# DRAFT TRAFFIC NOISE ANALYSIS REPORT

I-94 Reconstruction and Rehabilitation Project
Wayne Road to East of Greenfield Road
Romulus, Taylor, Allen Park, Dearborn Heights, and Dearborn
Wayne County, Michigan

**JN 208609, JN 211957, JN 211426, JN 205354,**
**JN 217336, JN 218689, JN 201225, JN 215038,**
**JN 212999, JN 202486, JN 214929**

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## GLOSSARY

Common Noise Environment (CNE) - A group of receptors within the same Activity Category (Table 1) that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features. Generally, common noise environments occur between two secondary noise sources such as interchanges, intersections, and crossroads.

Sensitive noise receptors – Areas where the occupants are more susceptible to the adverse effects of exposure to noise. Sensitive receptors include, but are not limited to, residential homes, medical buildings, restaurants, hotels, etc.

Noise Impact - A substantial noise increase or a predicted design year noise level that is 1 dB(A) less, equal to, or greater than the Noise Abatement Criteria (NAC) level.

Noise Abatement - Strategies or techniques used to reduce annoying or harmful noise in an environment (e.g., berms, noise wall, etc.)

Substantial Noise Increase - A 10 dB(A) or greater increase between the existing noise level and the design year predicted noise level.

Feasible Noise Barrier - A barrier that has no construction impediments, meets safety requirements for the traveling public, and provides at least 5 dB(A) noise reduction at 75% of the impacted receptors.

Reasonable Noise Barrier - A barrier that is cost effective, favorable to benefitting receptors, and achieves noise reduction design goals by meeting or exceeding the reasonableness factor.

Cost Effective Noise Barrier - A noise barrier analyzed for environmental clearance with a preliminary construction cost that is not more than 3% above the allowable cost per benefited unit (CPBU) of $56,428.00 (year 2024), assuming a $45.00 per square foot noise barrier construction cost. This allowable CPBU is only applicable during a project in the Early Preliminary Engineering (EPE) phase.

Benefited Receptor - A receptor that receives a 5 dB(A) or greater insertion loss as a result of a proposed noise barrier.

Permitted Development - Any presently undeveloped lands that have received a building permit from the local township or municipality.

# EXECUTIVE SUMMARY

A Traffic Noise Study and Abatement Analysis was completed for the I-94: Wayne Road to East of Greenfield Road Reconstruction and Rehabilitation Project (I-94 Project) based on the existing condition (2019) and the design year build condition (2051) traffic data and engineering designs for the project. The I-94 Project is a transportation improvement project sponsored by MDOT along a 12.7-mile stretch of I-94 from Wayne Road to east of Greenfield Road in the cities of Romulus, Taylor, Allen Park, Dearborn Heights, and Dearborn in Wayne County, Michigan (**Figure 1**). The I-94 Project consists of the eleven (11) Michigan Department of Transportation (MDOT) project numbers. Since portions of the I-94 Project, as described in **Section 2.0**, meet the Type I Project criteria set forth in Title 23 Code of Federal Regulations, Part 772 (23 CFR 772), the entire I-94 Project is deemed a Type I Project by the Federal Highway Administration (FHWA) and MDOT.

All analyses were performed in accordance with 23 Code of Federal Regulations Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR 772) and the Michigan Department of Transportation *Highway Noise Analysis and Abatement Handbook* (MDOT Noise Handbook, 2011). This Traffic Noise Study and Abatement Analysis was conducted during the Preliminary Engineering (PE) Phase.

The Project Study Area was divided into twenty-eight (28) Common Noise Environments containing a total of 1,220 modeled receptor sites representing 1,326 dwelling units. The Project Study Area extended a minimum of 500 feet from the proposed outside shoulder for the I-94 travel lanes, interchange ramps, and cross-roads with design year build condition (2051) improvements. The Project Study Area was extended beyond the 500-foot buffer in areas where it was necessary to identify the extent of the traffic noise impacts.

Predicted noise levels at the modeled receptor sites for the existing year condition (2019) and the design year build condition (2051) were generated using the FHWA TNM™ Version 2.5 (TNM) based on the AM peak hour and the PM peak hour traffic volumes. A noise impact analysis was performed in accordance with the MDOT Noise Handbook (2011), which identified that sixteen (16) of the CNEs contained noise sensitive receptors with design year build condition (2051) predicted noise levels that approach or exceed the Noise Abatement Criteria (NAC).

CNE B contained one (1) existing noise wall and CNE L contained three (3) existing noise walls with noise sensitive receptors located behind the existing noise walls with design year build condition (2051) predicted noise levels that approach or exceed the NAC. Based on the results of the evaluation of the existing noise walls in accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis,* the existing noise wall located in CNE B (ENB B-1) and two (2) of the existing noise walls located within CNE L (ENB L-1 and ENB L-3) met the MDOT feasibility and reasonableness criteria as built. As a result, no additional modification of the existing noise walls is recommended. Existing noise wall ENB L-2 did not meet the MDOT feasibility criteria. Therefore, additional noise abatement analysis at this location was performed.

A noise abatement analysis was performed for noise sensitive receptors with design year build condition (2051) predicted noise levels that approach or exceed the NAC. Noise abatement was considered in the form of fifteen (15) noise walls and one (1) earthen berm. Fourteen (14) of the noise walls failed to meet the MDOT feasibility and reasonableness criteria. One (1) noise wall (NB L-4), which evaluated impacted receptors located behind existing noise wall ENB L-2 located in CNE L, met the MDOT feasibility and reasonableness criteria. Noise wall NB L-4 consisted of a new noise wall to replace the existing noise wall

ENB L-2. Noise abatement at this location is recommended. Further evaluation of the design elements will be required prior to the noise wall being advanced to the public participation phase. Benefited residents will have the opportunity to vote for or against the noise wall replacement before it moves into the construction phase.

Noise abatement for CNE N in the form of an earthen berm (NB N-1) met the MDOT feasibility and reasonableness criteria and is recommended to be advanced to the public participation phase to determine the viewpoints of the benefited dwelling units for final determination for inclusion in the Project.

A detailed discussion of findings of the noise abatement analysis and the evaluation of noise abatement measures is presented in the body of this report.

## 1.0 PURPOSE OF THE REPORT

This report evaluates the potential traffic noise impacts and analyzes potential traffic noise abatement measures for the I-94: Wayne Road to East of Greenfield Road Reconstruction and Rehabilitation Project (I-94 Project) based on the existing condition (2019) and the design year build condition (2051) traffic data and engineering designs for the project. The I-94 Project consists of the eleven (11) Michigan Department of Transportation (MDOT) project numbers. Since portions of the I-94 Project, as described in **Section 2.0**, meet the Type I Project criteria set forth in Title 23 Code of Federal Regulations, Part 772 (23 CFR 772), the entire I-94 Project is deemed a Type I Project by the Federal Highway Administration (FHWA) and MDOT.

The identification of traffic noise impacts and the evaluation of traffic noise abatement measures was conducted in accordance with 23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* and the MDOT *Highway Noise Analysis and Abatement Handbook,* (MDOT Noise Handbook, 2011). This Traffic Noise Study and Abatement Analysis was conducted during the Preliminary Engineering (PE) Phase.

## 2.0 PROJECT DESCRIPTION

The I-94 Project is a transportation improvement project sponsored by MDOT along a 12.7-mile stretch of I-94 from Wayne Road to east of Greenfield Road in the cities of Romulus, Taylor, Allen Park, Dearborn Heights, and Dearborn in Wayne County, Michigan (**Figure 1**). Based on the length of the of the I-94 Project corridor and the numerous MDOT project numbers assigned to this project, the I-94 Project was divided into five different segments based on the proposed improvements. A description of the proposed I-94 Project improvements per segment is described as follows:

**Segment 1: I-94 from Wayne Road to Middlebelt Road (MDOT Project Nos. 208609 and 211957):** Full reconstruction of the I-94 roadway on the same alignment along with the extension of several auxiliary lanes to improve traffic congestion. Partial reconstruction of the Wayne Road eastern ramps and the full reconstruction of the Vining Road, Merriman Road, and Middlebelt Road ramps on the same alignment. Additional improvements include drainage modifications, sign modernization, traffic signal modernization, Intelligent Transportation Systems (ITS), and lighting improvements/replacements.

**Segment 2: I-94 from Middlebelt Road to Beech Daly Road (MDOT Project Nos. 211426 and 205354):** Full reconstruction of the I-94 roadway on a new alignment along with a new signalized diamond interchange at Ecorse Road and the reconstruction of Ecorse Road within the new interchange configuration with new turn lanes. New eastbound and westbound I-94 bridges over Inkster Road and Ecorse Road along with the replacement and widening of the eastbound I-94 bridge over Beech Daly Road. Additional improvements include drainage modifications, sign modernization, ITS, and lighting improvements/replacements.

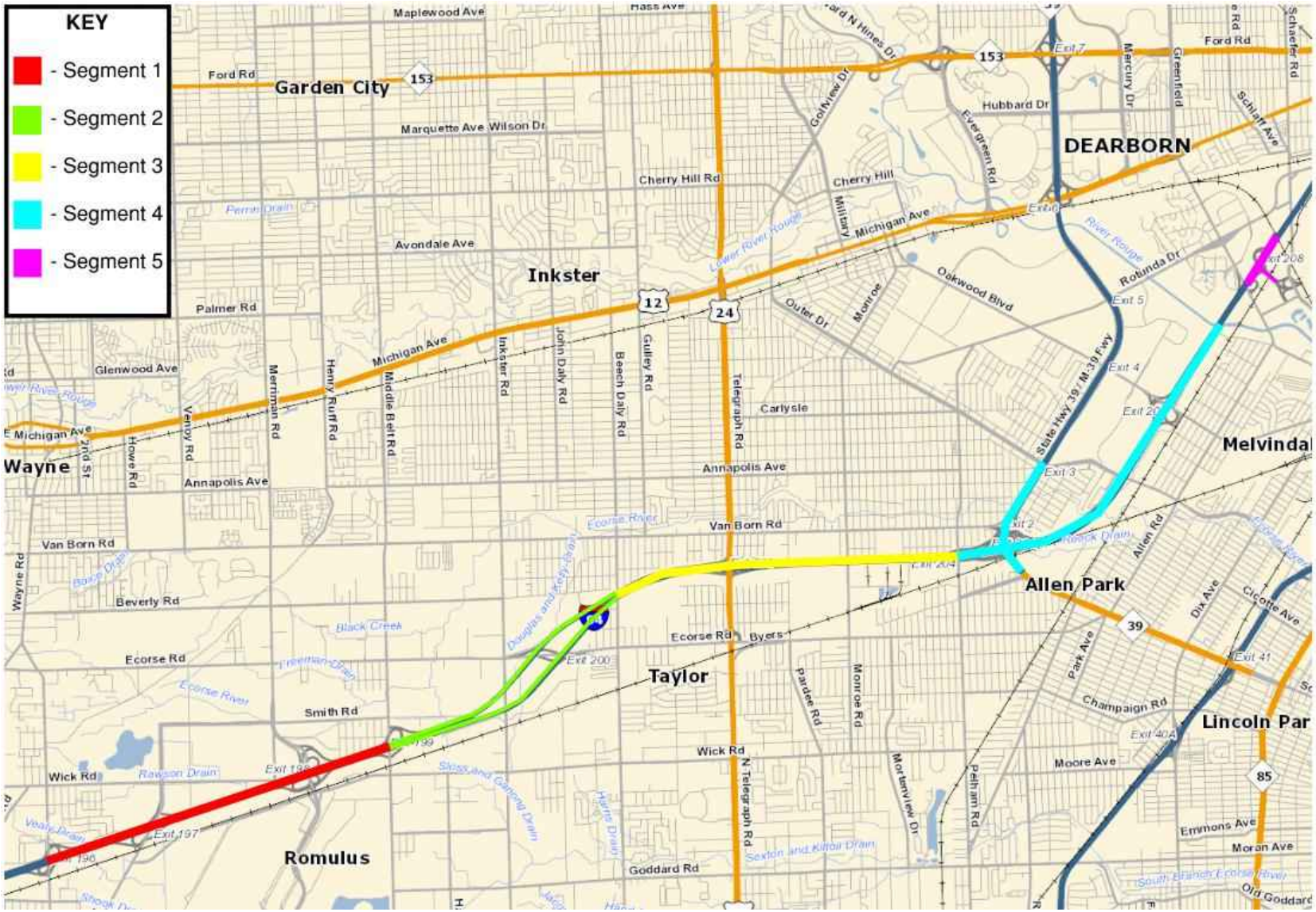
**Segment 3: I-94 from Beech Daly Road to Pelham Road (MDOT Project Nos. 217336 and 218689)**: Concrete pavement repairs and/or patching of the I-94 roadway and the US-24 ramps and median cable barrier installation.

**Segment 4: I-94 from Pelham Road to Oakwood Boulevard (MDOT Project Nos. 201225, 215038, 212999, and 218689):** Reconstruction and/or repair of pavement along portions of the I-94 roadway and the I-94/M-39 connecting ramps on the same alignment along with drainage improvements. Reconstruction and/or repair for the Pelham Road and Van Born Road ramps and Van Born Road on the same alignment along with drainage improvements. Reconstruction and drainage improvements for three of the Oakwood Boulevard ramps and concrete inlay of the westbound I-94 roadway from the east of M-39 to the Rouge River, all on the same alignment. Additional improvements include rehabilitation of seventeen (17) bridges along I-94/M-39 and the interchange ramps and median cable barrier installation along with ITS improvements/replacements.

**Segment 5: I-94 at Ford Plant Gate 10 Entrance (MDOT Project Nos. 202486 and 214929):** Replacement and widening of I-94 bridge superstructure (deck and beams) over the Ford Plant Gate 10 ramp along with the full reconstruction and widening of the I-94 roadway on either side of the Ford Plant Gate 10 bridge. Additional improvements include the repair of two railroad bridges over the Ford Plant Gate 10 access roadway, located just east of the I-94/Gate 10 interchange, and ITS improvements/replacements.

For the purposes of this study, the traffic noise analysis was prepared for the entire I-94 Project corridor and was not sub-divided into segments since common noise environments and potential noise abatement measures overlapped the various segments and corresponding MDOT project numbers.

**Figure 1. Project Limits**



# 3.0 BASIC TRAFFIC NOISE CONCEPTS

## 3.1 Noise

Noise is generally defined as unwanted or annoying sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Noise levels associated with common activities are depicted on **Figure 2**. Most sounds heard in the environment do not consist of a single frequency, but rather a broad band of frequencies. The intensities of each frequency add to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

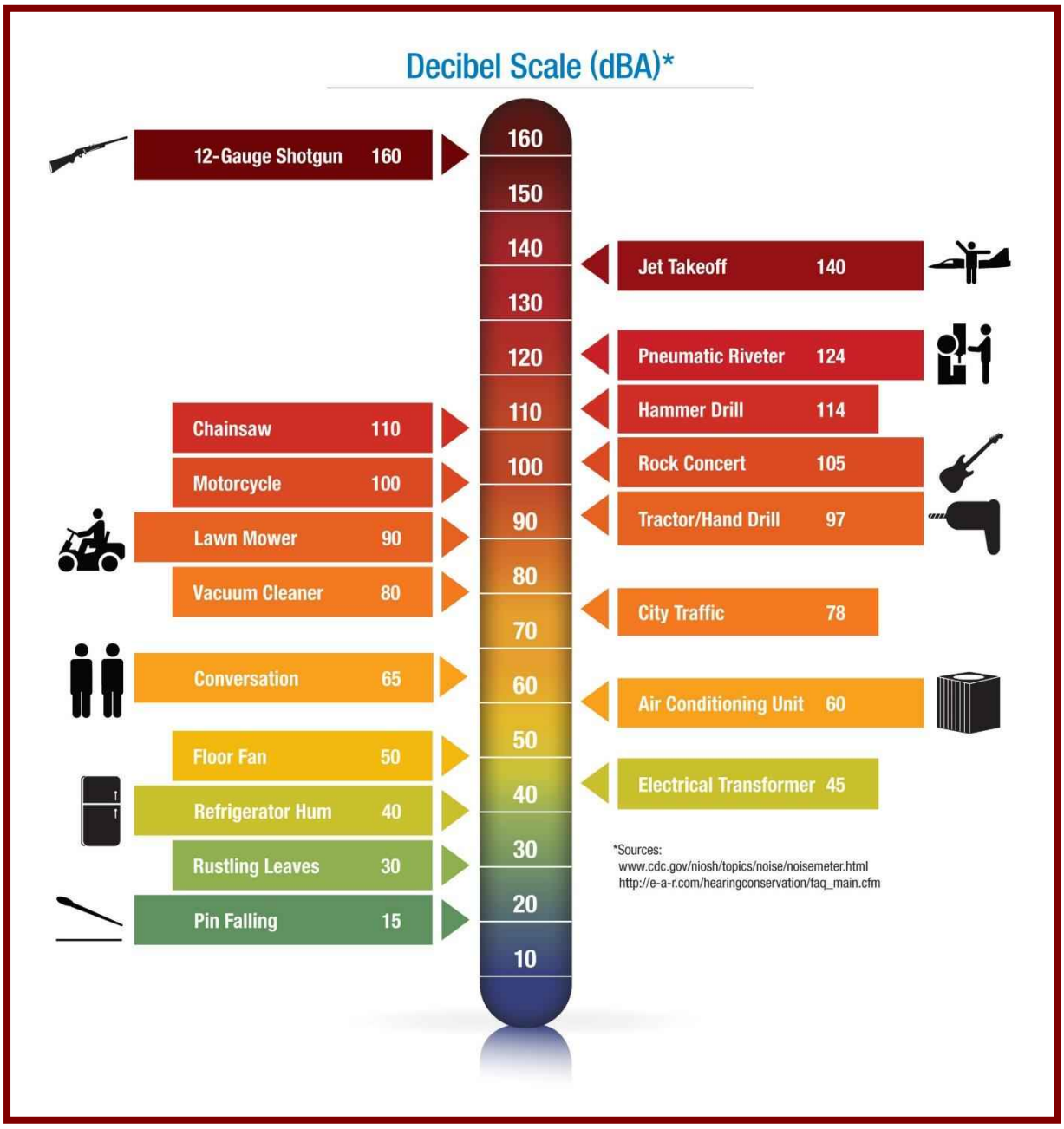
Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from various sources, including relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of traffic noise, a statistical noise descriptor called the equivalent hourly sound level ($L_{eq}(h)$) is commonly used. $L_{eq}(h)$ describes a noise sensitive receptor's cumulative exposure from all noise-producing events over a one-hour period.

Because decibels are logarithmic units, sound levels cannot be added by ordinary arithmetic means. The following general relationships provide a basic understanding of sound generation and propagation:

- An increase, or decrease, of 10 dB(A) will be perceived by a receptor to be a doubling, or halving, of the sound level
- Doubling the distance between a highway and a receptor will typically produce a 3 dB(A) sound level decrease
- A 3 dB(A) sound level increase is barely detectable by the human ear

Noise-sensitive receptors are locations that may be subject to interference from noise.

**Figure 2. Common Activity Noise Levels**




## 3.2 Federal Guidelines

Effective control of undesirable traffic noise focuses upon three areas of responsibility. These are the control of land uses adjacent to a highway, regulation of vehicle noise emission levels, and mitigating noise impacts resulting from certain types of highway improvement projects.

The authority to implement planning and land use control in the state of Michigan is under the jurisdiction of local governments. Both FHWA and MDOT encourage local governments to regulate land uses in such a manner that noise sensitive developments are either prohibited from being located

adjacent to major transportation facilities, or that developments are planned, designed, and built in such a manner that potential noise impacts can be avoided or minimized.

The National Environmental Policy Act (NEPA) of 1969 gives broad authority and responsibility to federal agencies to evaluate and mitigate adverse environmental impacts caused by federal actions. FHWA is required to comply with NEPA including mitigating adverse highway traffic noise effects. The Federal-Aid Highway Act of 1970 mandates FHWA to develop standards for mitigating highway traffic noise. It also requires FHWA to establish traffic noise level criteria for various types of land uses. The act prohibits FHWA approval of federal-aid highway projects unless adequate consideration has been made for noise abatement measures to comply with the standards.

The Noise Control Act of 1972 gives the US Environmental Protection Agency (US EPA) the authority to establish noise regulations to control major noise sources, including motor vehicles and construction equipment. Furthermore, the US EPA is required to set noise emission standards for motor vehicles used for interstate commerce and the FHWA is required to enforce the US EPA noise emission standards through the office of motor carrier safety.

FHWA regulations for highway traffic noise for federal-aid highway projects are contained in 23 CFR 772, July 13, 2010. These regulations contain noise abatement criteria, which represent the maximum acceptable level of highway traffic noise for specific types of land uses (see Table 1 below). The regulations do not mandate that the abatement criteria be met in all situations, but rather require that reasonable and feasible efforts be made to provide noise mitigation when the abatement criteria are approached or exceeded.

## 3.3 State Guidelines

Traffic noise studies for road projects in Michigan are performed in accordance with 23 CFR 772 and the MDOT Highway Noise and Abatement Handbook. There are five main steps that typically comprise traffic noise studies, as outlined in this document:

1. Identify noise sensitive receptors
2. Determine existing ambient peak hour noise levels
3. Predict future peak hour noise levels
4. Identify traffic noise impacts
5. Evaluate mitigation measures for receptors where traffic noise impacts occur

## 3.4 Activity Categories and Noise Abatement Criteria

MDOT has adopted activity categories and Noise Abatement Criteria (NAC) developed by FHWA (23 CFR 772) for determining noise impacts for a variety of land uses. The land use Activity Categories along with the criteria are presented in **Table 1**. These are the absolute values where abatement must be considered. The NAC sound levels are only to be used to determine a roadway noise impact. A traffic noise impact occurs when either of two conditions is met:

- The predicted traffic noise level approaches or exceeds the NAC for an activity category. MDOT defines "approaching" the NAC as being within one (1) dB of the NAC levels listed in **Table 1**.
- The predicted future noise level substantially exceeds the existing noise level (defined as an increase of 10 dB(A) or more).

**Table 1: FHWA Noise Abatement Criteria (NAC)**

| Activity Category | Activity Criteria $L_{eq}(h)$ | Description of Activity Category |
|---|---|---|
| **A** | 57 (Exterior) | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| **B** | 67 (Exterior) | Residential |
| **C** | 67 (Exterior) | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or not profit institutional structures, radio studios, recording studios, recreation areas, Section (4F) sites, schools, television studios, trails and trail crossings |
| **D** | 52 (Interior) | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public and not profit institutional structures, radio studios, recording studios, schools, and television studios |
| **E** | 72 (Exterior)- | Hotels, motels, offices, restaurant/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 |

Source: FHWA *Highway Noise Control Standards and Procedures*, 23 CFR Part 772

A traffic noise impact occurs when either of two conditions is met: 1) The predicted traffic noise level approaches or exceeds the NAC for an activity category. MDOT defines "approaching" the NAC as being within one dB of the NAC levels listed in Table 1) The predicted future noise level substantially exceeds the existing noise level (defined as an increase of 10 dB(A) or more).

MDOT does not use L10 as a criterion to determine impacts.

# 4.0 METHODS USED TO ANALYZE PROJECT

## 4.1 FHWA Traffic Noise Model (TNM)

The traffic noise analysis for this study was performed using the FHWA TNM™ Version 2.5 (TNM). The TNM estimates vehicle noise emissions and resulting noise levels based on reference energy mean emission levels. The existing and proposed alignments (horizontal and vertical), as well as the traffic volumes, vehicle type, average vehicle speeds, pavement type and traffic control devices are input into the model. TNM uses its acoustic algorithms to predict noise levels at the selected receptor locations by taking into account sound propagation variables such as, atmospheric absorption, divergence, intervening ground, barriers, building rows, and heavy vegetation. In accordance with MDOT guidance, all predicted noise levels were rounded to the nearest whole number.

TNM input features for ground zones, building rows, and tree zones were not included in the TNM model.

### 4.1.1 Traffic Information

Existing condition (2019) and design year build condition (2051) peak hour traffic volumes for I-94 and the associated interchange ramps located between Wayne Road and Oakwood Boulevard and for M-39 were obtained from the *I-94 Corridor Analysis: I-275 to M-39* (*WSP, June 2022).* Since the design year build condition for the I-94 Project was established as 2051, an annual growth rate of 0.3%, which is consistent with the annual growth rate provided in the *I-94 Corridor Analysis: I-275 to M-39* report was applied to the design year build condition (2045) traffic volumes to generate the peak hour design year build condition 2051 traffic volumes. Supplemental existing condition peak hour traffic data was obtained from the *MDOT Traffic Count Data System (TCDS)* for the remaining sections of I-94 and the cross-roads that were not included in the *I-94 Corridor Analysis: I-275 to M-39* report. The design year build condition 2051 peak hour traffic volumes were generated using an annual growth rate of 0.3%. The AM peak hour was identified as 7:00 AM – 8:00 AM and the PM peak hour was identified as 5:00 PM – 6:00 PM.

The existing condition (2019) and the design year build condition (2051) AM and PM peak hour traffic volumes and traffic speeds that were used to generate the predicted noise levels is summarized in **Appendix D**.

### 4.1.2 Road Alignments

The travel lane and shoulder roadway alignment and profile information for I-94 and the interchange ramps was based on the engineering design models for the existing condition and the design build scenario. The roadway alignment and elevation data for the cross-roads that were not included in the engineering design model were generated in ArcGIS using the USGS 2020 aerial imagery (http://earthexplorer.usgs.gov) and the digital elevation model that was generated using the USGS 2017 LiDAR data (http://apps.nationalmap.gov/lidar-explorer/#/). Each travel lane and shoulder were modeled separately. The travel lanes and shoulder widths were based on the roadway typical sections.

### 4.1.3 Modeled Receptor Sites

A receptor is defined as a discrete or representative location of a noise sensitive area(s) for the land uses listed in **Table 1**. Land uses with an Activity Category E classification that did not contain exterior areas of frequent human use, and land uses with an Activity Category F and G classification were not

evaluated as part of this traffic noise study. Based on an evaluation of the Project Study Area, a total of 1,220 modeled receptor sites representing 1,326 dwelling units were identified. There were 1,172 receptors classified as Activity Category B, 30 receptors were classified as Activity Category C, 7 receptors were classified as Activity Category D, and 11 receptors were classified as Activity Category E with an exterior area of frequent human use. The Project Study Area extended a minimum of 500 feet from the proposed outside shoulder for the I-94 travel lanes, interchange ramps, and cross-roads with design year build condition (2051) improvements. The Project Study Area was extended beyond the 500-foot buffer in areas where it was necessary to identify the extent of the traffic noise impacts.

Specific receptor placement in the noise model is generally based on exterior areas where normal human occupation is expected to occur on the property (i.e., outdoor areas with evidence of frequent human use). The ground elevation for the receptor location was based on the digital elevation model that was generated using the Michigan Wayne County 2017 Lidar Point Cloud Data. A default height of 4.9 feet above the base ground elevation was used for all receptors. The Activity Category classification and description of the land use for the modeled receptors is summarized in **Appendix E** and the location of the receptors is depicted on **Figure A-3.1 – A-3.17, Appendix A.**

### 4.1.4 Terrain Lines

Terrain lines were used in the TNM model to represent where a significant grade differential and/or ground obstruction that could result in natural shielding is present between the receptor location and the roadway elevation. The terrain lines were based on the ground elevation data obtained from the existing and design year build engineering design model and the digital elevation model that was generated using the USGS 2017 LiDAR data.

### 4.1.5 Barriers

Fixed height noise barriers were modeled to represent the existing noise walls within the Project Study Area. The alignment and height of the existing noise walls were based on the information provided in the existing condition engineering design model and was supplemented using information obtained from a review of the original noise wall design plans that were provided by MDOT.

## 4.2 Common Noise Environments

Land use in the project area is a mixture of residential, commercial (retail, restaurants, hotels, etc.), churches, schools, medical facilities, industrial/manufacturing, and undeveloped lands. An evaluation of the current construction activities, maintenance of traffic scheme, topography, level of service of the existing local roadway and highways, and the density and proximity of the receptors to the local roadways and highways was performed so as to establish groupings of receptors that represent the Common Noise Environments (CNE). A description of each CNE within the Project Study Area is provided in **Table 2** and the location of each CNE is depicted on **Figure A-2.1 and A-2.2, Appendix A.**

**Table 2: Common Noise Environments**

| CNE Number | CNE Activity | Number of Dwelling Units |
|---|---|---|
| CNE A | Residential | 3 |
| CNE B | Residential | 97 |
| CNE C | Undeveloped | 0 |
| CNE D | Hotel | 12 |
| CNE E | Undeveloped | 0 |

| CNE Number | CNE Activity | Number of Dwelling Units |
|---|---|---|
| CNE F | Residential/Hotel | 13 |
| CNE G | Industrial | 0 |
| CNE H | Residential | 4 |
| CNE I | Residential/Office | 45 |
| CNE J | Residential/School/Cemetery | 189 |
| CNE K | Residential/Golf Course | 85 |
| CNE L | Residential/Playground | 246 |
| CNE M | Vacant | 0 |
| CNE N | Residential | 73 |
| CNE O | Park | 7 |
| CNE P | Residential | 121 |
| CNE Q | Residential | 66 |
| CNE R | Residential | 35 |
| CNE S | Commercial | 3 |
| CNE T | Residential/School/Church/Preschool | 79 |
| CNE U | Residential/Park/Church | 171 |
| CNE V | School | 1 |
| CNE W | Residential/Hotel | 14 |
| CNE X | Commercial | 0 |
| CNE Y | Residential | 62 |
| CNE Z | Industrial | 0 |
| CNE AA | Industrial | 0 |
| CNE BB | Industrial | 0 |
| | **Total Number of Dwelling Units** | **1,326** |

**CNE A**

CNE A was located in the northwest quadrant of the I-94 and Wayne Road interchange. This CNE contained three (3) modeled receptors, each representing one (1) dwelling unit, with an Activity Category B land-use classification. The modeled receptor locations were located to the west, beyond the limits of the proposed I-94 improvements but were located within the within the Project Study Area 500-foot buffer zone.

**CNE B**

CNE B was located north of I-94, between Wayne Road and Vining Road, and consisted of mainly residential and agricultural land-uses. This CNE contained a total of ninety-seven (97) modeled receptors, each representing one (1) dwelling unit, with an Activity Category B land-use classification. An existing noise barrier (ENB B-1) was located within this CNE at the existing right-of-way (ROW). The existing noise barrier was approximately 3,200 feet in length and ranged in height from 6 to 12 feet.

**CNE C**

CNE C was located south of I-94, between Wayne Road and Vining Road, and was comprised of existing ROW. There were no noise sensitive land-uses identified within this CNE.

**CNE D**

CNE D was located north of I-94, between Vining Road and Merriman Road, and consisted of mainly agricultural/undeveloped land and commercial properties, including three (3) hotels that contain outdoor pool areas. This CNE contained a total of three (3) modeled receptors with an Activity Category E land-use classification representing a total of twelve (12) dwelling unit equivalents (DUEs). A total of three (3) DUEs were used to represent the outdoor pool area associated with the Delta Hotels by Marriott Detroit Metro Airport (receptor D-1). A total of five (5) DUEs were used to represent the outdoor pool area associated with the Wyndam Garden Romulus Detroit Metro Airport (receptor D-2). A total of four (4) DUEs were used to represent the outdoor pool area associated with the Clarion Hotel Detroit Metro Airport (receptor D-3). The DUEs were determined by utilizing the equation outlined in the MDOT Highway Noise Analysis and Abatement Handbook. Additional information pertaining to DUE calculations is contained in **Appendix F**. There were no exterior areas of frequent human use identified at the remaining commercial properties located within this CNE; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE E**

CNE E was located south of I-94, between Vining Road and Merriman Road, and consisted of undeveloped land associated with the Detroit Metropolitan Wayne County Airport with an Activity Category F land-use classification. There were no noise sensitive land-uses located within this CNE.

**CNE F**

CNE F was located north of I-94, between Merriman Road and Middlebelt Road, and consisted mainly of commercial properties, vacant parcels owned by the Detroit Metropolitan Wayne County Airport, and one (1) single family residence. This CNE contained a total of five (5) modeled receptors, representing a total of thirteen (13) dwelling units.

One (1) of the modeled receptors consisted of an Activity Category B land-use classification representing one (1) dwelling unit. Four (4) of the receptors represent twelve (12) DUEs associated with four (4) hotels with outdoor pool areas and/or patio areas with an Activity Category E land-use classification. A total of three (3) DUEs were used to represent the outdoor pool area associated with the Howard Johnson by Wyndham Romulus Detroit Metro Airport (receptor F-1). A total of four (4) DUEs were used to represent the outdoor pool area associated with the La Quinta Inn & Suites by Wyndham Romulus Detroit Metro Airport (receptor F-2). One (1) DUE was used to represent the outdoor patio area associated with the Courtyard Detroit Metro Airport Romulus (receptor F-3). A total of four (4) DUEs were used to represent the outdoor patio area associated with the Detroit Metro Airport Marriott (receptor F-4). The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook (2011). Additional information pertaining to DUE calculations is contained in **Appendix F.** There were no exterior areas of frequent human use identified at the remining commercial properties located within this CNE; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE G**

CNE G was located south of I-94, between Merriman Road and Middlebelt Road, and consisted of industrial properties with an Activity Category F land-use classification. There were no noise sensitive land-uses located within this CNE.

**CNE H**

CNE H was located north of I-94, between Middlebelt Road and Ecorse Road, and consisted of mainly industrial land-use and four (4) single family residences. This CNE contained four (4) modeled receptors, each representing one (1) dwelling unit, with an Activity Category B land-use classification. The industrial properties represented an Activity Category F land-use classification and therefore not considered a noise sensitive land-use.

**CNE I**

CNE I was located south of I-94, between Middlebelt Road and Ecorse Road, and consisted mainly of commercial, industrial, and residential land-uses. This CNE contained a total of twenty-seven (27) modeled receptors, representing forty-five dwelling units (45) dwelling units. Twenty-six (26) of the modeled receptors represented forty-four (44) single-family residences with an Activity Category B land-use classification. One (1) modeled receptor, representing one (1) DUE, was used to represent the MASCO Corporation Research & Development Center (receptor I-2), which was identified with an Activity Category D land-use classification. The industrial properties represented an Activity Category F land-use classification and there were no exterior areas of frequent human use associated with the remaining commercial properties; therefore, these industrial and commercial properties were not considered noise sensitive land-uses.

**CNE J**

CNE J was located north of I-94, between Ecorse Road and Telegraph Road and consisted of mainly residential land-uses, the Quest Charter Academy school, and the Oak Grove Burying Ground cemetery. This CNE contained a total of one-hundred and eighty-nine (189) modeled receptors, each representing an individual dwelling unit. One-hundred and eighty-five (185) of the modeled receptors represented single-family residences with an Activity Category B land-use classification. The playground associated with the Quest Charter Academy school (receptor J-124) was identified as an Activity Category C land-use classification and one (1) modeled receptor, representing one (1) DUE, was placed in the center portion of the playground area to represent this land-use area. The Oak Grove Burying Ground cemetery (receptors J-186 through J-188) was identified as an Activity Category C land-use classification and three (3) modeled receptors, each representing one (1) DUE, were used to represent this land-use area. Based on the size of the cemetery, the cemetery was divided into three areas, from north to south, with each area represented by a modeled receptor.

Two (2) existing noise barriers were located within this CNE. An existing noise barrier (ENB J-1) was located east of Beech Daly Road and was approximately 1,500 feet in length and ranged in height from 4 to 20 feet. An existing noise barrier (ENB J-2) was located at the northwest quadrant of the I-94 and Telegraph Road interchange and was approximately 2,100 feet in length and ranged in height from 1 foot to 22 feet. An earthen berm infilled the area located between the two existing noise walls.

**CNE K**

CNE K was located south of I-94, between Ecorse Road and Telegraph Road, and consisted of mainly residential land-use, the Taylor Meadows Golf Course, and MDOT Taylor Transportation Service Center Office. This CNE contained a total of eighty-five (85) modeled receptors, each representing an individual single dwelling unit. Seventy-four (74) of the modeled receptors represented single family residences with an Activity Category B land-use classification. A total of eight (8) modeled receptors, each representing one (1) DUE, were used to represent the Taylor Meadows Golf Course (receptors K-41 through K-48), which was identified as an Activity Category C land-use classification. A modeled receptor was used to represent each green and tee box located within the Project Study Limits.

One (1) modeled receptor, representing one (1) DUE, was used to represent the outdoor patio area associated with the MDOT Taylor Transportation Service Center Office (receptor K-49), which was identified with an Activity Category E land-use classification.

**CNE L**

CNE L was located north of I-94, between Telegraph Road and Pelham Road, and consisted mainly of residential, industrial, and commercial land-uses and the Lucinda Burns Park. This CNE contained a total of two-hundred and forty-six (246) modeled receptors, each representing an individual dwelling unit. Two-hundred and forty-two (242) of the modeled receptors represented single family residences with an Activity Category B land-use classification. A total of four (4) modeled receptors, each representing one (1) DUE, were used to represent the Lucinda Burns Park (receptors L-136, L-207, L-208, & L-209), which was identified with as an Activity Category C land-use classification. A modeled receptor was used to represent each of the four playground equipment areas located at Lucinda Burns Park. The industrial properties represented an Activity Category F land-use classification and there were no exterior areas of frequent human use associated with the commercial properties; therefore, these industrial and commercial properties were not considered noise sensitive land-uses.

Three existing noise barriers were located within this CNE. An existing noise barrier (EBN L-1) was located at the northeast quadrant of the I-94 and Telegraph Road interchange and was approximately 2,200 feet in length and ranged in height from 13 to 21 feet. An existing noise barrier (ENB L-2) was located in the center portion of this CNE, which extended from west of Roosevelt Blvd. to east of Clippert St. and was approximately 2,700 feet in length and ranged in height from 6 to 14 feet. An existing noise barrier (ENB L-3) was located in the northwest quadrant of the I-94 and Pelham Road interchange and was approximately 2,700 feet in length and ranged in height from 10 to 14 feet.

**CNE M**

CNE M was located south of I-94, between Telegraph Road and Pelham Road and consisted of industrial and commercial properties. The industrial properties represented an Activity Category F land-use classification and there were no exterior areas of frequent human use associated with the commercial properties; therefore, there were no noise sensitive land-uses identified within this CNE.

**CNE N**

CNE N was located north of I-94, between Pelham Road and the M-39/I-94 interchange, and consisted of mainly residential and commercial properties. This CNE contained a total of seventy-three (73) modeled receptors, each representing an individual dwelling unit, with an Activity Category B land-use classification. There were no exterior areas of frequent human use associated with the commercial properties; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE O**

CNE O was located south of I-94, between Pelham Road and the M-39/I-94 interchange, and consisted of an industrial property and the Cunningham Park, which was identified with an Activity Category C land-use classification. A total of seven (7) modeled receptors, each representing one (1) DUE, were used to represent the Cunningham Park. A modeled receptor was used to represent each individual outdoor area associated with the Cunningham Park, which consisted of a fire pit area, two (2) gazebos, two (2) playground areas, a baseball field, and a football field. The industrial property represented an Activity Category F land-use classification and was not considered a noise sensitive land-use.

**CNE P**

CNE P was located in the northwest quadrant of the M-39 and Van Born Road Interchange and consisted of residential and commercial properties. This CNE contained a total of one hundred and twenty-one (121) modeled receptors, each representing one (1) dwelling unit with an Activity Category B land-use classification. There were no exterior areas of frequent human use associated with the commercial properties; therefore, theses commercial properties were not considered noise sensitive land-uses.

An existing noise barrier (ENB P-1) was located within this CNE along the north side of the Southfield Road merge lane onto westbound Van Born Road. The noise barrier was approximately 900 feet in length and ranged in height from 10 to 14 feet.

**CNE Q**

CNE Q was located at the southwest quadrant of the M-39 and Outer Drive interchange and consisted of mainly residential and commercial properties. This CNE contained a total of sixty-six (66) modeled receptors, each representing one (1) dwelling unit with an Activity Category B land-use classification. There were no exterior areas of frequent human use associated with the commercial properties; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE R**

CNE R was located at the northwest quadrant of the M-39 and Outer Drive interchange and consisted of residential and commercial properties. This CNE contained a total of thirty-five (35) modeled receptors, each representing one (1) dwelling unit with an Activity Category B land-use classification. There were no exterior areas of frequent human use associated with the commercial properties; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE S**

CNE S was located at the northeast quadrant of the M-39 and Outer Drive interchange and consisted of commercial properties, including three restaurants located in the Independence Marketplace retail center that had outdoor seating areas. This CNE contained a total of one (1) modeled receptor, which represented three (3) DUEs associated with the three outdoor seating areas located at Cold Stone Creamery, Five Guys, and Starbucks. There were no exterior areas of frequent human use associated with the remaining commercial properties located within this CNE; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE T**

CNE T was located at the southeast quadrant of the M-39 and Outer Drive Interchange and consisted of residential and commercial properties, the Mt. Hope Church and school, Little Jungle Preschool, and Peterson Playground. This CNE contained a total of sixty-nine (69) modeled receptors representing seventy-nine (79) dwelling units. Sixty-five (65) modeled receptors represented one (1) dwelling unit with an Activity Category B land-use classification. Two (2) modeled receptors, each representing one (1) DUE, were used to represent the Mt. Hope Church and School (receptors T-1 & T-2), which was identified with an Activity Category D land-use classification. One (1) modeled receptor, representing one (1) DUE, was used to represent the Peterson Playground (receptor T-6), which was identified with an Activity Category C land-use Classification. One (1) modeled receptor, representing eleven (11) DUEs, was used to represent the Little Jungle Preschool playground area (receptor T-19), which was identified with an Activity Category C land-use classification. The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook (2011). Additional information pertaining to DUE calculations is contained in **Appendix F.**

There were no exterior areas of frequent human use associated with the commercial properties located within this CNE; therefore, these commercial properties were not considered noise sensitive land-uses.

**CNE U**

CNE U was located north of I-94, between the M-39/I-94 interchange and Outer Drive, and consisted of single-family residential properties, the Cove at Allen Park apartment complex, the John F. Kennedy Memorial Park trail and baseball field, the Allen Park Church of Christ, and the Hope City Church. This CNE contained a total of one hundred and forty-four (144) modeled receptors representing one hundred and seventy-one (171) dwelling units. One hundred and six (106) of the modeled receptors represented single family residences with an Activity Category B land-use classification. Two (2) of the modeled receptors, each representing one (1) DUE, were each used to represent the John F. Kennedy Memorial Park trail and baseball field, which were identified with an Activity Category C land-use classification.

A total of thirty-three (33) modeled receptors, representing fifty-six (56) dwelling units, were used to evaluate the outdoor patio and balconies representing the exterior use areas associated with the individual apartment units located within the Cove at Allen Park apartment complex, which was identified with an Activity Category B land-use classification. One (1) modeled receptor, representing five (5) DUEs, was used to represent the Cove at Allen Park apartment complex outdoor pool area, which was classified with an Activity Category C land-use classification. The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook (2011). Additional information pertaining to DUE calculations is contained in **Appendix F**.

One (1) modeled receptor, representing one (1) DUE, was used to represent the Allen Park Church of Christ, which was identified with an Activity Category D land-use classification. One (1) modeled receptor representing one (1) DUE was used to represent the Mt. Hope Church, which was identified with an Activity Category D land-use classification.

Three existing noise walls were located within this CNE. An existing noise wall (ENB U-1) was located along the back side of the M-39/I-94 interchange Van Born/M-39 Service Road ramp connecting to northbound M-39. This noise barrier is approximately 800 feet in length and ranged in height from 12 to 22 feet.

An existing noise wall (ENB U-2) and retaining wall were located along the north side of the I-94 exit ramp connecting to north bound M-39. This noise barrier is approximately 500 feet in length and ranged in height from 2 to 21 feet.

An existing noise wall (ENB U-3) was located along the north side of I-94 extending from John F. Kennedy Memorial Park eastward to the western edge of the Cove at Allen Park apartment complex. This noise barrier is approximately 1,900 feet in length and ranged in height from 4 to 14 feet. An existing berm was present between existing noise walls ENB U-2 and ENB U-3.

**CNE V**

CNE V was located south of I-94 between the M-39/I-94 interchange and Outer Drive and consisted of industrial properties and the Melvindale High School. This CNE contained one (1) modeled receptor representing one (1) DUE associated with the Melvindale High School, which was identified with an Activity Category D land-use classification. The industrial properties represented an Activity Category F

land-use classification; therefore, these industrial properties were not considered noise sensitive land-uses.

**CNE W**

CNE W was located east of I-94, between West Outer Drive and Oakwood Boulevard, and consisted of residential, commercial, and industrial properties. This CNE contains a total of fourteen (14) modeled receptors representing fourteen (14) dwelling units. Twelve (12) of the modeled receptors represent single family residences with an Activity Category B land-use classification. Two (2) of the commercial properties included the Comfort Inn & Suites Allen Park – Dearborn and Best Western Greenfield Inn hotels, which have outdoor patio areas that were representative of exterior areas of frequent human use. As a result, these two hotels were identified with an Activity Category E land-use classification. One (1) modeled receptor, each representing one (1) DUE, was used to represent each hotel outdoor patio area.

The industrial properties represented an Activity Category F land-use classification and there were no exterior areas of frequent human use associated with the remaining commercial properties; therefore, these industrial and remaining commercial properties were not considered noise sensitive land-uses.

**CNE X**

CNE X was located on the west side of I-94, between West Outer Drive and Oakwood Boulevard, and consisted of commercial properties. There were no exterior areas of frequent human use associated with the commercial properties. As a result, there were no noise sensitive land-uses identified within this CNE.

**CNE Y**

CNE Y was located west of I-94, between Oakwood Boulevard and Greenfield Road, and consisted of industrial properties and the Lake Village of Fairlane apartment complex. This CNE contained a total of thirty (30) modeled receptors representing sixty-two (62) dwelling units. Twenty-eight (28) modeled receptors representing fifty-six (56) dwelling units were used to evaluate the outdoor patio and balconies representing the exterior use areas associated with the individual apartment units located within the Lake Village of Fairlane apartment complex, which was identified with an Activity Category B land-use classification. One (1) modeled receptor representing one (1) DUE was used to represent the Lake Village of Fairlane apartment complex tennis court, which was classified with an Activity Category C land-use classification. One (1) modeled receptor representing five (5) DUEs was used to represent the Lake Village of Fairlane apartment complex outdoor pool. The DUEs associated with the outdoor pool area were determined by utilizing the equation outlined in the MDOT Noise Handbook (2011). Additional information pertaining to DUE calculations is contained in **Appendix F**.

**CNE Z**

CNE Z was located east of I-94, between Oakwood Boulevard and Road 4, and consisted of industrial properties with an Activity Category F land-use classification. There were no noise sensitive land-uses located within this CNE.

**CNE AA**

CNE AA was located east of I-94, between Road 4 and Schaefer Road, and consisted of industrial properties with an Activity Category F land-use classification. There were no noise sensitive land-uses located within this CNE.

**CNE BB**

CNE BB was located west of I-94, between Greenfield Road and Schaefer Road, and consisted of industrial properties with an Activity Category F land-use classification. There were no noise sensitive land-uses located within this CNE.

## 4.3 Field Measurement

Field ambient noise measurements with concurrent traffic counts were collected to provide information for noise model validation. The collection of ambient noise measurements was conducted in accordance with the MDOT Handbook and FHWA *Noise Measurement Handbook* (FHWA-HEP-18-065). Measurement of the existing noise levels at the representative sites was conducted on December 12 and 13, 2022 and November 6 and 7, 2023 using a SoundPro DL noise meter. Existing noise measurements were recorded for a 15-minute duration under meteorologically acceptable conditions when the pavement was dry, and winds were calm or light. The sound level meter was calibrated at 114 decibels using a Quest QC-10 before and after each reading. All of the existing noise level measurements were recorded at approximately 5 feet above grade at locations representative of the predominant ambient noise source.

A total of eighteen (18) existing noise level measurements were collected at representative locations throughout the Project Study Area (**Figures A-2.1 and A-2.2, Appendix A)**. A summary of the existing noise level measurements and the existing traffic recorded is summarized in **Table 3**, and copies of the Ambient Noise Measurement Logs are included in **Appendix G**.

**Table 3: Field Measurement Summary**

| Site ID# | Site Description | Date | Start Time | End Time | Traffic Information | | | | | | Measured Noise Level (dBA) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Roadway | Auto | Med. Truck | Heavy Truck | Bus | MC | |
| A-1 | 34224 McBride St. (CNE B) | 12/12/22 | 3:33 PM | 3:48 PM | EB I-94 | 899 | 33 | 74 | 0 | 0 | 65.2 |
| | | | | | WB I-94 | 969 | 17 | 72 | 1 | 0 | |
| | | | | | EB McBride | 3 | 0 | 0 | 0 | 0 | |
| A-2 | 88' S EB I-94 66' N Exit 197 (CNE C) | 12/12/22 | 4:03 PM | 4:18 PM | EB I-94 | 945 | 35 | 69 | 0 | 0 | 74.9 |
| | | | | | WB I-94 | 1021 | 33 | 65 | 2 | 1 | |
| | | | | | Exit 197 | 20 | 3 | 7 | 0 | 0 | |
| A-3 | 31555 Wick Rd. (CNE D) | 12/13/22 | 8:50 AM | 9:05 AM | EB I-94 | 724 | 34 | 103 | 0 | 0 | 79.4 |
| | | | | | WB I-94 | 552 | 41 | 137 | 0 | 0 | |
| A-4 | 28200 Smith Rd. (CNE F) | 12/13/22 | 9:18 AM | 9:32 AM | EB I-94 | 680 | 37 | 128 | 3 | 0 | 73.8 |
| | | | | | WB I-94 | 609 | 36 | 110 | 2 | 0 | |
| A-5 | 6597 McGuire St. (CNE K) | 12/13/22 | 9:55 AM | 10:10 AM | EB I-94 | 596 | 34 | 128 | 0 | 0 | 70.1 |
| | | | | | WB I-94 | 583 | 30 | 108 | 0 | 0 | |
| A-6 | 6365 Oldham St. (CNE J) | 12/13/22 | 10:28 AM | 10:43 AM | EB I-94 | 642 | 33 | 124 | 3 | 0 | 65.9 |
| | | | | | WB I-94 | 624 | 27 | 119 | 0 | 0 | |
| A-7 | 4475 Willow Cove Blvd. (CNE U) | 12/13/22 | 11:16 AM | 11:31 AM | EB I-94 | 437 | 25 | 91 | 0 | 0 | 77.4 |
| | | | | | WB I-94 | 533 | 34 | 101 | 1 | 0 | |
| A-8 | 15403 Commerce Dr. S (CNE BB) | 12/13/22 | 11:51 AM | 12:06 PM | EB I-94 | 511 | 33 | 83 | 0 | 0 | 68.0 |
| | | | | | WB I-94 | 501 | 31 | 90 | 0 | 0 | |
| | | | | | NW Greenfield | 69 | 3 | 4 | 0 | 0 | |
| | | | | | SE Greenfield | 89 | 4 | 5 | 0 | 0 | |
| A-9 | 6196 Vivian St. (CNE J) | 11/07/23 | 8:30 AM | 8:45 AM | EB I-94 | 945 | 51 | 139 | 0 | 0 | 59.5 |
| | | | | | WB I-94 | 889 | 25 | 98 | 1 | 0 | |
| A-10 | 6090 Burr Street (CNE J) | 11/07/23 | 8:58 AM | 9:13 AM | EB I-94 | 875 | 39 | 100 | 1 | 0 | 63.5 |
| | | | | | WB I-94 | 821 | 39 | 104 | 2 | 0 | |
| | | | | | NB Telegraph | 60 | 0 | 11 | 0 | 0 | |
| | | | | | SB Telegraph | 85 | 0 | 2 | 0 | 0 | |
| A-11 | 24799 Beverly Rd. (CNE K) | 11/07/23 | 9:30 AM | 9:45 AM | EB I-94 | 815 | 41 | 145 | 2 | 0 | 64.2 |
| | | | | | WB I-94 | 696 | 34 | 97 | 0 | 0 | |

| Site ID# | Site Description | Date | Start Time | End Time | Traffic Information | | | | | | Measured Noise Level (dBA) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Roadway | Auto | Med. Truck | Heavy Truck | Bus | MC | |
| A-12 | 6041 Pine Street (CNE L) | 11/07/23 | 10:15 AM | 10:30 AM | EB I-94 | 849 | 43 | 142 | 2 | 0 | 66.2 |
| | | | | | WB I-94 | 803 | 28 | 87 | 0 | 0 | |
| | | | | | NB Telegraph | 60 | 3 | 2 | 0 | 0 | |
| | | | | | SB Telegraph | 95 | 1 | 10 | 0 | 0 | |
| A-13 | 6092 Roosevelt St. (CNE L) | 11/07/23 | 10:43 AM | 10:58 AM | EB I-94 | 845 | 32 | 114 | 2 | 1 | 65.7 |
| | | | | | WB I-94 | 801 | 44 | 119 | 0 | 0 | |
| A-14 | 6065 Williams St. (CNE L) | 11/07/23 | 11:06 AM | 11:21 AM | EB I-94 | 1004 | 34 | 118 | 2 | 0 | 65.6 |
| | | | | | WB I-94 | 787 | 37 | 87 | 0 | 0 | |
| A-15 | 6199 Hipp Street (CNE L) | 11/07/23 | 11:28 AM | 11:43 AM | EB I-94 | 908 | 23 | 109 | 1 | 0 | 67.2 |
| | | | | | WB I-94 | 790 | 31 | 98 | 0 | 0 | |
| A-16 | 17499 Anne Ave. (CNE U) | 11/06/23 | 4:15 PM | 4:30 PM | NB Southfield | 314 | 8 | 6 | 0 | 0 | 74.6 |
| | | | | | SB Southfield | 551 | 5 | 2 | 2 | 0 | |
| | | | | | NB Southfield Ramp | 375 | 0 | 4 | 0 | 0 | |
| | | | | | SB Southfield Ramp | 311 | 10 | 10 | 0 | 0 | |
| | | | | | NB Van Born | 80 | 0 | 1 | 1 | 0 | |
| | | | | | SB Van Born | 60 | 1 | 1 | 0 | 0 | |
| A-17 | 4800 Parkside Blvd. (CNE U) | 11/07/23 | 12:03 PM | 12:18 PM | EB I-94 | 510 | 40 | 96 | 0 | 0 | 59.8 |
| | | | | | WB I-94 | 560 | 32 | 88 | 0 | 1 | |
| A-18 | Buckingham Ave. dead end (CNE N) | 11/07/23 | 12:48 PM | 1:03 PM | WB I-94 | 561 | 34 | 73 | 0 | 0 | 63.3 |
| | | | | | WB I-94 On-Ramp | 244 | 11 | 15 | 0 | 0 | |
| | | | | | Pelham Off-Ramp | 41 | 2 | 5 | 0 | 0 | |

## 4.4 Model Comparison

Model validation is a process for testing a predictive model to ensure that it produces reliable results and to confirm that traffic noise is the predominant noise source at the receptor locations. In general, validation involves comparing actual noise measurements obtained with the sound level meter to the noise levels predicted by the model for existing conditions at the same location. The model is considered to be validated if the model results are within ±3 dB(A) of the field measurements recorded at the site, for the same conditions.

Eighteen receptor sites representing the existing noise measurement locations were modeled using TNM 2.5 with the same traffic volumes observed during the noise measurements. This was done by converting the traffic volumes observed during each of the actual ambient measurements to an equivalent hourly rate. These adjusted traffic volumes were then input into the TNM, and the modeled results were compared to the original ambient measurements. A comparison of the existing ambient measured sound levels to the predicted sound levels for each site is summarized in **Table 4**.

**Table 4: TNM Model Validation**

| Site ID# | Location | Measured Noise Level $L_{eq\ (h)}$ dB(A) | Modeled Noise Level $L_{eq\ (h)}$ dB(A) | Difference |
|---|---|---|---|---|
| A-1 | 34224 McBride St. (CNE B) | 65.2 | 63.0 | -2.2 |
| A-2 | 88’ S EB I-94 66’ N Exit 197 (CNE C) | 74.9 | 75.6 | +0.7 |
| A-3 | 31555 Wick Rd. (CNE D) | 79.4 | 78.3 | -1.1 |
| A-4 | 28200 Smith Rd. (CNE F) | 73.8 | 72.4 | -1.5 |
| A-5 | 6597 McGuire St. (CNE K) | 70.1 | 71.9 | +1.8 |
| A-6 | 6365 Oldham St. (CNE J) | 65.9 | 63.4 | -2.5 |
| A-7 | 4475 Willow Cove Blvd. (CNE U) | 77.4 | 75.6 | -1.8 |
| A-8 | 15403 Commerce Dr. S (CNE BB) | 68.0 | 69.4 | +1.4 |
| A-9 | 6196 Vivian St. (CNE J) | 59.5 | 60.5 | +1.0 |
| A-10 | 6090 Burr Street (CNE J) | 63.5 | 60.6 | -2.9 |
| A-11 | 24799 Beverly Rd. (CNE K) | 63.2 | 60.6 | -2.6 |
| A-12 | 6041 Pine Street (CNE L) | 66.2 | 61.1 | -5.1 |
| A-13 | 6092 Roosevelt St. (CNE L) | 65.7 | 65.6 | -0.1 |
| A-14 | 6065 Williams St. (CNE L) | 65.6 | 65.8 | +0.2 |
| A-15 | 6199 Hipp Street (CNE L) | 67.2 | 64.4 | -2.8 |
| A-16 | 17499 Anne Ave. (CNE U) | 74.6 | 75.6 | +1.0 |
| A-17 | 4800 Parkside Blvd. (CNE U) | 59.8 | 62.0 | +2.2 |
| A-18 | Buckingham Ave. dead end (CNE N) | 63.3 | 64.9 | +1.6 |

The results of the noise modeling indicate that the predicted noise levels generated using TNM are within ±3 dB(A) of the corresponding ambient noise measurements recorded at each of the ambient measurement locations except for ambient noise measurement collected at A-12. During the collection of the A-12 ambient noise level measurement, thirteen (13) airplanes flew overhead within the span of time recorded, which represented non-highway traffic related ambient noise that was not able accounted for in noise validation model. As a result, the ambient noise measurement location A-12 is omitted from the noise model validation comparison. Since the predicted noise levels at the remaining seventeen (17) ambient noise measurement locations are within levels are within ±3 dB(A) of the corresponding ambient noise measurements recorded, the noise model is considered validated.

## 5.0 NOISE IMPACT ANALYSIS

The predicted noise levels for the existing year condition (2019) and the design year build condition (2051) were generated based on the AM peak hour and the PM peak hour traffic volumes. A noise impact analysis was performed in accordance with the MDOT Noise Handbook (2011), which defines a noise impact occurs if one of the following criteria is met:

- A design year predicted noise level that is 1 dB(A) less than the NAC levels, as shown in **Table 1.**
- A 10 dB(A) increase between the existing noise level to the design year predicted noise level.

The design year build condition (2051) AM peak hour predicted noise levels ranged from 40 dB(A) to 78 dB(A). Based on the noise impact analysis, 237 modeled receptors, representing 252 dwelling units, were identified with design year build condition (2051) predicted noise levels approaching or exceeding the NAC. There were no receptors identified with a design year build condition (2051) predicted noise level that equaled or exceeded a 10 dB(A) increase when compared to its corresponding existing year condition (2019) noise level.

The design year build condition (2051) PM peak hour predicted noise levels ranged from 40 dB(A) to 78 dB(A). Based on the noise impact analysis, 212 modeled receptors, representing 225 dwelling units, were identified with design year build condition (2051) predicted noise levels approaching or exceeding the NAC. There were no receptors identified with a design year build condition (2051) predicted noise level that equaled or exceeded a 10 dB(A) increase when compared to its corresponding existing year condition (2019) noise level.

A summary of the predicted design year build condition (2051) traffic noise impacts identified in each CNE is contained in **Table 5**. A detailed summary of the predicted noise levels at each modeled receptor location within each CNE is contained in **Appendix B**. The location of each modeled receptor location in each CNE is depicted on **Figures A-3.1 through A-3.17, Appendix A**.

**Table 5. Summary of Design Year Build (2051) Predicted Noise Impacts by CNE**

| CNE | Total Dwelling Units | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | Approach or Exceed NAC | Substantial Increase | Total Impacted Dwelling Units | Approach or Exceed NAC | Substantial Increase | Total Impacted Dwelling Units |
| CNE A | 3 | 3 | 0 | 3 | 3 | 0 | 3 |
| CNE B | 97 | 2 | 0 | 2 | 2 | 0 | 2 |
| CNE C | 0 | - | - | - | - | - | - |
| CNE D | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| CNE E | 0 | - | - | - | - | - | - |
| CNE F | 13 | 1 | 0 | 1 | 1 | 0 | 1 |
| CNE G | 0 | - | - | - | - | - | - |
| CNE H | 4 | 4 | 0 | 4 | 4 | 0 | 4 |
| CNE I | 45 | 2 | 0 | 2 | 2 | 0 | 2 |
| CNE J | 189 | 28 | 0 | 28 | 19 | 0 | 19 |
| CNE K | 85 | 33 | 0 | 33 | 29 | 0 | 29 |
| CNE L | 246 | 84 | 0 | 84 | 69 | 0 | 69 |
| CNE M | 0 | - | - | - | - | - | - |
| CNE N | 73 | 18 | 0 | 18 | 20 | 0 | 20 |
| CNE O | 7 | 2 | 0 | 2 | 2 | 0 | 2 |
| CNE P | 121 | 4 | 0 | 4 | 6 | 0 | 6 |
| CNE Q | 66 | 16 | 0 | 16 | 19 | 0 | 19 |
| CNE R | 35 | 13 | 0 | 13 | 11 | 0 | 11 |
| CNE S | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| CNE T | 79 | 28 | 0 | 28 | 27 | 0 | 27 |
| CNE U | 171 | 4 | 0 | 4 | 4 | 0 | 4 |
| CNE V | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| CNE W | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| CNE X | 0 | - | - | - | - | - | - |
| CNE Y | 62 | 11 | 0 | 11 | 7 | 0 | 7 |
| CNE Z | 0 | - | - | - | - | - | - |
| CNE AA | 0 | - | - | - | - | - | - |
| CNE BB | 0 | - | - | - | - | - | - |

# 6.0 NOISE ABATEMENT EVALUATION

## 6.1 Federal and State Noise Abatement Guidance

The MDOT and FHWA noise abatement policies require that when design year build condition noise impacts are identified, noise barriers (at a minimum) shall be considered and evaluated for feasibility and reasonableness. Additional noise abatement alternatives can be considered where applicable and include construction of earthen berms, traffic management measures, alteration of horizontal and vertical alignments, acquisition of property to create buffer zones, and noise insulation of facilities that meet the Activity Category D land-use classification.

The noise barrier feasibility and reasonableness criteria are established in the MDOT Noise Handbook (2011). In order for a noise barrier to be considered feasible and reasonable, the following criteria must be met:

**Noise Barrier Feasibility:**

- Reduces noise levels by 5 dB(A) at 75% or more of the impacted receptors
- Can be designed and physically constructed at the proposed location(s)
- Will not cause a safety problem
- Will not restrict vehicular or pedestrian access for the travelling public
- Will not substantially impact utilities or be impacted by utilities
- Will not substantially impact drainage or be impacted by drainage

**Noise Barrier Reasonableness:**

- Is cost effective. The cost effectiveness calculation is based on the cost of noise abatement divided by the number of benefiting units. The cost per square foot for a noise barrier used in the calculation is $45 per square foot. The minimum allowable cost per benefited unit (CPBU) is $56,428. Since this Traffic Noise Study and Abatement Analysis was conducted during the PE Phase, the 3% allotment above the CPBU was not allowable.
- Meets the Design Year Attenuation Requirement. Reduces noise levels by 10 dB(A) at a least one benefited noise receptor and by at least 7dB(A) at 50% or more of the benefited receptors.
- Is acceptable to the majority of benefiting property owners and residents. The viewpoints of the benefited property owners and residents are not part of this noise analysis and will be evaluated as part of the public involvement process conducted during the Preliminary Engineering Phase.
- This Traffic Noise Study and Abatement Analysis was conducted during the Preliminary Engineering (PE) Phase.

## 6.2 Noise Abatement Analysis

Noise abatement was evaluated for impacted receptors located within each CNE. Noise barriers were evaluated based on the feasibility and reasonableness criteria established in the MDOT Noise Handbook (2011). The implementation of alternative noise abatement measures was considered and determined not to be applicable for this Project. Noise abatement was not considered for CNEs C, E, G, M, X, Z, AA, and BB since there were no noise sensitive land-uses identified and/or no noise impacted receptors identified within the CNE.

As part of the initial feasibility determination, the following items were taken into consideration: location of impacted receptors along with the topographic conditions, surrounding land uses, feasibility criteria in the MDOT Noise Handbook (2011), AASHTO Guidelines, the roadway design, and existing utilities. Based on the findings of this initial evaluation, a preliminary noise barrier analysis using TNM was conducted for noise impacted receptors in order to evaluate the feasibility criteria. If noise abatement was determined to meet the feasibility criteria, additional evaluation of the noise barrier was performed to evaluate the reasonableness criteria.

As part of the noise abatement analysis, noise impacts identified behind an existing noise barrier were evaluated to determine if the existing noise barrier meets the feasibility and reasonableness criteria. Analysis of these noise impacts were performed in accordance with the guidance outlines in FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis*. As part of this analysis, the existing noise barrier were re-analyzed at its existing height and then compared to the "no barrier" scenario to determine the barrier insertion loss, which was then compared to the feasibility criteria and the reasonableness – design year attenuation requirement criteria.

A summary of the evaluation of the noise barrier feasibility criteria is provided in **Table 6**. An evaluation of the reasonableness criteria for noise barriers determined to satisfy the feasibility criteria is summarized in **Table 7**. A detailed evaluation of the feasibility and reasonableness criteria for each noise barrier evaluated is included in **Appendix C**. The location of each noise barrier evaluated is depicted on **Figure A-4.1 – A-4.18, Appendix A**.

A discussion of the noise abatement evaluations for each impacted CNE is summarized in the subsequent sub-sections.

**Table 6. Noise Barrier Feasibility Evaluation Results**

| Barrier ID | Barrier Description | | | Impacted Dwelling Units | Benefited Impacted Dwelling Units | % of Benefiting Impacted Dwelling Units | Feasibility Criteria Met |
|---|---|---|---|---|---|---|---|
| | Length | Average Height | Total Square Footage | | | | |
| ENB B-1 | 3,171 | 12 | 37,154 | 2 | 2 | 100% | Yes |
| NB F-1 | 1,049 | 27 | 27986 | 1 | 1 | 100% | Yes |
| NB H-1 | 1,200 | 16 | 18,100 | 4 | 4 | 100% | Yes |
| NB I-1 | 1,183 | 29 | 34,412 | 1 | 1 | 100% | Yes |
| ENB J-1 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| ENB J-2 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| NB J-3A | 2,165 | 30 | 64,562 | 20 | 17 | 85% | Yes |
| NB J-3B | 2,254 | 30 | 67,606 | 20 | 11 | 55% | No |
| NB K-1A | 1,627 | 24 | 38,955 | 24 | 22 | 92% | Yes |
| NB K-1B | 2,135 | 30 | 64,060 | 24 | 21 | 88% | Yes |
| NB K-2 | 862 | 18 | 15,516 | 3 | 3 | 100% | Yes |
| NB K-3 | 749 | 19 | 13,973 | 1 | 1 | 100% | Yes |
| ENB L-1 | 2,210 | 17 | 36,981 | 1 | 1 | 100% | Yes |
| ENB L-2 | 2,656 | 12 | 32,785 | 57 | 25 | 44% | No |

| Barrier ID | Barrier Description | | | Impacted Dwelling Units | Benefited Impacted Dwelling Units | % of Benefiting Impacted Dwelling Units | Feasibility Criteria Met |
|---|---|---|---|---|---|---|---|
| | Length | Average Height | Total Square Footage | | | | |
| ENB L-3 | 2,693 | 12 | 32,927 | 26 | 20 | 77% | Yes |
| NB L-4 | 2,521 | 15 | 37,671 | 83 | 78 | 94% | Yes |
| NB N-1 | 1,127 | 15 | 25,353*(2) | 19 | 17 | 90% | Yes |
| NB O-1 | 473 | 30 | 14,602 | 2 | 2 | 100% | Yes |
| ENB P-1 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| NB P-2 | 802 | 30 | 24,069 | 6 | 6 | 100% | Yes |
| NB Q-1 | 1,250 | 30 | 37,513 | 16 | 15 | 94% | Yes |
| ENB U-1 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| ENB U-2 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| ENB U-3 | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) | NA*(1) |
| NB U-4 | 1,419 | 30 | 42,568 | 2 | 2 | 100% | Yes |
| NB Y-1 | 1,250 | 23 | 28,796 | 11 | 11 | 100% | Yes |

Notes:

NA*(1) Existing noise wall not analyzed since no design year build condition (2051) predicted noise impacts identified and/or existing noise wall was determined to meet feasibility and reasonableness criteria based on alternate evaluation.

*(2) Volume for NB N-1 reported in cubic yards

**Table 7. Barrier Reasonableness Evaluation Results**

| Barrier ID | Benefited Units (≥ 5 dB(A)) | Design Year Attenuation Goal | | | | Cost | Cost per Benefited Unit | Reasonable Criteria Met |
|---|---|---|---|---|---|---|---|---|
| | | ≥ 7 dB(A) | | 10 dB(A) | Criteria Met | | | |
| | | # | % | | | | | |
| ENB B-1 | 64 | 33 | 53% | 19 | Yes | $1,671,930 | $26,124 | Yes |
| NB F-1 | 1 | 1 | 100% | 1 | Yes | $1,422,929 | $1,422,929 | No |
| NB H-1 | 4 | 3 | 75% | 1 | Yes | $859,509 | $214,877 | No |
| NB I-1 | 5 | 3 | 60% | 0 | No | NA*(1)) | NA*(1) | No |
| ENB J-1 | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) |
| ENB J-2 | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) |
| NB J-3A | 28 | 19 | 68% | 4 | Yes | $2,905,290 | $103,760 | No |
| NB J-3B | NA*(3) | NA*(3) | NA*(3) | NA*(3) | NA*(3) | NA*(3) | NA*(3) | NA*(3) |
| NB K-1A | 25 | 13 | 52% | 5 | Yes | $1,752,975 | $70,119 | No |
| NB K-1B | 46 | 16 | 35% | 0 | No | NA*(1) | NA*(1) | No |
| NB K-2 | 3 | 2 | 67% | 1 | Yes | $698,220 | $232,740 | No |
| NB K-3 | 1 | 1 | 100% | 1 | Yes | $628,785 | $628,785 | No |
| ENB L-1 | 38 | 19 | 50% | 1 | Yes | $1,664,145 | $43,793 | Yes |
| ENB L-2 | 25 | 13 | 52% | 1 | Yes | $1,475,325 | $59,013 | No |
| ENB L-3 | 62 | 33 | 53% | 13 | Yes | $1,481,715 | $23,899 | Yes |
| NB L-4 | 85 | 46 | 54% | 15 | Yes | $1,927,215 | $22,673 | Yes |

| Barrier ID | Benefited Units (≥ 5 dB(A)) | Design Year Attenuation Goal | | | | Cost | Cost per Benefited Unit | Reasonable Criteria Met |
|---|---|---|---|---|---|---|---|---|
| | | ≥ 7 dB(A) | | 10 dB(A) | Criteria Met | | | |
| | | # | % | | | | | |
| NB N-1 | 28 | 18 | 64% | 4 | Yes | $700,646 | $25,023 | Yes |
| NB O-1 | 2 | 1 | 50% | 0 | No | NA*(1) | NA*(1) | No |
| ENB P-1 | *(1) | *(1) | *(1) | *(1) | *(1) | *(1) | *(1) | *(1) |
| NB P-2 | 20 | 12 | 60% | 0 | No | NA*(1) | NA*(1) | No |
| NB Q-1 | 35 | 14 | 40% | 0 | No | NA*(1) | NA*(1) | No |
| ENB U-1 | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) |
| ENB U-2 | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) |
| ENB U-3 | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) | NA*(2) |
| NB U-4 | 14 | 5 | 36% | 1 | No | NA*(1) | NA*(1) | No |
| NB Y-1 | 17 | 9 | 53% | 1 | Yes | $1,295,820 | $76,225 | No |

Notes:

NA*(1) Not analyzed since reasonableness – design year attenuation requirement criteria was not met

NA*(2) Existing noise wall not analyzed since no design year build condition (2051) predicted noise impacts identified and/or existing noise wall was determined to meet feasibility and reasonableness criteria based on alternate evaluation.

NA*(3) Not analyzed since feasibility criteria was not met

## CNE A

CNE A contained a total of three (3) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. The impacted receptor locations were located on the west side of the west-bound I-94 Wayne Road on-ramp, which was located within the 500-foot buffer area included within the Project Study Limits. However, the west bound I-94 Wayne Road on-ramp is located outside of the Project construction limits. Based on the traffic volume associated with the I-94 Wayne Road on-ramp and the portion of west-bound I-94 located outside of the Project construction limits, noise abatement for the portion of I-94 located within the Project construction limits would not adequately reduce noise levels at the impacted receptor locations. Therefore, a noise barrier analysis was not performed, and noise abatement is not recommended for CNE A. The location of CNE A and the impacted receptor locations are depicted on **Figure A-3.1, Appendix A.**

## CNE B

CNE B contained a total of two (2) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. The impacted receptors were located behind an existing noise wall (ENB B-1). In accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis*, the existing noise wall was re-analyzed utilizing its existing height and then compared to the "no-barrier" scenario to determine if the existing noise wall meets the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. At its existing height, 100% of the impacted receptors achieved a 5 dB(A) noise reduction, 53% of the benefited receptors achieved a 7 dB(A) noise reduction, and 19 of the benefited receptors achieved a 10 dB(A) noise reduction. Based on the barrier analysis, existing noise wall ENB B-1 met the feasibility criteria and reasonableness – design year attenuation requirement criteria. The estimated cost per benefited unit ($26,124) was less than the allowable cost per benefited unit ($56,428 in 2024 dollars). Therefore, existing noise wall ENB B-1

meets the feasibility and reasonableness criteria as built and no further modification of this wall is recommended. A detailed summary of the existing noise wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the existing noise wall is depicted on **Figure A-4.1, Appendix A**.

**CNE F**

CNE F contained one (1) receptor with a design year build condition (2051) noise impact. The impacted receptor represented a single-family residence with an Activity Category B land-use classification. A noise wall (NB F-1) was analyzed at the ROW and determined to meet the feasibility criteria. The reasonableness – design year attenuation requirement criteria was met with a cost per benefited unit of $1,422,929. The cost per benefited unit exceeded the reasonableness cost effectiveness criteria of $56,428 per benefited unit. Therefore, noise all NB F-1 did not meet the reasonableness criteria, and noise abatement within CNE F is not recommended. A detailed summary of the noise wall abatement analysis is contained in **Appendix C**. The location of the impacted receptor and noise wall is depicted on **Figure A-4.2, Appendix A**.

**CNE H**

CNE H contained four (4) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. A noise wall (NB H-1) was analyzed at the ROW and determined to meet the feasibility criteria. The reasonableness – design year attenuation goal criteria was met with a cost per benefited unit of $214,877. The cost per benefited unit exceeds the reasonableness – cost effectiveness criteria of $56,428 per benefited unit. Therefore, noise wall NB H-1 did not meet the reasonableness criteria, and noise abatement within CNE H is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C**. The location of the impacted noise receptors and the noise wall is depicted on **Figure A-4.3, Appendix A**.

**CNE I**

CNE I contained two (2) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. One (1) of the impacted receptors (I-1) was located along the east side Inkster Road, south of I-94, and it was determined that the noise impact was due in part to the traffic located on Inkster Road. As a result, noise abatement along I-94 would not adequately reduce noise levels at the impacted receptor and noise abatement along Inkster Road would not be considered feasible since a noise barrier could not be constructed without limiting vehicular access to this property. Therefore, a noise barrier analysis was not analyzed for this impacted receptor.

One (1) impacted receptor (I-6) was located in the southwest quadrant of the I-94/Ecorse Road interchange. It was determined that the noise impact was due to the traffic on Ecorse Road. As a result, a noise wall (NB I-1) was analyzed at the shoulder along the west side of Ecorse Road and determined to meet the feasibility criteria. However, the reasonableness – design year attenuation goal criteria was unable to achieved. Since noise wall I-1 did not meet reasonableness criteria, noise abatement is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the noise wall is depicted on **Figure A-4.4, Appendix A**.

**CNE J**

CNE J contained twenty-eight (28) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification.

One (1) of the impacted receptors (J-55) identified was located behind existing noise wall ENB J-1, which extended from Beech Daly Road to the east and then tied into an existing berm. The existing berm extended to the east and tied into the existing noise wall ENB J-2 located at the northwest quadrant of the I-94/Telegraph Road interchange. Based on the existing survey and the height of the berm, it appeared that the existing noise berm located between existing noise wall ENB J-1 and existing noise wall ENB J-2 was providing noise abatement to the receptors located behind the berm. Due to the presence of the berm acting as a noise barrier in conjunction with the existing noise wall ENB J-1, the re-analysis of the existing noise wall and berm "no barrier" scenario was unable to be performed since the ground elevations for the footprint of the berm were not available for the "no barrier" scenario. However, the predicted noise level for the impacted receptor (J-55) was calculated in the "no-barrier" scenario, which identified that the impacted receptor (J-55) received a 6 dB(A) noise reduction as a result of the existing barrier. As a result, the existing noise wall ENB J-1 met the feasibility criteria. Therefore, no further modification of this wall or berm is recommended. The location of the impacted receptor and the existing noise wall is depicted on **Figure A-3.7, Appendix A**.

There was no design year build condition (2051) predicted noise impacts behind existing noise wall ENB J-2, which was located at the northwest quadrant of the I-94/Telegraph Road interchange. Therefore, no further evaluation of existing noise wall ENB J-2 was warranted.

To evaluate noise abatement for the twenty (20) impacted receptors located west of Beech Daly Road, a noise wall was evaluated at the ROW along I-94 (NB J-3A), and a noise wall was evaluated at the shoulder along I-94 (NB J-3B). The noise wall located along the shoulder was terminated prior to the bridge structure carrying I-94 over Beech Daly Road due to engineering design and constructability issues associated with the construction of a noise wall on a bridge structure. Based on the barrier design analysis, the noise wall located at the ROW (NB J-3A) met the feasibility criteria and the reasonableness – design year attenuation requirement criteria at a cost per benefited unit of $103,760. The cost per benefited unit exceeded the reasonableness cost effectiveness criteria of $56,428 per benefited unit. As a result, noise wall NB J-3A did not meet the reasonableness criteria. The noise wall analyzed at the shoulder (NB J-3B) did not meet the feasibility criteria. As a result, since neither noise wall evaluated met the feasibility and reasonableness criteria, noise abatement for the impacted receptors located west of Beech Daly Road is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C. T**he location of the impacted receptors and the noise walls are depicted on **Figures A-4.7 & A-4.8, Appendix A**.

Four (4) impacted receptors were located along the west side of Beech Daly Road and three (3) impacted receptors were located along the east side of Beech Daly Road. All seven (7) of the impacted receptors had driveway connections to Beech Daly Road. Noise impacts at these receptor locations were determined to be in part due to the traffic located on Beech Daly Road. As a result, noise abatement along I-94 would not adequately reduce noise levels at the impacted receptors and noise abatement along Beech Daly Road would not be considered feasible since a noise barrier could not be constructed without cutting off street access to these properties. Therefore, a noise barrier was not analyzed for these impacted receptors. The location of the impacted receptors is depicted on **Figure A-3.7, Appendix A**.

Based on the barrier analysis and evaluation of the noise impacts identified in CNE J, noise abatement for this CNE is not recommended.

**CNE K**

CNE K contained thirty-three (33) receptors with a design year build condition (2051) noise impact. Twenty-nine (29) of the impacted receptors represented a single-family residence with an Activity Category B land-use classification, three (3) of the impacted receptors, each representing one (1) DUE associated with the Taylor Meadows Golf Course, were classified with an Activity Category C land-use classification, and one (1) of the impacted receptors, representing one (1) DUE associated with the outdoor patio area located at the MDOT TSC Center, was classified with an Activity Category E land-use classification.

Five (5) of the impacted receptors (K-02, K-03, K-04, K-05, K-19), each representing a single-family residence with an Activity Category B land-use classification, were located along the east side of Ecorse Road, south of I-94. Noise impacts at these receptor locations were determined to be in part due to the traffic located on Ecorse Road. As a result, noise abatement along I-94 would not adequately reduce noise levels at the impacted receptors and noise abatement along Ecorse Road would not be considered feasible since a noise barrier could not be constructed without cutting off street access to these properties. Therefore, a noise barrier was not analyzed for these impacted receptors.

Twenty-four (24) of the impacted receptors, each representing a single-family residence with an Activity Category B land-use classification, were located west of Beech Daly Road. To evaluate noise abatement for these impacted receptors, a noise wall was evaluated at the ROW along I-94 (NB K-1A) and a noise wall was also evaluated at the shoulder along I-94 (NB K-1B). The noise wall located along the shoulder was terminated prior to the bridge structure carrying I-94 over Beech Daly Road due to engineering design and constructability issues associated with the construction of a noise wall on a bridge structure. Based on the barrier design analysis, the noise wall located at the ROW (NB K-1A) met the feasibility criteria and the reasonableness – design year attenuation requirement criteria at a cost per benefited unit of $70,119. The cost per benefited unit exceeded the reasonableness cost effectiveness criteria of $56,428 per benefited unit. As a result, noise wall NB K-1A did not meet the reasonableness criteria. The noise wall analyzed at the shoulder (NB K-1B) met the MDOT feasibility criteria but did not meet the reasonableness – design year attenuation requirement criteria. As a result, since neither noise wall evaluated met the feasibility and reasonableness criteria, noise abatement for the impacted receptors located west of Beech Daly Road is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the noise walls are depicted on **Figures A-4.5 & A-4.6, Appendix A**.

Three (3) of the impacted receptors, each representing one (1) DUE with an Activity Category C land-use classification, were associated with the Taylor Meadows Golf Course, which was located to the east of Beech Daly Road. To evaluate noise abatement for these impacted receptor locations, a noise wall was evaluated at the shoulder along I-94 (NB K-2). The noise wall located along the shoulder was terminated prior to the bridge structure carrying I-94 over Beech Daly Road due to engineering design and constructability issues associated with the construction of a noise wall on a bridge structure. Based on the barrier analysis, noise wall NB K-2 met the MDOT feasibility criteria. The reasonableness – design year attenuation requirement criteria was met with a cost per benefited unit of $232,740. The cost per benefited unit exceeds the reasonableness cost effectiveness criteria of $56,428 per benefited unit. As a result, noise wall NB K-2 did not meet the MDOT reasonableness criteria. Therefore, noise abatement is not

recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C**. The location of the impacted noise receptors and the noise wall is depicted on **Figure A-4.9, Appendix A.**

One (1) of the impacted receptors, representing one (1) DUE with an Activity Category E land-use classification, was associated with the outdoor patio at the MDOT TSC building, which was located at the southwest quadrant of the I-94 and Telegraph Road interchange. A noise wall (NB K-3) was evaluated at this location and was determined to meet the MDOT feasibility criteria. The reasonableness – design year attenuation goal criteria was met with a cost per benefited unit of $628,785. The cost per benefited unit exceeds the reasonableness – cost effective criteria of $56,428 per benefited unit. As a result, since noise wall NB K-3 did not meet the MDOT reasonableness criteria, noise abatement is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C.** The location of the impacted receptor and the noise wall is depicted on **Figure A-4.10, Appendix A**.

**CNE L**

CNE L contained a total of eighty-four (84) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification.

One (1) of the impacted receptors (L-39) was located behind the existing noise wall located at the northeast quadrant of the I-94/Telegraph Road interchange (ENB L-1). In accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis*, the existing noise wall was re-analyzed utilizing its existing height and then compared to the "no-barrier" scenario to determine if the existing noise wall meets the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. Based on this evaluation, the impacted receptor achieved a 5 dB(A) noise reduction (100%) and 50% of the benefited receptors achieved a 7 dB(A) noise reduction with 1 of the benefited receptors achieving a 10 dB(A) noise reduction. Based on the barrier analysis, existing noise wall ENB L-1 met the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. The estimated cost per benefited unit ($43,793) was less than the allowable cost per benefited unit ($56,428 in 2024 dollars). Therefore, existing noise wall ENB L-1 meets the feasibility and reasonableness criteria as built and no further modification of this wall is recommended. A detailed summary of the existing noise wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the existing noise wall is depicted on **Figure A-4.11, Appendix A**.

Fifty-seven (57) of the impacted receptors were located behind the existing noise wall that extended from west of Roosevelt Blvd. to east of Clippert St. (ENB L-2). In accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis*, the existing noise wall was re-analyzed utilizing its existing height and then compared to the "no-barrier" scenario to determine if the existing noise wall meets the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. Based on this evaluation, 44% of the impacted receptors met the feasibility criteria, 52% of the benefited receptors achieved a 7 dB(A) noise reduction, and 1 of the benefited receptors achieved a 10 dB(A) noise reduction. Based on the barrier analysis, existing noise wall ENB L-2 did not meet the feasibility criteria. A detailed summary of the existing noise wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the existing noise wall is depicted on **Figures A-3.8 & A-3.9, Appendix A**.

Since the existing noise wall ENB L-2 did not meet the MDOT feasibility criteria, noise abatement was evaluated for the fifty-seven (57) impacted receptors located behind existing noise wall ENB L-2. To

evaluate noise abatement, modifications involving increasing the height of the existing noise wall (ENB L-2) and a new noise wall (NB L-4) to replace the existing noise wall (NB L-2) were evaluated.

Based on geotechnical limitations, it was determined that modifications to the existing noise wall ENB L-2 did not meet engineering feasibility criteria.

Based on the barrier analysis, noise wall NB L-4, which evaluated a new noise wall to replace the existing noise wall ENB L-2, met the MDOT feasibility criteria and the reasonableness – design year attenuation requirement criteria at a cost per benefited unit of $22,673. The cost per benefited unit for noise wall NB L-4 is less than the reasonableness – cost effective criteria of $56,428 per benefited unit. As a result, noise abatement at this location is recommended. However, based on guidance provided by MDOT, further evaluation of the engineering and constructability considerations will be required prior to the noise wall being selected and advanced to the public participation phase.

Twenty-six (26) of the impacted receptors were located behind the existing noise wall located at the northwest quadrant of the I-94/Pelham Road interchange (ENB L-3). In accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis*, the existing noise wall was re-analyzed utilizing its existing height and then compared to the "no-barrier" scenario to determine if the existing noise wall meets the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. At its existing height, 77% of the impacted receptors met the feasibility criteria, 53% of the benefited receptors achieved a 7 dB(A) noise reduction, and 13 of the benefited receptors achieved a 10 dB(A) noise reduction. Based on the barrier analysis, existing noise wall ENB L-3 met the MDOT feasibility criteria and reasonableness – design year attenuation requirement criteria. The estimated cost per benefited unit ($23,899) was less than the allowable cost per benefited unit ($56,428 in 2024 dollars). Therefore, existing noise wall ENB L-3 meets the feasibility and reasonableness criteria as built and no further modification of this wall is recommended. A detailed summary of the existing noise wall abatement analysis is contained in **Appendix C.** The location of the impacted receptors and the existing noise wall is depicted on **Figure A-4.12, Appendix A**.

**CNE N**

CNE N contained twenty (20) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. The impacted receptors were located at the northeast quadrant of the WB I-94 off-ramp and Pelham Road intersection, just west of the I-94/M-39 interchange. Based on the available land located within the existing ROW at this location and direction from MDOT, noise abatement utilizing an earthen berm (NB N-1) was evaluated at this location. The proposed footprint and geometry for the berm was provided by the roadway design engineer (DLZ). Based on the noise abatement analysis, the berm (NB N-1) met the feasibility criteria and the reasonableness – design year attenuation requirement. The MDOT Noise Handbook (2011) does not provide a cost per cubic yard of soil to be used as part of the cost per benefited unit calculation. Based on guidance provided from MDOT, the cost of the berm was based on the MDOT weighted Average Item Report for "Excavation, Earth", "Embankment, CIP", and "Turf Establishment". Based on the berm volume and cost calculation, the cost per benefited unit was estimated at $25,023, which is less than the allowable cost per benefited unit ($56,428). Therefore, the earthen berm NB N-1 meets the MDOT feasibility and reasonableness criteria, and noise abatement is recommended. A detailed summary of the proposed berm abatement analysis is contained in **Appendix C.** The location of the impacted noise receptors and the noise berm is depicted on **Figure A-4.13, Appendix A**.

**CNE O**

CNE O contained two (2) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented one (1) DUE associated with an Activity Category C land-use classification associated with the outdoor activity area (playground and gazebo) located at Cunningham Park. The impacted receptors were located on the west side of M-39, south of the I-94/M-39 interchange. A noise wall (NB O-1) was evaluated along the west side of M-39, from the south end of the existing retaining wall located along the west side of the southbound M-39 exit ramp. Based on the barrier analysis, noise wall NB O-1 met the MDOT feasibility criteria but did not meet the reasonableness – design year attenuation requirement criteria. Therefore, noise abatement for CNE O is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C**. The location of the impacted noise receptors and the noise wall is depicted on **Figure A-4.14, Appendix A**.

**CNE P**

CNE P contained six (6) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification.

There was no design year build condition (2051) predicted noise impacts behind existing noise wall ENB P-1, which was located along north side of the Southfield Road merge lane onto westbound Van Born Road. the northwest quadrant of the I-94/Telegraph Road interchange. Therefore, no further evaluation of existing noise wall ENB P-1 was warranted.

Six (6) of the impacted receptors were located along the northwest side of Southfield Road, north of Hanover Street. Due to impacted receptors having driveway connections to Southfield Road, construction of a noise wall along the west side of Southfield Road was not considered feasible. As a result, a noise wall (NB P-2) was evaluated between Southfield Road and M-39 at the back of the crash barrier located along the west side of M-39. Based on the barrier analysis, noise wall NB P-2 met the feasibility criteria but did not meet the reasonableness – design year attenuation requirement criteria. Therefore, noise abatement for CNE P is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C**. The location of the impacted noise receptors and the noise wall is depicted on **Figure A-4.16, Appendix A**.

**CNE Q**

CNE Q contained nineteen (19) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. Three (3) of the impacted receptors were located along the south side of Outer Drive, west of M-39. Noise impacts at these receptor locations were determined to be in part due to the traffic located on Outer Drive. As a result, noise abatement along M-39 would not adequately reduce noise levels at the impacted receptors and noise abatement along Outer Drive would not be considered feasible since a noise barrier could not be constructed without eliminating street access to these properties. Therefore, noise abatement was not considered for these impacted receptors.

Sixteen (16) of the impacted receptors were located along the west side of M-39, beyond Southfield Road. A noise wall (NB Q-1) was evaluated in the narrow grass strip located behind the crash wall along the west side of the Southfield Road ramp to southbound M-39 and Southfield Road since a noise wall was not able to be evaluated along the west side of Southfield Road without cutting off street access to these homes. Based on the barrier analysis, noise wall NB Q-1 met the feasibility criteria but did not meet the reasonableness – design year attenuation requirement criteria. Therefore, noise abatement

for CNE Q is not recommended. A detailed summary of the existing wall abatement analysis is contained in **Appendix C**. The location of the impacted noise receptors and the noise wall is depicted on **Figure A-4.16, Appendix A**.

**CNE R**

CNE R contained thirteen (13) receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification. The impacted receptors were located along the west side of Southfield Road, which was west of M-39 and the M-39/Southfield Road exit ramp/merge lane and have direct driveway access to Southfield Road. Due to the orientation of the M-39/Southfield exit ramp and merge lane in relation to the impacted receptor locations and sight distance, clear zone, and access restrictions, the construction of uninterrupted segments of a noise barrier at this location would not be feasible. As a result, noise abatement was not considered for these impacted receptors. The location of the impacted noise receptors is depicted on **Figure A-3.11, Appendix A**.

**CNE T**

CNE T contained seventeen (17) receptors, representing a total of twenty-eight (28) dwelling units, with a design year build condition (2051) noise impact. Seventeen (17) of the impacted receptors represented a single-family residence with an Activity Category B land-use classification. Receptor (T-19) represented eleven (11) DUEs associated with the Little Jungle Preschool outdoor playground area, which was identified with an Activity Category C land-use classification. The impacted receptors were located along the east side of Southfield Road, which was east of M-39 and the M-39/Southfield Road exit ramp/merge lane and have direct driveway access to Southfield Road. Due to the orientation of the M-39/Southfield exit ramp and merge lane in relation to the impacted receptor locations and sight distance, clear zone, and access restrictions, the construction of uninterrupted segments of a noise barrier would not be feasible. As a result, noise abatement was not considered for these impacted receptors. The location of the impacted noise receptors is depicted on **Figure A-3.10, Appendix A**.

**CNE U**

CNE U contained four (4) impacted receptors with a design year build condition (2051) noise impact. Each impacted receptor represented a single-family residence with an Activity Category B land-use classification.

Two (2) of the impacted receptors were located at the at the intersection of the Van Born N/M-39 Service Drive and Anne Ave., which was situated in the northeast quadrant of the I-94/M-39 interchange. Existing noise wall ENB U-1 is located behind along the backside (east side) of the Van Born N/M-39 Service Drive ramp and terminates approximately 30 feet to the south of the intersection of Van Born N/M-39 Service Drive and Anne Ave. One of the impacted receptors (J-50) was located at the southeast corner of this intersection, parallel with the end of the existing noise wall, and the other impacted receptor (U-60) was located at the northeast corner of the intersection. Using the basic assumption that a noise wall would need to extend at least four (4) times the distance from the wall to the receptor, a barrier analysis of existing noise wall ENB U-1 to evaluate the “no-barrier” scenario was not performed since a large portion of the noise is diffracting around the edge of the wall and the length of the wall cannot be extended due to an existing cross street (Anne Ave.), which cannot be cut off. As a result, noise abatement is not considered feasible and is not recommended. The location of the impacted noise receptors is depicted on **Figure A-3.10, Appendix A**.

There was no design year build condition (2051) predicted noise impacts behind existing noise wall ENB U-2, ENB U-3, or the berm area located between these two (2) existing noise walls. Therefore, no further evaluation of existing noise wall ENB U-2, ENB U-3, or the berm area located between the two (2) existing noise walls was warranted.

Two (2) of the impacted receptors, each representing a single-family residence with an Activity Category B land-use classification, were located along the east side of the Cove at Allen Park apartment complex. A noise wall (NB U-4) was analyzed at the ROW and determined to meet the feasibility criteria but did not meet the reasonableness – design year attenuation requirement criteria. Therefore, noise abatement for CNE U is not recommended. A detailed summary of the noise wall abatement analysis is contained in **Appendix C**. The location of the impacted receptor and noise wall is depicted on **Figure A-4.17, Appendix A**.

**CNE Y**

CNE Y contained six (6) impacted receptors with a design year build condition (2051) noise impact. Five (5) impacted receptors represented two balconies at the Lake Village of Fairlane apartment complex with an Activity Category B land-use classification. One (1) impacted receptor represented the tennis court at the Lake Village of Fairlane apartment complex. The Lake Village of Fairlane apartment complex is located northwest of the I-94/Greenfield interchange. A noise wall (NB Y-1) was evaluated along the north ROW of the southbound Greenfield on-ramp to I-94. NB Y-1 was determined to meet the feasibility and reasonableness – design year attenuation requirement criteria; however, the cost per benefited unit exceeds the reasonableness – cost effective criteria of $56,428 per benefited unit. As a result, since noise wall NB Y-1 did not meet the MDOT reasonableness criteria, noise abatement is not recommended. A detailed summary of the proposed wall analysis is contained in **Appendix C.** The location of the impacted receptors and the noise wall is depicted on **Figure A-4.18, Appendix A**.

## 7.0 NOISE COMPATIBLE LAND USE PLANNING

Noise compatible land use planning along this corridor should be considered by local officials to avoid future highway noise impacts. The land uses which fall under the NAC Activity Categories B and C will be impacted by noise levels that exceed 66 dB(A). The land uses which fall under the NAC Activity Category E will be impacted by noise levels that exceed 71 dB(A). To denote areas of future (2051) impacts, predicted 66 dB(A) and 71 dB(A) noise level offsets from the outer edge of the shoulder along west bound I-94 were calculated using TNM. Based on the TNM modeling, predicted noise levels exceeding 66 dB(A) extend approximately 400 feet from the outer edge of the main-line west bound I-94 shoulder and predicted noise levels exceeding 71 dB(A) extend approximately 225 feet from the outer edge of the main-line west bound I-94 shoulder.

## 8.0 CONSTRUCTION IMPACTS

Construction of the proposed project will result in a temporary increase in the ambient noise level in the vicinity of the roadway. Equipment associated with construction generally includes backhoes, graders, pavers, concrete trucks, compressors, and other miscellaneous heavy equipment. Construction noise on this project should be controlled by measures including but not limited to the following:

- The construction contract specifications should require that the contractor adhere with all Federal, state, and local noise abatement and control requirements.

- Construction activities should follow all local ordinances.
- A responsive communication process should be established with local residents. A telephone number should be posted at the construction site for inquiries concerning project activity.
- Construction equipment should be in good repair and fitted with "manufacturer recommended" mufflers.
- Equipment such as generators, which may be used during the nighttime hours, should be enclosed. Staging of equipment to be operated during nighttime hours should be avoided near residential areas, if possible.

## 9.0 CONCLUSION AND RECOMMENDATIONS

A traffic noise analysis was performed for the I-94 Project to identify potential noise impacts associated with the design year build condition (2051) and to evaluate potential measures to mitigate noise impacts, as necessary. The Project Study Area was divided into twenty-eight (28) CNEs containing a total of 1,220 modeled receptor sites representing 1,376 dwelling units. Eighteen (18) existing noise level measurements were recorded within the Project Study, which were used to verify and calibrate the noise model.

Sixteen (16) of the CNEs contained noise sensitive receptors with design year build condition (2051) predicted noise levels that approach or exceed the NAC. CNE B contained one (1) existing noise wall and CNE L contained three (3) existing noise walls with noise sensitive receptors located behind the existing noise wall with design year build condition (2051) predicted noise levels that approach or exceed the NAC. Based on the results of the evaluation of the existing noise walls in accordance with FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis,* the existing noise wall located in CNE B (ENB B-1) and two (2) of the existing noise walls located within CNE L (ENB L-1 and ENB L-3) met the MDOT feasibility and reasonableness criteria as built. As a result, no additional modification of the existing noise wall is recommended. Existing noise wall ENB L-2 did not meet the MDOT feasibility criteria. Therefore, additional noise abatement analysis was performed at this location.

A noise abatement analysis was performed for noise sensitive receptors with design year build condition (2051) predicted noise levels that approach or exceed the NAC. Noise abatement was considered in the form of fifteen (15) noise walls and one (1) earthen berm.

Fourteen (14) of the noise walls failed to meet the MDOT feasibility and reasonableness criteria. One (1) noise wall (NB L-4), which evaluated impacted receptors located behind existing noise wall ENB L-2 located in CNE L, met the MDOT feasibility and reasonableness criteria. Noise wall NB L-4 consisted of a new noise wall to replace the existing noise wall ENB L-2. Noise abatement at this location is recommended. Further evaluation of the design elements will be required prior to the noise wall being advanced to the public participation phase. Benefited residents will have the opportunity to vote for or against the noise wall replacement before it moves into the construction phase.

Noise abatement in CNE N in the form of an earthen berm (NB N-1) met the MDOT feasibility and reasonableness criteria and is recommended to be advanced to the public participation phase to determine the viewpoints of the benefited dwelling units for final determination for inclusion in the Project.

## 10.0 STATEMENT OF LIKELIHOOD

Based on the studies thus far accomplished, MDOT intends to install highway traffic noise abatement in CNE L, in the form of a sound barrier, to replace the existing noise wall ENB L-2 and in CNE N, in the form of an earthen berm, based on the feasibility and reasonableness assessment summarized in Table 6 and Table 7. If it subsequently develops during the final design that these conditions have substantially changed, the abatement measures might not be provided. A final decision of the installation and aesthetics of the abatement measure(s) will be made upon completion of the Project's final design and Context Sensitive Design process.

## 11.0 REFERENCES

Michigan Department of Transportation, *Highway Noise Analysis and Abatement Handbook,* July 13, 2011.

23 CFR Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, July 13, 2010.

FHWA-HEP-18-065, *Noise Measurement Handbook -Final Report*, June 1, 2018

FHWA-HEP-18-066, *Noise Measurement Field Guide – Final Report,* June 1, 2018.

FHWA-HEP-17-059, *Calculating and Placing Non-Residential Receptors (NRRs)*, May 2017

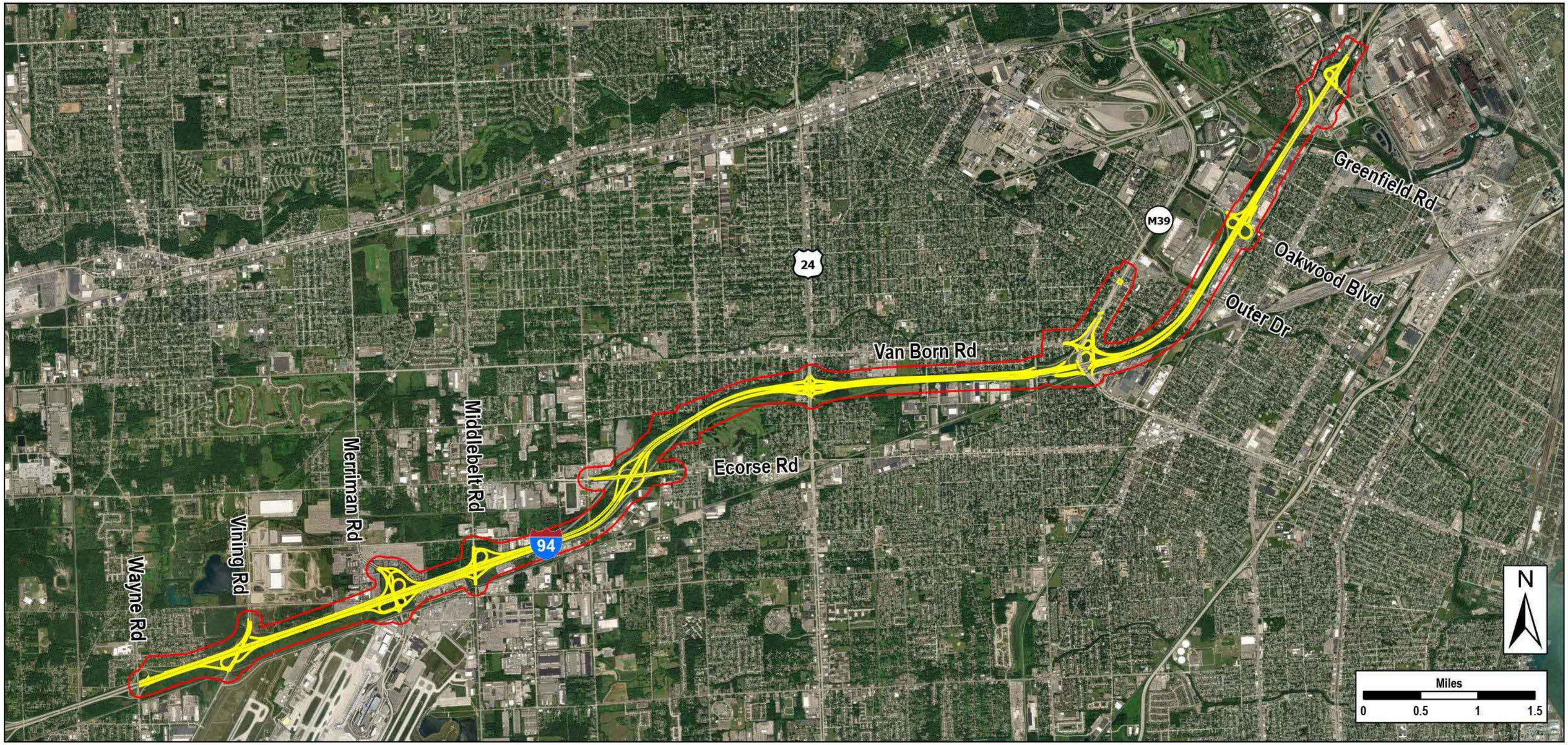
FHWA-HEP-12-051, *Consideration of Existing Noise Barrier in a Type I Noise Analysis,* 2012

FHWA-HEP-10-025, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011

FHWA-HEP-06-015 *Construction Noise Handbook*, August 2006.

**APPENDIX A**

**NOISE ANALYSIS MAPS**




Project Study Limits

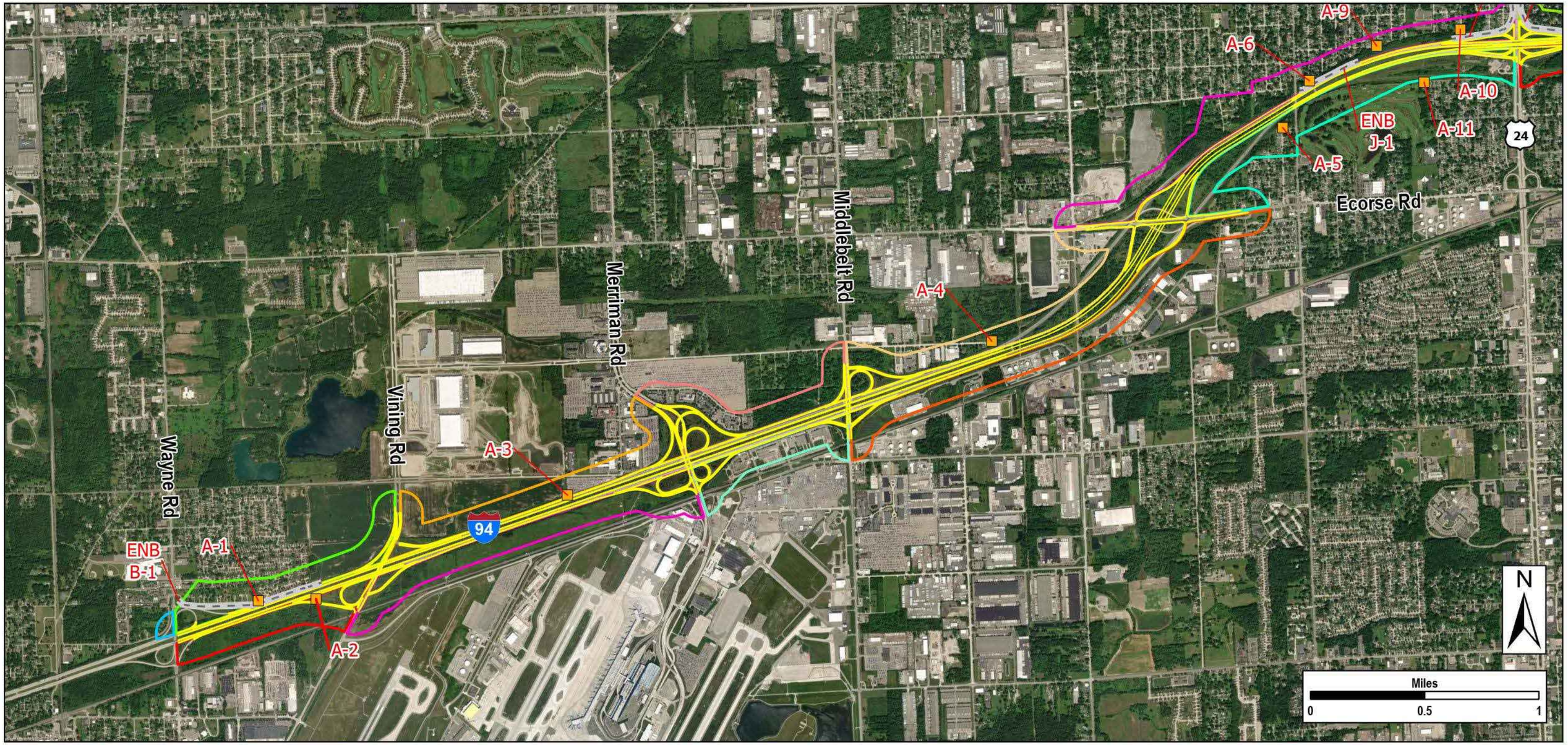
Proposed Build I-94 Improvements

**Figure A-1**
**Project Study Limits**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



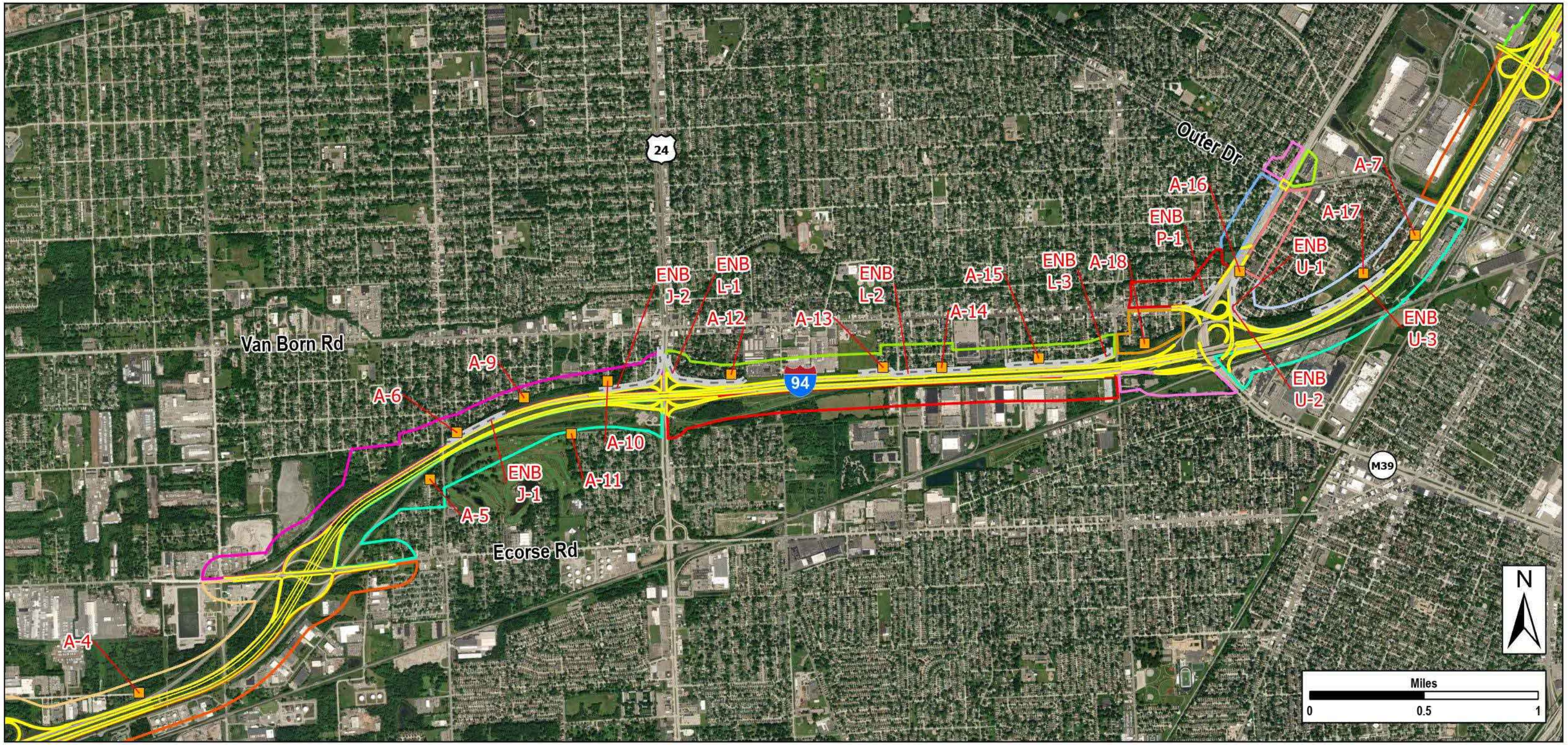

- Field Measurement Location
- Existing Noise Barriers
- Proposed Build I-94 Improvements
- CNE A
- CNE B
- CNE C
- CNE D
- CNE E
- CNE F
- CNE G
- CNE H
- CNE I
- CNE J
- CNE K
- CNE L
- CNE M

**Figure A-2.1**
**Common Noise Environment Plan**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



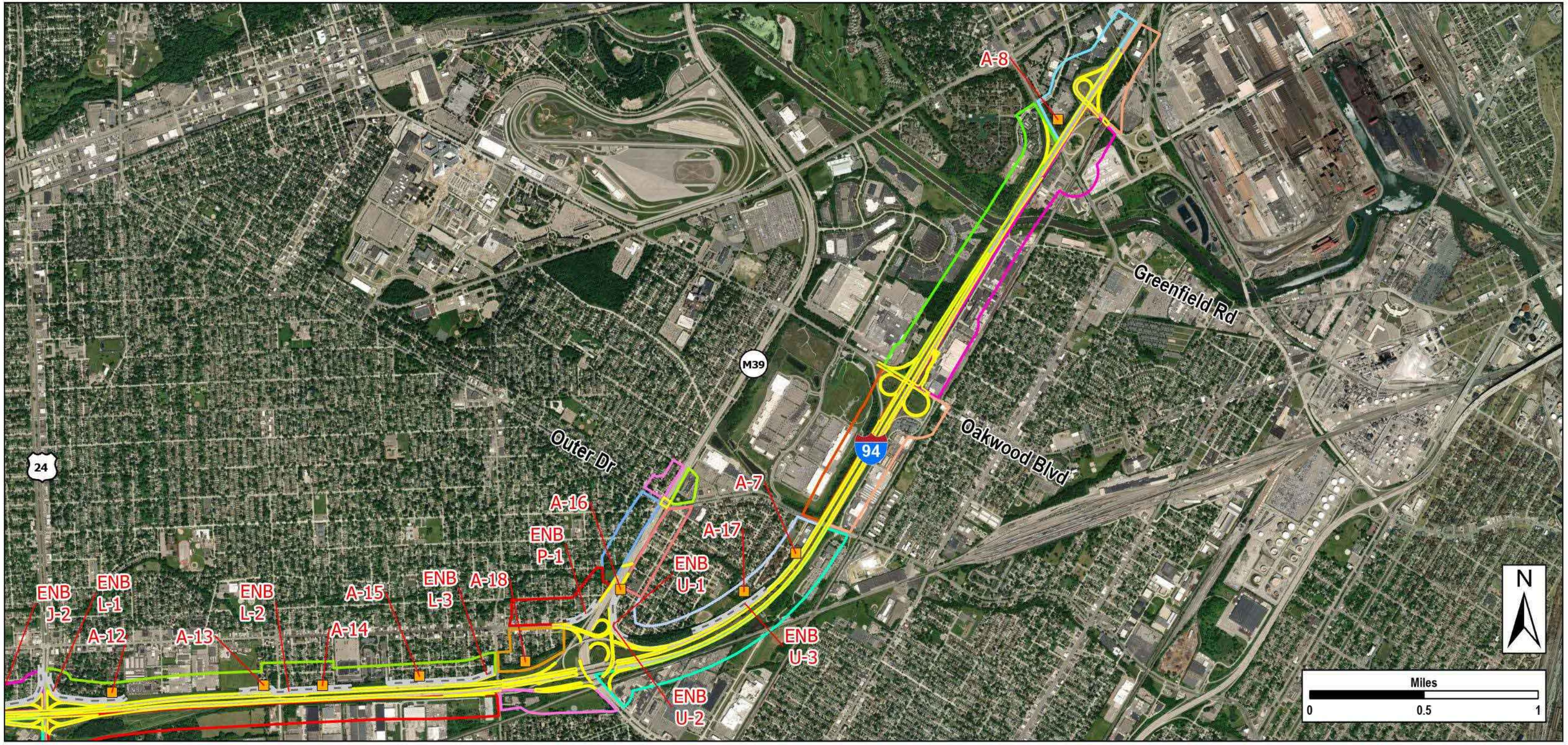

- Field Measurement Location
- Existing Noise Barriers
- Proposed Build I-94 Improvements
- CNE A
- CNE H
- CNE I
- CNE J
- CNE K
- CNE L
- CNE M
- CNE N
- CNE O
- CNE P
- CNE Q
- CNE R
- CNE S
- CNE T
- CNE U
- CNE V
- CNE W
- CNE X
- CNE Y
- CNE Z

**Figure A-2.2**
**Common Noise Environment Plan**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*




- Field Measurement Location
- Existing Noise Barriers
- Proposed Build I-94 Improvements
- CNE A
- CNE J
- CNE K
- CNE L
- CNE M
- CNE N
- CNE O
- CNE P
- CNE Q
- CNE R
- CNE S
- CNE T
- CNE U
- CNE V
- CNE W
- CNE X
- CNE Y
- CNE Z
- CNE AA
- CNE BB

**Figure A-2.3**
**Common Noise Environment Plan**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

ENB B-1

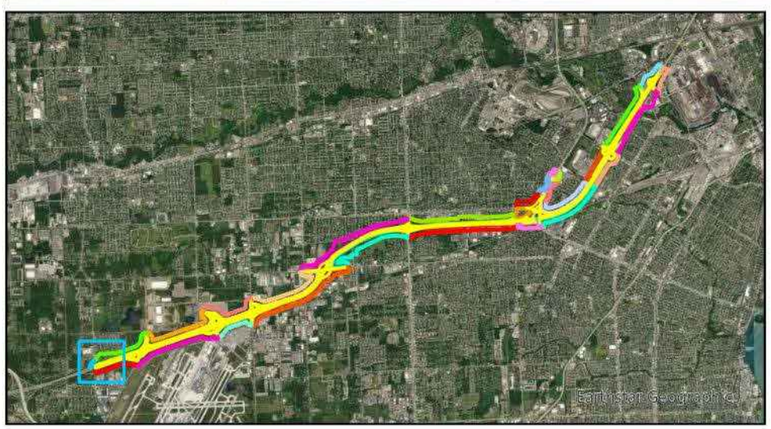
Wayne Rd

Vining Rd

94

N

Feet
0 250 500



- Existing Noise Barrier
- CNE A
- CNE B
- CNE C
- CNE D
- CNE E
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

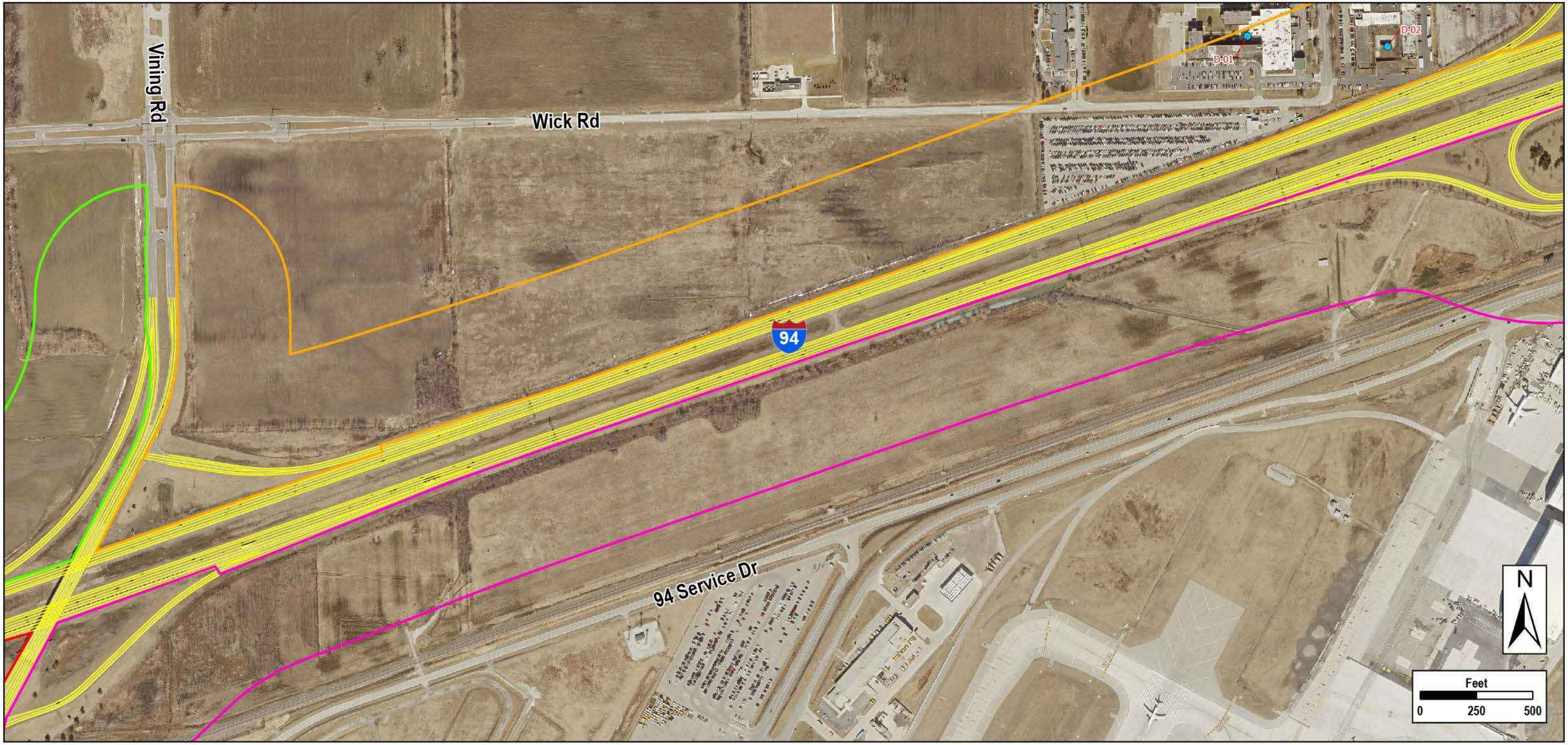
# Figure A-3.1

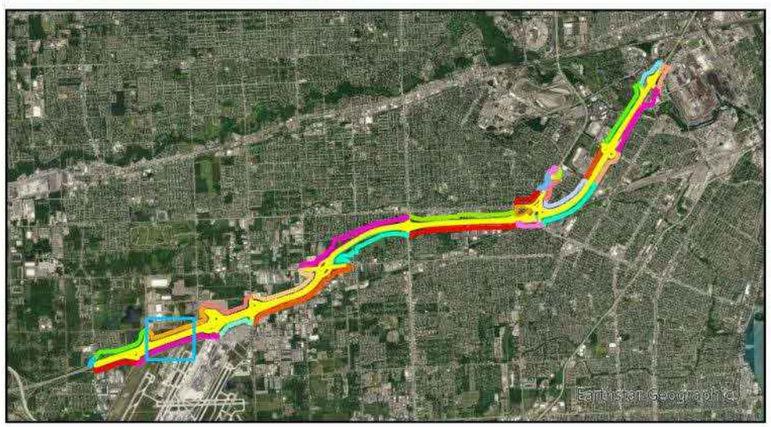
**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- CNE B
- CNE C
- CNE D
- CNE E
- Proposed Build I-94 Improvements
- Non-Impacted Receptor

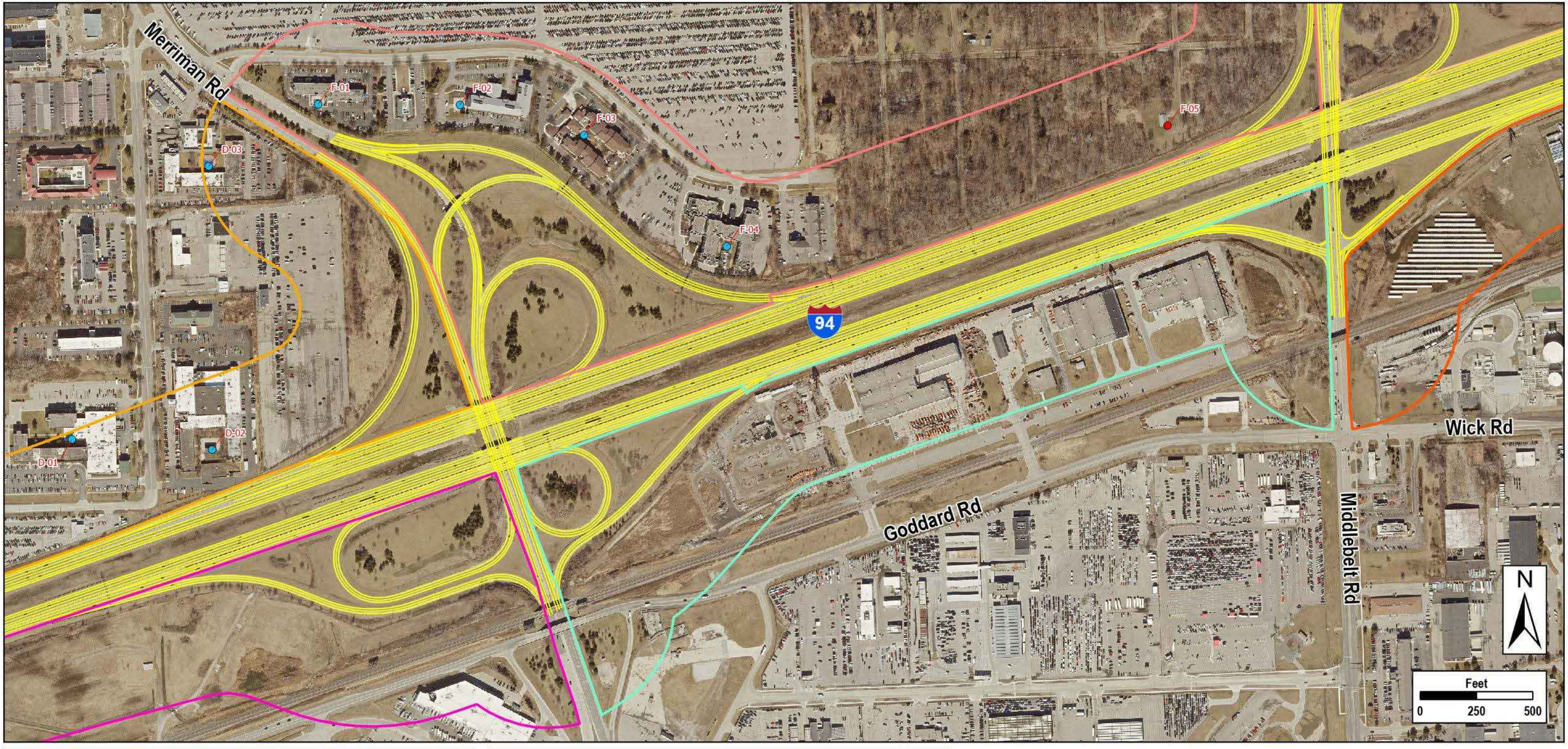
**Figure A-3.2**

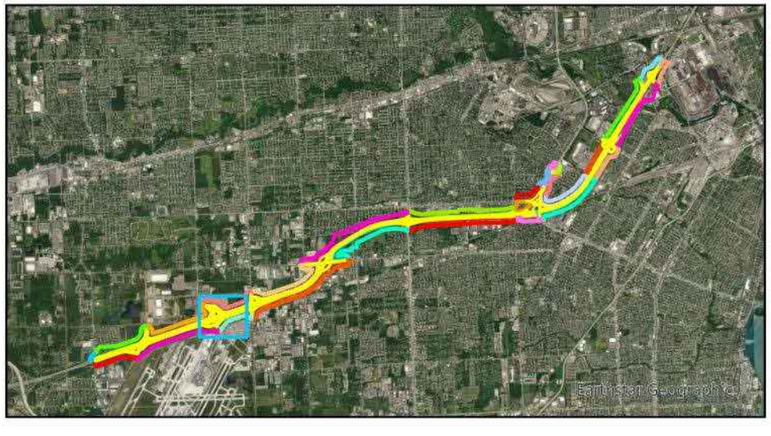
**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



CNE D
CNE E
CNE F
CNE G
CNE H
CNE I
Proposed Build I-94 Improvements
Impacted Receptor
Non-Impacted Receptor

**Figure A-3.3**

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


CNE F
CNE G
CNE H
CNE I
Proposed Build I-94 Improvements
Impacted Receptor

**Figure A-3.4**

**Design Year 2051 Build Condition Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


- CNE H
- CNE I
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

# Figure A-3.5

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

CNE H
CNE I
CNE J
CNE K
Proposed Build I-94 Improvements
Impacted Receptor
Non-Impacted Receptor

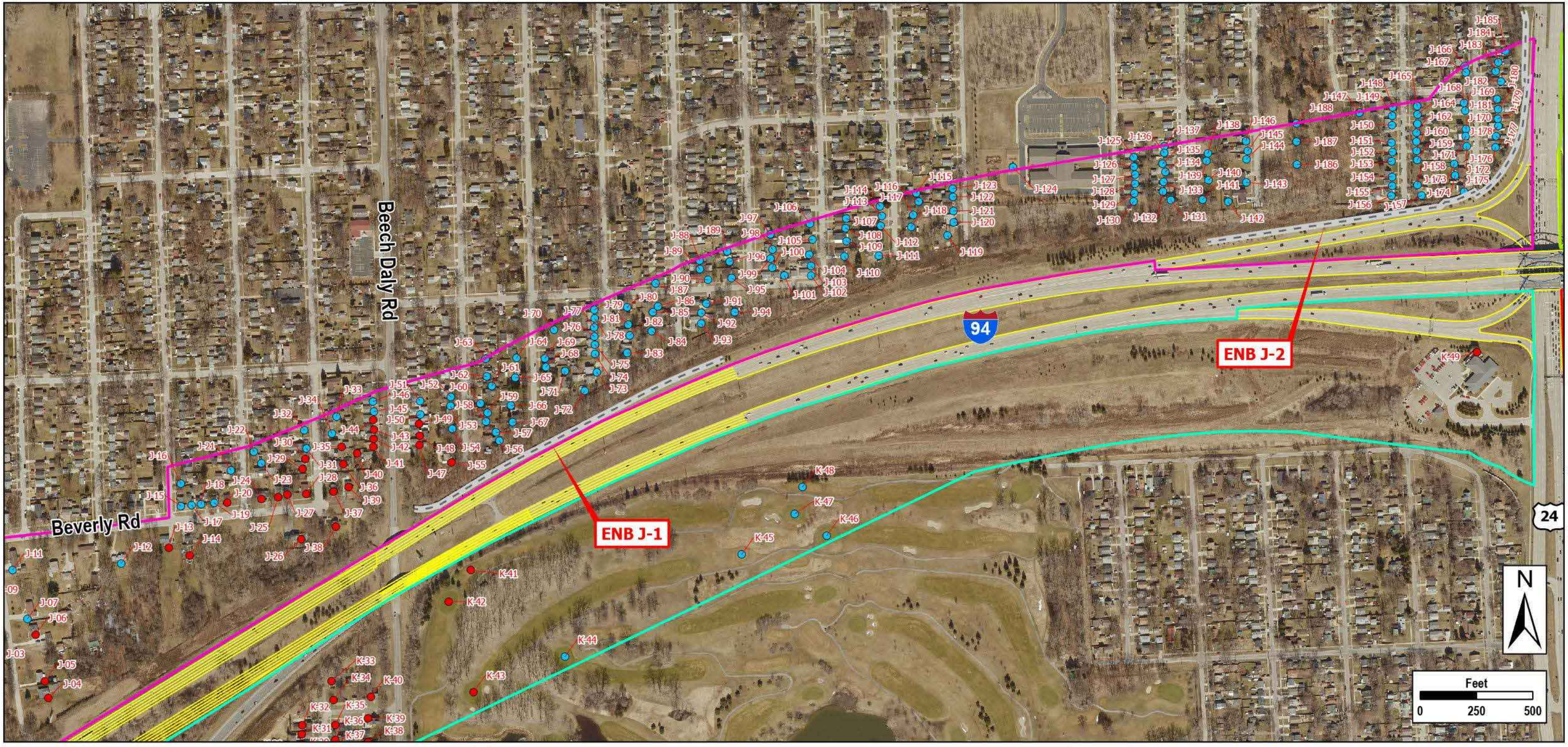
# Figure A-3.6

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*




Existing Noise Barrier
CNE J
CNE K
CNE L
CNE M
Proposed Build I-94 Improvements
Impacted Receptor
Non-Impacted Receptor

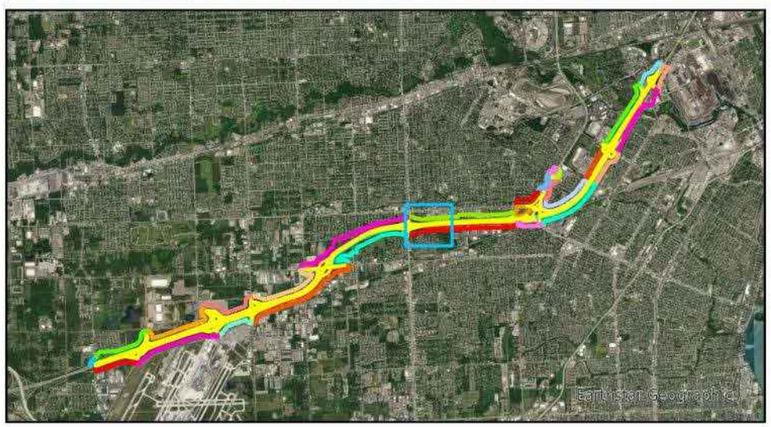
**Figure A-3.7**

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

Existing Noise Barrier
CNE J
CNE K
CNE L
CNE M
Proposed Build I-94 Improvements
Impacted Receptor
Non-Impacted Receptor

**Figure A-3.8**

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

Van Born Rd

ENB U-1

ENB P-1

ENB U-2

ENB L-2

ENB L-3

39

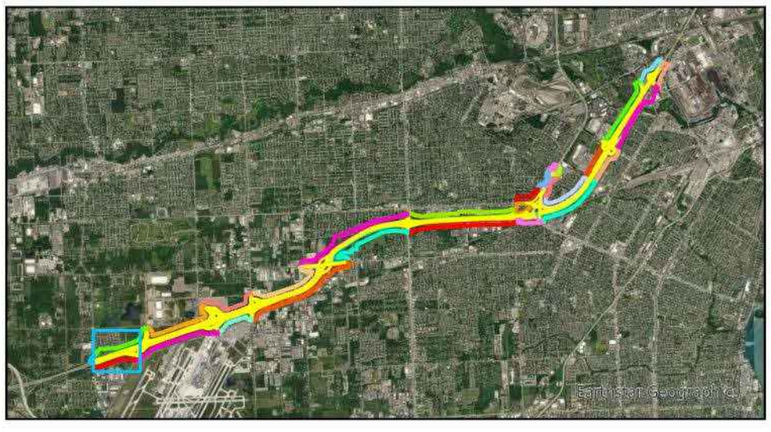
94

Pelham Rd

N

Feet

0 250 500



- Existing Noise Barrier
- CNE L
- CNE M
- CNE N
- CNE O
- CNE P
- CNE U
- CNE V
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

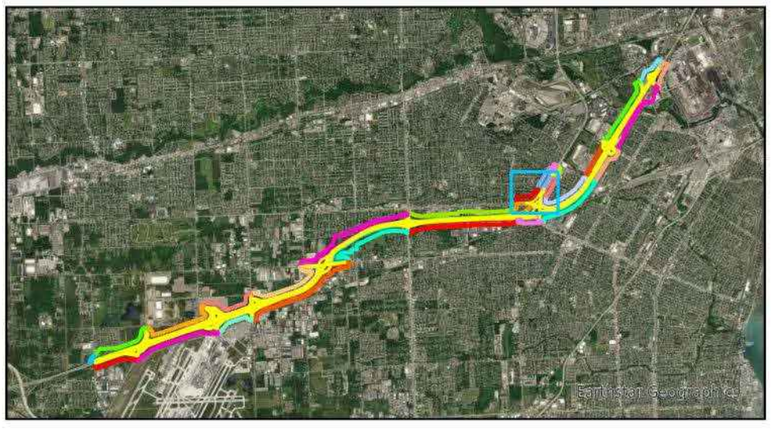
**Figure A-3.9**

**Design Year 2051 Build Condition Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Existing Noise Barrier
- CNE N
- CNE P
- CNE Q
- CNE R
- CNE S
- CNE T
- CNE U
- CNE V
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

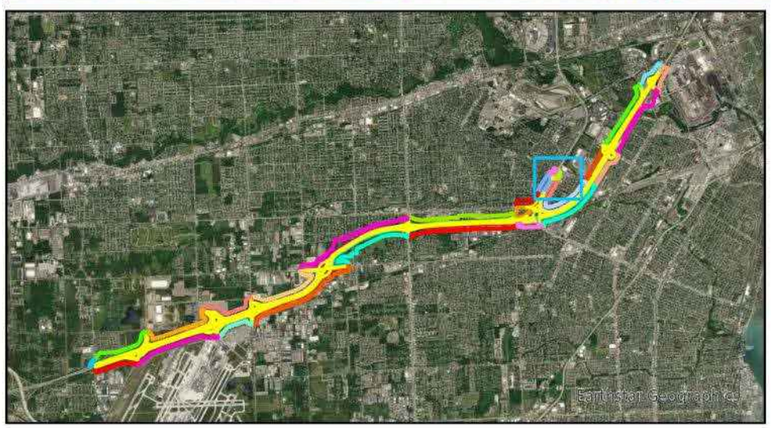
# Figure A-3.10

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



CNE Q
CNE R
CNE S
CNE T
CNE U
CNE V
CNE X
Proposed Build I-94 Improvements
Impacted Receptor
Non-Impacted Receptor

# Figure A-3.11

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

ENB U-1

ENB U-2

ENB U-3

ENB P-1

39

94

N

Feet
0 250 500

- Existing Noise Barrier
- CNE O
- CNE P
- CNE Q
- CNE T
- CNE U
- CNE V
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

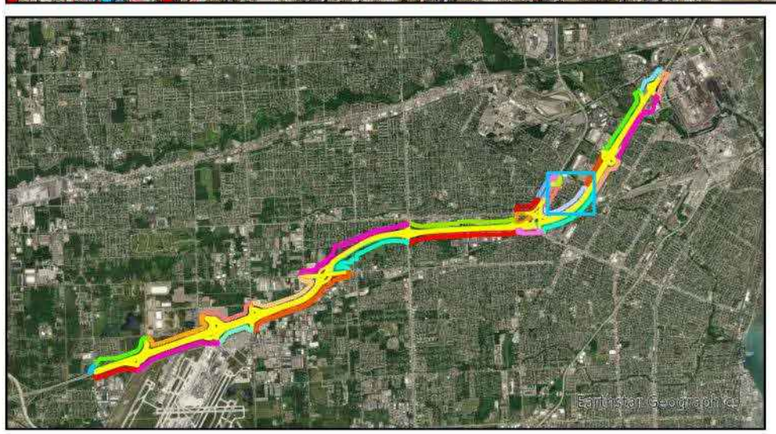
# Figure A-3.12

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Existing Noise Barrier
- CNE Q
- CNE R
- CNE S
- CNE T
- CNE U
- CNE V
- CNE W
- CNE X
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

# Figure A-3.13

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


CNE W
CNE X
CNE Y
CNE Z
Proposed Build I-94 Improvements
Non-Impacted Receptor

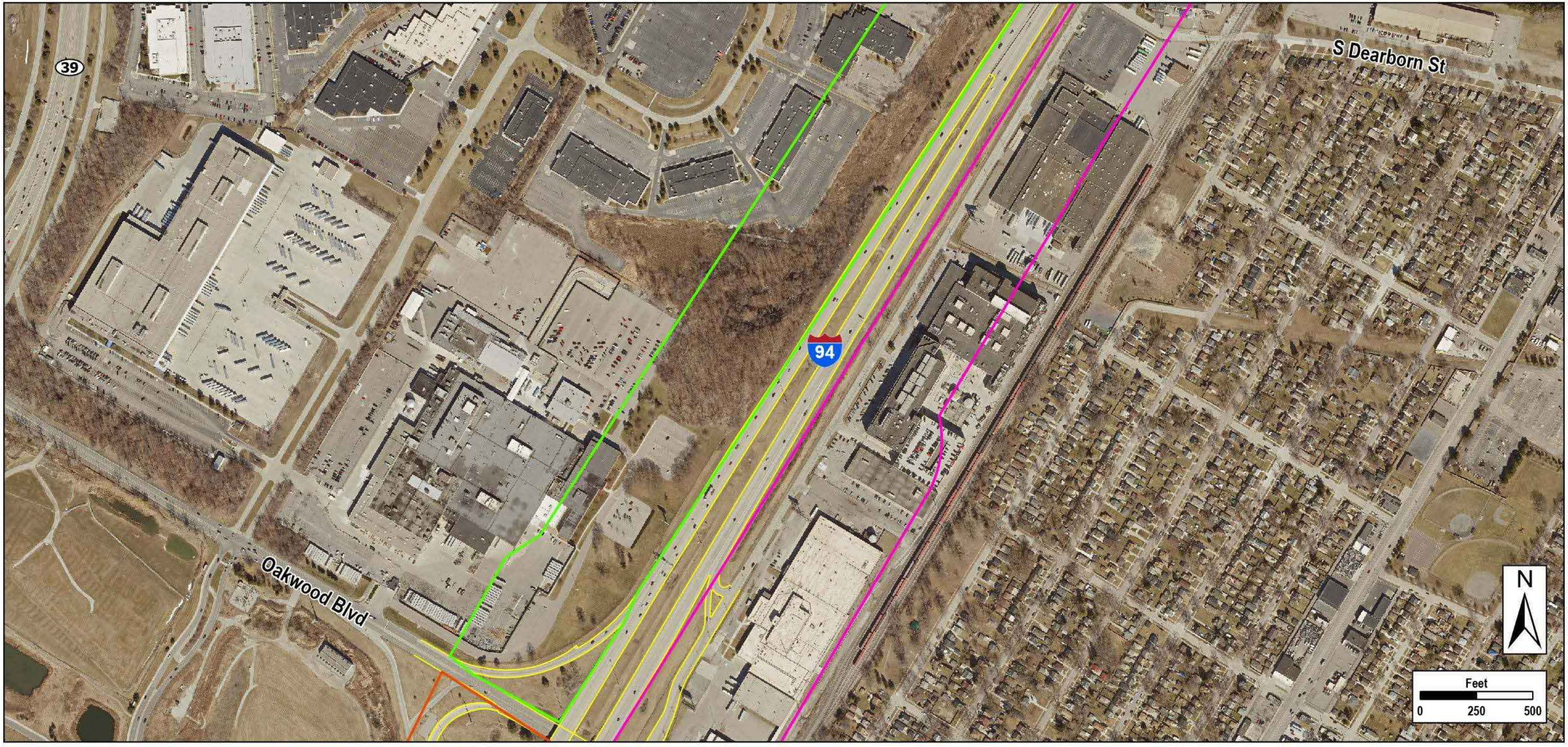
**Figure A-3.14**

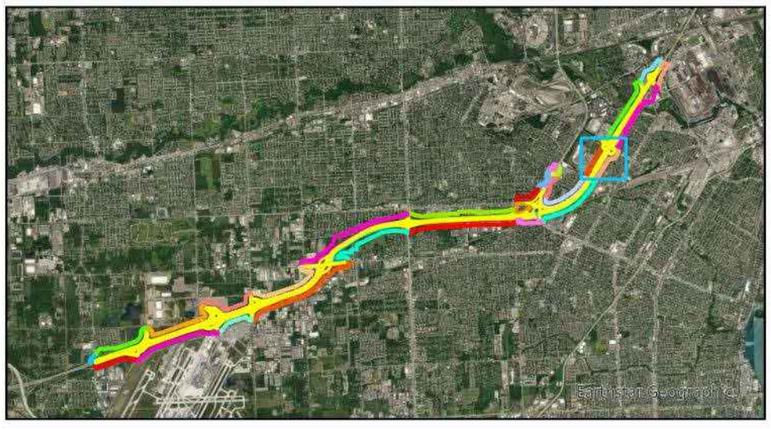
**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- CNE X
- CNE Y
- CNE Z
- Proposed Build I-94 Improvements

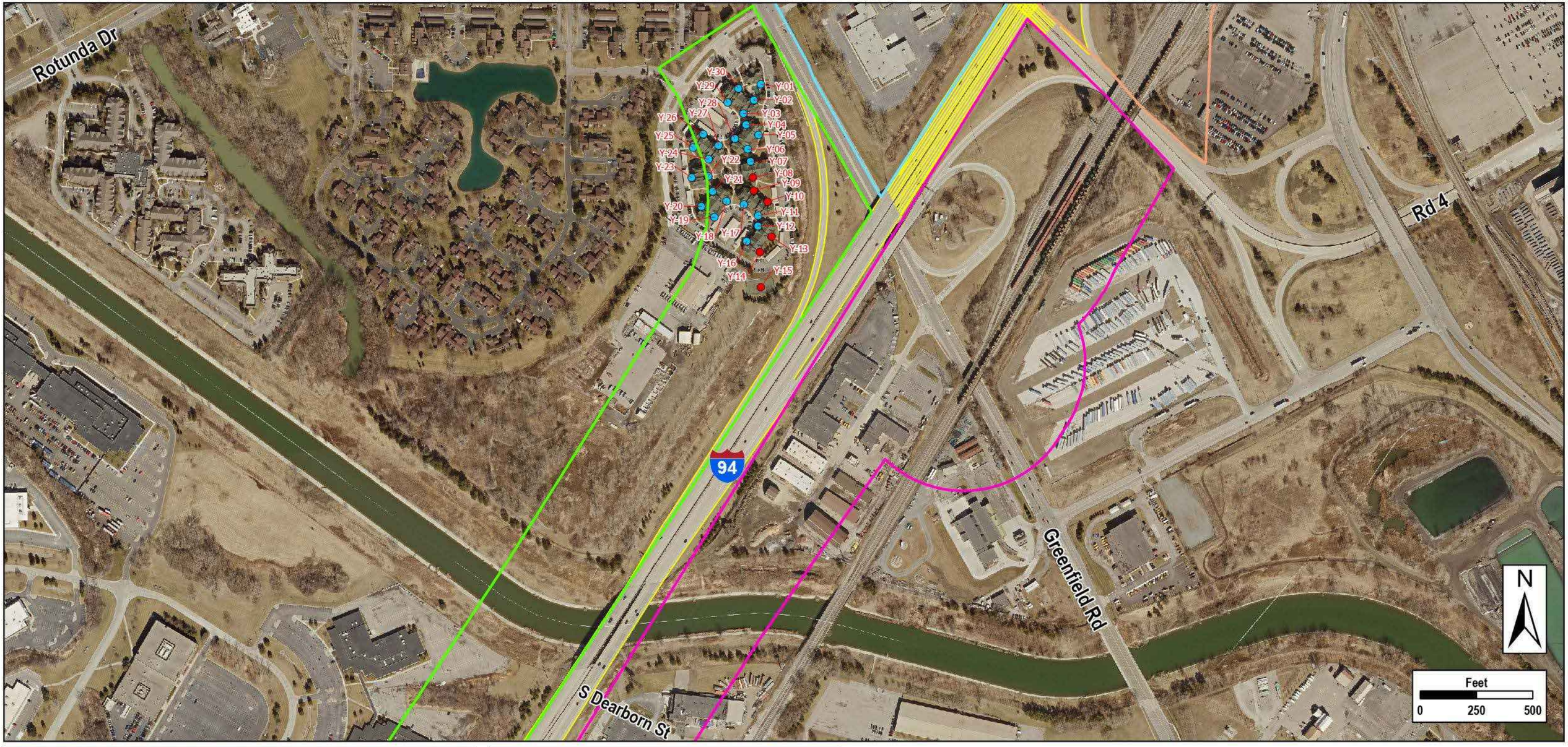
# Figure A-3.15

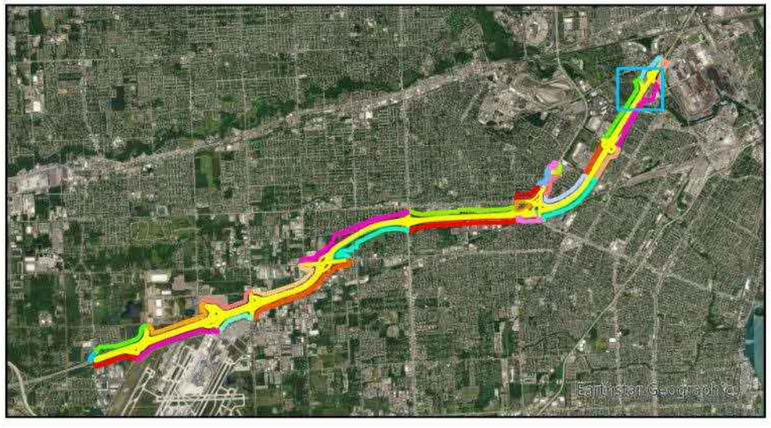
**Design Year 2051 Build Condition Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- CNE Y
- CNE Z
- CNE AA
- CNE BB
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

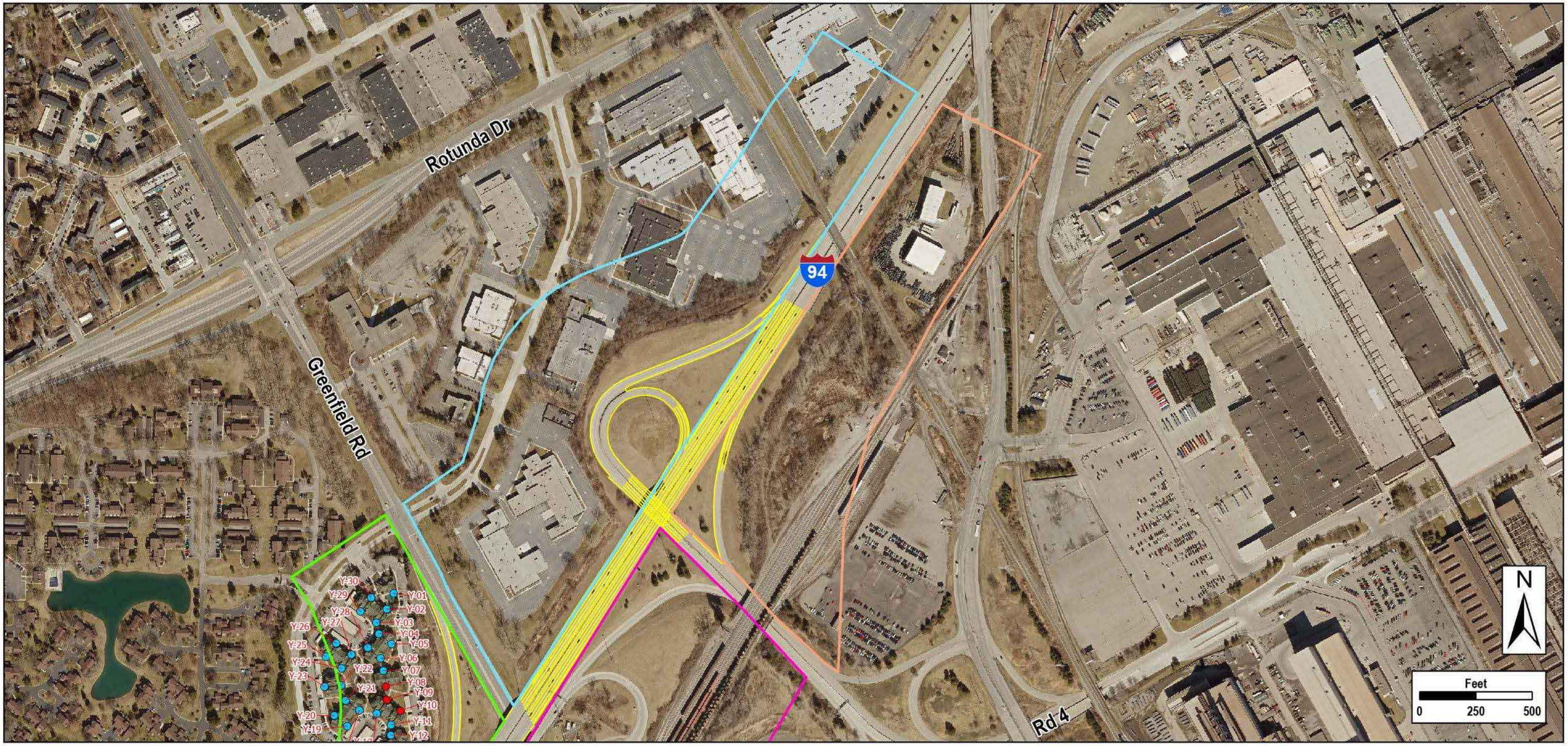
**Figure A-3.16**

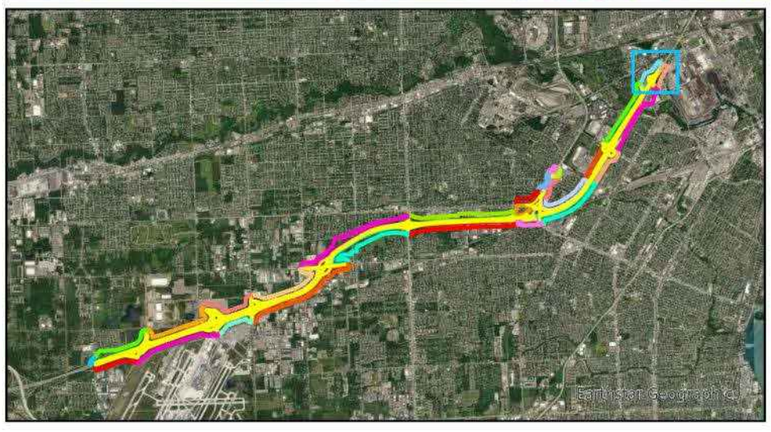
**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- CNE Y
- CNE Z
- CNE AA
- CNE BB
- Proposed Build I-94 Improvements
- Impacted Receptor
- Non-Impacted Receptor

**Figure A-3.17**

**Design Year 2051 Build Condition**
**Noise Impact Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


- Existing Noise Barrier
- CNE A
- CNE B
- CNE C
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

**Figure A-4.1**

**ENB B-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

F-05

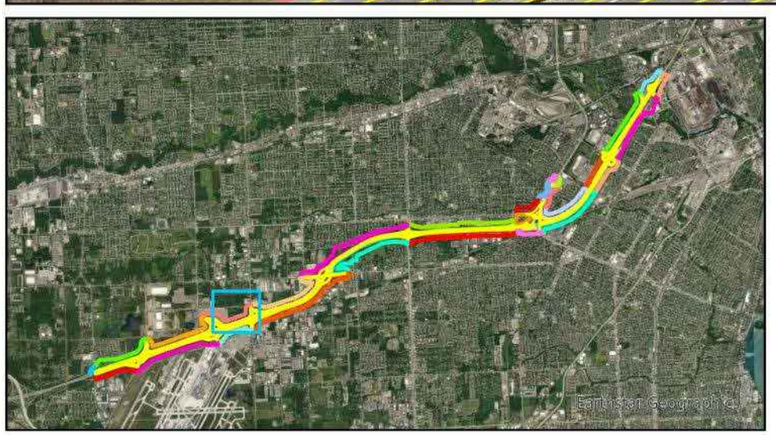
NB F-1

Middlebelt Rd

94

N

Feet
0 125 250



- Noise Barrier Does Not Meet Criteria
- CNE F
- CNE G
- CNE H
- Proposed Build I-94 Improvements
- Impacted, Benefiting

**Figure A-4.2**

**NB F-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


- Noise Barrier Does Not Meet Criteria
- CNE H
- CNE I
- Proposed Build I-94 Improvements
- Impacted, Benefiting

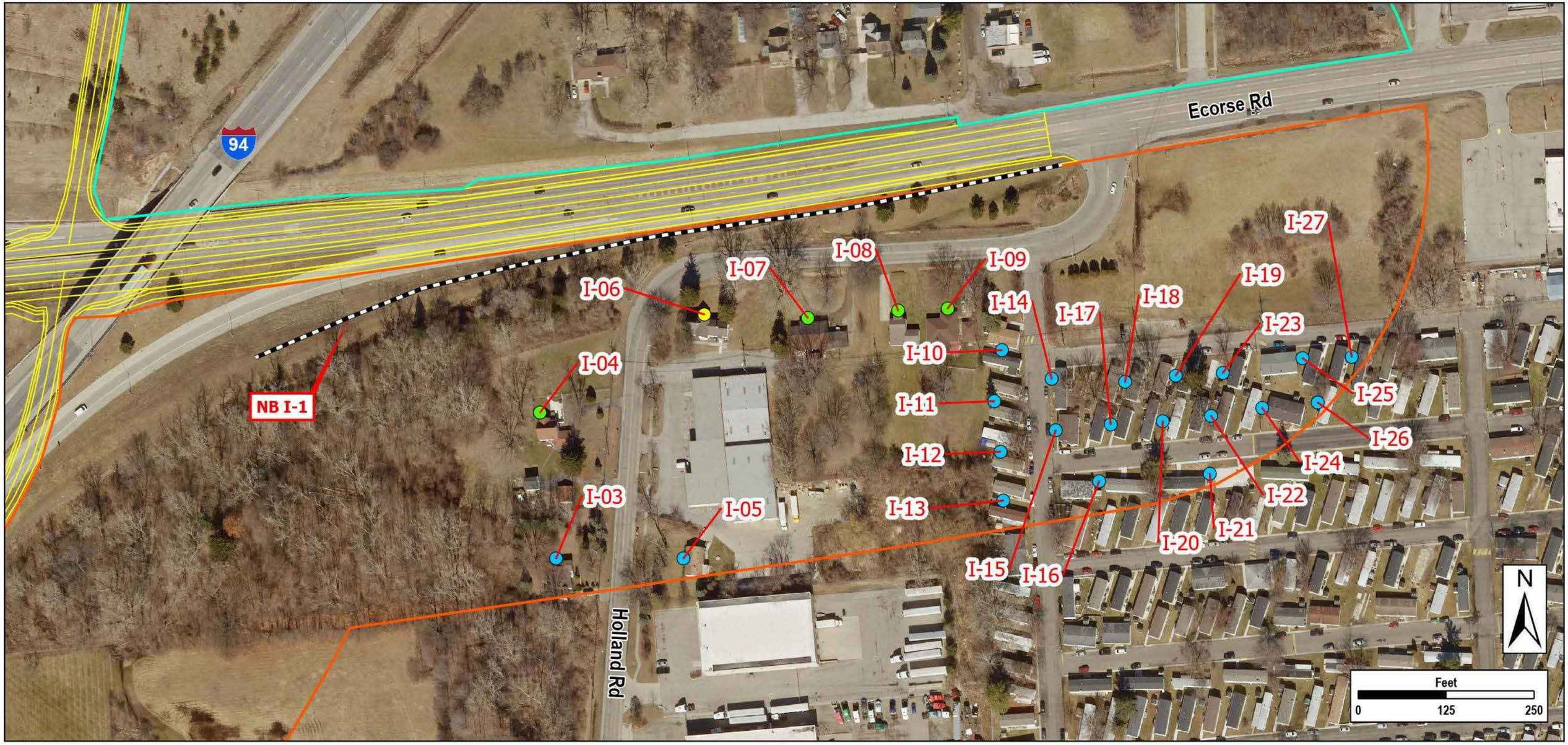
**Figure A-4.3**

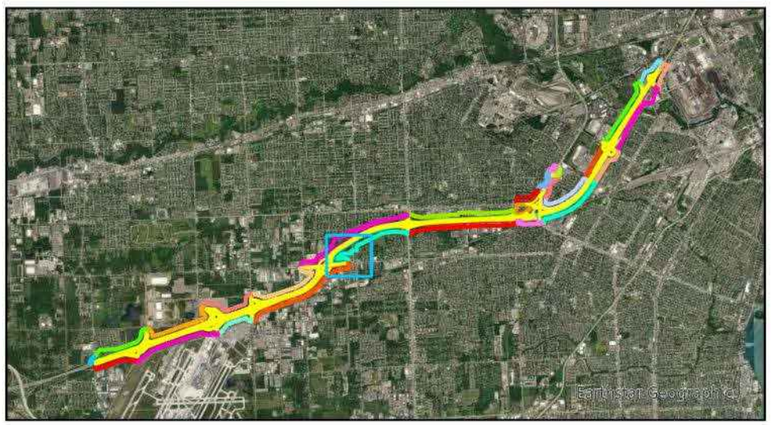
**NB H-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE I
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

**Figure A-4.4**

**NB I-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


- Noise Barrier Does Not Meet Criteria
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

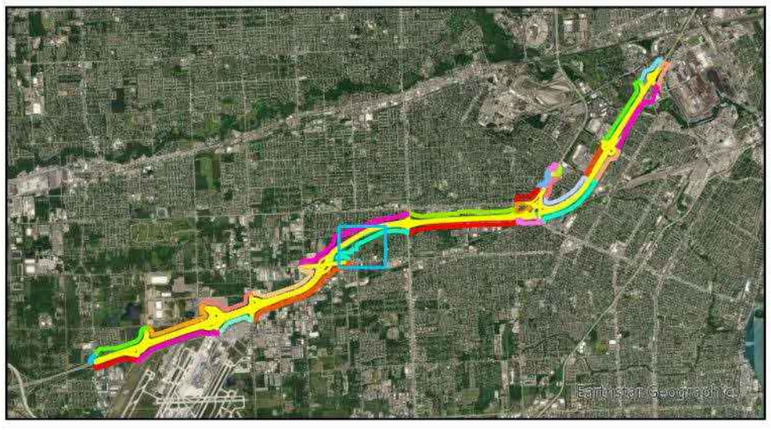
**Figure A-4.5**

**NB K-1A Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Noise Barrier Does Not Meet Criteria
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

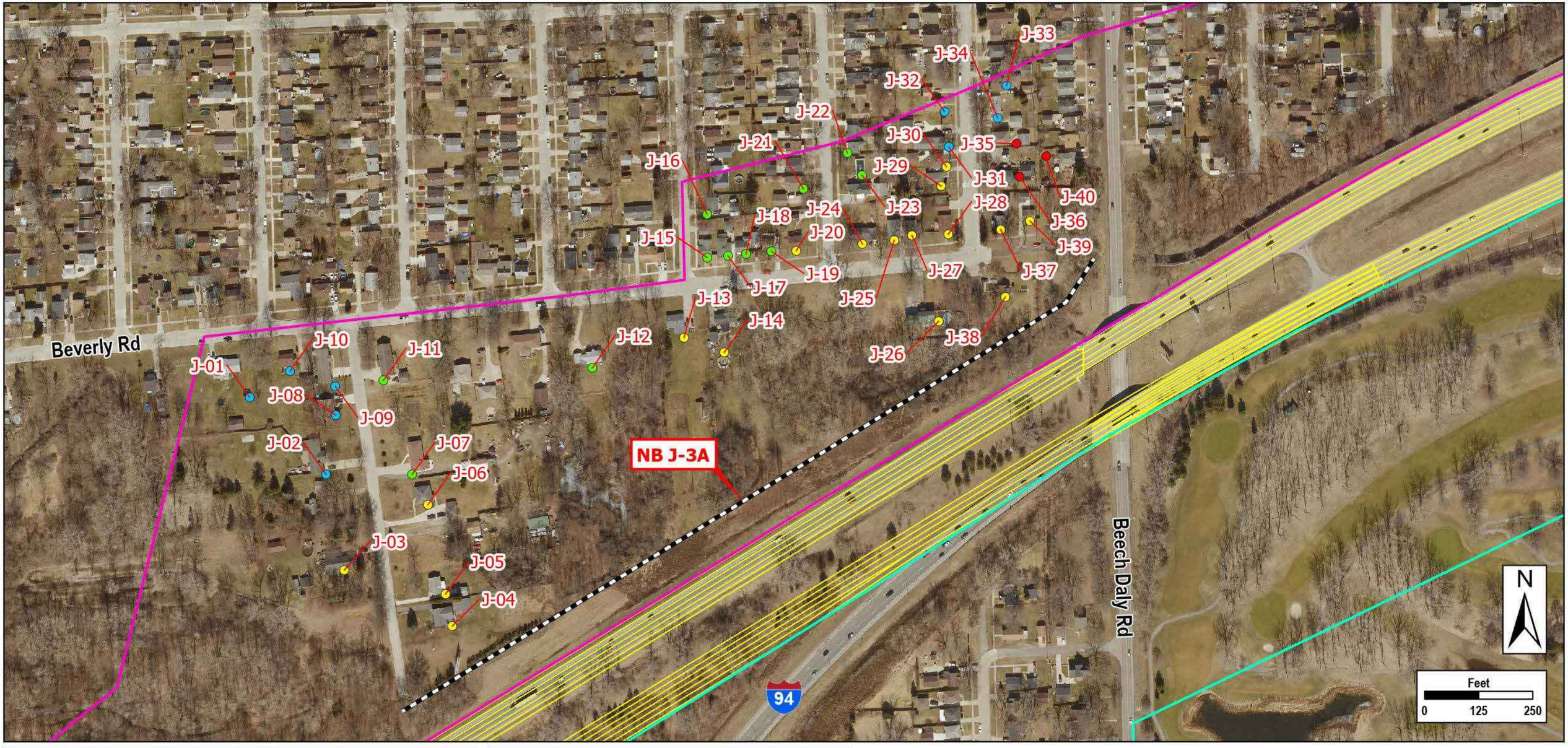
**Figure A-4.6**

**NB K-1B Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*




- Noise Barrier Does Not Meet Criteria
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

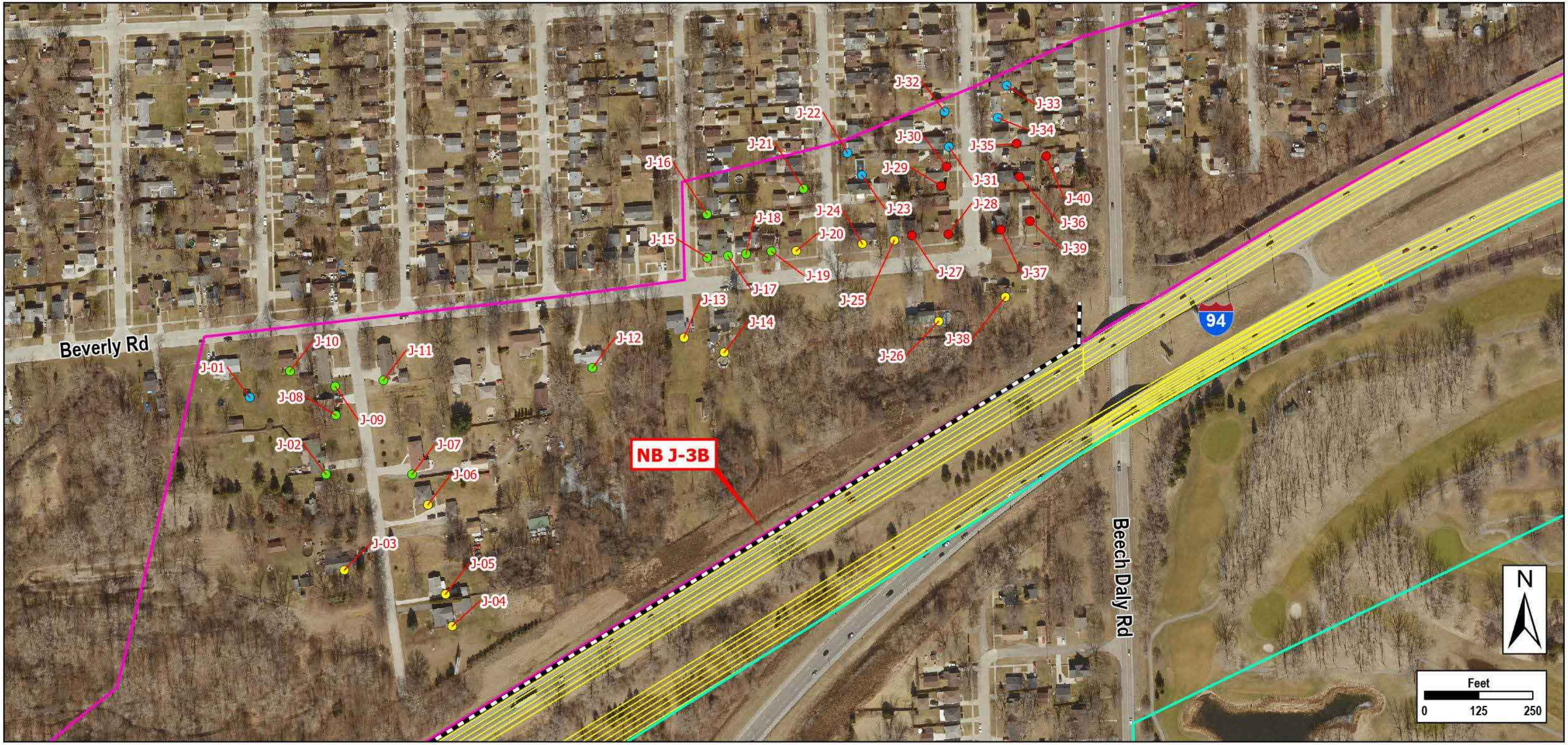
**Figure A-4.7**

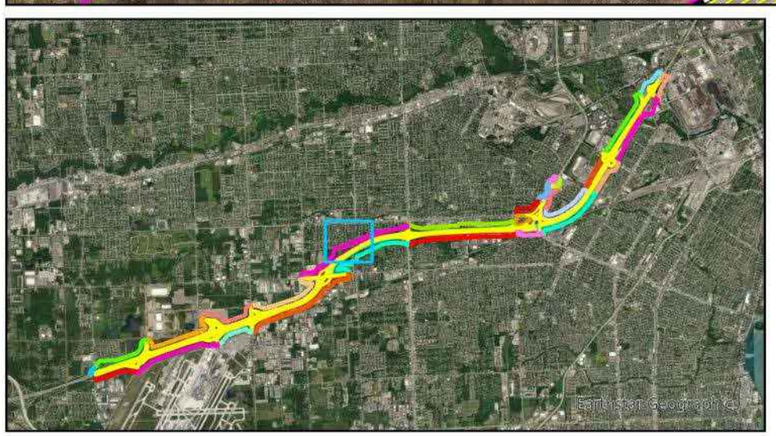
**NB J-3A Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

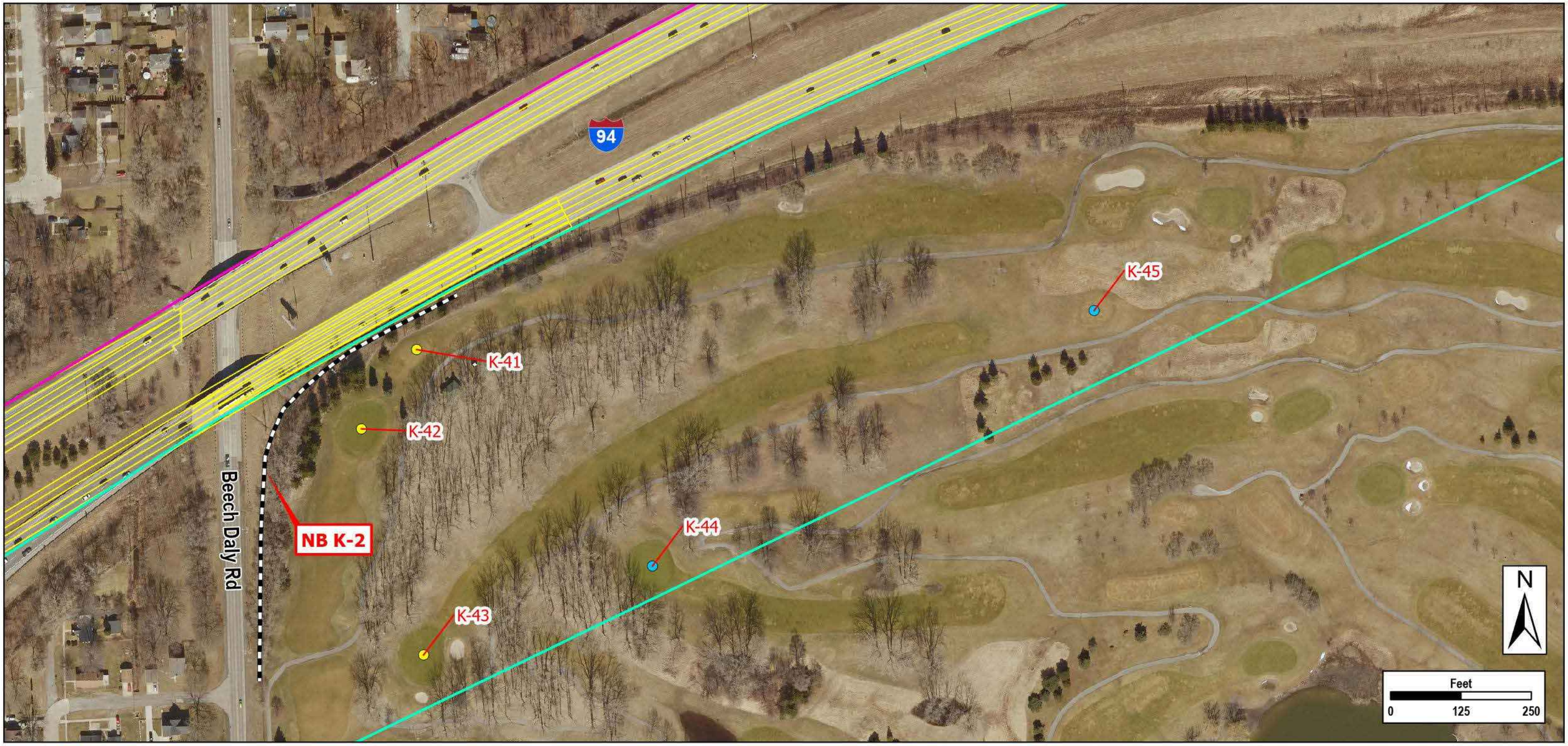
**Figure A-4.8**

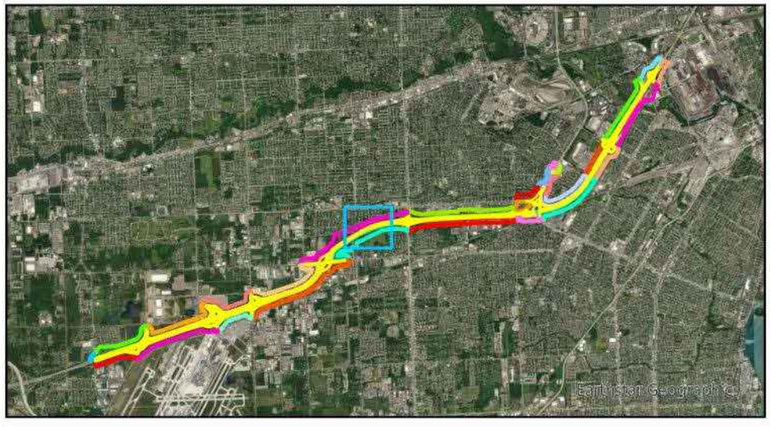
**NB J-3B Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE J
- CNE K
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Non-Impacted, Not Benefiting

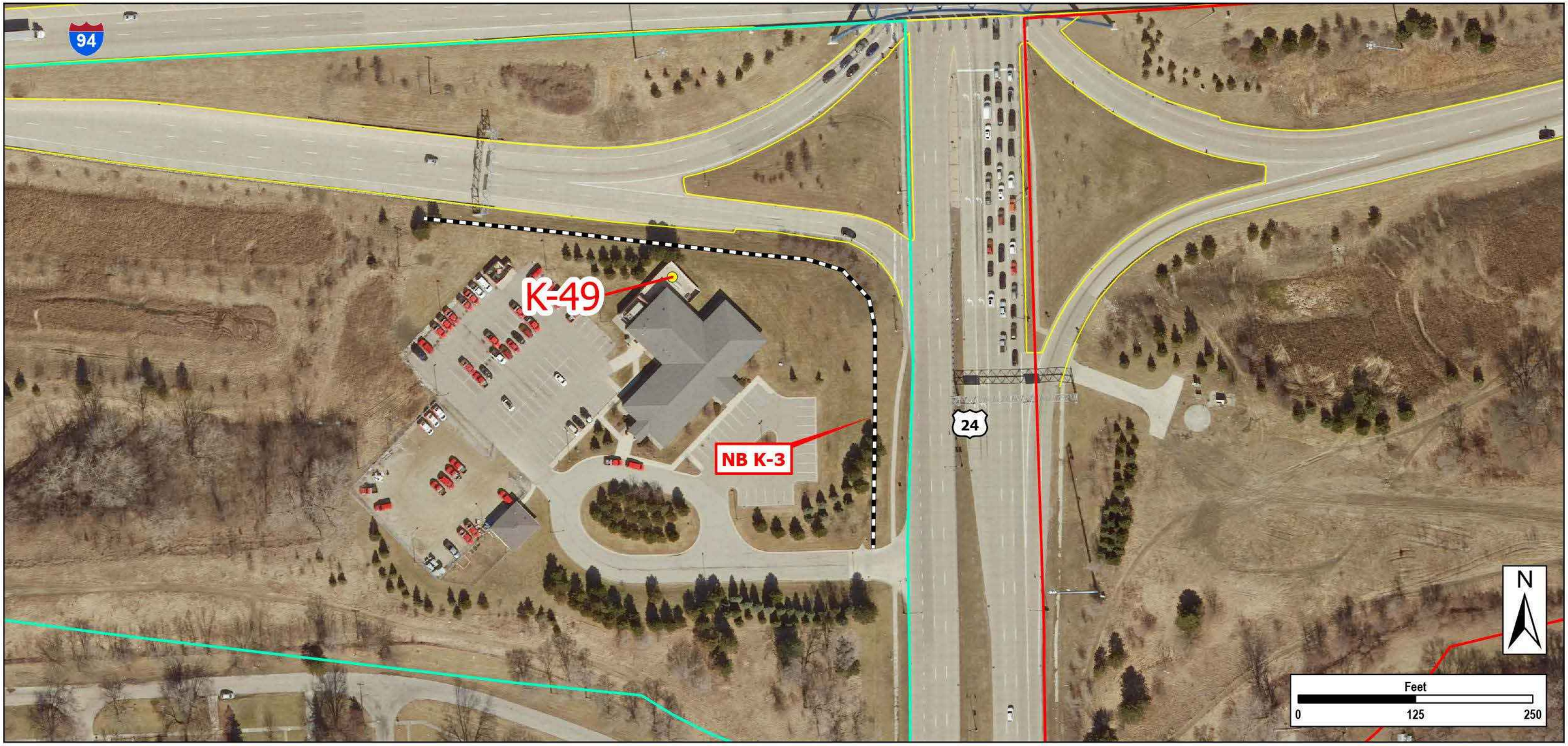
**Figure A-4.9**

**NB K-2 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*




- Noise Barrier Does Not Meet Criteria
- CNE K
- CNE M
- Proposed Build I-94 Improvements
- Impacted, Benefiting

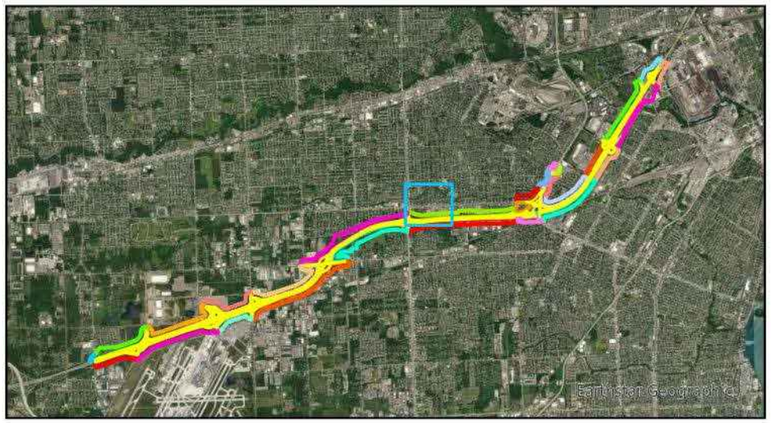
**Figure A-4.10**

**NB K-3 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

Existing Noise Barrier
CNE J
CNE L
CNE M
Proposed Build I-94 Improvements
Impacted, Benefiting
Non-Impacted, Benefiting
Non-Impacted, Not Benefiting

**Figure A-4.11**

**ENB L-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

ENB L-2

Monroe Blvd

94

L-42 L-43 L-44 L-45 L-46 L-47 L-48 L-49 L-50 L-51 L-52 L-53 L-54 L-55 L-56 L-57 L-58 L-59 L-60 L-61 L-62 L-63 L-64 L-65 L-66 L-67 L-68 L-69 L-70 L-71 L-72 L-73 L-74 L-75 L-76 L-77 L-78 L-79 L-80 L-81 L-82 L-83 L-84 L-85 L-86 L-87 L-88 L-89 L-90 L-91 L-92 L-93 L-94 L-95 L-96 L-97 L-98 L-99 L-100 L-101 L-102 L-103 L-104 L-105 L-106 L-107 L-108 L-109 L-210 L-211 L-212 L-213 L-214 L-215 L-216 L-217 L-218 L-219 L-220 L-221 L-222 L-223 L-224 L-225 L-226 L-227 L-228 L-229 L-230 L-231 L-232 L-233 L-234 L-235 L-236 L-237 L-238 L-239 L-240 L-241 L-242 L-243 L-244 L-245 L-246

N

Feet
0 125 250

- Existing Noise Barrier
- CNE L
- CNE M
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Not Benefiting

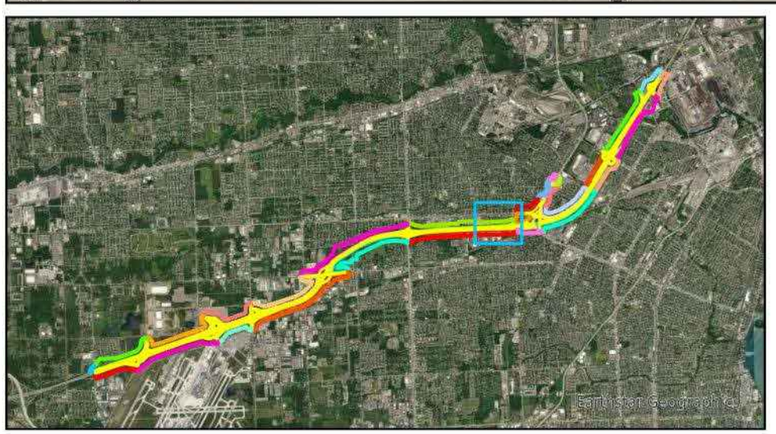
**Figure A-4.12**

**ENB L-2 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Existing Noise Barrier
- CNE L
- CNE M
- CNE N
- CNE O
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

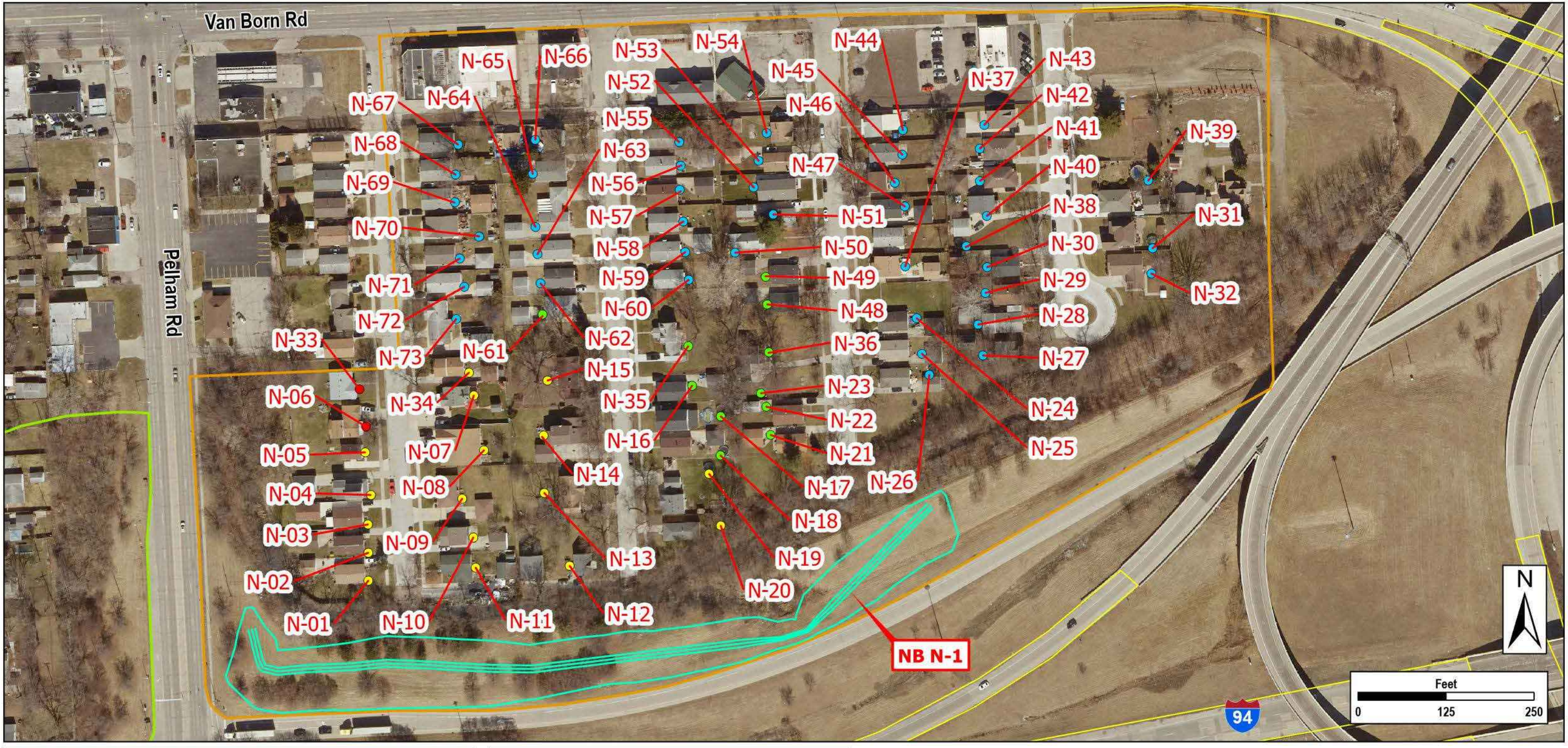
**Figure A-4.13**

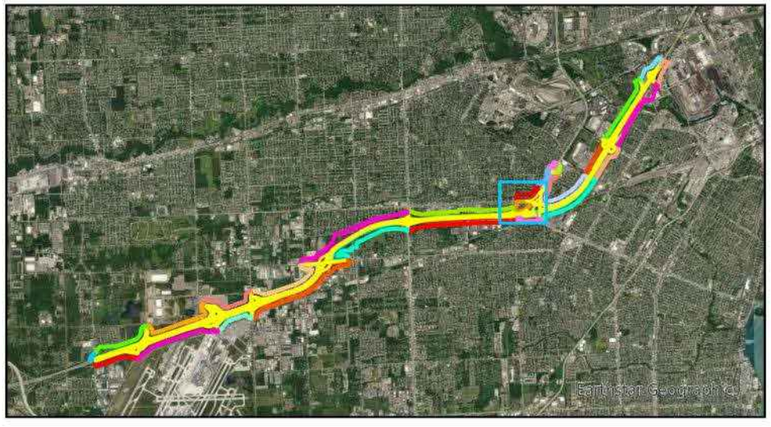
**ENB L-3 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE L
- CNE N
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

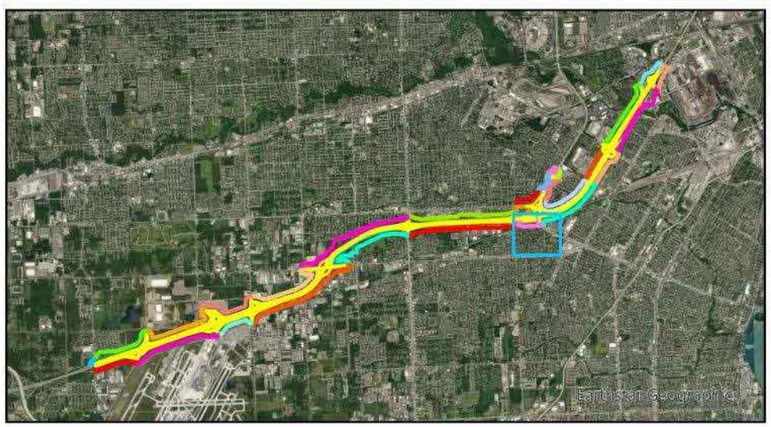
**Figure A-4.14**

**NB N-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Noise Barrier Does Not Meet Criteria
- CNE O
- CNE V
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Non-Impacted, Not Benefiting

**Figure A-4.15**

**NB O-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*


- Noise Barrier Does Not Meet Criteria
- CNE P
- CNE Q
- CNE T
- CNE U
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

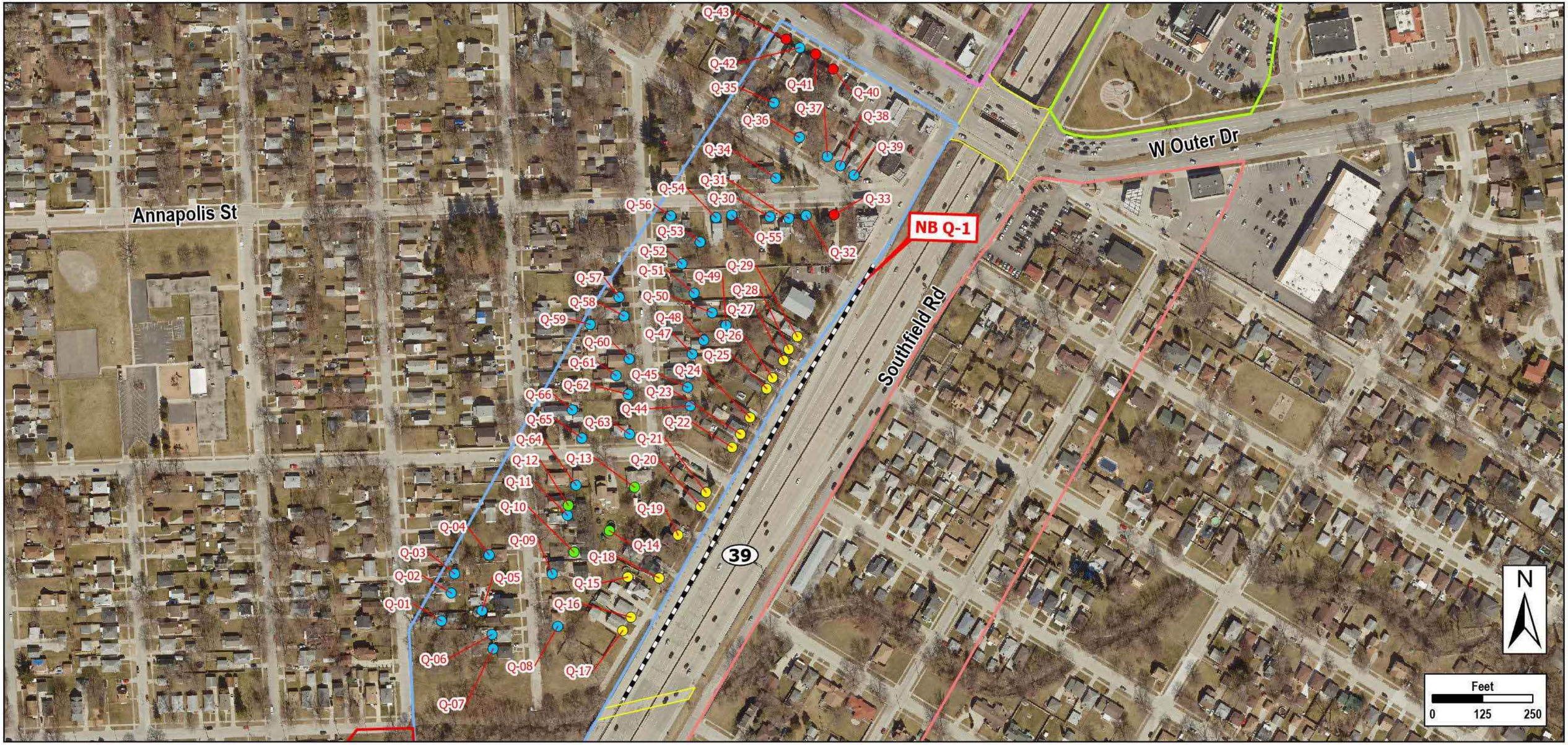
**Figure A-4.16**

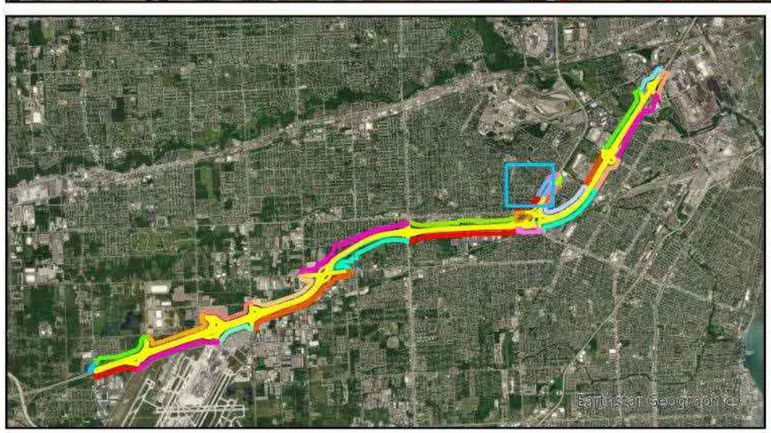
**NB P-2 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE P
- CNE Q
- CNE R
- CNE S
- CNE T
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

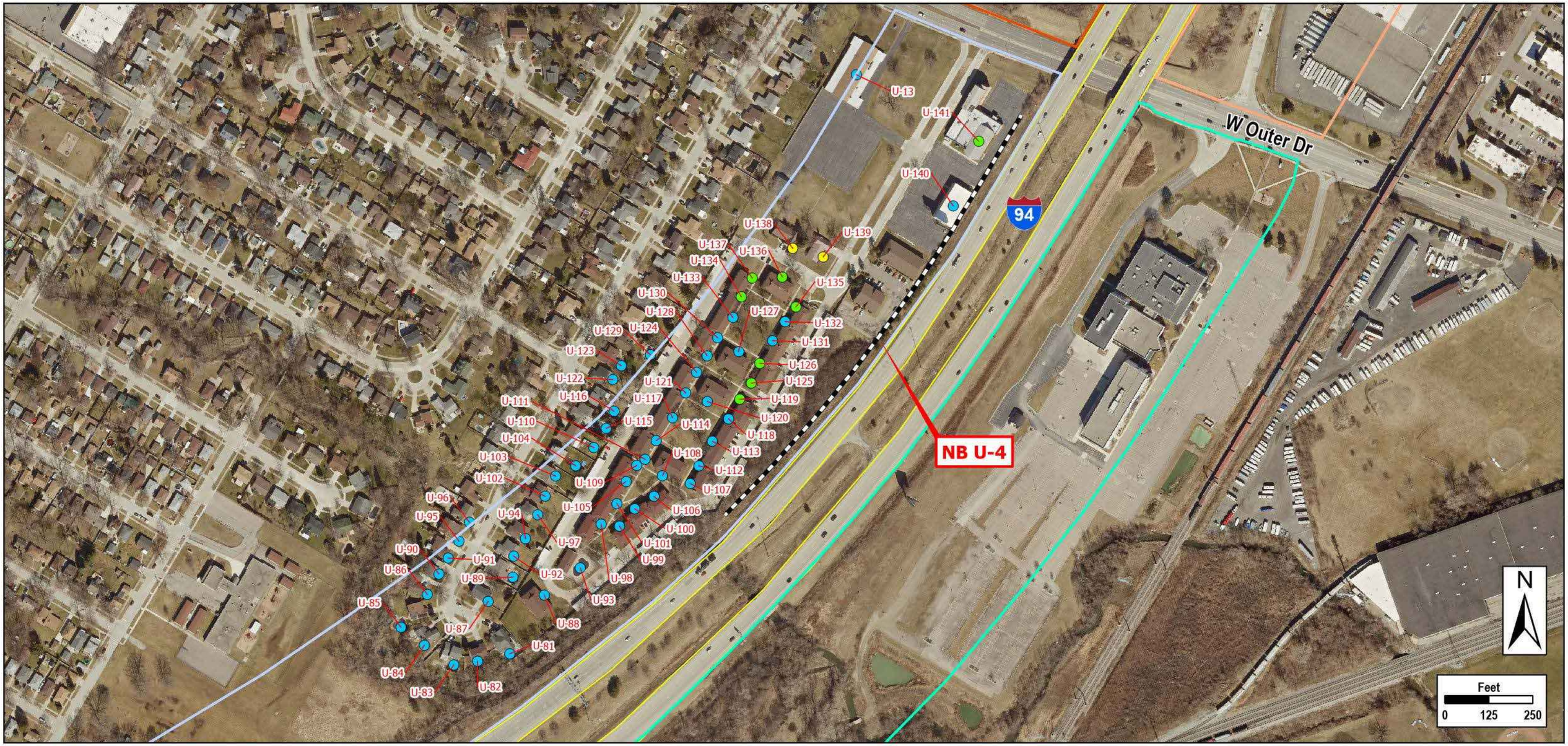
# Figure A-4.17

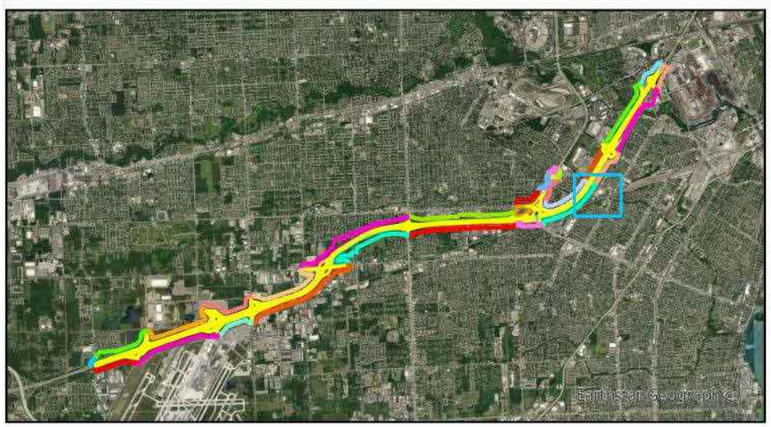
## NB Q-1 Barrier Analysis

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*



- Noise Barrier Does Not Meet Criteria
- CNE U
- CNE V
- CNE W
- CNE X
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Impacted, Not Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

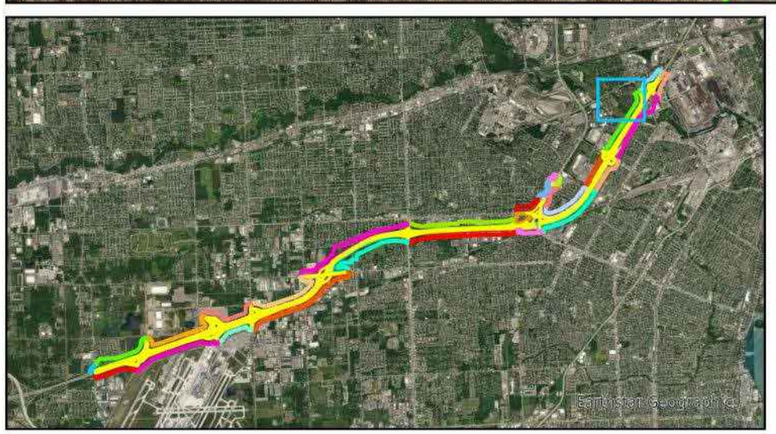
**Figure A-4.18**

**NB U-4 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

- Noise Barrier Does Not Meet Criteria
- CNE Y
- CNE Z
- CNE AA
- CNE BB
- Proposed Build I-94 Improvements
- Impacted, Benefiting
- Non-Impacted, Benefiting
- Non-Impacted, Not Benefiting

**Figure A-4.19**

**NB Y-1 Barrier Analysis**

**I-94 Traffic Noise Analysis**
**Wayne Road to East of Greenfield Road**
**Wayne County, Michigan**

DLZ

*January 2025*

**APPENDIX B**

**PREDICTED NOISE LEVELS AND IMPACT ANALYSIS**

| CNE A Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| A-01 | 1 | B | Residential | 66 | 72~ | 72* | 0 | 72~ | 72* | 0 |
| A-02 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 70~ | 71* | 1 |
| A-03 | 1 | B | Residential | 66 | 69~ | 70* | 1 | 69~ | 70* | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
[(1)] Sound Levels Reported as dB(A) Leq(h)

| CNE B Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| B-01 | 1 | B | Residential | 66 | 61 | 62 | 1 | 62 | 62 | 0 |
| B-02 | 1 | B | Residential | 66 | 61 | 62 | 1 | 62 | 62 | 0 |
| B-03 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| B-04 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-05 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| B-06 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| B-07 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-08 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| B-09 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-10 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| B-11 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| B-12 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| B-13 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-14 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-15 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-16 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-17 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-18 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-19 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-20 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-21 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-22 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-23 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-24 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-25 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-26 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-27 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-28 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-29 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-30 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-31 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| B-32 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-33 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 58 | 0 |
| B-34 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 58 | 0 |
| B-35 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-36 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| B-37 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| B-38 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-39 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-40 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE B Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| B-41 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-42 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| B-43 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-44 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-45 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-46 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-47 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| B-48 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 60 | 1 |
| B-49 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| B-50 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| B-51 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 60 | 1 |
| B-52 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| B-53 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-54 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-55 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-56 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-57 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-58 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| B-59 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 63 | 2 |
| B-60 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-61 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 60 | 1 |
| B-62 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-63 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| B-64 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| B-65 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| B-66 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| B-67 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| B-68 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-69 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| B-70 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| B-71 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-72 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| B-73 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-74 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| B-75 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| B-76 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| B-77 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| B-78 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-79 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-80 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE B Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| B-81 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| B-82 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| B-83 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| B-84 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| B-85 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 63 | 2 |
| B-86 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-87 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| B-88 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| B-89 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| B-90 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| B-91 | 1 | B | Residential | 66 | 66~ | 68* | 2 | 66~ | 68* | 2 |
| B-92 | 1 | B | Residential | 66 | 66~ | 68* | 0 | 65 | 68* | 1 |
| B-93 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| B-94 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| B-95 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| B-96 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 63 | 2 |
| B-97 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE D Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| D-01 | 3 | E | Delta Hotels by Marriott Detroit Metro Airport - Outdoor Pool | 71 | 55 | 55 | 0 | 55 | 55 | 0 |
| D-02 | 5 | E | Wyndham Garden Romulus Detroit Metro Airport - Outdoor Pool | 71 | 64 | 64 | 0 | 64 | 64 | 0 |
| D-03 | 4 | E | Clarion Hotel Detroit Metro Airport - Outdoor Pool | 71 | 53 | 54 | 1 | 54 | 54 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE F Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| F-01 | 3 | E | Howard Johnson by Wyndham Romulus Detroit Metro Airport - Outdoor Pool | 71 | 65 | 65 | 0 | 66 | 65 | -1 |
| F-02 | 4 | E | La Quinta Inn & Suites by Wyndham Romulus Detroit Metro Airport - Outdoor Pool | 71 | 56 | 57 | 1 | 57 | 57 | 0 |
| F-03 | 1 | E | Courtyard Detroit Metro Airport Romulus - Courtyard | 71 | 52 | 52 | 0 | 52 | 52 | 0 |
| F-04 | 4 | E | Detroit Metro Airport Marriott - Courtyard | 71 | 55 | 56 | 1 | 54 | 55 | 1 |
| F-05 | 1 | B | Residential | 66 | 69~ | 70* | 1 | 69~ | 69* | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE H Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| H-01 | 1 | B | Residential | 66 | 72~ | 70* | -2 | 72~ | 72* | 0 |
| H-02 | 1 | B | Residential | 66 | 74~ | 71* | -3 | 74~ | 73* | -1 |
| H-03 | 1 | B | Residential | 66 | 74~ | 71* | -3 | 74~ | 73* | -1 |
| H-04 | 1 | B | Residential | 66 | 76~ | 72* | -4 | 76~ | 74* | -2 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE I Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| I-01 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| I-02 | 1 | D** | Masco Corporation Research & Development Center | 51 | 47 | 41 | -6 | 47 | 41 | -6 |
| I-03 | 1 | B | Residential | 66 | 64 | 63 | -1 | 63 | 63 | 0 |
| I-04 | 1 | B | Residential | 66 | 66~ | 64 | -2 | 67~ | 64 | -3 |
| I-05 | 1 | B | Residential | 66 | 63 | 62 | -1 | 63 | 62 | -1 |
| I-06 | 1 | B | Residential | 66 | 67~ | 66* | -1 | 68~ | 66* | -2 |
| I-07 | 1 | B | Residential | 66 | 65 | 64 | -1 | 66~ | 64 | -2 |
| I-08 | 1 | B | Residential | 66 | 64 | 64 | 0 | 65 | 64 | -1 |
| I-09 | 1 | B | Residential | 66 | 64 | 63 | -1 | 65 | 63 | -2 |
| I-10 | 2 | B | Residential | 66 | 62 | 62 | 0 | 63 | 62 | -1 |
| I-11 | 2 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| I-12 | 2 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| I-13 | 2 | B | Residential | 66 | 59 | 59 | 0 | 60 | 59 | -1 |
| I-14 | 2 | B | Residential | 66 | 60 | 61 | 1 | 61 | 61 | 0 |
| I-15 | 2 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| I-16 | 2 | B | Residential | 66 | 58 | 59 | 1 | 59 | 59 | 0 |
| I-17 | 2 | B | Residential | 66 | 59 | 60 | 1 | 60 | 59 | -1 |
| I-18 | 2 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| I-19 | 2 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| I-20 | 2 | B | Residential | 66 | 58 | 59 | 1 | 59 | 59 | 0 |
| I-21 | 2 | B | Residential | 66 | 57 | 58 | 1 | 58 | 58 | 0 |
| I-22 | 2 | B | Residential | 66 | 58 | 59 | 1 | 59 | 59 | 0 |
| I-23 | 2 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| I-24 | 2 | B | Residential | 66 | 58 | 59 | 1 | 59 | 59 | 0 |
| I-25 | 2 | B | Residential | 66 | 59 | 60 | 1 | 60 | 59 | -1 |
| I-26 | 2 | B | Residential | 66 | 57 | 59 | 2 | 58 | 58 | 0 |
| I-27 | 2 | B | Residential | 66 | 58 | 59 | 1 | 59 | 59 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25

| CNE J Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| J-01 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| J-02 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| J-03 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| J-04 | 1 | B | Residential | 66 | 72~ | 72* | 0 | 72~ | 72* | 0 |
| J-05 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 69~ | 70* | 1 |
| J-06 | 1 | B | Residential | 66 | 65 | 66* | 1 | 64 | 65 | 1 |
| J-07 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| J-08 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-09 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| J-10 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| J-11 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-12 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 64 | 1 |
| J-13 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| J-14 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| J-15 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| J-16 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 1 |
| J-17 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| J-18 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| J-19 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| J-20 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| J-21 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| J-22 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 63 | 1 |
| J-23 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| J-24 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| J-25 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| J-26 | 1 | B | Residential | 66 | 72~ | 73* | 1 | 71~ | 72* | 1 |
| J-27 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| J-28 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 68~ | 68* | 0 |
| J-29 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| J-30 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| J-31 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| J-32 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| J-33 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| J-34 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| J-35 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| J-36 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| J-37 | 1 | B | Residential | 66 | 69~ | 70* | 1 | 69~ | 69* | 0 |
| J-38 | 1 | B | Residential | 66 | 73~ | 74* | 1 | 73~ | 73* | 0 |
| J-39 | 1 | B | Residential | 66 | 69~ | 70* | 1 | 69~ | 70* | 1 |
| J-40 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE J Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| J-41 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| J-42 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| J-43 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |
| J-44 | 1 | B | Residential | 66 | 65 | 66* | 1 | 66~ | 65 | -1 |
| J-45 | 1 | B | Residential | 66 | 65 | 65 | 0 | 66~ | 65 | -1 |
| J-46 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| J-47 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 65 | -1 |
| J-48 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 65 | -1 |
| J-49 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 64 | -1 |
| J-50 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 64 | -1 |
| J-51 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 63 | -1 |
| J-52 | 1 | B | Residential | 66 | 62 | 63 | 1 | 63 | 62 | -1 |
| J-53 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| J-54 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 63 | -1 |
| J-55 | 1 | B | Residential | 66 | 65 | 67* | 2 | 66~ | 65 | -1 |
| J-56 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| J-57 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| J-58 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| J-59 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| J-60 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| J-61 | 1 | B | Residential | 66 | 61 | 63 | 2 | 62 | 61 | -1 |
| J-62 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-63 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-64 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-65 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-66 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| J-67 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| J-68 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 60 | -1 |
| J-69 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-70 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-71 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-72 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 61 | -1 |
| J-73 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 61 | -1 |
| J-74 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-75 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-76 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-77 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-78 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-79 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-80 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE J Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| J-81 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-82 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-83 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-84 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 60 | -1 |
| J-85 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-86 | 1 | B | Residential | 66 | 59 | 60 | 1 | 60 | 59 | -1 |
| J-87 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| J-88 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-89 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| J-90 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-91 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-92 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-93 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 60 | -1 |
| J-94 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 60 | -1 |
| J-95 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-96 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-97 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 57 | 0 |
| J-98 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| J-99 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-100 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-101 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-102 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-103 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-104 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 59 | 0 |
| J-105 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |
| J-106 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 57 | -1 |
| J-107 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 57 | -1 |
| J-108 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| J-109 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-110 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-111 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-112 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-113 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 57 | -1 |
| J-114 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 57 | 0 |
| J-115 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 56 | -1 |
| J-116 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 57 | 0 |
| J-117 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-118 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |
| J-119 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-120 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE J Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| J-121 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-122 | 1 | B | Residential | 66 | 58 | 58 | 0 | 57 | 57 | 0 |
| J-123 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 56 | -1 |
| J-124 | 1 | C | Quest Charter Academy - Playground | 66 | 57 | 57 | 0 | 57 | 56 | -1 |
| J-125 | 1 | B | Residential | 66 | 58 | 58 | 0 | 57 | 57 | 0 |
| J-126 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-127 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 57 | -1 |
| J-128 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |
| J-129 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-130 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-131 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-132 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-133 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-134 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-135 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |
| J-136 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 57 | -1 |
| J-137 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 57 | -1 |
| J-138 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-139 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 58 | -1 |
| J-140 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-141 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-142 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 60 | 0 |
| J-143 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-144 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-145 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 58 | -1 |
| J-146 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 58 | 0 |
| J-147 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 59 | 0 |
| J-148 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-149 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 59 | -1 |
| J-150 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-151 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-152 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 60 | 0 |
| J-153 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 60 | 0 |
| J-154 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-155 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| J-156 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 59 | -1 |
| J-157 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 59 | -1 |
| J-158 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE J Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| J-159 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-160 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 60 | -1 |
| J-161 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-162 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-163 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | -1 |
| J-164 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 60 | 0 |
| J-165 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 60 | 0 |
| J-166 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 60 | 0 |
| J-167 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 60 | 0 |
| J-168 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-169 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-170 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-171 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| J-172 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-173 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-174 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 60 | 0 |
| J-175 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 1 |
| J-176 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-177 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-178 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-179 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 61 | 1 |
| J-180 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-181 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-182 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-183 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-184 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-185 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| J-186 | 1 | C | Oak Grove Burying Ground - South | 66 | 63 | 63 | 0 | 62 | 62 | 0 |
| J-187 | 1 | C | Oak Grove Burying Ground - Center | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| J-188 | 1 | C | Oak Grove Burying Ground - North | 66 | 61 | 62 | 1 | 61 | 60 | 1 |
| J-189 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE K Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| K-01 | 1 | B | Residential | 66 | 70~ | 65 | -5 | 70~ | 65 | -5 |
| K-02 | 1 | B | Residential | 66 | 66 | 66 | -1 | 67 | 65 | -2 |
| K-03 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 67~ | 66* | -1 |
| K-04 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 67~ | 66* | -1 |
| K-05 | 1 | B | Residential | 66 | 67~ | 67* | 1 | 68~ | 67* | -1 |
| K-06 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 63 | -1 |
| K-07 | 1 | B | Residential | 66 | 63 | 62 | -1 | 64 | 62 | -2 |
| K-08 | 1 | B | Residential | 66 | 62 | 62 | 0 | 63 | 62 | -1 |
| K-09 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 61 | -1 |
| K-10 | 1 | B | Residential | 66 | 62 | 61 | -1 | 62 | 61 | -2 |
| K-11 | 1 | B | Residential | 66 | 62 | 61 | -1 | 62 | 61 | -2 |
| K-12 | 1 | B | Residential | 66 | 62 | 61 | -2 | 63 | 60 | -2 |
| K-13 | 1 | B | Residential | 66 | 60 | 61 | 0 | 61 | 60 | -1 |
| K-14 | 1 | B | Residential | 66 | 61 | 61 | 1 | 62 | 61 | -1 |
| K-15 | 1 | B | Residential | 66 | 61 | 62 | 1 | 62 | 62 | 0 |
| K-16 | 1 | B | Residential | 66 | 62 | 63 | 1 | 63 | 63 | 0 |
| K-17 | 1 | B | Residential | 66 | 61 | 63 | 1 | 63 | 63 | 0 |
| K-18 | 1 | B | Residential | 66 | 62 | 63 | 1 | 64 | 63 | 0 |
| K-19 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 70~ | 69* | -1 |
| K-20 | 1 | B | Residential | 66 | 73~ | 64 | -9 | 74~ | 64 | -10 |
| K-21 | 1 | B | Residential | 66 | 74~ | 66* | -9 | 75~ | 65 | -10 |
| K-22 | 1 | B | Residential | 66 | 70~ | 66* | -4 | 70~ | 66* | -4 |
| K-23 | 1 | B | Residential | 66 | 70~ | 66* | -3 | 70~ | 66* | -4 |
| K-24 | 1 | B | Residential | 66 | 70~ | 67* | -3 | 70~ | 66* | -4 |
| K-26 | 1 | B | Residential | 66 | 67~ | 66* | 0 | 67~ | 66* | -1 |
| K-27 | 1 | B | Residential | 66 | 68~ | 67* | 0 | 68~ | 67* | -1 |
| K-28 | 1 | B | Residential | 66 | 69~ | 68* | -1 | 69~ | 68* | -1 |
| K-29 | 1 | B | Residential | 66 | 69 | 69 | -1 | 70 | 68 | -1 |
| K-30 | 1 | B | Residential | 66 | 71 | 70 | -1 | 71 | 69 | -1 |
| K-31 | 1 | B | Residential | 66 | 71 | 71 | -1 | 72 | 70 | -1 |
| K-32 | 1 | B | Residential | 66 | 72 | 71 | -2 | 72 | 70 | -2 |
| K-33 | 1 | B | Residential | 66 | 74 | 74 | -1 | 75 | 73 | -1 |
| K-34 | 1 | B | Residential | 66 | 72 | 72 | 0 | 72 | 72 | -1 |
| K-35 | 1 | B | Residential | 66 | 70 | 70 | 0 | 70 | 69 | 0 |
| K-36 | 1 | B | Residential | 66 | 68 | 68 | 0 | 68 | 68 | 0 |
| K-37 | 1 | B | Residential | 66 | 67 | 68 | 1 | 67 | 67 | 1 |
| K-38 | 1 | B | Residential | 66 | 66 | 67 | 1 | 66 | 67 | 1 |
| K-39 | 1 | B | Residential | 66 | 68 | 69 | 1 | 68 | 69 | 1 |
| K-40 | 1 | B | Residential | 66 | 70 | 70 | 1 | 70 | 70 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE K Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| K-41 | 1 | C | Taylor Meadows Golf Club - Hole 13 - Tee Box | 66 | 78 | 78 | 1 | 78 | 78 | 1 |
| K-42 | 1 | C | Taylor Meadows Golf Club - Hole 12 - Hole | 66 | 74 | 75 | 1 | 75 | 75 | 1 |
| K-43 | 1 | C | Taylor Meadows Golf Club - Hole 16 - Hole | 66 | 66 | 66 | 1 | 66 | 66 | 1 |
| K-44 | 1 | C | Taylor Meadows Golf Club - Hole 2 - Hole | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| K-45 | 1 | C | Taylor Meadows Golf Club - Hole 16 - Tee Box | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| K-46 | 1 | C | Taylor Meadows Golf Club - Hole 15 - Hole | 66 | 62 | 64 | 1 | 62 | 63 | 1 |
| K-47 | 1 | C | Taylor Meadows Golf Club - Hole 13 - Hole | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| K-48 | 1 | C | Taylor Meadows Golf Club - Hole 14 - Tee Box | 66 | 64 | 64 | 0 | 64 | 64 | 1 |
| K-49 | 1 | E | Michigan Department of Transportation - Taylor Transporation Service Center Office | 71 | 72 | 73 | 1 | 73 | 73 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE K Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| K-50 | 1 | B | Residential | 66 | 66 | 66 | 0 | 66 | 65 | -1 |
| K-51 | 1 | B | Residential | 66 | 65 | 64 | -1 | 65 | 64 | -1 |
| K-52 | 1 | B | Residential | 66 | 65 | 64 | -1 | 65 | 64 | -1 |
| K-53 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 63 | -1 |
| K-54 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| K-55 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| K-56 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| K-57 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| K-58 | 1 | B | Residential | 66 | 66 | 66 | 0 | 66 | 65 | -1 |
| K-59 | 1 | B | Residential | 66 | 66 | 66 | 0 | 66 | 66 | 0 |
| K-60 | 1 | B | Residential | 66 | 65 | 66 | 1 | 66 | 66 | 0 |
| K-61 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| K-62 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| K-63 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| K-64 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| K-65 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| K-66 | 1 | B | Residential | 66 | 63 | 63 | 0 | 64 | 63 | -1 |
| K-67 | 1 | B | Residential | 66 | 63 | 64 | 1 | 64 | 63 | -1 |
| K-68 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| K-69 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| K-70 | 1 | B | Residential | 66 | 66 | 66 | 0 | 66 | 66 | 0 |
| K-71 | 1 | B | Residential | 66 | 64 | 63 | -1 | 64 | 63 | 0 |
| K-72 | 1 | B | Residential | 66 | 63 | 62 | -1 | 63 | 62 | 0 |
| K-73 | 1 | B | Residential | 66 | 63 | 62 | -1 | 63 | 62 | 0 |
| K-74 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 61 | 0 |
| K-75 | 1 | B | Residential | 66 | 62 | 61 | -1 | 62 | 61 | 0 |
| K-76 | 1 | B | Residential | 66 | 68 | 65 | -3 | 68 | 65 | -1 |
| K-77 | 1 | B | Residential | 66 | 67 | 65 | -2 | 67 | 65 | -1 |
| K-78 | 1 | B | Residential | 66 | 66 | 64 | -2 | 66 | 64 | 0 |
| K-79 | 1 | B | Residential | 66 | 66 | 64 | -2 | 66 | 63 | 0 |
| K-80 | 1 | B | Residential | 66 | 65 | 63 | -2 | 65 | 63 | 0 |
| K-81 | 1 | B | Residential | 66 | 64 | 62 | -2 | 64 | 62 | 0 |
| K-82 | 1 | B | Residential | 66 | 67 | 64 | -3 | 67 | 64 | 0 |
| K-83 | 1 | B | Residential | 66 | 66 | 63 | -3 | 66 | 63 | 0 |
| K-84 | 1 | B | Residential | 66 | 65 | 63 | -2 | 66 | 62 | 0 |
| K-85 | 1 | B | Residential | 66 | 71 | 65 | -6 | 71 | 64 | 0 |
| K-86 | 1 | B | Residential | 66 | 71 | 64 | -7 | 71 | 64 | -1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-01 | 1 | B | Residential | 66 | 61 | 63 | 2 | 61 | 62 | 1 |
| L-02 | 1 | B | Residential | 66 | 62 | 64 | 2 | 62 | 63 | 1 |
| L-03 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-04 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-05 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-06 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-07 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-08 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| L-09 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-10 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-11 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-12 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 61 | -1 |
| L-13 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| L-14 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-15 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-16 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-17 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 62 | 0 |
| L-18 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 62 | 0 |
| L-19 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 61 | -1 |
| L-20 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-21 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| L-22 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-23 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-24 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 62 | -1 |
| L-25 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-26 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-27 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-28 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-29 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 62 | -1 |
| L-30 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-31 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 63 | -1 |
| L-32 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 63 | -1 |
| L-33 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-34 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-35 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| L-36 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-37 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-38 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-39 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-40 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-41 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-42 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-43 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-44 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-45 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-46 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-47 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-48 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-49 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 64 | 1 |
| L-50 | 1 | B | Residential | 66 | 64 | 66* | 2 | 64 | 65 | 1 |
| L-51 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-52 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-53 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-54 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-55 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-56 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-57 | 1 | B | Residential | 66 | 66~ | 68* | 2 | 66~ | 67* | 1 |
| L-58 | 1 | B | Residential | 66 | 63 | 65 | 2 | 63 | 63 | 0 |
| L-59 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 64 | 1 |
| L-60 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 64 | 1 |
| L-61 | 1 | B | Residential | 66 | 65 | 67* | 2 | 65 | 65 | 0 |
| L-62 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-63 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-64 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 67~ | 68* | 1 |
| L-65 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 67~ | 68* | 1 |
| L-66 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-67 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-68 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 67* | 0 |
| L-69 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-70 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-71 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-72 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 63 | 0 |
| L-73 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 63 | 0 |
| L-74 | 1 | B | Residential | 66 | 65 | 64 | -1 | 65 | 65 | 0 |
| L-75 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-76 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-77 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-78 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-79 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-80 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 70~ | 71* | 1 |
| L-81 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-82 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-83 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-84 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-85 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-86 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-87 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-88 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-89 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-90 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-91 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 65 | 66* | 1 |
| L-92 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-93 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-94 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-95 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| L-96 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| L-97 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| L-98 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-99 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-100 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-101 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-102 | 1 | B | Residential | 66 | 64 | 65 | 1 | 63 | 64 | 1 |
| L-103 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-104 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-105 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 67* | 1 |
| L-106 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| L-107 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 67~ | 68* | 1 |
| L-108 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 68~ | 68* | 0 |
| L-109 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| L-110 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-111 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-112 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| L-113 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-114 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-115 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-116 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| L-117 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-118 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-119 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| L-120 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-121 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-122 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-123 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-124 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-125 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-126 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-127 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-128 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| L-129 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-130 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-131 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| L-132 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-133 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-134 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-135 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-136 | 1 | C | Lucinda Burns Park - Center Play Structure | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-137 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-138 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| L-139 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-140 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| L-141 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-142 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-143 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-144 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-145 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-146 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-147 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-148 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-149 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-150 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-151 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-152 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-153 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| L-154 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-155 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| L-156 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-157 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-158 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-159 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-160 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-161 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-162 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-163 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-164 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-165 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-166 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-167 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-168 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| L-169 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-170 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-171 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-172 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-173 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-174 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-175 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| L-176 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-177 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 67* | 1 |
| L-178 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-179 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-180 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 63 | 0 |
| L-181 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-182 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-183 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-184 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-185 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 67* | 1 |
| L-186 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 66~ | 66* | 0 |
| L-187 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |
| L-188 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-189 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-190 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| L-191 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| L-192 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-193 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-194 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-195 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-196 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-197 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-198 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| L-199 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-200 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-201 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-202 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| L-203 | 1 | B | Residential | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| L-204 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| L-205 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| L-206 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-207 | 1 | C | Lucinda Burns Park - South Play Structure | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| L-208 | 1 | C | Lucinda Burns Park - Northwest Play Structure | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| L-209 | 1 | C | Lucinda Burns Park - Northeast Play Structure | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| L-210 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| L-211 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 62 | 1 |
| L-212 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 0 |
| L-213 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| L-214 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 62 | 1 |
| L-215 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 1 |
| L-216 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 61 | 0 |
| L-217 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 63 | 0 |
| L-218 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-219 | 1 | B | Residential | 66 | 62 | 62 | 0 | 61 | 62 | 0 |
| L-220 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 61 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE L Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| L-221 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 62 | 0 |
| L-222 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 1 |
| L-223 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| L-224 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 63 | 0 |
| L-225 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 0 |
| L-226 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 1 |
| L-227 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 61 | 1 |
| L-228 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 63 | 1 |
| L-229 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 1 |
| L-230 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 61 | 0 |
| L-231 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 61 | 1 |
| L-232 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 63 | 0 |
| L-233 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-234 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 61 | 0 |
| L-235 | 1 | B | Residential | 66 | 61 | 62 | 1 | 60 | 61 | 0 |
| L-236 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 1 |
| L-237 | 1 | B | Residential | 66 | 63 | 64 | 1 | 62 | 62 | 0 |
| L-238 | 1 | B | Residential | 66 | 62 | 64 | 2 | 62 | 62 | 1 |
| L-239 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 1 |
| L-240 | 1 | B | Residential | 66 | 62 | 64 | 2 | 62 | 63 | 1 |
| L-241 | 1 | B | Residential | 66 | 62 | 63 | 1 | 61 | 62 | 1 |
| L-242 | 1 | B | Residential | 66 | 61 | 63 | 2 | 61 | 61 | 0 |
| L-243 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 1 |
| L-244 | 1 | B | Residential | 66 | 62 | 64 | 2 | 62 | 63 | 0 |
| L-245 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| L-246 | 1 | B | Residential | 66 | 61 | 63 | 2 | 61 | 62 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE N Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| N-01 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 71* | 1 |
| N-02 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 69~ | 70* | 1 |
| N-03 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 69~ | 69* | 0 |
| N-04 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 68~ | 69* | 1 |
| N-05 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 68* | 1 |
| N-06 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| N-07 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |
| N-08 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 68* | 1 |
| N-09 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 68~ | 69* | 1 |
| N-10 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 69~ | 70* | 1 |
| N-11 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| N-12 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 69~ | 70* | 1 |
| N-13 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 68* | 1 |
| N-14 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 67* | 1 |
| N-15 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 66* | 1 |
| N-16 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| N-17 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| N-18 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| N-19 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 66* | 1 |
| N-20 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 67* | 1 |
| N-21 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| N-22 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-23 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-24 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-25 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-26 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-27 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-28 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-29 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-30 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-31 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| N-32 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-33 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 67* | 1 |
| N-34 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| N-35 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| N-36 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| N-37 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-38 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| N-39 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| N-40 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE N Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| N-41 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| N-42 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-43 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| N-44 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| N-45 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-46 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-47 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| N-48 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-49 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-50 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| N-51 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| N-52 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| N-53 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| N-54 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| N-55 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-56 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-57 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-58 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-59 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| N-60 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| N-61 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| N-62 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| N-63 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-64 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-65 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| N-66 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| N-67 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-68 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-69 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-70 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| N-71 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| N-72 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| N-73 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE O Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| O-01 | 1 | C | Cunningham Park - Fire Pit | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| O-02 | 1 | C | Cunningham Park - West Playground | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| O-03 | 1 | C | Cunningham Park - West Gazebo | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| O-04 | 1 | C | Cunningham Park - Baseball Field | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| O-05 | 1 | C | Cunningham Park - Football Field | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| O-06 | 1 | C | Cunningham Park - East Playground | 66 | 65 | 66* | 1 | 66~ | 68* | 2 |
| O-07 | 1 | C | Cunningham Park - East Gazebo | 66 | 66~ | 67* | 1 | 67~ | 69* | 2 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE P Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| P-01 | 1 | B | Residential | 66 | 61 | 61 | 0 | 62 | 63 | 1 |
| P-02 | 1 | B | Residential | 66 | 62 | 63 | 1 | 63 | 64 | 1 |
| P-03 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 69* | 2 |
| P-04 | 1 | B | Residential | 66 | 65 | 65 | 0 | 66~ | 67* | 1 |
| P-05 | 1 | B | Residential | 66 | 64 | 64 | 0 | 65 | 66* | 1 |
| P-06 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| P-07 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| P-08 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| P-09 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 73* | 1 |
| P-10 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 73* | 1 |
| P-11 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 72* | 0 |
| P-12 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 60 | 1 |
| P-13 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 60 | 1 |
| P-14 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 60 | 1 |
| P-15 | 1 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| P-16 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| P-17 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 62 | 1 |
| P-18 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| P-19 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 63 | 2 |
| P-20 | 1 | B | Residential | 66 | 61 | 61 | 0 | 62 | 63 | 1 |
| P-21 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| P-22 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| P-23 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 64 | 2 |
| P-24 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| P-25 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| P-26 | 1 | B | Residential | 66 | 58 | 59 | 1 | 59 | 60 | 1 |
| P-27 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 60 | 2 |
| P-28 | 1 | B | Residential | 66 | 58 | 59 | 1 | 59 | 60 | 1 |
| P-29 | 1 | B | Residential | 66 | 58 | 59 | 1 | 59 | 60 | 1 |
| P-30 | 1 | B | Residential | 66 | 58 | 59 | 1 | 59 | 60 | 1 |
| P-31 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 60 | 2 |
| P-32 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| P-33 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| P-34 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| P-35 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-36 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-37 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-38 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-39 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-40 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE P Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| P-41 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-42 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-43 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 59 | 2 |
| P-44 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-45 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-46 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 58 | 1 |
| P-47 | 1 | B | Residential | 66 | 56 | 57 | 1 | 57 | 58 | 1 |
| P-48 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| P-49 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| P-50 | 1 | B | Residential | 66 | 55 | 56 | 1 | 56 | 57 | 1 |
| P-51 | 1 | B | Residential | 66 | 55 | 56 | 1 | 56 | 57 | 1 |
| P-52 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-53 | 1 | B | Residential | 66 | 56 | 57 | 1 | 56 | 57 | 1 |
| P-54 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-55 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-56 | 1 | B | Residential | 66 | 57 | 58 | 1 | 58 | 58 | 0 |
| P-57 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 57 | 0 |
| P-58 | 1 | B | Residential | 66 | 56 | 57 | 1 | 56 | 57 | 1 |
| P-59 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-60 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| P-61 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| P-62 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| P-63 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-64 | 1 | B | Residential | 66 | 54 | 54 | 0 | 54 | 55 | 1 |
| P-65 | 1 | B | Residential | 66 | 54 | 54 | 0 | 54 | 55 | 1 |
| P-66 | 1 | B | Residential | 66 | 52 | 53 | 1 | 52 | 53 | 1 |
| P-67 | 1 | B | Residential | 66 | 53 | 53 | 0 | 53 | 54 | 1 |
| P-68 | 1 | B | Residential | 66 | 53 | 53 | 0 | 53 | 54 | 1 |
| P-69 | 1 | B | Residential | 66 | 53 | 54 | 1 | 53 | 54 | 1 |
| P-70 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-71 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| P-72 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 56 | 0 |
| P-73 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| P-74 | 1 | B | Residential | 66 | 56 | 57 | 1 | 57 | 57 | 0 |
| P-75 | 1 | B | Residential | 66 | 56 | 57 | 1 | 56 | 56 | 0 |
| P-76 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 55 | 0 |
| P-77 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-78 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 54 | 0 |
| P-79 | 1 | B | Residential | 66 | 53 | 54 | 1 | 53 | 54 | 1 |
| P-80 | 1 | B | Residential | 66 | 52 | 53 | 1 | 52 | 53 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE P Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| P-81 | 1 | B | Residential | 66 | 52 | 52 | 0 | 52 | 53 | 1 |
| P-82 | 1 | B | Residential | 66 | 52 | 52 | 0 | 52 | 53 | 1 |
| P-83 | 1 | B | Residential | 66 | 51 | 51 | 0 | 51 | 51 | 0 |
| P-84 | 1 | B | Residential | 66 | 51 | 52 | 1 | 51 | 52 | 1 |
| P-85 | 1 | B | Residential | 66 | 53 | 53 | 0 | 53 | 53 | 0 |
| P-86 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 54 | 0 |
| P-87 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 55 | 0 |
| P-88 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 57 | 0 |
| P-89 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| P-90 | 1 | B | Residential | 66 | 54 | 55 | 1 | 55 | 55 | 0 |
| P-91 | 1 | B | Residential | 66 | 52 | 53 | 1 | 52 | 53 | 1 |
| P-92 | 1 | B | Residential | 66 | 52 | 52 | 0 | 52 | 52 | 0 |
| P-93 | 1 | B | Residential | 66 | 51 | 52 | 1 | 51 | 52 | 1 |
| P-94 | 1 | B | Residential | 66 | 51 | 51 | 0 | 51 | 51 | 0 |
| P-95 | 1 | B | Residential | 66 | 50 | 51 | 1 | 50 | 51 | 1 |
| P-96 | 1 | B | Residential | 66 | 51 | 51 | 0 | 51 | 51 | 0 |
| P-97 | 1 | B | Residential | 66 | 51 | 52 | 1 | 51 | 52 | 1 |
| P-98 | 1 | B | Residential | 66 | 52 | 53 | 1 | 52 | 53 | 1 |
| P-99 | 1 | B | Residential | 66 | 53 | 54 | 1 | 53 | 54 | 1 |
| P-100 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-101 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| P-102 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 57 | 0 |
| P-103 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 56 | 0 |
| P-104 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-105 | 1 | B | Residential | 66 | 53 | 54 | 1 | 53 | 54 | 1 |
| P-106 | 1 | B | Residential | 66 | 53 | 53 | 0 | 53 | 53 | 0 |
| P-107 | 1 | B | Residential | 66 | 52 | 52 | 0 | 52 | 52 | 0 |
| P-108 | 1 | B | Residential | 66 | 51 | 51 | 0 | 51 | 52 | 1 |
| P-109 | 1 | B | Residential | 66 | 51 | 51 | 0 | 51 | 51 | 0 |
| P-110 | 1 | B | Residential | 66 | 51 | 51 | 0 | 50 | 51 | 1 |
| P-111 | 1 | B | Residential | 66 | 52 | 52 | 0 | 51 | 52 | 1 |
| P-112 | 1 | B | Residential | 66 | 52 | 52 | 0 | 52 | 52 | 0 |
| P-113 | 1 | B | Residential | 66 | 52 | 53 | 1 | 52 | 53 | 1 |
| P-114 | 1 | B | Residential | 66 | 53 | 53 | 0 | 52 | 53 | 1 |
| P-115 | 1 | B | Residential | 66 | 53 | 53 | 0 | 53 | 53 | 0 |
| P-116 | 1 | B | Residential | 66 | 54 | 54 | 0 | 54 | 54 | 0 |
| P-117 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| P-118 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| P-119 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |
| P-120 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 58 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE P Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| P-121 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 57 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE Q Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| Q-01 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| Q-02 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-03 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-04 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 61 | 0 |
| Q-05 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| Q-06 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| Q-07 | 1 | B | Residential | 66 | 62 | 63 | 1 | 63 | 63 | 0 |
| Q-08 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| Q-09 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Q-10 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| Q-11 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| Q-12 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| Q-13 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| Q-14 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| Q-15 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 68~ | 68* | 0 |
| Q-16 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 71~ | 71* | 0 |
| Q-17 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 71~ | 71* | 0 |
| Q-18 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 72* | 0 |
| Q-19 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 71~ | 71* | 0 |
| Q-20 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 72* | 0 |
| Q-21 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-22 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-23 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 72~ | 71* | -1 |
| Q-24 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-25 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-26 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-27 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-28 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 71~ | 71* | 0 |
| Q-29 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| Q-30 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| Q-31 | 1 | B | Residential | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| Q-32 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| Q-33 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 65 | 66* | 1 |
| Q-34 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 61 | 1 |
| Q-35 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| Q-36 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| Q-37 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| Q-38 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| Q-39 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| Q-40 | 1 | B | Residential | 66 | 64 | 64 | 0 | 65 | 66* | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE Q Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| Q-41 | 1 | B | Residential | 66 | 64 | 64 | 0 | 66~ | 66* | 0 |
| Q-42 | 1 | B | Residential | 66 | 63 | 64 | 1 | 65 | 65 | 1 |
| Q-43 | 1 | B | Residential | 66 | 63 | 64 | 1 | 65 | 66* | 1 |
| Q-44 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| Q-45 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| Q-46 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| Q-47 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| Q-48 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 63 | 0 |
| Q-49 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| Q-50 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Q-51 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| Q-52 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-53 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| Q-54 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-55 | 1 | B | Residential | 66 | 59 | 59 | 0 | 58 | 59 | 1 |
| Q-56 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-57 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| Q-58 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| Q-59 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| Q-60 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| Q-61 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| Q-62 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| Q-63 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Q-64 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| Q-65 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| Q-66 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE R Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| R-01 | 1 | B | Residential | 66 | 61 | 61 | 0 | 62 | 62 | 0 |
| R-02 | 1 | B | Residential | 66 | 61 | 61 | 0 | 62 | 62 | 0 |
| R-03 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| R-04 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 70~ | 71* | 1 |
| R-05 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 71~ | 71* | 0 |
| R-06 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| R-07 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| R-08 | 1 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| R-09 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| R-10 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| R-11 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| R-12 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 70~ | 71* | 1 |
| R-13 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| R-14 | 1 | B | Residential | 66 | 64 | 64 | 0 | 63 | 64 | 1 |
| R-15 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| R-16 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| R-17 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 60 | 1 |
| R-18 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| R-19 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 70~ | 71* | 1 |
| R-20 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| R-21 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| R-22 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 60 | 1 |
| R-23 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| R-24 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| R-25 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| R-26 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| R-27 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| R-28 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 64 | 0 |
| R-29 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| R-30 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| R-31 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 71~ | 70* | -1 |
| R-32 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 71~ | 70* | -1 |
| R-33 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| R-34 | 1 | B | Residential | 66 | 70~ | 71* | 1 | 71~ | 70* | -1 |
| R-35 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 65 | -1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE S Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| S-1 | 3 | E | Cold Stone Creamery, Five Guys, & Starbucks | 71 | 62 | 62 | 0 | 62 | 63 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE T Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| T-01 | 1 | D** | Mt. Hope Lutheran Church | 51 | 41 | 42 | 1 | 42 | 42 | 0 |
| T-02 | 1 | D** | Mt. Hope School | 51 | 42 | 43 | 1 | 43 | 43 | 0 |
| T-03 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| T-04 | 1 | B | Residential | 66 | 59 | 60 | 1 | 60 | 60 | 0 |
| T-05 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| T-06 | 1 | C | Peterson Playground | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| T-07 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| T-08 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| T-09 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-10 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| T-11 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| T-12 | 1 | B | Residential | 66 | 69~ | 69* | 0 | 69~ | 69* | 0 |
| T-13 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 67~ | 67* | 0 |
| T-14 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| T-15 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-16 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| T-17 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 61 | 0 |
| T-18 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 68~ | 68* | 0 |
| T-19 | 11 | C | Little Jungle Preschool | 66 | 72~ | 73* | 1 | 72~ | 72* | 0 |
| T-20 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |
| T-21 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| T-22 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-23 | 1 | B | Residential | 66 | 73~ | 72* | -1 | 71~ | 73* | 2 |
| T-24 | 1 | B | Residential | 66 | 71~ | 71* | 0 | 70~ | 71* | 1 |
| T-25 | 1 | B | Residential | 66 | 67~ | 68* | 1 | 66~ | 68* | 2 |
| T-26 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| T-27 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| T-28 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| T-29 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| T-30 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-31 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| T-32 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 65 | 67* | 2 |
| T-33 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 68~ | 70* | 2 |
| T-34 | 1 | B | Residential | 66 | 65 | 65 | 0 | 64 | 65 | 1 |
| T-35 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-36 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE T Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| T-37 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| T-38 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| T-39 | 1 | B | Residential | 66 | 58 | 58 | 0 | 58 | 59 | 1 |
| T-40 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| T-41 | 1 | B | Residential | 66 | 70~ | 70* | 0 | 70~ | 70* | 0 |
| T-42 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| T-43 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| T-44 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| T-45 | 1 | B | Residential | 66 | 72~ | 72* | 0 | 71~ | 71* | 0 |
| T-46 | 1 | B | Residential | 66 | 67~ | 67* | 0 | 66~ | 66* | 0 |
| T-47 | 1 | B | Residential | 66 | 68~ | 68* | 0 | 67~ | 68* | 1 |
| T-48 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| T-49 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| T-50 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| T-51 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| T-52 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| T-53 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| T-54 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| T-55 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| T-56 | 1 | B | Residential | 66 | 61 | 62 | 0 | 61 | 62 | 1 |
| T-57 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| T-58 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| T-59 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 65 | 1 |
| T-60 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 66* | 0 |
| T-61 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| T-62 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-63 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| T-64 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| T-65 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| T-66 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| T-67 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| T-68 | 1 | B | Residential | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| T-69 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-01 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| U-02 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-03 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-04 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-05 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| U-06 | 1 | B | Residential | 66 | 61 | 62 | 1 | 62 | 62 | 0 |
| U-07 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-08 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-09 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 61 | 0 |
| U-10 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-11 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-12 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-13 | 1 | D** | Allen Park Church of Christ | 51 | 40 | 40 | 0 | 40 | 40 | 0 |
| U-14 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| U-15 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-16 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-17 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-18 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-19 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-20 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-21 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 60 | 1 |
| U-22 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-23 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-24 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-25 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-26 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-27 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-28 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-29 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-30 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-31 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-32 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-33 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-34 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-35 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-36 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-37 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-38 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-39 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-40 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-41 | 1 | B | Residential | 66 | 60 | 61 | 1 | 61 | 61 | 0 |
| U-42 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-43 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-44 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-45 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-46 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-47 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-48 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| U-49 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-50 | 1 | B | Residential | 66 | 66~ | 66* | 0 | 66~ | 67* | 1 |
| U-51 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| U-52 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| U-53 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| U-54 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 62 | 1 |
| U-55 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 61 | 1 |
| U-56 | 1 | B | Residential | 66 | 61 | 62 | 1 | 62 | 62 | 0 |
| U-57 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| U-58 | 1 | B | Residential | 66 | 63 | 63 | 0 | 63 | 64 | 1 |
| U-59 | 1 | B | Residential | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| U-60 | 1 | B | Residential | 66 | 66~ | 67* | 1 | 67~ | 67* | 0 |
| U-61 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-62 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-63 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-64 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-65 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-66 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-67 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-68 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-69 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-70 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-71 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-72 | 1 | B | Residential | 66 | 60 | 60 | 0 | 59 | 60 | 1 |
| U-73 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-74 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-75 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-76 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-77 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-78 | 1 | C | John F. Kennedy Memorial Park - Trail | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-79 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| U-80 | 1 | C | John F. Kennedy Memorial Park - Baseball Field | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-81 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| U-82 | 1 | B | Residential | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| U-83 | 1 | B | Residential | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| U-84 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-85 | 1 | B | Residential | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-86 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| U-87 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |
| U-88 | 2 | B | The Cove at Allen Park - Balcony | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| U-89 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 63 | 1 |
| U-90 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| U-91 | 1 | B | Residential | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| U-92 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-93 | 5 | C | The Cove at Allen Park - Swimming Pool | 66 | 65 | 65 | 0 | 65 | 65 | 0 |
| U-94 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-95 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-96 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-97 | 1 | B | Residential | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| U-98 | 2 | B | The Cove at Allen Park - Balcony | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-99 | 2 | B | The Cove at Allen Park - Balcony | 66 | 57 | 57 | 0 | 57 | 58 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-100 | 2 | B | The Cove at Allen Park - Balcony | 66 | 56 | 57 | 1 | 56 | 57 | 1 |
| U-101 | 2 | B | The Cove at Allen Park - Balcony | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-102 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| U-103 | 1 | B | Residential | 66 | 56 | 57 | 1 | 56 | 57 | 1 |
| U-104 | 1 | B | Residential | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| U-105 | 2 | B | The Cove at Allen Park - Balcony | 66 | 59 | 60 | 1 | 59 | 60 | 1 |
| U-106 | 2 | B | The Cove at Allen Park - Balcony | 66 | 56 | 57 | 1 | 57 | 57 | 0 |
| U-107 | 1 | B | The Cove at Allen Park - Balcony | 66 | 64 | 64 | 0 | 64 | 64 | 0 |
| U-108 | 2 | B | The Cove at Allen Park - Balcony | 66 | 63 | 64 | 1 | 63 | 64 | 1 |
| U-109 | 1 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-110 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| U-111 | 1 | B | The Cove at Allen Park - Balcony | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-112 | 2 | B | The Cove at Allen Park - Balcony | 66 | 60 | 60 | 0 | 60 | 60 | 0 |
| U-113 | 2 | B | The Cove at Allen Park - Balcony | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-114 | 2 | B | The Cove at Allen Park - Balcony | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-115 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| U-116 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-117 | 2 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-118 | 2 | B | The Cove at Allen Park - Balcony | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| U-119 | 1 | B | The Cove at Allen Park - Balcony | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| U-120 | 2 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-121 | 2 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-122 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 55 | 0 |
| U-123 | 1 | B | Residential | 66 | 55 | 55 | 0 | 55 | 56 | 1 |
| U-124 | 1 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-125 | 1 | B | The Cove at Allen Park - Balcony | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| U-126 | 2 | B | The Cove at Allen Park - Balcony | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-127 | 2 | B | The Cove at Allen Park - Balcony | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-128 | 1 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-129 | 1 | B | Residential | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| U-130 | 2 | B | The Cove at Allen Park - Balcony | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| U-131 | 2 | B | The Cove at Allen Park - Balcony | 66 | 57 | 57 | 0 | 57 | 57 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE U Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| U-132 | 2 | B | The Cove at Allen Park - Balcony | 66 | 58 | 59 | 1 | 58 | 59 | 1 |
| U-133 | 2 | B | The Cove at Allen Park - Balcony | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| U-134 | 2 | B | The Cove at Allen Park - Balcony | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-135 | 1 | B | The Cove at Allen Park - Balcony | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| U-136 | 2 | B | The Cove at Allen Park - Balcony | 66 | 64 | 65 | 1 | 65 | 65 | 0 |
| U-137 | 1 | B | The Cove at Allen Park - Balcony | 66 | 62 | 63 | 1 | 62 | 63 | 1 |
| U-138 | 1 | B | Residential | 66 | 65 | 66* | 1 | 65 | 66* | 1 |
| U-139 | 1 | B | Residential | 66 | 68~ | 69* | 1 | 68~ | 69* | 1 |
| U-140 | 1 | B | The Cove at Allen Park - Balcony | 66 | 64 | 65 | 1 | 64 | 65 | 1 |
| U-141 | 1 | D** | Hope City Church | 51 | 49 | 50 | 1 | 50 | 50 | 0 |
| U-142 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 61 | 1 |
| U-143 | 1 | B | Residential | 66 | 61 | 61 | 0 | 60 | 61 | 1 |
| U-144 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 61 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE V Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| V-01 | 1 | D** | Melvindale High School | 52 | 46 | 47 | 1 | 46 | 47 | 1 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)
** -25 dBA

| CNE W Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| W-01 | 1 | E | Comfort Inn & Suites Allen Park - Dearborn | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| W-02 | 1 | E | Best Western Greenfield Inn | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| W-03 | 1 | B | Residential | 66 | 56 | 56 | 0 | 56 | 56 | 0 |
| W-04 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 57 | 0 |
| W-05 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| W-06 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 57 | 0 |
| W-07 | 1 | B | Residential | 66 | 57 | 57 | 0 | 57 | 57 | 0 |
| W-08 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 57 | 0 |
| W-09 | 1 | B | Residential | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| W-10 | 1 | B | Residential | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| W-11 | 1 | B | Residential | 66 | 60 | 61 | 1 | 60 | 61 | 1 |
| W-12 | 1 | B | Residential | 66 | 61 | 61 | 0 | 61 | 61 | 0 |
| W-13 | 1 | B | Residential | 66 | 61 | 62 | 1 | 61 | 62 | 1 |
| W-14 | 1 | B | Residential | 66 | 62 | 62 | 0 | 62 | 62 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE Y Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| Y-01 | 5 | C | Lake Village of Fairlane - Swimming Pool | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Y-02 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Y-03 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 60 | 61 | 1 | 60 | 60 | 0 |
| Y-04 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 55 | 56 | 1 | 55 | 55 | 0 |
| Y-05 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 64 | 65 | 1 | 64 | 64 | 0 |
| Y-06 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Y-07 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 63 | 63 | 0 | 62 | 63 | 1 |
| Y-08 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 65 | 66* | 1 | 64 | 65 | 1 |
| Y-09 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 65 | 66* | 1 | 65 | 65 | 0 |
| Y-10 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |
| Y-11 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 62 | 63 | 1 | 62 | 62 | 0 |
| Y-12 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 63 | 63 | 0 | 63 | 63 | 0 |
| Y-13 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 68~ | 69* | 1 | 68~ | 68* | 0 |
| Y-14 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 67~ | 68* | 1 | 67~ | 67* | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE Y Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[1] | AM Modeling Results Existing Year Condition (2019)[1] | AM Modeling Results Design Year Build Condition (2051)[1] | AM Modeling Results Design Year Build Increase Over Existing Condition[1] | PM Modeling Results Existing Year Condition (2019)[1] | PM Modeling Results Design Year Build Condition (2051)[1] | PM Modeling Results Design Year Build Increase Over Existing Condition[1] |
|---|---|---|---|---|---|---|---|---|---|---|
| Y-15 | 1 | C | Lake Village of Fairlane - Tennis Court | 66 | 72~ | 73* | 1 | 72~ | 72 | 0 |
| Y-16 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 58 | 58 | 0 | 58 | 58 | 0 |
| Y-17 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 59 | 59 | 0 | 58 | 59 | 1 |
| Y-18 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 58 | 59 | 1 | 58 | 58 | 0 |
| Y-19 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 59 | 59 | 0 | 59 | 59 | 0 |
| Y-20 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| Y-21 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 56 | 56 | 0 | 56 | 56 | 0 |
| Y-22 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 61 | 62 | 1 | 61 | 61 | 0 |
| Y-23 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 54 | 55 | 1 | 54 | 55 | 1 |
| Y-24 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 57 | 58 | 1 | 57 | 58 | 1 |
| Y-25 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 55 | 56 | 1 | 55 | 56 | 1 |
| Y-26 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 53 | 54 | 1 | 53 | 53 | 0 |
| Y-27 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 53 | 53 | 0 | 52 | 53 | 1 |
| Y-28 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 52 | 53 | 1 | 52 | 52 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

| CNE Y Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria[(1)] | AM Modeling Results Existing Year Condition (2019)[(1)] | AM Modeling Results Design Year Build Condition (2051)[(1)] | AM Modeling Results Design Year Build Increase Over Existing Condition[(1)] | PM Modeling Results Existing Year Condition (2019)[(1)] | PM Modeling Results Design Year Build Condition (2051)[(1)] | PM Modeling Results Design Year Build Increase Over Existing Condition[(1)] |
|---|---|---|---|---|---|---|---|---|---|---|
| Y-29 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 56 | 57 | 1 | 56 | 56 | 0 |
| Y-30 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 61 | 62 | 1 | 61 | 61 | 0 |

Notes:
~ and Blue: Impacted Receptor - Existing Year Condition (2019)
* and Red: Impacted Receptor - Design Year Build Condition (2051)
(1) Sound Levels Reported as dB(A) Leq(h)

**APPENDIX C**

**BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| B-01 | 1 | B | 66 | 63 | 62 | 1 | N | - | N | - | - |
| B-02 | 1 | B | 66 | 63 | 62 | 1 | N | - | N | - | - |
| B-03 | 1 | B | 66 | 63 | 62 | 1 | N | - | N | - | - |
| B-04 | 1 | B | 66 | 60 | 59 | 1 | N | - | N | - | - |
| B-05 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| B-06 | 1 | B | 66 | 63 | 61 | 2 | N | - | N | - | - |
| B-07 | 1 | B | 66 | 61 | 59 | 2 | N | - | N | - | - |
| B-08 | 1 | B | 66 | 60 | 59 | 1 | N | - | N | - | - |
| B-09 | 1 | B | 66 | 60 | 58 | 2 | N | - | N | - | - |
| B-10 | 1 | B | 66 | 60 | 59 | 1 | N | - | N | - | - |
| B-11 | 1 | B | 66 | 61 | 59 | 2 | N | - | N | - | - |
| B-12 | 1 | B | 66 | 63 | 61 | 2 | N | - | N | - | - |
| B-13 | 1 | B | 66 | 64 | 61 | 3 | N | - | N | - | - |
| B-14 | 1 | B | 66 | 61 | 59 | 2 | N | - | N | - | - |
| B-15 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-16 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-17 | 1 | B | 66 | 64 | 61 | 3 | N | - | N | - | - |
| B-18 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-19 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-20 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-21 | 1 | B | 66 | 64 | 61 | 3 | N | - | N | - | - |
| B-22 | 1 | B | 66 | 64 | 61 | 3 | N | - | N | - | - |
| B-23 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-24 | 1 | B | 66 | 62 | 58 | 4 | N | - | N | - | - |
| B-25 | 1 | B | 66 | 61 | 58 | 3 | N | - | N | - | - |
| B-26 | 1 | B | 66 | 62 | 58 | 4 | N | - | N | - | - |
| B-27 | 1 | B | 66 | 65 | 61 | 4 | N | - | N | - | - |
| B-28 | 1 | B | 66 | 66 | 62 | 4 | N | - | N | - | - |
| B-29 | 1 | B | 66 | 62 | 58 | 4 | N | - | N | - | - |
| B-30 | 1 | B | 66 | 62 | 58 | 4 | N | - | N | - | - |
| B-31 | 1 | B | 66 | 63 | 58 | 5 | N | - | Y | N | N |
| B-32 | 1 | B | 66 | 67 | 62 | 5 | N | - | Y | N | N |
| B-33 | 1 | B | 66 | 63 | 58 | 5 | N | - | Y | N | N |
| B-34 | 1 | B | 66 | 63 | 58 | 5 | N | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| B-35 | 1 | B | 66 | 69 | 62 | 7 | N | - | Y | Y | N |
| B-36 | 1 | B | 66 | 63 | 58 | 5 | N | - | Y | N | N |
| B-37 | 1 | B | 66 | 63 | 58 | 5 | N | - | Y | N | N |
| B-38 | 1 | B | 66 | 64 | 59 | 5 | N | - | Y | N | N |
| B-39 | 1 | B | 66 | 71 | 63 | 8 | N | - | Y | Y | N |
| B-40 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-41 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-42 | 1 | B | 66 | 74 | 64 | 10 | N | - | Y | Y | Y |
| B-43 | 1 | B | 66 | 71 | 63 | 8 | N | - | Y | Y | N |
| B-44 | 1 | B | 66 | 69 | 62 | 7 | N | - | Y | Y | N |
| B-45 | 1 | B | 66 | 64 | 59 | 5 | N | - | Y | N | N |
| B-46 | 1 | B | 66 | 64 | 59 | 5 | N | - | Y | N | N |
| B-47 | 1 | B | 66 | 64 | 59 | 5 | N | - | Y | N | N |
| B-48 | 1 | B | 66 | 65 | 59 | 6 | N | - | Y | N | N |
| B-49 | 1 | B | 66 | 68 | 61 | 7 | N | - | Y | Y | N |
| B-50 | 1 | B | 66 | 68 | 61 | 7 | N | - | Y | Y | N |
| B-51 | 1 | B | 66 | 65 | 59 | 6 | N | - | Y | N | N |
| B-52 | 1 | B | 66 | 65 | 60 | 5 | N | - | Y | N | N |
| B-53 | 1 | B | 66 | 70 | 62 | 8 | N | - | Y | Y | N |
| B-54 | 1 | B | 66 | 78 | 64 | 14 | N | - | Y | Y | Y |
| B-55 | 1 | B | 66 | 77 | 64 | 13 | N | - | Y | Y | Y |
| B-56 | 1 | B | 66 | 76 | 64 | 12 | N | - | Y | Y | Y |
| B-57 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-58 | 1 | B | 66 | 70 | 62 | 8 | N | - | Y | Y | N |
| B-59 | 1 | B | 66 | 70 | 62 | 8 | N | - | Y | Y | N |
| B-60 | 1 | B | 66 | 67 | 61 | 6 | N | - | Y | N | N |
| B-61 | 1 | B | 66 | 66 | 60 | 6 | N | - | Y | N | N |
| B-62 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-63 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-64 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-65 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| B-66 | 1 | B | 66 | 70 | 62 | 8 | N | - | Y | Y | N |
| B-67 | 1 | B | 66 | 68 | 61 | 7 | N | - | Y | Y | N |
| B-68 | 1 | B | 66 | 67 | 61 | 6 | N | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| B-69 | 1 | B | 66 | 65 | 60 | 5 | N | - | Y | N | N |
| B-70 | 1 | B | 66 | 65 | 60 | 5 | N | - | Y | N | N |
| B-71 | 1 | B | 66 | 66 | 61 | 5 | N | - | Y | N | N |
| B-72 | 1 | B | 66 | 68 | 61 | 7 | N | - | Y | Y | N |
| B-73 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| B-74 | 1 | B | 66 | 76 | 64 | 12 | N | - | Y | Y | Y |
| B-75 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-76 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-77 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-78 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| B-79 | 1 | B | 66 | 68 | 62 | 6 | N | - | Y | N | N |
| B-80 | 1 | B | 66 | 67 | 61 | 6 | N | - | Y | N | N |
| B-81 | 1 | B | 66 | 66 | 60 | 6 | N | - | Y | N | N |
| B-82 | 1 | B | 66 | 65 | 60 | 5 | N | - | Y | N | N |
| B-83 | 1 | B | 66 | 65 | 61 | 4 | N | - | N | - | - |
| B-84 | 1 | B | 66 | 66 | 62 | 4 | N | - | N | - | - |
| B-85 | 1 | B | 66 | 68 | 62 | 6 | N | - | Y | N | N |
| B-86 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| B-87 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| B-88 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-89 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-90 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| B-91 | 1 | B | 66 | 76 | 68 | 8 | Y | Y | Y | Y | N |
| B-92 | 1 | B | 66 | 76 | 66 | 10 | Y | Y | Y | Y | Y |
| B-93 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| B-94 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| B-95 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| B-96 | 1 | B | 66 | 67 | 62 | 5 | N | - | Y | N | N |
| B-97 | 1 | B | 66 | 65 | 62 | 3 | N | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE B - EXISTING NOISE WALL ENB B-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 2 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 2 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 64 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 36 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 56% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 19 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE F - NOISE WALL NB F-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| F-05 | 1 | B | 66 | 70 | Y | 60 | 10 | Y | Y | Y | Y |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE F - NOISE WALL NB F-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 1 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 1 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 1 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 100% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE H - NOISE WALL NB H-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| H-01 | 1 | B | 66 | 70 | Y | 65 | 5 | Y | Y | N | N |
| H-02 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| H-03 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| H-04 | 1 | B | 66 | 72 | Y | 62 | 10 | Y | Y | Y | Y |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE H - NOISE WALL NB H-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 4 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 4 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 4 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 3 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 75% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE I - NOISE WALL NB I-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I-03 | 1 | B | 66 | 62 | N | 61 | 1 | - | N | - | - |
| I-04 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| I-05 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| I-06 | 1 | B | 66 | 66 | Y | 57 | 9 | Y | Y | Y | N |
| I-07 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| I-08 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| I-09 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| I-10 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| I-11 | 1 | B | 66 | 60 | N | 57 | 3 | - | N | - | - |
| I-12 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| I-13 | 1 | B | 66 | 59 | N | 56 | 3 | - | N | - | - |
| I-14 | 1 | B | 66 | 60 | N | 57 | 3 | - | N | - | - |
| I-15 | 1 | B | 66 | 59 | N | 56 | 3 | - | N | - | - |
| I-16 | 1 | B | 66 | 58 | N | 56 | 2 | - | N | - | - |
| I-17 | 1 | B | 66 | 59 | N | 57 | 2 | - | N | - | - |
| I-18 | 1 | B | 66 | 60 | N | 58 | 2 | - | N | - | - |
| I-19 | 1 | B | 66 | 60 | N | 58 | 2 | - | N | - | - |
| I-20 | 1 | B | 66 | 59 | N | 57 | 2 | - | N | - | - |
| I-21 | 1 | B | 66 | 58 | N | 56 | 2 | - | N | - | - |
| I-22 | 1 | B | 66 | 59 | N | 57 | 2 | - | N | - | - |
| I-23 | 1 | B | 66 | 59 | N | 58 | 1 | - | N | - | - |
| I-24 | 1 | B | 66 | 58 | N | 57 | 1 | - | N | - | - |
| I-25 | 1 | B | 66 | 59 | N | 58 | 1 | - | N | - | - |
| I-26 | 1 | B | 66 | 58 | N | 57 | 1 | - | N | - | - |
| I-27 | 1 | B | 66 | 59 | N | 58 | 1 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE I - NOISE WALL NB I-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 1 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 1 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 5 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 3 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 60% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 0 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3A**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| J-01 | 1 | B | 66 | 59 | N | 56 | 3 | - | N | - | - |
| J-02 | 1 | B | 66 | 62 | N | 58 | 4 | - | N | - | - |
| J-03 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| J-04 | 1 | B | 66 | 73 | Y | 60 | 13 | Y | Y | Y | Y |
| J-05 | 1 | B | 66 | 70 | Y | 60 | 10 | Y | Y | Y | Y |
| J-06 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| J-07 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| J-08 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| J-09 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| J-10 | 1 | B | 66 | 59 | N | 56 | 3 | - | N | - | - |
| J-11 | 1 | B | 66 | 61 | N | 56 | 5 | - | Y | N | N |
| J-12 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| J-13 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| J-14 | 1 | B | 66 | 68 | Y | 59 | 9 | Y | Y | Y | N |
| J-15 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| J-16 | 1 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| J-17 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| J-18 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| J-19 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| J-20 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| J-21 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| J-22 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| J-23 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| J-24 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| J-25 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| J-26 | 1 | B | 66 | 72 | Y | 59 | 13 | Y | Y | Y | Y |
| J-27 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| J-28 | 1 | B | 66 | 68 | Y | 61 | 7 | Y | Y | Y | N |
| J-29 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| J-30 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| J-31 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| J-32 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| J-33 | 1 | B | 66 | 64 | N | 62 | 2 | - | N | - | - |
| J-34 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3A**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| J-35 | 1 | B | 66 | 66 | Y | 63 | 3 | N | N | - | - |
| J-36 | 1 | B | 66 | 68 | Y | 64 | 4 | N | N | - | - |
| J-37 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| J-38 | 1 | B | 66 | 73 | Y | 59 | 14 | Y | Y | Y | Y |
| J-39 | 1 | B | 66 | 70 | Y | 64 | 6 | Y | Y | N | N |
| J-40 | 1 | B | 66 | 67 | Y | 65 | 2 | N | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3A**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 20 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 17 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 85% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 28 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 19 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 68% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 4 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3B**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| J-01 | 1 | B | 66 | 59 | N | 55 | 4 | - | N | - | - |
| J-02 | 1 | B | 66 | 62 | N | 56 | 6 | - | Y | N | N |
| J-03 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| J-04 | 1 | B | 66 | 72 | Y | 59 | 13 | Y | Y | Y | Y |
| J-05 | 1 | B | 66 | 70 | Y | 58 | 12 | Y | Y | Y | Y |
| J-06 | 1 | B | 66 | 66 | Y | 57 | 9 | Y | Y | Y | N |
| J-07 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| J-08 | 1 | B | 66 | 61 | N | 55 | 6 | - | Y | N | N |
| J-09 | 1 | B | 66 | 60 | N | 55 | 5 | - | Y | N | N |
| J-10 | 1 | B | 66 | 59 | N | 54 | 5 | - | Y | N | N |
| J-11 | 1 | B | 66 | 61 | N | 55 | 6 | - | Y | N | N |
| J-12 | 1 | B | 66 | 64 | N | 56 | 8 | - | Y | Y | N |
| J-13 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| J-14 | 1 | B | 66 | 67 | Y | 58 | 9 | Y | Y | Y | N |
| J-15 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| J-16 | 1 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| J-17 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| J-18 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| J-19 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| J-20 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| J-21 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| J-22 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| J-23 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| J-24 | 1 | B | 66 | 67 | Y | 61 | 6 | Y | Y | N | N |
| J-25 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| J-26 | 1 | B | 66 | 72 | Y | 62 | 10 | Y | Y | Y | Y |
| J-27 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| J-28 | 1 | B | 66 | 68 | Y | 64 | 4 | N | N | - | - |
| J-29 | 1 | B | 66 | 66 | Y | 63 | 3 | N | N | - | - |
| J-30 | 1 | B | 66 | 66 | Y | 63 | 3 | N | N | - | - |
| J-31 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |
| J-32 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| J-33 | 1 | B | 66 | 64 | N | 62 | 2 | - | N | - | - |
| J-34 | 1 | B | 66 | 65 | N | 63 | 2 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3B**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| J-35 | 1 | B | 66 | 66 | Y | 64 | 2 | N | N | - | - |
| J-36 | 1 | B | 66 | 68 | Y | 65 | 3 | N | N | - | - |
| J-37 | 1 | B | 66 | 69 | Y | 66 | 3 | N | N | - | - |
| J-38 | 1 | B | 66 | 74 | Y | 66 | 8 | Y | Y | Y | N |
| J-39 | 1 | B | 66 | 70 | Y | 67 | 3 | N | N | - | - |
| J-40 | 1 | B | 66 | 67 | Y | 65 | 2 | N | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE J - NOISE WALL NB J-3B**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 20 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 11 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 55% |
| Feasibility Criteria Met | No |
| Reasonableness Criteria - Benefited Dwelling Units | 24 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 12 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 50% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 3 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-20 | 1 | B | 66 | 64 | N | 64 | 0 | - | N | - | - |
| K-21 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| K-22 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-23 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-24 | 1 | B | 66 | 67 | Y | 60 | 7 | Y | Y | Y | N |
| K-26 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-27 | 1 | B | 66 | 67 | Y | 60 | 7 | Y | Y | Y | N |
| K-28 | 1 | B | 66 | 68 | Y | 60 | 8 | Y | Y | Y | N |
| K-29 | 1 | B | 66 | 69 | Y | 60 | 9 | Y | Y | Y | N |
| K-30 | 1 | B | 66 | 70 | Y | 60 | 10 | Y | Y | Y | Y |
| K-31 | 1 | B | 66 | 71 | Y | 60 | 11 | Y | Y | Y | Y |
| K-32 | 1 | B | 66 | 71 | Y | 60 | 11 | Y | Y | Y | Y |
| K-33 | 1 | B | 66 | 74 | Y | 59 | 15 | Y | Y | Y | Y |
| K-34 | 1 | B | 66 | 72 | Y | 61 | 11 | Y | Y | Y | Y |
| K-35 | 1 | B | 66 | 70 | Y | 61 | 9 | Y | Y | Y | N |
| K-36 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| K-37 | 1 | B | 66 | 68 | Y | 61 | 7 | Y | Y | Y | N |
| K-38 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| K-39 | 1 | B | 66 | 69 | Y | 64 | 5 | Y | Y | N | N |
| K-40 | 1 | B | 66 | 70 | Y | 65 | 5 | Y | Y | N | N |
| K-50 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-51 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-52 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-53 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-54 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-55 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-56 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-57 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| K-58 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-59 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-60 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| K-61 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| K-62 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-63 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-1A**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-64 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-65 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-66 | 1 | B | 66 | 63 | N | 62 | 1 | - | N | - | - |
| K-67 | 1 | B | 66 | 64 | N | 62 | 2 | - | N | - | - |
| K-68 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |
| K-69 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |
| K-70 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| K-71 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-72 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| K-73 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| K-74 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| K-75 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| K-76 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| K-77 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| K-78 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-79 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-80 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-81 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| K-82 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| K-83 | 1 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| K-84 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| K-85 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |
| K-86 | 1 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-1A**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 24 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 22 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 92% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 25 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 13 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 52% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 5 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-20 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| K-21 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| K-22 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| K-23 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| K-24 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| K-26 | 1 | B | 66 | 67 | Y | 60 | 7 | Y | Y | Y | N |
| K-27 | 1 | B | 66 | 67 | Y | 61 | 6 | Y | Y | N | N |
| K-28 | 1 | B | 66 | 68 | Y | 61 | 7 | Y | Y | Y | N |
| K-29 | 1 | B | 66 | 69 | Y | 61 | 8 | Y | Y | Y | N |
| K-30 | 1 | B | 66 | 70 | Y | 62 | 8 | Y | Y | Y | N |
| K-31 | 1 | B | 66 | 71 | Y | 62 | 9 | Y | Y | Y | N |
| K-32 | 1 | B | 66 | 71 | Y | 63 | 8 | Y | Y | Y | N |
| K-33 | 1 | B | 66 | 74 | Y | 66 | 8 | Y | Y | Y | N |
| K-34 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| K-35 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| K-36 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| K-37 | 1 | B | 66 | 68 | Y | 62 | 6 | Y | Y | N | N |
| K-38 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| K-39 | 1 | B | 66 | 69 | Y | 64 | 5 | Y | Y | N | N |
| K-40 | 1 | B | 66 | 70 | Y | 66 | 4 | N | N | - | - |
| K-50 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| K-51 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| K-52 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| K-53 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| K-54 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-55 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| K-56 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| K-57 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| K-58 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| K-59 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| K-60 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| K-61 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| K-62 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| K-63 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-1B**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-64 | 1 | B | 66 | 63 | N | 59 | 4 | - | N | - | - |
| K-65 | 1 | B | 66 | 63 | N | 59 | 4 | - | N | - | - |
| K-66 | 1 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| K-67 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| K-68 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| K-69 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| K-70 | 1 | B | 66 | 66 | Y | 62 | 4 | N | N | - | - |
| K-71 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-72 | 1 | B | 66 | 62 | N | 58 | 4 | - | N | - | - |
| K-73 | 1 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| K-74 | 1 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| K-75 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| K-76 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| K-77 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| K-78 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| K-79 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| K-80 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-81 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-82 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| K-83 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-84 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| K-85 | 1 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| K-86 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-1B**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 24 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 21 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 88% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 46 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 16 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 35% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 0 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-2**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-41 | 1 | B | 66 | 79 | Y | 68 | 11 | Y | Y | Y | Y |
| K-42 | 1 | B | 66 | 75 | Y | 66 | 9 | Y | Y | Y | N |
| K-43 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| K-44 | 1 | B | 66 | 65 | N | 62 | 3 | - | N | - | - |
| K-45 | 1 | B | 66 | 65 | N | 64 | 1 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-2**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 3 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 3 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 3 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 2 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 67% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-3**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| K-49 | 1 | E | 72 | 73 | Y | 63 | 10 | Y | Y | Y | Y |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE K - NOISE WALL NB K-3**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 1 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 1 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 1 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 100% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-01 | 1 | B | 66 | 72 | 62 | 10 | N | - | Y | Y | Y |
| L-02 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-03 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| L-04 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-05 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-06 | 1 | B | 66 | 71 | 63 | 8 | N | - | Y | Y | N |
| L-07 | 1 | B | 66 | 72 | 64 | 8 | N | - | Y | Y | N |
| L-08 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-09 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-10 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| L-11 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| L-12 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| L-13 | 1 | B | 66 | 67 | 62 | 5 | N | - | Y | N | N |
| L-14 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| L-15 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-16 | 1 | B | 66 | 72 | 63 | 9 | N | - | Y | Y | N |
| L-17 | 1 | B | 66 | 71 | 63 | 8 | N | - | Y | Y | N |
| L-18 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-19 | 1 | B | 66 | 69 | 62 | 7 | N | - | Y | Y | N |
| L-20 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| L-21 | 1 | B | 66 | 68 | 62 | 6 | N | - | Y | N | N |
| L-22 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| L-23 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-24 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-25 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-26 | 1 | B | 66 | 70 | 63 | 7 | N | - | Y | Y | N |
| L-27 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| L-28 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| L-29 | 1 | B | 66 | 69 | 63 | 6 | N | - | Y | N | N |
| L-30 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-31 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-32 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-33 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-34 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-1**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-35 | 1 | B | 66 | 68 | 63 | 5 | N | - | Y | N | N |
| L-36 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| L-37 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-38 | 1 | B | 66 | 71 | 64 | 7 | N | - | Y | Y | N |
| L-39 | 1 | B | 66 | 72 | 66 | 6 | Y | Y | Y | N | N |
| L-40 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-41 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-1**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 1 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 1 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 38 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 19 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 50% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-2**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-42 | 1 | B | 66 | 75 | 66 | 9 | Y | Y | Y | Y | N |
| L-43 | 1 | B | 66 | 74 | 67 | 7 | Y | Y | Y | Y | N |
| L-44 | 1 | B | 66 | 72 | 67 | 5 | Y | Y | Y | N | N |
| L-45 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-46 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-47 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-48 | 1 | B | 66 | 68 | 65 | 3 | N | - | N | - | - |
| L-49 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-50 | 1 | B | 66 | 68 | 66 | 2 | Y | N | N | - | - |
| L-51 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-52 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-53 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-54 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-55 | 1 | B | 66 | 73 | 67 | 6 | Y | Y | Y | N | N |
| L-56 | 1 | B | 66 | 74 | 67 | 7 | Y | Y | Y | Y | N |
| L-57 | 1 | B | 66 | 75 | 68 | 7 | Y | Y | Y | Y | N |
| L-58 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-59 | 1 | B | 66 | 68 | 65 | 3 | N | - | N | - | - |
| L-60 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-61 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-62 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-63 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-64 | 1 | B | 66 | 73 | 69 | 4 | Y | N | N | - | - |
| L-65 | 1 | B | 66 | 75 | 69 | 6 | Y | Y | Y | N | N |
| L-66 | 1 | B | 66 | 76 | 68 | 8 | Y | Y | Y | Y | N |
| L-67 | 1 | B | 66 | 74 | 68 | 6 | Y | Y | Y | N | N |
| L-68 | 1 | B | 66 | 73 | 69 | 4 | Y | N | N | - | - |
| L-69 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-70 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-71 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-72 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-73 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-74 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-75 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-76 | 1 | B | 66 | 71 | 68 | 3 | Y | N | N | - | - |
| L-77 | 1 | B | 66 | 73 | 68 | 5 | Y | Y | Y | N | N |
| L-78 | 1 | B | 66 | 74 | 68 | 6 | Y | Y | Y | N | N |
| L-79 | 1 | B | 66 | 75 | 67 | 8 | Y | Y | Y | Y | N |
| L-80 | 1 | B | 66 | 76 | 71 | 5 | Y | Y | Y | N | N |
| L-81 | 1 | B | 66 | 76 | 68 | 8 | Y | Y | Y | Y | N |
| L-82 | 1 | B | 66 | 75 | 68 | 7 | Y | Y | Y | Y | N |
| L-83 | 1 | B | 66 | 74 | 68 | 6 | Y | Y | Y | N | N |
| L-84 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-85 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-86 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-87 | 1 | B | 66 | 70 | 66 | 4 | Y | N | N | - | - |
| L-88 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-89 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-90 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-91 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-92 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-93 | 1 | B | 66 | 73 | 68 | 5 | Y | Y | Y | N | N |
| L-94 | 1 | B | 66 | 75 | 67 | 8 | Y | Y | Y | Y | N |
| L-95 | 1 | B | 66 | 78 | 68 | 10 | Y | Y | Y | Y | Y |
| L-96 | 1 | B | 66 | 75 | 68 | 7 | Y | Y | Y | Y | N |
| L-97 | 1 | B | 66 | 74 | 69 | 5 | Y | Y | Y | N | N |
| L-98 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-99 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-100 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-101 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-102 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-103 | 1 | B | 66 | 70 | 66 | 4 | Y | N | N | - | - |
| L-104 | 1 | B | 66 | 70 | 67 | 3 | Y | N | N | - | - |
| L-105 | 1 | B | 66 | 72 | 68 | 4 | Y | N | N | - | - |
| L-106 | 1 | B | 66 | 73 | 68 | 5 | Y | Y | Y | N | N |
| L-107 | 1 | B | 66 | 74 | 69 | 5 | Y | Y | Y | N | N |
| L-108 | 1 | B | 66 | 76 | 69 | 7 | Y | Y | Y | Y | N |
| L-109 | 1 | B | 66 | 77 | 68 | 9 | Y | Y | Y | Y | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-210 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-211 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-212 | 1 | B | 66 | 64 | 63 | 1 | N | - | N | - | - |
| L-213 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-214 | 1 | B | 66 | 66 | 63 | 3 | N | - | N | - | - |
| L-215 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-216 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-217 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-218 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-219 | 1 | B | 66 | 64 | 63 | 1 | N | - | N | - | - |
| L-220 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-221 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-222 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-223 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-224 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-225 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-226 | 1 | B | 66 | 64 | 63 | 1 | N | - | N | - | - |
| L-227 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-228 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-229 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-230 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-231 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-232 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-233 | 1 | B | 66 | 66 | 63 | 3 | N | - | N | - | - |
| L-234 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-235 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |
| L-236 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-237 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-238 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-239 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-240 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-241 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-242 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-243 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-2**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-244 | 1 | B | 66 | 66 | 64 | 2 | N | - | N | - | - |
| L-245 | 1 | B | 66 | 65 | 63 | 2 | N | - | N | - | - |
| L-246 | 1 | B | 66 | 64 | 62 | 2 | N | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 57 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 25 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 44% |
| Feasibility Criteria Met | No |
| Reasonableness Criteria - Benefited Dwelling Units | 25 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 13 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 52% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-110 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-111 | 1 | B | 66 | 73 | 65 | 8 | N | - | Y | Y | N |
| L-112 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-113 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-114 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-115 | 1 | B | 66 | 67 | 65 | 2 | N | - | N | - | - |
| L-116 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-117 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-118 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| L-119 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-120 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-121 | 1 | B | 66 | 72 | 65 | 7 | N | - | Y | Y | N |
| L-122 | 1 | B | 66 | 74 | 65 | 9 | N | - | Y | Y | N |
| L-123 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-124 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-125 | 1 | B | 66 | 73 | 65 | 8 | N | - | Y | Y | N |
| L-126 | 1 | B | 66 | 72 | 65 | 7 | N | - | Y | Y | N |
| L-127 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-128 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-129 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| L-130 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-131 | 1 | B | 66 | 67 | 63 | 4 | N | - | N | - | - |
| L-132 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-133 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-134 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-135 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| L-136 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-137 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-138 | 1 | B | 66 | 67 | 63 | 4 | N | - | N | - | - |
| L-139 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-140 | 1 | B | 66 | 70 | 64 | 6 | N | - | Y | N | N |
| L-141 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-142 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-143 | 1 | B | 66 | 72 | 66 | 6 | Y | Y | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-3**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-144 | 1 | B | 66 | 73 | 66 | 7 | Y | Y | Y | Y | N |
| L-145 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-146 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-147 | 1 | B | 66 | 74 | 66 | 8 | Y | Y | Y | Y | N |
| L-148 | 1 | B | 66 | 72 | 65 | 7 | N | - | Y | Y | N |
| L-149 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-150 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-151 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-152 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-153 | 1 | B | 66 | 67 | 63 | 4 | N | - | N | - | - |
| L-154 | 1 | B | 66 | 66 | 63 | 3 | N | - | N | - | - |
| L-155 | 1 | B | 66 | 67 | 63 | 4 | N | - | N | - | - |
| L-156 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-157 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-158 | 1 | B | 66 | 70 | 66 | 4 | Y | N | N | - | - |
| L-159 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-160 | 1 | B | 66 | 74 | 66 | 8 | Y | Y | Y | Y | N |
| L-161 | 1 | B | 66 | 76 | 65 | 11 | N | - | Y | Y | Y |
| L-162 | 1 | B | 66 | 75 | 66 | 9 | Y | Y | Y | Y | N |
| L-163 | 1 | B | 66 | 73 | 66 | 7 | Y | Y | Y | Y | N |
| L-164 | 1 | B | 66 | 72 | 66 | 6 | Y | Y | Y | N | N |
| L-165 | 1 | B | 66 | 71 | 65 | 6 | N | - | Y | N | N |
| L-166 | 1 | B | 66 | 70 | 66 | 4 | Y | N | N | - | - |
| L-167 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-168 | 1 | B | 66 | 67 | 64 | 3 | N | - | N | - | - |
| L-169 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-170 | 1 | B | 66 | 70 | 66 | 4 | Y | N | N | - | - |
| L-171 | 1 | B | 66 | 75 | 67 | 8 | Y | Y | Y | Y | N |
| L-172 | 1 | B | 66 | 75 | 67 | 8 | Y | Y | Y | Y | N |
| L-173 | 1 | B | 66 | 77 | 65 | 12 | N | - | Y | Y | Y |
| L-174 | 1 | B | 66 | 77 | 66 | 11 | Y | Y | Y | Y | Y |
| L-175 | 1 | B | 66 | 76 | 67 | 9 | Y | Y | Y | Y | N |
| L-176 | 1 | B | 66 | 74 | 67 | 7 | Y | Y | Y | Y | N |
| L-177 | 1 | B | 66 | 73 | 67 | 6 | Y | Y | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Noise Level[1] | Existing Barrier Condition (2051) Barrier Insertion Loss | Existing Barrier Condition (2051) Noise Impact (Y/N) | Existing Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) Benefited Receptor (Y/N) | Existing Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Existing Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-178 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-179 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-180 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-181 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-182 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-183 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-184 | 1 | B | 66 | 71 | 67 | 4 | Y | N | N | - | - |
| L-185 | 1 | B | 66 | 72 | 67 | 5 | Y | Y | Y | N | N |
| L-186 | 1 | B | 66 | 73 | 67 | 6 | Y | Y | Y | N | N |
| L-187 | 1 | B | 66 | 74 | 66 | 8 | Y | Y | Y | Y | N |
| L-188 | 1 | B | 66 | 76 | 66 | 10 | Y | Y | Y | Y | Y |
| L-189 | 1 | B | 66 | 74 | 66 | 8 | Y | Y | Y | Y | N |
| L-190 | 1 | B | 66 | 73 | 66 | 7 | Y | Y | Y | Y | N |
| L-191 | 1 | B | 66 | 71 | 66 | 5 | Y | Y | Y | N | N |
| L-192 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-193 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-194 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-195 | 1 | B | 66 | 68 | 64 | 4 | N | - | N | - | - |
| L-196 | 1 | B | 66 | 68 | 65 | 3 | N | - | N | - | - |
| L-197 | 1 | B | 66 | 68 | 65 | 3 | N | - | N | - | - |
| L-198 | 1 | B | 66 | 69 | 65 | 4 | N | - | N | - | - |
| L-199 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-200 | 1 | B | 66 | 72 | 65 | 7 | N | - | Y | Y | N |
| L-201 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-202 | 1 | B | 66 | 75 | 64 | 11 | N | - | Y | Y | Y |
| L-203 | 1 | B | 66 | 72 | 65 | 7 | N | - | Y | Y | N |
| L-204 | 1 | B | 66 | 70 | 65 | 5 | N | - | Y | N | N |
| L-205 | 1 | B | 66 | 69 | 66 | 3 | Y | N | N | - | - |
| L-206 | 1 | B | 66 | 68 | 65 | 3 | N | - | N | - | - |
| L-207 | 1 | B | 66 | 75 | 65 | 10 | N | - | Y | Y | Y |
| L-208 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |
| L-209 | 1 | B | 66 | 69 | 64 | 5 | N | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - EXISTING NOISE WALL ENB L-3**
**DESIGN YEAR BUILD CONDITION (2051) EXISTING BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 26 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 20 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 77% |
| Feasibility Criteria Met | No |
| Reasonableness Criteria - Benefited Dwelling Units | 62 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 33 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 53% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 13 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-42 | 1 | B | 66 | 75 | Y | 64 | 11 | Y | Y | Y | Y |
| L-43 | 1 | B | 66 | 74 | Y | 65 | 9 | Y | Y | Y | N |
| L-44 | 1 | B | 66 | 72 | Y | 65 | 7 | Y | Y | Y | N |
| L-45 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| L-46 | 1 | B | 66 | 70 | Y | 64 | 6 | Y | Y | N | N |
| L-47 | 1 | B | 66 | 69 | Y | 64 | 5 | Y | Y | N | N |
| L-48 | 1 | B | 66 | 68 | Y | 63 | 5 | Y | Y | N | N |
| L-49 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| L-50 | 1 | B | 66 | 68 | Y | 63 | 5 | Y | Y | N | N |
| L-51 | 1 | B | 66 | 69 | Y | 64 | 5 | Y | Y | N | N |
| L-52 | 1 | B | 66 | 70 | Y | 64 | 6 | Y | Y | N | N |
| L-53 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| L-54 | 1 | B | 66 | 72 | Y | 65 | 7 | Y | Y | Y | N |
| L-55 | 1 | B | 66 | 73 | Y | 65 | 8 | Y | Y | Y | N |
| L-56 | 1 | B | 66 | 74 | Y | 65 | 9 | Y | Y | Y | N |
| L-57 | 1 | B | 66 | 75 | Y | 66 | 9 | Y | Y | Y | N |
| L-58 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| L-59 | 1 | B | 66 | 68 | Y | 63 | 5 | Y | Y | N | N |
| L-60 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-61 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-62 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| L-63 | 1 | B | 66 | 72 | Y | 65 | 7 | Y | Y | Y | N |
| L-64 | 1 | B | 66 | 73 | Y | 65 | 8 | Y | Y | Y | N |
| L-65 | 1 | B | 66 | 75 | Y | 65 | 10 | Y | Y | Y | Y |
| L-66 | 1 | B | 66 | 76 | Y | 65 | 11 | Y | Y | Y | Y |
| L-67 | 1 | B | 66 | 74 | Y | 65 | 9 | Y | Y | Y | N |
| L-68 | 1 | B | 66 | 73 | Y | 64 | 9 | Y | Y | Y | N |
| L-69 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| L-70 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-71 | 1 | B | 66 | 69 | Y | 63 | 6 | Y | Y | N | N |
| L-72 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-73 | 1 | B | 66 | 67 | Y | 61 | 6 | Y | Y | N | N |
| L-74 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| L-75 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-76 | 1 | B | 66 | 71 | Y | 63 | 8 | Y | Y | Y | N |
| L-77 | 1 | B | 66 | 73 | Y | 64 | 9 | Y | Y | Y | N |
| L-78 | 1 | B | 66 | 74 | Y | 64 | 10 | Y | Y | Y | Y |
| L-79 | 1 | B | 66 | 75 | Y | 64 | 11 | Y | Y | Y | Y |
| L-80 | 1 | B | 66 | 76 | Y | 70 | 6 | Y | Y | N | N |
| L-81 | 1 | B | 66 | 76 | Y | 65 | 11 | Y | Y | Y | Y |
| L-82 | 1 | B | 66 | 75 | Y | 64 | 11 | Y | Y | Y | Y |
| L-83 | 1 | B | 66 | 74 | Y | 64 | 10 | Y | Y | Y | Y |
| L-84 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| L-85 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| L-86 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-87 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-88 | 1 | B | 66 | 67 | Y | 61 | 6 | Y | Y | N | N |
| L-89 | 1 | B | 66 | 67 | Y | 61 | 6 | Y | Y | N | N |
| L-90 | 1 | B | 66 | 69 | Y | 63 | 6 | Y | Y | N | N |
| L-91 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-92 | 1 | B | 66 | 72 | Y | 63 | 9 | Y | Y | Y | N |
| L-93 | 1 | B | 66 | 73 | Y | 64 | 9 | Y | Y | Y | N |
| L-94 | 1 | B | 66 | 75 | Y | 64 | 11 | Y | Y | Y | Y |
| L-95 | 1 | B | 66 | 78 | Y | 64 | 14 | Y | Y | Y | Y |
| L-96 | 1 | B | 66 | 75 | Y | 64 | 11 | Y | Y | Y | Y |
| L-97 | 1 | B | 66 | 74 | Y | 64 | 10 | Y | Y | Y | Y |
| L-98 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| L-99 | 1 | B | 66 | 71 | Y | 63 | 8 | Y | Y | Y | N |
| L-100 | 1 | B | 66 | 69 | Y | 63 | 6 | Y | Y | N | N |
| L-101 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-102 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-103 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-104 | 1 | B | 66 | 70 | Y | 63 | 7 | Y | Y | Y | N |
| L-105 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| L-106 | 1 | B | 66 | 73 | Y | 64 | 9 | Y | Y | Y | N |
| L-107 | 1 | B | 66 | 74 | Y | 64 | 10 | Y | Y | Y | Y |
| L-108 | 1 | B | 66 | 76 | Y | 65 | 11 | Y | Y | Y | Y |
| L-109 | 1 | B | 66 | 77 | Y | 65 | 12 | Y | Y | Y | Y |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-210 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-211 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| L-212 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| L-213 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-214 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-215 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-216 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-217 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-218 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-219 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-220 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-221 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-222 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-223 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-224 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-225 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-226 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-227 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| L-228 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-229 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| L-230 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-231 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-232 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-233 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-234 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| L-235 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| L-236 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-237 | 1 | B | 66 | 66 | Y | 62 | 4 | N | N | - | - |
| L-238 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| L-239 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |
| L-240 | 1 | B | 66 | 66 | Y | 62 | 4 | N | N | - | - |
| L-241 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| L-242 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| L-243 | 1 | B | 66 | 67 | Y | 62 | 5 | Y | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - NOISE WALL NB L-4**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| L-244 | 1 | B | 66 | 66 | Y | 62 | 4 | N | N | - | - |
| L-245 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| L-246 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE L - NOISE WALL NB L-4**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 83 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 78 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 94% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 85 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 46 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 54% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 15 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE N - NOISE WALL NB N-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N-01 | 1 | B | 66 | 71 | Y | 59 | 12 | Y | Y | Y | Y |
| N-02 | 1 | B | 66 | 70 | Y | 61 | 9 | Y | Y | Y | N |
| N-03 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| N-04 | 1 | B | 66 | 69 | Y | 63 | 6 | Y | Y | N | N |
| N-05 | 1 | B | 66 | 68 | Y | 63 | 5 | Y | Y | N | N |
| N-06 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| N-07 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| N-08 | 1 | B | 66 | 68 | Y | 60 | 8 | Y | Y | Y | N |
| N-09 | 1 | B | 66 | 69 | Y | 60 | 9 | Y | Y | Y | N |
| N-10 | 1 | B | 66 | 70 | Y | 59 | 11 | Y | Y | Y | Y |
| N-11 | 1 | B | 66 | 70 | Y | 59 | 11 | Y | Y | Y | Y |
| N-12 | 1 | B | 66 | 70 | Y | 58 | 12 | Y | Y | Y | Y |
| N-13 | 1 | B | 66 | 68 | Y | 58 | 10 | Y | Y | Y | Y |
| N-14 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| N-15 | 1 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| N-16 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| N-17 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| N-18 | 1 | B | 66 | 65 | N | 57 | 8 | - | Y | Y | N |
| N-19 | 1 | B | 66 | 66 | Y | 57 | 9 | Y | Y | Y | N |
| N-20 | 1 | B | 66 | 67 | Y | 58 | 9 | Y | Y | Y | N |
| N-21 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| N-22 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| N-23 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| N-24 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-25 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| N-26 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| N-27 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| N-28 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-29 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-30 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-31 | 1 | B | 66 | 61 | N | 61 | 0 | - | N | - | - |
| N-32 | 1 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |
| N-33 | 1 | B | 66 | 67 | Y | 63 | 4 | N | N | - | - |
| N-34 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N-35 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| N-36 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| N-37 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-38 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| N-39 | 1 | B | 66 | 62 | N | 61 | 1 | - | N | - | - |
| N-40 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| N-41 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| N-42 | 1 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |
| N-43 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| N-44 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| N-45 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| N-46 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| N-47 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| N-48 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| N-49 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| N-50 | 1 | B | 66 | 62 | N | 58 | 4 | - | N | - | - |
| N-51 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| N-52 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| N-53 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| N-54 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| N-55 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| N-56 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| N-57 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| N-58 | 1 | B | 66 | 63 | N | 59 | 4 | - | N | - | - |
| N-59 | 1 | B | 66 | 63 | N | 59 | 4 | - | N | - | - |
| N-60 | 1 | B | 66 | 63 | N | 59 | 4 | - | N | - | - |
| N-61 | 1 | B | 66 | 65 | N | 60 | 5 | - | Y | N | N |
| N-62 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| N-63 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| N-64 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| N-65 | 1 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| N-66 | 1 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| N-67 | 1 | B | 66 | 64 | N | 62 | 2 | - | N | - | - |
| N-68 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE N - NOISE WALL NB N-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| N-69 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| N-70 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| N-71 | 1 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| N-72 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| N-73 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE N - NOISE WALL NB N-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 19 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 17 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 89% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 28 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 18 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 64% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 5 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE O - NOISE WALL NB O-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| O-01 | 1 | B | 66 | 60 | N | 60 | 0 | - | N | - | - |
| O-02 | 1 | B | 66 | 59 | N | 59 | 0 | - | N | - | - |
| O-03 | 1 | B | 66 | 59 | N | 59 | 0 | - | N | - | - |
| O-04 | 1 | B | 66 | 60 | N | 60 | 0 | - | N | - | - |
| O-05 | 1 | B | 66 | 63 | N | 62 | 1 | - | N | - | - |
| O-06 | 1 | B | 66 | 66 | Y | 61 | 5 | Y | Y | N | N |
| O-07 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE O - NOISE WALL NB O-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 2 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 2 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 2 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 50% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 0 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE P - NOISE WALL NB P-2**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| P-01 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| P-02 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| P-03 | 1 | B | 66 | 69 | Y | 62 | 7 | Y | Y | Y | N |
| P-04 | 1 | B | 66 | 67 | Y | 59 | 8 | Y | Y | Y | N |
| P-05 | 1 | B | 66 | 66 | Y | 58 | 8 | Y | Y | Y | N |
| P-06 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| P-07 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| P-08 | 1 | B | 66 | 64 | N | 58 | 6 | - | Y | N | N |
| P-09 | 1 | B | 66 | 73 | Y | 66 | 7 | Y | Y | Y | N |
| P-10 | 1 | B | 66 | 73 | Y | 65 | 8 | Y | Y | Y | N |
| P-11 | 1 | B | 66 | 72 | Y | 65 | 7 | Y | Y | Y | N |
| P-12 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| P-13 | 1 | B | 66 | 60 | N | 55 | 5 | - | Y | N | N |
| P-14 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| P-15 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| P-16 | 1 | B | 66 | 61 | N | 56 | 5 | - | Y | N | N |
| P-17 | 1 | B | 66 | 62 | N | 56 | 6 | - | Y | N | N |
| P-18 | 1 | B | 66 | 62 | N | 56 | 6 | - | Y | N | N |
| P-19 | 1 | B | 66 | 63 | N | 56 | 7 | - | Y | Y | N |
| P-20 | 1 | B | 66 | 63 | N | 56 | 7 | - | Y | Y | N |
| P-21 | 1 | B | 66 | 63 | N | 56 | 7 | - | Y | Y | N |
| P-22 | 1 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| P-23 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE P - NOISE WALL NB P-2**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 6 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 6 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 20 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 12 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 60% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 0 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE Q - NOISE WALL NB Q-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Q-01 | 1 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| Q-02 | 1 | B | 66 | 60 | N | 58 | 2 | - | N | - | - |
| Q-03 | 1 | B | 66 | 60 | N | 58 | 2 | - | N | - | - |
| Q-04 | 1 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| Q-05 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| Q-06 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| Q-07 | 1 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| Q-08 | 1 | B | 66 | 65 | N | 61 | 4 | - | N | - | - |
| Q-09 | 1 | B | 66 | 64 | N | 60 | 4 | - | N | - | - |
| Q-10 | 1 | B | 66 | 64 | N | 59 | 5 | - | Y | N | N |
| Q-11 | 1 | B | 66 | 63 | N | 60 | 3 | - | N | - | - |
| Q-12 | 1 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| Q-13 | 1 | B | 66 | 65 | N | 57 | 8 | - | Y | Y | N |
| Q-14 | 1 | B | 66 | 65 | N | 58 | 7 | - | Y | Y | N |
| Q-15 | 1 | B | 66 | 68 | Y | 61 | 7 | Y | Y | Y | N |
| Q-16 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| Q-17 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-18 | 1 | B | 66 | 72 | Y | 64 | 8 | Y | Y | Y | N |
| Q-19 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-20 | 1 | B | 66 | 72 | Y | 65 | 7 | Y | Y | Y | N |
| Q-21 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| Q-22 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-23 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-24 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-25 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-26 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-27 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-28 | 1 | B | 66 | 71 | Y | 64 | 7 | Y | Y | Y | N |
| Q-29 | 1 | B | 66 | 71 | Y | 65 | 6 | Y | Y | N | N |
| Q-30 | 1 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| Q-31 | 1 | B | 66 | 63 | N | 63 | 0 | - | N | - | - |
| Q-32 | 1 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |
| Q-33 | 1 | B | 66 | 66 | Y | 64 | 2 | N | N | - | - |
| Q-34 | 1 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Q-35 | 1 | B | 66 | 60 | N | 59 | 1 | - | N | - | - |
| Q-36 | 1 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |
| Q-37 | 1 | B | 66 | 63 | N | 62 | 1 | - | N | - | - |
| Q-38 | 1 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |
| Q-39 | 1 | B | 66 | 65 | N | 64 | 1 | - | N | - | - |
| Q-40 | 1 | B | 66 | 65 | N | 57 | 8 | - | Y | Y | N |
| Q-41 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| Q-42 | 1 | B | 66 | 64 | N | 57 | 7 | - | Y | Y | N |
| Q-43 | 1 | B | 66 | 63 | N | 56 | 7 | - | Y | Y | N |
| Q-44 | 1 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| Q-45 | 1 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |
| Q-46 | 1 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| Q-47 | 1 | B | 66 | 61 | N | 56 | 5 | - | Y | N | N |
| Q-48 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| Q-49 | 1 | B | 66 | 60 | N | 57 | 3 | - | N | - | - |
| Q-50 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| Q-51 | 1 | B | 66 | 59 | N | 59 | 0 | - | N | - | - |
| Q-52 | 1 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| Q-53 | 1 | B | 66 | 59 | N | 55 | 4 | - | N | - | - |
| Q-58 | 1 | B | 66 | 60 | N | 55 | 5 | - | Y | N | N |
| Q-59 | 1 | B | 66 | 59 | N | 54 | 5 | - | Y | N | N |
| Q-60 | 1 | B | 66 | 61 | N | 55 | 6 | - | Y | N | N |
| Q-61 | 1 | B | 66 | 61 | N | 55 | 6 | - | Y | N | N |
| Q-62 | 1 | B | 66 | 62 | N | 55 | 7 | - | Y | Y | N |
| Q-63 | 1 | B | 66 | 63 | N | 56 | 7 | - | Y | Y | N |
| Q-64 | 1 | B | 66 | 62 | N | 56 | 6 | - | Y | N | N |
| Q-65 | 1 | B | 66 | 61 | N | 55 | 6 | - | Y | N | N |
| Q-66 | 1 | B | 66 | 60 | N | 55 | 5 | - | Y | N | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE Q - NOISE WALL NB Q-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 16 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 15 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 94% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 35 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 14 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 40% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 0 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| U-13 | 1 | D | 51 | 40 | N | 38 | 2 | - | N | - | - |
| U-107 | 1 | B | 66 | 64 | N | 64 | 0 | - | N | - | - |
| U-108 | 2 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |
| U-111 | 1 | B | 66 | 62 | N | 60 | 2 | - | N | - | - |
| U-112 | 2 | B | 66 | 60 | N | 59 | 1 | - | N | - | - |
| U-113 | 2 | B | 66 | 59 | N | 57 | 2 | - | N | - | - |
| U-114 | 2 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |
| U-115 | 1 | B | 66 | 56 | N | 55 | 1 | - | N | - | - |
| U-116 | 1 | B | 66 | 55 | N | 54 | 1 | - | N | - | - |
| U-117 | 2 | B | 66 | 61 | N | 59 | 2 | - | N | - | - |
| U-118 | 2 | B | 66 | 58 | N | 55 | 3 | - | N | - | - |
| U-119 | 1 | B | 66 | 63 | N | 55 | 8 | - | Y | Y | N |
| U-120 | 2 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-121 | 2 | B | 66 | 61 | N | 58 | 3 | - | N | - | - |
| U-122 | 1 | B | 66 | 55 | N | 54 | 1 | - | N | - | - |
| U-123 | 1 | B | 66 | 56 | N | 54 | 2 | - | N | - | - |
| U-124 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-125 | 1 | B | 66 | 65 | N | 55 | 10 | - | Y | Y | Y |
| U-126 | 2 | B | 66 | 59 | N | 53 | 6 | - | Y | N | N |
| U-127 | 2 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-128 | 1 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-129 | 1 | B | 66 | 55 | N | 53 | 2 | - | N | - | - |
| U-130 | 2 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-131 | 2 | B | 66 | 57 | N | 55 | 2 | - | N | - | - |
| U-132 | 2 | B | 66 | 59 | N | 57 | 2 | - | N | - | - |
| U-133 | 2 | B | 66 | 61 | N | 57 | 4 | - | N | - | - |
| U-134 | 2 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| U-135 | 1 | B | 66 | 62 | N | 57 | 5 | - | Y | N | N |
| U-136 | 2 | B | 66 | 65 | N | 59 | 6 | - | Y | N | N |
| U-137 | 1 | B | 66 | 63 | N | 58 | 5 | - | Y | N | N |
| U-138 | 1 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| U-139 | 1 | B | 66 | 69 | Y | 60 | 9 | Y | Y | Y | N |
| U-141 | 1 | D | 51 | 50 | N | 42 | 8 | - | Y | Y | N |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE U - NOISE WALL NB U-4**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 2 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 2 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 14 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 5 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 36% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | No |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**Appendix C - Barrier Analysis Results**
**CNE Y - NOISE WALL NB Y-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Receptor ID | Dwelling Units | Activity Category | NAC [1] | No Barrier Condition (2051) Noise Level[1] | No Barrier Condition (2051) Noise Impact (Y/N) | Barrier Analysis (2051) Noise Level[1] | Barrier Analysis (2051) Barrier Insertion Loss | Barrier Analysis (2051) Impacted Benefited Receptor (Y/N) | Barrier Analysis (2051) Benefited Receptor (Y/N) | Barrier Analysis (2051) ≥ 7dB(A) Reduction (Y/N) | Barrier Analysis (2051) ≥ 10 dB(A) Reduction (Y/N) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Y-01 | 1 | C | 66 | 64 | N | 63 | 1 | - | N | - | - |
| Y-02 | 2 | B | 66 | 64 | N | 63 | 1 | - | N | - | - |
| Y-03 | 2 | B | 66 | 61 | N | 60 | 1 | - | N | - | - |
| Y-04 | 2 | B | 66 | 56 | N | 56 | 0 | - | N | - | - |
| Y-05 | 2 | B | 66 | 65 | N | 63 | 2 | - | N | - | - |
| Y-06 | 2 | B | 66 | 64 | N | 61 | 3 | - | N | - | - |
| Y-07 | 2 | B | 66 | 63 | N | 61 | 2 | - | N | - | - |
| Y-08 | 2 | B | 66 | 66 | Y | 59 | 7 | Y | Y | Y | N |
| Y-09 | 2 | B | 66 | 66 | Y | 60 | 6 | Y | Y | N | N |
| Y-10 | 2 | B | 66 | 68 | Y | 60 | 8 | Y | Y | Y | N |
| Y-11 | 2 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| Y-12 | 2 | B | 66 | 63 | N | 57 | 6 | - | Y | N | N |
| Y-13 | 2 | B | 66 | 69 | Y | 60 | 9 | Y | Y | Y | N |
| Y-14 | 2 | B | 66 | 68 | Y | 60 | 8 | Y | Y | Y | N |
| Y-15 | 1 | C | 66 | 73 | Y | 63 | 10 | Y | Y | Y | Y |
| Y-16 | 2 | B | 66 | 58 | N | 56 | 2 | - | N | - | - |
| Y-17 | 2 | B | 66 | 60 | N | 56 | 4 | - | N | - | - |
| Y-18 | 2 | B | 66 | 59 | N | 56 | 3 | - | N | - | - |
| Y-19 | 2 | B | 66 | 60 | N | 57 | 3 | - | N | - | - |
| Y-20 | 2 | B | 66 | 56 | N | 56 | 0 | - | N | - | - |
| Y-21 | 2 | B | 66 | 57 | N | 55 | 2 | - | N | - | - |
| Y-22 | 2 | B | 66 | 62 | N | 59 | 3 | - | N | - | - |
| Y-23 | 2 | B | 66 | 55 | N | 55 | 0 | - | N | - | - |
| Y-24 | 2 | B | 66 | 59 | N | 54 | 5 | - | Y | N | N |
| Y-25 | 2 | B | 66 | 56 | N | 54 | 2 | - | N | - | - |
| Y-26 | 2 | B | 66 | 55 | N | 53 | 2 | - | N | - | - |
| Y-27 | 2 | B | 66 | 54 | N | 51 | 3 | - | N | - | - |
| Y-28 | 2 | B | 66 | 53 | N | 53 | 0 | - | N | - | - |
| Y-29 | 2 | B | 66 | 57 | N | 56 | 1 | - | N | - | - |
| Y-30 | 2 | B | 66 | 62 | N | 62 | 0 | - | N | - | - |

Notes:
[1] Sound Levels reported in dB(A) Leg (h)
- : Not Applicable

**Appendix C - Barrier Analysis Results**
**CNE Y - NOISE WALL NB Y-1**
**DESIGN YEAR BUILD CONDITION (2051) BARRIER ANALYSIS RESULTS**

| Feasbility Criteria Evaluation Criteria/Reasonableness Design Goal Attenuation Requirement Evaluation | Dwelling Units |
|---|---|
| Feasibility Criteria - Noise Impacted Dwelling Units (With Existing Barrier) | 11 |
| No. of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 11 |
| % of Impacted Dwelling Units (With Existing Barrier) that Meet Feasibility Criteria | 100% |
| Feasibility Criteria Met | Yes |
| Reasonableness Criteria - Benefited Dwelling Units | 17 |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 9 |
| Reasonableness Criteria - % of Benefited Dwelling Units With 7 dB(A) Noise Reduction | 53% |
| Reasonableness Criteria - No. of Benefited Dwelling Units With 10 dB(A) Noise Reduction | 1 |
| Reasonableness Criteria - Design Goal Attenuation Requirement Met | Yes |

Notes:
(1) Sound Levels reported in dB(A) Leg (h)

**APPENDIX D**

**TRAFFIC VOLUMES**

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Wayne Rd - North of WB I-94 On-Ramp | **45** | ***735*** | *684* | *37* | *15* | *0* | *7* | ***869*** | *834* | *26* | *9* | *0* | *9* |
| SB Wayne Rd - Between WB I-94 On-Ramp & EB I-94 On-Ramp | **45** | ***573*** | *533* | *29* | *11* | *0* | *6* | ***714*** | *685* | *21* | *7* | *0* | *7* |
| SB Wayne Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **45** | ***329*** | *306* | *16* | *7* | *0* | *3* | ***464*** | *445* | *14* | *5* | *0* | *5* |
| SB Wayne Rd - South of EB I-94 Off-Ramp | **45** | ***348*** | *324* | *17* | *7* | *0* | *3* | ***456*** | *438* | *14* | *5* | *0* | *5* |
| NB Wayne Rd - South of EB I-94 On-Ramp | **45** | ***405*** | *377* | *20* | *8* | *0* | *4* | ***480*** | *461* | *14* | *5* | *0* | *0* |
| NB Wayne Rd - Between EB I-94 On-Ramp & WB I-94 On-Ramp | **45** | ***411*** | *382* | *21* | *8* | *0* | *4* | ***583*** | *560* | *17* | *6* | *0* | *0* |
| NB Wayne Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***298*** | *277* | *15* | *6* | *0* | *3* | ***431*** | *414* | *13* | *4* | *0* | *0* |
| NB Wayne Rd - North of WB I-94 Off-Ramp | **45** | ***561*** | *522* | *28* | *11* | *0* | *6* | ***698*** | *670* | *21* | *7* | *0* | *0* |
| EB I-94 Mainline - West of Wayne Rd Off-Ramp | **70** | ***3,976*** | *3,618* | *278* | *119* | *0* | *0* | ***5,052*** | *4,698* | *253* | *101* | *0* | *0* |
| EB I-94 Mainline - Between Wayne Rd Off-Ramp & SB Wayne Rd On-Ramp | **70** | ***3,789*** | *3,448* | *265* | *114* | *0* | *0* | ***4,782*** | *4,447* | *239* | *96* | *0* | *0* |
| EB I-94 Mainline - Between SB Wayne Rd On-Ramp & NB Wayne Rd On-Ramp | **70** | ***4,033*** | *3,670* | *282* | *121* | *0* | *0* | ***5,032*** | *4,680* | *252* | *101* | *0* | *0* |
| EB I-94 Mainline - East of NB Wayne Rd On-Ramp | **70** | ***4,099*** | *3,730* | *287* | *123* | *0* | *0* | ***5,088*** | *4,732* | *254* | *102* | *0* | *0* |
| EB I-94 Ramps - Off-Ramp to Wayne Rd | **45** | ***187*** | *183* | *4* | *0* | *0* | *0* | ***270*** | *265* | *5* | *0* | *0* | *0* |
| EB I-94 Ramps - SB Wayne Rd On-Ramp | **45** | ***244*** | *239* | *5* | *0* | *0* | *0* | ***250*** | *245* | *5* | *0* | *0* | *0* |
| EB I-94 Ramps - NB Wayne Rd On-Ramp | **45** | ***66*** | *65* | *1* | *0* | *0* | *0* | ***56*** | *55* | *1* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Wayne Rd Off-Ramp | **70** | ***3,897*** | *3,390* | *390* | *117* | *0* | *0* | ***5,014*** | *4,663* | *251* | *100* | *0* | *0* |
| WB I-94 Mainline - Between Wayne Rd Off-Ramp & NB Wayne Rd On-Ramp | **70** | ***3,667*** | *3,190* | *367* | *110* | *0* | *0* | ***4,707*** | *4,378* | *235* | *94* | *0* | *0* |
| WB I-94 Mainline - Between NB Wayne Rd On-Ramp & SB Wayne Rd On-Ramp | **70** | ***3,780*** | *3,289* | *378* | *113* | *0* | *0* | ***4,859*** | *4,519* | *243* | *97* | *0* | *0* |
| WB I-94 Mainline - West of SB Wayne Rd On-Ramp | **70** | ***3,926*** | *3,416* | *393* | *118* | *0* | *0* | ***4,979*** | *4,630* | *249* | *100* | *0* | *0* |
| WB I-94 Ramps - Off-Ramp to Wayne Rd | **45** | ***230*** | *225* | *5* | *0* | *0* | *0* | ***307*** | *301* | *6* | *0* | *0* | *0* |
| WB I-94 Ramps - NB Wayne Rd On-Ramp | **45** | ***113*** | *111* | *2* | *0* | *0* | *0* | ***152*** | *149* | *3* | *0* | *0* | *0* |
| WB I-94 Ramps - SB Wayne Rd On-Ramp | **45** | ***145*** | *142* | *3* | *0* | *0* | *0* | ***120*** | *118* | *2* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Wayne Rd - North of WB I-94 On-Ramp | **45** | ***571*** | *531* | *29* | *11* | *0* | *6* | ***681*** | *654* | *20* | *7* | *0* | *7* |
| SB Wayne Rd - Between WB I-94 On-Ramp & EB I-94 On-Ramp | **45** | ***451*** | *419* | *23* | *9* | *0* | *5* | ***619*** | *594* | *19* | *6* | *0* | *6* |
| SB Wayne Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **45** | ***183*** | *170* | *9* | *4* | *0* | *2* | ***345*** | *331* | *10* | *3* | *0* | *3* |
| SB Wayne Rd - South of EB I-94 Off-Ramp | **45** | ***289*** | *269* | *14* | *6* | *0* | *3* | ***406*** | *390* | *12* | *4* | *0* | *4* |
| NB Wayne Rd - South of EB I-94 On-Ramp | **45** | ***301*** | *280* | *15* | *6* | *0* | *3* | ***469*** | *451* | *14* | *5* | *0* | *0* |
| NB Wayne Rd - Between EB I-94 On-Ramp & WB I-94 On-Ramp | **45** | ***345*** | *321* | *17* | *7* | *0* | *3* | ***577*** | *554* | *17* | *6* | *0* | *0* |
| NB Wayne Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***222*** | *206* | *11* | *4* | *0* | *2* | ***411*** | *395* | *12* | *4* | *0* | *0* |
| NB Wayne Rd - North of WB I-94 Off-Ramp | **45** | ***430*** | *400* | *21* | *9* | *0* | *4* | ***699*** | *671* | *21* | *7* | *0* | *0* |
| EB I-94 Mainline - West of Wayne Rd Off-Ramp | **70** | ***4,390*** | *3,995* | *307* | *132* | *0* | *0* | ***5,144*** | *4,784* | *257* | *103* | *0* | *0* |
| EB I-94 Mainline - Between Wayne Rd Off-Ramp & SB Wayne Rd On-Ramp | **70** | ***4,186*** | *3,809* | *293* | *126* | *0* | *0* | ***4,869*** | *4,528* | *243* | *97* | *0* | *0* |
| EB I-94 Mainline - Between SB Wayne Rd On-Ramp & NB Wayne Rd On-Ramp | **70** | ***4,453*** | *4,053* | *312* | *134* | *0* | *0* | ***5,123*** | *4,765* | *256* | *102* | *0* | *0* |
| EB I-94 Mainline - East of NB Wayne Rd On-Ramp | **70** | ***4,525*** | *4,117* | *317* | *136* | *0* | *0* | ***5,180*** | *4,818* | *259* | *104* | *0* | *0* |
| EB I-94 Ramps - Off-Ramp to Wayne Rd | **45** | ***205*** | *201* | *4* | *0* | *0* | *0* | ***295*** | *289* | *6* | *0* | *0* | *0* |
| EB I-94 Ramps - SB Wayne Rd On-Ramp | **45** | ***268*** | *262* | *5* | *0* | *0* | *0* | ***274*** | *268* | *5* | *0* | *0* | *0* |
| EB I-94 Ramps - NB Wayne Rd On-Ramp | **45** | ***72*** | *71* | *1* | *0* | *0* | *0* | ***61*** | *60* | *1* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Wayne Rd Off-Ramp | **70** | ***4,303*** | *3,743* | *430* | *129* | *0* | *0* | ***5,526*** | *5,140* | *276* | *111* | *0* | *0* |
| WB I-94 Mainline - Between Wayne Rd Off-Ramp & NB Wayne Rd On-Ramp | **70** | ***4,051*** | *3,525* | *405* | *122* | *0* | *0* | ***5,190*** | *4,827* | *260* | *104* | *0* | *0* |
| WB I-94 Mainline - Between NB Wayne Rd On-Ramp & SB Wayne Rd On-Ramp | **70** | ***4,174*** | *3,632* | *417* | *125* | *0* | *0* | ***5,356*** | *4,981* | *268* | *107* | *0* | *0* |
| WB I-94 Mainline - West of SB Wayne Rd On-Ramp | **70** | ***4,334*** | *3,771* | *433* | *130* | *0* | *0* | ***5,489*** | *5,105* | *274* | *110* | *0* | *0* |
| WB I-94 Ramps - Off-Ramp to Wayne Rd | **45** | ***251*** | *246* | *5* | *0* | *0* | *0* | ***336*** | *329* | *7* | *0* | *0* | *0* |
| WB I-94 Ramps - NB Wayne Rd On-Ramp | **45** | ***123*** | *121* | *2* | *0* | *0* | *0* | ***166*** | *163* | *3* | *0* | *0* | *0* |
| WB I-94 Ramps - SB Wayne Rd On-Ramp | **45** | ***160*** | *157* | *3* | *0* | *0* | *0* | ***131*** | *129* | *3* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Vining Rd - North of WB I-94 On-Ramp | **50** | ***231*** | *211* | *13* | *5* | *1* | *1* | ***300*** | *285* | *9* | *3* | *0* | *3* |
| SB Vining Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***179*** | *164* | *10* | *4* | *1* | *1* | ***222*** | *211* | *7* | *2* | *0* | *2* |
| SB Vining Rd - Between WB I-94 Off-Ramp & EB I-94 On-Ramp | **45** | ***400*** | *366* | *23* | *9* | *1* | *1* | ***454*** | *431* | *14* | *5* | *0* | *5* |
| SB Vining Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **45** | ***323*** | *295* | *19* | *7* | *1* | *1* | ***369*** | *351* | *11* | *4* | *0* | *4* |
| SB Vining Rd - SB of EB I-94 Off-Ramp | **45** | ***455*** | *416* | *26* | *10* | *1* | *1* | ***490*** | *466* | *15* | *5* | *0* | *5* |
| NB Vining Rd - South of EB I-94 Off-Ramp | **45** | ***330*** | *314* | *10* | *7* | *0* | *0* | ***393*** | *362* | *20* | *8* | *0* | *4* |
| NB Vining Rd - Between EB I-94 Off-Ramp & EB I-94 On-Ramp | **45** | ***562*** | *534* | *17* | *11* | *0* | *0* | ***662*** | *609* | *33* | *13* | *0* | *7* |
| NB Vining Rd - Between EB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***248*** | *236* | *7* | *5* | *0* | *0* | ***259*** | *238* | *13* | *5* | *0* | *3* |
| NB Vining Rd - North of WB I-94 Off-Ramp | **45** | ***374*** | *355* | *11* | *7* | *0* | *0* | ***345*** | *317* | *17* | *7* | *0* | *3* |
| EB I-94 Mainline - West of Vining Rd Off-Ramp | **70** | ***4,099*** | *3,730* | *287* | *123* | *0* | *0* | ***5,088*** | *4,732* | *254* | *102* | *0* | *0* |
| EB I-94 Mainline - Between Vining Rd Off-Ramp & SB Vining Rd On-Ramp | **70** | ***3,973*** | *3,615* | *278* | *119* | *0* | *0* | ***4,977*** | *4,629* | *249* | *100* | *0* | *0* |
| EB I-94 Mainline - Between SB Vining Rd On-Ramp & NB Vining Rd On-Ramp | **70** | ***4,040*** | *3,676* | *283* | *121* | *0* | *0* | ***5,083*** | *4,727* | *254* | *102* | *0* | *0* |
| EB I-94 Mainline - East of NB Vining Rd On-Ramp | **70** | ***4,124*** | *3,753* | *289* | *124* | *0* | *0* | ***5,252*** | *4,884* | *263* | *105* | *0* | *0* |
| EB I-94 Ramps - Vining Rd Off-Ramp | **40** | ***126*** | *123* | *3* | *0* | *0* | *0* | ***111*** | *109* | *2* | *0* | *0* | *0* |
| EB I-94 Ramps - SB Vining Rd On-Ramp | **40** | ***67*** | *66* | *1* | *0* | *0* | *0* | ***106*** | *104* | *2* | *0* | *0* | *0* |
| EB I-94 Ramps - NB Vining Rd On-Ramp | **40** | ***83*** | *81* | *2* | *0* | *0* | *0* | ***169*** | *166* | *3* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Vining Rd Off-Ramp | **70** | ***4,102*** | *3,569* | *410* | *123* | *0* | *0* | ***5,157*** | *4,796* | *258* | *103* | *0* | *0* |
| WB I-94 Mainline - Between Vining Rd Off-Ramp & SB Vining Rd On-Ramp | **70** | ***3,809*** | *3,314* | *381* | *114* | *0* | *0* | ***4,915*** | *4,571* | *246* | *98* | *0* | *0* |
| WB I-94 Mainline - West of SB Vining Rd On-Ramp | **70** | ***3,897*** | *3,390* | *390* | *117* | *0* | *0* | ***5,014*** | *4,663* | *251* | *100* | *0* | *0* |
| WB I-94 Ramps - Vining Rd Off-Ramp | **40** | ***293*** | *287* | *6* | *0* | *0* | *0* | ***242*** | *237* | *5* | *0* | *0* | *0* |
| WB I-94 Ramps - SB Vining Rd On-Ramp | **40** | ***87*** | *85* | *2* | *0* | *0* | *0* | ***98*** | *96* | *2* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Vining Rd - North of WB I-94 On-Ramp | **50** | ***199*** | *181* | *12* | *4* | *1* | *1* | ***275*** | *261* | *8* | *3* | *0* | *3* |
| SB Vining Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***103*** | *94* | *6* | *2* | *0* | *0* | ***167*** | *159* | *5* | *2* | *0* | *2* |
| SB Vining Rd - Between WB I-94 Off-Ramp & EB I-94 On-Ramp | **45** | ***327*** | *299* | *19* | *7* | *1* | *1* | ***357*** | *339* | *11* | *4* | *0* | *4* |
| SB Vining Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **45** | ***252*** | *231* | *15* | *6* | *1* | *1* | ***241*** | *229* | *7* | *2* | *0* | *2* |
| SB Vining Rd - SB of EB I-94 Off-Ramp | **45** | ***370*** | *338* | *21* | *8* | *1* | *1* | ***282*** | *268* | *8* | *3* | *0* | *3* |
| NB Vining Rd - South of EB I-94 Off-Ramp | **45** | ***269*** | *255* | *8* | *5* | *0* | *0* | ***330*** | *303* | *16* | *7* | *0* | *3* |
| NB Vining Rd - Between EB I-94 Off-Ramp & EB I-94 On-Ramp | **45** | ***313*** | *297* | *9* | *6* | *0* | *0* | ***419*** | *386* | *21* | *8* | *0* | *4* |
| NB Vining Rd - Between EB I-94 On-Ramp & WB I-94 Off-Ramp | **45** | ***222*** | *211* | *7* | *4* | *0* | *0* | ***234*** | *215* | *12* | *5* | *0* | *2* |
| NB Vining Rd - North of WB I-94 Off-Ramp | **45** | ***320*** | *304* | *10* | *6* | *0* | *0* | ***330*** | *303* | *16* | *7* | *0* | *3* |
| EB I-94 Mainline - West of Vining Rd Off-Ramp | **70** | ***4,525*** | *4,117* | *317* | *136* | *0* | *0* | ***5,609*** | *5,216* | *280* | *112* | *0* | *0* |
| EB I-94 Mainline - Between Vining Rd Off-Ramp & SB Vining Rd On-Ramp | **70** | ***4,386*** | *3,991* | *307* | *132* | *0* | *0* | ***5,488*** | *5,104* | *274* | *110* | *0* | *0* |
| EB I-94 Mainline - Between SB Vining Rd On-Ramp & NB Vining Rd On-Ramp | **70** | ***4,460*** | *4,059* | *312* | *134* | *0* | *0* | ***5,604*** | *5,212* | *280* | *112* | *0* | *0* |
| EB I-94 Mainline - East of NB Vining Rd On-Ramp | **70** | ***4,552*** | *4,142* | *319* | *137* | *0* | *0* | ***5,788*** | *5,383* | *289* | *116* | *0* | *0* |
| EB I-94 Ramps - Vining Rd Off-Ramp | **40** | ***138*** | *136* | *3* | *0* | *0* | *0* | ***121*** | *119* | *2* | *0* | *0* | *0* |
| EB I-94 Ramps - SB Vining Rd On-Ramp | **40** | ***74*** | *73* | *1* | *0* | *0* | *0* | ***116*** | *114* | *2* | *0* | *0* | *0* |
| EB I-94 Ramps - NB Vining Rd On-Ramp | **40** | ***91*** | *89* | *2* | *0* | *0* | *0* | ***185*** | *182* | *4* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Vining Rd Off-Ramp | **70** | ***4,529*** | *3,940* | *453* | *136* | *0* | *0* | ***5,684*** | *5,286* | *284* | *114* | *0* | *0* |
| WB I-94 Mainline - Between Vining Rd Off-Ramp & SB Vining Rd On-Ramp | **70** | ***4,208*** | *3,661* | *421* | *126* | *0* | *0* | ***5,420*** | *5,040* | *271* | *108* | *0* | *0* |
| WB I-94 Mainline - West of SB Vining Rd On-Ramp | **70** | ***4,303*** | *3,743* | *430* | *129* | *0* | *0* | ***5,526*** | *5,140* | *276* | *111* | *0* | *0* |
| WB I-94 Ramps - Vining Rd Off-Ramp | **40** | ***321*** | *314* | *6* | *0* | *0* | *0* | ***265*** | *259* | *5* | *0* | *0* | *0* |
| WB I-94 Ramps - SB Vining Rd On-Ramp | **40** | ***96*** | *94* | *2* | *0* | *0* | *0* | ***108*** | *106* | *2* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Merriman Rd - North of WB I-94 On-Ramp | 45 | 1,022 | 971 | 0 | 51 | 0 | 0 | 1,471 | 1,412 | 0 | 59 | 0 | 0 |
| SB Merriman Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 730 | 694 | 0 | 37 | 0 | 0 | 1,195 | 1,147 | 0 | 48 | 0 | 0 |
| SB Merriman Rd - Between WB I-94 Off-Ramp & EB I-94 On-Ramp | 45 | 1,238 | 1,176 | 0 | 62 | 0 | 0 | 1,701 | 1,633 | 0 | 68 | 0 | 0 |
| SB Merriman Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 921 | 875 | 0 | 46 | 0 | 0 | 1,384 | 1,329 | 0 | 55 | 0 | 0 |
| SB Merriman Rd - SB of EB I-94 Off-Ramp | 40 | 1,169 | 1,111 | 0 | 58 | 0 | 0 | 1,719 | 1,650 | 0 | 69 | 0 | 0 |
| NB Merriman Rd - South of EB I-94 On-Ramp | 40 | 1,219 | 1,151 | 3 | 64 | 0 | 0 | 2,215 | 2,126 | 0 | 89 | 0 | 0 |
| NB Merriman Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 841 | 794 | 2 | 44 | 0 | 0 | 1,512 | 1,452 | 0 | 60 | 0 | 0 |
| NB Merriman Rd - Between EB I-94 Off-Ramp & WB I-94 On-Ramp | 45 | 1,119 | 1,057 | 3 | 59 | 0 | 0 | 1,799 | 1,727 | 0 | 72 | 0 | 0 |
| NB Merriman Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 996 | 941 | 3 | 52 | 0 | 0 | 1,435 | 1,378 | 0 | 57 | 0 | 0 |
| NB Merriman Rd - North of WB I-94 Off-Ramp | 45 | 1,404 | 1,326 | 4 | 74 | 0 | 0 | 1,908 | 1,832 | 0 | 76 | 0 | 0 |
| EB I-94 Mainline - West of SB Merriman Rd Off-Ramp | 70 | 4,124 | 3,753 | 289 | 124 | 0 | 0 | 5,252 | 4,884 | 263 | 105 | 0 | 0 |
| EB I-94 Mainline - Between SB Merriman Rd Off-Ramp & SB Merriman Rd On-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Mainline - Between SB Merriman Rd On-Ramp & NB Merriman Off-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Mainline - Between NB Merriman Off-Ramp & NB Merriman On-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Mainline - East of NB Merriman Rd On-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Collector Distributor Lane - C-D Lane West of SB Merriman Rd Off-Ramp | 40 | 1,190 | 1,166 | 24 | 0 | 0 | 0 | 1,439 | 1,410 | 29 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Merriman Off-Ramp & SB Merriman On-Ramp | 40 | 942 | 923 | 19 | 0 | 0 | 0 | 1,104 | 1,082 | 22 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Merriman On-Ramp & NB Merriman Off-Ramp | 40 | 1,259 | 1,234 | 25 | 0 | 0 | 0 | 1,421 | 1,393 | 28 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between NB Merriman Off-Ramp & NB Merriman On-Ramp | 40 | 981 | 961 | 20 | 0 | 0 | 0 | 1,134 | 1,111 | 23 | 0 | 0 | 0 |
| EB I-94 Collector Distributor Lane - C-D Lane East of NB Merriman On-Ramp | 40 | 1,359 | 1,332 | 27 | 0 | 0 | 0 | 1,837 | 1,800 | 37 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Merriman Rd Off-Ramp | 40 | 248 | 243 | 5 | 0 | 0 | 0 | 335 | 328 | 7 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Merriman Rd On-Ramp | 40 | 317 | 311 | 6 | 0 | 0 | 0 | 317 | 311 | 6 | 0 | 0 | 0 |
| EB I-94 Ramps - NB Merriman Rd Off-Ramp | 40 | 278 | 272 | 6 | 0 | 0 | 0 | 287 | 281 | 6 | 0 | 0 | 0 |
| EB I-94 Ramps - NB Merriman Rd On-Ramp | 40 | 378 | 370 | 8 | 0 | 0 | 0 | 703 | 689 | 14 | 0 | 0 | 0 |
| WB I-94 Mainline - East of Merriman Rd Off-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Mainline - Between Merriman Rd Off-Ramp & NB Merriman On-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Mainline - Between NB Merriman Rd On-Ramp & SB Merriman Rd On-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Mainline - West of SB Merriman Rd On-Ramp | 70 | 4,102 | 3,569 | 410 | 123 | 0 | 0 | 5,157 | 4,796 | 258 | 103 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane East of Merriman Off-Ramp Split | 40 | 1,610 | 1,578 | 32 | 0 | 0 | 0 | 1,815 | 1,779 | 36 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between Off-Ramp Split & NB Merriman On-Ramp | 40 | 694 | 680 | 14 | 0 | 0 | 0 | 836 | 819 | 17 | 0 | 0 | 0 |
| WB I-94 C-D Lane - CD Lane Between NB Merriman On-Ramp & SB Merriman On-Ramp | 40 | 817 | 801 | 16 | 0 | 0 | 0 | 1,200 | 1,176 | 24 | 0 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane West of SB Merriman On-Ramp | 40 | 1,109 | 1,087 | 22 | 0 | 0 | 0 | 1,476 | 1,446 | 30 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split | 40 | 916 | 898 | 18 | 0 | 0 | 0 | 979 | 959 | 20 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split- NB Ramp | 40 | 408 | 400 | 8 | 0 | 0 | 0 | 473 | 464 | 9 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split- SB Ramp | 40 | 508 | 498 | 10 | 0 | 0 | 0 | 506 | 496 | 10 | 0 | 0 | 0 |
| NB Merriman On-Ramp | 40 | 123 | 121 | 2 | 0 | 0 | 0 | 364 | 357 | 7 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - SB Merriman On-Ramp | 40 | 292 | 286 | 6 | 0 | 0 | 0 | 276 | 270 | 6 | 0 | 0 | 0 |

C-D: Collector-Distributor

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Merriman Rd - North of WB I-94 On-Ramp | 45 | 1,138 | 1,081 | 0 | 57 | 0 | 0 | 1,638 | 1,573 | 0 | 66 | 0 | 0 |
| SB Merriman Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 813 | 772 | 0 | 41 | 0 | 0 | 1,331 | 1,278 | 0 | 53 | 0 | 0 |
| SB Merriman Rd - Between WB I-94 Off-Ramp & EB I-94 On-Ramp | 45 | 1,379 | 1,310 | 0 | 69 | 0 | 0 | 1,895 | 1,819 | 0 | 76 | 0 | 0 |
| SB Merriman Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 1,026 | 975 | 0 | 51 | 0 | 0 | 1,542 | 1,480 | 0 | 62 | 0 | 0 |
| SB Merriman Rd - SB of EB I-94 Off-Ramp | 40 | 1,302 | 1,237 | 0 | 65 | 0 | 0 | 1,915 | 1,838 | 0 | 77 | 0 | 0 |
| NB Merriman Rd - South of EB I-94 On-Ramp | 40 | 1,358 | 1,283 | 4 | 72 | 0 | 0 | 2,467 | 2,369 | 0 | 99 | 0 | 0 |
| NB Merriman Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 937 | 885 | 3 | 49 | 0 | 0 | 1,684 | 1,617 | 0 | 67 | 0 | 0 |
| NB Merriman Rd - Between EB I-94 Off-Ramp & WB I-94 On-Ramp | 45 | 1,246 | 1,177 | 3 | 66 | 0 | 0 | 2,004 | 1,924 | 0 | 80 | 0 | 0 |
| NB Merriman Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 1,109 | 1,048 | 3 | 58 | 0 | 0 | 1,598 | 1,534 | 0 | 64 | 0 | 0 |
| NB Merriman Rd - North of WB I-94 Off-Ramp | 45 | 1,564 | 1,477 | 4 | 82 | 0 | 0 | 2,125 | 2,040 | 0 | 85 | 0 | 0 |
| EB I-94 Mainline - West of SB Merriman Rd Off-Ramp | 70 | 4,552 | 4,142 | 319 | 137 | 0 | 0 | 5,788 | 5,383 | 289 | 116 | 0 | 0 |
| EB I-94 Mainline - Between SB Merriman Rd Off-Ramp & SB Merriman Rd On-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Mainline - Between SB Merriman Rd On-Ramp & NB Merriman Off-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Mainline - Between NB Merriman Off-Ramp & NB Merriman On-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Mainline - East of NB Merriman Rd On-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Collector Distributor Lane - C-D Lane West of SB Merriman Rd Off-Ramp | 40 | 1,305 | 1,279 | 26 | 0 | 0 | 0 | 1,578 | 1,547 | 32 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Merriman Off-Ramp & SB Merriman On-Ramp | 40 | 1,033 | 1,013 | 21 | 0 | 0 | 0 | 1,211 | 1,186 | 24 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Merriman On-Ramp & NB Merriman Off-Ramp | 40 | 1,381 | 1,353 | 28 | 0 | 0 | 0 | 1,558 | 1,527 | 31 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between NB Merriman Off-Ramp & NB Merriman On-Ramp | 40 | 1,076 | 1,055 | 22 | 0 | 0 | 0 | 1,872 | 1,835 | 37 | 0 | 0 | 0 |
| EB I-94 Collector Distributor Lane - C-D Lane East of NB Merriman On-Ramp | 40 | 1,491 | 1,461 | 30 | 0 | 0 | 0 | 2,015 | 1,975 | 40 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Merriman Rd Off-Ramp | 40 | 272 | 266 | 5 | 0 | 0 | 0 | 368 | 360 | 7 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Merriman Rd On-Ramp | 40 | 347 | 340 | 7 | 0 | 0 | 0 | 347 | 340 | 7 | 0 | 0 | 0 |
| EB I-94 Ramps - NB Merriman Rd Off-Ramp | 40 | 304 | 298 | 6 | 0 | 0 | 0 | 315 | 308 | 6 | 0 | 0 | 0 |
| EB I-94 Ramps - NB Merriman Rd On-Ramp | 40 | 414 | 406 | 8 | 0 | 0 | 0 | 771 | 755 | 15 | 0 | 0 | 0 |
| WB I-94 Mainline - East of Merriman Rd Off-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Mainline - Between Merriman Rd Off-Ramp & NB Merriman On-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Mainline - Between NB Merriman Rd On-Ramp & SB Merriman Rd On-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Mainline - West of SB Merriman Rd On-Ramp | 70 | 4,529 | 3,940 | 453 | 136 | 0 | 0 | 5,684 | 5,286 | 284 | 114 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane East of Merriman Off-Ramp Split | 40 | 1,766 | 1,731 | 35 | 0 | 0 | 0 | 1,991 | 1,952 | 40 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between Off-Ramp Split & NB Merriman On-Ramp | 40 | 761 | 745 | 15 | 0 | 0 | 0 | 917 | 899 | 18 | 0 | 0 | 0 |
| WB I-94 C-D Lane - CD Lane Between NB Merriman On-Ramp & SB Merriman On-Ramp | 40 | 895 | 877 | 18 | 0 | 0 | 0 | 1,316 | 1,290 | 26 | 0 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane West of SB Merriman On-Ramp | 40 | 1,217 | 1,192 | 24 | 0 | 0 | 0 | 1,619 | 1,586 | 32 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split | 40 | 1,005 | 985 | 20 | 0 | 0 | 0 | 1,023 | 1,003 | 20 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split- NB Ramp | 40 | 447 | 438 | 9 | 0 | 0 | 0 | 518 | 508 | 10 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - Merriman Off-Ramp Split- SB Ramp | 40 | 557 | 546 | 11 | 0 | 0 | 0 | 555 | 544 | 11 | 0 | 0 | 0 |
| NB Merriman On-Ramp | 40 | 134 | 132 | 3 | 0 | 0 | 0 | 399 | 391 | 8 | 0 | 0 | 0 |
| NB Merriman Road/I-94 Ramps/C-D Lane - SB Merriman On-Ramp | 40 | 320 | 313 | 6 | 0 | 0 | 0 | 302 | 296 | 6 | 0 | 0 | 0 |

C-D: Collector-Distributor

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Middlebelt Rd - North of WB I-94 On-Ramp | 45 | 1,018 | 926 | 41 | 41 | 0 | 0 | 955 | 821 | 67 | 57 | 10 | 0 |
| SB Middlebelt Rd - Between WB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 725 | 660 | 29 | 29 | 0 | 0 | 746 | 642 | 52 | 45 | 7 | 0 |
| SB Middlebelt Rd - SB of EB I-94 Off-Ramp | 45 | 1,080 | 864 | 108 | 108 | 0 | 0 | 1,367 | 1,299 | 41 | 27 | 0 | 0 |
| NB Middlebelt Rd - South of EB I-94 On-Ramp | 45 | 1,166 | 1,052 | 59 | 51 | 3 | 0 | 1,104 | 938 | 88 | 77 | 0 | 0 |
| NB Middlebelt Rd - Between EB I-94 On-Ramp & WB I-94 On-Ramp | 45 | 743 | 557 | 111 | 67 | 7 | 0 | 1,050 | 935 | 84 | 32 | 0 | 0 |
| NB Middlebelt Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 338 | 254 | 51 | 30 | 3 | 0 | 474 | 422 | 38 | 14 | 0 | 0 |
| NB Middlebelt Rd - North of WB I-94 Off-Ramp | 45 | 938 | 704 | 141 | 84 | 9 | 0 | 1,086 | 967 | 87 | 33 | 0 | 0 |
| EB I-94 Mainline - West of Middlebelt Rd Off-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Mainline - Between Middlebelt Rd Off-Ramp and Middlebelt On-Ramp | 70 | 2,934 | 2,670 | 205 | 88 | 0 | 0 | 3,813 | 3,546 | 191 | 76 | 0 | 0 |
| EB I-94 Mainline - East of Middlebelt Rd On-Ramp | 70 | 4,071 | 3,705 | 285 | 122 | 0 | 0 | 5,306 | 4,935 | 265 | 106 | 0 | 0 |
| EB I-94 Collector-Distributor Lane - C-D Lane West of SB Middlebelt Rd Off-Ramp | 30 | 1,359 | 1,332 | 27 | 0 | 0 | 0 | 1,837 | 1,800 | 37 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Middlebelt Off-Ramp & NB Middlebelt On-Ramp | 30 | 695 | 681 | 14 | 0 | 0 | 0 | 1,020 | 1,000 | 20 | 0 | 0 | 0 |
| EB I-94 Collector-Distributor Lane - C-D Lane East of NB Middlebelt On-Ramp | 30 | 1,137 | 1,114 | 23 | 0 | 0 | 0 | 1,493 | 1,463 | 30 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Middlebelt Rd Off-Ramp | 25 | 664 | 651 | 13 | 0 | 0 | 0 | 817 | 801 | 16 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Middlebelt Rd On-Ramp | 25 | 442 | 433 | 9 | 0 | 0 | 0 | 473 | 464 | 9 | 0 | 0 | 0 |
| WB I-94 Mainline - East of Middlebelt Rd Off-Ramp | 70 | 4,344 | 3,779 | 434 | 130 | 0 | 0 | 5,098 | 4,741 | 255 | 102 | 0 | 0 |
| WB I-94 Mainline - Between Middlebelt Rd Off-Ramp & NB Middlebelt Rd On-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Mainline - Between NB Middlebelt Rd On-Ramp & SB Middlebelt Rd On-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Mainline - West of SB Middlebelt Rd On-Ramp | 70 | 2,993 | 2,604 | 299 | 90 | 0 | 0 | 3,681 | 3,423 | 184 | 74 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane East of Middlebelt Rd Off-Ramp | 30 | 1,351 | 1,324 | 27 | 0 | 0 | 0 | 1,417 | 1,389 | 28 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between Middlebelt Off-Ramp & NB Middlebelt On-Ramp | 30 | 916 | 898 | 18 | 0 | 0 | 0 | 979 | 959 | 20 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between NB Middlebelt On-Ramp & SB Middlebelt On-Ramp | 30 | 1,321 | 1,295 | 26 | 0 | 0 | 0 | 1,555 | 1,524 | 31 | 0 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane West of SB Middlebelt Rd On-Ramp | 30 | 1,610 | 1,578 | 32 | 0 | 0 | 0 | 1,815 | 1,779 | 36 | 0 | 0 | 0 |
| WB I-94 Ramps - Middlebelt Rd Off-Ramp | 25 | 435 | 426 | 9 | 0 | 0 | 0 | 438 | 429 | 9 | 0 | 0 | 0 |
| WB I-94 Ramps - NB Middlebelt Rd On-Ramp | 25 | 405 | 397 | 8 | 0 | 0 | 0 | 576 | 564 | 12 | 0 | 0 | 0 |
| WB I-94 Ramps - SB Middlebelt Rd On-Ramp | 25 | 289 | 283 | 6 | 0 | 0 | 0 | 260 | 255 | 5 | 0 | 0 | 0 |

C-D: Collector-Distributor

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Middlebelt Rd - North of WB I-94 On-Ramp | 45 | 933 | 849 | 37 | 37 | 0 | 0 | 847 | 728 | 59 | 51 | 8 | 0 |
| SB Middlebelt Rd - Between WB I-94 On-Ramp & EB I-94 Off-Ramp | 45 | 970 | 883 | 39 | 39 | 0 | 0 | 924 | 795 | 65 | 55 | 9 | 0 |
| SB Middlebelt Rd - SB of EB I-94 Off-Ramp | 45 | 1,429 | 1,144 | 143 | 143 | 0 | 0 | 1,400 | 1,330 | 42 | 28 | 0 | 0 |
| NB Middlebelt Rd - South of EB I-94 On-Ramp | 45 | 1,413 | 1,275 | 72 | 62 | 4 | 0 | 1,372 | 1,167 | 110 | 96 | 0 | 0 |
| NB Middlebelt Rd - Between EB I-94 On-Ramp & WB I-94 On-Ramp | 45 | 1,247 | 935 | 187 | 112 | 12 | 0 | 1,252 | 1,115 | 100 | 38 | 0 | 0 |
| NB Middlebelt Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | 45 | 803 | 602 | 120 | 72 | 8 | 0 | 621 | 553 | 50 | 19 | 0 | 0 |
| NB Middlebelt Rd - North of WB I-94 Off-Ramp | 45 | 909 | 682 | 136 | 82 | 9 | 0 | 809 | 720 | 65 | 24 | 0 | 0 |
| EB I-94 Mainline - West of Middlebelt Rd Off-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Mainline - Between Middlebelt Rd Off-Ramp and Middlebelt On-Ramp | 70 | 3,247 | 2,955 | 227 | 97 | 0 | 0 | 4,210 | 3,915 | 210 | 84 | 0 | 0 |
| EB I-94 Mainline - East of Middlebelt Rd On-Ramp | 70 | 4,494 | 4,090 | 315 | 135 | 0 | 0 | 5,848 | 5,439 | 292 | 117 | 0 | 0 |
| EB I-94 Collector-Distributor Lane - C-D Lane West of SB Middlebelt Rd Off-Ramp | 30 | 1,491 | 1,461 | 30 | 0 | 0 | 0 | 2,015 | 1,975 | 40 | 0 | 0 | 0 |
| EB I-94 C-D Lane - C-D Lane Between SB Middlebelt Off-Ramp & NB Middlebelt On-Ramp | 30 | 763 | 747 | 15 | 0 | 0 | 0 | 1,119 | 1,097 | 22 | 0 | 0 | 0 |
| EB I-94 Collector-Distributor Lane - C-D Lane East of NB Middlebelt On-Ramp | 30 | 1,247 | 1,222 | 25 | 0 | 0 | 0 | 1,638 | 1,605 | 33 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Middlebelt Rd Off-Ramp | 25 | 728 | 713 | 15 | 0 | 0 | 0 | 896 | 878 | 18 | 0 | 0 | 0 |
| EB I-94 Ramps - SB Middlebelt Rd On-Ramp | 25 | 485 | 475 | 10 | 0 | 0 | 0 | 518 | 508 | 10 | 0 | 0 | 0 |
| WB I-94 Mainline - East of Middlebelt Rd Off-Ramp | 70 | 4,793 | 4,170 | 479 | 144 | 0 | 0 | 5,619 | 5,226 | 281 | 112 | 0 | 0 |
| WB I-94 Mainline - Between Middlebelt Rd Off-Ramp & NB Middlebelt Rd On-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Mainline - Between NB Middlebelt Rd On-Ramp & SB Middlebelt Rd On-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Mainline - West of SB Middlebelt Rd On-Ramp | 70 | 3,311 | 2,881 | 331 | 99 | 0 | 0 | 4,064 | 3,780 | 203 | 81 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane East of Middlebelt Rd Off-Ramp | 30 | 1,482 | 1,453 | 30 | 0 | 0 | 0 | 1,555 | 1,524 | 31 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between Middlebelt Off-Ramp & NB Middlebelt On-Ramp | 30 | 1,005 | 985 | 20 | 0 | 0 | 0 | 1,074 | 1,053 | 21 | 0 | 0 | 0 |
| WB I-94 C-D Lane - C-D Lane Between NB Middlebelt On-Ramp & SB Middlebelt On-Ramp | 30 | 1,449 | 1,420 | 29 | 0 | 0 | 0 | 1,705 | 1,671 | 34 | 0 | 0 | 0 |
| WB I-94 Collector-Distributor Lane - C-D Lane West of SB Middlebelt Rd On-Ramp | 30 | 1,766 | 1,731 | 35 | 0 | 0 | 0 | 1,991 | 1,952 | 40 | 0 | 0 | 0 |
| WB I-94 Ramps - Middlebelt Rd Off-Ramp | 25 | 476 | 467 | 10 | 0 | 0 | 0 | 481 | 471 | 10 | 0 | 0 | 0 |
| WB I-94 Ramps - NB Middlebelt Rd On-Ramp | 25 | 444 | 435 | 9 | 0 | 0 | 0 | 631 | 619 | 13 | 0 | 0 | 0 |
| WB I-94 Ramps - SB Middlebelt Rd On-Ramp | 25 | 317 | 310 | 6 | 0 | 0 | 0 | 285 | 279 | 6 | 0 | 0 | 0 |

C-D: Collector-Distributor

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Ecorse Rd - West of EB I-94 On-Ramp | **50** | ***692*** | *581* | *55* | *55* | *0* | *0* | ***771*** | *671* | *69* | *31* | *0* | *0* |
| EB Ecorse Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **50** | ***254*** | *213* | *20* | *20* | *0* | *0* | ***284*** | *247* | *26* | *11* | *0* | *0* |
| EB Ecorse Rd - East of EB I-94 Off-Ramp | **50** | ***437*** | *367* | *35* | *35* | *0* | *0* | ***708*** | *616* | *64* | *28* | *0* | *0* |
| EB Ecorse Rd - West of Inkster Road | **50** | ***494*** | *438* | *40* | *13* | *2* | *1* | ***545*** | *488* | *46* | *8* | *2* | *1* |
| WB Ecorse Rd - East of WB I-94 On-Ramp | **50** | ***882*** | *785* | *53* | *44* | *0* | *0* | ***946*** | *795* | *104* | *47* | *0* | *0* |
| WB Ecorse Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **50** | ***643*** | *572* | *39* | *32* | *0* | *0* | ***720*** | *605* | *79* | *36* | *0* | *0* |
| WB Ecorse Rd - West of WB I-94 Off-Ramp | **50** | ***1057*** | *941* | *63* | *53* | *0* | *0* | ***1153*** | *969* | *127* | *58* | *0* | *0* |
| WB Ecorse Rd - West of Inkster Road | **50** | ***464*** | *377* | *75* | *11* | *0* | *1* | ***524*** | *443* | *69* | *8* | *1* | *3* |
| EB I-94 Mainline - West of Ecorse Rd Off-Ramp | **70** | ***4,071*** | *3,705* | *285* | *122* | *0* | *0* | ***5,306*** | *4,935* | *265* | *106* | *0* | *0* |
| EB I-94 Mainline - Between Ecorse Rd Off-Ramp and Ecorse On-Ramp | **70** | ***3,888*** | *3,538* | *272* | *117* | *0* | *0* | ***4,882*** | *4,540* | *244* | *98* | *0* | *0* |
| EB I-94 Mainline - East of Ecorse Rd On-Ramp | **70** | ***4,326*** | *3,937* | *303* | *130* | *0* | *0* | ***5,369*** | *4,993* | *268* | *107* | *0* | *0* |
| EB I-94 Ramps - Ecorse Rd Off-Ramp | **40** | ***183*** | *179* | *4* | *0* | *0* | *0* | ***424*** | *416* | *8* | *0* | *0* | *0* |
| EB I-94 Ramps - Ecorse Rd On-Ramp | **40** | ***438*** | *429* | *9* | *0* | *0* | *0* | ***487*** | *477* | *10* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Ecorse Rd Off-Ramp | **70** | ***4,519*** | *3,932* | *452* | *136* | *0* | *0* | ***5,305*** | *4,934* | *265* | *106* | *0* | *0* |
| WB I-94 Mainline - Between Ecorse Rd Off-Ramp & WB Ecorse Rd On-Ramp | **70** | ***4,105*** | *3,571* | *411* | *123* | *0* | *0* | ***4,872*** | *4,531* | *244* | *97* | *0* | *0* |
| WB I-94 Mainline - West of WB Ecorse Rd On-Ramp | **70** | ***4,344*** | *3,779* | *434* | *130* | *0* | *0* | ***5,098*** | *4,741* | *255* | *102* | *0* | *0* |
| WB I-94 Ramps - Ecorse Rd Off-Ramp | **40** | ***414*** | *406* | *8* | *0* | *0* | *0* | ***433*** | *424* | *9* | *0* | *0* | *0* |
| WB I-94 Ramps - Ecorse Rd On-Ramp | **40** | ***239*** | *234* | *5* | *0* | *0* | *0* | ***226*** | *221* | *5* | *0* | *0* | *0* |
| NB Inkster Rd - North of Ecorse Rd | **45** | ***321*** | *307* | *5* | *8* | *1* | *0* | ***572*** | *555* | *0* | *10* | *7* | *0* |
| NB Inkster Rd - South of Ecorse Rd | **45** | ***404*** | *388* | *8* | *8* | *0* | *0* | ***396*** | *384* | *0* | *8* | *4* | *0* |
| SB Inkster Rd - North of Ecorse Rd | **45** | ***331*** | *313* | *2* | *16* | *0* | *0* | ***543*** | *518* | *2* | *11* | *12* | *0* |
| SB Inkster Rd - South of Ecorse Rd | **45** | ***296*** | *280* | *2* | *14* | *0* | *0* | ***476*** | *454* | *2* | *10* | *10* | *0* |
| NB Beech Daly Road | **40** | ***596*** | *566* | *12* | *12* | *6* | *0* | ***790*** | *751* | *16* | *16* | *0* | *8* |
| SB Beech Daly Road | **40** | ***559*** | *529* | *11* | *15* | *2* | *3* | ***609*** | *581* | *14* | *11* | *0* | *4* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Ecorse Rd - West of EB I-94 On-Ramp | **50** | ***1045*** | *877* | *84* | *84* | *0* | *0* | ***895*** | *779* | *81* | *36* | *0* | *0* |
| EB Ecorse Rd - Between EB I-94 On-Ramp & EB I-94 Off-Ramp | **50** | ***1065*** | *895* | *85* | *85* | *0* | *0* | ***938*** | *816* | *84* | *38* | *0* | *0* |
| EB Ecorse Rd - East of EB I-94 Off-Ramp | **50** | ***824*** | *692* | *66* | *66* | *0* | *0* | ***781*** | *679* | *70* | *31* | *0* | *0* |
| EB Ecorse Rd - West of Inkster Road | **50** | ***745*** | *663* | *60* | *22* | *0* | *0* | ***600*** | *537* | *50* | *9* | *2* | *1* |
| WB Ecorse Rd - East of WB I-94 On-Ramp | **50** | ***748*** | *666* | *45* | *37* | *0* | *0* | ***470*** | *395* | *52* | *24* | *0* | *0* |
| WB Ecorse Rd - Between WB I-94 On-Ramp & WB I-94 Off-Ramp | **50** | ***719*** | *640* | *43* | *36* | *0* | *0* | ***432*** | *363* | *47* | *22* | *0* | *0* |
| WB Ecorse Rd - West of WB I-94 Off-Ramp | **50** | ***1129*** | *1005* | *68* | *56* | *0* | *0* | ***929*** | *780* | *102* | *46* | *0* | *0* |
| WB Ecorse Rd - West of Inkster Road | **50** | ***563*** | *457* | *91* | *13* | *0* | *1* | ***552*** | *466* | *73* | *8* | *1* | *3* |
| EB I-94 Mainline - West of Ecorse Rd Off-Ramp | **70** | ***4494*** | *4,090* | *315* | *135* | *0* | *0* | ***5848*** | *5439* | *292* | *117* | *0* | *0* |
| EB I-94 Mainline - Between Ecorse Rd Off-Ramp and Ecorse On-Ramp | **70** | ***4267*** | *3,883* | *299* | *128* | *0* | *0* | ***5358*** | *4983* | *268* | *107* | *0* | *0* |
| EB I-94 Mainline - East of Ecorse Rd On-Ramp | **70** | ***4805*** | *4,372* | *336* | *144* | *0* | *0* | ***5955*** | *5538* | *298* | *119* | *0* | *0* |
| EB I-94 Ramps - Ecorse Rd Off-Ramp | **40** | ***227*** | *223* | *5* | *0* | *0* | *0* | ***490*** | *480* | *10* | *0* | *0* | *0* |
| EB I-94 Ramps - Ecorse Rd On-Ramp | **40** | ***490*** | *480* | *10* | *0* | *0* | *0* | ***598*** | *586* | *12* | *0* | *0* | *0* |
| WB I-94 Mainline - East of Ecorse Rd Off-Ramp | **70** | ***5251*** | *4,568* | *525* | *158* | *0* | *0* | ***6130*** | *5701* | *307* | *123* | *0* | *0* |
| WB I-94 Mainline - Between Ecorse Rd Off-Ramp & WB Ecorse Rd On-Ramp | **70** | ***4505*** | *3,920* | *451* | *135* | *0* | *0* | ***5346*** | *4972* | *267* | *107* | *0* | *0* |
| WB I-94 Mainline - West of WB Ecorse Rd On-Ramp | **70** | ***4793*** | *4,170* | *479* | *144* | *0* | *0* | ***5619*** | *5226* | *281* | *112* | *0* | *0* |
| WB I-94 Ramps - Ecorse Rd Off-Ramp | **40** | ***745*** | *730* | *15* | *0* | *0* | *0* | ***784*** | *768* | *16* | *0* | *0* | *0* |
| WB I-94 Ramps - Ecorse Rd On-Ramp | **40** | ***289*** | *283* | *6* | *0* | *0* | *0* | ***273*** | *267* | *5* | *0* | *0* | *0* |
| NB Inkster Rd - North of Ecorse Rd | **45** | ***667*** | *640* | *13* | *13* | *0* | *0* | ***798*** | *774* | *0* | *16* | *8* | *0* |
| NB Inkster Rd - South of Ecorse Rd | **45** | ***486*** | *466* | *10* | *10* | *0* | *0* | ***643*** | *624* | *0* | *13* | *6* | *0* |
| SB Inkster Rd - North of Ecorse Rd | **45** | ***701*** | *664* | *4* | *34* | *0* | *0* | ***839*** | *800* | *3* | *17* | *18* | *0* |
| SB Inkster Rd - South of Ecorse Rd | **45** | ***760*** | *719* | *5* | *36* | *0* | *0* | ***771*** | *735* | *3* | *15* | *17* | *0* |
| NB Beech Daly Road | **40** | ***447*** | *425* | *9* | *9* | *4* | *0* | ***483*** | *458* | *10* | *10* | *0* | *5* |
| SB Beech Daly Road | **40** | ***416*** | *394* | *8* | *11* | *1* | *2* | ***579*** | *552* | *13* | *11* | *0* | *3* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Telegraph Rd - North WB I-94 On-Ramp | **45** | ***1,672*** | *1,605* | *33* | *33* | *0* | *0* | ***2,286*** | *2,240* | *23* | *23* | *0* | *0* |
| SB Telegraph Rd - Between WB I-94 On-Ramps | **45** | ***1,167*** | *1,120* | *23* | *23* | *0* | *0* | ***1,901*** | *1,863* | *19* | *19* | *0* | *0* |
| SB Telegraph Rd - Between EB I-94 Off-Ramps | **45** | ***1,915*** | *1,838* | *38* | *38* | *0* | *0* | ***2,414*** | *2,366* | *24* | *24* | *0* | *0* |
| SB Telegraph Rd - South of SB Telegraph Rd EB I-94 Off- Ramp | **45** | ***2,062*** | *1,980* | *41* | *41* | *0* | *0* | ***2,696*** | *2,642* | *27* | *27* | *0* | *0* |
| NB Telegraph Rd - South of NB Telegraph Rd EB I-94 On-Ramp | **45** | ***2,047*** | *1,936* | *41* | *57* | *10* | *2* | ***2,634*** | *2,581* | *26* | *26* | *0* | *0* |
| NB Telegraph Rd - Between EB I-94 On-Ramps | **45** | ***721*** | *682* | *14* | *20* | *4* | *1* | ***1,931*** | *1,892* | *19* | *19* | *0* | *0* |
| NB Telegraph Rd - Between WB I-94 Off-Ramps | **45** | ***1,090*** | *1,031* | *22* | *31* | *5* | *1* | ***1,373*** | *1,346* | *14* | *14* | *0* | *0* |
| NB Telegraph Rd - North of WB I-94 Off-Ramp | **45** | ***1,494*** | *1,413* | *30* | *42* | *7* | *1* | ***1,969*** | *1,930* | *20* | *20* | *0* | *0* |
| WB I-94 Mainline - East of Telegraph Rd Off-Ramp | **70** | ***4,557*** | *3,965* | *456* | *137* | *0* | *0* | ***5,971*** | *5,553* | *299* | *119* | *0* | *0* |
| WB I-94 Mainline - Between Telegraph Rd Off-Ramp and Telegraph Rd/WB I-94 On-Ramp | **70** | ***3,655*** | *3,180* | *366* | *110* | *0* | *0* | ***4,598*** | *4,276* | *230* | *92* | *0* | *0* |
| WB I-94 Mainline - West of Telegraph Rd/WB I-94 On-Ramp | **70** | ***4,519*** | *3,932* | *452* | *136* | *0* | *0* | ***5,305*** | *4,934* | *265* | *106* | *0* | *0* |
| WB I-94 On-Ramp - SB Telegraph WB I-94 On-Ramp | **30** | ***505*** | *495* | *10* | *0* | *0* | *0* | ***385*** | *377* | *8* | *0* | *0* | *0* |
| WB I-94 On-Ramp - NB Telegraph WB I-94 On-Ramp | **30** | ***359*** | *352* | *7* | *0* | *0* | *0* | ***322*** | *316* | *6* | *0* | *0* | *0* |
| WB I-94 On-Ramp - WB I-94 On-Ramp (West of merge ramps) | **30** | ***864*** | *847* | *17* | *0* | *0* | *0* | ***707*** | *693* | *14* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp (east of ramp split) | **30** | ***902*** | *884* | *18* | *0* | *0* | *0* | ***1,373*** | *1,346* | *27* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp/NB Telegraph Rd | **30** | ***404*** | *396* | *8* | *0* | *0* | *0* | ***596*** | *584* | *12* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp/SB Telegraph Rd | **30** | ***498*** | *488* | *10* | *0* | *0* | *0* | ***777*** | *761* | *16* | *0* | *0* | *0* |
| EB I-94 Mainline - West of Telegraph Rd Off-Ramp | **70** | ***4,236*** | *3,855* | *297* | *127* | *0* | *0* | ***5,369*** | *4,993* | *268* | *107* | *0* | *0* |
| EB I-94 Mainline - Between Telegraph Rd Off-Ramp and Telegraph Rd/EB I-94 On-Ramp | **70** | ***3,828*** | *3,483* | *268* | *115* | *0* | *0* | ***4,578*** | *4,258* | *229* | *92* | *0* | *0* |
| EB I-94 Mainline - East of Telegraph Rd/EB I-94 On-Ramp | **70** | ***5,846*** | *5,320* | *409* | *175* | *0* | *0* | ***5,785*** | *5,380* | *289* | *116* | *0* | *0* |
| EB I-94 On-Ramp - NB Telegraph Rd EB I-94 On-Ramp | **30** | ***692*** | *678* | *14* | *0* | *0* | *0* | ***504*** | *494* | *10* | *0* | *0* | *0* |
| EB I-94 On-Ramp - SB Telegraph Rd EB I-94 On-Ramp | **30** | ***1,326*** | *1,299* | *27* | *0* | *0* | *0* | ***703*** | *689* | *14* | *0* | *0* | *0* |
| EB I-94 On-Ramp - EB I-94 On-Ramp (east of merge ramps) | **30** | ***2,018*** | *1,978* | *40* | *0* | *0* | *0* | ***1,207*** | *1,183* | *24* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp (west of ramp split) | **30** | ***498*** | *488* | *10* | *0* | *0* | *0* | ***791*** | *775* | *16* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp/NB Telegraph Rd | **30** | ***351*** | *344* | *7* | *0* | *0* | *0* | ***509*** | *499* | *10* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp/SB Telegraph Rd | **30** | ***147*** | *144* | *3* | *0* | *0* | *0* | ***282*** | *276* | *6* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB Telegraph Rd - North WB I-94 On-Ramp | **45** | ***3,161*** | *3,035* | *63* | *63* | *0* | *0* | ***3,260*** | *3,195* | *33* | *33* | *0* | *0* |
| SB Telegraph Rd - Between WB I-94 On-Ramps | **45** | ***2,620*** | *2,515* | *52* | *52* | *0* | *0* | ***2,828*** | *2,772* | *28* | *28* | *0* | *0* |
| SB Telegraph Rd - Between EB I-94 Off-Ramps | **45** | ***2,264*** | *2,174* | *45* | *45* | *0* | *0* | ***2,922*** | *2,864* | *29* | *29* | *0* | *0* |
| SB Telegraph Rd - South of SB Telegraph Rd EB I-94 Off- Ramp | **45** | ***2,428*** | *2,331* | *49* | *49* | *0* | *0* | ***3,194*** | *3,130* | *32* | *32* | *0* | *0* |
| NB Telegraph Rd - South of NB Telegraph Rd EB I-94 On-Ramp | **45** | ***3,827*** | *3,621* | *77* | *107* | *19* | *4* | ***2,788*** | *2,732* | *28* | *28* | *0* | *0* |
| NB Telegraph Rd - Between EB I-94 On-Ramps | **45** | ***2,395*** | *2,265* | *48* | *67* | *12* | *2* | ***2,055*** | *2,014* | *21* | *21* | *0* | *0* |
| NB Telegraph Rd - Between WB I-94 Off-Ramps | **45** | ***2,398*** | *2,268* | *48* | *67* | *12* | *2* | ***2,259*** | *2,214* | *23* | *23* | *0* | *0* |
| NB Telegraph Rd - North of WB I-94 Off-Ramp | **45** | ***2,837*** | *2,683* | *57* | *79* | *14* | *3* | ***2,872*** | *2,815* | *29* | *29* | *0* | *0* |
| WB I-94 Mainline - East of Telegraph Rd Off-Ramp | **70** | ***5,169*** | *4,497* | *517* | *155* | *0* | *0* | ***6,740*** | *6,268* | *337* | *135* | *0* | *0* |
| WB I-94 Mainline - Between Telegraph Rd Off-Ramp and Telegraph Rd/WB I-94 On-Ramp | **70** | ***4,303*** | *3,743* | *430* | *129* | *0* | *0* | ***5,354*** | *4,980* | *268* | *107* | *0* | *0* |
| WB I-94 Mainline - West of Telegraph Rd/WB I-94 On-Ramp | **70** | ***5,251*** | *4,568* | *525* | *158* | *0* | *0* | ***6,130*** | *5,701* | *307* | *123* | *0* | *0* |
| WB I-94 On-Ramp - SB Telegraph WB I-94 On-Ramp | **30** | ***554*** | *543* | *11* | *0* | *0* | *0* | ***422*** | *413* | *8* | *0* | *0* | *0* |
| WB I-94 On-Ramp - NB Telegraph WB I-94 On-Ramp | **30** | ***393*** | *385* | *8* | *0* | *0* | *0* | ***353*** | *346* | *7* | *0* | *0* | *0* |
| WB I-94 On-Ramp - WB I-94 On-Ramp (West of merge ramps) | **30** | ***948*** | *929* | *19* | *0* | *0* | *0* | ***776*** | *760* | *16* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp (east of ramp split) | **30** | ***866*** | *849* | *17* | *0* | *0* | *0* | ***1,386*** | *1,358* | *28* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp/NB Telegraph Rd | **30** | ***443*** | *434* | *9* | *0* | *0* | *0* | ***654*** | *641* | *13* | *0* | *0* | *0* |
| WB I-94 Off-Ramp - Off-Ramp/SB Telegraph Rd | **30** | ***424*** | *415* | *8* | *0* | *0* | *0* | ***731*** | *716* | *15* | *0* | *0* | *0* |
| EB I-94 Mainline - West of Telegraph Rd Off-Ramp | **70** | ***4,805*** | *4,372* | *336* | *144* | *0* | *0* | ***5,955*** | *5,538* | *298* | *119* | *0* | *0* |
| EB I-94 Mainline - Between Telegraph Rd Off-Ramp and Telegraph Rd/EB I-94 On-Ramp | **70** | ***4,258*** | *3,875* | *298* | *128* | *0* | *0* | ***5,087*** | *4,731* | *254* | *102* | *0* | *0* |
| EB I-94 Mainline - East of Telegraph Rd/EB I-94 On-Ramp | **70** | ***6,472*** | *5,890* | *453* | *194* | *0* | *0* | ***6,412*** | *5,963* | *321* | *128* | *0* | *0* |
| EB I-94 On-Ramp - NB Telegraph Rd EB I-94 On-Ramp | **30** | ***1,455*** | *1,426* | *29* | *0* | *0* | *0* | ***771*** | *755* | *15* | *0* | *0* | *0* |
| EB I-94 On-Ramp - SB Telegraph Rd EB I-94 On-Ramp | **30** | ***759*** | *743* | *15* | *0* | *0* | *0* | ***553*** | *542* | *11* | *0* | *0* | *0* |
| EB I-94 On-Ramp - EB I-94 On-Ramp (east of merge ramps) | **30** | ***2,214*** | *2,170* | *44* | *0* | *0* | *0* | ***1,325*** | *1,298* | *26* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp (west of ramp split) | **30** | ***547*** | *536* | *11* | *0* | *0* | *0* | ***868*** | *851* | *17* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp/NB Telegraph Rd | **30** | ***385*** | *377* | *8* | *0* | *0* | *0* | ***558*** | *547* | *11* | *0* | *0* | *0* |
| EB I-94 Off-Ramp - Off-Ramp/SB Telegraph Rd | **30** | ***161*** | *158* | *3* | *0* | *0* | *0* | ***308*** | *302* | *6* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB M-39 - North of Southfield Rd Off-Ramp | **55** | ***1,656*** | *1,457* | *70* | *129* | *0* | *0* | ***3,123*** | *3,009* | *53* | *59* | *2* | *0* |
| SB M-39 - Between Southfield Rd Off-Ramp & Southfield Rd On-Ramp | **55** | ***1,963*** | *1,784* | *80* | *99* | *0* | *0* | ***3,404*** | *3,318* | *43* | *37* | *5* | *2* |
| SB M-39 - Between Southfield Rd On-Ramp & I-94 On-Ramp Split | **55** | ***2,270*** | *2,111* | *91* | *68* | *0* | *0* | ***3,685*** | *3,626* | *33* | *15* | *7* | *4* |
| SB M-39 - Between I-94 On-Ramp Split & Van Born Ramp | **55** | ***1,134*** | *1,055* | *45* | *34* | *0* | *0* | ***1,905*** | *1,875* | *17* | *8* | *4* | *2* |
| SB M-39 - Between Van Born Ramp & EB I-94 Off-Ramp | **40** | ***1,319*** | *1,227* | *53* | *40* | *0* | *0* | ***2,026*** | *1,994* | *18* | *8* | *4* | *2* |
| SB M-39 - South of EB I-94 Off-Ramp | **40** | ***1,988*** | *1,849* | *80* | *60* | *0* | *0* | ***2,897*** | *2,851* | *26* | *12* | *6* | *3* |
| SB M-39 to I-94 On-Ramps - I-94 On-Ramp - north of WB/EB I-94 Ramp Split | **40** | ***1,136*** | *1,084* | *34* | *18* | *0* | *0* | ***1,780*** | *1,739* | *19* | *21* | *0* | *0* |
| SB M-39 to I-94 On-Ramps - WB I-94 On-Ramp - South of WB/EB I-94 Ramp Split | **40** | ***1,003*** | *963* | *30* | *10* | *0* | *0* | ***1,697*** | *1,663* | *17* | *17* | *0* | *0* |
| SB M-39 to I-94 On-Ramps - EB I-94 On-Ramp - South of WB/EB I-94 Ramp Split | **30** | ***133*** | *121* | *4* | *8* | *0* | *0* | ***83*** | *76* | *2* | *4* | *0* | *0* |
| NB M-39 - South of I-94 On-Ramp Split | **40** | ***2,763*** | *2,688* | *36* | *33* | *6* | *0* | ***2,820*** | *2,707* | *85* | *28* | *0* | *0* |
| NB M-39 - Between I-94 On-Ramp Split & Van Born On-Ramp Cross-Over | **55** | ***1,828*** | *1,779* | *24* | *22* | *4* | *0* | ***1,883*** | *1,808* | *56* | *19* | *0* | *0* |
| NB M-39 - Between Van Born On-Ramp Cross-Over & I-94 Off-Ramp | **55** | ***1,843*** | *1,793* | *24* | *22* | *4* | *0* | ***1,952*** | *1,874* | *59* | *20* | *0* | *0* |
| NB M-39 - Between WB I-94 Off-Ramp & Southfield Rd Off-Ramp | **55** | ***3,576*** | *3,479* | *46* | *43* | *7* | *0* | ***3,027*** | *2,906* | *91* | *30* | *0* | *0* |
| NB M-39 - Between Southfield Rd Off-Ramp & Southfield Rd On-Ramp | **55** | ***3,214*** | *3,098* | *62* | *49* | *5* | *0* | ***2,689*** | *2,592* | *63* | *33* | *0* | *0* |
| NB M-39 - North of Southfield Rd On-Ramp | **55** | ***2,852*** | *2,717* | *78* | *55* | *2* | *0* | ***2,350*** | *2,278* | *36* | *36* | *0* | *0* |
| NB M-39 to I-94/Van Born On-Ramp - I-94 On-Ramp - South of WB/EB I-94 Ramp Split | **40** | ***935*** | *916* | *19* | *0* | *0* | *0* | ***937*** | *918* | *19* | *0* | *0* | *0* |
| NB M-39 to I-94/Van Born On-Ramp - EB I-94 On-Ramp - North of WB/EB I-94 Ramp Split | **25** | ***180*** | *176* | *4* | *0* | *0* | *0* | ***177*** | *173* | *4* | *0* | *0* | *0* |
| NB M-39 to I-94/Van Born On-Ramp - WB I-94 On-Ramp - North WB/EB I-94 Ramp Split | **25** | ***611*** | *532* | *73* | *6* | *0* | *0* | ***510*** | *459* | *51* | *0* | *0* | *0* |
| NB M-39 to I-94/Van Born On-Ramp - WB Van Born Ramp - North of WB I-94 On-Ramp | **25** | ***129*** | *124* | *5* | *0* | *0* | *0* | ***181*** | *174* | *5* | *2* | *0* | *0* |
| Van Born Interchange - EB Van Born Rd - West of Southfield FWY (M-39) Ramps | **40** | ***583*** | *560* | *17* | *6* | *0* | *0* | ***650*** | *631* | *10* | *8* | *0* | *2* |
| Van Born Interchange - EB Van Born Rd Ramp to SB Southfield FWY (M-39) | **40** | ***185*** | *181* | *4* | *0* | *0* | *0* | ***121*** | *119* | *2* | *0* | *0* | *0* |
| Van Born Interchange - EB Van Born Rd Ramp to NB Southfield FWY (M-39) | **25** | ***502*** | *492* | *10* | *0* | *0* | *0* | ***391*** | *383* | *8* | *0* | *0* | *0* |
| Van Born Interchange - S/SWB Van Born Rd - North of Southfield FWY (M-39) Off-Ramp | **35** | ***216*** | *208* | *5* | *2* | *0* | *1* | ***306*** | *289* | *10* | *4* | *1* | *2* |
| Van Born Interchange - WB Van Born/NB Southfield FWY (M-39) Off-Ramp | **40** | ***204*** | *197* | *4* | *2* | *0* | *1* | ***411*** | *388* | *14* | *6* | *1* | *2* |
| Van Born Interchange - WB Van Born - west of NB M-39 Ramp/Van Born Rd Merge Lane | **40** | ***375*** | *360* | *11* | *4* | *0* | *0* | ***531*** | *510* | *16* | *5* | *0* | *0* |
| SB Pelham Rd - North of Van Born Rd | **35** | ***440*** | *436* | *0* | *4* | *0* | *0* | ***653*** | *649* | *0* | *2* | *1* | *1* |
| SB Pelham Rd - North of WB I-94 On-Ramp | **35** | ***578*** | *572* | *0* | *6* | *0* | *0* | ***853*** | *847* | *0* | *3* | *1* | *1* |
| SB Pelham Rd - Between WB I-94 On-Ramp & EB I-94 Off-Ramp | **35** | ***580*** | *545* | *17* | *17* | *0* | *0* | ***1,010*** | *983* | *15* | *9* | *0* | *3* |
| SB Pelham Rd - South of EB I-94 Off-Ramp | **35** | ***614*** | *577* | *18* | *18* | *0* | *0* | ***1,095*** | *1,065* | *16* | *10* | *0* | *3* |
| NB Pelham - South of EB I-94 On-Ramp | **35** | ***1,149*** | *1,097* | *25* | *24* | *0* | *1* | ***856*** | *839* | *9* | *9* | *0* | *0* |
| NB Pelham - Between EB I-94 On-Ramp & WB I-94 Off-Ramp | **35** | ***977*** | *933* | *21* | *20* | *1* | *1* | ***825*** | *809* | *8* | *8* | *0* | *0* |
| NB Pelham - North of WB I-94 Off-Ramp | **35** | ***732*** | *725* | *0* | *7* | *0* | *0* | ***761*** | *756* | *2* | *1* | *0* | *2* |
| NB Pelham - North of Van Born Rd | **35** | ***1,240*** | *1,228* | *0* | *12* | *0* | *0* | ***523*** | *520* | *1* | *1* | *0* | *2* |
| Pelham Rd & I-94 On-Ramps - EB I-94 On-Ramp | **40** | ***291*** | *285* | *6* | *0* | *0* | *0* | ***239*** | *234* | *5* | *0* | *0* | *0* |
| Pelham Rd & I-94 On-Ramps - WB I-94 On-Ramp | **40** | ***317*** | *307* | *6* | *3* | *0* | *0* | ***295*** | *280* | *9* | *6* | *0* | *0* |
| EB I-94 to M-39/Pelham Off-Ramps - Off-Ramp to NB/SB M-39/Pelham Rd Split | **40** | ***2,686*** | *2,540* | *113* | *32* | *0* | *0* | ***1,926*** | *1,842* | *74* | *10* | *0* | *0* |
| EB I-94 to M-39/Pelham Off-Ramps - Pelham Rd Off-Ramp - East of NB/SB M-39 Split | **40** | ***437*** | *415* | *17* | *4* | *0* | *0* | ***317*** | *307* | *6* | *3* | *0* | *0* |
| EB I-94 to M-39/Pelham Off-Ramps - M-39 NB/SB Off-Ramps - East of Pelham Rd Split | **40** | ***2,249*** | *2,125* | *96* | *28* | *0* | *0* | ***1,609*** | *1,534* | *68* | *7* | *0* | *0* |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB I-94 to M-39/Pelham Off-Ramps - SB M-39 Off-Ramp - East of NB/SB M-39 Ramp Split | **25** | ***562*** | *506* | *45* | *11* | *0* | *0* | ***660*** | *614* | *40* | *7* | *0* | *0* |
| EB I-94 to M-39/Pelham Off-Ramps - NB M-39 Off-Ramp - East of NB/SB M-39 Ramp Split | **35** | ***1,687*** | *1,620* | *51* | *17* | *0* | *0* | ***949*** | *921* | *28* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - Off-Ramp to NB M-39 & SB M-39/Pelham Rd Split | **40** | ***303*** | *297* | *6* | *0* | *0* | *0* | ***735*** | *720* | *15* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - NB M-39 Off-Ramp - W of SB M-39/Pelham Split | **40** | ***46*** | *45* | *1* | *0* | *0* | *0* | ***126*** | *123* | *3* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - SB M-39/Pelham Rd Ramp - West of NB M-39 Split | **40** | ***257*** | *215* | *22* | *20* | *0* | *0* | ***609*** | *533* | *39* | *38* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - Pelham Rd Off-Ramp - West of SB M-39 Split | **40** | ***150*** | *140* | *8* | *3* | *0* | *0* | ***398*** | *370* | *20* | *8* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - SB M-39 Off-Ramp - West of Pelham Rd Split | **30** | ***107*** | *75* | *14* | *17* | *0* | *0* | ***211*** | *162* | *19* | *30* | *0* | *0* |
| EB I-94 Mainline - West of Southfield FWY (M-39)/Pelham Rd Off-Ramp | **70** | ***5,846*** | *5,320* | *409* | *175* | *0* | *0* | ***5,785*** | *5,380* | *289* | *116* | *0* | *0* |
| EB I-94 Mainline - Between M-39/Pelham Rd Off-Ramp & Pelham Rd On-Ramp | **70** | ***3,160*** | *2,876* | *221* | *95* | *0* | *0* | ***3,859*** | *3,589* | *193* | *77* | *0* | *0* |
| EB I-94 Mainline - Between Pelham Rd On-Ramp & NB Southfield FWY (M-39) On-Ramp | **70** | ***3,451*** | *3,140* | *242* | *104* | *0* | *0* | ***4,098*** | *3,811* | *205* | *82* | *0* | *0* |
| EB I-94 Mainline - East of NB Southfield FWY (M-39) On-Ramp | **70** | ***3,764*** | *3,425* | *263* | *113* | *0* | *0* | ***4,358*** | *4,053* | *218* | *87* | *0* | *0* |
| WB I-94 Mainline - East of Southfield FWY (M-39) & Van Born Rd Off-Ramp | **70** | ***2,949*** | *2,566* | *295* | *88* | *0* | *0* | ***4,204*** | *3,910* | *210* | *84* | *0* | *0* |
| WB I-94 Mainline - Between M-39/Van Born Rd Off-Ramp & NB M-39 On-Ramp | **70** | ***2,646*** | *2,302* | *265* | *79* | *0* | *0* | ***3,469*** | *3,226* | *173* | *69* | *0* | *0* |
| WB I-94 Mainline - Between NB M-39 On-Ramp & SB Southfield FWY (M-39) On-Ramp | **70** | ***3,237*** | *2,816* | *324* | *97* | *0* | *0* | ***3,979*** | *3,700* | *199* | *80* | *0* | *0* |
| WB I-94 Mainline - Between SB Southfield FWY (M-39) On-Ramp & Pelham Rd On-Ramp | **70** | ***4,240*** | *3,689* | *424* | *127* | *0* | *0* | ***5,676*** | *5,279* | *284* | *114* | *0* | *0* |
| WB I-94 Mainline - West of Pelham Rd On-Ramp | **70** | ***4,557*** | *3,965* | *456* | *137* | *0* | *0* | ***5,971*** | *5,553* | *299* | *119* | *0* | *0* |
| Extra Ramps - EB 94 off ramp and VanBorn to SB M-39 On ramp | **40** | ***669*** | *656* | *13* | *0* | *0* | *0* | ***871*** | *854* | *17* | *0* | *0* | *0* |
| Extra Ramps - On-Ramp from NB M-39 and SB M-39 before merging with EB 94 | **40** | ***313*** | *307* | *6* | *0* | *0* | *0* | ***260*** | *255* | *5* | *0* | *0* | *0* |
| Extra Ramps - NB M-39 between VanBorn Off Ramp and EB/WB ramps onto M-39 | **40** | ***15*** | *15* | *0* | *0* | *0* | *0* | ***69*** | *68* | *1* | *0* | *0* | *0* |
| Extra Ramps - EB & WB 94 to NB M-39 | **40** | ***1,733*** | *1,698* | *35* | *0* | *0* | *0* | ***1,075*** | *1,054* | *22* | *0* | *0* | *0* |
| Outer Dr - Westbound | **35** | ***608*** | *597* | *10* | *1* | *0* | *0* | ***829*** | *818* | *8* | *3* | *0* | *0* |
| Outer Dr - Eastbound | **35** | ***593*** | *587* | *3* | *3* | *0* | *0* | ***1,037*** | *1,019* | *13* | *5* | *0* | *0* |
| EB Van Born Rd - West of Pelham Road | **35** | ***668*** | *641* | *7* | *20* | *0* | *0* | ***727*** | *705* | *11* | *9* | *0* | *2* |
| EB Van Born Rd - East of Pelham Road | **35** | ***583*** | *560* | *6* | *17* | *0* | *0* | ***650*** | *631* | *10* | *8* | *0* | *2* |
| WB Van Born Rd - East of Pelham Road | **35** | ***375*** | *360* | *5* | *9* | *0* | *1* | ***551*** | *53* | *11* | *6* | *0* | *0* |
| WB Van Born Rd - West of Pelham Road | **35** | ***533*** | *511* | *6* | *13* | *1* | *2* | ***681*** | *66* | *14* | *7* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SB M-39 - North of Southfield Rd Off-Ramp | 55 | 1,845 | 1,623 | 74 | 148 | 0 | 0 | 3,479 | 3,339 | 70 | 70 | 0 | 0 |
| SB M-39 - Between Southfield Rd Off-Ramp & Southfield Rd On-Ramp | 55 | 2,187 | 1,990 | 87 | 109 | 0 | 0 | 3,792 | 3,695 | 48 | 41 | 5 | 2 |
| SB M-39 - Between Southfield Rd On-Ramp & I-94 On-Ramp Split | 55 | 2,288 | 2,128 | 92 | 69 | 0 | 0 | 4,043 | 3,978 | 36 | 16 | 8 | 4 |
| SB M-39 - Between I-94 On-Ramp Split & Van Born Ramp | 55 | 1,042 | 969 | 42 | 31 | 0 | 0 | 2,090 | 2,057 | 19 | 8 | 4 | 2 |
| SB M-39 - Between Van Born Ramp & EB I-94 Off-Ramp | 40 | 1,244 | 1,157 | 50 | 37 | 0 | 0 | 2,223 | 2,187 | 20 | 9 | 4 | 2 |
| SB M-39 - South of EB I-94 Off-Ramp | 40 | 2,182 | 2,029 | 87 | 65 | 0 | 0 | 3,179 | 3,128 | 29 | 13 | 6 | 3 |
| SB M-39 to I-94 On-Ramps - I-94 On-Ramp - north of WB/EB I-94 Ramp Split | 40 | 1,246 | 1,187 | 37 | 20 | 0 | 1 | 1,953 | 1,905 | 21 | 23 | 0 | 2 |
| SB M-39 to I-94 On-Ramps - WB I-94 On-Ramp - South of WB/EB I-94 Ramp Split | 40 | 1,100 | 1,056 | 33 | 11 | 0 | 0 | 1,861 | 1,824 | 19 | 19 | 0 | 0 |
| SB M-39 to I-94 On-Ramps - EB I-94 On-Ramp - South of WB/EB I-94 Ramp Split | 30 | 146 | 131 | 4 | 9 | 0 | 1 | 91 | 82 | 3 | 5 | 0 | 2 |
| NB M-39 - South of I-94 On-Ramp Split | 40 | 3,032 | 2,950 | 39 | 36 | 6 | 0 | 3,094 | 2,975 | 71 | 35 | 9 | 4 |
| NB M-39 - Between I-94 On-Ramp Split & Van Born On-Ramp Cross-Over | 55 | 2,008 | 1,954 | 26 | 24 | 4 | 0 | 2,068 | 1,988 | 47 | 24 | 6 | 3 |
| NB M-39 - Between Van Born On-Ramp Cross-Over & I-94 Off-Ramp | 55 | 2,024 | 1,969 | 26 | 24 | 4 | 0 | 2,143 | 2,061 | 49 | 25 | 6 | 3 |
| NB M-39 - Between WB I-94 Off-Ramp & Southfield Rd Off-Ramp | 55 | 3,924 | 3,818 | 51 | 47 | 8 | 0 | 3,321 | 3,193 | 76 | 38 | 10 | 4 |
| NB M-39 - Between Southfield Rd Off-Ramp & Southfield Rd On-Ramp | 55 | 3,580 | 3,437 | 72 | 72 | 0 | 0 | 2,995 | 2,887 | 72 | 36 | 0 | 0 |
| NB M-39 - North of Southfield Rd On-Ramp | 55 | 3,177 | 3,018 | 95 | 64 | 0 | 0 | 2,618 | 2,537 | 40 | 40 | 0 | 0 |
| NB M-39 to I-94/Van Born On-Ramp - I-94 On-Ramp - South of WB/EB I-94 Ramp Split | 40 | 1,024 | 1,004 | 20 | 0 | 0 | 0 | 1,026 | 1,006 | 21 | 0 | 0 | 0 |
| NB M-39 to I-94/Van Born On-Ramp - EB I-94 On-Ramp - N of WB/EB I-94 Ramp Split | 25 | 197 | 193 | 4 | 0 | 0 | 0 | 193 | 190 | 4 | 0 | 0 | 0 |
| NB M-39 to I-94/Van Born On-Ramp - WB I-94 On-Ramp - North WB/EB I-94 Ramp Split | 25 | 670 | 576 | 80 | 7 | 0 | 7 | 559 | 503 | 56 | 0 | 0 | 0 |
| NB M-39 to I-94/Van Born On-Ramp - WB Van Born Ramp - North of WB I-94 On-Ramp | 25 | 142 | 136 | 6 | 0 | 0 | 0 | 199 | 191 | 6 | 2 | 0 | 0 |
| Van Born Interchange - EB Van Born Rd - West of Southfield FWY (M-39) Ramps | 40 | 649 | 623 | 19 | 6 | 0 | 0 | 724 | 702 | 11 | 9 | 0 | 2 |
| Van Born Interchange - EB Van Born Rd Ramp to SB Southfield FWY (M-39) | 40 | 203 | 199 | 4 | 0 | 0 | 0 | 132 | 130 | 3 | 0 | 0 | 0 |
| Van Born Interchange - EB Van Born Rd Ramp to NB Southfield FWY (M-39) | 25 | 559 | 548 | 11 | 0 | 0 | 0 | 436 | 427 | 9 | 0 | 0 | 0 |
| Van Born Interchange - S/SWB Van Born Rd - North of Southfield FWY (M-39) Off-Ramp | 35 | 241 | 232 | 5 | 3 | 0 | 1 | 341 | 322 | 11 | 5 | 1 | 2 |
| Van Born Interchange - WB Van Born/NB Southfield FWY (M-39) Off-Ramp | 40 | 227 | 219 | 5 | 2 | 0 | 1 | 458 | 433 | 15 | 6 | 1 | 2 |
| Van Born Interchange - WB Van Born - west of NB M-39 Ramp/Van Born Rd Merge Lane | 40 | 418 | 401 | 13 | 4 | 0 | 0 | 591 | 568 | 18 | 6 | 0 | 0 |
| SB Pelham Rd - North of Van Born Rd | 35 | 472 | 468 | 0 | 5 | 0 | 0 | 723 | 718 | 0 | 2 | 1 | 1 |
| SB Pelham Rd - North of WB I-94 On-Ramp | 35 | 492 | 462 | 15 | 15 | 0 | 0 | 998 | 971 | 15 | 9 | 0 | 3 |
| SB Pelham Rd - Between WB I-94 On-Ramp & EB I-94 Off-Ramp | 35 | 746 | 702 | 22 | 22 | 0 | 0 | 1,212 | 1,179 | 18 | 11 | 0 | 4 |
| SB Pelham Rd - South of EB I-94 Off-Ramp | 35 | 614 | 577 | 18 | 18 | 0 | 0 | 1,095 | 1,065 | 16 | 10 | 0 | 3 |
| NB Pelham - South of EB I-94 On-Ramp | 35 | 1,012 | 966 | 22 | 21 | 0 | 1 | 904 | 886 | 9 | 9 | 0 | 0 |
| NB Pelham - Between EB I-94 On-Ramp & WB I-94 Off-Ramp | 35 | 909 | 868 | 20 | 19 | 1 | 1 | 792 | 776 | 8 | 8 | 0 | 0 |
| NB Pelham - North of WB I-94 Off-Ramp | 35 | 682 | 675 | 0 | 7 | 0 | 0 | 695 | 691 | 2 | 1 | 0 | 2 |
| NB Pelham - North of Van Born Rd | 35 | 1,240 | 1,228 | 0 | 12 | 0 | 0 | 523 | 520 | 1 | 1 | 0 | 2 |
| Pelham Rd & I-94 On-Ramps - EB I-94 On-Ramp | 40 | 319 | 312 | 6 | 0 | 0 | 0 | 262 | 256 | 5 | 0 | 0 | 0 |
| Pelham Rd & I-94 On-Ramps - WB I-94 On-Ramp | 40 | 347 | 333 | 7 | 3 | 0 | 3 | 323 | 303 | 10 | 6 | 0 | 3 |
| EB I-94 to M-39/Pelham Off-Ramps - Off-Ramp to NB/SB M-39/Pelham Rd Split | 40 | 2,948 | 2,786 | 124 | 36 | 0 | 0 | 2,114 | 2,019 | 82 | 11 | 0 | 0 |
| EB I-94 to M-39/Pelham Off-Ramps - Pelham Rd Off-Ramp - East of NB/SB M-39 Split | 40 | 479 | 455 | 19 | 5 | 0 | 0 | 347 | 337 | 7 | 3 | 0 | 0 |
| EB I-94 to M-39/Pelham Off-Ramps - M-39 NB/SB Off-Ramps - East of Pelham Rd Split | 40 | 2,467 | 2,331 | 105 | 31 | 0 | 0 | 1,764 | 1,683 | 75 | 7 | 0 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB I-94 to M-39/Pelham Off-Ramps - SB M-39 Off-Ramp - E of NB/SB M-39 Ramp Split | **25** | ***616*** | *554* | *49* | *12* | *0* | *0* | ***724*** | *673* | *43* | *7* | *0* | *0* |
| EB I-94 to M-39/Pelham Off-Ramps - NB M-39 Off-Ramp - E of NB/SB M-39 Ramp Split | **35** | ***1,851*** | *1,777* | *56* | *19* | *0* | *0* | ***1,041*** | *1,009* | *31* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - Off-Ramp to NB M-39 & SB M-39/Pelham Rd Split | **40** | ***333*** | *326* | *7* | *0* | *0* | *0* | ***806*** | *790* | *16* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - NB M-39 Off-Ramp - Wof SB M-39/Pelham Split | **40** | ***50*** | *49* | *1* | *0* | *0* | *0* | ***137*** | *135* | *3* | *0* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - SB M-39/Pelham Rd Ramp - W of NB M-39 Split | **40** | ***283*** | *220* | *23* | *22* | *0* | *15* | ***669*** | *553* | *43* | *41* | *0* | *30* |
| WB I-94 to M-39/Pelham Off-Ramps - Pelham Rd Off-Ramp - West of SB M-39 Split | **40** | ***164*** | *152* | *8* | *3* | *0* | *0* | ***436*** | *405* | *22* | *9* | *0* | *0* |
| WB I-94 to M-39/Pelham Off-Ramps - SB M-39 Off-Ramp - West of Pelham Rd Split | **30** | ***117*** | *68* | *15* | *19* | *0* | *15* | ***231*** | *148* | *21* | *32* | *0* | *30* |
| EB I-94 Mainline - West of Southfield FWY (M-39)/Pelham Rd Off-Ramp | **70** | ***6,472*** | *5,890* | *453* | *194* | *0* | *0* | ***6,412*** | *5,963* | *321* | *128* | *0* | *0* |
| EB I-94 Mainline - Between M-39/Pelham Rd Off-Ramp & Pelham Rd On-Ramp | **70** | ***3,525*** | *3,208* | *247* | *106* | *0* | *0* | ***4,299*** | *3,998* | *215* | *86* | *0* | *0* |
| EB I-94 Mainline - Between Pelham Rd On-Ramp & NB Southfield FWY (M-39) On-Ramp | **70** | ***3,843*** | *3,498* | *269* | *115* | *0* | *0* | ***4,560*** | *4,241* | *228* | *91* | *0* | *0* |
| EB I-94 Mainline - East of NB Southfield FWY (M-39) On-Ramp | **70** | ***4,493*** | *4,089* | *315* | *135* | *0* | *0* | ***4,846*** | *4,507* | *242* | *97* | *0* | *0* |
| WB I-94 Mainline - East of Southfield FWY (M-39) & Van Born Rd Off-Ramp | **70** | ***3,383*** | *2,943* | *338* | *101* | *0* | *0* | ***4,802*** | *4,465* | *240* | *96* | *0* | *0* |
| WB I-94 Mainline - Between M-39/Van Born Rd Off-Ramp & NB M-39 On-Ramp | **70** | ***3,050*** | *2,654* | *305* | *92* | *0* | *0* | ***3,994*** | *3,715* | *200* | *80* | *0* | *0* |
| WB I-94 Mainline - Between NB M-39 On-Ramp & SB Southfield FWY (M-39) On-Ramp | **70** | ***3,720*** | *3,237* | *372* | *112* | *0* | *0* | ***4,553*** | *4,234* | *228* | *91* | *0* | *0* |
| WB I-94 Mainline - Between SB Southfield FWY (M-39) On-Ramp & Pelham Rd On-Ramp | **70** | ***4,820*** | *4,193* | *482* | *145* | *0* | *0* | ***6,414*** | *5,965* | *321* | *128* | *0* | *0* |
| WB I-94 Mainline - West of Pelham Rd On-Ramp | **70** | ***5,169*** | *4,497* | *517* | *155* | *0* | *0* | ***6,740*** | *6,268* | *337* | *135* | *0* | *0* |
| Extra Ramps - EB 94 off ramp and VanBorn to SB M-39 On ramp | **40** | ***734*** | *719* | *15* | *0* | *0* | *0* | ***956*** | *937* | *19* | *0* | *0* | *0* |
| Extra Ramps - On-Ramp from NB M-39 and SB M-39 before merging with EB 94 | **40** | ***343*** | *336* | *7* | *0* | *0* | *0* | ***285*** | *279* | *6* | *0* | *0* | *0* |
| Extra Ramps - NB M-39 between VanBorn Off Ramp and EB/WB ramps onto M-39 | **40** | ***16*** | *16* | *0* | *0* | *0* | *0* | ***75*** | *74* | *2* | *0* | *0* | *0* |
| Extra Ramps - EB & WB 94 to NB M-39 | **40** | ***1,902*** | *1,864* | *38* | *0* | *0* | *0* | ***1,180*** | *1,156* | *24* | *0* | *0* | *0* |
| Outer Dr - Westbound | **35** | ***677*** | *664* | *14* | *0* | *0* | *0* | ***923*** | *914* | *9* | *0* | *0* | *0* |
| Outer Dr - Eastbound | **35** | ***661*** | *654* | *3* | *3* | *0* | *0* | ***1,155*** | *1,135* | *14* | *6* | *0* | *0* |
| EB Van Born Rd - West of Pelham Road | **35** | ***744*** | *714* | *7* | *22* | *0* | *0* | ***810*** | *785* | *12* | *10* | *0* | *2* |
| EB Van Born Rd - East of Pelham Road | **35** | ***649*** | *623* | *6* | *19* | *0* | *0* | ***724*** | *702* | *11* | *9* | *0* | *2* |
| WB Van Born Rd - East of Pelham Road | **35** | ***418*** | *401* | *5* | *10* | *0* | *1* | ***614*** | *595* | *12* | *6* | *0* | *0* |
| WB Van Born Rd - West of Pelham Road | **35** | ***594*** | *569* | *7* | *15* | *1* | *2* | ***759*** | *736* | *15* | *8* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Oakwood Blvd - West of SB/WB I-94 On Ramp | **40** | ***616*** | *598* | *6* | *12* | *0* | *0* | ***876*** | *858* | *9* | *9* | *0* | *0* |
| EB Oakwood Blvd - Between SB/WB I-94 On-Ramp & SB/WB I-94 Off-Ramp | **40** | ***550*** | *534* | *6* | *11* | *0* | *0* | ***726*** | *711* | *7* | *7* | *0* | *0* |
| EB Oakwood Blvd - Between SB/WB I-94 Off-Ramp & NB/EB I-94 On-Ramp | **40** | ***653*** | *633* | *7* | *13* | *0* | *0* | ***900*** | *882* | *9* | *9* | *0* | *0* |
| EB Oakwood Blvd - Between NB/EB I-94 On-Ramp & S Enterprise Drive | **40** | ***436*** | *423* | *4* | *9* | *0* | *0* | ***598*** | *586* | *6* | *6* | *0* | *0* |
| EB Oakwood Blvd - East of S Enterprise Drive | **30** | ***362*** | *351* | *4* | *7* | *0* | *0* | ***574*** | *564* | *1* | *7* | *1* | *0* |
| WB Oakwood Blvd - East of S Enterprise Dr. | **30** | ***482*** | ***463*** | ***5*** | ***14*** | ***0*** | ***0*** | ***539*** | ***528*** | ***5*** | ***5*** | ***0*** | ***0*** |
| WB Oakwood Blvd - Between S Enterprise Dr. & N Enterprise Dr. | **40** | ***659*** | ***633*** | ***7*** | ***20*** | ***0*** | ***0*** | ***664*** | ***650*** | ***7*** | ***7*** | ***0*** | ***0*** |
| WB Oakwood Blvd - Between N Enterprise Dr. & SB/WB I-94 On/Off-Ramp | **40** | ***545*** | ***523*** | ***5*** | ***16*** | ***0*** | ***0*** | ***535*** | ***524*** | ***5*** | ***5*** | ***0*** | ***0*** |
| WB Oakwood Blvd - West of SB/WB I-94 Off-Ramp | **40** | ***623*** | *604* | *6* | *12* | *0* | *0* | ***785*** | *769* | *8* | *8* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 Off Ramp to Enterprise Dr. | **40** | ***184*** | *180* | *4* | *0* | *0* | *0* | ***230*** | *225* | *5* | *0* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 On-Ramp from EB Oakwood Dr | **40** | ***148*** | *145* | *3* | *0* | *0* | *0* | ***194*** | *190* | *4* | *0* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 On-Ramp From Enterprise Dr. | **40** | ***204*** | *200* | *4* | *0* | *0* | *0* | ***286*** | *280* | *6* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 Off-Ramp - WB Oakwood Dr. | **30** | ***331*** | *324* | *7* | *0* | *0* | *0* | ***351*** | *344* | *7* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 Off-Ramp - EB Oakwood Dr. | **25** | ***103*** | *101* | *2* | *0* | *0* | *0* | ***174*** | *171* | *3* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp - WB Oakwood Dr. | **40** | ***50*** | *49* | *1* | *0* | *0* | *0* | ***27*** | *26* | *1* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp - EB Oakwood Dr. | **40** | ***148*** | *145* | *3* | *0* | *0* | *0* | ***281*** | *275* | *6* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp Combined | **40** | ***198*** | *194* | *4* | *0* | *0* | *0* | ***308*** | *302* | *6* | *0* | *0* | *0* |
| NB/EB I-94 Mainline - West/South of Enterprise Dr. Off-Ramp | **70** | ***3,764*** | *3,388* | *263* | *113* | *0* | *0* | ***4,358*** | *3,992* | *261* | *105* | *0* | *0* |
| NB/EB I-94 Mainline - Between Enterprise Dr. Off-Ramp and Oakwood Blvd. On-Ramp | **70** | ***3,580*** | *3,222* | *251* | *107* | *0* | *0* | ***4,128*** | *3,781* | *248* | *99* | *0* | *0* |
| NB/EB I-94 Mainline - Between Oakwood Blvd. On-Ramp & Enterprise Dr. On-Ramp | **70** | ***3,728*** | *3,355* | *261* | *112* | *0* | *0* | ***4,322*** | *3,959* | *259* | *104* | *0* | *0* |
| NB/EB I-94 Mainline - East/North of Enterprise Dr. On-Ramp | **70** | ***3,932*** | *3,539* | *275* | *118* | *0* | *0* | ***4,608*** | *4,221* | *276* | *111* | *0* | *0* |
| SB/WB I-94 Mainline - North/East of WB Oakwood Blvd. Off-Ramp | **70** | ***3,185*** | *2,612* | *446* | *127* | *0* | *0* | ***4,421*** | *4,112* | *221* | *88* | *0* | *0* |
| SB/WB I-94 Mainline - Between WB Oakwood Blvd. Off-Ramp & EB Oakwood Off-Ramp | **70** | ***2,854*** | *2,340* | *400* | *114* | *0* | *0* | ***4,070*** | *3,785* | *204* | *81* | *0* | *0* |
| SB/WB I-94 Mainline - Between EB Oakwood Blvd. Off-Ramp and SB/WB I-94 On-Ramp | **70** | ***2,751*** | *2,256* | *385* | *110* | *0* | *0* | ***3,896*** | *3,623* | *195* | *78* | *0* | *0* |
| SB/WB I-94 Mainline - South/West of Oakwood Blvd. On-Ramp | **70** | ***2,949*** | *2,566* | *295* | *88* | *0* | *0* | ***4,204*** | *3,910* | *210* | *84* | *0* | *0* |
| NB Enterprise Dr - S of Oakwood Blvd | **35** | ***397*** | *385* | *12* | *0* | *0* | *0* | *317* | *307* | *10* | *0* | *0* | *0* |
| NB Enterprise Dr - N of Oakwood Blvd | **35** | ***331*** | *321* | *10* | *0* | *0* | *0* | *380* | *369* | *11* | *0* | *0* | *0* |
| SB Enterprise Dr - N of Oakwood Blvd | **35** | ***103*** | *100* | *3* | *0* | *0* | *0* | *123* | *119* | *4* | *0* | *0* | *0* |
| SB Enterprise Dr - S of Oakwood Blvd | **35** | ***43*** | *42* | *1* | *0* | *0* | *0* | *68* | *66* | *2* | *0* | *0* | *0* |

| Roadway | Posted Speed mph | AM Total Vehicles | AM Autos | AM Heavy Trucks | AM Medium Trucks | AM Buses | AM Motorcycles | PM Total Vehicles | PM Autos | PM Heavy Trucks | PM Medium Trucks | PM Buses | PM Motorcycles |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EB Oakwood Blvd - West of SB/WB I-94 On Ramp | **40** | ***686*** | *666* | *7* | *14* | *0* | *0* | ***976*** | *956* | *10* | *10* | *0* | *0* |
| EB Oakwood Blvd - Between SB/WB I-94 On-Ramp & SB/WB I-94 Off-Ramp | **40** | ***613*** | *594* | *6* | *12* | *0* | *0* | ***809*** | *792* | *8* | *8* | *0* | *0* |
| EB Oakwood Blvd - Between SB/WB I-94 Off-Ramp & NB/EB I-94 On-Ramp | **40** | ***727*** | *706* | *7* | *15* | *0* | *0* | ***1,002*** | *982* | *10* | *10* | *0* | *0* |
| EB Oakwood Blvd - Between NB/EB I-94 On-Ramp & S Enterprise Drive | **40** | ***486*** | *471* | *5* | *10* | *0* | *0* | ***666*** | *652* | *7* | *7* | *0* | *0* |
| EB Oakwood Blvd - East of S Enterprise Drive | **30** | ***403*** | *391* | *4* | *8* | *0* | *0* | ***639*** | *628* | *1* | *8* | *2* | *0* |
| WB Oakwood Blvd - East of S Enterprise Dr. | **30** | ***537*** | ***515*** | ***5*** | ***16*** | ***0*** | ***0*** | ***600*** | ***588*** | ***6*** | ***6*** | ***0*** | ***0*** |
| WB Oakwood Blvd - Between S Enterprise Dr. & N Enterprise Dr. | **40** | ***734*** | ***705*** | ***7*** | ***22*** | ***0*** | ***0*** | ***739*** | ***724*** | ***7*** | ***7*** | ***0*** | ***0*** |
| WB Oakwood Blvd - Between N Enterprise Dr. & SB/WB I-94 On/Off-Ramp | **40** | ***607*** | ***583*** | ***6*** | ***18*** | ***0*** | ***0*** | ***596*** | ***584*** | ***6*** | ***6*** | ***0*** | ***0*** |
| WB Oakwood Blvd - West of SB/WB I-94 Off-Ramp | **40** | ***694*** | *673* | *7* | *14* | *0* | *0* | ***874*** | *857* | *9* | *9* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 Off Ramp to Enterprise Dr. | **40** | ***205*** | *201* | *4* | *0* | *0* | *0* | ***256.19*** | *251* | *5* | *0* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 On-Ramp from EB Oakwood Dr | **40** | ***165*** | *162* | *3* | *0* | *0* | *0* | ***216.09*** | *212* | *4* | *0* | *0* | *0* |
| NB/EB I-94 Ramps - NB/EB I-94 On-Ramp From Enterprise Dr. | **40** | ***227*** | *223* | *5* | *0* | *0* | *0* | ***318.57*** | *312* | *6* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 Off-Ramp - WB Oakwood Dr. | **30** | ***369*** | *361* | *7* | *0* | *0* | *0* | ***390.97*** | *383* | *8* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 Off-Ramp - EB Oakwood Dr. | **25** | ***115*** | *112* | *2* | *0* | *0* | *0* | ***193.81*** | *190* | *4* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp - WB Oakwood Dr. | **40** | ***56*** | *55* | *1* | *0* | *0* | *0* | ***30*** | *29* | *1* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp - EB Oakwood Dr. | **40** | ***165*** | *162* | *3* | *0* | *0* | *0* | ***313*** | *307* | *6* | *0* | *0* | *0* |
| SB/WB I-94 Ramps - SB/WB I-94 On-Ramp Combined | **40** | ***221*** | *216* | *4* | *0* | *0* | *0* | ***343.07*** | *336* | *7* | *0* | *0* | *0* |
| NB/EB I-94 Mainline - West/South of Enterprise Dr. Off-Ramp | **70** | ***4,193*** | *3,773* | *293* | *126* | *0* | *0* | ***4,854*** | *4,446* | *291* | *117* | *0* | *0* |
| NB/EB I-94 Mainline - Between Enterprise Dr. Off-Ramp and Oakwood Blvd. On-Ramp | **70** | ***3,988*** | *3,589* | *279* | *120* | *0* | *0* | ***4,598*** | *4,212* | *276* | *110* | *0* | *0* |
| NB/EB I-94 Mainline - Between Oakwood Blvd. On-Ramp & Enterprise Dr. On-Ramp | **70** | ***4,152*** | *3,737* | *291* | *125* | *0* | *0* | ***4,814*** | *4,410* | *289* | *116* | *0* | *0* |
| NB/EB I-94 Mainline - East/North of Enterprise Dr. On-Ramp | **70** | ***4,380*** | *3,942* | *307* | *131* | *0* | *0* | ***5,133*** | *4,702* | *308* | *123* | *0* | *0* |
| SB/WB I-94 Mainline - North/East of WB Oakwood Blvd. Off-Ramp | **70** | ***3,548*** | *2,909* | *497* | *142* | *0* | *0* | ***4,924*** | *4,580* | *246* | *98* | *0* | *0* |
| SB/WB I-94 Mainline - Between WB Oakwood Blvd. Off-Ramp & EB Oakwood Off-Ramp | **70** | ***3,179*** | *2,607* | *445* | *127* | *0* | *0* | ***4,533*** | *4,216* | *227* | *91* | *0* | *0* |
| SB/WB I-94 Mainline - Between EB Oakwood Blvd. Off-Ramp and SB/WB I-94 On-Ramp | **70** | ***3,064*** | *2,513* | *429* | *123* | *0* | *0* | ***4,340*** | *4,036* | *217* | *87* | *0* | *0* |
| SB/WB I-94 Mainline - South/West of Oakwood Blvd. On-Ramp | **70** | ***3,285*** | *2,858* | *328* | *99* | *0* | *0* | ***4,683*** | *4,355* | *234* | *94* | *0* | *0* |
| NB Enterprise Dr - S of Oakwood Blvd | **35** | ***442*** | *429* | *13* | *0* | *0* | *0* | *353* | *343* | *11* | *0* | *0* | *0* |
| NB Enterprise Dr - N of Oakwood Blvd | **35** | ***369*** | *358* | *11* | *0* | *0* | *0* | *423* | *411* | *13* | *0* | *0* | *0* |
| SB Enterprise Dr - N of Oakwood Blvd | **35** | ***115*** | *111* | *3* | *0* | *0* | *0* | *137* | *133* | *4* | *0* | *0* | *0* |
| SB Enterprise Dr - S of Oakwood Blvd | **35** | ***48*** | *46* | *1* | *0* | *0* | *0* | *76* | *73* | *2* | *0* | *0* | *0* |

**APPENDIX E**

**RECEPTOR INPUTS**

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| A-01 | 1 | B | Residential | 66 | 13388710.3 | 267120.5 | 651.0 |
| A-02 | 1 | B | Residential | 66 | 13388748.1 | 267213.4 | 650.9 |
| A-03 | 1 | B | Residential | 66 | 13388781.4 | 267271.6 | 649.8 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| B-01 | 1 | B | Residential | 66 | 13389353.1 | 267857.9 | 649.2 |
| B-02 | 1 | B | Residential | 66 | 13389423.7 | 267846.0 | 649.5 |
| B-03 | 1 | B | Residential | 66 | 13389482.3 | 267853.6 | 650.0 |
| B-04 | 1 | B | Residential | 66 | 13389611.6 | 268140.4 | 650.7 |
| B-05 | 1 | B | Residential | 66 | 13389664.6 | 267863.3 | 649.0 |
| B-06 | 1 | B | Residential | 66 | 13389769.8 | 267865.5 | 647.6 |
| B-07 | 1 | B | Residential | 66 | 13389708.4 | 268080.5 | 648.9 |
| B-08 | 1 | B | Residential | 66 | 13389737.6 | 268165.9 | 650.6 |
| B-09 | 1 | B | Residential | 66 | 13389791.2 | 268200.3 | 650.3 |
| B-10 | 1 | B | Residential | 66 | 13389817.3 | 268156.0 | 650.1 |
| B-11 | 1 | B | Residential | 66 | 13389856.3 | 268095.6 | 648.6 |
| B-12 | 1 | B | Residential | 66 | 13389851.2 | 267864.4 | 647.4 |
| B-13 | 1 | B | Residential | 66 | 13389988.3 | 267878.9 | 647.7 |
| B-14 | 1 | B | Residential | 66 | 13389951.7 | 268108.1 | 649.3 |
| B-15 | 1 | B | Residential | 66 | 13390018.3 | 268124.2 | 648.6 |
| B-16 | 1 | B | Residential | 66 | 13390063.6 | 268140.4 | 649.0 |
| B-17 | 1 | B | Residential | 66 | 13390120.6 | 267880.9 | 647.3 |
| B-18 | 1 | B | Residential | 66 | 13390120.4 | 268130.5 | 648.5 |
| B-19 | 1 | B | Residential | 66 | 13390169.4 | 268139.9 | 648.3 |
| B-20 | 1 | B | Residential | 66 | 13390214.9 | 268142.4 | 647.8 |
| B-21 | 1 | B | Residential | 66 | 13390221.7 | 267893.4 | 647.7 |
| B-22 | 1 | B | Residential | 66 | 13390340.3 | 267909.5 | 647.3 |
| B-23 | 1 | B | Residential | 66 | 13390293.1 | 268145.0 | 647.8 |
| B-24 | 1 | B | Residential | 66 | 13390336.8 | 268149.1 | 648.2 |
| B-25 | 1 | B | Residential | 66 | 13390383.2 | 268150.2 | 647.1 |
| B-26 | 1 | B | Residential | 66 | 13390446.7 | 268152.8 | 646.9 |
| B-27 | 1 | B | Residential | 66 | 13390418.8 | 267890.4 | 646.9 |
| B-28 | 1 | B | Residential | 66 | 13390566.4 | 267899.5 | 647.2 |
| B-29 | 1 | B | Residential | 66 | 13390500.4 | 268159.6 | 647.4 |
| B-30 | 1 | B | Residential | 66 | 13390573.3 | 268160.6 | 647.0 |
| B-31 | 1 | B | Residential | 66 | 13390621.7 | 268172.6 | 646.8 |
| B-32 | 1 | B | Residential | 66 | 13390646.2 | 267899.1 | 645.9 |
| B-33 | 1 | B | Residential | 66 | 13390671.2 | 268179.9 | 646.5 |
| B-34 | 1 | B | Residential | 66 | 13390724.8 | 268187.2 | 646.6 |
| B-35 | 1 | B | Residential | 66 | 13390766.3 | 267905.0 | 646.0 |
| B-36 | 1 | B | Residential | 66 | 13390780.0 | 268201.7 | 646.8 |
| B-37 | 1 | B | Residential | 66 | 13390824.8 | 268215.3 | 646.3 |
| B-38 | 1 | B | Residential | 66 | 13390895.7 | 268242.4 | 647.1 |
| B-39 | 1 | B | Residential | 66 | 13390913.3 | 267902.3 | 646.0 |
| B-40 | 1 | B | Residential | 66 | 13391001.5 | 267834.8 | 646.0 |
| B-41 | 1 | B | Residential | 66 | 13391051.0 | 267847.2 | 645.6 |
| B-42 | 1 | B | Residential | 66 | 13391116.9 | 267895.7 | 645.7 |
| B-43 | 1 | B | Residential | 66 | 13391078.9 | 267972.6 | 645.1 |
| B-44 | 1 | B | Residential | 66 | 13391078.2 | 268029.9 | 644.6 |
| B-45 | 1 | B | Residential | 66 | 13390942.5 | 268232.0 | 646.5 |
| B-46 | 1 | B | Residential | 66 | 13390999.8 | 268233.0 | 646.3 |
| B-47 | 1 | B | Residential | 66 | 13391051.4 | 268249.1 | 645.7 |
| B-48 | 1 | B | Residential | 66 | 13391109.8 | 268238.3 | 645.1 |
| B-49 | 1 | B | Residential | 66 | 13391115.7 | 268075.1 | 644.3 |
| B-50 | 1 | B | Residential | 66 | 13391154.6 | 268091.7 | 644.5 |
| B-51 | 1 | B | Residential | 66 | 13391154.0 | 268257.6 | 645.4 |
| B-52 | 1 | B | Residential | 66 | 13391210.3 | 268256.0 | 644.7 |
| B-53 | 1 | B | Residential | 66 | 13391242.1 | 268076.8 | 644.3 |
| B-54 | 1 | B | Residential | 66 | 13391256.4 | 267855.9 | 645.3 |
| B-55 | 1 | B | Residential | 66 | 13391294.2 | 267901.2 | 644.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| B-56 | 1 | B | Residential | 66 | 13391342.9 | 267920.2 | 644.2 |
| B-57 | 1 | B | Residential | 66 | 13391388.2 | 267969.7 | 644.1 |
| B-58 | 1 | B | Residential | 66 | 13391298.0 | 268076.1 | 644.0 |
| B-59 | 1 | B | Residential | 66 | 13391344.0 | 268099.6 | 643.9 |
| B-60 | 1 | B | Residential | 66 | 13391293.9 | 268197.9 | 644.2 |
| B-61 | 1 | B | Residential | 66 | 13391328.1 | 268261.0 | 644.7 |
| B-62 | 1 | B | Residential | 66 | 13391449.4 | 267986.1 | 644.2 |
| B-63 | 1 | B | Residential | 66 | 13391497.4 | 267999.2 | 644.3 |
| B-64 | 1 | B | Residential | 66 | 13391548.3 | 268023.8 | 644.6 |
| B-65 | 1 | B | Residential | 66 | 13391586.4 | 268037.2 | 644.5 |
| B-66 | 1 | B | Residential | 66 | 13391488.6 | 268135.0 | 644.2 |
| B-67 | 1 | B | Residential | 66 | 13391450.2 | 268219.7 | 644.9 |
| B-68 | 1 | B | Residential | 66 | 13391450.2 | 268293.2 | 645.8 |
| B-69 | 1 | B | Residential | 66 | 13391451.8 | 268353.1 | 645.7 |
| B-70 | 1 | B | Residential | 66 | 13391631.5 | 268409.8 | 643.4 |
| B-71 | 1 | B | Residential | 66 | 13391629.8 | 268356.7 | 643.7 |
| B-72 | 1 | B | Residential | 66 | 13391636.4 | 268299.4 | 643.7 |
| B-73 | 1 | B | Residential | 66 | 13391637.4 | 268187.5 | 643.9 |
| B-74 | 1 | B | Residential | 66 | 13391658.0 | 268055.6 | 644.4 |
| B-75 | 1 | B | Residential | 66 | 13391720.9 | 268064.3 | 644.0 |
| B-76 | 1 | B | Residential | 66 | 13391761.7 | 268091.2 | 644.3 |
| B-77 | 1 | B | Residential | 66 | 13391808.8 | 268092.0 | 643.8 |
| B-78 | 1 | B | Residential | 66 | 13391772.5 | 268247.8 | 643.9 |
| B-79 | 1 | B | Residential | 66 | 13391737.8 | 268326.2 | 643.6 |
| B-80 | 1 | B | Residential | 66 | 13391739.4 | 268380.1 | 643.7 |
| B-81 | 1 | B | Residential | 66 | 13391738.3 | 268436.3 | 643.6 |
| B-82 | 1 | B | Residential | 66 | 13391738.2 | 268487.4 | 643.8 |
| B-83 | 1 | B | Residential | 66 | 13391938.5 | 268520.4 | 643.5 |
| B-84 | 1 | B | Residential | 66 | 13391940.9 | 268467.0 | 643.4 |
| B-85 | 1 | B | Residential | 66 | 13391941.4 | 268412.5 | 643.3 |
| B-86 | 1 | B | Residential | 66 | 13391944.6 | 268358.3 | 643.4 |
| B-87 | 1 | B | Residential | 66 | 13391931.9 | 268295.7 | 643.6 |
| B-88 | 1 | B | Residential | 66 | 13391888.0 | 268130.7 | 643.9 |
| B-89 | 1 | B | Residential | 66 | 13391934.7 | 268150.6 | 644.1 |
| B-90 | 1 | B | Residential | 66 | 13391981.3 | 268154.7 | 643.5 |
| B-91 | 1 | B | Residential | 66 | 13392048.1 | 268188.5 | 644.4 |
| B-92 | 1 | B | Residential | 66 | 13392116.7 | 268220.9 | 644.6 |
| B-93 | 1 | B | Residential | 66 | 13392061.4 | 268341.9 | 643.2 |
| B-94 | 1 | B | Residential | 66 | 13392050.3 | 268397.8 | 643.3 |
| B-95 | 1 | B | Residential | 66 | 13392048.3 | 268454.4 | 643.4 |
| B-96 | 1 | B | Residential | 66 | 13392045.8 | 268508.9 | 643.6 |
| B-97 | 1 | B | Residential | 66 | 13392046.9 | 268561.7 | 643.7 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| D-01 | 3 | E | Delta Hotels by Marriott Detroit Metro Airport - Outdoor Pool | 71 | 13399029.7 | 270997.7 | 637.0 |
| D-02 | 5 | E | Wyndham Garden Romulus Detroit Metro Airport - Outdoor Pool | 71 | 13399652.5 | 270951.9 | 636.7 |
| D-03 | 4 | E | Clarion Hotel Detroit Metro Airport - Outdoor Pool | 71 | 13399636.9 | 272209.4 | 635.4 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| F-01 | 3 | E | Howard Johnson by Wyndham Romulus Detroit Metro Airport - Outdoor Pool | 71 | 13400122.9 | 272484.9 | 634.0 |
| F-02 | 4 | E | La Quinta Inn & Suites by Wyndham Detroit Metro Airport - | 71 | 13400753.0 | 272481.8 | 634.3 |
| F-03 | 1 | E | Courtyard Detroit Metro Airport Romulus - Courtyard | 71 | 13401304.0 | 272348.7 | 632.2 |
| F-04 | 1 | E | Detroit Metro Airport Marriott - Courtyard | 71 | 13401942.0 | 271849.6 | 632.3 |
| F-05 | 1 | B | Residential | 66 | 13403894.0 | 272390.3 | 628.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| H-01 | 1 | B | Residential | 66 | 13407270.7 | 273574.8 | 628.1 |
| H-02 | 1 | B | Residential | 66 | 13407431.3 | 273572.2 | 627.7 |
| H-03 | 1 | B | Residential | 66 | 13407626.6 | 273634.7 | 627.5 |
| H-04 | 1 | B | Residential | 66 | 13407766.4 | 273639.0 | 626.8 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| I-01 | 1 | B | Residential | 66 | 13410012.6 | 273790.3 | 628.7 |
| I-02 | N/A | D | Masco Corporation Research & Dev Center - Office | 52 | 13412189.9 | 275896.7 | 626.8 |
| I-03 | 1 | B | Residential | 66 | 13413123.2 | 276201.8 | 627.3 |
| I-04 | 1 | B | Residential | 66 | 13413100.3 | 276409.1 | 627.8 |
| I-05 | 1 | B | Residential | 66 | 13413304.1 | 276201.8 | 628.5 |
| I-06 | 1 | B | Residential | 66 | 13413333.9 | 276548.5 | 629.6 |
| I-07 | 1 | B | Residential | 66 | 13413481.0 | 276543.7 | 627.1 |
| I-08 | 1 | B | Residential | 66 | 13413609.4 | 276554.2 | 626.5 |
| I-09 | 1 | B | Residential | 66 | 13413679.9 | 276557.1 | 626.3 |
| I-10 | 2 | B | Residential | 66 | 13413756.9 | 276497.9 | 626.1 |
| I-11 | 2 | B | Residential | 66 | 13413746.1 | 276425.3 | 625.9 |
| I-12 | 2 | B | Residential | 66 | 13413755.0 | 276353.4 | 625.7 |
| I-13 | 2 | B | Residential | 66 | 13413758.8 | 276284.0 | 625.8 |
| I-14 | 2 | B | Residential | 66 | 13413827.6 | 276457.2 | 624.9 |
| I-15 | 2 | B | Residential | 66 | 13413833.3 | 276383.9 | 625.4 |
| I-16 | 2 | B | Residential | 66 | 13413895.1 | 276311.3 | 625.3 |
| I-17 | 2 | B | Residential | 66 | 13413911.6 | 276392.2 | 625.2 |
| I-18 | 2 | B | Residential | 66 | 13413932.0 | 276452.7 | 624.7 |
| I-19 | 2 | B | Residential | 66 | 13414003.9 | 276461.6 | 624.7 |
| I-20 | 2 | B | Residential | 66 | 13413985.5 | 276396.7 | 624.8 |
| I-21 | 2 | B | Residential | 66 | 13414052.3 | 276322.2 | 624.8 |
| I-22 | 2 | B | Residential | 66 | 13414054.2 | 276404.3 | 624.9 |
| I-23 | 2 | B | Residential | 66 | 13414070.8 | 276465.4 | 624.6 |
| I-24 | 2 | B | Residential | 66 | 13414126.8 | 276415.8 | 624.3 |
| I-25 | 2 | B | Residential | 66 | 13414184.1 | 276486.4 | 623.9 |
| I-26 | 2 | B | Residential | 66 | 13414205.8 | 276423.4 | 624.0 |
| I-27 | 2 | B | Residential | 66 | 13414254.2 | 276488.4 | 623.8 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| J-01 | 1 | B | Residential | 66 | 13412954.0 | 279288.8 | 623.8 |
| J-02 | 1 | B | Residential | 66 | 13413130.0 | 279111.2 | 624.5 |
| J-03 | 1 | B | Residential | 66 | 13413172.0 | 278890.1 | 628.2 |
| J-04 | 1 | B | Residential | 66 | 13413421.0 | 278760.8 | 627.0 |
| J-05 | 1 | B | Residential | 66 | 13413406.0 | 278834.7 | 626.5 |
| J-06 | 1 | B | Residential | 66 | 13413365.0 | 279041.0 | 626.7 |
| J-07 | 1 | B | Residential | 66 | 13413329.0 | 279111.2 | 627.7 |
| J-08 | 1 | B | Residential | 66 | 13413153.0 | 279247.9 | 625.7 |
| J-09 | 1 | B | Residential | 66 | 13413151.0 | 279314.2 | 626.4 |
| J-10 | 1 | B | Residential | 66 | 13413047.0 | 279349.5 | 624.6 |
| J-11 | 1 | B | Residential | 66 | 13413263.0 | 279328.3 | 626.1 |
| J-12 | 1 | B | Residential | 66 | 13413745.0 | 279357.3 | 625.5 |
| J-13 | 1 | B | Residential | 66 | 13413957.0 | 279426.7 | 625.8 |
| J-14 | 1 | B | Residential | 66 | 13414049.0 | 279392.9 | 626.3 |
| J-15 | 1 | B | Residential | 66 | 13414010.0 | 279611.7 | 626.9 |
| J-16 | 1 | B | Residential | 66 | 13414010.0 | 279711.6 | 626.5 |
| J-17 | 1 | B | Residential | 66 | 13414058.0 | 279615.8 | 627.3 |
| J-18 | 1 | B | Residential | 66 | 13414100.0 | 279620.4 | 627.3 |
| J-19 | 1 | B | Residential | 66 | 13414158.0 | 279626.1 | 627.7 |
| J-20 | 1 | B | Residential | 66 | 13414216.0 | 279627.3 | 627.3 |
| J-21 | 1 | B | Residential | 66 | 13414232.0 | 279770.5 | 626.6 |
| J-22 | 1 | B | Residential | 66 | 13414334.0 | 279853.3 | 626.3 |
| J-23 | 1 | B | Residential | 66 | 13414367.0 | 279801.9 | 627.2 |
| J-24 | 1 | B | Residential | 66 | 13414368.0 | 279643.3 | 626.6 |
| J-25 | 1 | B | Residential | 66 | 13414442.0 | 279651.6 | 625.7 |
| J-26 | 1 | B | Residential | 66 | 13414545.0 | 279464.6 | 624.2 |
| J-27 | 1 | B | Residential | 66 | 13414483.0 | 279663.1 | 625.0 |
| J-28 | 1 | B | Residential | 66 | 13414567.0 | 279665.6 | 625.0 |
| J-29 | 1 | B | Residential | 66 | 13414550.0 | 279777.0 | 625.4 |
| J-30 | 1 | B | Residential | 66 | 13414563.0 | 279821.5 | 625.9 |
| J-31 | 1 | B | Residential | 66 | 13414568.0 | 279867.5 | 626.3 |
| J-32 | 1 | B | Residential | 66 | 13414558.0 | 279948.7 | 627.3 |
| J-33 | 1 | B | Residential | 66 | 13414701.0 | 280008.9 | 627.8 |
| J-34 | 1 | B | Residential | 66 | 13414681.0 | 279934.3 | 627.4 |
| J-35 | 1 | B | Residential | 66 | 13414724.0 | 279875.0 | 626.8 |
| J-36 | 1 | B | Residential | 66 | 13414731.0 | 279798.4 | 626.5 |
| J-37 | 1 | B | Residential | 66 | 13414688.0 | 279676.2 | 624.8 |
| J-38 | 1 | B | Residential | 66 | 13414698.0 | 279520.7 | 624.8 |
| J-39 | 1 | B | Residential | 66 | 13414755.0 | 279696.1 | 625.3 |
| J-40 | 1 | B | Residential | 66 | 13414793.0 | 279846.1 | 626.1 |
| J-41 | 1 | B | Residential | 66 | 13414865.0 | 279875.4 | 625.8 |
| J-42 | 1 | B | Residential | 66 | 13414865.0 | 279910.2 | 626.3 |
| J-43 | 1 | B | Residential | 66 | 13414867.0 | 279951.3 | 625.6 |
| J-44 | 1 | B | Residential | 66 | 13414864.0 | 279994.8 | 625.7 |
| J-45 | 1 | B | Residential | 66 | 13414868.0 | 280031.8 | 625.8 |
| J-46 | 1 | B | Residential | 66 | 13414863.0 | 280076.0 | 625.9 |
| J-47 | 1 | B | Residential | 66 | 13415069.2 | 279883.4 | 625.4 |
| J-48 | 1 | B | Residential | 66 | 13415071.0 | 279924.3 | 625.7 |
| J-49 | 1 | B | Residential | 66 | 13415067.0 | 279976.9 | 625.4 |
| J-50 | 1 | B | Residential | 66 | 13415073.0 | 280018.5 | 625.8 |
| J-51 | 1 | B | Residential | 66 | 13415072.0 | 280078.3 | 626.1 |
| J-52 | 1 | B | Residential | 66 | 13415208.0 | 280096.8 | 626.2 |
| J-53 | 1 | B | Residential | 66 | 13415207.0 | 280056.8 | 626.7 |
| J-54 | 1 | B | Residential | 66 | 13415215.0 | 279955.0 | 625.5 |
| J-55 | 1 | B | Residential | 66 | 13415212.0 | 279805.8 | 627.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| J-56 | 1 | B | Residential | 66 | 13415425.0 | 279902.2 | 626.0 |
| J-57 | 1 | B | Residential | 66 | 13415409.0 | 279939.6 | 625.7 |
| J-58 | 1 | B | Residential | 66 | 13415365.0 | 279987.3 | 625.1 |
| J-59 | 1 | B | Residential | 66 | 13415372.0 | 280026.0 | 625.3 |
| J-60 | 1 | B | Residential | 66 | 13415340.0 | 280067.9 | 624.4 |
| J-61 | 1 | B | Residential | 66 | 13415391.0 | 280144.8 | 625.0 |
| J-62 | 1 | B | Residential | 66 | 13415368.0 | 280187.4 | 625.0 |
| J-63 | 1 | B | Residential | 66 | 13415363.0 | 280266.0 | 624.8 |
| J-64 | 1 | B | Residential | 66 | 13415501.0 | 280270.1 | 624.8 |
| J-65 | 1 | B | Residential | 66 | 13415495.0 | 280182.3 | 626.1 |
| J-66 | 1 | B | Residential | 66 | 13415476.0 | 280058.4 | 625.3 |
| J-67 | 1 | B | Residential | 66 | 13415483.0 | 279984.7 | 625.3 |
| J-68 | 1 | B | Residential | 66 | 13415631.0 | 280229.4 | 625.2 |
| J-69 | 1 | B | Residential | 66 | 13415626.0 | 280267.5 | 625.9 |
| J-70 | 1 | B | Residential | 66 | 13415667.0 | 280394.4 | 625.5 |
| J-71 | 1 | B | Residential | 66 | 13415716.0 | 280211.4 | 625.5 |
| J-72 | 1 | B | Residential | 66 | 13415803.0 | 280123.8 | 624.9 |
| J-73 | 1 | B | Residential | 66 | 13415857.0 | 280205.6 | 626.4 |
| J-74 | 1 | B | Residential | 66 | 13415849.0 | 280287.3 | 625.9 |
| J-75 | 1 | B | Residential | 66 | 13415849.0 | 280328.4 | 626.2 |
| J-76 | 1 | B | Residential | 66 | 13415846.0 | 280364.8 | 626.2 |
| J-77 | 1 | B | Residential | 66 | 13415845.0 | 280405.3 | 625.8 |
| J-78 | 1 | B | Residential | 66 | 13415847.0 | 280445.3 | 625.6 |
| J-79 | 1 | B | Residential | 66 | 13415846.0 | 280483.4 | 626.6 |
| J-80 | 1 | B | Residential | 66 | 13415992.0 | 280494.4 | 627.1 |
| J-81 | 1 | B | Residential | 66 | 13415996.0 | 280417.8 | 626.5 |
| J-82 | 1 | B | Residential | 66 | 13416003.0 | 280369.5 | 626.6 |
| J-83 | 1 | B | Residential | 66 | 13415992.0 | 280291.9 | 626.5 |
| J-84 | 1 | B | Residential | 66 | 13416101.0 | 280388.3 | 626.3 |
| J-85 | 1 | B | Residential | 66 | 13416105.0 | 280472.7 | 626.9 |
| J-86 | 1 | B | Residential | 66 | 13416129.0 | 280498.4 | 625.8 |
| J-87 | 1 | B | Residential | 66 | 13416118.0 | 280600.9 | 624.4 |
| J-88 | 1 | B | Residential | 66 | 13416313.0 | 280702.4 | 624.4 |
| J-89 | 1 | B | Residential | 66 | 13416314.0 | 280663.9 | 624.6 |
| J-90 | 1 | B | Residential | 66 | 13416350.0 | 280616.7 | 624.4 |
| J-91 | 1 | B | Residential | 66 | 13416343.0 | 280510.6 | 624.2 |
| J-92 | 1 | B | Residential | 66 | 13416321.0 | 280470.0 | 624.4 |
| J-93 | 1 | B | Residential | 66 | 13416321.0 | 280422.3 | 624.3 |
| J-94 | 1 | B | Residential | 66 | 13416469.0 | 280472.9 | 623.5 |
| J-95 | 1 | B | Residential | 66 | 13416456.0 | 280624.3 | 625.0 |
| J-96 | 1 | B | Residential | 66 | 13416446.0 | 280697.4 | 625.2 |
| J-97 | 1 | B | Residential | 66 | 13416627.0 | 280818.2 | 623.0 |
| J-98 | 1 | B | Residential | 66 | 13416637.0 | 280750.9 | 623.2 |
| J-99 | 1 | B | Residential | 66 | 13416628.0 | 280710.3 | 623.4 |
| J-100 | 1 | B | Residential | 66 | 13416636.0 | 280670.4 | 623.7 |
| J-101 | 1 | B | Residential | 66 | 13416690.0 | 280635.6 | 623.7 |
| J-102 | 1 | B | Residential | 66 | 13416808.0 | 280634.9 | 623.7 |
| J-103 | 1 | B | Residential | 66 | 13416808.0 | 280678.0 | 623.5 |
| J-104 | 1 | B | Residential | 66 | 13416800.0 | 280727.9 | 624.3 |
| J-105 | 1 | B | Residential | 66 | 13416814.0 | 280795.1 | 623.9 |
| J-106 | 1 | B | Residential | 66 | 13416803.0 | 280865.6 | 623.8 |
| J-107 | 1 | B | Residential | 66 | 13416965.0 | 280888.5 | 624.5 |
| J-108 | 1 | B | Residential | 66 | 13416962.0 | 280845.6 | 623.9 |
| J-109 | 1 | B | Residential | 66 | 13416966.0 | 280787.9 | 622.9 |
| J-110 | 1 | B | Residential | 66 | 13416956.0 | 280720.2 | 623.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| J-111 | 1 | B | Residential | 66 | 13417109.0 | 280723.8 | 622.5 |
| J-112 | 1 | B | Residential | 66 | 13417117.0 | 280856.2 | 621.2 |
| J-113 | 1 | B | Residential | 66 | 13417123.0 | 280899.9 | 622.1 |
| J-114 | 1 | B | Residential | 66 | 13417114.0 | 280942.5 | 622.1 |
| J-115 | 1 | B | Residential | 66 | 13417276.0 | 281001.4 | 619.5 |
| J-116 | 1 | B | Residential | 66 | 13417286.0 | 280963.8 | 620.2 |
| J-117 | 1 | B | Residential | 66 | 13417262.0 | 280904.6 | 621.4 |
| J-118 | 1 | B | Residential | 66 | 13417253.0 | 280851.3 | 621.4 |
| J-119 | 1 | B | Residential | 66 | 13417414.0 | 280813.5 | 621.7 |
| J-120 | 1 | B | Residential | 66 | 13417442.0 | 280871.4 | 622.1 |
| J-121 | 1 | B | Residential | 66 | 13417441.0 | 280922.2 | 621.9 |
| J-122 | 1 | B | Residential | 66 | 13417439.0 | 280984.6 | 621.2 |
| J-123 | 1 | B | Residential | 66 | 13417437.0 | 281020.7 | 620.0 |
| J-124 | 1 | C | Quest Charter Academy - | 66 | 13417721.0 | 281096.3 | 617.9 |
| J-125 | 1 | B | Residential | 66 | 13418241.0 | 281160.5 | 619.5 |
| J-126 | 1 | B | Residential | 66 | 13418242.0 | 281118.6 | 619.9 |
| J-127 | 1 | B | Residential | 66 | 13418248.0 | 281083.6 | 619.7 |
| J-128 | 1 | B | Residential | 66 | 13418247.0 | 281042.5 | 619.8 |
| J-129 | 1 | B | Residential | 66 | 13418243.0 | 281000.4 | 619.9 |
| J-130 | 1 | B | Residential | 66 | 13418240.0 | 280964.3 | 619.4 |
| J-131 | 1 | B | Residential | 66 | 13418406.0 | 280970.4 | 620.2 |
| J-132 | 1 | B | Residential | 66 | 13418371.0 | 281008.2 | 621.1 |
| J-133 | 1 | B | Residential | 66 | 13418373.0 | 281051.1 | 621.0 |
| J-134 | 1 | B | Residential | 66 | 13418382.0 | 281095.2 | 621.1 |
| J-135 | 1 | B | Residential | 66 | 13418369.0 | 281131.9 | 620.7 |
| J-136 | 1 | B | Residential | 66 | 13418376.0 | 281180.0 | 620.7 |
| J-137 | 1 | B | Residential | 66 | 13418377.0 | 281208.6 | 621.1 |
| J-138 | 1 | B | Residential | 66 | 13418570.0 | 281177.7 | 620.3 |
| J-139 | 1 | B | Residential | 66 | 13418564.0 | 281143.9 | 620.7 |
| J-140 | 1 | B | Residential | 66 | 13418573.0 | 281059.2 | 620.2 |
| J-141 | 1 | B | Residential | 66 | 13418547.0 | 280972.5 | 620.5 |
| J-142 | 1 | B | Residential | 66 | 13418661.0 | 280962.8 | 620.8 |
| J-143 | 1 | B | Residential | 66 | 13418741.0 | 281048.8 | 620.7 |
| J-144 | 1 | B | Residential | 66 | 13418742.0 | 281151.4 | 620.3 |
| J-145 | 1 | B | Residential | 66 | 13418747.0 | 281188.8 | 619.8 |
| J-146 | 1 | B | Residential | 66 | 13418740.0 | 281232.0 | 619.7 |
| J-147 | 1 | B | Residential | 66 | 13419243.0 | 281358.3 | 615.5 |
| J-148 | 1 | B | Residential | 66 | 13419391.0 | 281382.3 | 614.7 |
| J-149 | 1 | B | Residential | 66 | 13419388.0 | 281344.7 | 614.5 |
| J-150 | 1 | B | Residential | 66 | 13419388.0 | 281302.8 | 614.4 |
| J-151 | 1 | B | Residential | 66 | 13419385.0 | 281224.7 | 614.2 |
| J-152 | 1 | B | Residential | 66 | 13419390.0 | 281183.9 | 614.1 |
| J-153 | 1 | B | Residential | 66 | 13419386.0 | 281143.0 | 614.4 |
| J-154 | 1 | B | Residential | 66 | 13419388.0 | 281072.8 | 614.4 |
| J-155 | 1 | B | Residential | 66 | 13419388.0 | 281033.2 | 614.6 |
| J-156 | 1 | B | Residential | 66 | 13419385.0 | 280989.7 | 614.6 |
| J-157 | 1 | B | Residential | 66 | 13419519.0 | 280990.7 | 614.2 |
| J-158 | 1 | B | Residential | 66 | 13419501.0 | 281037.4 | 614.0 |
| J-159 | 1 | B | Residential | 66 | 13419500.0 | 281148.6 | 614.0 |
| J-160 | 1 | B | Residential | 66 | 13419497.0 | 281189.2 | 614.2 |
| J-161 | 1 | B | Residential | 66 | 13419496.0 | 281230.3 | 614.6 |
| J-162 | 1 | B | Residential | 66 | 13419497.0 | 281269.6 | 614.2 |
| J-163 | 1 | B | Residential | 66 | 13419501.0 | 281308.9 | 614.1 |
| J-164 | 1 | B | Residential | 66 | 13419501.0 | 281350.5 | 614.0 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| J-165 | 1 | B | Residential | 66 | 13419500.0 | 281387.2 | 614.2 |
| J-166 | 1 | B | Residential | 66 | 13419710.0 | 281565.8 | 614.2 |
| J-167 | 1 | B | Residential | 66 | 13419716.0 | 281536.9 | 614.1 |
| J-168 | 1 | B | Residential | 66 | 13419708.0 | 281401.2 | 614.1 |
| J-169 | 1 | B | Residential | 66 | 13419713.0 | 281367.4 | 613.9 |
| J-170 | 1 | B | Residential | 66 | 13419716.0 | 281285.9 | 614.4 |
| J-171 | 1 | B | Residential | 66 | 13419715.0 | 281254.1 | 614.2 |
| J-172 | 1 | B | Residential | 66 | 13419719.0 | 281209.2 | 614.1 |
| J-173 | 1 | B | Residential | 66 | 13419664.0 | 281130.6 | 614.6 |
| J-174 | 1 | B | Residential | 66 | 13419668.0 | 281079.7 | 613.3 |
| J-175 | 1 | B | Residential | 66 | 13419708.0 | 281007.5 | 614.4 |
| J-176 | 1 | B | Residential | 66 | 13419847.0 | 281204.7 | 614.5 |
| J-177 | 1 | B | Residential | 66 | 13419850.0 | 281253.7 | 614.5 |
| J-178 | 1 | B | Residential | 66 | 13419860.0 | 281299.2 | 615.0 |
| J-179 | 1 | B | Residential | 66 | 13419858.0 | 281331.3 | 615.5 |
| J-180 | 1 | B | Residential | 66 | 13419859.0 | 281373.9 | 615.0 |
| J-181 | 1 | B | Residential | 66 | 13419854.0 | 281418.1 | 614.0 |
| J-182 | 1 | B | Residential | 66 | 13419872.0 | 281496.7 | 614.3 |
| J-183 | 1 | B | Residential | 66 | 13419848.0 | 281541.8 | 614.4 |
| J-184 | 1 | B | Residential | 66 | 13419860.0 | 281581.8 | 614.5 |
| J-185 | 1 | B | Residential | 66 | 13419891.0 | 281633.3 | 614.4 |
| J-186 | N/A | C | Oak Grove Burying Ground - | 66 | 13418966.0 | 281128.8 | 627.8 |
| J-187 | N/A | C | Oak Grove Burying Ground - | 66 | 13418964.0 | 281229.9 | 625.9 |
| J-188 | N/A | C | Oak Grove Burying Ground - | 66 | 13418963.0 | 281310.8 | 624.8 |
| J-189 | 1 | B | Residential | 66 | 13416436.0 | 280742.5 | 625.2 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| K-01 | 1 | B | Residential | 66 | 13413142.8 | 276897.0 | 626.9 |
| K-02 | 1 | B | Residential | 66 | 13413443.3 | 276903.1 | 625.5 |
| K-03 | 1 | B | Residential | 66 | 13413512.4 | 276910.8 | 626.5 |
| K-04 | 1 | B | Residential | 66 | 13413581.3 | 276917.7 | 626.8 |
| K-05 | 1 | B | Residential | 66 | 13413641.5 | 276911.1 | 626.8 |
| K-06 | 1 | B | Residential | 66 | 13413749.4 | 277048.9 | 627.1 |
| K-07 | 1 | B | Residential | 66 | 13413744.7 | 277123.1 | 626.7 |
| K-08 | 1 | B | Residential | 66 | 13413927.9 | 277138.6 | 625.7 |
| K-09 | 1 | B | Residential | 66 | 13413928.8 | 277187.7 | 625.6 |
| K-10 | 1 | B | Residential | 66 | 13413926.4 | 277230.3 | 625.8 |
| K-11 | 1 | B | Residential | 66 | 13413927.5 | 277263.9 | 625.8 |
| K-12 | 1 | B | Residential | 66 | 13413924.9 | 277311.7 | 625.8 |
| K-13 | 1 | B | Residential | 66 | 13414127.0 | 277258.6 | 625.6 |
| K-14 | 1 | B | Residential | 66 | 13414074.6 | 277198.9 | 625.3 |
| K-15 | 1 | B | Residential | 66 | 13414078.4 | 277147.2 | 625.0 |
| K-16 | 1 | B | Residential | 66 | 13414077.3 | 277108.6 | 624.9 |
| K-17 | 1 | B | Residential | 66 | 13414207.3 | 277126.1 | 624.1 |
| K-18 | 1 | B | Residential | 66 | 13414236.4 | 277094.9 | 624.0 |
| K-19 | 1 | B | Residential | 66 | 13414295.8 | 276968.0 | 623.1 |
| K-20 | 1 | B | Residential | 66 | 13413813.0 | 277889.5 | 625.7 |
| K-21 | 1 | B | Residential | 66 | 13413900.0 | 277999.7 | 626.7 |
| K-22 | 1 | B | Residential | 66 | 13414159.9 | 278131.7 | 626.3 |
| K-23 | 1 | B | Residential | 66 | 13414208.0 | 278172.4 | 625.9 |
| K-24 | 1 | B | Residential | 66 | 13414227.9 | 278205.4 | 626.1 |
| K-25 | 1 | B | Residential | 66 | 13414544.3 | 278366.6 | 623.9 |
| K-26 | 1 | B | Residential | 66 | 13414557.6 | 278389.6 | 624.2 |
| K-27 | 1 | B | Residential | 66 | 13414555.6 | 278436.9 | 624.4 |
| K-28 | 1 | B | Residential | 66 | 13414547.0 | 278474.8 | 624.3 |
| K-29 | 1 | B | Residential | 66 | 13414556.4 | 278514.3 | 624.7 |
| K-30 | 1 | B | Residential | 66 | 13414544.2 | 278555.1 | 624.7 |
| K-31 | 1 | B | Residential | 66 | 13414547.0 | 278598.7 | 625.4 |
| K-32 | 1 | B | Residential | 66 | 13414549.1 | 278639.4 | 623.9 |
| K-33 | 1 | B | Residential | 66 | 13414678.9 | 278834.7 | 624.9 |
| K-34 | 1 | B | Residential | 66 | 13414687.8 | 278751.3 | 625.2 |
| K-35 | 1 | B | Residential | 66 | 13414695.8 | 278640.3 | 624.8 |
| K-36 | 1 | B | Residential | 66 | 13414695.3 | 278573.8 | 625.0 |
| K-37 | 1 | B | Residential | 66 | 13414694.5 | 278519.6 | 625.2 |
| K-38 | 1 | B | Residential | 66 | 13414840.5 | 278563.6 | 624.5 |
| K-39 | 1 | B | Residential | 66 | 13414840.6 | 278669.8 | 625.3 |
| K-40 | 1 | B | Residential | 66 | 13414854.0 | 278765.3 | 626.0 |
| K-41 | 1 | C | Taylor Meadows Golf Club Hole 13 - Tee Box | 66 | 13415297.1 | 279328.4 | 628.4 |
| K-42 | 1 | C | Taylor Meadows Golf Club Hole 12 - Hole | 66 | 13415199.0 | 279187.5 | 629.8 |
| K-43 | 1 | C | Taylor Meadows Golf Club Hole 16 - Hole | 66 | 13415309.4 | 278786.0 | 626.2 |
| K-44 | 1 | C | Taylor Meadows Golf Club Hole 2 - Hole | 66 | 13415715.8 | 278943.8 | 628.7 |
| K-45 | 1 | C | Taylor Meadows Golf Club Hole 16 - Tee Box | 66 | 13416473.5 | 279397.2 | 630.1 |
| K-46 | 1 | C | Taylor Meadows Golf Club Hole 15 - Hole | 66 | 13416877.9 | 279480.4 | 634.4 |
| K-47 | 1 | C | Taylor Meadows Golf Club Hole 13 - Hole | 66 | 13416735.9 | 279577.1 | 628.6 |
| K-48 | 1 | C | Taylor Meadows Golf Club Hole 14 - Tee Box | 66 | 13416770.3 | 279697.0 | 624.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| K-49 | 1 | E | Michigan Department of Transportation - Taylor Transportation Service Center Office | 71 | 13419765.0 | 280294.8 | 620.9 |
| K-50 | 1 | B | Residential | 66 | 13414432.5 | 278223.9 | 625.8 |
| K-51 | 1 | B | Residential | 66 | 13414479.8 | 278199.0 | 624.1 |
| K-52 | 1 | B | Residential | 66 | 13414431.9 | 278148.8 | 624.7 |
| K-53 | 1 | B | Residential | 66 | 13414429.3 | 278107.0 | 624.2 |
| K-54 | 1 | B | Residential | 66 | 13414572.8 | 278132.0 | 624.8 |
| K-55 | 1 | B | Residential | 66 | 13414550.9 | 278200.8 | 624.9 |
| K-56 | 1 | B | Residential | 66 | 13414546.3 | 278229.1 | 624.6 |
| K-57 | 1 | B | Residential | 66 | 13414541.6 | 278279.3 | 624.0 |
| K-58 | 1 | B | Residential | 66 | 13414553.2 | 278312.2 | 624.0 |
| K-59 | 1 | B | Residential | 66 | 13414559.5 | 278352.7 | 623.8 |
| K-60 | 1 | B | Residential | 66 | 13414740.1 | 278452.8 | 624.5 |
| K-61 | 1 | B | Residential | 66 | 13414742.0 | 278368.9 | 624.7 |
| K-62 | 1 | B | Residential | 66 | 13414751.8 | 278281.3 | 624.6 |
| K-63 | 1 | B | Residential | 66 | 13414737.8 | 278242.8 | 626.2 |
| K-64 | 1 | B | Residential | 66 | 13414740.0 | 278203.3 | 624.9 |
| K-65 | 1 | B | Residential | 66 | 13414745.5 | 278173.6 | 625.4 |
| K-66 | 1 | B | Residential | 66 | 13414871.0 | 278151.5 | 625.8 |
| K-67 | 1 | B | Residential | 66 | 13414857.3 | 278233.2 | 626.0 |
| K-68 | 1 | B | Residential | 66 | 13414863.7 | 278377.4 | 624.3 |
| K-69 | 1 | B | Residential | 66 | 13414841.7 | 278433.9 | 624.2 |
| K-70 | 1 | B | Residential | 66 | 13414847.7 | 278532.8 | 624.5 |
| K-71 | 1 | B | Residential | 66 | 13414434.0 | 278060.9 | 624.4 |
| K-72 | 1 | B | Residential | 66 | 13414446.2 | 278018.3 | 624.8 |
| K-73 | 1 | B | Residential | 66 | 13414445.3 | 277980.0 | 625.3 |
| K-74 | 1 | B | Residential | 66 | 13414442.7 | 277945.2 | 624.9 |
| K-75 | 1 | B | Residential | 66 | 13414445.3 | 277893.0 | 625.3 |
| K-76 | 1 | B | Residential | 66 | 13414212.2 | 278077.4 | 625.7 |
| K-77 | 1 | B | Residential | 66 | 13414216.5 | 278049.6 | 625.8 |
| K-78 | 1 | B | Residential | 66 | 13414218.2 | 278001.7 | 625.9 |
| K-79 | 1 | B | Residential | 66 | 13414220.9 | 277966.1 | 625.8 |
| K-80 | 1 | B | Residential | 66 | 13414221.7 | 277921.7 | 625.3 |
| K-81 | 1 | B | Residential | 66 | 13414223.5 | 277880.8 | 625.4 |
| K-82 | 1 | B | Residential | 66 | 13414117.3 | 277923.4 | 626.0 |
| K-83 | 1 | B | Residential | 66 | 13414112.1 | 277870.4 | 626.5 |
| K-84 | 1 | B | Residential | 66 | 13414112.1 | 277826.0 | 626.3 |
| K-85 | 1 | B | Residential | 66 | 13413899.8 | 277862.5 | 626.9 |
| K-86 | 1 | B | Residential | 66 | 13413822.4 | 277794.7 | 626.3 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| L-01 | 1 | B | Residential | 66 | 13420183.3 | 281543.5 | 615.4 |
| L-02 | 1 | B | Residential | 66 | 13420326.9 | 281592.2 | 618.9 |
| L-03 | 1 | B | Residential | 66 | 13420325.6 | 281504.5 | 619.9 |
| L-04 | 1 | B | Residential | 66 | 13420320.7 | 281406.9 | 620.5 |
| L-05 | 1 | B | Residential | 66 | 13420307.4 | 281326.1 | 620.0 |
| L-06 | 1 | B | Residential | 66 | 13420318.1 | 281230.3 | 620.4 |
| L-07 | 1 | B | Residential | 66 | 13420486.0 | 281171.2 | 621.7 |
| L-08 | 1 | B | Residential | 66 | 13420474.0 | 281226.8 | 620.5 |
| L-09 | 1 | B | Residential | 66 | 13420471.4 | 281308.9 | 620.5 |
| L-10 | 1 | B | Residential | 66 | 13420475.6 | 281348.2 | 620.2 |
| L-11 | 1 | B | Residential | 66 | 13420472.4 | 281393.4 | 619.9 |
| L-12 | 1 | B | Residential | 66 | 13420550.0 | 281461.6 | 619.2 |
| L-13 | 1 | B | Residential | 66 | 13420547.7 | 281593.5 | 619.0 |
| L-14 | 1 | B | Residential | 66 | 13420662.6 | 281331.2 | 619.8 |
| L-15 | 1 | B | Residential | 66 | 13420657.4 | 281251.0 | 619.6 |
| L-16 | 1 | B | Residential | 66 | 13420653.9 | 281139.5 | 619.2 |
| L-17 | 1 | B | Residential | 66 | 13420832.1 | 281147.6 | 618.3 |
| L-18 | 1 | B | Residential | 66 | 13420777.5 | 281225.0 | 618.6 |
| L-19 | 1 | B | Residential | 66 | 13420814.4 | 281347.4 | 618.7 |
| L-20 | 1 | B | Residential | 66 | 13420805.2 | 281424.8 | 619.8 |
| L-21 | 1 | B | Residential | 66 | 13420963.4 | 281393.6 | 618.1 |
| L-22 | 1 | B | Residential | 66 | 13420970.9 | 281331.2 | 619.2 |
| L-23 | 1 | B | Residential | 66 | 13420965.1 | 281230.8 | 619.6 |
| L-24 | 1 | B | Residential | 66 | 13420954.7 | 281167.3 | 619.4 |
| L-25 | 1 | B | Residential | 66 | 13421113.8 | 281154.0 | 620.1 |
| L-26 | 1 | B | Residential | 66 | 13421112.3 | 281263.7 | 620.2 |
| L-27 | 1 | B | Residential | 66 | 13421130.0 | 281354.3 | 619.8 |
| L-28 | 1 | B | Residential | 66 | 13421300.2 | 281366.6 | 620.1 |
| L-29 | 1 | B | Residential | 66 | 13421292.4 | 281302.8 | 620.7 |
| L-30 | 1 | B | Residential | 66 | 13421291.7 | 281251.9 | 621.3 |
| L-31 | 1 | B | Residential | 66 | 13421280.5 | 281162.7 | 620.8 |
| L-32 | 1 | B | Residential | 66 | 13421436.6 | 281175.8 | 619.3 |
| L-33 | 1 | B | Residential | 66 | 13421454.1 | 281242.7 | 620.2 |
| L-34 | 1 | B | Residential | 66 | 13421450.4 | 281324.3 | 620.8 |
| L-35 | 1 | B | Residential | 66 | 13421546.5 | 281367.9 | 620.2 |
| L-36 | 1 | B | Residential | 66 | 13421552.1 | 281288.8 | 619.8 |
| L-37 | 1 | B | Residential | 66 | 13421542.1 | 281248.6 | 619.8 |
| L-38 | 1 | B | Residential | 66 | 13421556.9 | 281176.5 | 618.2 |
| L-39 | 1 | B | Residential | 66 | 13421803.0 | 281148.1 | 617.0 |
| L-40 | 1 | B | Residential | 66 | 13421758.7 | 281280.3 | 618.4 |
| L-41 | 1 | B | Residential | 66 | 13421757.9 | 281415.3 | 619.5 |
| L-42 | 1 | B | Residential | 66 | 13425089.7 | 281303.5 | 607.1 |
| L-43 | 1 | B | Residential | 66 | 13425099.5 | 281350.3 | 607.7 |
| L-44 | 1 | B | Residential | 66 | 13425035.0 | 281410.4 | 607.3 |
| L-45 | 1 | B | Residential | 66 | 13425097.9 | 281471.8 | 608.2 |
| L-46 | 1 | B | Residential | 66 | 13425095.7 | 281513.9 | 608.6 |
| L-47 | 1 | B | Residential | 66 | 13425094.2 | 281559.4 | 608.5 |
| L-48 | 1 | B | Residential | 66 | 13425107.9 | 281604.4 | 607.2 |
| L-49 | 1 | B | Residential | 66 | 13425187.1 | 281643.5 | 607.5 |
| L-50 | 1 | B | Residential | 66 | 13425193.7 | 281596.3 | 607.6 |
| L-51 | 1 | B | Residential | 66 | 13425194.0 | 281555.7 | 607.7 |
| L-52 | 1 | B | Residential | 66 | 13425196.2 | 281515.0 | 607.5 |
| L-53 | 1 | B | Residential | 66 | 13425197.3 | 281473.6 | 607.3 |
| L-54 | 1 | B | Residential | 66 | 13425202.9 | 281428.9 | 607.4 |
| L-55 | 1 | B | Residential | 66 | 13425200.3 | 281397.5 | 607.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| L-56 | 1 | B | Residential | 66 | 13425204.0 | 281355.4 | 607.3 |
| L-57 | 1 | B | Residential | 66 | 13425237.6 | 281315.4 | 607.3 |
| L-58 | 1 | B | Residential | 66 | 13425376.0 | 281655.4 | 606.5 |
| L-59 | 1 | B | Residential | 66 | 13425588.7 | 281634.4 | 607.1 |
| L-60 | 1 | B | Residential | 66 | 13425746.5 | 281632.2 | 606.6 |
| L-61 | 1 | B | Residential | 66 | 13425760.9 | 281522.4 | 606.8 |
| L-62 | 1 | B | Residential | 66 | 13425760.6 | 281472.1 | 606.6 |
| L-63 | 1 | B | Residential | 66 | 13425761.8 | 281420.8 | 606.7 |
| L-64 | 1 | B | Residential | 66 | 13425766.3 | 281368.8 | 606.9 |
| L-65 | 1 | B | Residential | 66 | 13425759.7 | 281316.7 | 607.0 |
| L-66 | 1 | B | Residential | 66 | 13425886.2 | 281284.8 | 606.9 |
| L-67 | 1 | B | Residential | 66 | 13425863.7 | 281332.4 | 606.8 |
| L-68 | 1 | B | Residential | 66 | 13425862.5 | 281393.4 | 606.8 |
| L-69 | 1 | B | Residential | 66 | 13425862.2 | 281441.8 | 607.0 |
| L-70 | 1 | B | Residential | 66 | 13425857.4 | 281486.6 | 606.8 |
| L-71 | 1 | B | Residential | 66 | 13425855.2 | 281524.2 | 606.7 |
| L-72 | 1 | B | Residential | 66 | 13425867.3 | 281636.0 | 606.6 |
| L-73 | 1 | B | Residential | 66 | 13426072.1 | 281646.9 | 606.7 |
| L-74 | 1 | B | Residential | 66 | 13426092.4 | 281540.9 | 606.7 |
| L-75 | 1 | B | Residential | 66 | 13426088.7 | 281491.3 | 606.5 |
| L-76 | 1 | B | Residential | 66 | 13426092.0 | 281452.2 | 606.7 |
| L-77 | 1 | B | Residential | 66 | 13426094.4 | 281410.4 | 606.7 |
| L-78 | 1 | B | Residential | 66 | 13426094.6 | 281373.5 | 606.4 |
| L-79 | 1 | B | Residential | 66 | 13426097.7 | 281331.6 | 606.5 |
| L-80 | 1 | B | Residential | 66 | 13426088.4 | 281287.2 | 606.4 |
| L-81 | 1 | B | Residential | 66 | 13426222.5 | 281297.0 | 606.5 |
| L-82 | 1 | B | Residential | 66 | 13426248.8 | 281351.2 | 606.7 |
| L-83 | 1 | B | Residential | 66 | 13426235.9 | 281390.1 | 606.6 |
| L-84 | 1 | B | Residential | 66 | 13426256.9 | 281429.3 | 606.3 |
| L-85 | 1 | B | Residential | 66 | 13426235.7 | 281475.2 | 606.6 |
| L-86 | 1 | B | Residential | 66 | 13426233.7 | 281509.4 | 607.0 |
| L-87 | 1 | B | Residential | 66 | 13426188.9 | 281539.8 | 607.0 |
| L-88 | 1 | B | Residential | 66 | 13426185.5 | 281655.8 | 606.6 |
| L-89 | 1 | B | Residential | 66 | 13426370.7 | 281663.2 | 606.6 |
| L-90 | 1 | B | Residential | 66 | 13426376.5 | 281560.1 | 606.9 |
| L-91 | 1 | B | Residential | 66 | 13426371.0 | 281518.4 | 607.0 |
| L-92 | 1 | B | Residential | 66 | 13426333.0 | 281457.7 | 606.3 |
| L-93 | 1 | B | Residential | 66 | 13426383.6 | 281412.2 | 606.2 |
| L-94 | 1 | B | Residential | 66 | 13426377.9 | 281358.0 | 606.0 |
| L-95 | 1 | B | Residential | 66 | 13426547.0 | 281308.4 | 606.1 |
| L-96 | 1 | B | Residential | 66 | 13426570.7 | 281372.2 | 606.3 |
| L-97 | 1 | B | Residential | 66 | 13426556.9 | 281410.5 | 606.3 |
| L-98 | 1 | B | Residential | 66 | 13426564.2 | 281475.8 | 606.2 |
| L-99 | 1 | B | Residential | 66 | 13426563.6 | 281516.6 | 606.5 |
| L-100 | 1 | B | Residential | 66 | 13426567.0 | 281568.6 | 606.2 |
| L-101 | 1 | B | Residential | 66 | 13426519.4 | 281667.5 | 606.3 |
| L-102 | 1 | B | Residential | 66 | 13426690.6 | 281669.4 | 605.8 |
| L-103 | 1 | B | Residential | 66 | 13426706.9 | 281564.6 | 605.8 |
| L-104 | 1 | B | Residential | 66 | 13426662.1 | 281527.5 | 606.3 |
| L-105 | 1 | B | Residential | 66 | 13426658.7 | 281485.1 | 606.3 |
| L-106 | 1 | B | Residential | 66 | 13426675.0 | 281449.7 | 606.0 |
| L-107 | 1 | B | Residential | 66 | 13426654.7 | 281416.3 | 605.9 |
| L-108 | 1 | B | Residential | 66 | 13426678.5 | 281371.2 | 605.9 |
| L-109 | 1 | B | Residential | 66 | 13426681.4 | 281327.7 | 606.1 |
| L-110 | 1 | B | Residential | 66 | 13428139.5 | 281410.3 | 604.6 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| L-111 | 1 | B | Residential | 66 | 13428135.5 | 281489.3 | 603.9 |
| L-112 | 1 | B | Residential | 66 | 13428160.0 | 281549.5 | 604.0 |
| L-113 | 1 | B | Residential | 66 | 13428125.0 | 281576.5 | 604.1 |
| L-114 | 1 | B | Residential | 66 | 13428142.2 | 281643.5 | 604.0 |
| L-115 | 1 | B | Residential | 66 | 13428081.0 | 281720.5 | 604.7 |
| L-116 | 1 | B | Residential | 66 | 13428293.1 | 281773.0 | 603.8 |
| L-117 | 1 | B | Residential | 66 | 13428292.7 | 281729.3 | 604.2 |
| L-118 | 1 | B | Residential | 66 | 13428300.1 | 281631.8 | 603.9 |
| L-119 | 1 | B | Residential | 66 | 13428305.3 | 281591.9 | 604.0 |
| L-120 | 1 | B | Residential | 66 | 13428307.9 | 281550.5 | 604.1 |
| L-121 | 1 | B | Residential | 66 | 13428302.7 | 281513.5 | 604.1 |
| L-122 | 1 | B | Residential | 66 | 13428307.5 | 281465.9 | 604.2 |
| L-123 | 1 | B | Residential | 66 | 13428307.9 | 281419.7 | 604.2 |
| L-124 | 1 | B | Residential | 66 | 13428439.4 | 281418.4 | 603.2 |
| L-125 | 1 | B | Residential | 66 | 13428402.7 | 281478.0 | 603.5 |
| L-126 | 1 | B | Residential | 66 | 13428398.7 | 281520.8 | 603.5 |
| L-127 | 1 | B | Residential | 66 | 13428398.0 | 281558.4 | 603.7 |
| L-128 | 1 | B | Residential | 66 | 13428395.2 | 281597.5 | 603.8 |
| L-129 | 1 | B | Residential | 66 | 13428394.7 | 281634.6 | 603.9 |
| L-130 | 1 | B | Residential | 66 | 13428387.4 | 281735.3 | 604.0 |
| L-131 | 1 | B | Residential | 66 | 13428388.8 | 281773.3 | 603.9 |
| L-132 | 1 | B | Residential | 66 | 13428603.5 | 281744.1 | 604.0 |
| L-133 | 1 | B | Residential | 66 | 13428566.6 | 281628.5 | 603.9 |
| L-134 | 1 | B | Residential | 66 | 13428569.6 | 281566.9 | 603.5 |
| L-135 | 1 | B | Residential | 66 | 13428579.8 | 281421.3 | 603.9 |
| L-136 | 1 | C | Lucinda Burns Park - Center Play Structure | N/A | 13428753.5 | 281540.3 | 602.7 |
| L-137 | 1 | B | Residential | 66 | 13428763.9 | 281751.2 | 603.9 |
| L-138 | 1 | B | Residential | 66 | 13428906.6 | 281798.8 | 603.9 |
| L-139 | 1 | B | Residential | 66 | 13428907.3 | 281756.3 | 604.2 |
| L-140 | 1 | B | Residential | 66 | 13428915.1 | 281657.7 | 603.2 |
| L-141 | 1 | B | Residential | 66 | 13428917.7 | 281617.7 | 603.3 |
| L-142 | 1 | B | Residential | 66 | 13428921.7 | 281580.0 | 603.6 |
| L-143 | 1 | B | Residential | 66 | 13428925.8 | 281537.2 | 603.9 |
| L-144 | 1 | B | Residential | 66 | 13428925.4 | 281501.3 | 603.7 |
| L-145 | 1 | B | Residential | 66 | 13428910.6 | 281439.2 | 603.5 |
| L-146 | 1 | B | Residential | 66 | 13429061.1 | 281439.6 | 603.2 |
| L-147 | 1 | B | Residential | 66 | 13429021.9 | 281485.8 | 603.7 |
| L-148 | 1 | B | Residential | 66 | 13429018.2 | 281543.1 | 603.4 |
| L-149 | 1 | B | Residential | 66 | 13429017.1 | 281581.2 | 603.3 |
| L-150 | 1 | B | Residential | 66 | 13429014.9 | 281622.5 | 603.2 |
| L-151 | 1 | B | Residential | 66 | 13429013.4 | 281663.6 | 603.5 |
| L-152 | 1 | B | Residential | 66 | 13429006.4 | 281768.5 | 603.8 |
| L-153 | 1 | B | Residential | 66 | 13429000.8 | 281811.8 | 603.5 |
| L-154 | 1 | B | Residential | 66 | 13429006.3 | 281844.4 | 603.3 |
| L-155 | 1 | B | Residential | 66 | 13429205.2 | 281848.7 | 603.5 |
| L-156 | 1 | B | Residential | 66 | 13429207.0 | 281808.8 | 603.4 |
| L-157 | 1 | B | Residential | 66 | 13429218.1 | 281770.7 | 603.4 |
| L-158 | 1 | B | Residential | 66 | 13429215.9 | 281671.0 | 603.3 |
| L-159 | 1 | B | Residential | 66 | 13429231.1 | 281592.2 | 602.9 |
| L-160 | 1 | B | Residential | 66 | 13429209.6 | 281503.2 | 602.8 |
| L-161 | 1 | B | Residential | 66 | 13429358.2 | 281450.0 | 603.1 |
| L-162 | 1 | B | Residential | 66 | 13429337.9 | 281498.0 | 603.0 |
| L-163 | 1 | B | Residential | 66 | 13429334.9 | 281549.0 | 603.1 |
| L-164 | 1 | B | Residential | 66 | 13429324.2 | 281595.2 | 603.4 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| L-165 | 1 | B | Residential | 66 | 13429331.9 | 281635.1 | 602.9 |
| L-166 | 1 | B | Residential | 66 | 13429328.6 | 281675.4 | 603.0 |
| L-167 | 1 | B | Residential | 66 | 13429316.0 | 281778.5 | 603.2 |
| L-168 | 1 | B | Residential | 66 | 13429318.3 | 281819.9 | 602.7 |
| L-169 | 1 | B | Residential | 66 | 13429508.6 | 281822.8 | 602.5 |
| L-170 | 1 | B | Residential | 66 | 13429531.5 | 281684.6 | 602.7 |
| L-171 | 1 | B | Residential | 66 | 13429541.5 | 281527.2 | 604.0 |
| L-172 | 1 | B | Residential | 66 | 13429541.5 | 281494.3 | 603.7 |
| L-173 | 1 | B | Residential | 66 | 13429543.0 | 281457.7 | 603.4 |
| L-174 | 1 | B | Residential | 66 | 13429663.7 | 281462.3 | 603.5 |
| L-175 | 1 | B | Residential | 66 | 13429641.3 | 281502.5 | 604.2 |
| L-176 | 1 | B | Residential | 66 | 13429641.0 | 281536.3 | 604.0 |
| L-177 | 1 | B | Residential | 66 | 13429636.7 | 281573.0 | 604.1 |
| L-178 | 1 | B | Residential | 66 | 13429636.7 | 281660.7 | 604.5 |
| L-179 | 1 | B | Residential | 66 | 13429624.4 | 281790.3 | 602.5 |
| L-180 | 1 | B | Residential | 66 | 13429619.4 | 281838.3 | 602.6 |
| L-181 | 1 | B | Residential | 66 | 13429691.1 | 281868.7 | 602.2 |
| L-182 | 1 | B | Residential | 66 | 13429790.0 | 281890.0 | 602.1 |
| L-183 | 1 | B | Residential | 66 | 13429829.7 | 281797.8 | 602.7 |
| L-184 | 1 | B | Residential | 66 | 13429840.7 | 281697.1 | 603.5 |
| L-185 | 1 | B | Residential | 66 | 13429843.6 | 281657.1 | 603.3 |
| L-186 | 1 | B | Residential | 66 | 13429845.3 | 281616.2 | 603.1 |
| L-187 | 1 | B | Residential | 66 | 13429825.4 | 281566.8 | 602.9 |
| L-188 | 1 | B | Residential | 66 | 13429963.2 | 281523.3 | 602.7 |
| L-189 | 1 | B | Residential | 66 | 13429949.5 | 281583.7 | 602.4 |
| L-190 | 1 | B | Residential | 66 | 13429938.2 | 281630.5 | 602.4 |
| L-191 | 1 | B | Residential | 66 | 13429929.1 | 281706.8 | 602.3 |
| L-192 | 1 | B | Residential | 66 | 13429942.4 | 281806.9 | 602.2 |
| L-193 | 1 | B | Residential | 66 | 13429936.0 | 281846.6 | 602.1 |
| L-194 | 1 | B | Residential | 66 | 13429930.3 | 281884.7 | 602.1 |
| L-195 | 1 | B | Residential | 66 | 13429926.2 | 281919.8 | 602.3 |
| L-196 | 1 | B | Residential | 66 | 13430138.2 | 281967.0 | 601.9 |
| L-197 | 1 | B | Residential | 66 | 13430085.6 | 281906.3 | 602.1 |
| L-198 | 1 | B | Residential | 66 | 13430137.9 | 281853.3 | 602.1 |
| L-199 | 1 | B | Residential | 66 | 13430139.2 | 281813.7 | 601.7 |
| L-200 | 1 | B | Residential | 66 | 13430153.8 | 281711.4 | 601.9 |
| L-201 | 1 | B | Residential | 66 | 13430146.0 | 281560.0 | 602.1 |
| L-202 | 1 | B | Residential | 66 | 13430257.8 | 281593.1 | 601.7 |
| L-203 | 1 | B | Residential | 66 | 13430258.4 | 281696.4 | 601.7 |
| L-204 | 1 | B | Residential | 66 | 13430245.7 | 281843.6 | 601.4 |
| L-205 | 1 | B | Residential | 66 | 13430232.4 | 281893.3 | 602.0 |
| L-206 | 1 | B | Residential | 66 | 13430232.4 | 281960.8 | 601.5 |
| L-207 | 1 | C | Lucinda Burns Park - South Play Structure | N/A | 13428732.0 | 281451.9 | 603.5 |
| L-208 | 1 | C | Lucinda Burns Park - Northwest Play Structure | N/A | 13428732.0 | 281655.5 | 603.5 |
| L-209 | 1 | C | Lucinda Burns Park - Northeast Play Structure | N/A | 13428790.0 | 281658.1 | 603.5 |
| L-210 | 1 | B | Residential | 66 | 13426704.1 | 281730.1 | 606.0 |
| L-211 | 1 | B | Residential | 66 | 13426703.6 | 281771.6 | 605.5 |
| L-212 | 1 | B | Residential | 66 | 13426702.2 | 281815.4 | 605.6 |
| L-213 | 1 | B | Residential | 66 | 13426700.7 | 281852.5 | 605.6 |
| L-214 | 1 | B | Residential | 66 | 13426499.3 | 281739.4 | 606.1 |
| L-215 | 1 | B | Residential | 66 | 13426505.3 | 281784.6 | 606.3 |
| L-216 | 1 | B | Residential | 66 | 13426501.5 | 281830.6 | 606.2 |
| L-217 | 1 | B | Residential | 66 | 13426371.2 | 281718.3 | 606.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| L-218 | 1 | B | Residential | 66 | 13426372.7 | 281762.8 | 606.8 |
| L-219 | 1 | B | Residential | 66 | 13426371.2 | 281799.7 | 606.8 |
| L-220 | 1 | B | Residential | 66 | 13426366.7 | 281844.9 | 606.2 |
| L-221 | 1 | B | Residential | 66 | 13426175.4 | 281713.1 | 606.5 |
| L-222 | 1 | B | Residential | 66 | 13426172.4 | 281757.5 | 606.4 |
| L-223 | 1 | B | Residential | 66 | 13426172.4 | 281827.5 | 606.6 |
| L-224 | 1 | B | Residential | 66 | 13426087.3 | 281709.3 | 606.7 |
| L-225 | 1 | B | Residential | 66 | 13426089.2 | 281754.1 | 606.5 |
| L-226 | 1 | B | Residential | 66 | 13426093.9 | 281794.1 | 606.3 |
| L-227 | 1 | B | Residential | 66 | 13426089.2 | 281830.6 | 606.5 |
| L-228 | 1 | B | Residential | 66 | 13425839.7 | 281695.3 | 606.6 |
| L-229 | 1 | B | Residential | 66 | 13425837.3 | 281744.7 | 606.6 |
| L-230 | 1 | B | Residential | 66 | 13425838.5 | 281789.4 | 606.7 |
| L-231 | 1 | B | Residential | 66 | 13425839.7 | 281825.9 | 606.6 |
| L-232 | 1 | B | Residential | 66 | 13425762.0 | 281700.0 | 607.2 |
| L-233 | 1 | B | Residential | 66 | 13425760.8 | 281741.2 | 606.7 |
| L-234 | 1 | B | Residential | 66 | 13425758.5 | 281784.7 | 606.9 |
| L-235 | 1 | B | Residential | 66 | 13425760.8 | 281823.5 | 606.5 |
| L-236 | 1 | B | Residential | 66 | 13425590.2 | 281671.7 | 607.6 |
| L-237 | 1 | B | Residential | 66 | 13425599.6 | 281717.6 | 607.3 |
| L-238 | 1 | B | Residential | 66 | 13425374.8 | 281735.3 | 606.1 |
| L-239 | 1 | B | Residential | 66 | 13425187.7 | 281691.7 | 607.7 |
| L-240 | 1 | B | Residential | 66 | 13425184.2 | 281730.6 | 607.2 |
| L-241 | 1 | B | Residential | 66 | 13425183.0 | 281769.4 | 607.0 |
| L-242 | 1 | B | Residential | 66 | 13425180.6 | 281807.1 | 607.0 |
| L-243 | 1 | B | Residential | 66 | 13425106.5 | 281683.5 | 607.2 |
| L-244 | 1 | B | Residential | 66 | 13425106.5 | 281727.0 | 606.6 |
| L-245 | 1 | B | Residential | 66 | 13425112.4 | 281768.2 | 607.2 |
| L-246 | 1 | B | Residential | 66 | 13425107.7 | 281814.1 | 606.7 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| N-01 | 1 | B | Residential | 66 | 13430793.5 | 281835.4 | 601.3 |
| N-02 | 1 | B | Residential | 66 | 13430793.5 | 281875.1 | 601.5 |
| N-03 | 1 | B | Residential | 66 | 13430793.0 | 281915.3 | 601.3 |
| N-04 | 1 | B | Residential | 66 | 13430797.2 | 281957.1 | 601.0 |
| N-05 | 1 | B | Residential | 66 | 13430789.1 | 282017.8 | 601.0 |
| N-06 | 1 | B | Residential | 66 | 13430790.3 | 282054.2 | 601.1 |
| N-07 | 1 | B | Residential | 66 | 13430943.5 | 282098.6 | 601.0 |
| N-08 | 1 | B | Residential | 66 | 13430957.9 | 282020.7 | 601.5 |
| N-09 | 1 | B | Residential | 66 | 13430926.9 | 281951.8 | 601.6 |
| N-10 | 1 | B | Residential | 66 | 13430942.7 | 281896.8 | 601.7 |
| N-11 | 1 | B | Residential | 66 | 13430946.1 | 281853.9 | 601.3 |
| N-12 | 1 | B | Residential | 66 | 13431079.5 | 281856.5 | 601.1 |
| N-13 | 1 | B | Residential | 66 | 13431043.5 | 281960.1 | 600.5 |
| N-14 | 1 | B | Residential | 66 | 13431042.6 | 282041.7 | 601.1 |
| N-15 | 1 | B | Residential | 66 | 13431048.1 | 282119.8 | 600.9 |
| N-16 | 1 | B | Residential | 66 | 13431253.6 | 282112.4 | 601.1 |
| N-17 | 1 | B | Residential | 66 | 13431294.3 | 282068.9 | 599.9 |
| N-18 | 1 | B | Residential | 66 | 13431293.8 | 282013.5 | 600.6 |
| N-19 | 1 | B | Residential | 66 | 13431277.6 | 281987.3 | 600.0 |
| N-20 | 1 | B | Residential | 66 | 13431294.2 | 281913.6 | 600.5 |
| N-21 | 1 | B | Residential | 66 | 13431365.1 | 282042.5 | 600.8 |
| N-22 | 1 | B | Residential | 66 | 13431358.9 | 282082.6 | 600.6 |
| N-23 | 1 | B | Residential | 66 | 13431351.3 | 282101.7 | 599.9 |
| N-24 | 1 | B | Residential | 66 | 13431572.6 | 282208.4 | 600.6 |
| N-25 | 1 | B | Residential | 66 | 13431580.2 | 282157.8 | 600.7 |
| N-26 | 1 | B | Residential | 66 | 13431590.6 | 282127.9 | 599.9 |
| N-27 | 1 | B | Residential | 66 | 13431666.8 | 282155.5 | 600.1 |
| N-28 | 1 | B | Residential | 66 | 13431660.0 | 282199.4 | 600.0 |
| N-29 | 1 | B | Residential | 66 | 13431670.4 | 282244.3 | 599.9 |
| N-30 | 1 | B | Residential | 66 | 13431672.8 | 282280.9 | 599.8 |
| N-31 | 1 | B | Residential | 66 | 13431907.9 | 282307.7 | 599.7 |
| N-32 | 1 | B | Residential | 66 | 13431906.1 | 282271.9 | 599.8 |
| N-33 | 1 | B | Residential | 66 | 13430781.1 | 282107.5 | 601.1 |
| N-34 | 1 | B | Residential | 66 | 13430936.6 | 282131.0 | 601.4 |
| N-35 | 1 | B | Residential | 66 | 13431248.2 | 282168.7 | 600.7 |
| N-36 | 1 | B | Residential | 66 | 13431556.5 | 282281.8 | 600.9 |
| N-37 | 1 | B | Residential | 66 | 13431362.6 | 282160.0 | 601.5 |
| N-38 | 1 | B | Residential | 66 | 13431643.3 | 282310.7 | 599.8 |
| N-39 | 1 | B | Residential | 66 | 13431901.8 | 282404.0 | 599.4 |
| N-40 | 1 | B | Residential | 66 | 13431672.0 | 282353.6 | 600.3 |
| N-41 | 1 | B | Residential | 66 | 13431662.0 | 282402.9 | 600.1 |
| N-42 | 1 | B | Residential | 66 | 13431662.0 | 282449.3 | 600.1 |
| N-43 | 1 | B | Residential | 66 | 13431669.0 | 282482.9 | 600.5 |
| N-44 | 1 | B | Residential | 66 | 13431553.0 | 282475.8 | 600.6 |
| N-45 | 1 | B | Residential | 66 | 13431552.0 | 282440.8 | 600.7 |
| N-46 | 1 | B | Residential | 66 | 13431542.0 | 282400.8 | 599.9 |
| N-47 | 1 | B | Residential | 66 | 13431556.0 | 282367.2 | 600.7 |
| N-48 | 1 | B | Residential | 66 | 13431360.0 | 282228.0 | 600.5 |
| N-49 | 1 | B | Residential | 66 | 13431358.0 | 282267.3 | 600.7 |
| N-50 | 1 | B | Residential | 66 | 13431315.0 | 282301.5 | 600.0 |
| N-51 | 1 | B | Residential | 66 | 13431369.0 | 282355.8 | 600.8 |
| N-52 | 1 | B | Residential | 66 | 13431341.0 | 282394.3 | 600.0 |
| N-53 | 1 | B | Residential | 66 | 13431348.0 | 282432.2 | 600.6 |
| N-54 | 1 | B | Residential | 66 | 13431360.0 | 282471.5 | 600.3 |
| N-55 | 1 | B | Residential | 66 | 13431235.0 | 282458.6 | 600.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| N-56 | 1 | B | Residential | 66 | 13431237.0 | 282425.1 | 601.1 |
| N-57 | 1 | B | Residential | 66 | 13431236.0 | 282390.8 | 601.2 |
| N-58 | 1 | B | Residential | 66 | 13431241.0 | 282345.8 | 600.7 |
| N-59 | 1 | B | Residential | 66 | 13431244.0 | 282302.2 | 600.5 |
| N-60 | 1 | B | Residential | 66 | 13431249.0 | 282262.9 | 600.5 |
| N-61 | 1 | B | Residential | 66 | 13431041.0 | 282213.7 | 601.1 |
| N-62 | 1 | B | Residential | 66 | 13431038.0 | 282257.9 | 601.2 |
| N-63 | 1 | B | Residential | 66 | 13431034.0 | 282299.4 | 601.5 |
| N-64 | 1 | B | Residential | 66 | 13431031.0 | 282337.9 | 601.5 |
| N-65 | 1 | B | Residential | 66 | 13431027.0 | 282413.4 | 601.6 |
| N-66 | 1 | B | Residential | 66 | 13431031.0 | 282461.8 | 601.3 |
| N-67 | 1 | B | Residential | 66 | 13430921.0 | 282455.0 | 601.5 |
| N-68 | 1 | B | Residential | 66 | 13430918.0 | 282412.5 | 602.4 |
| N-69 | 1 | B | Residential | 66 | 13430917.0 | 282373.2 | 602.8 |
| N-70 | 1 | B | Residential | 66 | 13430951.0 | 282324.3 | 601.3 |
| N-71 | 1 | B | Residential | 66 | 13430923.0 | 282293.2 | 601.9 |
| N-72 | 1 | B | Residential | 66 | 13430930.0 | 282252.9 | 601.3 |
| N-73 | 1 | B | Residential | 66 | 13430918.0 | 282207.3 | 600.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| O-01 | 1 | C | Cunningham Park - Fire Pit | 66 | 13431788.6 | 280774.3 | 600.0 |
| O-02 | 1 | C | Cunningham Park - West Playground | 66 | 13431940.6 | 280772.9 | 599.9 |
| O-03 | 1 | C | Cunningham Park - West Gazebo | 66 | 13432024.2 | 280741.2 | 599.9 |
| O-04 | 1 | C | Cunningham Park - Baseball Field | 66 | 13432293.8 | 280774.8 | 600.3 |
| O-05 | 1 | C | Cunningham Park - Football Field | 66 | 13432696.3 | 280892.5 | 599.4 |
| O-06 | 1 | C | Cunningham Park - East Playground | 66 | 13433052.6 | 280805.1 | 598.6 |
| O-07 | 1 | C | Cunningham Park - East Gazebo | 66 | 13433128.3 | 280767.4 | 598.4 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| P-01 | 1 | B | Residential | 66 | 13432756.0 | 283260.1 | 600.0 |
| P-02 | 1 | B | Residential | 66 | 13432763.0 | 283303.8 | 600.1 |
| P-03 | 1 | B | Residential | 66 | 13432844.0 | 283349.3 | 601.0 |
| P-04 | 1 | B | Residential | 66 | 13432860.0 | 283466.1 | 599.9 |
| P-05 | 1 | B | Residential | 66 | 13432866.0 | 283526.0 | 598.3 |
| P-06 | 1 | B | Residential | 66 | 13432867.0 | 283563.3 | 597.8 |
| P-07 | 1 | B | Residential | 66 | 13432870.0 | 283588.8 | 598.5 |
| P-08 | 1 | B | Residential | 66 | 13432869.0 | 283642.0 | 598.0 |
| P-09 | 1 | B | Residential | 66 | 13433042.0 | 283526.1 | 599.8 |
| P-10 | 1 | B | Residential | 66 | 13433069.0 | 283571.1 | 599.7 |
| P-11 | 1 | B | Residential | 66 | 13433117.0 | 283646.5 | 599.2 |
| P-12 | 1 | B | Residential | 66 | 13432768.0 | 283951.8 | 598.4 |
| P-13 | 1 | B | Residential | 66 | 13432727.0 | 283902.8 | 599.8 |
| P-14 | 1 | B | Residential | 66 | 13432731.0 | 283866.8 | 599.9 |
| P-15 | 1 | B | Residential | 66 | 13432730.0 | 283827.4 | 599.4 |
| P-16 | 1 | B | Residential | 66 | 13432738.0 | 283710.4 | 598.5 |
| P-17 | 1 | B | Residential | 66 | 13432737.0 | 283666.1 | 597.8 |
| P-18 | 1 | B | Residential | 66 | 13432743.0 | 283630.0 | 597.9 |
| P-19 | 1 | B | Residential | 66 | 13432752.0 | 283593.9 | 598.1 |
| P-20 | 1 | B | Residential | 66 | 13432740.0 | 283550.0 | 598.2 |
| P-21 | 1 | B | Residential | 66 | 13432750.0 | 283509.8 | 599.2 |
| P-22 | 1 | B | Residential | 66 | 13432746.0 | 283471.9 | 599.1 |
| P-23 | 1 | B | Residential | 66 | 13432742.0 | 283429.8 | 600.1 |
| P-24 | 1 | B | Residential | 66 | 13432574.0 | 283646.9 | 598.5 |
| P-25 | 1 | B | Residential | 66 | 13432533.0 | 283551.9 | 598.7 |
| P-26 | 1 | B | Residential | 66 | 13432546.0 | 283502.7 | 598.7 |
| P-27 | 1 | B | Residential | 66 | 13432544.0 | 283453.4 | 599.9 |
| P-28 | 1 | B | Residential | 66 | 13432551.0 | 283326.3 | 600.3 |
| P-29 | 1 | B | Residential | 66 | 13432554.0 | 283283.4 | 600.3 |
| P-30 | 1 | B | Residential | 66 | 13432561.0 | 283247.0 | 600.0 |
| P-31 | 1 | B | Residential | 66 | 13432546.0 | 283214.2 | 600.0 |
| P-32 | 1 | B | Residential | 66 | 13432536.0 | 283162.8 | 600.0 |
| P-33 | 1 | B | Residential | 66 | 13432536.0 | 283130.6 | 600.0 |
| P-34 | 1 | B | Residential | 66 | 13432559.0 | 283098.5 | 599.9 |
| P-35 | 1 | B | Residential | 66 | 13432469.0 | 282961.4 | 599.3 |
| P-36 | 1 | B | Residential | 66 | 13432440.0 | 283007.8 | 600.3 |
| P-37 | 1 | B | Residential | 66 | 13432434.0 | 283048.5 | 600.2 |
| P-38 | 1 | B | Residential | 66 | 13432431.0 | 283091.3 | 599.8 |
| P-39 | 1 | B | Residential | 66 | 13432429.0 | 283129.2 | 600.5 |
| P-40 | 1 | B | Residential | 66 | 13432425.0 | 283174.9 | 600.0 |
| P-41 | 1 | B | Residential | 66 | 13432437.0 | 283214.2 | 600.0 |
| P-42 | 1 | B | Residential | 66 | 13432425.0 | 283253.4 | 600.3 |
| P-43 | 1 | B | Residential | 66 | 13432451.0 | 283289.1 | 600.0 |
| P-44 | 1 | B | Residential | 66 | 13432435.0 | 283326.5 | 600.0 |
| P-45 | 1 | B | Residential | 66 | 13432432.0 | 283419.3 | 600.0 |
| P-46 | 1 | B | Residential | 66 | 13432422.0 | 283461.3 | 599.7 |
| P-47 | 1 | B | Residential | 66 | 13432423.0 | 283500.2 | 599.6 |
| P-48 | 1 | B | Residential | 66 | 13432231.0 | 283310.5 | 599.2 |
| P-49 | 1 | B | Residential | 66 | 13432242.0 | 283278.1 | 598.9 |
| P-50 | 1 | B | Residential | 66 | 13432252.0 | 283162.4 | 598.9 |
| P-51 | 1 | B | Residential | 66 | 13432230.0 | 283112.2 | 599.8 |
| P-52 | 1 | B | Residential | 66 | 13432236.0 | 283046.4 | 600.2 |
| P-53 | 1 | B | Residential | 66 | 13432241.0 | 282996.1 | 600.1 |
| P-54 | 1 | B | Residential | 66 | 13432247.0 | 282953.1 | 600.1 |
| P-55 | 1 | B | Residential | 66 | 13432247.0 | 282913.8 | 599.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| P-56 | 1 | B | Residential | 66 | 13432245.0 | 282879.1 | 600.2 |
| P-57 | 1 | B | Residential | 66 | 13432116.0 | 282880.0 | 600.1 |
| P-58 | 1 | B | Residential | 66 | 13432116.0 | 282917.9 | 600.4 |
| P-59 | 1 | B | Residential | 66 | 13432112.0 | 282958.2 | 600.2 |
| P-60 | 1 | B | Residential | 66 | 13432110.0 | 282998.8 | 600.0 |
| P-61 | 1 | B | Residential | 66 | 13432106.0 | 283036.8 | 600.2 |
| P-62 | 1 | B | Residential | 66 | 13432105.0 | 283080.2 | 599.7 |
| P-63 | 1 | B | Residential | 66 | 13432104.0 | 283119.5 | 599.6 |
| P-64 | 1 | B | Residential | 66 | 13432102.0 | 283167.5 | 599.6 |
| P-65 | 1 | B | Residential | 66 | 13432094.0 | 283271.7 | 599.9 |
| P-66 | 1 | B | Residential | 66 | 13432101.0 | 283307.8 | 599.7 |
| P-67 | 1 | B | Residential | 66 | 13431901.0 | 283297.0 | 599.9 |
| P-68 | 1 | B | Residential | 66 | 13431914.0 | 283261.3 | 599.4 |
| P-69 | 1 | B | Residential | 66 | 13431907.0 | 283223.4 | 599.7 |
| P-70 | 1 | B | Residential | 66 | 13431906.0 | 283178.4 | 599.8 |
| P-71 | 1 | B | Residential | 66 | 13431887.0 | 283103.5 | 599.7 |
| P-72 | 1 | B | Residential | 66 | 13431905.0 | 283021.2 | 600.3 |
| P-73 | 1 | B | Residential | 66 | 13431898.0 | 282984.7 | 599.9 |
| P-74 | 1 | B | Residential | 66 | 13431907.0 | 282896.0 | 600.4 |
| P-75 | 1 | B | Residential | 66 | 13431787.0 | 282939.9 | 600.4 |
| P-76 | 1 | B | Residential | 66 | 13431774.0 | 282977.3 | 600.0 |
| P-77 | 1 | B | Residential | 66 | 13431786.0 | 283018.0 | 600.8 |
| P-78 | 1 | B | Residential | 66 | 13431784.0 | 283053.7 | 600.9 |
| P-79 | 1 | B | Residential | 66 | 13431810.0 | 283090.3 | 599.8 |
| P-80 | 1 | B | Residential | 66 | 13431799.0 | 283133.7 | 599.6 |
| P-81 | 1 | B | Residential | 66 | 13431790.0 | 283217.8 | 599.9 |
| P-82 | 1 | B | Residential | 66 | 13431772.0 | 283258.9 | 600.4 |
| P-83 | 1 | B | Residential | 66 | 13431816.0 | 283291.3 | 600.1 |
| P-84 | 1 | B | Residential | 66 | 13431562.0 | 283286.4 | 600.0 |
| P-85 | 1 | B | Residential | 66 | 13431566.0 | 283251.1 | 599.9 |
| P-86 | 1 | B | Residential | 66 | 13431588.0 | 283124.2 | 600.0 |
| P-87 | 1 | B | Residential | 66 | 13431590.0 | 283053.5 | 600.4 |
| P-88 | 1 | B | Residential | 66 | 13431570.0 | 283000.4 | 600.5 |
| P-89 | 1 | B | Residential | 66 | 13431505.0 | 282908.5 | 600.2 |
| P-90 | 1 | B | Residential | 66 | 13431474.0 | 282964.2 | 600.0 |
| P-91 | 1 | B | Residential | 66 | 13431466.0 | 283003.9 | 600.5 |
| P-92 | 1 | B | Residential | 66 | 13431492.0 | 283126.9 | 600.3 |
| P-93 | 1 | B | Residential | 66 | 13431446.0 | 283160.1 | 600.3 |
| P-94 | 1 | B | Residential | 66 | 13431493.0 | 283243.3 | 599.9 |
| P-95 | 1 | B | Residential | 66 | 13431456.0 | 283279.4 | 600.4 |
| P-96 | 1 | B | Residential | 66 | 13431245.0 | 283268.3 | 601.0 |
| P-97 | 1 | B | Residential | 66 | 13431246.0 | 283231.3 | 601.1 |
| P-98 | 1 | B | Residential | 66 | 13431229.0 | 283165.7 | 600.9 |
| P-99 | 1 | B | Residential | 66 | 13431228.0 | 283111.2 | 600.0 |
| P-100 | 1 | B | Residential | 66 | 13431254.0 | 283039.0 | 600.0 |
| P-101 | 1 | B | Residential | 66 | 13431260.0 | 282998.4 | 600.2 |
| P-102 | 1 | B | Residential | 66 | 13431129.0 | 282753.0 | 602.0 |
| P-103 | 1 | B | Residential | 66 | 13431143.0 | 282908.5 | 601.1 |
| P-104 | 1 | B | Residential | 66 | 13431157.0 | 282942.2 | 601.1 |
| P-105 | 1 | B | Residential | 66 | 13431135.0 | 282991.9 | 601.0 |
| P-106 | 1 | B | Residential | 66 | 13431164.0 | 283043.4 | 601.0 |
| P-107 | 1 | B | Residential | 66 | 13431151.0 | 283076.0 | 600.9 |
| P-108 | 1 | B | Residential | 66 | 13431162.0 | 283123.2 | 600.8 |
| P-109 | 1 | B | Residential | 66 | 13431165.0 | 283194.3 | 600.8 |
| P-110 | 1 | B | Residential | 66 | 13431125.0 | 283235.9 | 601.0 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| P-111 | 1 | B | Residential | 66 | 13431116.0 | 283264.6 | 601.0 |
| P-112 | 1 | B | Residential | 66 | 13430924.0 | 283265.3 | 600.8 |
| P-113 | 1 | B | Residential | 66 | 13430926.0 | 283225.6 | 600.8 |
| P-114 | 1 | B | Residential | 66 | 13430924.0 | 283181.3 | 601.2 |
| P-115 | 1 | B | Residential | 66 | 13430924.0 | 283143.4 | 601.1 |
| P-116 | 1 | B | Residential | 66 | 13430930.0 | 283107.3 | 601.3 |
| P-117 | 1 | B | Residential | 66 | 13430921.0 | 283055.8 | 600.9 |
| P-118 | 1 | B | Residential | 66 | 13430933.0 | 283022.1 | 601.6 |
| P-119 | 1 | B | Residential | 66 | 13430927.0 | 282978.9 | 601.4 |
| P-120 | 1 | B | Residential | 66 | 13430935.0 | 282941.1 | 601.1 |
| P-121 | 1 | B | Residential | 66 | 13432236.0 | 283046.4 | 600.2 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| Q-01 | 1 | B | Residential | 66 | 13433031.0 | 284307.8 | 598.1 |
| Q-02 | 1 | B | Residential | 66 | 13433056.0 | 284377.0 | 598.2 |
| Q-03 | 1 | B | Residential | 66 | 13433064.0 | 284425.0 | 597.9 |
| Q-04 | 1 | B | Residential | 66 | 13433150.0 | 284471.8 | 598.0 |
| Q-05 | 1 | B | Residential | 66 | 13433132.0 | 284333.3 | 597.7 |
| Q-06 | 1 | B | Residential | 66 | 13433157.0 | 284274.0 | 598.2 |
| Q-07 | 1 | B | Residential | 66 | 13433159.0 | 284238.4 | 598.0 |
| Q-08 | 1 | B | Residential | 66 | 13433320.0 | 284294.1 | 597.8 |
| Q-09 | 1 | B | Residential | 66 | 13433307.0 | 284424.8 | 598.6 |
| Q-10 | 1 | B | Residential | 66 | 13433361.0 | 284478.8 | 598.3 |
| Q-11 | 1 | B | Residential | 66 | 13433344.0 | 284570.1 | 597.7 |
| Q-12 | 1 | B | Residential | 66 | 13433347.0 | 284594.6 | 597.9 |
| Q-13 | 1 | B | Residential | 66 | 13433511.0 | 284640.2 | 597.7 |
| Q-14 | 1 | B | Residential | 66 | 13433449.0 | 284532.1 | 597.2 |
| Q-15 | 1 | B | Residential | 66 | 13433495.0 | 284416.9 | 598.6 |
| Q-16 | 1 | B | Residential | 66 | 13433502.0 | 284316.9 | 598.1 |
| Q-17 | 1 | B | Residential | 66 | 13433482.0 | 284283.6 | 597.7 |
| Q-18 | 1 | B | Residential | 66 | 13433572.0 | 284414.2 | 598.8 |
| Q-19 | 1 | B | Residential | 66 | 13433619.0 | 284521.1 | 598.3 |
| Q-20 | 1 | B | Residential | 66 | 13433676.0 | 284592.0 | 598.8 |
| Q-21 | 1 | B | Residential | 66 | 13433689.0 | 284627.5 | 598.5 |
| Q-22 | 1 | B | Residential | 66 | 13433754.0 | 284739.2 | 597.7 |
| Q-23 | 1 | B | Residential | 66 | 13433775.0 | 284772.2 | 598.0 |
| Q-24 | 1 | B | Residential | 66 | 13433798.0 | 284813.3 | 597.9 |
| Q-25 | 1 | B | Residential | 66 | 13433840.0 | 284885.1 | 597.3 |
| Q-26 | 1 | B | Residential | 66 | 13433855.0 | 284912.1 | 597.2 |
| Q-27 | 1 | B | Residential | 66 | 13433882.0 | 284955.3 | 597.4 |
| Q-28 | 1 | B | Residential | 66 | 13433895.0 | 284983.2 | 597.7 |
| Q-29 | 1 | B | Residential | 66 | 13433916.0 | 285014.6 | 597.4 |
| Q-30 | 1 | B | Residential | 66 | 13433848.0 | 285312.0 | 597.9 |
| Q-31 | 1 | B | Residential | 66 | 13433895.0 | 285308.7 | 597.7 |
| Q-32 | 1 | B | Residential | 66 | 13433938.0 | 285315.3 | 597.7 |
| Q-33 | 1 | B | Residential | 66 | 13434007.0 | 285317.8 | 598.4 |
| Q-34 | 1 | B | Residential | 66 | 13433863.0 | 285408.8 | 597.6 |
| Q-35 | 1 | B | Residential | 66 | 13433858.0 | 285596.0 | 597.9 |
| Q-36 | 1 | B | Residential | 66 | 13433921.0 | 285510.0 | 597.5 |
| Q-37 | 1 | B | Residential | 66 | 13433991.0 | 285462.5 | 597.9 |
| Q-38 | 1 | B | Residential | 66 | 13434023.0 | 285439.3 | 597.5 |
| Q-39 | 1 | B | Residential | 66 | 13434057.0 | 285416.2 | 597.9 |
| Q-40 | 1 | B | Residential | 66 | 13434005.0 | 285679.9 | 598.3 |
| Q-41 | 1 | B | Residential | 66 | 13433962.0 | 285717.1 | 598.2 |
| Q-42 | 1 | B | Residential | 66 | 13433922.0 | 285732.8 | 597.6 |
| Q-43 | 1 | B | Residential | 66 | 13433888.0 | 285754.3 | 598.3 |
| Q-44 | 1 | B | Residential | 66 | 13433650.0 | 284842.6 | 598.0 |
| Q-45 | 1 | B | Residential | 66 | 13433643.0 | 284888.6 | 597.5 |
| Q-46 | 1 | B | Residential | 66 | 13433650.0 | 284923.1 | 597.5 |
| Q-47 | 1 | B | Residential | 66 | 13433655.0 | 284971.1 | 597.9 |
| Q-48 | 1 | B | Residential | 66 | 13433683.0 | 285005.6 | 597.2 |
| Q-49 | 1 | B | Residential | 66 | 13433739.0 | 285042.8 | 596.6 |
| Q-50 | 1 | B | Residential | 66 | 13433704.0 | 285073.9 | 597.3 |
| Q-51 | 1 | B | Residential | 66 | 13433660.0 | 285122.6 | 598.5 |
| Q-52 | 1 | B | Residential | 66 | 13433629.0 | 285195.7 | 598.6 |
| Q-53 | 1 | B | Residential | 66 | 13433753.0 | 285316.8 | 598.1 |
| Q-54 | 1 | B | Residential | 66 | 13433714.0 | 285310.7 | 598.5 |
| Q-55 | 1 | B | Residential | 66 | 13433601.0 | 285314.8 | 597.8 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| Q-56 | 1 | B | Residential | 66 | 13433674.0 | 285249.8 | 598.4 |
| Q-57 | 1 | B | Residential | 66 | 13433473.0 | 285112.5 | 597.2 |
| Q-58 | 1 | B | Residential | 66 | 13433485.0 | 285065.8 | 597.6 |
| Q-59 | 1 | B | Residential | 66 | 13433401.0 | 285044.8 | 597.8 |
| Q-60 | 1 | B | Residential | 66 | 13433498.0 | 284958.9 | 597.9 |
| Q-61 | 1 | B | Residential | 66 | 13433465.0 | 284917.7 | 597.8 |
| Q-62 | 1 | B | Residential | 66 | 13433496.0 | 284871.0 | 598.4 |
| Q-63 | 1 | B | Residential | 66 | 13433499.0 | 284772.2 | 597.8 |
| Q-64 | 1 | B | Residential | 66 | 13433366.0 | 284645.1 | 597.7 |
| Q-65 | 1 | B | Residential | 66 | 13433380.0 | 284762.3 | 598.1 |
| Q-66 | 1 | B | Residential | 66 | 13433357.0 | 284832.4 | 598.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| R-01 | 1 | B | Residential | 66 | 13434001.0 | 285949.1 | 599.0 |
| R-02 | 1 | B | Residential | 66 | 13434038.0 | 285930.8 | 598.5 |
| R-03 | 1 | B | Residential | 66 | 13434110.0 | 285860.5 | 597.5 |
| R-04 | 1 | B | Residential | 66 | 13434387.0 | 285783.3 | 598.4 |
| R-05 | 1 | B | Residential | 66 | 13434413.0 | 285825.6 | 598.4 |
| R-06 | 1 | B | Residential | 66 | 13434318.0 | 285893.6 | 598.2 |
| R-07 | 1 | B | Residential | 66 | 13434128.0 | 285966.1 | 599.6 |
| R-08 | 1 | B | Residential | 66 | 13434063.0 | 286001.5 | 598.2 |
| R-09 | 1 | B | Residential | 66 | 13434089.0 | 286044.2 | 598.4 |
| R-10 | 1 | B | Residential | 66 | 13434152.0 | 286000.6 | 598.8 |
| R-11 | 1 | B | Residential | 66 | 13434338.0 | 285937.2 | 598.2 |
| R-12 | 1 | B | Residential | 66 | 13434451.0 | 285896.1 | 598.2 |
| R-13 | 1 | B | Residential | 66 | 13434495.0 | 285972.9 | 598.4 |
| R-14 | 1 | B | Residential | 66 | 13434358.0 | 285973.5 | 598.3 |
| R-15 | 1 | B | Residential | 66 | 13434187.0 | 286040.5 | 598.2 |
| R-16 | 1 | B | Residential | 66 | 13434136.0 | 286128.2 | 598.0 |
| R-17 | 1 | B | Residential | 66 | 13434200.0 | 286086.9 | 598.4 |
| R-18 | 1 | B | Residential | 66 | 13434415.0 | 286057.1 | 598.1 |
| R-19 | 1 | B | Residential | 66 | 13434519.0 | 285999.9 | 597.4 |
| R-20 | 1 | B | Residential | 66 | 13434558.0 | 286075.1 | 598.0 |
| R-21 | 1 | B | Residential | 66 | 13434437.0 | 286105.8 | 598.1 |
| R-22 | 1 | B | Residential | 66 | 13434227.0 | 286128.2 | 598.3 |
| R-23 | 1 | B | Residential | 66 | 13434263.0 | 286162.2 | 598.3 |
| R-24 | 1 | B | Residential | 66 | 13434498.0 | 286150.7 | 596.9 |
| R-25 | 1 | B | Residential | 66 | 13434607.0 | 286152.0 | 597.9 |
| R-26 | 1 | B | Residential | 66 | 13434529.0 | 286234.1 | 598.2 |
| R-27 | 1 | B | Residential | 66 | 13434642.0 | 286216.0 | 597.8 |
| R-28 | 1 | B | Residential | 66 | 13434545.0 | 286276.5 | 598.1 |
| R-29 | 1 | B | Residential | 66 | 13434571.0 | 286321.0 | 598.3 |
| R-30 | 1 | B | Residential | 66 | 13434593.0 | 286370.1 | 598.2 |
| R-31 | 1 | B | Residential | 66 | 13434703.0 | 286305.5 | 598.1 |
| R-32 | 1 | B | Residential | 66 | 13434724.0 | 286344.5 | 598.0 |
| R-33 | 1 | B | Residential | 66 | 13434630.0 | 286397.0 | 597.5 |
| R-34 | 1 | B | Residential | 66 | 13434748.0 | 286383.6 | 598.4 |
| R-35 | 1 | B | Residential | 66 | 13434657.0 | 286440.2 | 598.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| S-1 | 3 | E | Cold Stone Creamery, Five Guys, & Starbucks | 71 | 13434941.1 | 285729.5 | 599.9 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| T-01 | 1 | C | Mt. Hope Lutheran Church | 66 | 13433572.5 | 283602.0 | 600.1 |
| T-02 | 1 | C | Mt. Hope School | 66 | 13433655.0 | 283788.1 | 600.2 |
| T-03 | 1 | B | Residential | 66 | 13433673.9 | 283928.8 | 600.3 |
| T-04 | 1 | B | Residential | 66 | 13433741.5 | 283890.5 | 601.0 |
| T-05 | 1 | B | Residential | 66 | 13433778.1 | 283814.4 | 600.4 |
| T-06 | 1 | C | Peterson Playground | 66 | 13433867.8 | 283779.4 | 599.3 |
| T-07 | 1 | B | Residential | 66 | 13433978.5 | 283916.6 | 599.7 |
| T-08 | 1 | B | Residential | 66 | 13433942.1 | 283941.4 | 601.0 |
| T-09 | 1 | B | Residential | 66 | 13433910.7 | 283956.2 | 601.7 |
| T-10 | 1 | B | Residential | 66 | 13433813.1 | 284010.0 | 600.3 |
| T-11 | 1 | B | Residential | 66 | 13433766.8 | 284039.7 | 599.4 |
| T-12 | 1 | B | Residential | 66 | 13433915.7 | 284219.1 | 596.9 |
| T-13 | 1 | B | Residential | 66 | 13433953.7 | 284193.5 | 596.9 |
| T-14 | 1 | B | Residential | 66 | 13434005.8 | 284155.5 | 597.5 |
| T-15 | 1 | B | Residential | 66 | 13434086.0 | 284110.0 | 597.8 |
| T-16 | 1 | B | Residential | 66 | 13434146.6 | 284257.9 | 597.3 |
| T-17 | 1 | B | Residential | 66 | 13434099.2 | 284419.2 | 598.0 |
| T-18 | 1 | B | Residential | 66 | 13434028.1 | 284457.2 | 598.1 |
| T-19 | 11 | C | Little Jungle Preschool | 66 | 13433933.0 | 284459.7 | 598.5 |
| T-20 | 1 | B | Residential | 66 | 13434049.8 | 284642.5 | 598.6 |
| T-21 | 1 | B | Residential | 66 | 13434146.6 | 284793.9 | 598.0 |
| T-22 | 1 | B | Residential | 66 | 13434195.0 | 284717.9 | 598.4 |
| T-23 | 1 | B | Residential | 66 | 13434146.6 | 284594.0 | 597.4 |
| T-24 | 1 | B | Residential | 66 | 13434256.4 | 284949.7 | 598.8 |
| T-25 | 1 | B | Residential | 66 | 13434309.9 | 284929.6 | 596.3 |
| T-26 | 1 | B | Residential | 66 | 13434358.4 | 284913.0 | 596.0 |
| T-27 | 1 | B | Residential | 66 | 13434614.1 | 284974.0 | 596.9 |
| T-28 | 1 | B | Residential | 66 | 13434555.4 | 285012.6 | 597.0 |
| T-29 | 1 | B | Residential | 66 | 13434522.6 | 285033.8 | 596.9 |
| T-30 | 1 | B | Residential | 66 | 13434494.0 | 285052.3 | 596.6 |
| T-31 | 1 | B | Residential | 66 | 13434450.1 | 285076.1 | 597.4 |
| T-32 | 1 | B | Residential | 66 | 13434417.3 | 285097.8 | 597.5 |
| T-33 | 1 | B | Residential | 66 | 13434373.4 | 285122.7 | 597.4 |
| T-34 | 1 | B | Residential | 66 | 13434503.0 | 285197.8 | 597.7 |
| T-35 | 1 | B | Residential | 66 | 13434567.0 | 285190.4 | 597.5 |
| T-36 | 1 | B | Residential | 66 | 13434588.2 | 285160.8 | 597.4 |
| T-37 | 1 | B | Residential | 66 | 13434621.5 | 285141.7 | 596.7 |
| T-38 | 1 | B | Residential | 66 | 13434685.0 | 285112.6 | 597.1 |
| T-39 | 1 | B | Residential | 66 | 13434783.0 | 285046.4 | 597.0 |
| T-40 | 1 | B | Residential | 66 | 13434827.0 | 285120.3 | 596.9 |
| T-41 | 1 | B | Residential | 66 | 13433674.0 | 283928.8 | 600.3 |
| T-42 | 1 | B | Residential | 66 | 13434099.0 | 284419.2 | 598.0 |
| T-43 | 1 | B | Residential | 66 | 13434086.0 | 284110.0 | 597.9 |
| T-44 | 1 | B | Residential | 66 | 13434006.0 | 284155.5 | 597.5 |
| T-45 | 1 | B | Residential | 66 | 13434050.0 | 284642.5 | 598.6 |
| T-46 | 1 | B | Residential | 66 | 13434147.0 | 284594.1 | 597.4 |
| T-47 | 1 | B | Residential | 66 | 13434195.0 | 284717.9 | 598.4 |
| T-48 | 1 | B | Residential | 66 | 13434671.0 | 284881.5 | 596.8 |
| T-49 | 1 | B | Residential | 66 | 13434597.0 | 284736.7 | 597.9 |
| T-50 | 1 | B | Residential | 66 | 13434487.0 | 284796.9 | 598.4 |
| T-51 | 1 | B | Residential | 66 | 13434438.0 | 284828.6 | 598.8 |
| T-52 | 1 | B | Residential | 66 | 13434417.0 | 284839.2 | 598.5 |
| T-53 | 1 | B | Residential | 66 | 13434481.0 | 284563.9 | 597.9 |
| T-54 | 1 | B | Residential | 66 | 13434458.0 | 284449.6 | 597.3 |
| T-55 | 1 | B | Residential | 66 | 13434396.0 | 284608.5 | 597.8 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| T-56 | 1 | B | Residential | 66 | 13434368.0 | 284621.4 | 598.2 |
| T-57 | 1 | B | Residential | 66 | 13434329.0 | 284636.3 | 598.1 |
| T-58 | 1 | B | Residential | 66 | 13434289.0 | 284666.7 | 598.3 |
| T-59 | 1 | B | Residential | 66 | 13434267.0 | 284681.6 | 598.0 |
| T-60 | 1 | B | Residential | 66 | 13434226.0 | 284704.6 | 598.4 |
| T-61 | 1 | B | Residential | 66 | 13434212.0 | 284590.9 | 598.2 |
| T-62 | 1 | B | Residential | 66 | 13434248.0 | 284569.3 | 598.0 |
| T-63 | 1 | B | Residential | 66 | 13434274.0 | 284549.0 | 598.0 |
| T-64 | 1 | B | Residential | 66 | 13434311.0 | 284553.7 | 597.7 |
| T-65 | 1 | B | Residential | 66 | 13434311.0 | 284277.7 | 596.4 |
| T-66 | 1 | B | Residential | 66 | 13434224.0 | 284317.0 | 595.8 |
| T-67 | 1 | B | Residential | 66 | 13434202.0 | 284350.1 | 596.5 |
| T-68 | 1 | B | Residential | 66 | 13434135.0 | 284406.3 | 597.2 |
| T-69 | 1 | B | Residential | 66 | 13434153.0 | 284007.2 | 599.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| U-01 | 1 | B | Residential | 66 | 13433345.0 | 282586.8 | 598.2 |
| U-02 | 1 | B | Residential | 66 | 13433411.0 | 282608.4 | 598.6 |
| U-03 | 1 | B | Residential | 66 | 13433444.0 | 282587.7 | 599.0 |
| U-04 | 1 | B | Residential | 66 | 13433490.0 | 282532.7 | 598.6 |
| U-05 | 1 | B | Residential | 66 | 13433579.0 | 282500.5 | 598.8 |
| U-06 | 1 | B | Residential | 66 | 13433623.0 | 282486.2 | 598.2 |
| U-07 | 1 | B | Residential | 66 | 13433948.0 | 282492.1 | 598.4 |
| U-08 | 1 | B | Residential | 66 | 13433860.0 | 282570.6 | 598.7 |
| U-09 | 1 | B | Residential | 66 | 13433820.0 | 282582.3 | 598.6 |
| U-10 | 1 | B | Residential | 66 | 13433786.0 | 282624.8 | 599.3 |
| U-11 | 1 | B | Residential | 66 | 13433748.0 | 282628.5 | 598.8 |
| U-12 | 1 | B | Residential | 66 | 13433716.0 | 282649.7 | 598.4 |
| U-13 | 1 | B | Allen Park Church of Christ | 66 | 13437361.0 | 285036.9 | 596.4 |
| U-14 | 1 | B | Residential | 66 | 13433686.0 | 282686.5 | 598.5 |
| U-15 | 1 | B | Residential | 66 | 13433644.0 | 282695.6 | 598.4 |
| U-16 | 1 | B | Residential | 66 | 13433601.0 | 282723.1 | 598.5 |
| U-17 | 1 | B | Residential | 66 | 13433556.0 | 282772.7 | 598.8 |
| U-18 | 1 | B | Residential | 66 | 13433517.0 | 282790.8 | 598.6 |
| U-19 | 1 | B | Residential | 66 | 13433465.0 | 282840.4 | 597.7 |
| U-20 | 1 | B | Residential | 66 | 13433354.0 | 282849.9 | 598.6 |
| U-21 | 1 | B | Residential | 66 | 13433314.0 | 282872.0 | 598.2 |
| U-22 | 1 | B | Residential | 66 | 13433294.0 | 283098.8 | 598.5 |
| U-23 | 1 | B | Residential | 66 | 13433328.0 | 283078.8 | 598.7 |
| U-24 | 1 | B | Residential | 66 | 13433362.0 | 283056.4 | 598.5 |
| U-25 | 1 | B | Residential | 66 | 13433403.0 | 283033.0 | 598.4 |
| U-26 | 1 | B | Residential | 66 | 13433442.0 | 283010.4 | 598.4 |
| U-27 | 1 | B | Residential | 66 | 13433515.0 | 282965.3 | 598.3 |
| U-28 | 1 | B | Residential | 66 | 13433558.0 | 282940.9 | 598.4 |
| U-29 | 1 | B | Residential | 66 | 13433590.0 | 282920.3 | 598.2 |
| U-30 | 1 | B | Residential | 66 | 13433622.0 | 282900.3 | 598.3 |
| U-31 | 1 | B | Residential | 66 | 13433656.0 | 282880.3 | 598.2 |
| U-32 | 1 | B | Residential | 66 | 13433687.0 | 282859.7 | 598.4 |
| U-33 | 1 | B | Residential | 66 | 13433722.0 | 282798.0 | 597.8 |
| U-34 | 1 | B | Residential | 66 | 13433757.0 | 282766.9 | 597.9 |
| U-35 | 1 | B | Residential | 66 | 13433820.0 | 282727.9 | 598.0 |
| U-36 | 1 | B | Residential | 66 | 13433885.0 | 282684.9 | 598.5 |
| U-37 | 1 | B | Residential | 66 | 13433929.0 | 282667.3 | 598.1 |
| U-38 | 1 | B | Residential | 66 | 13434004.0 | 282615.3 | 598.3 |
| U-39 | 1 | B | Residential | 66 | 13434050.0 | 282602.9 | 598.0 |
| U-40 | 1 | B | Residential | 66 | 13434074.0 | 282574.0 | 598.1 |
| U-41 | 1 | B | Residential | 66 | 13434138.0 | 282500.4 | 598.0 |
| U-42 | 1 | B | Residential | 66 | 13433698.0 | 283024.1 | 598.0 |
| U-43 | 1 | B | Residential | 66 | 13433655.0 | 283023.3 | 597.7 |
| U-44 | 1 | B | Residential | 66 | 13433612.0 | 283107.9 | 597.8 |
| U-45 | 1 | B | Residential | 66 | 13433490.0 | 283146.8 | 598.3 |
| U-46 | 1 | B | Residential | 66 | 13433448.0 | 283173.6 | 598.3 |
| U-47 | 1 | B | Residential | 66 | 13433416.0 | 283187.7 | 598.8 |
| U-48 | 1 | B | Residential | 66 | 13433345.0 | 283242.6 | 599.6 |
| U-49 | 1 | B | Residential | 66 | 13433316.0 | 283264.8 | 598.9 |
| U-50 | 1 | B | Residential | 66 | 13433387.0 | 283419.5 | 599.4 |
| U-51 | 1 | B | Residential | 66 | 13433427.0 | 283396.8 | 599.0 |
| U-52 | 1 | B | Residential | 66 | 13433496.0 | 283357.1 | 598.4 |
| U-53 | 1 | B | Residential | 66 | 13433529.0 | 283326.9 | 598.7 |
| U-54 | 1 | B | Residential | 66 | 13433602.0 | 283286.2 | 598.4 |
| U-55 | 1 | B | Residential | 66 | 13433641.0 | 283175.1 | 598.0 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| U-56 | 1 | B | Residential | 66 | 13433684.0 | 283407.8 | 598.6 |
| U-57 | 1 | B | Residential | 66 | 13433649.0 | 283429.0 | 598.9 |
| U-58 | 1 | B | Residential | 66 | 13433607.0 | 283441.8 | 598.9 |
| U-59 | 1 | B | Residential | 66 | 13433557.0 | 283493.8 | 599.2 |
| U-60 | 1 | B | Residential | 66 | 13433502.0 | 283515.7 | 599.1 |
| U-61 | 1 | B | Residential | 66 | 13433713.0 | 283161.3 | 598.2 |
| U-62 | 1 | B | Residential | 66 | 13433796.0 | 283328.4 | 598.3 |
| U-63 | 1 | B | Residential | 66 | 13433760.0 | 283353.4 | 598.0 |
| U-64 | 1 | B | Residential | 66 | 13434412.0 | 282606.2 | 597.6 |
| U-65 | 1 | B | Residential | 66 | 13434614.0 | 282601.3 | 597.5 |
| U-66 | 1 | B | Residential | 66 | 13434589.0 | 282628.7 | 597.8 |
| U-67 | 1 | B | Residential | 66 | 13434561.0 | 282667.7 | 597.5 |
| U-68 | 1 | B | Residential | 66 | 13434509.0 | 282681.2 | 598.1 |
| U-69 | 1 | B | Residential | 66 | 13434454.0 | 282718.5 | 598.2 |
| U-70 | 1 | B | Residential | 66 | 13434419.0 | 282740.5 | 598.0 |
| U-71 | 1 | B | Residential | 66 | 13434390.0 | 282759.1 | 598.0 |
| U-72 | 1 | B | Residential | 66 | 13434597.0 | 282798.9 | 597.2 |
| U-73 | 1 | B | Residential | 66 | 13434631.0 | 282781.4 | 597.4 |
| U-74 | 1 | B | Residential | 66 | 13434663.0 | 282760.8 | 597.1 |
| U-75 | 1 | B | Residential | 66 | 13434696.0 | 282739.1 | 597.1 |
| U-76 | 1 | B | Residential | 66 | 13434732.0 | 282715.8 | 597.2 |
| U-77 | 1 | C | John F. Kennedy Memorial Park - Trail | 66 | 13434772.0 | 282700.0 | 596.9 |
| U-78 | 1 | B | Residential | 66 | 13434939.0 | 282727.7 | 595.9 |
| U-79 | 1 | C | John F. Kennedy Memorial Park - Baseball Field | 66 | 13434846.0 | 282861.9 | 597.4 |
| U-80 | 1 | B | Residential | 66 | 13435162.0 | 282800.4 | 597.3 |
| U-81 | 1 | B | Residential | 66 | 13436376.0 | 283392.6 | 596.4 |
| U-82 | 1 | B | Residential | 66 | 13436285.0 | 283371.4 | 597.3 |
| U-83 | 1 | B | Residential | 66 | 13436217.0 | 283360.8 | 597.4 |
| U-84 | 1 | B | Residential | 66 | 13436134.0 | 283416.5 | 596.3 |
| U-85 | 1 | B | Residential | 66 | 13436068.0 | 283467.7 | 596.9 |
| U-86 | 1 | B | Residential | 66 | 13436142.0 | 283561.1 | 596.5 |
| U-87 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436315.0 | 283541.2 | 596.7 |
| U-88 | 1 | B | Residential | 66 | 13436475.0 | 283559.0 | 595.5 |
| U-89 | 1 | B | Residential | 66 | 13436385.0 | 283610.1 | 596.8 |
| U-90 | 1 | B | Residential | 66 | 13436175.0 | 283618.9 | 596.5 |
| U-91 | 1 | B | Residential | 66 | 13436202.0 | 283664.4 | 596.6 |
| U-92 | 5 | B | The Cove at Allen Park - Swimming Pool | 66 | 13436388.0 | 283669.8 | 597.2 |
| U-93 | 1 | B | Residential | 66 | 13436577.0 | 283636.4 | 595.3 |
| U-94 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436421.0 | 283719.5 | 596.7 |
| U-95 | 1 | B | Residential | 66 | 13436232.0 | 283712.4 | 596.2 |
| U-96 | 1 | B | Residential | 66 | 13436262.0 | 283766.1 | 596.7 |
| U-97 | 1 | B | Residential | 66 | 13436456.0 | 283787.3 | 596.7 |
| U-98 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436636.0 | 283760.7 | 595.4 |
| U-99 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436688.0 | 283755.1 | 595.3 |
| U-100 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436732.0 | 283804.2 | 595.2 |
| U-101 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436681.0 | 283818.9 | 595.2 |
| U-102 | 1 | B | Residential | 66 | 13436477.0 | 283840.2 | 597.0 |
| U-103 | 1 | B | Residential | 66 | 13436507.0 | 283897.3 | 597.1 |
| U-104 | 1 | B | Residential | 66 | 13436564.0 | 283926.4 | 596.2 |
| U-105 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436707.0 | 283881.6 | 595.3 |
| U-106 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436786.0 | 283839.8 | 595.2 |
| U-107 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436890.0 | 283875.9 | 595.1 |
| U-108 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436810.0 | 283897.9 | 595.4 |
| U-109 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436737.0 | 283927.4 | 595.5 |
| U-110 | 1 | B | Residential | 66 | 13436615.0 | 283978.3 | 596.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| U-111 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436761.0 | 283944.9 | 595.4 |
| U-112 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436914.0 | 283926.3 | 595.3 |
| U-113 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436952.0 | 283996.3 | 595.3 |
| U-114 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436793.0 | 283998.0 | 595.3 |
| U-115 | 1 | B | Residential | 66 | 13436651.0 | 284032.8 | 596.9 |
| U-116 | 1 | B | Residential | 66 | 13436673.0 | 284081.4 | 596.4 |
| U-117 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436839.0 | 284063.0 | 595.3 |
| U-118 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436998.0 | 284059.6 | 595.4 |
| U-119 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13437030.0 | 284115.5 | 595.4 |
| U-120 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436938.0 | 284108.7 | 595.6 |
| U-121 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436876.0 | 284133.6 | 595.5 |
| U-122 | 1 | B | Residential | 66 | 13436669.0 | 284171.4 | 596.9 |
| U-123 | 1 | B | Residential | 66 | 13436693.0 | 284210.5 | 597.0 |
| U-124 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436907.0 | 284191.8 | 595.4 |
| U-125 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13437063.0 | 284161.3 | 595.6 |
| U-126 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437087.0 | 284217.2 | 595.4 |
| U-127 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437028.0 | 284250.5 | 595.5 |
| U-128 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13436937.0 | 284238.7 | 595.3 |
| U-129 | 1 | B | Residential | 66 | 13436776.0 | 284241.8 | 596.3 |
| U-130 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13436967.0 | 284290.1 | 595.1 |
| U-131 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437123.0 | 284281.6 | 595.2 |
| U-132 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437159.0 | 284335.8 | 595.3 |
| U-133 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437011.0 | 284347.7 | 594.9 |
| U-134 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437034.0 | 284406.4 | 595.2 |
| U-135 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13437190.0 | 284377.6 | 595.4 |
| U-136 | 2 | B | The Cove at Allen Park - Balcony | 66 | 13437151.0 | 284462.4 | 595.3 |
| U-137 | 1 | B | The Cove at Allen Park - Balcony | 66 | 13437066.0 | 284459.6 | 595.3 |
| U-138 | 1 | B | Residential | 66 | 13437180.0 | 284544.1 | 595.0 |
| U-139 | 1 | B | Residential | 66 | 13437267.0 | 284519.5 | 595.3 |
| U-140 | 1 | D | Hope City Church | 66 | 13437709.0 | 284848.0 | 595.2 |
| U-141 | 1 | B | Residential | 66 | 13434209.0 | 282729.5 | 598.4 |
| U-142 | 1 | B | Residential | 66 | 13434245.0 | 282702.0 | 597.8 |
| U-143 | 1 | B | Residential | 66 | 13434325.0 | 282650.6 | 598.4 |
| U-144 | 1 | B | Residential | 66 | 13436607.0 | 283713.3 | 595.2 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| V-01 | N/A | D | Melvindale High School | 51 | 13438052.5 | 284383.6 | 595.1 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| W-01 | 1 | C | Comfort Inn & Suites Allen Park - Dearborn | 66 | 13439672.0 | 286802.1 | 603.7 |
| W-02 | 1 | C | Best Western Greenfield Inn | 66 | 13439977.0 | 287218.8 | 605.5 |
| W-03 | 1 | B | Residential | 66 | 13440484.0 | 287110.2 | 591.4 |
| W-04 | 1 | B | Residential | 66 | 13440542.0 | 287197.5 | 592.8 |
| W-05 | 1 | B | Residential | 66 | 13440553.0 | 287225.4 | 592.8 |
| W-06 | 1 | B | Residential | 66 | 13440576.0 | 287264.4 | 592.0 |
| W-07 | 1 | B | Residential | 66 | 13440605.0 | 287285.9 | 591.0 |
| W-08 | 1 | B | Residential | 66 | 13440614.0 | 287328.4 | 592.2 |
| W-09 | 1 | B | Residential | 66 | 13440638.0 | 287348.2 | 592.3 |
| W-10 | 1 | B | Residential | 66 | 13440668.0 | 287408.1 | 592.2 |
| W-11 | 1 | B | Residential | 66 | 13440759.0 | 287561.3 | 593.3 |
| W-12 | 1 | B | Residential | 66 | 13440775.0 | 287598.1 | 592.4 |
| W-13 | 1 | B | Residential | 66 | 13440790.0 | 287629.8 | 592.2 |
| W-14 | 1 | B | Residential | 66 | 13440821.0 | 287648.0 | 592.3 |

| Receptor ID | Dwelling Units | Activity Category Classification | Land-Use Type | Noise Abatement Criteria (dBA) | X-Coordinates | Y-Coordinates | Z-Coordinates |
|---|---|---|---|---|---|---|---|
| Y-01 | 5 | B | Lake Village of Fairlane - Swimming Pool | 66 | 13442982.0 | 294420.5 | 592.7 |
| Y-02 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442951.0 | 294350.2 | 594.0 |
| Y-03 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442905.0 | 294290.3 | 594.1 |
| Y-04 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442916.0 | 294240.6 | 594.1 |
| Y-05 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442972.0 | 294195.7 | 594.0 |
| Y-06 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442923.0 | 294132.2 | 594.1 |
| Y-07 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442936.0 | 294077.3 | 596.9 |
| Y-08 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442946.0 | 294006.6 | 596.5 |
| Y-09 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442951.0 | 293947.6 | 598.0 |
| Y-10 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13443012.0 | 293898.6 | 598.0 |
| Y-11 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442970.0 | 293836.4 | 597.9 |
| Y-12 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442969.0 | 293790.5 | 597.9 |
| Y-13 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13443029.0 | 293743.6 | 598.0 |
| Y-14 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442977.0 | 293674.8 | 598.0 |
| Y-15 | 1 | B | Lake Village of Fairlane - Tennis Court | 66 | 13442982.0 | 293518.9 | 609.2 |
| Y-16 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442919.0 | 293723.1 | 598.1 |
| Y-17 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442907.0 | 293886.7 | 597.5 |
| Y-18 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442830.0 | 293901.1 | 597.9 |
| Y-19 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442775.0 | 293830.5 | 597.9 |
| Y-20 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442718.0 | 293877.8 | 598.0 |
| Y-21 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442768.0 | 293944.7 | 597.6 |
| Y-22 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442748.0 | 294011.9 | 596.1 |
| Y-23 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442674.0 | 294006.0 | 595.5 |
| Y-24 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442750.0 | 294087.7 | 594.1 |
| Y-25 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442681.0 | 294139.3 | 594.0 |
| Y-26 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442726.0 | 294198.9 | 593.8 |
| Y-27 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442794.0 | 294148.6 | 594.2 |
| Y-28 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442866.0 | 294179.1 | 594.1 |
| Y-29 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442834.0 | 294339.8 | 593.9 |
| Y-30 | 2 | B | Lake Village of Fairlane - Balcony | 66 | 13442882.0 | 294401.8 | 594.0 |

**APPENDIX F**

**SPECIAL LAND USE DESCRIPTIONS**

## COMMON NOISE ENVIRONMENT D

CNE D includes three (3) hotels that contain outdoor pool areas. This CNE contained a total of three (3) modeled receptors with an Activity Category E land-use classification. The DUEs were determined by utilizing the equation outlined in the Michigan Department of Transportation (MDOT) Highway Noise Analysis and Abatement Handbook, which is as follows:

$$\frac{\#\ of\ Occupants}{Average\ Persons\ per\ Household\ (3)} \times \left(\frac{\#\ Daily\ Hours\ Used}{\#\ Hours\ per\ Day\ (24)} \times \frac{\#\ Days\ Used\ per\ Year}{Days\ per\ Year\ (365)}\right)$$

For the purposes of a swimming pool, the number of occupants is determined by the bather capacity limit. In the Michigan Department of Environment, Great Lakes, and Energy Drinking Water and Environmental Health Division (EGLE)'s Public Act and Rules Governing Public Swimming Pools (EQP2263), page 26 under R 321.2193, Section 2a of Rule 93 states that seven persons per 100 square feet of surface water area where the water depth is not more than 5 feet determines the bather capacity limit for the pool. Therefore, bather capacity limit for each swimming pool was determined by approximating the square footage of the outdoor pool in Google Earth imagery, then dividing by 100 and multiplying by 7.

The number of daily hours and days used was determined, if possible, by sourcing an online listing correlating to the hotel. Otherwise, 14 hours per day (average amount of daylight) and 102 days per year (from Memorial Day to Labor Day) were assumed.

### D-1 Delta Hotels by Marriott Detroit Metro Airport

Receptor D-1 was determined to have an outdoor pool area of approximately 700 square feet, which equates to 48 occupants. The website listing for this hotel stated outdoor pool operation hours to be between 8:00 AM-10:00 PM daily, equaling 14 hours of operation. No operating season information was located, so 102 days were assumed. The following equation determined the DUE for this receptor:

$$\frac{48}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 2.6\ DUEs\ (3\ rounded\ up)$$

### D-2 Wyndham Garden Romulus Detroit Metro Airport

Receptor D-2 was determined to have an outdoor pool area of approximately 1,200 square feet, which equates to 84 occupants. The outdoor pool was not listed under the amenities on the hotel's website; therefore, the daily operation length for the hotel pool was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal 102 days per year. The following equation determined the DUE for this receptor:

$$\frac{84}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 4.6\ DUEs\ (5\ rounded\ up)$$

### D-3 Clarion Hotel Detroit Metro Airport

Receptor D-3, Clarion Hotel Detroit Metro Airport, was determined to have an outdoor pool area of approximately 1,150 square feet, which equates to 80.5 (81 rounded up) occupants. The website listing for this hotel stated outdoor pool operation hours to be between 8:00 AM-10:00 PM daily, equaling 14 hours of operation. No operating season information was located, so 102 days were assumed. The following equation determined the DUE for this receptor:

$$\frac{81}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 4.4\ DUEs\ (4\ rounded\ down)$$

## COMMON NOISE ENVIRONMENT F

Four (4) of the receptors in CNE F represent twelve (12) DUEs associated with four (4) hotels with outdoor pool areas and/or patio areas with an Activity Category E land-use classification. The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook.

### F-1 Howard Johnson by Wyndham Romulus Detroit Metro Airport

Receptor F-1 was determined to have an outdoor pool area of approximately 750 square feet, which equates to 52.5 (53 rounded up) occupants. The outdoor pool was not listed under the amenities on the hotel's website; therefore, the daily operation length for the hotel pool was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal 102 days per year. The following equation determined the DUE for this receptor:

$$\frac{53}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 2.9\ DUEs\ (3\ rounded\ up)$$

### F-2 La Quinta Inn & Suites by Wyndham Romulus Detroit Metro Airport

Receptor F-2 was determined to have an outdoor pool area of approximately 1000 square feet, which equates to 70 occupants. The outdoor pool was not listed under the amenities on the hotel's website; therefore, the daily operation length for the hotel pool was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal 102 days per year. The following equation determined the DUE for this receptor:

$$\frac{70}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 3.8\ DUEs\ (4\ rounded\ up)$$

### F-3 Courtyard Detroit Metro Airport Romulus

Receptor F-3 was determined to have a courtyard with a fire pit and four chairs, which equates to four occupants. The courtyard was not listed under the amenities on the hotel's website; therefore, the daily operation length for the courtyard was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal the equivalent of the seasons of spring, summer, and fall, which equals 274 days per year. The following equation determined the DUE for this receptor:

$$\frac{4}{3} \times \left(\frac{14}{24} \times \frac{274}{365}\right) = 0.6\ DUEs\ (1\ rounded\ up)$$

### F-4 Detroit Metro Airport Marriott

Receptor F-4, Detroit Metro Airport Marriott, was determined to have a courtyard with three two-person benches surrounding a table, which equates to six occupants. The courtyard was not listed under the amenities on the hotel's website; therefore, the daily operation length for the courtyard was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal the equivalent of the seasons of spring, summer, and fall, which equals 274 days per year. The following equation determined the DUE for this receptor:

$$\frac{6}{3} \times \left(\frac{14}{24} \times \frac{274}{365}\right) = 0.9\ DUEs\ (1\ rounded\ up)$$

## COMMON NOISE ENVIRONMENT T

One (1) modeled receptor was used to represent the Little Jungle Preschool playground area (receptor T-19), which was identified with an Activity Category C land-use classification. The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook.

### T-19 Little Jungle Preschool

The DUEs for Little Jungle Preschool were determined by its approximate maximum enrollment (90 students) plus the amount of teachers listed on their website (14), its operating season (244 days per year) and operating hours (11 hours per day). The following equation determined the DUE for this receptor:

$$\frac{104}{3} * \left(\frac{11}{24} * \frac{244}{365}\right) = 10.6\ DUEs\ (11\ rounded\ up)$$

## COMMON NOISE ENVIRONMENT U

One (1) modeled receptor was used to represent the Cove at Allen Park apartment complex outdoor pool area, which was classified with an Activity Category C land-use classification. The DUEs were determined by utilizing the equation outlined in the MDOT Noise Handbook.

### U-93 The Cove at Allen Park – Swimming Pool

The swimming pool was determined to have an area of approximately 1,200 square feet, which equates to 84 occupants. No details about the outdoor pool were listed on any of the apartment complex's websites; therefore, the daily operation length for the swimming pool was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal 102 days per year. The following equation determined the DUE for this receptor:

$$\frac{84}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 4.5\ DUEs\ (5\ rounded\ up)$$

## COMMON NOISE ENVIRONMENT Y

One (1) modeled receptor was used to represent the Lake Village of Fairlane apartment complex outdoor pool. The DUEs associated with outdoor pool area were determined by utilizing the equation outlined in the MDOT Noise Handbook.

### Y-01 Lake Village of Fairlane – Swimming Pool

The swimming pool was determined to have an area of approximately 1,200 square feet, which equates to 84 occupants. No details about the outdoor pool were listed on the apartment complex's website; therefore, the daily operation length for the hotel pool was assumed to equal 14 hours per day, and the yearly operation length was assumed to equal 102 days per year. The following equation determined the DUE for this receptor:

$$\frac{84}{3} \times \left(\frac{14}{24} \times \frac{102}{365}\right) = 4.5\ DUEs\ (5\ rounded\ up)$$

**APPENDIX G**

**FIELD MEASUREMENT DATA SHEETS**

| Description | A-1 Data |
|---|---|
| Date | Monday, December 12, 2022 |
| Location | 34224 McBride Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 40° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 3:33 PM |
| Time Stop | 3:48 PM |
| Noise Meter Reading $L_{eq(A)}$ | 65.2 |
| Noise Meter Reading $L_{90(A)}$ | 62.2 |
| Noise Meter Reading $L_{50(A)}$ | 64.3 |
| Noise Meter Reading $L_{10(A)}$ | 67.0 |
| Noise Meter Reading $L_{max(A)}$ | 75.5 |
| Noise Meter Reading $L_{peak(C)}$ | 87.3 |
| Distance to Roadway | 60 feet |
| Eastbound I-94 Autos | 899 |
| Eastbound I-94 Medium Trucks | 33 |
| Eastbound I-94 Heavy Trucks | 74 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 969 |
| Westbound I-94 Medium Trucks | 17 |
| Westbound I-94 Heavy Trucks | 72 |
| Westbound I-94 Buses | 1 |
| Westbound I-94 Motorcycles | 0 |
| Eastbound McBride Street Autos | 3 |
| Eastbound McBride Street Medium Trucks | 0 |
| Eastbound McBride Street Heavy Trucks | 0 |
| Eastbound McBride Street Buses | 0 |
| Eastbound McBride Street Motorcycles | 0 |


| Description | A-2 Data |
|---|---|
| Date | Monday, December 12, 2022 |
| Location | 88' S EB I-94, 66' N Exit 197 |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | 5 mph; no direction |
| Time Start | 4:03 PM |
| Time Stop | 4:18 PM |
| Noise Meter Reading $L_{eq(A)}$ | 74.9 |
| Noise Meter Reading $L_{90(A)}$ | 72.3 |
| Noise Meter Reading $L_{50(A)}$ | 74.4 |
| Noise Meter Reading $L_{10(A)}$ | 76.6 |
| Noise Meter Reading $L_{max(A)}$ | 81.5 |
| Noise Meter Reading $L_{peak(C)}$ | 94.4 |
| Distance to Roadway | 88 feet |
| Eastbound I-94 Autos | 945 |
| Eastbound I-94 Medium Trucks | 35 |
| Eastbound I-94 Heavy Trucks | 69 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 1021 |
| Westbound I-94 Medium Trucks | 33 |
| Westbound I-94 Heavy Trucks | 65 |
| Westbound I-94 Buses | 2 |
| Westbound I-94 Motorcycles | 1 |
| Eastbound Exit 197 Autos | 20 |
| Eastbound Exit 197 Medium Trucks | 3 |
| Eastbound Exit 197 Heavy Trucks | 7 |
| Eastbound Exit 197 Buses | 0 |
| Eastbound Exit 197 Motorcycles | 0 |


| Description | A-3 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 31555 Wick Road |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 35° F |
| Cloud Cover | Cloudy |
| Wind | 5 mph; no direction |
| Time Start | 8:50 AM |
| Time Stop | 9:05 AM |
| Noise Meter Reading $L_{eq(A)}$ | 79.4 |
| Noise Meter Reading $L_{90(A)}$ | 73.6 |
| Noise Meter Reading $L_{50(A)}$ | 77.9 |
| Noise Meter Reading $L_{10(A)}$ | 82.4 |
| Noise Meter Reading $L_{max(A)}$ | 88.0 |
| Noise Meter Reading $L_{peak(C)}$ | 100.0 |
| Distance to Roadway | 35 feet |
| Eastbound I-94 Autos | 724 |
| Eastbound I-94 Medium Trucks | 34 |
| Eastbound I-94 Heavy Trucks | 103 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 552 |
| Westbound I-94 Medium Trucks | 41 |
| Westbound I-94 Heavy Trucks | 137 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-4 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 28200 Smith Road |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | 5 mph; no direction |
| Time Start | 9:18 AM |
| Time Stop | 9:32 AM |
| Noise Meter Reading $L_{eq(A)}$ | 73.8 |
| Noise Meter Reading $L_{90(A)}$ | 70.1 |
| Noise Meter Reading $L_{50(A)}$ | 72.9 |
| Noise Meter Reading $L_{10(A)}$ | 75.9 |
| Noise Meter Reading $L_{max(A)}$ | 89.6 |
| Noise Meter Reading $L_{peak(C)}$ | 99.8 |
| Distance to Roadway | 200 feet |
| Eastbound I-94 Autos | 680 |
| Eastbound I-94 Medium Trucks | 37 |
| Eastbound I-94 Heavy Trucks | 128 |
| Eastbound I-94 Buses | 3 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 609 |
| Westbound I-94 Medium Trucks | 36 |
| Westbound I-94 Heavy Trucks | 110 |
| Westbound I-94 Buses | 2 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-5 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 6597 McGuire Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 9:55 AM |
| Time Stop | 10:10 AM |
| Noise Meter Reading $L_{eq(A)}$ | 70.1 |
| Noise Meter Reading $L_{90(A)}$ | 65.5 |
| Noise Meter Reading $L_{50(A)}$ | 68.7 |
| Noise Meter Reading $L_{10(A)}$ | 73.0 |
| Noise Meter Reading $L_{max(A)}$ | 79.3 |
| Noise Meter Reading $L_{peak(C)}$ | 94.2 |
| Distance to Roadway | 250 feet |
| Eastbound I-94 Autos | 596 |
| Eastbound I-94 Medium Trucks | 34 |
| Eastbound I-94 Heavy Trucks | 128 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 583 |
| Westbound I-94 Medium Trucks | 30 |
| Westbound I-94 Heavy Trucks | 108 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-6 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 6365 Oldham Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 10:28 AM |
| Time Stop | 10:43 AM |
| Noise Meter Reading $L_{eq(A)}$ | 65.9 |
| Noise Meter Reading $L_{90(A)}$ | 62.8 |
| Noise Meter Reading $L_{50(A)}$ | 65.2 |
| Noise Meter Reading $L_{10(A)}$ | 67.7 |
| Noise Meter Reading $L_{max(A)}$ | 76.2 |
| Noise Meter Reading $L_{peak(C)}$ | 89.1 |
| Distance to Roadway | 150 feet |
| Eastbound I-94 Autos | 642 |
| Eastbound I-94 Medium Trucks | 33 |
| Eastbound I-94 Heavy Trucks | 124 |
| Eastbound I-94 Buses | 3 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 624 |
| Westbound I-94 Medium Trucks | 27 |
| Westbound I-94 Heavy Trucks | 119 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-7 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 4475 Willow Cove Boulevard |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 11:16 AM |
| Time Stop | 11:31 AM |
| Noise Meter Reading $L_{eq(A)}$ | 77.4 |
| Noise Meter Reading $L_{90(A)}$ | 71.8 |
| Noise Meter Reading $L_{50(A)}$ | 76.1 |
| Noise Meter Reading $L_{10(A)}$ | 80.4 |
| Noise Meter Reading $L_{max(A)}$ | 85.8 |
| Noise Meter Reading $L_{peak(C)}$ | 100.0 |
| Distance to Roadway | 60 feet |
| Eastbound I-94 Autos | 437 |
| Eastbound I-94 Medium Trucks | 25 |
| Eastbound I-94 Heavy Trucks | 91 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 533 |
| Westbound I-94 Medium Trucks | 34 |
| Westbound I-94 Heavy Trucks | 101 |
| Westbound I-94 Buses | 1 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-8 Data |
|---|---|
| Date | Tuesday, December 13, 2022 |
| Location | 15403 Commerce Drive S |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 38° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 11:51 AM |
| Time Stop | 12:06 PM |
| Noise Meter Reading $L_{eq(A)}$ | 68.0 |
| Noise Meter Reading $L_{90(A)}$ | 64.3 |
| Noise Meter Reading $L_{50(A)}$ | 67.2 |
| Noise Meter Reading $L_{10(A)}$ | 70.3 |
| Noise Meter Reading $L_{max(A)}$ | 76.5 |
| Noise Meter Reading $L_{peak(C)}$ | 91.2 |
| Distance to Roadway | 275 feet |
| Eastbound I-94 Autos | 511 |
| Eastbound I-94 Medium Trucks | 33 |
| Eastbound I-94 Heavy Trucks | 83 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 501 |
| Westbound I-94 Medium Trucks | 31 |
| Westbound I-94 Heavy Trucks | 90 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |
| Northwest Greenfield Road Autos | 69 |
| Northwest Greenfield Road Medium Trucks | 3 |
| Northwest Greenfield Road Heavy Trucks | 4 |
| Northwest Greenfield Road Buses | 0 |
| Northwest Greenfield Road Motorcycles | 0 |
| Southeast Greenfield Road Autos | 89 |
| Southeast Greenfield Road Medium Trucks | 4 |
| Southeast Greenfield Road Heavy Trucks | 5 |
| Southeast Greenfield Road Buses | 0 |
| Southeast Greenfield Road Motorcycles | 0 |


| Description | A-9 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6196 Vivian Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 49° F |
| Cloud Cover | Mostly cloudy |
| Wind | 9 mph SE |
| Time Start | 8:30 AM |
| Time Stop | 8:45 AM |
| Noise Meter Reading $L_{eq(A)}$ | 59.5 |
| Noise Meter Reading $L_{90(A)}$ | 57.3 |
| Noise Meter Reading $L_{50(A)}$ | 58.8 |
| Noise Meter Reading $L_{10(A)}$ | 60.6 |
| Noise Meter Reading $L_{max(A)}$ | 82.6 |
| Noise Meter Reading $L_{peak(C)}$ | 86.5 |
| Distance to Roadway | 150 feet |
| Eastbound I-94 Autos | 945 |
| Eastbound I-94 Medium Trucks | 51 |
| Eastbound I-94 Heavy Trucks | 139 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 889 |
| Westbound I-94 Medium Trucks | 25 |
| Westbound I-94 Heavy Trucks | 98 |
| Westbound I-94 Buses | 1 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-10 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6090 Burr Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 51° F |
| Cloud Cover | Cloudy |
| Wind | 9 mph SE |
| Time Start | 8:58 AM |
| Time Stop | 9:13 AM |
| Noise Meter Reading $L_{eq(A)}$ | 63.5 |
| Noise Meter Reading $L_{90(A)}$ | 60.6 |
| Noise Meter Reading $L_{50(A)}$ | 62.1 |
| Noise Meter Reading $L_{10(A)}$ | 63.7 |
| Noise Meter Reading $L_{max(A)}$ | 80.6 |
| Noise Meter Reading $L_{peak(C)}$ | 93.3 |
| Distance to Roadway | 175 feet |
| Eastbound I-94 Autos | 875 |
| Eastbound I-94 Medium Trucks | 39 |
| Eastbound I-94 Heavy Trucks | 100 |
| Eastbound I-94 Buses | 1 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 821 |
| Westbound I-94 Medium Trucks | 39 |
| Westbound I-94 Heavy Trucks | 104 |
| Westbound I-94 Buses | 2 |
| Westbound I-94 Motorcycles | 0 |
| Northbound Telegraph Road Autos | 60 |
| Northbound Telegraph Road Medium Trucks | 0 |
| Northbound Telegraph Road Heavy Trucks | 11 |
| Northbound Telegraph Road I-94 Buses | 0 |
| Northbound Telegraph Road Motorcycles | 0 |
| Southbound Telegraph Road Autos | 85 |
| Southbound Telegraph Road Medium Trucks | 0 |
| Southbound Telegraph Road Heavy Trucks | 2 |
| Southbound Telegraph Road Buses | 0 |
| Southbound Telegraph Road Motorcycles | 0 |


| Description | A-11 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 24799 Beverly Road |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 51° F |
| Cloud Cover | Mostly cloudy |
| Wind | 10 mph SE |
| Time Start | 9:30 AM |
| Time Stop | 9:45 AM |
| Noise Meter Reading $L_{eq(A)}$ | 64.2 |
| Noise Meter Reading $L_{90(A)}$ | 61.0 |
| Noise Meter Reading $L_{50(A)}$ | 63.0 |
| Noise Meter Reading $L_{10(A)}$ | 65.3 |
| Noise Meter Reading $L_{max(A)}$ | 78.5 |
| Noise Meter Reading $L_{peak(C)}$ | 87.7 |
| Distance to Roadway | 550 feet |
| Eastbound I-94 Autos | 815 |
| Eastbound I-94 Medium Trucks | 41 |
| Eastbound I-94 Heavy Trucks | 145 |
| Eastbound I-94 Buses | 2 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 696 |
| Westbound I-94 Medium Trucks | 34 |
| Westbound I-94 Heavy Trucks | 97 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-12 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6041 Pine Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 51° F |
| Cloud Cover | Cloudy |
| Wind | 10 mph SE |
| Time Start | 10:15 AM |
| Time Stop | 10:30 AM |
| Noise Meter Reading $L_{eq(A)}$ | 66.2 |
| Noise Meter Reading $L_{90(A)}$ | 63.0 |
| Noise Meter Reading $L_{50(A)}$ | 64.8 |
| Noise Meter Reading $L_{10(A)}$ | 68.0 |
| Noise Meter Reading $L_{max(A)}$ | 83.5 |
| Noise Meter Reading $L_{peak(C)}$ | 88.4 |
| Distance to Roadway | 275 feet |
| Eastbound I-94 Autos | 849 |
| Eastbound I-94 Medium Trucks | 43 |
| Eastbound I-94 Heavy Trucks | 142 |
| Eastbound I-94 Buses | 2 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 803 |
| Westbound I-94 Medium Trucks | 28 |
| Westbound I-94 Heavy Trucks | 87 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |
| Northbound Telegraph Road Autos | 60 |
| Northbound Telegraph Road Medium Trucks | 3 |
| Northbound Telegraph Road Heavy Trucks | 2 |
| Northbound Telegraph Road I-94 Buses | 0 |
| Northbound Telegraph Road Motorcycles | 0 |
| Southbound Telegraph Road Autos | 95 |
| Southbound Telegraph Road Medium Trucks | 1 |
| Southbound Telegraph Road Heavy Trucks | 10 |
| Southbound Telegraph Road Buses | 0 |
| Southbound Telegraph Road Motorcycles | 0 |


| Description | A-13 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6092 Roosevelt Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 51° F |
| Cloud Cover | Mostly cloudy |
| Wind | 10 mph SE |
| Time Start | 10:43 AM |
| Time Stop | 10:58 AM |
| Noise Meter Reading $L_{eq(A)}$ | 65.7 |
| Noise Meter Reading $L_{90(A)}$ | 63.5 |
| Noise Meter Reading $L_{50(A)}$ | 65.1 |
| Noise Meter Reading $L_{10(A)}$ | 67.2 |
| Noise Meter Reading $L_{max(A)}$ | 77.5 |
| Noise Meter Reading $L_{peak(C)}$ | 89.4 |
| Distance to Roadway | 150 feet |
| Eastbound I-94 Autos | 845 |
| Eastbound I-94 Medium Trucks | 32 |
| Eastbound I-94 Heavy Trucks | 114 |
| Eastbound I-94 Buses | 2 |
| Eastbound I-94 Motorcycles | 1 |
| Westbound I-94 Autos | 801 |
| Westbound I-94 Medium Trucks | 44 |
| Westbound I-94 Heavy Trucks | 119 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-14 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6065 Williams Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 52° F |
| Cloud Cover | Mostly cloudy |
| Wind | 10 mph SE |
| Time Start | 11:06 AM |
| Time Stop | 11:21 AM |
| Noise Meter Reading $L_{eq(A)}$ | 65.6 |
| Noise Meter Reading $L_{90(A)}$ | 63.1 |
| Noise Meter Reading $L_{50(A)}$ | 65.1 |
| Noise Meter Reading $L_{10(A)}$ | 67.4 |
| Noise Meter Reading $L_{max(A)}$ | 73.7 |
| Noise Meter Reading $L_{peak(C)}$ | 86.3 |
| Distance to Roadway | 100 feet |
| Eastbound I-94 Autos | 1004 |
| Eastbound I-94 Medium Trucks | 34 |
| Eastbound I-94 Heavy Trucks | 118 |
| Eastbound I-94 Buses | 2 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 787 |
| Westbound I-94 Medium Trucks | 37 |
| Westbound I-94 Heavy Trucks | 87 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-15 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 6199 Hipp Street |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 52° F |
| Cloud Cover | Mostly cloudy |
| Wind | 10 mph SE |
| Time Start | 11:28 AM |
| Time Stop | 11:43 AM |
| Noise Meter Reading $L_{eq(A)}$ | 67.2 |
| Noise Meter Reading $L_{90(A)}$ | 65.1 |
| Noise Meter Reading $L_{50(A)}$ | 66.9 |
| Noise Meter Reading $L_{10(A)}$ | 68.6 |
| Noise Meter Reading $L_{max(A)}$ | 77.3 |
| Noise Meter Reading $L_{peak(C)}$ | 85.2 |
| Distance to Roadway | 250 feet |
| Eastbound I-94 Autos | 908 |
| Eastbound I-94 Medium Trucks | 23 |
| Eastbound I-94 Heavy Trucks | 109 |
| Eastbound I-94 Buses | 1 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 790 |
| Westbound I-94 Medium Trucks | 31 |
| Westbound I-94 Heavy Trucks | 98 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |


| Description | A-16 Data |
|---|---|
| Date | Monday, November 6, 2023 |
| Location | 17499 Anne Avenue |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 50° F |
| Cloud Cover | Cloudy |
| Wind | 10 mph W |
| Time Start | 4:15 PM |
| Time Stop | 4:30 PM |
| Noise Meter Reading $L_{eq(A)}$ | 74.6 |
| Noise Meter Reading $L_{90(A)}$ | 71.1 |
| Noise Meter Reading $L_{50(A)}$ | 73.9 |
| Noise Meter Reading $L_{10(A)}$ | 76.6 |
| Noise Meter Reading $L_{max(A)}$ | 86.1 |
| Noise Meter Reading $L_{peak(C)}$ | 99.2 |
| Distance to Roadway | 75 feet |
| Northbound M-39 Autos | 314 |
| Northbound M-39 Medium Trucks | 8 |
| Northbound M-39 Heavy Trucks | 6 |
| Northbound M-39 Buses | 0 |
| Northbound M-39 Motorcycles | 0 |
| Southbound M-39 Autos | 551 |
| Southbound M-39 Medium Trucks | 5 |
| Southbound M-39 Heavy Trucks | 2 |
| Southbound M-39 Buses | 2 |
| Southbound M-39 Motorcycles | 0 |
| Northbound M-39 Ramp Autos | 375 |
| Northbound M-39 Ramp Medium Trucks | 0 |
| Northbound M-39 Ramp Heavy Trucks | 4 |
| Northbound M-39 Ramp Buses | 0 |
| Northbound M-39 Ramp Motorcycles | 0 |
| Southbound M-39 Ramp Autos | 311 |
| Southbound M-39 Ramp Medium Trucks | 10 |
| Southbound M-39 Ramp Heavy Trucks | 10 |
| Southbound M-39 Ramp Buses | 0 |
| Southbound M-39 Ramp Motorcycles | 0 |
| Northbound Van Born Road Autos | 80 |
| Northbound Van Born Road Medium Trucks | 0 |
| Northbound Van Born Road Heavy Trucks | 1 |
| Northbound Van Born Road Buses | 1 |
| Northbound Van Born Road Motorcycles | 0 |
| Southbound Van Born Road Autos | 60 |
| Southbound Van Born Road Medium Trucks | 1 |
| Southbound Van Born Road Heavy Trucks | 1 |
| Southbound Van Born Road Buses | 0 |
| Southbound Van Born Road Motorcycles | 0 |


| Description | A-17 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | 4800 Parkside Boulevard |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 52° F |
| Cloud Cover | Mostly cloudy |
| Wind | 10 mph SE |
| Time Start | 12:03 PM |
| Time Stop | 12:18 PM |
| Noise Meter Reading $L_{eq(A)}$ | 59.8 |
| Noise Meter Reading $L_{90(A)}$ | 56.6 |
| Noise Meter Reading $L_{50(A)}$ | 58.0 |
| Noise Meter Reading $L_{10(A)}$ | 60.8 |
| Noise Meter Reading $L_{max(A)}$ | 78.3 |
| Noise Meter Reading $L_{peak(C)}$ | 96.0 |
| Distance to Roadway | 325 feet |
| Eastbound I-94 Autos | 510 |
| Eastbound I-94 Medium Trucks | 40 |
| Eastbound I-94 Heavy Trucks | 96 |
| Eastbound I-94 Buses | 0 |
| Eastbound I-94 Motorcycles | 0 |
| Westbound I-94 Autos | 560 |
| Westbound I-94 Medium Trucks | 32 |
| Westbound I-94 Heavy Trucks | 88 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 1 |


| Description | A-18 Data |
|---|---|
| Date | Tuesday, November 7, 2023 |
| Location | Buckingham Avenue Dead End |
| Technician | Steve Winters |
| Project | I-94 Reconstruction |
| Project Number | 2241-7496-00 |
| Temperature | 40° F |
| Cloud Cover | Cloudy |
| Wind | None |
| Time Start | 3:33 PM |
| Time Stop | 3:48 PM |
| Noise Meter Reading $L_{eq(A)}$ | 65.2 |
| Noise Meter Reading $L_{90(A)}$ | 62.2 |
| Noise Meter Reading $L_{50(A)}$ | 64.3 |
| Noise Meter Reading $L_{10(A)}$ | 67.0 |
| Noise Meter Reading $L_{max(A)}$ | 75.5 |
| Noise Meter Reading $L_{peak(C)}$ | 87.3 |
| Distance to Roadway | 60 feet |
| Westbound I-94 Autos | 561 |
| Westbound I-94 Medium Trucks | 34 |
| Westbound I-94 Heavy Trucks | 73 |
| Westbound I-94 Buses | 0 |
| Westbound I-94 Motorcycles | 0 |
| Westbound I-94 On-Ramp Autos | 244 |
| Westbound I-94 On-Ramp Medium Trucks | 11 |
| Westbound I-94 On-Ramp Heavy Trucks | 15 |
| Westbound I-94 On-Ramp Buses | 0 |
| Westbound I-94 On-Ramp Motorcycles | 0 |
| Westbound Pelham Road Off-Ramp Autos | 41 |
| Westbound Pelham Road Off-Ramp Medium Trucks | 2 |
| Westbound Pelham Road Off-Ramp Heavy Trucks | 5 |
| Westbound Pelham Road Off-Ramp Buses | 0 |
| Westbound Pelham Road Off-Ramp Motorcycles | 0 |