

APPENDICES

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Early Stakeholder Coordination

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US-23/M14 to Silver Lake Road EA Early Coordination Letter Directory

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Mr. Nick Lyon, Deputy Director
Health Policy, Regulations, and Professions
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Lansing, MI 48909

Mr. Michael Ford, Chief Executive Officer
Ann Arbor Area Transportation Authority -
The Ride
328 S. Fifth Ave
Ann Arbor, MI 48104

The Honorable John Hieftje
Cc: Eli Cooper
Mayor of Ann Arbor
301 E. Huron St.
Ann Arbor, MI 48104

Mr. Steven D. Powers, City Administrator
City of Ann Arbor
301 E. Huron St.
Ann Arbor, MI 48104

Ms. Susan Pollay, Executive Director
Ann Arbor Downtown Development
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105 S. Fifth Avenue
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Mr. Michael Moran, Township Supervisor
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The Honorable Gretchen Driskell
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Mr. Jim Kosteva
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Mr. Ryan Buck, Director
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Mr. Yousef Rabhi, Chair
Washtenaw County Commissioner
220 North Main St.
Ann Arbor, MI 48104

Ms. Sarah Taylor
Dispatch Operation Coordinator
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Ann Arbor, MI 48105

Mr. David Halteman,
Assistant Director and Enhanced 9-1-1
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Washtenaw County Office/Emergency
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Washtenaw County Road Commission
555 North Zeeb Rd
Ann Arbor, MI 48103

Mr. Evan Pratt
Water Resources Commissioner
Washtenaw County Water Resources
Commissioner
705 North Zeeb Rd
Ann Arbor, MI 48107

Ms. Julie Johnston, Area Engineer
Federal Highway Administration
Michigan Division
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Lansing, MI 48933



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

RICK SNYDER
GOVERNOR

KIRK T. STEUDLE
DIRECTOR

April 3, 2014

<<Address Block>>

Dear :

The Michigan Department of Transportation (MDOT) is initiating an Environmental Assessment (EA) for the proposed improvements to the US-23 corridor in Ann Arbor Township and Northfield Township in Washtenaw County, and Green Oak Township in Livingston County, Michigan. The project limits are from the US-23/M-14 west interchange to Silver Lake Road interchange. The existing US-23 corridor is two lanes in each direction throughout the project limits. A map illustrating the limits of the proposed is enclosed for your review.

The proposed project will develop safe, efficient, and sustainable transportation improvements to address traffic safety, road and bridge condition, operational concerns, and access issues. The proposed project will assure that the US-23 corridor will meet current and future travel demands in the study area with the use of state of the art traffic control measures. The project will utilize cost effective innovative technologies and methods, expedite the construction schedule, and limit travel disruption during construction. The proposed project will:

- Relieve the directional weekday rush hour congestion, enhance traffic operations through the use of innovative technology, and improve safety from the US-23/M-14 west interchange to south of the M-36 interchange.
- Assess operational conditions at the N. Territorial Road, 6 Mile Road and 8 Mile Road interchanges (including the realignment of 5 Mile Road at N. Territorial Road).
- Replace structurally deficient bridges over US-23 at 8 Mile, 6 Mile, and North Territorial Roads.
- Widen the US-23 bridges over Great Lakes Central Railroad and Barker Road to accommodate the cross-section.
- Construct crash investigation sites along the outside shoulder to quickly clear accidents from the roadway.
- Employ Capital Preventive Maintenance (CPM) on the US-23 corridor from the US-23/M-14 west interchange to north of the Silver Lake Road interchange.
- Employ CPM on the bridges over US-23 at Joy and Warren Roads.
- Extend the entrance ramps for northbound (NB) and southbound (SB) at M-36 and 6 Mile Road; SB at Barker Road; and NB at 8 Mile Road.

The project is within existing MDOT right-of-way (ROW) except for potentially minor ROW acquisitions at N. Territorial Road.

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909
www.michigan.gov • (517) 373-2090

LH-LAN-0 (01/11)

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April 3, 2014

As part of the early coordination process, the project team is seeking input from interested agencies. We are asking for your agency to comment on this proposed project for the EA as it relates to specific areas of concern; acceptable analysis methodologies; and permitting requirements and mitigation, which may be necessary to proceed. Please provide your comments or concerns by May 1, 2014.

If you need additional information or desire a joint field review, please contact either me at 517-373-8258 or Thomas Hanf, the EA document lead, at 517-241-2445.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kristin Schuster".

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development

Enclosure

Livingston County Road Commission

3535 Grand Oaks Drive • Howell, Michigan 48843-8575
Telephone: (517) 546-4250 • Facsimile: (517) 546-9628
Internet Address: www.livingstonroads.org

April 14, 2014

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development, MDOT
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Subject: US-23 Corridor Environmental Assessment

Dear Ms. Schuster:

Thank you for your letter of April 3 informing the County Board of Commissioners and the County Road Commission of MDOT's environmental assessment for proposed improvements in the US-23 corridor. We have been made aware of some of the details of this project from MDOT staff at prior meetings.

As you know, the highway at this location serves some of the most vibrant elements of the Michigan economy. This is reflected in the use given to US-23 both during traditional commuting times as well as with commercial traffic throughout the day. Although we all hope for the day when the capacity issues can be completely addressed, we support the Department's efforts to improve peak period congestion.

The Department is also to be congratulated for the improvements to the structures serving this corridor. This would include the replacements, the widening, and the ramp terminal improvements. We also appreciate the use of CPM investments in the Green Oak Township portion of the corridor to north of the Silver Lake Road interchange. We encourage the inclusion of some non-motorized crossings for locally planned pedestrian improvements. We also encourage a review of the intersection of M-36 and Whitmore Lake Road and adjacent ramp terminals.

The Livingston County Road Commission has a rehabilitation project scheduled for Whitmore Lake Road from Eight Mile Road to Winans Lake Road. This project will include a heavy mill-and-fill of the flexible pavement south of M-36 and a major rehabilitation or replacement for the composite pavement north of M-36. We should coordinate with MDOT project staff in order to ensure there are no unnecessary conflicts.

Thank you for this opportunity to comment on behalf of the Livingston County Board of Commissioners and the Livingston County Road Commission. If you have questions, please do not hesitate to let me know.

Sincerely,



Michael Craine
Managing Director

MC/jlh

Enc



Natural
Resources
Conservation
Service

Michigan State Office

3001 Coolidge Road
Suite 250
East Lansing, MI
48823-6321

Telephone:
(517) 324-5270
Fax:
(855) 701-4363

www.mi.nrcs.usda.gov

April 16, 2014

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Ms. Schuster:

The Natural Resources Conservation Service (NRCS) under Part 523 of the Farmland Protection Policy Act has reviewed the proposal for improvements to the portion of the US-23 corridor in Ann Arbor and Northfield Townships in Washtenaw County and Green Oak Township in Livingston County. This review was conducted with respect to the effect(s) that the proposal may have on prime and/or unique farmland. Since the proposed land conversion does not exceed 1 acre, (as per the phone conversation with Thomas Hanf of April 8, 2014), we have concluded that this proposal will have no negative impact on prime and/or unique farmland.

Should the scope of the project change to where expansion will occur, please resubmit the proposal for our review.

Thank you for this opportunity to review and comment on this proposal.

Sincerely,


GARRY LEE
State Conservationist

cc:

Stephen Olds, District Conservationist, NRCS, Ann Arbor, MI
Karry Trickey, District Conservationist, NRCS, Mason, MI
Albert Jones, Area Conservationist, NRCS, Flint, MI



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
AND RURAL DEVELOPMENT

JAMIE CLOVER ADAMS
DIRECTOR

April 28, 2014

Ms. Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: US-23 Corridor Improvements - US-23/M-14 to Silver Lake Road - Environmental Assessment Early Coordination Process.

Dear Ms. Schuster:

I received your request for review and comment as part of the Environmental Assessment (EA) Early Coordination Process for the proposed US-23 corridor improvements from the US-23/M-14 west interchange to Silver Lake Road interchange in Washtenaw and Livingston Counties. I have reviewed the map and discussion of the proposed project with Michigan Department of Agriculture staff.

The proposed project corridor is highly developed and, as you note, most of its construction will be conducted within the existing MDOT right of way. We note no major impacts to agriculture as a result of this project. Our main concern, then, would be the potential impact on established intra- and inter-county drains. It is possible that drain infrastructure may be impacted either directly or indirectly by this project although it is difficult to determine at this point. It is important that this project work with the offices of Brian Jonkheere, Livingston County Drain Commissioner and Evan Pratt, Washtenaw County Water Resources Commissioner to determine any potential impacts and, if any, to coordinate project work with their on-going drain maintenance work. If necessary, work that may impact intercounty drains will require review and approval from the respective Intercounty Drain boards made up of Livingston and Washtenaw Counties with the Michigan Department of Agriculture and Rural Development serving as Chair. Beyond this, to the best of our knowledge, we have no additional concerns regarding the preliminary project plans and issues identified during this Early Coordination Process.

We appreciate being included in this EA Early Coordination Process. Feel free to contact me 517/284-5612 if we can be of further assistance on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Abigail Eaton', written over a horizontal line.

Abigail Eaton
Environmental Stewardship Division



U.S. Department of Housing and Urban Development

Detroit Field Office
Office of the Director
Patrick V. McNamara Federal Building
477 Michigan Avenue, Room 1710
Detroit, MI 48226-2592
Tel. (313) 226-7900 FAX (313) 226-5611

APR 29 2014

Ms. Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
State of Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, MI 48909

Dear Ms. Schuster:

Re: Michigan Department of Transportation (MDOT)
Early Agency Coordination Process Improvements to the
US-23 Corridor

The Department of Housing and Urban Development (HUD), Detroit Field Office, has reviewed the above-referenced project preliminary information. While we support the general concept of the proposed project, we have the following comments.

Based on the information provided, we are concerned about possible project impacts to the HUD funded activities along the proposed design and route. Although the letter states that the project is within existing MDOT right-of-way (ROW) except for potentially minor ROW acquisitions at N. Territorial Road, HUD has concerns about the increase of noise, air quality, and near-roadway health impacts to the residents that will be in close proximity to the highway. We are requesting the Counties of Washtenaw, Livingston and the Michigan State Housing Development Authority (MSHDA) to identify HUD funded activities along the proposed improvements to the US-23 corridor.

There may be additional activities in the area funded through other entities under HUD programs that are as yet unidentified.

In summation, based on our review and in accordance with HUD policy, a mitigation plan should be developed to ensure that appropriate consideration be given to any such use restrictions and that compensation is provided if required by HUD program regulations. Should you have any questions concerning this letter, please contact Carmen Reverón, Field Environmental Officer, at (313) 234-7370.

Sincerely,



Michael L. Polsinelli,
Director, Detroit Field Office

Cc: Washtenaw County
Livingston County
MSHDA



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



DAN WYANT
DIRECTOR

April 29, 2014

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Ms. Schuster:

SUBJECT: Early Coordination US-23 Corridor from Silver Lake Road to the
US-23/M-14 West Interchange (Washtenaw and Livingston Counties)
Michigan Department of Environmental Quality (MDEQ),
Water Resources Division (WRD)
File Number 14-81-5002

Thank you for your April 3, 2014, early coordination letter regarding the development of an Environmental Assessment (EA) for improvements along the US-23 corridor from Silver Lake Road to the US-23/M-14 West Interchange. The EA will evaluate alternatives to enhance traffic operations, evaluate and improve operational conditions at interchanges and ramps, replace and widen bridges, construct crash investigation sites along the road shoulders, and employ capital preventative maintenance within the corridor.

The WRD has the following comments.

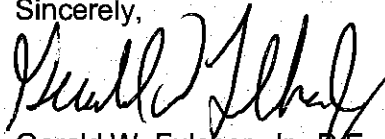
- a) Any work below the ordinary high water mark of a regulated lake or stream will require a permit under Part 301, Inland Lakes and Streams, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). A review of the USGS quadrangle map indicates at least 3 potential stream crossings within the corridor.
- b) Any filling, occupation, or grading within the 100-year floodplain of a regulated stream with a drainage area of 2 square miles or more will require a permit under the State's Floodplain Regulatory Authority, found in Part 31, Water Resources Protection, of the NREPA. At least one of the streams appears to have a drainage area of over 2 square miles. Compensating cut for more than 300 cubic yards of fill in the floodplain should be provided.
- c) Available maps indicate the presence of hydric soils and wetlands along the proposed corridor. If there are wetland impacts, they should be field verified, and their types, functions, and values properly described. Impacts to wetlands due to filling, grading, or draining will require a permit under Part 303, Wetlands Protection, of the NREPA. Mitigation will be required for any unavoidable impacts to wetlands. Additional information on wetlands and the mitigation requirements can be found at www.michigan.gov/deqwetlands.
- d) A National Pollution Discharge Elimination System (NPDES) permit will be required for storm water discharges associated with construction activities in accordance with Rule 2190 promulgated in accordance with Part 31, Water Resources Protection, of the Natural Resources Environmental Protection Act, 1994 PA 451, as amended.

- e) A review of our database indicates potential State and/or Federal Threatened and Endangered species in T2S, R6E, Sections 5 & 8; T1S, R6E Sections 6, 7, 17, 18, 20, 29, & 32; and T1N, R6E, Sections 20, 29, 31, & 32. It is recommended that you hire a qualified biologist to determine whether your project will impact one of these species. If there are impacts then a permit will be needed from the Michigan Department of Natural Resources and/or the U.S. Fish & Wildlife Service.
- f) A review of our database indicates a potential Part 201 site being located in T2S, R6E, Section 5 of Ann Arbor Township. If your project is located near a Part 201 site it is recommended that you contact Mr. Mitch Adelman of the MDEQ's Remediation and Redevelopment Division (RRD) in the Jackson District Office at adelmanm@michigan.gov.

The EA should list alternatives used to avoid, minimize and mitigate impacts to regulated natural resources.

If you have any further questions, or wish to arrange a site inspection, please contact Mr. John Skubinna of our office at 517-284-5501, skubinnaj@michigan.gov; or you may contact me at 517-284-5504, fulcherg@michigan.gov; or MDEQ, WRD, P.O. Box 30458, Lansing, Michigan 48909-7958.

Sincerely,



Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Unit
Water Resources Division
517-284-5504

cc: Ms. Mary Vanderlaan, MDEQ, WRD
Mr. John Russell, MDEQ, WRD
Mr. Mitch Adelman, MDEQ, RRD
Mr. John Skubinna, MDEQ, WRD



April 30, 2014

Ann Arbor Transportation Authority
2700 South Industrial Highway
Ann Arbor, Michigan 48104
734.973.6500 734.973.6338 F
theride.org

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Ms. Schuster:

Thank you for your letter of April 7, requesting input regarding the Environmental Assessment for proposed improvements to the US -23 Corridor.

TheRide's interest in this project stems from the fact that the US-23 project limits include certain areas that are currently in our service area, and other areas that TheRide may serve in the future. Among the most important of these potential future services are those listed in our 30-Year Transit Master Plan entitled "A Transit Vision for Washtenaw County" adopted in 2012 by the then-AATA Board, and since adopted by the Regional Transportation Authority of SE Michigan. Those services include: express bus service to Whitmore Lake, express bus service to Livonia, and commuter rail service to the City of Howell. Our plan also outlines proposals for park and ride services and paratransit services for seniors and people with disabilities within the project limits.

TheRide appreciates the Department's desire to improve the operating environment for US-23, and supports the project to the extent it does not adversely impact the ability of our 30-Year Transit Master Plan to promote the broader goals of Washtenaw County, as well as neighboring jurisdictions. Those goals are:

- Support economic growth in Washtenaw County
- Promote livability in Washtenaw County
- Protect the environment
- Improve safety and security for all
- Promote efficient land use and development patterns

We believe that the US-23 project can be designed in a way that enhances transit's ability to promote these goals.

With that in mind, we offer the following recommendations for the project that we believe ought to be considered in the project design, and which would help contribute to a finding of no significant impact:

- 1) Establishment of any and all additional lanes of traffic created by the project as "high-occupancy vehicle (HOV) lanes", that is lanes that can only be used by buses, and private vehicles with three or more occupants;
- 2) Creation of interceptor park and ride lots in conjunction with such HOV lanes, in locations designed and sized to minimize total vehicle miles travelled on US-23; and
- 3) Inclusion of commuter rail services in the corridor, a) during project construction, to mitigate the effects of project construction and to achieve project objectives to limit travel disruption

and, b) after project completion, to assist in achieving project objectives of relieving traffic congestion, improving safety, and ensuring overall transportation sustainability.

TheRide will be happy to assist in on-going project development, consistent with our recommendations above, and thank you for the opportunity to comment.

Sincerely,



Michael G. Ford
Chief Executive Officer
Ann Arbor Area Transportation Authority



WASHTENAW AREA TRANSPORTATION STUDY (WATS)

705 N. Zeeb Road
Ann Arbor, MI 48103
phone: 734.994.3127
website: miwats.org
email: wats@miwats.org

April 30, 2014

Kristen Schuster, Manager
Environmental Services Section
Bureau of Development

Re: US-23 Environmental Assessment (EA)

Dear Manager Schuster:

Thank you for the opportunity to comment on the US-23 Environmental Assessment as part of MDOT's early coordination efforts. As the agency responsible for transportation planning in Washtenaw County, the Washtenaw Area Transportation Study (WATS) has compiled a set of comments for your consideration.

Evaluating the High Occupancy Vehicle Option

WATS recommends the EA evaluate a High Occupancy Vehicle (HOV) option as part of the alternatives analysis. The WATS and SEMCOG models have shown potentially significant induced demand when adding a third general purpose lane. However, in preliminary discussions between MDOT, SEMCOG, and WATS; there were questions regarding the regional travel demand model's ability to accurately predict a shift from single occupancy to high occupancy vehicles. WATS encourages a full evaluation of the diversion of trips to high occupancy vehicles, including research on national examples and best practices.

Evaluating Impacts to Access Points and Downstream Network

WATS recommends the study area be expanded south to include downstream impacts including but not limited to access points to Ann Arbor. The EA should consider potential impacts to the Plymouth, Barton/Whitmore Lake, and BR-23 (Main Street), as well as non-trunkline roads within adjacent communities. Many of these areas are already congested during the peak periods and should be evaluated as part of the EA. Further changes in parking availability and demand should also be considered.

Relationship to LRTP Goals

WATS recommends specific analysis of potential impacts to safety, accessibility, the environment, and land use. These focus areas are all goals in the 2040 Long Range Transportation Plan for Washtenaw County.

Safety: All transportation agencies in Washtenaw County have excelled at making safety a top priority. There are potential safety concerns in the proposed project regarding narrow median lanes and induced demand on downstream access points in Ann Arbor.

Accessibility: Many of the bridges along this project corridor lack adequate non-motorized facilities. While the proposed project seems to focus on accessibility for motorized vehicles, all users should be accommodated on the bridges, consistent with MDOT's complete streets policy.

Environment: The study area intersects many wetlands, lakes, schools and neighborhoods. WATS urges MDOT to evaluate the cumulative impacts to the cultural and physical environment and consider the alternative that will best protect and enhance the environment.

Land use: WATS believes that a robust understanding of the links between transportation and land use is a prerequisite for an effective project. Minor and major highway capacity increases have a well-documented effect on land use and require evaluation with state of the art tools. It is critical for MDOT to evaluate this project's effects on land use in the EA. WATS encourages MDOT to work with regional and national partners to perform a robust land use analysis using UrbanSim, or similar technology.

Thank you for the opportunity to comment at this early stage. WATS looks forward to continued discussion. Please let me know if you have any questions or if there is anything else the Washtenaw Area Transportation Study can do to assist the EA process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ryan Buck', with a long horizontal flourish extending to the right.

Ryan Buck
Director



April 30, 2014

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation

Re: Michigan Environmental Council's Concerns Regarding the Michigan Department of Transportation's Proposed Project for US-23, between the M-14 West Interchange and Silver Lake Road Interchange

Dear Ms. Schuster,

The Michigan Environmental Council is a coalition of over 65 environmental, conservation and faith-based organizations located across Michigan. These organizations place a high priority on transportation issues as key to Michigan's economic success, good quality of life, and environmental prosperity. The Michigan Environmental Council (MEC) has reviewed the Michigan Department of Transportation's (MDOT) decision to initiate an Environmental Assessment (EA) for its proposed project in the US-23 corridor between the US-23/M-14 west interchange and the Silver Lake Road interchange. We appreciate the department's decision to undertake an environmental assessment of the proposed US-23 project, and its efforts to include stakeholders in the process.

Based on our reading of public documents on the project, the department's April 3rd letter and other research, we strongly believe that the outcome of the EA should be a full Environmental Impact Statement (EIS). Our comments will focus on air quality and water quality concerns. We also strongly recommend considering the WALLY commuter rail service as a proposed alternative.

Air Quality

The air quality concerns we expressed in our November 26th letter remain unchanged. The 2009 feasibility study does address the potential induced demand that would accompany construction of a third general purpose lane in each direction. This study found that the largest impact on corridor travel demand occurs between North Territorial Road and the M-14 interchange, with an expected 1,325 additional vehicles travelling southbound in the morning peak hour and 1,025 more travelling northbound in the evening peak hour. The feasibility study states that, "Most of the induced US-23 demand under this scenario is due to local area trips that were previously using the local road system, but are now using US-23 due to the increase in capacity." While the scenario in the 2009 feasibility study is a third general purpose lane rather than the hard shoulder running (HSR) and Active Traffic Management (ATM) system, both scenarios would create an increase in capacity during peak hours, and thus will both see increased use to some degree. The extent to which induced demand will grow with the HSR and

ATM should be understood and its potential negative impacts on human health and the environment should be planned for.

Water Quality

There is a serious concern regarding water quality within the project area. In the 2009 US-23 feasibility study, it is recorded that the potential impacts in the South Segment of that study – from the M-14 interchange to North Territorial Road – primarily concern the Huron River and its floodplain. The 2009 feasibility study also identified the abundance of wetlands in the Center Segment - from North Territorial Road to south of Silver Lake Road - as a water quality concern. There are also five inland lakes, and several smaller ponds and streams, within a two-thirds of a mile radius of US-23, between M-14 and Silver Lake Road. Slide 11 of MDOT's December 12, 2013, "US-23 Active Transportation Management 2016 Proposed Project" presentation displays a design concept which features a paved median. On top of the additional 22' of HSR pavement, this concept creates an additional 21.68' of pavement in the median plus the concrete barrier median. If this design is implemented over the 8.5 mile ATM project, approximately 1,960,358 square feet of new impermeable surface would be added between the north- and south-bound lanes. This is a significant potential increase in stormwater runoff activity from the freeway, and would likewise impact the surrounding wetlands. You note in your April 3rd letter, "The project is within existing MDOT right-of-way (ROW) except for potentially minor ROW acquisitions at N. Territorial Road." While we appreciate that the existing ROW is for the most part maintained, the variable that will impact water runoff activity is the increased footprint of impermeable pavement, not a change in ROW.

We also have questions surrounding the assessment of operational conditions at the North Territorial, 6 Mile, and 8 Mile interchanges and the extent to which these changes could increase impermeable pavement and lead to greater levels of stormwater runoff. This concern is especially pertinent regarding the potential realignment of 5 Mile Road at North Territorial, which runs close to a stream south of Horseshoe Lake.

Last, the proposed project will include widening bridges over the Great Lakes Central Railroad and Barker Road to accommodate the widened highway. Again, this increase in impermeable surface will increase stormwater runoff into surrounding wetlands and bodies of water. Combined with the effects of the widened highway and potential increases in impermeable surfaces due to operational improvements at several interchanges, impacts on water quality in the study area could be significant.

Proposed Alternative

The Washtenaw and Livingston Line (WALLY) is a proposed commuter rail line that would provide significant congestion mitigation and travel improvements compared to the proposed US-23 project. Plans are well underway to develop a commuter train to connect Ann Arbor with communities to the north, providing a much-needed alternative to traffic on US-23. The train would run for 27 miles from Ann Arbor to Howell, initially running just during peak hours, as would the proposed ATM system⁽¹⁾.

The Ann Arbor Area Transportation Authority was recently awarded an FHWA grant to conduct a full feasibility analysis of WALLY which will provide more exact cost estimates, ridership estimates, and station locations. The WALLY Coalition, an organization of government and business leaders, area residents and other community groups, has already developed a preliminary operating plan and budget⁽¹⁾. The feasibility of this operating plan and budget were evaluated by R.L. Banks and Associates (RLBA). In 2008, RLBA reported an estimated ridership of 1300 roundtrips per day for weekday commuter service⁽¹⁾.

MDOT contracted Great Lakes Central Railroad to refurbish 23 rail cars⁽²⁾ for approximately \$310,000 each^(3,4). Great Lakes Central Railroad is an enthusiastic partner, ready to operate the service and provide the rail stock. With millions of dollars already spent on planning and rail stock for a service that would initially operate at approximately the same hours as the US-23 ATM system, it is an imminently sensible alternative to the proposed US-23 project, and one that should be fully established and operational before any plans to add highway lanes are carried out.

The Michigan Environmental Council believes these air and water quality concerns will merit a full Environmental Impact Statement. We appreciate the department's commitment to ensuring the correct level of environmental assessment for the proposed US-23 project and addressing these issues in a comprehensive manner. Further, we see the WALLY commuter service as a smart alternative to the proposed project. Thank you for the opportunity to provide comments on the Department's plan to initiate an Environmental Assessment for the proposed US-23 project. As always, we are available to you to answer any questions about our comments that you have.

Sincerely,



Dan Sommerville
Policy Associate
Michigan Environmental Council

(1) – [Washtenaw Livingston Rail Line \(Wally\) Technical Review: Final Report and Revised Draft Business Plan, R.L. Banks & Associates, Inc., 2008](#)

(2) – [“Commuter Rail Showcase, John Dingell help kick off Ypsilanti Heritage Festival,” Tom Perkins, The Ann Arbor News, August 16, 2013](#)

(3) – [“Commuter rail cars slated for testing in southeast Michigan starting Monday,” Michigan Department of Transportation, November 9, 2012](#)

(4) – [“Double-Decker Rail Cars Ready for Business,” MJ Galbraith, Mode Shift: Move Together, February 19, 2013](#)



CITY OF ANN ARBOR, MICHIGAN

301 E. Huron, P.O. Box 8647, Ann Arbor, Michigan 48107

Phone (734) 794-6110

FAX (734) 994-8297

Office of the City Administrator

May 1, 2014

Kristin Schuster, Manager
Environmental Services Section
Bureau of Development
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909

Dear Ms. Schuster:

Please accept this response to your request for input regarding the Environmental Assessment for proposed improvements to the US 23 Corridor. We note your correspondence was seeking input on three areas: analysis techniques; permitting requirements; and, mitigation. This input is directed at these areas.

Attached is a copy of the City of Ann Arbor's earlier comments regarding the scope of the project, the project limits, and impacts beyond MDOT's request for input. The earlier comments are provided to properly record them as part of the NEPA process record.

Acceptable Analysis Techniques

Address in Acceptable Analysis Techniques the City requests the MDOT consider:

- Properly utilizing federally approved Regional Travel Demand Modeling including sensitivity to induced travel demand, HOV parameters, congestion pricing and other strategies studied in the MDOT 2009 Study of the US 23 corridor.
- Using UrbanSIM or other computer-based land use forecasting modeling tool to verify policy and investment impacts on rural land conversion. Of interest is the ability to model and analyze the implications of increased freeway investment and capacity on rural land and agricultural land conversion.
- Safety modeling to explore the impacts of running freeway traffic on narrow lanes with reduced shoulders and increased number of trips.

- The impacts of increasing congestion anticipated at downstream interchanges that will be impacted by the increased speed and volume of traffic allowed to operate with increased lanes provided on US-23
- Interchange capacity modeling relying on Highway Capacity Manual (HCM) modeling techniques to assure additional volume of traffic is appropriately accommodated for at adjacent and immediately adjoining interchange ramps. Of particular concern to the city of Ann Arbor includes the immediate downstream interchanges of Barton and North Main Street on the west and US -23 at Plymouth Road to the east.
- Appropriate HCM weaving, merging and diverging capacity and safety analysis to assure all interchanges and freeway-to-freeway merging and diverging areas can safely and efficiently accommodate increased speeds and volumes of traffic. Of immediate concern is the east tri-level where M-14 and US-23 merge.

Areas for Consideration of Permits

Most permit issues are well addressed by legal and regulatory processes. We remain confident in the MDOT's processes and other regulatory agencies to properly discharge their responsibilities under their respective laws and regulations. We anticipate MDOT will explore at least the following areas through to regulatory compliance findings:

- Surface water protection
- Wetland protection
- Air quality conformity
- Section 4 f Implications to recreation lands and historic properties.
- Impervious surface and drainage impacts subsurface water

Areas for Mitigation

Absent any indication of the magnitude of impact, it is premature to consider mitigation in a detailed sense. In order to be responsive to your correspondence, the City offers the following broad areas for contemplation of mitigation consideration to offset some level of anticipated impact:

- Mechanisms to support group travel including, but not limited to, use of capital and regulatory features
 - Including capital support for public transportation services including, but not limited to, van pooling, ride sharing, providing park and ride and carpool lots and other commuter services. Consideration should be given to supporting innovative transit services including, but not limited to, rolling rapid transit, commuter rail and express freeway service depending on the level of impacts associated with this project.
 - HOV requirements during peak periods to offset impacts of increased volumes and induced travel.
- Support for City of Ann Arbor and Washtenaw County communities "Green Belt" investments
 - Highway expansion, adding new lanes or capacity as proposed, has been shown to increase urban development in rural and exurban lands such as Washtenaw and Livingston Counties. The City of Ann Arbor and surrounding community taxpayers have been funding a regional greenbelt program. MDOT should

Letter to MDOT – May 1, 2014

3

mitigate the growth inducing pressure of this proposed improved US-23 facility by providing resources to retire development rights in concert with local and county objectives

Thank you for the opportunity to participate in this important public review process. We remain committed to finding solutions to the issues confounding the US-23 corridor, while improving the environment, regional economic competitiveness and quality of life for the State and region's residents and businesses. We look forward to the next phases of your analysis where we can review more detailed information and assure ourselves the project is worthwhile and should be supported.

Sincerely,



Steven D. Powers
City Administrator
City of Ann Arbor

Steven D. Powers
City Administrator

Attachment: City of Ann Arbor December 12, 2013 letter to Bob Parsons

Hanf, Thomas (MDOT)

From: Hanshue, Sharon (DNR)
Sent: Thursday, May 01, 2014 11:07 AM
To: Schuster, Kristin (MDOT); Hanf, Thomas (MDOT)
Cc: Barondess, Margaret (MDOT); Hoffman, Mark (DNR)
Subject: EA preparation for US-23

Your April 3 letter to Bill Moritz regarding the planned development of an EA for proposed improvements to the US 23 corridor from Silver Lake Road to the M-14 interchange were forwarded to me to solicit DNR concerns. Our local recreational facilities manager raised the concern for potential backups of those using the Whitmore Lake boat launch and the subdivision, which could see traffic backups during the boating season. Please take into consideration the potential for substantial traffic using the boat launch between Memorial Day and Labor Day. No other specific comments of concerns were raised.

Thanks for the opportunity to comment at this stage.

Sharon Hanshue
hanshues@michigan.gov
517-284-6027

NORTHFIELD TOWNSHIP MICHIGAN

May 13, 2014

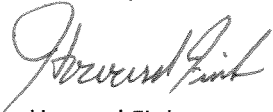
Kristin Schuster
Manager, Bureau of Development
State of Michigan, Department of Transportation
P.O. Box 30050
Lansing, MI 4890

Dear Ms. Schuster,

Northfield Township is in support of the overall concept of the U.S. 23 widening and replacement of bridges throughout the corridor, and strongly encourages the plan to include the installation of roundabouts at the N. Territorial interchange. The U.S. 23 Corridor expansion project has been presented to the township as including the roundabout improvements, which are critical to the traffic issues at N. Territorial. These improvements also represent good planning, as it is a lower cost solution that allows for increased traffic volumes. If the project were not to include the round-about improvements at N. Territorial, it is possible that political support for the project in Northfield Township would wane.

We are in favor of the existing configuration of connecting Five Mile Rd. to N. Territorial so as not to create an island effect in situations when a train crosses the Tuscaloosa and Saginaw Bay Railroad line. Such a connection is critical, as not having the Five Mile intersection at N. Territorial will decrease emergency response time to affected residents. We further request consideration for Six Mile Rd. to be built (while recognizing this is a Washtenaw County Road Commission project), as the increased local traffic generated will certainly burden the Townships road infrastructure, already in need of repair. The extension of Six Mile Rd. will provide significantly greater access throughout the township and vastly decrease emergency response rates to the northeast section of Northfield Township.

Sincerely,



Howard Fink
Northfield Township Manager
8350 Main St.
Whitmore Lake, MI 48189
734-449-2880 ext. 12
finkh@twp.northfield.mi.us

Appendix B

Maintenance of Traffic Concept Report

US-23 Maintaining Traffic Concept

Technical Memo for EA

US-23 Active Traffic Management EA

MDOT JN 122678, 123214

Prepared by

MDOT University Region Office

Table of Contents

Background	3
Mainline Traffic	4
Bridge Construction	6
Preferred Detour Routes	7
Pedestrian concerns	14
Proposed Signing	14
Economic impacts	14

Background

The US-23 corridor between Brighton and Ann Arbor has seen many changes since its original construction. US-23 is the primary north south route between Ann Arbor, Brighton, Flint, and northern Michigan. As a result significant amounts of traffic are generated on week days through commuting to work and on weekends for recreation. With the evolving economy and migration of workforce the current aspects of the roadway and its interchanges are in need of improvements. The project area is 10.2 miles of four lane limited access freeway with narrow median located in Livingston and Washtenaw counties. Through past projects a single lane closure during daytime hours results in significant back up and as there are few alternative routes diversion cannot be assumed. As such the maintain traffic concept for mainline requires that all lanes be open during peak hours with a single lane allowed at night and off peak. This concept attempts to minimize the congestion associated with the construction and impacts to local stakeholders. In order to reconstruct the bridges over US-23 detours must be utilized for ramp work. Continuing the intent to reduced impacts these detours will be limited in scope and potentially incentivized.

Within the project area there are six interchanges, these interchanges are as follows:

1. North Territorial Road over US-23.
2. Six Mile Road over US-23.
3. Barker Road under US-23
4. Eight Mile Road over US-23.
5. M-36 under US-23.
6. Silver Lake Road under US-23.

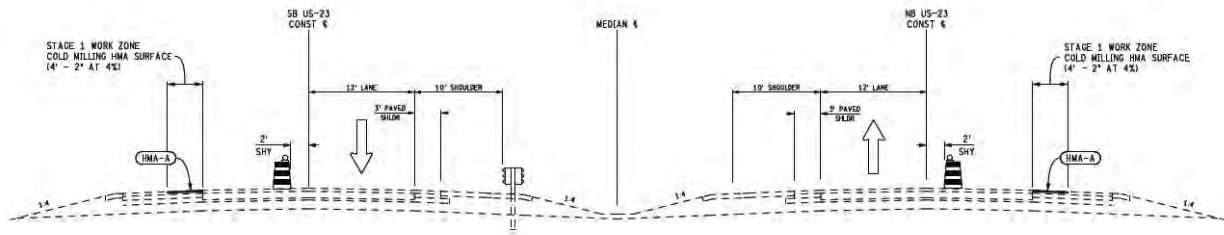
The preferred construction alternatives for the project will include replacing the Six Mile Road, North Territorial Road, and Eight Mile Road structures. Additionally US-23 will be modified to accommodate the Active Traffic Management (ATM) improvements from North Territorial Road to M-36 and a CPM mill and resurfaces from M-36 to Silver Lake Road. In order to construct the freeway and interchange upgrades detour routes were identified as the preferred options based on the following reasons;

1. All structures have substandard under clearance. As such significant grade raises will be required for the proposed structures and the existing bridge widths are unable to accommodate bi- directional traffic.
2. Detour routes are readily available for the structures.

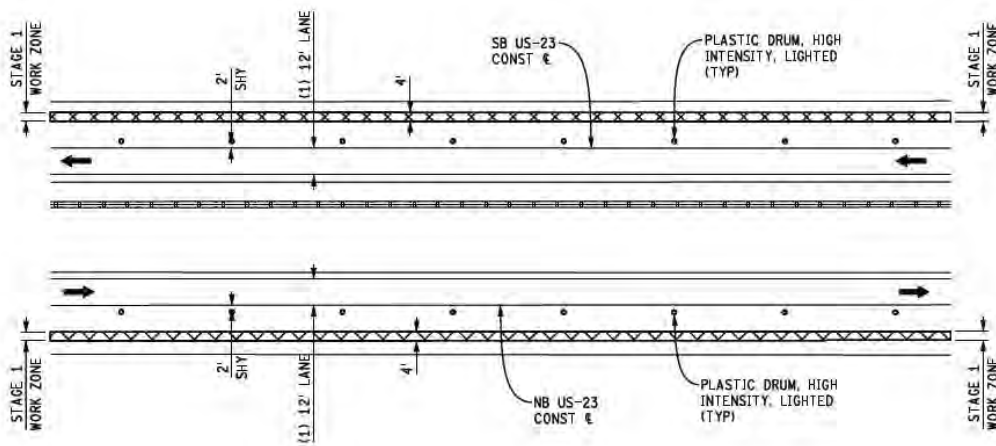
Maintaining traffic for Mainline US-23

Stage 1 involves a night time single lane closure to upgrade the outside shoulders. Detours and daytime work would be impractical for this stage as there are no suitable detour routes for US-23. Any peak hour lane closures result in far too much delay to local stakeholders.

Stage 1 MOT Typical Cross Section



Stage 1 MOT Plan

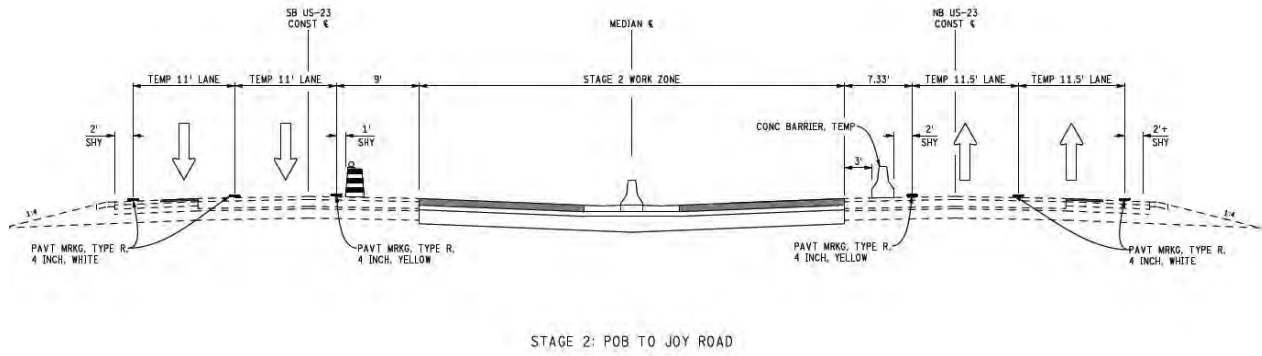


STAGE 1 (NIGHT WORK)

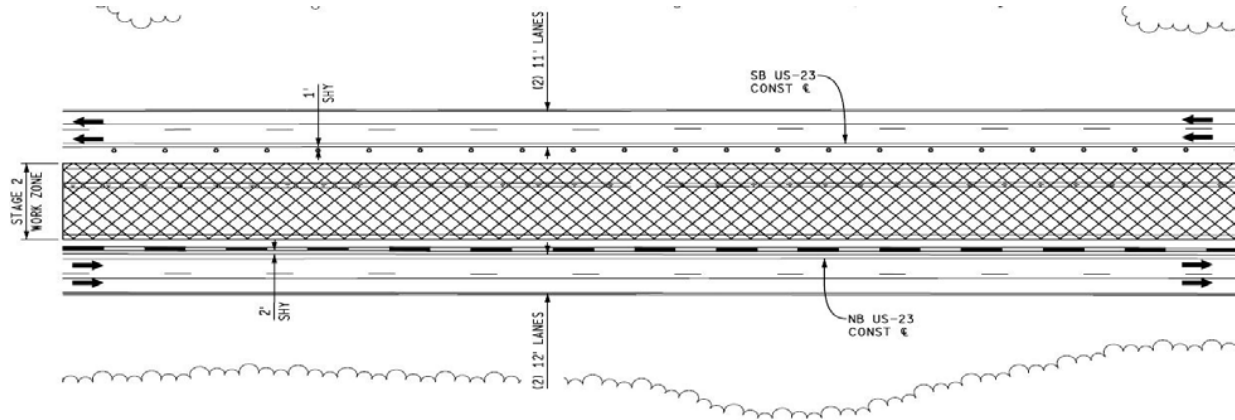
MAINTAIN (1) 12' LANE IN EACH DIRECTION

Stage 2 consists of shifting traffic to the newly upgraded outside shoulders and constructing the new pavement for the Active Traffic Management system. No peak hour lane closures or detours of US-23 will be permitted.

Stage 2 MOT Typical Cross Section



Stage 2 MOT Plan



Bridge Construction

Several bridges over US-23 will be reconstructed as a part of the project. These bridges will maintain a minimum of one lane of traffic at all time. Utilizing directional detours, access can be maintained for all roadway users. The local bridges over US-23 which will be replaced include North Territorial Road, 6 Mile Road and 8 Mile road. North Territorial Road and 6 Mile Road structures will be constructed on the existing alignment. The 8 Mile Road replacement is anticipated to be constructed north of the existing bridge.

The US-23 bridge over Barker Road will be widened on the median side to accommodate the ATM. This will be coordinated with the mainline road improvements while maintaining two lanes of traffic in each direction. The US-23 bridge over the Great Lakes Central Railroad is anticipated to be replaced as part of the project. A bridge slide of the NB US-23 traffic to maintain traffic at this location is anticipated followed by shifting all four lanes of mainline traffic to the newly constructed US-23 bridge. Southbound US-23 could be constructed while traffic is detoured onto the new NB US-23 bridge over the Railroad.

MDOT is considering the use of Accelerated Bridge Construction (ABC) methods to minimize the impacts to motorists at all bridge replacements.

Throughout all stages message boards, signs, and website updates will be used to notify drivers of detours, delay, and alternate routes.

Preferred detour routes: Structure

North Territorial Road over US-23: Part width construction of North Territorial Road is preferred while maintaining eastbound traffic and detouring westbound traffic. Westbound North Territorial Road traffic will be detoured north on US-23 to the 6 Mile Road interchange, south on US-23 and back to North Territorial Road. See figure 1 for location and appendix A1 for signing concept.



6 Mile Road over US-23: Part width construction of 6 Mile Road is preferred while maintaining westbound traffic and detouring eastbound traffic. Eastbound 6 Mile Road traffic will be detoured south on US-23 to the North Territorial Road interchange, north on US-23 and back to 6 Mile Road.



8 Mile Road over US-23: Two-way traffic can be maintained across the existing bridge at this location while the new structure is being constructed to the north.

Preferred detour routes: Ramps

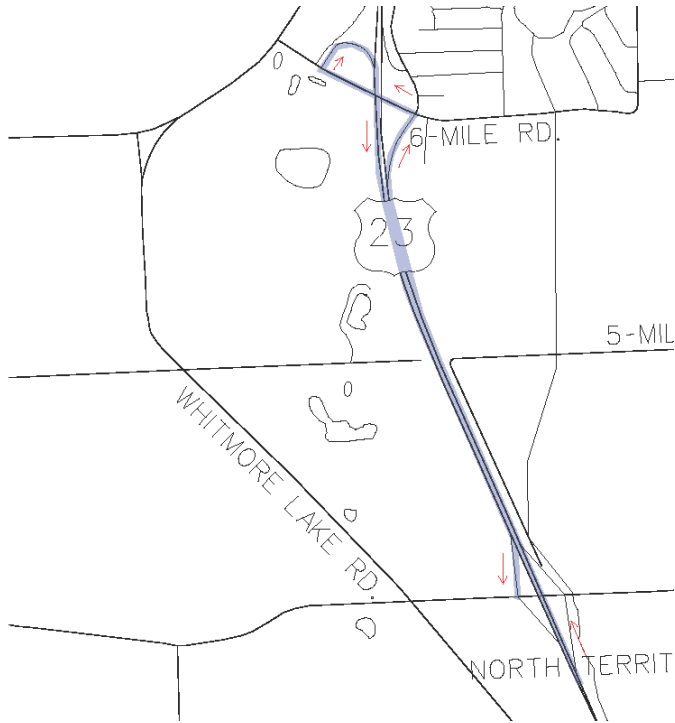
North Territorial Road NB on Ramp: Full detour of this ramp is preferred for short durations. North Territorial Road traffic will be detoured north on Whitmore Lake Road to 6 Mile Road where it can enter the freeway.



North Territorial Road SB on Ramp: Full detour of this ramp is preferred for short durations. Eastbound or westbound traffic wanting to enter SB US-23 will be detoured north to 6 Mile Road and enter southbound US-23 from the loop ramp.



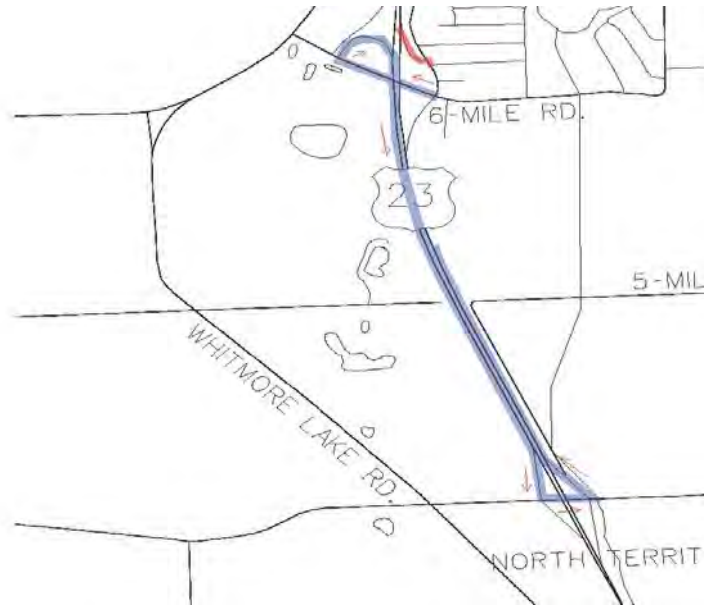
North Territorial Road NB exit Ramp: Full detour of this ramp is preferred for short durations. Northbound traffic wanting to exit at North Territorial Road will be detoured north to 6 Mile Road and south back to North Territorial Road.



North Territorial Road SB exit Ramp: Full detour of this ramp is preferred for short durations. North Territorial Road traffic will be detoured south on Whitmore Lake Road to North Territorial Road.



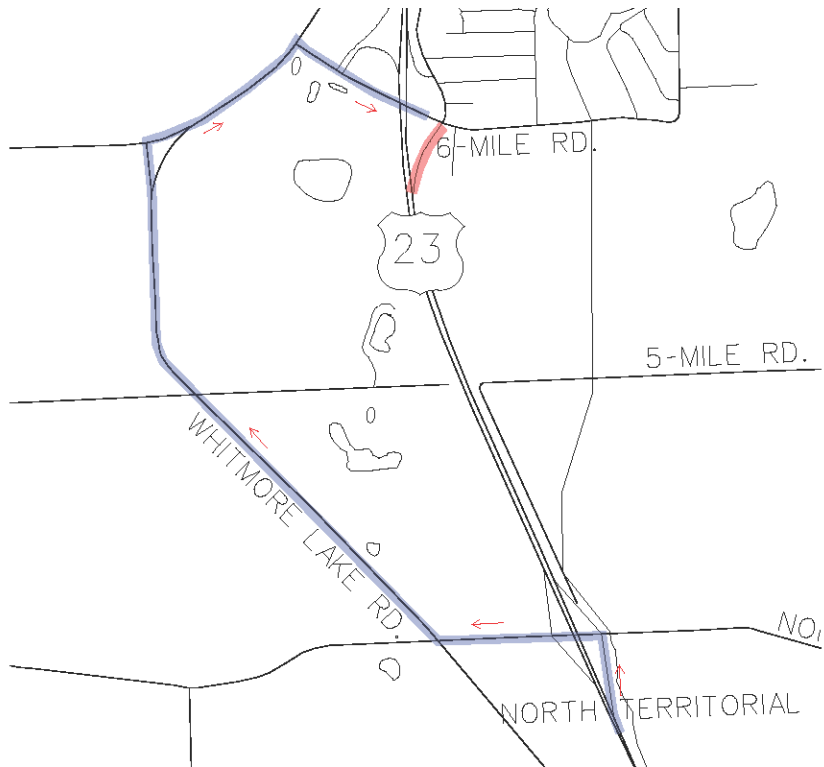
6 Mile Road NB on Ramp: Full detour of this ramp is preferred for short durations. Eastbound and westbound 6 Mile Road traffic will be detoured south on US-23 and north at North Territorial Road.



6 Mile Road SB on Ramp: Full detour of this ramp is preferred for short durations. Eastbound and westbound 6 Mile Road traffic will be detoured south on Whitmore Lake Road and east to North Territorial Road.



6 Mile Road NB exit Ramp: Full detour of this ramp is preferred for short durations. Traffic wanting to exit at 6 Mile Road will be detoured north on Whitmore Lake Road.



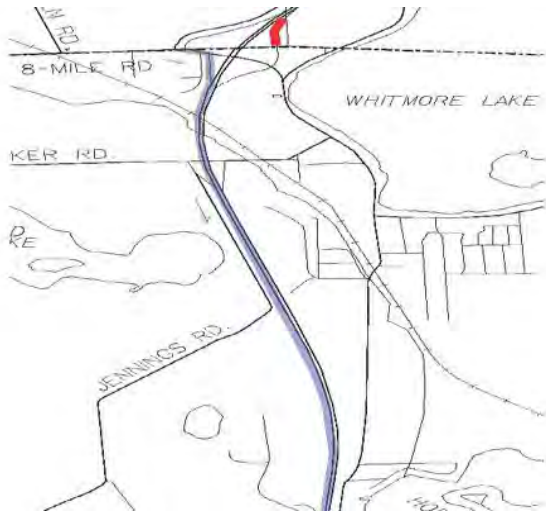
6 Mile Road SB exit Ramp: Full detour of this ramp is preferred for short durations. Traffic wanting to exit at 6 Mile Road will be detoured south on US-23 and north at North Territorial Road.



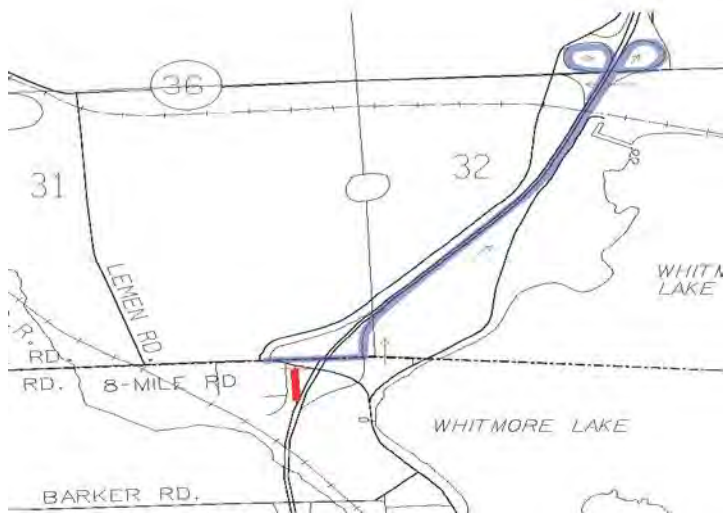
Barker Road SB on Ramp: Full detour of this ramp is preferred for short durations. Barker Road traffic will be detoured south on Jennings Road to 6 Mile Road.



8 Mile Road NB on Ramp: Full detour of this ramp is preferred for short durations. Eastbound and westbound 8 Mile Road traffic will be detoured south on US-23 to 6 Mile Road.



8 Mile Road SB on Ramp: Full detour of this ramp is preferred for short durations. Eastbound and westbound 8 Mile Road will be detoured north on US-23 to the M-36 interchange.



8 Mile Road NB exit Ramp: Full detour of this ramp is preferred for short durations. Traffic wanting to exit at 8 Mile Road will be detoured North on US-23 and south at M-36.



8 Mile Road SB exit Ramp: Full detour of this ramp is preferred for short durations. Traffic wanting to exit at 8 Mile Road will be detoured south on US-23 and north at 6 Mile Road.



Pedestrian Concerns

None of the existing structures have pedestrian facilities. Combined with the rural setting there is little indication that pedestrians will be impacted by the full or partial closure of the structures.

Proposed Signing

Proposed signing will be in accordance with the MMUTCD.

Economic Impacts

There are several businesses, homes and developments along the US-23 corridor. These interchanges are vital as access points; as such it is proposed that no bridge be completely closed during construction. The directional traffic will maintain access to all users.

Appendix C

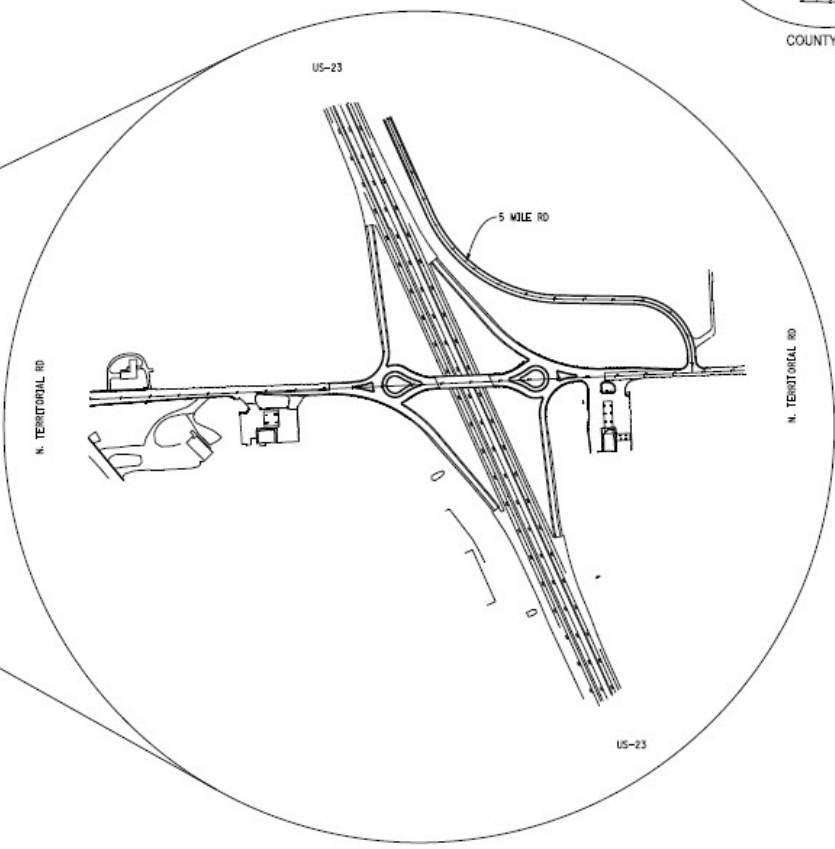
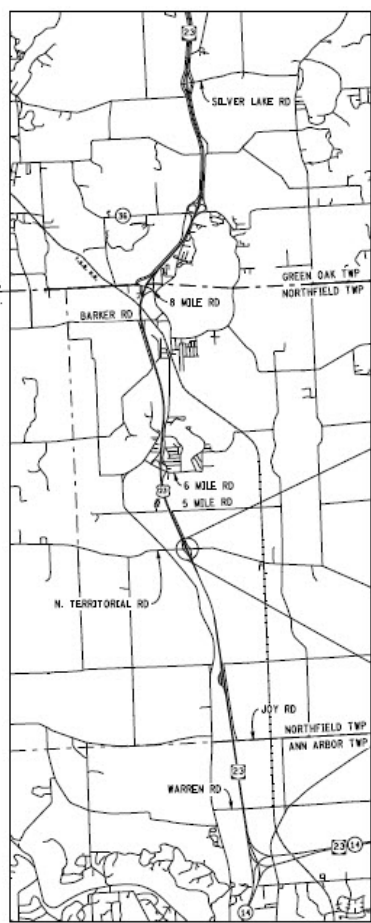
Right-of-Way Requirements

1. N. Territorial Road.....	C-2
2. US-23 Bridges over the Railroad.....	C-8

**North Territorial Road and 5 Mile Road
Property Owners and Right-of-Way Requirements**

MICHIGAN DEPARTMENT OF TRANSPORTATION

ROUTE: US 23
 ACTIVE TRAFFIC MANAGEMENT (ATM)
 ANN ARBOR, NORTHFIELD & GREEN OAK TOWNSHIPS
 WASHTENAW & LIVINGSTON COUNTIES

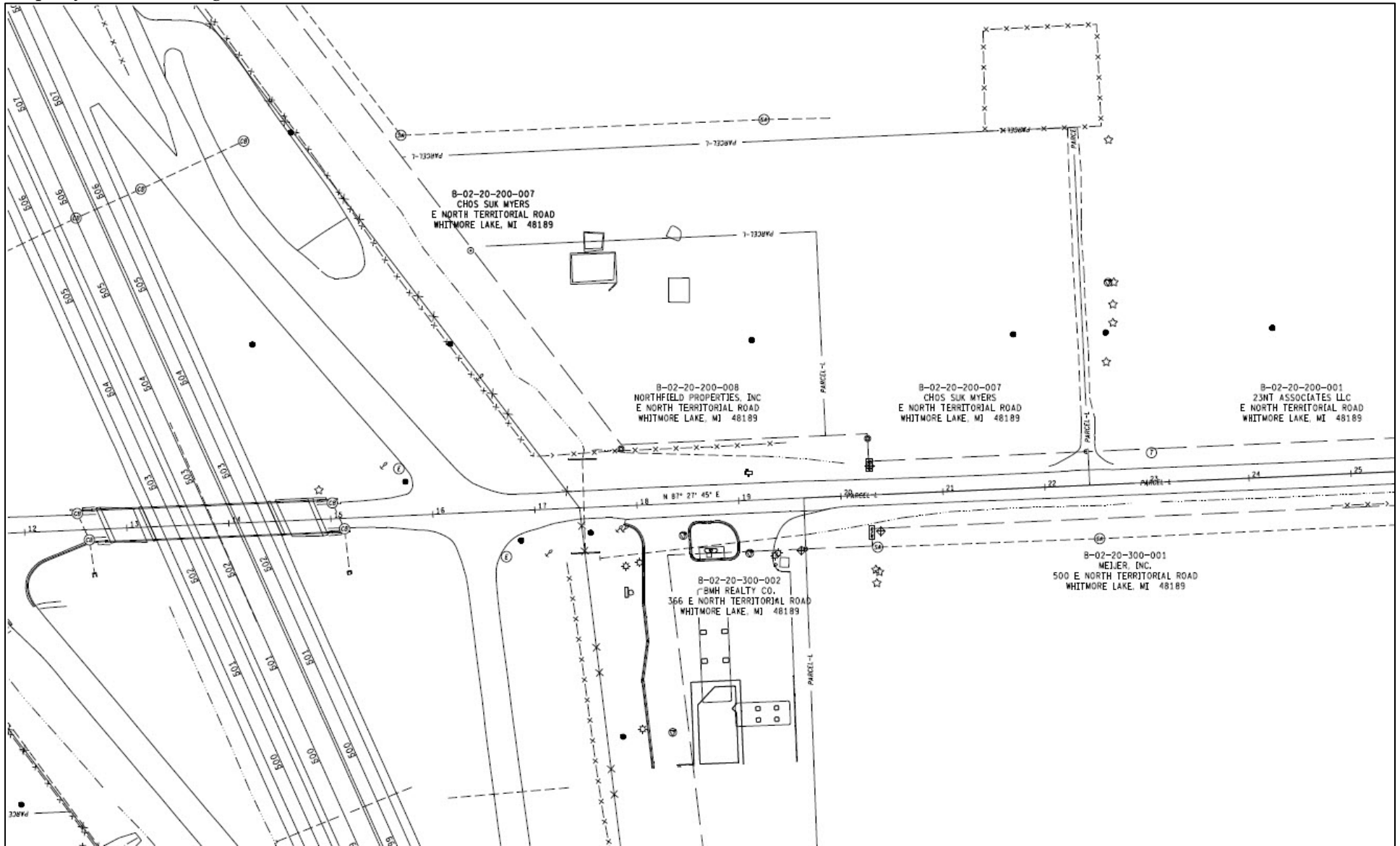


FINAL ROW PLAN REVISIONS				SUBMITTAL DATE						DATE: 05/07/14		CS: 81075, 81074		VICINITY SHEET		DRAWING	SHEET
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION			DESIGN UNIT: KICK	JIN:	ACTIVE TRAFFIC MANAGEMENT (ATM)			SECT 1		
								FILE:		TSC: BRIGHTON		N. TERRITORIAL RD & 5 MILE RD					

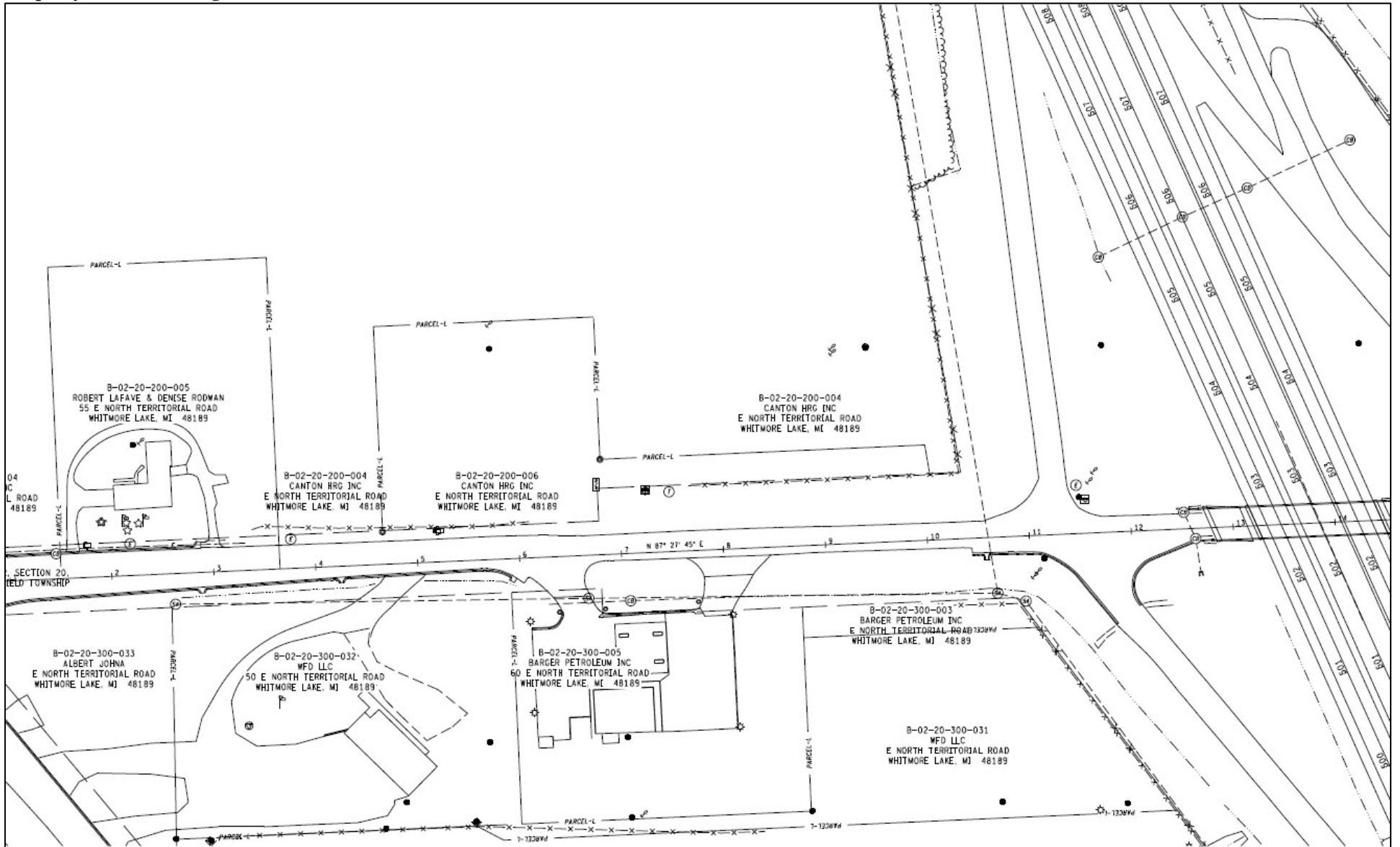


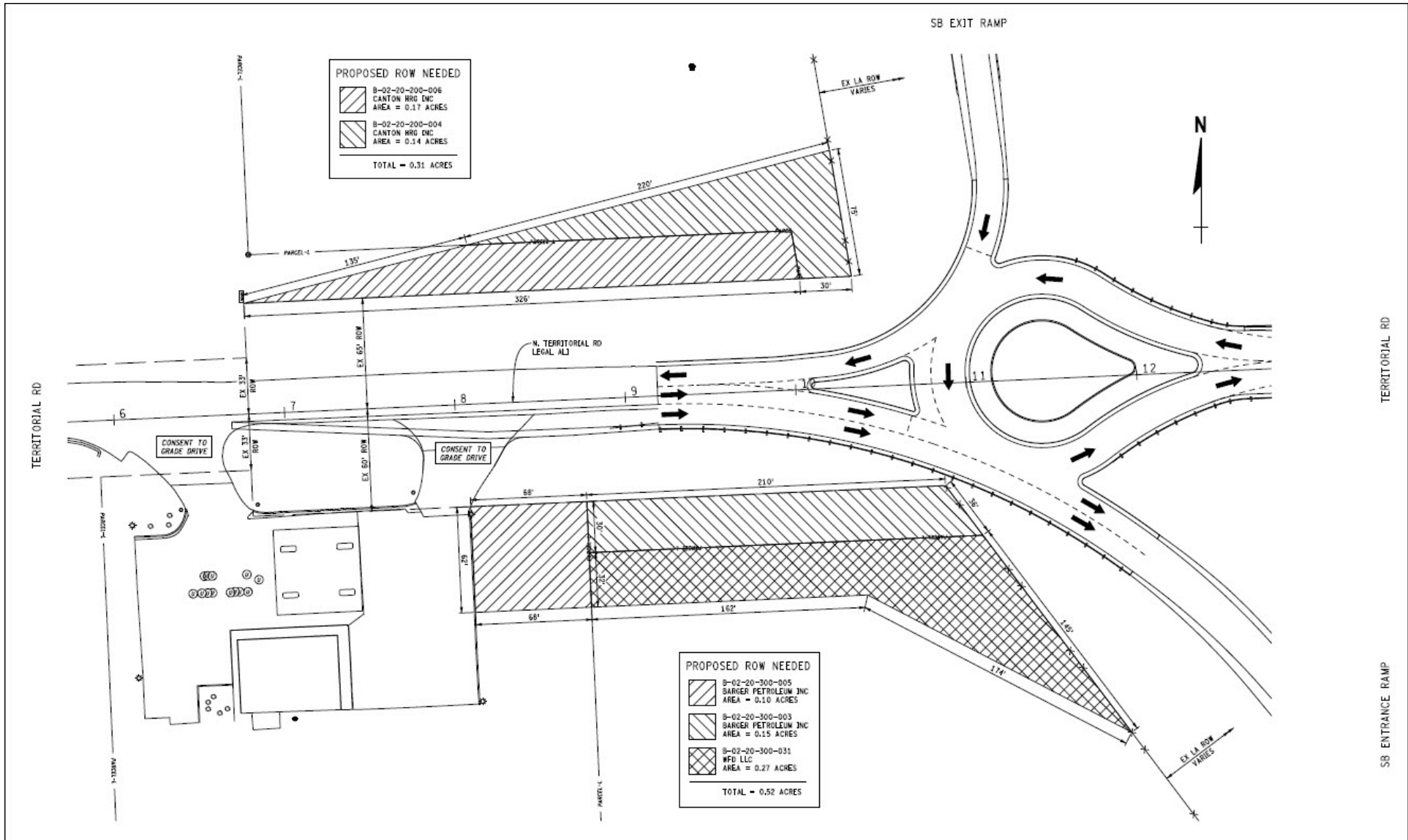
NO SCALE

Property Owners along N. Territorial Road East of US-23



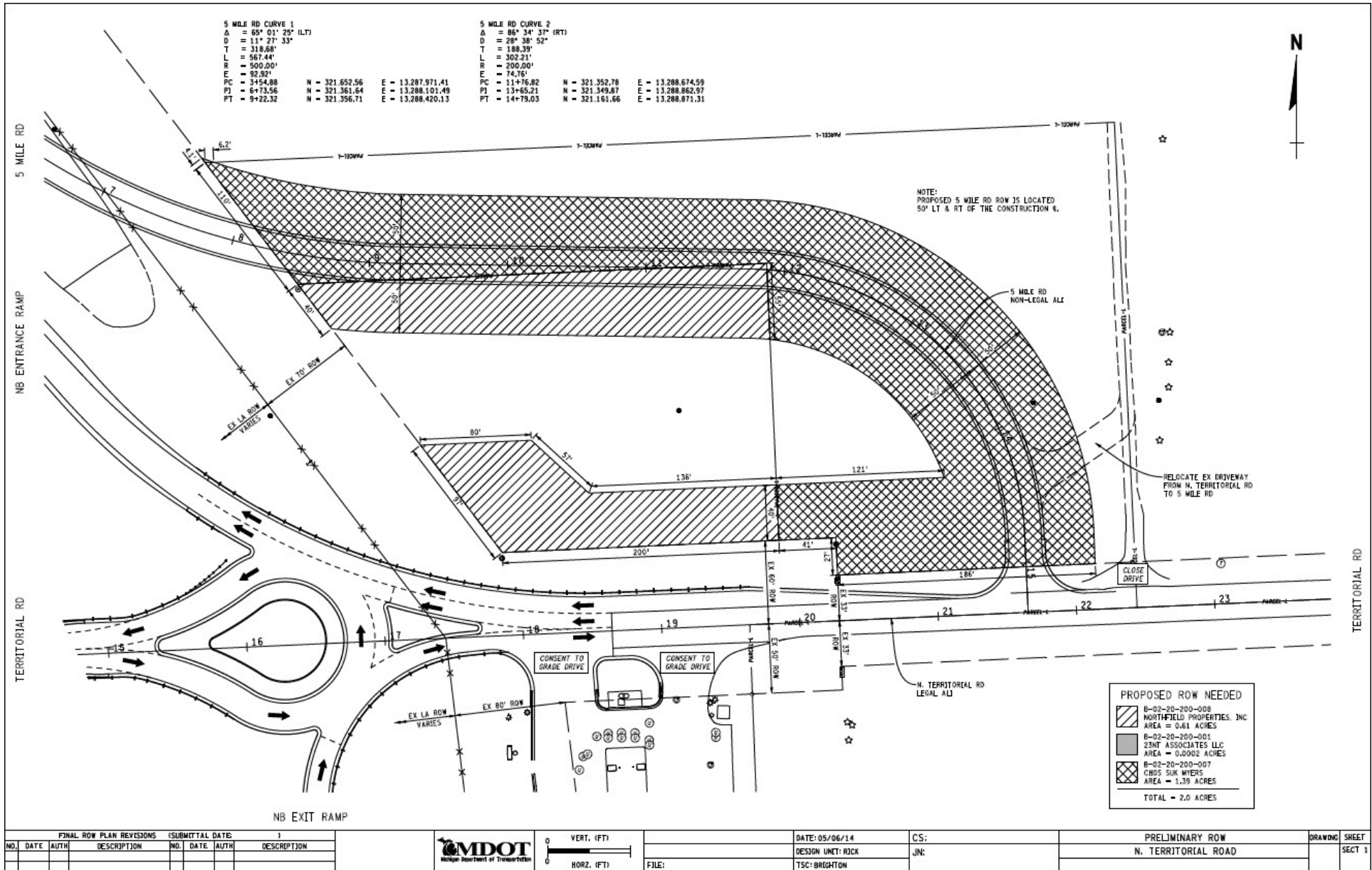
Property Owners along N. Territorial Road West of US-23





FINAL ROW PLAN REVISIONS				SUBMITTAL DATE				1	
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION		

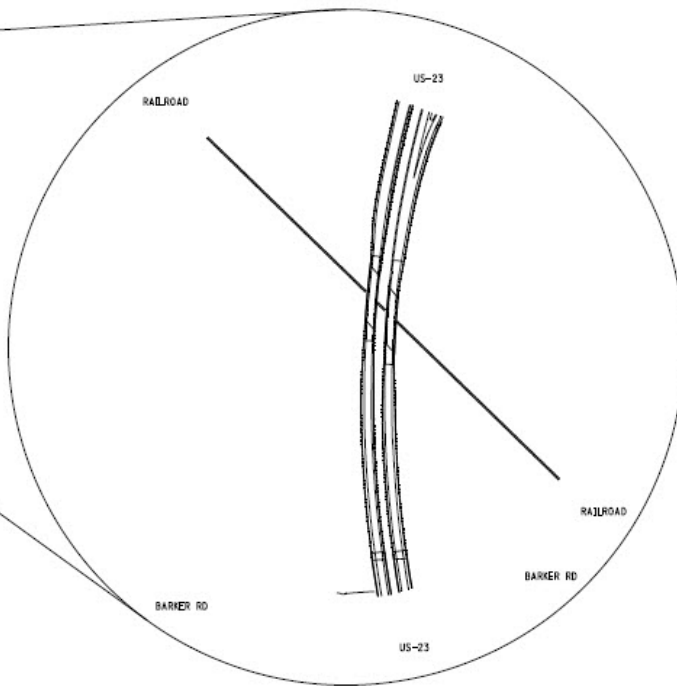
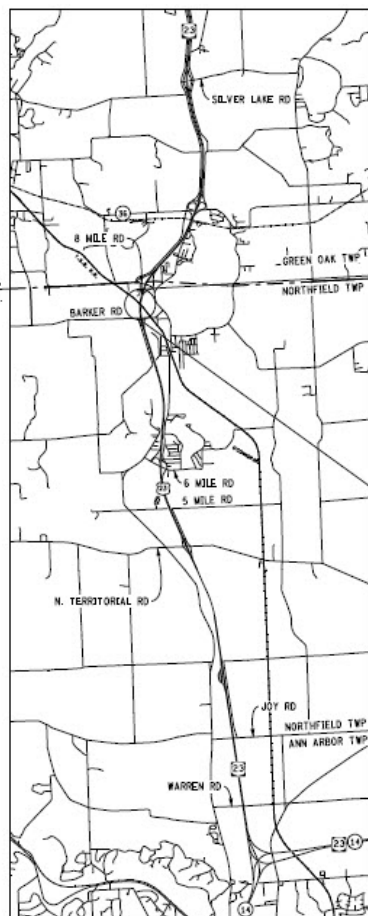
 Michigan Department of Transportation	0 VERT. (FT) 	DATE: 05/06/14 DESIGN UNIT: ROCK TSC: BRIGHTON	CS: JIN:	PRELIMINARY ROW N. TERRITORIAL ROAD	DRAWING SHEET
	0 HORZ. (FT) 	FILE:	CS: JIN:	DRAWING SHEET	SECT 1



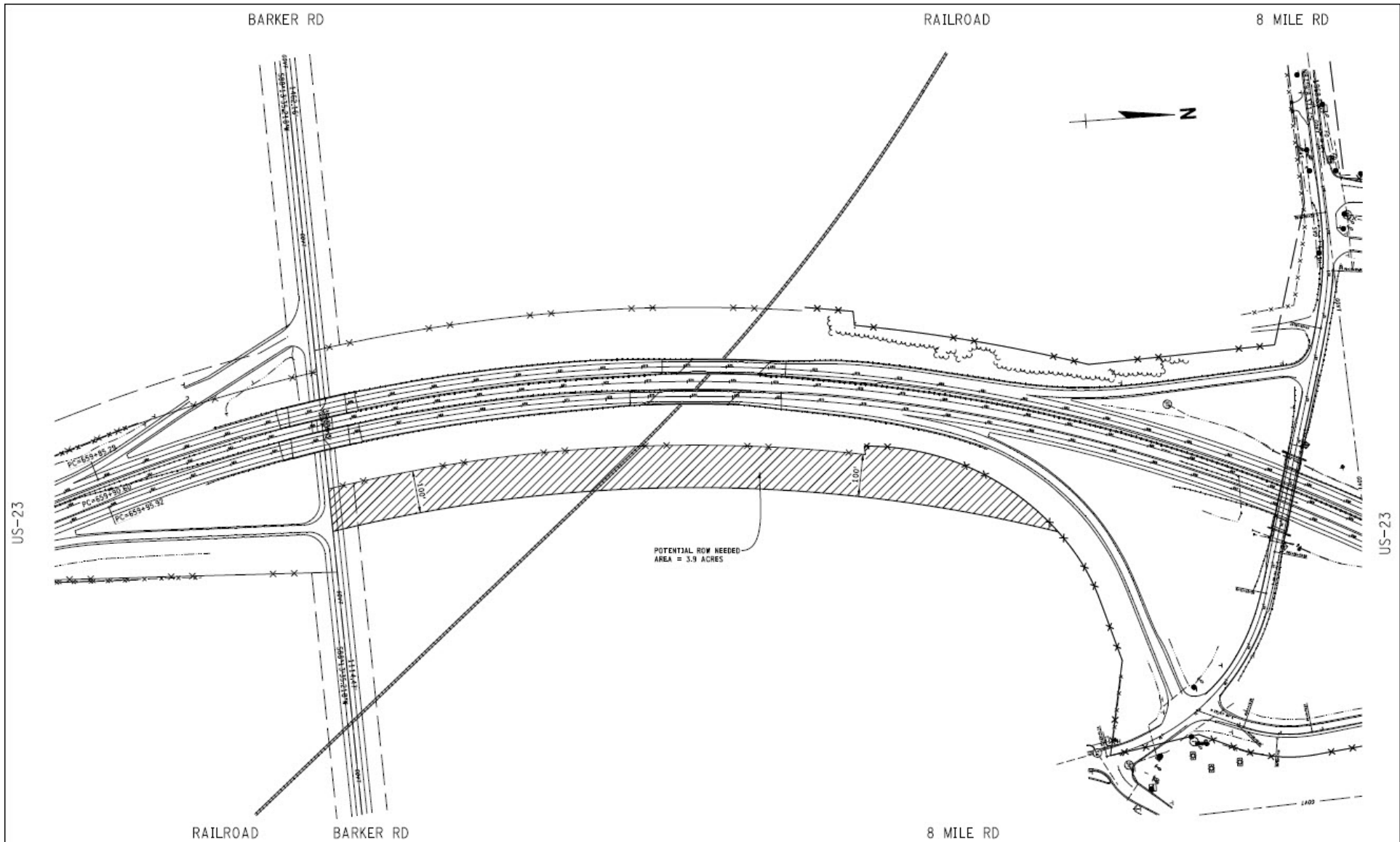
**US-23 Bridge over the Great Lakes Central Railroad
Construction Right-of-Way Requirement**

MICHIGAN DEPARTMENT OF TRANSPORTATION

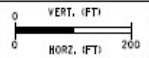
ROUTE: US 23
 ACTIVE TRAFFIC MANAGEMENT (ATM)
 ANN ARBOR, NORTHFIELD & GREEN OAK TOWNSHIPS
 WASHTENAW & LIVINGSTON COUNTIES



FINAL ROW PLAN REVISIONS				SUBMITTAL DATE						DATE: 06/24/14		CS: 81075, 81074		VICINITY SHEET		DRAWING		SHEET	
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION			DESIGN UNIT: KICK	JIN:	ACTIVE TRAFFIC MANAGEMENT (ATM)						SECT 1	
								NO SCALE		FILE:	TSC: BRIGHTON	US-23 OVER RAILROAD							



FINAL ROW PLAN REVISIONS				SUBMITTAL DATE				DATE: 06/30/14		CS:		POTENTIAL ROW		DRAWING		SHEET	
NO.	DATE	AUTH	DESCRIPTION	NO.	DATE	AUTH	DESCRIPTION	DESIGN UNIT: KICK	JN:	RAILROAD						SECT 1	



FILE: TSC: BRIGHTON

Appendix D

Historical, Archaeological, and Section 106 Coordination Letters

1. Copy of the SHPO Consultation Letter with Signed ConcurrenceD-2
2. Tribal Consultation Letter DirectoryD-6
3. Copy of the Tribal Consultation LetterD-8
4. Copy of the Received Tribal Response LettersD-10



RECEIVED

NOV 03 2014

RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

November 3, 2014

Mr. Brian Conway
State Historic Preservation Office
Michigan Historical Center
PO Box 30740
702 West Kalamazoo Street
Lansing, Michigan 48909-8240

Dear Mr. Conway:

Environmental Assessment
M-14/US-23 West Interchange to Silver Lake Road
Washtenaw and Livingston Counties

The purpose of this letter is to request State Historic Preservation Office (SHPO) formal concurrence with a determination of no historic properties affected for the above-referenced project.

Project Description

The purpose of the proposed project is to address the immediate insufficiencies of the corridor and develop safe, efficient, and sustainable transportation improvements to address traffic safety, operational concerns, and highway access issues in the US-23 corridor. The proposed project will assure that the corridor will meet the current and future travel demands in the study area with improved infrastructure and the use of state of the art traffic control measures. The project will utilize cost effective innovative technologies and methods, expedite the construction schedule, and limit travel disruption during construction. The proposed project will:

- relieve the directional weekday peak hour congestion, enhance traffic operations through the use of innovative technology, and improve safety from the west US-23/M-14 interchange to south of the M-36 interchange through techniques such as Active Traffic Management (ATM);
- replace bridges over US-23 at 8 Mile, 6 Mile, and N. Territorial Roads, and the US-23 bridges over the railroad;
- widen the US-23 bridge over Barker Road to bring up to required specifications;
- extend the entrance ramps for northbound (NB) and southbound (SB) at M-36 and 6 Mile Road, SB at Barker Road, and NB at 8 Mile Road;
- improve operational conditions at corridor interchanges;
- construct crash investigation sites to quickly move accidents off the roadway;
- perform Capital Preventive Maintenance (CPM) on US-23 from the west US-23/M-14 interchange to north of the Silver Lake Road interchange; and,
- perform CPM on the Joy and Warren Roads bridges over US-23.

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909
www.michigan.gov • (517) 373-2090

LH-LAN-0 (01/03)

The specific needs that the proposed project will address are:

- directional weekday (Monday–Friday) rush hour congestion (southbound morning and northbound late afternoon);
- structurally deficient bridges over US-23 at 8 Mile, 6 Mile, North Territorial Roads, and US-23 bridges over state-owned railroad tracks (leased by the Great Lakes Central Railroad);
- substandard US-23 bridge over Barker Road;
- entrance ramps that are too short at the 6 Mile Road, 8 Mile Road, Barker Road, and N. Territorial interchanges;
- inefficient traffic operations at the corridor interchanges;
- no incident management areas to safely clear and investigate accidents;
- required roadway maintenance on US-23 from the west US-23/M-14 interchange to north of the Silver Lake Road interchange; and,
- required roadway maintenance on the bridges over US-23 at Joy and Warren Roads.

Archaeological Resources

James A. Robertson, Ph.D., MDOT staff archaeologist, reviewed the possible impacts of the proposed project on archaeological resources and determined that the Area of Potential Effects (APE) for archaeological resources is restricted to the existing right of way (ROW) and areas where the acquisition of new ROW and/or work outside the existing ROW is proposed. Previous investigations by MDOT within the existing limited access portions of the US-23 ROW indicate that, except in extraordinary circumstances, the entire existing ROW is disturbed by the original construction of the road. The area where ROW and/or ground disturbing work outside the ROW will be required includes additional fee ROW of approximately 10.6 acres at the North Territorial Road interchange improvements. In this vicinity, MDOT also will need to grade seven driveways along North Territorial Road, and relocate one driveway from North Territorial Road to 5 Mile Road.

Other areas where work will be necessary outside the existing ROW include proposed grading permits at six locations where the crash investigation sites will be located along US-23 from north of Warren Road to south of M-36. Lastly, temporary ROW will be required during the construction of the US-23 bridge over the railroad. Based on Dr. Robertson's review, only the North Territorial Road improvements have the potential to contain significant archaeological sites.

MDOT surveyed the 10.6 acres of new ROW at North Territorial Road in the Summer of 2014 and identified one archaeological site, 20WA443. The site is comprised of a small, low-density, prehistoric lithic scatter and the remnants of an historic period farmstead that was continuously occupied from the late nineteenth century into the 1960s. MDOT is of the opinion that this site is not eligible for listing on the National Register of Historic Places (NRHP). Dr. Robertson and Dean L. Anderson, Ph.D., State Archaeologist in the State Historic Preservation Office met and concurred that this site is not eligible for listing on the NRHP.

In a letter dated September 16, 2014, Dr. Robertson initiated Section 106 consultation with Michigan's twelve federally-recognized Indian Tribes. Dr. Robertson met with the Tribal Historic Preservation Officer of the Saginaw Chippewa Indian Tribe of Michigan and discussed the project. MDOT also received written responses from the Saginaw Chippewa Indian Tribe of Michigan and the Little River Band of Ottawa Indians. Representatives from both sides stated that they were not aware of any Traditional Cultural Properties, Sacred Sites, or other historic properties of Tribal concern in the project

Mr. Brian Conway
Page 3
November 3, 2014

area. Both requested, however, that they be notified of any inadvertent discovery of human remains, burial objects and/or sites of cultural, historic, or religious nature.

Above-Ground Resources

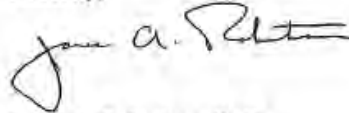
MDOT Historian Lloyd Baldwin reviewed the US-23 corridor. Every building adjacent to US-23 on both sides of the ROW, including properties adjacent to interchanges, was included in the APE for above-ground resources.

Based on results of MDOT's Reconnaissance-Level Survey, one NRHP-eligible or listed resource is located within the proposed US-23 project corridor APE. MDOT consulted with SHPO on July 28, 2014 and SHPO concurred with the following statements: 1) The NRHP listed St. Patrick's Church Complex, located on Whitmore Lake Road at Northfield Church Road, Northfield Township, consists of the church, rectory, and cemetery; 2) the church and rectory, located on the west side of Whitmore Lake Road, are outside of the project APE; and 3) the cemetery is located between Whitmore Lake Road and the US-23 southbound ramp that leads into the Ann Arbor Rest Area. The proposed scope of work will not make any changes to the current rest area ramp alignment at that location. Therefore, the project will not affect historic above-ground resources.

Summary


To summarize the foregoing, one archaeological site was located as a result of MDOT's archaeological survey. This site, 20WA443, is not eligible for listing on the NRHP. Thus, no historic properties will be affected for archaeological resources. For above-ground resources, no historic properties will be affected by the proposed project. If you concur with our determination that no historic properties will be affected by the proposed US-23 project, please sign the concurrence line below. Please feel free to contact me at 335-2637 with any questions or concerns. Thank you.

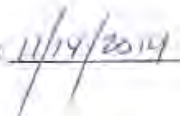
Sincerely,

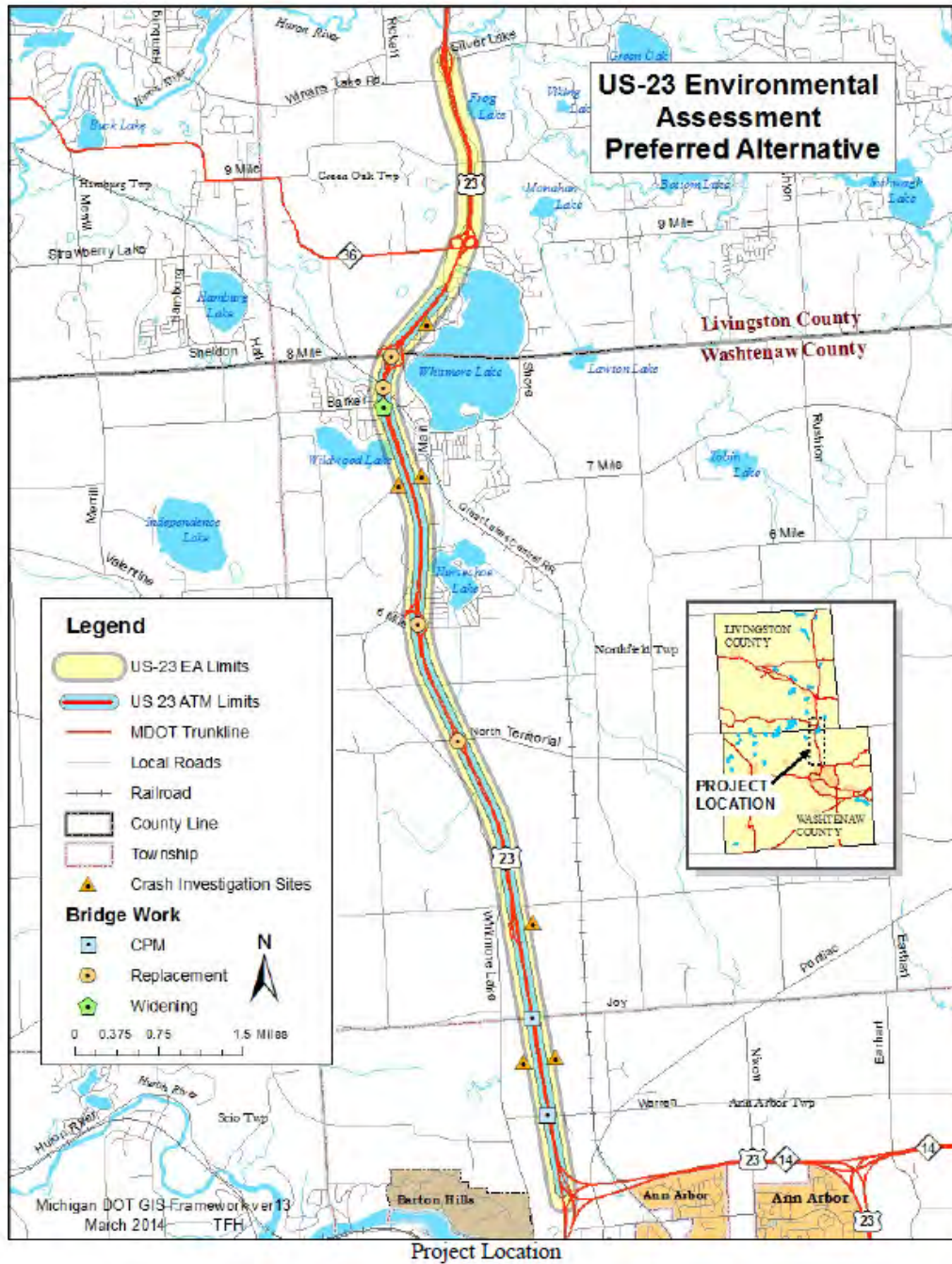


James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Services Section
Bureau of Highway Development

BOHD:ENV:JR:ab
Enclosure (1)

I concur: 
for Brian Conway, State Historic Preservation Office

Date: 



US-23/M14 to Silver Lake Road EA Tribal Consultation Letter Directory

Ms. Paula Carrick
Tribal Historic Preservation Officer
Bay Mills Indian Community, Michigan
Tribal Historic Preservation Office
12140 W. Lakeshore Drive
Brimley, MI 49715

Mr. Jay Sam
Tribal Historic Preservation Director
Little River Band of Ottawa Indians
375 River Street
Manistee, MI 49660

Mr. Fred Kiogima
Tribal Chairman
Little Traverse Bay Bands of Odawa Indians, Michigan
7500 Odawa Circle
Harbor Springs, MI 49740

Ms. Sydney Martin/Ms Lorraine Shananaquat
MACPRA/NAGPRA Representatives
Match-e-be-nash-she-wish Band of Pottawatomi Indians
3556 26th Street
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Mr. Marcus A. Winchester
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Mr. John Graveratte
Tribal Historic Preservation Officer
Saginaw Chippewa Indian Tribe of Michigan
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Mr. Cecil E. Pavlat Sr./Ms. Colleen St. Onge
Cultural Repatriation Specialists
Sault Ste. Marie Tribe of Chippewa Indians of Michigan
523 Ashmun Street
Sault Ste. Marie, MI 49783

Mr. Jeff Chivas
Tribal Historic Preservation Officer
Nottawaseppi Huron Band of the Potawatomi, Michigan
Tribal Historic Preservation Office
2221 1½ Mile Rd
Fulton, MI 49052

Ms. Giiwegiizhigookway Martin
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Watersmeet, MI 49969

Mr. Earl Meshigaud
MACPRA/NAGPRA Representative
Hannahville Indian Community
Department of Culture, Language and History
N-14911 Hannahville, B1 Road
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Ms. Cindy Winslow
Museum Director
Grand Traverse Band of Ottawa and Chippewa Indians, Michigan
Eyaawing Museum and Cultural Center
2605 N. West Bayshore Dr.
Suttons Bay, MI 49682

Mr. Gary Loonsfoot, Jr.
Tribal Historic Preservation Officer
Keweenaw Bay Indian Community
Tribal Historic Preservation Office
16429 Bear Town Road
Baraga, MI 49908



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

September 16, 2014

<<<Adress Bloack>>>

US-23 Improvement Study - Environmental Assessment
Livingston and Washtenaw Counties
Section 106 Consultation

Dear:

The Michigan Department of Transportation (MDOT) is studying the need to upgrade the operational and structural conditions of the roads and bridges within the US-23 corridor between the west US-23/M-14 interchange and the Silver Lake Road interchange (see attached figure). The proposed study will seek to develop safe, efficient, and sustainable transportation improvements to address traffic safety, operational concerns, and access issues. The proposed study will evaluate how the US-23 corridor can best meet the current and future travel demands in the study area with the use of state of the art traffic control measures. The study will also establish cost effective, innovative technologies and methods and develop an expedited construction schedule that will limit travel disruption during construction.

The purpose of the proposed project is to relieve the directional weekday rush hour congestion, enhance traffic operations through the use of innovative technologies, and improve safety. Actions proposed to meet the purpose and need for the project include:

- developing an active traffic management (ATM) system including traffic cameras, electronic message boards, and dynamic shoulder use where the median shoulders are open for light vehicle travel only during weekday peak hour congestion;
- replacing the bridges over US-23 at 8-Mile, 6-Mile, North Territorial Roads, and the US-23 bridge over the railroad;
- widening the US-23 bridge over Barker Road to meet required specifications;
- extending the entrance ramps for northbound (NB) and southbound (SB) US-23 at M-36 and 6-Mile Road; SB at Barker Road; and NB at 8-Mile Road;
- improving operational conditions at corridor interchanges;
- constructing crash investigation sites to quickly move accidents off the roadway;
- employing treatments on the US-23 roadway from the US-23/M-14 west interchange to north of the Silver Lake Road interchange to extend the life of the existing pavement;
- employing treatments on the bridges over US-23 at Joy and Warren Roads to sustain their current condition longer and prevent them from deteriorating.

MURRAY D. VAN WAGONER BUILDING • P. O. BOX 30050 • LANSING, MICHIGAN 48909
www.michigan.gov • (517) 373-2090

LH-LAN-0 (01/03)

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Page 2

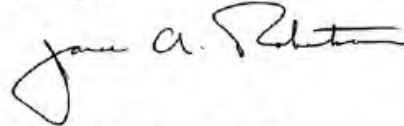
September 16, 2014

All of the possible work will take place within the MDOT US-23 right-of-way (ROW), except in the northeast, northwest, and southwest quadrants of the US-23/North Territorial Road interchange. Here, property may be acquired to make interchange improvements, including the re-alignment of 5-Mile Road.

While MDOT's ROW within the project corridor already has been disturbed by the original construction of existing US-23 and by subsequent maintenance and improvement projects, MDOT determined that an archaeological survey was necessary at the US-23/North Territorial Road interchange. MDOT recently completed the survey; one archaeological site with evidence of prehistoric and historic occupations was discovered. The historic component of the site is comprised of the remains of a Euro-American farmstead, occupied from the second half of the 19th century to at least the early 1960s. The prehistoric component is comprised of six flint chips dispersed across the historic period farmstead. A piece of fire-cracked rock, which could be either historic or prehistoric in age, was also found. Due to the mixing of prehistoric and historic artifacts and the lack of intact, significant prehistoric and historic period archaeological deposits, MDOT is of the opinion that this archaeological site is not eligible for listing on the National Register of Historic Places and that additional investigations are not warranted.

On behalf of the Federal Highway Administration, MDOT respectfully invites the Bay Mills Indian Community, Michigan to participate in formal Section 106 consultation for this project regarding any traditional cultural or religious places and/or other significant sites, including archaeological sites, that you are concerned may be affected by this proposed project. We will appreciate hearing from you about any such sites and concerns so that we can more effectively consult with you on this proposed undertaking. If you would like additional information and/or have any questions or concerns, please contact me at 517-335-2637 and/or via e-mail at robertsonj3@michigan.gov.

Sincerely,



James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Services Section

Enclosure



Little River Band of Ottawa Indians
Tribal Historic Preservation
375 River Street
Manistec, MI 49660
1-888-723-8288

September 24, 2014

U.S. Department of Transportation
Murray D. Van Wagoner Bldg.
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Robertson,

This letter is in reply to your Section 106 Consultation in regard to the U.S. 23 Improvement Study and Environmental Assessment in Livingston and Washtenaw Counties. Thank you for ensuring that we received notification. This letter is the Tribe's formal answer to your request.

The Little River Band of Ottawa Indians did not occupy the area of the State significantly. Also, due to the nature of the project and its limitation to existing disturbed ground the Tribe does not anticipate any disruptive effect on any religious, cultural or historic sites of which the Tribe is aware.

The Tribe expects that if there is any discovery of a religious, historic or cultural nature that work will stop and the Tribe be notified.

Respectfully,

Signed

A handwritten signature in cursive script, appearing to read "Jonnie Sam II".

Jonnie Sam II, Director
Historic Preservation Department
Little River Band of Ottawa Indians



Saginaw Chippewa Indian Tribe of Michigan
Tribal Historic Preservation Office

6650 EAST BROADWAY, MT. PLEASANT, MI 48858
PHONE (989) 775-4751 • FAX (989) 775-4767

October 30, 2014

Jim Robertson

Staff Archaeologist

Michigan Department of Transportation

RE: US 23 Improvement

Dear Jim,

This letter is in response to the above referenced project.

At this time we do not have any information concerning the presence of any Indian Traditional Cultural Properties, Sacred Sites, or other Significant Properties to the projected area(s). This is not to say that such a site does not exist, just that this office does not have any available information of the area. As per our conversation at the Ziiibiwing Center on October 29, 2014, the Tribal Historic Preservation Office feels that there is no adverse effect on the improvements to US 23.

This office would be willing to assist if in the future or during the construction there is an inadvertent discovery of Native American Human remains or burial objects. Feel free to call my office if you have any questions or requests at 989-775-4751.

We thank you for including the Saginaw Chippewa Indian Tribe in your plans.

Sincerely,

John Graveratte

A handwritten signature in black ink, appearing to read 'John Graveratte', is written over a horizontal line.

Tribal Historic Preservation Officer

Ziiibiwing Center of Anishnabe Culture and Lifeways

Saginaw Chippewa Indian Tribe of Michigan



**NOTTAWASEPPI HURON
BAND OF THE POTAWATOMI**

A FEDERALLY RECOGNIZED TRIBAL GOVERNMENT

December 4, 2014

James A. Robertson, Ph.D.
Staff Archaeologist
Environmental Services Section
Michigan Department of Transportation

RE: US-23 Improvement Study- Environmental Assessment (Livingston & Washtenaw Counties)

Dr. Robertson,

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, the Tribe's THPO office has reviewed the undertaking referenced above.

At this time, we do not have any information concerning the presence of any known Native American Traditional Cultural Properties, Sacred Sites, or other Significant Properties within the project area(s). However, if any artifacts, sites, or human remains are uncovered during this development project, please contact me as soon as possible. This office is likely to be willing to assist in the recovery process if there is an inadvertent discovery of Native American human remains or burial objects.

Please contact me at 269-704-8416 or at jchivis@nhbpi.com if you have any questions or **if the scope of work changes in any way**. Thank you for providing us the opportunity to review this project.

Sincerely,

Jeff Chivis

Digital Signature of Jeff Chivis
UTCPO@MICHIGAN.GOV
Serial: 20141204093359-450F

Jeff Chivis
Tribal Historic Preservation Officer
Nottawaseppi Huron Band of the Potawatomi
1485 Mno-Bmadzewen Way
Fulton, MI 49052

1485 MNO-BMADZEWEEN WAY • FULTON, MI 49052

Appendix E

Project Area Contamination Survey (PACS) Report

DATE: September 15, 2014

TO: Kimberly Holmes
Environmental Services Section
Bureau of Highway Development

FROM: Michael Anglebrandt, Environmental Quality Specialist
Environmental Services Section
Bureau of Highway Development

SUBJECT: JN: 123214
US-23; M-14 to north of Silver Lake Road, Washtenaw County
Updated Project Area Contamination Survey

The project area referenced above was investigated on July 16, 2014 to determine if known or potential sites of environmental contamination exist that may affect the project's design, cost, or schedule. There are three known and one potential sites identified within the project area.

Recommendations for contaminated sites located within the project area are based on a review of Michigan Department of Environmental Quality files, interviews, and site investigations. The potential contaminated sites listed below have been rated as follows:

- Low Risk Can be noted on plan sheets and may need pay items to cover mitigation.
- Medium Risk May require additional review and/or testing to determine impact.
- High Risk Site will impact project, testing is recommended to assess impact.

If no testing option is taken, estimates for contaminated soil and groundwater should be included as pay items in the contract to mitigate the sites listed below. Additional testing within state highway Right-of-Way may be considered to provide more information for:

- Identify sites that may impact excavation activities within the project.
- Determine if contamination exists, the concentration of any contaminants in the soil and ground water, and provide specific data that can be used in design and mitigation.
- Estimate of contaminated soil quantities for non-hazardous pay items, and volumes of contaminated groundwater which will require treatment and disposal.
- Address potential worker safety issues in identified sites areas.

Southwest Quadrant of US-23 and Territorial Road Interchange, active gasoline station underground storage tanks

Site Information: Active gasoline station underground storage tanks.
Known site of environmental contamination from petroleum products.

Risk for project: Low

Recommendations: Include a pay item for removal of contaminated soil. If groundwater is encountered it should be considered contaminated and needs to be disposed of or treated.

Note: If deep excavation is to occur in front of this gasoline station (i.e., storm sewers, sanitary sewers, or water mains), there is a Low risk of encountering contaminated soil within the state highway Right-of-Way.

Southeast Quadrant of US-23 and Territorial Road Interchange, active gasoline station underground Storage Tanks

Site Information: Active gasoline station underground storage tanks.
Known site of environmental contamination from petroleum products.

Risk for project: Low

Recommendations: Include a pay item for removal of contaminated soil. If groundwater is encountered it should be considered contaminated and needs to be disposed of or treated.

Note: If deep excavation is to occur in front of this gasoline station (i.e., storm sewers, sanitary sewers, or water mains), there is a Low risk of encountering contaminated soil and groundwater within the state highway Right-of-Way.

Railroad tracks beneath US-23 south of Eight Mile Road interchange.

Site Information: Existing and former railroad tracks.
Potential site of environmental contamination from chemical products.

Risk for project: Low

Recommendations: Include a pay item for removal of contaminated soil. If groundwater is encountered it should be considered contaminated and needs to be disposed of or treated.

Note: If deep excavation is to occur beneath the expressway adjacent to the railroad tracks (i.e., storm sewers, sanitary sewers, or water mains), there is a Low risk of encountering contaminated soil in the Right-of-Way.

Southwest Quadrant of US-23 and Eight Mile Road Interchange,

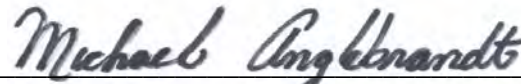
Site Information: Contamination from former industrial facility.
Known site of environmental contamination from an industrial facility

Risk for project: Low

Recommendations: Include a pay item for removal of contaminated soil.

Note: If deep excavation is to occur along the entrance ramp to southbound US-23 (i.e., storm sewers, sanitary sewers, or water mains), there is a Low risk of encountering contaminated soil within the state highway Right-of-Way.

The attached bibliography refers to sources used to prepare memo. If you have any questions, please contact me at 517-335-2271.


Environmental Quality Specialist

Attachments

BOD:ESS:MA:ab

Cc: B. Batt
Electronic Environmental File

BIBLIOGRAPHY

The information sources listed below were reviewed or consulted prior to the preparation of this report.

LISTS

Groundwater Mapping Project [Electronic database]. 2014. Michigan Department of Environmental Quality. Available ProfNet: <http://gwwap.rsgis.msu.edu> Directory: /viewer.htm Database was queried July 14,, 2014.

Appendix F

Noise Analysis Impact and Benefiting Tables and Maps

Table F-1 – Loudest Hour Noise Levels, dB(A) Leq(h1) [Noise Impacts]	F-3
Table F-2 – Benefiting Units	F-40
Noise Analysis Maps	F-58

Table F-1 – Loudest Hour Noise Levels, dB(A) Leq(h1) [Noise Impacts] (36 pages)

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h)

Receiver Location (Address)	Land Use	Activity Category	Units	NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2015) ¹	Build (2040)	Change
C							
A01 (3830 Warren Ct)	Residential	B	1	67	59	56	-3
A02 (3865 Warren Ct)	Residential	B	1	67	61	57	-4
A03 (3891 Warren Ct)	Residential	B	1	67	63	59	-4
A04 (3939 Warren Ct)	Residential.	B	1	67	63	63	0
A05 (3963 Warren Ct)	Residential	B	1	67	64	64	0
A06 (3987 Warren Ct)	Residential	B	1	67	62	62	0
CNE B							
B01 (275 Warren Rd)	Residential	B	1	67	61	61	0
B02 (253 Warren Rd)	Residential	B	1	67	55	54	-1
CNE C							
C01 (5671 Whitmore Lake Rd)	Church	C	1	67	57	56	-1
C02 (5400 Whitmore Lake Rd)	Residential	B	1	67	60	58	-2
C03 (5444 Whitmore Lake Rd)	Residential	B	1	67	60	58	-2
C04 (5460 Whitmore Lake Rd)	Residential	B	1	67	56	55	-1
C05 (5500 Whitmore Lake Rd)	School	C	1	67	61	60	-1
C06 (5731 Whitmore Lake Rd)	Church	C	1	67	59	58	-1
C07 (Saint Patrick Cemetery)	Cemetery	C	1	67	63	64	1
C08 (Local Park)	Park	C	1	67	62	62	0
C09 (6100 Whitmore Lake Rd)	Residential	B	1	67	68	67	-1
C10 (6107 Whitmore Lake Rd)	Residential	B	1	67	60	59	-1
C11 (6140 Whitmore Lake Rd)	Residential	B	1	67	61	61	0
C12 (6182 Whitmore Lake Rd)	Residential	B	1	67	61	60	-1
C13 (6190 Whitmore Lake Rd)	Residential	B	1	67	61	61	0
C14 (6270 Whitmore Lake Rd)	Commercial	E	1	72	60	59	-1
C15 (6289 Whitmore Lake Rd)	Residential	B	1	67	57	56	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE C							
C16 (6350 WHITMORE LAKE RD)	Commercial	E	1	72	63	63	0
C17 (6371 WHITMORE LAKE RD)	Residential	B	1	67	57	56	-1
C18 (6400 WHITMORE LAKE RD)	Residential	B	1	67	65	65	0
C19 (6410 WHITMORE LAKE RD)	Commercial	E	1	72	64	64	0
C20 (6410 WHITMORE LAKE RD)	Commercial	E	1	72	64	64	0
C21 (6431 WHITMORE LAKE RD)	Residential	B	1	67	59	57	-2
C22 (6480 WHITMORE LAKE RD)	Commercial	E	1	72	66	66	0
C23 (6431 WHITMORE LAKE RD)	Residential	B	1	67	61	60	-1
C24 (6542 WHITMORE LAKE RD)	Commercial	E	1	72	64	64	0
C25 (6556 WHITMORE LAKE RD)	Commercial	E	1	72	63	63	0
C26 (6592 WHITMORE LAKE RD)	Commercial	E	1	72	66	66	0
C27 (6628 WHITMORE LAKE RD)	Commercial	E	1	72	61	61	0
C28 (6684 WHITMORE LAKE RD)	Commercial	E	1	72	60	59	-1
C29 (6780 WHITMORE LAKE RD)	Commercial	E	1	72	58	57	-1
C30 (6900 WHITMORE LAKE RD)	Commercial	E	1	72	56	56	0
C31 (6850 WHITMORE LAKE RD)	Commercial	E	1	72	67	68	1
C32 (50 E NORTH TERRITORIAL RD)	Commercial	E	1	72	59	58	-1
C33 (60 E NORTH TERRITORIAL RD)	Commercial	E	1	72	60	58	-2
CNE D							
D01 (366 E NORTH TERRITORIAL RD)	Commercial	E	1	72	63	63	0
D02 (111 E NORTHFIELD CHURCH RD)	Residential	B	1	67	64	63	-1
D03 (230 E NORTHFIELD CHURCH RD)	Residential	B	1	67	61	59	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE E							
E1 (55 E NORTH TERRITORIAL RD)	Residential	B	1	67	56	55	-1
E2 (7100 WHITMORE LAKE RD)	Residential	B	1	67	55	53	-2
E3 (7110 WHITMORE LAKE RD)	Residential	B	1	67	55	54	-1
E4 (1740 WHITMORE LAKE RD)	Residential	B	1	67	56	54	-2
E5 (7170 WHITMORE LAKE RD)	Residential	B	1	67	57	56	-1
E6 (295 E FIVE MILE RD)	Residential	B	1	67	58	56	-2
E7 (405 E FIVE MILE RD)	Residential	B	1	67	69	69	0
CNE F							
F1 (575 E FIVE MILE RD)	Residential	B	1	67	57	56	-1
F2 (515 E FIVE MILE RD)	Residential	B	1	67	61	60	-1
F3 (284 SIX MILE RD)	Commercial	E	1	72	63	63	0
F4 (300 SIX MILE RD)	Commercial	E	1	72	64	62	-2
F5 (328 SIX MILE RD)	Commercial	E	1	72	57	56	-1
CNE G							
G1 (7806 COYLE RD)	Residential	B	1	67	59	55	0
G2 (7848 COYLE RD)	Residential	B	1	67	59	58	-1
G3 (24 DELAWARE RD)	Residential	B	1	67	60	58	-2
G4 (30 DELAWARE RD)	Residential	B	1	67	62	62	0
G5 (27 DELAWARE RD)	Residential	B	1	67	62	61	-1
G6 (33 DELAWARE RD)	Residential	B	1	67	63	62	-1
G7 (45 DELARWARE RD)	Residential	B	1	67	66	65	-1
G8 (110 BEACHWAY AVE)	Residential	B	1	67	74	74	0
G9 (84 BEACHWAY AVE)	Residential	B	1	67	67	67	0
G10 (40 BEACHWAY AVE)	Residential	B	1	67	62	62	0
G11 (7860 COYLE RD)	Residential	B	1	67	60	59	-1
G12 (7874 COYLE RD)	Residential	B	1	67	61	61	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE G							
G13 (7900 COYLE RD)	Residential	B	1	67	61	61	0
G14 (47 BEACHWAY AVE)	Residential	B	1	67	65	65	0
G15 (91 BEACHWAY AVE)	Residential	B	1	67	68	68	0
G16 (111 BEACH AVE)	Residential	B	1	67	71	71	0
G17 (86 ELM ST)	Residential	B	1	67	68	68	0
G18 (7922 COYLE RD)	Residential	B	1	67	65	65	0
G19 (7908 COYLE RD)	Residential	B	1	67	63	63	0
G20 (7932 COYLE RD)	Residential	B	1	67	67	67	0
G21 (91 ELM ST)	Residential	B	1	67	73	73	0
G22 (7950 COYLE RD)	Residential	B	1	67	68	68	0
G23 (40 GROVE DR)	Residential	B	1	67	75	75	0
G24 (7968 COYLE RD)	Residential	B	1	67	66	66	0
G25 (7986 COYLE RD)	Commercial	E	1	72	69	68	-1
G26 (7861 COYLE RD)	Residential	B	1	67	58	55	-3
G27 (7877 COYLE RD)	Residential	B	1	67	58	57	-1
G28 (7901 COYLE RD)	Residential	B	1	67	59	58	-1
G29 (7929 COYLE RD)	Residential	B	1	67	60	59	-1
G30 (7935 COYLE RD)	Residential	B	1	67	60	59	-1
G31 (7973 COYLE RD)	Residential	B	1	67	61	61	0
G32 (95 DELAWARE RD)	Residential	B	1	67	70	69	-1
G33 (7983 COYLE RD)	Residential	B	1	67	63	63	0
G34 (115 BEACH AVE)	Residential	B	1	67	75	75	0
G35 (8051 COYLE RD)	Residential	B	1	67	67	67	0
G36 (7995 COYLE RD)	Residential	B	1	67	61	61	0
G37 (90 ELM ST)	Residential	B	1	67	75	73	-2
G38 (7980 Coyle Rd)	Residential	B	1	67	66	66	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE H							
H1 (9019 WILDWOOD LAKE DR)	Residential	B	1	67	69	69	0
H2 (9027 WILDWOOD LAKE DR)	Residential	B	1	67	65	65	0
H3 (9035 WILDWOOD LAKE DR)	Residential	B	1	67	63	63	0
H4 (9043 WILDWOOD LAKE DR)	Residential	B	1	67	61	61	0
H5 (9051 WILDWOOD LAKE DR)	Residential	B	1	67	60	58	-2
H6 (9059 WILDWOOD DR)	Residential	B	1	67	59	56	-3
H7 (9067 WILDWOOD LAKE DR)	Residential	B	1	67	57	55	-2
H8 (9075 WILDWOOD LAKE DR)	Residential	B	1	67	56	55	-1
H9 (9083 WILDWOOD LAKE DR)	Residential	B	1	67	55	54	-1
H10 (9091 WILDWOOD LAKE DR)	Residential	B	1	67	55	53	-2
H11 (9099 WILDWOOD LAKE DR)	Residential	B	1	67	54	53	-1
H12 (9096 WILDWOOD LAKE DR)	Residential	B	1	67	50	50	0
H13 (9088 WILDWOOD LAKE DR)	Residential	B	1	67	55	54	-1
H14 (9076 WILDWOOD LAKE DR)	Residential	B	1	67	57	55	-2
H15 (9068 WILDWOOD LAKE DR)	Residential	B	1	67	59	58	-1
H16 (9060 WILDWOOD LAKE DR)	Residential	B	1	67	58	56	-2
H17 (9052 WILDWOOD LAKE DR)	Residential	B	1	67	58	58	0
H18 (9299 SUMMERLAND DR)	Residential	B	1	67	63	63	0
H19 (9294 SUMMERLAND DR)	Residential	B	1	67	69	70	1
H20 (9306 SUMMERLAND DR)	Residential	B	1	67	70	70	0
H21 (9318 SUMMERLAND DR)	Residential	B	1	67	69	70	1
H22 (9330 SUMMERLAND DR)	Residential	B	1	67	69	69	0
H23 (9342 SUMMERLAND DR)	Residential	B	1	67	69	70	1
H24 (9354 SUMMERLAND DR)	Residential	B	1	67	70	70	0
H25 (9366 SUMMERLAND DR)	Residential	B	1	67	70	70	0
H26 (9378 SUMMERLAND DR)	Residential	B	1	67	69	69	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE H							
H27 (9390 SUMMERLAND DR)	Residential	B	1	67	70	69	-1
H28 (9402 SUMMERLAND DR)	Residential	B	1	67	70	69	-1
H29 (9420 SUMMERLAND DR)	Residential	B	1	67	69	69	0
H30 (9477 SUMMERLAND DR)	Residential	B	1	67	67	67	0
H31 (9459 SUMMERLAND DR)	Residential	B	1	67	65	65	0
H32 (9441 SUMMERLAND DR)	Residential	B	1	67	65	65	0
H33 (9423 SUMMERLAND DR)	Residential	B	1	67	61	61	0
H34 (328 NORTH POINT DR)	Residential	B	1	67	62	62	0
H35 (9375 SUMMERLAND DR)	Residential	B	1	67	58	57	-1
H36 (9361 SUMMERLAND DR)	Residential	B	1	67	64	64	0
H37 (9347 SUMMERLAND DR)	Residential	B	1	67	57	57	0
H38 (9331 SUMMERLAND DR)	Residential	B	1	67	57	57	0
H39 (9315 SUMMERLAND DR)	Residential	B	1	67	58	57	-1
H40 (9266 HOLIDAY DR)	Residential	B	1	67	58	56	-2
H41 (9298 HOLIDAY CT)	Residential	B	1	67	56	55	-1
H42 (9310 HOLIDAY CT)	Residential	B	1	67	57	55	-2
H43 (9322 HOLIDAY CT)	Residential	B	1	67	58	58	0
H44 (9334 HOLIDAY CT)	Residential	B	1	67	58	58	0
H45 (9346 HOLIDAY CT)	Residential	B	1	67	58	57	-1
H46 (357 NORTH POINT DR)	Residential	B	1	67	58	57	-1
H47 (339 NORTH POINT DR)	Residential	B	1	67	59	58	-1
H48 (346 NORTH POINT DR)	Residential	B	1	67	60	60	0
H49 (364 NORTH POINT DR)	Residential	B	1	67	59	58	-1
H50 (382 NORTH POINT DR)	Residential	B	1	67	57	57	0
H51 (400 NORTH POINT DR)	Residential	B	1	67	56	56	0
H52 (418 NORTH POINT DR)	Residential	B	1	67	55	54	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE H							
H53 (436 NORTH POINT DR)	Residential	B	1	67	54	54	0
H54 (493 NORTH POINT DR)	Residential	B	1	67	53	52	-1
H55 (411 NORTH POINT DR)	Residential	B	1	67	50	50	0
H56 (9377 HOLIDAY DR)	Residential	B	1	67	51	50	-1
H57 (9353 HOLIDAY DR)	Residential	B	1	67	50	49	-1
H58 (9350 SAND POINT DR)	Residential	B	1	67	52	51	-1
H59 (9326 SAND POINT DR)	Residential	B	1	67	52	51	-1
H60 (9302 SAND POINT RD)	Residential	B	1	67	51	50	-1
H61 (9325 HOLIDAY DR)	Residential	B	1	67	50	49	-1
H62 (9297 HOLIDAY DR)	Residential	B	1	67	55	54	-1
H63 (9279 HOLIDAY DR)	Residential	B	1	67	55	54	-1
H64 (9261 HOLIDAY)	Residential	B	1	67	50	49	-1
H65 (415 BARKER RD)	Residential	B	1	67	54	54	0
H66 (385 BARKER RD)	Residential	B	1	67	56	56	0
H67 (375 BARKER RD)	Residential	B	1	67	58	58	0
H68 (365 BARKER RD)	Residential	B	1	67	59	58	-1
CNE I							
I1 (323 SIX MILE RD)	Residential	B	1	67	58	56	-2
I2 (274 IDEAL PL)	Residential	B	1	67	60	58	-2
I3 (236 DARTMOOR DR)	Residential	B	1	67	61	61	0
I4 (266 DARTMOOR DR)	Residential	B	1	67	60	59	-1
I5 (274 DARTMOOR DR)	Residential	B	1	67	58	57	-1
I6 (288 DARTMOOR DR)	Residential	B	1	67	57	56	-1
I7 (298 DARTMOOR DR)	Residential	B	1	67	57	55	-2
I8 (312 DARTMOOR DR)	Residential	B	1	67	56	55	-1
I9 (338 DARTMOOR DR)	Residential	B	1	67	54	52	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE I							
I10 (345 DARTMOOR DR)	Residential	B	1	67	52	51	-1
I11 (323 DARTMOOR DR)	Residential	B	1	67	55	53	-2
I12 (309 DARTMOOR DR)	Residential	B	1	67	57	55	-2
I13 (279 DARTMOOR DR)	Residential	B	1	67	58	57	-1
I14 (253 DARTMOOR DR)	Residential	B	1	67	61	60	-1
I15 (224 FAIRMOUNT DR)	Residential	B	1	67	63	62	-1
I16 (254 FAIRMOUNT DR)	Residential	B	1	67	59	59	0
I17 (322 FAIRMOUNT DR)	Residential	B	1	67	56	55	-1
I18 (332 FAIRMOUNT DR)	Residential	B	1	67	53	52	-1
I19 (346 FAIRMOUNT DR)	Residential	B	1	67	51	50	-1
I20 (350 FAIRMOUNT DR)	Residential	B	1	67	53	52	-1
I21 (351 FAIRMOUNT DR)	Residential	B	1	67	50	50	0
I22 (333 FAIRMOUNT RD)	Residential	B	1	67	52	51	-1
I23 (329 FAIRMOUNT DR)	Residential	B	1	67	55	53	-2
I24 (315 FAIRMOUNT DR)	Residential	B	1	67	54	53	-1
I25 (295 FAIRMOUNT RD)	Residential	B	1	67	57	56	-1
I26 (267 FAIRMOUNT DR)	Residential	B	1	67	58	56	-2
I27 (255 FAIRMOUNT DR)	Residential	B	1	67	60	60	0
I28 (227 FAIRMOUNT RD)	Residential	B	1	67	63	62	-1
I29 (217 FAIRMOUNT DR)	Residential	B	1	67	66	65	-1
I30 (212 GLENMOOR DR)	Residential	B	1	67	68	67	-1
I31 (230 GLENMOOR DR)	Residential	B	1	67	65	64	-1
I32 (240 GLENMOOR DR)	Residential	B	1	67	63	62	-1
I33 (250 GLENMOOR DR)	Residential	B	1	67	60	60	0
I34 (260 GLENMOOR DR)	Residential	B	1	67	56	55	-1
I35 (304 GLENMOOR DR)	Residential	B	1	67	56	53	-3

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE I							
I36 (330 GLENMOOR DR)	Residential	B	1	67	53	51	-2
I37 (366 GLENMOOR DR)	Residential	B	1	67	50	50	0
I38 (353 GLENMOOR DR)	Residential	B	1	67	51	51	0
I39 (341 GLENMOOR DR)	Residential	B	1	67	54	52	-2
I40 (321 GLENMOOR DR)	Residential	B	1	67	55	53	-2
I41 (299 GLENMOOR DR)	Residential	B	1	67	56	54	-2
I42 (287 GLENMOOR DR)	Residential	B	1	67	57	55	-2
I43 (293 GLENMOOR DR)	Residential	B	1	67	59	57	-2
I44 (259 GLENMOOR DR)	Residential	B	1	67	60	58	-2
I45 (239 GLENMOOR DR)	Residential	B	1	67	62	61	-1
I46 (235 GLENMOOR DR)	Residential	B	1	67	63	62	-1
I47 (217 GLENMOOR DR)	Residential	B	1	67	69	68	-1
I48 (284 MAPLEGROVE DR)	Residential	B	1	67	60	59	-1
I49 (292 MAPLEGROVE DR)	Residential	B	1	67	57	56	-1
I50 (320 MAPLEGROVE DR)	Residential	B	1	67	56	54	-2
I51 (332 MAPLEGROVE DR)	Residential	B	1	67	55	53	-2
I52 (350 MAPLEGROVE DR)	Residential	B	1	67	53	51	-2
I53 (351 MAPLEGROVE DR)	Residential	B	1	67	53	52	-1
I54 (329 MAPLEGROVE DR)	Residential	B	1	67	55	53	-2
I55 (317 MAPLEGROVE DR)	Residential	B	1	67	57	55	-2
I56 (295 MAPLEGROVE DR)	Residential	B	1	67	58	56	-2
I57 (287 MAPLEGROVE DR)	Residential	B	1	67	59	58	-1
I58 (248 DELAWARE RD)	Residential	B	1	67	64	63	-1
I59 (296 DELAWARE RD)	Residential	B	1	67	59	59	0
I60 (320 DELAWARE RD)	Residential	B	1	67	59	58	-1
I61 (330 DELAWARE RD)	Residential	B	1	67	57	55	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE I							
I62 (350 DELAWARE RD)	Residential	B	1	67	56	54	-2
I63 (386 DELAWARE RD)	Residential	B	1	67	53	52	-1
I64 (361 DELAWARE RD)	Residential	B	1	67	53	52	-1
I65 (335 DELAWARE RD)	Residential	B	1	67	55	53	-2
I66 (321 DELAWARE RD)	Residential	B	1	67	56	55	-1
I67 (315 DELAWARE RD)	Residential	B	1	67	57	56	-1
I68 (275 DELAWARE RD)	Residential	B	1	67	59	58	-1
I69 (253 DELAWARE RD)	Residential	B	1	67	59	61	2
I70 (239 DELAWARE RD)	Residential	B	1	67	66	65	-1
I71 (236 BEACHWAY AVE)	Residential	B	1	67	64	63	-1
I72 (248 BEACHWAY AVE)	Residential	B	1	67	61	61	0
I73 (268 BEACHWAY AVE)	Residential	B	1	67	59	59	0
I74 (296 BEACHWAY AVE)	Residential	B	1	67	58	57	-1
I75 (318 BEACHWAY AVE)	Residential	B	1	67	57	55	-2
I76 (336 BEACHWAY AVE)	Residential	B	1	67	58	57	-1
I77 (380 BEACHWAY AVE)	Residential	B	1	67	55	54	-1
I78 (255 BEACHWAY AVE)	Residential	B	1	67	64	63	-1
I79 (271 BEACHWAY AVE)	Residential	B	1	67	64	61	-3
I80 (279 BEACHWAY AVE)	Residential	B	1	67	59	57	-2
I81 (337 BEACHWAY AVE)	Residential	B	1	67	56	54	-2
I82 (362 GROVE DR)	Residential	B	1	67	55	53	-2
I83 (371 GROVE DR)	Residential	B	1	67	57	55	-2
I84 (365 GROVE DR)	Residential	B	1	67	58	56	-2
I85 (361 GROVE DR)	Residential	B	1	67	58	56	-2
I86 (341 GROVE DR)	Residential	B	1	67	58	56	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE I							
I87 (7935 SHADY BEACH DR)	Residential	B	1	67	57	55	-2
I88 (7951 SHADY BEACH DR)	Residential	B	1	67	58	56	-2
I89 (7940 SHADY BEACH DR)	Residential	B	1	67	57	55	-2
I90 (7955 SHADY BEACH DR)	Residential	B	1	67	60	58	-2
I91 (7987 SHADY BEACH DR)	Residential	B	1	67	67	66	-1
I92 (8000 SHADY BEACH DR)	Residential	B	1	67	70	69	-1
I93 (7982 SHADY BEACH DR)	Residential	B	1	67	66	65	-1
I94 (8027 MAIN ST)	Residential	B	1	67	68	67	-1
I95 (335 DARTMOOR DR)	Residential	B	1	67	52	51	-1
I96 (285 DELAWARE RD)	Residential	B	1	67	58	57	-1
I97 (330 BEACHWAY AVE)	Residential	B	1	67	58	57	-1
I98 (344 BEACHWAY AVE)	Residential	B	1	67	58	56	-2
CNE J							
J01 (8082 MAIN ST)	Residential	B	1	67	68	67	-1
J02 (59 LAKE VIEW AVE)	Residential	B	1	67	68	67	-1
J03 (56 LAKE VIEW AVE)	Residential	B	1	67	62	62	0
J04 (12 GREENLAND ST)	Residential	B	1	67	71	70	-1
J05 (26 GREENLAND ST)	Residential	B	1	67	65	64	-1
J06 (NO ADDRESS GIVEN)	Residential	B	1	67	62	61	-1
J07 (64 LAKE VIEW AVE)	Residential	B	1	67	62	61	-1
J08 (70 LAKE VIEW AVE)	Residential	B	1	67	60	59	-1
J09 (80 LAKE VIEW AVE)	Residential	B	1	67	60	58	-2
J10 (9 GREENLAND ST)	Residential	B	1	67	68	67	-1
J11 (33 GREENLAND ST)	Residential	B	1	67	64	63	-1
J12 (55 GREENLAND ST)	Residential	B	1	67	59	59	0
J13 (98 LAKE VIEW AVE)	Residential	B	1	67	58	56	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE J							
J14 (101 LAKE VIEW AVE)	Residential	B	1	67	59	58	-1
J15 (134 LAKE VIEW AVE)	Residential	B	1	67	56	54	-2
J16 (84 SCHRUM DR)	Residential	B	1	67	56	55	-1
J17 (74 SCHRUM DR)	Residential	B	1	67	56	55	-1
J18 (52 SCHRUM DR)	Residential	B	1	67	58	57	-1
J19 (32 SCHRUM DR)	Residential	B	1	67	60	59	0
J20 (20 SCHRUM DR)	Residential	B	1	67	62	62	0
J21 (15 SCHRUM DR)	Residential	B	1	67	58	57	0
J22 (43 SCHRUM DR)	Residential	B	1	67	58	57	0
J23 (69 SCHRUM DR)	Residential	B	1	67	58	57	-1
J24 (87 SCHRUM DR)	Residential	B	1	67	57	56	-1
J25 (93 SCHRUM DR)	Residential	B	1	67	57	55	-2
J26 (8310 MAIN ST)	Residential	B	1	67	57	57	0
J27 (8185 MAIN ST)	Residential	B	1	67	71	70	-1
J28 (8205 MAIN ST)	Residential	B	1	67	68	67	-1
J29 (8233 MAIN ST)	Residential	B	1	67	69	68	-1
J30 (8275 MAIN ST)	Residential	B	1	67	68	67	-1
J31 (8325 MAIN ST)	Residential	B	1	67	67	66	-1
J32 (86 LAKE VIEW AVE)	Residential	B	1	67	59	57	-2
J33 (8100 MAIN ST)	Residential	B	1	67	72	71	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE K							
K01 (8345 MAIN ST)	Commercial	E	1	72	70	69	-1
K02 (8365 MAIN ST)	Commercial	E	1	72	68	66	-2
K03 (8350 MAIN ST)	Commercial	E	1	72	61	60	-1
K04 (8425 MAIN ST)	Commercial	E	1	72	64	63	-1
K05 (8445 MAIN ST)	Commercial	E	1	72	65	63	-2
K06 (8475 MAIN ST)	Commercial	E	1	72	66	65	-1
K07 (8505 MAIN ST)	Commercial	E	1	72	63	62	-1
K08 (700 WESTBROOK)	Residential	B	1	67	60	58	-2
K09 (700 WESTBROOK)	Residential	B	1	67	60	58	-2
K10 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K11 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K12 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K13 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K14 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K15 (700 WESTBROOK)	Residential	B	1	67	60	58	-2
K16 (700 WESTBROOK)	Residential	B	1	67	60	58	-2
K17 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K18 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K19 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K20 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K21 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K22 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K23 (700 WESTBROOK)	Residential	B	1	67	60	58	-2
K24 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K25 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K26 (700 WESTBROOK)	Residential	B	1	67	59	56	-3

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE K							
K27 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K28 (700 WESTBROOK)	Residential	B	1	67	57	54	-3
K29 (700 WESTBROOK)	Residential	B	1	67	59	56	-3
K30 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K31 (700 WESTBROOK)	Residential	B	1	67	60	57	-3
K32 (700 WESTBROOK)	Residential	B	1	67	57	55	-2
K33 (700 WESTBROOK)	Residential	B	1	67	57	55	-2
K34 (700 WESTBROOK)	Residential	B	1	67	57	55	-2
K35 (700 WESTBROOK)	Residential	B	1	67	57	55	-2
K36 (700 WESTBROOK)	Residential	B	1	67	57	54	-3
K37 (700 WESTBROOK)	Residential	B	1	67	57	55	-2
K38 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K39 (700 WESTBROOK)	Residential	B	1	67	58	55	-3
K40 (700 WESTBROOK)	Residential	B	1	67	55	53	-2
K41 (700 WESTBROOK)	Residential	B	1	67	55	53	-2
K42 (700 WESTBROOK)	Residential	B	1	67	55	53	-2
K43 (700 WESTBROOK)	Residential	B	1	67	55	53	-2
K44 (700 WESTBROOK)	Residential	B	1	67	54	52	-2
K45 (700 WESTBROOK)	Residential	B	1	67	54	52	-2
K46 (700 WESTBROOK)	Residential	B	1	67	54	52	-2
K47 (700 WESTBROOK)	Residential	B	1	67	55	53	-2
K48 (8633 MAIN ST)	Commercial	E	1	72	63	62	-1
K49 (8711 MAIN ST)	Commercial	E	1	72	72	70	-2
K50 (8715 MAIN ST)	Commercial	E	1	72	62	60	-2
K51 (8725 MAIN ST)	Commercial	E	1	72	60	57	-3
K52 (8741 MAIN ST)	Commercial	E	1	72	64	63	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE K							
K53 (8761 MAIN ST)	Commercial	E	1	72	60	57	-3
K54 (8761 MAIN ST)	Commercial	E	1	72	60	57	-3
K55 (8877 MAIN ST)	School	C	1	67	65	64	-1
K56 (27 ANNA DR)	Residential	B	1	67	60	57	-3
K57 (25 ANNA DR)	Residential	B	1	67	57	54	-3
K58 (23 ANNA DR)	Residential	B	1	67	56	53	-3
K59 (11 ANNA DR)	Residential	B	1	67	58	55	-3
K60 (13 ANNA DR)	Residential	B	1	67	57	54	-3
K61 (15 ANNA DR)	Residential	B	1	67	56	53	-3
K62 (8748 MAIN ST)	Residential	B	1	67	55	53	-2
K63 (8760 MAIN ST)	Residential	B	1	67	55	53	-2
K64 (8770 MAIN ST)	Residential	B	1	67	55	53	-2
K65 (8778 MAIN ST)	Residential	B	1	67	55	53	-2
K66 (8822 MAIN ST)	Residential	B	1	67	54	52	-2
K67 (8834 MAIN ST)	Residential	B	1	67	56	53	-3

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE L							
L1 (69 JENNINGS RD)	Residential	B	1	67	58	56	0
L2 (55 JENNINGS RD)	Residential	B	1	67	57	55	0
L3 (8945 MAIN ST)	Residential	B	1	67	55	53	0
L4 (8969 MAIN ST)	Residential	B	1	67	55	53	0
L5 (8985 MAIN ST)	Residential	B	1	67	55	53	0
L6 (10 JENNINGS RD)	Commercial	E	1	72	53	52	0
L7 (50 JENNINGS RD)	Residential	B	1	67	56	54	0
L8 (60 JENNINGS RD)	Residential	B	1	67	56	54	0
L9 (68 JENNINGS RD)	Residential	B	1	67	57	55	0
L10 (55 LONGFELLOW ST)	Residential	B	1	67	55	54	-1
L11 (9075 BROOKSIDE DR)	Commercial	E	1	72	56	53	-3
L12 (77 LONGFELLOW ST)	Residential	B	1	67	57	55	-2
L13 (9045 HILLCREST DR)	Residential	B	1	67	60	58	0
L14 (9119 HILLCREST DR)	Residential	B	1	67	57	55	-2
L15 (9121 HILLCREST DR)	Residential	B	1	67	56	55	-1
L16 (9127 HILLCREST DR)	Residential	B	1	67	56	55	-1
L17 (88 LONGFELLOW ST)	Residential	B	1	67	58	56	0
L18 (74 LONGFELLOW ST)	Residential	B	1	67	57	55	0
L19 (66 LONGFELLOW ST)	Residential	B	1	67	55	53	0
L20 (56 LONGFELLOW ST)	Residential	B	1	67	54	53	0
L21 (9121 BROOKSIDE DR)	Residential	B	1	67	54	52	0
L22 (77 WHITTIER ST)	Residential	B	1	67	56	55	0
L23 (31 WHITTIER ST)	Residential	B	1	67	55	54	0
L24 (9050 HILLCREST DR)	Residential	B	1	67	58	57	-1
L25 (30 WHITTIER ST)	Residential	B	1	67	54	53	0
L26 (50 WHITTIER ST)	Residential	B	1	67	56	54	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE L							
L27 (66 WHITTIER ST)	Residential	B	1	67	57	55	-2
L29 (9206 HILLCREST DR)	Residential	B	1	67	54	54	0
L30 (9210 HILLCREST DR)	Residential	B	1	67	55	53	-2
L31 (9226 HILLCREST DR)	Residential	B	1	67	54	53	-1
L32 (9254 HILLCREST DR)	Residential	B	1	67	54	53	-1
L33 (9163 BROOKSIDE DR)	Residential	B	1	67	54	53	-1
L34 (9275 BROOKSIDE DR)	Residential	B	1	67	54	53	-1
L35 (9291 HILLCREST DR)	Residential	B	1	67	55	54	-1
L36 (9281 HILLCREST DR)	Residential	B	1	67	53	52	-1
L37 (9261 HILLCREST DR)	Residential	B	1	67	58	56	-2
L38 (9247 HILLCREST DR)	Residential	B	1	67	57	56	-1
L39 (9229 HILLCREST DR)	Residential	B	1	67	57	55	-2
L40 (9211 HILLCREST DR)	Residential	B	1	67	55	53	-2
L41 (9201 HILLCREST DR)	Residential	B	1	67	55	53	-2
L42 (9191 HILLCREST DR)	Residential	B	1	67	58	56	-2
L43 (9181 HILLCREST DR)	Residential	B	1	67	58	57	-1
L44 (9167 HILLCREST DR)	Residential	B	1	67	59	57	-2
L46 (168 JENNINGS RD)	PARK	C	59 ²	67	73	73	0
L47 (193 BARKER RD)	Residential	B	1	67	62	62	0
L48 (193 BARKER RD)	Residential	B	1	67	70	69	-1
L49 (193 BARKER RD)	Residential	B	1	67	67	66	-1
L50 (193 BARKER RD)	Residential	B	1	67	66	66	0
L51 (175 BARKER RD)	Residential	B	1	67	60	59	-1
L52 (9493 WEST ST)	Residential	B	1	67	56	56	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE L							
L53 (9493 WEST ST)	Residential	B	1	67	56	55	55
L54 (9483 WEST ST)	Residential	B	1	67	57	56	56
L55 (9461 WEST ST)	Residential	B	1	67	57	56	56
L56 (9461 WEST ST)	Residential	B	1	67	56	55	55
L57 (220 JENNINGS RD)	Residential	B	1	67	76	76	61
L58 (188 JENNINGS RD)	Residential	B	1	67	67	66	62
CNE M							
M01 (8284 WINTERS LN)	Residential	B	1	67	58	56	-2
M02 (8255 WINTERS LN)	Residential	B	1	67	55	54	-1
M03 (8300 WINTERS LN)	Residential	B	1	67	60	57	-3
M04 (8340 WINTERS LN)	Residential	B	1	67	60	58	-2
M05 (8387 WINTERS LN)	Residential	B	1	67	55	54	-1
M06 (8380 WINTERS LN)	Residential	B	1	67	60	58	-2
M07 (8419 WINTERS LN)	Residential	B	1	67	56	54	-2
M08 (8422 WINTERS LN)	Residential	B	1	67	60	58	-2
M09 (8435 WINTERS LN)	Residential	B	1	67	57	55	-2
M10 (8448 WINTERS LN)	Residential	B	1	67	61	59	-2
M11 (385 JENNINGS RD)	Residential	B	1	67	57	56	-1
M12 (315 JENNINGS RD)	Residential	B	1	67	63	62	-1
M13 (305 JENNINGS RD)	Residential	B	1	67	70	72	2
M14 (290 JENNINGS RD)	Commercial	E	1	72	62	60	-2
M15 (260 JENNINGS RD)	Commercial	E	1	72	70	70	0
M16 (240 JENNINGS RD)	Residential	B	1	67	71	71	0
M17 (238 JENNINGS RD)	Residential	B	1	67	68	68	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE N							
N01 (320 BARKER RD)	Residential	B	1	67	66	67	+1
N02 (330 BARKER RD)	Residential	B	1	67	64	65	+1
N03 (350 BARKER RD)	Residential	B	1	67	61	63	+2
N04 (360 BARKER RD)	Residential	B	1	67	60	62	+2
N05 (370 BARKER RD)	Residential	B	1	67	59	60	+1
N06 (380 BARKER RD)	Residential	B	1	67	58	60	+2
N07 (400 BARKER RD)	Residential	B	1	67	56	57	+1
N08 (420 BARKER RD)	Residential	B	1	67	55	57	+2
N09 (855 W EIGHT MILE RD - Unit 245)	Residential	B	1	67	56	57	+1
N10 (855 W EIGHT MILE RD - Unit 246)	Residential	B	1	67	57	58	+1
N11 (855 W EIGHT MILE RD - Unit 247)	Residential	B	1	67	57	59	+2
N12 (855 W EIGHT MILE RD - Unit 248)	Residential	B	1	67	59	60	+1
N13 (855 W EIGHT MILE RD - Unit 249)	Residential	B	1	67	59	61	+2
N14 (855 W EIGHT MILE RD - Unit 250)	Residential	B	1	67	60	62	+2
N15 (855 W EIGHT MILE RD - Unit 251)	Residential	B	1	67	60	62	+2
N16 (855 W EIGHT MILE RD - Unit 252)	Residential	B	1	67	61	63	+2
N17 (855 W EIGHT MILE RD - Unit 253)	Residential	B	1	67	62	63	+1
N18 (855 W EIGHT MILE RD - Unit 254)	Residential	B	1	67	63	65	+2
N19 (855 W EIGHT MILE RD - Unit 255)	Residential	B	1	67	64	65	+2
N20 (855 W EIGHT MILE RD - Unit 256)	Residential	B	1	67	66	67	+1
N21 (855 W EIGHT MILE RD - Unit 257)	Residential	B	1	67	67	68	+1
N22 (855 W EIGHT MILE RD - Unit 258)	Residential	B	1	67	68	68	0
N23 (855 W EIGHT MILE RD - Unit 259)	Residential	B	1	67	68	68	0
N24 (855 W EIGHT MILE RD - Unit 260)	Residential	B	1	67	67	68	+1
N25 (855 W EIGHT MILE RD - Unit 261)	Residential	B	1	67	67	68	+1
N26 (855 W EIGHT MILE RD - Unit 262)	Residential	B	1	67	67	68	+1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE N							
N27 (855 W EIGHT MILE RD - Unit 263)	Residential	B	1	67	67	68	+1
N28 (855 W EIGHT MILE RD - Unit 264)	Residential	B	1	67	67	68	+1
N29 (855 W EIGHT MILE RD - Unit 265)	Residential	B	1	67	67	68	+1
N30 (855 W EIGHT MILE RD - Unit 266)	Residential	B	1	67	66	68	+2
N31 (855 W EIGHT MILE RD - Unit 267)	Residential	B	1	67	66	68	+2
N32 (855 W EIGHT MILE RD - Unit 268)	Residential	B	1	67	66	68	+2
N33 (855 W EIGHT MILE RD - Unit 269)	Residential	B	1	67	65	67	+2
N34 (855 W EIGHT MILE RD - Unit 270)	Residential	B	1	67	64	66	+2
N35 (855 W EIGHT MILE RD - Unit 271)	Residential	B	1	67	64	65	+1
N36 (855 W EIGHT MILE RD - Unit 272)	Residential	B	1	67	63	65	+2
N37 (855 W EIGHT MILE RD - Unit 273)	Residential	B	1	67	62	64	+2
N38 (855 W EIGHT MILE RD - Unit 274)	Residential	B	1	67	62	63	+1
N39 (855 W EIGHT MILE RD - Unit 275)	Residential	B	1	67	61	62	+1
N40 (855 W EIGHT MILE RD - Unit 276)	Residential	B	1	67	60	62	+2
N41 (855 W EIGHT MILE RD - Unit 277)	Residential	B	1	67	60	61	+1
N42 (855 W EIGHT MILE RD - Unit 278)	Residential	B	1	67	59	60	+1
N43 (855 W EIGHT MILE RD - Unit 279)	Residential	B	1	67	58	60	+2
N44 (855 W EIGHT MILE RD - Unit 280)	Residential	B	1	67	58	59	+1
N45 (855 W EIGHT MILE RD - Unit 281)	Residential	B	1	67	57	58	+1
N46 (855 W EIGHT MILE RD - Unit 282)	Residential	B	1	67	56	57	+1
N47 (855 W EIGHT MILE RD - Unit 283)	Residential	B	1	67	55	56	+1
N48 (855 W EIGHT MILE RD - Unit 423)	Residential	B	1	67	56	57	+1
N49 (855 W EIGHT MILE RD - Unit 424)	Residential	B	1	67	56	57	+1
N50 (855 W EIGHT MILE RD - Unit 425)	Residential	B	1	67	57	58	+1
N51 (855 W EIGHT MILE RD - Unit 426)	Residential	B	1	67	58	59	+1
N52 (855 W EIGHT MILE RD - Unit 427)	Residential	B	1	67	58	59	+1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE N							
N53 (855 W EIGHT MILE RD - Unit 428)	Residential	B	1	67	58	60	+2
N54 (855 W EIGHT MILE RD - Unit 429)	Residential	B	1	67	58	59	+1
N55 (855 W EIGHT MILE RD - Unit 430)	Residential	B	1	67	58	59	+1
N56 (855 W EIGHT MILE RD - Unit 431)	Residential	B	1	67	58	59	+1
N57 (855 W EIGHT MILE RD - Unit 432)	Residential	B	1	67	58	59	+1
N58 (855 W EIGHT MILE RD - Unit 433)	Residential	B	1	67	57	58	+1
N59 (855 W EIGHT MILE RD - Unit 434)	Residential	B	1	67	58	59	+1
N60 (855 W EIGHT MILE RD - Unit 435)	Residential	B	1	67	58	60	+2
N61 (855 W EIGHT MILE RD - Unit 436)	Residential	B	1	67	58	60	+2
N62 (855 W EIGHT MILE RD - Unit 437)	Residential	B	1	67	59	60	+1
N63 (855 W EIGHT MILE RD - Unit 438)	Residential	B	1	67	61	63	+2
N64 (855 W EIGHT MILE RD - Unit 439)	Residential	B	1	67	61	62	+1
N65 (855 W EIGHT MILE RD - Unit 440)	Residential	B	1	67	61	62	+1
N66 (855 W EIGHT MILE RD - Unit 441)	Residential	B	1	67	61	62	+1
N67 (855 W EIGHT MILE RD - Unit 442)	Residential	B	1	67	61	62	+1
N68 (855 W EIGHT MILE RD - Unit 443)	Residential	B	1	67	60	62	+2
N69 (855 W EIGHT MILE RD - Unit 444)	Residential	B	1	67	60	61	+1
N70 (855 W EIGHT MILE RD - Unit 445)	Residential	B	1	67	59	60	+1
N71 (855 W EIGHT MILE RD - Unit 446)	Residential	B	1	67	58	59	+1
N72 (855 W EIGHT MILE RD - Unit 447)	Residential	B	1	67	57	58	+1
N73 (855 W EIGHT MILE RD - Unit 448)	Residential	B	1	67	56	57	+1
N74 (855 W EIGHT MILE RD - Unit 449)	Residential	B	1	67	56	57	+1
N75 (855 W EIGHT MILE RD - Unit 450)	Residential	B	1	67	56	56	0
N76 (855 W EIGHT MILE RD - Unit 451)	Residential	B	1	67	55	56	+1
N77 (855 W EIGHT MILE RD - Unit 452)	Residential	B	1	67	56	57	+1
N78 (855 W EIGHT MILE RD - Unit 400)	Residential	B	1	67	57	58	+1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE N							
N79 (855 W EIGHT MILE RD - Unit 399)	Residential	B	1	67	56	57	+1
N80 (855 W EIGHT MILE RD - Unit 398)	Residential	B	1	67	57	58	+1
N81 (855 W EIGHT MILE RD - Unit 397)	Residential	B	1	67	58	59	+1
N82 (855 W EIGHT MILE RD - Unit 396)	Residential	B	1	67	59	60	+1
N83 (855 W EIGHT MILE RD - Unit 395)	Residential	B	1	67	59	60	+1
N84 (855 W EIGHT MILE RD - Unit 394)	Residential	B	1	67	60	61	+1
N85 (855 W EIGHT MILE RD - Unit 393)	Residential	B	1	67	60	61	+1
N86 (855 W EIGHT MILE RD - Unit 392)	Residential	B	1	67	60	61	+1
N87 (855 W EIGHT MILE RD - Unit 391)	Residential	B	1	67	60	61	+1
N88 (855 W EIGHT MILE RD - Unit 390)	Residential	B	1	67	60	62	+2
N89 (855 W EIGHT MILE RD - Unit 389)	Residential	B	1	67	59	61	+2
N90 (855 W EIGHT MILE RD - Unit 388)	Residential	B	1	67	58	59	+1
N91 (855 W EIGHT MILE RD - Unit 387)	Residential	B	1	67	58	60	+2
N92 (855 W EIGHT MILE RD - Unit 386)	Residential	B	1	67	61	63	+2
N93 (855 W EIGHT MILE RD - Unit 385)	Residential	B	1	67	60	63	+3
N94 (855 W EIGHT MILE RD - Unit 384)	Residential	B	1	67	64	67	+3
N95 (855 W EIGHT MILE RD - Unit 383)	Residential	B	1	67	65	67	+2
N96 (855 W EIGHT MILE RD - Unit 382)	Residential	B	1	67	65	67	+2
N97 (855 W EIGHT MILE RD - Unit 381)	Residential	B	1	67	65	67	+2
N98 (855 W EIGHT MILE RD - Unit 380)	Residential	B	1	67	65	67	+2
N99 (855 W EIGHT MILE RD - Unit 379)	Residential	B	1	67	64	67	+3
N100 (855 W EIGHT MILE RD - Unit 378)	Residential	B	1	67	63	65	+2
N101 (855 W EIGHT MILE RD - Unit 377)	Residential	B	1	67	63	64	+1
N102 (855 W EIGHT MILE RD - Unit 376)	Residential	B	1	67	62	63	+1
N103 (855 W EIGHT MILE RD - Unit 375)	Residential	B	1	67	61	62	+1
N104 (855 W EIGHT MILE RD - Unit 374)	Residential	B	1	67	60	61	+1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE N							
N105 (855 W EIGHT MILE RD - Unit 373)	Residential	B	1	67	60	61	+1
N106 (855 W EIGHT MILE RD - Unit 372)	Residential	B	1	67	59	60	+1
N107 (855 W EIGHT MILE RD - Unit 371)	Residential	B	1	67	59	60	+1
N108 (855 W EIGHT MILE RD - Unit 370)	Residential	B	1	67	58	59	+1
N109 (855 W EIGHT MILE RD - Unit 369)	Residential	B	1	67	57	58	+1
N110 (435 W EIGHT MILE RD)	Commercial	E	1	72	66	66	0
CNE O							
O01 (240 BARKER RD)	Commercial	E	1	72	67	68	1
O02 (200 BARKER RD)	Commercial	E	1	72	63	64	1
O03 (156/148 BARKER RD)	Commercial	E	1	72	57	57	0
O04 (138 BARKER RD)	Residential	B	1	67	56	56	0
O05 (132 BARKER RD)	Residential	B	1	67	55	54	-1
O06 (126 BARKER RD)	Residential	B	1	67	54	53	-1
O07 (9725 MAIN ST)	Commercial	E	1	72	55	54	-1
O08 (9815 MAIN ST)	Commercial	E	1	72	61	61	0
O09 (9815 MAIN ST)	Commercial	E	1	72	58	58	0
O10 (9839 MAIN ST)	Commercial	E	1	72	58	57	-1
O11 (9859 MAIN ST)	Commercial	E	1	72	58	56	-2
O12 (9885 MAIN ST)	Commercial	E	1	72	59	57	-2
O13 (9876 MAIN ST)	Commercial	E	1	72	57	55	-2

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE P							
P01 (11900 WHITMORE LAKE RD)	Commercial	E	1	72	58	56	-2
P02 (11930 WHITMORE LAKE RD)	Commercial	E	1	72	62	61	-1
P03 (11818 WHITMORE LAKE RD)	Commercial	E	1	72	66	66	0
P04 (11721 VENTURE DRIVE)	Commercial	E	1	72	57	56	-1
P05 (11752 WHITMORE LAKE RD)	Commercial	E	1	72	64	63	-1
P06 (11620 WHITMORE LAKE RD)	Commercial	E	1	72	62	61	-1
P07 (11400 WHITMORE LAKE RD)	Commercial	E	1	72	66	64	-2
P08 (11065 WHITMORE LAKE RD)	Commercial	E	1	72	65	62	-3
P09 (11033 WHITMORE LAKE RD)	Commercial	E	1	72	65	63	-2
P10 (9782 9 MILE RD)	Commercial	E	1	72	60	59	-1
P11 (9775 9 MILE RD)	Commercial	E	1	72	56	55	-1
CNE Q							
Q01 (9901 N MAIN ST)	Commercial	E	1	72	64	64	0
Q02 (9897 N MAIN ST)	Hotel	E	1	72	61	61	0
Q03 (9893 MAIN ST)	Hotel	E	1	72	59	58	0
Q04 (9963 MAIN ST)	Residential	B	1	67	54	53	0
Q05 (9967 MAIN ST)	Residential	B	1	67	54	53	0
Q06 (9963 MAIN ST)	Residential	B	1	67	55	54	0
Q07 (9972 MAIN ST)	Residential	B	1	67	53	53	1
Q08 (9977 MAIN ST)	Residential	B	1	67	53	53	0
Q09 (9989 MAIN ST)	Residential	B	1	67	53	52	0
Q10 (9997 MAIN ST)	Residential	B	1	67	55	54	0
Q11 (12000 N MAIN ST)	Residential	B	1	67	54	54	0
Q12 (11994 N MAIN ST)	Residential	B	1	67	54	53	0
Q13 (11988 N MAIN ST)	Residential	B	1	67	53	53	0
Q14 (11976 N MAIN ST)	Residential	B	1	67	53	53	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE K							
Q15 (11970 N MAIN ST)	Residential	B	1	67	50	50	1
Q16 (11964 N MAIN ST)	Residential	B	1	67	50	50	0
Q17 (11958 N MAIN ST)	Residential	B	1	67	52	52	0
Q18 (11952 N MAIN ST)	Residential	B	1	67	53	52	0
Q19 (11946 N MAIN ST)	Residential	B	1	67	52	52	0
Q20 (11942 N MAIN ST)	Residential	B	1	67	49	48	0
Q21 (11940 N MAIN ST)	Residential	B	1	67	53	53	0
Q22 (11934 N MAIN ST)	Residential	B	1	67	53	52	-1
Q23 (11928 N MAIN ST)	Residential	B	1	67	51	51	0
Q24 (11920 N MAIN ST)	Residential	B	1	67	53	53	0
Q25 (11912 N MAIN ST)	Residential	B	1	67	52	52	1
Q26 (9301 FULTON RD)	Residential	B	1	67	58	58	1
Q27 (9401 FULTON RD)	Residential	B	1	67	56	55	1
Q28 (9501 FULTON RD)	Residential	B	1	67	55	55	1
Q29 (9551 FULTON RD)	Residential	B	1	67	55	55	2
Q31 (9575 FULTON RD)	Residential	B	1	67	51	51	-1
Q32 (11994 WHITMORE LAKE RD)	Residential	B	1	67	57	57	0
Q33 (11982 WHITMORE LAKE RD)	Residential	B	1	67	60	60	0
Q34 (9350 FULTON RD)	Residential	B	1	67	57	57	0
Q38 (9452 FULTON RD)	Residential	B	1	67	54	53	0
Q39 (11910 FULTON RD)	Residential	B	1	67	53	52	-1
Q40 (11894 N MAIN ST)	Residential	B	1	67	53	52	1
Q41 (11888 N MAIN ST)	Residential	B	1	67	51	51	0
Q42 (11860 N MAIN ST)	Residential	B	1	67	52	52	1
Q43 (11859 N MAIN ST)	Residential	B	1	67	52	51	1
Q44 (11851 N MAIN ST)	Residential	B	1	67	53	52	1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE Q							
Q45 (11835 N MAIN ST)	Residential	B	1	67	53	51	1
Q46 (11829 N MAIN ST)	Residential	B	1	67	52	52	0
Q47 (11823 N MAIN ST)	Residential	B	1	67	53	51	1
Q48 (11805 N MAIN ST)	Residential	B	1	67	54	53	0
Q49 (11826 N MAIN ST)	Residential	B	1	67	55	52	2
Q50 (11800 N MAIN ST)	Residential	B	1	67	56	54	1
Q51 (11819 N MAIN ST)	Residential	B	1	67	53	53	0
CNE R							
R01 (11870 HEIDELBERG LN #1)	Residential	B	1	67	59	59	0
R02 (11870 HEIDELBERG LN #2)	Residential	B	1	67	61	61	0
R03 (11870 HEIDELBERG LN #3)	Residential	B	1	67	63	63	0
R04 (11870 HEIDELBERG LN #4)	Residential	B	1	67	63	63	0
R05 (11870 HEIDELBERG LN #14)	Residential	B	1	67	65	65	0
R06 (11870 HEIDELBERG LN #5)	Residential	B	1	67	64	64	0
R07 (11870 HEIDELBERG LN #6)	Residential	B	1	67	62	62	0
R08 (11870 HEIDELBERG LN #7)	Residential	B	1	67	60	60	0
R09 (11870 HEIDELBERG LN #8)	Residential	B	1	67	74	74	0
R10 (11870 HEIDELBERG LN #9)	Residential	B	1	67	74	74	0
R11 (11870 HEIDELBERG LN #10)	Residential	B	1	67	67	67	0
R12 (11870 HEIDELBERG LN #11)	Residential	B	1	67	65	66	1
R13 (11870 HEIDELBERG LN #12)	Residential	B	1	67	64	64	0
R14 (11870 HEIDELBERG LN #13)	Residential	B	1	67	62	63	1
R15 (11870 HEIDELBERG LN #15)	Residential	B	1	67	58	59	1
R16 (11870 HEIDELBERG LN #16)	Residential	B	1	67	60	60	0
R17 (11870 HEIDELBERG LN #17)	Residential	B	1	67	61	61	0
R18 (11870 HEIDELBERG LN #18)	Residential	B	1	67	62	62	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE R							
R19 (11870 HEIDELBERG LN #19)	Residential	B	1	67	63	63	0
R20 (11870 HEIDELBERG LN #20)	Residential	B	1	67	64	64	0
R21 (11870 HEIDELBERG LN #21)	Residential	B	1	67	66	66	0
R22 (11870 HEIDELBERG LN #22)	Residential	B	1	67	69	69	0
R23 (11870 HEIDELBERG LN #23)	Residential	B	1	67	73	73	0
R24 (11870 HEIDELBERG LN #24)	Residential	B	1	67	67	67	0
R25 (11870 HEIDELBERG LN #25)	Residential	B	1	67	65	66	1
R26 (11870 HEIDELBERG LN #26)	Residential	B	1	67	64	64	0
R27 (11870 HEIDELBERG LN #27)	Residential	B	1	67	63	63	0
R28 (11870 HEIDELBERG LN #28)	Residential	B	1	67	61	61	0
R29 (11870 HEIDELBERG LN #29)	Residential	B	1	67	62	62	0
R30 (11870 HEIDELBERG LN #30)	Residential	B	1	67	60	60	0
R31 (11870 HEIDELBERG LN #31)	Residential	B	1	67	57	58	1
R32 (11870 HEIDELBERG LN #32)	Residential	B	1	67	67	67	0
R33 (11870 HEIDELBERG LN #44)	Residential	B	1	67	59	60	1
R34 (11870 HEIDELBERG LN #43)	Residential	B	1	67	64	64	0
R35 (11870 HEIDELBERG LN #42)	Residential	B	1	67	62	63	1
R36 (11870 HEIDELBERG LN #41)	Residential	B	1	67	61	61	0
R37 (11870 HEIDELBERG LN #40)	Residential	B	1	67	60	60	0
R38 (11870 HEIDELBERG LN #39)	Residential	B	1	67	59	59	0
R39 (11870 HEIDELBERG LN #38)	Residential	B	1	67	59	59	0
R40 (11870 HEIDELBERG LN #37)	Residential	B	1	67	58	59	1
R41 (11870 HEIDELBERG LN #36)	Residential	B	1	67	57	57	0
R42 (11870 HEIDELBERG LN #35)	Residential	B	1	67	56	56	0
R43 (11870 HEIDELBERG LN #34)	Residential	B	1	67	55	56	1
R44 (11870 HEIDELBERG LN #33)	Residential	B	1	67	55	55	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE R							
R45 (11870 HEIDELBERG LN #54)	Residential	B	1	67	56	56	0
R46 (11871 HEIDELBERG LN #53)	Residential	B	1	67	56	56	0
R47 (11872 HEIDELBERG LN #52)	Residential	B	1	67	58	58	0
R48 (11873 HEIDELBERG LN #51)	Residential	B	1	67	59	59	0
R49 (11874 HEIDELBERG LN #50)	Residential	B	1	67	60	60	0
R50 (11875 HEIDELBERG LN #49)	Residential	B	1	67	59	60	1
R51 (11876 HEIDELBERG LN #48)	Residential	B	1	67	60	61	1
R52 (11877 HEIDELBERG LN #47)	Residential	B	1	67	61	62	1
R53 (11878 HEIDELBERG LN #46)	Residential	B	1	67	63	64	1
R54 (11879 HEIDELBERG LN #45)	Residential	B	1	67	64	64	0
CNE S							
S01 (11786 KENTON DR)	Residential	B	1	67	53	51	-2
S02 (11770 KENTON DR)	Residential	B	1	67	50	49	-1
S03 (11762 KENTON DR)	Residential	B	1	67	49	49	0
S04 (11754 KENTON DR)	Residential	B	1	67	50	49	-1
S05 (11757 CRESTVIEW RD)	Residential	B	1	67	52	50	-2
S06 (11765 CRESTVIEW RD)	Residential	B	1	67	53	51	-2
S07 (11773 CRESTVIEW RD)	Residential	B	1	67	53	51	-2
S08 (11781 CRESTVIEW RD)	Residential	B	1	67	52	52	0
S09 (11789 CRESTVIEW RD)	Residential	B	1	67	57	56	-1
S10 (11772 CRESTVIEW RD)	Residential	B	1	67	56	56	0
S11 (11754 CRESTVIEW RD)	Residential	B	1	67	56	55	-1
S12 (11746 CRESTVIEW RD)	Residential	B	1	67	58	57	-1
S13 (11743 TODDS LN)	Residential	B	1	67	49	48	-1
S14 (11757 KENTON DR)	Residential	B	1	67	48	48	0
S15 (11733 KENTON DR)	Residential	B	1	67	48	47	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S16 (11727 KENTON DR)	Residential	B	1	67	48	47	-1
S17 (11721 KENTON DR)	Residential	B	1	67	51	50	-1
S18 (11704 KENTON DR)	Residential	B	1	67	52	52	0
S19 (11728 KENTON DR)	Residential	B	1	67	49	48	-1
S20 (11736 KENTON DR)	Residential	B	1	67	51	50	-1
S21 (11744 KENTON DR)	Residential	B	1	67	56	54	-2
S22 (11745 CRESTVIEW RD)	Residential	B	1	67	54	54	0
S23 (11735 CRESTVIEW RD)	Residential	B	1	67	54	54	0
S24 (11702 TODDS LN)	Residential	B	1	67	50	50	0
S25 (11714 TODDS LN)	Residential	B	1	67	49	49	0
S26 (11615 ELMDALE RD)	Residential	B	1	67	49	49	0
S27 (11605 ELMDALE RD)	Residential	B	1	67	49	49	0
S28 (11595 ELMDALE RD)	Residential	B	1	67	49	49	0
S29 (11575 ELMDALE RD)	Residential	B	1	67	51	50	-1
S30 (11567 ELMDALE RD)	Residential	B	1	67	52	51	-1
S31 (11545 ELMDALE RD)	Residential	B	1	67	54	53	-1
S32 (11678 N SHORE DR)	Residential	B	1	67	51	50	-1
S33 (11598 N SHORE DR)	Residential	B	1	67	51	51	0
S34 (11574 N SHORE DR)	Residential	B	1	67	52	51	-1
S35 (11566 N SHORE DR)	Residential	B	1	67	53	52	-1
S36 (11546 N SHORE DR)	Residential	B	1	67	50	50	0
S37 (11536 N SHORE DR)	Residential	B	1	67	54	53	-1
S38 (11504 N SHORE DR)	Residential	B	1	67	54	54	0
S39 (11525 ELMDALE RD)	Residential	B	1	67	55	54	-1
S40 (11491 ELMDALE RD)	Residential	B	1	67	56	56	0
S41 (11480 N SHORE DR)	Residential	B	1	67	54	54	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S42 (11460 N SHORE DR)	Residential	B	1	67	55	54	-1
S43 (11453 N SHORE DR)	Residential	B	1	67	55	54	-1
S44 (11442 N SHORE DR)	Residential	B	1	67	57	56	-1
S45 (11441 N SHORE DR)	Residential	B	1	67	57	56	-1
S46 (11477 N SHORE DR)	Residential	B	1	67	53	52	-1
S47 (11453 N SHORE DR)	Residential	B	1	67	54	53	-1
S48 (11447 N SHORE DR)	Residential	B	1	67	54	54	0
S49 (11441 N SHORE DR)	Residential	B	1	67	55	55	0
S50 (11429 N SHORE DR)	Residential	B	1	67	56	56	0
S51 (11423 N SHORE DR)	Residential	B	1	67	56	56	0
S52 (11417 N SHORE DR)	Residential	B	1	67	57	56	-1
S53 (11447 N SHORE DR)	Residential	B	1	67	57	57	0
S54 (11403 N SHORE DR)	Residential	B	1	67	58	58	0
S55 (11430 N SHORE DR)	Residential	B	1	67	60	60	0
S56 (11404 N SHORE DR)	Residential	B	1	67	58	57	-1
S57 (9999 DORT ST)	Residential	B	1	67	60	59	-1
S58 (9973 DORT ST)	Residential	B	1	67	61	61	0
S59 (9933 DORT ST)	Residential	B	1	67	65	64	-1
S60 (11427 N MAIN ST)	Residential	B	1	67	67	67	0
S61 (11415 N MAIN ST)	Residential	B	1	67	68	68	0
S62 (11445 N MAIN ST)	Residential	B	1	67	67	67	0
S63 (9930 DORT ST)	Residential	B	1	67	64	63	-1
S64 (9950 DORT ST)	Residential	B	1	67	60	60	0
S65 (9970 DORT ST)	Residential	B	1	67	58	57	-1
S66 (9990 DORT ST)	Residential	B	1	67	56	55	-1
S67 (11488 ELMDALE RD)	Residential	B	1	67	60	59	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S68 (11508 ELMDALE RD)	Residential	B	1	67	58	58	0
S69 (11526 ELMDALE RD)	Residential	B	1	67	57	56	-1
S70 (11556 ELMDALE RD)	Residential	B	1	67	56	55	-1
S71 (11546 ELMDALE RD)	Residential	B	1	67	55	55	0
S72 (11572 ELMDALE RD)	Residential	B	1	67	55	54	-1
S73 (11586 ELMDALE RD)	Residential	B	1	67	54	53	-1
S74 (11594 ELMDALE RD)	Residential	B	1	67	54	53	-1
S75 (11604 ELMDALE RD)	Residential	B	1	67	54	53	-1
S76 (11720 TODDS LN)	Residential	B	1	67	54	53	-1
S77 (11726 TODDS LN)	Residential	B	1	67	53	52	-1
S78 (11730 TODDS LN)	Residential	B	1	67	55	54	-1
S79 (11641 MAPLEDALE RD)	Residential	B	1	67	53	52	-1
S80 (11621 MAPLEDALE RD)	Residential	B	1	67	54	53	-1
S81 (11573 MAPLEDALE RD)	Residential	B	1	67	54	53	-1
S82 (11565 MAPLEDALE RD)	Residential	B	1	67	55	54	-1
S83 (11547 MAPLEDALE RD)	Residential	B	1	67	56	55	-1
S84 (11527 MAPLEDALE RD)	Residential	B	1	67	57	57	0
S85 (11523 N MAIN ST)	Residential	B	1	67	61	61	0
S86 (11534 MAPLEDALE RD)	Residential	B	1	67	62	61	-1
S87 (11546 MAPLEDALE RD)	Residential	B	1	67	58	57	-1
S88 (11564 MAPLEDALE RD)	Residential	B	1	67	60	59	-1
S89 (11572 MAPLEDALE RD)	Residential	B	1	67	59	58	-1
S90 (11592 MAPLEDALE RD)	Residential	B	1	67	58	57	-1
S91 (11640 MAPLEDALE RD)	Residential	B	1	67	58	57	-1
S92 (11736 TODDS LN)	Residential	B	1	67	57	56	-1
S93 (11748 TODDS LN)	Residential	B	1	67	57	56	-1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S94 (11740 TODDS LN)	Residential	B	1	67	57	56	-1
S95 (11601 N MAIN ST)	Residential	B	1	67	59	58	-1
S96 (11577 N MAIN ST)	Residential	B	1	67	59	58	-1
S97 (11545 N MAIN ST)	Residential	B	1	67	60	59	-1
S98 (11819 N MAIN ST)	Residential	B	1	67	63	62	-1
S99 (11776 N MAIN ST)	Residential	B	1	67	59	59	0
S100 (11688 N MAIN ST)	Residential	B	1	67	61	61	0
S101 (11672 N MAIN ST)	Residential	B	1	67	62	62	0
S102 (11656 N MAIN ST)	Residential	B	1	67	62	63	1
S103 (11669 TODDS LN)	School	C	7 ²	67	69	69	0
S104 (11648 N MAIN ST)	Residential	B	1	67	62	62	0
S105 (11640 N MAIN ST)	Residential	B	1	67	62	62	0
S106 (11811 CAPPY LN)	Residential	B	1	67	63	63	0
S107 (11807 CAPPY LN)	Residential	B	1	67	65	66	1
S108 (11706 TODDS)	Residential	B	1	67	66	66	0
S109 (11803 CAPPY LN)	Residential	B	1	67	69	70	1
S110 (11800 CAPPY LN)	Residential	B	1	67	73	73	0
S111 (11804 CAPPY LN)	Residential	B	1	67	70	71	1
S112 (11808 CAPPY LN)	Residential	B	1	67	69	69	0
S113 (11812 CAPPY LN)	Residential	B	1	67	67	68	1
S114 (11630 N MAIN ST)	Residential	B	1	67	64	64	0
S115 (11600 N MAIN ST)	Residential	B	1	67	73	74	1
S116 (11548 N MAIN ST)	Residential	B	1	67	74	74	0
S117 (11524 N MAIN ST)	Residential	B	1	67	74	74	0
S118 (11512 N MAIN ST)	Residential	B	1	67	68	68	0
S119 (11492 N MAIN ST)	Residential	B	1	67	71	71	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S120 (11475 N MAIN ST)	Residential	B	1	67	64	64	0
S121 (11465 N MAIN ST)	Residential	B	1	67	65	65	0
S122 (11357 N SHORE DR)	Residential	B	1	67	61	61	0
S123 (11351 N SHORE DR)	Residential	B	1	67	62	62	0
S124 (11339 N SHORE DR)	Residential	B	1	67	60	60	0
S125 (11402 N SHORE DR)	Residential	B	1	67	59	59	0
S126 (11339 N SHORE DR)	Residential	B	1	67	60	60	0
S127 (11321 N SHORE DR)	Residential	B	1	67	60	60	0
S128 (11309 N SHORE DR)	Residential	B	1	67	62	62	0
S129 (11285 N SHORE DR)	Residential	B	1	67	63	63	0
S130 (11265 N SHORE DR)	Residential	B	1	67	64	64	0
S131 (11255 N SHORE DR)	Residential	B	1	67	65	65	0
S132 (11187 ELMCREST RD)	Residential	B	1	67	68	69	1
S133 (11165 ELMCREST RD)	Residential	B	1	67	66	66	0
S134 (11157 ELMCREST RD)	Residential	B	1	67	64	64	0
S135 (11141 ELMCREST RD)	Residential	B	1	67	65	65	0
S136 (10050 JOHN R ST)	Residential	B	1	67	64	64	0
S137 (10080 JOHN R ST)	Residential	B	1	67	64	64	0
S138 (10090 JOHN R ST)	Residential	B	1	67	63	63	0
S139 (10110 CANAL DR)	Residential	B	1	67	59	58	-1
S140 (10120 CANAL DR)	Residential	B	1	67	57	56	-1
S141 (10134 CANAL DR)	Residential	B	1	67	56	56	0
S142 (10146 CANAL DR)	Residential	B	1	67	57	56	-1
S143 (10156 CANAL DR)	Residential	B	1	67	56	56	0
S144 (10168 CANAL DR)	Residential	B	1	67	56	56	0
S145 (10182 CANAL DR)	Residential	B	1	67	56	56	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S120 (11475 N MAIN ST)	Residential	B	1	67	64	64	0
S121 (11465 N MAIN ST)	Residential	B	1	67	65	65	0
S122 (11357 N SHORE DR)	Residential	B	1	67	61	61	0
S123 (11351 N SHORE DR)	Residential	B	1	67	62	62	0
S124 (11339 N SHORE DR)	Residential	B	1	67	60	60	0
S125 (11402 N SHORE DR)	Residential	B	1	67	59	59	0
S126 (11339 N SHORE DR)	Residential	B	1	67	60	60	0
S127 (11321 N SHORE DR)	Residential	B	1	67	60	60	0
S128 (11309 N SHORE DR)	Residential	B	1	67	62	62	0
S129 (11285 N SHORE DR)	Residential	B	1	67	63	63	0
S130 (11265 N SHORE DR)	Residential	B	1	67	64	64	0
S131 (11255 N SHORE DR)	Residential	B	1	67	65	65	0
S132 (11187 ELMCREST RD)	Residential	B	1	67	68	69	1
S133 (11165 ELMCREST RD)	Residential	B	1	67	66	66	0
S134 (11157 ELMCREST RD)	Residential	B	1	67	64	64	0
S135 (11141 ELMCREST RD)	Residential	B	1	67	65	65	0
S136 (10050 JOHN R ST)	Residential	B	1	67	64	64	0
S137 (10080 JOHN R ST)	Residential	B	1	67	64	64	0
S138 (10090 JOHN R ST)	Residential	B	1	67	63	63	0
S139 (10110 CANAL DR)	Residential	B	1	67	59	58	-1
S140 (10120 CANAL DR)	Residential	B	1	67	57	56	-1
S141 (10134 CANAL DR)	Residential	B	1	67	56	56	0
S142 (10146 CANAL DR)	Residential	B	1	67	57	56	-1
S143 (10156 CANAL DR)	Residential	B	1	67	56	56	0
S144 (10168 CANAL DR)	Residential	B	1	67	56	56	0
S145 (10182 CANAL DR)	Residential	B	1	67	56	56	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE S							
S146 (10212 ELMCREST RD)	Residential	B	1	67	56	56	0
S147 (10218 ELMCREST RD)	Residential	B	1	67	59	59	0
S148 (10224 ELMCREST RD)	Residential	B	1	67	60	60	0
S149 (10232 ELMCREST RD)	Residential	B	1	67	62	62	0
S150 (10051 JOHN R ST)	Residential	B	1	67	62	62	0
S151 (10071 JOHN R ST)	Residential	B	1	67	61	61	0
S152 (10095 JOHN R ST)	Residential	B	1	67	62	62	0
CNE T							
T01 (9747 9 MILE RD)	Commercial	E	1	72	59	57	-2
T02 (3775 9 MILE RD)	Commercial	E	1	72	64	64	0
T03 (9797 9 MILE RD)	Commercial	E	1	72	62	62	0
T04 (10910 WHITMORE LAKE RD)	Commercial	E	1	72	66	65	-1
T05 (9500 EXECUTIVE DR)	Commercial	E	1	72	65	65	0
T06 (10520 WHITMORE LAKE RD)	Residential	B	1	67	65	64	-1
T07 (10410 WHITMORE LAKE RD)	Residential	B	1	67	63	62	-1
T08 (9810 SPICER RD)	Residential	B	1	67	56	55	-1
T09 (9795 SPICER RD)	Residential	B	1	67	63	63	0
T10 (9820 SPICER RD)	Residential	B	1	67	66	66	0
T11 (9900 WHITMORE LAKE RD)	Residential	B	1	67	63	63	0
T12 (9842 WHITMORE LAKE RD)	Residential	B	1	67	58	57	-1
T13 (9784 WHITMORE LAKE RD)	Residential	B	1	67	58	58	0
T14 (9750 WHITMORE LAKE RD)	Residential	B	1	67	55	55	0
T15 (9678 SPICER RD)	Residential	B	1	67	53	53	0

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F-1: Loudest Hour Noise Levels, dB(A) Leq (1h) (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))		
					Existing (2011) ¹	Build (2035) ¹	Change
CNE U							
U01 (10011 FIELDCREST DR)	Residential	B	1	67	65	65	0
U02 (10021 FIELDCREST DR)	Residential	B	1	67	63	63	0
U03 (10037 FIELDCREST DR)	Residential	B	1	67	63	63	0
U05 (10075 FIELDCREST DR)	CHURCH	C	1	67	67	67	0
U07 (10050 FAIRLANE DR)	Residential	B	1	67	65	66	1
U08 (10425 FIELDCREST DR)	Residential	B	1	67	67	67	0
U09 (10653 FIELDCREST DR)	Residential	B	1	67	71	71	0
U10 (10675 FIELDCREST DR)	Residential	B	1	67	67	67	0
U11 (10701 FIELDCREST DR)	Residential	B	1	67	67	67	0
U12 (10741 FIELDCREST DR)	Residential	B	1	67	61	61	0
U13 (10759 FIELDCREST DR)	Residential	B	1	67	61	61	0
U14 (10817 FIELDCREST DR)	Residential	B	1	67	61	61	0
U15 (10835 FIELDCREST DR)	Residential	B	1	67	60	59	-1
U16 (10877 FIELDCREST DR)	Residential	B	1	67	60	60	0
U17 (10895 FIELDCREST DR)	Residential	B	1	67	58	58	0
U18 (10957 FIELDCREST DR)	Residential	B	1	67	56	55	-1
U19 (10195 9 MILE RD)	Residential	B	1	67	59	59	0
U20 (10583 CHARRING CROSS CIR)	Residential	B	1	67	58	57	-1
U21 (10597 CHARRING CROSS CIR)	Residential	B	1	67	58	58	0
U22 (10613 CHARRING CROSS CIR)	Residential	B	1	67	58	58	0
U23 (10627 CHARRING CROSS CIR)	Residential	B	1	67	59	58	-1
U24 (10641 CHARRING CROSS CIR)	Residential	B	1	67	59	59	0
U25 (10655 CHARRING CROSS CIR)	Residential	B	1	67	60	60	0
U26 (10669 CHARRING CROSS CIR)	Residential	B	1	67	61	61	0
U27 (10846 GLENGARY CT)	Residential	B	1	67	63	63	0
U28 (10843 GLENGARY CT)	Residential	B	1	67	64	64	0
U29 (10822 GLENGARY CT)	Residential	B	1	67	62	62	0
U30 (10810 GLENGARY CT)	Residential	B	1	67	60	61	1

¹ Noise levels approaching or exceeding NAC levels are **bolded and highlighted**

Table F- 2 – Benefiting Units (16 pages)

Table F- 2: Benefiting Units¹

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE C								
C09 (6100 Whitmore Lake Rd)	Residential	B	1	67	67	63	-4	N
C10 (6107 Whitmore Lake Rd)	Residential	B	1	67	59	57	-2	N
C11 (6140 Whitmore Lake Rd)	Residential	B	1	67	61	59	-2	N
C13 (6190 Whitmore Lake Rd)	Residential	B	1	67	61	60	-1	N
CNE E								
E7 (405 E FIVE MILE RD)	Residential	B	1	67	69	64	-5	Y
CNE G								
G2 (7848 COYLE RD)	Residential	B	1	67	58	57	-1	N
G4 (30 DELAWARE RD)	Residential	B	1	67	62	60	-2	N
G5 (27 DELAWARE RD)	Residential	B	1	67	61	60	-1	N
G6 (33 DELAWARE RD)	Residential	B	1	67	62	61	-1	N
G7 (45 DELARWARE RD)	Residential	B	1	67	65	61	-4	N
G8 (110 BEACHWAY AVE)	Residential	B	1	67	74	64	-10	Y
G9 (84 BEACHWAY AVE)	Residential	B	1	67	67	61	-6	Y
G10 (40 BEACHWAY AVE)	Residential	B	1	67	62	59	-3	N
G11 (7860 COYLE RD)	Residential	B	1	67	59	57	-2	N
G12 (7874 COYLE RD)	Residential	B	1	67	61	58	-3	N
G13 (7900 COYLE RD)	Residential	B	1	67	61	58	-3	N
G14 (47 BEACHWAY AVE)	Residential	B	1	67	65	60	-5	Y
G15 (91 BEACHWAY AVE)	Residential	B	1	67	68	61	-7	Y
G16 (111 BEACH AVE)	Residential	B	1	67	71	62	-9	Y
G17 (86 ELM ST)	Residential	B	1	67	68	61	-7	Y
G18 (7922 COYLE RD)	Residential	B	1	67	65	61	-4	N
G19 (7908 COYLE RD)	Residential	B	1	67	63	59	-4	N
G20 (7932 COYLE RD)	Residential	B	1	67	67	61	-6	Y

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE G								
G21 (91 ELM ST)	Residential	B	1	67	73	63	-10	Y
G22 (7950 COYLE RD)	Residential	B	1	67	68	62	-6	Y
G23 (40 GROVE DR)	Residential	B	1	67	75	64	-11	Y
G24 (7968 COYLE RD)	Residential	B	1	67	66	62	-4	N
G25 (7986 COYLE RD)	Commercial	E	1	72	68	64	-4	N
G26 (7861 COYLE RD)	Residential	B	1	67	55	54	-1	N
G27 (7877 COYLE RD)	Residential	B	1	67	57	55	-2	N
G28 (7901 COYLE RD)	Residential	B	1	67	58	56	-2	N
G29 (7929 COYLE RD)	Residential	B	1	67	59	56	-3	N
G30 (7935 COYLE RD)	Residential	B	1	67	59	57	-2	N
G31 (7973 COYLE RD)	Residential	B	1	67	61	59	-2	N
G32 (95 DELAWARE RD)	Residential	B	1	67	69	63	-6	Y
G33 (7983 COYLE RD)	Residential	B	1	67	63	60	-3	N
G34 (115 BEACH AVE)	Residential	B	1	67	75	63	-12	Y
G36 (7995 COYLE RD)	Residential	B	1	67	61	59	-2	N
G37 (90 ELM ST)	Residential	B	1	67	73	62	-11	Y
G38 (7980 Coyle Rd)	Residential	B	1	67	66	62	-4	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE H								
H1 (9019 WILDWOOD LAKE DR)	Residential	B	1	67	69	64	-5	Y
H2 (9027 WILDWOOD LAKE DR)	Residential	B	1	67	65	62	-3	N
H3 (9035 WILDWOOD LAKE DR)	Residential	B	1	67	63	61	-2	N
H4 (9043 WILDWOOD LAKE DR)	Residential	B	1	67	61	59	-2	N
H5 (9051 WILDWOOD LAKE DR)	Residential	B	1	67	58	57	-1	N
H6 (9059 WILDWOOD DR)	Residential	B	1	67	56	55	-1	N
H7 (9067 WILDWOOD LAKE DR)	Residential	B	1	67	55	54	-1	N
H8 (9075 WILDWOOD LAKE DR)	Residential	B	1	67	55	54	-1	N
H9 (9083 WILDWOOD LAKE DR)	Residential	B	1	67	54	53	-1	N
H10 (9091 WILDWOOD LAKE DR)	Residential	B	1	67	53	52	-1	N
H11 (9099 WILDWOOD LAKE DR)	Residential	B	1	67	53	52	-1	N
H12 (9096 WILDWOOD LAKE DR)	Residential	B	1	67	50	49	-1	N
H13 (9088 WILDWOOD LAKE DR)	Residential	B	1	67	54	53	-1	N
H14 (9076 WILDWOOD LAKE DR)	Residential	B	1	67	55	53	-2	N
H15 (9068 WILDWOOD LAKE DR)	Residential	B	1	67	58	56	-2	N
H16 (9060 WILDWOOD LAKE DR)	Residential	B	1	67	56	55	-1	N
H17 (9052 WILDWOOD LAKE DR)	Residential	B	1	67	58	56	-2	N
H18 (9299 SUMMERLAND DR)	Residential	B	1	67	63	60	-3	N
H19 (9294 SUMMERLAND DR)	Residential	B	1	67	70	63	-7	Y
H20 (9306 SUMMERLAND DR)	Residential	B	1	67	70	63	-7	Y
H21 (9318 SUMMERLAND DR)	Residential	B	1	67	70	62	-8	Y
H22 (9330 SUMMERLAND DR)	Residential	B	1	67	69	62	-7	Y
H23 (9342 SUMMERLAND DR)	Residential	B	1	67	70	62	-8	Y
H24 (9354 SUMMERLAND DR)	Residential	B	1	67	70	60	-10	Y
H25 (9366 SUMMERLAND DR)	Residential	B	1	67	70	62	-8	Y
H26 (9378 SUMMERLAND DR)	Residential	B	1	67	69	65	-4	N
H27 (9390 SUMMERLAND DR)	Residential	B	1	67	69	67	-2	N

¹Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE H								
H33 (9423 SUMMERLAND DR)	Residential	B	1	67	61	60	-1	N
H35 (9375 SUMMERLAND DR)	Residential	B	1	67	57	55	-2	N
H36 (9361 SUMMERLAND DR)	Residential	B	1	67	64	61	-3	N
H37 (9347 SUMMERLAND DR)	Residential	B	1	67	57	55	-2	N
H38 (9331 SUMMERLAND DR)	Residential	B	1	67	57	55	-2	N
H39 (9315 SUMMERLAND DR)	Residential	B	1	67	57	55	-2	N
H40 (9266 HOLIDAY DR)	Residential	B	1	67	56	54	-2	N
H41 (9298 HOLIDAY CT)	Residential	B	1	67	55	53	-2	N
H42 (9310 HOLIDAY CT)	Residential	B	1	67	55	53	-2	N
H43 (9322 HOLIDAY CT)	Residential	B	1	67	58	56	-2	N
H44 (9334 HOLIDAY CT)	Residential	B	1	67	58	56	-2	N
H45 (9346 HOLIDAY CT)	Residential	B	1	67	57	55	-2	N
H46 (357 NORTH POINT DR)	Residential	B	1	67	57	55	-2	N
H47 (339 NORTH POINT DR)	Residential	B	1	67	58	57	-1	N
H48 (346 NORTH POINT DR)	Residential	B	1	67	60	59	-1	N
H50 (382 NORTH POINT DR)	Residential	B	1	67	57	56	-1	N
H51 (400 NORTH POINT DR)	Residential	B	1	67	56	55	-1	N
H53 (436 NORTH POINT DR)	Residential	B	1	67	54	53	-1	N
H55 (411 NORTH POINT DR)	Residential	B	1	67	50	49	-1	N
H56 (9377 HOLIDAY DR)	Residential	B	1	67	50	49	-1	N
H59 (9326 SAND POINT DR)	Residential	B	1	67	51	50	-1	N
H60 (9302 SAND POINT RD)	Residential	B	1	67	50	49	-1	N
H61 (9325 HOLIDAY DR)	Residential	B	1	67	49	48	-1	N
H62 (9297 HOLIDAY DR)	Residential	B	1	67	54	52	-2	N
H63 (9279 HOLIDAY DR)	Residential	B	1	67	54	52	-2	N
H64 (9261 HOLIDAY)	Residential	B	1	67	49	48	-1	N
H66 (385 BARKER RD)	Residential	B	1	67	56	55	-1	N
H67 (375 BARKER RD)	Residential	B	1	67	58	57	-1	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE I								
I4 (266 DARTMOOR DR)	Residential	B	1	67	59	58	-1	N
I5 (274 DARTMOOR DR)	Residential	B	1	67	57	56	-1	N
I8 (312 DARTMOOR DR)	Residential	B	1	67	55	54	-1	N
I10 (345 DARTMOOR DR)	Residential	B	1	67	51	50	-1	N
I15 (224 FAIRMOUNT DR)	Residential	B	1	67	62	59	-3	N
I16 (254 FAIRMOUNT DR)	Residential	B	1	67	59	57	-2	N
I17 (322 FAIRMOUNT DR)	Residential	B	1	67	55	54	-1	N
I18 (332 FAIRMOUNT DR)	Residential	B	1	67	52	51	-1	N
I19 (346 FAIRMOUNT DR)	Residential	B	1	67	50	49	-1	N
I20 (350 FAIRMOUNT DR)	Residential	B	1	67	52	51	-1	N
I21 (351 FAIRMOUNT DR)	Residential	B	1	67	50	47	-3	N
I22 (333 FAIRMOUNT RD)	Residential	B	1	67	51	49	-2	N
I23 (329 FAIRMOUNT DR)	Residential	B	1	67	53	51	-2	N
I24 (315 FAIRMOUNT DR)	Residential	B	1	67	53	52	-1	N
I25 (295 FAIRMOUNT RD)	Residential	B	1	67	56	54	-2	N
I26 (267 FAIRMOUNT DR)	Residential	B	1	67	56	55	-1	N
I27 (255 FAIRMOUNT DR)	Residential	B	1	67	60	57	-3	N
I28 (227 FAIRMOUNT RD)	Residential	B	1	67	62	60	-2	N
I29 (217 FAIRMOUNT DR)	Residential	B	1	67	65	60	-5	Y
I30 (212 GLENMOOR DR)	Residential	B	1	67	67	60	-7	Y
I31 (230 GLENMOOR DR)	Residential	B	1	67	64	59	-5	Y
I32 (240 GLENMOOR DR)	Residential	B	1	67	62	59	-3	N
I33 (250 GLENMOOR DR)	Residential	B	1	67	60	58	-2	N
I34 (260 GLENMOOR DR)	Residential	B	1	67	55	53	-2	N
I35 (304 GLENMOOR DR)	Residential	B	1	67	53	52	-1	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE I								
I36 (330 GLENMOOR DR)	Residential	B	1	67	51	50	-1	N
I37 (366 GLENMOOR DR)	Residential	B	1	67	50	47	-3	N
I38 (353 GLENMOOR DR)	Residential	B	1	67	51	49	-2	N
I39 (341 GLENMOOR DR)	Residential	B	1	67	52	51	-1	N
I40 (321 GLENMOOR DR)	Residential	B	1	67	53	52	-1	N
I41 (299 GLENMOOR DR)	Residential	B	1	67	54	53	-1	N
I42 (287 GLENMOOR DR)	Residential	B	1	67	55	54	-1	N
I43 (293 GLENMOOR DR)	Residential	B	1	67	57	55	-2	N
I44 (259 GLENMOOR DR)	Residential	B	1	67	58	57	-1	N
I45 (239 GLENMOOR DR)	Residential	B	1	67	61	59	-2	N
I46 (235 GLENMOOR DR)	Residential	B	1	67	62	59	-3	N
I47 (217 GLENMOOR DR)	Residential	B	1	67	68	62	-6	Y
I48 (284 MAPLEGROVE DR)	Residential	B	1	67	59	57	-2	N
I49 (292 MAPLEGROVE DR)	Residential	B	1	67	56	55	-1	N
I50 (320 MAPLEGROVE DR)	Residential	B	1	67	54	53	-1	N
I51 (332 MAPLEGROVE DR)	Residential	B	1	67	53	51	-2	N
I53 (351 MAPLEGROVE DR)	Residential	B	1	67	52	51	-1	N
I55 (317 MAPLEGROVE DR)	Residential	B	1	67	55	54	-1	N
I59 (296 DELAWARE RD)	Residential	B	1	67	59	58	-1	N
I60 (320 DELAWARE RD)	Residential	B	1	67	58	57	-1	N
I61 (330 DELAWARE RD)	Residential	B	1	67	55	54	-1	N
I63 (386 DELAWARE RD)	Residential	B	1	67	52	51	-1	N
I64 (361 DELAWARE RD)	Residential	B	1	67	52	51	-1	N
I67 (315 DELAWARE RD)	Residential	B	1	67	56	55	-1	N
I68 (275 DELAWARE RD)	Residential	B	1	67	58	57	-1	N
I70 (239 DELAWARE RD)	Residential	B	1	67	65	64	-1	N
I73 (268 BEACHWAY AVE)	Residential	B	1	67	59	58	-1	N

¹Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L_{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE I								
I76 (336 BEACHWAY AVE)	Residential	B	1	67	57	56	-1	N
I80 (279 BEACHWAY AVE)	Residential	B	1	67	57	56	-1	N
I83 (371 GROVE DR)	Residential	B	1	67	55	54	-1	N
I84 (365 GROVE DR)	Residential	B	1	67	56	55	-1	N
I86 (341 GROVE DR)	Residential	B	1	67	56	55	-1	N
I87 (7935 SHADY BEACH DR)	Residential	B	1	67	55	54	-1	N
I88 (7951 SHADY BEACH DR)	Residential	B	1	67	56	55	-1	N
I89 (7940 SHADY BEACH DR)	Residential	B	1	67	55	54	-1	N
I90 (7955 SHADY BEACH DR)	Residential	B	1	67	58	57	-1	N
I91 (7987 SHADY BEACH DR)	Residential	B	1	67	66	63	-3	N
I92 (8000 SHADY BEACH DR)	Residential	B	1	67	69	63	-6	Y
I93 (7982 SHADY BEACH DR)	Residential	B	1	67	65	62	-3	N
I94 (8027 MAIN ST)	Residential	B	1	67	67	62	-5	Y
I96 (285 DELAWARE RD)	Residential	B	1	67	57	56	-1	N
CNE J								
J01 (8082 MAIN ST)	Residential	B	1	67	67	62	-5	Y
J02 (59 LAKE VIEW AVE)	Residential	B	1	67	67	62	-5	Y
J03 (56 LAKE VIEW AVE)	Residential	B	1	67	62	59	-3	N
J04 (12 GREENLAND ST)	Residential	B	1	67	70	63	-7	Y
J05 (26 GREENLAND ST)	Residential	B	1	67	64	60	-4	N
J06 (NO ADDRESS GIVEN)	Residential	B	1	67	61	57	-4	N
J07 (64 LAKE VIEW AVE)	Residential	B	1	67	61	58	-3	N
J08 (70 LAKE VIEW AVE)	Residential	B	1	67	59	57	-2	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE J								
J09 (80 LAKE VIEW AVE)	Residential	B	1	67	58	55	-3	N
J10 (9 GREENLAND ST)	Residential	B	1	67	67	60	-7	Y
J11 (33 GREENLAND ST)	Residential	B	1	67	63	58	-5	Y
J12 (55 GREENLAND ST)	Residential	B	1	67	59	56	-3	N
J13 (98 LAKE VIEW AVE)	Residential	B	1	67	56	54	-2	N
J14 (101 LAKE VIEW AVE)	Residential	B	1	67	58	55	-3	N
J15 (134 LAKE VIEW AVE)	Residential	B	1	67	54	52	-2	N
J16 (84 SCHRUM DR)	Residential	B	1	67	55	53	-2	N
J17 (74 SCHRUM DR)	Residential	B	1	67	55	53	-2	N
J18 (52 SCHRUM DR)	Residential	B	1	67	57	55	-2	N
J19 (32 SCHRUM DR)	Residential	B	1	67	59	56	-3	N
J20 (20 SCHRUM DR)	Residential	B	1	67	62	58	-4	N
J21 (15 SCHRUM DR)	Residential	B	1	67	57	56	-1	N
J22 (43 SCHRUM DR)	Residential	B	1	67	57	55	-2	N
J23 (69 SCHRUM DR)	Residential	B	1	67	57	54	-3	N
J24 (87 SCHRUM DR)	Residential	B	1	67	56	53	-3	N
J25 (93 SCHRUM DR)	Residential	B	1	67	55	54	-1	N
J26 (8310 MAIN ST)	Residential	B	1	67	57	56	-1	N
J27 (8185 MAIN ST)	Residential	B	1	67	70	60	-10	Y
J28 (8205 MAIN ST)	Residential	B	1	67	67	60	-7	Y
J29 (8233 MAIN ST)	Residential	B	1	67	68	61	-7	Y
J30 (8275 MAIN ST)	Residential	B	1	67	67	63	-4	N
J31 (8325 MAIN ST)	Residential	B	1	67	66	65	-1	N
J32 (86 LAKE VIEW AVE)	Residential	B	1	67	57	55	-2	N
J33 (8100 MAIN ST)	Residential	B	1	67	71	64	-7	Y

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE L								
L7 (50 JENNINGS RD)	Residential	B	1	67	54	53	-1	N
L9 (68 JENNINGS RD)	Residential	B	1	67	55	54	-1	N
L10 (55 LONGFELLOW ST)	Residential	B	1	67	54	53	-1	N
L12 (77 LONGFELLOW ST)	Residential	B	1	67	55	54	-1	N
L13 (9045 HILLCREST DR)	Residential	B	1	67	58	57	-1	N
L14 (9119 HILLCREST DR)	Residential	B	1	67	55	53	-2	N
L15 (9121 HILLCREST DR)	Residential	B	1	67	55	54	-1	N
L16 (9127 HILLCREST DR)	Residential	B	1	67	55	54	-1	N
L17 (88 LONGFELLOW ST)	Residential	B	1	67	56	55	-1	N
L18 (74 LONGFELLOW ST)	Residential	B	1	67	55	54	-1	N
L22 (77 WHITTIER ST)	Residential	B	1	67	55	54	-1	N
L24 (9050 HILLCREST DR)	Residential	B	1	67	57	55	-2	N
L35 (9291 HILLCREST DR)	Residential	B	1	67	54	53	-1	N
L36 (9281 HILLCREST DR)	Residential	B	1	67	52	51	-1	N
L37 (9261 HILLCREST DR)	Residential	B	1	67	56	54	-2	N
L38 (9247 HILLCREST DR)	Residential	B	1	67	56	54	-2	N
L39 (9229 HILLCREST DR)	Residential	B	1	67	55	54	-1	N
L42 (9191 HILLCREST DR)	Residential	B	1	67	56	55	-1	N
L43 (9181 HILLCREST DR)	Residential	B	1	67	57	55	-2	N
L44 (9167 HILLCREST DR)	Residential	B	1	67	57	56	-1	N
L46 (168 JENNINGS RD)	PARK	C	23 ²	67	73	63	-10	Y
L47 (193 BARKER RD)	Residential	B	1	67	62	60	-2	N
L48 (193 BARKER RD)	Residential	B	1	67	69	62	-7	Y
L49 (193 BARKER RD)	Residential	B	1	67	66	61	-5	Y
L50 (193 BARKER RD)	Residential	B	1	67	66	64	-2	N
L51 (175 BARKER RD)	Residential	B	1	67	59	58	-1	N
L57 (220 JENNINGS RD)	Residential	B	1	67	76	61	-15	Y
L58 (188 JENNINGS RD)	Residential	B	1	67	67	62	-4	N

¹ Benefiting Units are **highlighted** ²Benefiting DUEs

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, Leq (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE M								
M11 (385 JENNINGS RD)	Residential	B	1	67	56	55	-1	N
M12 (315 JENNINGS RD)	Residential	B	1	67	62	60	-2	N
M13 (305 JENNINGS RD)	Residential	B	1	67	72	62	-10	Y
M14 (290 JENNINGS RD)	Commercial	E	1	72	60	58	-2	N
M15 (260 JENNINGS RD)	Commercial	E	1	72	70	64	-6	Y
M16 (240 JENNINGS RD)	Residential	B	1	67	71	64	-7	Y
M17 (238 JENNINGS RD)	Residential	B	1	67	68	61	-7	Y
CNE N								
N18 (855 W EIGHT MILE RD - Unit 254)	Residential	B	1	67	65	64	-1	N
N19 (855 W EIGHT MILE RD - Unit 255)	Residential	B	1	67	65	64	-1	N
N20 (855 W EIGHT MILE RD - Unit 256)	Residential	B	1	67	67	64	-3	N
N21 (855 W EIGHT MILE RD - Unit 257)	Residential	B	1	67	68	63	-5	Y
N22 (855 W EIGHT MILE RD - Unit 258)	Residential	B	1	67	68	57	-11	Y
N23 (855 W EIGHT MILE RD - Unit 259)	Residential	B	1	67	68	59	-9	Y
N24 (855 W EIGHT MILE RD - Unit 260)	Residential	B	1	67	68	61	-7	Y
N25 (855 W EIGHT MILE RD - Unit 261)	Residential	B	1	67	68	62	-6	Y
N26 (855 W EIGHT MILE RD - Unit 262)	Residential	B	1	67	68	62	-6	Y
N27 (855 W EIGHT MILE RD - Unit 263)	Residential	B	1	67	68	63	-5	Y
N28 (855 W EIGHT MILE RD - Unit 264)	Residential	B	1	67	68	61	-7	Y
N29 (855 W EIGHT MILE RD - Unit 265)	Residential	B	1	67	68	62	-6	Y
N30 (855 W EIGHT MILE RD - Unit 266)	Residential	B	1	67	68	62	-6	Y
N31 (855 W EIGHT MILE RD - Unit 267)	Residential	B	1	67	68	66	-2	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE N								
N95 (855 W EIGHT MILE RD - Unit 383)	Residential	B	1	67	67	66	-1	N
N96 (855 W EIGHT MILE RD - Unit 382)	Residential	B	1	67	67	66	-1	N
N97 (855 W EIGHT MILE RD - Unit 381)	Residential	B	1	67	67	66	-1	N
N98 (855 W EIGHT MILE RD - Unit 380)	Residential	B	1	67	67	66	-1	N
N99 (855 W EIGHT MILE RD - Unit 379)	Residential	B	1	67	67	66	-1	N
CNE Q								
Q07 (9972 MAIN ST)	Residential	B	1	67	53	52	-1	N
Q15 (11970 N MAIN ST)	Residential	B	1	67	50	49	-1	N
Q25 (11912 N MAIN ST)	Residential	B	1	67	52	51	-1	N
Q26 (9301 FULTON RD)	Residential	B	1	67	58	57	-1	N
Q27 (9401 FULTON RD)	Residential	B	1	67	55	54	-1	N
Q28 (9501 FULTON RD)	Residential	B	1	67	55	54	-1	N
Q29 (9551 FULTON RD)	Residential	B	1	67	55	53	-2	N
Q41 (11888 N MAIN ST)	Residential	B	1	67	51	51	-1	N
Q43 (11859 N MAIN ST)	Residential	B	1	67	51	51	-1	N
Q44 (11851 N MAIN ST)	Residential	B	1	67	52	50	-1	N
Q45 (11835 N MAIN ST)	Residential	B	1	67	51	51	-1	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE Q								
Q47 (11823 N MAIN ST)	Residential	B	1	67	51	51	-1	N
Q49 (11826 N MAIN ST)	Residential	B	1	67	52	52	-2	N
Q50 (11800 N MAIN ST)	Residential	B	1	67	54	54	-1	N
CNE R								
R01 (11870 HEIDELBERG LN #1)	Residential	B	1	67	59	58	-1	N
R02 (11870 HEIDELBERG LN #2)	Residential	B	1	67	61	59	-2	N
R03 (11870 HEIDELBERG LN #3)	Residential	B	1	67	63	60	-3	N
R04 (11870 HEIDELBERG LN #4)	Residential	B	1	67	63	60	-3	N
R05 (11870 HEIDELBERG LN #14)	Residential	B	1	67	65	61	-4	N
R06 (11870 HEIDELBERG LN #5)	Residential	B	1	67	64	60	-4	N
R07 (11870 HEIDELBERG LN #6)	Residential	B	1	67	62	59	-3	N
R08 (11870 HEIDELBERG LN #7)	Residential	B	1	67	60	58	-2	N
R09 (11870 HEIDELBERG LN #8)	Residential	B	1	67	74	64	-10	Y
R10 (11870 HEIDELBERG LN #9)	Residential	B	1	67	74	64	-10	Y
R11 (11870 HEIDELBERG LN #10)	Residential	B	1	67	67	62	-5	Y
R12 (11870 HEIDELBERG LN #11)	Residential	B	1	67	66	61	-5	Y
R13 (11870 HEIDELBERG LN #12)	Residential	B	1	67	64	59	-5	Y
R14 (11870 HEIDELBERG LN #13)	Residential	B	1	67	63	59	-4	N
R15 (11870 HEIDELBERG LN #15)	Residential	B	1	67	59	57	-2	N
R16 (11870 HEIDELBERG LN #16)	Residential	B	1	67	60	57	-3	N
R17 (11870 HEIDELBERG LN #17)	Residential	B	1	67	61	57	-4	N
R18 (11870 HEIDELBERG LN #18)	Residential	B	1	67	62	58	-4	N
R19 (11870 HEIDELBERG LN #19)	Residential	B	1	67	63	59	-4	N
R20 (11870 HEIDELBERG LN #20)	Residential	B	1	67	64	61	-3	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE R								
R21 (11870 HEIDELBERG LN #21)	Residential	B	1	67	66	62	-4	N
R22 (11870 HEIDELBERG LN #22)	Residential	B	1	67	69	63	-6	Y
R23 (11870 HEIDELBERG LN #23)	Residential	B	1	67	73	64	-9	Y
R24 (11870 HEIDELBERG LN #24)	Residential	B	1	67	67	63	-4	N
R25 (11870 HEIDELBERG LN #25)	Residential	B	1	67	66	62	-4	N
R26 (11870 HEIDELBERG LN #26)	Residential	B	1	67	64	61	-3	N
R27 (11870 HEIDELBERG LN #27)	Residential	B	1	67	63	60	-3	N
R28 (11870 HEIDELBERG LN #28)	Residential	B	1	67	61	58	-3	N
R29 (11870 HEIDELBERG LN #29)	Residential	B	1	67	62	59	-3	N
R30 (11870 HEIDELBERG LN #30)	Residential	B	1	67	60	57	-3	N
R31 (11870 HEIDELBERG LN #31)	Residential	B	1	67	58	55	-3	N
R32 (11870 HEIDELBERG LN #32)	Residential	B	1	67	67	64	-3	N
R33 (11870 HEIDELBERG LN #44)	Residential	B	1	67	60	57	-3	N
R34 (11870 HEIDELBERG LN #43)	Residential	B	1	67	64	60	-4	N
R35 (11870 HEIDELBERG LN #42)	Residential	B	1	67	63	59	-4	N
R36 (11870 HEIDELBERG LN #41)	Residential	B	1	67	61	59	-2	N
R37 (11870 HEIDELBERG LN #40)	Residential	B	1	67	60	58	-2	N
R38 (11870 HEIDELBERG LN #39)	Residential	B	1	67	59	57	-2	N
R39 (11870 HEIDELBERG LN #38)	Residential	B	1	67	59	57	-2	N
R40 (11870 HEIDELBERG LN #37)	Residential	B	1	67	59	56	-3	N
R41 (11870 HEIDELBERG LN #36)	Residential	B	1	67	57	54	-3	N
R43 (11870 HEIDELBERG LN #34)	Residential	B	1	67	56	54	-2	N
R44 (11870 HEIDELBERG LN #33)	Residential	B	1	67	55	54	-1	N
R45 (11870 HEIDELBERG LN #54)	Residential	B	1	67	56	54	-2	N

¹Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE R								
R46 (11871 HEIDELBERG LN #53)	Residential	B	1	67	56	55	-1	N
R47 (11872 HEIDELBERG LN #52)	Residential	B	1	67	58	55	-3	N
R48 (11873 HEIDELBERG LN #51)	Residential	B	1	67	59	56	-3	N
R49 (11874 HEIDELBERG LN #50)	Residential	B	1	67	60	58	-2	N
R50 (11875 HEIDELBERG LN #49)	Residential	B	1	67	60	57	-3	N
R51 (11876 HEIDELBERG LN #48)	Residential	B	1	67	61	58	-3	N
R52 (11877 HEIDELBERG LN #47)	Residential	B	1	67	62	59	-3	N
R53 (11878 HEIDELBERG LN #46)	Residential	B	1	67	64	62	-2	N
R54 (11879 HEIDELBERG LN #45)	Residential	B	1	67	64	61	-3	N
CNE S								
S02 (11770 KENTON DR)	Residential	B	1	67	49	48	-1	N
S03 (11762 KENTON DR)	Residential	B	1	67	49	48	-1	N
S04 (11754 KENTON DR)	Residential	B	1	67	49	48	-1	N
S06 (11765 CRESTVIEW RD)	Residential	B	1	67	51	50	-1	N
S07 (11773 CRESTVIEW RD)	Residential	B	1	67	51	50	-1	N
S08 (11781 CRESTVIEW RD)	Residential	B	1	67	52	50	-2	N
S12 (11746 CRESTVIEW RD)	Residential	B	1	67	57	56	-1	N
S14 (11757 KENTON DR)	Residential	B	1	67	48	47	-1	N
S17 (11721 KENTON DR)	Residential	B	1	67	50	49	-1	N
S18 (11704 KENTON DR)	Residential	B	1	67	52	51	-1	N
S22 (11745 CRESTVIEW RD)	Residential	B	1	67	54	53	-1	N
S23 (11735 CRESTVIEW RD)	Residential	B	1	67	54	53	-1	N
S25 (11714 TODDS LN)	Residential	B	1	67	49	48	-1	N

¹ Benefiting Units are **highlighted**

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L_{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE S								
S26 (11615 ELMDALE RD)	Residential	B	1	67	49	48	-1	N
S27 (11605 ELMDALE RD)	Residential	B	1	67	49	48	-1	N
S33 (11598 N SHORE DR)	Residential	B	1	67	51	50	-1	N
S36 (11546 N SHORE DR)	Residential	B	1	67	50	49	-1	N
S76 (11720 TODDS LN)	Residential	B	1	67	53	52	-1	N
S80 (11621 MAPLEDALE RD)	Residential	B	1	67	53	52	-1	N
S88 (11564 MAPLEDALE RD)	Residential	B	1	67	59	56	-1	N
S89 (11572 MAPLEDALE RD)	Residential	B	1	67	58	58	-1	N
S95 (11601 N MAIN ST)	Residential	B	1	67	58	57	-1	N
S99 (11776 N MAIN ST)	Residential	B	1	67	59	56	-3	N
S100 (11688 N MAIN ST)	Residential	B	1	67	61	58	-3	N
S101 (11672 N MAIN ST)	Residential	B	1	67	62	59	-3	N
S102 (11656 N MAIN ST)	Residential	B	1	67	63	60	-3	N
S103 (11669 TODDS LN)	School	C	6 ²	67	69	63	-6	Y
S104 (11648 N MAIN ST)	Residential	B	1	67	62	59	-3	N
S105 (11640 N MAIN ST)	Residential	B	1	67	62	60	-2	N
S106 (11811 CAPPY LN)	Residential	B	1	67	63	60	-3	N
S107 (11807 CAPPY LN)	Residential	B	1	67	66	61	-5	Y
S108 (11706 TODDS)	Residential	B	1	67	66	61	-5	Y
S109 (11803 CAPPY LN)	Residential	B	1	67	70	63	-7	Y
S110 (11800 CAPPY LN)	Residential	B	1	67	73	63	-10	Y
S111 (11804 CAPPY LN)	Residential	B	1	67	71	64	-7	Y
S112 (11808 CAPPY LN)	Residential	B	1	67	69	62	-7	Y
S113 (11812 CAPPY LN)	Residential	B	1	67	68	61	-7	Y
S114 (11630 N MAIN ST)	Residential	B	1	67	64	61	-3	N
S115 (11600 N MAIN ST)	Residential	B	1	67	74	63	-11	Y

¹ Benefiting Units are **highlighted** ² Benefitting DUEs.

Table F- 2: Benefiting Units¹ (continued)

Receiver Location (Address)	Land Use	Activity Category	Units	FHWA/ MDOT NAC	Noise Levels, L _{eq} (1h) (dB(A))			
					Build (2040)	Noise Level w/ Barrier	Change	Benefiti ng Unit (Y/N)
CNE S								
S116 (11548 N MAIN ST)	Residential	B	1	67	74	64	-10	Y
S117 (11524 N MAIN ST)	Residential	B	1	67	74	65	-9	Y
S118 (11512 N MAIN ST)	Residential	B	1	67	68	66	-2	N
S119 (11492 N MAIN ST)	Residential	B	1	67	71	70	-1	N
S146 (10212 ELMCREST RD)	Residential	B	1	67	56	55	-1	N
S147 (10218 ELMCREST RD)	Residential	B	1	67	59	58	-1	N
CNE T								
T10 (9820 SPICER RD)	Residential	B	1	67	66	62	-4	N
CNE U								
U09 (10653 FIELDCREST DR)	Residential	B	1	67	71	61	-10	Y
U10 (10675 FIELDCREST DR)	Residential	B	1	67	67	62	-5	Y
U11 (10701 FIELDCREST DR)	Residential	B	1	67	67	62	-5	Y
U12 (10741 FIELDCREST DR)	Residential	B	1	67	61	59	-1	N
U13 (10759 FIELDCREST DR)	Residential	B	1	67	61	59	-1	N
U14 (10817 FIELDCREST DR)	Residential	B	1	67	61	59	-1	N
U15 (10835 FIELDCREST DR)	Residential	B	1	67	59	58	-1	N
U17 (10895 FIELDCREST DR)	Residential	B	1	67	58	57	-1	N
U21 (10597 CHARRING CROSS CIR)	Residential	B	1	67	58	57	-1	N
U22 (10613 CHARRING CROSS CIR)	Residential	B	1	67	58	57	-1	N
U24 (10641 CHARRING CROSS CIR)	Residential	B	1	67	59	58	-1	N
U25 (10655 CHARRING CROSS CIR)	Residential	B	1	67	60	59	-1	N
U26 (10669 CHARRING CROSS CIR)	Residential	B	1	67	61	60	-1	N
U27 (10846 GLENGARY CT)	Residential	B	1	67	63	61	-2	N
U28 (10843 GLENGARY CT)	Residential	B	1	67	64	62	-2	N
U29 (10822 GLENGARY CT)	Residential	B	1	67	62	61	-1	N
U30 (10810 GLENGARY CT)	Residential	B	1	67	61	59	-2	N

¹ Benefiting Units are highlighted