52	54	3
R5-159a	1 WESTCHASE DR APT 1500	B	3	1	55	56	57	2
R5-160	1 WESTCHASE DR APT 1500	B	3	1	52	53	54	2
R5-160a	1 WESTCHASE DR APT 1500	B	3	1	55	56	58	3
R5-161	1 WESTCHASE DR APT 1500	B	3	1	52	53	55	3
R5-161a	1 WESTCHASE DR APT 1500	B	3	1	56	57	59	3
R5-162	1 WESTCHASE DR APT 1500	B	3	1	52	53	55	3
R5-162a	1 WESTCHASE DR APT 1500	B	3	1	56	57	59	3
R5-163	1 WESTCHASE DR APT 1500	B	3	1	52	53	55	3
R5-163a	1 WESTCHASE DR APT 1500	B	3	1	56	57	59	3
R5-164	1 WESTCHASE DR APT 1500	B	3	1	52	53	55	3
R5-164a	1 WESTCHASE DR APT 1500	B	3	1	56	57	58	2
R5-165	1 WESTCHASE DR APT 1800	B	3	1	56	58	59	3
R5-165a	1 WESTCHASE DR APT 1800	B	3	1	59	61	62	3
R5-166	1 WESTCHASE DR APT 1800	B	3	1	55	56	57	2
R5-166a	1 WESTCHASE DR APT 1800	B	3	1	58	59	60	2
R5-167	1 WESTCHASE DR APT 1800	B	3	1	54	55	56	2
R5-167a	1 WESTCHASE DR APT 1800	B	3	1	57	58	59	2
R5-168	1 WESTCHASE DR APT 1800	B	3	1	52	54	55	3
R5-168a	1 WESTCHASE DR APT 1800	B	3	1	56	57	58	2
R5-169	1 WESTCHASE DR APT 2100	B	3	1	57	58	59	2
R5-169a	1 WESTCHASE DR APT 2100	B	3	1	59	61	62	3
R5-170	1 WESTCHASE DR APT 1800	B	3	1	54	55	56	2
R5-170a	1 WESTCHASE DR APT 1800	B	3	1	57	58	59	2
R5-171	1 WESTCHASE DR APT 1800	B	3	1	54	55	56	2
R5-171a	1 WESTCHASE DR APT 1800	B	3	1	57	58	59	2
R5-172	1 WESTCHASE DR APT 1800	B	3	1	53	55	56	3
R5-172a	1 WESTCHASE DR APT 1800	B	3	1	57	58	59	2
R5-173	1 WESTCHASE DR APT 1700	B	3	1	53	54	56	3
R5-173a	1 WESTCHASE DR APT 1700	B	3	1	57	58	59	2
R5-174	1 WESTCHASE DR APT 1700	B	3	1	52	53	54	2
R5-174a	1 WESTCHASE DR APT 1700	B	3	1	56	57	58	2
R5-175	1 WESTCHASE DR APT 1700	B	3	1	53	54	55	2
R5-175a	1 WESTCHASE DR APT 1700	B	3	1	56	57	58	2
R5-176	1 WESTCHASE DR APT 1700	B	3	1	54	55	56	2
R5-176a	1 WESTCHASE DR APT 1700	B	3	1	57	58	59	2
R5-177	1 WESTCHASE DR APT 1700	B	3	1	52	53	54	2
R5-177a	1 WESTCHASE DR APT 1700	B	3	1	55	56	57	2
R5-178	1 WESTCHASE DR APT 1700	B	3	1	49	50	51	2
R5-178a	1 WESTCHASE DR APT 1700	B	3	1	52	53	55	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R5-179	1 WESTCHASE DR APT 1700	B	3	1	50	50	52	2
R5-179a	1 WESTCHASE DR APT 1700	B	3	1	53	54	55	2
R5-180	1 WESTCHASE DR APT 1700	B	3	1	52	53	54	2
R5-180a	1 WESTCHASE DR APT 1700	B	3	1	55	56	57	2
R6-1	2225 ASHLEY RIVER RD APT 231	B	3	1	64	66	67	3
R6-1a	2225 ASHLEY RIVER RD APT 235	B	3	1	67	68	69	2
R6-2	2225 ASHLEY RIVER RD APT 232	B	3	1	67	69	70	3
R6-2a	2225 ASHLEY RIVER RD APT 236	B	3	1	70	72	72	2
R6-3	2225 ASHLEY RIVER RD APT 233	B	3	1	67	68	70	3
R6-3a	2225 ASHLEY RIVER RD APT 237	B	3	1	71	72	72	1
R6-4	2225 ASHLEY RIVER RD APT 234	B	3	1	64	65	67	3
R6-4a	2225 ASHLEY RIVER RD APT 238	B	3	1	67	68	69	2
R6-5	2225 ASHLEY RIVER RD APT 242	B	3	1	60	61	62	2
R6-5a	2225 ASHLEY RIVER RD APT 246	B	3	1	63	64	65	2
R6-6	2225 ASHLEY RIVER RD APT 243	B	3	1	65	66	67	2
R6-6a	2225 ASHLEY RIVER RD APT 247	B	3	1	67	68	69	2
R6-7	2225 ASHLEY RIVER RD APT 244	B	3	1	61	62	62	1
R6-7a	2225 ASHLEY RIVER RD APT 248	B	3	1	63	64	64	1
R6-8	2225 ASHLEY RIVER RD APT 241	B	3	1	61	63	63	2
R6-8a	2225 ASHLEY RIVER RD APT 245	B	3	1	64	65	66	2
R6-9	2225 ASHLEY RIVER RD APT 252	B	3	1	61	63	64	3
R6-9a	2225 ASHLEY RIVER RD APT 256	B	3	1	64	65	66	2
R6-10	2225 ASHLEY RIVER RD APT 253	B	3	1	55	56	58	3
R6-10a	2225 ASHLEY RIVER RD APT 257	B	3	1	58	59	61	3
R6-11	2225 ASHLEY RIVER RD APT 254	B	3	1	56	57	59	3
R6-11a	2225 ASHLEY RIVER RD APT 258	B	3	1	59	60	61	2
R6-12	2225 ASHLEY RIVER RD APT 251	B	3	1	60	62	63	3
R6-12a	2225 ASHLEY RIVER RD APT 255	B	3	1	63	64	65	2
R6-13	2225 ASHLEY RIVER RD APT 262	B	3	1	56	58	59	3
R6-13a	2225 ASHLEY RIVER RD APT 266	B	3	1	60	61	62	2
R6-14	2225 ASHLEY RIVER RD APT 261	B	3	1	57	59	60	3
R6-14a	2225 ASHLEY RIVER RD APT 265	B	3	1	61	62	63	2
R6-15	2225 ASHLEY RIVER RD APT 264	B	3	1	55	56	56	1
R6-15a	2225 ASHLEY RIVER RD APT 268	B	3	1	57	58	59	2
R6-16	2225 ASHLEY RIVER RD APT 263	B	3	1	57	58	59	2
R6-16a	2225 ASHLEY RIVER RD APT 267	B	3	1	59	60	61	2
R6-17	2225 ASHLEY RIVER RD APT 272	B	3	1	58	59	60	2
R6-17a	2225 ASHLEY RIVER RD APT 276	B	3	1	60	61	62	2
R6-18	2225 ASHLEY RIVER RD APT 271	B	3	1	52	52	55	3
R6-18a	2225 ASHLEY RIVER RD APT 275	B	3	1	56	56	59	3
R6-19	2225 ASHLEY RIVER RD APT 274	B	3	1	52	53	55	3
R6-19a	2225 ASHLEY RIVER RD APT 278	B	3	1	57	57	60	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-20	2225 ASHLEY RIVER RD APT 273	B	3	1	59	60	61	2
R6-20a	2225 ASHLEY RIVER RD APT 277	B	3	1	61	62	63	2
R6-21	2225 ASHLEY RIVER RD APT 283	B	3	1	58	59	60	2
R6-21a	2225 ASHLEY RIVER RD APT 287	B	3	1	60	61	62	2
R6-22	2225 ASHLEY RIVER RD APT 282	B	3	1	56	57	58	2
R6-22a	2225 ASHLEY RIVER RD APT 286	B	3	1	58	59	61	3
R6-23	2225 ASHLEY RIVER RD APT 281	B	3	1	58	59	59	1
R6-23a	2225 ASHLEY RIVER RD APT 285	B	3	1	60	61	62	2
R6-24	2225 ASHLEY RIVER RD APT 284	B	3	1	60	62	62	2
R6-24a	2225 ASHLEY RIVER RD APT 288	B	3	1	63	64	64	1
R6-25	2225 ASHLEY RIVER RD APT 224	B	3	1	60	61	62	2
R6-25a	2225 ASHLEY RIVER RD APT 228	B	3	1	61	63	63	2
R6-26	2225 ASHLEY RIVER RD APT 221	B	3	1	66	67	68	2
R6-26a	2225 ASHLEY RIVER RD APT 225	B	3	1	68	69	69	1
R6-27	2225 ASHLEY RIVER RD APT 222	B	3	1	68	69	71	3
R6-27a	2225 ASHLEY RIVER RD APT 225	B	3	1	70	71	72	2
R6-28	2225 ASHLEY RIVER RD APT 223	B	3	1	65	66	66	1
R6-28a	2225 ASHLEY RIVER RD APT 227	B	3	1	67	68	69	2
R6-29	2225 ASHLEY RIVER RD APT 214	B	3	1	65	66	68	3
R6-29a	2225 ASHLEY RIVER RD APT 218	B	3	1	68	69	69	1
R6-30	2225 ASHLEY RIVER RD APT 211	B	3	1	67	68	71	4
R6-30a	2225 ASHLEY RIVER RD APT 215	B	3	1	71	71	73	2
R6-31	2225 ASHLEY RIVER RD APT 212	B	4	1	65	66	69	4
R6-31a	2225 ASHLEY RIVER RD APT 216	B	4	1	68	69	70	2
R6-32	2225 ASHLEY RIVER RD APT 213	B	3	1	60	62	62	2
R6-32a	2225 ASHLEY RIVER RD APT 217	B	3	1	63	64	64	1
R6-33	2225 ASHLEY RIVER RD APT 204	B	3	1	60	61	62	2
R6-33a	2225 ASHLEY RIVER RD APT 208	B	3	1	62	63	63	1
R6-34	2225 ASHLEY RIVER RD APT 203	B	3	1	56	58	58	2
R6-34a	2225 ASHLEY RIVER RD APT 207	B	3	1	58	60	60	2
R6-35	2225 ASHLEY RIVER RD APT 202	B	4	1	62	63	64	2
R6-35a	2225 ASHLEY RIVER RD APT 206	B	4	1	65	66	68	3
R6-36	2225 ASHLEY RIVER RD APT 201	B	4	1	63	64	68	5
R6-36a	2225 ASHLEY RIVER RD APT 205	B	4	1	67	67	69	2
R6-37	2225 ASHLEY RIVER RD APT 151	B	4	1	62	63	67	5
R6-37a	2225 ASHLEY RIVER RD APT 155	B	4	1	66	67	69	3
R6-38	2225 ASHLEY RIVER RD APT 152	B	4	1	65	66	69	4
R6-38a	2225 ASHLEY RIVER RD APT 156	B	4	1	70	71	73	3
R6-39	2225 ASHLEY RIVER RD APT 153	B	4	1	66	66	68	2
R6-39a	2225 ASHLEY RIVER RD APT 157	B	4	1	69	69	73	4
R6-40	2225 ASHLEY RIVER RD APT 154	B	4	1	64	64	68	4
R6-40a	2225 ASHLEY RIVER RD APT 158	B	4	1	67	68	70	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-41	2225 ASHLEY RIVER RD APT 163	B	4	1	64	64	68	4
R6-41a	2225 ASHLEY RIVER RD APT 167	B	4	1	67	68	70	3
R6-42	2225 ASHLEY RIVER RD APT 162	B	4	1	58	59	60	2
R6-42a	2225 ASHLEY RIVER RD APT 165	B	4	1	63	64	65	2
R6-43	2225 ASHLEY RIVER RD APT 161	B	4	1	59	60	63	4
R6-43a	2225 ASHLEY RIVER RD APT 165	B	4	1	63	64	65	2
R6-44	2225 ASHLEY RIVER RD APT 164	B	4	1	62	63	67	5
R6-44a	2225 ASHLEY RIVER RD APT 168	B	4	1	66	66	68	2
R6-45	2225 ASHLEY RIVER RD APT 173	B	4	1	62	62	66	4
R6-45a	2225 ASHLEY RIVER RD APT 177	B	4	1	65	65	68	3
R6-46	2225 ASHLEY RIVER RD APT 172	B	4	1	58	59	61	3
R6-46a	2225 ASHLEY RIVER RD APT 176	B	4	1	62	63	64	2
R6-47	2225 ASHLEY RIVER RD APT 171	B	4	1	52	52	55	3
R6-47a	2225 ASHLEY RIVER RD APT 175	B	4	1	58	58	60	2
R6-48	2225 ASHLEY RIVER RD APT 174	B	4	1	61	62	66	5
R6-48a	2225 ASHLEY RIVER RD APT 178	B	4	1	64	65	67	3
R6-49	2225 ASHLEY RIVER RD APT 183	B	4	1	60	60	65	5
R6-49a	2225 ASHLEY RIVER RD APT 187	B	4	1	63	64	66	3
R6-50	2225 ASHLEY RIVER RD APT 184	B	4	1	60	60	65	5
R6-50a	2225 ASHLEY RIVER RD APT 188	B	4	1	64	64	67	3
R6-51	2225 ASHLEY RIVER RD APT 181	B	4	1	55	55	58	3
R6-51a	2225 ASHLEY RIVER RD APT 185	B	4	1	59	59	62	3
R6-52	2225 ASHLEY RIVER RD APT 182	B	4	1	54	55	57	3
R6-52a	2225 ASHLEY RIVER RD APT 186	B	4	1	59	60	62	3
R6-53	2225 ASHLEY RIVER RD APT 194	B	4	1	53	54	56	3
R6-53a	2225 ASHLEY RIVER RD APT 198	B	4	1	59	59	62	3
R6-54	2225 ASHLEY RIVER RD APT 193	B	4	1	60	61	62	2
R6-54a	2225 ASHLEY RIVER RD APT 197	B	4	1	63	64	66	3
R6-55	2225 ASHLEY RIVER RD APT 192	B	4	1	60	61	63	3
R6-55a	2225 ASHLEY RIVER RD APT 196	B	4	1	63	64	66	3
R6-56	2225 ASHLEY RIVER RD APT 191	B	4	1	59	60	62	3
R6-56a	2225 ASHLEY RIVER RD APT 195	B	4	1	62	63	65	3
R6-57	2225 ASHLEY RIVER RD APT 292	B	4	1	59	60	61	2
R6-57a	2225 ASHLEY RIVER RD APT 296	B	4	1	62	63	64	2
R6-58	2225 ASHLEY RIVER RD APT 293	B	4	1	51	51	54	3
R6-58a	2225 ASHLEY RIVER RD APT 297	B	4	1	55	56	58	3
R6-59	2225 ASHLEY RIVER RD APT 294	B	4	1	50	50	53	3
R6-59a	2225 ASHLEY RIVER RD APT 298	B	4	1	54	55	57	3
R6-60	2225 ASHLEY RIVER RD APT 291	B	3	1	56	57	59	3
R6-60a	2225 ASHLEY RIVER RD APT 295	B	3	1	60	60	62	2
R6-61	2225 ASHLEY RIVER RD APT 303	B	3	1	55	56	58	3
R6-61a	2225 ASHLEY RIVER RD APT 307	B	3	1	59	60	62	3
R6-62	2225 ASHLEY RIVER RD APT 302	B	3	1	54	54	57	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-62a	2225 ASHLEY RIVER RD APT 306	B	3	1	58	59	61	3
R6-63	2225 ASHLEY RIVER RD APT 301	B	3	1	49	51	53	4
R6-63a	2225 ASHLEY RIVER RD APT 305	B	3	1	53	54	56	3
R6-64	2225 ASHLEY RIVER RD APT 304	B	3	1	51	51	54	3
R6-64a	2225 ASHLEY RIVER RD APT 308	B	3	1	55	55	58	3
R6-65	2225 ASHLEY RIVER RD APT 313	B	4	1	52	53	55	3
R6-65a	2225 ASHLEY RIVER RD APT 317	B	4	1	57	57	59	2
R6-66	2225 ASHLEY RIVER RD APT 314	B	4	1	52	53	55	3
R6-66a	2225 ASHLEY RIVER RD APT 318	B	4	1	57	57	60	3
R6-67	2225 ASHLEY RIVER RD APT 311	B	3	1	47	48	51	4
R6-67a	2225 ASHLEY RIVER RD APT 315	B	3	1	52	53	55	3
R6-68	2225 ASHLEY RIVER RD APT 312	B	3	1	50	51	53	3
R6-68a	2225 ASHLEY RIVER RD APT 316	B	3	1	54	54	57	3
R6-69	2225 ASHLEY RIVER RD APT 323	B	3	1	48	48	51	3
R6-69a	2225 ASHLEY RIVER RD APT 327	B	3	1	52	52	55	3
R6-70	2225 ASHLEY RIVER RD APT 322	B	3	1	53	54	56	3
R6-70a	2225 ASHLEY RIVER RD APT 326	B	3	1	57	58	60	3
R6-71	2225 ASHLEY RIVER RD APT 321	B	3	1	53	54	57	4
R6-71a	2225 ASHLEY RIVER RD APT 325	B	3	1	57	58	60	3
R6-72	2225 ASHLEY RIVER RD APT 324	B	3	1	45	46	49	4
R6-72a	2225 ASHLEY RIVER RD APT 328	B	3	1	51	52	55	4
R6-73	2225 ASHLEY RIVER RD APT 334	B	3	1	47	48	50	3
R6-73a	2225 ASHLEY RIVER RD APT 338	B	3	1	52	53	55	3
R6-74	2225 ASHLEY RIVER RD APT 333	B	3	1	54	55	58	4
R6-74a	2225 ASHLEY RIVER RD APT 337	B	3	1	58	59	61	3
R6-75	2225 ASHLEY RIVER RD APT 332	B	3	1	56	57	59	3
R6-75a	2225 ASHLEY RIVER RD APT 336	B	3	1	59	60	62	3
R6-76	2225 ASHLEY RIVER RD APT 331	B	3	1	55	56	58	3
R6-76a	2225 ASHLEY RIVER RD APT 335	B	3	1	59	60	61	2
R6-77	2225 ASHLEY RIVER RD APT 342	B	3	1	53	54	56	3
R6-77a	2225 ASHLEY RIVER RD APT 346	B	3	1	57	58	59	2
R6-78	2225 ASHLEY RIVER RD APT 343	B	3	1	49	50	53	4
R6-78a	2225 ASHLEY RIVER RD APT 347	B	3	1	53	54	56	3
R6-79	2225 ASHLEY RIVER RD APT 344	B	3	1	51	52	54	3
R6-79a	2225 ASHLEY RIVER RD APT 348	B	3	1	54	55	57	3
R6-80	2225 ASHLEY RIVER RD APT 341	B	3	1	54	55	57	3
R6-80a	2225 ASHLEY RIVER RD APT 345	B	3	1	57	59	60	3
R6-81	2225 ASHLEY RIVER RD APT 352	B	3	1	53	54	57	4
R6-81a	2225 ASHLEY RIVER RD APT 356	B	3	1	57	58	60	3
R6-82	2225 ASHLEY RIVER RD APT 351	B	3	1	53	54	56	3
R6-82a	2225 ASHLEY RIVER RD APT 355	B	3	1	57	58	59	2
R6-83	2225 ASHLEY RIVER RD APT 354	B	3	1	52	53	55	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-83a	2225 ASHLEY RIVER RD APT 358	B	3	1	55	56	58	3
R6-84	2225 ASHLEY RIVER RD APT 353	B	3	1	51	52	55	4
R6-84a	2225 ASHLEY RIVER RD APT 357	B	3	1	54	55	57	3
R6-85	2225 ASHLEY RIVER RD APT 363	B	3	1	51	51	54	3
R6-85a	2225 ASHLEY RIVER RD APT 367	B	3	1	54	55	57	3
R6-86	2225 ASHLEY RIVER RD APT 362	B	3	1	51	52	55	4
R6-86a	2225 ASHLEY RIVER RD APT 366	B	3	1	54	55	58	4
R6-87	2225 ASHLEY RIVER RD APT 361	B	3	1	51	52	55	4
R6-87a	2225 ASHLEY RIVER RD APT 365	B	3	1	55	55	58	3
R6-88	2225 ASHLEY RIVER RD APT 364	B	3	1	50	51	53	3
R6-88a	2225 ASHLEY RIVER RD APT 368	B	3	1	53	54	56	3
R6-89	2225 ASHLEY RIVER RD APT 373	B	3	1	51	51	54	3
R6-89a	2225 ASHLEY RIVER RD APT 377	B	3	1	54	55	57	3
R6-90	2225 ASHLEY RIVER RD APT 372	B	3	1	52	52	55	3
R6-90a	2225 ASHLEY RIVER RD APT 376	B	3	1	55	56	58	3
R6-91	2225 ASHLEY RIVER RD APT 371	B	4	1	52	52	55	3
R6-91a	2225 ASHLEY RIVER RD APT 375	B	4	1	55	56	58	3
R6-92	2225 ASHLEY RIVER RD APT 374	B	4	1	52	52	55	3
R6-92a	2225 ASHLEY RIVER RD APT 378	B	4	1	55	56	58	3
R6-93	2225 ASHLEY RIVER RD APT 383	B	4	1	52	52	55	3
R6-93a	2225 ASHLEY RIVER RD APT 387	B	4	1	56	56	59	3
R6-94	2225 ASHLEY RIVER RD APT 382	B	4	1	52	53	55	3
R6-94a	2225 ASHLEY RIVER RD APT 386	B	4	1	56	56	59	3
R6-95	2225 ASHLEY RIVER RD APT 381	B	4	1	53	53	55	2
R6-95a	2225 ASHLEY RIVER RD APT 385	B	4	1	56	56	59	3
R6-96	2225 ASHLEY RIVER RD APT 384	B	4	1	52	53	55	3
R6-96a	2225 ASHLEY RIVER RD APT 388	B	4	1	56	56	59	3
R6-97	2225 ASHLEY RIVER RD APT 393	B	4	1	53	53	55	2
R6-97a	2225 ASHLEY RIVER RD APT 397	B	4	1	56	57	59	3
R6-98	2225 ASHLEY RIVER RD APT 392	B	4	1	53	53	56	3
R6-98a	2225 ASHLEY RIVER RD APT 396	B	4	1	57	57	60	3
R6-99	2225 ASHLEY RIVER RD APT 391	B	4	1	54	54	56	2
R6-99a	2225 ASHLEY RIVER RD APT 395	B	4	1	58	58	61	3
R6-100	2225 ASHLEY RIVER RD APT 394	B	4	1	53	53	56	3
R6-100a	2225 ASHLEY RIVER RD APT 398	B	4	1	57	57	60	3
R6-101	2225 ASHLEY RIVER RD APT 403	B	4	1	54	54	57	3
R6-101a	2225 ASHLEY RIVER RD APT 407	B	4	1	59	59	61	2
R6-102	2225 ASHLEY RIVER RD APT 402	B	4	1	54	54	57	3
R6-102a	2225 ASHLEY RIVER RD APT 406	B	4	1	57	58	60	3
R6-103	2225 ASHLEY RIVER RD APT 401	B	4	1	54	54	57	3
R6-103a	2225 ASHLEY RIVER RD APT 405	B	4	1	58	58	61	3
R6-104	2225 ASHLEY RIVER RD APT 404	B	4	1	56	57	59	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-104a	2225 ASHLEY RIVER RD APT 408	B	4	1	60	61	63	3
R6-105	2225 ASHLEY RIVER RD APT 413	B	4	1	56	56	58	2
R6-105a	2225 ASHLEY RIVER RD APT 417	B	4	1	60	60	62	2
R6-106	2225 ASHLEY RIVER RD APT 412	B	4	1	55	55	58	3
R6-106a	2225 ASHLEY RIVER RD APT 416	B	4	1	59	59	61	2
R6-107	2225 ASHLEY RIVER RD APT 411	B	4	1	54	54	57	3
R6-107a	2225 ASHLEY RIVER RD APT 415	B	4	1	57	58	60	3
R6-108	2225 ASHLEY RIVER RD APT 414	B	4	1	55	55	57	2
R6-108a	2225 ASHLEY RIVER RD APT 418	B	4	1	59	59	61	2
R6-109	2225 ASHLEY RIVER RD APT 423	B	4	1	50	51	53	3
R6-109a	2225 ASHLEY RIVER RD APT 427	B	4	1	55	55	57	2
R6-110	2225 ASHLEY RIVER RD APT 422	B	4	1	54	54	56	2
R6-110a	2225 ASHLEY RIVER RD APT 426	B	4	1	57	57	60	3
R6-111	2225 ASHLEY RIVER RD APT 421	B	4	1	56	56	58	2
R6-111a	2225 ASHLEY RIVER RD APT 425	B	4	1	59	59	61	2
R6-112	2225 ASHLEY RIVER RD APT 424	B	4	1	51	52	54	3
R6-112a	2225 ASHLEY RIVER RD APT 428	B	4	1	56	56	59	3
R6-113	2225 ASHLEY RIVER RD APT 433	B	4	1	55	55	58	3
R6-113a	2225 ASHLEY RIVER RD APT 437	B	4	1	59	59	62	3
R6-114	2225 ASHLEY RIVER RD APT 432	B	4	1	55	56	58	3
R6-114a	2225 ASHLEY RIVER RD APT 436	B	4	1	58	58	61	3
R6-115	2225 ASHLEY RIVER RD APT 435	B	4	1	59	60	62	3
R6-115a	2225 ASHLEY RIVER RD APT 431	B	4	1	62	63	65	3
R6-116	2225 ASHLEY RIVER RD APT 434	B	4	1	60	60	63	3
R6-116a	2225 ASHLEY RIVER RD APT 438	B	4	1	63	63	66	3
R6-117	2225 ASHLEY RIVER RD APT 143	B	4	1	63	63	65	2
R6-117a	2225 ASHLEY RIVER RD APT 147	B	4	1	66	66	70	4
R6-118	2225 ASHLEY RIVER RD APT 142	B	4	1	66	67	69	3
R6-118a	2225 ASHLEY RIVER RD APT 146	B	4	1	70	70	73	3
R6-119	2225 ASHLEY RIVER RD APT 141	B	4	1	67	67	69	2
R6-119a	2225 ASHLEY RIVER RD APT 145	B	4	1	69	70	73	4
R6-120	2225 ASHLEY RIVER RD APT 144	B	4	1	64	64	66	2
R6-120a	2225 ASHLEY RIVER RD APT 148	B	4	1	68	68	71	3
R6-121	2225 ASHLEY RIVER RD APT 134	B	4	1	55	56	58	3
R6-121a	2225 ASHLEY RIVER RD APT 138	B	4	1	61	61	63	2
R6-122	2225 ASHLEY RIVER RD APT 133	B	4	1	58	59	61	3
R6-122a	2225 ASHLEY RIVER RD APT 137	B	4	1	62	62	65	3
R6-123	2225 ASHLEY RIVER RD APT 132	B	4	1	62	62	65	3
R6-123a	2225 ASHLEY RIVER RD APT 136	B	4	1	66	66	69	3
R6-124	2225 ASHLEY RIVER RD APT 131	B	4	1	64	64	67	3
R6-124a	2225 ASHLEY RIVER RD APT 135	B	4	1	68	68	71	3
R6-125	2225 ASHLEY RIVER RD APT 123	B	4	1	65	65	68	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6-125a	2225 ASHLEY RIVER RD APT 127	B	4	1	69	69	72	3
R6-126	2225 ASHLEY RIVER RD APT 122	B	4	1	63	63	66	3
R6-126a	2225 ASHLEY RIVER RD APT 126	B	4	1	66	66	69	3
R6-127	2225 ASHLEY RIVER RD APT 121	B	4	1	56	56	61	5
R6-127a	2225 ASHLEY RIVER RD APT 125	B	4	1	59	60	62	3
R6-128	2225 ASHLEY RIVER RD APT 124	B	4	1	64	64	68	4
R6-128a	2225 ASHLEY RIVER RD APT 128	B	4	1	68	68	70	2
R6-129	2225 ASHLEY RIVER RD APT 113	B	4	1	63	63	67	4
R6-129a	2225 ASHLEY RIVER RD APT 117	B	4	1	67	67	69	2
R6-130	2225 ASHLEY RIVER RD APT 112	B	4	1	56	56	60	4
R6-130a	2225 ASHLEY RIVER RD APT 116	B	4	1	59	60	62	3
R6-131	2225 ASHLEY RIVER RD APT 111	B	4	1	53	53	57	4
R6-131a	2225 ASHLEY RIVER RD APT 115	B	4	1	57	57	59	2
R6-132	2225 ASHLEY RIVER RD APT 114	B	4	1	62	62	66	4
R6-132a	2225 ASHLEY RIVER RD APT 118	B	4	1	65	65	68	3
R6-133	2225 ASHLEY RIVER RD, apartment pool	C	4	1	54	55	57	3
R6a-1	2222 ASHLEY RIVER RD	B	4	1	66	66	69	3
R6a-1a	2222 ASHLEY RIVER RD	B	4	1	71	71	73	2
R6a-2	2222 ASHLEY RIVER RD	B	4	1	63	63	66	3
R6a-2a	2222 ASHLEY RIVER RD	B	4	1	66	66	69	3
R6a-3	2222 ASHLEY RIVER RD	B	4	1	61	61	64	3
R6a-3a	2222 ASHLEY RIVER RD	B	4	1	63	63	66	3
R6a-4	2222 ASHLEY RIVER RD	B	4	1	65	65	69	4
R6a-4a	2222 ASHLEY RIVER RD	B	4	1	69	69	72	3
R6a-5	2222 ASHLEY RIVER RD	B	4	1	65	65	69	4
R6a-5a	2222 ASHLEY RIVER RD	B	4	1	69	69	72	3
R6a-6	2222 ASHLEY RIVER RD	B	4	1	54	54	57	3
R6a-6a	2222 ASHLEY RIVER RD	B	4	1	58	58	61	3
R6a-7	2222 ASHLEY RIVER RD	B	4	1	58	58	60	2
R6a-7a	2222 ASHLEY RIVER RD	B	4	1	60	61	64	4
R6a-8	2222 ASHLEY RIVER RD	B	4	1	64	64	68	4
R6a-8a	2222 ASHLEY RIVER RD	B	4	1	68	68	71	3
R6a-9	2222 ASHLEY RIVER RD	B	4	1	53	53	56	3
R6a-9a	2222 ASHLEY RIVER RD	B	4	1	59	59	61	2
R6a-10	2222 ASHLEY RIVER RD	B	4	1	65	65	68	3
R6a-10a	2222 ASHLEY RIVER RD	B	4	1	68	68	71	3
R6a-11	2222 ASHLEY RIVER RD	B	4	1	63	63	67	4
R6a-11a	2222 ASHLEY RIVER RD	B	4	1	67	67	70	3
R6a-12	2222 ASHLEY RIVER RD	B	4	1	55	55	59	4
R6a-12a	2222 ASHLEY RIVER RD	B	4	1	60	60	63	3
R6a-13	2222 ASHLEY RIVER RD	B	4	1	58	58	61	3
R6a-13a	2222 ASHLEY RIVER RD	B	4	1	61	61	64	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6a-14	2222 ASHLEY RIVER RD	B	4	1	57	57	61	4
R6a-14a	2222 ASHLEY RIVER RD	B	4	1	60	60	63	3
R6a-15	2222 ASHLEY RIVER RD	B	4	1	51	51	54	3
R6a-15a	2222 ASHLEY RIVER RD	B	4	1	57	57	59	2
R6a-16	2222 ASHLEY RIVER RD	B	4	1	54	54	57	3
R6a-16a	2222 ASHLEY RIVER RD	B	4	1	59	59	62	3
R6a-17	2222 ASHLEY RIVER RD	B	4	1	48	48	51	3
R6a-17a	2222 ASHLEY RIVER RD	B	4	1	54	55	57	3
R6a-18	2222 ASHLEY RIVER RD	B	4	1	63	63	66	3
R6a-18a	2222 ASHLEY RIVER RD	B	4	1	67	67	70	3
R6a-19	2222 ASHLEY RIVER RD	B	4	1	62	62	65	3
R6a-19a	2222 ASHLEY RIVER RD	B	4	1	66	66	69	3
R6a-20	2222 ASHLEY RIVER RD	B	4	1	50	50	53	3
R6a-20a	2222 ASHLEY RIVER RD	B	4	1	56	56	58	2
R6a-21	2222 ASHLEY RIVER RD	B	4	1	55	55	59	4
R6a-21a	2222 ASHLEY RIVER RD	B	4	1	60	60	63	3
R6a-22	2222 ASHLEY RIVER RD	B	4	1	61	61	65	4
R6a-22a	2222 ASHLEY RIVER RD	B	4	1	65	65	68	3
R6a-23	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-23a	2222 ASHLEY RIVER RD	B	4	1	60	60	64	4
R6a-24	2222 ASHLEY RIVER RD	B	4	1	53	54	57	4
R6a-24a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-25	2222 ASHLEY RIVER RD	B	4	1	54	54	57	3
R6a-25a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-26	2222 ASHLEY RIVER RD	B	4	1	53	53	55	2
R6a-26a	2222 ASHLEY RIVER RD	B	4	1	57	57	60	3
R6a-27	2222 ASHLEY RIVER RD	B	4	1	53	53	56	3
R6a-27a	2222 ASHLEY RIVER RD	B	4	1	57	57	60	3
R6a-28	2222 ASHLEY RIVER RD	B	4	1	53	53	56	3
R6a-28a	2222 ASHLEY RIVER RD	B	4	1	57	57	61	4
R6a-29	2222 ASHLEY RIVER RD	B	4	1	52	52	55	3
R6a-29a	2222 ASHLEY RIVER RD	B	4	1	56	56	59	3
R6a-30	2222 ASHLEY RIVER RD	B	4	1	52	52	55	3
R6a-30a	2222 ASHLEY RIVER RD	B	4	1	56	56	59	3
R6a-31	2222 ASHLEY RIVER RD	B	4	1	53	53	56	3
R6a-31a	2222 ASHLEY RIVER RD	B	4	1	57	57	61	4
R6a-32	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-32a	2222 ASHLEY RIVER RD	B	4	1	59	59	63	4
R6a-33	2222 ASHLEY RIVER RD	B	4	1	57	58	61	4
R6a-33a	2222 ASHLEY RIVER RD	B	4	1	63	63	66	3
R6a-34	2222 ASHLEY RIVER RD	B	4	1	59	59	63	4
R6a-34a	2222 ASHLEY RIVER RD	B	4	1	63	63	67	4

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R6a-35	2222 ASHLEY RIVER RD	B	4	1	57	57	61	4
R6a-35a	2222 ASHLEY RIVER RD	B	4	1	61	61	65	4
R6a-36	2222 ASHLEY RIVER RD	B	4	1	56	56	60	4
R6a-36a	2222 ASHLEY RIVER RD	B	4	1	61	61	64	3
R6a-37	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-37a	2222 ASHLEY RIVER RD	B	4	1	59	59	63	4
R6a-38	2222 ASHLEY RIVER RD	B	4	1	51	51	55	4
R6a-38a	2222 ASHLEY RIVER RD	B	4	1	56	56	60	4
R6a-39	2222 ASHLEY RIVER RD	B	4	1	54	54	58	4
R6a-39a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-40	2222 ASHLEY RIVER RD	B	4	1	53	53	56	3
R6a-40a	2222 ASHLEY RIVER RD	B	4	1	57	57	60	3
R6a-41	2222 ASHLEY RIVER RD	B	4	1	53	53	57	4
R6a-41a	2222 ASHLEY RIVER RD	B	4	1	57	57	61	4
R6a-42	2222 ASHLEY RIVER RD	B	4	1	54	54	57	3
R6a-42a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-43	2222 ASHLEY RIVER RD	B	4	1	54	54	57	3
R6a-43a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-44	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-44a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-45	2222 ASHLEY RIVER RD	B	4	1	55	55	59	4
R6a-45a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-46	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-46a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-47	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-47a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-48	2222 ASHLEY RIVER RD	B	4	1	55	55	58	3
R6a-48a	2222 ASHLEY RIVER RD	B	4	1	58	58	62	4
R6a-49	2222 ASHLEY RIVER RD, apartment pool	C	4	1	64	64	68	4
R7-1	78 ASHLEY HALL PLANTATION RD APT F11	B	4	1	52	53	56	4
R7-1a	78 ASHLEY HALL PLANTATION RD APT F12	B	4	1	58	58	61	3
R7-2	78 ASHLEY HALL PLANTATION RD APT F9	B	4	1	57	58	61	4
R7-2a	78 ASHLEY HALL PLANTATION RD APT F10	B	4	1	61	62	64	3
R7-3	78 ASHLEY HALL PLANTATION RD APT F15	B	4	1	61	62	65	4
R7-3a	78 ASHLEY HALL PLANTATION RD APT F16	B	4	1	64	65	67	3
R7-4	78 ASHLEY HALL PLANTATION RD APT F17	B	4	1	62	62	65	3
R7-4a	78 ASHLEY HALL PLANTATION RD APT F18	B	4	1	65	65	68	3
R7-5	78 ASHLEY HALL PLANTATION RD APT F13	B	4	1	53	53	57	4
R7-5a	78 ASHLEY HALL PLANTATION RD APT F14	B	4	1	57	57	60	3
R7-6	78 ASHLEY HALL PLANTATION RD APT F19	B	4	1	54	54	58	4
R7-6a	78 ASHLEY HALL PLANTATION RD APT F20	B	4	1	58	58	61	3
R7-7	78 ASHLEY HALL PLANTATION RD APT F23	B	4	1	62	63	66	4

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-7a	78 ASHLEY HALL PLANTATION RD APT F24	B	4	1	65	66	68	3
R7-8	78 ASHLEY HALL PLANTATION RD APT F21	B	4	1	62	62	66	4
R7-8a	78 ASHLEY HALL PLANTATION RD APT F22	B	4	1	65	65	68	3
R7-9	78 ASHLEY HALL PLANTATION RD APT F39	B	4	1	47	48	50	3
R7-9a	78 ASHLEY HALL PLANTATION RD APT F40	B	4	1	51	52	54	3
R7-10	78 ASHLEY HALL PLANTATION RD APT F37	B	4	1	55	55	57	2
R7-10a	78 ASHLEY HALL PLANTATION RD APT F38	B	4	1	57	57	59	2
R7-11	78 ASHLEY HALL PLANTATION RD APT F35	B	4	1	60	61	64	4
R7-11a	78 ASHLEY HALL PLANTATION RD APT F36	B	4	1	63	63	65	2
R7-12	78 ASHLEY HALL PLANTATION RD APT F29	B	4	1	61	61	64	3
R7-12a	78 ASHLEY HALL PLANTATION RD APT F30	B	4	1	63	63	66	3
R7-13	78 ASHLEY HALL PLANTATION RD APT F33	B	4	1	49	50	53	4
R7-13a	78 ASHLEY HALL PLANTATION RD APT F34	B	4	1	54	54	56	2
R7-14	78 ASHLEY HALL PLANTATION RD APT F31	B	4	1	50	50	53	3
R7-14a	78 ASHLEY HALL PLANTATION RD APT F32	B	4	1	54	54	56	2
R7-15	78 ASHLEY HALL PLANTATION RD APT F25	B	4	1	58	58	61	3
R7-15a	78 ASHLEY HALL PLANTATION RD APT F26	B	4	1	60	60	62	2
R7-16	78 ASHLEY HALL PLANTATION RD APT F27	B	4	1	60	60	63	3
R7-16a	78 ASHLEY HALL PLANTATION RD APT F28	B	4	1	62	63	65	3
R7-17	78 ASHLEY HALL PLANTATION RD APT F55	B	4	1	57	57	60	3
R7-17a	78 ASHLEY HALL PLANTATION RD APT F56	B	4	1	60	60	63	3
R7-18	78 ASHLEY HALL PLANTATION RD APT F53	B	4	1	59	59	62	3
R7-18a	78 ASHLEY HALL PLANTATION RD APT F54	B	4	1	61	62	64	3
R7-19	78 ASHLEY HALL PLANTATION RD APT F51	B	4	1	62	62	65	3
R7-19a	78 ASHLEY HALL PLANTATION RD APT F52	B	4	1	64	65	67	3
R7-20	78 ASHLEY HALL PLANTATION RD APT F45	B	4	1	62	62	65	3
R7-20a	78 ASHLEY HALL PLANTATION RD APT F46	B	4	1	65	65	67	2
R7-21	78 ASHLEY HALL PLANTATION RD APT F49	B	4	1	51	51	54	3
R7-21a	78 ASHLEY HALL PLANTATION RD APT F50	B	4	1	56	56	58	2
R7-22	78 ASHLEY HALL PLANTATION RD APT F47	B	4	1	51	51	54	3
R7-22a	78 ASHLEY HALL PLANTATION RD APT F48	B	4	1	56	56	58	2
R7-23	78 ASHLEY HALL PLANTATION RD APT F41	B	4	1	61	61	65	4
R7-23a	78 ASHLEY HALL PLANTATION RD APT F42	B	4	1	63	64	66	3
R7-24	78 ASHLEY HALL PLANTATION RD APT F43	B	4	1	62	62	65	3
R7-24a	78 ASHLEY HALL PLANTATION RD APT F44	B	4	1	64	64	67	3
R7-25	78 ASHLEY HALL PLANTATION RD APT F3	B	4	1	56	56	58	2
R7-25a	78 ASHLEY HALL PLANTATION RD APT F4	B	4	1	60	60	63	3
R7-26	78 ASHLEY HALL PLANTATION RD APT F1	B	4	1	60	60	62	2
R7-26a	78 ASHLEY HALL PLANTATION RD APT F2	B	4	1	62	62	65	3
R7-27	78 ASHLEY HALL PLANTATION RD APT F7	B	4	1	65	65	68	3
R7-27a	78 ASHLEY HALL PLANTATION RD APT F8	B	4	1	68	68	71	3
R7-28	78 ASHLEY HALL PLANTATION RD APT F5	B	4	1	65	65	67	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-28a	78 ASHLEY HALL PLANTATION RD APT F6	B	4	1	68	68	71	3
R7-29	78 ASHLEY HALL PLANTATION RD APT A17	B	4	1	62	62	65	3
R7-29a	78 ASHLEY HALL PLANTATION RD APT A18	B	4	1	64	64	67	3
R7-30	78 ASHLEY HALL PLANTATION RD APT A19	B	4	1	61	61	64	3
R7-30a	78 ASHLEY HALL PLANTATION RD APT A20	B	4	1	64	64	66	2
R7-31	78 ASHLEY HALL PLANTATION RD APT A21	B	4	1	56	56	58	2
R7-31a	78 ASHLEY HALL PLANTATION RD APT A22	B	4	1	59	59	62	3
R7-32	78 ASHLEY HALL PLANTATION RD APT A23	B	4	1	56	56	58	2
R7-32a	78 ASHLEY HALL PLANTATION RD APT A24	B	4	1	59	59	62	3
R7-33	78 ASHLEY HALL PLANTATION RD APT A1	B	4	1	54	54	56	2
R7-33a	78 ASHLEY HALL PLANTATION RD APT A2	B	4	1	57	58	60	3
R7-34	78 ASHLEY HALL PLANTATION RD APT A3	B	4	1	61	61	65	4
R7-34a	78 ASHLEY HALL PLANTATION RD APT A4	B	4	1	64	64	66	2
R7-35	78 ASHLEY HALL PLANTATION RD APT A7	B	4	1	64	64	68	4
R7-35a	78 ASHLEY HALL PLANTATION RD APT A8	B	4	1	68	68	70	2
R7-36	78 ASHLEY HALL PLANTATION RD APT A11	B	4	1	65	65	68	3
R7-36a	78 ASHLEY HALL PLANTATION RD APT A12	B	4	1	69	69	71	2
R7-37	78 ASHLEY HALL PLANTATION RD APT A5	B	4	1	58	58	61	3
R7-37a	78 ASHLEY HALL PLANTATION RD APT A6	B	4	1	62	62	64	2
R7-38	78 ASHLEY HALL PLANTATION RD APT A9	B	4	1	59	59	62	3
R7-38a	78 ASHLEY HALL PLANTATION RD APT A10	B	4	1	63	63	65	2
R7-39	78 ASHLEY HALL PLANTATION RD APT A15	B	4	1	66	66	68	2
R7-39a	78 ASHLEY HALL PLANTATION RD APT A16	B	4	1	69	69	72	3
R7-40	78 ASHLEY HALL PLANTATION RD APT A13	B	4	1	65	65	68	3
R7-40a	78 ASHLEY HALL PLANTATION RD APT A14	B	4	1	69	69	72	3
R7-41	71 ASHLEY HALL PLANTATION RD APT A	B	4	1	68	68	ROW	N/A
R7-42	71 ASHLEY HALL PLANTATION RD APT B	B	4	1	68	68	ROW	N/A
R7-43	71 ASHLEY HALL PLANTATION RD APT C	B	4	1	67	67	ROW	N/A
R7-44	75 ASHLEY HALL PLANTATION RD APT D	B	4	1	67	67	69	2
R7-45	75 ASHLEY HALL PLANTATION RD APT E	B	4	1	67	67	69	2
R7-46	75 ASHLEY HALL PLANTATION RD APT F	B	4	1	67	67	69	2
R7-47	87 ASHLEY HALL PLANTATION RD	B	4	1	57	57	59	2
R7-48	87 ASHLEY HALL PLANTATION RD	B	4	1	56	56	58	2
R7-49	87 ASHLEY HALL PLANTATION RD	B	4	1	57	57	59	2
R7-50	87 ASHLEY HALL PLANTATION RD	B	4	1	56	57	58	2
R7-51	91 ASHLEY HALL PLANTATION RD	B	4	1	57	57	59	2
R7-52	91 ASHLEY HALL PLANTATION RD	B	4	1	54	54	57	3
R7-53	93 ASHLEY HALL PLANTATION RD	B	4	1	55	55	58	3
R7-54	93 ASHLEY HALL PLANTATION RD	B	4	1	57	57	59	2
R7-55	95 ASHLEY HALL PLANTATION RD	B	4	1	55	55	58	3
R7-56	95 ASHLEY HALL PLANTATION RD	B	4	1	54	54	57	3
R7-57	95 ASHLEY HALL PLANTATION RD	B	4	1	54	54	57	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-58	95 ASHLEY HALL PLANTATION RD	B	4	1	54	54	57	3
R7-59	97 ASHLEY HALL PLANTATION RD APT A	B	4	1	58	58	61	3
R7-60	97 ASHLEY HALL PLANTATION RD APT B	B	4	1	58	58	60	2
R7-61	99 ASHLEY HALL PLANTATION RD	B	4	1	57	57	60	3
R7-62	97 ASHLEY HALL PLANTATION RD APT A	B	4	1	57	57	60	3
R7-63	101 ASHLEY HALL PLANTATION RD	B	4	1	56	56	59	3
R7-64	101 ASHLEY HALL PLANTATION RD APT A	B	4	1	56	56	59	3
R7-65	103 ASHLEY HALL PLANTATION RD APT A	B	4	1	56	56	59	3
R7-66	103 ASHLEY HALL PLANTATION RD APT B	B	4	1	56	56	59	3
R7-67	2 PONY LN	B	4	1	56	56	59	3
R7-68	4 PONY LN	B	4	1	55	55	58	3
R7-69	96 ASHLEY HALL PLANTATION RD, playground	C	4	1	56	56	60	4
R7-70	90 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-71	90 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-72	90 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-73	90 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-74	88 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-75	88 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-76	88 ASHLEY HALL PLANTATION RD	B	4	1	62	62	64	2
R7-77	88 ASHLEY HALL PLANTATION RD	B	4	1	62	62	65	3
R7-78	86 ASHLEY HALL PLANTATION RD	B	4	1	63	63	65	2
R7-79	86 ASHLEY HALL PLANTATION RD	B	4	1	63	63	65	2
R7-80	86 ASHLEY HALL PLANTATION RD	B	4	1	63	63	65	2
R7-81	86 ASHLEY HALL PLANTATION RD	B	4	1	63	63	65	2
R7-82	84 ASHLEY HALL PLANTATION RD	B	4	1	63	63	66	3
R7-83	84 ASHLEY HALL PLANTATION RD	B	4	1	64	64	66	2
R7-84	84 ASHLEY HALL PLANTATION RD	B	4	1	64	64	67	3
R7-85	84 ASHLEY HALL PLANTATION RD	B	4	1	64	64	67	3
R7-86	82 ASHLEY HALL PLANTATION RD	B	4	1	65	65	67	2
R7-87	82 ASHLEY HALL PLANTATION RD	B	4	1	65	65	67	2
R7-88	82 ASHLEY HALL PLANTATION RD	B	4	1	66	66	68	2
R7-89	82 ASHLEY HALL PLANTATION RD	B	4	1	65	65	68	3
R7-90	80 ASHLEY HALL PLANTATION RD	B	4	1	66	66	68	2
R7-91	80 ASHLEY HALL PLANTATION RD	B	4	1	66	66	68	2
R7-92	80 ASHLEY HALL PLANTATION RD	B	4	1	67	67	69	2
R7-93	80 ASHLEY HALL PLANTATION RD	B	4	1	67	67	69	2
R7-94	78 ASHLEY HALL PLANTATION RD APT A31	B	4	1	59	59	62	3
R7-94a	78 ASHLEY HALL PLANTATION RD APT A32	B	4	1	63	63	65	2
R7-95	78 ASHLEY HALL PLANTATION RD APT A29	B	4	1	59	59	61	2
R7-95a	78 ASHLEY HALL PLANTATION RD APT A30	B	4	1	63	63	65	2
R7-96	78 ASHLEY HALL PLANTATION RD APT A25	B	4	1	56	56	58	2
R7-96a	78 ASHLEY HALL PLANTATION RD APT A26	B	4	1	60	60	62	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-97	78 ASHLEY HALL PLANTATION RD APT A27	B	4	1	53	53	56	3
R7-97a	78 ASHLEY HALL PLANTATION RD APT A28	B	4	1	58	58	60	2
R7-98	78 ASHLEY HALL PLANTATION RD APT A33	B	4	1	50	50	53	3
R7-98a	78 ASHLEY HALL PLANTATION RD APT A34	B	4	1	56	56	58	2
R7-99	78 ASHLEY HALL PLANTATION RD APT A35	B	4	1	50	51	53	3
R7-99a	78 ASHLEY HALL PLANTATION RD APT A36	B	4	1	55	56	58	3
R7-100	78 ASHLEY HALL PLANTATION RD APT A39	B	4	1	58	58	61	3
R7-100a	78 ASHLEY HALL PLANTATION RD APT A40	B	4	1	62	62	64	2
R7-101	82 ASHLEY HALL PLANTATION RD APT A37	B	4	1	57	57	59	2
R7-101a	82 ASHLEY HALL PLANTATION RD APT A38	B	4	1	61	61	63	2
R7-102	82 ASHLEY HALL PLANTATION RD APT A41	B	4	1	56	56	59	3
R7-102a	82 ASHLEY HALL PLANTATION RD APT A42	B	4	1	61	61	63	2
R7-103	82 ASHLEY HALL PLANTATION RD APT A43	B	4	1	53	53	56	3
R7-103a	82 ASHLEY HALL PLANTATION RD APT A44	B	4	1	58	58	60	2
R7-104	78 ASHLEY HALL PLANTATION RD APT A45	B	4	1	50	50	53	3
R7-104a	78 ASHLEY HALL PLANTATION RD APT A46	B	4	1	55	55	57	2
R7-105	78 ASHLEY HALL PLANTATION RD APT A47	B	4	1	50	50	54	4
R7-105a	78 ASHLEY HALL PLANTATION RD APT A48	B	4	1	55	55	57	2
R7-106	78 ASHLEY HALL PLANTATION RD APT A73	B	4	1	51	51	54	3
R7-106a	78 ASHLEY HALL PLANTATION RD APT A74	B	4	1	55	55	57	2
R7-107	78 ASHLEY HALL PLANTATION RD APT A75	B	4	1	51	51	54	3
R7-107a	78 ASHLEY HALL PLANTATION RD APT A76	B	4	1	55	55	57	2
R7-108	78 ASHLEY HALL PLANTATION RD APT A77	B	4	1	48	48	51	3
R7-108a	78 ASHLEY HALL PLANTATION RD APT A78	B	4	1	54	54	56	2
R7-109	78 ASHLEY HALL PLANTATION RD APT A79	B	4	1	50	50	53	3
R7-109a	78 ASHLEY HALL PLANTATION RD APT A80	B	4	1	54	54	57	3
R7-110	78 ASHLEY HALL PLANTATION RD APT A81	B	4	1	53	53	56	3
R7-110a	78 ASHLEY HALL PLANTATION RD APT A82	B	4	1	57	57	59	2
R7-111	78 ASHLEY HALL PLANTATION RD APT A83	B	4	1	53	53	56	3
R7-111a	78 ASHLEY HALL PLANTATION RD APT A84	B	4	1	55	55	58	3
R7-112	78 ASHLEY HALL PLANTATION RD APT A85	B	4	1	49	49	52	3
R7-112a	78 ASHLEY HALL PLANTATION RD APT A86	B	4	1	54	54	57	3
R7-113	78 ASHLEY HALL PLANTATION RD APT A87	B	4	1	50	50	54	4
R7-113a	78 ASHLEY HALL PLANTATION RD APT A88	B	4	1	55	55	57	2
R7-114	78 ASHLEY HALL PLANTATION RD APT A95	B	4	1	52	52	55	3
R7-114a	78 ASHLEY HALL PLANTATION RD APT A96	B	4	1	56	56	58	2
R7-115	78 ASHLEY HALL PLANTATION RD APT A93	B	4	1	52	52	55	3
R7-115a	78 ASHLEY HALL PLANTATION RD APT A94	B	4	1	56	56	59	3
R7-116	78 ASHLEY HALL PLANTATION RD APT A89	B	4	1	49	50	53	4
R7-116a	78 ASHLEY HALL PLANTATION RD APT A90	B	4	1	54	54	57	3
R7-117	78 ASHLEY HALL PLANTATION RD APT A91	B	4	1	49	49	52	3
R7-117a	78 ASHLEY HALL PLANTATION RD APT A92	B	4	1	53	53	56	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-118	78 ASHLEY HALL PLANTATION RD APT C1	B	4	1	54	54	58	4
R7-119	78 ASHLEY HALL PLANTATION RD APT C2	B	4	1	53	54	57	4
R7-120	78 ASHLEY HALL PLANTATION RD APT C3	B	4	1	53	53	57	4
R7-121	78 ASHLEY HALL PLANTATION RD APT C4	B	4	1	53	53	57	4
R7-122	78 ASHLEY HALL PLANTATION RD APT B5	B	4	1	51	52	55	4
R7-122a	78 ASHLEY HALL PLANTATION RD APT B6	B	4	1	55	55	58	3
R7-123	92 ASHLEY HALL PLANTATION RD APT B7	B	4	1	52	52	55	3
R7-123a	92 ASHLEY HALL PLANTATION RD APT B8	B	4	1	56	56	59	3
R7-124	78 ASHLEY HALL PLANTATION RD APT A67	B	4	1	53	53	56	3
R7-124a	78 ASHLEY HALL PLANTATION RD APT A68	B	4	1	56	56	59	3
R7-125	78 ASHLEY HALL PLANTATION RD APT A65	B	4	1	53	53	56	3
R7-125a	78 ASHLEY HALL PLANTATION RD APT A66	B	4	1	56	57	59	3
R7-126	78 ASHLEY HALL PLANTATION RD APT A71	B	4	1	52	53	56	4
R7-126a	78 ASHLEY HALL PLANTATION RD APT A72	B	4	1	56	56	59	3
R7-127	78 ASHLEY HALL PLANTATION RD APT A69	B	4	1	52	52	55	3
R7-127a	78 ASHLEY HALL PLANTATION RD APT A70	B	4	1	56	56	58	2
R7-128	78 ASHLEY HALL PLANTATION RD APT A57	B	4	1	52	52	55	3
R7-128a	78 ASHLEY HALL PLANTATION RD APT A58	B	4	1	56	56	59	3
R7-129	78 ASHLEY HALL PLANTATION RD APT A59	B	4	1	52	52	55	3
R7-129a	78 ASHLEY HALL PLANTATION RD APT A60	B	4	1	55	55	58	3
R7-130	78 ASHLEY HALL PLANTATION RD APT A63	B	4	1	53	54	57	4
R7-130a	78 ASHLEY HALL PLANTATION RD APT A64	B	4	1	57	57	60	3
R7-131	78 ASHLEY HALL PLANTATION RD APT A61	B	4	1	54	54	57	3
R7-131a	78 ASHLEY HALL PLANTATION RD APT A62	B	4	1	57	57	60	3
R7-132	78 ASHLEY HALL PLANTATION RD APT A49	B	4	1	53	53	56	3
R7-132a	78 ASHLEY HALL PLANTATION RD APT A50	B	4	1	57	57	60	3
R7-133	78 ASHLEY HALL PLANTATION RD APT A51	B	4	1	53	53	56	3
R7-133a	78 ASHLEY HALL PLANTATION RD APT A52	B	4	1	57	57	59	2
R7-134	78 ASHLEY HALL PLANTATION RD APT A53	B	4	1	54	54	57	3
R7-134a	78 ASHLEY HALL PLANTATION RD APT A54	B	4	1	58	58	61	3
R7-135	78 ASHLEY HALL PLANTATION RD APT A55	B	4	1	55	55	58	3
R7-135a	78 ASHLEY HALL PLANTATION RD APT A56	B	4	1	59	59	62	3
R7-136	78 ASHLEY HALL PLANTATION RD APT E1	B	4	1	53	53	56	3
R7-136a	78 ASHLEY HALL PLANTATION RD APT E2	B	4	1	56	57	59	3
R7-137	78 ASHLEY HALL PLANTATION RD APT E3	B	4	1	53	54	56	3
R7-137a	78 ASHLEY HALL PLANTATION RD APT E4	B	4	1	57	57	59	2
R7-138	78 ASHLEY HALL PLANTATION RD APT E7	B	4	1	47	47	50	3
R7-138a	78 ASHLEY HALL PLANTATION RD APT E8	B	4	1	54	55	57	3
R7-139	78 ASHLEY HALL PLANTATION RD APT E9	B	4	1	47	48	50	3
R7-139a	78 ASHLEY HALL PLANTATION RD APT E10	B	4	1	55	55	57	2
R7-140	78 ASHLEY HALL PLANTATION RD APT E6	B	4	1	59	59	62	3
R7-140a	78 ASHLEY HALL PLANTATION RD APT E7	B	4	1	62	62	64	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R7-141	78 ASHLEY HALL PLANTATION RD APT E11	B	4	1	60	60	62	2
R7-141a	78 ASHLEY HALL PLANTATION RD APT E12	B	4	1	62	62	65	3
R7-142	78 ASHLEY HALL PLANTATION RD APT E13	B	4	1	61	61	63	2
R7-142a	78 ASHLEY HALL PLANTATION RD APT E14	B	4	1	63	63	66	3
R7-143	78 ASHLEY HALL PLANTATION RD APT E15	B	4	1	60	60	62	2
R7-143a	78 ASHLEY HALL PLANTATION RD APT E16	B	4	1	62	62	65	3
R7-144	78 ASHLEY HALL PLANTATION RD APT E23	B	4	1	48	48	51	3
R7-144a	78 ASHLEY HALL PLANTATION RD APT E24	B	4	1	55	55	57	2
R7-145	78 ASHLEY HALL PLANTATION RD APT E22	B	4	1	47	48	50	3
R7-145a	78 ASHLEY HALL PLANTATION RD APT E21	B	4	1	54	55	57	3
R7-146	78 ASHLEY HALL PLANTATION RD APT E19	B	4	1	54	54	57	3
R7-146a	78 ASHLEY HALL PLANTATION RD APT E20	B	4	1	57	57	60	3
R7-147	78 ASHLEY HALL PLANTATION RD APT E17	B	4	1	54	54	57	3
R7-147a	78 ASHLEY HALL PLANTATION RD APT E18	B	4	1	57	58	60	3
R7-148	78 ASHLEY HALL PLANTATION RD APT E29	B	4	1	55	55	58	3
R7-148a	78 ASHLEY HALL PLANTATION RD APT E30	B	4	1	58	58	61	3
R7-149	78 ASHLEY HALL PLANTATION RD APT E31	B	4	1	55	55	58	3
R7-149a	78 ASHLEY HALL PLANTATION RD APT E32	B	4	1	58	59	61	3
R7-150	78 ASHLEY HALL PLANTATION RD APT E27	B	4	1	54	54	57	3
R7-150a	78 ASHLEY HALL PLANTATION RD APT E28	B	4	1	58	58	60	2
R7-151	78 ASHLEY HALL PLANTATION RD APT E25	B	4	1	53	54	56	3
R7-151a	78 ASHLEY HALL PLANTATION RD APT E26	B	4	1	57	58	60	3
R8-1	2274 ASHLEY RIVER RD APT 417	B	4	1	63	63	67	4
R8-1a	2274 ASHLEY RIVER RD APT 418	B	4	1	67	67	70	3
R8-2	2274 ASHLEY RIVER RD APT 410	B	4	1	63	63	68	5
R8-2a	2274 ASHLEY RIVER RD APT 411	B	4	1	67	67	71	4
R8-2b	2274 ASHLEY RIVER RD APT 412	B	4	1	69	69	72	3
R8-3	2274 ASHLEY RIVER RD APT 413	B	4	1	64	64	68	4
R8-3a	2274 ASHLEY RIVER RD APT 414	B	4	1	68	68	71	3
R8-4	2274 ASHLEY RIVER RD APT 408	B	4	1	64	64	69	5
R8-4a	2274 ASHLEY RIVER RD APT 409	B	4	1	68	68	71	3
R8-5	2274 ASHLEY RIVER RD APT 415	B	4	1	54	54	58	4
R8-5a	2274 ASHLEY RIVER RD APT 416	B	4	1	58	58	61	3
R8-6	2274 ASHLEY RIVER RD APT 405	B	4	1	53	53	56	3
R8-6a	2274 ASHLEY RIVER RD APT 404	B	4	1	57	57	59	2
R8-6b	2274 ASHLEY RIVER RD APT 403	B	4	1	67	67	70	3
R8-7	2274 ASHLEY RIVER RD APT 402	B	4	1	53	53	56	3
R8-7a	2274 ASHLEY RIVER RD APT 401	B	4	1	57	57	60	3
R8-8	2274 ASHLEY RIVER RD APT 406	B	4	1	55	55	60	5
R8-8a	2274 ASHLEY RIVER RD APT 407	B	4	1	60	60	63	3
R8-9	2274 ASHLEY RIVER RD APT 517	B	4	1	64	64	69	5
R8-9a	2274 ASHLEY RIVER RD APT 518	B	4	1	68	68	71	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R8-10	2274 ASHLEY RIVER RD APT 510	B	4	1	65	65	69	4
R8-10a	2274 ASHLEY RIVER RD APT 511	B	4	1	69	69	71	2
R8-10b	2274 ASHLEY RIVER RD APT 512	B	4	1	70	70	73	3
R8-11	2274 ASHLEY RIVER RD APT 513	B	4	1	65	65	70	5
R8-11a	2274 ASHLEY RIVER RD APT 514	B	4	1	69	69	72	3
R8-12	2274 ASHLEY RIVER RD APT 508	B	4	1	66	66	71	5
R8-12a	2274 ASHLEY RIVER RD APT 509	B	4	1	70	70	73	3
R8-13	2274 ASHLEY RIVER RD APT 515	B	4	1	54	54	57	3
R8-13a	2274 ASHLEY RIVER RD APT 516	B	4	1	57	57	60	3
R8-14	2274 ASHLEY RIVER RD APT 503	B	4	1	54	54	58	4
R8-14a	2274 ASHLEY RIVER RD APT 504	B	4	1	58	58	61	3
R8-14b	2274 ASHLEY RIVER RD APT 505	B	4	1	69	69	71	2
R8-15	2274 ASHLEY RIVER RD APT 501	B	4	1	55	55	59	4
R8-15a	2274 ASHLEY RIVER RD APT 502	B	4	1	59	59	62	3
R8-16	2274 ASHLEY RIVER RD APT 506	B	4	1	60	60	66	6
R8-16a	2274 ASHLEY RIVER RD APT 507	B	4	1	65	65	68	3
R8-17	2274 ASHLEY RIVER RD APT 617	B	4	1	65	65	70	5
R8-17a	2274 ASHLEY RIVER RD APT 618	B	4	1	69	69	72	3
R8-18	2274 ASHLEY RIVER RD APT 610	B	4	1	64	64	70	6
R8-18a	2274 ASHLEY RIVER RD APT 611	B	4	1	69	69	72	3
R8-18b	2274 ASHLEY RIVER RD APT 612	B	4	1	70	70	73	3
R8-19	2274 ASHLEY RIVER RD APT 613	B	4	1	64	64	69	5
R8-19a	2274 ASHLEY RIVER RD APT 614	B	4	1	68	68	71	3
R8-20	2274 ASHLEY RIVER RD APT 608	B	4	1	63	63	69	6
R8-20a	2274 ASHLEY RIVER RD APT 609	B	4	1	68	68	71	3
R8-21	2274 ASHLEY RIVER RD APT 615	B	4	1	55	55	59	4
R8-21a	2274 ASHLEY RIVER RD APT 616	B	4	1	59	59	62	3
R8-22	2274 ASHLEY RIVER RD APT 603	B	4	1	54	54	57	3
R8-22a	2274 ASHLEY RIVER RD APT 604	B	4	1	57	57	60	3
R8-22b	2274 ASHLEY RIVER RD APT 605	B	4	1	68	68	71	3
R8-23	2274 ASHLEY RIVER RD APT 601	B	4	1	54	54	57	3
R8-23a	2274 ASHLEY RIVER RD APT 602	B	4	1	57	57	60	3
R8-24	2274 ASHLEY RIVER RD APT 606	B	4	1	56	56	61	5
R8-24a	2274 ASHLEY RIVER RD APT 607	B	4	1	61	61	65	4
R8-25	2274 ASHLEY RIVER RD APT 307	B	4	1	55	55	58	3
R8-25a	2274 ASHLEY RIVER RD APT 308	B	4	1	58	58	62	4
R8-25b	2274 ASHLEY RIVER RD APT 309	B	4	1	66	66	68	2
R8-26	2274 ASHLEY RIVER RD APT 310	B	4	1	56	56	59	3
R8-26a	2274 ASHLEY RIVER RD APT 311	B	4	1	60	60	63	3
R8-26b	2274 ASHLEY RIVER RD APT 312	B	4	1	64	64	67	3
R8-27	2274 ASHLEY RIVER RD APT 301	B	4	1	56	56	60	4
R8-27a	2274 ASHLEY RIVER RD APT 302	B	4	1	59	59	63	4

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R8-27b	2274 ASHLEY RIVER RD APT 303	B	4	1	65	65	68	3
R8-28	2274 ASHLEY RIVER RD APT 304	B	4	1	52	52	56	4
R8-28a	2274 ASHLEY RIVER RD APT 305	B	4	1	56	56	60	4
R8-28b	2274 ASHLEY RIVER RD APT 306	B	4	1	63	63	67	4
R8-29	2274 ASHLEY RIVER RD APT 208	B	4	1	55	55	59	4
R8-29a	2274 ASHLEY RIVER RD APT 209	B	4	1	58	58	62	4
R8-30	2274 ASHLEY RIVER RD APT 201	B	4	1	55	55	59	4
R8-30a	2274 ASHLEY RIVER RD APT 202	B	4	1	59	59	63	4
R8-31	2274 ASHLEY RIVER RD APT 203	B	4	1	55	55	59	4
R8-31a	2274 ASHLEY RIVER RD APT 204	B	4	1	59	59	63	4
R8-31b	2274 ASHLEY RIVER RD APT 205	B	4	1	63	63	66	3
R8-32	2274 ASHLEY RIVER RD APT 217	B	4	1	55	55	59	4
R8-32a	2274 ASHLEY RIVER RD APT 218	B	4	1	59	59	63	4
R8-33	2274 ASHLEY RIVER RD APT 206	B	4	1	51	51	55	4
R8-33a	2274 ASHLEY RIVER RD APT 207	B	4	1	55	55	59	4
R8-34	2274 ASHLEY RIVER RD APT 210	B	4	1	48	48	52	4
R8-34a	2274 ASHLEY RIVER RD APT 211	B	4	1	51	52	55	4
R8-35	2274 ASHLEY RIVER RD APT 212	B	4	1	48	48	52	4
R8-35a	2274 ASHLEY RIVER RD APT 213	B	4	1	51	52	56	5
R8-35b	2274 ASHLEY RIVER RD APT 214	B	4	1	62	62	66	4
R8-36	2274 ASHLEY RIVER RD APT 215	B	4	1	50	51	54	4
R8-36a	2274 ASHLEY RIVER RD APT 216	B	4	1	54	54	58	4
R8-37	2274 ASHLEY RIVER RD APT 706	B	4	1	58	58	64	6
R8-37a	2274 ASHLEY RIVER RD APT 707	B	4	1	63	63	67	4
R8-38	2274 ASHLEY RIVER RD APT 713	B	4	1	56	56	61	5
R8-38a	2274 ASHLEY RIVER RD APT 714	B	4	1	61	61	64	3
R8-39	2274 ASHLEY RIVER RD APT 710	B	4	1	55	55	59	4
R8-39a	2274 ASHLEY RIVER RD APT 711	B	4	1	59	59	63	4
R8-39b	2274 ASHLEY RIVER RD APT 712	B	4	1	66	66	69	3
R8-40	2274 ASHLEY RIVER RD APT 715	B	4	1	54	54	58	4
R8-40a	2274 ASHLEY RIVER RD APT 716	B	4	1	58	58	62	4
R8-41	2274 ASHLEY RIVER RD APT 708	B	4	1	61	61	66	5
R8-41a	2274 ASHLEY RIVER RD APT 709	B	4	1	65	65	69	4
R8-42	2274 ASHLEY RIVER RD APT 704	B	4	1	58	58	63	5
R8-42a	2274 ASHLEY RIVER RD APT 705	B	4	1	63	63	67	4
R8-43	2274 ASHLEY RIVER RD APT 701	B	4	1	57	57	62	5
R8-43a	2274 ASHLEY RIVER RD APT 702	B	4	1	62	62	66	4
R8-43b	2274 ASHLEY RIVER RD APT 703	B	4	1	66	66	69	3
R8-44	2274 ASHLEY RIVER RD APT 717	B	4	1	56	56	61	5
R8-44a	2274 ASHLEY RIVER RD APT 718	B	4	1	61	61	65	4
R8-45	2274 ASHLEY RIVER RD APT 817	B	4	1	58	58	62	4
R8-45a	2274 ASHLEY RIVER RD APT 818	B	4	1	62	62	66	4

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R8-46	2274 ASHLEY RIVER RD APT 803	B	4	1	55	55	59	4
R8-46a	2274 ASHLEY RIVER RD APT 804	B	4	1	59	59	64	5
R8-46b	2274 ASHLEY RIVER RD APT 805	B	4	1	65	65	68	3
R8-47	2274 ASHLEY RIVER RD APT 801	B	4	1	54	54	58	4
R8-47a	2274 ASHLEY RIVER RD APT 802	B	4	1	58	58	62	4
R8-48	2274 ASHLEY RIVER RD APT 806	B	4	1	53	53	57	4
R8-48a	2274 ASHLEY RIVER RD APT 807	B	4	1	57	57	62	5
R8-49	2274 ASHLEY RIVER RD APT 815	B	4	1	58	58	62	4
R8-49a	2274 ASHLEY RIVER RD APT 816	B	4	1	62	62	66	4
R8-50	2274 ASHLEY RIVER RD APT 812	B	4	1	55	55	59	4
R8-50a	2274 ASHLEY RIVER RD APT 813	B	4	1	59	59	64	5
R8-50b	2274 ASHLEY RIVER RD APT 814	B	4	1	64	64	68	4
R8-51	2274 ASHLEY RIVER RD APT 810	B	4	1	54	54	58	4
R8-51a	2274 ASHLEY RIVER RD APT 811	B	4	1	58	58	63	5
R8-52	2274 ASHLEY RIVER RD APT 808	B	4	1	54	54	57	3
R8-52a	2274 ASHLEY RIVER RD APT 809	B	4	1	57	57	62	5
R9-1	1710 SOUTHPORT DR	B	4	1	69	69	71	2
R9-2	1706 SOUTHPORT DR	B	4	1	65	65	68	3
R9-3	1702 SOUTHPORT DR	B	4	1	63	63	66	3
R9-4	1698 SOUTHPORT DR	B	4	1	60	60	63	3
R9-5	1699 SOUTHPORT DR	B	4	1	66	66	69	3
R9-6	1693 SOUTHPORT DR	B	4	1	60	60	64	4
R9-7	1689 SOUTHPORT DR	B	4	1	59	59	63	4
R9-8	1681 SEIGNIOUS DR	B	4	1	60	60	63	3
R9-9	1683 SEIGNIOUS DR	B	4	1	61	61	64	3
R9-10	1689 SEIGNIOUS DR	B	4	1	61	61	64	3
R9-11	1693 SEIGNIOUS DR	B	4	1	64	64	68	4
R9-12	1697 SEIGNIOUS DR	B	4	1	70	70	72	2
R9-13	1701 SEIGNIOUS DR	B	4	1	75	75	ROW	N/A
R9-14	1698 SEIGNIOUS DR, tennis courts	C	4	1	73	73	75	2
R9-15	1696 SEIGNIOUS DR	B	4	1	65	65	69	4
R9-16	1692 SEIGNIOUS DR	B	4	1	62	62	66	4
R9-17	1692 SEIGNIOUS DR	B	4	1	61	61	65	4
R9-18	1680 SEIGNIOUS DR	B	4	1	61	61	65	4
R9-19	1676 SEIGNIOUS DR	B	4	1	63	63	67	4
R9-20	1692 SOUTHPORT DR	B	4	1	58	58	62	4
R9-21	1688 SOUTHPORT DR	B	4	1	57	57	61	4
R9-22	1684 SOUTHPORT DR	B	4	1	57	57	60	3
R9-23	1680 SOUTHPORT DR	B	4	1	58	58	60	2
R9-24	1685 SOUTHPORT DR	B	4	1	59	59	62	3
R9-25	1681 SOUTHPORT DR	B	4	1	58	58	62	4
R9-26	1677 SOUTHPORT DR	B	4	1	58	58	61	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R9-27	1673 SOUTHPORT DR	B	4	1	57	57	61	4
R9-28	1669 SOUTHPORT DR	B	4	1	57	57	60	3
R9-29	1665 SOUTHPORT DR	B	4	1	57	57	61	4
R9-30	1657 SOUTHPORT DR	B	4	1	58	58	61	3
R9-31	1677 SEIGNIOUS DR	B	4	1	59	59	63	4
R9-32	1673 SEIGNIOUS DR	B	4	1	59	59	62	3
R9-33	1669 SEIGNIOUS DR	B	4	1	59	59	62	3
R9-34	1665 SEIGNIOUS DR	B	4	1	59	59	62	3
R9-35	1664 SEIGNIOUS DR	B	4	1	58	58	62	4
R9-36	1668 SEIGNIOUS DR	B	4	1	60	60	64	4
R9-37	1672 SEIGNIOUS DR	B	4	1	62	62	66	4
R10-1	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-2	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-3	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	77	2
R10-4	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	77	2
R10-5	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	73	73	76	3
R10-6	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	73	73	75	2
R10-7	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	74	74	76	2
R10-8	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-9	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-10	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-11	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	76	76	78	2
R10-12	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	78	3
R10-13	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	78	3
R10-14	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	78	3
R10-15	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	79	4
R10-16	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	79	4
R10-17	195 ASHLEY HALL PLANTATION RD, trail	C	4	.05[4]	75	75	79	4
R10-18	195 ASHLEY HALL PLANTATION RD, trail	C	5	.05[4]	72	72	75	3
R10-19	195 ASHLEY HALL PLANTATION RD, trail	C	5	.05[4]	72	72	75	3
R10-20	195 ASHLEY HALL PLANTATION RD, trail	C	5	.05[4]	76	76	79	3
R10-21	195 ASHLEY HALL PLANTATION RD, trail	C	5	.05[4]	73	73	74	1
R10-22	2329 PORTSIDE WAY	B	4	1	66	66	70	4
R10-23	2328 PORTSIDE WAY	B	4	1	68	68	72	4
R10-24	2324 PORTSIDE WAY	B	4	1	68	68	71	3
R10-25	2318 PORTSIDE WAY	B	5	1	66	66	70	4
R10-26	2312 PORTSIDE WAY	B	5	1	65	65	68	3
R10-27	2327 PORTSIDE WAY	B	4	1	61	61	64	3
R10-28	2319 PORTSIDE WAY	B	4	1	60	60	64	4
R10-29	2311 PORTSIDE WAY	B	5	1	59	59	62	3
R10-30	2308 PORTSIDE WAY	B	5	1	58	58	59	1
R10-31	2305 PORTSIDE WAY	B	5	1	59	59	62	3
R10-32	2299 PORTSIDE WAY	B	4	1	59	59	62	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R10-33	2293 PORTSIDE WAY	B	4	1	59	59	62	3
R10-34	2288 PORTSIDE WAY	B	5	1	57	57	60	3
R10-35	2294 PORTSIDE WAY	B	5	1	58	58	60	2
R10-36	2308 PORTSIDE WAY	B	5	1	58	58	60	2
R11-1	4354 BRIDGEVIEW DR, marina deck	E	6	1	68	68	69	1
R11-2	4398 BRIDGEVIEW DR, boat landing picnic	C	6	1	61	61	63	2
R12-1	4401 BELLE OAKS DR, office outdoor seating	E	6	1	69	70	72	3
R13-1	4008 SALT POINTE PKWY, daycare	C	6	1	60	62	63	3
R14-1	4075 FABER DR, trail	C	6	.04[4]	62	63	65	3
R14-2	4075 FABER DR, trail	C	6	.04[4]	62	63	65	3
R14-3	4075 FABER DR, trail	C	6	.04[4]	62	63	66	4
R14-4	4075 FABER DR, trail	C	6	.04[4]	61	62	65	4
R14-5	4075 FABER DR, trail	C	6	.04[4]	63	64	66	3
R14-6	4075 FABER DR, trail	C	6	.04[4]	64	65	68	4
R14-7	4055 FABER DR, trail	C	6	.04[4]	67	68	72	5
R14-8	4055 FABER DR, trail	C	6	.04[4]	70	71	74	4
R14-9	4055 FABER DR, trail	C	6	.04[4]	71	72	75	4
R14-10	4055 FABER DR, trail	C	6	.04[4]	73	74	76	3
R14-11	4055 FABER DR, trail	C	6	.04[4]	75	76	77	2
R14-12	4055 FABER DR, trail	C	6	.04[4]	77	78	79	2
R14-13	4055 FABER DR, trail	C	6	.04[4]	73	74	75	2
R14-14	4055 FABER DR, trail	C	6	.04[4]	76	77	79	3
R14-15	4055 FABER DR, trail	C	6	.04[4]	77	78	80	3
R14-16	4055 FABER DR, trail	C	6	.04[4]	77	78	79	2
R14-17	4055 FABER DR, trail	C	6	.04[4]	73	74	75	2
R15-1	4481 LEEDS WEST PLACE, office picnic area	E	6	1	64	65	67	3
R15-2	3870 LEEDS AVE, day school playground	C	6	1	67	68	69	2
R16-1	4603 S ADA AVE	B	7	1	73	74	ROW	N/A
R16-2	4607 W ADA AVE	B	7	1	69	69	72	3
R16-3	4609 W ADA AVE	B	7	1	67	68	70	3
R16-4	4611 W ADA AVE	B	7	1	66	67	69	3
R16-5	4614 W ADA AVE	B	7	1	70	71	ROW	N/A
R16-6	4620 W ADA AVE	B	7	1	68	69	70	2
R16-7	4623 W ADA AVE	B	7	1	64	65	67	3
R16-8	3741 PARAMOUNT DR	B	7	1	65	66	68	3
R16-9	3801 PARAMOUNT DR	B	7	1	66	67	69	3
R16-10	3729 PARAMOUNT DR	B	7	1	72	73	74	2
R17-1	4577 SOUTH ADA AVE	B	7	1	75	76	ROW	N/A
R17-2	4565 E ADA AVE	B	7	1	67	68	70	3
R17-3	4561 E ADA AVE	B	7	1	65	66	69	4
R17-4	4551 E ADA AVE	B	7	1	65	65	68	3
R17-5	4543 E ADA AVE	B	7	1	65	65	68	3
R17-6	4535 E ADA AVE	B	7	1	64	65	67	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R17-7	4607 DORSEY AVE, worship, interior	D[5]	7	1	68/43	70/45	70/45	2
R17-8	4707 DORCHESTER RD, outdoor seating	E	7	1	66	67	68	2
R17a-1	3700 PARAMOUNT ST, vacant daycare	C	7	1	69	70	70	1
R17a-2	4709 DORSEY AVE, outdoor dining	E	7	1	69	70	70	1
R18-1	3800 PARAMOUNT DR, college interior	D[5]	7	1	70/45	71/26	72/47	2
R18-2	4700 LYSA AVE	B	7	1	67	68	68	1
R18-3	3814 PARAMOUNT ST	B	7	1	64	65	66	2
R18-4	4712 LYSA AVE	B	7	1	61	62	63	2
R18-5	4720 LYSA AVE	B	7	1	62	63	64	2
R18-6	4730 LYSA AVE	B	7	1	62	63	65	3
R18-7	4742 LYSA AVE	B	7	1	62	62	64	2
R18-8	4748 LYSA AVE	B	7	1	62	63	64	2
R18-9	4754 LYSA AVE	B	7	1	62	63	64	2
R18-10	4760 LYSA AVE	B	7	1	63	64	65	2
R18-11	4766 LYSA DR	B	7	1	64	65	66	2
R18-12	4770 LYSA ST	B	7	1	65	66	67	2
R18-13	3834 PARAMOUNT DR	B	7	1	65	67	67	2
R18-14	4713 LYSA AVE	B	7	1	61	62	63	2
R18-15	4717 LYSA AVE	B	7	1	60	61	62	2
R18-16	4721 LYSA AVE	B	7	1	59	60	62	3
R18-17	4733 LYSA AVE	B	7	1	59	60	62	3
R18-18	4737 LYSA AVE	B	7	1	60	61	63	3
R18-19	4743 LYSA AVE	B	7	1	60	61	63	3
R18-20	4749 LYSA AVE	B	7	1	60	61	63	3
R18-21	4755 LYSA AVE	B	7	1	61	61	63	2
R18-22	4761 LYSA AVE	B	7	1	61	62	64	3
R18-23	4767 LYSA AVE	B	7	1	62	63	64	2
R18-24	4773 LYSA AVE	B	7	1	62	63	65	3
R18-25	3845 DORSEY AVE	B	7	1	63	64	66	3
R18-26	4776 IVYDALE DR	B	7	1	61	62	64	3
R18-27	3853 DORSEY AVE	B	7	1	62	63	64	2
R18-28	3806 DORSEY AVE	B	7	1	71	72	73	2
R18-29	3840 DORSEY AVE	B	7	1	68	69	70	2
R18-30	3848 DORSEY AVE	B	7	1	68	69	70	2
R18-31	3854 DORSEY AVE	B	7	1	66	67	67	1
R18-32	3854 DORSEY AVE	B	7	1	63	65	65	2
R18-33	3854 DORSEY AVE	B	7	1	63	64	65	2
R18-34	3854 DORSEY AVE	B	7	1	60	61	62	2
R18-35	3854 DORSEY AVE	B	7	1	61	62	62	1
R18-36	3854 DORSEY AVE	B	7	1	65	66	66	1
R18-37	3910 DORSEY AVE	B	7	1	65	66	66	1
R18-38	3910 DORSEY AVE	B	7	1	64	65	66	2
R18-39	3910 DORSEY AVE	B	7	1	64	65	65	1
R18-40	3900 DORSEY AVE	B	7	1	62	63	64	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R18-41	3910 DORSEY AVE	B	7	1	61	63	63	2
R18-42	3910 DORSEY AVE	B	7	1	61	62	62	1
R18-43	3910 DORSEY AVE	B	7	1	62	64	64	2
R18-44	3910 DORSEY AVE	B	7	1	63	65	65	2
R18-45	3918 DORSEY AVE	B	7	1	63	64	65	2
R19-1	4624 DORCHESTER RD, hotel pool	E	7	1	61	62	63	2
R20-1	4826 DORCHESTER RD, worship	D[5]	7	1	70/45	71/46	71/46	1
R20a-1	4924 DORCHESTER RD, future arena	C	8	1	65	66	68	3
R20a-2	3617 CHEATHAM ST	B	8	1	61	62	64	3
R21-1	4939 OZARK ST	B	8	1	75	75	77	2
R21-2	4939 OZARK ST	B	8	1	74	75	76	2
R21-3	4945 OZARK ST	B	8	1	74	75	76	2
R21-4	3511 SEIBERLING RD	B	8	1	71	71	72	1
R21-5	3509 SEIBERLING RD	B	8	1	70	71	71	1
R21-6	3501 SEIBERLING RD	B	8	1	67	67	69	2
R21-7	3501 SEIBERLING RD	B	8	1	65	66	67	2
R21-8	3501 SEIBERLING RD	B	8	1	65	65	67	2
R21-9	3501 SEIBERLING RD	B	8	1	64	65	66	2
R21-10	4915 OZARK ST	B	8	1	68	69	72	4
R21-11	4911 OZARK ST	B	8	1	61	62	66	5
R21-12	4911 OZARK ST	B	8	1	62	62	65	3
R21-13	4911 OZARK ST	B	8	1	64	65	67	3
R21-14	4911 OZARK ST	B	8	1	61	61	65	4
R21-15	4911 OZARK ST	B	8	1	61	62	65	4
R21-16	4911 OZARK ST	B	8	1	60	61	64	4
R21-17	4911 OZARK ST	B	8	1	61	61	63	2
R21-18	4948 OZARK ST	B	8	1	66	66	68	2
R21-19	4948 OZARK ST	B	8	1	62	63	65	3
R21-20	4918 OZARK ST	B	8	1	63	63	65	2
R21-21	3471 SEIBERLING RD	B	8	1	65	66	68	3
R21-22	3471 SEIBERLING RD	B	8	1	64	65	67	3
R21-23	3471 SEIBERLING RD	B	8	1	64	65	67	3
R22-1	3618 MONTAGUE AVE	B	8	1	66	67	68	2
R22-2	3618 MONTAGUE AVE	B	8	1	66	67	68	2
R22-3	3600 MONTAGUE AVE	B	8	1	70	70	71	1
R22-4	5001 FARGO ST	B	8	1	63	63	65	2
R22-5	3625 FIRESTONE RD	B	8	1	59	60	61	2
R22-6	3617 FIRESTONE RD	B	8	1	57	58	59	2
R22-7	5019 FARGO ST	B	8	1	60	61	62	2
R22-8	5018 FARGO ST	B	8	1	62	63	64	2
R22-9	5018 FARGO ST	B	8	1	63	64	65	2
R22-10	5018 FARGO ST	B	8	1	63	64	65	2
R22-11	5018 FARGO ST	B	8	1	62	64	65	3
R22-12	3583 FIRESTONE RD	B	8	1	65	66	68	3

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R22-13	3575 FIRESTONE RD	B	8	1	67	70	ROW	N/A
R23-1	500 INTERNATIONAL BLVD, trail	C	9	.06[4]	59	60	60	1
R23-2	500 INTERNATIONAL BLVD, trail	C	9	.06[4]	59	60	60	1
R23-3	500 INTERNATIONAL BLVD, trail	C	9	.06[4]	60	61	61	1
R23-4	5265 INTERNATIONAL BLVD, trail	C	9	.06[4]	60	61	61	1
R23-5	5265 INTERNATIONAL BLVD, hotel pool	E	9	1	56	56	56	0
R24-1	5270 INTERNATIONAL BLVD, outdoor dining	E	9	1	63	63	63	0
R24-2	5264 INTERNATIONAL BLVD, hotel pool	E	9	1	61	62	62	1
R24-3	5264 INTERNATIONAL BLVD, hotel pool	E	9	1	57	58	58	1
R25-1	4986 WETLAND CROSSING RD APT, apt. car wash	C	9	1	70	71	73	3
R25-2	4986 WETLAND CROSSING RD APT 1120	B	9	1	65	66	68	3
R25-2a	4986 WETLAND CROSSING RD APT 1220	B	9	1	70	71	72	2
R25-2b	4986 WETLAND CROSSING RD APT 1320	B	9	1	70	71	73	3
R25-3	4986 WETLAND CROSSING RD APT 1101	B	9	1	71	72	74	3
R25-3a	4986 WETLAND CROSSING RD APT 1201	B	9	1	73	74	75	2
R25-3b	4986 WETLAND CROSSING RD APT 1301	B	9	1	73	74	76	3
R25-4	4986 WETLAND CROSSING RD APT 1110	B	9	1	63	64	66	3
R25-4a	4986 WETLAND CROSSING RD APT 1210	B	9	1	69	70	70	1
R25-4b	4986 WETLAND CROSSING RD APT 1310	B	9	1	70	71	72	2
R25-5	4986 WETLAND CROSSING RD APT 1111	B	9	1	62	63	65	3
R25-5a	4986 WETLAND CROSSING RD APT 1211	B	9	1	67	68	69	2
R25-5b	4986 WETLAND CROSSING RD APT 1311	B	9	1	69	70	71	2
R25-6a	4986 WETLAND CROSSING RD APT 2201	B	9	1	64	65	65	1
R25-6b	4986 WETLAND CROSSING RD APT 2301	B	9	1	67	68	68	1
R25-7	4986 WETLAND CROSSING RD APT 2103	B	9	1	69	70	72	3
R25-7a	4986 WETLAND CROSSING RD APT 2203	B	9	1	73	74	75	2
R25-7b	4986 WETLAND CROSSING RD APT 2303	B	9	1	73	74	75	2
R25-8	4986 WETLAND CROSSING RD APT 2111	B	10	1	70	71	72	2
R25-8a	4986 WETLAND CROSSING RD APT 2211	B	10	1	72	73	74	2
R25-8b	4986 WETLAND CROSSING RD APT 2311	B	10	1	73	74	75	2
R25-9	4986 WETLAND CROSSING RD APT 2112	B	10	1	68	69	70	2
R25-9a	4986 WETLAND CROSSING RD APT 2212	B	10	1	72	73	74	2
R25-9b	4986 WETLAND CROSSING RD APT 2312	B	10	1	73	74	75	2
R25-10	4986 WETLAND CROSSING RD APT 2113	B	10	1	60	61	63	3
R25-10a	4986 WETLAND CROSSING RD APT 2213	B	10	1	64	65	65	1
R25-10b	4986 WETLAND CROSSING RD APT 2313	B	10	1	66	68	68	2
R25-11	4986 WETLAND CROSSING RD, apt. pool	C	10	1	54	55	57	3
R25-12	4986 WETLAND CROSSING RD APT 3101	B	10	1	58	59	60	2
R25-12a	4986 WETLAND CROSSING RD APT 3201	B	10	1	62	63	63	1
R25-12b	4986 WETLAND CROSSING RD APT 3301	B	10	1	64	66	66	2
R25-13	4986 WETLAND CROSSING RD APT 3102	B	10	1	60	61	62	2
R25-13a	4986 WETLAND CROSSING RD APT 3202	B	10	1	64	65	66	2
R25-13b	4986 WETLAND CROSSING RD APT 3302	B	10	1	67	68	68	1
R25-14	4986 WETLAND CROSSING RD APT 3103	B	10	1	63	64	65	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R25-14a	4986 WETLAND CROSSING RD APT 3203	B	10	1	67	68	69	2
R25-14b	4986 WETLAND CROSSING RD APT 3303	B	10	1	69	70	71	2
R25-15	4986 WETLAND CROSSING RD APT 3110	B	10	1	64	65	66	2
R25-15a	4986 WETLAND CROSSING RD APT 3210	B	10	1	68	69	70	2
R25-15b	4986 WETLAND CROSSING RD APT 3310	B	10	1	69	70	72	3
R25-16	5010 WETLAND CROSSING RD, interior	D[5]	10	1	70/45	71/46	74/49	4
R26-1	5213 PRINCE ST	B	10	1	66	67	ROW	N/A
R26-2	5219 PRINCE ST	B	10	1	65	66	68	3
R26-3	5223 PRINCE ST	B	10	1	64	64	66	2
R26-4	5225 PRINCE ST	B	10	1	64	64	65	1
R26-5	5231 PRINCE ST	B	10	1	62	63	64	2
R26-6	5235 PRINCE ST	B	10	1	62	63	64	2
R26-7	5250 PRINCE ST	B	10	1	62	63	64	2
R26-8	5246 PRINCE ST	B	10	1	62	63	64	2
R26-9	5238 PRINCE ST	B	10	1	62	63	64	2
R26-10	5236 PRINCE ST	B	10	1	62	63	64	2
R26-11	5230 PRINCE ST	B	10	1	62	63	64	2
R26-12	5226 PRINCE ST	B	10	1	63	63	66	3
R26-13	5224 PRINCE ST	B	10	1	64	65	68	4
R26-14	5218 PRINCE ST	B	10	1	67	67	72	5
R26-15	5214 PRINCE ST	B	10	1	70	70	ROW	N/A
R26-16	5219 LANGSTON ST	B	10	1	71	71	ROW	N/A
R26-17	5223 LANGSTON ST	B	10	1	67	68	71	4
R26-18	5229 LANGSTON ST	B	10	1	65	66	68	3
R26-19	5235 LANGSTON ST	B	10	1	62	63	64	2
R26-20	5247 LANGSTON ST	B	10	1	63	64	65	2
R26-21	5251 LANGSTON ST	B	10	1	63	64	64	1
R26-22	5256 LANGSTON ST	B	10	1	64	65	65	1
R26-23	5230 LANGSTON ST	B	10	1	66	67	67	1
R26-24	5226 LANGSTON ST	B	10	1	69	70	ROW	N/A
R26-25	5235 GOOD ST	B	10	1	69	69	69	0
R26-26	5243 GOOD ST	B	10	1	66	67	66	0
R26-27	5247 GOOD ST	B	10	1	65	66	66	1
R26-28	5251 GOOD ST	B	10	1	65	66	66	1
R26-29	5255 GOOD ST	B	10	1	65	66	66	1
R26-30	5308 GOOD ST	B	10	1	65	66	65	0
R26-31	5302 GOOD ST	B	10	1	66	66	66	0
R26-32	5264 GOOD ST, worship interior	D[5]	10	1	66/41	67/42	66/41	0
R26-33	5260 GOOD ST	B	10	1	67	67	67	0
R26-34	5250 GOOD ST	B	10	1	67	67	68	1
R26-35	5246 GOOD ST	B	10	1	66	67	67	1
R26-36	5242 GOOD ST	B	10	1	68	68	68	0
R26-37	5232 GOOD ST	B	10	1	70	70	ROW	N/A
R26-38	5239 JURY LN	B	10	1	70	70	ROW	N/A

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R26-39	5243 JURY LN	B	10	1	68	69	ROW	N/A
R26-40	5251 JURY LN	B	10	1	67	68	67	0
R26-41	5263 JURY LN	B	10	1	66	66	67	1
R26-42	5305 JURY LN	B	10	1	65	66	66	1
R26-43	5309 JURY LN	B	10	1	65	65	66	1
R26-44	5311 JURY LN	B	10	1	64	65	65	1
R26-45	5320 JURY LN	B	16	1	65	65	65	0
R26-46	5300 JURY LN	B	10	1	65	66	66	1
R26-47	5252 JURY LN	B	10	1	66	67	66	0
R26-48	5244 JURY LN	B	10	1	68	68	ROW	N/A
R26-49	5242 JURY LN	B	10	1	68	69	ROW	N/A
R26-50	5247 CHARTER DR	B	10	1	68	69	ROW	N/A
R26-51	2541 HIGHPOINT DR	B	10	1	68	68	67	-1
R26-52	2537 HIGHPOINT DR	B	10	1	68	68	66	-2
R26-53	2535 HIGHPOINT DR	B	10	1	68	68	67	-1
R26-54	5305 CHARTER DR	B	16	1	67	67	66	-1
R26-55	5315 CHARTER DR	B	16	1	65	66	66	1
R26-56	5321 CHARTER DR	B	16	1	65	66	65	0
R26-57	5325 CHARTER DR	B	16	1	65	65	65	0
R26-58	5320 CHARTER DR	B	16	1	66	66	66	0
R26-59	2516 HIGHPOINT DR	B	16	1	67	67	67	0
R26-60	2513 HIGHPOINT DR	B	16	1	67	67	ROW	N/A
R26-61	5313 HIGHLAND ACE DR	B	16	1	67	68	67	0
R26-62	5333 HIGHLAND TERRACE DR	B	16	1	66	67	66	0
R26-63	2508 CORAS CT	B	16	1	66	66	66	0
R26-64	2515 TAYLOR ST	B	16	1	65	66	66	1
R26-65	5341 HIGHLAND TERRACE DR	B	16	1	66	66	66	0
R26a-1	2453 TAYLOR ST	B	16	1	68	69	67	-1
R26a-2	2450 TAYLOR ST	B	16	1	70	70	66	-4
R26a-3	2432 RICHARDSON DR	B	16	1	70	70	ROW	N/A
R26a-4	2430 RICHARDSON DR	B	16	1	70	70	ROW	N/A
R26a-5	5417 RICHARDSON DR	B	16	1	69	70	66	-3
R26a-6	5423 RICHARDSON DR	B	16	1	68	69	65	-3
R26a-7	5423 RICHARDSON DR	B	16	1	65	66	64	-1
R26a-8	5427 RICHARDSON DR	B	16	1	68	69	66	-2
R26a-9	5424 RICHARDSON DR	B	16	1	69	70	66	-3
R26a-10	5424 RICHARDSON DR	B	16	1	70	70	66	-4
R26a-11	2419 RICHARDSON DR	B	16	1	70	70	ROW	N/A
R26a-12	5441 RICHARDSON DR	B	16	1	68	68	66	-2
R26a-13	2434 RICHARDSON DR	B	16	1	67	68	65	-2
R26a-14	2430 RICHARDSON DR	B	16	1	69	69	66	-3
R26a-15	2424 RICHARDSON DR	B	16	1	69	70	66	-3
R26a-16	2410 RICHARDSON DR	B	16	1	70	70	67	-3
R26a-17	2410 RICHARDSON DR, community center	C	16	1	70	70	ROW	N/A

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R27-1	5260 DEACON ST	B	11	1	64	65	66	2
R27-2	2234 MARGARET DR	B	11	1	67	68	ROW	N/A
R27-3	2230 MARGARET DR	B	11	1	65	66	ROW	N/A
R27-4	2205 VAN BUREN AVE, worship	D[5]	11	1	66/41	67/42	68/43	2
R27-5	2235 MARGARET DR	B	11	1	67	68	ROW	N/A
R27-6	2235 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-7	2231 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-8	2231 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-9	2227 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-10	2227 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-11	2223 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-12	2223 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-13	2219 MARGARET DR	B	11	1	69	69	ROW	N/A
R27-14	2219 MARGARET DR	B	11	1	69	69	ROW	N/A
R27-15	2215 MARGARET DR	B	11	1	69	70	ROW	N/A
R27-16	2215 MARGARET DR	B	11	1	69	70	ROW	N/A
R27-17	2211 MARGARET DR	B	11	1	69	69	ROW	N/A
R27-18	2207 MARGARET DR	B	11	1	69	69	ROW	N/A
R27-19	2205 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-20	2205 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-21	2203 MARGARET DR	B	11	1	68	69	ROW	N/A
R27-22	2203 MARGARET DR	B	11	1	69	69	ROW	N/A
R27-23	2171 VAN BUREN AVE	B	11	1	69	70	ROW	N/A
R27-24	2220 VAN BUREN AVE	B	11	1	63	64	66	3
R27-24a	2220 VAN BUREN AVE	B	11	1	66	67	68	2
R27-25	2220 VAN BUREN AVE	B	11	1	62	63	64	2
R27-25a	2220 VAN BUREN AVE	B	11	1	66	67	68	2
R27-26	2220 VAN BUREN AVE	B	11	1	61	62	63	2
R27-26a	2220 VAN BUREN AVE	B	11	1	66	67	67	1
R27-27	2220 VAN BUREN AVE	B	11	1	62	63	64	2
R27-27a	2220 VAN BUREN AVE	B	11	1	66	67	67	1
R27-28	2220 VAN BUREN AVE	B	11	1	63	64	65	2
R27-28a	2220 VAN BUREN AVE	B	11	1	66	67	67	1
R27-29	2218 VAN BUREN AVE	B	11	1	63	64	66	3
R27-30	2214 VAN BUREN AVE	B	11	1	64	65	66	2
R27-31	2212 VAN BUREN AVE	B	11	1	65	66	66	1
R27-32	2204 VAN BUREN AVE	B	11	1	65	66	66	1
R27-33	2202 VAN BUREN AVE	B	11	1	65	66	67	2
R27-34	2180 VAN BUREN AVE	B	11	1	65	66	67	2
R27-35	2174 VAN BUREN AVE	B	11	1	65	66	67	2
R27-36	2174 VAN BUREN AVE	B	11	1	65	66	67	2
R27-37	2168 VAN BUREN AVE	B	11	1	66	66	68	2
R27-38	2162 VAN BUREN AVE	B	11	1	66	66	68	2
R27-39	2162 VAN BUREN AVE	B	11	1	66	66	68	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R27-40	2162 VAN BUREN AVE	B	11	1	66	67	68	2
R27-41	2156 VAN BUREN AVE	B	11	1	67	68	68	1
R27-42	2150 VAN BUREN AVE	B	11	1	68	68	69	1
R27-43	2217 ELEANOR DR	B	11	1	58	59	62	4
R27-44	2217 ELEANOR DR	B	11	1	59	60	63	4
R27-45	2215 ELEANOR DR	B	11	1	60	61	63	3
R27-46	2204 VAN BUREN AVE	B	11	1	62	62	64	2
R27-47	2181 ELEANOR DR	B	11	1	63	64	65	2
R27-48	2181 ELEANOR DR	B	11	1	62	63	65	3
R27-49	2175 ELEANOR DR	B	11	1	63	63	65	2
R27-50	2175 ELEANOR DR	B	11	1	62	63	65	3
R27-51	2163 ELEANOR DR	B	11	1	60	60	62	2
R27-52	2157 ELEANOR DR	B	11	1	63	64	66	3
R27-53	2151 ELEANOR DR	B	11	1	63	64	66	3
R27-54	2151 ELEANOR DR	B	11	1	64	65	66	2
R27-55	2206 ELEANOR DR	B	11	1	60	61	63	3
R27-56	2206 ELEANOR DR	B	11	1	61	62	63	2
R27-57	2206 ELEANOR DR	B	11	1	61	62	63	2
R27-58	2206 ELEANOR DR	B	11	1	61	62	63	2
R27-59	2206 ELEANOR DR	B	11	1	61	62	63	2
R27-60	2206 ELEANOR DR	B	11	1	62	63	64	2
R27-61	2174 ELEANOR DR	B	11	1	61	62	64	3
R27-62	2174 ELEANOR DR	B	11	1	61	62	64	3
R27-63	2168 ELEANOR DR	B	11	1	61	62	64	3
R27-64	2168 ELEANOR DR	B	11	1	61	62	64	3
R27-65	2162 ELEANOR DR	B	11	1	61	62	64	3
R27-66	2162 ELEANOR DR	B	11	1	61	62	64	3
R27-67	2156 ELEANOR DR	B	11	1	61	62	64	3
R27-68	2150 ELEANOR DR	B	11	1	61	62	64	3
R27-69	2150 ELEANOR DR	B	11	1	61	61	63	2
R27-70	2140 ELEANOR DR, worship interior	D[5]	11	1	67/42	67/42	68/43	1
R28-1	2306 RUSSELLDALE AVE	B	11	1	66	67	ROW	N/A
R28-2	2306 RUSSELLDALE AVE	B	11	1	67	68	ROW	N/A
R28-3	2305 RUSSELLDALE AVE	B	11	1	67	68	66	-1
R28-4	2305 RUSSELLDALE AVE	B	11	1	67	68	66	-1
R28-5	2305 RUSSELLDALE AVE	B	11	1	67	68	66	-1
R28-6	2305 RUSSELLDALE AVE	B	11	1	66	68	66	0
R28-7	2305 RUSSELLDALE AVE	B	11	1	67	68	67	0
R28-8	2305 RUSSELLDALE AVE	B	11	1	67	68	67	0
R28-9	5135 TWITTY ST	B	11	1	63	64	65	2
R28-10	5121 TWITTY ST	B	11	1	64	65	65	1
R28-11	5115 TWITTY ST	B	11	1	63	64	65	2
R28-12	5109 TWITTY ST	B	11	1	63	64	64	1
R28-13	5109 TWITTY ST	B	11	1	63	64	64	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R28-14	5109 TWITTY ST	B	11	1	63	64	64	1
R28-15	5109 TWITTY ST	B	11	1	62	64	64	2
R28-16	5109 TWITTY ST	B	11	1	62	63	64	2
R28-17	5101 TWITTY ST	B	11	1	62	63	63	1
R28-18	2250 RUSSELLDALE AVE	B	11	1	70	71	ROW	N/A
R28-19	2246 RUSSELLDALE AVE, community center	C	11	1	70	71	ROW	N/A
R28-20	5131 ROCKINGHAM ST	B	11	1	65	66	67	2
R28-21	5129 ROCKINGHAM ST	B	11	1	64	65	66	2
R28-22	2249 TWITTY ST	B	11	1	67	69	68	1
R28-23	2253 TWITTY ST	B	11	1	66	68	67	1
R28-24	5128 TWITTY ST	B	11	1	65	66	66	1
R28-25	5120 TWITTY ST	B	11	1	63	64	65	2
R28-26	5116 TWITTY ST	B	11	1	63	64	65	2
R28-27	5123 ROCKINGHAM ST	B	11	1	63	64	65	2
R28-28	5123 ROCKINGHAM ST	B	11	1	63	64	65	2
R28-29	5123 ROCKINGHAM ST	B	11	1	63	64	64	1
R28-30	5123 ROCKINGHAM ST	B	11	1	63	64	64	1
R28-31	5111 ROCKINGHAM ST	B	11	1	63	64	64	1
R28-32	2266 REBECCA ST	B	11	1	61	62	63	2
R28-33	2258 REBECCA ST	B	11	1	62	63	63	1
R28-34	2258 REBECCA ST	B	11	1	62	63	63	1
R28-35	5103 ROCKINGHAM ST	B	11	1	62	63	63	1
R28-36	2234 REBECCA ST	B	11	1	61	62	63	2
R28-37	2234 REBECCA ST	B	11	1	61	62	63	2
R28-38	5112 ROCKINGHAM ST	B	11	1	62	63	64	2
R28-39	5118 ROCKINGHAM ST	B	11	1	63	64	64	1
R28-40	5130 ROCKINGHAM ST	B	11	1	64	65	66	2
R28-41	5132 ROCKINGHAM ST	B	11	1	65	66	66	1
R28-42	5134 ROCKINGHAM ST	B	11	1	65	66	66	1
R28-43	2241 RUSSELLDALE AVE	B	11	1	67	68	68	1
R28-44	5133 BUTLER ST	B	11	1	67	67	68	1
R28-45	5131 BUTLER ST	B	11	1	66	66	67	1
R28-46	5131 BUTLER ST	B	11	1	63	64	65	2
R28-47	5121 BUTLER ST	B	11	1	64	65	66	2
R28-48	5115 BUTLER ST	B	11	1	63	64	64	1
R28-49	5116 BUTLER ST	B	11	1	63	64	65	2
R28-50	5118 BUTLER ST	B	11	1	64	64	65	1
R28-51	5120 BUTLER ST	B	11	1	64	65	65	1
R28-52	5124 BUTLER ST	B	11	1	64	65	66	2
R28-53	5128 BUTLER ST	B	11	1	64	65	66	2
R28-54	5130 BUTLER ST	B	11	1	59	60	62	3
R28-55	5130 BUTLER ST	B	11	1	65	66	67	2
R28-56	2221 RUSSELLDALE AVE	B	11	1	67	68	69	2
R28-57	2232 RUSSELLDALE AVE	B	11	1	70	71	ROW	N/A

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R28-58	2230 RUSSELLDALE AVE	B	11	1	70	70	ROW	N/A
R28-59	2230 RUSSELLDALE AVE	B	11	1	68	68	ROW	N/A
R28-60	2230 RUSSELLDALE AVE	B	11	1	66	67	ROW	N/A
R28-61	2226 RUSSELLDALE AVE	B	11	1	67	68	ROW	N/A
R28-62	2226 RUSSELLDALE AVE	B	11	1	68	69	ROW	N/A
R28-63	2215 RUSSELLDALE AVE	B	11	1	68	68	69	1
R28-64	2205 RUSSELLDALE AVE	B	11	1	68	68	69	1
R28-65	2205 RUSSELLDALE AVE	B	11	1	69	69	69	0
R28-66	2205 RUSSELLDALE AVE	B	11	1	69	69	69	0
R28-67	5135 DELTA ST	B	11	1	64	64	66	2
R28-68	5129 DELTA ST	B	11	1	64	64	65	1
R28-69	5120 BUTLER ST	B	11	1	64	64	65	1
R28-70	5125 DELTA ST	B	11	1	63	63	64	1
R28-71	5116 DELTA ST	B	11	1	62	63	64	2
R28-72	5132 DELTA ST	B	11	1	63	63	64	1
R28-73	5134 DELTA ST	B	11	1	63	64	65	2
R28-74	5134 DELTA ST	B	11	1	62	63	64	2
R28-75	5138 DELTA ST	B	11	1	62	62	64	2
R28-76	5150 WILLIS DR	B	11	1	63	63	64	1
R28-77	5121 WILLIS DR APT 101	B	11	1	67	67	67	0
R28-77a	5121 WILLIS DR APT 101	B	11	1	69	70	70	1
R28-78	5121 WILLIS DR APT 103	B	11	1	66	67	67	1
R28-78a	5121 WILLIS DR APT 103	B	11	1	69	69	69	0
R28-79	5121 WILLIS DR APT 105	B	11	1	66	66	67	1
R28-79a	5121 WILLIS DR APT 105	B	11	1	68	69	69	1
R28-80	5121 WILLIS DR APT 107	B	11	1	65	65	66	1
R28-80a	5121 WILLIS DR APT 107	B	11	1	68	68	68	0
R28-81	5121 WILLIS DR APT 109	B	11	1	66	66	67	1
R28-81a	5121 WILLIS DR APT 109	B	11	1	69	69	69	0
R28-82	5121 WILLIS DR APT 113	B	11	1	68	68	69	1
R28-82a	5121 WILLIS DR APT 113	B	11	1	71	71	71	0
R28-83	5121 WILLIS DR	B	11	1	68	68	69	1
R28-84	5117 WILLIS DR	B	11	1	63	64	65	2
R28-85	5117 WILLIS DR	B	11	1	63	64	65	2
R28-86	5117 WILLIS DR	B	11	1	63	63	65	2
R28-87	5113 WILLIS DR	B	11	1	62	63	64	2
R28-88	5111 WILLIS DR	B	11	1	61	62	63	2
R28-89	5111 WILLIS DR	B	11	1	63	63	64	1
R28-90	5105 WILLIS DR	B	11	1	63	64	64	1
R28-91	5110 WILLIS DR	B	11	1	63	63	64	1
R28-92	5110 WILLIS DR	B	11	1	63	64	65	2
R28-93	5112 WILLIS DR	B	11	1	63	64	65	2
R28-94	5116 WILLIS DR	B	11	1	63	63	64	1
R29-1	1946 MARSON ST	B	11	1	66	67	ROW	N/A

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R29-2	1940 MARSON ST	B	11	1	67	68	ROW	N/A
R29-3	1934 MARSON ST	B	11	1	66	67	ROW	N/A
R29-4	1930 MARSON ST	B	11	1	66	67	ROW	N/A
R29-5	1928 MARSON ST	B	11	1	66	67	ROW	N/A
R29-6	1926 MARSON ST	B	11	1	65	66	68	3
R29-7	1922 MARSON ST	B	11	1	66	66	68	2
R29-8	1920 MARSON ST	B	11	1	66	66	68	2
R29-9	1914 MARSON ST	B	11	1	66	66	67	1
R29-10	1912 MARSON ST	B	11	1	66	66	67	1
R29-11	1910 MARSON ST	B	11	1	66	66	67	1
R29-12	1908 MARSON ST	B	11	1	66	66	67	1
R29-13	1906 MARSON ST	B	11	1	66	66	67	1
R29-14	1904 MARSON ST	B	11	1	66	66	67	1
R29-15	1981 HARLEY ST	B	11	1	66	66	68	2
R29-16	1951 MARSON ST	B	11	1	66	67	68	2
R29-17	1947 MARSON ST	B	11	1	65	66	68	3
R29-18	1939 MARSON ST	B	11	1	64	65	67	3
R29-19	1933 MARSON ST	B	11	1	65	66	68	3
R29-20	1931 MARSON ST	B	11	1	65	66	67	2
R29-21	1927 MARSON ST	B	11	1	65	65	67	2
R29-22	1923 MARSON ST	B	11	1	65	65	67	2
R29-23	1921 MARSON ST	B	11	1	64	65	67	3
R29-24	1919 MARSON ST	B	11	1	64	65	67	3
R29-25	1917 MARSON ST	B	11	1	64	65	67	3
R29-26	1915 MARSON ST	B	11	1	64	65	67	3
R29-27	1911 MARSON ST	B	11	1	64	65	66	2
R29-28	1909 MARSON ST	B	11	1	64	65	66	2
R29-29	1907 MARSON ST	B	11	1	64	64	66	2
R29-30	1905 MARSON ST	B	11	1	64	65	66	2
R29-31	1903 MARSON ST	B	11	1	64	65	66	2
R29-32	1940 LAKEWOOD ST	B	11	1	63	64	65	2
R29-33	1934 LAKEWOOD ST	B	11	1	63	64	65	2
R29-34	1932 LAKEWOOD ST	B	11	1	64	64	66	2
R29-35	1928 LAKEWOOD ST	B	11	1	64	64	66	2
R29-36	1924 LAKEWOOD ST	B	11	1	63	64	66	3
R29-37	1922 LAKEWOOD ST	B	11	1	64	64	66	2
R29-38	1920 LAKEWOOD ST	B	11	1	63	64	65	2
R29-39	1916 LAKEWOOD ST	B	11	1	63	64	65	2
R29-40	1914 LAKEWOOD ST	B	11	1	63	63	65	2
R29-41	1910 LAKEWOOD ST	B	11	1	63	64	65	2
R29-42	1908 LAKEWOOD ST	B	11	1	63	64	65	2
R29-43	1906 LAKEWOOD ST	B	11	1	63	63	65	2
R29-44	1904 LAKEWOOD ST	B	11	1	63	64	65	2
R29-45	1902 LAKEWOOD ST	B	11	1	63	64	65	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R29-46	1934 LAKEWOOD ST APT E	B	11	1	63	64	65	2
R29-47	1934 LAKEWOOD ST APT E	B	11	1	63	63	64	1
R29-48	1934 LAKEWOOD ST APT F	B	11	1	63	63	64	1
R29-49	1934 LAKEWOOD ST APT A	B	11	1	59	60	60	1
R29-50	1934 LAKEWOOD ST APT B	B	11	1	60	61	62	2
R29-51	5134 PIEDMONT AVE	B	11	1	61	62	63	2
R29-52	1934 LAKEWOOD ST APT D	B	11	1	60	61	62	2
R29-53	1934 LAKEWOOD ST APT C	B	11	1	61	62	63	2
R30-1	5329 ATTAWAY ST	B	11	1	65	65	66	1
R30-2	5205 STERRETT ST	B	11	1	63	63	64	1
R30-3	5201 STERRETT ST	B	11	1	62	63	63	1
R30-4	1832 WASP ST	B	11	1	64	64	65	1
R30-5	1828 WASP ST	B	11	1	64	65	65	1
R30-6	1822 WASP ST	B	11	1	64	65	65	1
R30-7	1816 WASP ST	B	11	1	63	63	63	0
R30-8	1810 WASP ST	B	11	1	64	64	65	1
R30-9	1806 WASP ST	B	11	1	63	63	64	1
R30-10	1800 WASP ST	B	11	1	63	63	64	1
R31-1	5415 CALIFF RD	B	11	1	60	60	61	1
R31-2	5411 CALIFF RD	B	11	1	62	62	62	0
R31-3	1655 GREENBAY DR	B	11	1	66	66	67	1
R31-4	1651 GREENBAY DR	B	11	1	66	66	67	1
R31-5	1645 GREENBAY DR	B	11	1	67	67	67	0
R31-6	1641 GREENBAY DR	B	12	1	67	67	67	0
R31-7	1637 GREENBAY DR	B	12	1	68	68	68	0
R31-8	1631 GREENBAY DR	B	12	1	68	68	68	0
R31-9	1627 GREENBAY DR	B	12	1	68	68	68	0
R31-10	1621 GREENBAY DR	B	12	1	67	67	68	1
R31-11	1613 GREENBAY DR	B	12	1	67	67	68	1
R31-12	1607 GREENBAY DR	B	12	1	67	67	68	1
R31-13	1601 GREENBAY DR	B	12	1	67	67	68	1
R31-14	1557 GREENBAY DR	B	12	1	69	69	70	1
R31-15	1551 GREENBAY DR	B	12	1	69	69	69	0
R31-16	1547 GREENBAY DR	B	12	1	69	69	69	0
R31-17	1541 GREENBAY DR	B	12	1	69	69	69	0
R31-18	1537 GREENBAY DR	B	12	1	68	68	69	1
R31-19	1533 GREENBAY DR	B	12	1	67	67	68	1
R31-20	1527 GREENBAY DR	B	12	1	66	66	67	1
R31-21	1523 GREENBAY DR	B	12	1	67	67	68	1
R31-22	1517 GREENBAY DR	B	12	1	68	68	69	1
R31-23	1511 GREENBAY DR	B	12	1	68	68	69	1
R31-24	1507 GREENBAY DR	B	12	1	68	68	69	1
R31-25	1503 GREENBAY DR	B	12	1	68	68	69	1
R31-26	5423 CALIFF RD	B	11	1	62	62	63	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R31-27	1656 GREENBAY DR	B	11	1	64	64	65	1
R31-28	5430 CALIFF RD	B	11	1	60	61	62	2
R31-29	1650 GREENBAY DR	B	11	1	63	64	65	2
R31-30	1642 GREENBAY DR	B	12	1	64	64	65	1
R31-31	1642 GREENBAY DR	B	12	1	63	64	65	2
R31-32	5431 TED AVE	B	12	1	60	60	62	2
R31-33	5426 TED AVE	B	12	1	63	63	64	1
R31-34	5426 TED AVE	B	12	1	60	60	62	2
R31-35	1630 GREENBAY DR	B	12	1	64	64	65	1
R31-36	1624 GREENBAY DR	B	12	1	64	64	66	2
R31-37	1618 GREENBAY DR	B	12	1	64	64	66	2
R31-38	5431 PAUL ST	B	12	1	60	60	62	2
R31-39	5435 PAUL ST	B	12	1	63	63	64	1
R31-40	5434 PAUL ST	B	12	1	61	61	63	2
R31-41	1608 GREENBAY DR	B	12	1	64	64	66	2
R31-42	1602 GREENBAY DR	B	12	1	64	64	66	2
R31-43	1558 GREENBAY DR	B	12	1	64	64	66	2
R31-44	1552 GREENBAY DR	B	12	1	65	65	66	1
R31-45	1548 GREENBAY DR	B	12	1	65	65	66	1
R31-46	1542 GREENBAY DR	B	12	1	65	65	66	1
R31-47	1538 GREENBAY DR	B	12	1	64	64	66	2
R31-48	1534 GREENBAY DR	B	12	1	65	65	66	1
R31-49	1532 GREENBAY DR	B	12	1	65	65	66	1
R31-50	1528 GREENBAY DR	B	12	1	65	65	67	2
R31-51	1518 GREENBAY DR	B	12	1	65	65	67	2
R31-52	1514 GREENBAY DR	B	12	1	65	65	67	2
R31-53	1508 GREENBAY DR	B	12	1	65	65	67	2
R31-54	1504 GREENBAY DR	B	12	1	65	65	67	2
R31-55	1601 MARIETTA ST	B	12	1	63	63	65	2
R31-56	1557 MARIETTA ST	B	12	1	63	63	65	2
R31-57	1551 MARIETTA ST	B	12	1	63	63	65	2
R31-58	1547 MARIETTA ST	B	12	1	63	63	65	2
R31-59	1541 MARIETTA ST	B	12	1	63	63	65	2
R31-60	1535 MARIETTA ST	B	12	1	63	63	65	2
R31-61	1529 MARIETTA ST	B	12	1	63	63	65	2
R31-62	1523 MARIETTA ST	B	12	1	64	64	65	1
R31-63	1517 MARIETTA ST	B	12	1	64	64	66	2
R31-64	1515 MARIETTA ST	B	12	1	64	64	65	1
R31-65	1513 MARIETTA ST	B	12	1	64	64	65	1
R31-66	1511 MARIETTA ST	B	12	1	64	64	65	1
R31-67	1509 MARIETTA ST	B	12	1	63	63	65	2
R31a-1	5428 ATTAWAY ST	B	12	1	65	65	66	1
R31a-2	5424 ATTAWAY ST	B	12	1	65	65	66	1
R31a-3	5418 ATTAWAY ST	B	12	1	65	65	66	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R31a-4	5414 ATTAWAY ST	B	12	1	66	66	67	1
R31a-5	5408 ATTAWAY ST	B	12	1	66	66	68	2
R31a-6	5406 ATTAWAY ST	B	12	1	69	69	70	1
R31a-7	5403 TORGERSON DR	B	12	1	68	68	69	1
R31a-8	5411 TORGERSON DR	B	12	1	66	66	67	1
R31a-9	5415 TORGERSON DR	B	12	1	64	64	65	1
R31a-10	5421 TORGERSON DR	B	12	1	65	65	66	1
R31a-11	5425 TORGERSON DR	B	12	1	65	65	66	1
R31a-12	5432 TORGERSON DR	B	12	1	64	64	66	2
R31a-13	5428 TORGERSON DR	B	12	1	65	65	66	1
R31a-14	5422 TORGERSON DR	B	12	1	66	66	67	1
R31a-15	5416 TORGERSON DR	B	12	1	65	65	67	2
R31a-16	5404 TORGERSON DR	B	12	1	65	65	66	1
R31a-17	5400 TORGERSON DR	B	12	1	67	67	69	2
R31a-18	5407 MARIE ST	B	12	1	67	67	69	2
R31a-19	5409 MARIE ST	B	12	1	65	65	67	2
R31a-20	5415 MARIE ST	B	12	1	64	64	65	1
R31a-21	5421 MARIE ST	B	12	1	65	65	67	2
R31a-22	5425 MARIE ST	B	12	1	65	65	66	1
R31a-23	5429 MARIE ST	B	12	1	65	65	66	1
R31a-24	5435 MARIE ST	B	12	1	64	64	65	1
R31a-25	5436 MARIE ST	B	12	1	64	64	65	1
R31a-26	5432 MARIE ST	B	12	1	65	65	66	1
R31a-27	5428 MARIE ST	B	12	1	65	65	67	2
R31a-28	5424 MARIE ST	B	12	1	65	65	67	2
R31a-29	5418 MARIE ST	B	12	1	65	65	67	2
R31a-30	5412 MARIE AVE	B	12	1	65	65	67	2
R31a-31	5404 MARIE AVE	B	12	1	67	67	69	2
R31a-32	1440 STORIE ST	B	12	1	67	67	69	2
R31a-33	1442 STORIE ST	B	12	1	67	67	69	2
R31a-34	1442 STORIE ST	B	12	1	67	67	69	2
R31a-35	1444 STORIE ST	B	12	1	67	67	69	2
R31a-36	1454 STORIE ST	B	12	1	67	67	69	2
R31a-37	5419 PENNSYLVANIA DR	B	12	1	66	66	68	2
R31a-38	5421 PENNSYLVANIA DR	B	12	1	65	65	66	1
R31a-39	5427 PENNSYLVANIA DR	B	12	1	64	64	66	2
R31a-40	5433 PENNSYLVANIA DR	B	12	1	64	64	65	1
R31a-41	5437 PENNSYLVANIA DR	B	12	1	64	64	65	1
R31a-42	5438 PENNSYLVANIA DR	B	12	1	64	64	65	1
R31a-43	5434 PENNSYLVANIA DR	B	12	1	64	64	65	1
R31a-44	5432 PENNSYLVANIA DR	B	12	1	64	64	66	2
R31a-45	5426 PENNSYLVANIA DR	B	12	1	65	65	67	2
R31a-46	5422 PENNSYLVANIA DR	B	12	1	66	66	68	2
R31a-47	5416 PENNSYLVANIA DR	B	12	1	66	66	68	2

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R31a-48	5410 PENNSYLVANIA DR	B	12	1	67	67	70	3
R31a-49	5402 PENNSYLVANIA DR	B	12	1	68	68	ROW	N/A
R31a-50	5443 W LAKELAND DR	B	12	1	64	64	65	1
R31a-51	1387 S LAKELAND DR	B	12	1	65	65	66	1
R31a-52	1383 S LAKELAND DR	B	12	1	66	66	68	2
R31a-53	1379 S LAKELAND DR	B	12	1	65	65	67	2
R31a-54	1375 S LAKELAND DR	B	12	1	64	64	66	2
R31a-55	1375 S LAKELAND DR	B	12	1	64	64	66	2
R31a-56	1365 S LAKELAND DR	B	12	1	64	64	65	1
R31a-57	1359 S LAKELAND DR	B	12	1	64	64	65	1
R31a-58	1353 S LAKELAND DR	B	12	1	64	64	65	1
R31a-59	1349 S LAKELAND DR	B	12	1	64	64	66	2
R31a-60	1343 S LAKELAND DR	B	12	1	64	65	65	1
R31a-61	1339 LAKELAND DR	B	12	1	64	65	65	1
R31a-62	1339 LAKELAND DR	B	12	1	65	65	65	0
R32-1	5358 HARTFORD CIR	B	12	1	65	65	66	1
R32-2	5356 HARTFORD CIR	B	12	1	66	66	67	1
R32-3	5352 HARTFORD CIR	B	12	1	66	66	68	2
R32-4	5348 HARTFORD CIR	B	12	1	67	67	68	1
R32-5	5346 HARTFORD CIR	B	12	1	67	67	68	1
R32-6	5342 HARTFORD CIR	B	12	1	67	67	68	1
R32-7	5338 HARTFORD CIR	B	12	1	66	66	68	2
R32-8	5334 HARTFORD CIR	B	12	1	67	67	68	1
R32-9	5332 HARTFORD CIR	B	12	1	67	67	68	1
R32-10	5328 HARTFORD CIR	B	12	1	68	68	68	0
R32-11	5270 LANCASTER ST	B	12	1	64	64	65	1
R32-12	5339 HARTFORD CIR	B	12	1	64	64	65	1
R32-13	5337 HARTFORD CIR	B	12	1	64	64	65	1
R32-14	5325 HARTFORD CIR	B	12	1	64	64	65	1
R32-15	5324 HARTFORD CIR	B	12	1	68	68	69	1
R32-16	5320 HARTFORD CIR	B	12	1	66	66	67	1
R32-17	5318 HARTFORD CIR	B	12	1	65	66	67	2
R32-18	5314 HARTFORD CIR	B	12	1	66	66	67	1
R32-19	5310 HARTFORD CIR	B	12	1	64	64	65	1
R32-20	5304 HARTFORD CIR	B	12	1	63	64	64	1
R32-21	5355 PARKSIDE DR	B	12	1	70	71	71	1
R32-22	5349 PARKSIDE DR	B	12	1	67	67	68	1
R32-23	5343 PARKSIDE DR	B	12	1	66	66	67	1
R32-24	5335 PARKSIDE DR	B	12	1	65	65	66	1
R32-25	5327 PARKSIDE DR	B	12	1	64	64	66	2
R32-26	5317 PARKSIDE DR	B	12	1	64	65	66	2
R32-27	1380 MAXWELL ST	B	12	1	63	63	64	1
R32a-1	5338 PARKSIDE DR	B	12	1	68	69	69	1
R32a-2	5332 PARKSIDE DR	B	12	1	69	69	70	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R32a-3	5326 PARKSIDE DR	B	12	1	69	70	71	2
R32a-4	5322 PARKSIDE DR	B	12	1	69	70	71	2
R32a-5	5314 PARKSIDE DR	B	12	1	68	69	69	1
R32a-6	1372 MAXWELL ST	B	12	1	66	66	67	1
R32a-7	1368 MAXWELL ST	B	12	1	66	67	67	1
R32a-8	1364 MAXWELL ST	B	12	1	67	67	68	1
R32a-9	1360 MAXWELL ST	B	12	1	67	67	68	1
R32a-10	1356 MAXWELL ST	B	12	1	66	67	67	1
R32a-11	1352 MAXWELL ST	B	12	1	66	67	67	1
R32a-12	1348 MAXWELL ST	B	13	1	66	67	68	2
R32a-13	1344 MAXWELL ST	B	13	1	65	66	67	2
R32a-14	1340 MAXWELL ST	B	13	1	65	66	67	2
R32a-15	1347 MAXWELL ST	B	13	1	62	62	64	2
R32a-16	5263 BRADDOCK AVE	B	13	1	62	63	64	2
R32a-17	5259 BRADDOCK AVE	B	13	1	61	62	63	2
R32a-18	1336 MAXWELL ST	B	13	1	66	66	67	1
R32a-19	1332 MAXWELL ST	B	13	1	65	66	67	2
R32a-20	1328 MAXWELL ST	B	13	1	65	66	66	1
R32a-21	1324 MAXWELL ST	B	13	1	64	64	65	1
R32a-22	1320 MAXWELL ST	B	13	1	64	65	65	1
R32a-23	1316 MAXWELL ST	B	13	1	62	63	64	2
R32a-24	1312 MAXWELL ST	B	13	1	63	64	64	1
R32a-25	5252 BRADDOCK AVE	B	13	1	60	61	62	2
R32a-26	5246 BRADDOCK AVE	B	13	1	59	60	61	2
R32a-27	5240 BRADDOCK AVE	B	13	1	59	60	61	2
R32a-28	1315 MAXWELL ST	B	13	1	59	59	61	2
R32a-29	1311 MAXWELL ST	B	13	1	58	59	61	3
R32a-30	1307 MAXWELL ST	B	13	1	60	60	62	2
R32a-31	5119 TEMPLE ST	B	13	1	59	59	61	2
R32a-32	5117 TEMPLE ST	B	13	1	59	60	61	2
R32a-33	5115 TEMPLE ST	B	13	1	59	59	61	2
R32a-34	5111 TEMPLE ST	B	13	1	58	58	60	2
R32a-35	1308 MAXWELL ST	B	13	1	65	65	66	1
R32a-36	1304 MAXWELL ST	B	13	1	64	65	65	1
R32a-37	1274 MAXWELL ST	B	13	1	60	61	61	1
R32a-38	1270 MAXWELL ST	B	13	1	63	63	64	1
R32a-39	1266 MAXWELL ST	B	13	1	62	63	64	2
R32a-40	1262 MAXWELL ST	B	13	1	66	66	66	0
R32a-41	1258 MAXWELL ST	B	13	1	66	67	67	1
R32a-42	1254 MAXWELL ST	B	13	1	64	65	65	1
R32a-43	1250 MAXWELL ST	B	13	1	63	64	65	2
R32a-44	1246 MAXWELL ST	B	13	1	63	64	64	1
R32a-45	1242 MAXWELL ST	B	13	1	63	64	65	2
R32a-46	1238 MAXWELL ST	B	13	1	64	65	65	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R32a-47	1234 MAXWELL ST	B	13	1	64	65	65	1
R32a-48	1265 MAXWELL ST	B	13	1	58	59	61	3
R32a-49	5110 TEMPLE ST	B	13	1	59	60	61	2
R32a-50	5108 TEMPLE ST	B	13	1	59	59	61	2
R32a-51	5106 TEMPLE ST	B	13	1	58	58	60	2
R32a-52	1257 MAXWELL ST	B	13	1	60	60	62	2
R32a-53	1253 MAXWELL ST	B	13	1	59	59	61	2
R32a-54	1249 MAXWELL ST	B	13	1	60	60	61	1
R32a-55	1245 MAXWELL ST	B	13	1	60	60	61	1
R32a-56	5151 CONWAY ST	B	13	1	59	60	61	2
R32a-57	5147 CONWAY ST	B	13	1	59	59	60	1
R32a-58	5147 CONWAY ST	B	13	1	58	59	60	2
R32a-59	5162 CONWAY ST	B	13	1	59	60	61	2
R32a-60	5162 CONWAY ST	B	13	1	59	60	61	2
R32a-61	1230 MAXWELL ST	B	13	1	64	65	65	1
R32a-62	1226 MAXWELL ST	B	13	1	64	65	65	1
R32a-63	1222 MAXWELL ST	B	13	1	63	64	64	1
R32a-64	1220 MAXWELL ST	B	13	1	64	65	65	1
R32a-65	1218 VICTORIA AVE	B	13	1	64	65	64	0
R32a-66	1218 VICTORIA AVE	B	13	1	62	64	63	1
R32a-67	1219 MAXWELL ST	B	13	1	61	61	61	0
R32a-68	5113 VICTORIA AVE	B	13	1	60	60	60	0
R32a-69	5111 VICTORIA AVE	B	13	1	61	60	60	-1
R32a-70	5109 VICTORIA AVE	B	13	1	61	61	61	0
R32a-71	5108 VICTORIA AVE	B	13	1	63	63	62	-1
R32a-72	5110 VICTORIA AVE	B	13	1	63	63	62	-1
R32a-73	5112 VICTORIA AVE	B	13	1	63	64	63	0
R32a-74	5114 VICTORIA AVE	B	13	1	63	65	64	1
R32a-75	5116 VICTORIA AVE	B	13	1	63	65	64	1
R32a-76	5118 VICTORIA AVE	B	13	1	63	64	63	0
R32a-77	5120 VICTORIA AVE	B	13	1	62	64	63	1
R32a-78	5139 N RHETT AVE	B	13	1	62	63	63	1
R32a-79	5139 N RHETT AVE	B	13	1	63	65	64	1
R32a-80	5139 N RHETT AVE	B	13	1	66	67	66	0
R32a-81	5139 N RHETT AVE	B	13	1	68	70	70	2
R32a-82	5139 N RHETT AVE	B	13	1	73	75	75	2
R32a-83	5139 N RHETT AVE	B	13	1	66	68	67	1
R32a-84	5139 N RHETT AVE	B	13	1	71	73	72	1
R33-1	5460 ASSEMBLY RD	B	12	1	63	64	64	1
R33-2	5460 ASSEMBLY RD	B	12	1	63	64	64	1
R33-3	1253 SUMNER AVE	B	13	1	62	63	63	1
R33-4	1251 SUMNER AVE	B	13	1	63	63	63	0
R33-5	1237 SUMNER AVE APT A	B	13	1	62	63	63	1
R33-6	1237 SUMNER AVE APT B	B	13	1	61	61	61	0

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R33-7	1237 SUMNER AVE APT C	B	13	1	63	64	64	1
R33-8	1237 SUMNER AVE APT D	B	13	1	62	63	62	0
R33-9	5401 ANNETTE ST	B	13	1	63	64	63	0
R33-10	5441 ANNETTE ST	B	13	1	60	61	61	1
R33-11	5445 ANNETTE ST	B	13	1	60	60	60	0
R33-12	5449 ANNETTE ST	B	13	1	60	61	60	0
R33-13	5455 ANNETTE ST	B	13	1	60	61	60	0
R33-14	5461 ANNETTE ST	B	13	1	60	61	60	0
R33-15	5436 ANNETTE ST	B	13	1	63	64	63	0
R33-16	5442 ANNETTE ST	B	13	1	61	62	61	0
R33-17	5446 ANNETTE ST	B	13	1	60	61	61	1
R33-18	5450 ANNETTE ST	B	13	1	61	61	61	0
R33-19	5456 ANNETTE ST	B	13	1	61	62	61	0
R33-20	5460 ANNETTE ST	B	13	1	61	62	61	0
R33-21	5453 PAULSON ST	B	13	1	62	63	63	1
R33-22	5463 PAULSON ST	B	13	1	62	62	62	0
R33-23	5471 N RHETT AVE	B	13	1	70	71	71	1
R33a-1	1198 SEEPORT DR	B	13	1	74	75	75	1
R33a-2	1196 SEEPORT DR	B	13	1	70	71	72	2
R33a-3	1194 SEEPORT DR	B	13	1	69	69	70	1
R33a-4	1190 SEEPORT DR	B	13	1	67	68	69	2
R33a-5	1190 SEEPORT DR	B	13	1	67	67	68	1
R33a-6	1199 SEEPORT DR	B	13	1	74	75	75	1
R33a-7	1197 SEEPORT DR	B	13	1	70	71	71	1
R33a-8	1195 SEEPORT DR	B	13	1	67	68	69	2
R33a-9	1193 SEEPORT DR	B	13	1	65	66	67	2
R33a-10	1191 SEEPORT DR	B	13	1	64	65	66	2
R33a-11	1184 LEARY ST	B	13	1	62	63	64	2
R33a-12	5476 THOMPSON ST	B	13	1	60	61	61	1
R33a-13	5476 THOMPSON ST	B	13	1	60	61	62	2
R33a-14	1181 LEARY ST	B	13	1	61	62	63	2
R33a-15	1177 LEARY ST	B	13	1	61	61	62	1
R33a-16	1173 LEARY ST	B	13	1	60	61	62	2
R33a-17	1169 LEARY ST	B	13	1	60	61	62	2
R33a-18	1165 LEARY ST	B	13	1	60	60	61	1
R33a-19	1161 LEARY ST	B	13	1	59	60	61	2
R33a-20	1159 LEARY ST	B	13	1	59	60	61	2
R33a-21	1157 LEARY ST	B	13	1	59	60	60	1
R33a-22	1153 LEARY ST	B	13	1	59	60	60	1
R33a-23	1151 LEARY ST	B	13	1	59	59	60	1
R33a-24	1153 WRIGHT ST	B	13	1	60	61	62	2
R33a-25	1151 WRIGHT ST, worship	D[5]	13	1	60/35	61/36	62/37	2
R34-1	1184 CAMDEN ST	B	13	1	62	63	63	1
R34-2	1188 CAMDEN ST	B	13	1	61	63	62	1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R34-3	1190 CAMDEN ST	B	13	1	62	63	63	1
R34-4	5128 N RHETT AVE	B	13	1	70	73	72	2
R34-5	1191 SHERWOOD ST	B	13	1	62	63	63	1
R34-6	1187 SHERWOOD ST	B	13	1	61	63	63	2
R34-7	1183 SHERWOOD ST	B	13	1	61	62	62	1
R34-8	1179 SHERWOOD ST	B	13	1	61	62	62	1
R34-9	1175 SHERWOOD ST	B	13	1	61	62	62	1
R34-10	1171 SHERWOOD ST	B	13	1	60	60	61	1
R34-11	1167 SHERWOOD ST	B	13	1	60	60	61	1
R34-12	1192 SHERWOOD ST	B	13	1	64	65	65	1
R34-13	1192 SHERWOOD ST	B	13	1	63	64	64	1
R34-14	1188 SHERWOOD ST	B	13	1	63	64	63	0
R34-15	1180 SHERWOOD ST	B	13	1	62	63	63	1
R34-16	1176 SHERWOOD ST	B	13	1	62	63	63	1
R34-17	1172 SHERWOOD ST	B	13	1	63	63	63	0
R34-18	1168 SHERWOOD ST	B	13	1	62	63	63	1
R34-19	1164 SHERWOOD ST	B	13	1	62	63	62	0
R34-20	1160 SHERWOOD ST	B	13	1	62	63	63	1
R34-21	1156 SHERWOOD ST	B	13	1	63	63	63	0
R34-22	1150 SHERWOOD ST	B	13	1	62	62	62	0
R34-23	1146 SHERWOOD ST	B	13	1	61	61	61	0
R34-24	1142 SHERWOOD ST	B	13	1	63	63	63	0
R34-25	1138 SHERWOOD ST	B	13	1	63	63	64	1
R34-26	1134 SHERWOOD ST	B	13	1	63	63	64	1
R34-27	1128 SHERWOOD ST	B	13	1	63	63	64	1
R34-28	1124 SHERWOOD ST	B	13	1	63	63	64	1
R34-29	1116 SHERWOOD ST	B	13	1	63	63	64	1
R34-30	1106 SHERWOOD ST	B	13	1	63	63	63	0
R34-31	5138 PITTMAN ST	B	13	1	62	62	61	-1
R34-32	5149 HYDE PARK VILLAGE LN	B	13	1	63	64	63	0
R34a-1	5250 VIRGINIA AVE, Park	C	14	.11[4]	66	66	66	0
R34a-2	5250 VIRGINIA AVE, Park	C	14	.11[4]	67	67	67	0
R34a-3	5250 VIRGINIA AVE, Park	C	14	.11[4]	66	66	67	1
R34a-4	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	66	1
R34a-5	5250 VIRGINIA AVE, Park	C	14	.11[4]	66	66	66	0
R34a-6	5250 VIRGINIA AVE, Park	C	14	.11[4]	66	66	66	0
R34a-7	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	64	-1
R34a-8	5250 VIRGINIA AVE, Park	C	14	.11[4]	62	62	62	0
R34a-9	5250 VIRGINIA AVE, Park	C	14	.11[4]	61	61	61	0
R34a-10	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	63	-2
R34a-11	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	64	-1
R34a-12	5250 VIRGINIA AVE, Park	C	14	.11[4]	64	64	64	0
R34a-13	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	65	0
R34a-14	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	65	0

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R34a-15	5250 VIRGINIA AVE, Park	C	14	.11[4]	65	65	65	0
R35-1	2260 FOREST LAKES BLVD	B	15	1	65	66	67	2
R35-2	2256 FOREST LAKES BLVD	B	15	1	62	64	63	1
R35-3	2252 FOREST LAKES BLVD	B	15	1	60	61	61	1
R35-4	2248 FOREST LAKES BLVD	B	15	1	58	59	59	1
R35-5	2279 FOREST LAKES BLVD	B	15	1	63	64	66	3
R35-6	2275 FOREST LAKES BLVD	B	15	1	59	60	61	2
R35-7	1628 SULGRAVE RD	B	15	1	56	57	58	2
R35-8	1628 SULGRAVE RD	B	15	1	53	55	55	2
R35-9	1634 SULGRAVE RD	B	15	1	55	56	57	2
R35-10	1639 SULGRAVE RD	B	15	1	59	60	61	2
R35-11	1643 SULGRAVE RD	B	15	1	56	57	58	2
R35-12	1647 SULGRAVE RD	B	15	1	54	55	57	3
R35-13	2126 CHARLIE HALL BLVD, TV station interior	D[5]	15	1	65/30	66/41	67/42	2
R35a-1	2008 MAGWOOD DR, hot dog stand	E	15	1	64	65	65	1
R36-1	2007 MAGWOOD DR, outdoor dining	E	15	1	69	70	70	1
R36-2	2013 MAGWOOD DR, outdoor dining	E	15	1	67	67	66	-1
R36-3	1975 MAGWOOD DR, outdoor dining	E	15	1	59	60	61	2
R37-1	5614 W BOLAND CIR	B	16	1	71	71	72	1
R37-2	2150 S BOLAND CIR	B	16	1	71	72	73	2
R37-3	2149 S BOLAND CIR	B	16	1	71	72	73	2
R37-4	2145 S BOLAND CIR	B	16	1	67	68	69	2
R37-5	2141 S BOLAND CIR	B	16	1	65	66	66	1
R37-6	5519 WOODBINE AVE	B	16	1	70	71	ROW	N/A
R37-7	5519 WOODBINE AVE	B	16	1	65	66	ROW	N/A
R37-8	5519 WOODBINE AVE	B	16	1	64	65	64	0
R37-9	5519 WOODBINE AVE	B	16	1	64	64	64	0
R37-10	5519 WOODBINE AVE	B	16	1	64	65	64	0
R37-11	5519 WOODBINE AVE	B	16	1	65	66	64	-1
R37-12	5519 WOODBINE AVE	B	16	1	64	65	64	0
R37-13	5513 WOODBINE AVE	B	16	1	65	66	64	-1
R37-14	5513 WOODBINE AVE	B	16	1	65	66	64	-1
R37-15	5513 WOODBINE AVE	B	16	1	65	66	64	-1
R37-16	5513 WOODBINE AVE	B	16	1	66	66	65	-1
R37-17	5513 WOODBINE AVE	B	16	1	64	65	65	1
R37-18	5513 WOODBINE AVE	B	16	1	64	65	64	0
R37-19	5513 WOODBINE AVE	B	16	1	64	65	64	0
R37-20	5513 WOODBINE AVE	B	16	1	65	66	64	-1
R37-21	5513 WOODBINE AVE	B	16	1	68	69	67	-1
R37-22	5505 WOODBINE AVE	B	16	1	68	68	67	-1
R37-23	5505 WOODBINE AVE	B	16	1	63	64	64	1
R37-24	5505 WOODBINE AVE	B	16	1	65	65	65	0
R37-25	5505 WOODBINE AVE	B	16	1	65	66	65	0
R37-26	5505 WOODBINE AVE	B	16	1	65	66	65	0

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R37-27	5505 WOODBINE AVE	B	16	1	65	66	65	0
R37-28	5505 WOODBINE AVE	B	16	1	65	66	64	-1
R37-29	5505 WOODBINE AVE	B	16	1	65	66	64	-1
R37-30	5479 WOODBINE AVE	B	16	1	64	65	64	0
R37-31	5479 WOODBINE AVE	B	16	1	65	66	65	0
R37-32	5479 WOODBINE AVE	B	16	1	65	66	65	0
R37-33	5479 WOODBINE AVE	B	16	1	65	66	65	0
R37-34	5479 WOODBINE AVE	B	16	1	65	65	65	0
R37-35	5479 WOODBINE AVE	B	16	1	63	64	64	1
R37-36	5479 WOODBINE AVE	B	16	1	66	67	66	0
R37-37	5479 WOODBINE AVE	B	16	1	67	67	66	-1
R37a-1	2370 TAYLOR ST	B	16	1	66	67	ROW	N/A
R37a-2	2340 TAYLOR ST	B	16	1	68	69	ROW	N/A
R37a-3	2328 TAYLOR ST	B	16	1	67	68	66	-1
R37a-4	2318 TAYLOR ST	B	16	1	66	67	65	-1
R37a-5	2312 TAYLOR ST	B	16	1	66	67	65	-1
R37a-6	2306 TAYLOR ST	B	16	1	66	67	65	-1
R37a-7	2232 TAYLOR ST	B	16	1	65	66	65	0
R37a-8	2303 TAYLOR ST	B	16	1	66	67	65	-1
R37a-9	2315 TAYLOR ST	B	16	1	67	68	66	-1
R37a-10	2315 TAYLOR ST	B	16	1	68	68	65	-3
R37a-11	2321 TAYLOR ST	B	16	1	67	68	66	-1
R37a-12	2335 TAYLOR ST	B	16	1	68	69	67	-1
R37a-13	2347 TAYLOR ST	B	16	1	69	70	ROW	N/A
R37a-14	2351 TAYLOR ST	B	16	1	69	70	ROW	N/A
R37a-15	2353 TAYLOR ST	B	16	1	69	70	ROW	N/A
R37a-16	2360 JAMES BELL DR	B	16	1	69	69	ROW	N/A
R37a-17	2354 JAMES BELL DR	B	16	1	69	70	ROW	N/A
R37a-18	2334 JAMES BELL DR	B	16	1	68	69	67	-1
R37a-19	2328 JAMES BELL AVE	B	16	1	65	65	65	0
R37a-20	2316 JAMES BELL DR	B	16	1	67	68	66	-1
R37a-21	2312 JAMES BELL DR	B	16	1	67	67	66	-1
R37a-22	2319 JAMES BELL DR	B	16	1	66	67	65	-1
R37a-23	2325 JAMES BELL DR	B	16	1	67	68	64	-3
R37a-24	2335 JAMES BELL DR	B	16	1	67	68	66	-1
R37a-25	2343 JAMES BELL DR	B	16	1	68	69	67	-1
R37a-26	2355 JAMES BELL DR, worship	D[5]	16	1	69/44	70/45	ROW	N/A
R37a-27	2369 JAMES BELL DR	B	16	1	69	70	ROW	N/A
R37a-28	2370 ELDER AVE	B	16	1	68	68	ROW	N/A
R37a-29	2360 ELDER AVE	B	16	1	68	69	ROW	N/A
R37a-30	2356 ELDER AVE	B	16	1	68	68	67	-1
R37a-31	2352 ELDER AVE	B	16	1	68	69	67	-1
R37a-32	2344 ELDER AVE	B	16	1	68	68	67	-1
R37a-33	2344 ELDER AVE	B	16	1	68	69	67	-1

Receptors					Predicted Noise Levels, Leq(h) (dB(A))			
Rec. No.	Address	NAC	Figure #	ERs	Existing	No Build	Build	Δ Build - Existing
R37a-34	2330 ELDER AVE	B	16	1	67	68	66	-1
R37a-35	2318 ELDER AVE	B	16	1	66	67	65	-1
R37a-36	2335 ELDER AVE, worship	D[5]	16	1	66/41	67/42	66/41	0
R37a-37	2345 ELDER AVE, worship	D[5]	16	1	66/41	67/42	66/41	0
R37a-38	2357 ELDER AVE	B	16	1	67	68	66	-1
R37a-39	2361 ELDER AVE	B	16	1	67	68	67	0
R37a-40	5284 DEACON ST	B	16	1	68	69	ROW	N/A
R37a-41	5280 DEACON ST	B	16	1	67	68	67	0
R37a-42	5270 DEACON ST	B	16	1	67	68	68	1
R38-1	2400 GAP RD, outdoor dining	E	17	1	64	65	65	1
R38-2	4831 TANGER OUTLET BLVD, hotel pool	C	17	1	55	56	56	1
R38-3	4841 TANGER OUTLET BLVD, hotel pool	C	17	1	60	60	60	0
R38-4	5055 N ARCO LN, hotel pool	C	17	1	64	64	64	0
R39-1	2409 MONTAGUE AVE, daycare interior	D[5]	17	1	68/45	68/45	70/45	2
R39-2	2409 MONTAGUE AVE, outdoor dining	E	17	1	61	62	63	2
R39-3	2405 MALL DR, outdoor seating	E	17	1	61	62	63	2
R39-4	2411 MALL DR, outdoor dining	E	17	1	67	68	69	2
R39-5	2415 MALL DR, hotel pool	E	17	1	66	67	67	1
R40-1	4770 GOER DR, hotel outdoor seating	E	17	1	64	65	65	1
R40-2	4770 GOER DR, hotel pool	E	17	1	65	66	66	1
Predicted "No-Build" Alternative Design Year 2040 Traffic Noise Impacts[3,4]					NA	NA	**720[4]**	**0**

1. The number of predicted impacts is not duplicated if receptors are predicted to be impacted by more than one criterion (e.g., if a receptor is impacted by NAC "C" and NAC "D", it is counted as only one impact).
2. Predicted traffic noise level impact due to approaching or exceeding NAC.
3. Predicted "substantial increase" traffic noise level impact.
4. Impacted Equivalent Receptors at the Ashley Harbor trail, the Faber Place Office Park walking trail, the boardwalk from the Hilton Garden Inn to the Coliseum and R. M. Hendricks Park walking path were rounded up to equal one (1) impact at each location.
5. Receptors designated as NAC D were evaluated for interior sound levels because there were no outdoor areas of frequent human use. A Building Noise Reduction Factor of -25 dB(A) was applied to be conservative (light frame with storm windows or masonry with single-glazed windows). See **Section 9.5.**

Impact = 720 Right-of-Way Acquisition = ROW

NW 7/9/10
CALCULATION OF EQUIVALENT RECEPTOR VALUE FOR A TRAIL
ACTIVITY CATEGORY C

CASE:	A walking trail extends into and along an area adjacent to the I-526 highway improvement project. On average, 25 people per hour use the trail (conservative estimate). Approximately 2,000 feet of the trail lies within the area that is predicted to be impacted by the I-526 highway project and approxmately 1000 feet of the trail is predicted to be benefited by Noise Wall 7/9/10. It is assumed that the trail is available for use 12 hours per day, 7 days per week for 52 weeks per year.

Trail (Activity Category C)

Line	For an Average Single Family Residential Unit in South Carolina	
A	People per Residence	3.0
B	Hours Available for Use per Year	8,760
C	**Person-hours per Year Available for Use = A x B**	**26,280**
	For the Trail Area Being Evaluated	
D	Average Number of Persons per Hour Using Trail	25
E	Length of Trail Within Impacted Area (feet)	2000
F	Length of Trail Within Benefited Area (feet)	1000
G	**Maximum of E and F**	**2000**
H	**Hours that each Person is on the Impacted or Benefited Portion of the Trail (based on average of 2 mph) = (F/5280)/2**	**0.19**
I	Hours that Trail is Available for Use per Day	12
J	Days per Week that Trail is Available for Use	7
K	Weeks per Year that Trail is Availble for Use	52
L	**Person-hours per Year Available for Use = D x H x I x J x K**	**20,682**
M	**EQUIVALENT RESIDENCE VALUE = L/C**	**0.79**
N	Spacing of Receptors Used to Model Trail (feet)	100
O	**Number of Receptors Used to Model Trail within Benefited Area = G/N**	**11**
P	**Equivalent Residence Value Assigned to Each Grid Point = M/O**	**0.07**
Q	Number of Votes Assigned to Trail in Barrier Voting Process = M	1

KEY:	Input Values
	Calculated Values in Bold Text

CALCULATION OF EQUIVALENT RECEPTOR VALUE FOR A TRAIL
ACTIVITY CATEGORY C

CASE:	A walking trail is located within the Faber Place Office Complex along an area adjacent to the I-526 highway improvement project. On average, 25 people per hour use the trail (conservative estimate). Approximately1,000 feet of the trail lies within the area that is predicted to be impacted by the I-526 highway project. It is assumed that the trail is available for use 12 hours per day, 7 days per week for 52 weeks per year.

Line	**Trail (Activity Category C)**	
	For an Average Single Family Residential Unit in South Carolina	
A	People per Residence	3.0
B	Hours Available for Use per Year	8,760
C	**Person-hours per Year Available for Use = A x B**	**26,280**
	For the Trail Area Being Evaluated	
D	Average Number of Persons per Hour Using Trail	25
E	Length of Trail Within Impacted Area (feet)	1000
F	Length of Trail Within Benefited Area (feet)	0
G	**Maximum of E and F**	**1000**
H	**Hours that each Person is on the Impacted or Benefited Portion of the Trail (based on average of 2 mph) = (F/5280)/2**	**0.09**
I	Hours that Trail is Available for Use per Day	12
J	Days per Week that Trail is Available for Use	7
K	Weeks per Year that Trail is Availble for Use	52
L	**Person-hours per Year Available for Use = D x H x I x J x K**	**10,341**
M	**EQUIVALENT RESIDENCE VALUE = L/C**	**0.39**
N	Spacing of Receptors Used to Model Trail (feet)	100
O	**Number of Receptors Used to Model Trail within Benefited Area = G/N**	**11**
P	**Equivalent Residence Value Assigned to Each Grid Point = M/O**	**0.04**

KEY:	Input Values
	Calculated Values in Bold Text

CALCULATION OF EQUIVALENT RECEPTOR VALUE FOR EXTERIOR ACTIVITIES AT A DAYCARE FACILITY
ACTIVITY CATEGORY C

CASE:	A Day Care facility, Awaken Day School, with 35 children and 1 staff. SCDOT assumes the facility operates 12 hours each day for five days a week year-round. The facility has a large exterior playground immediately adjacent to the highway side of the building that, on average, each child uses for one hour each day. The playground is predicted to be impacted by the proposed highway project.

Day Care Facility (Activity Category C)		
Line	**For an Average Single Family Residential Unit in South Carolina**	
A	People per Residence	3
B	Hours Available for Use per Year	8,760
C	**Person-hours per Year Available for Use = A x B**	**26,280**
	***For the Exterior Uses at the Day Care Facility Being Evaluated**	
D	Average Number of Children Plus Staff per Day Using Playground	35
E	Hours/day that Each Person Uses Playground	1.0
F	Days per Week Open	5
G	Weeks per Year Open	50
H	**Person-hours per Year Available for Use = D x E x F x G**	**8,750**
I	**EQUIVALENT RECEPTOR VALUE = H/C**	**0.3**

If the evaluated noise wall is determined to be feasible and reasonable, then the appropriate Equivalent receptor value would be the Row I value. However, if the wall was determined not to be feasible and reasonable in terms of abating noise at the playground, then consideration of Daycare interior noise levels would be required.Calculation of the Equivalent Receptor values for interior Daycare uses would be perfomed as follows.

	****For the Interior Uses at the Day Care Facility Being Evaluated**	
J	Average Number of Users (Students and Staff) per Day	36
K	Daily Hours Used	8
L	Days per Week Open	5
M	Weeks per Year Open	50
N	**Days per Year Open = L x M**	**250**
O	**Person-hours per Year Available for Use = J x K x N**	**72,000**
P	Percent of Building Use Areas Impacted by Project	100%
Q	Percent of Building Use Areas Benefited by Project Abatement	0%
R	**Percentage of Building Use Value = Maximum of P and Q**	**100%**
S	**EQUIVALENT RECEPTOR VALUE = (O/C) x R**	**2.7**
T	**Number of Votes Assigned to Daycare Facility in Barrier Voting Process = Maximum of I and S**	**4**

KEY:	Input Values
	Calculated Values in Bold Text

*Use 100-foot grid spacing of receptor points to model the playground (a minimum of 1 receptor point is required).

**A receptor point is located at the building façade closest to the highway. This exterior noise level is then reduced by the appropriate building reduction factor to determine if there is an interior noise impact. Where there is an interior impact, a noise wall will be considered. If no interior areas of frequent human use are present in the building, further noise analysis is not required.

CALCULATION OF EQUIVALENT RECEPTOR VALUE FOR A TRAIL
ACTIVITY CATEGORY C
Hilton Garden Inn to Coliseum

CASE:	A well-used boardwalk between the Hilton Garden Inn Charleston Airport and the North Charleston Coliseum and Performing Arts Center. SCDOT assumes the trail is available for use 12 hours per day, 7 days per week for 52 weeks per year. The Hotel says that between 10,000-15,000 people per year utilize the boardwal. This averages to approximatley 3 persons per hour during the year. The boardwalk is not impacted by the projecct.

Trail (Activity Category C)

Line	**For an Average Single Family Residential Unit in South Carolina**	
A	People per Residence	3.0
B	Hours Available for Use per Year	8,760
C	**Person-hours per Year Available for Use = A x B**	**26,280**
	For the Trail Area Being Evaluated	
D	Average Number of Persons per Hour Using Trail	3
E	Length of Trail Within Impacted Area (feet)	0
F	Length of Trail Within Benefited Area (feet)	0
G	**Maximum of E and F**	**0**
H	**Hours that each Person is on the Impacted or Benefited Portion of the Trail (based on average of 2 mph) = (F/5280)/2**	**0.00**
I	Hours that Trail is Available for Use per Day	12
J	Days per Week that Trail is Available for Use	7
K	Weeks per Year that Trail is Availble for Use	52
L	**Person-hours per Year Available for Use = D x H x I x J x K**	**0**
M	**EQUIVALENT RESIDENCE VALUE = L/C**	**0.00**
N	Spacing of Receptors Used to Model Trail (feet)	100
O	**Number of Receptors Used to Model Trail within Benefited Area = G/N**	**0**
P	**Equivalent Residence Value Assigned to Each Grid Point = M/O**	**#DIV/0!**
Q	Number of Votes Assigned to Trail in Barrier Voting Process = M	0

KEY:	Input Values
	Calculated Values in Bold Text

CALCULATION OF EQUIVALENT RECEPTOR VALUE FOR A PARK
ACTIVITY CATEGORY C

CASE:	A park (or recreation area) is used by an average of 100 people per day. Each visitor uses the park for an average of 3 hours per day. An estimated 40 percent of the parks usable area is predicted to be impacted by noise from the highway project. SCDOT assumes parks are open 12 hours a day year round.

Line	**Park / Recreation Area (Activity Category C)**	
	For an Average Single Family Residential Unit in South Carolina	
A	People per Residence	3.0
B	Hours Available for Use per Year	8760
C	**Person-hours per Year Available for Use = A x B**	**26280**
	For the Park Area Being Evaluated	
D	Percent of Usable Area of Park Impacted by Project Noise	40%
E	Percent of Usable Area of Park Benefited by Proposed Noise Wall	0%
F	**Maximum of D and E**	**40%**
G	Average Number of Visitors per Day	100
H	Number of Park Staff	0
I	**Total Number of Occupants per Day = G + H**	**100**
J	Average Hours per Day Used by Each Visitor	3
K	Operational Days per Week	7
L	Operational Weeks per Year	52
M	**Person-hours per Year Available for Use = F x I x J x K x L**	**43,680**
N	**EQUIVALENT RESIDENCE VALUE = M/C**	**1.7**
O	A grid of receptor points at 100-foot spacing (represented by 30 points in this example) was developed to represent the impacted or benefited park usage area.	15
P	**Equivalent Residence Value Assigned to Each Grid Point = N/O**	**0.11**
Q	Number of Votes Assigned to Park in Barrier Voting Process = N	2

KEY:	Input Values
	Calculated Values in Bold Text

APPENDIX C

TRAFFIC NOISE MODELS

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GENERAL

This appendix documents the TNM Model Input used in this traffic noise analysis. The TNM Models utilized six (6) TNM object types to approximate the traffic noise environment for the I-526 Lowcountry Corridor West Traffic Noise Report:

- Roadways
- Receptors (Receivers)
- Barriers
- Terrain Lines
- Ground Zones
- Tree Zones

COORDINATE SYSTEM

Each of the TNM Objects was modeled using the North American Datum 1983 (NAD83) horizontal coordinate system, and North American Vertical Datum 1988 (NAVD88).

MODELING PROCEDURE

Roadways

TNM Roadway Element widths were selected based upon representation of one (1) lane of traffic for all elements which will have traffic applied to the element or two (2) lanes of traffic for neighborhood roads with will not have traffic applied. For the proposed highway facility, TNM Roadway vertices were selected to represent interval lengths that appropriately represent fluctuations in the horizontal and vertical roadway geometry. For the I-526 project 100-foot segments or less were used to model roadways. For highways in which more than one parallel TNM roadway element were modeled, the modeled roadway lane widths were set to ensure horizontal overlapping of adjacent modeled roadway elements. Paved shoulders were modeled. Overlapping TNM roadway elements is necessary to accurately represent the contiguous paved surface. TNM roadway elements of various widths were also modeled to represent the existing local roadways (refer to **Figure C.1**).

Receivers (Receptors)

TNM Receiver Elements were modeled by assigning a point location to the most sensitive likely 'area of frequent human use' for each residence, school, church, and noise-sensitive commercial land use within the project limits. All receivers in the TNM models were assigned a height of 5.0 feet. For apartments the receptor heights will be 5.0, 15.0, 25.0, etc. for the individual stories. Given the non-homogeneous terrain and resulting inconsistent intervening source-to-receptor topography throughout the project vicinity, noise levels at each discrete receptor were determined by means of modeling an individual TNM receiver at all representative locations for 'loudest-condition' existing, Design Year 2050 No-build, and Design Year 2050 Build condition predicted traffic.

Barriers

Buildings throughout the project corridor that provide shielding of receptors from the roadway were modeled as barriers. Roadway medians and bridge parapets were modeled as barriers. Noise Barriers are discussed in Appendix E.

Terrain Lines (Elevation Contours)

Elevations (vertical, "Z" coordinates) were input into TNM by hand (typing) the English coordinate values of vertices that define significant changes in grades and/or slopes throughout the study areas.

Tree Zones

Tree zones were used when necessary for validation. They will not be used for the existing, no-build and build models.

TNM Model Traffic Noise Level Assessment

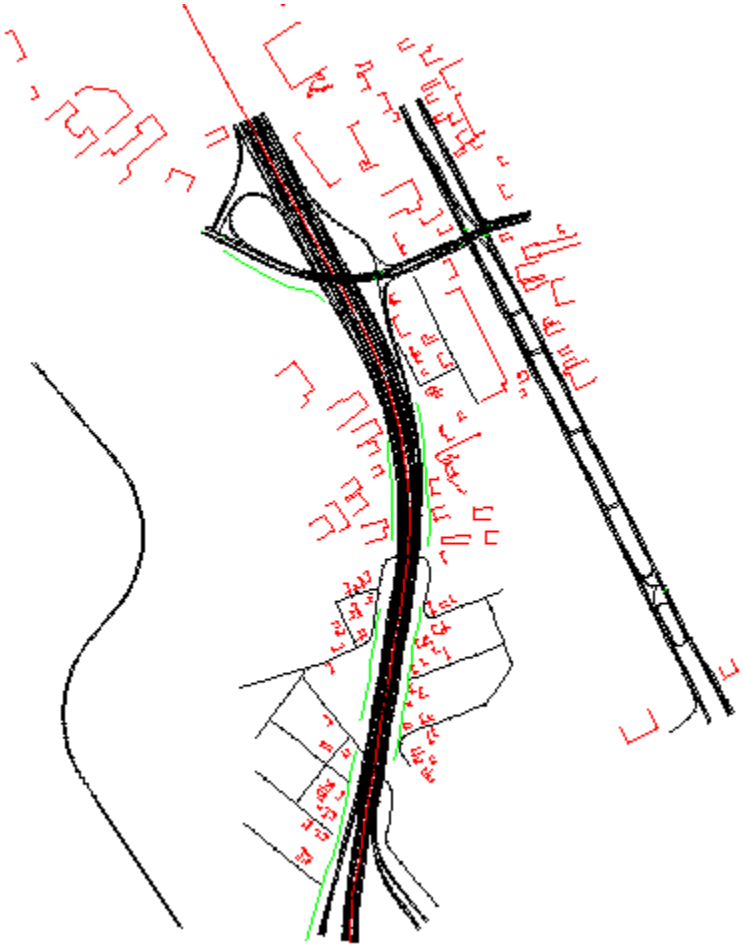
The TNM model traffic noise level assessment is divided into four tasks:

1. Creation of Validated TNM Computer Model(s)
2. Assessment of Existing Loudest-Hour Traffic Noise Levels
3. Assessment of Predicted Loudest-Hour Design Year No-Build and Build Condition Without-Barrier Levels
4. Assessment of Predicted Loudest-Hour Design Year Build-Condition With-Barrier Levels (if applicable)

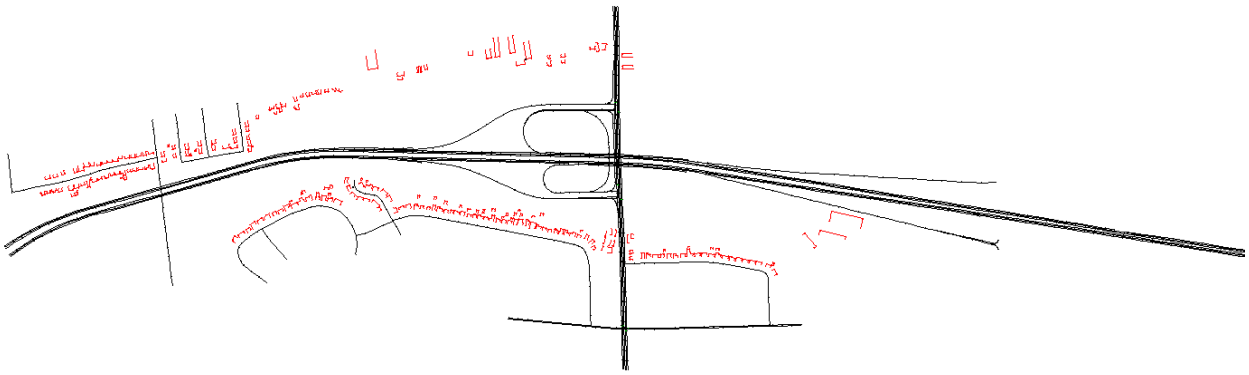
Table C-1 I-526 Lowcountry Corridor West
TNM Validation Table

Setup (NSA)	Receptor	Monitored $L_{eq(h)}$ dB(A)[1]	TNM-Predicted $L_{eq(h)}$ dB(A)[1]	Validation Delta (Pred. – Measu.)[1]
1	1	64.5	64.4	-0.1
	1a	64.6	65.3	0.7
2	2	66.4	66.7	0.3
	2a	64.9	64.7	-0.2
3	3	61.3	Ambient Only	N/A
4B	4B	63.3	64.7	1.4
	4B-a	61.5	61.1	-0.4
5A	5A	60.4	62.3	1.9
	5A-a	57.3	59.8	2.5
5B	5B	64.5	66.9	1.6
	5B-a	62.7	63.0	-0.5
5C	5C	68.1	67.3	-0.8
	5C-a	60.9	63.0	2.1
6A	6A	62.6	65.4	2.8
	6A-a	58.5	60.1	1.6
6B	6B	61.3	63.4	2.1
	6B-a	62.4	63.3	0.9
7	7	63.3	66.3	3.0
	7a	62.8	64.0	1.2
8	8	65.0	63.9	-1.1
	8a	56.9	56.8	-0.1
9	9	65.7	67.5	1.8
	9a	60.7	61.6	0.9
10	10	62.4	63.9	1.5
	10a	56.6	59.3	2.7
15	15	69.2	67.8	-1.4
	15a	67.2	63.5	-3.7[2]
16	16	70.5	71.4	0.9
	16a	69.2	68.5	-0.7
17	17	68.5	70.3	1.8
	17a	65.6	67.4	1.8
21	21	64.8	67.2	2.1
	21a	64.2	65.2	0.6
22	22	61.2	62.3	1.1
	22a	60.4	62.0	1.6
25A	25A	71.8	71.8	0.0
	25A-a	67.9	67.6	-0.3
25B	25B	68.2	68.7	0.5
	25B-a	66.3	63.5	-2.8

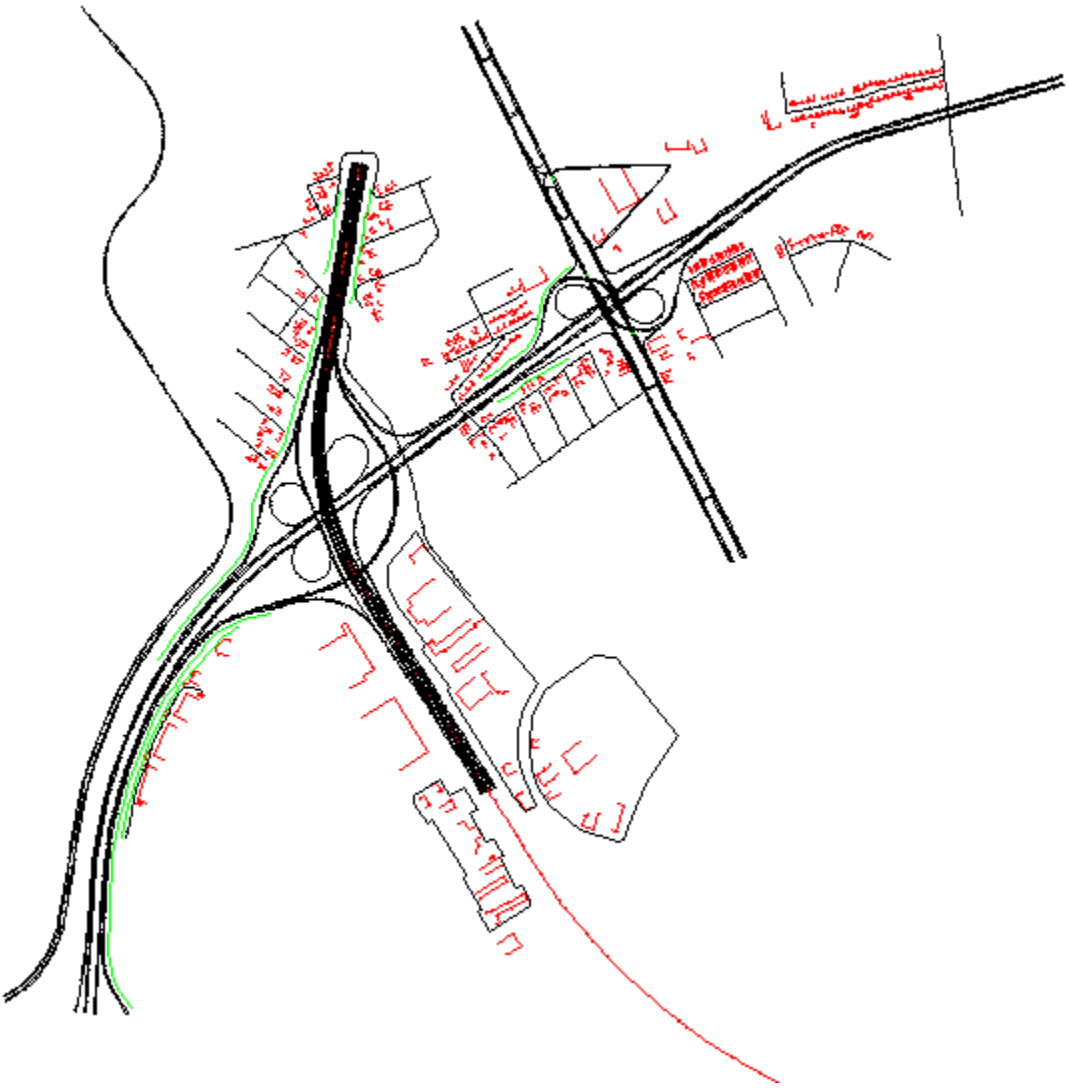
Figure C.1. I-526 WEST TNM Existing and No-Build Models



North (1)

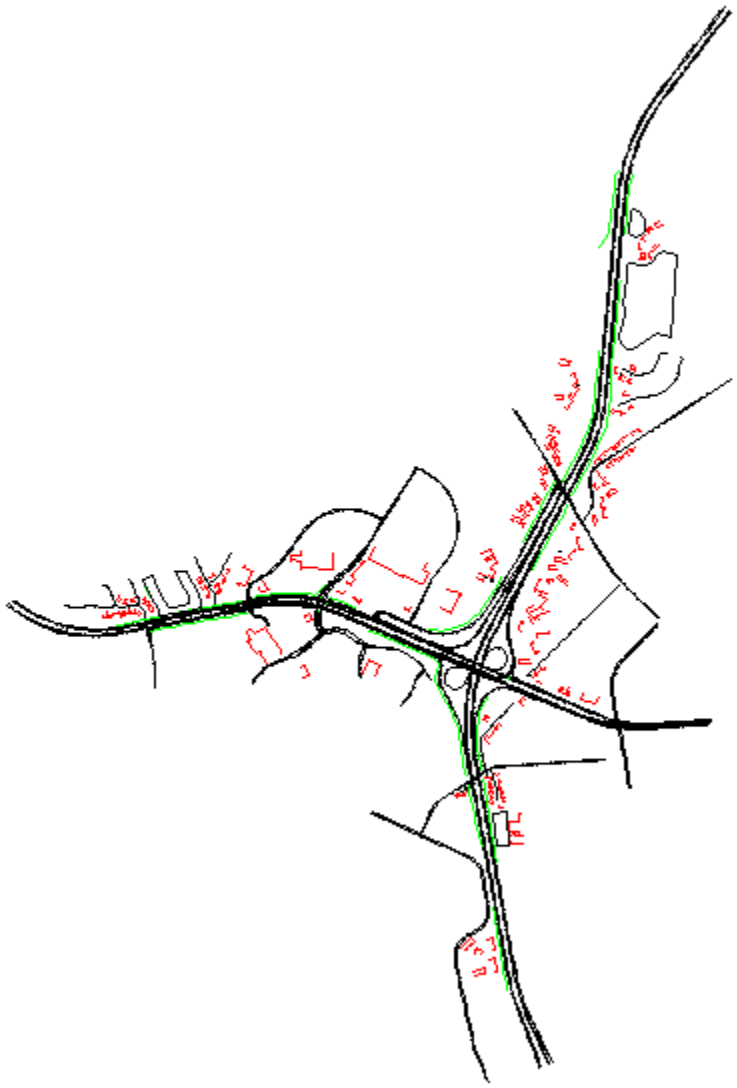


East (2)



Center – North (3)

Center – South (4)



South (5)

Note: TNM Models shown are for Existing (2019) and No-build Design Year (2050) conditions.

See TNM files for Build Design Year 2050 Models

APPENDIX D

TRAFFIC VOLUMES

EXISTING YEAR 2019 ESTIMATED AADT

DESIGN YEAR 2050 NO-BUILD ESTIMATED AADT

DESIGN YEAR 2050 BUILD ALTERNATIVE ESTIMATED AADT

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I-526 Noise Volume Calculations (Part 1 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526									
I-526 EB south of US 17/Sam Rittenberg Blvd Off-Ramp	-	-	-	1358	43	43	1606	51	51
I-526 EB between US 17/Sam Rittenberg Blvd Off-Ramp and US 17 On-Ramp	-	-	-	893	29	29	1074	34	34
I-526 EB between SB US 17 and NB US 17 Ramp (No Build)	550	18	18	-	-	-	-	-	-
I-526 EB between NB US 17 Ramp (Build: US 17 On-Ramp) and Sam Rittenberg Blvd Ramp	1046	33	33	1678	54	54	2076	66	66
I-526 EB between Sam Rittenberg Blvd Ramp and SB Paul Cantrell Blvd Ramp	1336	43	43	1932	62	62	2390	76	76
I-526 EB between Paul Cantrell Blvd/Glenn McConnell Pkwy Off-Ramps	1305	42	42	1889	60	60	2348	75	75
I-526 EB between NB Glenn McConnell Pkwy Off-Ramp and Paul Cantrell Blvd/Glenn McConnell Pkwy On-Ramp	998	32	32	1476	47	47	1822	58	58
I-526 EB north of Paul Cantrell Blvd/Glenn McConnell Pkwy On-Ramp	2839	91	91	2839	91	91	5107	163	163
I-526 WB north of NB Glenn McConnell Pkwy Off-Ramp	2839	91	91	2839	91	91	5715	182	182
I-526 WB between Glenn McConnell Pkwy/Paul Cantrell Blvd Off-Ramps	1750	56	56	2571	82	82	2839	91	91
I-526 WB between SB Paul Cantrell Blvd Off-Ramp and Glenn McConnell Pkwy/Paul Cantrell Blvd On-Ramp	1150	37	37	1781	57	57	2092	67	67
I-526 WB between Glenn McConnell Pkwy/Paul Cantrell Blvd On-Ramp and Sam Rittenberg Blvd	1367	44	44	-	-	-	-	-	-
I-526 WB between Sam Rittenberg Blvd and US 17	482	15	15	-	-	-	-	-	-
I-526 WB between Glenn McConnell Pkwy/Paul Cantrell Blvd On-Ramp and US 17/Sam Rittenberg Blvd Off-Ramp (Build)	-	-	-	2505	80	80	2721	87	87
I-526 WB between US 17/Sam Rittenberg Blvd Ramps	-	-	-	1466	47	47	1532	49	49
I-526 WB south of US 17/Sam Rittenberg Blvd On-Ramp	-	-	-	2049	65	65	2190	70	70
I-526 EB Ramps/C-D									
US 17/Sam Rittenberg Blvd Off-Ramp (Build)	-	-	-	465	15	15	531	17	17
NB US 17 On-Ramp (Build: US 17 On-Ramp)	447	14	14	785	25	25	790	25	25
Sam Rittenberg Blvd On-Ramp	290	9	9	254	8	8	315	10	10
SB Paul Cantrell Blvd Off-Ramp	31	1	1	42	1	1	42	1	1

I-526 Noise Volume Calculations (Part 1 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
NB Glenn McConnell Pkwy Off-Ramp	307	10	10	414	13	13	526	17	17
Paul Cantrell Blvd/Glenn McConnell Pkwy On-Ramp	790	25	25	790	25	25	1805	58	58
I-526 WB Ramps/C-D									
NB Glenn McConnell Pkwy Off-Ramp	790	25	25	790	25	25	1805	58	58
NB Glenn McConnell Pkwy Off-Ramp from I-526 to Magwood Dr Bypass (Build)	-	-	-	-	-	-	1805	58	58
NB Glenn McConnell Pkwy Off-Ramp from Magwood Dr Bypass to NB Glenn McConnell Pkwy (Build)	-	-	-	-	-	-	790	25	25
SB Paul Cantrell Blvd Off-Ramp	601	19	19	790	25	25	790	25	25
Paul Cantrell Blvd/Glenn McConnell Pkwy On-Ramp	255	8	8	625	20	20	630	20	20
US 17/Sam Rittenberg Blvd Off-Ramp (Build)	-	-	-	790	25	25	790	25	25
US 17/Sam Rittenberg Blvd Connector Road (Build)	-	-	-	442	14	14	489	16	16
US 17/Sam Rittenberg Blvd On-Ramp (Build)	-	-	-	583	19	19	658	21	21
Paul Cantrell Blvd/Glenn McConnell Pkwy									
Glenn McConnell Pkwy west of Magwood Dr Bypass (Build)	-	-	-	-	-	-	3388	71	71
Glenn McConnell Pkwy between Magwood Dr Bypass and Lowes Driveway (Build)	-	-	-	-	-	-	2131	44	44
Glenn McConnell Pkwy west of Lowes Driveway/Charlie Hall Blvd	2100	44	44	2964	62	62	-	-	-
Glenn McConnell Pkwy between Lowes Driveway/Tobias Garden Blvd and Magwood Dr	1976	41	41	2964	62	62	2117	44	44
Glenn McConnell Pkwy between Magwood Dr and I-526 WB Ramps	2770	58	58	2964	62	62	2964	62	62
Glenn McConnell Pkwy between I-526 Ramps	2264	47	47	2964	62	62	2964	62	62
Paul Cantrell Blvd between I-526 EB Ramps and Tobias Gadsen Blvd	1747	36	36	2270	47	47	2360	49	49
Paul Cantrell Blvd east of Tobias Gadsen Blvd	1098	23	23	1440	30	30	1493	31	31
I-526 & US 17 SPUI Option									
US 17 west of I-526 Ramp	-	-	-	2964	62	62	2964	62	62
US 17 east of I-526 Ramp	-	-	-	2184	46	46	2213	46	46
I-526 Ramp	-	-	-	475	10	10	542	11	11
Orleans Rd/Tobias Gadsen Blvd									
Orleans Rd south of US 17	8	0	0	13	0	0	24	1	1

I-526 Noise Volume Calculations (Part 1 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Orleans Rd between US 17 and Sam Rittenberg Blvd	200	4	4	275	6	6	302	6	6
Orleans Rd between Sam Rittenberg Blvd and Paul Cantrell Blvd	477	10	10	670	14	14	780	16	16
Tobias Gadsen Blvd north of Paul Cantrell Blvd	708	15	15	837	17	17	837	17	17
US 17									
US 17 west of Ashley Town Center Dr	2071	43	43	2681	56	56	2681	56	56
US 17 between Ashley Town Center Dr and Sam Rittenberg Blvd	2061	43	43	2681	56	56	2681	56	56
US 17 between Sam Rittenberg Blvd and I-526 WB	1493	31	31	1834	38	38	1834	38	38
US 17 between I-526 WB and I-526 EB Ramps	1693	35	35	1834	38	38	1834	38	38
US 17 between I-526 EB Ramps and Skylark Rd	1616	34	34	1834	38	38	1834	38	38
US 17 between Skylark Rd and Orleans Rd	1521	32	32	1742	36	36	1742	36	36
US 17 east of Orleans Rd	1564	33	33	1742	36	36	1742	36	36
Sam Rittenberg Blvd									
Sam Rittenberg Blvd south of US 17	20	0	0	-	-	-	-	-	-
Sam Rittenberg Blvd between US 17 and I-526 WB	781	16	16	1282	27	27	1195	25	25
Sam Rittenberg Blvd between I-526 WB and I-526 EB Ramp	725	15	15	1284	27	27	1138	24	24
Sam Rittenberg Blvd between I-526 EB Ramp and Skylark Rd	874	18	18	1414	29	29	1299	27	27
Sam Rittenberg Blvd between Skylark Rd and Orleans Rd	786	16	16	1296	27	27	1208	25	25
Sam Rittenberg Blvd east of Orleans Rd	961	20	20	1507	31	31	1507	31	31
Other Major Roads									
Ashley Town Center Dr (south of US 17)	143	3	3	187	4	4	192	4	4
Ashley Town Center Dr (north of US 17)	356	7	7	373	8	8	373	8	8
Skylark Rd between US 17 and Sam Rittenberg Blvd	172	4	4	250	5	5	252	5	5
Skylark Rd (north of Sam Rittenberg Blvd)	212	4	4	326	7	7	317	7	7
Lowes Driveway	39	1	1	43	1	1	43	1	1
Charlie Hall Blvd	171	4	4	173	4	4	-	-	-
Magwood Dr (south of Glen McConnell Pkwy)	615	13	13	888	19	19	888	19	19
Magwood Dr (north of Glen McConnell Pkwy)	868	18	18	1080	23	23	1080	23	23

I-526 Noise Volume Calculations (Part 1 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Connector Road from Glenn McConnell Pkwy to Magwood Dr Bypass (Build)	-	-	-	-	-	-	1373	29	29
Magwood Dr Bypass from I-526 WB Off-Ramp to Connector Road	-	-	-	-	-	-	1843	38	38
Magwood Dr Bypass from Connector Road to Glenn McConnell Pkwy	-	-	-	-	-	-	3374	70	70

I-526 Noise Volume Calculations (Part 2 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526									
I-526 EB south of Leeds Ave Off-Ramp	2834	90	90	2839	91	91	5107	163	163
I-526 EB between Leeds Ave Ramps	2353	75	75	2839	91	91	4261	136	136
I-526 EB between Leeds Ave On-Ramp and Paramount Dr/Dorchester Rd Off-Ramp	2831	90	90	4183	134	134	5098	163	163
I-526 EB between Paramount Dr/Dorchester Rd Ramps	2428	77	77	2839	91	91	4543	145	145
I-526 EB north of Paramount Dr/Dorchester Rd On-Ramp	3110	99	99	4305	137	137	5351	171	171
I-526 WB north of Paramount Dr/Dorchester Rd Off-Ramp	2936	94	94	4305	137	137	5588	178	178
I-526 WB between Paramount Dr/Dorchster Rd Ramps	2404	77	77	2839	91	91	5015	160	160
I-526 WB between Paramount Dr/Dorchester Rd On-Ramp and Leeds Ave Off-Ramp	3000	96	96	4305	137	137	5861	187	187
I-526 WB between Leeds Ave Ramps	2439	78	78	2839	91	91	4926	157	157
I-526 WB south of Leeds Ave On-Ramp	2839	91	91	2839	91	91	5715	182	182
I-526 EB Ramps/C-D									
Leeds Ave Off-Ramp	481	15	15	696	22	22	790	25	25
Leeds Ave On-Ramp	479	15	15	714	23	23	790	25	25
Paramount Dr/Dorchester Rd Off-Ramp	403	13	13	555	18	18	555	18	18
Paramount Dr/Dorchester Rd Connector	549	18	18	743	24	24	743	24	24
Paramount Dr/Dorchester Rd On-Ramp	682	22	22	790	25	25	790	25	25
I-526 WB Ramps/C-D									
Paramount Dr/Dorchester Rd Off-Ramp	533	17	17	573	18	18	573	18	18
Paramount Dr/Dorchester Rd Connector	761	24	24	1020	33	33	1015	32	32
Paramount Dr/Dorchester Rd On-Ramp	597	19	19	790	25	25	790	25	25
Leeds Ave Off-Ramp	560	18	18	776	25	25	790	25	25
Leeds Ave On-Ramp	509	16	16	672	21	21	790	25	25
Leeds Ave									
Leeds Ave west of Faber Place Dr	140	4	4	244	8	8	249	8	8
Leeds Ave betweeen Faber Place Dr and I-526 WB Ramps	479	15	15	813	26	26	813	26	26

I-526 Noise Volume Calculations (Part 2 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Leeds Ave between I-526 Ramps	578	18	18	841	27	27	1015	32	32
Leeds Ave between I-526 EB Ramps and Bridge View Dr	734	23	23	992	32	32	1302	42	42
Leeds Ave between Bridge View Dr and Dorchester Rd	567	18	18	788	25	25	924	29	29
Leeds Ave north of Dorchester Rd	281	9	9	366	12	12	366	12	12
Paramount Dr/Oscar Johnson Dr									
Paramount Dr west of I-526 WB Ramps	398	4	8	524	5	11	524	5	11
Paramount Dr between I-526 Ramps	311	3	6	410	4	8	410	4	8
Paramount Drive between I-526 EB Ramps and Dorchester Rd	210	2	4	279	3	6	279	3	6
Oscar Johnson Dr north of Dorchester Rd	101	1	2	141	1	3	141	1	3
Dorchester Rd									
Dorchester Rd west of Covington Dr/Michaux Pkwy	1724	36	54	1724	36	54	1724	36	54
Dorchester Rd between Covington Dr/Michaux Pkwy and Bream Rd/Trailwood Dr	1146	24	36	1439	30	45	1454	31	46
Dorchester Rd between Bream Rd/Trailwood Dr and W Montague Ave	1459	31	46	1724	36	54	1724	36	54
Dorchester Rd between W Montague Ave and I-526 WB Ramps	1259	27	40	1784	38	56	1775	37	56
Dorchester Rd between I-526 Ramps	1113	23	35	1520	32	48	1509	32	48
Dorchester Rd between I-526 EB Ramps and Paramount Dr/Oscar Johnson Dr	1083	23	34	1442	30	46	1423	30	45
Dorchester Rd between Paramount Dr/Oscar Johnson Dr and Leeds Ave	1056	22	33	1423	30	45	1404	30	44
Dorchester Rd east of Leeds Ave	691	15	22	936	20	30	936	20	30
Other Major Roads									
Faber Place Dr (south of Leeds Ave)	169	5	5	261	8	8	261	8	8
Faber Place Dr (north of Leeds Ave)	165	5	5	261	8	8	261	8	8
Bridge View Dr	366	12	12	366	12	12	366	12	12
Covington Dr	59	1	2	81	2	3	81	2	3
Michaux Pkwy (north of Dorchester Rd)	370	8	12	370	8	12	370	8	12
Michaux Pkwy (north of Airport Connector Rd)	-	-	-	233	5	7	233	5	7

I-526 Noise Volume Calculations (Part 2 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Bream Rd	214	5	7	266	6	8	266	6	8
Trailwood Dr (north of Dorchester Rd)	51	1	2	71	2	2	71	2	2
W Montague Ave (south of Dorchester Rd)	103	2	3	114	2	4	124	3	4
W Montague Ave (north of Dorchester Rd)	598	13	19	611	13	19	656	14	21
W Montague Ave (north of Airport Connector Rd)	-	-	-	729	15	23	729	15	23
Airport Connector Rd west of Michaux Pkwy	-	-	-	729	15	23	729	15	23
Airport Connector Rd between Michaux Pkwy and W Montague Ave	-	-	-	729	15	23	729	15	23

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-26									
I-26 WB south of I-526 EB Off-Ramp (2050 Build: I-526 On-Ramp)	3626	118	197	4766	155	259	2972	97	162
I-26 WB between I-526 Off-Ramps	3109	137	171	4086	180	225	-	-	-
I-26 WB between I-526 WB Off-Ramp and I-526 On-Ramp	2814	124	155	3754	165	206	-	-	-
I-26 WB between I-526 On-Ramp and Remount Rd C-D	5698	250	313	6989	307	384	-	-	-
I-26 WB north of Remount Rd C-D (2050 Build: I-526 On-Ramp)	4735	208	260	5533	243	304	4746	209	261
I-26 EB north of Remount Rd On-Ramp (2050 Build: I-526 EB Off-Ramp)	5212	229	286	5533	243	304	4919	216	270
I-26 EB between Remount Rd On-Ramp and I-526 Off-Ramp	6447	283	354	6989	307	384	-	-	-
I-26 EB between I-526 Ramps	3649	160	201	4168	183	229	-	-	-
I-26 EB between I-526 EB Off-Ramp and I-26 EB C-D	-	-	-	-	-	-	3362	148	185
I-26 EB between I-26 EB C-D and I-526 On-Ramp	-	-	-	-	-	-	4168	183	229
I-26 EB south of I-526 On-Ramp	4664	152	254	5594	182	304	5594	182	304
I-26 WB CD/Ramps									
I-526 EB Off-Ramp	472	21	31	621	28	41	-	-	-
I-526 WB Off-Ramp	300	13	20	401	18	27	-	-	-
I-526 On-Ramp	1728	77	115	1728	77	115	-	-	-
I-26 WB C-D between I-26 WB and Remount Rd Off-Ramp	1005	44	55	1661	73	91	-	-	-
I-26 WB C-D south of I-526 WB On-Ramp	-	-	-	-	-	-	1897	83	104
I-526 WB On-Ramp	-	-	-	-	-	-	391	17	22
I-26 WB C-D between I-526 WB On-Ramp and I-526 EB On-Ramp	-	-	-	-	-	-	1506	66	83
I-526 EB On-Ramp	-	-	-	-	-	-	764	34	42
I-26 WB C-D between I-526 EB On-Ramp and I-526 EB Off-Ramp	-	-	-	-	-	-	560	25	31
I-26 WB C-D between I-526 EB Off-Ramp and I-526 WB Off-Ramp	-	-	-	-	-	-	764	34	42
I-26 WB C-D between I-526 WB Off-Ramp and Remount Rd Off-Ramp	-	-	-	-	-	-	2621	115	144
I-26 WB On-Ramp from I-526 EB		-	-	-	-	-	1747	77	96
Remount Rd Off-Ramp	455	20	25	764	34	42	764	34	42

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-26 WB CD between Remount Rd Off-Ramp and Remount Rd On-Ramp	551	24	30	764	34	42	1747	77	96
Remount Rd On-Ramp	470	21	26	664	29	37	619	27	34
I-26 WB CD - North of Remount Rd On-Ramp	1020	45	56	1552	68	85	2621	115	144
I-26 EB CD/Ramps									
I-26 EB C-D north of Remount Rd Off-Ramp	1271	56	70	1565	69	86	3494	154	192
Remount Rd Off-Ramp	445	20	24	723	32	40	696	31	38
I-26 EB C-D between Remount Rd Ramps	764	34	42	764	34	42	2621	115	144
Remount Rd On-Ramp	407	18	22	764	34	42	764	34	42
I-26 EB C-D between Reumont Rd On-Ramp and I-526 WB Off-Ramp	-	-	-	-	-	-	2621	115	144
I-526 WB Off-Ramp	-	-	-	-	-	-	1747	77	96
I-26 EB C-D between I-526 WB Off-Ramp and I-26 EB	-	-	-	-	-	-	764	34	42
I-26 EB to I-526 EB Off-Ramp	-	-	-	-	-	-	1556	68	86
Combined I-526 EB/WB On-Ramp	-	-	-	-	-	-	1542	68	85
I-526 EB to I-26 EB (northeast of Combined I-526 EB/WB On-Ramp)	-	-	-	-	-	-	528	23	29
I-526 WB to I-26 EB (north of Combined I-526 EB/WB On-Ramp)	-	-	-	-	-	-	764	34	42
I-26 EB C-D between Remount Rd On-Ramp and I-26 EB	1233	54	68	1256	55	69	-	-	-
I-526 Combined Off-Ramp	1728	77	115	1728	77	115	-	-	-
I-26 EB to I-526 WB	756	34	50	756	34	50	-	-	-
I-26 EB C-D between I-526 WB Ramps	764	34	42	764	34	42	-	-	-
I-26 EB to I-526 EB	-	-	-	-	-	-	-	-	-
I-26 EB C-D between I-526 WB Off-Ramp and I-526 EB On-Ramp	1747	77	96	1747	77	96	-	-	-
I-26 EB C-D between I-526 EB Ramps	615	27	34	764	34	42	-	-	-
I-26 EB C-D between I-526 EB On-Ramp and I-26 EB	764	34	42	764	34	42	-	-	-
I-526									
I-526 WB East of I-26 WB Off-Ramp (2050 Build: I-26 WB On-Ramp)	3386	150	226	4122	183	275	2754	122	184
I-526 WB between I-26 WB Ramps	1980	87	109	2748	121	151	-	-	-

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526 WB between I-26 WB On-Ramp and I-26 EB Off-Ramp (2050 Build: I-26 EB On-Ramp)	2282	100	125	3517	155	193	3176	140	175
I-526 WB between I-26 EB Ramps	1609	71	88	2730	120	150	-	-	-
I-526 WB between I-26 EB On-Ramp and International Blvd Off-Ramp	3315	106	106	4305	137	137	5983	191	191
I-526 WB between International Blvd Off-Ramp and W Montague Ave Off-Ramp	-	-	-	4423	141	141	5325	170	170
I-526 WB between W Montague Ave Off-Ramp (2019 Existing: International Blvd Off-Ramp) and International Blvd On-Ramp	2179	70	70	2839	91	91	4033	129	129
I-526 WB between International Blvd On-Ramp and W Montague Ave On-Ramp	2737	87	87	2839	91	91	4897	156	156
I-526 WB west of W Montague Ave On-Ramp	3135	100	100	4305	137	137	5588	178	178
I-526 EB west of W Montague Ave Off-Ramp	3262	104	104	4305	137	137	5351	171	171
I-526 EB between W Montague Ave Off-Ramp and International Blvd Off-Ramp	2469	79	79	2839	91	91	4176	133	133
I-526 EB between International Blvd Off-Ramp and W Montague Ave On-Ramp (2019 Existing: International Blvd On-Ramp)	1975	63	63	2566	82	82	-	-	-
I-526 EB between W Montague Ave On-Ramp and International Blvd On-Ramp	-	-	-	3351	107	107	-	-	-
I-526 EB between International Blvd On-Ramp and I-26 Off-Ramp	3163	101	101	4178	133	133	-	-	-
I-526 EB between I-26 Off-Ramp and I-26 EB On-Ramp	1221	54	67	1656	73	91	-	-	-
I-526 EB between International Blvd Off-Ramp and I-526 EB C-D Off-Ramp	-	-	-	-	-	-	3330	106	106
I-526 EB between I-526 EB C-D Off-Ramp and International Blvd On-Ramp	-	-	-	-	-	-	1469	47	47
I-526 EB east of International Blvd On-Ramp	-	-	-	-	-	-	2151	69	69
I-526 EB Between I-26 On-Ramps	2447	108	134	2748	121	151	-	-	-
I-526 EB East of I-26 WB On-Ramp	2922	130	195	3879	172	259	-	-	-

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526 WB Ramps									
I-526 WB C-D east of I-26 EB/WB Off-Ramps	-	-	-	-	-	-	2592	115	173
I-526 WB to I-26 WB Off-Ramp	-	-	-	-	-	-	1728	77	115
I-526 WB to I-26 WB On-Ramp	756	34	50	756	34	50	-	-	-
I-26 EB Off-Ramp	666	30	44	756	34	50	-	-	-
International Blvd Off-Ramp	790	25	25	630	20	20	658	21	21
Connector Road between International Blvd and I-526 WB On-Ramp	790	25	25	790	25	25	790	25	25
Connector Road between I-526 WB On-Ramp and I-526 WB Off-Ramp	-	-	-	423	14	14	442	14	14
Connector Road between I-526 WB Off-Ramp (2019 Existing: I-526 WB On-Ramp) and W Montague Ave	411	13	13	1617	52	52	1734	55	55
W Montague Ave Off-Ramp	-	-	-	790	25	25	790	25	25
International Blvd On-Ramp	557	18	18	714	23	23	790	25	25
W Montague Ave On-Ramp	400	13	13	738	24	24	691	22	22
I-526 EB Ramps									
W Montague Ave Off-Ramp	790	25	25	790	25	25	1175	38	38
Connector Road between W Montague Ave and I-526 EB On-Ramp (2019 Existing: International Blvd)	519	17	17	1156	37	37	1231	39	39
Connector Road between I-526 EB On-Ramp and International Blvd Off-Ramp	-	-	-	371	12	12	400	13	13
Connector Road between International Blvd Off-Ramp and International Blvd	-	-	-	1090	35	35	1246	40	40
International Blvd Off-Ramp	494	16	16	719	23	23	790	25	25
W Montague Ave On-Ramp	-	-	-	785	25	25	-	-	-
International Blvd On-Ramp	790	25	25	790	25	25	-	-	-
Connector Road between International Blvd and I-526 EB On-Ramp	-	-	-	-	-	-	790	25	25
Connector Road between I-526 EB On-Ramp and I-526 EB C-D	-	-	-	-	-	-	498	16	16

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526 EB C-D between Connector Road and I-526 EB On-Ramp	-	-	-	-	-	-	790	25	25
I-526 EB C-D between I-526 EB On-Ramp and I-526 EB Off-Ramp for I-26	-	-	-	-	-	-	494	16	16
I-526 EB C-D between I-526 EB Off-Ramp for I-26 and Connector Road	-	-	-	-	-	-	2256	72	72
I-526 EB Off-Ramp for I-26	-	-	-	-	-	-	1805	58	58
I-526 EB Combined On-Ramp from W Montague Ave/International Blvd	-	-	-	-	-	-	682	22	22
I-526 EB On-Ramp from W Montague Ave	-	-	-	-	-	-	338	11	11
I-526 EB On-Ramp from International Blvd	-	-	-	-	-	-	343	11	11
I-526 EB C-D between Connector Road and I-26 EB On-Ramp	-	-	-	-	-	-	2592	115	173
I-526 EB C-D from I-26 EB On-Ramp to I-26 WB On-Ramp	-	-	-	-	-	-	1728	77	115
I-526 EB C-D from I-26 WB On-Ramp to I-26 WB C-D	-	-	-	-	-	-	423	19	28
I-26 Combined Off-Ramp	1728	77	115	1728	77	115	-	-	-
I-26 Combined Off-Ramp to I-26 EB C-D	348	15	23	455	20	30	-	-	-
I-26 Combined Off-Ramp to I-26 WB On-Ramp	1472	65	98	1728	77	115	-	-	-
I-26 EB C-D On-Ramp	756	34	50	756	34	50	-	-	-
International Blvd									
International Blvd north of Boeing Dr/Michaux Pkwy	431	9	9	139	3	3	134	3	3
International Blvd between Michaux Pkwy/Boeing Dr and Trailwood Dr/S Aviation Ave	701	15	15	680	14	14	680	14	14
International Blvd between Trailwood Dr/S Aviation Ave and I-526 WB Ramps	701	15	15	701	15	15	701	15	15
International Blvd between I-526 Ramps	701	15	15	701	15	15	701	15	15
International Blvd between I-526 EB Ramps and Darius Rucker Blvd/Centre Pointe Dr	701	15	15	701	15	15	701	15	15
International Blvd south of Darius Rucker Blvd/Centre Pointe Dr	656	14	14	701	15	15	701	15	15
Remount Road									

I-526 Noise Volume Calculations (Part 3 of 6)	2019 Existing BOTH DIRECTIONS			2050 No Build BOTH DIRECTIONS			2050 Build BOTH DIRECTIONS		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Remount Road east of I-26 WB Ramps	922	19	29	1587	33	50	1406	30	44
Remount Road between I-26 Ramps	751	16	24	1378	29	44	1357	29	43
Remount Road between I-26 EB Ramps and Core Ave	496	10	16	1150	24	36	1129	24	36
Remount Road between Core Ave and S Aviation Ave	341	7	11	808	17	26	808	17	26
W Montague Ave									
W Montague Ave northeast of I-526 WB Ramps	512	17	22	512	17	22	713	23	31
W Montague Ave between I-526 Ramps	679	22	29	679	22	29	928	30	40
W Montague Ave south of I-526 EB Ramps	685	22	29	1172	38	50	1042	34	45
Other Major Y-Lines									
Boeing Dr	340	7	7	666	14	14	666	14	14
Michaux Pkwy	355	7	7	178	4	4	178	4	4
Trailwood Dr	3	0	0	29	1	1	29	1	1
S Aviation Ave between International Blvd and Remount Rd	445	9	14	523	11	17	523	11	17
S Aviation Ave north of Remount Rd	334	7	11	334	7	11	334	7	11
Core Ave	258	5	8	352	7	11	247	5	8
Darius Rucker Blvd	22	0	0	34	1	1	34	1	1
Centre Pointe Dr	662	14	14	701	15	15	701	15	15

I-526 Noise Volume Calculations (Part 4 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526									
I-526 EB west of SB US 52/US 78/Rivers Ave Off-Ramp	2799	124	187	3879	172	259	2059	92	137
I-526 EB between US 52/US 78/Rivers Ave Off-Ramps	2627	117	175	2718	121	181	2005	89	134
I-526 EB between NB US 52/US 78/Rivers Ave Off-Ramp and US 52/US 78/Rivers Ave On-Ramp	2339	104	156	2718	121	181	1497	67	100
I-526 EB between US 52/US 78/Rivers Ave On-Ramp and N Rhett Ave Off-Ramp	2718	121	181	2718	121	181	2703	120	180
I-526 EB between N Rhett Ave Off-Ramp and N Rhett Ave On-Ramp	2471	110	165	2718	121	181	-	-	-
I-526 EB between N Rhett Ave On-Ramp and Virginia Ave Off-Ramp	3610	160	241	4122	183	275	-	-	-
I-526 EB between N Rhett Ave Off-Ramp and I-526 EB CD On-Ramp	-	-	-	-	-	-	2649	118	177
I-526 EB between N Rhett Ave between I-526 EB CD On-Ramp and N Rhett Ave On-Ramp	-	-	-	-	-	-	3420	152	228
I-526 EB east of Virginia Ave Off-Ramp (Build: N Rhett Ave On-Ramp)	2718	121	181	2718	121	181	4122	183	275
I-526 WB east of Virginia Ave On-Ramp	2718	121	181	2718	121	181	-	-	-
I-526 WB between Virginia Ave On-Ramp and N Rhett Ave Off-Ramp	3385	150	226	4122	183	275	-	-	-
I-526 WB east of N Rhett Ave Off-Ramp	-	-	-	-	-	-	4122	183	275
I-526 WB between N Rhett Ave Off-Ramp and I-526 WB C-D	-	-	-	-	-	-	3420	152	228
I-526 WB between I-526 WB C-D and Rhett Ave On-Ramp	-	-	-	-	-	-	2408	107	161
I-526 WB between N Rhett Ave Off-Ramp and Rhett Ave On-Ramp	2367	105	158	2718	121	181	-	-	-
I-526 WB between N Rhett Ave On-Ramp and NB US 52/US 78/Rivers Ave Off-Ramp	2718	121	181	2718	121	181	2718	121	181
I-526 WB between US 52/US 78/Rivers Ave Off-Ramps	2624	117	175	2718	121	181	2120	94	141
I-526 WB between SB US 52/US 78/Rivers Ave Off-Ramp and US 52/US 78/Rivers Ave On-Ramp	2489	111	166	2718	121	181	1940	86	129
I-526 WB west of US 52/US 78/Rivers Ave On-Ramp	3191	142	213	4122	183	275	2718	121	181

I-526 Noise Volume Calculations (Part 4 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-526 EB Ramps/C-D									
I-526 EB C-D west of N Rhett Ave Off-Ramp	-	-	-	-	-	-	1728	77	115
I-526 EB C-D between N Rhett Ave Off-Ramp and I-526 EB	-	-	-	-	-	-	1242	55	83
SB US 52/US 78/Rivers Ave Off-Ramp	173	8	12	266	12	18	54	2	4
NB US 52/US 78/Rivers Ave Off-Ramp	288	13	19	473	21	32	509	23	34
US 52/US 78/Rivers Ave On-Ramp	520	23	35	756	34	50	756	34	50
N Rhett Ave Off-Ramp (From Mainline)	389	17	26	617	27	41	54	2	4
N Rhett Ave Off-Ramp (From C-D)	-	-	-	-	-	-	756	34	50
N Rhett Ave Combined Off-Ramp (Mainline + C-D)	-	-	-	-	-	-	869	39	58
N Rhett Ave/Virginia Ave Combined On-Ramp	756	34	50	756	34	50	1728	77	115
N Rhett Ave On-Ramp	721	32	48	756	34	50	756	34	50
U-Turn Road Between I-526 WB Off-Ramp and I-526 EB On-Ramp (See Google Maps for more info…..)	241	11	16	360	16	24	-	-	-
Virginia Ave Off-Ramp	233	10	16	351	16	23	329	15	22
I-526 WB Ramps/C-D									
Virginia Ave On-Ramp	296	13	20	531	24	35	439	20	29
N Rhett Ave/Virginia Ave Combined Off-Ramp	756	34	50	756	34	50	1728	77	115
N Rhett Ave Off-Ramp	777	35	52	1251	56	83	756	34	50
N Rhett Ave On-Ramp	546	24	36	756	34	50	756	34	50
N Rhett Ave On-Ramp To I-526 WB	-	-	-	-	-	-	450	20	30
N Rhett Ave On-Ramp to I-526 WB C-D	-	-	-	-	-	-	522	23	35
I-526 WB C-D between I-526 and N Rhett Ave On-Ramp	-	-	-	-	-	-	1728	77	115
I-526 WB C-D west of N Rhett Ave On-Ramp	-	-	-	-	-	-	1728	77	115
NB US 52/US 78/Rivers Ave Off-Ramp	289	13	19	756	34	50	738	33	49
SB US 52/US 78/Rivers Ave Off-Ramp	134	6	9	162	7	11	180	8	12
US 52/US 78/Rivers Ave On-Ramp	702	31	47	756	34	50	756	34	50
Remount Rd									
Remount Rd west of US 52/US 78/Rivers Ave	953	31	41	1553	50	67	1516	49	65

I-526 Noise Volume Calculations (Part 4 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Remount Rd between US 52/US 78/Rivers Ave and N Rhett Ave	818	26	35	1277	41	55	1139	37	49
Remount Rd east of N Rhett Ave	577	19	25	921	30	40	967	31	42
US 52/US 78/Rivers Ave									
US 52/US 78/Rivers Ave south of I-526 EB Ramps	1140	36	36	1542	49	49	1542	49	49
US 52/US 78/Rivers Ave between I-526 Ramps	1381	44	44	2174	69	69	2284	73	73
US 52/US 78/Rivers Ave between I-526 WB Ramps and Harley St	1652	53	53	2703	86	86	2833	90	90
US 52/US 78/Rivers Ave between Harley St and Remount Rd	1634	52	52	2674	85	85	2781	89	89
US 52/US 78/Rivers Ave north of Remount Rd	1629	52	52	2576	82	82	2632	84	84
N Rhett Ave									
N Rhett Ave south of Braddock Ave	557	18	30	1081	35	59	920	30	50
N Rhett Ave between Braddock Ave and I-526 EB Ramps	638	21	35	1141	37	62	1017	33	55
N Rhett Ave between I-526 Ramps	1070	35	58	1753	57	95	1757	57	96
N Rhett Ave between I-526 WB Ramps and Remount Rd	1450	47	79	1757	57	96	1757	57	96
N Rhett Ave north of Remount Rd	1420	46	77	1670	54	91	1670	54	91
Virginia Ave									
Virginia Ave south of I-526 EB Off-Ramp	389	13	17	637	21	27	575	19	25
Virginia Ave between I-526 Ramps	385	12	17	589	19	25	564	18	24
Virginia Ave north of I-526 WB On-Ramp	409	13	18	553	18	24	581	19	25
Other Major Roads									
Harley St (east of US 52/US 78/Rivers Ave)	159	5	5	263	8	8	282	9	9
Braddock Ave (west of N Rhett Ave)	117	4	6	124	4	7	161	5	9
Braddock Ave (east of N Rhett Ave)	52	2	3	64	2	4	83	3	5

I-526 Noise Volume Calculations (Part 5 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-26									
I-26 WB south of Dorchester Rd Off-Ramp	3284	146	219	4122	183	275	4122	183	275
I-26 WB between Dorchester Rd Ramps	2857	127	190	3632	161	242	3834	170	256
I-26 WB between Dorchester Rd On-Ramp and Montague Ave Off-Ramp	3194	142	213	4122	183	275	4122	183	275
I-26 WB between Montague Ave Ramps (Build: I-26 WB CD Off-Ramp)	2404	107	160	3254	145	217	3290	146	219
I-26 WB between I-26 WB CD Off-Ramp and Montague Ave On-Ramp	-	-	-	-	-	-	2129	95	142
I-26 WB north of Montague Ave On-Ramp	3547	158	236	4662	207	311	2907	129	194
I-26 EB north of W Montague Ave Ramps	4563	203	304	5472	243	365	5472	243	365
I-26 EB between Montague Ave Ramps	4100	182	273	4122	183	275	4122	183	275
I-26 EB between E Montague Ave Ramps and Dorchester Rd Off-Ramp	4122	183	275	4122	183	275	4122	183	275
I-26 EB between Dorchester Rd Ramps	3865	172	258	4122	183	275	4122	183	275
I-26 EB south of Dorchester Rd On-Ramp	4122	183	275	4122	183	275	4122	183	275
I-26 WB CD/Ramps									
Dorchester Rd Off-Ramp	428	19	29	630	28	42	626	28	42
Dorchester Rd On-Ramp	338	15	23	693	31	46	477	21	32
E Montague Ave/Mall Dr Combined Off-Ramp (No Build)	756	34	50	756	34	50	-	-	-
Mall Dr Off-Ramp (No Build)	125	6	8	171	8	11	-	-	-
E Montague Ave Off-Ramp	666	30	44	756	34	50	756	34	50
I-26 WB CD Off-Ramp (Build)	-	-	-	-	-	-	756	34	50
I-26 WB CD - between E Montague Ave and E Montague Ave On-Ramp (No Build/Build)	-	-	-	-	-	-	756	34	50
I-26 WB CD - north of I-26 WB CD Off-Ramp/E Montague Ave On-Ramp (Build)	-	-	-	-	-	-	1877	83	125
Mall Dr On-Ramp (No Build)	600	27	40	657	29	44	-	-	-

I-526 Noise Volume Calculations (Part 5 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
E Montague Ave On-Ramp	543	24	36	752	33	50	-	-	-
E Montague Ave/Mall Dr Combined On-Ramp	756	34	50	756	34	50	779	35	52
I-26 EB CD/Ramps									
Tanger Outlet Blvd/W Montague Ave Combined Off-Ramp	574	26	38	756	34	50	743	33	50
Tanger Outlet Blvd Off-Ramp	299	13	20	299	13	20	401	18	27
WB Montague Ave Off-Ramp	258	11	17	297	13	20	342	15	23
From East Montague Ave On-Ramp	327	15	22	423	19	28	423	19	28
EB Montague Ave Off-Ramp	555	25	37	720	32	48	720	32	48
From West Montague Ave On-Ramp	500	22	33	648	29	43	648	29	43
Dorchester Rd Off-Ramp	397	18	26	545	24	36	536	24	36
Dorchester Rd On-Ramp	583	26	39	756	34	50	743	33	50
Dorchester Rd									
Dorchester Rd west of Constitution Ave	659	14	21	659	14	21	659	14	21
Dorchester Rd between Constitution Ave and I-26 EB Ramps	694	15	22	694	15	22	694	15	22
Dorchester Rd between I-26 Ramps	694	15	22	694	15	22	694	15	22
Dorchester Rd between I-26 WB Ramps and Meeting St	729	15	23	729	15	23	729	15	23
Dorchester Rd east of Meeting St	413	9	13	631	13	20	584	12	18
Montague Ave									
W Montague Ave west of Tanger Outlet Blvd	960	20	20	1555	32	32	1488	31	31
W Montague Ave between Tanger Outlet Blvd and Banco Rd	789	16	16	1195	25	25	1136	24	24
W Montague Ave between Banco Rd and I-26 EB Ramps	1556	32	32	1926	40	40	1926	40	40
Montague Ave between I-26 Ramps	1620	34	34	2100	44	44	2100	44	44
E Montague Ave between I-26 WB Ramps and Goer Dr/Mall Dr	1436	30	30	1853	39	39	2357	49	49
E Montague Ave between Goer Dr/Mall Dr and Piedmont Ave/Alton	1012	21	21	1313	27	27	1313	27	27
E Montague Ave east of Piedmont Ave	899	19	19	1162	24	24	1162	24	24
Other Major Y-Lines									
Constitution Ave (north of Dorchester Rd)	182	4	6	223	5	7	223	5	7
Constitution Ave (south of Dorchester Rd)	45	1	1	62	1	2	62	1	2

I-526 Noise Volume Calculations (Part 5 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
Meeting St (north of Dorchester Rd)	370	8	12	370	8	12	370	8	12
Meeting St (south of Dorchester Rd)	26	1	1	48	1	2	43	1	1
Piedmont Ave (north of E Montague Ave)	49	1	1	62	1	1	62	1	1
Piedmont Ave (between E Montague Ave and US 52/US 78/Rivers Ave)	212	4	4	276	6	6	276	6	6
Alton (between E Montague Ave and US 52/US 78/Rivers Ave - northeast quadrant of Montague & Rivers)	123	3	3	161	3	3	161	3	3
US 52/US 78/Rivers Ave south of Piedmont Ave	1001	21	21	1301	27	27	1301	27	27
US 52/US 78/Rivers Ave between Piedmont Ave and Alton	1034	22	22	1344	28	28	1344	28	28
US 52/US 78/Rivers Ave between Alton and Mall Dr	1080	23	23	1414	29	29	1414	29	29
US 52/US 78/Rivers Ave north of Mall Dr	1297	27	27	1685	35	35	1685	35	35
Goer Dr	180	4	4	235	5	5	235	5	5
Mall Dr (between E Montague Ave and US 52/US 78/Rivers Ave)	318	7	7	403	8	8	555	12	12
Banco Rd	354	7	7	480	10	10	470	10	10
International Blvd (between W Montague Ave and Tanger Outlet Blvd)	735	15	15	963	20	20	960	20	20
International Blvd (north of Tanger Outlet Blvd)	565	12	12	859	18	18	854	18	18
Tanger Outlet Blvd between W Montague Ave and International Blvd	146	3	3	238	5	5	238	5	5
Tanger Outlet Blvd east of International Blvd	547	11	11	736	15	15	736	15	15

I-526 Noise Volume Calculations (Part 6 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-26									
I-26 WB south of Aviation Ave On-Ramp	4934	217	271	5533	243	304	4746	209	261
I-26 WB between Aviation Ave On-Ramp and Ashley Phosphate Rd Off-Ramp	5533	243	304	5533	243	304	5533	243	304
I-26 WB between Ashley Phosphate Rd Ramps	3291	145	181	4004	176	220	4168	183	229
I-26 WB north of Ashley Phosphate Rd On-Ramp	3943	173	217	4168	183	229	4168	183	229
I-26 EB north of Ashley Phosphate Rd Off-Ramp	4168	183	229	4168	183	229	4168	183	229
I-26 EB between Ashley Phosphate Rd Off-Ramp and US 52 On-Ramp	3619	159	199	4168	183	229	4168	183	229
I-26 EB between US 52 On-Ramp and Ashley Phosphate Rd On-Ramp	5114	225	281	5533	243	304	5533	243	304
I-26 EB between Ashley Phosphate Rd On-Ramp and Aviation Ave Off-Ramp	6256	275	344	6989	307	384	6989	307	384
I-26 EB south of Aviation Ave Off-Ramp	5212	229	286	5533	243	304	4919	216	270
I-26 WB CD/Ramps									
I-26 WB C-D south of Aviation Ave Off-Ramp	1020	45	56	1552	68	85	2330	102	128
Aviation Ave Off-Ramp	512	23	28	764	34	42	764	34	42
Aviation Ave EB On-Ramp to I-26 WB	253	11	14	382	17	21	355	16	20
I-26 WB C-D between Aviation Ave On-Ramps	761	33	42	764	34	42	1747	77	96
Aviation Ave WB On-Ramp to I-26 WB	224	10	12	323	14	18	319	14	18
I-26 WB C-D - north of Aviation Ave WB On-Ramp	764	34	42	764	34	42	2038	90	112
I-26 WB C-D - south of Ashley Phosphate Rd Ramps	2428	107	133	3149	138	173	2462	108	135
Ashley Phosphate Rd Off-Ramp from I-26 WB	1262	55	69	1638	72	90	1092	48	60
Ashley Phosphate Rd On-Ramp	764	34	42	764	34	42	764	34	42
I-26 WB C-D - between Ashley Phosphate Rd Ramps and US 52 Off-Ramp	2189	96	120	2835	125	156	2284	100	126
US 52 Off-Ramp	1538	68	85	1993	88	110	1770	78	97
I-26 WB C-D - north of US 52 Off-Ramp	652	29	36	764	34	42	514	23	28

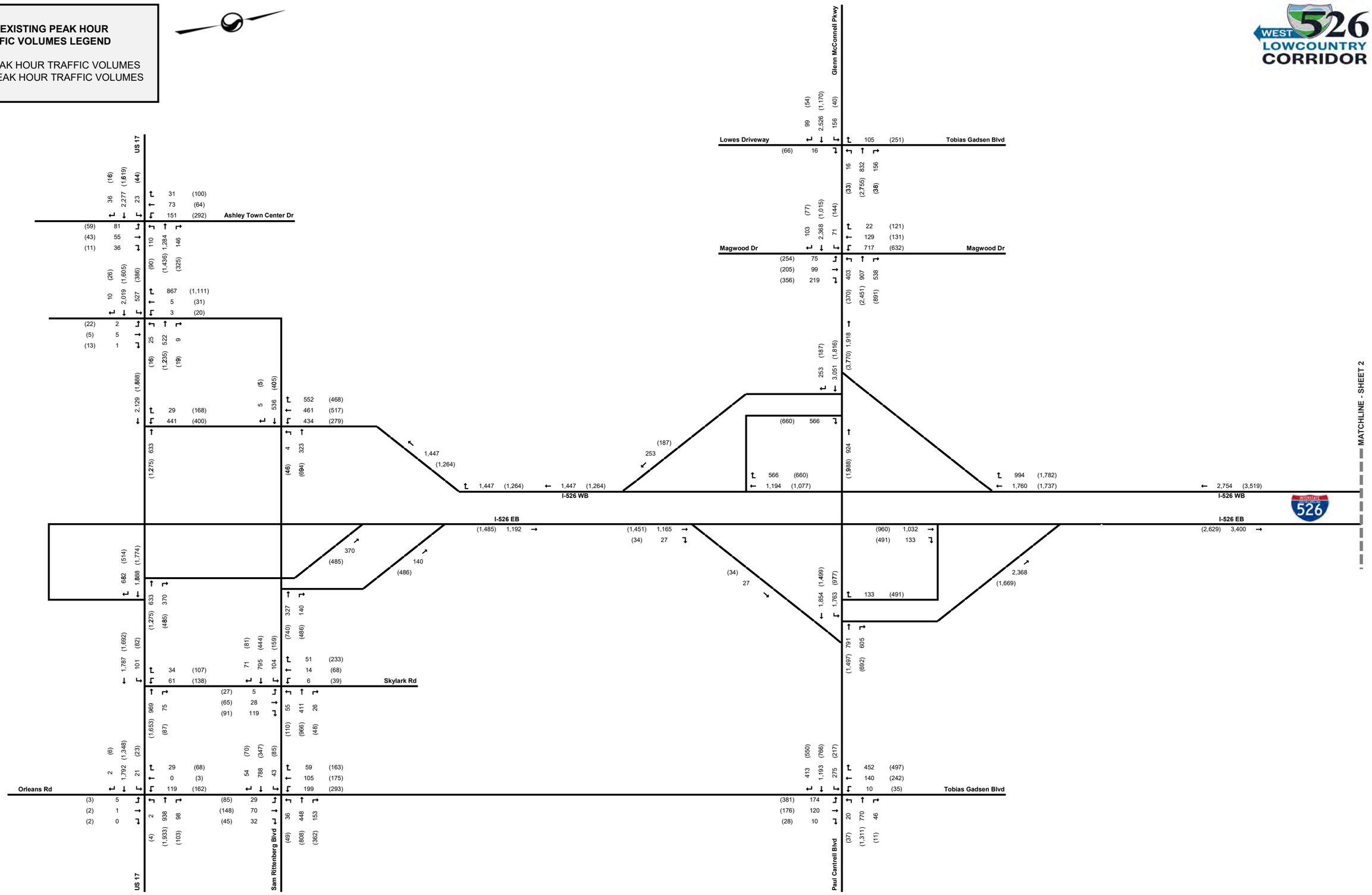
I-526 Noise Volume Calculations (Part 6 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
I-26 EB CD/Ramps									
Ashley Phosphate Rd Off-Ramp	616	27	34	764	34	42	560	25	31
US 52 - north of I-26 EB Ashley Phosphate Rd On-Ramp	1868	82	103	2425	107	133	2193	96	121
I-26 EB On-Ramp from US 52	1495	66	82	1943	85	107	1756	77	97
I-26 EB Off-Ramp - north of Ashley Phosphate Rd	988	43	54	1279	56	70	996	44	55
I-26 EB On-Ramp from Ashley Phosphate Rd	1144	50	63	1479	65	81	1119	49	62
I-26 EB C-D - north of Aviation Ave Off-Ramp	1043	46	57	1406	62	77	2184	96	120
Aviation Ave Off-Ramp	370	16	20	683	30	38	655	29	36
WB Aviation Ave On-Ramp	326	14	18	332	15	18	764	34	42
I-26 EB C-D - between Aviation Ave On-Ramps	764	34	42	764	34	42	-	-	-
EB Aviation Ave On-Ramp	273	12	15	510	22	28	-	-	-
I-26 EB CD south of EB Aviation Ave On-Ramp	1271	56	70	1565	69	86	3494	154	192
Ashley Phosphate Road									
Ashley Phosphate Rd west of Northside Dr	2377	50	50	2681	56	56	2078	43	43
Ashley Phosphate Rd between Northside Dr and I-26 EB Ramps	2643	55	55	2964	62	62	2294	48	48
Ashley Phosphate Rd between I-26 EB Ramps and I-26 WB Ramps/Northwoods Blvd	2060	43	43	2672	56	56	2038	42	42
Ashley Phosphate Rd between I-26 WB Ramps/Northwoods Blvd and US 52/US 78/Rivers Ave	962	20	20	1248	26	26	1332	28	28
Ashley Phosphate Rd east of US 52/US 78/Rivers Ave	313	7	7	442	9	9	427	9	9
Aviation Ave									
Aviation Ave west of S. Aviation Ave	20	1	1	47	2	2	42	1	1
Aviation Ave between S. Aviation Ave and Core Ave/Fain St	437	14	14	686	22	22	686	22	22
Aviation Ave between Core Ave/Fain St and I-26 EB Ramps	661	21	21	686	22	22	686	22	22
Aviation Ave between I-26 EB Ramps and I-26 WB Ramps	635	20	20	721	23	23	721	23	23
Aviation Ave between I-26 WB Ramps and US 52/US 78/Rivers Ave	671	21	21	721	23	23	721	23	23

I-526 Noise Volume Calculations (Part 6 of 6)	2019 Existing EACH DIRECTION			2050 No Build EACH DIRECTION			2050 Build EACH DIRECTION		
	Autos	Duals	TTST	Autos	Duals	TTST	Autos	Duals	TTST
US 52/US 78/Rivers Ave									
US 52/US 78/Rivers Ave north of Ashley Phosphate Rd	1887	60	60	2571	82	82	2576	82	82
US 52/US 78/Rivers Ave between Ashley Phosphate Rd and Aviation Ave	1856	59	59	2616	83	83	2406	77	77
US 52/US 78/Rivers Ave south of Aviation Ave	1202	38	38	1777	57	57	1974	63	63
Other Major Y-Lines									
US 52 (east of I-26)	1797	37	37	2331	49	49	2091	44	44
Northside Dr (north of Ashley Phosphate Rd)	557	12	12	720	15	15	490	10	10
Northside Dr (south of Ashley Phosphate Rd)	174	4	4	235	5	5	154	3	3
Northwoods Blvd (north of Ashley Phosphate Rd)	565	12	12	725	15	15	533	11	11
S. Aviation Ave (north of Aviation Ave)	401	13	13	652	21	21	652	21	21
S. Aviation Ave (south of Aviation Ave)	366	12	12	366	12	12	366	12	12
Fain St	258	8	8	366	12	12	315	10	10
Core Ave	89	3	3	155	5	5	141	5	5

2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR

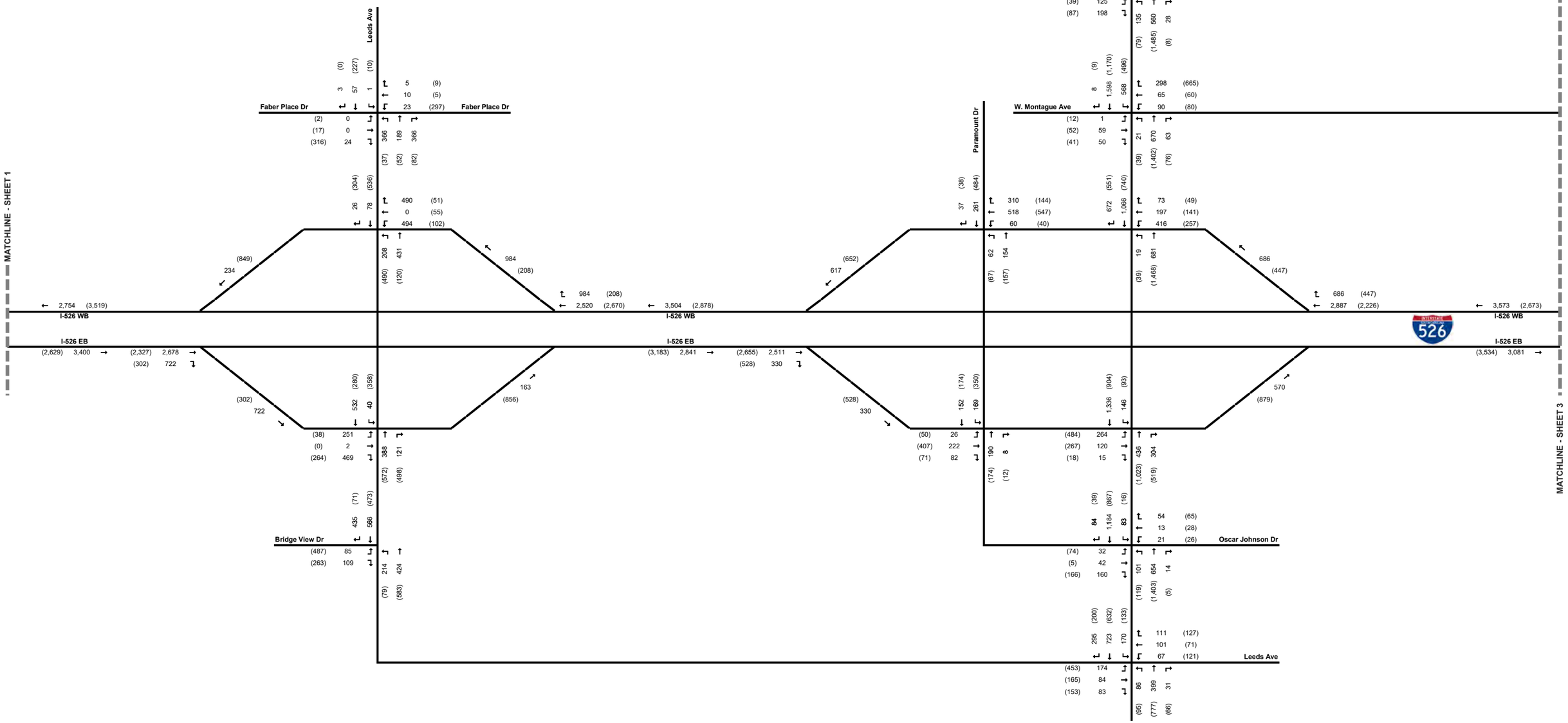


Stantec

2015 EXISTING DESIGN HOUR TRAFFIC VOLUMES
SHEET 1: I-526 & US 17 AND I-526 & PAUL CANTRELL INTERCHANGES

2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES



2015 EXISTING DESIGN HOUR TRAFFIC VOLUMES
SHEET 2: I-526 & LEEDS AND I-526 & DORCHESTER INTERCHANGES

2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR

MATCHLINE - SHEET 6

MATCHLINE - SHEET 2

MATCHLINE - SHEET 5

MATCHLINE - SHEET 4

Michaux Pkwy

Trailwood Dr

Boeing Dr

S. Aviation Ave

International Blvd

Core Ave

Remount Rd

I-26 WB CD

I-26 EB CD

I-26 EB

I-26 WB

I-526 WB

I-526 EB

I-26 EB to I-526 WB

I-526 EB to I-26 WB

I-526 EB to I-26 EB

W. Montague Ave

Darius Rucker Blvd

Centre Pointe Dr

Stantec

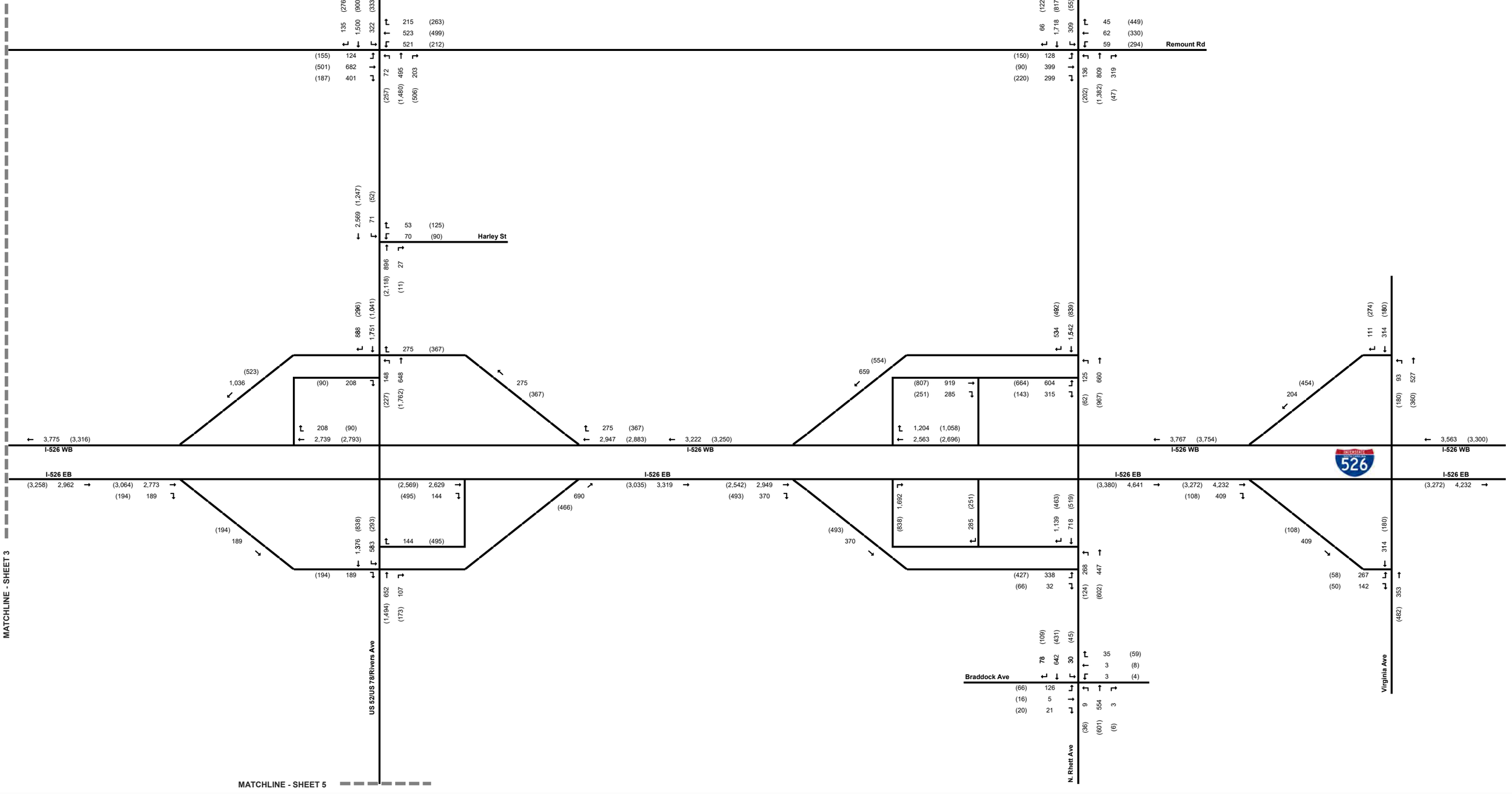
2015 EXISTING DESIGN HOUR TRAFFIC VOLUMES
SHEET 3: I-526 & W. MONTAGUE, I-526 & INTERNATIONAL, I-26 & N. RHETT, AND I-26 & I-526 SYSTEM-TO-SYSTEM INTERCHANGES

2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

MATCHLINE - SHEET 6

WEST 526 LOWCOUNTRY CORRIDOR



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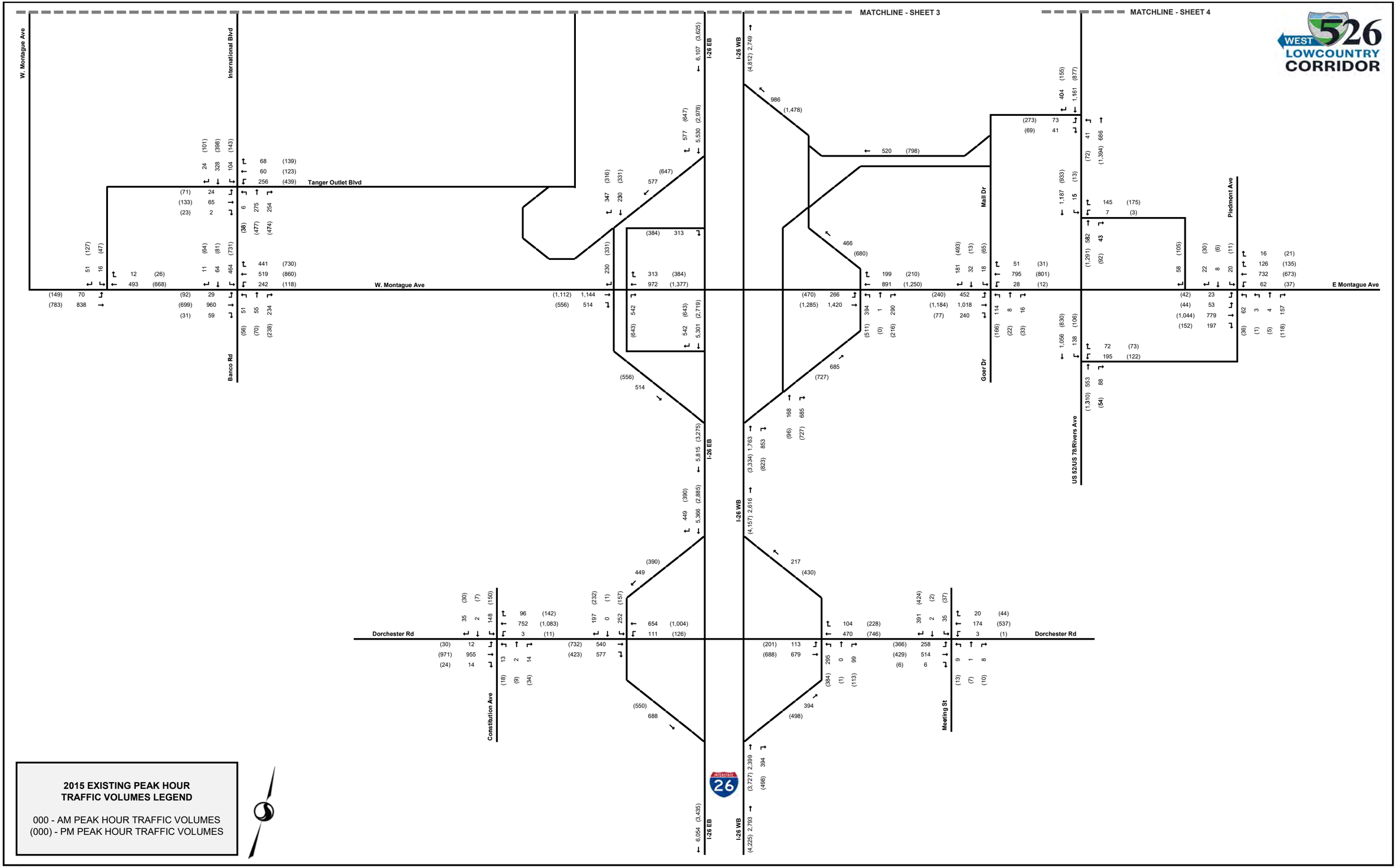
2015 EXISTING DESIGN HOUR TRAFFIC VOLUMES
SHEET 4: I-526 & RIVERS, I-526 & N. RHETT, AND I-526 & VIRGINIA INTERCHANGES



2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

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Stantec

2015 EXISTING DESIGN HOUR TRAFFIC VOLUMES
SHEET 5: I-26 & MONTAGUE AND I-26 & DORCHESTER INTERCHANGES

2015 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

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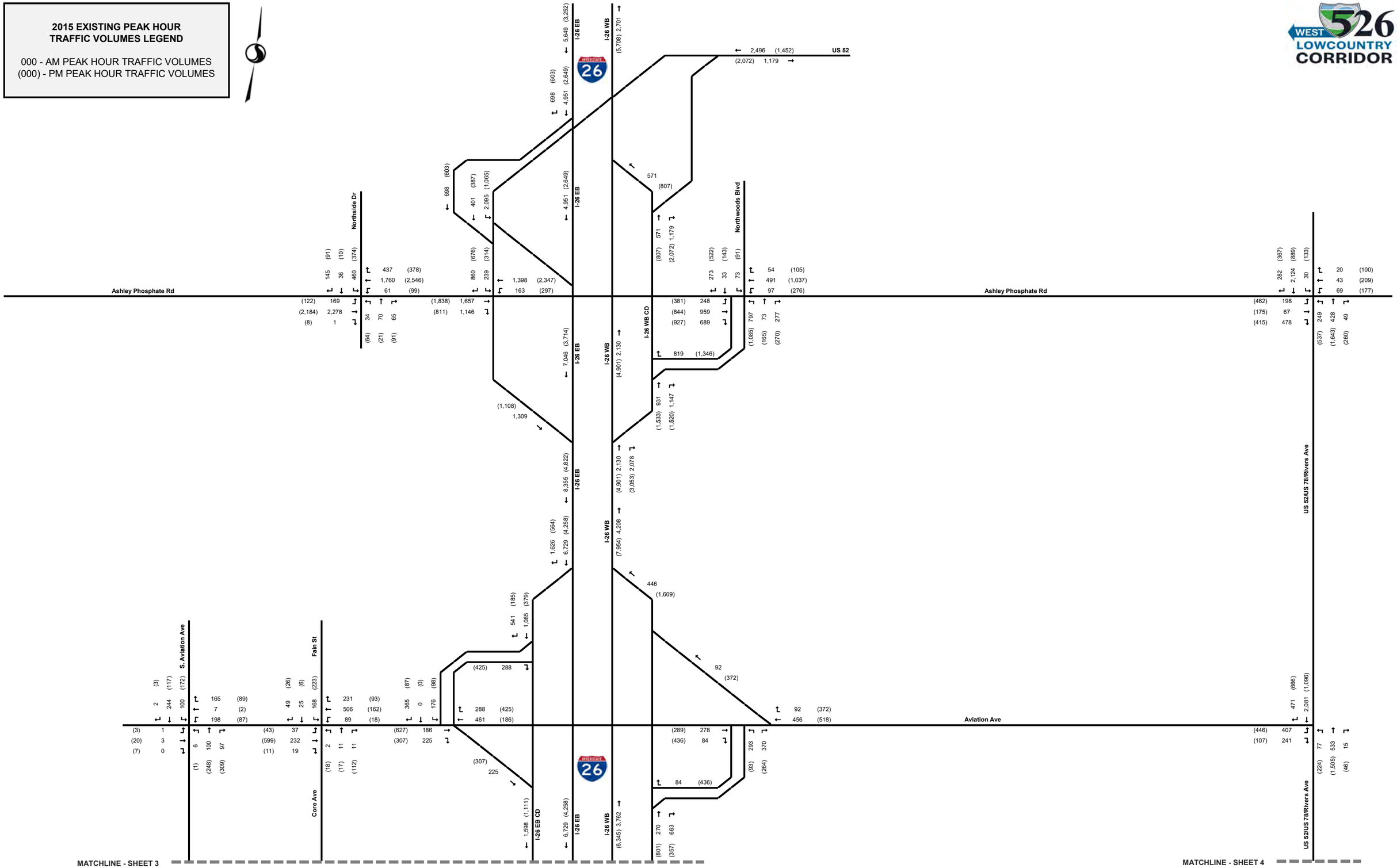

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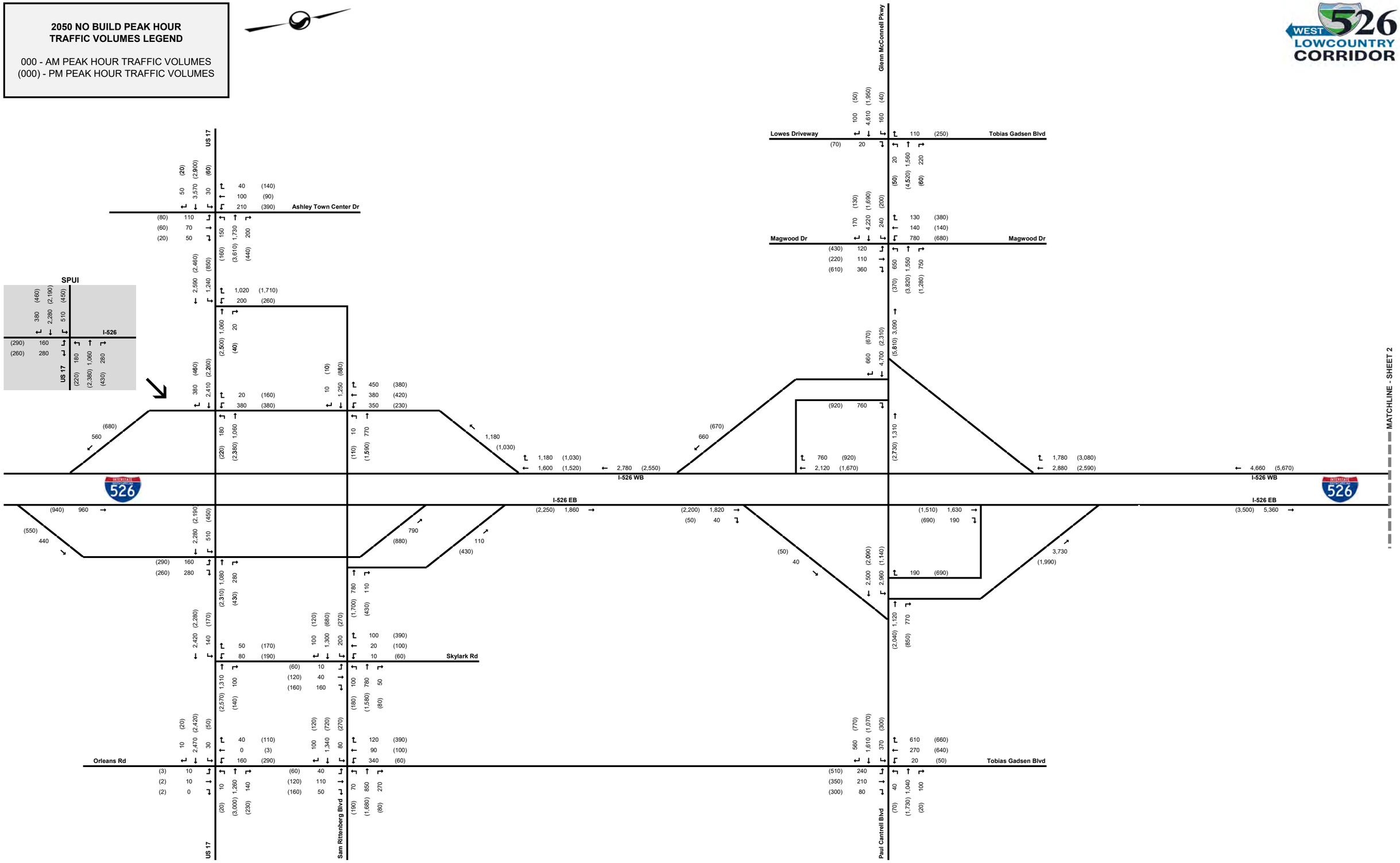
WEST 526 LOWCOUNTRY CORRIDOR



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2050 NO BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 1: I-526 & US 17 AND I-526 & PAUL CANTRELL INTERCHANGES

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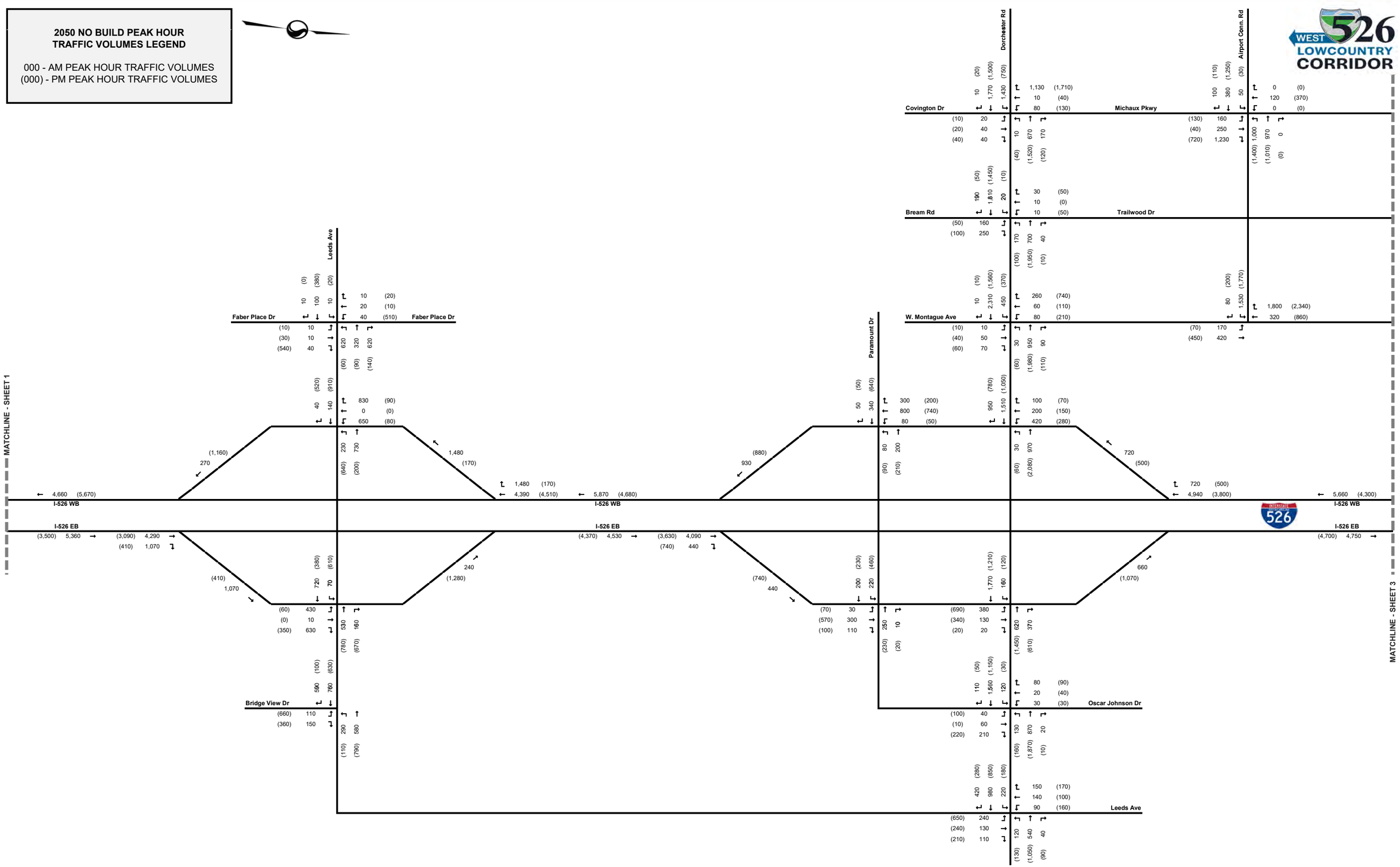
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR



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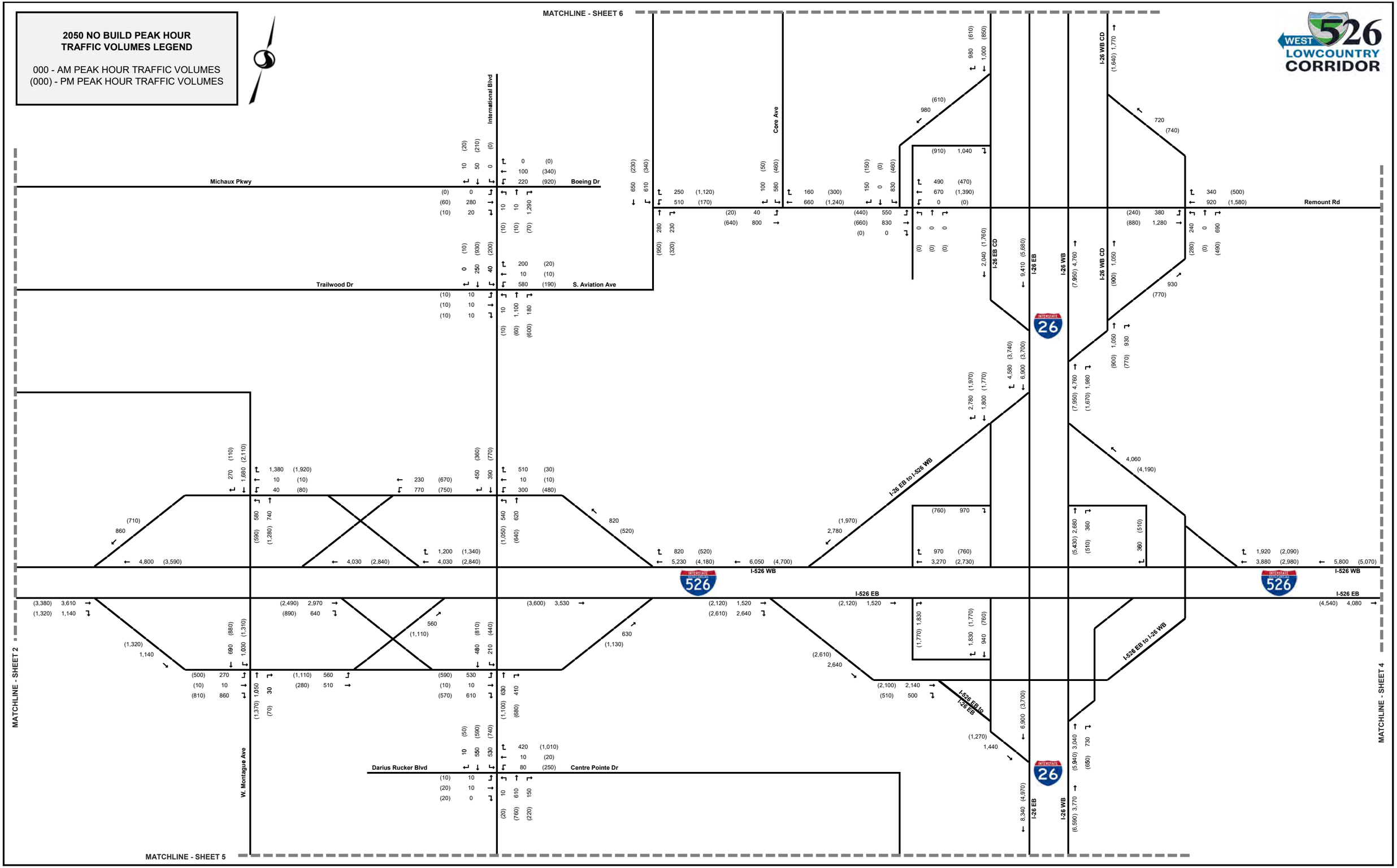
(000) - PM PEAK HOUR TRAFFIC VOLUMES



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2050 NO BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 3: I-526 & W. MONTAGUE, I-526 & INTERNATIONAL, I-26 & N. RHETT, AND I-26 & I-526 SYSTEM-TO-SYSTEM INTERCHANGES

2050 NO BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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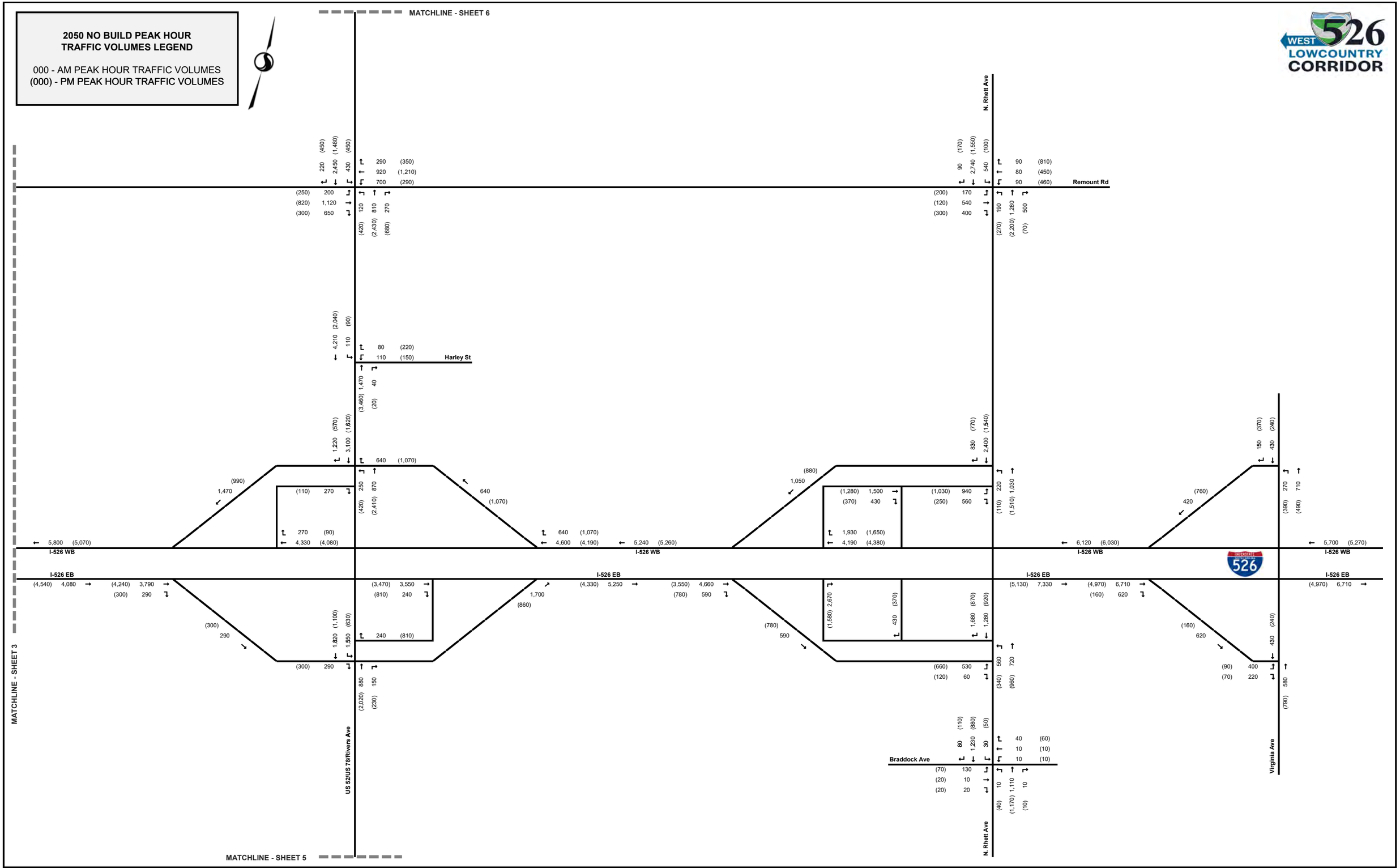
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR



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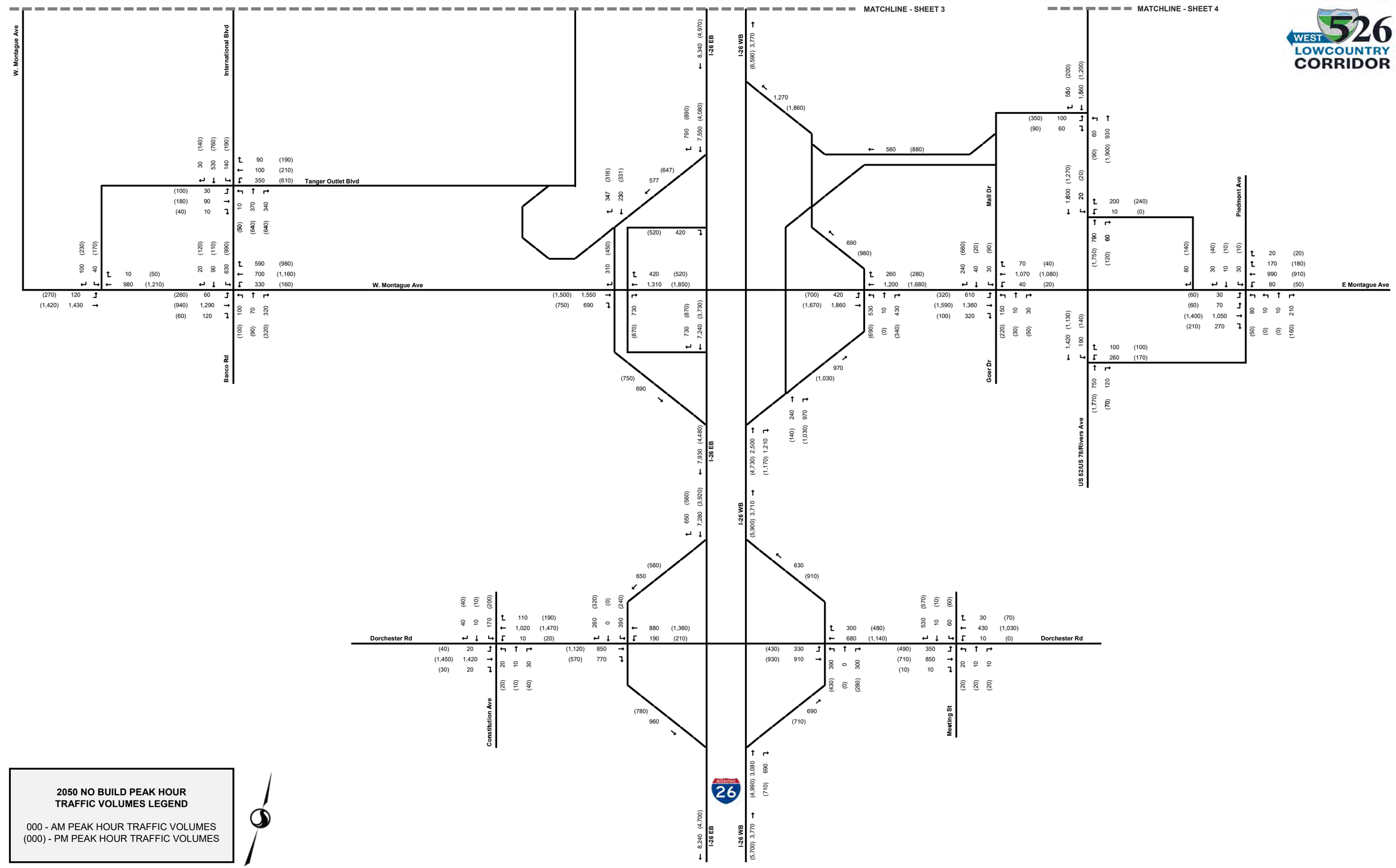

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Stantec

2050 NO BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 5: I-26 & MONTAGUE AND I-26 & DORCHESTER INTERCHANGES

2050 NO BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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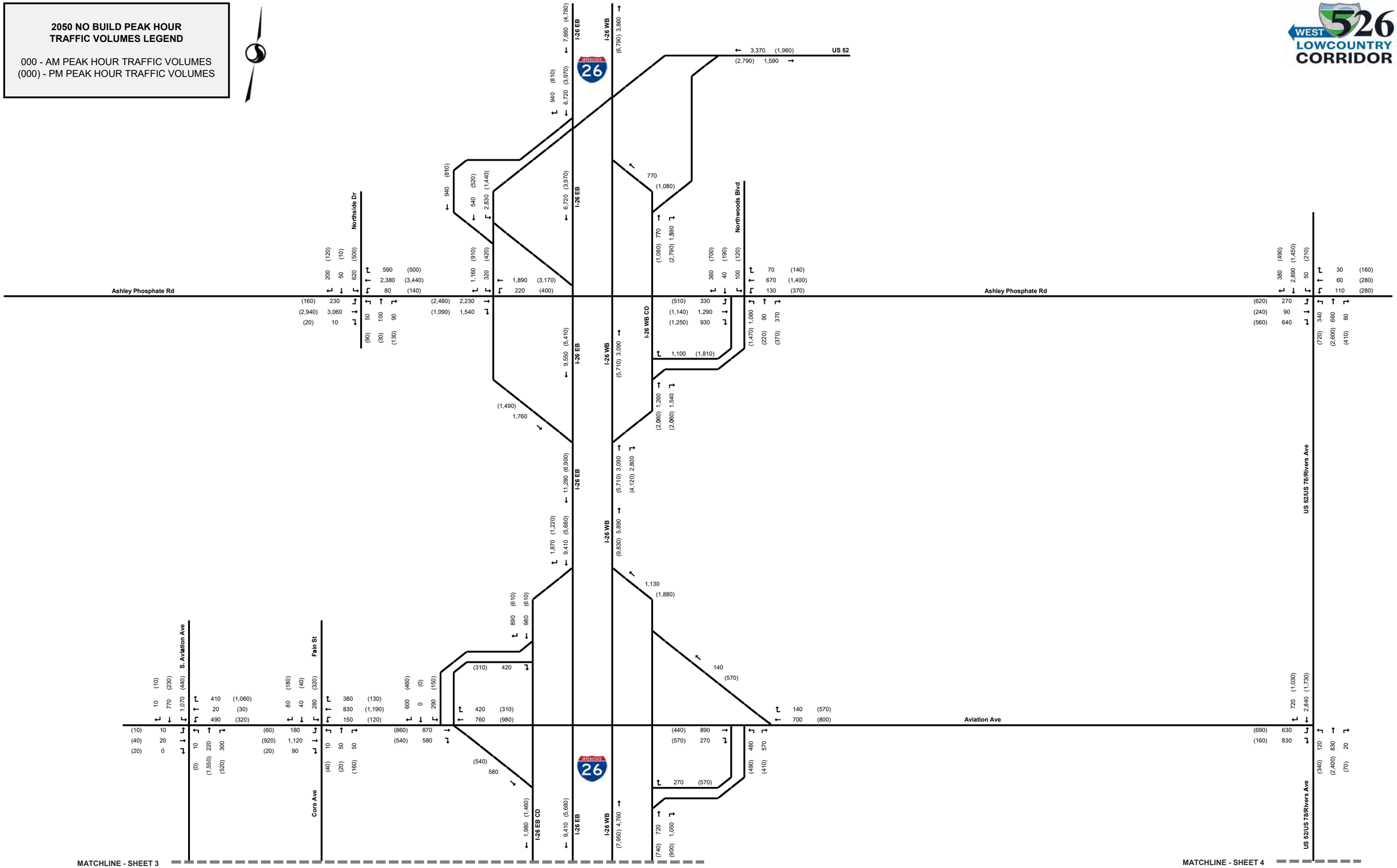
(000) - PM PEAK HOUR TRAFFIC VOLUMES



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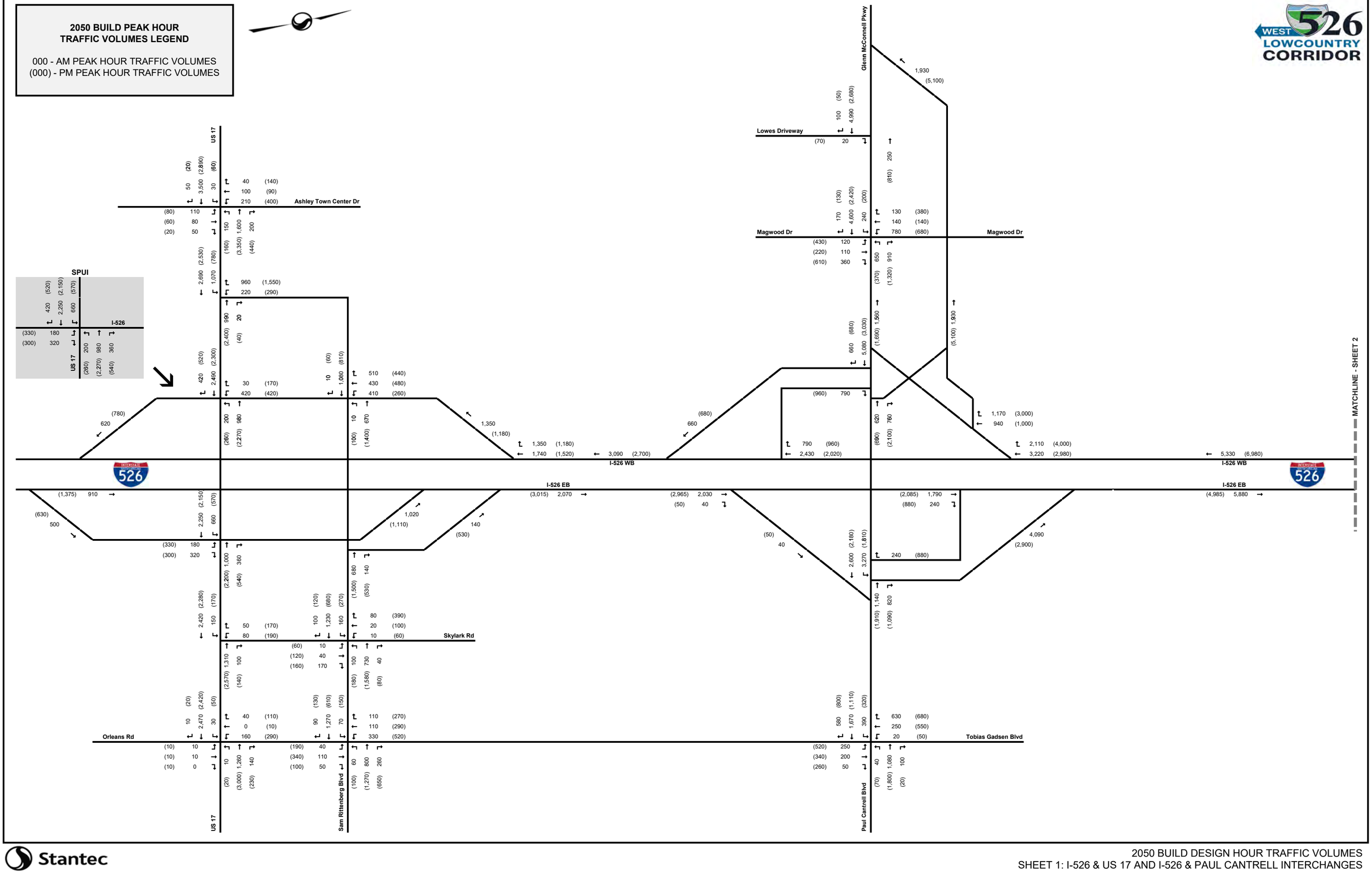
2050 NO BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 6: I-26 & AVIATION, I-26 & ASHLEY PHOSPHATE, AND I-26 & US 52 INTERCHANGES

2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM PEAK HOUR TRAFFIC VOLUMES
(000) - PM PEAK HOUR TRAFFIC VOLUMES

WEST 526 LOWCOUNTRY CORRIDOR



Stantec

2050 BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 1: I-526 & US 17 AND I-526 & PAUL CANTRELL INTERCHANGES

2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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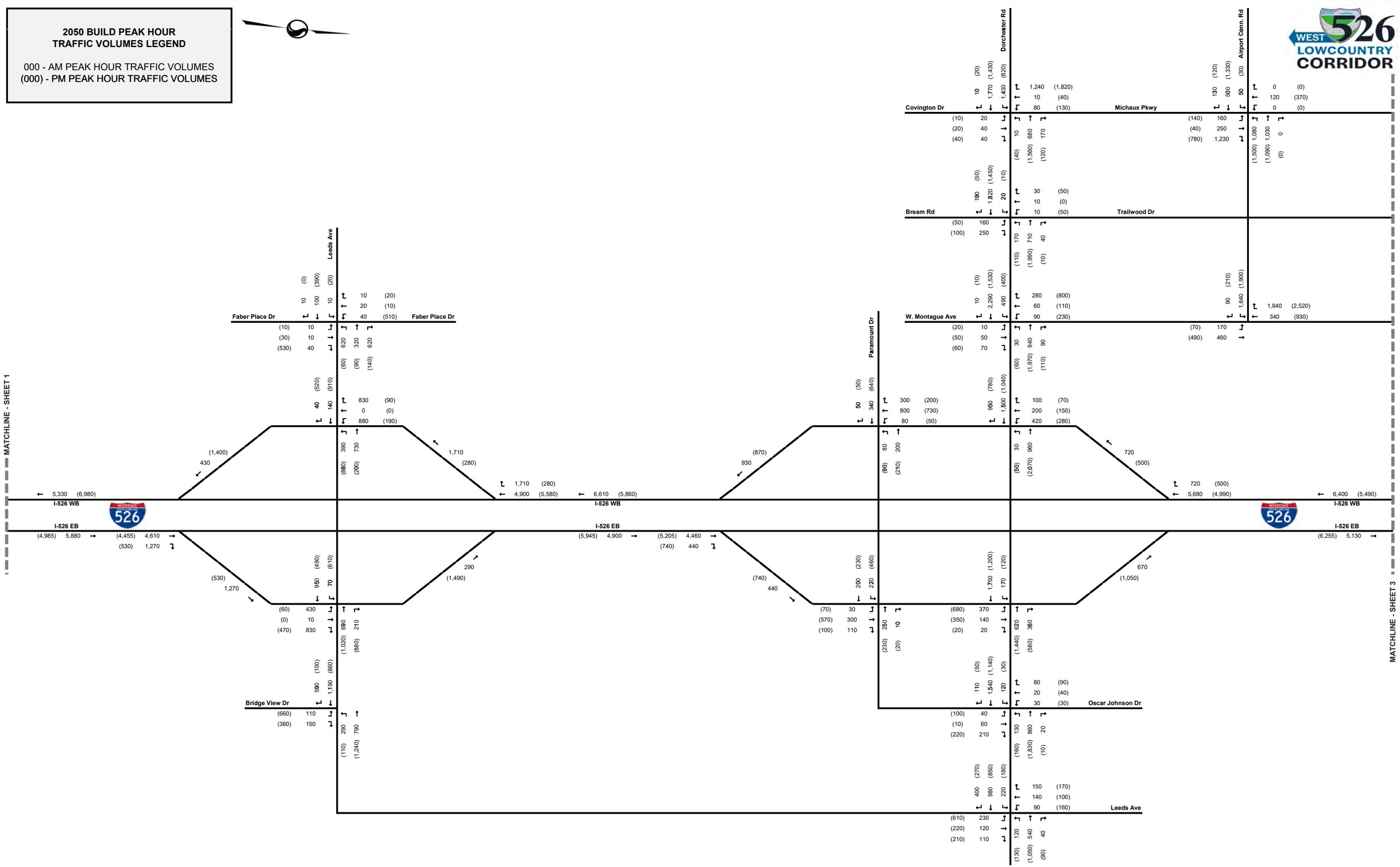
(000) - PM PEAK HOUR TRAFFIC VOLUMES



2050 BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 2: I-526 & LEEDS AND I-526 & DORCHESTER INTERCHANGES

2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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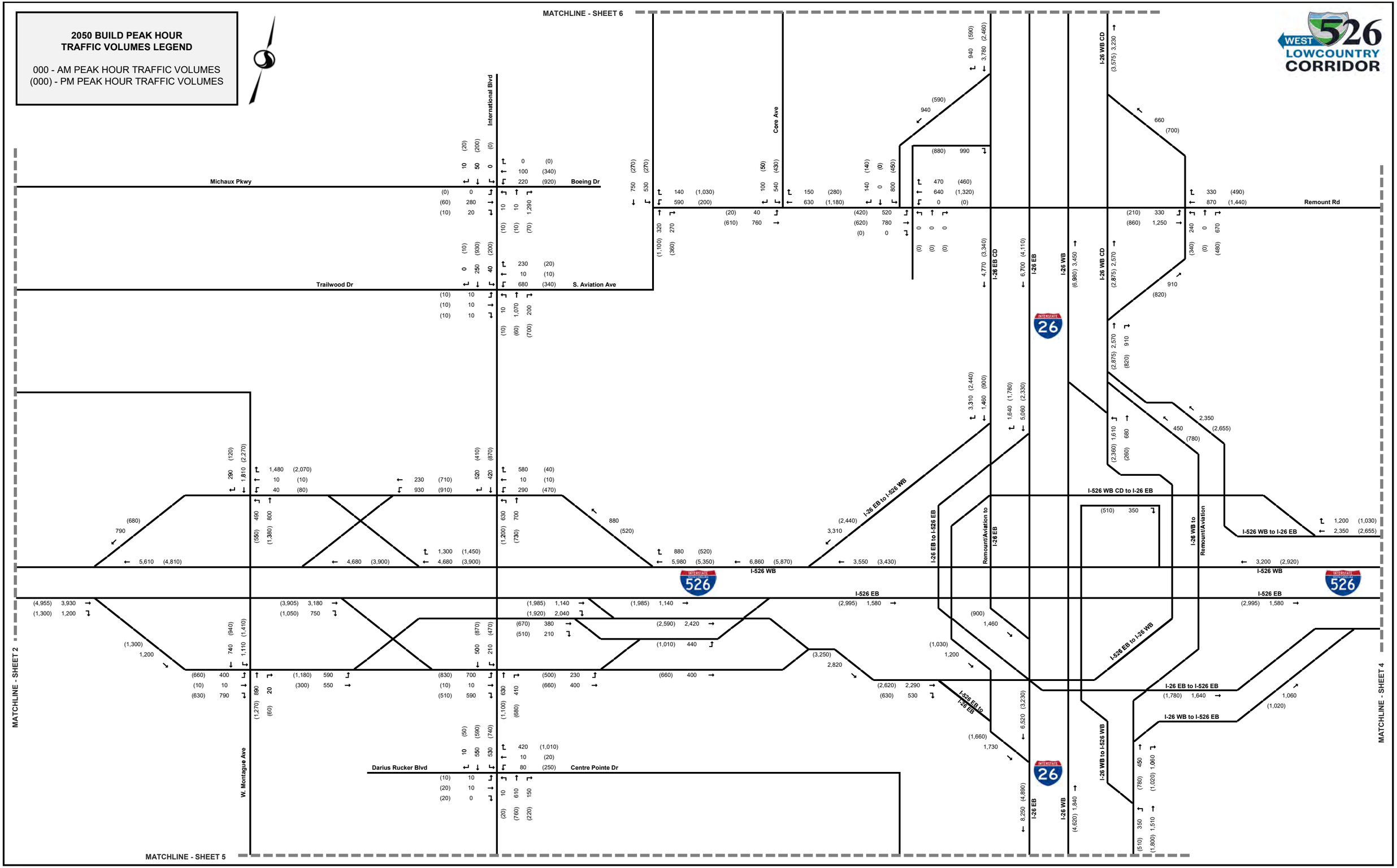

2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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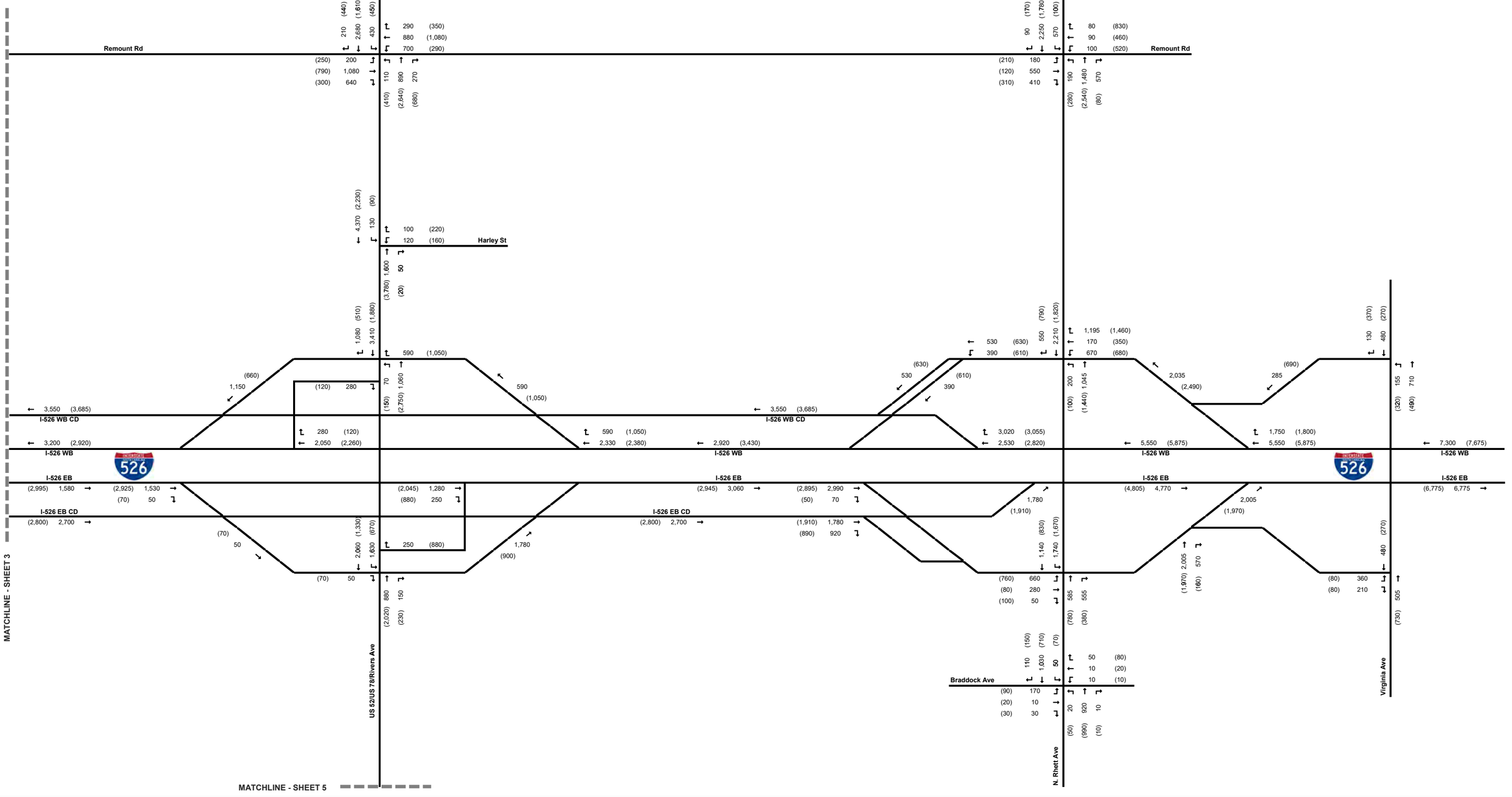
(000) - PM PEAK HOUR TRAFFIC VOLUMES

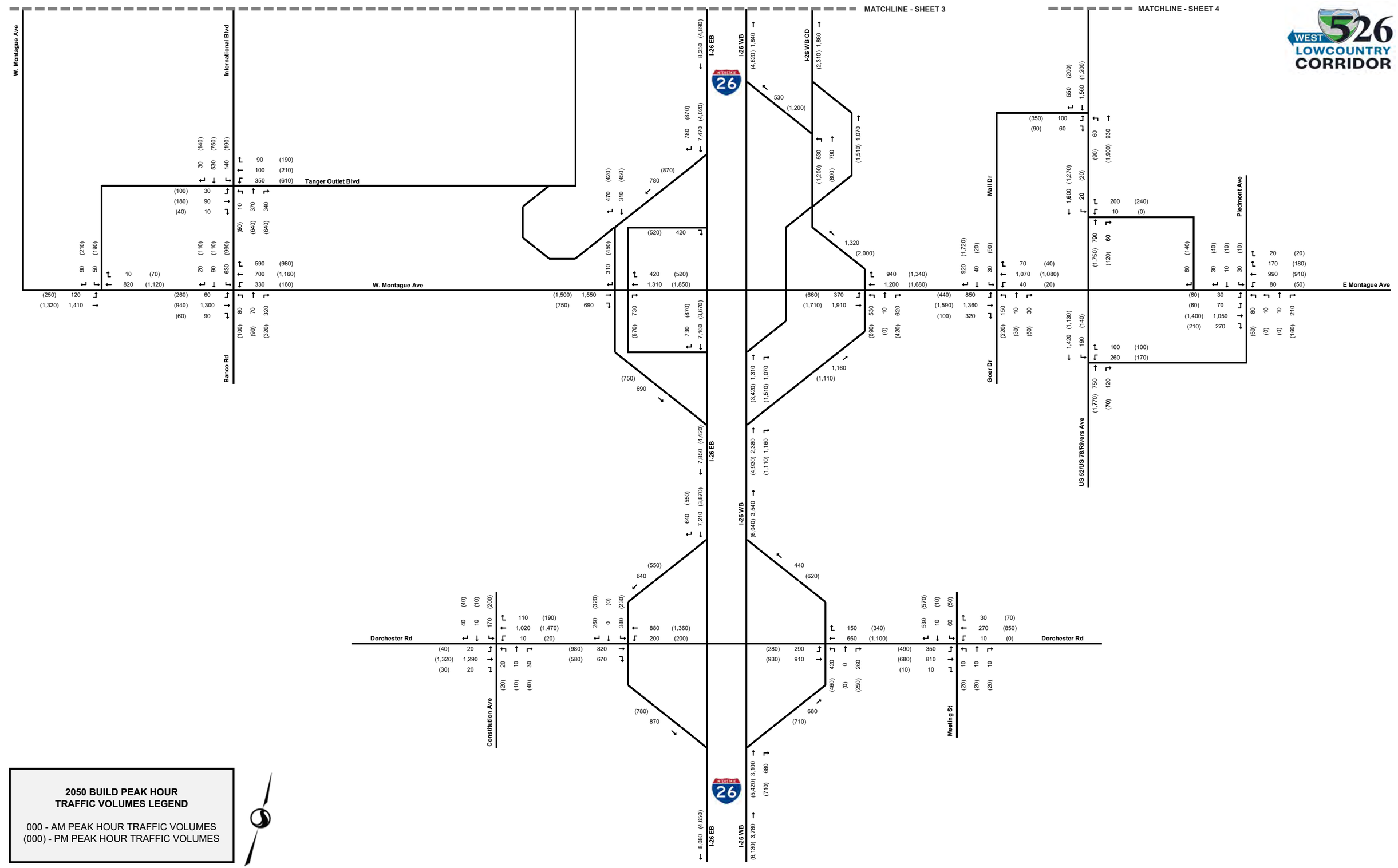
MATCHLINE - SHEET 6

WEST 526 LOWCOUNTRY CORRIDOR



Stantec

2050 BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 4: I-526 & RIVERS, I-526 & N. RHETT, AND I-526 & VIRGINIA INTERCHANGES



2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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(000) - PM PEAK HOUR TRAFFIC VOLUMES

Stantec

2050 BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 5: I-26 & MONTAGUE AND I-26 & DORCHESTER INTERCHANGES

2050 BUILD PEAK HOUR TRAFFIC VOLUMES LEGEND

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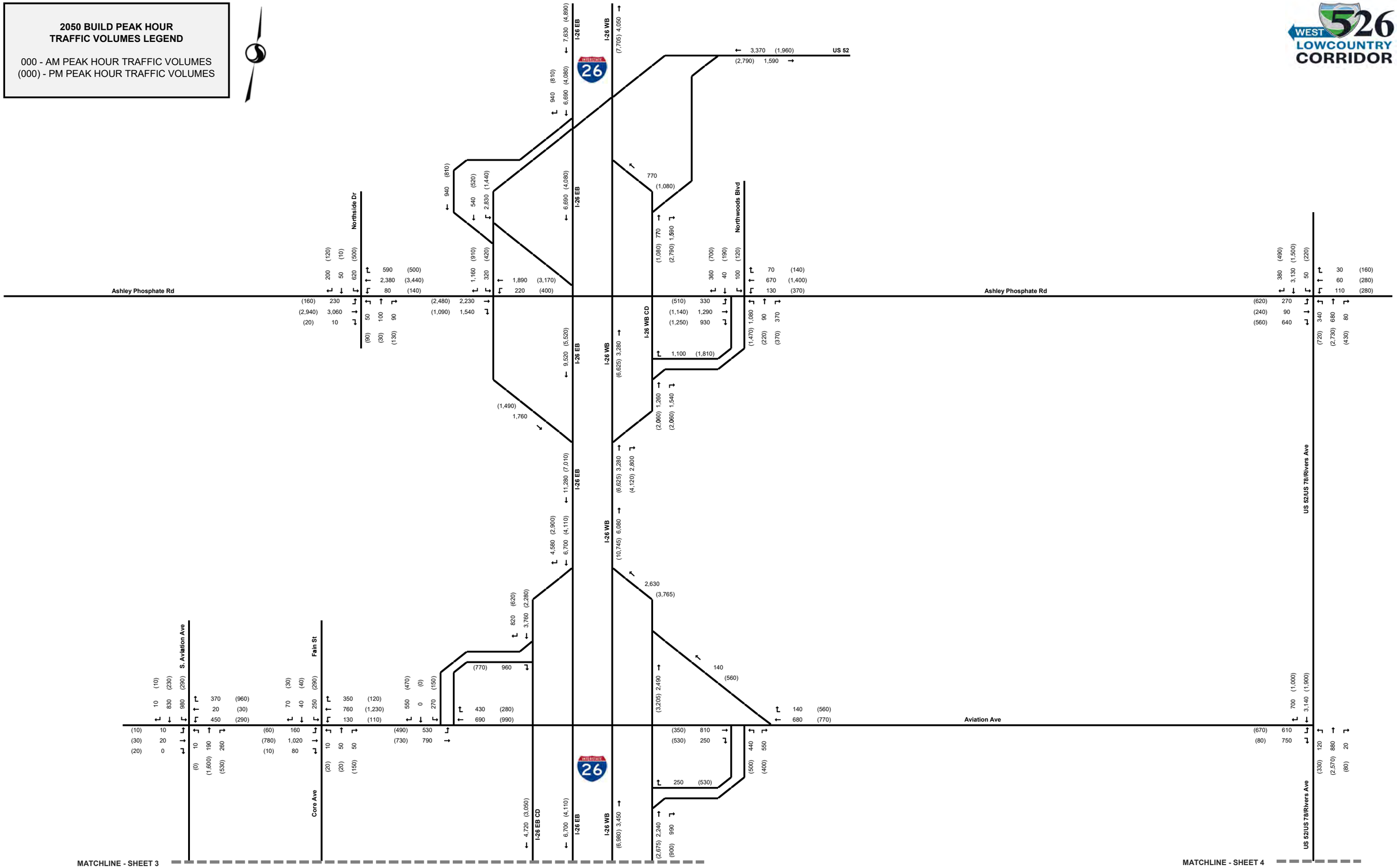
WEST 526 LOWCOUNTRY CORRIDOR



Stantec

2050 BUILD DESIGN HOUR TRAFFIC VOLUMES
SHEET 6: I-26 & AVIATION, I-26 & ASHLEY PHOSPHATE, AND I-26 & US 52 INTERCHANGES

WEST 526 LOWCOUNTRY CORRIDOR

APPENDIX E

NOISE BARRIER ANALYSIS

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Noise barriers were evaluated to provide abatement to the impacted receptors in each NSA. The following noise barriers are presently considered to be feasible and reasonable, and are preliminarily recommended for construction:

- NW 4/6 - NSA-4 and NSA-6 (Figures 3 and 4) – West of I-526 between Paul Cantrell Boulevard and Ashley River Road in West Ashley. NW 4/6 was evaluated to provide abatement for 98 impacted receptors in the Arboretum Condominiums and Plantation Oaks Apartments. A 2,640-foot-long and 20-foot-high barrier with an area of 52,796 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 77 impacted receptors (79%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 46 of the benefited receptors in the first two building rows (82%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 4/6 of $8,675 is within the allowable cost of per benefit ($30,000).

  Based on the studies completed to date, the State intends to install a noise abatement measure in the form of a barrier at the Arboretum Condominiums and Plantation Oaks Apartments. These preliminary indications of a likely abatement measure are based upon preliminary design for a barrier of 20 feet high and 2,640 feet long and a cost of $1,847,860 that will reduce the noise level by 5 to 13 dB(A) for 213 residences. If during final design these conditions substantially change, the abatement measure might not be provided. A final decision on the installation of the abatement measure will be made upon completion of the project design and the public involvement process.

- NW 6a/8 - NSA-6a and NSA-8 (Figures 3 and 4) – West of I-526 between Ashley River Road and the Ashley River in West Ashley. NW 6a/8 was evaluated to provide abatement for 71 impacted receptors in the Planters Trace Apartments and the Middleton Cove Apartments. A 3,000-foot-long and 16-foot-high barrier with an area of 48,001 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 68 impacted receptors (96%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 35 benefited receptors in the first two building rows (92%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 6a/8 of $10,701 is within the allowable cost of per benefit ($30,000).

  Based on the studies completed to date, the State intends to install a noise abatement measure in the form of a barrier at the Planters Trace Apartments and the Middleton Cove Apartments. These preliminary indications of a likely abatement measure are based upon preliminary design for a barrier of 16 feet high and 3,000 feet long and a cost of $1,680,035 that will reduce the noise level by 5 to 11 dB(A) for 157 residences. If during final design these conditions substantially change, the abatement measure might not be provided. A final decision on the installation of the abatement measure will be made upon completion of the project design and the public involvement process.

- NW 5 – NSA-5 (Figure 3) – East of I-526 and north of Paul Cantrell Boulevard. NW 5 was evaluated to provide abatement for 85 impacted receptors in the residences along Richmond Street and the Colonial Village at Westchase Apartments. A 2,969-foot-long and 19-foot-high barrier with an area of 56,415 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 84 impacted receptors (99%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 91 receptors of the benefited receptors in the first two building rows (85%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 5 of $10,338 is within the allowable cost per benefit ($30,000). NW 5, to provide noise abatement for NSA 5 is preliminarily recommended for construction.

  Based on the studies completed to date, the State intends to install a noise abatement measure in the form of a barrier at residences along Richmond Street and the Colonial Village at Westchase Apartments. These preliminary indications of a likely abatement measure are based upon preliminary design for a barrier of 19 feet high and 2,969 feet long and a cost of $1,974,525 that will reduce the noise level by 5 to 13 dB(A) for 191 residences. If during final design these conditions substantially change, the abatement measure might not be provided. A final decision on the installation of the abatement measure will be made upon completion of the project design and the public involvement process.

- NW 7/9/10 – NSAs 7, 9 and 10 (Figures 4 and 5) – East of I-526 and north of Ashley Harbor. NW 7/9/10 was evaluated to provide abatement for 59 impacted receptors in the Ashley Oaks Apartments and Ashley Harbor community. A 4,560-foot-long and 13-foot-high barrier with an area of 59,280 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was achieved for 47 impacted receptors (80%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 34 receptors of the benefited receptors in the first two building rows (81%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 7/9/10 of $14,820 is within the allowable cost per benefit ($30,000). NW 7/9/10, to provide noise abatement for NSAs 7/9/10 is preliminarily recommended for construction.

  Based on the studies completed to date, the State intends to install a noise abatement measure in the form of a barrier at the Ashley Oaks Apartments and the Ashley Harbor community. These preliminary indications of a likely abatement measure are based upon preliminary design for a barrier of 13 feet high and 4,560 feet long and a cost of $2,074,800 that will reduce the noise level by 5 to 14 dB(A) for 140 residences, tennis courts and a walking trail. If during final design these conditions substantially change, the abatement measure might not be provided. A final decision on the installation of the abatement measure will be made upon completion of the project design and the public involvement process.

- NW 25 – NSA-25 (Figures 9 and10) – East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport. NW 25 was evaluated to provide abatement for 32 impacted receptors in the Centre Pointe Apartments. A 1,650-foot-long and 19-foot-high barrier with an area of 31,350 square feet was found to be cost-effective. A noise reduction of 5 dB(A) was

achieved for 30 impacted receptors (94%), meeting the criteria for feasibility, and the 8 dB(A) noise reduction goal was met for 22 receptors of the benefited receptors in the first two building rows (88%), meeting the criteria for reasonableness. Second row receptors that were totally shielded from the roadway by building barriers were not included in the calculation. The cost per benefited receptor for NW 25 of $28,875 is within the allowable cost per benefit ($30,000). NW 25, to provide noise abatement for NSA 25 is preliminarily recommended for construction.

Based on the studies completed to date, the State intends to install a noise abatement measure in the form of a barrier at the Centre Pointe Apartments. These preliminary indications of a likely abatement measure are based upon preliminary design for a barrier of 19 feet high and 1,650 feet long and a cost of $1,097,250 that will reduce the noise level by 5 to 12 dB(A) for 38 residences. If during final design these conditions substantially change, the abatement measure might not be provided. A final decision on the installation of the abatement measure will be made upon completion of the project design and the public involvement process.

Table E.1 provides a summary of all noise barrier analyzed for the I-526 LCC WEST project.

Table E-1: I-526 LCC WEST
Noise Wall Analysis Summary

Noise Wall Analysis / (NSA).	Noise Analysis Summary[1]			Abatement Analysis Summary				
	Impacts	Benefits		Length (ft)	Area (ft^2)	Cost / Benefit	Allowed Cost/ Benefit	Recommended For Construction
		Total Number of Benefits	Number of Benefits ≥8 dB(A)					
NW 2 (NSA-2)	10	18	11	2,070	49,409	$96,073	$30,000	No
NW 4/6 (NSAs 4 and 6)	98	213	114	2,640	52,796	$8,675	$30,000	YES[2]
NW 6a/8 (NSAs 6a and 8)	71	157	69	3,000	48,001	$10,701	$30,000	YES[2]
NW 5 (NSA-5)	85	191	110	2,969	56,415	$10,338	$30,000	YES[2]
NW 7/9/10 (NSAs 7,9 and 10)	59	140	59	4,560	59,280	$14,820	$30,000	YES[2]
NW 16 (NSA-16)	8	6	4	840	16,801	$98,006	$30,000	No
NW 17 (NSA-17)	5	5	4	2,196[3]	33,913[3]	$237,391	$30,000	No
NW 21 (NSA-21)	16	23	13	2,333[3]	44,325[3]	$67,451	$30,000	No
NW 25 (NSA-25)	32	38	28	1,650	31,350	$28,875	$30,000	YES[2]
NW 26/26a (NSA-26 and NSA-26a)	46	62	43	4,669	109,976	$62,083	$30,000	No
NW 27 (NSA-27)	25	53	13	5,675[3]	90,046[3]	$59,464	$30,000	No
NW 28 (NSA-28)	40	78	22	5,516[3]	81,787[3]	$36,699	$30,000	No
NW 29 (NSA-29)	30	37	0	5,491[3]	65,885[3]	$62,324	$30,000	No
NW 31/31a (NSA-31 and NSA-31a)	86	121	67	7,734[3]	85,164[3]	$24,363	$30,000	No[4]
NW 32/32a (NSA-32 and NSA-32a)	37	51	36	4,197	50,362	$34,562	$30,000	No
NW 37 (NSA-37)	10	29	6	1,850	43,264	$52,215	$30,000	No
NW 37a (NSA-37a)	20	28	9	2,310	50,441	$63,051	$30,000	No

1. Noise abatement was considered for all predicted traffic noise impacts.
2. This abatement measure meets the SCDOT Policy feasibility and reasonableness criteria. A final decision on noise wall construction will be made after completion of the project final design and the public involvement process.
3. Total includes components of a multiple wall system designed to attempt to meet design goals.
4. NW 31/31a was found to be cost prohibitive during the constructability review.

Five (5) traffic noise abatement measures, NW 4/6, NW 6a/8, NW-5, NW 7/9/10 and NW 25 are presently considered to meet feasibility and reasonableness criteria for the benefit of impacted receptors within the I-526 LCC WEST project study area. Figures 2-17 show the relationship of the noise walls to the receptors. The heights, lengths, areas, locations, noise level reductions, and benefits cited in this Detailed Noise Analysis represent a detailed assessment of noise barrier feasibility and reasonableness, and subject to completion of final project designs and the public involvement process, constitutes a recommendation for construction.

The summary of the noise barriers preliminarily recommended for construction for the I-526 LCC WEST project is as follows:

NW 4/6

Location: West of I-526 between Paul Cantrell Boulevard and Ashley River Road.

Dimensions: Length = 2,640 ft., Average Height = 20 ft., Area = 52,796 ft^2

Impacts: 96

Benefits: 213

Cost / Benefit: $8,675

Allowable Cost per Benefit: $30,000

NLR ≥ 8 dB(A): 114

NW 6A/8

Location: West of I-526 between Ashley River Road and the Ashley River.

Dimensions: Length = 3,000 ft., Average Height = 16 ft., Area = 48,001 ft^2

Impacts: 71

Benefits: 157

Cost / Benefit: $10,701

Allowable Cost per Benefit: $30,000

NLR ≥ 8 dB(A): 69

NW 5

Location: East of I-526 and north of Paul Cantrell Boulevard

Dimensions: Length = 2,969 ft., Average Height = 19 ft., Area = 56,415 ft^2

Impacts: 85

Benefits: 191

Cost / Benefit: $10,338

Allowable Cost per Benefit: $30,000

NLR ≥ 8 dB(A): 110

NW 7/9/10

Location: East of I-526 and north of Ashley Harbor

Dimensions: Length = 4,560 ft., Average Height = 13 ft., Area = 59,280 ft^2

Impacts: 59

Benefits: 140

Cost / Benefit: $14,820

Allowable Cost per Benefit: $30,000

NLR ≥ 8 dB(A): 59

NW 25

Location: East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport

Dimensions: Length = 1,650 ft., Average Height = 19 ft., Area = 31,350 ft^2

Impacts: 32

Benefits: 38

Cost / Benefit: $28,875

Allowable Cost per Benefit: $30,000

NLR ≥ 8 dB(A): 28

The following tables include the Performance Without-Barrier and With-Barrier for all analyzed noise barriers that preliminarily met feasibility criteria and indicate whether the barrier is “Recommended” or “Not-Recommended”.

Table E-2: I-526 LCC WEST
Project Noise Barrier NW 2
NSA-2, West of I-526 and surrounding Savage Road

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R2-1	Worship (ext.)	C	1	13 SAN MIGUEL RD	68.2	59.6	8
R2-2	Worship	C	1	13 SAN MIGUEL RD	62.1	53.6	8
R2-3	Residential	B	1	11 SAN MIGUEL RD	68.6	58.4	11
R2-4	Residential	B	1	9 SAN MIGUEL RD	68.0	57.3	11
R2-5	Residential	B	1	7 SAN MIGUEL RD	68.1	58.5	9
R2-6	Residential	B	1	5 SAN MIGUEL RD	67.6	59.1	9
R2-7	Residential	B	1	3 SAN MIGUEL RD	67.5	60.3	8
R2-8	Residential	B	1	1 SAN MIGUEL RD	65.6	62.8	3
R2-9	Residential	B	1	14 SAN MIGUEL RD	67.0	58.2	9
R2-10	Residential	B	1	12 SAN MIGUEL RD	64.1	55.3	9
R2-11	Residential	B	1	10 SAN MIGUEL RD	65.3	56	9
R2-12	Residential	B	1	8 SAN MIGUEL RD	65.4	57.1	8
R2-13	Residential	B	1	6 SAN MIGUEL RD	65.8	58.8	7
R2-14	Residential	B	1	4 SAN MIGUEL RD	65.6	59.3	7
R2-15	Residential	B	1	2 SAN MIGUEL RD	64.9	59.4	6
R2-16	Residential	B	1	2070 SAVAGE RD	60.6	56	5
R2-17	Residential	B	1	996 SAVAGE RD	64.1	57.7	6
R2-18	Residential	B	1	2074 SAVAGE RD	64.0	57.7	6
R2-19	Residential	B	1	2077 SAVAGE RD	64.4	58.8	5
				Predicted “Build-Condition” With-Barrier Benefits:[2]			18[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 10 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted “substantial increase” in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 2 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 9 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 2 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 11 receptors.

Table E-3: I-526 LCC WEST
Project Noise Barrier NW 4/6

NSA-4 and NSA-6, West of I-526 and between Paul Cantrell Boulevard and Ashley River Road

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R4-1a	Residential	B	1	2244 ASHLEY CROSSING DR	62.1	57.6	4
R4-1b	Residential	B	1	2244 ASHLEY CROSSING DR	63.1	59.0	4
R4-1c	Residential	B	1	2244 ASHLEY CROSSING DR	63.9	60.6	3
R4-2a	Residential	B	1	2244 ASHLEY CROSSING DR	62.9	57.9	5
R4-2b	Residential	B	1	2244 ASHLEY CROSSING DR	63.9	59.3	5
R4-2c	Residential	B	1	2244 ASHLEY CROSSING DR	64.6	61.1	4
R4-3a	Residential	B	1	2244 ASHLEY CROSSING DR	64.3	58.3	6
R4-3b	Residential	B	1	2244 ASHLEY CROSSING DR	65.2	59.8	5
R4-3c	Residential	B	1	2244 ASHLEY CROSSING DR	65.9	61.7	4
R4-4a	Residential	B	1	2244 ASHLEY CROSSING DR	47.5	46.1	2
R4-4b	Residential	B	1	2244 ASHLEY CROSSING DR	48.9	47.8	1
R4-4c	Residential	B	1	2244 ASHLEY CROSSING DR	52.5	52.0	1
R4-5a	Residential	B	1	2244 ASHLEY CROSSING DR	48.3	45.5	2
R4-5b	Residential	B	1	2244 ASHLEY CROSSING DR	49.7	47.6	2
R4-5c	Residential	B	1	2244 ASHLEY CROSSING DR	52.8	51.7	1
R4-6a	Residential	B	1	2244 ASHLEY CROSSING DR	60.6	55.1	6
R4-6b	Residential	B	1	2244 ASHLEY CROSSING DR	61.7	56.5	5
R4-6c	Residential	B	1	2244 ASHLEY CROSSING DR	62.6	58.9	4
R4-7a	Residential	B	1	2244 ASHLEY CROSSING DR	59.3	52.7	6
R4-7b	Residential	B	1	2244 ASHLEY CROSSING DR	60.2	54.0	6
R4-7c	Residential	B	1	2244 ASHLEY CROSSING DR	61.5	56.4	6
R4-8a	Residential	B	1	2244 ASHLEY CROSSING DR	59.9	52.7	7
R4-8b	Residential	B	1	2244 ASHLEY CROSSING DR	60.8	54.4	7
R4-8c	Residential	B	1	2244 ASHLEY CROSSING DR	61.9	56.4	6
R4-9a	Residential	B	1	2244 ASHLEY CROSSING DR	60.4	52.3	8
R4-9b	Residential	B	1	2244 ASHLEY CROSSING DR	61.4	53.9	7
R4-9c	Residential	B	1	2244 ASHLEY CROSSING DR	62.3	56	6
R4-10a	Residential	B	1	2244 ASHLEY CROSSING DR	61.0	53.2	8
R4-10b	Residential	B	1	2244 ASHLEY CROSSING DR	61.8	54.5	7
R4-10c	Residential	B	1	2244 ASHLEY CROSSING DR	62.7	56.8	6
R4-11a	Residential	B	1	2244 ASHLEY CROSSING DR	54.7	52.7	2
R4-11b	Residential	B	1	2244 ASHLEY CROSSING DR	56.6	54.9	2
R4-11c	Residential	B	1	2244 ASHLEY CROSSING DR	58.1	56.9	1
R4-12a	Residential	B	1	2244 ASHLEY CROSSING DR	44.7	44.2	1

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R4-12b	Residential	B	1	2244 ASHLEY CROSSING DR	49.0	48.1	1
R4-12c	Residential	B	1	2244 ASHLEY CROSSING DR	53.4	52.6	0
R4-13a	Residential	B	1	2244 ASHLEY CROSSING DR	44.7	44.5	0
R4-13b	Residential	B	1	2244 ASHLEY CROSSING DR	49.2	48.4	1
R4-13c	Residential	B	1	2244 ASHLEY CROSSING DR	53.2	52.6	0
R4-14a	Residential	B	1	2244 ASHLEY CROSSING DR	47.3	46.4	1
R4-14b	Residential	B	1	2244 ASHLEY CROSSING DR	50.3	49.6	0
R4-14c	Residential	B	1	2244 ASHLEY CROSSING DR	54.6	53.8	1
R4-15a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	64.7	58.2	7
R4-15b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	65.6	60.2	6
R4-15c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	66.2	62.3	4
R4-16a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	65.6	58.5	7
R4-16b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	66.5	60.7	6
R4-16c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	67.0	62.9	4
R4-17a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	67.7	59.4	9
R4-17b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	68.5	61.6	7
R4-17c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	69.0	64.0	5
R4-18a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	58.6	50.1	9
R4-18b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	59.3	51.1	8
R4-18c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	60.7	54.0	7
R4-19a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	59.0	49.8	9
R4-19b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	59.8	50.8	9
R4-19c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	60.9	53.7	7
R4-20a	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	62.1	51.5	10
R4-20b	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	62.8	53.4	10
R4-20c	Residential	B	1	2244 ASHLEY CROSSING DR APT 600	63.6	56.3	8
R4-21a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	71.1	61.1	10
R4-21b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	71.8	63.5	8
R4-21c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	72.5	66.6	6
R4-22a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	71.0	61.6	9
R4-22b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	71.8	63.8	8
R4-22c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	72.5	66.7	6
R4-23a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	70.9	61.0	10
R4-23b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	71.7	63.4	9
R4-23c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	72.4	66.3	6
R4-24a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	59.0	54.7	4
R4-24b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	60.3	57.4	3
R4-24c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	61.8	59.7	2
R4-25a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	52.0	48.7	3
R4-25b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	55.0	51.7	3

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R4-25c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	58.2	55.3	3
R4-26a	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	56.3	49.8	6
R4-26b	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	57.7	52.0	6
R4-26c	Residential	B	1	2244 ASHLEY CROSSING DR APT 500	59.7	55.0	5
R4-27a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	66.6	55.8	11
R4-27b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	67.4	57.1	10
R4-27c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	68.4	59.8	8
R4-28a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	68.8	58.0	11
R4-28b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	69.5	59.6	10
R4-28c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	70.4	62.4	8
R4-29a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	70.0	60.4	10
R4-29b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	70.7	62.2	9
R4-29c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	71.5	64.7	7
R4-30a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	60.4	51.8	8
R4-30b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	61.5	54.3	8
R4-30c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	62.1	55.7	6
R4-31a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	61.3	52.7	8
R4-31b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	62.3	55.2	7
R4-31c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	63.0	57.0	6
R4-32a	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	63.1	53.7	9
R4-32b	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	63.9	56.0	8
R4-32c	Residential	B	1	2244 ASHLEY CROSSING DR APT 400	64.8	58.1	7
R4-33a	Residential	B	1	2244 ASHLEY CROSSING DR	60.2	53.4	7
R4-33b	Residential	B	1	2244 ASHLEY CROSSING DR	60.8	54.8	6
R4-33c	Residential	B	1	2244 ASHLEY CROSSING DR	61.8	56.7	5
R4-34a	Residential	B	1	2244 ASHLEY CROSSING DR	60.9	53.4	8
R4-34b	Residential	B	1	2244 ASHLEY CROSSING DR	61.6	54.8	7
R4-34c	Residential	B	1	2244 ASHLEY CROSSING DR	62.6	56.8	6
R4-35a	Residential	B	1	2244 ASHLEY CROSSING DR	62.8	52.9	10
R4-35b	Residential	B	1	2244 ASHLEY CROSSING DR	63.4	53.6	9
R4-35c	Residential	B	1	2244 ASHLEY CROSSING DR	64.4	55.9	8
R4-36a	Residential	B	1	2244 ASHLEY CROSSING DR	65.9	55.8	10
R4-36b	Residential	B	1	2244 ASHLEY CROSSING DR	66.7	57.5	9
R4-36c	Residential	B	1	2244 ASHLEY CROSSING DR	67.5	59.4	9
R4-37a	Residential	B	1	2244 ASHLEY CROSSING DR	57.1	50.5	6
R4-37b	Residential	B	1	2244 ASHLEY CROSSING DR	59.3	53.3	6
R4-37c	Residential	B	1	2244 ASHLEY CROSSING DR	60.4	56.4	4
R4-38a	Residential	B	1	2244 ASHLEY CROSSING DR	57.9	50.6	7
R4-38b	Residential	B	1	2244 ASHLEY CROSSING DR	59.9	53.5	6
R4-38c	Residential	B	1	2244 ASHLEY CROSSING DR	60.9	56.6	4

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R4-39a	Residential	B	1	2244 ASHLEY CROSSING DR	59.1	51.1	8
R4-39b	Residential	B	1	2244 ASHLEY CROSSING DR	60.9	53.9	7
R4-39c	Residential	B	1	2244 ASHLEY CROSSING DR	61.8	56.7	5
R4-40a	Residential	B	1	2244 ASHLEY CROSSING DR	62.1	52.9	9
R4-40b	Residential	B	1	2244 ASHLEY CROSSING DR	63.3	55.2	8
R4-40c	Residential	B	1	2244 ASHLEY CROSSING DR	64.0	57.7	6
R6-1	Residential	B	1	2225 ASHLEY RIVER RD APT 231	66.6	56.3	11
R6-1a	Residential	B	1	2225 ASHLEY RIVER RD APT 235	68.7	58.2	11
R6-2	Residential	B	1	2225 ASHLEY RIVER RD APT 232	69.6	58.8	11
R6-2a	Residential	B	1	2225 ASHLEY RIVER RD APT 236	72.2	59.9	12
R6-3	Residential	B	1	2225 ASHLEY RIVER RD APT 233	70.1	59.8	10
R6-3a	Residential	B	1	2225 ASHLEY RIVER RD APT 237	72.4	61.6	10
R6-4	Residential	B	1	2225 ASHLEY RIVER RD APT 234	66.6	57.2	10
R6-4a	Residential	B	1	2225 ASHLEY RIVER RD APT 238	69.3	59.4	10
R6-5	Residential	B	1	2225 ASHLEY RIVER RD APT 242	62.0	55.0	7
R6-5a	Residential	B	1	2225 ASHLEY RIVER RD APT 246	64.8	57.1	8
R6-6	Residential	B	1	2225 ASHLEY RIVER RD APT 243	66.8	54.6	12
R6-6a	Residential	B	1	2225 ASHLEY RIVER RD APT 247	69.2	56.1	13
R6-7	Residential	B	1	2225 ASHLEY RIVER RD APT 244	62.2	51.7	10
R6-7a	Residential	B	1	2225 ASHLEY RIVER RD APT 248	64.3	54.2	10
R6-8	Residential	B	1	2225 ASHLEY RIVER RD APT 241	63.4	54.9	8
R6-8a	Residential	B	1	2225 ASHLEY RIVER RD APT 245	65.5	57.3	9
R6-9	Residential	B	1	2225 ASHLEY RIVER RD APT 252	63.8	55.5	8
R6-9a	Residential	B	1	2225 ASHLEY RIVER RD APT 256	65.8	57.7	8
R6-10	Residential	B	1	2225 ASHLEY RIVER RD APT 253	57.5	53.8	4
R6-10a	Residential	B	1	2225 ASHLEY RIVER RD APT 257	60.7	56.3	5
R6-11	Residential	B	1	2225 ASHLEY RIVER RD APT 254	58.6	50.7	8
R6-11a	Residential	B	1	2225 ASHLEY RIVER RD APT 258	61.1	53.8	7
R6-12	Residential	B	1	2225 ASHLEY RIVER RD APT 251	62.8	54.5	8
R6-12a	Residential	B	1	2225 ASHLEY RIVER RD APT 255	64.9	56.7	8
R6-13	Residential	B	1	2225 ASHLEY RIVER RD APT 262	58.9	53.7	5
R6-13a	Residential	B	1	2225 ASHLEY RIVER RD APT 266	62.1	56.0	6
R6-14	Residential	B	1	2225 ASHLEY RIVER RD APT 261	60.2	52.8	7
R6-14a	Residential	B	1	2225 ASHLEY RIVER RD APT 265	62.8	55.3	8
R6-15	Residential	B	1	2225 ASHLEY RIVER RD APT 264	56.1	48.1	8
R6-15a	Residential	B	1	2225 ASHLEY RIVER RD APT 268	58.7	52.2	7
R6-16	Residential	B	1	2225 ASHLEY RIVER RD APT 263	58.6	49.9	9
R6-16a	Residential	B	1	2225 ASHLEY RIVER RD APT 267	60.7	53.7	7
R6-17	Residential	B	1	2225 ASHLEY RIVER RD APT 272	59.8	50.9	9
R6-17a	Residential	B	1	2225 ASHLEY RIVER RD APT 276	61.9	56.2	6

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6-18	Residential	B	1	2225 ASHLEY RIVER RD APT 271	55.0	52.8	2
R6-18a	Residential	B	1	2225 ASHLEY RIVER RD APT 275	58.9	56.8	2
R6-19	Residential	B	1	2225 ASHLEY RIVER RD APT 274	55.4	53.3	2
R6-19a	Residential	B	1	2225 ASHLEY RIVER RD APT 278	59.5	57.4	3
R6-20	Residential	B	1	2225 ASHLEY RIVER RD APT 273	61.3	52.3	9
R6-20a	Residential	B	1	2225 ASHLEY RIVER RD APT 277	63.4	56.2	7
R6-21	Residential	B	1	2225 ASHLEY RIVER RD APT 283	60.2	50.7	9
R6-21a	Residential	B	1	2225 ASHLEY RIVER RD APT 287	62.0	54.2	8
R6-22	Residential	B	1	2225 ASHLEY RIVER RD APT 282	58.3	49.5	8
R6-22a	Residential	B	1	2225 ASHLEY RIVER RD APT 286	60.6	53.5	7
R6-23	Residential	B	1	2225 ASHLEY RIVER RD APT 281	59.3	52.5	6
R6-23a	Residential	B	1	2225 ASHLEY RIVER RD APT 285	61.6	56.2	6
R6-24	Residential	B	1	2225 ASHLEY RIVER RD APT 284	62.1	51.9	10
R6-24a	Residential	B	1	2225 ASHLEY RIVER RD APT 288	64.1	55.4	9
R6-25	Residential	B	1	2225 ASHLEY RIVER RD APT 224	61.8	51.3	11
R6-25a	Residential	B	1	2225 ASHLEY RIVER RD APT 228	63.2	54.2	9
R6-26	Residential	B	1	2225 ASHLEY RIVER RD APT 221	67.6	55.1	13
R6-26a	Residential	B	1	2225 ASHLEY RIVER RD APT 225	69.2	56.6	12
R6-27	Residential	B	1	2225 ASHLEY RIVER RD APT 222	70.9	60.3	11
R6-27a	Residential	B	1	2225 ASHLEY RIVER RD APT 225	72.3	62.4	10
R6-28	Residential	B	1	2225 ASHLEY RIVER RD APT 223	66.3	54.0	12
R6-28a	Residential	B	1	2225 ASHLEY RIVER RD APT 227	68.8	55.8	13
R6-29	Residential	B	1	2225 ASHLEY RIVER RD APT 214	67.8	54.8	13
R6-29a	Residential	B	1	2225 ASHLEY RIVER RD APT 218	69.4	56.0	13
R6-30	Residential	B	1	2225 ASHLEY RIVER RD APT 211	70.8	60.3	11
R6-30a	Residential	B	1	2225 ASHLEY RIVER RD APT 215	72.6	62.3	11
R6-31	Residential	B	1	2225 ASHLEY RIVER RD APT 212	69.1	55.8	13
R6-31a	Residential	B	1	2225 ASHLEY RIVER RD APT 216	70.3	58.5	11
R6-32	Residential	B	1	2225 ASHLEY RIVER RD APT 213	62.2	51.4	11
R6-32a	Residential	B	1	2225 ASHLEY RIVER RD APT 217	64.1	53.9	10
R6-33	Residential	B	1	2225 ASHLEY RIVER RD APT 204	61.5	51.3	11
R6-33a	Residential	B	1	2225 ASHLEY RIVER RD APT 208	63.2	53.8	9
R6-34	Residential	B	1	2225 ASHLEY RIVER RD APT 203	58.2	49.8	8
R6-34a	Residential	B	1	2225 ASHLEY RIVER RD APT 207	60.4	53.2	7
R6-35	Residential	B	1	2225 ASHLEY RIVER RD APT 202	64.2	54.9	9
R6-35a	Residential	B	1	2225 ASHLEY RIVER RD APT 206	67.5	58.5	9
R6-36	Residential	B	1	2225 ASHLEY RIVER RD APT 201	67.7	55.3	13
R6-36a	Residential	B	1	2225 ASHLEY RIVER RD APT 205	69.0	58.3	11
R6-37	Residential	B	1	2225 ASHLEY RIVER RD APT 151	66.5	54.2	13
R6-37a	Residential	B	1	2225 ASHLEY RIVER RD APT 155	68.7	56.5	12

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6-38	Residential	B	1	2225 ASHLEY RIVER RD APT 152	68.8	57.2	12
R6-38a	Residential	B	1	2225 ASHLEY RIVER RD APT 156	72.6	58.6	14
R6-39	Residential	B	1	2225 ASHLEY RIVER RD APT 153	68.3	62.7	5
R6-39a	Residential	B	1	2225 ASHLEY RIVER RD APT 157	73.0	65.4	8
R6-40	Residential	B	1	2225 ASHLEY RIVER RD APT 154	68.4	61.7	6
R6-40a	Residential	B	1	2225 ASHLEY RIVER RD APT 158	70.4	64.5	5
R6-41	Residential	B	1	2225 ASHLEY RIVER RD APT 163	68.2	61.2	7
R6-41a	Residential	B	1	2225 ASHLEY RIVER RD APT 167	70.4	64.0	6
R6-42	Residential	B	1	2225 ASHLEY RIVER RD APT 162	60.2	51.8	8
R6-42a	Residential	B	1	2225 ASHLEY RIVER RD APT 165	64.8	56.1	9
R6-43	Residential	B	1	2225 ASHLEY RIVER RD APT 161	62.6	51.9	11
R6-43a	Residential	B	1	2225 ASHLEY RIVER RD APT 165	65.3	55.4	10
R6-44	Residential	B	1	2225 ASHLEY RIVER RD APT 164	66.8	60.1	7
R6-44a	Residential	B	1	2225 ASHLEY RIVER RD APT 168	68.4	62.7	5
R6-45	Residential	B	1	2225 ASHLEY RIVER RD APT 173	66.4	58.9	7
R6-45a	Residential	B	1	2225 ASHLEY RIVER RD APT 177	67.9	61.4	7
R6-46	Residential	B	1	2225 ASHLEY RIVER RD APT 172	61.2	51.7	9
R6-46a	Residential	B	1	2225 ASHLEY RIVER RD APT 176	64.1	55.9	8
R6-47	Residential	B	1	2225 ASHLEY RIVER RD APT 171	54.9	53.2	2
R6-47a	Residential	B	1	2225 ASHLEY RIVER RD APT 175	60.3	58.9	1
R6-48	Residential	B	1	2225 ASHLEY RIVER RD APT 174	65.9	56.4	10
R6-48a	Residential	B	1	2225 ASHLEY RIVER RD APT 178	67.3	59.8	7
R6-49	Residential	B	1	2225 ASHLEY RIVER RD APT 183	64.6	56.8	8
R6-49a	Residential	B	1	2225 ASHLEY RIVER RD APT 187	66.4	60.8	5
R6-50	Residential	B	1	2225 ASHLEY RIVER RD APT 184	64.5	58.0	7
R6-50a	Residential	B	1	2225 ASHLEY RIVER RD APT 188	66.5	62.1	5
R6-51	Residential	B	1	2225 ASHLEY RIVER RD APT 181	58.4	58.1	0
R6-51a	Residential	B	1	2225 ASHLEY RIVER RD APT 185	62.0	61.5	0
R6-52	Residential	B	1	2225 ASHLEY RIVER RD APT 182	57.1	53.5	3
R6-52a	Residential	B	1	2225 ASHLEY RIVER RD APT 186	62.1	59.1	3
R6-53	Residential	B	1	2225 ASHLEY RIVER RD APT 194	56.1	53.5	2
R6-53a	Residential	B	1	2225 ASHLEY RIVER RD APT 198	61.8	58.9	3
R6-54	Residential	B	1	2225 ASHLEY RIVER RD APT 193	61.9	56.2	6
R6-54a	Residential	B	1	2225 ASHLEY RIVER RD APT 197	65.5	59.1	7
R6-55	Residential	B	1	2225 ASHLEY RIVER RD APT 192	62.5	55.2	8
R6-55a	Residential	B	1	2225 ASHLEY RIVER RD APT 196	65.9	59.4	7
R6-56	Residential	B	1	2225 ASHLEY RIVER RD APT 191	61.7	53.2	9
R6-56a	Residential	B	1	2225 ASHLEY RIVER RD APT 195	64.7	57.6	7
R6-57	Residential	B	1	2225 ASHLEY RIVER RD APT 292	61.2	54.0	7
R6-57a	Residential	B	1	2225 ASHLEY RIVER RD APT 296	64.4	58.6	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6-58	Residential	B	1	2225 ASHLEY RIVER RD APT 293	53.8	50.7	3
R6-58a	Residential	B	1	2225 ASHLEY RIVER RD APT 297	58.2	54.5	3
R6-59	Residential	B	1	2225 ASHLEY RIVER RD APT 294	52.8	49.6	3
R6-59a	Residential	B	1	2225 ASHLEY RIVER RD APT 298	57.0	53.5	3
R6-60	Residential	B	1	2225 ASHLEY RIVER RD APT 291	58.6	50.9	8
R6-60a	Residential	B	1	2225 ASHLEY RIVER RD APT 295	62.0	54.7	7
R6-61	Residential	B	1	2225 ASHLEY RIVER RD APT 303	58.4	51.7	6
R6-61a	Residential	B	1	2225 ASHLEY RIVER RD APT 307	61.8	54.9	7
R6-62	Residential	B	1	2225 ASHLEY RIVER RD APT 302	56.9	52.6	4
R6-62a	Residential	B	1	2225 ASHLEY RIVER RD APT 306	61.0	57.4	4
R6-63	Residential	B	1	2225 ASHLEY RIVER RD APT 301	52.5	48.8	4
R6-63a	Residential	B	1	2225 ASHLEY RIVER RD APT 305	56.0	52.5	3
R6-64	Residential	B	1	2225 ASHLEY RIVER RD APT 304	53.5	50.4	4
R6-64a	Residential	B	1	2225 ASHLEY RIVER RD APT 308	57.5	54.1	4
R6-65	Residential	B	1	2225 ASHLEY RIVER RD APT 313	55.4	53.1	2
R6-65a	Residential	B	1	2225 ASHLEY RIVER RD APT 317	59.4	57.4	2
R6-66	Residential	B	1	2225 ASHLEY RIVER RD APT 314	55.3	53.5	1
R6-66a	Residential	B	1	2225 ASHLEY RIVER RD APT 318	59.9	58.7	1
R6-67	Residential	B	1	2225 ASHLEY RIVER RD APT 311	50.7	47.5	3
R6-67a	Residential	B	1	2225 ASHLEY RIVER RD APT 315	54.9	51.4	4
R6-68	Residential	B	1	2225 ASHLEY RIVER RD APT 312	53.0	49.0	4
R6-68a	Residential	B	1	2225 ASHLEY RIVER RD APT 316	56.5	52.5	4
R6-69	Residential	B	1	2225 ASHLEY RIVER RD APT 323	50.9	49.2	2
R6-69a	Residential	B	1	2225 ASHLEY RIVER RD APT 327	54.8	52.6	2
R6-70	Residential	B	1	2225 ASHLEY RIVER RD APT 322	56.2	51.5	4
R6-70a	Residential	B	1	2225 ASHLEY RIVER RD APT 326	60.0	55.9	4
R6-71	Residential	B	1	2225 ASHLEY RIVER RD APT 321	56.5	53.2	4
R6-71a	Residential	B	1	2225 ASHLEY RIVER RD APT 325	59.9	56.9	3
R6-72	Residential	B	1	2225 ASHLEY RIVER RD APT 324	48.7	46.7	2
R6-72a	Residential	B	1	2225 ASHLEY RIVER RD APT 328	54.5	51.7	3
R6-73	Residential	B	1	2225 ASHLEY RIVER RD APT 334	50.2	47.3	3
R6-73a	Residential	B	1	2225 ASHLEY RIVER RD APT 338	54.6	51.1	4
R6-74	Residential	B	1	2225 ASHLEY RIVER RD APT 333	57.6	53.8	4
R6-74a	Residential	B	1	2225 ASHLEY RIVER RD APT 337	60.6	57.4	4
R6-75	Residential	B	1	2225 ASHLEY RIVER RD APT 332	58.7	53.6	5
R6-75a	Residential	B	1	2225 ASHLEY RIVER RD APT 336	61.5	56.3	6
R6-76	Residential	B	1	2225 ASHLEY RIVER RD APT 331	58.4	52.1	6
R6-76a	Residential	B	1	2225 ASHLEY RIVER RD APT 335	61.1	54.9	6
R6-77	Residential	B	1	2225 ASHLEY RIVER RD APT 342	56.4	51.3	5
R6-77a	Residential	B	1	2225 ASHLEY RIVER RD APT 346	59.4	53.8	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6-78	Residential	B	1	2225 ASHLEY RIVER RD APT 343	52.6	49.7	3
R6-78a	Residential	B	1	2225 ASHLEY RIVER RD APT 347	55.9	52.5	3
R6-79	Residential	B	1	2225 ASHLEY RIVER RD APT 344	54.3	51.1	3
R6-79a	Residential	B	1	2225 ASHLEY RIVER RD APT 348	57.1	53.6	3
R6-80	Residential	B	1	2225 ASHLEY RIVER RD APT 341	57.2	51.5	5
R6-80a	Residential	B	1	2225 ASHLEY RIVER RD APT 345	60.0	54.0	6
R6-81	Residential	B	1	2225 ASHLEY RIVER RD APT 352	56.6	51.3	6
R6-81a	Residential	B	1	2225 ASHLEY RIVER RD APT 356	59.5	53.8	6
R6-82	Residential	B	1	2225 ASHLEY RIVER RD APT 351	56.3	51.6	4
R6-82a	Residential	B	1	2225 ASHLEY RIVER RD APT 355	59.3	54.0	5
R6-83	Residential	B	1	2225 ASHLEY RIVER RD APT 354	54.8	51.6	3
R6-83a	Residential	B	1	2225 ASHLEY RIVER RD APT 358	57.7	54.3	4
R6-84	Residential	B	1	2225 ASHLEY RIVER RD APT 353	54.6	51.3	4
R6-84a	Residential	B	1	2225 ASHLEY RIVER RD APT 357	57.4	53.9	3
R6-85	Residential	B	1	2225 ASHLEY RIVER RD APT 363	54.1	51.2	3
R6-85a	Residential	B	1	2225 ASHLEY RIVER RD APT 367	57.0	53.9	3
R6-86	Residential	B	1	2225 ASHLEY RIVER RD APT 362	54.6	51.8	3
R6-86a	Residential	B	1	2225 ASHLEY RIVER RD APT 366	57.6	54.8	3
R6-87	Residential	B	1	2225 ASHLEY RIVER RD APT 361	54.5	52.5	2
R6-87a	Residential	B	1	2225 ASHLEY RIVER RD APT 365	57.8	56.3	2
R6-88	Residential	B	1	2225 ASHLEY RIVER RD APT 364	53.4	51.3	2
R6-88a	Residential	B	1	2225 ASHLEY RIVER RD APT 368	56.1	53.8	2
R6-89	Residential	B	1	2225 ASHLEY RIVER RD APT 373	53.9	52.3	2
R6-89a	Residential	B	1	2225 ASHLEY RIVER RD APT 377	57.3	56.2	1
R6-90	Residential	B	1	2225 ASHLEY RIVER RD APT 372	54.9	52.8	2
R6-90a	Residential	B	1	2225 ASHLEY RIVER RD APT 376	58.3	56.4	2
R6-91	Residential	B	1	2225 ASHLEY RIVER RD APT 371	54.9	53.0	2
R6-91a	Residential	B	1	2225 ASHLEY RIVER RD APT 375	58.3	56.2	2
R6-92	Residential	B	1	2225 ASHLEY RIVER RD APT 374	54.6	52.6	2
R6-92a	Residential	B	1	2225 ASHLEY RIVER RD APT 378	58.4	56.6	1
R6-93	Residential	B	1	2225 ASHLEY RIVER RD APT 383	54.8	52.4	3
R6-93a	Residential	B	1	2225 ASHLEY RIVER RD APT 387	58.8	56.4	3
R6-94	Residential	B	1	2225 ASHLEY RIVER RD APT 382	55.2	53.2	2
R6-94a	Residential	B	1	2225 ASHLEY RIVER RD APT 386	58.6	56.5	2
R6-95	Residential	B	1	2225 ASHLEY RIVER RD APT 381	55.4	53.7	1
R6-95a	Residential	B	1	2225 ASHLEY RIVER RD APT 385	58.8	57.2	2
R6-96	Residential	B	1	2225 ASHLEY RIVER RD APT 384	55.1	52.0	3
R6-96a	Residential	B	1	2225 ASHLEY RIVER RD APT 388	58.7	55.0	4
R6-97	Residential	B	1	2225 ASHLEY RIVER RD APT 393	55.3	52.1	3
R6-97a	Residential	B	1	2225 ASHLEY RIVER RD APT 397	59.0	55.4	4

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6-98	Residential	B	1	2225 ASHLEY RIVER RD APT 392	56.0	54.4	2
R6-98a	Residential	B	1	2225 ASHLEY RIVER RD APT 396	59.6	58.1	2
R6-99	Residential	B	1	2225 ASHLEY RIVER RD APT 391	56.4	54.8	1
R6-99a	Residential	B	1	2225 ASHLEY RIVER RD APT 395	60.5	58.9	2
R6-100	Residential	B	1	2225 ASHLEY RIVER RD APT 394	56.1	55.2	1
R6-100a	Residential	B	1	2225 ASHLEY RIVER RD APT 398	60.1	59.3	1
R6-101	Residential	B	1	2225 ASHLEY RIVER RD APT 403	57.1	55.8	1
R6-101a	Residential	B	1	2225 ASHLEY RIVER RD APT 407	61.3	59.5	1
R6-102	Residential	B	1	2225 ASHLEY RIVER RD APT 402	56.5	54.7	2
R6-102a	Residential	B	1	2225 ASHLEY RIVER RD APT 406	60.2	58.1	2
R6-103	Residential	B	1	2225 ASHLEY RIVER RD APT 401	57.0	54.6	2
R6-103a	Residential	B	1	2225 ASHLEY RIVER RD APT 405	60.9	58.3	3
R6-104	Residential	B	1	2225 ASHLEY RIVER RD APT 404	58.9	56.3	3
R6-104a	Residential	B	1	2225 ASHLEY RIVER RD APT 408	63.0	60.3	3
R6-105	Residential	B	1	2225 ASHLEY RIVER RD APT 413	58.3	55.7	2
R6-105a	Residential	B	1	2225 ASHLEY RIVER RD APT 417	62.3	59.6	2
R6-106	Residential	B	1	2225 ASHLEY RIVER RD APT 412	57.5	54.9	3
R6-106a	Residential	B	1	2225 ASHLEY RIVER RD APT 416	61.4	58.6	2
R6-107	Residential	B	1	2225 ASHLEY RIVER RD APT 411	56.5	53.1	4
R6-107a	Residential	B	1	2225 ASHLEY RIVER RD APT 415	60.0	56.1	4
R6-108	Residential	B	1	2225 ASHLEY RIVER RD APT 414	57.4	53.1	4
R6-108a	Residential	B	1	2225 ASHLEY RIVER RD APT 418	61.2	57.7	3
R6-109	Residential	B	1	2225 ASHLEY RIVER RD APT 423	53.2	50.8	2
R6-109a	Residential	B	1	2225 ASHLEY RIVER RD APT 427	57.1	54.9	2
R6-110	Residential	B	1	2225 ASHLEY RIVER RD APT 422	56.4	56.5	-1
R6-110a	Residential	B	1	2225 ASHLEY RIVER RD APT 426	59.6	59.3	1
R6-111	Residential	B	1	2225 ASHLEY RIVER RD APT 421	58.4	58.0	0
R6-111a	Residential	B	1	2225 ASHLEY RIVER RD APT 425	61.4	60.4	1
R6-112	Residential	B	1	2225 ASHLEY RIVER RD APT 424	54.4	53.0	1
R6-112a	Residential	B	1	2225 ASHLEY RIVER RD APT 428	58.6	56.7	2
R6-113	Residential	B	1	2225 ASHLEY RIVER RD APT 433	57.8	52.2	6
R6-113a	Residential	B	1	2225 ASHLEY RIVER RD APT 437	61.9	57.7	4
R6-114	Residential	B	1	2225 ASHLEY RIVER RD APT 432	58.2	58.1	0
R6-114a	Residential	B	1	2225 ASHLEY RIVER RD APT 436	60.9	60.3	1
R6-115	Residential	B	1	2225 ASHLEY RIVER RD APT 435	62.3	59.6	2
R6-115a	Residential	B	1	2225 ASHLEY RIVER RD APT 431	64.9	61.8	3
R6-116	Residential	B	1	2225 ASHLEY RIVER RD APT 434	62.9	60.1	3
R6-116a	Residential	B	1	2225 ASHLEY RIVER RD APT 438	65.5	62.2	4
R6-117	Residential	B	1	2225 ASHLEY RIVER RD APT 143	65.1	54.9	10
R6-117a	Residential	B	1	2225 ASHLEY RIVER RD APT 147	69.7	57.0	13

Performance Without Barrier and With Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With Bar	Noise Level Reduction
R6-118	Residential	B	1	2225 ASHLEY RIVER RD APT 142	68.9	64.7	4
R6-118a	Residential	B	1	2225 ASHLEY RIVER RD APT 146	73.3	67.8	5
R6-119	Residential	B	1	2225 ASHLEY RIVER RD APT 141	69.1	66.1	3
R6-119a	Residential	B	1	2225 ASHLEY RIVER RD APT 145	73.2	69.7	3
R6-120	Residential	B	1	2225 ASHLEY RIVER RD APT 144	66.4	65.2	1
R6-120a	Residential	B	1	2225 ASHLEY RIVER RD APT 148	70.6	69.8	2
R6-121	Residential	B	1	2225 ASHLEY RIVER RD APT 134	58.2	54.4	4
R6-121a	Residential	B	1	2225 ASHLEY RIVER RD APT 138	63.0	59.1	4
R6-122	Residential	B	1	2225 ASHLEY RIVER RD APT 133	60.6	52.3	9
R6-122a	Residential	B	1	2225 ASHLEY RIVER RD APT 137	65.1	56.0	9
R6-123	Residential	B	1	2225 ASHLEY RIVER RD APT 132	64.9	64.4	1
R6-123a	Residential	B	1	2225 ASHLEY RIVER RD APT 136	69.0	67.9	1
R6-124	Residential	B	1	2225 ASHLEY RIVER RD APT 131	66.9	65.2	1
R6-124a	Residential	B	1	2225 ASHLEY RIVER RD APT 135	71.0	68.8	2
R6-125	Residential	B	1	2225 ASHLEY RIVER RD APT 123	68.3	66.8	1
R6-125a	Residential	B	1	2225 ASHLEY RIVER RD APT 127	71.5	69.7	2
R6-126	Residential	B	1	2225 ASHLEY RIVER RD APT 122	66.1	64.0	2
R6-126a	Residential	B	1	2225 ASHLEY RIVER RD APT 126	68.5	65.7	3
R6-127	Residential	B	1	2225 ASHLEY RIVER RD APT 121	60.5	53.1	8
R6-127a	Residential	B	1	2225 ASHLEY RIVER RD APT 125	62.2	56.3	6
R6-128	Residential	B	1	2225 ASHLEY RIVER RD APT 124	67.6	66.4	2
R6-128a	Residential	B	1	2225 ASHLEY RIVER RD APT 128	70.4	68.9	1
R6-129	Residential	B	1	2225 ASHLEY RIVER RD APT 113	66.6	65.8	1
R6-129a	Residential	B	1	2225 ASHLEY RIVER RD APT 117	69.4	68.2	1
R6-130	Residential	B	1	2225 ASHLEY RIVER RD APT 112	60.0	52.3	8
R6-130a	Residential	B	1	2225 ASHLEY RIVER RD APT 116	62.2	56.5	5
R6-131	Residential	B	1	2225 ASHLEY RIVER RD APT 111	56.5	49.9	7
R6-131a	Residential	B	1	2225 ASHLEY RIVER RD APT 115	59.2	54.8	4
R6-132	Residential	B	1	2225 ASHLEY RIVER RD APT 114	65.6	65.1	1
R6-132a	Residential	B	1	2225 ASHLEY RIVER RD APT 118	68.2	67.2	1
R6-133	Residential	B	1	2225 ASHLEY RIVER RD	57.0	54.1	3
				Predicted "Build-Condition" With-Barrier Benefits:[2]			213[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 98 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 4/6 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 213 impacted receptors.

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction

3. The optimized I-526 LCC WEST noise barrier NW 4/6 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 114 receptors.

Table E-4: I-526 LCC WEST
Project Noise Barrier NW 6a/8
NSA-6a and NSA-8, West of I-526 and between Ashley River Road and the Ashley River

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6a-1	Residential	B	1	2222 ASHLEY RIVER RD	68.8	61.1	8
R6a-1a	Residential	B	1	2222 ASHLEY RIVER RD	73.3	62.8	10
R6a-2	Residential	B	1	2222 ASHLEY RIVER RD	65.5	62.7	3
R6a-2a	Residential	B	1	2222 ASHLEY RIVER RD	68.6	65.1	4
R6a-3	Residential	B	1	2222 ASHLEY RIVER RD	63.7	62.1	2
R6a-3a	Residential	B	1	2222 ASHLEY RIVER RD	66.2	64.2	2
R6a-4	Residential	B	1	2222 ASHLEY RIVER RD	68.7	58.3	11
R6a-4a	Residential	B	1	2222 ASHLEY RIVER RD	72.1	60.5	11
R6a-5	Residential	B	1	2222 ASHLEY RIVER RD	69.2	58.7	10
R6a-5a	Residential	B	1	2222 ASHLEY RIVER RD	72.1	60.9	11
R6a-6	Residential	B	1	2222 ASHLEY RIVER RD	56.6	55.4	2
R6a-6a	Residential	B	1	2222 ASHLEY RIVER RD	61.1	59.3	2
R6a-7	Residential	B	1	2222 ASHLEY RIVER RD	60.4	59.9	0
R6a-7a	Residential	B	1	2222 ASHLEY RIVER RD	63.7	62.8	1
R6a-8	Residential	B	1	2222 ASHLEY RIVER RD	67.7	57.8	10
R6a-8a	Residential	B	1	2222 ASHLEY RIVER RD	70.8	60.0	11
R6a-9	Residential	B	1	2222 ASHLEY RIVER RD	55.7	51.7	4
R6a-9a	Residential	B	1	2222 ASHLEY RIVER RD	61.2	57.3	4
R6a-10	Residential	B	1	2222 ASHLEY RIVER RD	67.8	58.9	9
R6a-10a	Residential	B	1	2222 ASHLEY RIVER RD	71.0	61.0	10
R6a-11	Residential	B	1	2222 ASHLEY RIVER RD	66.6	57.6	9
R6a-11a	Residential	B	1	2222 ASHLEY RIVER RD	69.9	60.0	10

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6a-12	Residential	B	1	2222 ASHLEY RIVER RD	58.7	57.4	2
R6a-12a	Residential	B	1	2222 ASHLEY RIVER RD	63.1	60.8	2
R6a-13	Residential	B	1	2222 ASHLEY RIVER RD	61.4	60.4	1
R6a-13a	Residential	B	1	2222 ASHLEY RIVER RD	63.9	62.1	2
R6a-14	Residential	B	1	2222 ASHLEY RIVER RD	60.6	59.8	1
R6a-14a	Residential	B	1	2222 ASHLEY RIVER RD	62.6	61.3	2
R6a-15	Residential	B	1	2222 ASHLEY RIVER RD	54.2	49.5	4
R6a-15a	Residential	B	1	2222 ASHLEY RIVER RD	59.3	53.7	5
R6a-16	Residential	B	1	2222 ASHLEY RIVER RD	56.7	54.8	2
R6a-16a	Residential	B	1	2222 ASHLEY RIVER RD	61.6	58.6	3
R6a-17	Residential	B	1	2222 ASHLEY RIVER RD	50.9	49.1	2
R6a-17a	Residential	B	1	2222 ASHLEY RIVER RD	57.1	54.5	2
R6a-18	Residential	B	1	2222 ASHLEY RIVER RD	66.3	57.6	8
R6a-18a	Residential	B	1	2222 ASHLEY RIVER RD	69.7	59.7	10
R6a-19	Residential	B	1	2222 ASHLEY RIVER RD	65.4	57.1	8
R6a-19a	Residential	B	1	2222 ASHLEY RIVER RD	68.8	59.5	9
R6a-20	Residential	B	1	2222 ASHLEY RIVER RD	52.6	50.4	3
R6a-20a	Residential	B	1	2222 ASHLEY RIVER RD	58.2	55.9	2
R6a-21	Residential	B	1	2222 ASHLEY RIVER RD	58.5	52.9	6
R6a-21a	Residential	B	1	2222 ASHLEY RIVER RD	63.2	57.1	6
R6a-22	Residential	B	1	2222 ASHLEY RIVER RD	64.7	56.6	8
R6a-22a	Residential	B	1	2222 ASHLEY RIVER RD	68.2	59.2	8
R6a-23	Residential	B	1	2222 ASHLEY RIVER RD	58.3	53.2	5
R6a-23a	Residential	B	1	2222 ASHLEY RIVER RD	64.0	57.4	7
R6a-24	Residential	B	1	2222 ASHLEY RIVER RD	57.1	52.4	5
R6a-24a	Residential	B	1	2222 ASHLEY RIVER RD	61.9	55.7	6
R6a-25	Residential	B	1	2222 ASHLEY RIVER RD	57.3	53.0	4
R6a-25a	Residential	B	1	2222 ASHLEY RIVER RD	61.7	56.0	6
R6a-26	Residential	B	1	2222 ASHLEY RIVER RD	55.1	51.8	3
R6a-26a	Residential	B	1	2222 ASHLEY RIVER RD	59.9	56.1	4
R6a-27	Residential	B	1	2222 ASHLEY RIVER RD	56.2	53.9	2
R6a-27a	Residential	B	1	2222 ASHLEY RIVER RD	60.2	57.0	3
R6a-28	Residential	B	1	2222 ASHLEY RIVER RD	56.1	51.9	4
R6a-28a	Residential	B	1	2222 ASHLEY RIVER RD	60.6	55.2	6
R6a-29	Residential	B	1	2222 ASHLEY RIVER RD	54.5	50.9	4
R6a-29a	Residential	B	1	2222 ASHLEY RIVER RD	59.0	54.5	4
R6a-30	Residential	B	1	2222 ASHLEY RIVER RD	54.7	51.9	3
R6a-30a	Residential	B	1	2222 ASHLEY RIVER RD	58.5	55.3	4
R6a-31	Residential	B	1	2222 ASHLEY RIVER RD	56.1	50.7	5
R6a-31a	Residential	B	1	2222 ASHLEY RIVER RD	60.7	53.9	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R6a-32	Residential	B	1	2222 ASHLEY RIVER RD	57.9	52.3	6
R6a-32a	Residential	B	1	2222 ASHLEY RIVER RD	62.5	55.3	8
R6a-33	Residential	B	1	2222 ASHLEY RIVER RD	61.0	53.9	7
R6a-33a	Residential	B	1	2222 ASHLEY RIVER RD	66.1	57.4	9
R6a-34	Residential	B	1	2222 ASHLEY RIVER RD	62.5	55.6	7
R6a-34a	Residential	B	1	2222 ASHLEY RIVER RD	66.5	58.3	9
R6a-35	Residential	B	1	2222 ASHLEY RIVER RD	60.7	54.5	6
R6a-35a	Residential	B	1	2222 ASHLEY RIVER RD	65.0	57.4	8
R6a-36	Residential	B	1	2222 ASHLEY RIVER RD	59.8	53.6	6
R6a-36a	Residential	B	1	2222 ASHLEY RIVER RD	64.0	56.1	8
R6a-37	Residential	B	1	2222 ASHLEY RIVER RD	58.4	52.1	6
R6a-37a	Residential	B	1	2222 ASHLEY RIVER RD	62.8	56.0	7
R6a-38	Residential	B	1	2222 ASHLEY RIVER RD	55.0	50.3	5
R6a-38a	Residential	B	1	2222 ASHLEY RIVER RD	59.9	53.8	6
R6a-39	Residential	B	1	2222 ASHLEY RIVER RD	57.6	53.1	5
R6a-39a	Residential	B	1	2222 ASHLEY RIVER RD	62.2	55.9	6
R6a-40	Residential	B	1	2222 ASHLEY RIVER RD	55.9	49.9	6
R6a-40a	Residential	B	1	2222 ASHLEY RIVER RD	60.3	54.1	6
R6a-41	Residential	B	1	2222 ASHLEY RIVER RD	56.7	52.5	4
R6a-41a	Residential	B	1	2222 ASHLEY RIVER RD	60.6	55.1	6
R6a-42	Residential	B	1	2222 ASHLEY RIVER RD	57.2	53.3	4
R6a-42a	Residential	B	1	2222 ASHLEY RIVER RD	61.5	55.8	6
R6a-43	Residential	B	1	2222 ASHLEY RIVER RD	57.4	54.0	3
R6a-43a	Residential	B	1	2222 ASHLEY RIVER RD	61.6	56.6	5
R6a-44	Residential	B	1	2222 ASHLEY RIVER RD	58.1	55.6	2
R6a-44a	Residential	B	1	2222 ASHLEY RIVER RD	61.5	57.9	4
R6a-45	Residential	B	1	2222 ASHLEY RIVER RD	58.6	56.3	3
R6a-45a	Residential	B	1	2222 ASHLEY RIVER RD	61.9	58.9	3
R6a-46	Residential	B	1	2222 ASHLEY RIVER RD	58.1	55.7	2
R6a-46a	Residential	B	1	2222 ASHLEY RIVER RD	62.0	58.3	4
R6a-47	Residential	B	1	2222 ASHLEY RIVER RD	58.3	56.0	2
R6a-47a	Residential	B	1	2222 ASHLEY RIVER RD	61.9	58.6	3
R6a-48	Residential	B	1	2222 ASHLEY RIVER RD	58.4	56.0	2
R6a-48a	Residential	B	1	2222 ASHLEY RIVER RD	61.9	58.8	3
R8-1	Residential	B	1	2274 ASHLEY RIVER RD APT 417	67.4	60.1	8
R8-1a	Residential	B	1	2274 ASHLEY RIVER RD APT 418	70.2	59.7	7
R8-2	Residential	B	1	2274 ASHLEY RIVER RD APT 410	67.8	62.0	8
R8-2a	Residential	B	1	2274 ASHLEY RIVER RD APT 411	70.5	59.9	8
R8-2b	Residential	B	1	2274 ASHLEY RIVER RD APT 412	71.6	62.1	9
R8-3	Residential	B	1	2274 ASHLEY RIVER RD APT 413	68.3	63.7	8

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R8-3a	Residential	B	1	2274 ASHLEY RIVER RD APT 414	70.8	60.0	9
R8-4	Residential	B	1	2274 ASHLEY RIVER RD APT 408	68.8	60.0	9
R8-4a	Residential	B	1	2274 ASHLEY RIVER RD APT 409	71.1	62.3	9
R8-5	Residential	B	1	2274 ASHLEY RIVER RD APT 415	57.8	54.2	4
R8-5a	Residential	B	1	2274 ASHLEY RIVER RD APT 416	61.3	57.2	4
R8-6	Residential	B	1	2274 ASHLEY RIVER RD APT 405	56.1	52.1	4
R8-6a	Residential	B	1	2274 ASHLEY RIVER RD APT 404	59.4	54.3	5
R8-6b	Residential	B	1	2274 ASHLEY RIVER RD APT 403	70.0	62.7	7
R8-7	Residential	B	1	2274 ASHLEY RIVER RD APT 402	56.3	52.6	3
R8-7a	Residential	B	1	2274 ASHLEY RIVER RD APT 401	59.9	54.9	5
R8-8	Residential	B	1	2274 ASHLEY RIVER RD APT 406	59.7	53.3	7
R8-8a	Residential	B	1	2274 ASHLEY RIVER RD APT 407	62.8	55.7	7
R8-9	Residential	B	1	2274 ASHLEY RIVER RD APT 517	68.8	59.9	9
R8-9a	Residential	B	1	2274 ASHLEY RIVER RD APT 518	71.0	62.1	9
R8-10	Residential	B	1	2274 ASHLEY RIVER RD APT 510	69.4	60.1	9
R8-10a	Residential	B	1	2274 ASHLEY RIVER RD APT 511	71.4	62.4	9
R8-10b	Residential	B	1	2274 ASHLEY RIVER RD APT 512	72.6	64.2	9
R8-11	Residential	B	1	2274 ASHLEY RIVER RD APT 513	70.1	60.2	10
R8-11a	Residential	B	1	2274 ASHLEY RIVER RD APT 514	72.0	62.3	10
R8-12	Residential	B	1	2274 ASHLEY RIVER RD APT 508	70.9	60.8	10
R8-12a	Residential	B	1	2274 ASHLEY RIVER RD APT 509	72.7	62.9	10
R8-13	Residential	B	1	2274 ASHLEY RIVER RD APT 515	56.9	52.4	5
R8-13a	Residential	B	1	2274 ASHLEY RIVER RD APT 516	60.1	54.6	5
R8-14	Residential	B	1	2274 ASHLEY RIVER RD APT 503	57.6	52.4	6
R8-14a	Residential	B	1	2274 ASHLEY RIVER RD APT 504	60.6	54.2	7
R8-14b	Residential	B	1	2274 ASHLEY RIVER RD APT 505	71.3	63.1	8
R8-15	Residential	B	1	2274 ASHLEY RIVER RD APT 501	58.5	52.8	6
R8-15a	Residential	B	1	2274 ASHLEY RIVER RD APT 502	61.7	54.7	7
R8-16	Residential	B	1	2274 ASHLEY RIVER RD APT 506	65.5	55.9	10
R8-16a	Residential	B	1	2274 ASHLEY RIVER RD APT 507	67.5	57.4	11
R8-17	Residential	B	1	2274 ASHLEY RIVER RD APT 617	70.1	60.0	10
R8-17a	Residential	B	1	2274 ASHLEY RIVER RD APT 618	71.9	61.8	10
R8-18	Residential	B	1	2274 ASHLEY RIVER RD APT 610	69.7	59.7	10
R8-18a	Residential	B	1	2274 ASHLEY RIVER RD APT 611	71.6	61.6	10
R8-18b	Residential	B	1	2274 ASHLEY RIVER RD APT 612	72.5	63.6	9
R8-19	Residential	B	1	2274 ASHLEY RIVER RD APT 613	69.3	59.5	9
R8-19a	Residential	B	1	2274 ASHLEY RIVER RD APT 614	71.3	61.4	10
R8-20	Residential	B	1	2274 ASHLEY RIVER RD APT 608	68.9	59.2	10
R8-20a	Residential	B	1	2274 ASHLEY RIVER RD APT 609	71.0	61.1	10
R8-21	Residential	B	1	2274 ASHLEY RIVER RD APT 615	59.0	53.0	6

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R8-21a	Residential	B	1	2274 ASHLEY RIVER RD APT 616	61.9	55.1	7
R8-22	Residential	B	1	2274 ASHLEY RIVER RD APT 603	56.8	52.2	5
R8-22a	Residential	B	1	2274 ASHLEY RIVER RD APT 604	59.9	54.7	5
R8-22b	Residential	B	1	2274 ASHLEY RIVER RD APT 605	70.9	62.6	8
R8-23	Residential	B	1	2274 ASHLEY RIVER RD APT 601	56.7	52.3	5
R8-23a	Residential	B	1	2274 ASHLEY RIVER RD APT 602	59.9	54.4	6
R8-24	Residential	B	1	2274 ASHLEY RIVER RD APT 606	61.3	55.2	6
R8-24a	Residential	B	1	2274 ASHLEY RIVER RD APT 607	64.5	57.7	7
R8-25	Residential	B	1	2274 ASHLEY RIVER RD APT 307	58.1	54.5	3
R8-25a	Residential	B	1	2274 ASHLEY RIVER RD APT 308	61.6	57.3	5
R8-25b	Residential	B	1	2274 ASHLEY RIVER RD APT 309	68.4	62.1	6
R8-26	Residential	B	1	2274 ASHLEY RIVER RD APT 310	59.1	54.6	4
R8-26a	Residential	B	1	2274 ASHLEY RIVER RD APT 311	63.2	57.9	5
R8-26b	Residential	B	1	2274 ASHLEY RIVER RD APT 312	66.7	61.3	6
R8-27	Residential	B	1	2274 ASHLEY RIVER RD APT 301	59.5	54.3	6
R8-27a	Residential	B	1	2274 ASHLEY RIVER RD APT 302	62.9	56.4	7
R8-27b	Residential	B	1	2274 ASHLEY RIVER RD APT 303	68.1	61.9	6
R8-28	Residential	B	1	2274 ASHLEY RIVER RD APT 304	55.8	50.7	5
R8-28a	Residential	B	1	2274 ASHLEY RIVER RD APT 305	59.6	54.0	6
R8-28b	Residential	B	1	2274 ASHLEY RIVER RD APT 306	66.5	61.1	6
R8-29	Residential	B	1	2274 ASHLEY RIVER RD APT 208	58.6	53.3	6
R8-29a	Residential	B	1	2274 ASHLEY RIVER RD APT 209	62.3	56.0	6
R8-30	Residential	B	1	2274 ASHLEY RIVER RD APT 201	58.8	53.3	6
R8-30a	Residential	B	1	2274 ASHLEY RIVER RD APT 202	62.5	55.8	7
R8-31	Residential	B	1	2274 ASHLEY RIVER RD APT 203	59.0	53.3	6
R8-31a	Residential	B	1	2274 ASHLEY RIVER RD APT 204	62.7	55.8	7
R8-31b	Residential	B	1	2274 ASHLEY RIVER RD APT 205	66.4	60.8	5
R8-32	Residential	B	1	2274 ASHLEY RIVER RD APT 217	59.0	53.2	6
R8-32a	Residential	B	1	2274 ASHLEY RIVER RD APT 218	62.7	55.7	7
R8-33	Residential	B	1	2274 ASHLEY RIVER RD APT 206	54.5	51.6	3
R8-33a	Residential	B	1	2274 ASHLEY RIVER RD APT 207	58.7	55.5	3
R8-34	Residential	B	1	2274 ASHLEY RIVER RD APT 210	51.9	50.3	2
R8-34a	Residential	B	1	2274 ASHLEY RIVER RD APT 211	55.4	53.7	1
R8-35	Residential	B	1	2274 ASHLEY RIVER RD APT 212	52.1	49.9	2
R8-35a	Residential	B	1	2274 ASHLEY RIVER RD APT 213	55.6	52.3	4
R8-35b	Residential	B	1	2274 ASHLEY RIVER RD APT 214	65.7	60.3	6
R8-36	Residential	B	1	2274 ASHLEY RIVER RD APT 215	54.4	51.4	3
R8-36a	Residential	B	1	2274 ASHLEY RIVER RD APT 216	58.3	54.6	3
R8-37	Residential	B	1	2274 ASHLEY RIVER RD APT 706	63.8	55.3	9
R8-37a	Residential	B	1	2274 ASHLEY RIVER RD APT 707	66.8	57.5	9

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R8-38	Residential	B	1	2274 ASHLEY RIVER RD APT 713	60.8	53.7	7
R8-38a	Residential	B	1	2274 ASHLEY RIVER RD APT 714	64.3	56.6	7
R8-39	Residential	B	1	2274 ASHLEY RIVER RD APT 710	59.3	52.8	6
R8-39a	Residential	B	1	2274 ASHLEY RIVER RD APT 711	62.9	55.7	7
R8-39b	Residential	B	1	2274 ASHLEY RIVER RD APT 712	68.6	61.0	8
R8-40	Residential	B	1	2274 ASHLEY RIVER RD APT 715	58.1	52.0	6
R8-40a	Residential	B	1	2274 ASHLEY RIVER RD APT 716	61.8	55.0	7
R8-41	Residential	B	1	2274 ASHLEY RIVER RD APT 708	65.8	57.4	9
R8-41a	Residential	B	1	2274 ASHLEY RIVER RD APT 709	69.1	59.6	9
R8-42	Residential	B	1	2274 ASHLEY RIVER RD APT 704	63.0	55.2	8
R8-42a	Residential	B	1	2274 ASHLEY RIVER RD APT 705	66.8	58.0	9
R8-43	Residential	B	1	2274 ASHLEY RIVER RD APT 701	61.8	54.7	7
R8-43a	Residential	B	1	2274 ASHLEY RIVER RD APT 702	66.0	57.6	8
R8-43b	Residential	B	1	2274 ASHLEY RIVER RD APT 703	68.8	61.0	8
R8-44	Residential	B	1	2274 ASHLEY RIVER RD APT 717	60.9	54.1	7
R8-44a	Residential	B	1	2274 ASHLEY RIVER RD APT 718	65.3	57.4	8
R8-45	Residential	B	1	2274 ASHLEY RIVER RD APT 817	62.1	54.9	7
R8-45a	Residential	B	1	2274 ASHLEY RIVER RD APT 818	66.3	57.0	9
R8-46	Residential	B	1	2274 ASHLEY RIVER RD APT 803	59.3	52.9	6
R8-46a	Residential	B	1	2274 ASHLEY RIVER RD APT 804	63.7	55.5	8
R8-46b	Residential	B	1	2274 ASHLEY RIVER RD APT 805	67.7	60.4	8
R8-47	Residential	B	1	2274 ASHLEY RIVER RD APT 801	57.9	52.1	6
R8-47a	Residential	B	1	2274 ASHLEY RIVER RD APT 802	62.4	55.2	7
R8-48	Residential	B	1	2274 ASHLEY RIVER RD APT 806	57.1	52.0	5
R8-48a	Residential	B	1	2274 ASHLEY RIVER RD APT 807	61.5	54.7	7
R8-49	Residential	B	1	2274 ASHLEY RIVER RD APT 815	61.9	55.0	7
R8-49a	Residential	B	1	2274 ASHLEY RIVER RD APT 816	66.4	58.1	8
R8-50	Residential	B	1	2274 ASHLEY RIVER RD APT 812	58.9	52.9	6
R8-50a	Residential	B	1	2274 ASHLEY RIVER RD APT 813	63.8	56.8	7
R8-50b	Residential	B	1	2274 ASHLEY RIVER RD APT 814	67.6	60.3	8
R8-51	Residential	B	1	2274 ASHLEY RIVER RD APT 810	57.8	52.3	6
R8-51a	Residential	B	1	2274 ASHLEY RIVER RD APT 811	62.9	56.4	7
R8-52	Residential	B	1	2274 ASHLEY RIVER RD APT 808	57.2	52.3	5
R8-52a	Residential	B	1	2274 ASHLEY RIVER RD APT 809	62.4	56.2	6
Predicted "Build-Condition" With-Barrier Benefits:[2]							157[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 71 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction

2. The optimized I-526 LCC WEST noise barrier NW 6a/8 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 68 impacted receptors.

3. The optimized I-526 LCC WEST noise barrier NW 6a/8 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 69 receptors.

Table E-5: I-526 LCC WEST
Project Noise Barrier NW 5
NSA-5, East of I-526 and North of Paul Cantrell Boulevard

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-1	Residential	B	1	1 WESTCHASE DR APT 2200	69.5	57.9	12
R5-1a	Residential	B	1	1 WESTCHASE DR APT 2200	71.2	60.2	11
R5-2	Residential	B	1	1 WESTCHASE DR APT 2200	65.3	56.3	9
R5-2a	Residential	B	1	1 WESTCHASE DR APT 2200	68.1	59.7	8
R5-3	Residential	B	1	1 WESTCHASE DR APT 2200	63.8	55.7	8
R5-3a	Residential	B	1	1 WESTCHASE DR APT 2200	67.0	59.8	7
R5-4	Residential	B	1	1 WESTCHASE DR APT 2200	62.5	55.5	7
R5-4a	Residential	B	1	1 WESTCHASE DR APT 2200	66.1	59.8	6
R5-5	Residential	B	1	1 WESTCHASE DR APT 2200	69.6	56.8	13
R5-5a	Residential	B	1	1 WESTCHASE DR APT 2200	70.9	58.2	13
R5-6	Residential	B	1	1 WESTCHASE DR APT 2200	64.5	54.5	10
R5-6a	Residential	B	1	1 WESTCHASE DR APT 2200	66.6	57	10
R5-7	Residential	B	1	1 WESTCHASE DR APT 2200	62.4	54.5	7
R5-7a	Residential	B	1	1 WESTCHASE DR APT 2200	65.0	57.2	8
R5-8	Residential	B	1	1 WESTCHASE DR APT 2200	60.7	54.2	7
R5-8a	Residential	B	1	1 WESTCHASE DR APT 2200	63.7	57.2	7
R5-9	Residential	B	1	1 WESTCHASE DR APT 2100	60.7	55.2	6
R5-9a	Residential	B	1	1 WESTCHASE DR APT 2100	63.9	58.9	5
R5-10	Residential	B	1	1 WESTCHASE DR APT 2100	61.2	55.4	6
R5-10a	Residential	B	1	1 WESTCHASE DR APT 2100	64.2	59	5
R5-11	Residential	B	1	1 WESTCHASE DR APT 2100	61.6	55.5	6
R5-11a	Residential	B	1	1 WESTCHASE DR APT 2100	64.5	59	6
R5-12	Residential	B	1	1 WESTCHASE DR APT 2100	62.0	55.9	6
R5-12a	Residential	B	1	1 WESTCHASE DR APT 2100	64.7	59.4	6
R5-13	Residential	B	1	1 WESTCHASE DR APT 2100	54.6	52.9	2
R5-13a	Residential	B	1	1 WESTCHASE DR APT 2100	58.4	56	2
R5-14	Residential	B	1	1 WESTCHASE DR APT 2100	54.8	52.4	3
R5-14a	Residential	B	1	1 WESTCHASE DR APT 2100	58.4	55.1	3
R5-15	Residential	B	1	1 WESTCHASE DR APT 2100	55.1	52.3	3
R5-15a	Residential	B	1	1 WESTCHASE DR APT 2100	58.6	55.1	4
R5-16	Residential	B	1	1 WESTCHASE DR APT 2100	55.6	52.3	4
R5-16a	Residential	B	1	1 WESTCHASE DR APT 2100	59.1	55.2	4
R5-17	Residential	C	1	1 WESTCHASE DR	58.8	54.2	5
R5-18	Residential	B	1	1 WESTCHASE DR APT 2000	62.0	55.2	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-18a	Residential	B	1	1 WESTCHASE DR APT 2000	64.7	59.4	6
R5-19	Residential	B	1	1 WESTCHASE DR APT 2000	63.3	55.6	7
R5-19a	Residential	B	1	1 WESTCHASE DR APT 2000	65.8	59.9	6
R5-20	Residential	B	1	1 WESTCHASE DR APT 2000	65.1	56.2	9
R5-20a	Residential	B	1	1 WESTCHASE DR APT 2000	67.0	60.4	7
R5-21	Residential	B	1	1 WESTCHASE DR APT 2000	68.6	57.6	11
R5-21a	Residential	B	1	1 WESTCHASE DR APT 2000	70.3	61	9
R5-22	Residential	B	1	1 WESTCHASE DR APT 2000	59.5	53.6	6
R5-22a	Residential	B	1	1 WESTCHASE DR APT 2000	62.5	56.8	6
R5-23	Residential	B	1	1 WESTCHASE DR APT 2000	60.8	53.7	7
R5-23a	Residential	B	1	1 WESTCHASE DR APT 2000	63.6	57.2	7
R5-24	Residential	B	1	1 WESTCHASE DR APT 2000	62.9	54.3	9
R5-24a	Residential	B	1	1 WESTCHASE DR APT 2000	65.0	58.1	7
R5-25	Residential	B	1	1 WESTCHASE DR APT 2000	67.5	57.1	11
R5-25a	Residential	B	1	1 WESTCHASE DR APT 2000	69.3	60.7	8
R5-26	Residential	B	1	1 WESTCHASE DR APT 1900	69.8	58.6	11
R5-26a	Residential	B	1	1 WESTCHASE DR APT 1900	71.5	61.1	11
R5-27	Residential	B	1	1 WESTCHASE DR APT 1900	69.7	58.8	11
R5-27a	Residential	B	1	1 WESTCHASE DR APT 1900	71.5	61.3	11
R5-28	Residential	B	1	1 WESTCHASE DR APT 1900	69.7	59	11
R5-28a	Residential	B	1	1 WESTCHASE DR APT 1900	71.6	61.8	10
R5-29	Residential	B	1	1 WESTCHASE DR APT 1900	69.7	59	11
R5-29a	Residential	B	1	1 WESTCHASE DR APT 1900	71.6	61.6	10
R5-30	Residential	B	1	1 WESTCHASE DR APT 1900	62.9	54.9	8
R5-30a	Residential	B	1	1 WESTCHASE DR APT 1900	65.1	58.6	6
R5-31	Residential	B	1	1 WESTCHASE DR APT 1900	57.3	53	4
R5-31a	Residential	B	1	1 WESTCHASE DR APT 1900	60.3	56.2	4
R5-32	Residential	B	1	1 WESTCHASE DR APT 1900	58.8	53.5	5
R5-32a	Residential	B	1	1 WESTCHASE DR APT 1900	61.9	56.9	5
R5-33	Residential	B	1	1 WESTCHASE DR APT 1900	64.6	56.2	9
R5-33a	Residential	B	1	1 WESTCHASE DR APT 1900	67.3	58.4	9
R5-34	Residential	B	1	1 WESTCHASE DR APT 1200	68.8	59.5	9
R5-34a	Residential	B	1	1 WESTCHASE DR APT 1200	71.3	62.1	9
R5-35	Residential	B	1	1 WESTCHASE DR APT 1200	68.1	58.8	9
R5-35a	Residential	B	1	1 WESTCHASE DR APT 1200	70.6	61.1	10
R5-36	Residential	B	1	1 WESTCHASE DR APT 1200	67.3	58.1	9
R5-36a	Residential	B	1	1 WESTCHASE DR APT 1200	69.9	60.2	10
R5-37	Residential	B	1	1 WESTCHASE RD APT 1200	66.6	57.6	9
R5-37a	Residential	B	1	1 WESTCHASE RD APT 1200	69.2	59.5	9
R5-38	Residential	B	1	1 WESTCHASE RD APT 1200	56.7	53.2	4

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-38a	Residential	B	1	1 WESTCHASE RD APT 1200	59.6	56.8	3
R5-39	Residential	B	1	1 WESTCHASE DR APT 1200	56.9	52.8	4
R5-39a	Residential	B	1	1 WESTCHASE DR APT 1200	59.6	56.8	3
R5-40	Residential	B	1	1 WESTCHASE DR APT 1200	58.9	53.3	6
R5-40a	Residential	B	1	1 WESTCHASE DR APT 1200	61.3	57.6	3
R5-41	Residential	B	1	1 WESTCHASE DR APT 1200	64.6	56.3	9
R5-41a	Residential	B	1	1 WESTCHASE DR APT 1200	67.1	59.2	8
R5-42	Residential	B	1	1 WESTCHASE DR APT 1300	66.1	57.2	9
R5-42a	Residential	B	1	1 WESTCHASE DR APT 1300	68.6	59.4	10
R5-43	Residential	B	1	1 WESTCHASE DR APT 1300	63.5	55.7	8
R5-43a	Residential	B	1	1 WESTCHASE DR APT 1300	66.2	58.3	8
R5-44	Residential	B	1	1 WESTCHASE DR APT 1300	61.7	55	7
R5-44a	Residential	B	1	1 WESTCHASE DR APT 1300	64.6	57.7	7
R5-45	Residential	B	1	1 WESTCHASE DR APT 1300	60.4	54.7	5
R5-45a	Residential	B	1	1 WESTCHASE DR APT 1300	63.5	57.7	6
R5-46	Residential	B	1	1 WESTCHASE DR APT 1300	60.8	53.3	8
R5-46a	Residential	B	1	1 WESTCHASE DR APT 1300	63.7	55.9	8
R5-47	Residential	B	1	1 WESTCHASE DR APT 1300	50.4	48.2	2
R5-47a	Residential	B	1	1 WESTCHASE DR APT 1300	54.4	52.7	1
R5-48	Residential	B	1	1 WESTCHASE DR APT 1300	51.0	48.6	2
R5-48a	Residential	B	1	1 WESTCHASE DR APT 1300	54.5	53.1	2
R5-49	Residential	B	1	1 WESTCHASE DR APT 1300	53.9	51.7	2
R5-49a	Residential	B	1	1 WESTCHASE DR APT 1300	57.3	55.7	1
R5-50	Residential	B	1	1 WESTCHASE DR APT 1400	53.4	52.4	1
R5-50a	Residential	B	1	1 WESTCHASE DR APT 1400	57.1	55.9	1
R5-51	Residential	B	1	1 WESTCHASE DR APT 1400	53.9	52.6	1
R5-51a	Residential	B	1	1 WESTCHASE DR APT 1400	57.4	56	1
R5-52	Residential	B	1	1 WESTCHASE DR APT 1400	54.1	52.8	1
R5-52a	Residential	B	1	1 WESTCHASE DR APT 1400	57.3	56.1	1
R5-53	Residential	B	1	1 WESTCHASE DR APT 1400	54.0	52.7	1
R5-53a	Residential	B	1	1 WESTCHASE DR APT 1400	57.2	56	1
R5-54	Residential	B	1	1 WESTCHASE DR APT 1400	55.4	51.8	3
R5-54a	Residential	B	1	1 WESTCHASE DR APT 1400	58.6	54.8	4
R5-55	Residential	B	1	1 WESTCHASE DR APT 1400	58.4	52.8	5
R5-55a	Residential	B	1	1 WESTCHASE DR APT 1400	62.4	55.4	7
R5-56	Residential	B	1	1 WESTCHASE RD APT 1400	56.5	52.5	4
R5-56a	Residential	B	1	1 WESTCHASE RD APT 1400	60.1	55	5
R5-57	Residential	B	1	1 WESTCHASE DR APT 1400	54.3	51.6	2
R5-57a	Residential	B	1	1 WESTCHASE DR APT 1400	57.6	54.4	4
R5-58	Residential	C	1	1 WESTCHASE DR	55.1	52.3	3

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-59	Residential	B	1	1 WESTCHASE RD APT 1100	55.9	52.5	3
R5-59a	Residential	B	1	1 WESTCHASE RD APT 1100	59.0	55.3	4
R5-60	Residential	B	1	1 WESTCHASE RD APT 1100	52.3	50.1	2
R5-60a	Residential	B	1	1 WESTCHASE RD APT 1100	55.8	53.8	2
R5-61	Residential	B	1	1 WESTCHASE DR APT 1100	52.5	50.4	3
R5-61a	Residential	B	1	1 WESTCHASE DR APT 1100	56.0	53.6	2
R5-62	Residential	B	1	1 WESTCHASE DR APT 1100	53.6	51.5	2
R5-62a	Residential	B	1	1 WESTCHASE DR APT 1100	56.8	53.9	3
R5-63	Residential	B	1	1 WESTCHASE RD APT 1100	63.0	55	8
R5-63a	Residential	B	1	1 WESTCHASE RD APT 1100	66.0	57.2	9
R5-64	Residential	B	1	1 WESTCHASE RD APT 1100	63.3	55.3	8
R5-64a	Residential	B	1	1 WESTCHASE RD APT 1100	66.4	57.2	9
R5-65	Residential	B	1	1 WESTCHASE RD APT 1100	63.0	55.4	8
R5-65a	Residential	B	1	1 WESTCHASE RD APT 1100	66.2	57.5	8
R5-66	Residential	B	1	1 WESTCHASE RD APT 1100	62.5	55.3	8
R5-66a	Residential	B	1	1 WESTCHASE RD APT 1100	65.8	57.5	8
R5-67	Residential	C	1	1 WESTCHASE RD APT 1000	60.4	53.9	6
R5-67a	Residential	B	1	1 WESTCHASE RD APT 1000	63.9	56.4	8
R5-68	Residential	B	1	1 WESTCHASE RD APT 1000	61.9	55.2	7
R5-68a	Residential	B	1	1 WESTCHASE RD APT 1000	65.1	57.8	7
R5-69	Residential	B	1	1 WESTCHASE RD APT 1000	63.6	56.1	8
R5-69a	Residential	B	1	1 WESTCHASE RD APT 1000	66.5	58.4	9
R5-70	Residential	B	1	1 WESTCHASE RD APT 1000	65.5	57.3	9
R5-70a	Residential	B	1	1 WESTCHASE RD APT 1000	68.1	59.5	8
R5-71	Residential	B	1	1 WESTCHASE DR APT 1000	57.8	51.6	6
R5-71a	Residential	B	1	1 WESTCHASE DR APT 1000	61.6	55.4	7
R5-72	Residential	B	1	1 WESTCHASE DR APT 1000	58.5	51.2	8
R5-72a	Residential	B	1	1 WESTCHASE DR APT 1000	61.7	55.3	7
R5-73	Residential	B	1	1 WESTCHASE RD APT 1000	58.8	51.1	8
R5-73a	Residential	B	1	1 WESTCHASE RD APT 1000	61.6	54.6	7
R5-74	Residential	B	1	1 WESTCHASE RD APT 1000	61.9	55.4	7
R5-74a	Residential	B	1	1 WESTCHASE RD APT 1000	64.8	58	7
R5-75	Residential	B	1	1 WESTCHASE RD APT 900	61.5	55.8	6
R5-75a	Residential	B	1	1 WESTCHASE RD APT 900	64.7	58.6	6
R5-76	Residential	B	1	1 WESTCHASE RD APT 900	57.5	52.1	6
R5-76a	Residential	B	1	1 WESTCHASE RD APT 900	60.6	55.2	6
R5-77	Residential	B	1	1 WESTCHASE RD APT 900	58.1	53	5
R5-77a	Residential	B	1	1 WESTCHASE RD APT 900	61.5	55.8	6
R5-78	Residential	B	1	1 WESTCHASE RD APT 900	64.0	55.7	8
R5-78a	Residential	B	1	1 WESTCHASE RD APT 900	66.5	58	9

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-79	Residential	B	1	1 WESTCHASE RD APT 900	71.0	60.3	11
R5-79a	Residential	B	1	1 WESTCHASE RD APT 900	73.0	62.4	11
R5-80	Residential	B	1	1 WESTCHASE RD APT 900	71.4	60.5	10
R5-80a	Residential	B	1	1 WESTCHASE RD APT 900	73.3	62.6	10
R5-81	Residential	B	1	1 WESTCHASE RD APT 900	71.8	60.7	11
R5-81a	Residential	B	1	1 WESTCHASE RD APT 900	73.6	62.9	11
R5-82	Residential	B	1	1 WESTCHASE RD APT 900	72.1	60.7	11
R5-82a	Residential	B	1	1 WESTCHASE RD APT 900	73.8	62.8	11
R5-83	Residential	C	1	1 WESTCHASE DR	61.7	53.7	8
R5-84	Residential	B	1	1 WESTCHASE RD APT 400	68.9	57.6	11
R5-84a	Residential	B	1	1 WESTCHASE RD APT 400	71.0	59.1	12
R5-85	Residential	B	1	1 WESTCHASE RD APT 400	63.5	54.3	10
R5-85a	Residential	B	1	1 WESTCHASE RD APT 400	66.2	57.1	9
R5-86	Residential	B	1	1 WESTCHASE DR APT 400	61.4	53.3	8
R5-86a	Residential	B	1	1 WESTCHASE DR APT 400	64.4	56.1	8
R5-87	Residential	B	1	1 WESTCHASE DR APT 400	60.0	52.7	7
R5-87a	Residential	B	1	1 WESTCHASE DR APT 400	63.2	56.1	7
R5-88	Residential	B	1	1 WESTCHASE RD APT 400	71.2	60.1	11
R5-88a	Residential	B	1	1 WESTCHASE RD APT 400	73.2	62	11
R5-89	Residential	B	1	1 WESTCHASE RD APT 400	69.8	58.5	11
R5-89a	Residential	B	1	1 WESTCHASE RD APT 400	71.8	60.3	12
R5-90	Residential	B	1	1 WESTCHASE RD APT 400	68.5	57.5	11
R5-90a	Residential	B	1	1 WESTCHASE RD APT 400	70.8	59.1	12
R5-91	Residential	B	1	1 WESTCHASE DR APT 400	65.8	54.6	11
R5-91a	Residential	B	1	1 WESTCHASE DR APT 400	68.4	56.4	12
R5-92	Residential	B	1	1 WESTCHASE DR APT 300	68.3	56.5	11
R5-92a	Residential	B	1	1 WESTCHASE DR APT 300	70.5	57.9	13
R5-93	Residential	B	1	1 WESTCHASE DR APT 300	62.9	52.8	10
R5-93a	Residential	B	1	1 WESTCHASE DR APT 300	65.7	55	11
R5-94	Residential	B	1	1 WESTCHASE DR APT 300	60.5	52.4	9
R5-94a	Residential	B	1	1 WESTCHASE DR APT 300	63.7	55	9
R5-95	Residential	B	1	1 WESTCHASE DR APT 300	58.6	51.9	7
R5-95a	Residential	B	1	1 WESTCHASE DR APT 300	62.3	54.9	7
R5-96	Residential	B	1	1 WESTCHASE DR APT 300	70.0	59.3	11
R5-96a	Residential	B	1	1 WESTCHASE DR APT 300	72.2	61.1	11
R5-97	Residential	B	1	1 WESTCHASE DR APT 300	67.4	57.8	9
R5-97a	Residential	B	1	1 WESTCHASE DR APT 300	69.7	60	10
R5-98	Residential	B	1	1 WESTCHASE DR APT 300	66.0	57.5	8
R5-98a	Residential	B	1	1 WESTCHASE DR APT 300	68.6	59.9	9
R5-99	Residential	B	1	1 WESTCHASE DR APT 300	64.5	57.3	8

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-99a	Residential	B	1	1 WESTCHASE DR APT 300	67.6	60	8
R5-100	Residential	B	1	1 WESTCHASE DR APT 200	58.9	52.5	6
R5-100a	Residential	B	1	1 WESTCHASE DR APT 200	62.8	55	8
R5-101	Residential	B	1	1 WESTCHASE DR APT 200	54.2	51.1	3
R5-101a	Residential	B	1	1 WESTCHASE DR APT 200	57.8	54.1	4
R5-102	Residential	B	1	1 WESTCHASE DR APT 200	54.3	51.1	3
R5-102a	Residential	B	1	1 WESTCHASE DR APT 200	57.9	54.2	4
R5-103	Residential	B	1	1 WESTCHASE DR APT 200	58.9	56.7	2
R5-103a	Residential	B	1	1 WESTCHASE DR APT 200	61.7	59	3
R5-104	Residential	B	1	1 WESTCHASE DR APT 200	65.6	58.1	8
R5-104a	Residential	B	1	1 WESTCHASE DR APT 200	68.5	60.5	8
R5-105	Residential	B	1	1 WESTCHASE DR APT 200	65.5	58.4	8
R5-105a	Residential	B	1	1 WESTCHASE DR APT 200	68.5	60.7	8
R5-106	Residential	B	1	1 WESTCHASE DR APT 200	65.4	58.8	6
R5-106a	Residential	B	1	1 WESTCHASE DR APT 200	68.4	61.1	7
R5-107	Residential	B	1	1 WESTCHASE DR APT 200	65.2	58.9	6
R5-107a	Residential	B	1	1 WESTCHASE DR APT 200	68.3	61.3	7
R5-108	Residential	B	1	1 WESTCHASE DR APT 100	63.9	57.7	6
R5-108a	Residential	B	1	1 WESTCHASE DR APT 100	67.2	59.5	7
R5-109	Residential	B	1	1 WESTCHASE DR APT 100	65.0	58.7	6
R5-109a	Residential	B	1	1 WESTCHASE DR APT 100	68.0	60.4	8
R5-110	Residential	B	1	1 WESTCHASE DR APT 100	66.0	59.8	6
R5-110a	Residential	B	1	1 WESTCHASE DR APT 100	68.8	61.8	7
R5-111	Residential	B	1	1 WESTCHASE DR APT 100	66.5	60.9	6
R5-111a	Residential	B	1	1 WESTCHASE DR APT 100	69.6	63.3	7
R5-112	Residential	B	1	1 WESTCHASE DR APT 100	57.4	55.9	1
R5-112a	Residential	B	1	1 WESTCHASE DR APT 100	60.8	59.1	2
R5-113	Residential	B	1	1 WESTCHASE DR APT 100	58.1	56.7	1
R5-113a	Residential	B	1	1 WESTCHASE DR APT 100	61.3	59.7	1
R5-114	Residential	B	1	1 WESTCHASE DR APT 100	59.0	58.1	1
R5-114a	Residential	B	1	1 WESTCHASE DR APT 100	62.1	60.8	1
R5-115	Residential	B	1	1 WESTCHASE DR APT 100	63.7	60.2	4
R5-115a	Residential	B	1	1 WESTCHASE DR APT 100	66.4	62.5	3
R5-116	Residential	C	1	2135 ASHLEY RIVER RD	59.1	53.5	5
R5-117	Residential	B	1	1 WESTCHASE DR APT 500	59.8	52.2	8
R5-117a	Residential	B	1	1 WESTCHASE DR APT 500	63.6	54.8	9
R5-118	Residential	B	1	1 WESTCHASE DR APT 500	53.0	49.6	3
R5-118a	Residential	B	1	1 WESTCHASE DR APT 500	56.6	54.5	2
R5-119	Residential	B	1	1 WESTCHASE DR APT 500	53.4	50.4	3
R5-119a	Residential	B	1	1 WESTCHASE DR APT 500	56.9	55.1	2

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-120	Residential	B	1	1 WESTCHASE DR APT 500	54.9	51.7	3
R5-120a	Residential	B	1	1 WESTCHASE DR APT 500	57.2	55.2	2
R5-121	Residential	B	1	1 WESTCHASE DR APT 500	61.6	53.5	8
R5-121a	Residential	B	1	1 WESTCHASE DR APT 500	65.3	56.3	9
R5-122	Residential	B	1	1 WESTCHASE DR APT 500	59.7	52.3	8
R5-122a	Residential	B	1	1 WESTCHASE DR APT 500	64.0	54.9	9
R5-123	Residential	B	1	1 WESTCHASE DR APT 500	57.8	51.3	7
R5-123a	Residential	B	1	1 WESTCHASE DR APT 500	62.4	54	8
R5-124	Residential	B	1	1 WESTCHASE DR APT 500	56.1	50.3	6
R5-124a	Residential	B	1	1 WESTCHASE DR APT 500	60.8	53.5	7
R5-125	Residential	B	1	1 WESTCHASE DR APT 600	56.5	51.1	6
R5-125a	Residential	B	1	1 WESTCHASE DR APT 600	60.9	53.8	7
R5-126	Residential	B	1	1 WESTCHASE DR APT 600	56.3	51.3	5
R5-126a	Residential	B	1	1 WESTCHASE DR APT 600	60.7	54.3	7
R5-127	Residential	B	1	1 WESTCHASE DR APT 600	56.6	51.8	5
R5-127a	Residential	B	1	1 WESTCHASE DR APT 600	60.8	54.9	6
R5-128	Residential	B	1	1 WESTCHASE DR APT 600	57.3	53.1	4
R5-128a	Residential	B	1	1 WESTCHASE DR APT 600	61.1	56	5
R5-129	Residential	B	1	1 WESTCHASE DR APT 600	52.1	50.7	1
R5-129a	Residential	B	1	1 WESTCHASE DR APT 600	55.2	53.5	1
R5-130	Residential	B	1	1 WESTCHASE DR APT 600	51.6	50.5	1
R5-130a	Residential	B	1	1 WESTCHASE DR APT 600	54.8	53.4	2
R5-131	Residential	B	1	1 WESTCHASE DR APT 600	52.0	50.5	1
R5-131a	Residential	B	1	1 WESTCHASE DR APT 600	55.0	53.6	1
R5-132	Residential	B	1	1 WESTCHASE DR APT 600	53.2	51.6	1
R5-132a	Residential	B	1	1 WESTCHASE DR APT 600	56.1	54.8	1
R5-133	Residential	B	1	1 WESTCHASE DR APT 700	53.1	51.9	1
R5-133a	Residential	B	1	1 WESTCHASE DR APT 700	56.1	54.7	1
R5-134	Residential	B	1	1 WESTCHASE DR APT 700	54.7	53.3	2
R5-134a	Residential	B	1	1 WESTCHASE DR APT 700	57.7	56	2
R5-135	Residential	B	1	1 WESTCHASE DR APT 700	55.1	53.4	2
R5-135a	Residential	B	1	1 WESTCHASE DR APT 700	58.0	56.1	2
R5-136	Residential	B	1	1 WESTCHASE DR APT 700	55.0	53.3	2
R5-136a	Residential	B	1	1 WESTCHASE DR APT 700	58.1	56.1	2
R5-137	Residential	B	1	1 WESTCHASE DR APT 700	54.7	52.3	3
R5-137a	Residential	B	1	1 WESTCHASE DR APT 700	57.5	54.9	3
R5-138	Residential	B	1	1 WESTCHASE DR APT 700	55.2	53	2
R5-138a	Residential	B	1	1 WESTCHASE DR APT 700	57.9	55.5	2
R5-139	Residential	B	1	1 WESTCHASE DR APT 700	55.3	53.2	2
R5-139a	Residential	B	1	1 WESTCHASE DR APT 700	58.0	55.8	2

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-140	Residential	B	1	1 WESTCHASE DR APT 700	54.9	53	2
R5-140a	Residential	B	1	1 WESTCHASE DR APT 700	57.9	55.7	2
R5-141	Residential	B	1	1 WESTCHASE DR APT 800	55.1	53.5	1
R5-141a	Residential	B	1	1 WESTCHASE DR APT 800	58.3	56.5	1
R5-142	Residential	B	1	1 WESTCHASE DR APT 800	55.3	53.8	1
R5-142a	Residential	B	1	1 WESTCHASE DR APT 800	58.6	56.9	2
R5-143	Residential	B	1	1 WESTCHASE DR APT 800	55.3	54	1
R5-143a	Residential	B	1	1 WESTCHASE DR APT 800	58.6	57	2
R5-144	Residential	B	1	1 WESTCHASE DR APT 800	55.2	53.9	1
R5-144a	Residential	B	1	1 WESTCHASE DR APT 800	58.5	56.9	2
R5-145	Residential	B	1	1 WESTCHASE DR APT 800	55.1	53.2	2
R5-145a	Residential	B	1	1 WESTCHASE DR APT 800	58.1	56.1	2
R5-146	Residential	B	1	1 WESTCHASE DR APT 800	55.3	53.7	1
R5-146a	Residential	B	1	1 WESTCHASE DR APT 800	58.4	56.6	1
R5-147	Residential	B	1	1 WESTCHASE DR APT 800	55.3	53.8	1
R5-147a	Residential	B	1	1 WESTCHASE DR APT 800	58.4	56.8	1
R5-148	Residential	B	1	1 WESTCHASE DR APT 800	55.1	53.9	1
R5-148a	Residential	B	1	1 WESTCHASE DR APT 800	58.2	56.9	1
R5-149	Residential	B	1	1 WESTCHASE DR APT 1600	55.1	53.9	1
R5-149a	Residential	B	1	1 WESTCHASE DR APT 1600	58.2	56.9	1
R5-150	Residential	B	1	1 WESTCHASE DR APT 1600	55.1	53.9	1
R5-150a	Residential	B	1	1 WESTCHASE DR APT 1600	58.2	56.9	1
R5-151	Residential	B	1	1 WESTCHASE DR APT 1600	55.2	53.9	1
R5-151a	Residential	B	1	1 WESTCHASE DR APT 1600	58.4	56.8	1
R5-152	Residential	B	1	1 WESTCHASE DR APT 1600	54.8	53.5	1
R5-152a	Residential	B	1	1 WESTCHASE DR APT 1600	58.1	56.3	2
R5-153	Residential	B	1	1 WESTCHASE DR APT 1600	55.4	54	1
R5-153a	Residential	B	1	1 WESTCHASE DR APT 1600	58.0	56.8	1
R5-154	Residential	B	1	1 WESTCHASE DR APT 1600	55.2	54	1
R5-154a	Residential	B	1	1 WESTCHASE DR APT 1600	58.0	56.9	1
R5-155	Residential	B	1	1 WESTCHASE DR APT 1600	55.0	53.9	1
R5-155a	Residential	B	1	1 WESTCHASE DR APT 1600	58.0	56.9	1
R5-156	Residential	B	1	1 WESTCHASE DR APT 1600	54.8	53.6	1
R5-156a	Residential	B	1	1 WESTCHASE DR APT 1600	57.8	56.4	2
R5-157	Residential	B	1	1 WESTCHASE DR APT 1500	53.2	52.6	0
R5-157a	Residential	B	1	1 WESTCHASE DR APT 1500	56.6	55.5	1
R5-158	Residential	B	1	1 WESTCHASE DR APT 1500	53.4	52.8	0
R5-158a	Residential	B	1	1 WESTCHASE DR APT 1500	56.6	55.6	1
R5-159	Residential	B	1	1 WESTCHASE DR APT 1500	53.5	52.8	1
R5-159a	Residential	B	1	1 WESTCHASE DR APT 1500	56.9	55.9	1

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-160	Residential	B	1	1 WESTCHASE DR APT 1500	54.3	53.2	1
R5-160a	Residential	B	1	1 WESTCHASE DR APT 1500	57.5	56.4	2
R5-161	Residential	B	1	1 WESTCHASE DR APT 1500	54.7	50.7	4
R5-161a	Residential	B	1	1 WESTCHASE DR APT 1500	58.7	53.8	5
R5-162	Residential	B	1	1 WESTCHASE DR APT 1500	54.8	51.1	4
R5-162a	Residential	B	1	1 WESTCHASE DR APT 1500	58.8	54.6	4
R5-163	Residential	B	1	1 WESTCHASE DR APT 1500	54.9	51.9	3
R5-163a	Residential	B	1	1 WESTCHASE DR APT 1500	58.8	55.5	3
R5-164	Residential	B	1	1 WESTCHASE DR APT 1500	54.7	52.3	3
R5-164a	Residential	B	1	1 WESTCHASE DR APT 1500	58.4	56.2	2
R5-165	Residential	B	1	1 WESTCHASE DR APT 1800	59.0	54.3	5
R5-165a	Residential	B	1	1 WESTCHASE DR APT 1800	61.8	56.9	5
R5-166	Residential	B	1	1 WESTCHASE DR APT 1800	57.3	53	4
R5-166a	Residential	B	1	1 WESTCHASE DR APT 1800	60.2	56	4
R5-167	Residential	B	1	1 WESTCHASE DR APT 1800	56.3	52.5	3
R5-167a	Residential	B	1	1 WESTCHASE DR APT 1800	59.2	55.3	4
R5-168	Residential	B	1	1 WESTCHASE DR APT 1800	55.2	52	3
R5-168a	Residential	B	1	1 WESTCHASE DR APT 1800	58.4	55.1	3
R5-169	Residential	B	1	1 WESTCHASE DR APT 2100	59.1	54.9	4
R5-169a	Residential	B	1	1 WESTCHASE DR APT 2100	61.7	57.8	4
R5-170	Residential	B	1	1 WESTCHASE DR APT 1800	55.9	53.7	2
R5-170a	Residential	B	1	1 WESTCHASE DR APT 1800	59.0	57.1	2
R5-171	Residential	B	1	1 WESTCHASE DR APT 1800	55.8	53.9	2
R5-171a	Residential	B	1	1 WESTCHASE DR APT 1800	58.8	56.9	2
R5-172	Residential	B	1	1 WESTCHASE DR APT 1800	55.5	53.8	2
R5-172a	Residential	B	1	1 WESTCHASE DR APT 1800	58.6	56.8	2
R5-173	Residential	B	1	1 WESTCHASE DR APT 1700	55.7	53.3	3
R5-173a	Residential	B	1	1 WESTCHASE DR APT 1700	58.8	56.3	3
R5-174	Residential	B	1	1 WESTCHASE DR APT 1700	54.1	51.7	2
R5-174a	Residential	B	1	1 WESTCHASE DR APT 1700	57.6	55.1	3
R5-175	Residential	B	1	1 WESTCHASE DR APT 1700	54.7	52.8	2
R5-175a	Residential	B	1	1 WESTCHASE DR APT 1700	58.0	56.2	2
R5-176	Residential	B	1	1 WESTCHASE DR APT 1700	55.5	54.1	2
R5-176a	Residential	B	1	1 WESTCHASE DR APT 1700	58.6	57.1	2
R5-177	Residential	B	1	1 WESTCHASE DR APT 1700	54.4	52.2	2
R5-177a	Residential	B	1	1 WESTCHASE DR APT 1700	57.2	55.1	2
R5-178	Residential	B	1	1 WESTCHASE DR APT 1700	51.4	49.9	1
R5-178a	Residential	B	1	1 WESTCHASE DR APT 1700	54.8	53.3	2
R5-179	Residential	B	1	1 WESTCHASE DR APT 1700	51.5	50.1	2
R5-179a	Residential	B	1	1 WESTCHASE DR APT 1700	55.0	53.9	1

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R5-180	Residential	B	1	1 WESTCHASE DR APT 1700	53.5	52	2
R5-180a	Residential	B	1	1 WESTCHASE DR APT 1700	56.8	55.4	2
				Predicted "Build-Condition" With-Barrier Benefits:[2]			191[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 85 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 5 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 84 impacted receptors.

3. The optimized I-526 LCC WEST noise barrier NW 5 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 110 receptors.

Table E-6: I-526 LCC WEST
Project Noise Barrier NW 7/9/10
NSA-7, NSA-9 and NSA-10, East of I-526 and north of Ashley Harbor.

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-1	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F11	55.5	54.7	1
R7-1a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F12	60.8	60	1
R7-2	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F9	60.6	60.4	1
R7-2a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F10	64.2	63.8	0
R7-3	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F15	64.9	64.1	1
R7-3a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F16	67.3	66.4	1
R7-4	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F17	65.2	64.4	1
R7-4a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F18	67.6	66.5	1
R7-5	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F13	56.6	51.7	5
R7-5a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F14	60.1	55.1	5
R7-6	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F19	57.5	52.1	6
R7-6a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F20	60.8	55.4	6
R7-7	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F23	65.6	64.5	1
R7-7a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F24	68.1	66.7	1
R7-8	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F21	65.5	64.2	2
R7-8a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F22	67.9	66.3	2
R7-9	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F39	50.3	50.2	0
R7-9a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F40	54.3	54.1	0
R7-10	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F37	57.4	57.3	0
R7-10a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F38	59.2	59.1	0
R7-11	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F35	63.5	61.7	2
R7-11a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F36	65.3	62.9	2
R7-12	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F29	64.0	62.3	2
R7-12a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F30	65.9	63.7	2
R7-13	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F33	52.6	51.1	2
R7-13a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F34	56.1	53.6	2
R7-14	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F31	52.7	51.4	2
R7-14a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F32	56.0	53.6	2
R7-15	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F25	61.1	60.9	0
R7-15a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F26	62.4	61.9	0
R7-16	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F27	62.8	62	1
R7-16a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F28	65.0	63.9	1
R7-17	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F55	60.1	60	0
R7-17a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F56	62.9	62.7	0
R7-18	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F53	62.0	61.9	0

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-18a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F54	64.2	64.1	0
R7-19	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F51	65.3	62.4	3
R7-19a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F52	67.3	64.5	2
R7-20	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F45	65.4	62.2	3
R7-20a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F46	67.3	64.4	3
R7-21	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F49	54.2	52.7	1
R7-21a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F50	58.1	55.1	3
R7-22	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F47	54.4	52.2	2
R7-22a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F48	58.0	55	3
R7-23	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F41	64.6	60.5	4
R7-23a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F42	65.9	61.9	4
R7-24	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F43	65.2	61.4	4
R7-24a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F44	66.9	63.5	3
R7-25	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F3	58.3	57.9	0
R7-25a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F4	62.5	61.6	1
R7-26	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F1	62.3	60.9	1
R7-26a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F2	65.1	63.6	1
R7-27	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F7	67.6	62.1	6
R7-27a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F8	71.3	64.2	7
R7-28	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F5	67.1	61.3	6
R7-28a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT F6	70.7	63.2	8
R7-29	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A17	64.8	56.2	9
R7-29a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A18	67.1	58.3	9
R7-30	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A19	64.0	56.1	8
R7-30a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A20	66.4	59.5	6
R7-31	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A21	58.2	54	4
R7-31a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A22	61.6	56.5	5
R7-32	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A23	57.9	53.8	4
R7-32a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A24	61.5	56.5	5
R7-33	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A1	56.4	55.9	0
R7-33a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A2	59.7	58.5	1
R7-34	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A3	64.8	57.7	7
R7-34a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A4	66.2	59.9	6
R7-35	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A7	67.7	60.4	8
R7-35a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A8	70.3	62.4	8
R7-36	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A11	68.0	60.5	7
R7-36a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A12	70.9	62.5	8
R7-37	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A5	60.7	54.5	6
R7-37a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A6	64.4	57.8	6
R7-38	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A9	61.7	55.3	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-38a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A10	64.7	57.9	7
R7-39	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A15	68.1	60.5	7
R7-39a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A16	71.9	62.8	9
R7-40	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A13	67.8	60.3	8
R7-40a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A14	71.5	62.3	10
R7-41	Residential	B	1	71 ASHLEY HALL PLANTATION RD APT A	ROW	N/A	N/A
R7-42	Residential	B	1	71 ASHLEY HALL PLANTATION RD APT B	ROW	N/A	N/A
R7-43	Residential	B	1	71 ASHLEY HALL PLANTATION RD APT C	ROW	N/A	N/A
R7-44	Residential	B	1	75 ASHLEY HALL PLANTATION RD APT D	68.9	60.6	8
R7-45	Residential	B	1	75 ASHLEY HALL PLANTATION RD APT E	68.8	60.5	8
R7-46	Residential	B	1	75 ASHLEY HALL PLANTATION RD APT F	68.8	60.4	9
R7-47	Residential	B	1	87 ASHLEY HALL PLANTATION RD	59.2	54.5	4
R7-48	Residential	B	1	87 ASHLEY HALL PLANTATION RD	58.0	53.9	4
R7-49	Residential	B	1	87 ASHLEY HALL PLANTATION RD	58.7	54.7	4
R7-50	Residential	B	1	87 ASHLEY HALL PLANTATION RD	58.3	54.1	4
R7-51	Residential	B	1	91 ASHLEY HALL PLANTATION RD	58.9	54	5
R7-52	Residential	B	1	91 ASHLEY HALL PLANTATION RD	56.8	53.2	4
R7-53	Residential	B	1	93 ASHLEY HALL PLANTATION RD	57.8	53.6	4
R7-54	Residential	B	1	93 ASHLEY HALL PLANTATION RD	59.3	55.2	4
R7-55	Residential	B	1	95 ASHLEY HALL PLANTATION RD	57.9	53	5
R7-56	Residential	B	1	95 ASHLEY HALL PLANTATION RD	56.5	52.5	4
R7-57	Residential	B	1	95 ASHLEY HALL PLANTATION RD	56.7	52.5	4
R7-58	Residential	B	1	95 ASHLEY HALL PLANTATION RD	56.8	52.1	5
R7-59	Residential	B	1	97 ASHLEY HALL PLANTATION RD APT A	60.9	55.4	6
R7-60	Residential	B	1	97 ASHLEY HALL PLANTATION RD APT B	60.4	55.3	5
R7-61	Residential	B	1	99 ASHLEY HALL PLANTATION RD	59.9	54.8	5
R7-62	Residential	B	1	97 ASHLEY HALL PLANTATION RD APT A	59.5	54.5	5
R7-63	Residential	B	1	101 ASHLEY HALL PLANTATION RD	59.4	54.5	4
R7-64	Residential	B	1	101 ASHLEY HALL PLANTATION RD APT A	59.1	54.2	5
R7-65	Residential	B	1	103 ASHLEY HALL PLANTATION RD APT A	59.0	54.3	5
R7-66	Residential	B	1	103 ASHLEY HALL PLANTATION RD APT B	58.9	54.1	5
R7-67	Residential	B	1	2 PONY LN	59.0	53.8	5
R7-68	Residential	B	1	4 PONY LN	58.0	53.6	4
R7-69	Ballfield	C	1	96 ASHLEY HALL PLANTATION RD	59.5	54.2	6
R7-70	Residential	B	1	90 ASHLEY HALL PLANTATION RD	63.8	57.5	6
R7-71	Residential	B	1	90 ASHLEY HALL PLANTATION RD	64.0	57.7	6
R7-72	Residential	B	1	90 ASHLEY HALL PLANTATION RD	64.1	57.6	6
R7-73	Residential	B	1	90 ASHLEY HALL PLANTATION RD	64.0	57.4	7
R7-74	Residential	B	1	88 ASHLEY HALL PLANTATION RD	64.1	57.2	7
R7-75	Residential	B	1	88 ASHLEY HALL PLANTATION RD	64.2	57.2	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-76	Residential	B	1	88 ASHLEY HALL PLANTATION RD	64.4	57.2	7
R7-77	Residential	B	1	88 ASHLEY HALL PLANTATION RD	64.6	57.3	8
R7-78	Residential	B	1	86 ASHLEY HALL PLANTATION RD	64.7	57.8	7
R7-79	Residential	B	1	86 ASHLEY HALL PLANTATION RD	65.0	57.9	7
R7-80	Residential	B	1	86 ASHLEY HALL PLANTATION RD	65.2	58	7
R7-81	Residential	B	1	86 ASHLEY HALL PLANTATION RD	65.3	58	7
R7-82	Residential	B	1	84 ASHLEY HALL PLANTATION RD	65.6	57.6	8
R7-83	Residential	B	1	84 ASHLEY HALL PLANTATION RD	66.1	57.8	8
R7-84	Residential	B	1	84 ASHLEY HALL PLANTATION RD	66.5	57.9	9
R7-85	Residential	B	1	84 ASHLEY HALL PLANTATION RD	66.7	58	9
R7-86	Residential	B	1	82 ASHLEY HALL PLANTATION RD	67.2	58.9	8
R7-87	Residential	B	1	82 ASHLEY HALL PLANTATION RD	67.4	59.4	8
R7-88	Residential	B	1	82 ASHLEY HALL PLANTATION RD	67.8	59.7	8
R7-89	Residential	B	1	82 ASHLEY HALL PLANTATION RD	67.7	59.5	8
R7-90	Residential	B	1	80 ASHLEY HALL PLANTATION RD	67.9	59.3	9
R7-91	Residential	B	1	80 ASHLEY HALL PLANTATION RD	68.2	59.5	8
R7-92	Residential	B	1	80 ASHLEY HALL PLANTATION RD	68.6	59.7	9
R7-93	Residential	B	1	80 ASHLEY HALL PLANTATION RD	68.9	59.7	9
R7-94	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A31	61.7	55.3	7
R7-94a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A32	65.1	58.4	7
R7-95	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A29	61.2	54.9	6
R7-95a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A30	64.7	58.1	7
R7-96	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A25	58.2	54.7	3
R7-96a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A26	62.1	58.8	3
R7-97	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A27	55.9	54	2
R7-97a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A28	60.4	58.2	2
R7-98	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A33	53.1	50.5	2
R7-98a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A34	57.9	53.7	4
R7-99	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A35	53.4	50.8	2
R7-99a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A36	57.8	54.5	3
R7-100	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A39	60.8	54.8	6
R7-100a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A40	64.2	58.3	6
R7-101	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A37	59.0	54.3	5
R7-101a	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A38	63.4	58.3	5
R7-102	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A41	58.8	53.5	5
R7-102a	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A42	63.1	57	6
R7-103	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A43	55.8	50.2	6
R7-103a	Residential	B	1	82 ASHLEY HALL PLANTATION RD APT A44	59.8	54.6	5
R7-104	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A45	52.7	48.7	4
R7-104a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A46	57.0	52.2	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-105	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A47	53.5	49.2	5
R7-105a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A48	57.1	52.3	5
R7-106	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A73	53.9	49.9	4
R7-106a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A74	57.0	52.4	5
R7-107	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A75	53.6	50.3	4
R7-107a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A76	57.0	53.3	4
R7-108	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A77	51.1	48	3
R7-108a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A78	56.1	51.7	4
R7-109	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A79	52.7	49	4
R7-109a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A80	56.7	52.3	5
R7-110	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A81	56.1	51.5	4
R7-110a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A82	59.4	54.3	5
R7-111	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A83	56.2	49.4	7
R7-111a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A84	57.5	52.8	5
R7-112	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A85	52.2	48.7	3
R7-112a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A86	56.9	51.6	5
R7-113	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A87	53.5	49.1	5
R7-113a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A88	57.3	51.8	5
R7-114	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A95	54.6	51.3	4
R7-114a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A96	58.3	54.3	4
R7-115	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A93	54.9	51.7	3
R7-115a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A94	58.6	55.3	4
R7-116	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A89	52.5	51	2
R7-116a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A90	56.5	54.3	3
R7-117	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A91	51.7	50.3	2
R7-117a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A92	55.7	53.6	2
R7-118	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT C1	57.5	53.4	5
R7-119	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT C2	56.8	52.7	4
R7-120	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT C3	56.5	52.5	4
R7-121	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT C4	56.5	52.9	4
R7-122	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT B5	54.5	52.4	3
R7-122a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT B6	58.0	56.2	2
R7-123	Residential	B	1	92 ASHLEY HALL PLANTATION RD APT B7	54.9	52.6	2
R7-123a	Residential	B	1	92 ASHLEY HALL PLANTATION RD APT B8	58.5	56.5	2
R7-124	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A67	55.6	53.3	3
R7-124a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A68	59.0	56.9	2
R7-125	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A65	55.6	53.5	2
R7-125a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A66	59.1	57	2
R7-126	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A71	55.5	53.4	3
R7-126a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A72	58.7	56.8	2

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-127	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A69	55.0	52.8	2
R7-127a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A70	58.2	56.1	2
R7-128	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A57	55.1	52.9	2
R7-128a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A58	58.5	56.3	3
R7-129	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A59	54.7	52.6	2
R7-129a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A60	58.0	55.8	2
R7-130	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A63	56.5	54.5	2
R7-130a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A64	59.9	57.6	2
R7-131	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A61	56.7	54.6	2
R7-131a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A62	60.0	57.8	2
R7-132	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A49	56.2	54.3	2
R7-132a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A50	59.7	57.7	2
R7-133	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A51	55.9	53.9	2
R7-133a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A52	59.3	57.4	2
R7-134	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A53	57.0	55.1	2
R7-134a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A54	60.8	58.6	2
R7-135	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A55	58.2	55.6	2
R7-135a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT A56	61.5	58.8	3
R7-136	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E1	55.8	52.4	4
R7-136a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E2	58.8	54.9	4
R7-137	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E3	56.2	52.2	4
R7-137a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E4	59.4	54.8	4
R7-138	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E7	49.8	48.3	2
R7-138a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E8	56.5	54.2	3
R7-139	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E9	50.1	48.7	1
R7-139a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E10	56.6	54.4	3
R7-140	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E6	61.7	59.5	2
R7-140a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E7	64.3	61.9	2
R7-141	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E11	62.2	59.6	2
R7-141a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E12	64.9	62.1	3
R7-142	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E13	63.1	60.3	3
R7-142a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E14	65.5	62.2	4
R7-143	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E15	62.2	58.6	3
R7-143a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E16	64.6	60.4	5
R7-144	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E23	50.9	49.8	1
R7-144a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E24	56.9	54.6	2
R7-145	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E22	50.4	49.3	1
R7-145a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E21	56.7	54.4	3
R7-146	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E19	56.5	54.8	2
R7-146a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E20	59.7	57.8	2

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R7-147	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E17	56.6	54.3	3
R7-147a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E18	60.0	57.7	2
R7-148	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E29	58.1	56.2	2
R7-148a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E30	60.9	58.7	2
R7-149	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E31	58.3	56.6	1
R7-149a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E32	61.2	59	2
R7-150	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E27	56.5	54.5	2
R7-150a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E28	60.4	58	2
R7-151	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E25	56.2	54.4	2
R7-151a	Residential	B	1	78 ASHLEY HALL PLANTATION RD APT E26	60.2	57.8	2
R9-1	Residential	B	1	1710 SOUTHPORT DR	70.9	62.1	9
R9-2	Residential	B	1	1706 SOUTHPORT DR	67.8	60.7	7
R9-3	Residential	B	1	1702 SOUTHPORT DR	66.1	58.8	7
R9-4	Residential	B	1	1698 SOUTHPORT DR	63.4	57	6
R9-5	Residential	B	1	1699 SOUTHPORT DR	68.7	60.8	8
R9-6	Residential	B	1	1693 SOUTHPORT DR	63.5	58	6
R9-7	Residential	B	1	1689 SOUTHPORT DR	62.8	57.3	6
R9-8	Residential	B	1	1681 SEIGNIOUS DR	63.4	57.7	5
R9-9	Residential	B	1	1683 SEIGNIOUS DR	63.9	58.4	6
R9-10	Residential	B	1	1689 SEIGNIOUS DR	64.1	57.9	6
R9-11	Residential	B	1	1693 SEIGNIOUS DR	67.5	60.2	8
R9-12	Residential	B	1	1697 SEIGNIOUS DR	72.1	62.1	10
R9-13	Residential	B	1	1701 SEIGNIOUS DR	ROW	N/A	N/A
R9-14	Tennis Ct.	C	1	1698 SEIGNIOUS DR	75.0	64.1	11
R9-15	Residential	B	1	1696 SEIGNIOUS DR	68.6	61.3	8
R9-16	Residential	B	1	1692 SEIGNIOUS DR	65.6	59.3	7
R9-17	Residential	B	1	1692 SEIGNIOUS DR	65.2	58.8	6
R9-18	Residential	B	1	1680 SEIGNIOUS DR	65.4	58.7	6
R9-19	Residential	B	1	1676 SEIGNIOUS DR	66.7	59.2	8
R9-20	Residential	B	1	1692 SOUTHPORT DR	61.5	56	6
R9-21	Residential	B	1	1688 SOUTHPORT DR	60.5	55.2	6
R9-22	Residential	B	1	1684 SOUTHPORT DR	59.6	54.3	6
R9-23	Residential	B	1	1680 SOUTHPORT DR	60.2	54.2	6
R9-24	Residential	B	1	1685 SOUTHPORT DR	62.3	56.8	5
R9-25	Residential	B	1	1681 SOUTHPORT DR	61.6	56.3	6
R9-26	Residential	B	1	1677 SOUTHPORT DR	61.1	55.9	5
R9-27	Residential	B	1	1673 SOUTHPORT DR	60.8	55.5	5
R9-28	Residential	B	1	1669 SOUTHPORT DR	60.3	55	5
R9-29	Residential	B	1	1665 SOUTHPORT DR	60.6	55.1	6
R9-30	Residential	B	1	1657 SOUTHPORT DR	61.1	55.5	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R9-31	Residential	B	1	1677 SEIGNIOUS DR	62.6	57.2	6
R9-32	Residential	B	1	1673 SEIGNIOUS DR	62.2	56.8	5
R9-33	Residential	B	1	1669 SEIGNIOUS DR	62.1	56.6	5
R9-34	Residential	B	1	1665 SEIGNIOUS DR	62.2	56.6	5
R9-35	Residential	B	1	1664 SEIGNIOUS DR	62.2	56	6
R9-36	Residential	B	1	1668 SEIGNIOUS DR	63.6	57	7
R9-37	Residential	B	1	1672 SEIGNIOUS DR	66.0	58.6	7
R10-1	Residential	B	1	195 ASHLEY HALL PLANTATION RD	78.0	65.5	12
R10-2	Residential	B	1	195 ASHLEY HALL PLANTATION RD	77.9	65.3	13
R10-3	Residential	B	1	195 ASHLEY HALL PLANTATION RD	77.4	65.1	12
R10-4	Residential	B	1	195 ASHLEY HALL PLANTATION RD	76.8	65.1	12
R10-5	Residential	B	1	195 ASHLEY HALL PLANTATION RD	75.8	64.3	12
R10-6	Residential	B	1	195 ASHLEY HALL PLANTATION RD	75.4	64.5	10
R10-7	Residential	B	1	195 ASHLEY HALL PLANTATION RD	76.0	64.2	12
R10-8	Residential	B	1	195 ASHLEY HALL PLANTATION RD	77.9	65.6	12
R10-9	Residential	B	1	195 ASHLEY HALL PLANTATION RD	78.3	66	12
R10-10	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.2	66.4	12
R10-11	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.2	66.8	11
R10-12	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.2	66.4	12
R10-13	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.3	66.5	11
R10-14	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.4	65.3	13
R10-15	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.5	65.4	14
R10-16	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.6	65.8	13
R10-17	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.7	65.2	14
R10-18	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	75.2	64.4	11
R10-19	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	75.0	64.4	11
R10-20	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	78.6	65.2	14
R10-21	Trail	C	.05	195 ASHLEY HALL PLANTATION RD	74.3	64.1	10
R10-22	Trail	C	.05	2329 PORTSIDE WAY	70.1	61.7	8
R10-23	Trail	C	.05	2328 PORTSIDE WAY	71.7	63	9
R10-24	Trail	C	.05	2324 PORTSIDE WAY	71.1	62.5	8
R10-25	Trail	C	.05	2318 PORTSIDE WAY	70.0	61	9
R10-26	Trail	C	.05	2312 PORTSIDE WAY	68.1	60.3	8
R10-27	Trail	C	.05	2327 PORTSIDE WAY	64.4	58.3	6
R10-28	Trail	C	.05	2319 PORTSIDE WAY	63.9	58	6
R10-29	Trail	C	.05	2311 PORTSIDE WAY	62.0	57	5
R10-30	Trail	C	.05	2308 PORTSIDE WAY	59.0	56.6	2
R10-31	Residential	B	1	2305 PORTSIDE WAY	62.2	57.6	4
R10-32	Residential	B	1	2299 PORTSIDE WAY	62.4	57.3	5
R10-33	Residential	B	1	2293 PORTSIDE WAY	62.2	57	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R10-34	Residential	B	1	2288 PORTSIDE WAY	60.2	56	4
R10-35	Residential	B	1	2294 PORTSIDE WAY	59.8	56.1	4
R10-36	Residential	B	1	2308 PORTSIDE WAY	60.3	56.6	3
Predicted "Build-Condition" With-Barrier Benefits:[2]							140[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 59 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 7/9/10 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 47 impacted receptors.

3. The optimized I-526 LCC WEST noise barrier NW 7/9/10 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 59 receptors.

Table E-7: I-526 LCC WEST
Project Noise Barrier NW 16
NSA-16, West of I-526 and south of Paramount Drive

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R16-2	Residential	B	1	4607 W ADA AVE	71.5	61.8	10
R16-3	Residential	B	1	4609 W ADA AVE	70.1	61.6	8
R16-4	Residential	B	1	4611 W ADA AVE	69.3	62.1	7
R16-6	Residential	B	1	4620 W ADA AVE	70.2	62.4	8
R16-7	Residential	B	1	4623 W ADA AVE	66.8	65.6	1
R16-8	Residential	B	1	3741 PARAMOUNT DR	67.7	66.1	2
R16-9	Residential	B	1	3801 PARAMOUNT DR	68.7	62.9	6
R16-10	Residential	B	1	3729 PARAMOUNT DR	73.7	63.6	10
				Predicted "Build-Condition" With-Barrier Benefits:[2]			6[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 8 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 16 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 6 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 16 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 4 receptors.

Table E-8: I-526 LCC WEST
Project Noise Barrier NW 17
NSA-17, East of I-526 and south of Dorchester Road and east of Paramount Drive

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R17-2	Residential	B	1	4565 E ADA AVE	69.5	59.7	10
R17-3	Residential	B	1	4561 E ADA AVE	68.6	59.9	9
R17-4	Residential	B	1	4551 E ADA AVE	67.7	60.0	8
R17-5	Residential	B	1	4543 E ADA AVE	67.7	60.3	8
R17-6	Residential	B	1	4535 E ADA AVE	66.8	61.2	6
R17-7	Worship	D	1	4607 DORSEY AVE	69.8/44.8	69.6/44.6	0
R17-8	Commercial	E	1	4707 DORCHESTER RD	67.6	67.6	0
Predicted "Build-Condition" With-Barrier Benefits:[2]							5[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 5 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 17 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 5 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 17 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 4 receptors.

Table E-9: I-526 LCC WEST
Project Noise Barrier NW 21
NSA-21, East of I-526 and south of west Montague Avenue

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R21-1	Residential	B	1	4939 OZARK ST	76.7	62.3	15
R21-2	Residential	B	1	4939 OZARK ST	76.0	61.5	14
R21-3	Residential	B	1	4945 OZARK ST	76.2	60.6	15
R21-4	Residential	B	1	3511 SEIBERLING RD	72.2	58.5	13
R21-5	Residential	B	1	3509 SEIBERLING RD	71.1	58.7	12
R21-6	Residential	B	1	3501 SEIBERLING RD	68.7	58.4	11
R21-7	Residential	B	1	3501 SEIBERLING RD	66.7	59.4	8
R21-8	Residential	B	1	3501 SEIBERLING RD	66.8	59.2	8
R21-9	Residential	B	1	3501 SEIBERLING RD	66.0	59.8	6
R21-10	Residential	B	1	4915 OZARK ST	71.5	60.9	11
R21-11	Residential	B	1	4911 OZARK ST	66.2	58.9	7
R21-12	Residential	B	1	4911 OZARK ST	64.5	58.3	7
R21-13	Residential	B	1	4911 OZARK ST	66.9	59.4	8
R21-14	Residential	B	1	4911 OZARK ST	65.3	58.9	6
R21-15	Residential	B	1	4911 OZARK ST	65.1	59.1	6
R21-16	Residential	B	1	4911 OZARK ST	63.5	58.7	5
R21-17	Residential	B	1	4911 OZARK ST	63.1	57.8	5
R21-18	Residential	B	1	4948 OZARK ST	68.3	60.0	8
R21-19	Residential	B	1	4948 OZARK ST	64.9	57.8	7
R21-20	Residential	B	1	4918 OZARK ST	65.4	59.6	5
R21-21	Residential	B	1	3471 SEIBERLING RD	68.0	59.9	8
R21-22	Residential	B	1	3471 SEIBERLING RD	66.9	58.9	8
R21-23	Residential	B	1	3471 SEIBERLING RD	67.1	59.5	7
				Predicted "Build-Condition" With-Barrier Benefits:[2]			23[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 16 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 21 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 16 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 2 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 13 receptors.

Table E-10: I-526 LCC WEST
Project Noise Barrier NW 25
NSA-25, East of I-526 and west of I-26, across from the Boeing Company and Charleston International Airport

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R25-1	Car Wash	C	1	4986 WETLAND CROSSING RD APT	73.1	64.7	8
R25-2	Residential	B	1	4986 WETLAND CROSSING RD APT 1120	67.7	62	6
R25-2a	Residential	B	1	4986 WETLAND CROSSING RD APT 1220	71.7	64.3	8
R25-2b	Residential	B	1	4986 WETLAND CROSSING RD APT 1320	72.6	66.1	7
R25-3	Residential	B	1	4986 WETLAND CROSSING RD APT 1101	73.9	63	11
R25-3a	Residential	B	1	4986 WETLAND CROSSING RD APT 1201	75.3	65.2	10
R25-3b	Residential	B	1	4986 WETLAND CROSSING RD APT 1301	75.8	68.1	8
R25-4	Residential	B	1	4986 WETLAND CROSSING RD APT 1110	65.6	57.5	8
R25-4a	Residential	B	1	4986 WETLAND CROSSING RD APT 1210	70.0	59.3	11
R25-4b	Residential	B	1	4986 WETLAND CROSSING RD APT 1310	71.9	63	9
R25-5	Residential	B	1	4986 WETLAND CROSSING RD APT 1111	64.6	56.4	9
R25-5a	Residential	B	1	4986 WETLAND CROSSING RD APT 1211	68.6	58.2	11
R25-5b	Residential	B	1	4986 WETLAND CROSSING RD APT 1311	70.7	61.8	9
R25-6a	Residential	B	1	4986 WETLAND CROSSING RD APT 2201	65.2	57.3	8
R25-6b	Residential	B	1	4986 WETLAND CROSSING RD APT 2301	67.7	60	8
R25-7	Residential	B	1	4986 WETLAND CROSSING RD APT 2103	71.5	61.5	10
R25-7a	Residential	B	1	4986 WETLAND CROSSING RD APT 2203	74.6	63.1	12
R25-7b	Residential	B	1	4986 WETLAND CROSSING RD APT 2303	75.4	67.5	7
R25-8	Residential	B	1	4986 WETLAND CROSSING RD APT 2111	71.6	61.2	11
R25-8a	Residential	B	1	4986 WETLAND CROSSING RD APT 2211	74.1	63.5	10
R25-8b	Residential	B	1	4986 WETLAND CROSSING RD APT 2311	75.0	67.7	7
R25-9	Residential	B	1	4986 WETLAND CROSSING RD APT 2112	70.1	61.3	9
R25-9a	Residential	B	1	4986 WETLAND CROSSING RD APT 2212	73.7	63.6	10
R25-9b	Residential	B	1	4986 WETLAND CROSSING RD APT 2312	75.0	67.6	7
R25-10	Residential	B	1	4986 WETLAND CROSSING RD APT 2113	62.5	54.8	8
R25-10a	Residential	B	1	4986 WETLAND CROSSING RD APT 2213	65.4	56.2	9
R25-10b	Residential	B	1	4986 WETLAND CROSSING RD APT 2313	68.0	59.6	8
R25-11	Pool	C	1	4986 WETLAND CROSSING RD	56.6	53.1	4
R25-12	Residential	B	1	4986 WETLAND CROSSING RD APT 3101	60.1	53.8	6
R25-12a	Residential	B	1	4986 WETLAND CROSSING RD APT 3201	63.1	55.8	7
R25-12b	Residential	B	1	4986 WETLAND CROSSING RD APT 3301	65.5	58.6	7
R25-13	Residential	B	1	4986 WETLAND CROSSING RD APT 3102	62.3	55.2	7
R25-13a	Residential	B	1	4986 WETLAND CROSSING RD APT 3202	65.7	57.1	9
R25-13b	Residential	B	1	4986 WETLAND CROSSING RD APT 3302	68.1	60.4	8

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R25-14	Residential	B	1	4986 WETLAND CROSSING RD APT 3103	65.2	56.8	8
R25-14a	Residential	B	1	4986 WETLAND CROSSING RD APT 3203	68.7	58.7	10
R25-14b	Residential	B	1	4986 WETLAND CROSSING RD APT 3303	70.9	62.3	9
R25-15	Residential	B	1	4986 WETLAND CROSSING RD APT 3110	66.2	58.4	8
R25-15a	Residential	B	1	4986 WETLAND CROSSING RD APT 3210	70.3	64.9	5
R25-15b	Residential	B	1	4986 WETLAND CROSSING RD APT 3310	71.9	67.6	4
R25-16	Bench	C	1	5010 WETLAND CROSSING RD	73.6	73.3	1
Predicted "Build-Condition" With-Barrier Benefits:[2]							38[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 32 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 25 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 30 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 25 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 28 receptors.

Table E-11: I-526 LCC WEST
Project Noise Barrier NW 26/26a
NSA-26and NSA-26a, West of I-26, east of South Aviation Avenue and adjacent to the Norfolk Southern Railway

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R26-2	Residential	B	1	5219 PRINCE ST	68.2	61.1	7
R26-3	Residential	B	1	5223 PRINCE ST	65.8	60	6
R26-4	Residential	B	1	5225 PRINCE ST	65.3	60	5
R26-5	Residential	B	1	5231 PRINCE ST	64.2	60.3	4
R26-6	Residential	B	1	5235 PRINCE ST	64.1	59.9	4
R26-7	Residential	B	1	5250 PRINCE ST	63.8	58.9	5
R26-8	Residential	B	1	5246 PRINCE ST	63.9	59.1	5
R26-9	Residential	B	1	5238 PRINCE ST	64.2	59.8	4
R26-10	Residential	B	1	5236 PRINCE ST	64.1	60	4
R26-11	Residential	B	1	5230 PRINCE ST	64.1	59.6	4
R26-12	Residential	B	1	5226 PRINCE ST	66.1	60	6
R26-13	Residential	B	1	5224 PRINCE ST	67.7	60.8	7
R26-14	Residential	B	1	5218 PRINCE ST	72.2	58.7	13
R26-17	Residential	B	1	5223 LANGSTON ST	70.8	60.1	11
R26-18	Residential	B	1	5229 LANGSTON ST	67.7	60	8
R26-19	Residential	B	1	5235 LANGSTON ST	63.8	58.2	6
R26-20	Residential	B	1	5247 LANGSTON ST	64.7	59.2	6
R26-21	Residential	B	1	5251 LANGSTON ST	64.3	58.9	5
R26-22	Residential	B	1	5256 LANGSTON ST	65.1	58.6	6
R26-23	Residential	B	1	5230 LANGSTON ST	67.1	59.1	8
R26-25	Residential	B	1	5235 GOOD ST	68.9	58.2	11
R26-26	Residential	B	1	5243 GOOD ST	66.3	57.7	8
R26-27	Residential	B	1	5247 GOOD ST	65.8	57.8	8
R26-28	Residential	B	1	5251 GOOD ST	65.7	58.5	7
R26-29	Residential	B	1	5255 GOOD ST	65.6	58.4	8
R26-30	Residential	B	1	5308 GOOD ST	65.4	57.8	7
R26-31	Residential	B	1	5302 GOOD ST	65.8	57.9	8
R26-32	Residential	B	1	5264 GOOD ST	66.4	58.1	8
R26-33	Residential	B	1	5260 GOOD ST	67.0	58.2	9
R26-34	Residential	B	1	5250 GOOD ST	67.8	58.1	10
R26-35	Residential	B	1	5246 GOOD ST	67.4	57.8	9
R26-36	Residential	B	1	5242 GOOD ST	68.2	58.2	10
R26-40	Residential	B	1	5251 JURY LN	67.4	57.8	9
R26-41	Residential	B	1	5263 JURY LN	66.7	58	9

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R26-42	Residential	B	1	5305 JURY LN	66.0	57.8	8
R26-43	Residential	B	1	5309 JURY LN	65.5	57.7	8
R26-44	Residential	B	1	5311 JURY LN	65.0	57.5	7
R26-45	Residential	B	1	5320 JURY LN	65.3	57.3	8
R26-46	Residential	B	1	5300 JURY LN	65.6	57.5	8
R26-47	Residential	B	1	5252 JURY LN	66.3	57.7	8
R26-51	Residential	B	1	2541 HIGHPOINT DR	66.6	58	9
R26-52	Residential	B	1	2537 HIGHPOINT DR	66.4	57.7	8
R26-53	Residential	B	1	2535 HIGHPOINT DR	66.7	58.5	8
R26-54	Residential	B	1	5305 CHARTER DR	66.2	58.3	8
R26-55	Residential	B	1	5315 CHARTER DR	65.5	57.8	8
R26-56	Residential	B	1	5321 CHARTER DR	65.2	57.5	7
R26-57	Residential	B	1	5325 CHARTER DR	65.0	57.7	7
R26-58	Residential	B	1	5320 CHARTER DR	66.1	58.2	8
R26-59	Residential	B	1	2516 HIGHPOINT DR	67.4	59.1	8
R26-61	Residential	B	1	5313 HIGHLAND ACE DR	67.0	60.2	7
R26-62	Residential	B	1	5333 HIGHLAND TERRACE DR	65.9	59	7
R26-63	Residential	B	1	2508 CORAS CT	66.0	58.2	8
R26-64	Residential	B	1	2515 TAYLOR ST	65.5	57.7	8
R26-65	Residential	B	1	5341 HIGHLAND TERRACE DR	65.5	58.1	8
R26a-1	Residential	B	1	2453 TAYLOR ST	66.5	58.7	8
R26a-2	Residential	B	1	2450 TAYLOR ST	66.3	58.4	8
R26a-5	Residential	B	1	5417 RICHARDSON DR	66.0	58.1	8
R26a-6	Residential	B	1	5423 RICHARDSON DR	65.2	56.8	8
R26a-7	Residential	B	1	5423 RICHARDSON DR	64.3	56.8	7
R26a-8	Residential	B	1	5427 RICHARDSON DR	65.6	57	9
R26a-9	Residential	B	1	5424 RICHARDSON DR	65.8	57.5	8
R26a-10	Residential	B	1	5424 RICHARDSON DR	66.2	57.2	9
R26a-12	Residential	B	1	5441 RICHARDSON DR	65.9	57.5	8
R26a-13	Residential	B	1	2434 RICHARDSON DR	65.1	57	8
R26a-14	Residential	B	1	2430 RICHARDSON DR	65.6	57.1	9
R26a-15	Residential	B	1	2424 RICHARDSON DR	65.7	57.7	8
R26a-16	Residential	B	1	2410 RICHARDSON DR	67.1	58.6	8
Predicted "Build-Condition" With-Barrier Benefits:[2]							62[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction

1. Predicted traffic noise level impacts 46 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.
2. The optimized I-526 LCC WEST noise barrier NW 26/26a is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 46 impacted receptors.
3. The optimized I-526 LCC WEST noise barrier NW 26/26a is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 43 receptors.

Table E-12: I-526 LCC WEST
Project Noise Barrier NW 27
NSA-27, North of I-526, east of I-26, south of Filbin Creek and west of US 52 (Rivers Avenue)

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R27-1	Residential	B	1	5260 DEACON ST	66.4	61.0	5
R27-4	Residential	B	1	2205 VAN BUREN AVE	67.6	60.6	7
R27-24	Residential	B	1	2220 VAN BUREN AVE	65.6	59.7	6
R27-24a	Residential	B	1	2220 VAN BUREN AVE	67.6	61.9	6
R27-25	Residential	B	1	2220 VAN BUREN AVE	63.7	57.1	7
R27-25a	Residential	B	1	2220 VAN BUREN AVE	67.5	61.8	6
R27-26	Residential	B	1	2220 VAN BUREN AVE	62.9	56.3	7
R27-26a	Residential	B	1	2220 VAN BUREN AVE	67.3	61.6	5
R27-27	Residential	B	1	2220 VAN BUREN AVE	64.3	57.7	6
R27-27a	Residential	B	1	2220 VAN BUREN AVE	67.3	61.6	5
R27-28	Residential	B	1	2220 VAN BUREN AVE	64.8	58.2	7
R27-28a	Residential	B	1	2220 VAN BUREN AVE	67.4	61.6	5
R27-29	Residential	B	1	2218 VAN BUREN AVE	65.5	59.3	7
R27-30	Residential	B	1	2214 VAN BUREN AVE	65.8	59.6	6
R27-31	Residential	B	1	2212 VAN BUREN AVE	66.3	59.8	6
R27-32	Residential	B	1	2204 VAN BUREN AVE	66.4	59.4	7
R27-33	Residential	B	1	2202 VAN BUREN AVE	66.5	59.3	8
R27-34	Residential	B	1	2180 VAN BUREN AVE	67.3	59.1	8
R27-35	Residential	B	1	2174 VAN BUREN AVE	67.4	59.1	8
R27-36	Residential	B	1	2174 VAN BUREN AVE	67.4	59.1	8
R27-37	Residential	B	1	2168 VAN BUREN AVE	67.5	59.3	9
R27-38	Residential	B	1	2162 VAN BUREN AVE	67.6	59.3	9

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R27-39	Residential	B	1	2162 VAN BUREN AVE	67.7	59.6	8
R27-40	Residential	B	1	2162 VAN BUREN AVE	67.9	60.0	8
R27-41	Residential	B	1	2156 VAN BUREN AVE	68.4	60.7	7
R27-42	Residential	B	1	2150 VAN BUREN AVE	69.2	61.3	8
R27-43	Residential	B	1	2217 ELEANOR DR	62.4	57.5	4
R27-44	Residential	B	1	2217 ELEANOR DR	62.6	57.2	6
R27-45	Residential	B	1	2215 ELEANOR DR	62.6	56.7	6
R27-46	Residential	B	1	2204 VAN BUREN AVE	64.4	58.0	6
R27-47	Residential	B	1	2181 ELEANOR DR	65.1	58.1	7
R27-48	Residential	B	1	2181 ELEANOR DR	64.9	58.1	7
R27-49	Residential	B	1	2175 ELEANOR DR	65.1	58.2	7
R27-50	Residential	B	1	2175 ELEANOR DR	65.0	58.2	7
R27-51	Residential	B	1	2163 ELEANOR DR	62.2	55.5	6
R27-52	Residential	B	1	2157 ELEANOR DR	65.6	58.2	8
R27-53	Residential	B	1	2151 ELEANOR DR	65.6	57.8	8
R27-54	Residential	B	1	2151 ELEANOR DR	66.1	57.9	8
R27-55	Residential	B	1	2206 ELEANOR DR	62.7	57.8	5
R27-56	Residential	B	1	2206 ELEANOR DR	63.0	58.1	5
R27-57	Residential	B	1	2206 ELEANOR DR	62.9	58.1	5
R27-58	Residential	B	1	2206 ELEANOR DR	63.1	58.1	5
R27-59	Residential	B	1	2206 ELEANOR DR	63.0	57.8	5
R27-60	Residential	B	1	2206 ELEANOR DR	63.7	57.9	6
R27-61	Residential	B	1	2174 ELEANOR DR	63.7	57.9	6
R27-62	Residential	B	1	2174 ELEANOR DR	63.7	57.8	6
R27-63	Residential	B	1	2168 ELEANOR DR	63.6	57.9	6
R27-64	Residential	B	1	2168 ELEANOR DR	63.7	57.9	6
R27-65	Residential	B	1	2162 ELEANOR DR	63.8	57.8	6
R27-66	Residential	B	1	2162 ELEANOR DR	63.7	57.5	6
R27-67	Residential	B	1	2156 ELEANOR DR	63.7	57.4	7
R27-68	Residential	B	1	2150 ELEANOR DR	63.7	57.0	7
R27-69	Residential	B	1	2150 ELEANOR DR	63.2	56.8	6
R27-70	Worship	D	1	2140 ELEANOR DR	68.0/43	59.4/34.4	9
		Predicted "Build-Condition" With-Barrier Benefits:[2]					53[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction

1. Predicted traffic noise level impacts 25 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted “substantial increase” in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 27 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 25 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 27 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 13 receptors.

Table E-13: I-526 LCC WEST
Project Noise Barrier NW 28
NSA-28, South of I-526, east of I-26 and west of US 52 (Rivers Avenue)

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R28-3	Residential	B	1	2305 RUSSELLDALE AVE	66.2	61.4	5
R28-4	Residential	B	1	2305 RUSSELLDALE AVE	66.3	61.3	5
R28-5	Residential	B	1	2305 RUSSELLDALE AVE	66.1	61.0	5
R28-6	Residential	B	1	2305 RUSSELLDALE AVE	66.4	60.8	5
R28-7	Residential	B	1	2305 RUSSELLDALE AVE	66.7	60.8	6
R28-8	Residential	B	1	2305 RUSSELLDALE AVE	67.2	60.8	6
R28-9	Residential	B	1	5135 TWITTY ST	64.6	58.8	6
R28-10	Residential	B	1	5121 TWITTY ST	65.2	59.4	6
R28-11	Residential	B	1	5115 TWITTY ST	64.6	58.9	6
R28-12	Residential	B	1	5109 TWITTY ST	64.0	59.0	5
R28-13	Residential	B	1	5109 TWITTY ST	63.9	58.9	5
R28-14	Residential	B	1	5109 TWITTY ST	63.8	58.8	5
R28-15	Residential	B	1	5109 TWITTY ST	63.7	58.7	5
R28-16	Residential	B	1	5109 TWITTY ST	63.7	58.7	5
R28-17	Residential	B	1	5101 TWITTY ST	63.4	58.5	4
R28-20	Residential	B	1	5131 ROCKINGHAM ST	66.5	59.9	7
R28-21	Residential	B	1	5129 ROCKINGHAM ST	65.6	59.2	7
R28-22	Residential	B	1	2249 TWITTY ST	68.2	61.1	7
R28-23	Residential	B	1	2253 TWITTY ST	67.0	59.8	7
R28-24	Residential	B	1	5128 TWITTY ST	65.7	59.5	6
R28-25	Residential	B	1	5120 TWITTY ST	64.6	58.6	6
R28-26	Residential	B	1	5116 TWITTY ST	64.6	59.3	6
R28-27	Residential	B	1	5123 ROCKINGHAM ST	64.6	58.7	6
R28-28	Residential	B	1	5123 ROCKINGHAM ST	64.6	58.8	6
R28-29	Residential	B	1	5123 ROCKINGHAM ST	64.3	58.5	5
R28-30	Residential	B	1	5123 ROCKINGHAM ST	64.3	58.5	5
R28-31	Residential	B	1	5111 ROCKINGHAM ST	63.9	58.3	6
R28-32	Residential	B	1	2266 REBECCA ST	62.7	57.6	5
R28-33	Residential	B	1	2258 REBECCA ST	62.9	57.6	5
R28-34	Residential	B	1	2258 REBECCA ST	63.0	57.7	5
R28-35	Residential	B	1	5103 ROCKINGHAM ST	63.0	57.7	5
R28-36	Residential	B	1	2234 REBECCA ST	62.5	57.3	6
R28-37	Residential	B	1	2234 REBECCA ST	62.7	57.4	6
R28-38	Residential	B	1	5112 ROCKINGHAM ST	63.5	57.9	6
R28-39	Residential	B	1	5118 ROCKINGHAM ST	64.1	58.2	6
R28-40	Residential	B	1	5130 ROCKINGHAM ST	65.7	58.9	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R28-41	Residential	B	1	5132 ROCKINGHAM ST	66.1	59.0	7
R28-42	Residential	B	1	5134 ROCKINGHAM ST	65.9	58.8	7
R28-43	Residential	B	1	2241 RUSSELLDALE AVE	68.4	60.7	7
R28-44	Residential	B	1	5133 BUTLER ST	67.8	58.9	9
R28-45	Residential	B	1	5131 BUTLER ST	67.2	58.3	9
R28-46	Residential	B	1	5131 BUTLER ST	65.4	58.1	7
R28-47	Residential	B	1	5121 BUTLER ST	65.5	58.6	7
R28-48	Residential	B	1	5115 BUTLER ST	64.4	58.2	6
R28-49	Residential	B	1	5116 BUTLER ST	64.5	58.5	6
R28-50	Residential	B	1	5118 BUTLER ST	65.0	58.5	6
R28-51	Residential	B	1	5120 BUTLER ST	65.4	58.5	6
R28-52	Residential	B	1	5124 BUTLER ST	65.5	58.2	8
R28-53	Residential	B	1	5128 BUTLER ST	65.5	57.6	8
R28-54	Residential	B	1	5130 BUTLER ST	61.5	54.7	7
R28-55	Residential	B	1	5130 BUTLER ST	67.0	59.3	8
R28-56	Residential	B	1	2221 RUSSELLDALE AVE	69.0	60.2	9
R28-63	Residential	B	1	2215 RUSSELLDALE AVE	68.7	59.3	10
R28-64	Residential	B	1	2205 RUSSELLDALE AVE	69.2	60.9	8
R28-65	Residential	B	1	2205 RUSSELLDALE AVE	69.4	61.2	8
R28-66	Residential	B	1	2205 RUSSELLDALE AVE	69.4	61.4	8
R28-67	Residential	B	1	5135 DELTA ST	65.5	57.5	8
R28-68	Residential	B	1	5129 DELTA ST	65.2	58.8	6
R28-69	Residential	B	1	5120 BUTLER ST	65.3	59.0	6
R28-70	Residential	B	1	5125 DELTA ST	64.3	59.1	5
R28-71	Residential	B	1	5116 DELTA ST	64.0	59.4	5
R28-72	Residential	B	1	5132 DELTA ST	64.3	59.5	4
R28-73	Residential	B	1	5134 DELTA ST	64.5	59.5	5
R28-74	Residential	B	1	5134 DELTA ST	64.1	59.1	5
R28-75	Residential	B	1	5138 DELTA ST	63.5	57.2	7
R28-76	Residential	B	1	5150 WILLIS DR	64.3	57.5	6
R28-77	Residential	B	1	5121 WILLIS DR APT 101	67.3	58.0	9
R28-77a	Residential	B	1	5121 WILLIS DR APT 101	69.6	60.1	10
R28-78	Residential	B	1	5121 WILLIS DR APT 103	67.0	58.0	9
R28-78a	Residential	B	1	5121 WILLIS DR APT 103	69.3	59.9	9
R28-79	Residential	B	1	5121 WILLIS DR APT 105	66.5	57.5	9
R28-79a	Residential	B	1	5121 WILLIS DR APT 105	68.7	59.5	9
R28-80	Residential	B	1	5121 WILLIS DR APT 107	65.8	57.1	9
R28-80a	Residential	B	1	5121 WILLIS DR APT 107	68.1	59.2	9
R28-81	Residential	B	1	5121 WILLIS DR APT 109	66.7	57.5	9
R28-81a	Residential	B	1	5121 WILLIS DR APT 109	69.0	59.6	9
R28-82	Residential	B	1	5121 WILLIS DR APT 113	68.7	60.9	8

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R28-82a	Residential	B	1	5121 WILLIS DR APT 113	71.0	63.6	7
R28-83	Residential	B	1	5121 WILLIS DR	68.8	63.0	6
R28-84	Residential	B	1	5117 WILLIS DR	65.4	61.4	4
R28-85	Residential	B	1	5117 WILLIS DR	64.7	61.0	4
R28-86	Residential	B	1	5117 WILLIS DR	64.6	60.4	5
R28-87	Residential	B	1	5113 WILLIS DR	63.8	60.1	4
R28-88	Residential	B	1	5111 WILLIS DR	63.4	59.6	3
R28-89	Residential	B	1	5111 WILLIS DR	64.3	61.0	3
R28-90	Residential	B	1	5105 WILLIS DR	64.4	60.6	3
R28-91	Residential	B	1	5110 WILLIS DR	64.1	61.1	3
R28-92	Residential	B	1	5110 WILLIS DR	64.5	61.3	4
R28-93	Residential	B	1	5112 WILLIS DR	64.8	61.7	3
R28-94	Residential	B	1	5116 WILLIS DR	64.4	60.2	4
Predicted “Build-Condition” With-Barrier Benefits:[2]							78[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 40 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted “substantial increase” in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 28 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 40 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 28 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 22 receptors.

Table E-14: I-526 LCC WEST
Project Noise Barrier NW 29
NSA-29, South of I-526, east of US 52 (Rivers Avenue), south of Filbin Creek and west of the CSX Railroad

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R29-6	Residential	B	1	1926 MARSON ST	67.9	64.8	3
R29-7	Residential	B	1	1922 MARSON ST	67.9	64.7	3
R29-8	Residential	B	1	1920 MARSON ST	67.5	63.8	4
R29-9	Residential	B	1	1914 MARSON ST	67.4	63.4	4
R29-10	Residential	B	1	1912 MARSON ST	67.2	62.6	4
R29-11	Residential	B	1	1910 MARSON ST	67.1	62.4	5
R29-12	Residential	B	1	1908 MARSON ST	66.8	60.8	6
R29-13	Residential	B	1	1906 MARSON ST	67.1	62.2	5
R29-14	Residential	B	1	1904 MARSON ST	67.4	60.9	6
R29-15	Residential	B	1	1981 HARLEY ST	67.5	61.4	7
R29-16	Residential	B	1	1951 MARSON ST	68.4	64.2	4
R29-17	Residential	B	1	1947 MARSON ST	67.8	63.5	4
R29-18	Residential	B	1	1939 MARSON ST	67.1	62.1	5
R29-19	Residential	B	1	1933 MARSON ST	67.7	63.1	5
R29-20	Residential	B	1	1931 MARSON ST	67.4	62.7	4
R29-21	Residential	B	1	1927 MARSON ST	67.0	62.1	5
R29-22	Residential	B	1	1923 MARSON ST	67.0	62.0	5
R29-23	Residential	B	1	1921 MARSON ST	66.7	61.2	6
R29-24	Residential	B	1	1919 MARSON ST	66.8	61.1	6
R29-25	Residential	B	1	1917 MARSON ST	66.7	61.0	6
R29-26	Residential	B	1	1915 MARSON ST	66.6	60.6	6
R29-27	Residential	B	1	1911 MARSON ST	66.4	60.4	6
R29-28	Residential	B	1	1909 MARSON ST	66.2	60.1	6
R29-29	Residential	B	1	1907 MARSON ST	66.1	59.9	6
R29-30	Residential	B	1	1905 MARSON ST	66.1	59.8	6
R29-31	Residential	B	1	1903 MARSON ST	66.0	59.8	6
R29-32	Residential	B	1	1940 LAKEWOOD ST	65.3	60.2	5
R29-33	Residential	B	1	1934 LAKEWOOD ST	65.4	60.2	5
R29-34	Residential	B	1	1932 LAKEWOOD ST	65.6	60.4	6
R29-35	Residential	B	1	1928 LAKEWOOD ST	65.5	60.2	6
R29-36	Residential	B	1	1924 LAKEWOOD ST	65.5	60.0	6
R29-37	Residential	B	1	1922 LAKEWOOD ST	65.5	59.9	6
R29-38	Residential	B	1	1920 LAKEWOOD ST	65.2	59.4	6
R29-39	Residential	B	1	1916 LAKEWOOD ST	64.9	58.8	6
R29-40	Residential	B	1	1914 LAKEWOOD ST	64.9	58.9	6

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R29-41	Residential	B	1	1910 LAKEWOOD ST	65.0	59.1	6
R29-42	Residential	B	1	1908 LAKEWOOD ST	64.9	58.8	6
R29-43	Residential	B	1	1906 LAKEWOOD ST	64.7	58.8	6
R29-44	Residential	B	1	1904 LAKEWOOD ST	65.0	58.8	6
R29-45	Residential	B	1	1902 LAKEWOOD ST	64.9	58.7	6
R29-46	Residential	B	1	1934 LAKEWOOD ST APT E	64.5	59.3	6
R29-47	Residential	B	1	1934 LAKEWOOD ST APT E	64.4	59.1	5
R29-48	Residential	B	1	1934 LAKEWOOD ST APT F	64.3	59.1	5
R29-49	Residential	B	1	1934 LAKEWOOD ST APT A	60.4	55.3	5
R29-50	Residential	B	1	1934 LAKEWOOD ST APT B	61.6	58.0	4
R29-51	Residential	B	1	5134 PIEDMONT AVE	63.0	58.6	4
R29-52	Residential	B	1	1934 LAKEWOOD ST APT D	61.5	57.7	4
R29-53	Residential	B	1	1934 LAKEWOOD ST APT C	62.9	57.3	6
Predicted "Build-Condition" With-Barrier Benefits:[2]							37[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 30 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 29 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 22 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 29 is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to zero receptors.

Table E-15: I-526 LCC WEST
Project Noise Barrier NW 31/31a, North of I-526, east of the CSX Railway, north of the Norfolk Southern Railway and west of Attaway Street

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R31-1	Residential	B	1	5415 CALIFF RD	61.1	55.3	6
R31-2	Residential	B	1	5411 CALIFF RD	62.1	54.2	8
R31-3	Residential	B	1	1655 GREENBAY DR	66.6	58.6	8
R31-4	Residential	B	1	1651 GREENBAY DR	66.7	58.8	8
R31-5	Residential	B	1	1645 GREENBAY DR	67.2	59.1	8
R31-6	Residential	B	1	1641 GREENBAY DR	67.4	59.0	8
R31-7	Residential	B	1	1637 GREENBAY DR	67.9	59.2	9
R31-8	Residential	B	1	1631 GREENBAY DR	68.1	59.9	8
R31-9	Residential	B	1	1627 GREENBAY DR	68.2	60.1	8
R31-10	Residential	B	1	1621 GREENBAY DR	68.2	60.4	8
R31-11	Residential	B	1	1613 GREENBAY DR	67.8	60.7	7
R31-12	Residential	B	1	1607 GREENBAY DR	68.3	59.5	8
R31-13	Residential	B	1	1601 GREENBAY DR	67.7	58.3	10
R31-14	Residential	B	1	1557 GREENBAY DR	69.9	61.3	9
R31-15	Residential	B	1	1551 GREENBAY DR	69.3	60.2	9
R31-16	Residential	B	1	1547 GREENBAY DR	69.2	60.3	9
R31-17	Residential	B	1	1541 GREENBAY DR	69.1	60.2	9
R31-18	Residential	B	1	1537 GREENBAY DR	69.0	60.1	9
R31-19	Residential	B	1	1533 GREENBAY DR	67.8	59.4	9
R31-20	Residential	B	1	1527 GREENBAY DR	67.0	57.9	9
R31-21	Residential	B	1	1523 GREENBAY DR	68.0	58.0	10
R31-22	Residential	B	1	1517 GREENBAY DR	68.5	58.4	11
R31-23	Residential	B	1	1511 GREENBAY DR	68.8	59.7	9
R31-24	Residential	B	1	1507 GREENBAY DR	68.8	59.5	9
R31-25	Residential	B	1	1503 GREENBAY DR	69.3	60.1	9
R31-26	Residential	B	1	5423 CALIFF RD	63.0	55.4	8
R31-27	Residential	B	1	1656 GREENBAY DR	65.2	58.6	6
R31-28	Residential	B	1	5430 CALIFF RD	62.1	55.5	6
R31-29	Residential	B	1	1650 GREENBAY DR	65.1	56.8	8
R31-30	Residential	B	1	1642 GREENBAY DR	65.3	57.2	8
R31-31	Residential	B	1	1642 GREENBAY DR	65.1	57.4	8
R31-32	Residential	B	1	5431 TED AVE	61.9	54.8	7
R31-33	Residential	B	1	5426 TED AVE	64.4	56.6	7
R31-34	Residential	B	1	5426 TED AVE	61.5	55.2	7
R31-35	Residential	B	1	1630 GREENBAY DR	65.3	57.5	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R31-36	Residential	B	1	1624 GREENBAY DR	65.7	57.9	8
R31-37	Residential	B	1	1618 GREENBAY DR	65.8	58.2	8
R31-38	Residential	B	1	5431 PAUL ST	62.3	55.4	7
R31-39	Residential	B	1	5435 PAUL ST	64.3	57.1	7
R31-40	Residential	B	1	5434 PAUL ST	63.0	56.9	6
R31-41	Residential	B	1	1608 GREENBAY DR	66.1	58.4	8
R31-42	Residential	B	1	1602 GREENBAY DR	66.1	58.3	8
R31-43	Residential	B	1	1558 GREENBAY DR	66.1	58.1	8
R31-44	Residential	B	1	1552 GREENBAY DR	66.2	58.3	8
R31-45	Residential	B	1	1548 GREENBAY DR	66.4	58.1	8
R31-46	Residential	B	1	1542 GREENBAY DR	66.2	58.0	8
R31-47	Residential	B	1	1538 GREENBAY DR	66.1	57.7	8
R31-48	Residential	B	1	1534 GREENBAY DR	66.3	57.5	8
R31-49	Residential	B	1	1532 GREENBAY DR	66.4	57.6	8
R31-50	Residential	B	1	1528 GREENBAY DR	66.6	57.5	9
R31-51	Residential	B	1	1518 GREENBAY DR	66.8	58.0	9
R31-52	Residential	B	1	1514 GREENBAY DR	66.7	57.8	9
R31-53	Residential	B	1	1508 GREENBAY DR	66.7	57.6	9
R31-54	Residential	B	1	1504 GREENBAY DR	66.6	57.5	9
R31-55	Residential	B	1	1601 MARIETTA ST	64.5	56.8	8
R31-56	Residential	B	1	1557 MARIETTA ST	64.6	56.9	8
R31-57	Residential	B	1	1551 MARIETTA ST	64.8	57.2	8
R31-58	Residential	B	1	1547 MARIETTA ST	64.8	57.1	8
R31-59	Residential	B	1	1541 MARIETTA ST	64.8	56.8	8
R31-60	Residential	B	1	1535 MARIETTA ST	65.0	57.0	8
R31-61	Residential	B	1	1529 MARIETTA ST	65.1	57.1	8
R31-62	Residential	B	1	1523 MARIETTA ST	65.4	57.1	8
R31-63	Residential	B	1	1517 MARIETTA ST	65.5	57.1	9
R31-64	Residential	B	1	1515 MARIETTA ST	65.4	57.1	8
R31-65	Residential	B	1	1513 MARIETTA ST	65.4	57.0	8
R31-66	Residential	B	1	1511 MARIETTA ST	65.4	56.9	8
R31-67	Residential	B	1	1509 MARIETTA ST	64.9	56.2	9
R31a-1	Residential	B	1	5428 ATTAWAY ST	65.6	59.3	7
R31a-2	Residential	B	1	5424 ATTAWAY ST	66.2	59.0	7
R31a-3	Residential	B	1	5418 ATTAWAY ST	65.9	57.1	9
R31a-4	Residential	B	1	5414 ATTAWAY ST	67.0	57.9	9
R31a-5	Residential	B	1	5408 ATTAWAY ST	67.5	57.1	11
R31a-6	Residential	B	1	5406 ATTAWAY ST	69.6	59.5	10
R31a-7	Residential	B	1	5403 TORGERSON DR	69.3	59.5	9
R31a-8	Residential	B	1	5411 TORGERSON DR	67.1	58.1	9

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R31a-9	Residential	B	1	5415 TORGERSON DR	65.3	57.9	7
R31a-10	Residential	B	1	5421 TORGERSON DR	66.1	59.4	7
R31a-11	Residential	B	1	5425 TORGERSON DR	65.7	59.3	7
R31a-12	Residential	B	1	5432 TORGERSON DR	65.6	60.0	6
R31a-13	Residential	B	1	5428 TORGERSON DR	66.2	60.5	5
R31a-14	Residential	B	1	5422 TORGERSON DR	66.8	60.9	6
R31a-15	Residential	B	1	5416 TORGERSON DR	66.5	59.9	7
R31a-16	Residential	B	1	5404 TORGERSON DR	66.1	57.7	8
R31a-17	Residential	B	1	5400 TORGERSON DR	68.6	60.2	9
R31a-18	Residential	B	1	5407 MARIE ST	68.8	60.6	8
R31a-19	Residential	B	1	5409 MARIE ST	66.5	59.0	8
R31a-20	Residential	B	1	5415 MARIE ST	65.1	58.3	7
R31a-21	Residential	B	1	5421 MARIE ST	66.6	60.5	6
R31a-22	Residential	B	1	5425 MARIE ST	66.3	60.4	6
R31a-23	Residential	B	1	5429 MARIE ST	65.7	60.0	6
R31a-24	Residential	B	1	5435 MARIE ST	65.2	59.5	5
R31a-25	Residential	B	1	5436 MARIE ST	65.4	60.0	5
R31a-26	Residential	B	1	5432 MARIE ST	66.1	60.5	5
R31a-27	Residential	B	1	5428 MARIE ST	66.5	60.5	6
R31a-28	Residential	B	1	5424 MARIE ST	66.8	60.0	7
R31a-29	Residential	B	1	5418 MARIE ST	66.5	60.1	7
R31a-30	Residential	B	1	5412 MARIE AVE	66.8	59.9	7
R31a-31	Residential	B	1	5404 MARIE AVE	69.1	61.5	7
R31a-32	Residential	B	1	1440 STORIE ST	68.9	61.6	7
R31a-33	Residential	B	1	1442 STORIE ST	68.9	61.7	7
R31a-34	Residential	B	1	1442 STORIE ST	69.0	61.8	7
R31a-35	Residential	B	1	1444 STORIE ST	69.1	62.2	7
R31a-36	Residential	B	1	1454 STORIE ST	69.3	62.0	7
R31a-37	Residential	B	1	5419 PENNSYLVANIA DR	67.5	59.9	8
R31a-38	Residential	B	1	5421 PENNSYLVANIA DR	66.3	59.3	7
R31a-39	Residential	B	1	5427 PENNSYLVANIA DR	65.6	58.7	7
R31a-40	Residential	B	1	5433 PENNSYLVANIA DR	65.3	59.1	6
R31a-41	Residential	B	1	5437 PENNSYLVANIA DR	64.8	58.8	6
R31a-42	Residential	B	1	5438 PENNSYLVANIA DR	64.9	59.3	6
R31a-43	Residential	B	1	5434 PENNSYLVANIA DR	65.3	58.1	7
R31a-44	Residential	B	1	5432 PENNSYLVANIA DR	65.7	59.3	7
R31a-45	Residential	B	1	5426 PENNSYLVANIA DR	66.5	60.2	7
R31a-46	Residential	B	1	5422 PENNSYLVANIA DR	67.8	61.4	7
R31a-47	Residential	B	1	5416 PENNSYLVANIA DR	68.0	61.7	6
R31a-48	Residential	B	1	5410 PENNSYLVANIA DR	69.7	63.1	7

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R31a-50	Residential	B	1	5443 W LAKELAND DR	65.3	58.2	7
R31a-51	Residential	B	1	1387 S LAKELAND DR	66.4	58.8	7
R31a-52	Residential	B	1	1383 S LAKELAND DR	67.7	62.5	5
R31a-53	Residential	B	1	1379 S LAKELAND DR	66.7	62.1	5
R31a-54	Residential	B	1	1375 S LAKELAND DR	65.7	60.5	5
R31a-55	Residential	B	1	1375 S LAKELAND DR	65.6	61.3	5
R31a-56	Residential	B	1	1365 S LAKELAND DR	65.0	62.3	3
R31a-57	Residential	B	1	1359 S LAKELAND DR	65.3	62.7	2
R31a-58	Residential	B	1	1353 S LAKELAND DR	65.3	63.0	2
R31a-59	Residential	B	1	1349 S LAKELAND DR	65.5	63.4	3
R31a-60	Residential	B	1	1343 S LAKELAND DR	65.3	63.5	1
R31a-61	Residential	B	1	1339 LAKELAND DR	65.2	63.8	1
R31a-62	Residential	B	1	1339 LAKELAND DR	65.1	64.0	1
Predicted "Build-Condition" With-Barrier Benefits:[2]							121[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 86 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 31/31a is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 85 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 31/31a is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 67 receptors.

Table E-16: I-526 LCC WEST
Project Noise Barrier NW 32/32a, North of I-526, east of the CSX Railway, north of the Norfolk Southern Railway and east of Attaway Street

Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R32-1	Residential	B	1	5358 HARTFORD CIR	66.3	61.3	5
R32-2	Residential	B	1	5356 HARTFORD CIR	67.3	61	6
R32-3	Residential	B	1	5352 HARTFORD CIR	67.7	60.7	7
R32-4	Residential	B	1	5348 HARTFORD CIR	67.8	60.4	8
R32-5	Residential	B	1	5346 HARTFORD CIR	67.8	60	8
R32-6	Residential	B	1	5342 HARTFORD CIR	68.0	59.6	8
R32-7	Residential	B	1	5338 HARTFORD CIR	67.6	59.2	9
R32-8	Residential	B	1	5334 HARTFORD CIR	67.7	58.2	10
R32-9	Residential	B	1	5332 HARTFORD CIR	67.6	59.5	8
R32-10	Residential	B	1	5328 HARTFORD CIR	68.4	57.5	10
R32-11	Residential	B	1	5270 LANCASTER ST	64.6	58.5	6
R32-12	Residential	B	1	5339 HARTFORD CIR	64.5	58.2	7
R32-13	Residential	B	1	5337 HARTFORD CIR	64.5	58.6	6
R32-14	Residential	B	1	5325 HARTFORD CIR	64.7	58.8	6
R32-15	Residential	B	1	5324 HARTFORD CIR	69.0	58.2	11
R32-16	Residential	B	1	5320 HARTFORD CIR	67.4	58.2	9
R32-17	Residential	B	1	5318 HARTFORD CIR	66.5	57.8	9
R32-18	Residential	B	1	5314 HARTFORD CIR	67.1	58.1	9
R32-19	Residential	B	1	5310 HARTFORD CIR	64.9	57.1	8
R32-20	Residential	B	1	5304 HARTFORD CIR	64.3	57.5	6
R32-21	Residential	B	1	5355 PARKSIDE DR	71.2	63.2	8
R32-22	Residential	B	1	5349 PARKSIDE DR	68.3	60.4	8
R32-23	Residential	B	1	5343 PARKSIDE DR	66.7	58.3	9
R32-24	Residential	B	1	5335 PARKSIDE DR	65.9	58.2	8
R32-25	Residential	B	1	5327 PARKSIDE DR	65.5	59	7
R32-26	Residential	B	1	5317 PARKSIDE DR	65.6	59	7
R32-27	Residential	B	1	1380 MAXWELL ST	64.0	58.9	5
R32a-1	Residential	B	1	5338 PARKSIDE DR	69.4	61.2	8
R32a-2	Residential	B	1	5332 PARKSIDE DR	70.1	62	8
R32a-3	Residential	B	1	5326 PARKSIDE DR	70.6	61.6	9
R32a-4	Residential	B	1	5322 PARKSIDE DR	70.6	61.9	9
R32a-5	Residential	B	1	5314 PARKSIDE DR	69.2	60.7	8
R32a-6	Residential	B	1	1372 MAXWELL ST	67.0	59.3	8
R32a-7	Residential	B	1	1368 MAXWELL ST	67.4	58.7	8

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R32a-8	Residential	B	1	1364 MAXWELL ST	68.0	60.1	8
R32a-9	Residential	B	1	1360 MAXWELL ST	67.7	59.8	8
R32a-10	Residential	B	1	1356 MAXWELL ST	67.4	59.3	8
R32a-11	Residential	B	1	1352 MAXWELL ST	67.2	59.3	8
R32a-12	Residential	B	1	1348 MAXWELL ST	67.5	59.5	8
R32a-13	Residential	B	1	1344 MAXWELL ST	66.5	58.5	8
R32a-14	Residential	B	1	1340 MAXWELL ST	66.6	59.2	8
R32a-15	Residential	B	1	1347 MAXWELL ST	63.6	58.5	5
R32a-16	Residential	B	1	5263 BRADDOCK AVE	63.6	58.7	5
R32a-17	Residential	B	1	5259 BRADDOCK AVE	62.9	58.2	5
R32a-18	Residential	B	1	1336 MAXWELL ST	66.7	58.3	9
R32a-19	Residential	B	1	1332 MAXWELL ST	66.6	58.9	8
R32a-20	Residential	B	1	1328 MAXWELL ST	66.2	57.9	8
R32a-21	Residential	B	1	1324 MAXWELL ST	64.9	56.3	9
R32a-22	Residential	B	1	1320 MAXWELL ST	65.3	55.7	9
R32a-23	Residential	B	1	1316 MAXWELL ST	63.5	55	9
R32a-24	Residential	B	1	1312 MAXWELL ST	64.4	57.6	6
Predicted "Build-Condition" With-Barrier Benefits:[2]							51[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 37 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 32/32a is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 37 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 32/32a is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 36 receptors.

Table E-17: I-526 LCC WEST
Project Noise Barrier NW 37, East of I-26, west of US 52 (Rivers Avenue), south of Remount Road and north of the Norfolk Southern Railway

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R37-1	Residential	B	1	5614 W BOLAND CIR	72.1	64.2	8
R37-2	Residential	B	1	2150 S BOLAND CIR	72.7	62.9	10
R37-3	Residential	B	1	2149 S BOLAND CIR	73.3	61.1	12
R37-4	Residential	B	1	2145 S BOLAND CIR	68.8	59.7	9
R37-5	Residential	B	1	2141 S BOLAND CIR	66.2	60.0	6
R37-6	Residential	B	1	5519 WOODBINE AVE	68.2	59.2	9
R37-7	Residential	B	1	5519 WOODBINE AVE	64.3	57.9	6
R37-8	Residential	B	1	5519 WOODBINE AVE	63.5	57.5	6
R37-9	Residential	B	1	5519 WOODBINE AVE	63.5	58.1	6
R37-10	Residential	B	1	5519 WOODBINE AVE	64.1	58.8	5
R37-11	Residential	B	1	5519 WOODBINE AVE	64.3	59.5	4
R37-12	Residential	B	1	5519 WOODBINE AVE	64.0	59.8	4
R37-13	Residential	B	1	5513 WOODBINE AVE	64.0	60.0	4
R37-14	Residential	B	1	5513 WOODBINE AVE	64.2	59.8	4
R37-15	Residential	B	1	5513 WOODBINE AVE	64.4	59.6	4
R37-16	Residential	B	1	5513 WOODBINE AVE	64.6	59.5	5
R37-17	Residential	B	1	5513 WOODBINE AVE	65.0	59.5	5
R37-18	Residential	B	1	5513 WOODBINE AVE	64.1	58.6	5
R37-19	Residential	B	1	5513 WOODBINE AVE	64.2	58.4	6
R37-20	Residential	B	1	5513 WOODBINE AVE	64.2	58.3	6
R37-21	Residential	B	1	5513 WOODBINE AVE	66.9	58.9	8
R37-22	Residential	B	1	5505 WOODBINE AVE	66.8	59.5	7
R37-23	Residential	B	1	5505 WOODBINE AVE	63.6	57.9	6
R37-24	Residential	B	1	5505 WOODBINE AVE	64.8	59.8	5
R37-25	Residential	B	1	5505 WOODBINE AVE	64.9	59.6	5
R37-26	Residential	B	1	5505 WOODBINE AVE	65.0	60.0	5
R37-27	Residential	B	1	5505 WOODBINE AVE	64.5	60.0	5
R37-28	Residential	B	1	5505 WOODBINE AVE	64.3	60.0	4
R37-29	Residential	B	1	5505 WOODBINE AVE	64.0	60.1	4
R37-30	Residential	B	1	5479 WOODBINE AVE	64.0	60.4	4
R37-31	Residential	B	1	5479 WOODBINE AVE	64.7	60.4	5
R37-32	Residential	B	1	5479 WOODBINE AVE	64.8	60.3	5
R37-33	Residential	B	1	5479 WOODBINE AVE	64.9	60.1	5
R37-34	Residential	B	1	5479 WOODBINE AVE	64.8	60.0	5

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R37-35	Residential	B	1	5479 WOODBINE AVE	63.6	58.9	5
R37-36	Residential	B	1	5479 WOODBINE AVE	65.9	59.5	6
R37-37	Residential	B	1	5479 WOODBINE AVE	66.3	60.0	6
Predicted "Build-Condition" With-Barrier Benefits:[2]							29[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

1. Predicted traffic noise level impacts 10 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted "substantial increase" in noise levels.

2. The optimized I-526 LCC WEST noise barrier NW 37 is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 10 impacted receptors.

3. The optimizedI-526 LCC WEST noise barrier NW 32/32a is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 6 receptors.

Table E-18: I-526 LCC WEST

Project Noise Barrier NW 37a, East of I-26, west of US 52 (Rivers Avenue) and south (and north) of the Norfolk Southern Railway

Not Recommended

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction
R37a-3	Residential	B	1	2328 TAYLOR ST	66.0	59.0	7
R37a-4	Residential	B	1	2318 TAYLOR ST	65.2	59.4	6
R37a-5	Residential	B	1	2312 TAYLOR ST	65.1	59.9	5
R37a-6	Residential	B	1	2306 TAYLOR ST	65.4	60.0	5
R37a-7	Residential	B	1	2232 TAYLOR ST	64.6	59.8	5
R37a-8	Residential	B	1	2303 TAYLOR ST	65.3	59.3	6
R37a-9	Residential	B	1	2315 TAYLOR ST	65.6	59.3	7
R37a-10	Residential	B	1	2315 TAYLOR ST	65.3	58.9	6
R37a-11	Residential	B	1	2321 TAYLOR ST	66.4	59.0	7
R37a-12	Residential	B	1	2335 TAYLOR ST	67.0	58.9	8
R37a-18	Residential	B	1	2334 JAMES BELL DR	67.3	58.6	8
R37a-19	Residential	B	1	2328 JAMES BELL AVE	65.0	57.8	7
R37a-20	Residential	B	1	2316 JAMES BELL DR	66.0	58.5	7
R37a-21	Residential	B	1	2312 JAMES BELL DR	65.5	58.3	8
R37a-22	Residential	B	1	2319 JAMES BELL DR	65.3	58.4	7
R37a-23	Residential	B	1	2325 JAMES BELL DR	64.1	57.4	7
R37a-24	Residential	B	1	2335 JAMES BELL DR	66.1	58.1	8
R37a-25	Residential	B	1	2343 JAMES BELL DR	67.0	58.7	8
R37a-30	Residential	B	1	2356 ELDER AVE	66.8	59.4	8
R37a-31	Residential	B	1	2352 ELDER AVE	66.9	58.8	8
R37a-32	Residential	B	1	2344 ELDER AVE	66.5	59.2	8
R37a-33	Residential	B	1	2344 ELDER AVE	66.6	58.3	9
R37a-34	Residential	B	1	2330 ELDER AVE	66.2	58.8	7
R37a-35	Residential	B	1	2318 ELDER AVE	65.3	58.5	6
R37a-36	Residential	B	1	2335 ELDER AVE	65.7	59.5	6
R37a-37	Residential	B	1	2345 ELDER AVE	65.7	58.8	7
R37a-38	Residential	B	1	2357 ELDER AVE	66.4	59.8	6
R37a-39	Residential	B	1	2361 ELDER AVE	66.6	60.6	6
R37a-41	Residential	B	1	5280 DEACON ST	67.0	63.1	4
R37a-42	Residential	B	1	5270 DEACON ST	68.0	65.5	2
				Predicted "Build-Condition" With-Barrier Benefits:[2]			28[2]

Approaching or Exceeding NAC XXX Provides 5-7 dB(A) NLR XXX Provides 8 dB(A) NLR XXX

Performance Without-Barrier and With-Barrier Noise Levels							
Receptors					Predicted Noise Levels, Leq(h) (dB(A))		
ID. No.	Use	NAC	ERs	Address	Build[1]	With-Bar	Noise Level Reduction

1. Predicted traffic noise level impacts 20 receptors due to approaching or exceeding NAC (refer to Table 2). Predicted impacts to 0 receptors are due to a predicted “substantial increase” in noise levels.
2. The optimized I-526 LCC WEST noise barrier NW 37a is predicted to provide at least 5 decibels (5 dB(A)) in noise level reduction (NLR) to 18 impacted receptors.
3. The optimized I-526 LCC WEST noise barrier NW 37a is predicted to provide at least 8 decibels (8 dB(A)) in noise level reduction (NLR) to 9 receptors.

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 2

Feasibility

Number of Impacted Receivers: 9

Number of Benefited Receivers: 18

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 90

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	18	Number of Benefited Receivers that achieve at least an 8 dBA reduction	11

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 73.33

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,729,315
Estimated cost per Benefited Receiver	96,073		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 4/6

Feasibility

Number of Impacted Receivers: 98

Number of Benefited Receivers: 213

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 79

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 213

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 114

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 82

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 1,847,860

Estimated cost per Benefited Receiver: 8,675

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers (See Appendix F for results of polling)

Number of Benefited Receivers (same as above): 213

Number of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Percentage of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Number of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Percentage of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Final Determination for Noise Abatement Measure

Noise wall NW 4/6 preliminarily meets SCDOT Policy feasibility and reasonableness criteria and is recommended for construction. NW 4/6 did not receive a majority of ballots expressing opposition to the wall (see Appendix F), so NW 4/6 is considered feasible and reasonable.
If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measure would be made upon completion of the project's design and the public involvement processes.

SCDOT Feasibility and Reasonableness Worksheet

Date: June 18, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 6a/8

Feasibility

Number of Impacted Receivers: 71

Number of Benefited Receivers: 157

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 96

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 157

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 69

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 92

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 1,680,035

Estimated cost per Benefited Receiver: 10,701

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers (See Appendix F for results of polling)

Number of Benefited Receivers (same as above): 157

Number of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Percentage of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Number of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Percentage of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Final Determination for Noise Abatement Measure

Noise wall NW 6a/8 preliminarily meets SCDOT Policy feasibility and reasonableness criteria and is recommended for construction. NW6a/8 did not receive a majority of ballots expressing opposition to the wall (see Appendix F), so NW 6a/8 is considered feasible and reasonable.
If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measure would be made upon completion of the project's design and the public involvement processes.

SCDOT Feasibility and Reasonableness Worksheet

Date: June 18, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 5

Feasibility

Number of Impacted Receivers: 85

Number of Benefited Receivers: 191

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 99

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 191

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 110

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 85

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 1,974,525

Estimated cost per Benefited Receiver: 10,338

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers (See Appendix F for results of polling)

Number of Benefited Receivers (same as above): 191

Number of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Percentage of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Number of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Percentage of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Final Determination for Noise Abatement Measure

Noise wall NW 5 preliminarily meets SCDOT Policy feasibility and reasonableness criteria and is recommended for construction. NW 5 did not receive a majority of ballots expressing opposition to the wall (see Appendix F), so NW 5 is considered feasible and reasonable.
If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measure would be made upon completion of the project's design and the public involvement processes.

SCDOT Feasibility and Reasonableness Worksheet

Date: June 18, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 7/9/10

Feasibility

Number of Impacted Receivers: 59

Number of Benefited Receivers: 140

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 80

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 140

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 59

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 81

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 2,074,800

Estimated cost per Benefited Receiver: 14,820

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers (See Appendix F for results of polling)

Number of Benefited Receivers (same as above): 140

Number of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Percentage of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Number of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Percentage of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Final Determination for Noise Abatement Measure

Noise wall NW 7/9/10 preliminarily meets SCDOT Policy feasibility and reasonableness criteria and is recommended for construction. NW 7/9/10 did not receive a majority of ballots expressing opposition to the wall (see Appendix F), so NW 7/9/10 is considered feasible and reasonable. If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measure would be made upon completion of the project's design and the public involvement processes.

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 16

Feasibility

Number of Impacted Receivers: 8

Number of Benefited Receivers: 6

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 75

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 6

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 4

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 80

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 588,035

Estimated cost per Benefited Receiver: 98,006

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above):

Number of Benefited Receivers in **support** of noise abatement measure:

Percentage of Benefited Receivers in **support** of noise abatement measure:

Number of Benefited Receivers **opposed** to noise abatement measure:

Percentage of Benefited Receivers **opposed** to noise abatement measure:

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 17

Feasibility

Number of Impacted Receivers: 5

Number of Benefited Receivers: 5

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 5

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 4

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 80

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 1,186,955

Estimated cost per Benefited Receiver: 237,391

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above):

Number of Benefited Receivers in **support** of noise abatement measure:

Percentage of Benefited Receivers in **support** of noise abatement measure:

Number of Benefited Receivers **opposed** to noise abatement measure:

Percentage of Benefited Receivers **opposed** to noise abatement measure:

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 21

Feasibility

Number of Impacted Receivers: 16

Number of Benefited Receivers: 23

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	23	Number of Benefited Receivers that achieve at least an 8 dBA reduction	13

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 84.62

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,551,375
Estimated cost per Benefited Receiver	67,451		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: June 18, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 25

Feasibility

Number of Impacted Receivers: 32

Number of Benefited Receivers: 38

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 94

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 38

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 28

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 88

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 1,097,250

Estimated cost per Benefited Receiver: 28,875

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefited receivers (See Appendix F for results of polling)

Number of Benefited Receivers (same as above): 38

Number of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Percentage of Benefited Receivers in **support** of noise abatement measure: See Appendix F

Number of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Percentage of Benefited Receivers **opposed** to noise abatement measure: See Appendix F

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure: See Appendix F

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Final Determination for Noise Abatement Measure

Noise wall NW 25 preliminarily meets SCDOT Policy feasibility and reasonableness criteria and is recommended for construction. NW 25 did not receive a majority of ballots expressing opposition to the wall (see Appendix F), so NW 25 is considered feasible and reasonable.
If it subsequently develops during final design that conditions have substantially changed, the abatement measures might not be provided. A final decision on the installation of the abatement measure would be made upon completion of the project's design and the public involvement processes.

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 26/26a

Feasibility

Number of Impacted Receivers: 46

Number of Benefited Receivers: 62

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	62	Number of Benefited Receivers that achieve at least an 8 dBA reduction	43

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 81.48

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	3,849,160
Estimated cost per Benefited Receiver	62,083		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 27

Feasibility

Number of Impacted Receivers: 25

Number of Benefited Receivers: 53

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	53	Number of Benefited Receivers that achieve at least an 8 dBA reduction	13

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 37.14

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	3,151,610
Estimated cost per Benefited Receiver	59,464		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 28

Feasibility

Number of Impacted Receivers: 40

Number of Benefited Receivers: 78

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	78	Number of Benefited Receivers that achieve at least an 8 dBA reduction	22

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 54.05

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	2,862,545
Estimated cost per Benefited Receiver	36,699		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 29

Feasibility

Number of Impacted Receivers: 30

Number of Benefited Receivers: 37

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 73

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☐ Yes ☒ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	37	Number of Benefited Receivers that achieve at least an 8 dBA reduction	0

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 0

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	2,305,975
Estimated cost per Benefited Receiver	62,324		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: August 13, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 31/31a

Feasibility

Number of Impacted Receivers: 86

Number of Benefited Receivers: 121

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 99

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☒ Yes	☐ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☒ Yes	☐ No
Access	☒ Yes	☐ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description	This wall is in two parts that must be attached to both the existing viaduct bridge on WBL I-526 and the newly proposed WB CD viaduct located parallel to the existing bridge. Additional costs were considered to employ a structure mounted noise wall. The biggest of these is the cost needed to achieve MASH compliance for a structure-mounted noise wall on the CD viaduct. Another cost factor is that the wall on the existing structure would have to be constructed around the light pole layout that exists now , That, too, would add overall cost. To produce an effective noise barrier, both Walls 31 and 31a must be installed as a pair, so costs must be applied to the two-wall system. With the additional cost identified from SCDOT's and Stantec's constructibility review it has been concluded that Wall 31/31a is cost-prohibitive and should not be included for construction in the project.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 121

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 67

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 80

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure: 35

Estimated construction cost for noise abatement measure: 2,980,740

Estimated cost per Benefited Receiver: 24,634

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☒ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above):

Number of Benefited Receivers in **support** of noise abatement measure:

Percentage of Benefited Receivers in **support** of noise abatement measure:

Number of Benefited Receivers **opposed** to noise abatement measure:

Percentage of Benefited Receivers **opposed** to noise abatement measure:

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 32/32a

Feasibility

Number of Impacted Receivers: 37

Number of Benefited Receivers: 51

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	37	Number of Benefited Receivers that achieve at least an 8 dBA reduction	36

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 85.37

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,762,670
Estimated cost per Benefited Receiver	34,562		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 37

Feasibility

Number of Impacted Receivers: 10

Number of Benefited Receivers: 29

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	29	Number of Benefited Receivers that achieve at least an 8 dBA reduction	6

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 50

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,514,240
Estimated cost per Benefited Receiver	52,215		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

SCDOT Feasibility and Reasonableness Worksheet

Date: May 28, 2020

Project Name I-526 LCC West

Highway Traffic Noise Abatement Measure NW 37a

Feasibility

Number of Impacted Receivers: 20

Number of Benefited Receivers: 28

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 90

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	28	Number of Benefited Receivers that achieve at least an 8 dBA reduction	9

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 42.86

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,765,435
Estimated cost per Benefited Receiver	63,051		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Final Determination for Noise Abatement Measure

APPENDIX F

VIEWPOINTS OF PROPERTY OWNERS AND RESIDENTS OF THE BENEFITED RECEPTORS

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Ballots were mailed to addresses listed on Charleston, County GIS for each benefited receptor location. In cases where the owner did not live at the physical address of the receptor a ballot was sent to the tenant. There are six apartment complexes within the project study area. One ballot was sent to the owner of each of the apartment complexes. The owners receive one vote per unit. A follow-up phone call was made to each apartment property to ensure that the ballot was received. Each balloting package contained a cover letter, a figure showing the location of the proposed wall and a pre-stamped response post card. The ballots were sent from the Columbia, South Carolina main post office on April 12, 2021. The ballots were to be postmarked by April 30, 2021, however, due to delays in postal service because of COVID-19, a grace period of approximately a week was extended. Results were compiled in a spreadsheet which recorded the preferences of owners and tenants. The results as compiled are shown below. None of the proposed walls received over 50% of the ballots against the wall.

Noise Wall 4/6

Owner Ballots Mailed = 247	For owners of apartment complexes, only one ballot was mailed, followed up with phone call and response received by email.
Owner Ballots Received = 187	% Owner Ballots Received = 76%
Tenant Ballots Mailed = 157	% Tenant Ballots Received = 17%
Tenant Ballots Received = 27	
Ballots Mailed = 404	% Received = 53% (Total Received / Total Mailed)
Ballots Received by SCDOT = 214	
Ballots for Wall = 210	% Received for Wall = 98% (For Wall / Ballots Received)
Ballots Against Wall = 4	% Received Against Wall = 2% (Against Wall / Ballots Received)
Ballots Returned Undeliverable = 11	% Undeliverable = 3% (Ballots Returned / Total Ballots mailed) 11 Unable to Forward

Noise Wall 6a/8

Owner Ballots Mailed = 156	For owners of apartment complexes, only one ballot was mailed, followed up with phone call and response received by email.
Owner Ballots Received = 156	% Owner Ballots Received = 100%
Tenant Ballots Mailed = 156	% Tenant Ballots Received = 20%
Tenant Ballots Received = 30	
Ballots Mailed = 312	% Received = 60% (Total Received / Total Mailed)
Ballots Received by SCDOT = 187	
Ballots for Wall = 185	% Received for Wall = 99% (For Wall / Ballots Received)
Ballots Against Wall = 2	% Received Against Wall = 1% (Against wall / Ballots Received)
Ballots Returned Undeliverable = 13	% Undeliverable = 4% (Ballots Returned / Total Ballots mailed) 9 Vacant apartments, 4 Unable to Forward

Noise Wall 5

Owner Ballots Mailed = 191	For owners of apartment complexes, only one ballot was mailed, followed up with phone call and response received by email.
Owner Ballots Received = 190	% Owner Ballots Received = 99%
Tenant Ballots Mailed = 191	% Tenant Ballots Received = 9%
Tenant Ballots Received = 18	
Ballots Mailed = 382	% Received = 54% (Total Received / Total Mailed)
Ballots Received by SCDOT = 208	
Ballots for Wall = 207	% Received for Wall =100% (For Wall / Ballots Received)
Ballots Against Wall = 1	% Received Against Wall = 0% (Against wall / Ballots Received)
Ballots Returned Undeliverable =3	% Undeliverable = 1% (Ballots Returned / Total Ballots mailed) 2 Vacant apartments, 1 Unable to Forward

Noise Wall 7/9/10

Owner Ballots Mailed = 138	For owners of apartment complexes, only one ballot was mailed, followed up with phone call and response received by email.
Owner Ballots Received = 98	% Owner Ballots Received = 71%
Tenant Ballots Mailed = 86	% Tenant Ballots Received = 7%
Tenant Ballots Received = 6	
Ballots Mailed = 224	% Received = 46% (Total Received / Total Mailed)
Ballots Received by SCDOT = 104	
Ballots for Wall = 102	% Received for Wall =98% (For Wall / Ballots Received)
Ballots Against Wall = 2	% Received Against Wall = 2% (Against wall / Ballots Received)
Ballots Returned Undeliverable =8	% Undeliverable = 4% (Ballots Returned / Total Ballots mailed) 8 Unable to Forward

Noise Wall 25

Owner Ballots Mailed = 38	For owners of apartment complexes, only one ballot was mailed, followed up with phone call and response received by email.
Owner Ballots Received = 38	% Owner Ballots Received = 100%
Tenant Ballots Mailed = 37	% Tenant Ballots Received = 22%
Tenant Ballots Received = 8	
Ballots Mailed = 75	% Received = 61% (Total Received / Total Mailed)
Ballots Received by SCDOT = 46	
Ballots for Wall = 45	% Received for Wall =98% (For Wall / Ballots Received)
Ballots Against Wall = 1	% Received Against Wall = 2% (Against wall / Ballots Received)
Ballots Returned Undeliverable =3	% Undeliverable = 4% (Ballots Returned / Total Ballots mailed) 2 Vacant apartments, 1 Vacant office

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April 12, 2021

Property Owner/Tenant Preference Survey

I-526 WEST Lowcountry Corridor
Paul Cantrell Boulevard in West Ashley to Virginia Avenue in North Charleston
Charleston County, SC

Dear Property Owner or Tenant:

The South Carolina Department of Transportation (SCDOT) conducted traffic noise studies for the I-526 WEST Lowcountry Corridor project to determine if noise walls meet the criteria in the SCDOT Traffic Noise Abatement Policy. Our studies indicate that a noise wall between your residence and the proposed highway project meets these criteria and is recommended for construction. Frequently asked questions about traffic noise can be found at https://www.526lowcountrycorridor.com/west/traffic-noise/.

To build this wall, SCDOT must have enough support from the property owners and tenants who would benefit from the noise wall. A residence is benefited if the noise wall would substantially reduce traffic noise levels at that location. The noise wall shall be constructed unless a majority (greater than 50% of the benefited residents) vote ***against*** the noise wall. For non-owner-occupied residences benefited by the noise wall, both the property owner and the renter may vote on whether the noise wall is desired. One owner ballot and one resident ballot shall be solicited for each benefited property.

You are receiving this letter because your property or residence would be benefited by the noise wall. We are therefore asking you to vote for or against the noise wall. Enclosed is the following information:

- An illustration that shows the location and appearance of the noise wall
- A ballot with your voting options

Your postage-paid ballot must be mailed on or before April 30, 2021 to be counted.

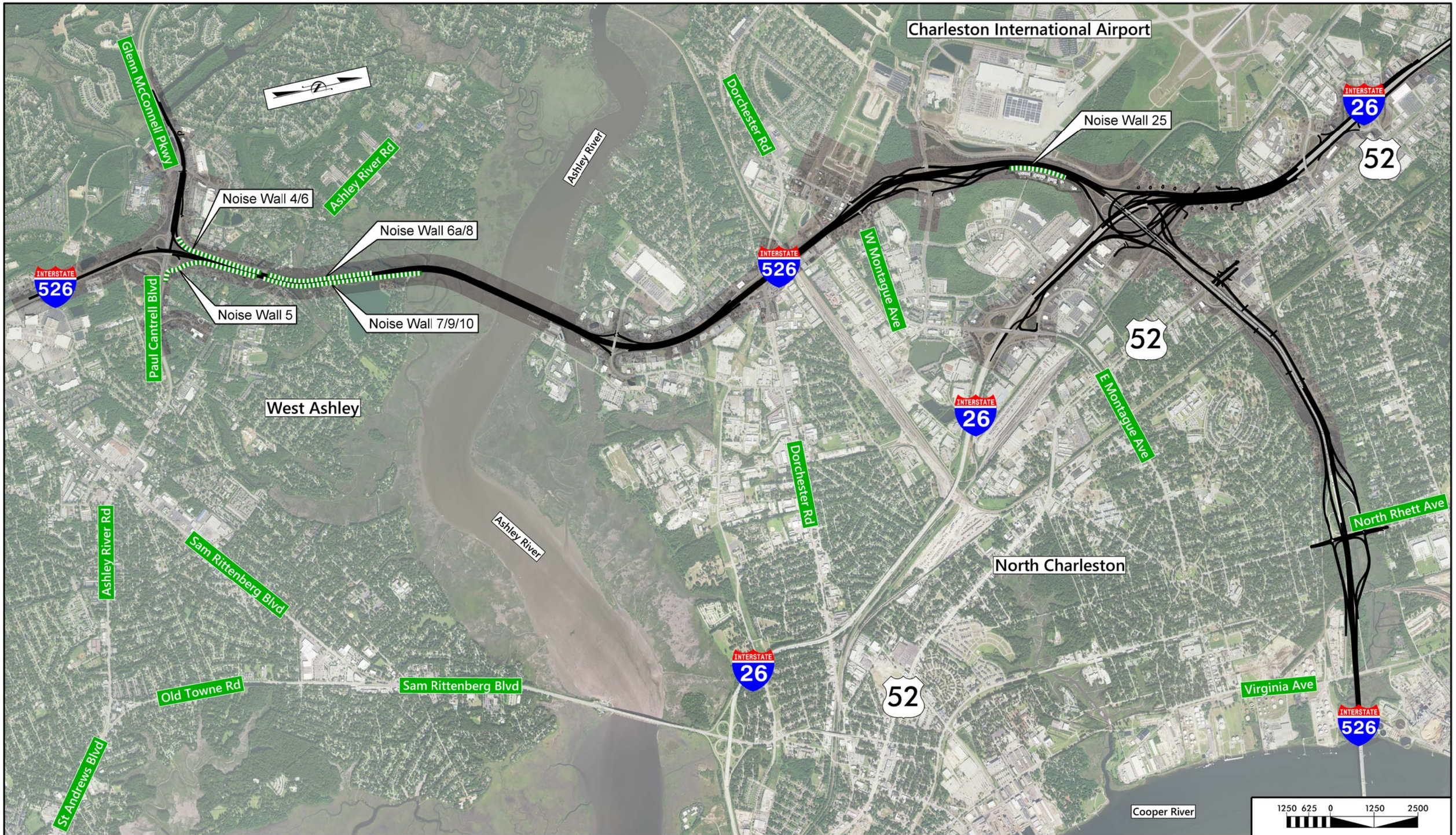
This noise wall would not cost you any extra money, and your taxes will not be raised to pay for it.

If you need additional information, please contact me by telephone at (803) 737-1645, by e-mail at KellyDP@scdot.org or by mail at SCDOT, Environmental Services, Attn: David P. Kelly, 955 Park Street, P.O. Box 191, Columbia, SC 29201-3959.

Sincerely,

David P. Kelly

David P. Kelly
South Carolina Department of Transportation
RPG 1 NEPA Coordinator/Statewide Architectural Historian



SCDOT
South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston Charleston County, SC

Recommended Noise Walls

Arboretum Condominiums																
Second Floor	R4-2a	R4-3a	R4-6a	R4-7a	R4-8a	R4-9a	R4-10a	R4-15a	R4-16a	R4-17a	R4-18a	R4-19a	R4-20a	R4-21a	R4-22a	
Third Floor	R4-2b	R4-3b	R4-6b	R4-7b	R4-8b	R4-9b	R4-10b	R4-15b	R4-16b	R4-17b	R4-18b	R4-19b	R4-20b	R4-21b	R4-22b	
Forth Floor	R4-2c	R4-3c	R4-6c	R4-7c	R4-8c	R4-9c	R4-10c	R4-15c	R4-16c	R4-17c	R4-18c	R4-19c	R4-20c	R4-21c	R4-22c	
Second Floor	R4-23a	R4-26a	R4-27a	R4-28a	R4-29a	R4-30a	R4-31a	R4-32a	R4-33a	R4-34a	R4-35a	R4-36a	R4-37a	R4-38a	R4-39a	R4-40a
Third Floor	R4-23b	R4-26b	R4-27b	R4-28b	R4-29b	R4-30b	R4-31b	R4-32b	R4-33b	R4-34b	R4-35b	R4-36b	R4-37b	R4-38b	R4-39b	R4-40b
Forth Floor	R4-23c	R4-26c	R4-27c	R4-28c	R4-29c	R4-30c	R4-31c	R4-32c	R4-33c	R4-34c	R4-35c	R4-36c	R4-37c	R4-38c	R4-39c	R4-40c

Receptors were placed at balconies that are functional for outdoor use.

Plantation Oaks Apartments																
First Floor	R6-1	R6-2	R6-3	R6-4	R6-5	R6-6	R6-7	R6-8	R6-9	R6-10	R6-11	R6-12	R6-13	R6-14	R6-15	R6-16
Second Floor	R6-1a	R6-2a	R6-3a	R6-4a	R6-5a	R6-6a	R6-7a	R6-8a	R6-9a	R6-10a	R6-11a	R6-12a	R6-13a	R6-14a	R6-15a	R6-16a
First Floor	R6-17	R6-20	R6-21	R6-22	R6-23	R6-24	R6-25	R6-26	R6-27	R6-28	R6-29	R6-30	R6-31	R6-32	R6-33	R6-34
Second Floor	R6-17a	R6-20a	R6-21a	R6-22a	R6-23a	R6-24a	R6-25a	R6-26a	R6-27a	R6-28a	R6-29a	R6-30a	R6-31a	R6-32a	R6-33a	R6-34a
First Floor	R6-35	R6-36	R6-37	R6-38	R6-39	R6-40	R6-41	R6-42	R6-43	R6-44	R6-45	R6-46	R6-48	R6-49	R6-50	R6-54
Second Floor	R6-35a	R6-36a	R6-37a	R6-38a	R6-39a	R6-40a	R6-41a	R6-42a	R6-43a	R6-44a	R6-45a	R6-46a	R6-48a	R6-49a	R6-50a	R6-54a
First Floor	R6-55	R6-56	R6-57	R6-60	R6-61	R6-75	R6-76	R6-77	R6-80	R6-81	R6-82	R6-113	R6-117	R6-118	R6-122	R6-127
Second Floor	R6-55a	R6-56a	R6-57a	R6-60a	R6-61a	R6-75a	R6-76a	R6-77a	R6-80a	R6-81a	R6-82a	R6-113a	R6-117a	R6-118a	R6-122a	R6-127a

Receptors were placed at balconies that are functional for outdoor use.

First Floor	R6-130	R6-131
Second Floor	R6-130a	R6-131a

SCDOT
South Carolina
Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Recommended Noise Wall 4/6

Legend

- Benefited Receptor
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Recommended Noise Wall

Recommended Noise Wall 5
Total Length: 2,969 feet
Wall Height: 19 feet

End Noise Wall

Begin Noise Wall

INTERSTATE 526

NW 5

Paul Cantrell Blvd

Westchase Dr

Richmond St

Ashley River Rd

Colonial Village at Westchase Apartments

First Floor	R5-1	R5-2	R5-3	R5-4	R5-5	R5-6	R5-7	R5-8	R5-9	R5-10	R5-11	R5-12	R5-18	R5-19	R5-20
Second Floor	R5-1a	R5-2a	R5-3a	R5-4a	R5-5a	R5-6a	R5-7a	R5-8a	R5-9a	R5-10a	R5-11a	R5-12a	R5-18a	R5-19a	R5-20a
First Floor	R5-21	R5-22	R5-23	R5-24	R5-25	R5-26	R5-27	R5-28	R5-29	R5-30	R5-32	R5-33	R5-34	R5-35	R5-36
Second Floor	R5-21a	R5-22a	R5-23a	R5-24a	R5-25a	R5-26a	R5-27a	R5-28a	R5-29a	R5-30a	R5-32a	R5-33a	R5-34a	R5-35a	R5-36a
First Floor	R5-37	R5-40	R5-41	R5-42	R5-43	R5-44	R5-45	R5-46	R5-55	R5-56	R5-63	R5-64	R5-65	R5-66	R5-67
Second Floor	R5-37a	R5-40a	R5-41a	R5-42a	R5-43a	R5-44a	R5-45a	R5-46a	R5-55a	R5-56a	R5-63a	R5-64a	R5-65a	R5-66a	R5-67a
First Floor	R5-68	R5-69	R5-70	R5-71	R5-72	R5-73	R5-74	R5-75	R5-76	R5-77	R5-78	R5-79	R5-80	R5-81	R5-82
Second Floor	R5-68a	R5-69a	R5-70a	R5-71a	R5-72a	R5-73a	R5-74a	R5-75a	R5-76a	R5-77a	R5-78a	R5-79a	R5-80a	R5-81a	R5-82a
First Floor	R5-84	R5-85	R5-86	R5-87	R5-88	R5-89	R5-90	R5-91	R5-92	R5-93	R5-94	R5-95	R5-96	R5-97	R5-98
Second Floor	R5-84a	R5-85a	R5-86a	R5-87a	R5-88a	R5-89a	R5-90a	R5-91a	R5-92a	R5-93a	R5-94a	R5-95a	R5-96a	R5-97a	R5-98a
First Floor	R5-99	R5-100	R5-104	R5-105	R5-106	R5-107	R5-108	R5-109	R5-110	R5-111	R5-117	R5-121	R5-122	R5-123	R5-124
Second Floor	R5-99a	R5-100a	R5-104a	R5-105a	R5-106a	R5-107a	R5-108a	R5-109a	R5-110a	R5-111a	R5-117a	R5-121a	R5-122a	R5-123a	R5-124a

Receptors were placed at balconies that are functional for outdoor use.

First Floor	R5-125	R5-126	R5-127	R5-128	R5-161	R5-165
Second Floor	R5-125a	R5-126a	R5-127a	R5-128a	R5-161a	R5-165a

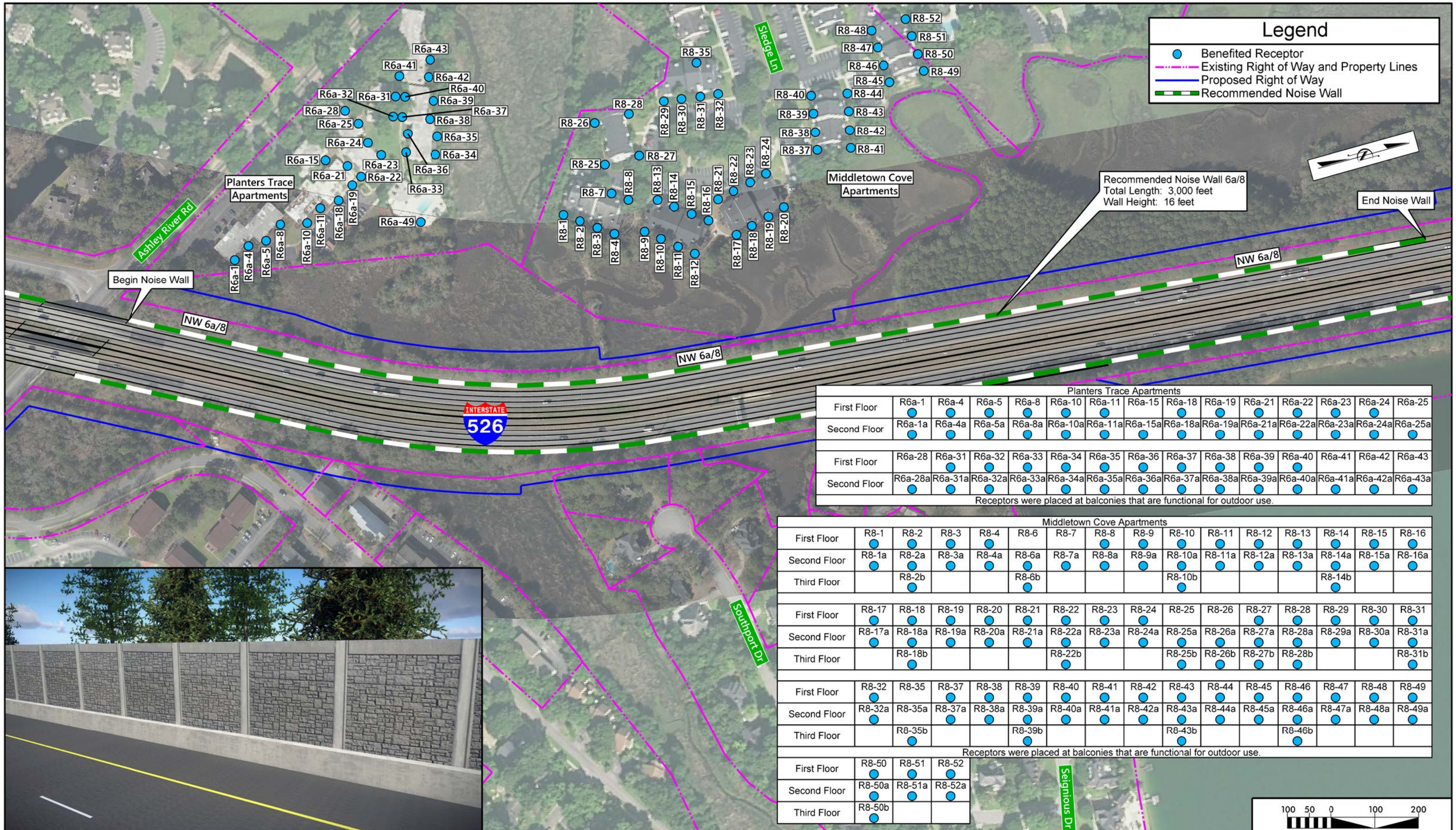
100 50 0 100 200

SCDOT
South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Recommended Noise Wall 5



Planters Trace Apartments

First Floor	R6a-1	R6a-4	R6a-5	R6a-8	R6a-10	R6a-11	R6a-15	R6a-18	R6a-19	R6a-21	R6a-22	R6a-23	R6a-24	R6a-25
Second Floor	R6a-1a	R6a-4a	R6a-5a	R6a-8a	R6a-10a	R6a-11a	R6a-15a	R6a-18a	R6a-19a	R6a-21a	R6a-22a	R6a-23a	R6a-24a	R6a-25a

First Floor	R6a-28	R6a-31	R6a-32	R6a-33	R6a-34	R6a-35	R6a-36	R6a-37	R6a-38	R6a-39	R6a-40	R6a-41	R6a-42	R6a-43
Second Floor	R6a-28a	R6a-31a	R6a-32a	R6a-33a	R6a-34a	R6a-35a	R6a-36a	R6a-37a	R6a-38a	R6a-39a	R6a-40a	R6a-41a	R6a-42a	R6a-43a

Receptors were placed at balconies that are functional for outdoor use.

Middletown Cove Apartments

First Floor	R8-1	R8-2	R8-3	R8-4	R8-6	R8-7	R8-8	R8-9	R8-10	R8-11	R8-12	R8-13	R8-14	R8-15	R8-16
Second Floor	R8-1a	R8-2a	R8-3a	R8-4a	R8-6a	R8-7a	R8-8a	R8-9a	R8-10a	R8-11a	R8-12a	R8-13a	R8-14a	R8-15a	R8-16a
Third Floor		R8-2b			R8-6b				R8-10b				R8-14b		

First Floor	R8-17	R8-18	R8-19	R8-20	R8-21	R8-22	R8-23	R8-24	R8-25	R8-26	R8-27	R8-28	R8-29	R8-30	R8-31
Second Floor	R8-17a	R8-18a	R8-19a	R8-20a	R8-21a	R8-22a	R8-23a	R8-24a	R8-25a	R8-26a	R8-27a	R8-28a	R8-29a	R8-30a	R8-31a
Third Floor		R8-18b				R8-22b			R8-25b	R8-26b	R8-27b	R8-28b			R8-31b

First Floor	R8-32	R8-35	R8-37	R8-38	R8-39	R8-40	R8-41	R8-42	R8-43	R8-44	R8-45	R8-46	R8-47	R8-48	R8-49
Second Floor	R8-32a	R8-35a	R8-37a	R8-38a	R8-39a	R8-40a	R8-41a	R8-42a	R8-43a	R8-44a	R8-45a	R8-46a	R8-47a	R8-48a	R8-49a
Third Floor		R8-35b			R8-39b				R8-43b			R8-46b			

Receptors were placed at balconies that are functional for outdoor use.

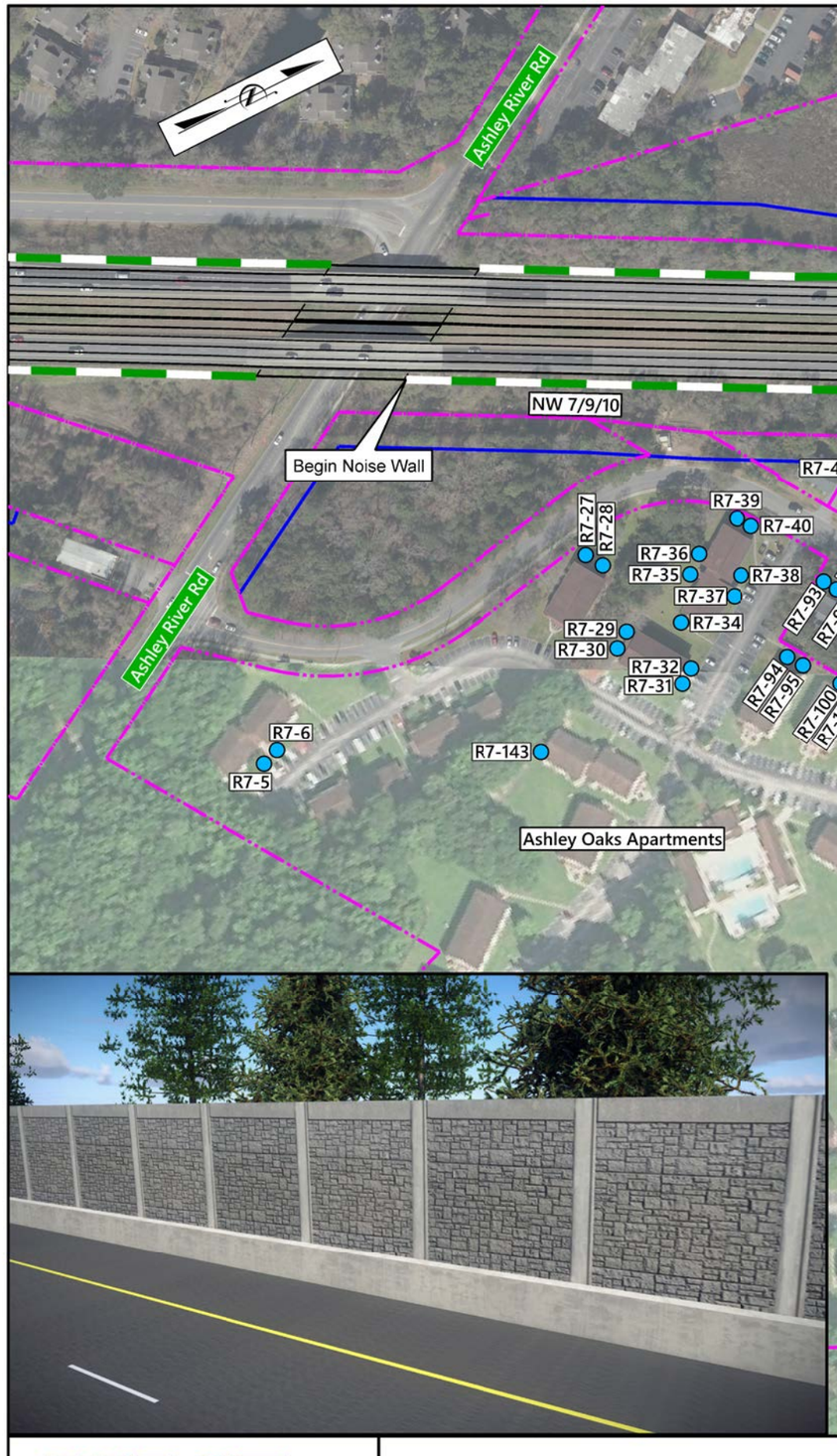
First Floor	R8-50	R8-51	R8-52
Second Floor	R8-50a	R8-51a	R8-52a
Third Floor	R8-50b		

South Carolina Department of Transportation

West 526 Lowcountry Corridor

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Recommended Noise Wall 6a/8



Legend

- Benefited Receptor
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Recommended Noise Wall

Ashley Oaks Apartments																
First Floor	R7-5	R7-6	R7-27	R7-28	R7-29	R7-30	R7-31	R7-32	R7-34	R7-35	R7-36	R7-37	R7-38	R7-39	R7-40	
Second Floor	R7-5a	R7-6a	R7-27a	R7-28a	R7-29	R7-30a	R7-31a	R7-32a	R7-34a	R7-35a	R7-36a	R7-37a	R7-38a	R7-39a	R7-40a	
First Floor	R7-94	R7-95	R7-100	R7-101	R7-102	R7-103	R7-104	R7-105	R7-106	R7-109	R7-110	R7-111	R7-112	R7-113	R7-143	
Second Floor	R7-94a	R7-95a	R7-100a	R7-101a	R7-102a	R7-103a	R7-104a	R7-105a	R7-106a	R7-109a	R7-110a	R7-111a	R7-112a	R7-113a	R7-143a	

Receptors were placed at balconies that are functional for outdoor use.

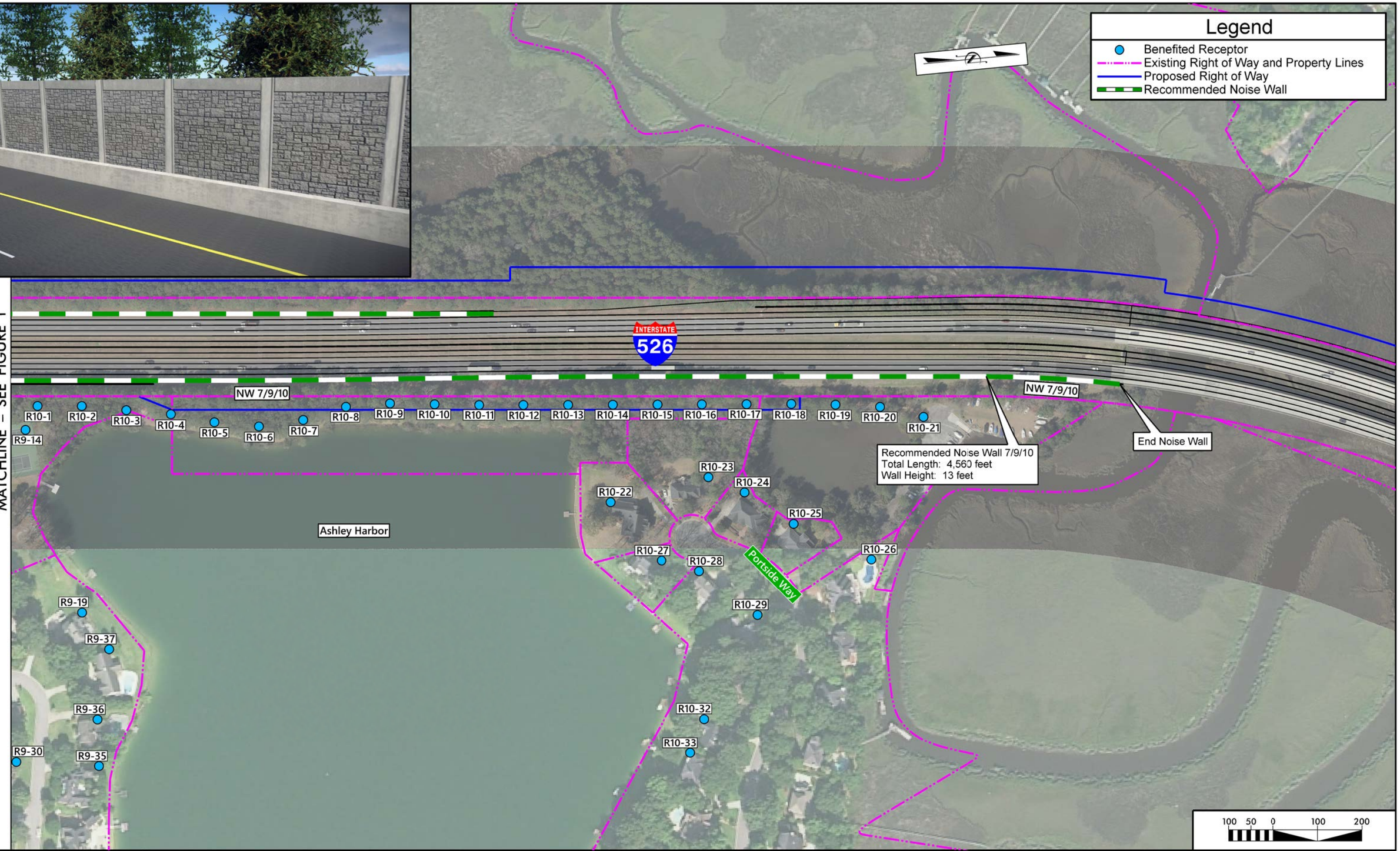
100 50 0 100 200

SCDOT
South Carolina
Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Recommended Noise Wall 7/9/10
Figure 1



SCDOT
South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC

Recommended Noise Wall 7/9/10
Figure 2

Charleston International Airport

S Aviation Ave

S Aviation Ave

INTERSTATE 526

INTERSTATE 526

Recommended Noise Wall 25
Total Length: 1,650 feet
Wall Height: 19 feet

NW 25

NW 25

Begin Noise Wall

End Noise Wall

R25-1

R25-2

R25-3

R25-4

R25-5

R25-6a

R25-7

R25-8

R25-9

R25-10

R25-12

R25-13

R25-14

R25-15

Car Wash

Centre Pointe Apartments

Strayer Unviersity Charleston Campus

Legend

- Benefited Receptor
- Existing Right of Way and Property Lines
- Proposed Right of Way
- Recommended Noise Wall

Centre Pointe Apartments

First Floor	R25-2	R25-3	R25-4	R25-5		R25-7	R25-8	R25-9	R25-10	R25-12	R25-13	R25-14	R25-15
Second Floor	R25-2a	R25-3a	R25-4a	R25-5a	R25-6a	R25-7a	R25-8a	R25-9a	R25-10a	R25-12a	R25-13a	R25-14a	R25-15a
Thrid Floor	R25-2b	R25-3b	R25-4b	R25-5b	R25-6b	R25-7b	R25-8b	R25-9b	R25-10b	R25-12b	R25-13b	R25-14b	

Receptors were placed at balconies that are functional for outdoor use

100 50 0 100 200

SCDOT
South Carolina Department of Transportation

WEST 526 LOWCOUNTRY CORRIDOR

**Paul Cantrell Boulevard in West Ashley to Virigina Avenue in North Charleston
Charleston County, SC**

Recommended Noise Wall 25

SC Dept. of Transportation
Environmental Services Attn: David Kelly
955 Park Street, P.O. Box 191
Columbia, SC, 29201-3959

SC Department of Transportation
Environmental Services
Attn.: David Kelly
955 Park Street, P.O. Box 191
Columbia, SC 29201-3959

☐ ..... YES, I prefer the noise barrier construction

☐ ..... NO, I do not prefer the noise barrier construction

Clearly mark your preference within the corresponding box. Your ballot must be postmarked by April 30, 2021 for consideration.

I-526 WEST
Wall # NW _____

SCDOT use only ☐