Appendix D | Henderson Interchange Traffic Noise Report



HENDERSON INTERCHANGE DRAFT TRAFFIC NOISE REPORT

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Nevada Department of Transportation Environmental Division





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2. Executive Summary

The purpose of this report is to assess future traffic noise levels, evaluate the performance of the existing soundwalls, and recommend traffic noise abatement measures at impacted sensitive receivers along I-11, between Horizon Drive and the Henderson spaghetti bowl, I-215, from Valle Verde Drive to the Henderson spaghetti bowl, I-515/US95/US93, between Galleria Drive and the Henderson spaghetti bowl, and SR564 (Lake Mead Parkway) between Van Wagenen Street and the Henderson spaghetti bowl. This traffic noise study considers No-Build and Build alternatives. Certain areas of the project include existing soundwalls. These were re-evaluated to verify that they would still adequately reduce the projected traffic noise level.

Current traffic noise sources within the project area primarily consist of traffic on I-11, I-215, I-515, SR564 and local roadways. The noise contributions from interstate sections are dominant in residential areas along the corridor. There are many existing property walls and soundwalls alongside the highway that reduce noise level impacts in the adjacent community areas. In contrast, areas without property walls or soundwalls typically experience higher traffic noise levels. The results of these measurements combined with estimate noise levels in other areas along the project indicate that existing peak-hour equivalent noise levels (Leq) vary between 52 and 72 dBA.

The predicted future traffic noise levels for the design year are expected to exceed the Noise Abatement Criteria (NAC) at many of the noise sensitive receivers along the project. In areas where soundwalls are recommended, they meet the feasibility and reasonableness requirements for traffic noise reduction at impacted areas and can be proposed for construction.

Soundwalls could not be recommended in areas that would not meet these criteria.





3. Introduction

3.1.1 Purpose of the Analysis

The purpose of this Traffic Noise Study Report (NSR) is to evaluate traffic noise impacts and abatement under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise." 23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and Federal-aid highway projects. According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with Federal Highway Administration (FHWA) noise standards. Compliance with 23 CFR 772 provides compliance with the noise impact assessment requirements of the National Environmental Policy Act (NEPA).

The Nevada Department of Transportation (NDOT), in consultation with the Federal Highway Administration (FHWA), is studying alternatives for addressing transportation deficiencies along I-11, I-215, I-515, and State Route 564 (SR564)/Lake Mead Parkway in Clark County near and at the intersection known as the Henderson spaghetti bowl. The project area is in the southeastern part of the valley and the main freeway and access point for those living in the area. The northern termini is Galleria Drive, the eastern termini is Van Wagenen Street, the southern termini is Horizon Drive, and the western termini is Valle Verde Drive. (**Exhibit 1**).

This report describes the results of a noise study conducted for the I-11, I-215, I-515, and SR564. The traffic noise analysis was conducted according to the NDOT's Traffic and Construction Noise Abatement Policy. The purpose of the analysis was to assess potential traffic noise impacts at noise sensitive locations, or receivers, by evaluating worst case hourly traffic noise levels and evaluating traffic noise abatement at locations predicted to experience future traffic noise impacts using both the 2040 Build and No-Build alternatives.

3.1.2 Purpose of the Analysis

The existing system interchange between I-215 and I-515 was constructed between 2004 and 2006 when the population of the Las Vegas Valley was approximately 1.5 million people. The population has since increased by about 50 percent and is projected to continue to increase. Traffic volumes at the interchange exceed the original design year forecasts. Additionally, a service interchange was constructed at I-215/Gibson Road close to the system interchange creating eastbound (EB) weaving conflicts between vehicles entering at Gibson Road bound for Lake Mead Parkway and vehicles. transitioning to the system interchange ramps.

A combination of the following critical needs demonstrates why improvements must be considered for the Henderson Interchange:

Roadway deficiencies will continue to contribute to congestion and travel delays.





- Existing congestion will worsen with projected increases in passenger vehicles, trucks, and public transit vehicles along the I-515, I-215, and I-11.
- Surrounding roadways connectivity needs to be restored to increase safety.
- Traffic safety will further degrade as higher crash rates are experienced in and around the Henderson Interchange.





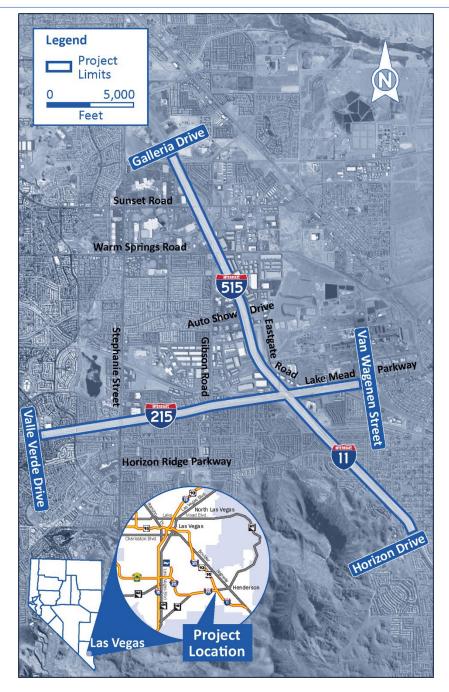


Figure 1. Henderson Interchange Project Limits

The purpose of the proposed project is to:

- Resolve existing roadway deficiencies in the Henderson Interchange and surrounding roadways.
- Provide transportation improvements to serve existing and future growth areas.
- Restore local traffic connectivity.





Accommodate regional and local plans.

3.1.3 Project Description

Under the build alternative, operational improvements would be made along each leg of the project, including braided ramps and additional auxiliary lanes. The intersection of SR 564 Lake Mead Parkway/Eastgate/Fiesta Henderson would be modified to accommodate additional traffic while improving the traffic flow, and not reducing the LOS.

3.1.4 No-Build Alternative

The No Build Alternative would take no action to address the existing deficiencies and safety concerns within the project limits. The No Build Alternative provides a baseline for evaluating future conditions and for evaluating impacts of the Build Alternative. The No Build Alternative assumes regular maintenance and other planned/permitted transportation improvements proposed by others in proximity to the project area would be constructed.

3.1.5 Build Alternative

The Build Alternative is a crossover-style interchange with the east-west highway directions crossing each other at special grade separation structures east and west of the central interchange. By crossing the traffic similar to the diverging diamond interchange on Horizon Drive at I-11, motorists would be positioned to freely enter and exit on the side that is in the direction they are intending to travel, thus eliminating the need for most of the large 'flyover' bridge structures commonly associated with a directional interchange.

The Build Alternative includes the following major components:

- Crossover-style interchange for the east-west highway directions
- Reconnection of travel from Lake Mead Parkway to Gibson Road using braided ramps,
- Travel between I-215 and Auto Show Drive using braided ramps,
- Re-use of 22 out of the 27 existing bridges in the project area,
- Built-in capacity to add a future lane in each direction between I-215 and I-515, either as general purpose or HOV lanes,
- Auxiliary lanes on I-11 between Horizon Drive and the system interchange, and
- Arterial street improvements on Lake Mead Parkway east of the system interchange to Van Wagenen.





4. Noise Environment

4.1 Regulatory Criteria

The criteria for evaluating noise impacts used in this report are contained in Title 23 of the Code of Federal Regulations (CFR), Part 772—Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772, 1992) and NDOT's Traffic and Construction Noise Abatement Policy. The traffic noise analysis was conducted to evaluate the change in noise conditions that could result from expanding the capacity of I-11, I-215, I-515, and State Route 564 (SR564)/Lake Mead Parkway. NDOT's noise guidelines are consistent with those of FHWA (23 Code of Federal Regulations 772). FHWA has approved them for use on federal-aid projects in Nevada. FHWA guidelines state that traffic noise abatement must be considered when a traffic noise impact occurs at a particular land use or activity category. FHWA traffic noise abatement criteria (NAC) under Activity Categories B and C of 67 A-weighted sound level decibels (dBA) apply to residences, churches, schools, recreation areas, and similar land use activities (Table 1). Other developed lands (e.g., hotels/motels or other business areas) are included in Activity Category E, with an NAC of 72 dBA. NDOT determines a traffic noise impact to occur when predicted future traffic noise levels approach or exceed the established FHWA NAC for a given Activity Category. NDOT defines approach as within 1 dBA of the NAC [66 dBA for Activity Categories B and C or 71 dBA for Category E].

4.2 Criteria for increase in traffic noise levels

In addition to the criterion sound levels described in Table 1, FHWA and NDOT consider a traffic noise impact to occur if sound levels in the design year substantially exceed existing noise levels. FHWA gives state highway agencies the flexibility to establish their own definition of a substantial increase. The NDOT guidance states that a design year traffic noise level of 12 dBA or more over existing noise levels constitutes a substantial increase in noise level for a new highway project.

4.3 Methodology

Traffic noise levels were evaluated using FHWA's Traffic Noise Model (TNM) version 2.5. TNM 2.5 is the latest analytical method developed for highway traffic noise prediction. The model is described in detail in the TNM User's Guide and Technical Manual. In short, TNM is based upon reference energy emission levels for automobiles, medium trucks (two axles), and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, terrain features, atmospheric conditions, and the acoustical characteristics of the site. TNM 2.5 was developed to predict hourly Leq values for free-flowing and interrupted-flow traffic conditions and is considered accurate within ±3 decibels. TNM was developed to predict noise levels for both constant-flow and interrupted-flow traffic conditions. The model enables the user to account for the effects over/through rows of buildings and dense vegetation. TNM enables the user to input terrain elevation lines to account for shielding effects of natural terrain. Noise levels are determined under worst-case traffic noise conditions. Primary consideration is given to exterior areas of frequent human use. Unless otherwise stated, all sound levels reported are energy equivalent levels (Leq), A-weighted, and measured in decibels (dBA).





For the traffic noise study, traffic noise levels calculated by TNM were validated using onsite traffic noise level measurement data and peak time traffic counts. Measurements were taken at representative locations for 15 minutes to obtain an Leq value. To model the roadways, receptor locations and intervening topography within the project area, terrain information and roadway geometry data were obtained from the available design plans. Appendix A contains the measurement data for the validation points.

Traffic data used for the assessment of existing and projected future noise exposure were obtained from the project team. Appendix A lists the traffic data used as inputs to the TNM. The traffic analysis included the following:

• Existing condition (2017) traffic data were obtained from CA Group's traffic division and approved by NDOT Traffic Information and Traffic Operations. Vehicle speed was based on posted speed limits. Speed limits varied from 45 to 65 miles per hour. All on/off ramps and cross streets were given a 45-mph speed. Vehicle mix was based off TRINA count station information and vehicle classification report and approved by NDOT Traffic Information.





Table 1: Noise Level Criteria by Land Use Category

Activity Category	Leq (decibel	Activity Description
А	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
В	67 (exterior)	Residential (single and multi-family units)
С	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (interior)	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (exterior)	Hotels, motels, offices, restaurants, bars, and other developed lands, properties, or activities not included in A–D or F. Includes undeveloped land permitted for these activities.
F		Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G		Undeveloped lands that are not permitted.

Source: FHWA, 23 CFR, Part 772

4.4 Traffic Noise Impact Analysis

4.3.1 Noise Setting

The noise setting is different on each leg of the project. Noise sensitive areas exist throughout all legs of the project to differing degrees. Vehicular traffic is the dominant noise source within all parts of the study area.





The eastern leg is surrounded by industrial (Activity Category F) and commercial land uses (Activity Category E) with a community trail between them and Lake Mead Parkway (Activity Category C). With the current commercial construction, this section will be fully built out. The speed limit on this leg is 45-mph and there are traffic signals to break up the traffic flow.

The southern leg of the project is along I-11 and is interstate. Land use along this leg is primarily residential (Activity Category B), and over 90% built out adjacent to the highway. There is also a large community park in the SW quadrant of the interchange (Activity Category C).

The western leg of the project is primarily built in a cut section with soundwalls on both sides protecting the vast number of residential properties (Activity Category B). This section is completely built out. There is also a new elementary school (Activity Category C). Some commercial development exists near the interchanges (Activity Category E).

The northern leg of the project still has many vacant parcels. The section south of Sahara is primarily commercial and industrial zoning (Activity Category E & F) with sporadic vacant land (zoned commercial, government, or residential). North of Sahara the land use is commercial/industrial on the west side. The east side is completely filled in between Sahara Ave and Galleria Drive with residential (Activity Category B).

Noise sensitive receptors were located in all thirteen (13) areas (Exhibit 2). Short term field monitoring was conducted at locations along each leg of the project for model validation. These areas are described below, from west/east to south/north.





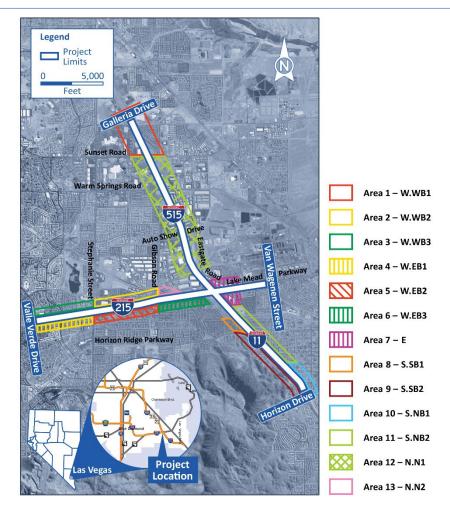


Figure 2. Henderson Interchange Noise Sensitive Areas

4.3.1.1 Area 1- W.WB1 (West Leg, Westbound, Section 1

This area is north of I-215, bordered to the east by the industrial facility and I-515, and to the west by Gibson Road.

This area has a large multi-family dwelling complex, (#Spur Apartments) which has ground elevations well below the adjacent highway grade.

The existing condition does not have a soundwall here.

4.3.1.2 Area 2- W.WB2 (West Leg, Westbound, Section 2)

This area is north of I-215, bordered to the east by Gibson Road and to the west by a large commercial development adjacent to Stephanie Street.

This area has several multi-family dwelling complexes.





There is an existing soundwall (SW5) on a berm between the highway and the sunken multi-family dwellings along mainline which runs from approximately 300-feet west of the Gibson onramp and starts down the WB Stephanie offramp. It ends at the commercial property frontage. This soundwall will remain in the build condition.

4.3.1.3 Area 3- W.WB3 (West Leg, Westbound, Section 3)

This area is north of I-215, border to the east by Stephanie Street and to the west by Valle Verde Drive. Arroyo Grand Blvd is a grade separated road that cuts through this section. This is the western end of the project limits on the northern side of I-215. Validation Point V11 is in this section.

The area between Stephanie Street and Arroyo Grande Blvd has several multi-family dwelling complexes.

This area is protected by an existing soundwall (SW6). It starts approximately 200-feet up the WB Stephanie Rd onramp and is on a berm between the highway and the sunken multi-family dwellings along mainline to Arroyo Grande Blvd. This soundwall will remain in the build condition.

The area between Arroyo Grande Blvd and Valle Verde has single family homes at a higher elevation than the existing I-215. It has a large commercial development adjacent to Valle Verde Drive. This area is protected by an existing soundwall (SW7). It starts at Arroyo Grande Blvd and runs on a berm westerly between the NSAs and I-215, down the WB Valle Verde Drive ramp and ends at the commercial property frontage.

4.3.1.4 Area 4- W.EB1 (West Leg, Eastbound, Section 1)

This area is south of I-215, bordered on the west by Valle Verde Drive and the east by Stephanie Street. Arroyo Grand Blvd is a grade separated road that cuts through this section. This is the western end of the project limits on the northern side of I-215. Validation Point V12 is in this section.

The section from Valle Verde Drive to Arroyo Grande Blvd is comprised of multi-family dwellings which are at a higher elevation than I-215. This area is protected by an existing soundwall (SW1) which runs from near the beginning of the EB Valle Verde onramp and along the shared use path to Arroyo Grande Blvd. This soundwall will remain in the build condition.

The section from Arroyo Grande Blvd to Stephanie Street is comprised of both single family and multifamily dwellings as well as a storage facility. A utility station and a storage facility are immediately adjacent to the highway frontage moving east from Arroyo Grande Blvd. A new multi-family dwelling is adjacent to them and the remainder of the frontage to Stephanie Street is comprised of a large commercial development. There is no existing soundwall in this section from Arroyo Grande Blvd to Stephanie Street.

4.3.1.5 Area 5- W.EB2 (West Leg, Eastbound, Section 2)

This section is south of I-215, bordered on the west by Stephanie Street and east by Gibson Road.

The NSAs in the area include single-family dwellings as well as Hannah Marie Brown Elementary School.





There is an existing soundwall (SW2) on the top hinge, between the highway and a shared use path and single-family dwellings, along mainline which starts near the top of the EB Stephanie onramp and runs parallel till the start of the existing EB Gibson offramp. It then cuts down to grade level and runs adjacent to the offramp. It ends at the commercial property frontage. The soundwall (SW2) along the hinge will remain in the build condition. There is also an existing soundwall (SW3) along mainline between the Gibson ramps.

4.3.1.6 Area 6- W.EB3 (West Leg, Eastbound, Section 3)

This section is south of I-215, bordered on the west by Gibson Road and east by I-11.

The NSAs in the area include single-family and multi-family dwellings as well as Acacia Park which are both well below the highway grade.

This section is currently protected by two soundwalls. First is an existing soundwall (SW3) along mainline between the Gibson ramps. The second soundwall in this section, SW4, runs from halfway down the EB Gibson onramp to the UPRR structure.

4.3.1.7 Area 7- E (East Leg, Section 1)

This area is to the east of the bowl along Lake Mead Parkway (SR 564). It is completely built out and consists of industrial and commercial activities with a shared use path between them and SR564. Validation points V5 and V6 are in this area.

4.3.1.8 Area 8- - S.SB1 (South Leg, Southbound, Section 1)

This area is to the west of I-11, south of Acacia Park. The northern border is the UPRR tracks, and the southern border of this section is W Horizon Ridge Parkway.

This area consists of multi-family dwelling NSAs which are well below the highway grade.

There is an existing soundwall protecting this area (SW8). It runs from the trailing edge of the UPRR structure to the end of this group of NSAs.

4.3.1.9 Area 9- S.SB2 (South Leg. Southbound, Section 2)

This area is to the west of I-11 and W. Horizon Ridge Parkway, it is bound to the north by the curve in W. Horizon Ridge Parkway and runs south of Horizon Drive to the southern project limits. Validation Points V7 and V17 are in this section.

This area consists of vacant land (AC G) as well as single-family and multi-family NSAs which are below grade at the northern end but come to highway grade as we move south.

The existing condition does not have a soundwall here.

4.3.1.10 Area 10- S.NB1 (South Leg, Northbound, Section 1)

This area starts at the southern project limits on the east side of I-11 and goes north to just south of the homes addressed on Kimberly Drive. Validation Points V9 is in this section.

This area consists of vacant land (AC G) as well as a daycare and single-family dwelling NSAs which are above grade at the southern end but come to highway grade as we move north.





The existing condition does not have a soundwall here south of Horizon Drive. The existing condition north of Horizon Drive is protected by soundwalls. Soundwall 9 (SW9) begins at the start of the NB Horizon onramp and runs near the R/W to the approximate end of Area 9. Soundwall 10 (SW10 starts approximately 300-feet south of the end of Area 9 and runs north atop the I-11 outside barrier rail. SW9 will remain in the build condition.

4.3.1.11 Area 11-S.NB2 (South Leg, Northbound, Section 2)

This area is west of I-11 and begins with homes addressed on Kimberly Drive and runs north to southern limits of the Fiesta Henderson Casino.

This area consists of single-family dwellings from Kimberly Drive north to the UPRR. From the UPRR north to the Fiesta Henderson is a multi-family dwelling development. These become more below I-1 grade as the project moves north.

The existing condition does have a soundwall protecting part of the area. Soundwall 10 (SW10) begins just south of Kimberly Drive and runs atop the I-11 outside barrier rail to the UPRR structure. There is currently no soundwall between the UPRR and Fiesta Henderson Casino.

4.3.1.12 Area 12- N.N1 (North Leg, Section 1)

This area is north of I-215/SR564 and the spaghetti bowl. It covers both sides of I-515. This area runs from just south of the UPRR E/W tracks to Sunset Road. Validation points V2 and V3 are in this section, one on each side of I-515.

This area consists of vacant parcels (AC G) industrial and commercial developments. The only NSA in this area is the playground at the Coral Academy of Sciences.

There are currently no soundwalls in this area.

4.3.1.13 Area 13- N.N2 (North Leg, Section 2)

This area is along both sides of I-515, from Sunset Road to the northern project limits, north of W Galleria Drive. Validation point V1 is in this section.

This section is fully built out. The western side of I-515 is all commercial properties. The eastern side of I-515 consists of single-family NSAs and a storage facility at the far north (NB Galleria offramp and Galleria Drive).

This section is protected by an existing soundwall that runs along atop the NB Galleria offramp outside barrier rail. This will remain in the build condition.

4.3.2 Measured Traffic Noise Levels

Short-term noise level measurements (15 minutes in duration) were collected in the project area on February 22, 2021, to determine traffic noise levels and to verify the accuracy of the TNM model in predicting noise levels in the area. Measurement equipment consisted of a Larson Davis Soundtrack LxT1 sound level meters. The instrument complies with the requirements of the American National Standards Institute and International Electrotechnical Commission for Type I (precision) sound-level





equipment. This equipment satisfies FHWA requirements (ANSI S1.4-1983, TYPE II or better). For the measurement period, it was last calibrated September 16, 2020.

Traffic noise level measurements were conducted and validated at multiple points along each leg of the project. A total of ten (10) locations passed the validation process. Some reasons why initial readings may not have passed the validation process include external noise sources during the reading (i.e., mechanical equipment, dogs barking) or incomplete video data collection of live traffic to input into model.

The monitoring locations were chosen where a clear video recording of the live highway traffic could be obtained, as well as being near representative sensitive receptors adjacent to I-11, I-215, I-515, and SR564. The noise monitoring locations are shown on the figures contained in Appendix B. The purpose of data collection is primarily to validate the model.

Noise levels measured adjacent to I-11, I-215, I-515, and SR564 varied from a Leq of 52 to 72 dBA. Extraordinary noise contributors were noted at locations where they occurred. This included yard machines (lawn mowers and weed whackers at work), planes and helicopters overhead, barking dogs, large vehicles warming up, and local intersection traffic noise.

4.3.3 Traffic Noise Model Validation

The TNM input files for existing conditions were developed using the existing roadway geometry, building zones, and existing privacy and soundwalls. Measured traffic noise levels, and existing peak traffic numbers were used to evaluate the accuracy of the TNM in estimating traffic noise exposure within the project area. Table 2 summarizes of noise levels obtained during the traffic noise measurements and compares them to levels predicted by TNM.

From the data in Table 2, it is apparent that noise levels predicted by TNM are comparable to measured levels. The differences between measured and predicted noise levels are generally within 3 dBA. Therefore, no adjustments to the model are needed to estimate existing and future peak-hour traffic noise levels.





Table 2: Validation: Comparison of Measured & Predicted Traffic Noise Levels

L. Valla	ation. v	comparison of ivieas	urea & Fredictea	ITATTIC NOISE	LEVEIS	
Area	#	Description	Location	Measured Leq (dBA)	Predicted Leq (dBA)	Δ (dBA)
13	V1	Costco parking lot (low point of freeway)	N: 26732095.3 E: 817901.7 Elev: 1706.62	65.4	63.8	1.6
12	V2	Back parking lot of 7585 Commercial Way business	N: 26726137.2 E: 821307.2 Elev: 1741.15	71.3	71.0	0.3
12	V3	landscape strip between Auto Show Drive and 515 across from entrance Value Truck Center 335 Auto Mall Dr	N: 26725865.6 E: 821021.1 Elev: 1750.13	68.8	71.4	-2.6
7	V5	Lake Mead Trail between I-11 and Fiesta Henderson Road	N: 26719390.6 E: 825911.7 Elev: 1864.16	64.3	67.1	-2.8
7	V7	Fiesta Casino parking lot	N: 26719174.2 E: 825914.5 Elev: 1870.78	67.8	66.8	1.0
9	V9	Horizon Ridge Pkwy, north of Horizon northern entrance Black Mountain Condos	N: 26712465.7 E830531.2 Elev: 2163.23	70.2	70.4	-0.2
10	V10	Near R/W fence Pacific Ave and Grandview Drive	N: 26710686.7 E: 832420.9 Elev: 2232.36	61.9	63.1	-1.2
3	V11	Arroyo Grande Blvd, north of 215, eastern sidewalk on box	N: 26717238.9 E: 812255.3 Elev: 2005.63	69.9	71.7	-1.8
4	V12	Arroyo Grande Blvd, south of 215,1st manhole on eastern trail	N: 26716883.6 E: 812246.7 Elev: 2010.82	72.6	74.6	-2.0
9	V17	Between buildings, on manhole, across from V9	N: 26710464.0 E: 831736.4 Elev: 2251.52	64.8	66.1	-1.3





4.3.4 Calculated Peak-Hour Noise Exposure

All noise sensitive areas within the project surface mapping area were recorded for noise exposure in the existing, no-build, and build modeling under both the AM peak and PM peak traffic volumes. Due to traffic flow differences between the AM & PM peak hours, both values were modeled under all conditions to ensure the full noise environment was documented.

Appendix A summarizes the traffic data. The figures in Appendix B show the noise modeling locations.

Per NDOT Traffic Noise Policy, NDOT's approach criterion for reaching the Noise Abatement Criteria (NAC) is a rounded 66 decibels (66 dBA).

4.3.4.1.1 Existing Noise Levels

Existing conditions include the current configuration of I-11, I-215, I-515, and SR564 (Lake Mead Parkway). Traffic volumes for existing conditions assume 2017 AM & PM peak traffic volumes. The first two columns of all **Table 3** summarizes existing peak-hour traffic noise levels for the receiver locations.

Noise sensitive areas that are not predicted to reach the NAC do not qualify for new traffic noise mitigation. Any existing mitigation in place will not be removed if it is not in the path of the widening. This scenario exists in Areas 1, 2, 3, 4, 8, and 13.

New traffic noise mitigation is not proposed in Areas 7 and 12 due to the current land use, limited noise sensitive areas. Commercial enterprises adjacent to the highway generally do not want their highway frontage blocked.

New mitigation will be proposed in Areas, 5, 6, 9, 10, 11.

4.3.4.1.2 Modeled Peak-Hour Noise Levels No-Build Scenario (2040)

No-build conditions include the current configuration of I-11, I-215, I-515, and SR564 (Lake Mead Parkway). Traffic volumes for existing conditions assume 2040 AM & PM peak traffic volumes. Columns 3 & 4 of **Table 3** summarizes no-build peak-hour traffic noise levels for the receiver locations.

Under the predicted no-build conditions, no receivers evaluated met or exceeded the NDOT noise level criteria in Areas 1, 2, 3, 4, 8, 10, 11, 12, and 13. Noise sensitive areas that are not predicted to reach the NAC do not qualify for new traffic noise mitigation. Any mitigation in place will not be removed in the no-build alternative.

New traffic noise mitigation is not proposed in Areas 7 due to the current land use zoning and limited noise sensitive areas. Commercial enterprises adjacent to the highway generally do not want their highway frontage blocked.

Under predicted no-build conditions, twenty-two (22) first row, and twenty-two (22) total receivers in Area 5 are predicted to meet or exceed the NAC without mitigation.





Under predicted no-build conditions, seven (7) first row, and seven (7) total receivers in Area 6 are predicted to meet or exceed the NAC without mitigation.

Under predicted no-build conditions, four (4) first row, and four (4) total receivers in Area 7 are predicted to meet or exceed the NAC without mitigation. Due to the land use zoning in this area, no mitigation is proposed.

Under predicted no-build conditions, nine (9) first row, and sixteen (16) total receivers in Area 9 are predicted to meet or exceed the NAC without mitigation.

4.3.4.1.3 Modeled Peak-Hour Noise Levels Build Scenario (2040)

The preferred alternative includes the roadway features described in Section 2.1.5. Future conditions were modeled using the roadway conditions and traffic volumes for the preferred alternative for the year 2040. **Appendix A** presents the future peak-hour traffic data used in the noise analysis. Columns 5 & 6 of **Table 3** summarizes the 2040 AM and PM traffic noise levels at all receiver locations. The figures in **Appendix B** show the noise modeling locations. The majority of commercial or residential receivers under the proposed action condition are predicted to meet or exceed the NDOT noise level criteria along the western and southern legs without new mitigation.

The majority of predicted noise increases do not constitute substantial increase in noise level for a new highway project (12 dBA). Those that do, are concentrated on the west leg, south of I-215 near the park. Consequently, traffic noise impacts are expected, the consideration of traffic noise abatement is necessary.

The resulting noise levels with mitigation are in the last two columns of Table 3 for areas with new soundwalls. For areas without new soundwalls, the noise levels in columns 5 & 6 (2040 Build AM & 2040 Build PM) will be the results.

Under predicted build conditions, no receivers evaluated met or exceeded the NDOT noise level criteria in Areas 1, 2, 3, 4, 10, and 13.

Under predicted build conditions, seven (7) first row and eight (8) total receivers in Area 5 are predicted to meet or exceed the NAC without mitigation.

Under predicted build conditions, twenty-three (23) first row and forty-seven (47) total receivers in Area 6 are predicted to meet or exceed the NAC without mitigation.

Under predicted build conditions, two (2) first row and two (2) total receivers in Area 7 are predicted to meet or exceed the NAC without mitigation.

Under predicted build conditions, fourteen (14) first row and fourteen (14) total receivers in Area 8 are predicted to meet or exceed the NAC without mitigation.

Under predicted build conditions, nine (9) first row and ten (10) total receivers in Area 9 are predicted to meet or exceed the NAC without mitigation.





Under predicted build conditions, forty-six (46) first row and eighty-two (82) total receivers in Area 11 are predicted to meet or exceed the NAC without mitigation.

Under predicted build conditions, two (2) first row and two (2) total receivers in Area 12 are predicted to meet or exceed the NAC without mitigation.

4.5 Conclusions and Recommendations (Impacts and Mitigation)

4.4.1 Impacts

Sensitive receptors associated with this project constitute NAC Category B or C activities. Category B and C land use activity criteria apply to residences, churches, schools, recreation areas, and similar uses consist of an hourly sound level that approaches or exceeds $66 \, \text{dBA} \, (L_{eq})$. The majority of the existing or predicted future noise levels for the project area approach or exceed the NAC. Consequently, traffic noise impacts are expected.

4.4.2 Mitigation

A barrier analysis must be conducted for receptors that would experience a traffic noise impact. To be recommended for further consideration, a barrier must be both feasible and reasonable. Because traffic noise impacts are expected for this project, various mitigation options were evaluated. Barrier analysis was performed on all areas of the project to find out what the maximum benefit of a soundwall could be. That was then measured against the feasible and reasonableness criteria. This included evaluating if existing soundwalls that wouldn't be damaged in the roadway expansion could remain, if they still met the minimum abatement criteria, or if they would need to be modified. It was determined the multiple existing soundwalls would still provide adequate shielding. These include: northern leg, NB Galleria Drive offramp outside barrier rail that turns to soundwall between Sahara Avenue and Galleria Drive, along the western leg, SW1 along EB215 from Valle Verde Drive to Arroyo Grande grade separation, SW2 along EB215 from Stephanie Street to Gibson Road, SW5 along WB215 between the Gibson Road and Stephanie Street interchanges, SW6 along WB215 between Stephanie Street and Arroyo Grande grade separation, SW7 along WB215 between the Arroyo Grande grade separation and Valle Verde interchange, and on the southern leg, SW9 along NB I-11 from the NB Horizon onramp to I-11 mainline.

All other previously existing soundwalls within the project limits will be removed as part of the build alternative. Three new soundwalls are proposed to replace the soundwalls to be removed.

Replacement dimensions and determinations on dimensions is below. These are summarized in **Table 4**.

The first new soundwall will be located in Area 6. It will run atop the new outside barrier rail of the "ES" ramp from where it breaks off from I-215 EB to the N/S UPRR structure. This end point is where the current soundwall ends. It will vary in height from 11.5-feet to 13.5-feet. The soundwall will begin 11.5-feet while on structure for almost 1500-feet, then go up to 13.5-feet once on fill. This soundwall will provide a minimum 5-decibel reduction for 20 of 37 first row receivers, or 54%. This meets the feasibility requirements. This proposed soundwall is cost effective.

The second new soundwall is proposed along I-11 Southbound in Areas 8 & 9.. It will run atop the new outside barrier rail of I-11 from the trailing edge of the E/W UPRR structure to the start of the





Southbound Horizon Drive offramp. It will be 11.5-feet in height. This soundwall will provide a minimum 5-decibel reduction for 48 of 90 first row receivers, or 53%. This meets the feasibility requirements. This proposed soundwall is cost effective.

The third new soundwall is proposed along I-11 Northbound in Area 11. It will run atop the new outside barrier rail of I-11 approximately from the junction of the Northbound Horizon Drive onramp to the E/W UPRR structure. This end point is where the current soundwall ends. This soundwall will be 15.5-feet in height. This soundwall will provide a minimum 5-decibel reduction for 62 of 75 first row receivers, or 83%. This meets the feasibility requirements. This proposed soundwall is cost effective.





Table 3.X: Results for Existing, No-Build, & Build Scenarios-all noise sensitive areas (AM & PM)

Table 3.1 Peak Hour Noise in Area 1, 2, & 3

1 of 3

				ΙΑ	All Noise Sensitive Areas	sitive Are	as					
				Areas 1, 2	Areas 1, 2, 3 (W.WB1, W.WB2, W.WB3)	1, W.WB2	, W.WB3)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No 2040 No BuildaM Build PM (dBA) (dBA)	2040 No Build PM (dBA)	2040 No 2040 Build PM Build AM (dBA) (dBA)	2040 BuildPM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls	2040 Build PM (dBA) proposed walls
1	R24/W-R1	985 Wigwam Pkwy	63.4	63.8	65.0	64.7	9.09	6.09	ON			
1	R25/W-R2	985 Wigwam Pkwy	63.0	63.2	64.4	64.5	63.2	63.4	ON			
7	R26/W-R3	1005 Wigwam Pkwy	64.7	65.1	66.2	66.3	64.2	64.0	YES			
7	R27/W-R4	1005 Wigwam Pkwy	54.2	54.7	55.6	55.9	55.4	9:55	ON			
7	R28/W-R5	1131 Wigwam Pkwy	46.9	47.6	48.5	48.8	48.9	49.3	ON	S/\ X		
2	R29/W-R6	45 Maleena Mesa St	44.0	44.6	45.5	45.8	47.2	47.7	ON	SN E		
3	R30/W-R7	1545 Wigwam Pkwy	46.6	47.3	47.7	48.6	47.1	48.6	ON			
3	R31/W-R8	1st apt, end of Spiced Wine Ave	53.1	53.8	54.5	54.9	52.7	53.2	ON	EX SW6		
8	R32/W-R15	10 Palazzo Terrace	56.3	57.2	58.0	58.4	58.4	58.8	ON			
8	R33/W-R58	15 Desert Dawn Ln	57.6	58.6	59.2	59.7	58.2	58.7	ON	2Λ E		
8	R34/W-R69	55 N Valle Verde Dr	58.2	59.2	59.7	60.3	6'65	60.4	ON			
8	W-R9	1525 Spiced Wine Ave	51.4	52.1	52.8	53.2	6.74	48.5	ON	EX SW6		
3	W-R10	1 Palazzo Terrace	54.9	55.8	56.5	57.0	295	6.95	ON			
8	W-R11	3 Palazzo Terrace	55.4	56.2	57.0	57.4	22.0	57.4	ON			
8	W-R12	5 Palazzo Terrace	55.3	56.2	56.9	57.3	8'95	57.3	ON			
3	W-R13	6 Palazzo Terrace	6.09	61.8	62.6	63.0	63.0	63.5	NO			
3	W-R14	8 Palazzo Terrace	57.1	58.0	58.7	59.1	58.6	59.1	NO			
3	W-R16	11 Palazzo Terrace	54.1	54.9	55.7	56.1	52.5	55.9	ON	4		
3	W-R17	12 Palazzo Terrace	54.4	55.2	56.0	56.4	55.7	56.2	NO	ZMS		
3	W-R18	13 Palazzo Terrace	53.0	53.8	54.5	55.0	54.2	54.7	ON	S X:		
3	W-R19	14 Palazzo Terrace	54.2	55.1	55.8	56.2	55.5	26.0	ON	3		
3	W-R20	15 Palazzo Terrace	52.5	53.4	54.1	54.5	53.6	54.0	ON			
8	W-R21	16 Palazzo Terrace	53.2	54.1	54.8	55.3	54.4	54.9	ON			
3	W-R22	18 Palazzo Terrace	52.1	53.0	53.7	54.1	53.2	53.7	ON			
3	W-R23	19 Palazzo Terrace	51.7	52.5	53.3	53.7	52.7	53.1	NO			
3	W-R24	20 Palazzo Terrace	53.2	54.0	54.7	55.2	52.2	52.7	ON			

Table 3.1 Peak Hour Noise in Areas 1, 2, 3





Table 3.1 Peak Hour Noise in Areas 1, 2, 3

				A .	All Noise Sensitive Areas	sitive Are	as					
				Areas 1, 2	Areas 1, 2, 3 (W.WB1, W.WB2, W.WB3)	1, W.WB2	, W.WB3)					
V	O romood	Observed Address	Existing	Existing	2040 No	2040 No	2040	2040	Approach/	Wall	2040 Build AM (dBA)	2040 Build PM (dBA)
Alea		riiysical Addi ess	(dBA)	(dBA)	(dBA)	dBA)		(dBA)	Criterion?	riotected by	proposed walls	proposed walls
3	W-R25	11 Charmartin St	27.7	58.7	59.4	59.8	56.4	56.9	ON			
3	W-R26	13 Charmartin St	54.4	55.3	56.1	56.5	55.9	56.3	NO			
3	W-R27	15 Charmartin St	54.4	55.3	56.1	56.5	56.0	56.5	NO			
3	W-R28	16 Charmartin St	54.6	55.4	56.2	56.6	56.1	9.95	NO			
3	W-R29	17 Charmartin St	53.8	54.7	55.4	55.9	55.1	9:55	NO			
3	W-R30	18 Charmartin St	53.7	54.6	55.3	55.8	55.1	9:55	NO			
3	W-R31	19 Charmartin St	53.2	54.1	54.9	55.3	54.3	54.7	NO			
3	W-R32	20 Charmartin St	52.8	53.6	54.3	54.8	54.0	54.5	ON			
3	W-R33	21 Charmartin St	52.4	53.2	54.0	54.4	53.3	53.8	ON			
3	W-R34	22 Charmartin St	51.9	52.8	53.5	54.0	52.8	53.3	ON			
3	W-R35	23 Charmartin St	51.7	52.6	53.3	53.7	52.5	53.0	NO			
3	W-R36	26 Charmartin St	51.4	52.3	23.0	53.4	52.2	52.7	ON			
3	W-R37	24 Birkdale Dr	54.7	55.6	56.3	56.7	56.1	29.5	NO	۷۸		
3	W-R38	26 Birkdale Dr	54.7	55.6	56.3	56.8	56.3	26.7	NO	۸s		
3	W-R39	28 Birkdale Dr	54.5	55.4	56.1	26.5	8'55	56.3	ON	EX		
3	W-R40	29 Birkdale Dr	53.2	54.1	54.8	55.3	54.1	54.6	NO			
3	W-R41	30 Birkdale Dr	54.1	55.0	55.7	56.2	55.1	55.6	NO			
3	W-R42	31 Birkdale Dr	52.5	53.4	54.1	54.5	53.3	53.8	NO			
3	W-R43	32 Birkdale Dr	53.1	54.0	54.7	55.1	53.9	54.4	NO			
3	W-R44	33 Birkdale Dr	51.5	52.4	53.1	53.5	52.2	52.7	NO			
3	W-R45	34 Birkdale Dr	52.1	52.9	53.6	54.1	52.9	53.4	NO			
3	W-R46	36 Birkdale Dr	51.5	52.4	53.1	53.5	52.2	52.7	NO			
3	W-R47	1 Desert Dawn Ln	58.8	59.7	60.5	60.9	59.8	60.2	NO			
3	W-R48	3 Desert Dawn Ln	58.2	59.2	59.9	60.3	55.1	55.5	NO			
3	W-R49	4 Desert Dawn Ln	54.1	55.0	55.7	56.1	55.2	55.7	NO			
3	W-R50	5 Desert Dawn Ln	58.0	58.9	59.6	60.1	56.1	56.5	NO			
3	W-R51	6 Desert Dawn Ln	54.1	55.0	55.7	56.2	55.1	55.6	ON			





Table 3.1 Peak Hour Noise in Areas 1, 2, 3

				A	Noise Ser	All Noise Sensitive Areas	as					
				Areas 1, 2	2, 3 (W.WB	Areas 1, 2, 3 (W.WB1, W.WB2, W.WB3)	, W.WB3)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)		2040 No 2040 No 2040 BuildaM Build PM Build AM (dBA) (dBA) (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
3	W-R52	7 Desert Dawn Ln	27.7	58.7	59.4	8.65	6.95	57.3	ON			
3	W-R53	8 Desert Dawn Ln	54.0	54.9	9:55	56.1	54.9	55.4	ON			
3	W-R54	9 Desert Dawn Ln	57.5	58.4	59.1	9.65	57.5	57.9	ON			
3	W-R55	11 Desert Dawn Ln	6.73	8'85	265	0'09	59.7	9'65	ON			
3	W-R56	12 Desert Dawn Ln	54.0	55.0	55.7	56.1	54.7	55.2	ON			
3	W-R57	13 Desert Dawn Ln	58.0	6'85	9.65	60.1	59.0	59.4	ON			
3	W-R59	16 Desert Dawn Ln	53.3	54.2	54.9	55.3	54.1	54.6	ON			
3	W-R60	17 Desert Dawn Ln	55.7	2.95	57.4	57.8	55.9	2'95	ON	<u>۱</u>		
3	W-R61	18 Desert Dawn Ln	52.7	9:89	54.3	54.7	53.4	6.83	ON	S X		
3	W-R62	19 Desert Dawn Ln	54.4	25.3	6'55	2'95	54.5	55.1	ON	3		
3	W-R63	21 Desert Dawn Ln	57.5	53.4	54.0	54.6	52.8	53.4	ON			
3	W-R64	23 Desert Dawn Ln	51.6	27.5	53.1	9.83	52.1	27.7	ON			
3	W-R65	25 Desert Dawn Ln	6.03	51.8	52.5	53.0	51.6	52.1	ON			
3	W-R66	26 Desert Dawn Ln	52.8	23.7	54.4	54.8	53.4	6'8'3	ON			
3	W-R67	28 Desert Dawn Ln	27.7	53.1	53.8	54.2	52.8	23.3	ON			
3	W-R68	30 Desert Dawn Ln	51.5	52.4	53.1	23.5	52.1	9779	ON			
7	W-R455	1005 Wigwam Pkwy	63.3	63.7	64.8	64.9	55.3	55.3	ON			





Table 3.2 Peak Hour Noise in Area 4, 5, & 6

Approach/ Criterion? Exceed NO NO NO 9 9 Build (dBA) 57.0 50.9 56.4 62.3 58.2 65.2 ΡM Fable 3.2 Peak Hour Noise in Areas 4, 5, 6 61.9 Build (dBA) 55.9 56.5 50.4 64.8 2040 57.2 AM Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3) All Noise Sensitive Areas Build 2040 (dBA) 60.5 6.09 59.9 55.0 65.4 66.4 PM ŝ 2040 Build 60.5 65.0 dBA) 59.5 54.5 60.5 AMŝ Existing PM (dBA) 0.09 52.3 53.8 63.8 53.1 61.7 Existing AM (dBA) 51.8 53.0 59.0 51.4 63.1

proposed 2040 Build 2040 Build PM (dBA) 57.8 58.9 62.8 65.0 walls 60.7 58.1 AM (dBA) proposed walls 58.5 56.7 60.2 62.3 57.3 64.1 EX SW2 & Protected ES ramp Wall EX 2M5 E2 ramp ģ **EX 2MJ** EX 2MJ XES NO 9 9 NO NO NO NO 999 YES 9 9 9 9 9 56.0 53.6 53.6 55.9 62.8 61.8 65.0 53.0 52.6 54.4 58.8 62.8 53.5 55.6 56.2 67.1 54.0 55.6 61.0 61.8 52.6 52.1 53.0 55.6 58.4 55.8 53.2 62.1 64.2 66.2 55.2 53.1 58.6 65.0 55.9 61.6 61.3 65.6 52.5 52.3 53.8 54.7 56.5 60.7 9.09 55.6 54.7 53.7 **66.0** 58.1 51.8 54.3 64.4 55.4 8.09 65.0 53.4 54.3 60.2 60.2 61.2 52.1 53.2 56.0 55.2 54.8 49.3 57.3 51.4 53.6 53.8 55.0 57.8 53.2 53.2 57.7 55.1 52.2 52.1 52.7 54. 52.7 61.0 53.9 54.5 56.5 50.5 52.9 54.1 57.2 62.2 51.3 51.8 54.1 57.1 52.4 51.3 52.3 Acacia Demonstration Gardens Acacia Demonstration Gardens 1714/1716 Franklin Chase Terr 860 Viento Del Montagna Ave 1769/1771 Tanner Cir 1779/1781 Tanner Cir 1752/1754 Tanner Cir 1753/1755 Tanner Cir 1756/1758 Tanner Cir 1757/1759 Tanner Cir 1760/1762 Tanner Cir 1761/1763 Tanner Cir 1765/1767 Tanner Cir 1780/1782 Tanner Cir 31 Casa Del Fuego St 1326 Crystal Hill Ln 12 Woodcarver St 1582 Bozeman Dr 2 Split Hoove Ct Physical Address 1136 Blizten Dr 80 S Gibson Rd R43/W-R449 R36/W-R103 R39/W-R278 R42/W-R348 R38/W-R188 R40/W-R240 R41/W-R306 R44/W-R414 R37/W-R150 Receiver ID R3/W-R454 R35/W-R78 W-R457 W-R72 W-R74 W-R76 W-R80 W-R70 W-R71 W-R73 W-R75 W-R77 W-R79 Area 4 4 4 4 4 4 4





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	e Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	V.EB1, V	V.EB2, W	.EB3)					
			Evicting	Cvicting	2040	2040	2040	2040	/ docorren	110/41	2040 Build	2040 Build 2040 Build
Area	Receiver ID	Physical Address	AM	PM	Build	Build	Build	Build	Approach/ Exceed	Wall	AM (dBA)	PM (dBA)
			(dBA)	(dBA)	AM	PM	AM	P.M.	Criterion?	by	proposed	proposed
					(dBA)	(dBA)	(aba)	(dbA)			Walls	Walls
4	W-R81	1783/1785 Tanner Cir	53.1	54.0	53.8	54.2	52.8	53.2	NO			
4	W-R82	1784/1786 Tanner Cir	51.8	52.8	52.8	53.2	52.1	52.6	NO			
4	W-R83	1787/1789 Tanner Cir	52.1	53.1	52.7	53.1	52.2	52.7	NO			
4	W-R84	1788/1790 Tanner Cir	50.8	51.8	51.5	51.9	51.4	51.9	ON			
4	W-R85	1791/1793 Tanner Cir	50.9	51.8	51.5	51.9	51.4	51.9	NO			
4	W-R86	3/5 Alyson Pond Cir	52.6	53.6	53.6	54.0	52.6	53.0	NO			
4	W-R87	7/9 Alyson Pond Cir	52.5	53.4	54.6	55.0	52.7	53.2	ON			
4	W-R88	10/12 Alyson Pond Cir	50.0	50.9	58.6	59.1	53.3	53.7	ON			
4	W-R89	13/15 Alyson Pond Cir	51.8	52.7	54.1	54.5	52.2	52.7	ON			
4	W-R90	14/16 Alyson Pond Cir	49.7	50.5	59.0	59.4	53.3	53.8	ON			
4	W-R91	18/20 Alyson Pond Cir	50.0	6.03	59.1	9.65	54.1	54.5	ON			
4	W-R92	22/24 Alyson Pond Cir	6.03	51.7	54.3	54.7	53.2	53.6	ON	τΛ		
4	W-R93	25/27 Alyson Pond Cir	53.4	54.3	54.3	54.7	53.4	53.8	ON	NS)		
4	W-R94	26/28 Alyson Pond Cir	52.5	53.4	53.0	53.4	51.7	52.2	NO	EΧ		
4	W-R95	29/31 Alyson Pond Cir	52.4	53.4	53.3	53.7	52.7	53.2	ON			
4	W-R96	30/32 Alyson Pond Cir	51.4	52.4	52.0	52.4	51.9	52.3	ON			
4	W-R97	28 Arborfield Ct	50.1	51.3	51.6	52.0	51.6	52.1	NO			
4	W-R98	24/26 Arborfield Ct	50.7	52.4	52.1	52.5	53.2	53.7	NO			
4	W-R99	22 Arborfield Ct/1702 Franklin Chase Terrace	51.5	53.2	52.9	53.3	54.2	54.6	ON			
4	W-R100	1704/1706 Franklin Chase Terrace	52.7	59.3	54.4	54.8	9799	56.1	ON			
4	W-R101	1708/1710 Franklin Chase Terrace	57.9	59.3	60.7	61.1	8.09	61.3	ON			
4	W-R102	1712 Franklin Chase Terrace	52.6	54.0	0.09	60.4	60.5	61.0	ON			
4	W-R104	1718/17206 Franklin Chase Terrace	53.9	54.9	55.5	55.9	57.6	58.1	ON			
							İ	Ī				





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise	All Noise Sensitive Areas	re Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, V	V.EB2, W	.EB3)					
			Fxicting	Fxisting	2040 No	2040 No	2040	2040	Annroach/	Wall	2040 Build	2040 Build 2040 Build
Area	Receiver ID	Physical Address	AM			Build	Build	Build	Exceed	Protected	AM (dBA)	PM (dBA)
			(dBA)	(dBA)	AM (dBA)	PM (dBA)	(dBA)	(dBA)	Criterion?	by	proposed walls	proposed walls
4	W-R105	1709/1711 Franklin Chase Terrace	49.0	50.0	50.7	51.1	51.0	51.4	NO			
4	W-R106	1713/1715 Franklin Chase Terrace	50.0	51.0	50.8	51.2	51.7	52.1	NO			
4	W-R107	1717/1719 Franklin Chase Terrace	49.7	9'09	50.4	50.8	51.3	51.7	NO			
4	W-R108	1721 Franklin Chase Terrace	58.9	50.0	50.5	50.9	9.05	51.0	NO			
4	W-R109	1722/1724 Franklin Chase Terrace	54.8	8:55	56.7	57.0	58.8	59.3	NO	τΛ		
4	W-R110	1726 Franklin Chase Terrace	59.4	60.4	64.3	64.7	58.8	59.3	ON	۸s		
4	W-R111	1728 Franklin Chase Terrace	55.2	56.1	62.2	62.6	8.99	57.2	NO	EX		
4	W-R112	1730/1732 Franklin Chase Terrace	54.1	55.1	6'55	56.3	57.2	57.7	NO			
4	W-R113	1723/1725 Franklin Chase Terrace	53.7	54.6	54.4	54.8	55.8	56.2	NO			
4	W-R114	1727/1729Franklin Chase Terrace	50.3	51.1	2.03	51.1	51.7	52.2	NO			
4	W-R115	1731/1733 Franklin Chase Terrace	50.1	6.03	50.5	50.9	51.7	52.1	NO			
4	W-R116	1735/1737 Franklin Chase Terrace	49.3	50.2	6:05	51.3	51.1	51.5	NO			
4	W-R117	1734/1736 Franklin Chase Terrace	54.8	55.8	56.0	56.4	58.5	58.9	NO			
4	W-R118	1738 Franklin Chase Terrace	54.0	54.9	61.4	61.8	57.3	57.7	ON			
4	W-R119	1740 Franklin Chase Terrace	52.4	53.2	60.4	8.09	55.9	56.4	NO			
4	W-R120	1742/1744 Franklin Chase Terrace	54.0	55.0	55.8	56.1	56.8	57.3	ON			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	e Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	V.EB1, V	V.EB2, W	.EB3)					
			Existing	Existing	2040 No	2040 No	2040 Build	2040 Build	Approach/	Wall	2040 Build 2040 Build	2040 Build
Area	Receiver ID	Physical Address	AM (dBA)	PM (dBA)	Build AM (dBA)	Build PM (dBA)	AM (dBA)	PM (dBA)	Exceed Criterion?	Protected by	proposed walls	proposed walls
4	W-R121	1739 Franklin Chase Terrace	49.4	50.4	51.0	51.4	51.2	51.6	NO			
4	W-R122	1741/1743 Franklin Chase Terrace	50.1	50.9	50.4	50.7	51.3	51.8	NO			
4	W-R123	1745/1747 Franklin Chase Terrace	50.0	50.8	50.2	9.05	51.1	51.5	NO	TMS		
4	W-R124	1749/1751 Franklin Chase Terrace	49.5	50.4	50.9	51.3	50.9	51.3	NO	ΕX		
4	W-R125	1746 Franklin Chase Terrace	92.0	55.9	55.8	56.1	57.7	58.2	ON			
4	W-R126	1748/1750 Franklin Chase Terrace	53.1	54.0	61.2	61.6	58.0	58.4	NO			
4	W-R127	1752/1754 Franklin Chase Terrace	53.3	54.2	61.2	61.6	57.9	58.4	NO			
4	W-R128	1756 Franklin Chase Terrace	54.2	55.2	26.0	56.4	57.9	58.4	NO			
4	W-R129	1753/1755 Franklin Chase Terrace	51.2	52.1	52.1	52.4	52.4	52.8	NO			
4	W-R130	1757/1759 Franklin Chase Terrace	51.1	52.1	51.5	51.9	52.0	52.5	NO			
4	W-R131	1765/1767 Franklin Chase Terrace	49.6	50.5	50.5	50.9	50.1	50.5	NO			
4	W-R132	1769/1771 Franklin Chase Terrace	49.9	50.9	50.8	51.2	50.4	50.8	ON			
4	W-R133	1764/1766 Franklin Chase Terrace	54.3	55.2	56.1	56.5	56.3	56.8	NO	TMS		
4	W-R134	1758 Franklin Chase Terrace	9.09	61.4	62:3	66.3	64.1	64.5	YES	EX		
4	W-R135	1760/1762 Franklin Chase Terrace	59.7	60.7	65.1	65.5	64.0	64.4	YES			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise	Sensiti	All Noise Sensitive Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, \	V.EB2, W	/.EB3)					
			Existing	Existing	2040 No	2040 No	2040	2040	Approach/	lleM	2040 Build	2040 Build 2040 Build
Area	Receiver ID	Physical Address	AM		Build	Build	Build	Build	Exceed	Protected	AM (dBA)	PM (dBA)
			(dBA)	(dBA)	AM (dBA)	PM (dBA)	(dBA)	(dBA)	Criterion?	by	proposed walls	proposed walls
4	W-R136	1772/1774 Franklin Chase Terrace	56.5	57.4	63.0	63.4	0.09	60.4	ON	ŢΛ		
4	W-R137	1768/1770 Franklin Chase Terrace	56.0	6.95	57.2	57.6	56.6	57.0	ON	EX 2A		
4	W-R138	1780/1782 Franklin Chase Terrace	55.3	56.2	56.3	26.7	54.3	54.8	ON			
4	W-R139	1776/1778 Franklin Chase Terrace	55.1	56.0	63.3	63.7	58.4	58.9	NO			
4	W-R140	1784/1786 Franklin Chase Terrace	52.7	53.7	53.6	54.0	53.4	53.9	NO			
4	W-R141	1597 Bozeman Drive	50.3	8.05	52.0	57.5	50.6	51.0	ON			
4	W-R142	1598 Bozeman Drive	51.7	53.4	53.5	53.9	53.5	54.0	ON			
4	W-R143	1596 Bozeman Drive	53.1	55.1	54.6	55.0	55.2	55.7	NO			
4	W-R144	1594 Bozeman Drive	52.7	54.2	54.2	54.6	54.0	54.5	NO			
4	W-R145	1592 Bozeman Drive	52.8	54.3	54.3	54.7	53.8	54.3	NO			
4	W-R146	1590 Bozeman Drive	53.1	54.4	54.5	54.9	53.3	53.8	NO			
4	W-R147	1588 Bozeman Drive	53.0	53.8	54.4	54.8	51.7	52.2	NO			
4	W-R148	1586 Bozeman Drive	53.1	53.8	54.6	55.0	51.0	51.5	NO			
4	W-R149	1584 Bozeman Drive	52.9	53.7	54.4	54.8	50.7	51.2	NO			
4	W-R151	1580 Bozeman Drive	52.6	53.2	54.1	54.5	49.1	49.5	NO			
4	W-R152	1578 Bozeman Drive	52.4	53.1	54.0	54.4	49.1	49.5	NO			
4	W-R153	1576 Bozeman Drive	52.2	53.0	53.7	54.1	49.5	49.9	NO			
4	W-R154	1574 Bozeman Drive	52.2	53.0	53.8	54.1	48.5	49.0	NO			
4	W-R155	1572 Bozeman Drive	52.0	53.0	53.5	53.9	48.9	49.3	NO			
4	W-R156	1570 Bozeman Drive	52.4	53.1	54.0	54.4	48.0	48.5	NO			
4	W-R157	1568 Bozeman Drive	51.8	52.5	53.4	53.8	46.4	46.9	NO			
4	W-R158	1566 Bozeman Drive	51.8	52.6	53.3	53.7	47.4	47.8	NO			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

2040 Approach/ Wall Exceed Protected				Areas	All Noise Sensitive Areas Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	Sensitiv V.EB1, V	ve Areas V.EB2, W	/.EB3)					
Physical Address Existing Existing Price Plant No No No Build Build Build Build Build Build Build Build Exceed (dBA) Wall PM Amy PM PM Build Exceed (dBA) PM PM Build Bui					0,0,0,4	2040	2040	2040	2040			PI: 9 0 0 0 C	חויים טויים
Thysical Adultess Thys		Doctorion ID	Dhydrocal Address	Existing	Existing	No	No	2040 Build	2040 Build	Approach/	Wall	AM (dBA)	2040 build PM (dBA)
(4BA) (4BA) <th< td=""><td></td><td>DI IANIANA</td><td>riiysical Audi ess</td><td>(dBA)</td><td>(dBA)</td><td>AM</td><td>bulld BA</td><td>AM</td><td>PM</td><td>Criterion?</td><td>riotected by</td><td>proposed</td><td>proposed</td></th<>		DI IANIANA	riiysical Audi ess	(dBA)	(dBA)	AM	bulld BA	AM	PM	Criterion?	riotected by	proposed	proposed
1480 Paseo Verde Pkwy 51.9 52.8 53.3 53.7 49.2 49.6 16 Hudson Canyon St 56.9 57.5 64.0 64.4 59.4 59.7 16 Hudson Canyon St 56.9 57.5 64.0 64.4 59.4 59.7 20 Hudson Canyon St 56.1 56.2 56.2 56.9 58.6 58.9 20 Hudson Canyon St 56.4 54.0 56.2 56.9 58.9 58.9 22 Hudson Canyon St 52.5 53.1 57.5 57.8 54.9 55.2 22 Hudson Canyon St 52.6 53.3 55.7 56.0 58.9 <t< td=""><td></td><td></td><td></td><td></td><td>,</td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td></td><td>,</td><td>walls</td><td>walls</td></t<>					,	(dBA)	(dBA)	(dBA)	(dBA)		,	walls	walls
16 Hudson Canyon St 56.9 57.5 64.0 64.4 59.4 59.7 19 Hudson Canyon St 53.8 54.3 56.3 56.7 55.3 55.7 20 Hudson Canyon St 56.1 56.6 62.5 62.9 58.6 58.9 20 Hudson Canyon St 56.4 54.0 56.2 56.2 58.6 58.9 58.9 22 Hudson Canyon St 52.5 53.1 57.5 57.8 54.6 54.9 55.2 27 Hudson Canyon St 52.7 53.3 55.7 56.0 54.2 56.9 21 Hudson Canyon St 52.6 53.1 55.5 59.1 58.0 58.9 58.9 58.9 58.9 58.9 58.9 58.0	. 7	W-R159	1480 Paseo Verde Pkwy	51.9	52.8	53.3	53.7	49.2	49.6	ON			
19 Hudson Canyon St 53.8 54.3 56.3 56.7 55.3 55.7 20 Hudson Canyon St 56.1 56.0 62.5 62.9 58.6 58.9 22 Hudson Canyon St 56.4 54.0 56.2 56.2 56.6 54.9 55.2 24 Hudson Canyon St 52.5 53.1 57.5 57.8 54.9 55.2 27 Hudson Canyon St 52.6 53.1 57.5 57.8 54.9 54.2 20 Red Oak Caynon St 52.6 53.1 55.6 55.9 56.0 56.9 56.9 21 Red Oak Caynon St 52.6 55.0 56.0 <t< td=""><td>1 7</td><td>W-R160</td><td>16 Hudson Canyon St</td><td>6.95</td><td>57.5</td><td>64.0</td><td>64.4</td><td>59.4</td><td>59.7</td><td>ON</td><td></td><td></td><td></td></t<>	1 7	W-R160	16 Hudson Canyon St	6.95	57.5	64.0	64.4	59.4	59.7	ON			
20 Hudson Canyon St 56.1 56.6 62.5 62.9 58.6 58.9 23 Hudson Canyon St 56.4 54.0 56.2 56.6 54.9 55.2 24 Hudson Canyon St 52.5 53.1 57.5 57.8 54.9 55.2 27 Hudson Canyon St 52.7 53.3 55.7 56.0 54.9 54.9 31 Hudson Canyon St 52.6 53.1 55.6 55.9 53.9 54.2 20 Red Oak Caynon St 52.6 53.1 55.6 55.9 56.9 56.9 21 Red Oak Caynon St 53.6 55.0 56.0 56.0 56.2 56.0 25 Red Oak Caynon St 53.6 55.0 56.0 56.0 56.0 56.0 25 Red Oak Caynon St 53.0 53.0 56.0 56.0 56.0 56.0 25 Red Oak Caynon St 53.0 53.0 56.0 56.0 56.0 56.0 25 Red Oak Caynon St 53.0 53.0 56.0 56.0 56.0	ı 7	W-R161	19 Hudson Canyon St	53.8	54.3	56.3	56.7	55.3	55.7	ON			
23 Hudson Canyon St 56.4 54.0 56.2 56.6 54.9 55.2 24 Hudson Canyon St 52.5 53.1 57.5 57.8 54.6 54.9 27 Hudson Canyon St 52.7 53.3 55.7 56.0 54.2 54.5 31 Hudson Canyon St 52.6 53.1 55.6 55.9 55.9 55.9 54.2 20 Red Oak Caynon St 53.6 54.2 56.3 56.7 56.6 56.9 56.9 21 Red Oak Caynon St 53.6 54.2 56.0 55.6 56.0 54.2 56.7 22 Red Oak Caynon St 53.6 53.6 55.6 56.0 54.2 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 54.8 54.8 54.9 55.1 54.8 54.9 55.1 54.8 54.0 54.8 54.0 54.8 54.0 54.8 54.0 54.8 54.0 54.8 54.0		W-R162	20 Hudson Canyon St	56.1	9.95	62.5	67.9	9'85	58.9	ON			
24 Hudson Canyon St 52.5 53.1 57.5 57.8 54.6 54.9 27 Hudson Canyon St 52.7 53.3 55.7 56.0 54.2 54.5 31 Hudson Canyon St 52.6 53.1 55.6 55.9 53.9 54.2 54.5 20 Red Oak Caynon St 53.6 55.2 56.3 56.7 56.6 56.9 56.9 21 Red Oak Caynon St 53.6 55.0 58.6 59.0 55.9 56.2 56.9 22 Red Oak Caynon St 53.6 55.0 58.6 59.0 55.9 56.2 56.9 25 Red Oak Caynon St 52.9 53.6 56.0 54.9 55.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.9 56.0 54.9 56.0 54.9 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.9 56.0 54.9 56.0 54.9 56.0 54.9 56.0 56.0 56.0 56.0	ı 7	W-R163	23 Hudson Canyon St	56.4	54.0	56.2	9.95	54.9	55.2	ON			
27 Hudson Canyon St 52.7 53.3 55.7 56.0 54.5 54.5 31 Hudson Canyon St 52.6 53.1 55.6 55.9 53.9 54.2 56.9 53.9 54.2 56.9 53.9 54.2 56.9 53.9 54.2 56.9 53.9 54.2 56.9 53.9 55.0 55.0 55.0 55.0 55.0 55.0 55.0 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.0 </td <td>i -</td> <td>W-R164</td> <td>24 Hudson Canyon St</td> <td>52.5</td> <td>53.1</td> <td>57.5</td> <td>57.8</td> <td>54.6</td> <td>54.9</td> <td>ON</td> <td></td> <td></td> <td></td>	i -	W-R164	24 Hudson Canyon St	52.5	53.1	57.5	57.8	54.6	54.9	ON			
31 Hudson Canyon St 52.6 53.1 55.6 55.9 53.9 54.2 20 Red Oak Caynon St 54.9 55.5 59.1 59.5 56.6 56.9 21 Red Oak Caynon St 53.6 54.2 56.3 56.7 55.2 55.6 56.9 24 Red Oak Caynon St 53.6 55.0 58.6 59.0 55.9 56.2 56.6 56.9 56.2 56.6 56.9 56.2 56.0 56.9 56.0	1 7	W-R165	27 Hudson Canyon St	52.7	53.3	55.7	56.0	54.2	54.5	ON			
20 Red Oak Caynon St 54.9 55.5 59.1 59.5 56.6 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.0 56.0 56.2 56.0 56.2 56.0 56.2 56.0 56.2 56.0 56.2 56.2 56.0 56.2 56.2 56.0 56.2 56.0 56.2 56.2 56.0 56.2 56.2 56.2 56.2 56.2 56.2 56.2 56.2 56.2 56.2 56.0 56.2 56.0 56.2 56.2 56.0 56.2 56.0 <td< td=""><td></td><td>W-R166</td><td>31 Hudson Canyon St</td><td>52.6</td><td>53.1</td><td>55.6</td><td>55.9</td><td>53.9</td><td>54.2</td><td>ON</td><td></td><td></td><td></td></td<>		W-R166	31 Hudson Canyon St	52.6	53.1	55.6	55.9	53.9	54.2	ON			
21 Red Oak Caynon St 53.6 54.2 56.3 56.7 55.6 55.6 55.6 55.0 55.6 55.0 55.6 55.0 55.6 55.0 55.9 55.6 55.0 55.2 55.0 55.2 55.0 55.2 55.0 55.2 <td< td=""><td></td><td>W-R167</td><td>20 Red Oak Caynon St</td><td>54.9</td><td>55.5</td><td>59.1</td><td>59.5</td><td>9.95</td><td>56.9</td><td>ON</td><td></td><td></td><td></td></td<>		W-R167	20 Red Oak Caynon St	54.9	55.5	59.1	59.5	9.95	56.9	ON			
24 Red Oak Caynon St 54.5 55.0 58.6 59.0 55.9 56.2 56.0 54.5 56.0 54.8 56.0 54.8 56.0 54.8 56.0 54.8 54.8 54.8 54.8 54.8 54.8 54.8 54.8 55.7 54.8 55.7 54.8 55.7 54.0 55.7 54.0 55.7 54.0 55.7 54.0 55.7 54.0 55.7 54.0 55.7 54.0 55.1 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 54.0 55.1 55.1 55.1 55.1 55.1 54.0 <td< td=""><td></td><td>W-R168</td><td></td><td>53.6</td><td>54.2</td><td>56.3</td><td>26.7</td><td>55.2</td><td>55.6</td><td>ON</td><td></td><td></td><td></td></td<>		W-R168		53.6	54.2	56.3	26.7	55.2	55.6	ON			
25 Red Oak Caynon St 52.9 53.6 55.6 56.0 54.5 54.8 28 Red Oak Caynon St 53.8 54.4 57.8 58.2 55.4 55.7 54.0 29 Red Oak Caynon St 52.5 53.0 54.9 55.3 53.7 54.0 57.7 32 Red Oak Caynon St 53.0 53.0 56.0 56.9 54.0 54.0 22 Lone Cove Ln 53.2 53.8 56.1 56.5 54.8 55.1 25 Lone Cove Ln 52.2 52.9 54.6 55.1 53.8 55.1 26 Lone Cove Ln 52.6 53.1 55.4 55.8 54.0 54.3 1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.7 54.1 1350 Grass Creek Ave 52.6 53.2 55.3 55.3 53.2 53.0 1354 Grass Creek Ave 53.0 53.7 55.6 53.8 54.2 1356 Grass Creek Ave 53.0 53.7 55.6 53.8 54.2 1362 Grass Creek Ave 53.0 53.7 55.8 53.9	. 7	W-R169	24 Red Oak Caynon St	54.5	55.0	58.6	59.0	6'33	56.2	ON			
28 Red Oak Caynon St 53.8 54.4 57.8 58.2 55.4 55.7 55.7 55.7 57.0 29 Red Oak Caynon St 52.5 53.0 54.9 55.3 53.7 54.0 54.9 55.3 53.7 54.0 32 Red Oak Caynon St 53.0 53.6 56.6 56.9 54.6 54.9 54.0 54.0 22 Lone Cove Ln 53.2 52.2 52.9 54.6 55.1 53.8 55.1 53.8 55.1 26 Lone Cove Ln 52.6 53.2 55.7 56.0 53.8 54.0 54.3 1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.8 54.2 1350 Grass Creek Ave 52.6 53.2 55.3 55.7 56.0 53.8 54.2 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1356 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.1 1356 Grass Creek Ave 53.0 53.7 55.6 56.0 53.9 54.3	. 7	W-R170	25 Red Oak Caynon St	52.9	53.6	55.6	56.0	54.5	54.8	ON			
29 Red Oak Caynon St 52.5 53.0 54.9 55.3 53.7 54.0 32 Red Oak Caynon St 53.0 53.6 56.6 56.9 54.6 54.9 54.9 22 Lone Cove Ln 53.2 53.8 56.1 56.5 54.8 55.1 53.8 25 Lone Cove Ln 52.2 52.9 54.6 55.1 53.8 53.1 55.3 54.0 54.3 1334 Grass Creek Ave 52.6 53.1 55.7 56.0 53.7 54.0 54.2 1340 Grass Creek Ave 52.6 53.2 55.7 56.0 53.8 54.2 1356 Grass Creek Ave 52.6 53.2 55.7 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1362 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.3 1362 Grass Creek Ave 53.0 53.7 55.9 55.9 53.9 54.3	. 7	W-R171	28 Red Oak Caynon St	53.8	54.4	57.8	58.2	55.4	55.7	ON			
32 Red Oak Caynon St 53.0 53.6 56.6 56.9 54.6 54.9 54.9 22 Lone Cove Ln 53.2 53.8 56.1 56.5 54.8 55.1 25 Lone Cove Ln 52.2 52.9 54.6 55.1 53.4 53.8 26 Lone Cove Ln 52.6 53.1 55.7 56.0 53.8 54.0 1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.7 54.0 1350 Grass Creek Ave 52.6 53.2 55.7 56.0 53.9 54.2 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1355 Grass Creek Ave 53.0 53.7 55.4 55.8 53.9 54.1 1356 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.0 53.8 55.5 55.9 53.9 54.3 1366 Grass Creek Ave 53.0 53.8 55.5	. 7	W-R172	29 Red Oak Caynon St	52.5	53.0	54.9	55.3	53.7	54.0	ON			
22 Lone Cove Ln 53.2 53.8 56.1 56.5 54.8 55.1 25 Lone Cove Ln 52.2 52.9 54.6 55.1 53.4 53.8 55.1 26 Lone Cove Ln 52.6 53.1 55.4 55.8 54.0 54.3 58.3 1334 Grass Creek Ave 52.6 53.2 55.7 56.1 53.8 54.2 1350 Grass Creek Ave 52.6 53.2 55.7 56.0 53.9 54.2 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1356 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.0 53.7 55.9 53.9 53.9 54.3 1362 Grass Creek Ave 53.0 53.8 55.5 55.9 53.9 54.3 1310 Crystal Hill Ln 61.9 66.4		W-R173		53.0	53.6	9.95	6.95	54.6	54.9	ON			
25 Lone Cove Ln 52.2 52.9 54.6 55.1 53.4 53.8 26 Lone Cove Ln 52.6 53.1 55.4 55.8 54.0 54.3 1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.7 54.0 1350 Grass Creek Ave 52.6 53.2 55.7 56.1 53.8 54.2 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1354 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.0 53.7 55.9 55.9 53.9 54.3 1362 Grass Creek Ave 53.0 53.7 55.4 55.9 53.9 54.3 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.4 66.9 65.4 65.8 67.9 1314 Crystal Hill Ln 64.9 65.4 66.9		W-R174	22 Lone Cove Ln	53.2	53.8	56.1	56.5	54.8	55.1	ON			
26 Lone Cove Ln 52.6 53.1 55.4 55.8 54.0 54.3 1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.7 54.0 1340 Grass Creek Ave 52.6 53.2 55.7 56.1 53.8 54.2 1350 Grass Creek Ave 52.6 53.2 55.3 55.7 53.8 54.2 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1362 Grass Creek Ave 53.0 53.7 55.4 55.9 53.9 54.3 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1310 Crystal Hill Ln 61.4 61.9 66.4 66.9 65.4 65.8 1314 Crystal Hill Ln 64.9 65.4 66.9 65.5 67.9 67.9		W-R175	25 Lone Cove Ln	52.2	52.9	54.6	55.1	53.4	53.8	ON			
1334 Grass Creek Ave 52.6 53.2 55.7 56.0 53.7 54.0 1340 Grass Creek Ave 52.6 53.2 55.7 56.1 53.8 54.2 1350 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.1 1354 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 54.3 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.4 65.8 1314 Crystal Hill Ln 64.9 65.4 66.9 65.4 65.8 67.9		W-R176	26 Lone Cove Ln	52.6	53.1	55.4	55.8	54.0	54.3	ON			
1340 Grass Creek Ave 52.6 53.2 55.7 56.1 53.8 54.2 1350 Grass Creek Ave 52.6 53.2 55.3 55.7 53.5 53.9 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.4 65.8 1310 Crystal Hill Ln 62.9 65.4 66.9 65.4 65.8 67.5 67.9		W-R177	1334 Grass Creek Ave	52.6	53.2	55.7	56.0	53.7	54.0	ON			
1350 Grass Creek Ave 52.6 53.2 55.3 55.5 53.5 53.9 1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.4 65.8 1310 Crystal Hill Ln 62.4 62.9 66.4 66.9 65.4 65.8 1314 Crystal Hill Ln 64.9 65.4 68.6 67.5 67.9	. 7	W-R178	1340 Grass Creek Ave	52.6	53.2	55.7	56.1	53.8	54.2	ON			
1354 Grass Creek Ave 53.0 53.7 55.6 56.0 53.8 54.2 1358 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.4 65.8 1310 Crystal Hill Ln 64.9 65.4 68.6 67.5 67.9	. 7	W-R179	1350 Grass Creek Ave	52.6	53.2	55.3	55.7	53.5	53.9	ON			
1358 Grass Creek Ave 53.0 53.7 55.4 55.8 53.7 54.1 1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.4 65.8 1310 Crystal Hill Ln 62.4 65.9 66.4 66.9 65.4 65.8 1314 Crystal Hill Ln 64.9 65.4 68.6 67.5 67.9		W-R180	1354 Grass Creek Ave	53.0	53.7	55.6	56.0	53.8	54.2	ON			
1362 Grass Creek Ave 53.2 53.8 55.5 55.9 53.9 54.3 1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.1 65.4 65.8 1310 Crystal Hill Ln 64.9 65.4 68.6 67.5 67.9	. 7	W-R181	1358 Grass Creek Ave	53.0	53.7	55.4	55.8	53.7	54.1	ON			
1306 Crystal Hill Ln 61.4 61.9 66.5 66.9 65.1 65.4 1310 Crystal Hill Ln 62.4 62.9 66.4 66.9 65.4 65.8 1314 Crystal Hill Ln 64.9 65.4 68.6 67.5 67.9		W-R182	1362 Grass Creek Ave	53.2	53.8	55.5	55.9	53.9	54.3	ON			
1310 Crystal Hill Ln 62.4 62.9 66.4 66.9 65.4 65.8 65.8 1314 Crystal Hill Ln 64.9 65.4 68.2 68.6 67.5 67.9		W-R183	1306 Crystal Hill Ln	61.4	61.9	66.5	6.99	65.1	65.4	YES			
1314 Crystal Hill Ln 64.9 65.4 68.2 68.6 67.5 67.9		W-R184	1310 Crystal Hill Ln	62.4	67.9	66.4	66.9	65.4	65.8	YES			
		W-R185	1314 Crystal Hill Ln	64.9	65.4	68.2	68.6	67.5	67.9	YES			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

Areas 4, 5, 6 W.RE1, W.EB2, W.EB3	1				All Noise Sensitive Areas	Sensitiv	e Areas						
Receiver ID	1 1			Area		V.EB1, V	V.EB2, W	/.EB3)					
Receiver ID						2040	2040	2040	0706			2040 Build	2040 Build
Receiver ID Physical Address				Existing	Existing	No	No	Build	Build	Approach/	Wall	AM (dBA)	PM (dBA)
(484) (484			Physical Address	AM	PM	Build	Build	AM	PM	Exceed	Protected	proposed	proposed
1318 Crystal Hill In 64.6 65.2 67.4 67.9 67.1 67.5 VES 1322 Crystal Hill In 64.7 65.3 66.9 67.3 66.7 67.2 VES 1322 Crystal Hill In 64.7 65.3 66.9 67.3 66.7 67.2 VES 1332 Crystal Hill In 60.9 61.5 64.0 64.5 63.7 64.1 NO 1342 Crystal Hill In 58.6 57.3 62.2 62.7 61.0 61.4 NO 1354 Crystal Hill In 57.5 58.2 63.7 64.0 60.0 60.4 NO 1358 Crystal Hill In 57.5 58.2 63.7 63.7 61.0 61.9 NO 1358 Crystal Hill In 57.8 58.9 62.0 62.7 61.0 61.8 NO 1358 Crystal Hill In 57.8 58.9 62.0 62.5 60.2 60.8 NO 1358 Crystal Hill In 57.8 58.9 62.0 62.5 60.0 60.4 NO 1358 Crystal Hill In 57.8 58.9 62.0 62.5 60.2 60.8 NO 1358 Crystal Hill In 57.9 58.9 62.0 62.5 60.2 60.8 NO 1358 Crystal Hill In 57.9 58.9 62.0 62.5 60.2 60.8 NO 1356 Crystal Hill In 57.9 58.9 62.0 62.5 60.2 60.8 NO 20 Consulty Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES 50 Consulty Reunion Trails Park, Hanna Brown Elementary 60.1 60.2 70.1 57.7 58.0 NO 22 Drawback Street 55.2 56.1 59.2 59.7 56.4 56.7 NO 22 Drawback Street 55.7 56.3 50.3 59.8 60.5 60.5 50.9 NO 22 Drawback Street 55.7 56.3 50.3 59.8 50.3 57.6 NO 22 Drawback Street 55.7 56.3 50.3 59.3 57.4 57.0 NO 22 Drawback Street 55.7 56.3 50.3 59.3 57.4 57.0 NO 22 Drawback Street 55.7 56.3 50.3 59.3 57.4 57.0 NO 22 Drawback Street 55.7 56.3 50.3 57.3 57.6 NO 22 Drawback Street 55.7 56.3 50.3 57.3 57.6 NO 22 Drawback Street 55.7 56.3 50.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.4 56.0 59.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.4 56.0 59.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.4 56.0 59.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.9 56.5 59.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.9 56.3 59.3 57.3 57.6 NO 22 Drawback Street 6allery St 55.9 56.3 59.3 57.3 57.0 NO 22 Drawback Street 6allery St 55.9 56.3 59.3 57.3 57.0 NO 22 Drawback Street 6allery St 55.9 59.3 59.3 57.3 57.1 NO 22 Drawback Street 6allery St 55.9 59.3 59.3 57.3 57.0 NO 22 Drawback Street 6allery St 55.9 59.3 59.3 57.3 57.0 NO				(dBA)	(dBA)	AM	PM (Apv)	(dBA)	(dBA)	Criterion?	λq	walls	walls
1322 Crystal Hill Ln 64.7 65.3 66.9 67.3 66.9 67.4 64.7 65.1 NO 1332 Crystal Hill Ln 66.9 61.5 64.0 64.5 63.7 64.1 NO 1342 Crystal Hill Ln 56.6 57.3 62.2 62.7 61.0 61.4 NO 1342 Crystal Hill Ln 56.6 57.3 62.2 62.7 61.0 61.4 NO 1356 Crystal Hill Ln 57.5 58.2 63.2 63.7 61.6 61.9 NO 1356 Crystal Hill Ln 57.5 58.2 63.2 63.0 60.0 60.4 NO 1358 Crystal Hill Ln 57.9 62.5 63.0 60.0 60.4 NO 1356 Crystal Hill Ln 57.9 62.5 63.0 60.0 60.4 NO 1356 Crystal Hill Ln 57.9 62.5 63.0 60.0 60.4 NO 136 Crystal Hill Ln 57.9 58.2 55.1 55.5 56.2 60.8 NO 136 Crystal Hill Ln 57.9 58.2 59.1 61.0 61.3 NO 136 Crystal Hill Ln 57.9 58.2 59.1 61.0 61.3 NO 136 Crystal Hill Ln 57.9 58.2 59.1 62.5 60.2 NO 136 Crystal Hill Ln 57.9 58.2 59.1 62.5 60.8 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 61.0 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 60.2 60.8 NO 136 Crystal Hill Ln 57.9 58.2 59.1 61.3 61.8 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 60.5 60.8 NO 136 Crystal Hill Ln 57.9 58.2 59.1 60.2 60.8 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 60.7 61.0 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 50.4 60.7 61.0 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 56.4 56.7 NO 20 Drawback Street 55.2 56.8 50.9 56.6 56.9 50.9 56.6 56.9 NO 20 Drawback Street 55.2 56.8 50.9 50.6 56.9 50.9 56.6 56.9 NO 20 Drawback Street 55.2 56.8 50.9 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 56.0 58.9 59.3 57.1 57.4 NO 21 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 21 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO		W-R186	1318 Crystal Hill In	64.6	65.2	(dDA)	(MDM)	67.1	67.5	YFS			
1330 Crystal Hill Ln 63.1 63.7 64.9 65.4 64.7 65.1 NO 1338 Crystal Hill Ln 60.9 61.5 64.0 64.5 63.7 64.1 NO 1342 Crystal Hill Ln 58.6 57.3 62.2 62.7 61.0 61.4 NO 1356 Crystal Hill Ln 56.6 57.3 62.2 62.7 61.0 61.4 NO 1354 Crystal Hill Ln 57.5 58.2 63.2 63.7 61.0 61.4 NO 1355 Crystal Hill Ln 57.1 57.9 62.5 63.0 60.0 60.4 NO 1366 Crystal Hill Ln 57.1 57.9 62.5 60.2 60.8 NO 1366 Crystal Hill Ln 57.3 58.2 62.0 61.1 61.7 NO 1366 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.6 60.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8<	1	W-R187	1322 Crystal Hill Ln	64.7	65.3	6.99	67.3	66.7	67.2	YES			
1338 Crystal Hill Ln 60.9 61.5 64.0 64.5 63.1 64.1 NO 1342 Crystal Hill Ln 58.6 59.4 62.6 63.1 62.2 62.6 NO 1346 Crystal Hill Ln 56.6 57.3 62.7 61.0 61.4 NO 1350 Crystal Hill Ln 57.5 58.2 63.7 60.0 60.4 NO 1354 Crystal Hill Ln 57.9 62.5 63.0 60.0 60.4 NO 1356 Crystal Hill Ln 57.9 58.2 62.0 60.2 60.8 NO 1366 Crystal Hill Ln 59.0 59.6 60.8 61.3 61.1 60.8 NO 1370 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.0 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.7 60.0 60.8 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.7 60.0 60.8 61.0 60.8	1	W-R189	1330 Crystal Hill Ln	63.1	63.7	64.9	65.4	64.7	65.1	ON	_		
1342 Crystal Hill Ln 58.6 59.4 62.6 63.1 62.2 62.6 NO 1346 Crystal Hill Ln 56.6 57.3 62.2 62.7 61.0 61.4 NO 1350 Crystal Hill Ln 57.5 58.2 63.7 61.6 61.9 NO 1354 Crystal Hill Ln 57.1 57.9 62.5 63.0 60.0 60.4 NO 1358 Crystal Hill Ln 57.9 58.0 60.0 62.5 60.0 60.4 NO 136 Crystal Hill Ln 57.9 58.0 60.0 62.1 61.1 61.8 60.0 136 Crystal Hill Ln 57.9 58.6 60.8 61.3 61.1 61.8 62.4 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.7 61.0 61.0 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.7 61.0 70.1 70.4 62.5 70.0 10.0 1370 Crystal Hill Ln	Ι _	W-R190	1338 Crystal Hill Ln	6.09	61.5	64.0	64.5	63.7	64.1	ON	,		
1346 Crystal Hill Ln 56.6 57.3 62.2 62.7 61.0 61.4 NO 1350 Crystal Hill Ln 57.5 58.2 63.2 63.7 61.6 61.9 NO 1353 Crystal Hill Ln 57.1 57.9 55.1 55.5 53.6 54.0 NO 1354 Crystal Hill Ln 57.1 57.9 62.5 62.0 60.2 60.8 NO 136 Crystal Hill Ln 59.0 59.6 60.8 61.1 61.7 NO 136 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.8 60.1 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 61.1 71.4 63.8 64.3 YES School 60.0 60.2 70.1 70.5 62.5 60.7 60.7 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 <td< td=""><td>Ι _</td><td>W-R191</td><td>1342 Crystal Hill Ln</td><td>58.6</td><td>59.4</td><td>62.6</td><td>63.1</td><td>62.2</td><td>62.6</td><td>ON</td><td>ZM:</td><td></td><td></td></td<>	Ι _	W-R191	1342 Crystal Hill Ln	58.6	59.4	62.6	63.1	62.2	62.6	ON	ZM:		
1350 Crystal Hill Ln 57.5 58.2 63.7 61.6 61.9 NO 1353 Crystal Hill Ln 52.4 53.2 55.1 55.5 53.6 54.0 NO 1354 Crystal Hill Ln 57.1 57.9 62.5 63.0 60.0 60.4 NO 1362 Crystal Hill Ln 57.8 58.9 62.0 62.5 60.2 60.8 NO 136 Crystal Hill Ln 59.3 59.6 60.8 61.1 61.7 NO 1370 Crystal Hill Ln 57.9 58.2 59.1 59.4 60.7 61.0 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES School 60.0 60.2 70.1 70.5 62.5 60.7 60.7 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 <t< td=""><td>I</td><td>W-R192</td><td>1346 Crystal Hill Ln</td><td>9.95</td><td>57.3</td><td>62.2</td><td>62.7</td><td>61.0</td><td>61.4</td><td>ON</td><td>S X</td><td></td><td></td></t<>	I	W-R192	1346 Crystal Hill Ln	9.95	57.3	62.2	62.7	61.0	61.4	ON	S X		
1353 Crystal Hill Ln 52.4 53.2 55.1 55.5 53.6 54.0 NO 1354 Crystal Hill Ln 57.1 57.9 62.5 63.0 60.4 NO 1362 Crystal Hill Ln 57.8 58.9 62.0 62.5 60.2 60.8 NO 1366 Crystal Hill Ln 59.0 59.6 60.8 61.1 61.8 62.4 NO formerly Reunion Trails Park, School 57.9 58.2 59.1 59.4 60.7 61.0 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 62.6 NO School 55.5 56.1 59.2 56.7 56.7 NO 2 Drawback Street 55.5 56.8 60.7 61.0 57.3 57.6 NO 2 Drawback Street 55.2 55.8 59.6 59.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9 56.9	I _	W-R193	1350 Crystal Hill Ln	57.5	58.2	63.2	63.7	61.6	61.9	ON	3		
1354 Crystal Hill Ln 57.1 57.9 62.5 60.0 60.0 60.0 MO 1358 Crystal Hill Ln 57.8 58.9 62.0 62.5 60.2 60.8 NO 1362 Crystal Hill Ln 59.0 59.6 60.8 61.1 61.1 61.7 NO 1366 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.8 62.4 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 62.0 70.1 70.5 62.2 62.6 NO School 20 Drawback Street 55.5 56.1 59.7 56.7 NO 70.1 50.5 50.7 50.0 50.5 50.7 70.1 70.5 62.5 80.0 80.0 60.0 60.0 60.0 60.0 60.0 70.1 70.5 62.0 62.0 62.0 <td>I _</td> <td>W-R194</td> <td>1353 Crystal Hill Ln</td> <td>52.4</td> <td>53.2</td> <td>55.1</td> <td>55.5</td> <td>53.6</td> <td>54.0</td> <td>ON</td> <td></td> <td></td> <td></td>	I _	W-R194	1353 Crystal Hill Ln	52.4	53.2	55.1	55.5	53.6	54.0	ON			
1358 Crystal Hill Ln 57.8 58.9 62.0 62.5 60.2 60.8 NO 1362 Crystal Hill Ln 59.0 59.6 60.8 61.3 61.1 61.7 NO 1366 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.0 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.2 70.1 70.5 62.0 62.0 64.3 YES School 50.0 60.2 70.1 70.5 62.0 62.0 YES School 20 Drawback Street 55.5 56.1 59.7 56.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 60.0 60.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 60.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0 <td>I</td> <td>W-R195</td> <td>1354 Crystal Hill Ln</td> <td>57.1</td> <td>57.9</td> <td>62.5</td> <td>63.0</td> <td>0.09</td> <td>60.4</td> <td>ON</td> <td></td> <td></td> <td></td>	I	W-R195	1354 Crystal Hill Ln	57.1	57.9	62.5	63.0	0.09	60.4	ON			
1362 Crystal Hill Ln 59.0 59.6 60.8 61.3 61.1 61.7 NO 1366 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.8 62.4 NO formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 64.3 YES School 20 Drawback Street 55.5 56.1 59.7 50.7 NO 50.6 50.7 NO 22 Drawback Street 55.5 56.8 60.7 61.0 57.7 58.0 NO 22 Drawback Street 55.2 56.8 60.7 61.0 57.7 58.0 NO 22 Drawback Street 55.2 56.8 60.7 61.0 57.7 58.0 NO 26 Drawback Street 55.7 56.8 60.7 61.0 57.7 58.0 NO 20 Drawback Street 55.7 56.8 59.6 59.9 56.9	I	W-R196	1358 Crystal Hill Ln	57.8	58.9	62.0	62.5	60.2	8'09	ON			
1366 Crystal Hill Ln 59.3 59.8 60.6 61.1 61.8 62.4 NO formerly Reunion Trails Park, Hanna Brown Elementary School 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary School 59.6 60.2 70.1 70.5 62.2 64.3 YES School 50.0 60.2 70.1 70.5 62.2 62.6 YES School 22 Drawback Street 55.5 56.1 59.7 56.4 56.7 NO 24 Drawback Street 55.7 56.8 60.7 61.0 57.7 58.0 NO 20 Desert Gallery St reet 55.7 56.8 60.7 61.0 57.7 58.0 NO 22 Drawback Street 55.2 56.8 60.7 61.0 57.7 58.0 NO 20 Desert Gallery St 55.2 56.8 59.6 59.9 56.9 NO 22 Desert Gallery St 55.4 55.0 58.9		W-R197	1362 Crystal Hill Ln	59.0	9.65	8.09	61.3	61.1	61.7	ON			
formerly Reunion Trails Park, Hanna Brown Elementary Cormerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary School 59.6 60.2 70.1 70.5 62.2 62.6 70.6 70.1 70.5 62.2 62.6 YES 70.1 70.5 70.1 70.5 70.6 70	I	W-R198	1366 Crystal Hill Ln	59.3	59.8	9.09	61.1	61.8	62.4	ON			
formerly Reunion Trails Park, Hanna Brown Elementary 60.1 60.8 71.0 71.4 63.8 64.3 YES formerly Reunion Trails Park, Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 62.6 YES School 56.0 60.2 70.1 70.5 62.2 62.6 YES School 60.2 70.1 70.5 62.2 62.6 YES School 56.0 60.2 70.1 70.5 62.6 YES School 50.0 60.2 70.1 70.5 62.6 YES 20 Drawback Street 55.2 56.8 60.7 61.0 57.7 58.0 NO 24 Drawback Street 55.7 56.8 60.7 61.0 57.3 57.6 NO 26 Drawback Street 55.2 55.8 59.6 59.9 56.9 56.9 NO 20 Desert Gallery St 55.4 55.0 57.9 58.3 57.1 57.4 NO	ı	W-R199	1370 Crystal Hill Ln	57.9	58.2	59.1	59.4	60.7	61.0	ON			
School 70.1 70.5 62.2 62.6 YES Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 62.6 YES School School 60.2 56.4 56.7 60.7 60.7 60.0 70.1 70.5 70.6<		W-R200	formerly Reunion Trails Park, Hanna Brown Flementary	60.1	8.09	71.0	71.4	63.8	64.3	YES			
formerly Reunion Trails Park, Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.2 62.6 YES School 22 Drawback Street 55.5 56.1 59.7 56.4 56.7 NO 22 Drawback Street 56.2 56.8 60.7 61.0 57.7 58.0 NO 24 Drawback Street 55.7 56.3 60.3 60.6 57.3 57.6 NO 26 Drawback Street 55.7 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 55.0 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.6 56.5 59.3 57.3			School	1				3		!			
Hanna Brown Elementary 59.6 60.2 70.1 70.5 62.6 YES School 20 Drawback Street 55.5 56.1 59.2 59.7 56.4 56.7 NO 22 Drawback Street 55.7 56.8 60.7 61.0 57.7 58.0 NO 24 Drawback Street 55.7 56.8 60.3 60.6 57.3 57.6 NO 26 Drawback Street 55.7 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 55.0 57.9 58.9 57.1 57.4 NO 21 Desert Gallery St 55.9 56.5 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.1 57.8 NO 23 Desert Gallery St 55.9 56.5 59.3 57.3 57.6 NO 25 Desert Gallery St 56.5 59.3 57.3 57.1 NO	ı		formerly Reunion Trails Park,										
20 Drawback Street 55.5 56.1 59.2 59.7 56.4 56.7 NO 22 Drawback Street 56.2 56.8 60.7 61.0 57.7 58.0 NO 24 Drawback Street 55.7 56.3 60.3 60.6 57.3 57.6 NO 26 Drawback Street 55.2 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 56.0 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 55.8 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.9 56.5 59.3 57.3 57.6 NO		W-R201	Hanna Brown Elementary	9.65	60.2	70.1	70.5	62.2	62.6	YES			
22 Drawback Street 56.2 56.8 60.7 61.0 57.7 58.0 NO 24 Drawback Street 55.7 56.3 60.3 60.6 57.3 57.6 NO 26 Drawback Street 55.2 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 56.0 57.9 58.9 57.1 57.4 NO 22 Desert Gallery St 54.4 55.0 57.9 58.3 55.4 55.8 NO 23 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO	1	W-R202	20 Drawback Street	55.5	56.1	59.2	59.7	56.4	299	ON			
24 Drawback Street 55.7 56.3 60.3 60.6 57.3 57.6 NO 26 Drawback Street 55.2 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 55.0 57.9 58.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.0 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.6 56.2 59.3 56.6 56.8 57.1 NO	1	W-R203	22 Drawback Street	56.2	56.8	60.7	61.0	57.7	58.0	ON			
26 Drawback Street 55.2 55.8 59.6 59.9 56.6 56.9 NO 20 Desert Gallery St 55.4 56.0 58.9 59.3 57.1 57.4 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 55.8 NO 23 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.6 56.2 59.3 59.6 56.8 57.1 NO	I	W-R204	24 Drawback Street	55.7	56.3	60.3	9.09	57.3	57.6	ON			
20 Desert Gallery St 55.4 56.0 58.9 59.3 57.1 57.4 NO 21 Desert Gallery St 54.4 55.0 57.9 58.3 55.4 55.8 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.6 56.2 59.3 59.6 56.8 57.1 NO	I _	W-R205	26 Drawback Street	55.2	55.8	9.65	59.9	9.95	6'95	ON	7/		
21 Desert Gallery St 54.4 55.0 57.9 58.3 55.4 55.8 NO 22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 NO 23 Desert Gallery St 55.6 56.2 59.3 59.6 56.8 57.1 NO		W-R206	20 Desert Gallery St	55.4	26.0	58.9	59.3	57.1	57.4	ON	WS :		
22 Desert Gallery St 55.9 56.5 58.9 59.3 57.3 57.6 23 Desert Gallery St 55.6 56.2 59.3 59.6 56.8 57.1		W-R207		54.4	55.0	57.9	58.3	55.4	8'55	ON	EX		
23 Desert Gallery St 55.6 56.2 59.3 59.6 56.8 57.1		W-R208		55.9	56.5	58.9	59.3	57.3	57.6	ON			
		W-R209		55.6	56.2	59.3	9.65	56.8	57.1	ON			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	re Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	V.EB1, V	V.EB2, W	/.EB3)					
					2040	2040	0707	2040			2040 Build	2040 Build 2040 Build
		:	Existing	ú	No.	No	Build	Build	Approach/	Wall	AM (dBA)	PM (dBA)
Area	Receiver ID	Physical Address	AM	Wd	Build	Build	AM	PM	Exceed	Protected	proposed	proposed
			(dbA)	(dbA)	(dBA)	(dBA)	(dBA)	(dBA)	Criterions	λα	walls	walls
5	W-R210	24 Desert Gallery St	56.1	26.7	58.7	59.1	57.5	57.8	ON			
2	W-R211	25 Desert Gallery St	56.1	8.95	8.65	0.09	57.0	57.3	ON	7۸		
2	W-R212	26 Desert Gallery St	55.5	56.1	58.4	58.7	56.9	57.2	ON	۸S >		
5	W-R213	27 Desert Gallery St	55.1	55.7	59.0	59.5	56.4	26.7	ON	Έ		
2	W-R214	17 Painted View St	54.1	54.8	57.7	58.2	9.55	26.0	ON			
2	W-R215	18 Painted View St	55.1	55.7	58.5	6.85	2.95	57.0	ON			
2	W-R216	19 Painted View St	54.7	55.4	57.8	58.2	56.2	56.5	ON			
2	W-R217	20 Painted View St	9.95	57.2	59.3	2.65	28.0	58.3	ON			
2	W-R218	21 Painted View St	55.4	0.95	57.9	28'3	2'95	57.0	ON			
2	W-R219	22 Painted View St	56.1	26.7	59.7	9.65	28.0	58.3	ON			
2	W-R220	23 Painted View St	55.1	22.7	57.6	0.85	26.3	9.95	ON			
2	W-R221	24 Painted View St	55.2	8.23	58.9	26'3	0.72	57.3	ON			
2	W-R222	16 Blue Cavern St	56.4	57.1	6.65	6.09	28.3	58.6	ON			
5	W-R223	17 Blue Cavern St	54.9	55.5	58.4	58.8	56.3	56.7	ON			
5	W-R224	18 Blue Cavern St	56.9	57.5	61.4	61.8	59.4	59.7	ON			
5	W-R225	19 Blue Cavern St	56.0	9.95	58.8	59.3	9.75	57.9	ON			
5	W-R226	20 Blue Cavern St	56.2	6:95	9.09	61.0	58.4	58.7	ON			
5	W-R227	21 Blue Cavern St	56.1	26.7	59.2	9.65	58.1	58.4	ON			
2	W-R228	22 Blue Cavern St	55.4	26.0	59.7	60.1	57.5	57.8	ON			
5	W-R229	23 Blue Cavern St	55.2	55.8	58.5	58.9	56.9	57.2	ON			
2	W-R230	24 Blue Cavern St	54.9	52.5	59.3	2.65	57.0	57.3	ON			
2	W-R231	14 Amber Rock St	55.2	6.55	59.9	60.4	6.95	57.2	ON			
5	W-R232	15 Amber Rock St	54.3	55.0	57.3	57.8	54.3	54.6	ON	7/		
5	W-R233	16 Amber Rock St	56.7	57.4	60.5	60.9	58.0	58.3	NO	NS :		
5	W-R234	17 Amber Rock St	56.0	26.7	58.9	59.3	57.0	57.4	NO	EX		
5	W-R235	18 Amber Rock St	56.1	26.7	60.3	60.7	58.1	58.5	NO			
2	W-R236	19 Amber Rock St	55.5	56.1	59.1	59.5	57.2	57.6	ON			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	e Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, V	V.EB2, W	(EB3)					
					2040	2040	2040	2040			2040 Briild 2040 Briild	2040 Build
Aros	Receiver ID	Dhyeiral Addrace	Existing AM	Existing PM	No	No	Build	Build	Approach/ Evened	Wall	AM (dBA)	PM (dBA)
7		i ilysicai Addiess	(dBA)	(dBA)	AM	PM	AM	PM :	Criterion?	hotected	proposed	proposed
					(dBA)	(dBA)	(dBA)	(dBA)			walls	walls
2	W-R237	20 Amber Rock St	55.5	56.1	60.4	8.09	57.7	58.0	NO			
5	W-R238	21 Amber Rock St	54.8	55.4	58.8	59.2	8.99	57.1	NO	7۸		
5	W-R239	22 Amber Rock St	55.2	6.55	60.3	60.7	57.5	57.8	NO	۸s)		
2	W-R241	13 Woodcarver St	53.6	54.4	59.7	60.2	54.8	55.1	NO	EX		
5	W-R242	14 Woodcarver St	54.8	5.53	58.0	58.4	55.5	55.8	NO			
5	W-R243	15 Woodcarver St	54.1	54.8	57.0	57.4	54.4	54.7	ON			
2	W-R244	16 Woodcarver St	55.7	26.3	58.5	58.9	56.5	8.95	NO			
5	W-R245	17 Woodcarver St	54.7	25.3	6.95	57.3	54.7	55.1	ON			
2	W-R246	18 Woodcarver St	54.9	55.5	57.9	58.3	56.2	56.5	NO			
5	W-R247	19 Woodcarver St	54.9	5.53	58.1	58.5	56.3	26.7	ON			
5	W-R248	20 Woodcarver St	54.6	25.3	58.2	58.6	56.2	56.5	NO			
5	W-R249	21 Woodcarver St	54.0	54.7	57.1	57.5	55.5	55.8	NO			
5	W-R250	8 Hatten Bay St	6.73	28.7	62.6	63.0	60.4	8.09	NO			
5	W-R251	10 Hatten Bay St	6.53	2.95	8.09	61.2	58.3	58.7	ON			
5	W-R252	11 Hatten Bay St	53.5	54.2	57.4	57.8	55.2	55.6	ON			
5	W-R253	12 Hatten Bay St	55.1	6.33	9.65	0.09	57.3	57.6	ON			
5	W-R254	13 Hatten Bay St	53.7	54.4	57.4	57.8	55.2	52.5	NO			
5	W-R255	15 Hatten Bay St	54.1	54.7	57.1	57.5	55.0	55.4	ON			
5	W-R256	Hatten Bay/Las Palmas	54.7	55.4	58.4	58.8	56.0	56.3	NO			
		Entrada Ave										
2	W-R257	1094 Blitzen Drive	59.4	60.2	64.5	65.0	8.09	61.3	NO			
5	W-R258	1096 Blitzen Drive	53.6	54.3	63.0	63.5	57.0	57.4	NO			
5	W-R259	1098 Blitzen Drive	55.0	22.7	64.7	65.2	57.7	58.1	NO	7/		
2	W-R260	1100 Blitzen Drive	54.4	55.1	64.2	64.7	57.2	57.7	NO	WS :		
5	W-R261	1102 Blitzen Drive	54.4	55.1	64.2	64.7	57.3	57.7	NO	EX		
2	W-R262	1104 Blitzen Drive	56.2	6.95	64.1	64.6	57.3	57.8	NO			
5	W-R263	1106 Blitzen Drive	54.5	55.2	63.8	64.3	57.4	57.8	NO			





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

L				All Noise Sensitive Areas	Sensitiv	/e Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, V	V.EB2, W	(EB3)					
					2040	2040	2040	2040			DOAD Build	2040 Briild 2040 Briild
,		:	Existing	Δ	No	No E	Build	Build	Approach/	Wall	AM (dBA)	2040 build PM (dBA)
Area	Receiver ID	Physical Address	AM	P.	Build	Build	AM	PM	Exceed	Protected	proposed	proposed
			(dBA)	(dBA)	AM	PM (ABA)	(dBA)	(dBA)	Criterion?	by	walls	walls
5	W-R264	1108 Blitzen Drive	56.5	57.2	64.2	64.8	57.8	58.2	NO			
2	W-R265	1110 Blitzen Drive	54.2	55.0	63.9	64.5	57.4	57.8	ON	7۸		
2	W-R266	1112 Blitzen Drive	55.8	56.5	64.2	64.7	57.9	58.3	ON	۸S)		
2	W-R267	1114 Blitzen Drive	54.6	55.3	63.8	64.3	57.6	57.9	ON	E>		
5	W-R268	1116 Blitzen Drive	55.7	56.4	64.3	64.8	58.1	58.5	ON			
2	W-R269	1118 Blitzen Drive	26.7	57.4	65.3	62.9	59.0	59.4	S ES			
2	W-R270	1120 Blitzen Drive	55.5	56.2	64.5	65.0	58.3	58.6	ON			
2	W-R271	1122 Blitzen Drive	57.2	57.8	64.8	65.3	9.85	58.9	ON			
2	W-R272	1124 Blitzen Drive	26.0	26.7	65.4	6'59	58.9	59.3	S ES			
2	W-R273	1126 Blitzen Drive	55.6	56.2	64.4	65.0	58.2	58.6	ON			
2	W-R274	1128 Blitzen Drive	26.0	9.95	65.0	65.5	58.7	59.0	S ES			
2	W-R275	1130 Blitzen Drive	58.8	59.5	64.5	65.0	58.2	58.6	ON			
2	W-R276	1132 Blitzen Drive	60.3	61.0	65.3	65.8	61.9	62.3	YES			
2	W-R277	1134 Blitzen Drive	6.09	61.6	0.99	9'99	63.4	63.9	S ES			
2	W-R279	1138 Blitzen Drive	8.09	61.4	65.5	0'99	61.7	62.1	S ES			
2	W-R280	1140 Blitzen Drive	61.1	61.7	65.8	66.2	62.8	63.3	S ES			
2	W-R281	1142 Blitzen Drive	58.2	58.9	64.6	65.1	59.5	59.8	ON			
2	W-R282	1144 Blitzen Drive	58.8	59.5	65.5	66.0	9.09	61.0	YES			
2	W-R283	1146 Blitzen Drive	57.8	58.4	65.9	66.3	9.09	60.9	YES			
2	W-R284	1066 Las Palmas Entrada Ave	55.6	56.2	62.9	63.4	9.09	61.1	ON	7	58.4	58.9
2	W-R285	1068 Las Palmas Entrada Ave	55.9	56.5	63.2	9.89	9.09	61.1	ON	ZMS	58.6	59.1
2	W-R286	1070 Las Palmas Entrada Ave	56.1	26.7	63.2	63.6	9.09	61.1	ON	S X	58.9	59.4
2	W-R287	1072 Las Palmas Entrada Ave	56.3	26.8	63.5	63.9	60.7	61.3	ON	3	59.3	59.9
2	W-R288	1074 Las Palmas Entrada Ave	56.2	56.8	63.2	63.7	60.1	60.7	ON		58.8	59.3
5	W-R289	1078 Las Palmas Entrada Ave	56.7	57.3	63.5	63.9	0.09	60.5	ON		58.9	59.3
5	W-R290	1080 Las Palmas Entrada Ave	62.1	62.6	74.6	75.2	65.3	65.8	YES		65.3	65.8
5	W-R291	1082 Las Palmas Entrada Ave	9.95	57.2	62.7	63.1	59.4	59.8	ON		58.4	58.8





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

			Criterion? by proposed proposed walls	NO 58.7 59.1	NO 58.2 58.6	NO \$ 58.2 58.6	NO S 56.8 57.1	NO EX 57.0 57.3	NO 58.7 59.3	NO 54.8 55.3	NO 58.5 59.1	NO p 56.6 57.1	NO S 58.6 59.1	NO 88 56.9 57.4	NO X 58.2 58.7	NO 56.7 57.2	NO 58.0 58.5	
П	2040		(dBA)	0.09	59.4	59.3	57.2	57.4	61.9	55.8	61.5	59.2	62.0	60.1	61.9	60.0	61.6	
S W.FB3)	2040	Build	(dBA)	59.5	59.0	58.9	26.8	57.0	61.2	55.2	8.09	58.6	61.3	59.5	61.3	59.4	61.0	0.40
ve Areas V.EB2. V	2040	Build	PM (dRA)	63.5	62.8	67.9	9'65	59.5	63.0	6'29	67.9	61.3	63.5	62.1	9.E9	62.0	63.3	3 43
Sensitiv V.EB1. V	2040	Build	AM	63.1	62.4	62.5	59.7	59.1	62.5	57.4	62.4	8.09	63.0	61.6	63.1	61.5	62.8	7 63
All Noise Sensitive Areas Areas 4 5. 6 (W.FB1, W.FB2, W.FB3)	Luicting	exisuing PM	(dBA)	57.5	57.1	57.0	5.53	55.8	54.9	53.7	25.7	54.7	0.93	54.9	8:55	54.9	55.5	OVJ
Areas	1	exisuing AM	(dBA)	56.9	56.5	56.5	54.7	55.1	54.3	53.1	55.2	54.1	55.5	54.4	55.3	54.4	55.0	V 6.3
		Physical Address		1084 Las Palmas Entrada Ave	1086 Las Palmas Entrada Ave	1088 Las Palmas Entrada Ave	1090 Las Palmas Entrada Ave	1092 Las Palmas Entrada Ave	8 Book Wagon St	9 Book Wagon St	10 Book Wagon St	11 Book Wagon St	12 Book Wagon St	13 Book Wagon St	14 Book Wagon St	15 Book Wagon St	16 Book Wagon St	1.) ************************************
		Receiver ID		W-R292	W-R293	W-R294	W-R295	W-R296	W-R297	W-R298	W-R299	W-R300	W-R301	W-R302	W-R303	W-R304	W-R305	2000 77
		Area		5	5	2	2	2	5	2	2	2	2	2	2	5	5	L





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

			Area	All Noise Sensitive Areas	All Noise Sensitive Areas	ve Areas	/ FR3)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM	2040 No Build PM	2040 Build AM (dBA)	2040 Build PM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
5	W-R308	6 Split Hoove Ct	54.6	55.1	(dBA) 62.1	(dBA) 62.7	6.09	61.6	ON		57.6	58.1
5	W-R309	8 Split Hoove Ct	54.5	55.0	62.0	62.6	61.0	61.7	ON		57.7	58.3
2	W-R310	10 Split Hoove Ct	55.4	55.8	63.4	64.0	61.9	62.5	ON		58.1	58.7
5	W-R311	11 Split Hoove Ct	55.0	55.5	62.1	62.7	60.5	61.1	NO		57.4	57.9
2	W-R312	12 Split Hoove Ct	55.4	6:55	64.0	64.5	62.4	63.0	NO		58.3	58.8
2	W-R313	1052 Bootspur Drive	55.9	2'95	64.1	64.7	62.4	63.1	NO	ramp	60.2	8:09
5	W-R314	1053 Bootspur Drive	54.1	54.6	61.4	62.0	60.3	61.0	NO	17 & ES	57.3	57.9
5	W-R315	1054 Bootspur Drive	58.8	59.4	65.4	0'99	63.9	64.6	YES	EX 2M	61.9	62.5
2	W-R316	1055 Bootspur Drive	54.0	54.5	61.3	6119	60.4	61.1	NO		57.7	58.3
2	W-R317	1056 Bootspur Drive	56.1	8.95	64.3	64.8	63.0	63.7	NO		6.09	61.5
2	W-R318	1057 Bootspur Drive	54.5	25.0	61.3	61.8	0.09	60.7	NO		57.5	58.0
5	W-R319	1058 Bootspur Drive	55.8	56.4	64.7	65.2	63.4	64.2	NO		61.0	61.6
5	W-R320	1060 Bootspur Drive	58.7	59.4	66.0	66.5	64.8	65.5	YES		62.5	63.1





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise	All Noise Sensitive Areas	ve Areas	1001					
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	W.EBI, V	W.EBZ, W	/.EB3)					
			Existing	Existing	2040 No	2040 No	2040 Briild	2040 Build	Approach/	Wall	2040 Build 2040 Build	2040 Build PM (dBA)
Area	Receiver ID	Physical Address	AM (dBA)	PM (dBA)	Build AM (dBA)	Build PM (dBA)	AM (dBA)	PM (dBA)	Exceed Criterion?	Protected by	proposed walls	proposed walls
5	W-R321	1062 Bootspur Drive	59.4	60.1	65.5	66.2	65.1	62.9	YES		63.0	63.7
2	W-R322	1064 Bootspur Drive	59.4	0.09	62.9	66.5	9:59	66.3	YES		63.7	64.4
2	W-R323	1066 Bootspur Drive	57.6	58.2	63.2	63.7	61.9	62.6	ON		6.09	61.5
5	W-R324	1068 Bootspur Drive	58.9	59.6	64.1	64.6	62.6	63.3	ON		62.0	62.6
2	W-R325	1069 Bootspur Drive	54.4	55.0	61.4	61.9	58.9	59.5	ON		57.3	57.9
2	W-R326	1070 Bootspur Drive	59.1	29.7	64.2	64.8	62.4	63.0	ON	ramp	61.3	61.9
2	W-R327	1071 Bootspur Drive	54.6	55.2	61.3	61.8	58.4	59.0	ON	12 & ES	56.9	57.4
2	W-R328	1072 Bootspur Drive	59.0	29.7	63.6	64.1	61.1	61.7	ON	EXSM	9.09	61.2
2	W-R329	1073 Bootspur Drive	54.4	55.0	61.3	61.8	58.1	58.6	ON		56.6	57.1
2	W-R330	1074 Bootspur Drive	59.2	59.7	63.9	64.5	61.2	61.8	ON		60.7	61.2
5	W-R331	1075 Bootspur Drive	54.4	55.0	61.3	61.7	57.6	58.1	NO		56.3	56.8
5	W-R332	1076 Bootspur Drive	59.2	59.7	64.3	64.8	60.5	61.1	ON		60.2	8.09
5	W-R333	1077 Bootspur Drive	54.3	54.9	61.1	61.5	57.5	58.0	NO		56.1	56.5





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

Areas (A) Freeiver ID Physical Address Physical Address Physical					All Noise	Sensitiv	All Noise Sensitive Areas	1000					
Receiver ID Physical Address Existing PMI PM Build PMI (BAA) CAD (BAB) (BAB) PMI (BAA) PMI PMI (BAB) PMI (BAB) PMI (BAB) AM (BAB) PMI (BAB) PMI (BAB) PMI (BAB) AM (BAB) PMI (BAB) PMI PMI (BAB) AM (BAB) PMI PMI (BAB) PMI PMI (BAB) AM (BAB) PMI PMI PMI (BAB) PMI	Γ			Area	84,5,6(W.EBI, V	V.EBZ, W	(,EB3)					
Receiver ID Physical Address AM PMI Build of MAI AM PMI AM PMI PMI Crossed (BA) Protected (BA) PMI PMI PMI Criterion? PMI				Existing		2040 No	2040 No	2040 Build	2040 Build	Approach/	Wall	2040 Build	2040 Build
W-R334 1078 Bootspur Drive 59.0 69.5 65.0 60.4 61.0 NO 60.3 60.3 60.4 61.0 NO 60.3 60.3 60.3 60.4 61.0 60.4 61.0 <td>a</td> <td>Receiver ID</td> <td>Physical Address</td> <td>AM (dBA)</td> <td>PM (dBA)</td> <td>Build AM (dBA)</td> <td>Build PM (dBA)</td> <td>AM (dBA)</td> <td>PM (dBA)</td> <td>Exceed Criterion?</td> <td>Protected by</td> <td>proposed walls</td> <td></td>	a	Receiver ID	Physical Address	AM (dBA)	PM (dBA)	Build AM (dBA)	Build PM (dBA)	AM (dBA)	PM (dBA)	Exceed Criterion?	Protected by	proposed walls	
W-R336 1080 Bootspur Drive 59.2 59.5 65.7 66.2 61.2		W-R334	1078 Bootspur Drive	29.0	59.5	64.5	65.0	60.4	61.0	ON		6.09	8.09
W-R336 1082 Bootspur Drive 57.7 58.0 64.2 64.8 58.9 58.9 NO 58.7 58.7 W-R337 1083 Bootspur Drive 54.5 55.1 61.6 62.0 57.2 57.9 NO 58.3 58.1 56.1 56.1 56.1 56.2 57.8 58.2 NO 58.3 58.3 58.3 58.3 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.4 58.3 NO 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.3 58.4 58.8 58.4 58.8 58.8 58.8 58.8 58.8 58.8 58.8 58.8 58.8 58.8 58.8 58.9 58.9 58.8 58.8 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 58.9 <t< td=""><td></td><td>W-R335</td><td>1080 Bootspur Drive</td><td>59.2</td><td>59.5</td><td>2'59</td><td>66.2</td><td>61.2</td><td>61.8</td><td>YES</td><td></td><td>61.0</td><td>61.5</td></t<>		W-R335	1080 Bootspur Drive	59.2	59.5	2'59	66.2	61.2	61.8	YES		61.0	61.5
W-R336 1088 Bootspur Drive 54.5 55.1 61.6 62.0 57.5 57.9 NO 6.1 56.1 62.0 57.5 57.9 NO 6.2 57.9 NO 6.2 57.9 NO 6.2 57.9 NO 6.2 58.3 59.0 8.2 58.0 58.3 58.0 58.3 58.3 58.0 58.2 58.2 58.2 58.2 58.2 58.2 58.2 58.2 58.2 58.2 58.3 <		W-R336	1082 Bootspur Drive	57.7	58.0	64.2	64.8	58.9	59.4	ON		28.7	59.2
W-R336 1084 Bootspur Drive 57.0 64.4 65.0 58.5 59.0 NO R-3 58.3 S8.2 NO R-3 58.3 S8.3 NO R-3 58.3 S8.3 S8.2 NO R-3 58.4 S8.2 NO R-3 58.4 S8.2 S8.2 NO R-3 58.5 S8.2 S8.2 NO R-3 58.5 S8.2 S8.2 NO R-3 58.2 S8.2 S8.2 S8.2 NO R-3 S8.2		W-R337	1083 Bootspur Drive	54.5	55.1	9.19	62.0	57.5	57.9	ON		56.1	56.5
W-R340 1085 Bootspur Drive 54.9 55.5 62.1 62.6 57.8 58.2 NO Eg 56.4 W-R340 1086 Bootspur Drive 57.3 57.6 64.7 65.2 58.7 59.2 NO 58.5 58.5 W-R341 1087 Bootspur Drive 55.2 55.8 62.0 62.4 58.0 58.4 NO 58.8 56.8 58.9 58.0 58.9 58.0 58.1 </td <td></td> <td>W-R338</td> <td>1084 Bootspur Drive</td> <td>57.0</td> <td>57.2</td> <td>64.4</td> <td>65.0</td> <td>58.5</td> <td>59.0</td> <td>ON</td> <td></td> <td>58.3</td> <td>58.7</td>		W-R338	1084 Bootspur Drive	57.0	57.2	64.4	65.0	58.5	59.0	ON		58.3	58.7
W-R340 1086 Bootspur Drive 57.3 57.6 64.7 65.2 58.7 59.2 NO 25.8 58.5 57.6 64.7 65.2 58.7 58.0 58.5 NO 25.8 58.8 58.0 58.8 NO 58.8 58.8 58.0		W-R339	1085 Bootspur Drive	54.9	55.5	62.1	62.6	57.8	58.2	ON	ramp	56.4	56.8
W-R341 1087 Bootspur Drive 55.2 55.8 62.0 62.4 58.0 58.5 NO 56.8 56.8 W-R342 1088 Bootspur Drive 55.0 55.7 64.2 64.7 58.0 58.4 NO 58.0 58.0 W-R343 1089 Bootspur Drive 55.8 55.8 61.5 61.9 57.9 58.4 NO 56.9 56.9 W-R344 1090 Bootspur Drive 55.8 56.5 64.8 65.3 58.2 58.6 NO 58.1 W-R345 1091 Bootspur Drive 55.1 55.6 61.1 61.5 57.4 57.9 NO 56.5 W-R346 1092 Bootspur Drive 59.3 64.0 64.5 59.8 60.3 NO 59.7 59.7		W-R340	1086 Bootspur Drive	57.3	9'.2	64.7	65.2	58.7	59.2	ON	17 & ES	585	58.9
W-R342 1088 Bootspur Drive 55.0 55.7 64.2 64.7 58.0 58.4 NO 58.0 W-R343 1089 Bootspur Drive 55.3 55.8 61.5 61.9 57.9 58.4 NO 56.9 W-R344 1090 Bootspur Drive 55.1 55.6 61.1 61.5 57.4 57.9 NO 58.1 W-R345 1091 Bootspur Drive 55.1 55.6 64.0 64.5 57.4 57.9 NO 56.5 W-R346 1092 Bootspur Drive 59.3 59.9 64.0 64.5 59.8 60.3 NO 59.7		W-R341	1087 Bootspur Drive	2:23	8:55	62.0	62.4	58.0	58.5	ON	EX 2M	8'95	57.2
W-R344 1090 Bootspur Drive 55.8 61.5 61.5 61.9 57.9 58.4 NO 56.9 W-R344 1090 Bootspur Drive 55.8 56.5 64.8 65.3 58.2 58.6 NO 58.1 W-R345 1091 Bootspur Drive 55.1 55.6 61.1 61.5 57.4 57.9 NO 56.5 W-R346 1092 Bootspur Drive 59.3 59.9 64.0 64.5 59.8 60.3 NO 59.7		W-R342	1088 Bootspur Drive	929	55.7	64.2	64.7	58.0	58.4	ON		0.83	58.4
W-R345 1090 Bootspur Drive 55.8 56.5 64.8 65.3 58.2 58.6 NO 58.1 W-R345 1091 Bootspur Drive 55.1 55.6 61.1 61.5 57.4 57.9 NO 56.5 W-R346 1092 Bootspur Drive 59.3 59.9 64.0 64.5 59.8 60.3 NO 59.7		W-R343	1089 Bootspur Drive	55.3	55.8	61.5	61.9	57.9	58.4	ON		6'95	57.3
W-R345 1091 Bootspur Drive 55.1 55.6 61.1 61.5 57.4 57.9 NO 56.5 W-R346 1092 Bootspur Drive 59.3 59.9 64.0 64.5 59.8 60.3 NO 59.7		W-R344	1090 Bootspur Drive	55.8	56.5	64.8	65.3	58.2	58.6	ON		58.1	58.5
W-R346 1092 Bootspur Drive 59.3 59.9 64.0 64.5 59.8 60.3 NO 59.7		W-R345	1091 Bootspur Drive	55.1	55.6	61.1	61.5	57.4	57.9	NO		56.5	56.8
		W-R346	1092 Bootspur Drive	59.3	59.9	64.0	64.5	59.8	60.3	ON		2.65	60.2





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	ve Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, V	V.EB2, W	(EB3)					
			Existing	Ex	2040 No	2040 No	2040 Build	2040 Build	Approach/	Wall	2040 Build AM (dBA)	2040 Build 2040 Build AM (dBA) PM (dBA)
Area	Receiver ID	Physical Address	AM (dBA)	PM (dBA)	Build AM (dBA)	Build PM (dBA)	AM (dBA)	PM (dBA)	Exceed Criterion?	Protected by	proposed walls	proposed
5	W-R347	1093 Bootspur Drive	55.1	55.7	60.3	60.7	57.3	57.7	NO	EX SW2 & ES ramp	26.8	57.2
9	W-R349	45 Cabana Blanca St	26.0	56.4	64.8	65.2	65.5	66.0	YES		63.2	63.5
9	W-R350	48 Cabana Blanca St	53.5	53.9	61.0	61.4	63.8	64.3	NO		61.2	61.5
9	W-R351	49 Cabana Blanca St	54.8	55.2	63.3	63.7	65.5	66.0	VES		5'89	63.8
9	W-R352	52 Cabana Blanca St	53.9	54.4	61.1	61.5	64.8	65.2	NO		62.3	62.6
9	W-R353	53 Cabana Blanca St	53.4	53.9	61.1	61.5	64.8	65.2	NO		62.4	62.7
9	W-R354	56 Cabana Blanca St	53.6	54.1	60.7	61.0	64.5	64.9	NO		62.2	62.4
9	W-R355	57 Cabana Blanca St	53.0	53.5	60.1	60.5	64.0	64.3	ON		61.3	61.6
9	W-R356	60 Cabana Blanca St	53.6	54.1	60.2	60.5	64.0	64.3	NO		61.5	61.8
9	W-R357	48 El Rio Ct	51.6	52.2	57.9	58.2	61.6	62.2	ON		26'3	59.7
9	W-R358	49 El Rio Ct	52.7	53.2	58.1	58.6	6.09	61.5	ON		285	59.1
9	W-R359	52 El Rio Ct	53.0	53.5	59.1	59.4	64.5	64.9	ON		61.2	61.5
9	W-R360	53 El Rio Ct	52.6	53.1	59.6	0.09	64.2	64.6	NO	du	61.2	61.5
9	W-R361	56 El Rio Ct	53.4	54.0	60.2	60.5	64.6	65.0	ON	rar	61.7	62.0
9	W-R362	57 El Rio Ct	53.3	53.8	60.2	60.5	64.3	64.7	NO	S3	61.8	62.1
9	W-R363	60 El Rio Ct	53.2	53.8	59.7	60.0	64.1	64.4	NO		61.3	61.6
9	W-R364	61 El Rio Ct	53.1	53.6	60.0	60.3	63.9	64.3	NO		61.4	61.7
9	W-R365	44 La Fiesta St	51.9	52.5	58.5	58.8	62.5	63.1	NO		8.65	60.2
9	W-R366	47 La Fiesta St	51.6	52.2	57.8	58.1	61.3	61.9	NO		58.8	59.1
9	W-R367	48 La Fiesta St	52.7	53.3	59.3	59.5	64.2	64.6	ON		61.1	61.4
9	W-R368	51 La Fiesta St	52.8	53.4	58.8	59.1	63.9	64.3	NO		61.0	61.4
9	W-R369	52 La Fiesta St	52.6	53.2	59.4	59.7	64.5	64.9	NO		6.09	61.2
9	W-R370	55 La Fiesta St	53.0	53.5	59.9	60.1	64.6	65.0	NO		61.3	61.6
9	W-R371	56 La Fiesta St	52.9	53.5	59.7	59.9	64.5	64.9	NO		6.09	61.2
9	W-R372	59 La Fiesta St	53.5	54.0	59.9	60.2	64.3	64.6	NO		61.4	61.7
9	W-R373	44 Mesa Rivera St	53.2	53.8	60.5	60.7	64.8	65.3	NO		61.3	61.7





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	re Areas						
			Area	Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	N.EB1, V	V.EB2, W	(EB3)					
					2040	2040	2040	2040			bling 040c bling 040c	2040 Brilld
			Existing	ŭ	No I	No	Build	Build	Approach/	Wall	AM (dBA)	PM (dBA)
Area	Kecelver ID	Pnysical Address	AIM (ABA)	PIM (ABA)	Bulla	Bulla	AM	PM	Critorion	Protected hv	proposed	proposed
			(Vap)	(Man)	(dBA)	(dBA)	(dBA)	(dBA)		à	walls	walls
9	W-R374	45 Mesa Rivera St	52.1	52.7	58.7	59.0	62.3	67.9	ON		59.3	59.7
9	W-R375	48 Mesa Rivera St	53.2	53.8	61.1	61.3	64.7	65.2	NO		61.2	61.5
9	W-R376	49 Mesa Rivera St	52.9	53.5	59.7	0.09	64.2	64.7	ON		61.4	61.7
9	W-R377	52 Mesa Rivera St	53.3	53.9	8.09	61.0	65.2	65.7	YES		61.1	61.4
9	W-R378	53 Mesa Rivera St	53.4	6'8'3	0.09	60.2	64.9	65.3	ON		61.2	61.5
9	W-R379	56 Mesa Rivera St	53.6	54.2	6.09	61.0	64.9	65.4	ON		61.0	61.3
9	W-R380	57 Mesa Rivera St	53.0	53.6	8.65	0.09	64.6	65.0	NO		8.09	61.1
9	W-R381	39 La Laguna St	52.6	53.2	59.5	5.65	62.8	63.5	ON		2.65	59.7
9	W-R382	40 La Laguna St	54.1	54.7	61.7	6.19	0.59	9'59	YES		9.09	61.0
9	W-R383	43 La Laguna St	53.1	53.8	61.1	61.3	64.5	65.1	ON		6.09	61.3
9	W-R384	44 La Laguna St	54.3	55.0	63.4	9.89	65.4	66.1	YES		8.09	61.3
9	W-R385	47 La Laguna St	53.1	53.7	61.0	61.2	64.3	64.9	ON		6.09	61.3
9	W-R386	48 La Laguna St	54.2	54.8	63.4	63.5	65.0	65.7	YES	du	8.09	61.2
9	W-R387	51 La Laguna St	53.4	54.0	61.1	61.2	65.0	65.5	YES	rar	61.0	61.3
9	W-R388	52 La Laguna St	54.1	54.7	62.7	62.7	64.8	65.4	ON	S3	8.09	61.2
9	W-R389	36 Vista Del Mar St	54.0	54.6	9.09	61.0	61.9	67.9	NO		57.4	58.0
9	W-R390	39 Vista Del Mar St	53.4	54.0	59.9	60.3	61.7	62.7	NO		57.4	57.9
9	W-R391	40 Vista Del Mar St	55.3	55.9	64.4	64.5	65.8	66.7	YES		8.65	60.3
9	W-R392	43 Vista Del Mar St	54.3	55.0	67.9	63.1	65.0	65.8	YES		60.5	6.09
9	W-R393	44 Vista Del Mar St	55.1	8.23	64.2	64.4	65.4	66.3	YES		0.09	60.5
9	W-R394	47 Vista Del Mar St	54.2	54.8	63.3	63.4	65.1	65.8	YES		5.09	6.09
9	W-R395	48 Vista Del Mar St	55.2	55.9	63.8	63.9	64.9	65.7	YES		6.65	60.3
9	W-R396	51 Vista Del Mar St	54.1	54.7	62.6	62.7	64.6	65.3	NO		60.5	6.09
9	W-R397	35 Vallejo Verde St	54.2	54.8	9.09	61.1	61.9	62.9	NO		57.5	58.1
9	W-R398	36 Vallejo Verde St	55.6	56.3	61.7	62.2	64.3	65.1	NO		59.8	60.4
9	W-R399	39 Vallejo Verde St	55.1	55.8	67.9	63.2	64.8	65.6	YES		59.5	0.09
9	W-R400	40 Vallejo Verde St	56.3	57.1	64.6	64.9	65.3	66.3	YES		9.65	60.2





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise Sensitive Areas	Sensitiv	/e Areas						
			Areas 4,	5,	W.EB1, V	6 (W.EB1, W.EB2, W.EB3)	(EB3)					
					2040	2040	2040	2040	/ 1	11-744	2040 Build 2040 Build	2040 Build
Area	Receiver ID	Physical Address	existing AM	existing PM	No Build	No Build	Build	Build	Approacn/ Exceed	wall Protected	AM (dBA)	PM (dBA)
			(dBA)	(dBA)	AM	PM	(dBA)	(dBA)	Criterion?	by	proposed	proposed walls
					(dBA)	(dBA)	,	,				
9	W-R401	43 Vallejo Verde St	55.1	55.8	64.0	64.1	65.2	66.1	YES		59.8	60.2
9	W-R402	44 Vallejo Verde St	56.5	57.3	64.2	64.4	65.5	66.4	YES		59.9	60.3
9	W-R403	47 Vallejo Verde St	55.2	55.8	63.3	63.5	64.7	65.5	YES		59.5	0.09
9	W-R404	48 Vallejo Verde St	56.4	57.1	63.8	64.0	65.0	65.8	S		2.65	60.1
9	W-R405	32 Montagna Mirage St	26.5	57.2	61.1	61.6	62.4	63.4	ON		58.3	59.0
9	W-R406	35 Montagna Mirage St	55.3	6.55	61.0	61.5	62.5	63.5	ON		58.4	59.1
9	W-R407	36 Montagna Mirage St	58.6	59.4	64.2	64.6	65.4	66.3	YES		59.9	9.09
9	W-R408	39 Montagna Mirage St	8.95	9.75	64.2	64.5	65.2	66.1	YES		9.65	60.2
9	W-R409	40 Montagna Mirage St	58.6	29.3	64.2	64.5	65.2	66.1	VES		60.1	60.7
9	W-R410	43 Montagna Mirage St	295	27.3	64.0	64.2	65.0	62.9	SEA		9.65	60.1
9	W-R411	44 Montagna Mirage St	58.1	8.85	63.5	63.7	64.6	65.4	ON		6.65	60.4
9	W-R412	47 Montagna Mirage St	56.5	57.2	63.4	9.89	64.6	65.3	ON		265	59.9
9	W-R413	48 Montagna Mirage St	57.6	58.2	63.2	63.3	64.4	65.1	ON	du	29.7	60.2
9	W-R415	35 Casa Del Fuego St	58.9	265	64.2	64.7	65.4	66.4	S ES	rar	9.09	61.3
9	W-R416	39 Casa Del Fuego St	29.0	8.65	64.0	64.3	64.9	65.8	VES	S∃	60.3	61.0
9	W-R417	43 Casa Del Fuego St	58.5	59.2	63.4	63.7	64.4	65.2	NO		60.0	9.09
9	W-R418	47 Casa Del Fuego St	57.5	58.2	62.5	62.8	9.89	64.3	ON		59.5	0.09
9	W-R419	740 Viento Del Montagna Ave	59.9	60.7	65.2	66.2	68.2	69.8	YES		57.9	59.0
9	W-R420	744 Viento Del Montagna Ave	59.3	60.1	66.0	67.0	68.8	70.3	YES		58.7	0.09
9	W-R421	748 Viento Del Montagna Ave	52.5	56.3	9:09	61.4	64.9	66.5	YES		57.7	59.2
9	W-R422	752 Viento Del Montagna Ave	58.0	58.7	66.0	67.1	0.69	70.5	YES		58.8	60.1
9	W-R423	756 Viento Del Montagna Ave	9.95	57.4	62.6	63.6	68.9	70.5	YES		58.3	29.7





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

				All Noise	All Noise Sensitive Areas	/e Areas						
			Areas 4,		W.EB1, V	5, 6 (W.EB1, W.EB2, W.EB3)	(.EB3)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 Build PM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
9	W-R424	760 Viento Del Montagna Ave	56.7	57.4	63.1	64.0	69.1	70.6	YES		58.4	59.8
9	W-R425	764 Viento Del Montagna Ave	57.1	57.8	64.7	9:59	69.5	71.0	YES		58.8	0.09
9	W-R426	768 Viento Del Montagna Ave	9:99	57.3	63.4	63.8	69.0	70.5	YES		59.1	60.5
9	W-R427	772 Viento Del Montagna Ave	56.5	57.2	65.0	65.5	69.2	70.7	YES		59.8	8.09
9	W-R428	776 Viento Del Montagna Ave	9:99	57.3	65.3	8:59	69.1	70.6	YES		60.8	61.7
9	W-R429	780 Viento Del Montagna Ave	56.3	57.0	64.2	64.7	68.3	69.7	YES	d	59.9	6.09
9	W-R430	784 Viento Del Montagna Ave	55.5	56.2	63.5	64.0	67.7	69.0	YES	S ram	60.2	61.2
9	W-R431	788 Viento Del Montagna Ave	55.1	55.8	63.1	63.6	67.6	689	YES	3	60.5	61.4
9	W-R432	792 Viento Del Montagna Ave	55.0	55.7	63.2	63.6	67.7	0.69	YES		60.8	61.8
9	W-R433	796 Viento Del Montagna Ave	53.1	53.8	61.0	61.4	64.4	65.8	YES		58.2	59.4
9	W-R434	800 Viento Del Montagna Ave	55.0	55.7	63.2	63.6	67.3	68.4	YES		62.1	62.8
9	W-R435	804 Viento Del Montagna Ave	53.9	54.6	61.9	62.3	65.6	66.8	YES		59.8	9.09
9	W-R436	808 Viento Del Montagna Ave	54.1	54.7	62.0	62.4	66.2	67.2	YES		61.9	62.5





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

					All Noise Sensitive Areas	re Areas						
			Areas 4,		W.EB1, V	5, 6 (W.EB1, W.EB2, W.EB3)	(EB3)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 Build PM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
9	W-R437	812 Viento Del Montagna Ave	54.8	55.4	62.2	62.6	65.7	66.7	YES		61.9	62.5
9	W-R438	816 Viento Del Montagna Ave	53.5	54.1	0.09	60.4	63.4	64.5	ON		2.09	61.3
9	W-R439	820 Viento Del Montagna Ave	53.2	53.8	59.6	0.09	63.2	64.3	ON		2.09	61.3
9	W-R440	824 Viento Del Montagna Ave	53.5	54.1	0.09	6.09	63.5	64.5	ON		2.09	61.3
9	W-R441	828 Viento Del Montagna Ave	53.8	54.4	60.5	6.09	64.0	64.9	ON		9.09	61.1
9	W-R442	832 Viento Del Montagna Ave	53.9	54.5	60.5	6.09	64.3	65.2	ON	d	6'65	60.4
9	W-R443	836 Viento Del Montagna Ave	54.2	54.8	60.9	61.3	64.8	65.7	YES	S raml	60.1	9.09
9	W-R444	840 Viento Del Montagna Ave	54.6	55.2	61.1	61.5	65.2	66.0	YES	3	61.6	62.0
9	W-R445	844 Viento Del Montagna Ave	53.5	54.0	60.2	60.5	63.9	64.8	ON		60.5	61.1
9	W-R446	848 Viento Del Montagna Ave	54.0	54.6	60.8	61.1	64.1	65.0	ON		61.4	61.9
9	W-R447	852 Viento Del Montagna Ave	54.7	55.3	61.5	61.9	65.5	66.1	YES		63.3	63.7
9	W-R448	856 Viento Del Montagna Ave	59.7	55.1	61.7	61.6	64.4	65.1	ON		62.6	63.0
9	W-R450	864 Viento Del Montagna Ave	54.2	54.8	60.6	61.0	63.5	64.4	ON		61.6	62.1





Table 3.2 Peak Hour Noise in Areas 4, 5, 6

	Build dBA) osed ills	1.1	1.1	4	
	d 2040 Buj) PM (dB/ d propose walls	63.1	63.1	62.4	
	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls	62.7	62.6	61.9	
	Wall Protected by	d	S raml	3	
	Approach/ Exceed Criterion?	ON	ON	ON	ON
	2040 Build PM (dBA)	64.9	65.1	64.9	62.2
V.EB3)	2040 Build AM (dBA)	64.2	64.3	63.9	61.9
N.EB2, W	2040 No Build PM (dBA)	61.9 62.3 64.2	62.6	55.1 61.2 61.7 63.9 64.9	61.9 62.2 61.9 62.2
W.EB1, \	2040 No Build AM (dBA)	61.9	62.2	61.2	61.9
Areas 4, 5, 6 (W.EB1, W.EB2, W.EB3)	Existing Existing AM PM (dBA)	56.0	56.3 62.2 62.6 64.3 65.1		61.0
Area	Existing AM (dBA)	55.4	25.7	54.5	60.4
	Physical Address	868 Viento Del Montagna Ave	W-R452 872 Viento Del Montagna Ave 55.7	876 Viento Del Montagna Ave	1490 Paseo Verde
	Area Receiver ID	W-R451		W-R453	W-R456
	Area	9	9	9	4

Table 3.3 Peak Hour Noise in Areas 7, 12, 13



Table 3.3 Peak Hour Noise in Area 7, 12, & 13

1 of 7

Area Receiver Physical Address Existing Existing	L				ONIN	co Concit	acoay on						
Receiver					Areas 7, 1	2c 3c 13 (E,	N.N1, N.N	12)					
Receiver						2040	2040	2040	2040			FI 0 070C	2040 614
Physical Address AM PM Build Build AM PM PM Build AM PM PM PM PM PM PM PM		Pocoinor		Existing	Existing	No	No	2040 Puild	2040 Puild	Approach/	Wall	2040 Bulla	2040 Build 2040 Build
Clark Clar	Are		Physical Address	AM	PM	Build	Build	Dulld	DIIIG	Exceed	Protected		proposed
VS/E-R2 Flasta Henderson Road Clabe Mead Trail between 1-11 and Ease Bes. 70.5 Ges. 70.5 70.5 Gl. 6.10 VFS R1/E-R3 Flasta Henderson Road 69.8 70.0 71.6 71.3 70.5 70.3 VFS R2/E-R5 Flasta Henderson Road 69.8 70.0 71.6 71.3 70.5 70.3 VFS R2/E-R5 Flast Henderson Road 71.4 71.6 73.5 73.5 73.0 72.8 VFS R16/E-R3 Parcel 17814501002 (Eastgate Rd 1787 From EOO Lake Mead Pkwy 71.4 71.6 73.5 73.5 59.1 58.1 VFS R18/ N-R1 Parcel 17804702006 (Eastgate Rd 1787 N-R6 57.3 57.5 58.9 59.4 57.7 57.5 NO R18/ N-R4 R19 Accidentified Interpolation Rd 230° from EOO) 53.6 59.8 61.2 60.9 60.9 60.1 60.0 NO 50.0 R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.5 55.8 55.8 55.8 55.8 NO 50.0 R21/ N-R6 733 Tailput Palm Place				(dBA)	(dBA)	AM	PM	IVIDA)	(ADA)	Criterion?	þý	nacodoid	
Lake Mead Trail between I-11 and 68.8 68.7 70.5 61.6 61.0 YES Fiesta Henderson Road 68.8 70.0 71.6 71.3 70.5 70.3 YES R1/E-R3						(dBA)	(dBA)	(MDA)	(dbA)			Walls	Walls
Fiesta Henderson Road OS.S 1	\vdash	_	000	200	3 02	202	24.0	64.0	33/1				
R1/E-R3 east of Eastgate Rd 69.8 70.0 71.6 71.3 70.5 70.3 VES R2/E-R5 ~50' from EOO Lake Mead Pkwy 71.0 72.4 73.5 73.2 73.0 72.8 VES R16/E-R1 west of Eastgate Rd 71.4 71.6 73.5 73.5 73.0 72.8 VES R17 barween UPRR and Auto Show Dr 57.3 57.5 58.9 59.4 57.7 57.5 NO R18/ N-R1 7777 Eastgate Rd 59.6 59.8 61.2 60.9 62.2 62.1 NO R18/ N-R1 7777 Eastgate Rd 59.6 59.8 64.7 64.5 60.1 60.0 NO R19/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.7 NO R20/ N-R4 609 Tailput Palm Place 56.7 56.1 56.1 75.4 75.7 65.7 NO R21/ N-R6 739 Tailput Palm Place 56.1 56.1 56.7 <td< td=""><td></td><td></td><td>Fiesta Henderson Road</td><td>08.8</td><td>08.7</td><td>0.07</td><td>70.5</td><td>0.1.0</td><td>0.10</td><td>2</td><td></td><td></td><td></td></td<>			Fiesta Henderson Road	08.8	08.7	0.07	70.5	0.1.0	0.10	2			
R16/E-R3 ***SO' from EOO Lake Mead Pkwy 71.0 72.4 73.5	7	\vdash		8'69	70.0	71.6	71.3	70.5	70.3	YES			
R10 E-R1 west of Eastgate Rd 71.4 71.6 73.5 73.5 59.1 58.1 YES F11 Parcel 17814501002 (Eastgate Rd 57.3 57.5 58.9 59.4 57.7 57.5 NO E4.0	7	R2/E-R5	~50' from EOO Lake Mead Pkwy	71.0	72.4	73.5	73.2	73.0	72.8	YES			
R17 between UPRR and Auto Show Dr 180′ from EOO) 57.3 57.5 58.9 59.4 57.7 57.5 NO R19/ between UPRR and Auto Show Dr 180′ from EOO) 57.3 57.5 58.9 59.4 57.7 57.5 NO R19/ arcel 17803702006 (Sunset/ Old Gibson Rd 230′ from EOO) 63.1 63.3 64.7 64.5 60.1 60.0 NO R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO R21/ N-R6; 739 Tailput Palm Place 56.7 56.1 55.8 55.8 55.7 66.1 VES R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 66.1 VES R23 Mall Drive 160′ from EOO) parcel 70.9 71.3 72.4 73.3 73.2 VES F-R6 ~250′ from EOO Lake Mead Pkwy 60.3 62.6 62.0 62.9 62.9 62.9 62.9 62.9 62.9 62.9 62.9 62.9 62.9 62.9 6	7	R16/E-R1	west of Eastgate Rd	71.4	71.6	73.5	73.5	59.1	58.1	YES			
R17 between UPRR and Auto Show Dr 57.3 57.5 58.9 59.4 57.7 57.5 NO R18/ N-R1 180' from EOO) 59.6 59.8 61.2 60.9 62.2 62.1 NO R19 parcel 17803702006 (Sunset/ Old Gibson Rd 230' from EOO) 63.1 63.3 64.7 64.5 60.1 60.0 NO R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO R21/ N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.8 NO R22 1051 W Sunset Rd 55.4 56.1 57.6 57.6 57.7 65.7 65.7 NO R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES F-R6 ~250' from EOO Lake Mead Pkwy 60.3 63.6 62.0 62.0 62.0 62.0 62.0 60.1 70.4 73.3 73.2 YES			parcel 17814501002 (Eastgate										
R180 from EOO) 59.6 59.8 61.2 60.9 62.2 62.1 NO R19 parcel 17803702006 (Sunset/ Old Gibson Rd 230' from EOO) 63.1 63.3 64.7 64.5 60.1 60.0 NO R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO R21/ N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.5 NO R22 A360 N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.5 NO R23 A360 N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.5 NO R24 A360 N-R6:	1,		between UPRR and Auto Show Dr	57.3	57.5	58.9	59.4	57.7	57.5	NO			
R19 N-R1 7777 Eastgate Rd 59.6 59.8 61.2 60.9 62.2 62.1 NO R19 parcel 17803702006 (Sunset/ Old Gibson Rd 230' from EOO) 63.1 63.3 64.7 64.5 60.1 60.0 NO R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO R21/ N-R6 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 NO R22 1051 W.Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 Mall Drive L60' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES F-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES F-R7/ S-R1 77.7 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.1 61.3 NO			180' from EOO)										
R19 parcel 17803702006 (Sunset/ Old G3.1 g). 63.1 g). 63.3 g). 64.7 g). 64.5 g). 60.0 g). NO R20/ N-R4 gibson Rd 230' from EOO) 56.7 58.0 58.0 58.0 58.5 58.5 55.7 55.2 NO 58.6 58.5 55.7 55.2 NO NO R21/ N-R6; 739 Tailput Palm Place 54.3 54.7 56.1 57.6 57.7 65.7 65.7 66.1 YES 55.4 56.1 57.6 57.7 65.7 65.7 YES R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 65.7 66.1 YES 78.5 77.7 65.7 78.5 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES 78.5 72.4 64.8 64.6 64.1 63.7 YES E-R6 ~250' from EOO Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO	1,		7777 Eastgate Rd	9'65	8.65	61.2	6.09	62.2	62.1	ON			
R20/ N-R4 609 Tailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO 21/ N-R6 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.5 NO R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 57.7 65.7 66.1 YES F-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO	1,		parcel 17803702006 (Sunset/ Old Gibson Rd 230' from EOO)	63.1	63.3	64.7	64.5	60.1	60.0	ON			
R20/ N-R4 609 I ailput Palm Place 56.7 58.0 58.6 58.5 55.7 55.2 NO V21/ N-R6; 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.5 NO R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 360 N Gibson Rd (bend of Auto 70.9 71.3 72.6 72.4 73.3 73.2 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO											MS/		
R21/ N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.5 NO R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO	Ť	R20/ N-R4		56.7	58.0	58.6	58.5	55.7	55.2	ON	A82O ₅i		
R21/ N-R6: 739 Tailput Palm Place 54.3 54.7 56.1 55.8 55.8 55.5 NO R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 360 N Gibson Rd (bend of Auto RO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO											illeri		
R22 1051 W Sunset Rd 55.4 56.1 57.6 57.7 65.7 66.1 YES R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 YES E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 YES E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3 NO	17		739 Tailput Palm Place	54.3	54.7	56.1	55.8	55.8	55.5	NO	EX NBC		
R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 F-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 F-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3	13	\bot	1051 W Sunset Rd	55.4	56.1	57.6	57.7	65.7	66.1	YES			
R23 Mall Drive 160' from EOO) parcel 70.9 71.3 72.6 72.4 73.3 73.2 17811110005 17811110005 68.9 64.8 64.6 64.1 63.7 E-R6 ~250' from EOO Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3			360 N Gibson Rd (bend of Auto										
E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 E-R7/S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3	1,		Mall Drive 160' from EOO) parcel	70.9	71.3	72.6	72.4	73.3	73.2	YES			
E-R6 ~250' from EOO Lake Mead Pkwy 62.5 68.9 64.8 64.6 64.1 63.7 E-R7/ S-R1 777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3			17811110005										
777 W Lake Mead Pkwy 60.3 63.6 62.0 61.9 62.4 61.3	7	\dashv		62.5	68.9	64.8	64.6	64.1	63.7	YES			
	7	E-R7/ S-R1		60.3	63.6	62.0	61.9	62.4	61.3	NO			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

				,	7 43 /F	Areas 7 12 13 (F N N1 N N2)	101					
			,	Areas /, I	2, 13 (E,	V.IVI, 18.11	(7)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM	2040 No Build PM	2040 Build AM (dBA)	2040 Build PM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
13	N-R2	601 Tailput Palm Place	57.4	59.8	59.9	59.8	62.1	61.1	ON			
13	N-R3	603 Tailput Palm Place	57.4	58.9	59.4	59.3	60.5	59.9	ON			
13	N-R5	607 Tailput Palm Place	9.75	58.4	59.5	59.2	56.3	55.9	ON			
13	N-R6	605 Tailput Palm Place	52.5	26.7	57.5	57.3	55.8	55.4	ON			
13	N-R7	611 Tailput Palm Place	2.95	57.1	58.1	57.8	26.7	56.2	ON			
13	N-R8	613 Tailput Palm Place	54.2	55.0	56.1	25.8	29.0	58.4	ON			
13	N-R9	615 Tailput Palm Place	9.55	56.4	57.5	57.2	0.09	59.5	ON			
13	N-R10	617 Tailput Palm Place	6.43	55.7	56.8	56.5	56.2	55.8	ON	Ν		
13	N-R11	619 Tailput Palm Place	54.6	55.5	56.5	56.2	55.9	55.5	ON	\\$/8		
13	N-R12	621 Tailput Palm Place	55.0	55.9	57.0	26.7	54.9	54.5	ON	IBS		
13	N-R13	623 Tailput Palm Place	54.1	55.0	56.1	55.8	54.2	53.8	ON	O 6		
13	N-R14	625 Tailput Palm Place	52.1	53.1	54.1	53.8	56.2	55.8	ON	lleri		
13	N-R15	629 Tailput Palm Place	27.7	53.5	54.6	54.3	55.7	55.3	ON	ls D		
13	N-R16	631 Tailput Palm Place	53.4	54.2	55.4	55.0	57.3	56.9	ON	an		
13	N-R17	633 Tailput Palm Place	54.2	55.1	56.2	55.8	54.6	54.2	ON	EX		
13	N-R18	635 Tailput Palm Place	54.4	55.3	56.4	56.1	53.9	53.4	ON			
13	N-R19	637 Tailput Palm Place	52.0	52.9	54.0	53.6	55.5	55.0	ON			
13	N-R20	639 Tailput Palm Place	53.2	54.0	55.2	54.8	56.1	55.6	ON			
13	N-R21	641 Tailput Palm Place	8.83	54.6	55.8	55.4	26.8	56.4	ON			
13	N-R22	643 Tailput Palm Place	51.5	52.4	53.5	53.1	9:55	55.2	ON			
13	N-R23	645 Tailput Palm Place	54.0	54.8	56.0	55.6	54.8	54.4	ON			
13	N-R24	647 Tailput Palm Place	53.7	54.5	55.7	55.3	55.1	54.7	ON			
13	N-R25	649 Tailput Palm Place	51.8	52.6	53.8	53.4	57.5	57.1	ON			
13	N-R26	651 Tailput Palm Place	53.1	53.9	55.0	54.7	57.5	57.1	ON			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

Receiver	1				All Nois	se Sensiti	All Noise Sensitive Areas						
Receiver					Areas 7, 1.	2, 13 (E, I	N.N1, N.N	12)					
Receiver						2040	2040	2040	2040			2040 Build	2040 Build
(dBA) (dBA) AM PM AM FM (dBA) (dBA)			Physical Address	Existing AM	Existing PM	No Build	No Build	Build	Build	Approach/ Exceed	Wall Protected	AM (dBA)	PM (dBA)
653 Tailput Palm Place 53.5 54.3 55.5 55.1 58.0 57.6 NO 655 Tailput Palm Place 52.1 53.0 54.1 53.8 57.5 57.1 NO 657 Tailput Palm Place 52.1 53.0 54.1 53.8 55.5 55.1 NO 667 Tailput Palm Place 52.8 54.7 55.9 55.5 55.1 NO 667 Tailput Palm Place 53.8 54.4 58.0 57.6 NO 665 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO 667 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO 667 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO 667 Tailput Palm Place 53.4 54.2 55.9 55.5 55.1 NO 677 Tailput Palm Place 53.4 55.0 55.0 55.0 58.8 58.0 NO 688 Tailput Palm Place 54.5 55.7<		<u> </u>		(dBA)	(dBA)	AM (dBA)	PM (dBA)	AM (dBA)	(dBA)	Criterion?	by	proposed walls	proposed walls
655 Tailput Palm Place 52.1 53.0 54.1 53.8 57.5 57.1 NO 657 Tailput Palm Place 54.0 54.8 56.0 55.6 55.4 55.0 NO 661 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO 662 Tailput Palm Place 53.6 54.8 55.5 55.5 57.9 NO 667 Tailput Palm Place 53.9 54.7 55.8 55.5 55.1 NO 669 Tailput Palm Place 52.8 53.6 54.8 54.4 58.0 57.6 NO 669 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO 667 Tailput Palm Place 53.4 56.1 55.8 56.1 55.8 56.1 58.9 NO 677 Tailput Palm Place 53.1 55.4 55.0 56.7 57.0 56.8 56.0 56.0 56.8 56.0 NO 683 Tailput Palm Place 53.9 54.5 55.7	1 -	N-R27		53.5	54.3	55.5	55.1	58.0	57.6	ON			
N-R29 657 Tailput Palm Place 54.0 54.8 56.0 55.6 55.0 NO N-R30 659 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO N-R31 660 Tailput Palm Place 53.6 54.4 55.5 55.5 55.1 NO N-R33 665 Tailput Palm Place 53.6 54.7 55.9 55.5 58.7 57.6 NO N-R34 667 Tailput Palm Place 53.9 54.7 55.9 55.5 55.5 55.1 NO N-R35 669 Tailput Palm Place 53.9 54.7 55.9 55.5 55.5 55.1 NO N-R36 677 Tailput Palm Place 53.9 54.0 55.9 55.6 55.9 55.7 55.9 55.7 58.3 NO N-R37 677 Tailput Palm Place 53.1 55.9 55.7 55.8 58.5 58.0 NO N-R48 675 Tailput Palm Place 53.1 55.9 55.7 55.9	1 7	N-R28		52.1	53.0	54.1	53.8	57.5	57.1	ON			
N-R30 659 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO N-R31 661 Tailput Palm Place 52.8 53.6 54.8 55.5 55.5 55.0 NO N-R32 665 Tailput Palm Place 53.9 54.7 55.8 55.5 55.5 57.9 57.9 NO N-R35 665 Tailput Palm Place 53.9 54.7 55.8 55.5 55.5 55.5 57.0 NO N-R35 669 Tailput Palm Place 53.9 54.7 55.8 56.1 55.8 50.0 NO N-R36 671 Tailput Palm Place 53.4 55.4 55.9 55.7 55.9 56.1 55.8 56.0 58.0 58.0 NO N-R37 673 Tailput Palm Place 53.4 55.0 55.0 55.0 56.1 58.8 58.0 NO N-R49 677 Tailput Palm Place 53.1 55.0 55.0 56.7 56.9 56.0 56.0 58.0 NO </td <td>1 7</td> <td>N-R29</td> <td>657 Tailput Palm Place</td> <td>54.0</td> <td>54.8</td> <td>26.0</td> <td>55.6</td> <td>55.4</td> <td>55.0</td> <td>ON</td> <td></td> <td></td> <td></td>	1 7	N-R29	657 Tailput Palm Place	54.0	54.8	26.0	55.6	55.4	55.0	ON			
N-R31 661 Tailput Palm Place 53.6 54.8 54.4 58.0 57.6 NO N-R32 663 Tailput Palm Place 53.6 54.4 55.5 55.2 57.9 57.5 NO N-R33 665 Tailput Palm Place 53.9 54.7 55.8 55.5 58.3 57.9 NO N-R34 667 Tailput Palm Place 52.8 53.6 54.8 54.4 58.0 57.6 NO N-R35 667 Tailput Palm Place 52.9 54.7 55.8 55.5 55.1 58.0 NO N-R39 677 Tailput Palm Place 53.4 55.0 55.4 58.2 58.2 NO N-R40 679 Tailput Palm Place 53.1 53.8 55.0 56.7 58.2 58.2 NO N-R41 681 Tailput Palm Place 53.1 53.8 55.0 56.7 56.8 56.0 56.8 56.0 56.8 56.0 56.8 56.0 NO N-R42 683 Tailput Palm Place		N-R30		53.9	54.7	55.9	55.5	55.5	55.1	ON			
N-R32 663 Tailput Palm Place 53.6 54.4 55.5 55.2 57.9 57.5 NO N-R33 665 Tailput Palm Place 53.9 54.7 55.8 55.5 58.3 57.9 NO N-R34 667 Tailput Palm Place 52.8 53.6 54.8 54.4 58.0 57.6 NO N-R35 667 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO N-R36 677 Tailput Palm Place 53.4 54.2 55.6 58.7 58.3 NO N-R40 677 Tailput Palm Place 53.4 55.0 56.4 58.5 58.2 NO N-R40 677 Tailput Palm Place 53.1 55.0 56.1 58.8 56.0 58.2 58.0 NO N-R41 683 Tailput Palm Place 53.1 55.0 56.5 56.4 58.5 58.0 NO N-R42 683 Tailput Palm Place 53.9 55.7 55.4 58.9 58.0 NO		N-R31	661 Tailput Palm Place	52.8	53.6	54.8	54.4	58.0	57.6	ON			
N-R33 665 Tailput Palm Place 53.9 54.7 55.8 55.5 58.3 57.9 NO N-R34 667 Tailput Palm Place 52.8 53.6 54.8 54.4 58.0 57.6 NO N-R35 669 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO N-R36 671 Tailput Palm Place 53.4 54.2 55.4 55.0 58.7 58.3 NO N-R37 673 Tailput Palm Place 53.4 54.2 55.4 55.0 58.7 58.3 NO N-R49 677 Tailput Palm Place 53.1 53.6 55.6 58.6 58.2 NO N-R40 689 Tailput Palm Place 53.1 55.9 57.0 56.8 56.8 NO N-R44 689 Tailput Palm Place 53.9 57.0 56.7 58.9 50.0 56.8 56.0 56.8 56.0 50.0 NO N-R45 701 Tailput Palm Place 53.9 55.2 56.4		N-R32	663 Tailput Palm Place	53.6	54.4	55.5	55.2	57.9	57.5	ON			
N-R34 667 Tailput Palm Place 52.8 53.6 54.7 55.9 55.5 55.5 55.0 NO N-R35 669 Tailput Palm Place 53.9 54.7 55.9 55.5 55.1 NO N-R36 671 Tailput Palm Place 53.4 54.2 55.4 55.0 58.7 58.3 NO N-R38 675 Tailput Palm Place 53.8 54.6 55.8 55.4 58.7 58.3 NO N-R40 679 Tailput Palm Place 53.1 53.8 55.0 56.1 55.8 58.5 58.2 NO N-R40 679 Tailput Palm Place 53.1 53.8 55.0 56.7 56.8 56.8 56.8 56.8 56.0 NO N-R41 681 Tailput Palm Place 53.1 55.9 57.0 56.7 56.8 56.8 56.8 56.0 NO N-R42 683 Tailput Palm Place 53.9 54.5 55.7 56.4 56.9 56.8 56.8 56.0 NO </td <td>1</td> <td>N-R33</td> <td>665 Tailput Palm Place</td> <td>53.9</td> <td>54.7</td> <td>55.8</td> <td>55.5</td> <td>58.3</td> <td>57.9</td> <td>ON</td> <td></td> <td></td> <td></td>	1	N-R33	665 Tailput Palm Place	53.9	54.7	55.8	55.5	58.3	57.9	ON			
669 Tailput Palm Place 53.9 54.7 55.9 55.5 55.5 55.1 NO 671 Tailput Palm Place 54.2 54.9 56.1 55.8 56.1 55.8 NO 675 Tailput Palm Place 53.8 54.6 55.8 55.4 58.3 58.0 NO 677 Tailput Palm Place 53.8 54.6 55.8 58.5 58.2 NO 681 Tailput Palm Place 53.1 53.8 55.0 56.7 57.0 56.8 NO 683 Tailput Palm Place 55.1 55.9 57.0 56.7 57.0 56.8 NO 685 Tailput Palm Place 54.5 55.6 56.7 57.0 56.8 NO 689 Tailput Palm Place 54.5 55.6 56.7 50.3 56.8 NO 689 Tailput Palm Place 54.5 55.3 56.7 50.3 58.0 NO 701 Tailput Palm Place 54.5 55.3 56.4 56.7 57.0 56.7 NO 7		N-R34	667 Tailput Palm Place	52.8	53.6	54.8	54.4	58.0	57.6	ON			
671 Tailput Palm Place 54.2 54.9 56.1 55.8 56.1 55.8 NO 673 Tailput Palm Place 53.4 54.2 55.4 55.0 58.7 58.3 NO 677 Tailput Palm Place 53.8 54.6 55.8 55.4 58.5 58.2 NO 681 Tailput Palm Place 53.1 53.8 55.0 54.6 58.5 58.2 NO 683 Tailput Palm Place 55.1 55.9 57.0 56.8 56.8 NO 685 Tailput Palm Place 54.9 55.6 56.8 56.5 56.8 56.0 NO 689 Tailput Palm Place 54.9 55.6 56.7 56.8 56.6 NO 689 Tailput Palm Place 54.5 55.2 56.7 56.8 58.6 NO 701 Tailput Palm Place 53.9 54.5 56.7 56.4 56.8 56.7 NO 705 Tailput Palm Place 55.6 56.7 56.4 56.7 57.6 57.5 NO		N-R35	669 Tailput Palm Place	53.9	54.7	55.9	55.5	55.5	55.1	ON			
673 Tailput Palm Place 53.4 54.2 55.4 58.7 58.3 NO 675 Tailput Palm Place 53.8 54.6 55.8 55.4 58.3 58.0 NO 677 Tailput Palm Place 53.1 53.8 55.0 56.1 55.8 58.5 58.2 NO 681 Tailput Palm Place 53.1 53.8 55.0 54.6 58.5 58.2 NO 683 Tailput Palm Place 54.9 55.6 56.8 56.5 56.8 56.8 56.0 NO 689 Tailput Palm Place 54.6 55.3 56.7 56.4 59.3 59.0 NO 703 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 705 Tailput Palm Place 54.5 55.2 56.4 56.1 57.6 57.6 NO 707 Tailput Palm Place 55.6 56.7 56.4 56.8 56.7 NO 713 Tailput Palm Place 55.8 55.4 55.3 58.9		N-R36	671 Tailput Palm Place	54.2	54.9	56.1	55.8	56.1	55.8	ON			
675 Tailput Palm Place 53.8 54.6 55.8 55.4 58.3 58.0 NO 677 Tailput Palm Place 54.2 55.0 56.1 55.8 58.5 58.2 NO 679 Tailput Palm Place 53.1 53.8 55.0 54.6 58.5 58.2 NO 683 Tailput Palm Place 54.9 55.0 56.7 56.7 57.0 56.8 NO 685 Tailput Palm Place 54.5 55.7 55.4 59.3 59.0 NO 689 Tailput Palm Place 54.5 55.2 56.7 56.4 59.3 58.0 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.0 NO 705 Tailput Palm Place 55.6 56.7 56.4 56.7 56.7 50.0 NO 707 Tailput Palm Place 55.6 56.7 56.4 56.7 56.7 56.7 57.6 57.5 NO 711 Tailput Palm Place 55.8 55.4 55.3		N-R37	673 Tailput Palm Place	53.4	54.2	55.4	55.0	58.7	58.3	ON	,		
677 Tailput Palm Place 54.2 55.0 56.1 55.8 58.5 58.2 NO 679 Tailput Palm Place 53.1 53.8 55.0 54.6 58.5 58.2 NO 681 Tailput Palm Place 55.1 55.9 57.0 56.7 56.8 56.8 NO 683 Tailput Palm Place 53.9 54.5 55.7 55.4 59.3 59.0 NO 689 Tailput Palm Place 54.6 55.3 56.5 56.2 58.8 58.4 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 705 Tailput Palm Place 54.8 55.5 56.4 56.4 56.8 56.7 NO 705 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 713 Tailput Palm Place 55.8 56.2 56.2 58.7 58.4 NO 715 Tailput Palm Place 55.8 55.4 56.5 56.2 58.7		N-R38	675 Tailput Palm Place	53.8	54.6	55.8	55.4	58.3	58.0	ON	WS,		
679 Tailput Palm Place 53.1 53.8 55.0 54.6 58.5 58.2 NO 681 Tailput Palm Place 55.1 55.9 57.0 56.7 57.0 56.8 NO 683 Tailput Palm Place 53.9 54.5 55.6 56.8 56.5 56.8 56.6 NO 689 Tailput Palm Place 54.6 55.3 56.7 56.2 58.8 58.4 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 705 Tailput Palm Place 54.8 55.5 56.7 56.4 56.7 50.0 NO 707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 711 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 713 Tailput Palm Place 55.8 56.5 56.2 58.7 58.9 58.6 NO 713 Tailput Palm Place 55.8 55.3 <td></td> <td>N-R39</td> <td>677 Tailput Palm Place</td> <td>54.2</td> <td>55.0</td> <td>56.1</td> <td>55.8</td> <td>58.5</td> <td>58.2</td> <td>ON</td> <td>/ช8</td> <td></td> <td></td>		N-R39	677 Tailput Palm Place	54.2	55.0	56.1	55.8	58.5	58.2	ON	/ช8		
681 Tailput Palm Place 55.1 55.9 57.0 56.7 57.0 56.8 NO 683 Tailput Palm Place 54.9 55.6 56.8 56.5 56.8 56.0 NO 685 Tailput Palm Place 54.0 55.7 55.4 59.3 59.0 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 703 Tailput Palm Place 54.8 55.5 56.7 56.4 56.7 56.7 NO 707 Tailput Palm Place 55.6 56.7 56.7 56.4 56.7 NO 707 Tailput Palm Place 55.6 56.7 56.7 56.7 56.7 NO 707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 713 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 713 Tailput Palm Place 55.8 55.3 56.2 58.7 58.9 58.6 NO 713 Tailput Palm Place 55.8 55.5 55.1 58.9 58.8 NO	. 7	N-R40		53.1	53.8	55.0	54.6	58.5	58.2	ON	so		
683 Tailput Palm Place 54.9 55.6 56.8 56.5 56.6 NO 685 Tailput Palm Place 53.9 54.5 55.7 55.4 59.3 59.0 NO 689 Tailput Palm Place 54.6 55.3 56.5 56.2 58.8 58.4 NO 703 Tailput Palm Place 53.9 54.5 55.4 56.7 56.4 56.7 NO 705 Tailput Palm Place 55.6 56.7 56.4 56.8 56.7 NO 707 Tailput Palm Place 55.6 56.7 56.4 57.1 57.6 57.5 NO 707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 713 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 713 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 713 Tailput Palm Place 55.8 55.5 55.1 58.6 NO 715 Tailput Palm Place 55.9<		N-R41		55.1	55.9	57.0	26.7	57.0	8.95	ON	eiria		
685 Tailput Palm Place 53.9 54.5 55.7 55.4 59.3 59.0 NO 689 Tailput Palm Place 54.6 55.3 56.5 56.2 58.8 58.4 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 705 Tailput Palm Place 54.8 55.5 56.7 56.4 56.8 56.7 NO 707 Tailput Palm Place 55.6 57.4 57.1 57.6 57.5 NO 707 Tailput Palm Place 53.8 54.4 55.7 56.2 57.5 NO 711 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 713 Tailput Palm Place 55.8 55.3 56.2 58.7 58.4 NO 715 Tailput Palm Place 55.8 55.5 55.2 56.7 58.6 NO 715 Tailput Palm Place 55.9 56.6 56.3 58.6 NO 715 Tailput Palm Place 55.9 56.6<		N-R42	683 Tailput Palm Place	54.9	55.6	8.95	56.5	26.8	9.95	ON	əllei		
689 Tailput Palm Place 54.6 55.3 56.5 56.2 58.8 58.4 NO 701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 703 Tailput Palm Place 54.8 55.5 56.7 56.4 56.8 56.7 NO 707 Tailput Palm Place 55.6 57.4 57.1 57.6 57.5 NO 709 Tailput Palm Place 53.8 54.4 55.7 56.2 57.5 NO 711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 NO 713 Tailput Palm Place 54.8 55.4 56.5 56.3 58.6 58.3 NO 713 Tailput Palm Place 53.7 54.2 55.3 58.6 58.3 NO 713 Tailput Palm Place 55.9 56.5 55.3 58.6 58.8 NO 717 Tailput Palm Place 55.9 56.5 55.1 58.9 58.6 NO 715 Tailput Palm Place<	. 7	N-R43	685 Tailput Palm Place	53.9	54.5	55.7	55.4	59.3	59.0	ON	1BC		
701 Tailput Palm Place 54.5 55.2 56.4 56.1 58.9 58.6 NO 703 Tailput Palm Place 53.9 54.5 55.8 55.4 59.4 59.0 NO 705 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 NO 709Tailput Palm Place 53.8 54.4 55.7 55.3 58.9 58.6 NO 711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 NO 713 Tailput Palm Place 54.8 55.4 56.5 56.3 58.6 58.3 NO 715 Tailput Palm Place 55.3 55.3 55.3 58.6 58.3 NO 715 Tailput Palm Place 55.9 55.6 55.3 55.3 58.6 58.3 NO		N-R44		54.6	55.3	56.5	56.2	58.8	58.4	ON	1 X		
703 Tailput Palm Place 53.9 54.5 55.8 55.4 59.4 59.0 705 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 56.7 709 Tailput Palm Place 53.8 54.4 55.7 55.3 58.9 58.6 711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 713 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 715 Tailput Palm Place 53.7 54.2 55.5 55.1 58.9 58.6 715 Tailput Palm Place 55.9 56.6 57.8 57.4 57.8 58.9 58.6	. 7	N-R45	701 Tailput Palm Place	54.5	55.2	56.4	56.1	58.9	58.6	ON	3		
705 Tailput Palm Place 54.8 55.5 56.7 56.4 56.8 56.7 707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.9 58.6 713 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 715 Tailput Palm Place 53.7 54.2 55.5 55.1 58.9 58.6 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8	1 7	N-R46	703 Tailput Palm Place	53.9	54.5	55.8	55.4	59.4	59.0	ON			
707 Tailput Palm Place 55.6 56.2 57.4 57.1 57.6 57.5 709Tailput Palm Place 53.8 54.4 55.7 55.3 58.9 58.6 711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 715 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8	. 7	N-R47	705 Tailput Palm Place	54.8	55.5	26.7	56.4	26.8	26.7	ON			
709Tailput Palm Place 53.8 54.4 55.7 55.3 58.9 58.6 711Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 713 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8		N-R48	707 Tailput Palm Place	55.6	56.2	57.4	57.1	57.6	57.5	ON			
711 Tailput Palm Place 55.8 55.3 56.5 56.2 58.7 58.4 713 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 717 Tailput Palm Place 53.7 54.2 55.5 55.1 58.9 58.6 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8	. 7	N-R49	709Tailput Palm Place	53.8	54.4	55.7	55.3	58.9	58.6	ON			
713 Tailput Palm Place 54.8 55.4 56.6 56.3 58.6 58.3 58.6 715 Tailput Palm Place 53.7 54.2 55.5 55.1 58.9 58.6 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8	. 7	N-R50	711 Tailput Palm Place	55.8	55.3	56.5	56.2	58.7	58.4	ON			
715 Tailput Palm Place 53.7 54.2 55.5 55.1 58.9 58.6 717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8	. 7	N-R51	713 Tailput Palm Place	54.8	55.4	9.99	56.3	58.6	58.3	ON			
717 Tailput Palm Place 55.9 56.6 57.8 57.4 58.0 57.8		N-R52	715 Tailput Palm Place	53.7	54.2	55.5	55.1	58.9	58.6	ON			
	. 1	N-R53	717 Tailput Palm Place	55.9	9.95	57.8	57.4	58.0	57.8	NO			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

				Areas 7, 12, 13 (E, N.N1, N.N2)	2, 13 (E, I	N.N1, N.N	12)					
					2040	2040	2040	2040			2040 Build	2040 Build 2040 Build
Area	Re	Physical Address	Existing AM	Existing	No	No	Build	Build	Approach/ Exceed	Wall	AM (dBA)	PM (dBA)
3	Q		(dBA)	(dBA)	AM	PM	AM	PM	Criterion?	by	proposed	proposed
			,		(dBA)	(dBA)	(dBA)	(dBA)			walls	walls
13	N-R54	721 Tailput Palm Place	55.2	55.8	57.1	26.7	57.4	57.2	ON			
13	N-R55	723 Tailput Palm Place	53.2	53.7	55.0	54.6	57.4	57.2	ON			
13	N-R56	725 Tailput Palm Place	54.0	54.5	55.8	55.5	57.3	57.0	ON			
13	N-R57	727 Tailput Palm Place	53.2	53.6	55.0	54.6	57.3	57.1	ON			
13	N-R58	729 Tailput Palm Place	54.8	55.4	26.7	56.4	6.95	26.8	ON			
13	N-R59	731 Tailput Palm Place	54.3	54.8	56.1	55.8	55.9	55.8	ON			
13	N-R60	733 Tailput Palm Place	52.9	53.4	54.7	54.4	56.3	56.2	ON			
13	N-R61	735 Tailput Palm Place	57.5	53.0	54.3	53.9	26.0	55.8	ON			
13	N-R62	737 Tailput Palm Place	54.1	54.5	8:55	55.5	9.55	55.4	ON			
13	N-R64	741 Tailput Palm Place	53.5	53.9	55.3	54.9	26.0	55.8	ON			
13	N-R65	trail east of Tailput Palm Pl	6.33	9.95	57.8	57.4	57.4	57.1	ON	/		
13	N-R66	trail east of Tailput Palm Pl	55.1	55.7	57.0	9.99	26.8	56.5	ON	WS/		
13	N-R67	trail east of Tailput Palm Pl	54.4	54.9	56.2	25.8	56.1	55.8	ON	/ชย		
13	N-R68	trail east of Tailput Palm Pl	54.5	54.9	56.3	55.9	26.0	55.7	ON	so		
13	N-R69	683 Calamus Palm Place	22.5	25.7	57.0	9.95	51.7	51.2	ON	eire		
13	N-R70	693 Calamus Palm Place	22:5	55.7	57.0	9.99	53.9	53.5	ON	əlle		
13	N-R71	695 Calamus Palm Place	54.9	55.4	26.7	56.3	51.6	51.3	ON	1BC		
13	N-R72	697 Calamus Palm Place	8.05	51.3	52.6	52.2	54.8	54.5	ON	N X		
13	N-R73	711 Calamus Palm Place	51.6	52.0	53.3	52.9	53.2	52.8	ON	3		
13	N-R74	713 Calamus Palm Place	51.0	51.4	52.7	52.4	54.2	53.8	ON			
13	N-R75	715 Calamus Palm Place	55.1	55.5	6'95	26.5	53.6	53.2	ON			
13	N-R76	717 Calamus Palm Place	54.8	55.2	56.5	56.1	52.3	51.9	ON			
13	N-R77	719 Calamus Palm Place	6.03	51.3	52.6	52.3	55.1	54.8	ON			
13	N-R78	721 Calamus Palm Place	51.6	52.0	53.4	53.0	55.3	55.0	ON			
13	N-R79	723 Calamus Palm Place	52.7	53.1	54.4	54.0	9.95	56.2	ON			
13	N-R80	725 Calamus Palm Place	51.4	51.8	53.2	52.8	56.1	55.8	NO			
13	N-R81	727 Calamus Palm Place	54.9	55.3	26.7	56.3	55.3	54.9	ON			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

Receiver Physical Address Available Existing Existing Available					All Nois	All Noise Sensitive Areas	ve Areas						
Preceiver Physical Address				,	Areas 7, 1	13 (E,	N.N1, N.N	12)					
MR82 729 Calamus Palm Place 52.0 52.3 53.4 54.4 54.1 50.7 NO NR84 733 Calamus Palm Place 52.0 52.3 53.5 53.3 53.9 53.6 NO NR85 735 Calamus Palm Place 52.0 52.3 53.5 54.2 54.1 NO NR86 735 Calamus Palm Place 52.0 52.3 53.5 54.2 54.1 NO NR87 739 Calamus Palm Place 52.4 55.8 54.2 54.1 NO NR87 739 Calamus Palm Place 52.4 55.8 57.2 56.8 54.6 54.1 NO NR88 741 Calamus Palm Place 55.4 55.8 57.2 56.8 57.2 56.8 57.1 NO NR89 743 Calamus Palm Place 55.4 55.8 57.2 56.8 57.2 56.8 NO NR90 745 Calamus Palm Place 53.4 53.9 55.3 57.3 56.8 NO NR91 747 Calamus Palm Place 53.2 53.5 54.9 57.2 56.8 NO NR90 745 Calamus Palm Place 53.2 53.5 54.9 57.2 56.8 NO NR91 747 Calamus Palm Place 53.2 53.5 54.9 57.2 56.8 NO NR91 747 Calamus Palm Place 54.3 54.7 56.1 56.9 56.8 NO NR92 748 Calamus Palm Place 54.3 54.7 56.1 56.0 NO NR94 746 Calamus Palm Place 54.3 54.7 56.1 56.5 56.1 NO NR95 748 Calamus Palm Place 54.3 54.7 56.1 56.5 56.1 NO NR95 748 Calamus Palm Place 54.3 55.4 56.5 56.4 56.0 NO NR95 748 Calamus Palm Place 54.3 55.4 56.3 56.4 56.0 NO NR95 748 Calamus Palm Place 54.3 55.4 56.3 56.4 NO NR96 748 Calamus Palm Place 54.3 55.4 56.3 56.4 56.0 NO NR101 768 Calamus Palm Place 54.8 55.1 56.2 56.4 56.0 NO NR104 776 Calamus Palm Place 54.8 55.1 56.2 56.1 56.2 NO NR105 770 Calamus Palm Place 54.8 55.1 56.2 56.1 56.2 NO NR104 776 Calamus Palm Place 54.8 55.1 56.2 56.1 56.2 NO NR105 780 Calamus Palm Place 54.8 55.1 56.0 56.8 56.8 NO NR105 780 Calamus Palm Place 54.8 55.1 56.0 56.8 56.0 56.8 56.0 56.8 NR106 780 Calamus Palm Place 54.8 55.1 56.0 56.8 56.0 56.8 56	Area		Physical Address	Existing AM		2040 No Build	2040 No Build	2040 Build	2040 Build	Approach/ Exceed	Wall Protected	2040 Build AM (dBA)	2040 Build PM (dBA)
N-R82 729 Calamus Palm Place 55.0 55.4 56.4 51.1 50.7 NO N-R83 731 Calamus Palm Place 52.0 52.3 53.3 53.9 53.9 53.0 NO N-R84 732 Calamus Palm Place 53.1 53.6 54.6 54.4 54.1 NO N-R85 732 Calamus Palm Place 53.1 53.8 54.9 55.6 54.1 NO N-R87 732 Calamus Palm Place 55.2 58.0 57.2 57.8 57.1 NO N-R89 741 Calamus Palm Place 56.5 58.0 57.5 57.8 57.1 NO N-R89 742 Calamus Palm Place 56.5 58.0 57.2 57.8 57.1 57.0 57.1 NO N-R90 742 Calamus Palm Place 53.2 53.2 54.9 57.2 56.6 NO N-R91 774 Calamus Palm Place 55.2 55.2 55.2 56.1 NO N-R92 742 Calamus Palm Place 55.2 <td></td> <td><u> </u></td> <td></td> <td>(dBA)</td> <td>(dBA)</td> <td>AM (dBA)</td> <td>PM (dBA)</td> <td>(dBA)</td> <td>(dBA)</td> <td>Criterion?</td> <td>by</td> <td>proposed walls</td> <td>proposed walls</td>		<u> </u>		(dBA)	(dBA)	AM (dBA)	PM (dBA)	(dBA)	(dBA)	Criterion?	by	proposed walls	proposed walls
N-R84 731 Calamus Palm Place 52.0 52.3 53.5 53.9 53.6 NO N-R84 733 Calamus Palm Place 53.3 53.6 55.0 54.6 54.4 54.1 NO N-R85 735 Calamus Palm Place 53.1 53.5 54.0 54.6 54.7 NO N-R8 737 Calamus Palm Place 55.2 55.2 53.6 57.2 56.8 54.6 54.1 NO N-R8 739 Calamus Palm Place 55.2 55.2 57.2 57.8 57.1 NO N-R89 747 Calamus Palm Place 56.5 58.0 57.5 57.3 56.0 NO N-R90 745 Calamus Palm Place 53.0 53.9 54.7 57.0 56.0 NO N-R91 747 Calamus Palm Place 53.2 53.2 55.3 56.3 56.0 NO N-R92 745 Calamus Palm Place 53.2 55.2 55.2 56.3 NO N-R94 736 Calamus Palm Place 54.0	13	N-R82		55.0	55.4	26.8	56.4	51.1	50.7	ON			
N-R84 733 calamus Palm Place 53.3 53.6 55.0 54.4 54.1 NO N-R85 735 calamus Palm Place 53.1 53.5 54.9 54.4 55.2 54.7 NO N-R86 737 calamus Palm Place 52.4 55.8 57.5 55.1 NO N-R89 743 calamus Palm Place 55.4 55.8 55.4 57.5 57.1 NO N-R90 745 calamus Palm Place 53.3 53.7 55.1 57.0 56.5 NO N-R91 747 calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R91 747 calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R92 749 calamus Palm Place 53.7 54.9 55.0 55.0 56.2 NO N-R93 751 calamus Palm Place 54.3 55.0 55.3 55.3 56.9 56.0 56.0 NO N-R93 751	13	N-R83		52.0	52.3	53.7	53.3	53.9	53.6	NO			
N-R85 735 calamus Palm Place 53.1 53.5 54.9 54.4 55.2 54.7 NO N-R86 737 calamus Palm Place 52.4 52.8 54.2 53.8 55.6 55.1 NO N-R88 737 calamus Palm Place 55.4 55.8 57.2 57.8 57.1 NO N-R89 747 calamus Palm Place 56.5 58.0 57.3 57.1 56.5 NO N-R90 745 calamus Palm Place 53.0 53.2 55.4 57.2 57.2 57.1 50.0 NO N-R90 745 calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R91 747 calamus Palm Place 55.9 56.2 57.6 57.1 56.0 NO N-R92 748 calamus Palm Place 54.3 55.7 55.5 56.3 NO N-R93 746 calamus Palm Place 54.0 54.4 55.0 55.2 56.1 56.0 56.1 56.0	13	N-R84	733 Calamus Palm Place	53.3	53.6	55.0	54.6	54.4	54.1	NO			
N-R86 737 Calamus Palm Place 52.4 52.8 54.2 53.8 55.6 55.1 NO N-R87 739 Calamus Palm Place 55.4 55.8 57.2 56.8 54.6 54.1 NO N-R88 741 Calamus Palm Place 56.2 56.5 58.0 57.5 57.8 57.4 NO N-R90 745 Calamus Palm Place 53.3 53.7 54.9 57.0 56.5 NO N-R91 747 Calamus Palm Place 53.6 55.3 54.9 57.0 56.5 NO N-R91 747 Calamus Palm Place 53.5 54.9 57.0 56.3 56.0 NO N-R93 751 Calamus Palm Place 55.9 56.2 57.6 57.2 56.6 55.8 NO N-R94 736 Calamus Palm Place 53.7 54.0 55.3 55.8 50.0 NO N-R95 742 Calamus Palm Place 54.0 55.4 55.0 55.2 56.1 56.0 55.2 56.1	13	N-R85	735 Calamus Palm Place	53.1	53.5	54.9	54.4	55.2	54.7	NO			
N-R87 739 Calamus Palm Place 55.4 55.8 57.2 56.8 54.6 54.1 NO N-R88 741 Calamus Palm Place 56.2 56.5 58.0 57.5 57.8 57.4 NO N-R89 743 Calamus Palm Place 53.3 53.7 55.1 57.1 56.6 NO N-R91 747 Calamus Palm Place 53.6 53.9 54.9 57.0 56.5 NO N-R91 747 Calamus Palm Place 53.6 54.9 54.9 57.0 56.5 NO N-R92 751 Calamus Palm Place 55.9 57.6 57.2 56.2 56.0 NO N-R94 736 Calamus Palm Place 54.0 54.3 55.7 55.3 56.3 56.0 NO N-R95 742 Calamus Palm Place 54.0 54.4 55.6 55.0 56.0 NO N-R95 744 Calamus Palm Place 54.0 54.1 55.0 55.0 56.1 56.0 NO N-R09 746	13	N-R86		52.4	52.8	54.2	53.8	55.6	55.1	NO			
N-R8B 741 Calamus Palm Place 56.5 58.0 57.5 57.8 57.4 NO N-R89 743 Calamus Palm Place 53.3 53.7 55.1 57.0 57.1 NO N-R90 745 Calamus Palm Place 53.6 53.9 55.3 55.4 57.1 56.6 NO N-R91 747 Calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R92 749 Calamus Palm Place 53.2 53.5 54.9 57.2 56.6 NO N-R93 751 Calamus Palm Place 55.9 56.2 57.6 57.3 56.8 NO N-R94 736 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 56.2 NO N-R95 746 Calamus Palm Place 54.3 54.1 55.6 56.4 56.0 56.4 56.0 NO N-R103 756 Calamus Palm Place 54.3 55.4 56.7 56.4 56.0 56.4 56.0 <td< td=""><td>13</td><td>N-R87</td><td>739 Calamus Palm Place</td><td>55.4</td><td>55.8</td><td>57.2</td><td>8.99</td><td>54.6</td><td>54.1</td><td>ON</td><td></td><td></td><td></td></td<>	13	N-R87	739 Calamus Palm Place	55.4	55.8	57.2	8.99	54.6	54.1	ON			
N-R89 743 Calamus Palm Place 53.3 53.7 55.1 57.0 57.1 NO N-R90 745 Calamus Palm Place 54.0 54.4 55.8 55.4 57.1 56.6 NO N-R91 747 Calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R92 749 Calamus Palm Place 55.9 55.2 57.2 56.6 56.2 NO N-R94 751 Calamus Palm Place 56.9 56.7 57.2 56.6 56.2 NO N-R94 736 Calamus Palm Place 54.0 55.7 56.9 55.9 56.7 56.0 NO N-R95 742 Calamus Palm Place 54.0 56.0 55.9 56.1 56.0 NO N-R96 742 Calamus Palm Place 54.0 55.0 55.2 56.1 NO N-R97 744 Calamus Palm Place 54.0 55.0 55.2 56.1 NO N-R98 746 Calamus Palm Place 55.0 56.1 <td>13</td> <td>N-R88</td> <td>741 Calamus Palm Place</td> <td>56.2</td> <td>56.5</td> <td>58.0</td> <td>57.5</td> <td>57.8</td> <td>57.4</td> <td>ON</td> <td></td> <td></td> <td></td>	13	N-R88	741 Calamus Palm Place	56.2	56.5	58.0	57.5	57.8	57.4	ON			
N-R90 745 Calamus Palm Place 54.0 54.4 55.8 55.4 57.1 56.6 NO N-R91 747 Calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R92 749 Calamus Palm Place 53.2 53.5 54.9 57.2 56.8 NO N-R93 751 Calamus Palm Place 55.9 56.2 57.2 56.0 56.2 NO N-R94 736 Calamus Palm Place 54.0 55.7 55.3 56.3 NO N-R95 742 Calamus Palm Place 54.0 56.0 55.9 56.3 56.0 NO N-R96 742 Calamus Palm Place 54.0 56.0 55.0 56.3 NO N-R97 744 Calamus Palm Place 54.0 55.4 56.0 56.0 NO N-R98 746 Calamus Palm Place 55.0 56.1 56.0 56.0 56.0 NO N-R100 756 Calamus Palm Place 55.0 56.1 56.0 56.0 <td>13</td> <td>N-R89</td> <td>743 Calamus Palm Place</td> <td>53.3</td> <td>53.7</td> <td>55.1</td> <td>54.7</td> <td>57.6</td> <td>57.1</td> <td>NO</td> <td></td> <td></td> <td></td>	13	N-R89	743 Calamus Palm Place	53.3	53.7	55.1	54.7	57.6	57.1	NO			
N-R91 747 Calamus Palm Place 53.6 53.9 55.3 54.9 57.0 56.5 NO N-R92 749 Calamus Palm Place 53.2 53.5 54.9 54.3 57.3 56.8 NO N-R93 751 Calamus Palm Place 55.9 56.2 57.6 57.2 56.6 56.2 NO N-R94 736 Calamus Palm Place 54.0 54.3 55.7 55.3 56.3 55.8 NO N-R95 742 Calamus Palm Place 54.3 54.0 55.4 55.0 56.3 55.8 NO N-R96 742 Calamus Palm Place 54.2 54.6 55.0 56.3 55.8 NO N-R97 744 Calamus Palm Place 54.0 54.6 55.0 56.3 55.8 NO N-R98 746 Calamus Palm Place 55.0 55.2 56.1 56.0 NO N-R100 756 Calamus Palm Place 55.0 55.1 56.1 56.3 56.4 56.0 NO N-R1	13	N-R90	745 Calamus Palm Place	54.0	54.4	55.8	55.4	57.1	56.6	ON			
N-R92 749 Calamus Palm Place 53.2 53.5 54.9 54.5 57.3 56.8 NO N-R93 751 Calamus Palm Place 55.9 56.2 57.6 57.2 56.6 56.2 NO N-R94 736 Calamus Palm Place 54.0 54.3 55.7 55.3 56.3 55.8 NO N-R95 742 Calamus Palm Place 54.0 55.4 55.0 55.9 55.5 NO N-R96 742 Calamus Palm Place 54.0 54.6 55.0 55.0 55.9 55.8 NO N-R99 746 Calamus Palm Place 54.0 54.4 55.8 55.7 55.7 55.7 55.8 NO N-R100 756 Calamus Palm Place 54.3 55.7 56.5 56.7 56.7 NO N-R101 766 Calamus Palm Place 55.0 55.3 56.3 56.4 NO N-R102 770 Calamus Palm Place 54.7 55.1 56.7 56.2 56.0 56.3 NO	13	N-R91	747 Calamus Palm Place	53.6	53.9	55.3	54.9	57.0	56.5	ON			
N-R93 751 Calamus Palm Place 55.9 56.2 57.6 57.2 56.6 56.2 NO N-R94 736 Calamus Palm Place 54.0 54.3 55.7 55.3 56.9 56.9 NO N-R95 738 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 55.8 NO N-R96 742 Calamus Palm Place 54.2 54.6 56.0 55.5 56.1 NO N-R97 746 Calamus Palm Place 54.0 54.4 55.8 56.1 56.3 56.1 NO N-R98 746 Calamus Palm Place 54.0 54.4 55.8 56.1 56.3 56.1 NO N-R100 756 Calamus Palm Place 54.8 55.1 56.5 56.1 56.9 56.8 NO N-R101 760 Calamus Palm Place 54.7 55.0 56.1 56.9 56.8 NO N-R104 776 Calamus Palm Place 54.7 56.1 56.7 56.7 56.0 56.3 <	13	N-R92		53.2	53.5	54.9	54.5	57.3	56.8	ON	/		
N-R94 736 Calamus Palm Place 54.0 54.3 55.7 55.3 56.3 55.8 NO N-R95 738 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 55.5 NO N-R96 742 Calamus Palm Place 54.2 54.0 56.0 56.0 56.0 NO N-R97 744 Calamus Palm Place 54.0 54.4 55.8 56.5 56.1 NO N-R99 748 Calamus Palm Place 53.9 54.3 55.6 55.2 56.1 56.8 NO N-R100 756 Calamus Palm Place 55.0 55.3 56.1 56.9 56.8 NO N-R101 768 Calamus Palm Place 55.0 55.3 56.1 56.9 56.8 NO N-R104 776 Calamus Palm Place 54.7 55.0 56.4 56.0 56.3 NO N-R104 776 Calamus Palm Place 54.3 54.7 56.1 56.7 56.2 NO N-R105 780 Calamus Palm Plac	13	N-R93		55.9	56.2	57.6	57.2	9.99	56.2	NO	WS/		
N-R95 738 Calamus Palm Place 53.7 54.0 55.4 55.0 55.5 55.5 NO N-R96 742 Calamus Palm Place 54.3 54.7 56.1 55.6 56.4 56.0 NO N-R97 744 Calamus Palm Place 54.0 54.6 56.0 55.5 56.1 NO N-R98 746 Calamus Palm Place 53.9 54.3 55.6 55.2 56.1 56.8 NO N-R100 756 Calamus Palm Place 54.8 55.1 56.8 56.3 56.4 56.8 NO N-R101 768 Calamus Palm Place 55.0 55.3 56.8 56.3 56.8 NO N-R104 776 Calamus Palm Place 54.7 55.1 56.4 56.0 56.3 56.3 NO N-R104 776 Calamus Palm Place 54.7 55.1 56.4 56.0 56.3 NO N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 NO	13	N-R94	736 Calamus Palm Place	54.0	54.3	55.7	55.3	56.3	55.8	NO	/ชย:		
N-R96 742 Calamus Palm Place 54.3 54.7 56.1 55.6 56.9 56.0 NO N-R97 744 Calamus Palm Place 54.2 54.6 56.0 55.5 56.5 56.1 NO N-R98 746 Calamus Palm Place 54.0 54.4 55.8 55.4 56.3 55.8 NO N-R99 748 Calamus Palm Place 54.3 55.1 56.5 56.1 56.0 56.8 NO N-R100 756 Calamus Palm Place 54.8 55.1 56.8 56.3 NO N-R101 700 Calamus Palm Place 54.7 55.0 56.4 56.0 56.8 NO N-R102 770 Calamus Palm Place 54.7 55.1 56.4 56.0 56.3 NO N-R104 776 Calamus Palm Place 54.8 55.1 56.1 56.7 56.2 NO N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 NO N-R106 <t< td=""><td>13</td><td>N-R95</td><td>738 Calamus Palm Place</td><td>53.7</td><td>54.0</td><td>55.4</td><td>55.0</td><td>55.9</td><td>55.5</td><td>NO</td><td>so</td><td></td><td></td></t<>	13	N-R95	738 Calamus Palm Place	53.7	54.0	55.4	55.0	55.9	55.5	NO	so		
N-R97 744 Calamus Palm Place 54.2 54.6 56.0 55.5 56.5 56.1 NO N-R98 746 Calamus Palm Place 54.0 54.4 55.8 55.4 56.3 55.8 NO N-R99 748 Calamus Palm Place 53.9 54.3 55.6 55.1 56.9 56.1 56.0 NO N-R100 756 Calamus Palm Place 55.0 55.3 56.3 56.3 56.3 NO N-R101 770 Calamus Palm Place 54.7 55.0 56.4 56.0 56.8 56.3 NO N-R102 774 Calamus Palm Place 54.7 55.1 56.4 56.0 56.4 55.9 NO N-R104 776 Calamus Palm Place 54.8 55.1 56.5 56.1 56.7 56.2 NO N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 NO N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7	13	N-R96	742 Calamus Palm Place	54.3	54.7	56.1	55.6	56.4	26.0	ON	eire		
N-R98 746 Calamus Palm Place 54.0 54.4 55.8 55.4 56.3 55.8 NO N-R99 748 Calamus Palm Place 53.9 54.3 55.6 55.1 56.9 56.1 55.0 NO N-R100 756 Calamus Palm Place 55.0 55.3 56.1 56.9 56.4 NO N-R101 768 Calamus Palm Place 55.0 55.3 56.3 57.2 56.8 NO N-R103 774 Calamus Palm Place 54.7 55.0 56.4 56.9 56.3 NO N-R104 776 Calamus Palm Place 54.3 55.1 56.5 56.1 56.7 56.2 NO N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 NO N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 NO N-R106 786 Calamus Palm Place 54.3 54.7 56.1 55.7 56.9 56.9 56.9	13	N-R97	744 Calamus Palm Place	54.2	54.6	56.0	55.5	56.5	56.1	NO	əlle		
N-R99 748 Calamus Palm Place 53.9 54.3 55.6 55.2 56.1 55.6 NO N-R100 756 Calamus Palm Place 54.8 55.1 56.5 56.3 56.3 56.4 NO N-R101 768 Calamus Palm Place 55.0 55.0 56.4 56.3 56.8 56.8 NO N-R102 770 Calamus Palm Place 54.7 55.0 56.4 56.0 56.8 56.3 NO N-R103 774 Calamus Palm Place 54.7 55.1 56.7 56.7 56.9 NO N-R104 776 Calamus Palm Place 54.3 54.7 56.1 56.7 56.9 NO N-R105 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 NO N-R106 786 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 56.9 55.5 NO N-R107 786 Calamus Palm Place 54.3 54.7 56.1 55.7 56.1	13	N-R98	746 Calamus Palm Place	54.0	54.4	55.8	55.4	56.3	55.8	NO	1BG		
N-R100 756 Calamus Palm Place 54.8 55.1 56.5 56.1 56.9 56.4 NO N-R101 768 Calamus Palm Place 55.0 55.3 56.8 56.3 56.8 NO N-R102 770 Calamus Palm Place 54.7 55.0 56.4 56.9 56.3 NO N-R104 776 Calamus Palm Place 54.7 55.1 56.5 56.1 56.7 56.2 NO N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 NO N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.9 55.5 NO N-R106 786 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 NO N-R107 786 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 56.9 56.9 NO N-R107 786 Calamus Palm Place 54.3 54.7 56.4 55.7 56.1	13	N-R99		53.9	54.3	55.6	55.2	56.1	55.6	NO	1 X		
N-R101 768 Calamus Palm Place 55.0 55.3 56.8 56.3 57.2 56.8 N-R102 770 Calamus Palm Place 54.7 55.0 56.4 56.0 56.8 56.3 56.3 N-R103 774 Calamus Palm Place 54.7 55.1 56.7 56.1 56.2 56.3 56.3 N-R104 776 Calamus Palm Place 54.3 54.7 56.1 55.7 56.2 56.2 56.2 N-R105 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.7 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 55.3 55.1 54.7	13	N-R100		54.8	55.1	56.5	56.1	56.9	56.4	NO	3		
N-R102 770 Calamus Palm Place 54.7 55.0 56.4 56.0 56.8 56.3 N-R103 774 Calamus Palm Place 54.7 55.1 56.4 56.0 56.4 55.9 N-R104 776 Calamus Palm Place 54.8 55.1 56.5 56.1 56.7 56.2 N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R101	768 Calamus Palm Place	55.0	55.3	56.8	56.3	57.2	56.8	NO			
N-R103 774 Calamus Palm Place 54.7 55.1 56.4 56.9 56.9 55.9 55.9 N-R104 776 Calamus Palm Place 54.8 55.1 56.5 56.1 56.7 56.2 56.2 N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R102	770 Calamus Palm Place	54.7	55.0	56.4	26.0	26.8	56.3	ON			
N-R104 776 Calamus Palm Place 54.8 55.1 56.5 56.1 56.7 56.2 N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R103	774 Calamus Palm Place	54.7	55.1	56.4	56.0	56.4	55.9	ON			
N-R105 780 Calamus Palm Place 54.3 54.7 56.1 55.7 56.4 55.9 N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R104	776 Calamus Palm Place	54.8	55.1	56.5	56.1	26.7	56.2	ON			
N-R106 782 Calamus Palm Place 54.3 54.7 56.1 55.7 56.0 55.5 N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.5 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R105		54.3	54.7	56.1	55.7	56.4	55.9	ON			
N-R107 786 Calamus Palm Place 54.1 54.5 55.8 55.5 55.1 54.7 N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R106		54.3	54.7	56.1	55.7	26.0	55.5	NO			
N-R108 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.4 54.9	13	N-R107		54.1	54.5	55.8	55.5	55.1	54.7	NO			
	13	N-R108		54.0	54.3	55.7	55.3	55.4	54.9	NO			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

Physical Address					All Nois	All Noise Sensitive Areas	ve Areas						
Existing Existing PM Build Build AM (BA) (BA) (BA) (BA) (BA) (BA) (BA) (BA)					Areas 7, 1	2, 13 (E, I	N.N1, N.N	12)					
Physical Address	┝					2040	2040	2040	2040	,		2040 Build	2040 Build 2040 Build
(dBA) (dBA) AM PM (dBA)		eceiver.	Physical Address	Existing AM		No Build	No Build	Build	Build	Approach/ Exceed	Wall Protected	AM (dBA)	PM (dBA)
753 Calamus Palm Place 57.0 57.3 58.8 58.5 755 Calamus Palm Place 54.1 54.4 55.8 58.2 755 Calamus Palm Place 54.1 54.4 55.8 58.2 757 Calamus Palm Place 54.1 54.4 55.8 55.4 58.2 759 Calamus Palm Place 54.1 54.4 55.8 55.4 57.8 761 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 762 Calamus Palm Place 56.7 57.0 58.5 58.2 765 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 765 Calamus Palm Place 54.5 54.8 56.2 55.8 766 Calamus Palm Place 54.5 54.8 56.2 55.8 771 Calamus Palm Place 54.5 54.8 56.2 55.8 772 Calamus Palm Place 54.5 54.8 56.2 55.8 773 Calamus Palm Place 54.5 54.8 56.2 55.8 775 Calamus Palm Place 54.5 54.8 56.1 57.7 777 Calamus Palm Place 54.0 54.4 55.8 55.1 778 Calamus Palm Place 54.0 54.4 55.8 55.1 779 Calamus Palm Place 54.0 54.4 55.8 55.1 777 Calamus Palm Place 54.0 54.4 55.8 55.1 778 Calamus Palm Place 54.0 54.4 55.8 55.1 778 Calamus Palm Place 54.0 54.4 55.8 55.1 779 Calamus Palm Place 54.0 54.4 55.8 55.1 779 Calamus Palm Place 54.0 54.4 55.8 55.1 779 Calamus Palm Place 54.0 54.3 55.1 770 Calamus Palm Place 55.0 57.2 58.6 58.1 770 Calamus Palm Place 57.1 57.3 58.8 58.3 55.1 770 Calamus Palm Place 57.1 57.3 58.8 58.3 55.1 770 Calamus Palm Place 57.1 57.3 58.6 58.1 770 Calamus Palm Place 57.1 57.3 57.1 770 Calamus Palm Place 57.1 57.3		<u> </u>		(dBA)	(dBA)	AM	PM	AM (dBA)	PM (dBA)	Criterion?	by	proposed walls	proposed walls
753 Calamus Palm Place 57.0 57.3 58.8 58.3 58.5 75.5 Calamus Palm Place 54.1 54.4 55.8 55.4 58.2 75.5 Calamus Palm Place 54.1 54.4 55.8 55.4 58.2 75.7 Calamus Palm Place 54.1 54.4 55.8 55.4 57.8 75.7 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 76.1 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 76.5 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 76.5 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 76.5 Calamus Palm Place 54.5 54.8 56.2 55.8 58.1 76.5 Calamus Palm Place 54.5 54.8 56.2 55.8 58.1 77.1 Calamus Palm Place 54.5 54.8 56.2 55.8 58.1 77.2 Calamus Palm Place 54.5 54.8 56.2 55.8 57.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.4 55.8 55.3 56.7 77.2 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 77.2 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 77.2 Calamus Palm Place 55.0 57.2 58.6 58.2 55.2 77.2 78.2 Calamus Palm Place 55.0 57.2 58.6 58.2 55.2 78.2 78.2 Calamus Palm Place 55.9 57.2 58.6 58.2 55.2 78.2 78.2 Calamus Palm Place 55.0 57.2 58.6 58.2 55.2 55.2 78.2 78.2 54.0 55.0 55.9 78.2 57.2 58.6 58.2 55.2 55.2 78.2 57.2 58.2 55.2 55.2 55.2 55.2 55.2 55.2 55	\dashv					(dBA)	(dBA)						
755 Calamus Palm Place 54.1 54.4 55.8 55.4 58.2 757 Calamus Palm Place 54.5 54.9 56.3 55.8 58.0 757 Calamus Palm Place 54.1 54.4 55.8 55.4 57.8 761 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 765 Calamus Palm Place 56.7 57.0 58.5 58.2 58.2 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 773 Calamus Palm Place 54.3 58.8 56.2 55.8 58.8 777 Calamus Palm Place 54.3 54.7 56.1 57.5 57.4 777 Calamus Palm Place 54.3 54.7 56.1 55.7 57.4 777 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 785 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 785 Calamus Palm Place 55.0 57.2 58.8 58.3 55.7	\rightarrow	N-R109	753 Calamus Palm Place	57.0	57.3	58.8	58.3	58.5	58.0	ON			
757 Calamus Palm Place 54.5 54.9 56.3 55.8 58.0 759 Calamus Palm Place 54.1 54.4 55.8 55.4 57.8 761 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 765 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 765 Calamus Palm Place 58.3 58.5 60.0 59.5 59.5 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 770 Calamus Palm Place 58.3 58.6 60.0 59.5 58.3 777 Calamus Palm Place 58.3 58.4 56.2 55.8 58.1 777 Calamus Palm Place 54.3 54.7 56.1 57.5 58.1 777 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 778 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 785 Calamus Palm Place 55.0 57.2 58.8 58.3 55.7 785 Calamus Palm Place 55.0 57.2 58.6 55.3 55.7		N-R110	755 Calamus Palm Place	54.1	54.4	55.8	55.4	58.2	57.8	NO			
759 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 763 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 765 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 765 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 765 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 773 Calamus Palm Place 54.8 56.0 59.5 58.8 58.1 773 Calamus Palm Place 54.8 56.2 55.8 58.1 775 Calamus Palm Place 54.8 56.0 59.5 58.1 775 Calamus Palm Place 54.8 56.0 59.1 57.5 775 Calamus Palm Place 54.0 54.4 55.8 56.0 59.1 57.5 775 Calamus Palm Place 54.0 54.4 55.8 55.3 56.0 777 Calamus Palm Place 54.0 54.4 55.8 55.3 56.0 777 Calamus Palm Place 54.0 54.4 55.8 55.3 56.0 777 Calamus Palm Place 54.0 54.3 55.7 55.3 56.0 785 Calamus Palm Place 56.0 57.2 58.6 58.2 55.0 785 Calamus Palm Place 56.0 57.2 58.6 58.3 55.7 785 Calamus Palm Place 56.0 57.2 58.6 58.3 55.7 785 Calamus Palm Place 56.0 57.3 58.6 58.3 55.7 785 Calamus Palm Place 56.0 57.3 58.6 58.3 55.7 785 Calamus Palm Place 57.0 54.0 55.4 55.0 1073 Valley Light Ave 52.8 53.3 54.7 54.3 54.5 1074 Valley Light Ave 52.8 55.0 55.0 55.0 1075 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1075 Valley Light Ave 55.5 58.0 55.3 56.0 56.4 55.0 1005 Valley Light Ave 53.5 58.0 55.3 55.0 56.0 57.8 57.0 57.0 57.0 57.0 57.0 57.0 57.0 57.0		N-R111	757 Calamus Palm Place	54.5	54.9	56.3	55.8	58.0	57.6	ON			
761 Calamus Palm Place 54.0 54.3 55.7 55.3 58.1 763 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 765 Calamus Palm Place 58.3 58.5 60.0 59.5 59.5 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 770 Calamus Palm Place 58.3 58.6 60.0 59.5 58.3 771 Calamus Palm Place 58.3 58.1 59.6 59.1 57.7 775 Calamus Palm Place 54.3 54.8 56.2 55.8 57.7 777 Calamus Palm Place 54.0 54.3 55.7 57.4 777 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 781 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 782 Calamus Palm Place 56.9 57.1 57.3 58.6 55.0 782 Calamus Palm Place 56.9 57.2 58.6 55.0 55.0 782 Calamus Palm Place 56.9 57.2 58.6 55.0 55.0		N-R112	759 Calamus Palm Place	54.1	54.4	55.8	55.4	57.8	57.3	ON			
763 Calamus Palm Place 56.7 57.0 58.5 58.0 58.2 765 Calamus Palm Place 58.3 58.5 60.0 59.5 59.5 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 769 Calamus Palm Place 58.3 58.6 60.0 59.5 58.3 771 Calamus Palm Place 58.3 58.6 60.0 59.5 58.1 775 Calamus Palm Place 54.5 54.8 56.2 55.8 57.7 777 Calamus Palm Place 54.3 54.7 56.1 57.7 57.4 777 Calamus Palm Place 54.0 54.3 55.7 55.3 56.9 781 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 782 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 783 Calamus Palm Place 56.9 57.2 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.7 57.2 787 Calamus Palm Place 57.1 54.9 55.3 55.7 57.2		N-R113	761 Calamus Palm Place	54.0	54.3	55.7	55.3	58.1	57.6	ON			
765 Calamus Palm Place 58.3 58.5 60.0 59.5 59.5 767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 769 Calamus Palm Place 54.5 54.8 56.2 55.8 58.8 771 Calamus Palm Place 57.8 58.1 59.6 59.1 57.5 773 Calamus Palm Place 54.3 56.2 55.8 57.7 777 Calamus Palm Place 54.3 54.7 56.1 57.7 777 Calamus Palm Place 54.0 54.4 55.8 55.7 777 Calamus Palm Place 54.0 54.3 55.7 57.4 778 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 785 Calamus Palm Place 56.9 57.2 58.8 58.3 55.7 787 Calamus Palm Place 56.9 57.2 58.8 58.3 55.7 787 Calamus Palm Place 56.9 57.2 58.8 58.3 55.7 787 Calamus Palm Place 56.9 57.3 <td< td=""><td></td><td>N-R114</td><td>763 Calamus Palm Place</td><td>26.7</td><td>57.0</td><td>58.5</td><td>58.0</td><td>58.2</td><td>57.8</td><td>ON</td><td></td><td></td><td></td></td<>		N-R114	763 Calamus Palm Place	26.7	57.0	58.5	58.0	58.2	57.8	ON			
767 Calamus Palm Place 54.4 54.7 56.1 55.6 59.1 769 Calamus Palm Place 54.5 54.8 56.2 55.8 58.8 771 Calamus Palm Place 58.3 58.6 60.0 59.5 58.1 773 Calamus Palm Place 54.5 58.1 57.2 58.1 57.5 777 Calamus Palm Place 54.0 54.4 55.8 57.7 57.4 777 Calamus Palm Place 54.0 54.4 55.8 55.7 57.4 777 Calamus Palm Place 54.0 54.4 55.8 55.7 57.4 783 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.3 54.7 54.5 55.0		N-R115	765 Calamus Palm Place	58.3	58.5	0.09	59.5	59.5	29.0	ON			
769 Calamus Palm Place 54.5 54.8 56.2 55.8 58.8 771 Calamus Palm Place 58.3 58.6 60.0 59.5 58.1 773 Calamus Palm Place 57.8 58.1 59.6 59.1 57.5 775 Calamus Palm Place 54.3 56.1 57.7 57.7 777 Calamus Palm Place 54.0 54.4 55.8 55.3 56.9 779 Calamus Palm Place 54.0 54.3 55.7 57.4 57.3 56.9 781 Calamus Palm Place 57.0 54.3 55.7 55.3 56.7 782 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.7 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.7 55.0 789 Calamus Palm Place 56.9 57.3 56.7 55.0 55.0 780 Calamus Palm Place 56.9 58.4 55.0 55.0 56.0		N-R116	767 Calamus Palm Place	54.4	54.7	56.1	55.6	59.1	58.6	ON			
771 Calamus Palm Place 58.3 58.6 60.0 59.5 58.1 773 Calamus Palm Place 57.8 58.1 59.6 59.1 57.5 775 Calamus Palm Place 54.3 54.7 56.1 57.7 57.4 777 Calamus Palm Place 54.0 54.3 55.7 57.3 56.9 779 Calamus Palm Place 54.0 54.3 55.7 57.3 56.9 781 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 782 Calamus Palm Place 56.9 57.2 58.6 58.2 55.2 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.7 55.0 789 Calamus Palm Place 54.0 54.3 55.7 55.0 55.0 789 Calamus Palm Place 54.0 54.3 55.4 55.0 55.0 789 Calamus Palm Place 54.0 54.3 54.5 54.0 55.0		N-R117	769 Calamus Palm Place	54.5	54.8	56.2	55.8	58.8	58.3	ON			
773 Calamus Palm Place 57.8 58.1 59.6 59.1 57.5 775 Calamus Palm Place 54.5 54.8 56.2 55.8 57.7 777 Calamus Palm Place 54.0 54.4 55.8 57.7 57.3 781 Calamus Palm Place 54.0 54.3 55.7 55.3 56.9 783 Calamus Palm Place 57.1 57.3 58.6 58.2 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 788 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 54.0 54.4 55.8 55.0 55.9 789 Calamus Palm Place 54.0 54.4 55.8 55.0 55.9 789 Calamus Palm Place 55.1 54.4 55.8 55.0 55.9 1073 Valley Light Ave 55.9 54.5 54.0 55.4 55.4		N-R118	771 Calamus Palm Place	58.3	58.6	0.09	59.5	58.1	57.6	ON			
775 Calamus Palm Place 54.5 54.8 56.2 55.8 57.7 777 Calamus Palm Place 54.3 54.7 56.1 55.7 57.4 779 Calamus Palm Place 54.0 54.4 55.8 55.3 56.9 781 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.2 787 Calamus Palm Place 54.0 57.2 58.6 58.2 55.7 789 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 54.0 54.4 55.8 55.0 55.9 1073 Valley Light Ave 52.9 53.3 54.7 54.6 55.0 1079 Valley Light Ave 55.1 55.5 56.9 56.9 56.9 56.9 56.9 56.9 1069 Valley Light Ave 53.6 54.0		N-R119	773 Calamus Palm Place	57.8	58.1	9.65	59.1	57.5	57.0	ON	,		
777 Calamus Palm Place 54.3 54.7 56.1 55.7 57.4 779 Calamus Palm Place 54.0 54.4 55.8 55.3 56.9 781 Calamus Palm Place 57.1 57.3 58.8 58.3 56.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 785 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 52.9 53.3 54.7 54.3 55.0 55.9 1075 Valley Light Ave 55.6 56.0 57.3 54.0 54.0 54.0 1079 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 56.0 1069 Valley Light Ave 53.5 53.9 55.3 55.4 55.4 55.4 1069 Valley Light Ave 53.5 54.0 55.3 54.0 55.4 55.4 1069 Valley Light Ave <td< td=""><td></td><td>N-R120</td><td>775 Calamus Palm Place</td><td>54.5</td><td>54.8</td><td>56.2</td><td>55.8</td><td>57.7</td><td>57.3</td><td>ON</td><td>WS/</td><td></td><td></td></td<>		N-R120	775 Calamus Palm Place	54.5	54.8	56.2	55.8	57.7	57.3	ON	WS/		
779 Calamus Palm Place 54.0 54.4 55.8 55.3 56.9 781 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 783 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1075 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 55.4 1069 Valley Light Ave 53.5 56.9 55.4 55.4 1069 Valley Light Ave 53.5 54.0 55.4 55.4 1067 Valley Light Ave 53.6 54.0 55.4 55.4 1067 Valley Light Ave 53.	\vdash	N-R121	777 Calamus Palm Place	54.3	54.7	56.1	55.7	57.4	56.9	ON	/ชย:		
781 Calamus Palm Place 54.0 54.3 55.7 55.3 56.7 783 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.7 787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 54.1 54.4 55.8 55.4 55.0 1075 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1079 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1069 Valley Light Ave 55.1 55.5 56.9 56.4 55.4 1069 Valley Light Ave 53.5 56.9 56.9 56.4 55.4 1067 Valley Light Ave 53.6 56.9 55.4 55.4 55.4 1067 Valley Light Ave 53.5 54.0 55.4 55.4 55.4		N-R122	779 Calamus Palm Place	54.0	54.4	55.8	55.3	6.95	56.4	ON	so		
783 Calamus Palm Place 57.1 57.3 58.8 58.3 55.7 785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.2 787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1075 Valley Light Ave 52.8 53.2 54.5 54.0 54.0 1079 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1069 Valley Light Ave 53.5 53.5 56.9 56.4 53.5 1067 Valley Light Ave 53.6 54.0 55.3 54.9 55.4 1067 Valley Light Ave 53.5 54.0 55.4 55.4	\vdash	N-R123	781 Calamus Palm Place	54.0	54.3	55.7	55.3	26.7	56.2	ON	eine		
785 Calamus Palm Place 56.9 57.2 58.6 58.2 55.2 787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 52.9 53.3 54.7 54.3 55.9 1074 Valley Light Ave 52.8 53.2 54.5 54.0 54.6 1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1069 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1067 Valley Light Ave 53.6 54.0 55.3 54.9 55.4		N-R124	783 Calamus Palm Place	57.1	57.3	58.8	58.3	55.7	55.3	ON	əllsi		
787 Calamus Palm Place 54.0 54.3 55.7 55.3 55.7 789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 54.1 54.4 55.8 55.4 55.0 1075 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 54.9 55.4	\vdash	N-R125	785 Calamus Palm Place	6.95	57.2	58.6	58.2	55.2	54.8	ON	1BG		
789 Calamus Palm Place 53.7 54.0 55.4 55.0 55.9 1073 Valley Light Ave 54.1 54.4 55.8 55.4 55.0 1074 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1075 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 54.9 55.4		N-R126	787 Calamus Palm Place	54.0	54.3	55.7	55.3	55.7	55.2	ON	N X		
1073 Valley Light Ave 54.1 54.4 55.8 55.4 55.0 1074 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1075 Valley Light Ave 52.8 53.2 54.5 54.1 54.6 1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 55.0 54.8	\vdash	N-R127	789 Calamus Palm Place	53.7	54.0	55.4	55.0	6.53	55.4	ON	3		
1074 Valley Light Ave 52.9 53.3 54.7 54.3 54.5 1075 Valley Light Ave 52.8 53.2 54.5 54.1 54.6 1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 54.8		N-R128	1073 Valley Light Ave	54.1	54.4	55.8	55.4	55.0	54.6	ON			
1075 Valley Light Ave 52.8 53.2 54.5 54.1 54.6 1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 55.0 54.8		N-R129	1074 Valley Light Ave	52.9	53.3	54.7	54.3	54.5	54.1	ON			
1078 Valley Light Ave 55.6 56.0 57.3 57.0 54.0 1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 54.9 55.4		N-R130	1075 Valley Light Ave	52.8	53.2	54.5	54.1	54.6	54.2	ON			
1079 Valley Light Ave 55.1 55.5 56.9 56.4 53.5 1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 55.0 54.8		N-R131	1078 Valley Light Ave	55.6	26.0	57.3	57.0	54.0	53.6	ON			
1069 Valley Light Ave 53.5 53.9 55.3 54.9 55.4 1067 Valley Light Ave 53.6 54.0 55.3 55.0 54.8		N-R132	1079 Valley Light Ave	55.1	55.5	56.9	56.4	53.5	53.1	ON			
1067 Valley Light Ave 53.6 54.0 55.3 55.0 54.8	\vdash	N-R133	1069 Valley Light Ave	53.5	53.9	55.3	54.9	55.4	55.0	ON			
	-	N-R134	1067 Valley Light Ave	53.6	54.0	55.3	55.0	54.8	54.4	NO			
1068 Valley Light Ave 53.3 53.7 55.1 54.7 54.2	\vdash	N-R135	1068 Valley Light Ave	53.3	53.7	55.1	54.7	54.2	53.8	ON			





Table 3.3 Peak Hour Noise in Areas 7, 12, 13

L				All Nois	co Senciti	All Noise Sensitive Areas						
				Areas 7, 12, 13 (E, N.N1, N.N2)	2, 13 (E,	N.N1, N.N	12)					
					2040	2040	0000	2040			2040 Build 2040	אויים טעטנ
	Receiver		Existing	Existing	No	No	Ruild	2040 Build	Approach/	Wall	AM (dBA)	PM (dRA)
Area		Physical Address	AM	PM	Build	Build	7	DIV	Exceed	Protected	(Age) land	(Cap)
	ō		(dBA)	(dBA)	AM (dBA)	PM (dBA)	(dBA)	(dBA)	Criterion?	by	walls	walls
13	N-R136	1066 Valley Light Ave	53.5	53.9	55.3	54.9	54.0	53.6	ON			
13	N-R137	1064 Valley Light Ave	53.3	53.6	55.0	54.6	53.8	53.4	ON			
13	N-R138	1062 Valley Light Ave	53.2	53.6	54.9	54.5	53.7	53.3	ON			
13	N-R139	1060 Valley Light Ave	53.1	53.5	54.9	54.5	53.6	53.2	ON			
13	N-R140	1058 Valley Light Ave	53.3	53.6	55.0	54.6	53.4	53.0	ON			
13	N-R141	1056 Valley Light Ave	53.2	53.6	55.0	54.5	53.3	52.9	ON			
13	N-R142	793 Crest Valley Place	54.0	54.4	55.7	55.3	54.7	54.2	ON	Μ		
13	N-R143	791 Crest Valley Place	54.2	54.6	55.9	52.5	55.0	54.5	ON	s/a		
13	N-R144	789 Crest Valley Place	54.4	54.8	56.1	55.7	55.3	54.8	ON	IBS		
13	N-R145	787 Crest Valley Place	54.5	54.8	56.2	55.8	55.5	55.0	ON	O si		
13	N-R146	785 Crest Valley Place	54.7	55.1	56.4	56.0	55.9	55.4	ON	ller		
13	N-R147	783 Crest Valley Place	55.8	56.0	57.5	57.0	56.2	55.8	ON	ls2		
13	N-R148	781 Crest Valley Place	54.6	55.0	56.4	55.9	56.5	56.1	ON	8N		
13	N-R149	779 Crest Valley Place	54.3	54.6	56.0	55.6	56.4	55.9	ON	EX		
13	N-R150	775 Crest Valley Place	54.7	55.0	56.4	56.0	55.9	55.5	ON			
13	N-R151	773 Crest Valley Place	53.6	54.0	55.4	55.0	55.7	55.3	ON			
13	N-R152	771 Crest Valley Place	53.7	54.0	55.4	55.0	55.8	55.4	ON			
13	N-R153	park at curve of Tailput Palm	52.5	57.3	57.3	58.8	6.95	9.99	ON			
13	N-R154	park at curve of Tailput Palm	56.1	60.2	57.9	61.4	57.6	57.2	ON			



Table 3.4 Peak Hour Noise in Area 8 & 9

1 of 9

2040 Build 2040 Builc PM (dBA) proposed walls 50.8 64.6 57.6 64.7 53.4 51.9 50.4 51.8 51.8 49.0 54.9 60.1 56.5 50.7 51.4 57.9 58.3 52.1 52.3 51.1 52.2 AM (dBA) proposed 50.3 59.1 56.6 57.2 64.2 51.4 51.7 50.0 51.4 51.3 51.8 50.2 51.5 50.6 51.8 51.2 51.0 54.3 48.7 57.7 63. Protected llet Jewpunos þ 'Z.LL llewbnuo2 NEM 2B I-TT NEM 2B I-Criterion? Approach/ Exceed 9 9 YES NO 9 9 9 9 9 9 9 9 BuildPM (dBA) 50.8 65.0 69.4 52.6 52.0 60.4 62.4 66.2 54.2 52.3 52.5 53.0 51.5 49.9 53.2 52.4 52.3 52.7 62.0 59.2 52.7 2040 Build AM (dBA) 61.5 **65.6** 53.6 52.0 50.3 51.8 52.0 51.5 63.7 59.5 68.3 52.2 52.5 51.0 49.4 58.4 52.2 60.4 61.2 52.7 51.7 Build PM 2040 No Areas 8, 9 (S.SB1, S.SB2) (dBA) **65.8** 54.5 52.5 6.09 51.9 52.6 59.4 8.89 62.4 53.2 53.5 53.3 53.4 53.8 53.5 49.9 52.4 53.7 52.9 58.7 59.0 55.7 52.7 2040 No Build AM (dBA) **65.5** 54.5 51.9 52.6 52.5 60.3 58.9 68.3 62.0 53.2 53.5 53.3 53.4 53.4 53.6 49.8 52.6 52.9 58.9 55.5 53.7 52.4 58.7 Existing (dBA) 64.8 54.4 53.0 52.6 53.8 52.8 59.0 55.3 52.5 61.4 53.3 51.7 53.3 53.4 49.8 52.6 60.2 58.2 52.4 ΡM 67.7 53.1 53.7 Existing 50.6 AM (dBA) 59.0 9.09 64.0 53.2 51.8 57.5 51.9 52.0 51.0 52.0 57.5 54.1 66.7 52.3 51.2 48.3 51.5 52.1 52.2 213 W Horizon Ridge Pkwy 540 W Horizon Ridge Pkwy 314 Island Reef Ave Physical Address 406 Palegold St 448 Palegold St 100 Cam Capri 104 Cam Capri 108 Cam Capri 112 Cam Capri 126 Cam Capri 130 Cam Capri 134 Cam Capri 152 Cam Capri 160 Cam Capri 118 Cam Capri 138 Cam Capri 142 Cam Capri 146 Cam Capri 156 Cam Capri 122 Cam Capr **Building 25** Building 23 Receiver ID R9/S-R168 R7/S-R116 R8/S-R150 R5/S-R65 R4/S-R7 R6/S-R7 S-R10 S-R12 S-R13 S-R14 S-R16 S-R18 S-R19 S-R11 S-R15 S-R17 S-R3 S-R5 S-R6 S-R9 **S-R2** S-R4 S-R8 Area _∞ ∞ ∞ _∞ ∞ ∞

able 3.4 Peak Hour Noise in Areas 8, 9





Table 3.4 Peak Hour Noise in Areas 8, 9

Г		Pij (r													
		2040 Build PM (dBA) proposed walls	29.0	55.5	56.6	59.5	55.9	56.6	55.6	59.8	57.4	56.3	59.2	57.5	55.4
		2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	58.3	54.9	26.0	58.8	55.3	56.0	55.0	59.0	26.7	9:55	58.4	8:95	54.7
		Wall Protected by					llst 'Z	LL llew	punos	B I-11	NEM 2				
		Approach/ Exceed Criterion?	ON	YES	ON	ON									
		2040 BuildPM (dBA)	2.29	60.3	9:19	2'89	61.3	62.4	60.5	64.6	8:E9	61.4	9'59	63.4	2'09
		2040 Build AM (dBA)	61.9	59.5	8:09	62.8	9.09	61.5	59.7	63.6	67.9	9:09	64.6	62.5	8.65
All Noise Sensitive Areas	SB1, S.SB2)	2040 No Build PM (dBA)	29.5	56.3	57.2	0.09	56.5	57.3	56.2	60.3	58.3	57.2	59.8	58.3	56.5
Noise Sens	Areas 8, 9 (S.SB1, S.SB2)	2040 No Build AM (dBA)	59.3	56.0	57.0	29.7	56.2	57.0	55.9	0.09	58.1	6.95	59.5	58.1	56.2
All	Are	Existing PM (dBA)	5.65	55.8	6.95	6.63	26.0	8.95	55.7	0.09	58.0	2.95	59.2	8.73	55.8
		Existing AM (dBA)	57.9	54.6	55.6	58.4	54.8	55.7	54.5	58.6	26.7	55.5	58.1	299	54.8
		Physical Address	540 W Horizon Ridge Pkwy Building 32	540 W Horizon Ridge Pkwy Building 31	540 W Horizon Ridge Pkwy Building 30	540 W Horizon Ridge Pkwy Building 33	540 W Horizon Ridge Pkwy Building 34	540 W Horizon Ridge Pkwy Building 35	540 W Horizon Ridge Pkwy Building 36	540 W Horizon Ridge Pkwy Building 37	540 W Horizon Ridge Pkwy Building 38	540 W Horizon Ridge Pkwy Building 39	540 W Horizon Ridge Pkwy Building 40	540 W Horizon Ridge Pkwy Building 41	540 W Horizon Ridge Pkwy Building 42
		Receiver ID	S-R20	S-R21	S-R22	S-R23	S-R24	S-R25	S-R26	S-R27	S-R28	S-R29	S-R30	S-R31	S-R32
		Area	8	8	8	8	8	8	8	8	8	8	8	8	8







Table 3.4 Peak Hour Noise in Areas 8, 9

-			All	All Noise Sensitive Areas Areas 8, 9 (S.SB1, S.SB2)	All Noise Sensitive Areas Areas 8, 9 (S.SB1, S.SB2)						
Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
	540 W Horizon Ridge Pkwy Building 43	58.3	2:65	9:65	0.09	65.1	66.1	YES		58.4	59.2
ı	540 W Horizon Ridge Pkwy Building 44	56.4	57.4	8'2'	58.0	62.4	63.3	NO		56.4	57.0
1	540 W Horizon Ridge Pkwy Building 45	55.3	56.4	2.95	57.0	60.5	61.3	ON		55.2	55.8
i	540 W Horizon Ridge Pkwy Building 46	58.2	59.1	9:65	6'65	65.2	66.3	YES		58.3	59.1
	540 W Horizon Ridge Pkwy Building 47	54.6	52.5	56.1	56.3	60.1	6.09	NO	llst 'Z	56.3	57.1
	540 W Horizon Ridge Pkwy Building 48	58.5	59.3	6'65	60.2	65.5	9.99	YES	LL llsw	29.7	60.5
	540 W Horizon Ridge Pkwy Building 49	55.3	26.3	8'95	57.0	60.4	61.2	NO	punos	55.0	55.7
	540 W Horizon Ridge Pkwy Building 50	58.5	59.2	6'65	60.2	65.5	66.5	YES	B I-11	58.6	59.4
1	540 W Horizon Ridge Pkwy Building 52	55.8	9.95	2.72	57.4	62.4	63.3	NO	NEM 2	55.8	56.4
	540 W Horizon Ridge Pkwy Building 53	9:99	57.4	0.83	58.2	62.4	63.3	NO		2.95	57.2
1	540 W Horizon Ridge Pkwy Building 54	55.6	56.4	0.72	57.2	9.09	61.4	NO		55.3	55.9
1	540 W Horizon Ridge Pkwy Building 55	58.5	2:65	6'65	60.2	65.4	66.4	YES		285	59.5
ı I	540 W Horizon Ridge Pkwy Building 56	55.4	56.2	56.8	57.0	62.0	62.8	NO		55.3	55.9





Table 3.4 Peak Hour Noise in Areas 8, 9

: Areas	S.SB2)	40 No 2040 Build BuildPM Exceed Hortected AM (dBA) Criterion? by walls walls	57.7 62.9 63.7 NO 56.0 56.6	58.3 62.2 63.1 NO 56.3 56.9	56.9 60.2 61.0 NO 55.1 55.7	65.4 66.4 YES	62.2 63.0 NO	61.8 62.7 NO	57.3 60.7 61.5 NO si 55.5 56.1	65.3 66.2 YES	61.0 61.8 NO	59.7 60.4 NO	50.7 65.0 65.9 YES 59.1 59.8	57.2 60.8 61.6 NO 55.6 56.2	
			99	99	25	59	25	99	25	59	99	25	59	25	55.8
				<u> </u>	<u> </u>	<u> </u>	llst 'Z	LT llew	punos	111-18	NEM 2		.	<u> </u>	1
		Approach Exceed Criterion	ON	ON	ON	YES	ON	ON	ON	YES	ON	ON	YES	ON	ON
			63.7	63.1	61.0	66.4	63.0	62.7	61.5	66.2	61.8	60.4	62.9	61.6	62.2
		2040 Build AM (dBA)	62.9	62.2	60.2	65.4	62.2	61.8	60.7	65.3	61.0	59.7	65.0	8.09	61.4
All Noise Sensitive Areas	SB1, S.SB2)	2040 No Build PM (dBA)	57.7	58.3	56.9	60.5	57.4	58.0	57.3	60.5	57.9	9:95	60.7	57.2	57.4
Noise Sen	Areas 8, 9 (S.SB1, S.SB2)	2040 No Build AM (dBA)	57.5	58.1	29.7	60.2	57.2	57.9	57.1	60.3	57.6	56.4	60.4	56.9	57.1
M	Ar	Existing PM (dBA)	56.8	57.3	56.0	59.5	56.5	57.1	56.4	59.5	56.9	55.6	59.6	56.1	56.3
		Existing AM (dBA)	56.1	56.6	55.2	58.8	55.8	56.4	55.7	58.8	56.1	54.9	59.0	55.4	55.6
		Physical Address	540 W Horizon Ridge Pkwy Building 57	540 W Horizon Ridge Pkwy Building 58	540 W Horizon Ridge Pkwy Building 59	540 W Horizon Ridge Pkwy Building 60	540 W Horizon Ridge Pkwy Building 61	540 W Horizon Ridge Pkwy Building 62	540 W Horizon Ridge Pkwy Building 63	540 W Horizon Ridge Pkwy Building 64	540 W Horizon Ridge Pkwy Building 65	540 W Horizon Ridge Pkwy Building 66	540 W Horizon Ridge Pkwy Building 67	540 W Horizon Ridge Pkwy Building 68	540 W Horizon Ridge Pkwy
		Receiver ID	S-R46	S-R47	S-R48	S-R49	S-R50	S-R51	S-R52	S-R53	S-R54	S-R55	S-R56	S-R57	S-R58
		Area	8	8	8	8	8	8	<u>«</u>	8	8	8	8	8	8





Table 3.4 Peak Hour Noise in Areas 8, 9

		2040 Build PM (dBA) proposed walls	60.1	60.2	60.3	60.7	61.0	58.0	58.6	58.3	59.5	55.9	54.9	56.5	58.1	57.6	58.5	56.5	59.1	58.9	58.2	57.9	58.9	57.5
		2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	59.5	59.6	59.7	60.1	60.5	57.2	58.0	57.7	58.9	55.7	54.5	56.2	57.7	57.3	58.3	56.4	59.1	59.1	58.2	58.2	59.0	58.0
		Wall Protected by			ı		llst 'ö	.11	lls	мp	unc	PS T	τ-1	88	ΕM	N								
		Approach/ Exceed Criterion?	YES	YES	YES	YES	YES	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	NO	ON
		2040 BuildPM (dBA)	66.3	66.3	66.5	67.5	68.3	64.3	61.9	61.6	65.0	29.7	58.1	60.2	8.09	61.9	61.7	60.1	62.6	62.4	62.5	62.4	62.4	61.9
		2040 Build AM (dBA)	65.5	65.5	65.8	66.7	9'29	63.4	61.0	2.09	64.0	59.0	57.2	59.4	0.09	61.0	6.09	59.3	61.8	61.6	61.6	61.5	61.6	61.0
itive Areas	81, S.SB2)	2040 No Build PM (dBA)	61.1	61.3	61.9	62.5	64.7	58.3	59.8	59.5	61.2	57.7	56.3	58.5	59.4	60.1	60.3	58.8	61.4	61.5	61.4	61.3	61.7	61.2
All Noise Sensitive Areas	Areas 8, 9 (S.SB1, S.SB2)	2040 No Build AM (dBA)	6.09	61.0	61.6	62.1	64.1	58.0	59.5	59.7	6.09	57.3	26.0	58.1	59.1	29.7	0.09	58.4	61.1	61.1	61.0	6.09	61.4	60.7
IIA	Are	Existing PM (dBA)	0.09	60.2	2.09	61.4	9:E9	9'2'	28.7	58.4	60.1	9.95	25.3	57.4	28.3	6.85	2.65	27.7	6.09	60.4	6.09	60.2	9.09	0.09
		Existing AM (dBA)	59.4	59.6	60.1	60.7	62.6	9.95	58.1	27.7	565	55.8	54.5	9.95	57.6	58.7	58.5	6'95	9.65	2.65	59.5	59.4	59.9	59.3
		Physical Address	540 W Horizon Ridge Pkwy Building 70	540 W Horizon Ridge Pkwy Building 71	540 W Horizon Ridge Pkwy Building 72	540 W Horizon Ridge Pkwy Building 73	540 W Horizon Ridge Pkwy Building 74	540 W Horizon Ridge Pkwy	464 Palegold Street	464 Palegold Street	462 Palegold Street	456 Palegold Street	455 Palegold Street	454 Palegold Street	453 Palegold Street	452 Palegold Street	451 Palegold Street	450 Palegold Street	449 Palegold Street	447 Palegold Street	446 Palegold Street	444 Palegold Street	443 Palegold Street	442 Palegold Street
		Receiver ID	S-R59	S-R60	S-R61	S-R62	S-R63	S-R64	S-R66	S-R67	S-R68	S-R69	S-R70	S-R71	S-R72	S-R73	S-R74	S-R75	S-R76	S-R78	S-R79	S-R80	S-R81	S-R82
		Area	<u>«</u>	8	8	8	8	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6





Table 3.4 Peak Hour Noise in Areas 8, 9

	-	Wall Protected by walls 2040 Build 2040 Build AM (dBA) PM (dBA) PM (dBA) PM (dBA)	58.0 58.1	58.6 58.5	60.1 59.5	57.6 56.6	58.7 58.7	57.9 56.8	59.7 59.1	58.4 57.5	= 59.0 58.5	58.5 57.3	58.4 57.2		59.2 58.5	58.5 57.4	57.4 57.2	58.8 58.5	58.6 58.9	Sec. 29.3 59.5	z 59.5 59.5	57.3 56.8	55.8 55.5	57.5 57.2	56.0 56.1	57.7 57.6	58.7 58.8	57.9 57.9	57.1 57.4
	<u> </u>	Approach/ Exceed F Criterion?	ON	NO	NO	NO	NO	NO	NO	ON	NO	ON	NO	ON	ON	NO	ON	NO	NO	ON	NO	ON	NO						
		2040 BuildPM (dBA)	60.7	62.3	63.2	61.1	61.5	61.5	63.2	62.2	62.4	62.5	62.7	63.1	62.7	63.1	62.2	62.1	61.9	63.7	63.3	62.3	62.2	67.9	62.2	63.5	63.7	64.3	62.7
		2040 Build AM (dBA)	59.9	61.3	62.4	60.1	60.7	9.09	62.4	61.3	61.6	61.6	61.7	62.1	62.1	62.1	61.2	61.2	61.0	62.7	62.6	61.4	61.1	61.9	61.3	62.5	67.9	63.3	61.8
tive Areas	81, S.SB2)	2040 No Build PM (dBA)	60.4	61.8	62.8	9.09	61.4	61.2	63.1	62.2	62.3	62.5	62.7	63.1	67.9	63.2	61.8	62.4	62.0	9.89	63.3	63.0	62.1	63.0	61.9	63.7	9.89	64.7	65.9
All Noise Sensitive Areas	Areas 8, 9 (S.SB1,	2040 No Build AM (dBA)	60.1	61.4	62.4	60.1	61.1	8.09	62.8	61.8	61.9	62.1	62.3	62.7	62.5	62.8	61.4	62.0	61.6	63.2	67.9	62.7	61.6	62.7	61.5	63.3	63.3	64.3	62.4
All	Are	Existing PM (dBA)	59.3	60.7	61.7	59.5	60.4	60.1	62.0	61.1	61.2	61.4	61.6	62.0	61.8	62.1	60.7	61.4	61.0	62.5	62.2	62.0	61.0	62.0	8.09	62.6	62.6	9.89	61.8
		Existing AM (dBA)	58.6	59.9	61.0	58.7	29.6	59.3	61.3	60.3	60.4	9.09	8.09	61.2	61.0	61.3	59.8	60.5	0.09	61.6	61.3	61.1	0.09	61.0	59.9	61.6	61.7	62.6	8.09
		Physical Address	441 Palegold Street	440 Palegold Street	439 Palegold Street	438 Palegold Street	437 Palegold Street	436 Palegold Street	435 Palegold Street	434 Palegold Street	433 Palegold Street	432 Palegold Street	430 Palegold Street	428 Palegold Street	427 Palegold Street	426 Palegold Street	425 Palegold Street	424 Palegold Street	423 Palegold Street	422 Palegold Street	421 Palegold Street	420 Palegold Street	419 Palegold Street	418 Palegold Street	417 Palegold Street	416 Palegold Street	415 Palegold Street	414 Palegold Street	413 Palegold Street
		Receiver ID	S-R83	S-R84	S-R85	S-R86	S-R87	S-R88	S-R89	S-R90	S-R91	S-R92	S-R93	S-R94	S-R95	S-R96	S-R97	S-R98	S-R99	S-R100	S-R101	S-R102	S-R103	S-R104	S-R105	S-R106	S-R107	S-R108	S-R109
	-	Area	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6





Table 3.4 Peak Hour Noise in Areas 8, 9

		2040 Build PM (dBA) proposed walls	60.5	57.7	60.7	58.1	61.1	59.7	29.0	61.8	62.4	61.5	26.8	26.7	57.2	57.4	57.5	57.9	57.2	57.6	58.7	59.3	58.7	59.2	59.7	57.4	56.2	57.5	56.3
		2040 Build 2040 Build AM (dBA) PM (dBB) proposed proposed walls	59.9	57.5	60.3	57.6	61.0	59.1	58.7	61.4	62.0	61.0	56.4	56.2	9.95	8.95	6.95	57.4	56.9	57.3	58.4	29.0	58.3	58.6	59.1	6.95	55.5	57.1	55.6
	,	Wall Protected by									III	st 'ë	: TT	: Ile	мp	unc	os t	τ-1	88	ΕM	N								
		Approach/ Exceed Criterion?	NO	NO	YES	NO	YES	NO	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	YES	NO	NO	NO	NO						
		2040 BuildPM (dBA)	65.0	62.7	62.9	63.2	69.2	63.5	62.9	69.7	70.0	9.69	61.9	62.0	67.9	63.6	63.9	64.3	61.0	61.8	63.2	63.9	63.3	64.3	65.1	61.9	60.4	63.0	60.5
		2040 Build AM (dBA)	63.9	61.8	65.0	62.2	68.1	62.6	64.9	9.89	0.69	9.89	61.1	61.1	61.9	62.7	67.9	63.3	60.3	6.09	62.4	63.0	62.5	63.4	64.2	61.0	59.7	62.1	8.65
tive Areas	B1, S.SB2)	2040 No Build PM (dBA)	65.4	62.4	6.99	67.9	68.5	67.9	65.1	69.5	70.3	69.5	63.8	64.0	64.2	64.3	64.6	64.4	65.7	66.4	9.99	67.3	9'.29	6.79	929	63.0	61.9	63.6	61.6
All Noise Sensitive Areas	Areas 8, 9 (S.SB1,	2040 No Build AM (dBA)	64.9	62.0	66.4	62.4	68.0	6.5	64.7	0'69	6'69	0.69	63.4	63.6	63.8	63:9	64.4	64.0	65.3	0.99	66.2	6'99	67.1	67.5	65.2	62.7	61.6	63.3	61.2
All	Are	Existing PM (dBA)	64.3	61.3	65.8	61.8	67.4	61.9	64.0	68.5	69.3	68.4	62.7	67.9	63.2	63.2	63.6	63.3	64.6	65.3	65.5	66.2	66.5	8.99	64.5	62.0	6.09	62.6	9.09
		Existing AM (dBA)	63.2	60.5	64.7	8.09	66.4	61.0	63.2	67.5	68.4	9'.29	62.0	62.2	62.4	62.5	63.0	62.6	63.9	64.6	64.8	65.5	65.7	66.1	63.8	61.4	60.2	61.9	59.9
		Physical Address	412 Palegold Street	411 Palegold Street	410 Palegold Street	409 Palegold Street	408 Palegold Street	407 Palegold Street	405 Palegold Street	404 Palegold Street	402 Palegold Street	400 Palegold Street	171 Lemongold St	173 Lemongold St	175 Lemongold St	177 Lemongold St	179 Lemongold St	181 Lemongold St	346 Island Reef Ave	344 Island Reef Ave	342 Island Reef Ave	340 Island Reef Ave	338 Island Reef Ave	336 Island Reef Ave	334 Island Reef Ave	200 Tug Boat Ct	335 Island Reef Ave	330 Island Reef Ave	329 Island Reef Ave
		Receiver ID	S-R110	S-R111	S-R112	S-R113	S-R114	S-R115	S-R117	S-R118	S-R119	S-R120	S-R121	S-R122	S-R123	S-R124	S-R125	S-R126	S-R127	S-R128	S-R129	S-R130	S-R131	S-R132	S-R133	S-R134	S-R135	S-R136	S-R137
		Area	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6





Table 3.4 Peak Hour Noise in Areas 8, 9

L				All	All Noise Sensitive Areas	itive Areas						
				Are	Areas 8, 9 (S.SB1, S.SB2	3B1, S.SB2)						
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed Criterion?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
6	S-R138	328 Island Reef Ave	61.3	61.9	62.7	63.0	61.6	62.5	ON		6.95	57.4
6	S-R139	326 Island Reef Ave	61.1	61.8	62.5	62.8	61.5	62.4	NO		56.9	57.3
6	S-R140	325 Island Reef Ave	59.6	60.3	6.09	61.4	9.65	60.4	NO		55.4	26.0
6	S-R141	324 Island Reef Ave	60.5	61.1	61.8	62.1	8.09	2.19	NO		26.5	6.95
6	S-R142	323 Island Reef Ave	59.9	60.5	61.2	61.6	60.2	61.0	NO		26.0	26.7
6	S-R143	322 Island Reef Ave	61.6	62.2	65.9	63.3	62.0	0.89	NO		57.1	57.6
6	S-R144	321 Island Reef Ave	59.5	60.2	8.09	61.2	0.09	2.09	NO		56.1	26.8
6	S-R145	320 Island Reef Ave	63.8	64.5	65.1	9'59	64.7	9'59	YES		8.65	60.5
6	S-R146	319 Island Reef Ave	61.0	9.19	62.4	62.7	61.2	62.0	ON	Ш	57.2	57.8
6	S-R147	317 Island Reef Ave	61.3	62.0	62.6	63.0	62.1	67.9	NO	51 '5	57.8	58.4
6	S-R148	316 Island Reef Ave	6.09	61.5	62.2	62.6	61.5	62.4	NO		56.9	57.3
6	S-R149	315 Island Reef Ave	60.7	61.3	62.0	62.4	61.5	62.2	NO	: Ile	57.5	58.1
6	S-R151	313 Island Reef Ave	29.6	6.09	6.09	61.4	60.4	61.1	NO	мp	57.0	57.7
6	S-R152	312 Island Reef Ave	61.1	61.9	62.5	63.0	62.0	67.9	NO	unc	57.3	57.8
6	S-R153	311 Island Reef Ave	59.9	9.09	61.2	61.7	9.09	61.2	NO	os t	57.0	57.7
6	S-R154	310 Island Reef Ave	9.65	60.3	61.0	61.4	60.4	61.3	NO	τ-ι	56.5	57.0
6	S-R155	309 Island Reef Ave	58.8	59.5	60.1	9.09	59.5	60.2	NO	88	9.99	57.3
6	S-R156	308 Island Reef Ave	60.1	6.09	61.5	62.0	61.2	62.0	NO	ΕM	56.9	57.4
6	S-R157	306 Island Reef Ave	58.9	59.7	60.3	8.09	59.7	9.09	NO	N	56.1	56.5
6	S-R158	305 Island Reef Ave	29.0	2.65	60.3	8.09	59.5	60.2	NO		56.4	57.1
6	S-R159	304 Island Reef Ave	58.7	59.5	0.09	60.5	59.7	5.09	NO		56.1	56.5
6	S-R160	303 Island Reef Ave	58.1	6'85	59.5	6.63	58.6	26'3	ON		9.55	56.3
6	S-R161	302 Island Reef Ave	58.6	59.4	59.9	60.5	9.65	60.4	NO		56.1	56.5
6	S-R162	301 Island Reef Ave	57.7	28'2	59.0	9.65	58.3	59.1	NO		55.4	26.0
6	S-R163	300 Island Reef Ave	59.0	8.65	60.4	6.9	29.8	9.09	NO		55.5	26.0
6	S-R164	Quail Ridge-Under Development	59.8	9.09	61.2	61.5	60.4	61.2	ON		58.0	58.3





Table 3.4 Peak Hour Noise in Areas 8, 9

				All	Noise Sens	All Noise Sensitive Areas						
				Are	Areas 8, 9 (5.5B1, 5.5B2,	561, 5.562)						
			Existing	ú			2040 Build		Approach/		2040 Build AM (dBA)	2040 Build 2040 Build AM (dBA) PM (dBA)
Aled	Area Receiver ID	riiysicai Address	(dBA)	(dBA)	(dBA)	(dBA)	AM (dBA)	dBA)	Exceed Criterion?	Protected	proposed walls	proposed walls
6	S-R165	Quail Ridge-Under	0.09	2 09	61.4	61.7	5 09	61.2	ON	lle	58.1	583
)		Development	2.00		1.70	7:10	2	01.2		mp T		
6	S-R166	Quail Ridge-Under	58.7	5'65	60.1	60.5	29.7	60.4	ON	TT'2 onu T NEM	58.4	58.6
		Development										
6	S-R167	231 W Horizon Ridge Pkwy	64.1	65.0	65.7	0.99	0.99	66.7	S ES		63.1	63.5
6	S-R169	231 W Horizon Ridge Pkwy	60.4	61.1	61.8	62.2	61.8	62.2	ON		61.5	61.9
6	S-R170	231 W Horizon Ridge Pkwy	60.3	61.0	61.8	62.1	58.8	59.4	ON		56.9	57.2
6	S-R171	231 W Horizon Ridge Pkwy	55.4	56.1	26.8	57.2	55.8	56.3	ON		55.5	55.6
6	S-R172	231 W Horizon Ridge Pkwy	54.6	55.3	26.0	56.4	55.4	55.9	ON		55.1	55.5
6	S-R173	231 W Horizon Ridge Pkwy	53.5	54.2	54.9	55.3	54.3	54.8	ON		54.0	54.4
6	S-R174	231 W Horizon Ridge Pkwy	52.4	53.1	53.8	54.2	53.3	53.8	ON		53.0	53.5
6	S-R175	231 W Horizon Ridge Pkwy	54.1	54.8	52.5	55.9	54.5	55.0	ON		54.1	54.6
6	S-R176	72 W Horizon Ridge Pkwy	63.3	2.89	64.6	64.7	64.5	64.7	ON		64.5	64.7





Table 3.5 Peak Hour Noise in Area 10 & 11

Table 3.5 Peak Hour Noise in Areas 10, 11

				1	All Noise Sensitive Areas	ensitive Are	eas					
				Ar	Areas 10, 11 (S.NB1, S.NB2)	(S.NB1, S.I	NB2)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed NAC?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
10	R10/S-R177	101 Grandview Dr	55.9	9.99	57.3	57.8	58.3	58.5	NO			
10	R11/S-R193	140 W Chaparral Dr	54.0	54.4	55.3	55.5	55.1	55.2	NO	EX SW9		
11	R12/S-R224	301 Oak Canyon Rd	6.09	61.0	61.7	62.0	67.0	9.99	YES	EX SW9	60.5	60.7
11	R13/S-R412	482 Wright Way	51.9	52.6	53.4	53.6	60.1	0.09	NO	NEW NB I-	53.4	53.5
11	R14/S-R433	477 Opal Way	53.1	53.7	54.8	54.8	65.3	64.9	ON	11 SW	60.3	60.1
11	R15/S-R463	785 Piazza Tasso	62.4	63.0	63.9	63.7	65.2	65.5	YES		62.3	62.8
10	S-R178	103 Grandview Dr	54.7	55.3	56.1	9.95	56.1	56.3	NO			
10	S-R179	105 Grandview Dr	53.5	54.2	54.9	55.4	55.5	55.8	ON			
10	S-R180	107 Grandview Dr	6.23	53.5	54.3	54.8	54.8	55.1	ON			
10	S-R181	100 Glen Oak Dr	6.83	54.7	55.4	26.0	56.5	56.9	ON			
10	S-R182	101 Glen Oak Dr	56.3	26.8	57.7	58.0	59.4	59.8	NO			
10	S-R183	102 Glen Oak Dr	52.4	53.0	53.8	54.3	53.4	53.6	ON			
10	S-R184	103 Glen Oak Dr	54.9	55.4	56.4	26.7	26.7	57.2	ON			
10	S-R185	104 Glen Oak Dr	52.4	53.0	53.8	54.4	53.8	54.2	NO			
10	S-R186	105 Glen Oak Dr	53.5	54.1	55.0	55.3	54.9	55.4	NO			
10	S-R187	106 Glen Oak Dr	51.9	52.6	53.4	54.0	53.5	53.9	NO			
10	S-R188	600 Sunny Slope Cir	52.9	53.5	54.5	54.7	53.8	53.7	NO			
10	S-R189	600 Sunny Slope Cir	52.1	52.7	53.7	54.0	51.5	52.0	NO			
10	S-R191	141 W Chaparral Dr	55.4	55.6	26.8	9.95	26.0	55.8	NO			
10	S-R192	101 W Chaparral Dr	0.95	56.3	57.6	57.4	55.0	55.0	NO			
10	S-R194	120 W Chaparral Dr	55.9	53.4	54.3	54.6	54.1	54.3	ON			
10	S-R195	570 Ridgeway Rd	55.9	56.3	57.1	57.3	26.7	56.7	ON	EX SW9		
10	S-R196	211 W Desert Rose Dr	55.4	55.8	26.7	56.8	56.3	56.4	NO	EX SW9		
10	S-R197	564 Ridgeway Rd	54.3	54.7	55.6	55.8	55.2	55.3	ON	EX SW9		
10	S-R198	230 W Desert Rose Dr	56.9	57.4	58.2	58.4	57.9	58.0	NO	EX SW9		





Table 3.5 Peak Hour Noise in Areas 10, 11

					All Noise Sensitive Areas	nsitive Ar	eas					
				Ar	Areas 10, 11 (S.NB1, S.NB2)	(S.NB1, S.	NB2)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed NAC?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
10	S-R199	220 W Desert Rose Dr	54.1	54.7	55.4	55.7	55.5	55.7	ON	EX SW9		
10	S-R200	210 W Desert Rose Dr	53.6	54.1	54.9	55.2	54.1	54.3	ON	EX SW9		
10	S-R201	221 W Delamar Dr	52.3	52.8	53.6	53.8	54.3	54.4	NO	EX SW9		
10	S-R202	230 W Delamar Dr	52.4	53.1	53.8	54.2	54.7	54.8	NO	EX SW9		
10	S-R203	231 W Delamar Dr	52.9	53.4	54.2	54.4	55.6	55.7	NO	EX SW9		
10	S-R204	240 W Delamar Dr	52.2	52.9	53.6	53.9	54.6	54.7	NO	EX SW9		
10	S-R205	241 W Delamar Dr	55.7	56.2	57.0	57.2	27.0	57.1	NO	EX SW9		
10	S-R206	250 W Delamar Dr	56.4	57.1	57.8	58.1	6.09	60.7	ON	EX SW9		
10	S-R207	260 W Delamar Dr	60.1	60.7	61.5	61.8	64.7	64.5	NO	EX SW9		
11	S-R208	241 W Kimberly Dr	51.7	52.4	53.1	53.5	54.2	54.4	ON		51.5	51.9
11	S-R209	250 W Kimberly Dr	53.9	54.7	55.5	55.8	58.1	58.0	NO		53.0	53.5
11	S-R210	260 W Kimberly Dr	54.1	54.9	55.6	26.0	2.65	59.0	ON		53.6	54.1
11	S-R211	261 W Kimberly Dr	55.7	56.4	57.1	57.5	8.95	56.9	NO		53.9	54.3
11	S-R212	270 W Kimberly Dr	56.1	57.0	57.7	58.1	62.0	61.8	ON		55.4	55.8
11	S-R213	534 Crestway Rd	6.09	61.7	62.4	62.7	6'.	67.4	YES	,S	57.3	57.6
11	S-R214	261 W Longacres Dr	53.0	53.8	54.5	54.9	6.73	57.8	NO	'ST	52.6	53.0
11	S-R215	271 W Longacres Dr	53.9	54.8	55.4	55.8	59.4	59.3	NO	lle	53.4	53.9
11	S-R216	281 W Longacres Dr	55.8	9.95	57.3	57.7	6.19	61.6	NO	мрı	54.9	55.4
11	S-R217	530 Crestway Rd	57.8	58.5	59.2	9.65	66.3	62.9	YES	ıno	57.0	57.3
11	S-R218	526 Crestway Rd	57.1	57.7	58.5	58.8	6.49	64.6	NO	S T	56.5	56.9
11	S-R219	523 Crestway Rd	53.5	54.3	54.9	55.3	59.3	59.2	NO	T-I :	53.5	53.9
11	S-R220	522 Crestway Rd	56.4	57.0	57.7	58.1	63.9	63.5	NO	8N	55.9	56.3
11	S-R221	519 Crestway Rd	53.1	53.8	54.5	54.9	59.1	59.0	NO	ΕM	53.1	53.5
11	S-R222	518 Crestway Rd	55.2	55.9	9.99	56.9	62.4	62.1	NO	N	54.8	55.3
11	S-R223	514 Crestway Rd	53.9	54.6	55.3	55.7	61.0	60.7	NO		53.6	54.1







Table 3.5 Peak Hour Noise in Areas 10, 11

					All Noise Sensitive Areas	ensitive Ar	eas					
				Ar	Areas 10, 11 (S.NB1, S.NB2	(S.NB1, S.	NB2)					
Area	Receiver ID	Physical Address	Existing AM (dBA)	Existing PM (dBA)	2040 No Build AM (dBA)	2040 No Build PM (dBA)	2040 Build AM (dBA)	2040 BuildPM (dBA)	Approach/ Exceed NAC?	Wall Protected by	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed walls walls	2040 Build PM (dBA) proposed walls
11	S-R225	303 Oak Canyon Rd	57.3	58.0	58.7	59.0	66.1	65.8	YES		60.2	60.4
11	S-R226	305 Oak Canyon Rd	54.9	55.6	56.3	9.95	64.5	64.2	ON		57.8	57.9
11	S-R227	307 Oak Canyon Rd	53.4	54.0	54.8	55.1	63.3	63.0	ON		56.2	56.4
11	S-R228	308 Oak Canyon Rd	6.95	57.5	58.3	58.6	64.7	64.4	NO		26.0	56.4
11	S-R229	309 Oak Canyon Rd	52.5	56.1	56.9	57.2	65.8	65.4	YES		0.09	60.2
11	S-R230	311 Oak Canyon Rd	6.65	60.5	61.3	61.5	68.4	68.0	YES		59.4	9.65
11	S-R231	312 Oak Canyon Rd	54.9	55.6	56.3	26.7	62.0	61.8	ON		54.6	55.0
11	S-R232	313 Oak Canyon Rd	28.7	59.3	0.09	60.3	66.4	66.1	VES		58.2	58.5
11	S-R233	314 Oak Canyon Rd	54.5	55.2	55.9	56.3	61.5	61.3	ON		54.1	54.5
11	S-R234	315 Oak Canyon Rd	0.85	58.6	59.3	9.65	65.7	65.3	S ES		27.7	58.0
11	S-R235	316 Oak Canyon Rd	23.7	54.4	55.1	55.4	60.5	60.3	ON		53.4	53.8
11	S-R236	317 Oak Canyon Rd	57.1	57.7	58.5	58.8	64.2	63.9	ON		9.95	57.0
11	S-R237	319 Oak Canyon Rd	56.2	26.8	57.5	57.9	62.8	62.6	ON		55.8	56.2
11	S-R238	320 Oak Canyon Rd	53.1	53.9	54.5	54.9	9.65	59.4	ON	'S.S	52.8	53.2
11	S-R239	321 Oak Canyon Rd	9:33	56.3	57.0	57.3	62.1	61.8	ON	ΙI	55.2	55.6
11	S-R240	322 Oak Canyon Rd	52.7	53.4	54.1	54.4	58.9	58.8	ON	wa	52.3	52.7
11	S-R241	330 Oak Canyon Rd	54.1	54.8	55.5	55.8	6.09	60.7	ON	pun	53.9	54.3
11	S-R242	331 Oak Canyon Rd	56.1	26.7	57.5	57.8	62.7	62.5	ON	ιος	55.8	56.2
11	S-R243	332 Oak Canyon Rd	54.7	55.4	56.1	56.4	61.6	61.3	ON	TT-	54.4	54.9
11	S-R244	333 Oak Canyon Rd	6.95	57.5	58.2	58.5	63.5	63.2	ON	181	9.95	57.0
11	S-R245	334 Oak Canyon Rd	22.5	56.2	6.95	57.2	62.6	62.3	ON	N N	55.1	55.6
11	S-R246	335 Oak Canyon Rd	27.7	58.3	59.0	59.3	64.6	64.3	ON	NE/	57.4	57.7
11	S-R247	336 Oak Canyon Rd	9.95	57.2	58.0	58.3	63.7	63.4	ON		56.2	9.95
11	S-R248	340 Oak Canyon Rd	57.8	58.1	59.1	59.4	65.4	65.0	ON		59.3	59.3
11	S-R249	341 Oak Canyon Rd	57.6	58.1	59.0	59.1	8.99	66.3	YES		60.2	60.3
11	S-R250	342 Oak Canyon Rd	265	60.1	6.09	61.2	68.5	68.0	YES		58.8	59.2
11	S-R251	343 Oak Canyon Rd	61.6	62.1	63.0	63.1	72.9	72.3	YES		61.2	61.3





Table 3.5 Peak Hour Noise in Areas 10, 11

				1	All Noise Sensitive Areas	ensitive Ar	eas					
				Ar	Areas 10, 11 (S.NB1, S.NB2)	(S.NB1, S.	NB2)					
			Existing	Existing	2040 No	2040 No	2040	2040	Approach/	Wall	2040 Build 2040 Build	2040 Build PM (dRA)
Area	Receiver ID	Physical Address	AM (dBA)	PM (dBA)	Build AM (dBA)	Build PM (dBA)	Build AM (dBA)	BuildPM (dBA)	Exceed NAC?	Protected by	proposed walls	proposed walls
11	S-R252	344 Oak Canyon Rd	8.09	61.4	62.2	62.4	71.1	70.6	YES		60.1	60.4
11	S-R253	515 Escalante Dr	60.7	61.2	62.1	62.2	8'.29	67.4	YES		60.4	60.5
11	S-R254	517 Escalante Dr	6.09	61.4	62.3	62.4	69.2	68.8	YES		60.5	9.09
11	S-R255	519 Escalante Dr	26.0	56.5	57.4	57.5	67.4	6.99	S		60.3	60.4
11	S-R256	520 Escalante Dr	57.6	58.3	59.0	59.3	64.9	64.6	ON		57.2	57.6
11	S-R257	521 Escalante Dr	54.9	55.5	56.3	56.5	0.99	65.6	S ES		61.1	8.09
11	S-R258	522 Escalante Dr	58.1	58.7	59.4	59.7	65.3	65.0	ON		29.0	59.1
11	S-R259	523 Escalante Dr	8'85	59.4	60.2	60.4	66.1	65.7	YES		58.5	58.7
11	S-R260	325 W Country Club Dr	53.8	54.4	55.1	55.5	8.65	59.6	ON		23.5	54.0
11	S-R261	331 W Country Club Dr	0.33	55.6	56.3	26.7	61.2	61.0	ON		54.7	55.1
11	S-R262	339 W Country Club Dr	299	57.3	58.1	58.4	63.3	63.0	ON		295	6.95
11	S-R263	345 W Country Club Dr	27.7	58.3	59.1	59.4	8.49	64.5	ON		57.3	57.7
11	S-R264	350 W Country Club Dr	55.9	56.5	57.3	57.5	62.3	62.0	ON		52.5	55.9
11	S-R265	351 W Country Club Dr	58.4	59.0	59.7	60.0	65.5	65.2	YES	·S:S	58.0	58.3
11	S-R266	357 W Country Club Dr	0.09	60.5	61.4	61.6	66.4	62.9	S	ŢΠ	9.65	8.65
11	S-R267	363 W Country Club Dr	28.0	58.5	59.4	59.5	65.4	65.0	ON	ewl	60.4	60.5
11	S-R268	369 W Country Club Dr	61.6	62.1	67.9	63.1	70.5	70.2	YES	pun	61.1	61.2
11	S-R269	375 W Country Club Dr	62.0	62.5	63.4	63.5	73.1	72.6	YES	ιος	61.5	61.6
11	S-R270	484 Cumberland Way	55.9	56.6	57.3	57.6	63.2	63.0	NO	TT-	56.1	56.5
11	S-R271	485 Cumberland Way	53.6	54.3	55.0	55.4	9.65	59.5	NO	181	53.6	54.1
11	S-R272	486 Cumberland Way	6.95	57.5	58.2	58.5	65.1	64.8	NO	N W	57.0	57.4
11	S-R273	487 Cumberland Way	54.7	55.4	56.1	56.4	61.0	60.8	ON	NEA	54.7	55.1
11	S-R274	488 Cumberland Way	8.73	58.4	59.2	59.5	2.79	67.2	YES		57.5	57.8
11	S-R275	489 Cumberland Way	55.7	56.3	57.0	57.4	62.3	62.1	NO		55.5	55.9
11	S-R276	490 Cumberland Way	58.3	58.9	9.69	59.9	68.5	68.0	YES		57.7	58.0
11	S-R277	491 Cumberland Way	56.1	26.8	57.5	57.8	62.8	62.6	ON		55.8	56.2
11	S-R278	363 Chesapeake Way	54.6	55.2	55.9	56.3	61.2	61.0	NO	_	54.7	55.1







Table 3.5 Peak Hour Noise in Areas 10, 11

Area Reciver ID Physical Address AM Build AM Build PM Build AM Build PM Build AM Build PM Build AM Build PM Build AM Bui					1	All Noise Se	All Noise Sensitive Areas	ses					
Particle Existing Existing Existing Particle					Ar	11	(S.NB1,	NB2)					
GBA GBA GBA GBA GBA GBA GBA GBA MAC? DV 367 Chesapeake Way 55.1 55.8 56.5 56.9 62.0 61.8 NO 472 Potomac St 55.2 55.9 56.6 56.9 62.1 61.8 NO 474 Potomac St 55.2 56.2 56.9 57.2 62.6 62.4 NO 476 Potomac St 55.5 56.2 56.9 57.2 62.6 62.4 NO 478 Potomac St 55.5 56.4 57.1 57.4 63.0 62.8 NO 478 Potomac St 55.5 56.5 57.2 57.6 63.3 63.1 NO 478 Potomac St 55.5 56.5 57.2 57.6 63.3 63.1 NO 478 Potomac St 55.5 56.5 57.2 57.6 63.3 63.1 NO 478 Potomac St 55.5 56.2 56.9 57.2 61.8 61.0 NO 478 Potomac St 55.5 56.2 56.9 57.2 61.8 61.0 NO 478 Potomac St 55.5 56.2 56.9 57.2 61.8 61.0 NO 479 Riger Lily Way 55.5 56.9 57.2 55.1 64.3 64.1 NO 470 Riger Lily Way 54.3 55.0 55.7 56.1 60.9 60.7 NO 471 Riger Lily Way 54.3 55.0 56.3 65.6 65.3 60.2 NO 471 Riger Lily Way 54.3 55.0 56.7 56.1 60.9 60.7 NO 471 Riger Lily Way 55.8 56.0 56.7 57.0 62.4 62.1 NO 471 Riger Lily Way 55.8 56.0 56.7 57.0 62.4 62.1 NO 471 Riger Lily Way 55.3 56.0 60.9 61.2 67.5 67.2 NO 481 Riger Lily Way 55.8 56.4 57.2 57.0 62.4 62.1 NO 482 Riger Lily Way 55.6 56.0 67.0 67.5 68.8 68.4 YES 481 Riger Lily Way 56.9 57.0 58.0 63.0 63.0 63.0 64.0 482 Riger Lily Way 56.9 57.5 58.0 59.0 65.5 65.0 64.1 NO 482 Riger Lily Way 57.5 58.0 58.0 65.5 65.1 YES 482 Riger Lily Way 57.5 58.0 58.0 65.5 65.1 YES 482 Riger Lily Way 57.5 58.0 58.5 65.0 64.0 66.0 NO 485 Riger Lily Way 57.5 58.0 58.5 65.0 64.0 66.0 NO 485 Riger Lily Way 57.5 58.0 58.5 65.0 65.0 65.0 67.0 NO 485 Riger Lily Way 57.5 58.0 58.5 66.0 66.0 66.0 66.0 66.0 66.0 66.0 66.0 66.0 66.0 66.0 66.0 6		Receiver ID	Physical Address	Existing AM	Existing PM	2040 No Build AM	2040 No Build PM	2040 Build AM	2040 BuildPM	Approach/ Exceed	Wall Protected	2040 Build AM (dBA) proposed	2040 Build PM (dBA) proposed
367 Chesapeake Way 55.1 56.5 56.0 62.0 61.8 NO 472 Potomac St 55.2 55.9 56.6 56.9 62.1 61.8 NO 472 Potomac St 55.5 56.2 56.9 62.0 62.4 NO 472 Potomac St 55.5 56.9 57.1 57.6 63.3 63.1 NO 478 Potomac St 55.9 56.9 57.2 61.4 61.2 NO 422 Tiger Lily Way 55.0 55.8 56.5 66.9 60.0 NO 468 Tiger Lily Way 55.0 56.2 56.9 57.2 61.8 NO 469 Tiger Lily Way 56.7 57.1 63.4 63.2 NO 470 Tiger Lily Way 56.7 55.7 56.0 65.3 46.1 NO 470 Tiger Lily Way 58.7 56.0 56.3 56.7 60.9 60.1 NO 470 Tiger Lily Way 58.7 56.0 56.3 66.4 66.1 <td< td=""><td></td><td></td><td></td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td>(dBA)</td><td>NAC?</td><td>by</td><td>walls</td><td>walls</td></td<>				(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	NAC?	by	walls	walls
472 Potomac St 55.2 56.6 56.9 62.1 61.8 NO 474 Potomac St 55.5 56.2 56.9 57.2 62.6 62.4 NO 478 Potomac St 55.5 56.4 57.1 57.4 63.0 62.8 NO 478 Potomac St 55.6 56.2 57.2 57.6 63.3 63.1 NO 452 Tiger Lily Way 55.6 56.2 56.9 57.2 61.8 61.6 NO 462 Tiger Lily Way 55.7 56.2 56.9 63.2 NO AG 465 Tiger Lily Way 56.7 57.4 58.1 58.5 60.2 60.0 NO 470 Tiger Lily Way 56.7 57.4 58.1 58.5 56.7 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.2 60.0 NO 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 <td></td> <td>S-R279</td> <td>367 Chesapeake Way</td> <td>55.1</td> <td>55.8</td> <td>56.5</td> <td>56.9</td> <td>62.0</td> <td>61.8</td> <td>NO</td> <td></td> <td>54.9</td> <td>55.4</td>		S-R279	367 Chesapeake Way	55.1	55.8	56.5	56.9	62.0	61.8	NO		54.9	55.4
474 Potomac St 56.5 56.9 57.2 62.6 62.4 NO 476 Potomac St 55.7 56.4 57.1 57.4 63.0 62.8 NO 478 Potomac St 55.5 56.5 57.2 57.6 63.3 63.1 NO 452 Tiger Lily Way 55.5 56.2 57.2 56.8 60.2 60.0 NO 468 Tiger Lily Way 55.7 57.4 58.1 58.5 60.2 60.0 NO 469 Tiger Lily Way 53.8 54.5 55.7 60.2 60.0 NO 469 Tiger Lily Way 53.8 55.0 55.7 60.2 60.0 NO 470 Tiger Lily Way 58.2 58.9 59.6 65.0 65.0 60.7 NO 472 Tiger Lily Way 58.7 56.0 55.7 60.2 60.0 NO 60.1 472 Tiger Lily Way 58.8 56.4 57.0 57.0 62.4 66.1 NO 475 Tiger Lily Way		S-R280	472 Potomac St	55.2	55.9	56.6	56.9	62.1	61.8	NO		55.2	55.6
476 Potomac St 56.4 57.1 57.4 63.0 62.8 NO 478 Potomac St 55.9 56.5 57.2 57.6 63.3 63.1 NO 425 Tiger Lily Way 55.0 56.2 56.2 56.9 61.4 61.2 NO 454 Tiger Lily Way 55.5 56.2 56.9 57.2 61.8 61.0 NO 469 Tiger Lily Way 55.7 56.2 56.9 57.5 60.2 60.0 NO 470 Tiger Lily Way 58.1 58.1 58.1 68.2 60.2 60.0 NO 472 Tiger Lily Way 58.7 58.9 59.6 59.9 65.6 65.3 66.1 66.4 66.1 NO 472 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 NO 66.2 66.2 66.2 66.2 66.3 NO 67.2 67.2 60.2 60.9 61.9 61.7 NO 67.2 67.2 67.2 67		S-R281	474 Potomac St	55.5	56.2	6.95	57.2	62.6	62.4	NO		55.5	26.0
478 Potomac St 55.9 56.5 57.2 57.6 63.3 63.1 NO 472 Tiger Lily Way 55.0 55.8 56.5 66.8 61.4 61.2 NO 454 Tiger Lily Way 55.5 56.2 56.9 57.2 61.8 61.6 NO 466 Tiger Lily Way 56.7 57.4 58.1 58.5 60.2 60.0 NO 470 Tiger Lily Way 54.3 55.0 55.7 60.1 60.9 60.7 NO 471 Tiger Lily Way 58.2 58.3 56.3 65.6 65.3 65.0 65.0 65.0 65.0 65.0 66.0		S-R282	476 Potomac St	22.7	56.4	57.1	57.4	63.0	62.8	ON		55.8	56.3
452 Tiger Lily Way 55.0 55.8 56.5 66.8 61.4 61.2 NO 454 Tiger Lily Way 55.5 56.2 56.9 57.2 61.8 61.0 NO 468 Tiger Lily Way 55.5 56.9 57.2 61.8 61.0 NO 469 Tiger Lily Way 55.7 55.2 55.5 60.0 NO 470 Tiger Lily Way 57.4 58.1 58.6 60.0 NO 471 Tiger Lily Way 58.2 58.9 56.1 60.9 60.7 NO 472 Tiger Lily Way 58.2 58.9 56.3 65.4 66.1 NO 475 Tiger Lily Way 58.2 58.9 56.3 60.2 60.9 60.7 NO 475 Tiger Lily Way 58.3 56.0 60.9 62.4 66.1 66.2 66.9 66.9 66.1 66.1 66.1 66.1 66.1 66.1 66.1 66.2 66.1 66.2 66.2 66.1 66.2 66.2 6		S-R283	478 Potomac St	6.53	56.5	57.2	57.6	63.3	63.1	ON		55.7	56.1
454 Tiger Lily Way 55.5 56.2 56.9 57.2 61.8 61.6 NO 468 Tiger Lily Way 56.7 57.4 58.1 58.5 63.4 63.2 NO 469 Tiger Lily Way 56.7 57.4 58.1 58.5 60.2 60.0 NO 470 Tiger Lily Way 57.4 58.1 58.9 59.6 69.9 66.7 NO 471 Tiger Lily Way 58.2 58.9 59.6 59.9 65.6 65.3 YES 472 Tiger Lily Way 58.7 56.0 60.1 60.4 66.1 YES 474 Tiger Lily Way 58.3 56.0 56.7 57.0 62.2 NO 475 Tiger Lily Way 55.8 56.0 60.9 68.8 68.4 YES 475 Tiger Lily Way 56.8 56.4 57.2 57.5 67.2 60.2 60.0 477 Tiger Lily Way 56.3 56.4 57.2 57.5 68.9 68.9 68.9 48.9		S-R284	452 Tiger Lily Way	92.0	55.8	56.5	8.95	61.4	61.2	ON		55.1	55.6
468 Tiger Lily Way 56.7 57.4 58.1 58.5 63.4 63.2 NO 469 Tiger Lily Way 53.8 54.5 55.5 60.0 60.0 NO 470 Tiger Lily Way 57.4 58.1 58.8 59.1 64.3 64.1 NO 471 Tiger Lily Way 58.2 55.0 55.7 56.1 60.9 60.7 NO 472 Tiger Lily Way 58.2 58.9 56.6 65.3 VES 474 Tiger Lily Way 58.7 56.0 60.4 66.4 66.1 NO 475 Tiger Lily Way 58.7 56.0 60.9 61.2 60.2 60.9 61.0 476 Tiger Lily Way 55.8 56.0 57.5 62.4 60.1 60.4 60.2 60.9 60.2 60.9 60.9 60.1 60.1 60.9 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 60.1 <td></td> <td>S-R285</td> <td>454 Tiger Lily Way</td> <td>55.5</td> <td>56.2</td> <td>6.95</td> <td>57.2</td> <td>61.8</td> <td>61.6</td> <td>NO</td> <td></td> <td>55.5</td> <td>26.0</td>		S-R285	454 Tiger Lily Way	55.5	56.2	6.95	57.2	61.8	61.6	NO		55.5	26.0
469 Tiger Lily Way 53.8 54.5 55.2 55.5 60.0 NO 470 Tiger Lily Way 57.4 58.1 58.1 64.3 64.1 NO 471 Tiger Lily Way 57.2 55.0 55.7 56.1 60.9 60.7 NO 472 Tiger Lily Way 58.2 58.9 56.6 56.3 56.7 61.9 61.7 NO 474 Tiger Lily Way 58.7 56.0 56.7 60.4 66.4 66.1 76.0 66.9 67.0 NO 475 Tiger Lily Way 58.7 56.0 60.2 60.2 60.9 60.7 NO 66.4 66.1 66.0 NO 475 Tiger Lily Way 55.8 56.0 56.7 57.2 57.5 62.9 60.2 NO 60.9 60.0 60.0 NO 60.0 60.0 NO 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0 60.0<		S-R286	468 Tiger Lily Way	2.95	57.4	58.1	58.5	63.4	63.2	ON		26.7	57.1
470 Tiger Lily Way 57.4 58.1 58.8 59.1 64.3 64.1 NO 471 Tiger Lily Way 54.3 55.0 55.7 56.1 60.9 60.7 NO 472 Tiger Lily Way 58.2 58.9 59.6 59.9 65.6 65.3 YES 474 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 475 Tiger Lily Way 55.3 56.0 56.7 57.0 62.4 62.2 NO 476 Tiger Lily Way 55.8 56.0 56.7 57.0 62.9 68.8 68.4 YES 476 Tiger Lily Way 55.8 56.0 60.2 60.9 61.2 67.5 67.9 NO 477 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 68.9 95.0 48.9 481 Tiger Lily Way 56.3 57.0 57.7 58.0 63.0 63.0 67.7 NO 482 Tiger Lily Way 56.5 58.0		S-R287	469 Tiger Lily Way	23.8	54.5	55.2	55.5	60.2	0.09	ON		54.0	54.4
471 Tiger Lily Way 58.0 55.0 55.7 56.1 60.9 60.7 NO 472 Tiger Lily Way 58.2 58.9 59.6 59.9 65.6 65.3 YES 474 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 475 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 476 Tiger Lily Way 55.8 56.0 56.7 57.0 62.4 60.2 NO 476 Tiger Lily Way 55.8 56.4 57.2 57.5 62.9 60.9 NO 477 Tiger Lily Way 55.8 56.4 57.2 57.5 62.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.2 60.0 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9 60.9		S-R288	ы	57.4	58.1	58.8	59.1	64.3	64.1	ON		57.2	57.7
472 Tiger Lily Way 58.2 58.9 59.6 65.6 65.3 YES 473 Tiger Lily Way 54.9 55.6 56.3 56.7 61.9 61.7 NO 474 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 475 Tiger Lily Way 55.3 56.0 56.7 57.0 62.4 62.2 NO 475 Tiger Lily Way 55.8 56.4 57.2 57.5 62.9 60.9 61.2 67.5 NO 475 Tiger Lily Way 56.3 56.4 57.7 57.7 58.0 63.9 68.9 NO 480 Tiger Lily Way 60.8 61.4 62.0 65.9 65.9 65.9 65.9 65.0 65.0 65.0 66.0 66.1 60.0		S-R289	Je	54.3	55.0	55.7	56.1	6.09	60.7	ON		54.3	54.8
473 Tiger Lily Way 54.9 55.6 56.3 56.7 61.9 61.7 NO 474 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 475 Tiger Lily Way 55.3 56.0 56.7 57.0 62.4 62.2 NO 477 Tiger Lily Way 55.8 56.4 57.2 57.5 63.2 60.9 61.0 62.0 60.9 61.2 67.5 67.9 NO 69.0 67.0 60.9 61.2 67.5 67.9 NO 69.0 67.0 60.9 61.2 67.5 67.0 60.9 61.2 NO 60.0 61.0 67.0 62.0 63.0 63.0 67.0 60.0 <td></td> <td>S-R290</td> <td>472 Tiger Lily Way</td> <td>58.2</td> <td>58.9</td> <td>9.65</td> <td>59.9</td> <td>9:59</td> <td>65.3</td> <td>YES</td> <td></td> <td>58.0</td> <td>58.4</td>		S-R290	472 Tiger Lily Way	58.2	58.9	9.65	59.9	9:59	65.3	YES		58.0	58.4
474 Tiger Lily Way 58.7 59.4 60.1 60.4 66.4 66.1 YES 475 Tiger Lily Way 55.3 56.0 56.7 57.0 62.4 62.2 NO 476 Tiger Lily Way 59.5 60.2 60.9 61.2 67.5 67.2 NO 477 Tiger Lily Way 55.8 56.4 57.2 57.5 63.0 68.4 YES 478 Tiger Lily Way 60.8 61.4 62.2 62.9 68.9 YES 481 Tiger Lily Way 56.9 58.2 58.9 59.2 68.9 YES 482 Tiger Lily Way 56.9 57.5 58.2 58.9 59.0 65.9 65.0 64.7 NO 483 Tiger Lily Way 56.9 57.5 58.2 58.5 65.0 65.0 67.0 67.7 68.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 </td <td></td> <td>S-R291</td> <td>473 Tiger Lily Way</td> <td>54.9</td> <td>55.6</td> <td>56.3</td> <td>26.7</td> <td>61.9</td> <td>61.7</td> <td>ON</td> <td></td> <td>54.9</td> <td>55.3</td>		S-R291	473 Tiger Lily Way	54.9	55.6	56.3	26.7	61.9	61.7	ON		54.9	55.3
475 Tiger Lily Way 55.3 56.0 56.7 57.0 62.4 62.2 NO Edge 476 Tiger Lily Way 55.8 60.2 60.9 61.2 67.5 67.2 7KS 477 Tiger Lily Way 55.8 56.4 57.2 57.5 63.2 62.9 NO 479 Tiger Lily Way 60.4 61.0 61.8 62.0 68.8 68.4 YES 480 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 65.9 67.0 77 481 Tiger Lily Way 61.5 62.0 62.9 65.0 64.7 NO 78 482 Tiger Lily Way 56.9 57.5 58.2 58.5 65.0 64.7 NO 484 Tiger Lily Way 56.6 57.5 58.2 58.9 65.5 65.0 64.7 NO 485 Tiger Lily Way 56.6 57.2 58.3 66.4 66.0 67.0 67.0 67.0 67.0 67.0 67.0 67.0 6		S-R292	474 Tiger Lily Way	28.7	59.4	60.1	60.4	66.4	66.1	YES	'Z.Z	58.4	58.7
476 Tiger Lily Way 59.5 60.2 60.9 61.2 67.5 67.2 YES § 477 Tiger Lily Way 55.8 56.4 57.2 57.5 63.2 62.9 NO 6 478 Tiger Lily Way 60.4 61.0 61.8 62.0 68.8 68.4 YES 9 480 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 63.0 7 6 481 Tiger Lily Way 57.6 58.2 58.9 59.2 65.9 66.0 7 9 482 Tiger Lily Way 57.5 58.2 58.5 65.0 64.7 NO 6 9 6 9 6 9 <td>_</td> <td>S-R293</td> <td>475 Tiger Lily Way</td> <td>55.3</td> <td>26.0</td> <td>26.7</td> <td>57.0</td> <td>62.4</td> <td>62.2</td> <td>ON</td> <td>ΙI</td> <td>55.2</td> <td>55.6</td>	_	S-R293	475 Tiger Lily Way	55.3	26.0	26.7	57.0	62.4	62.2	ON	ΙI	55.2	55.6
477 Tiger Lily Way 55.8 56.4 57.2 57.5 63.2 62.9 NO 9 478 Tiger Lily Way 60.4 61.0 61.8 62.0 68.8 68.4 YES 9 479 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 63.9 7 9 480 Tiger Lily Way 56.3 58.2 58.9 59.2 65.9 65.0 7 9 482 Tiger Lily Way 57.5 58.2 58.5 65.0 64.7 NO 9 484 Tiger Lily Way 57.5 58.0 58.9 59.0 65.5 65.1 7 8 485 Tiger Lily Way 56.6 57.2 58.9 59.0 65.5 65.0 64.7 NO 8 485 Tiger Lily Way 56.6 57.2 58.9 59.0 65.5 60.4 60.0 7 8 485 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 7 8		S-R294	476 Tiger Lily Way	5'65	60.2	6.09	61.2	67.5	67.2	YES	wa	59.1	59.5
478 Tiger Lily Way 60.4 61.0 61.8 62.0 68.8 68.4 YES 87 479 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 63.7 NO 14 480 Tiger Lily Way 60.8 61.4 62.2 62.4 69.2 68.9 YES 2 481 Tiger Lily Way 57.6 58.2 58.9 63.0 68.5 68.0 YES 2 482 Tiger Lily Way 56.9 57.5 58.2 58.5 65.0 64.7 NO 64.7 NO 484 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 60.0 NO 66.0		S-R295	477 Tiger Lily Way	55.8	56.4	57.2	57.5	63.2	67.9	NO	pun	55.5	55.9
479 Tiger Lily Way 56.3 57.0 57.7 58.0 63.9 63.7 NO 1 480 Tiger Lily Way 60.8 61.4 62.2 62.4 69.2 68.9 YES 481 Tiger Lily Way 57.6 58.2 58.9 59.2 65.9 65.6 YES 482 Tiger Lily Way 56.9 57.5 58.0 58.5 65.0 64.7 NO 484 Tiger Lily Way 57.5 58.0 58.9 59.0 65.5 65.1 YES 485 Tiger Lily Way 56.6 57.2 58.9 58.3 64.2 60.0 NO 485 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 58.6 58.9 68.9 60.4 60.0 YES		S-R296	Je	60.4	61.0	61.8	62.0	68.8	68.4	YES	ιος	59.9	60.2
480 Tiger Lily Way 60.8 61.4 62.2 62.4 69.2 68.9 YES AFS 481 Tiger Lily Way 57.6 58.2 58.9 59.2 65.9 65.6 YES 5 482 Tiger Lily Way 61.5 62.0 62.9 63.0 68.5 68.0 YES 5 483 Tiger Lily Way 56.9 57.5 58.0 58.0 65.5 65.1 YES 5 485 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 60.0 NO NO 485 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 7 487 Tiger Lily Way 57.3 58.6 58.9 68.9 65.9 66.4 66.0 YES		S-R297	Ja	26.3	57.0	57.7	58.0	63.9	63.7	NO	TT-	56.1	56.4
481 Tiger Lily Way 57.6 58.2 58.9 59.2 65.9 65.6 YES 5 482 Tiger Lily Way 61.5 62.0 62.9 63.0 68.5 68.0 YES 5 483 Tiger Lily Way 56.9 57.5 58.0 58.9 59.0 65.5 65.1 YES 485 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 60.0 NO 486 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 58.6 58.9 68.9 65.9 60.4 60.0 YES		S-R298	480 Tiger Lily Way	8.09	61.4	62.2	62.4	69.2	68.9	YES	181	60.4	9.09
482 Tiger Lily Way 61.5 62.0 62.9 63.0 68.5 68.0 YES 2 483 Tiger Lily Way 56.9 57.5 58.2 58.2 58.5 65.0 64.7 NO 484 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 64.0 NO 485 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.9 65.0 NO		S-R299	481 Tiger Lily Way	9'25	58.2	58.9	59.5	62:9	9'59	YES	N N	57.1	57.5
483 Tiger Lily Way 56.9 57.5 58.2 58.5 65.0 64.7 NO 484 Tiger Lily Way 57.5 58.0 58.9 59.0 65.5 65.1 YES 485 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 64.0 NO 486 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.3 65.0 NO		S-R300	482 Tiger Lily Way	61.5	62.0	67.9	63.0	68.5	68.0	YES	NΕ	61.2	61.3
484 Tiger Lily Way 55.6 58.0 58.9 59.0 65.5 65.1 YES 485 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 64.0 NO 486 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.3 65.0 NO		S-R301	483 Tiger Lily Way	6'95	57.5	58.2	58.5	65.0	64.7	ON		26.7	57.1
485 Tiger Lily Way 56.6 57.2 57.9 58.3 64.2 64.0 NO 486 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.3 65.0 NO		S-R302	ы	57.5	58.0	58.9	59.0	65.5	65.1	YES		61.0	61.1
486 Tiger Lily Way 58.0 58.5 59.4 59.5 66.4 66.0 YES 487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.3 65.0 NO	_	S-R303	485 Tiger Lily Way	9.95	57.2	57.9	58.3	64.2	64.0	NO		56.4	26.7
487 Tiger Lily Way 57.3 57.9 58.6 58.9 65.3 65.0 NO		S-R304	Je	58.0	58.5	59.4	59.5	66.4	66.0	YES		61.8	61.7
		S-R305	e.	57.3	57.9	58.6	58.9	65.3	65.0	NO		58.0	58.1







Table 3.5 Peak Hour Noise in Areas 10, 11

Existing Address AM
(dBA) (dBA)
488 Tiger Lily Way 61.8
442 Leighann Rd 55.6
444 Leighann Rd 55.8
449 Leighann Rd 54.5 55.3
451 Leighann Rd 54.9 55.6
452 Leighann Rd 57.8 58.6
453 Leighann Rd 55.2 56.0
454 Leighann Rd 58.4 59.1
456 Leighann Rd 59.6 60.3
457 Leighann Rd 56.3 57.0
458 Leighann Rd 59.9 60.5
459 Leighann Rd 57.7 58.2
460 Leighann Rd 59.0 59.5
461 Leighann Rd 58.2 58.7
462 Leighann Rd 54.9
401 Cross St 56.3 57.1
403 Cross St 57.0 57.7
404 Cross St 56.2 57.1
405 Cross St 56.4 57.2
406 Cross St 57.4 58.2
52.2
403 Breeze Way 55.6 56.5
405 Breeze Way 56.1
407 Breeze Way 56.6
408 Breeze Way 56.1
410 Breeze Way 56.5 57.3





Table 3.5 Peak Hour Noise in Areas 10, 11

					All Noise Sensitive Areas	ensitive Ar	eas					
				Ar	Areas 10, 11	(S.NB1,	S.NB2)					
V		Dhysical Address	Existing	Existing	2040 No	2040 No	2040	2040	Approach/	Wall	2040 Build 2040 Build AM (dBA) PM (dBA)	2040 Build PM (dBA)
Alca	Deceive ID	riiysidal Addi ess	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	NAC?	Protected by	proposed walls	proposed walls
11	S-R333	412 Breeze Way	57.0	57.8	58.5	58.8	9:29	65.2	YES		58.3	58.5
11	S-R334	414 Breeze Way	27.7	58.4	59.2	59.5	9.99	66.2	SEA		57.5	57.9
11	S-R335	415 Breeze Way	9.55	56.5	57.3	57.5	65.2	64.9	ON		295	26.7
11	S-R336	411 Rocky Rd	55.3	56.1	8.95	57.1	62.7	62.4	ON		56.4	26.7
11	S-R337	413 Rocky Rd	56.2	56.9	57.7	57.9	63.3	63.0	ON		27.7	57.7
11	S-R338	414 Rocky Rd	6'25	56.5	57.3	57.5	63.3	63.0	ON		55.3	55.7
11	S-R339	415 Rocky Rd	26.0	56.8	57.6	57.9	63.2	67.9	ON		26.0	56.3
11	S-R340	416 Rocky Rd	26.0	26.7	57.5	57.7	63.7	63.4	ON		5.55	55.9
11	S-R341	417 Rocky Rd	9'95	57.3	58.1	58.4	63.9	9.89	ON		26.3	26.7
11	S-R342	419 Rocky Rd	0.95	26.7	57.5	57.8	64.6	64.3	ON		26.3	9.95
11	S-R343	420 Rocky Rd	27.0	57.7	58.5	58.8	65.3	64.8	ON		9.95	6.95
11	S-R344	421 Rocky Rd	54.1	54.9	55.7	56.0	64.9	64.6	ON		295	56.5
11	S-R345	422 Rocky Rd	28.0	58.7	59.5	59.7	66.7	66.2	YES		9.73	57.9
11	S-R346	424 Janice Dr	299	56.9	57.7	58.0	63.8	63.4	ON	'S.S	2.95	56.9
11	S-R347	426 Janice Dr	8'95	57.5	58.3	58.5	64.8	64.4	ON	ון זו	56.4	26.7
11	S-R348	440 Daylin	26.5	57.2	58.0	58.2	64.1	63.8	ON	lwa	56.1	56.5
11	S-R349	441 Daylin	56.1	56.8	57.5	57.8	63.4	63.0	NO	oun	57.5	57.5
11	S-R350	442 Daylin	57.5	58.2	29.0	59.2	9:59	65.2	YES	ιος	57.1	57.4
11	S-R351	443 Daylin	26.0	56.6	57.4	57.7	9.89	63.3	ON	TT-	8.95	57.1
11	S-R352	444 Daylin	58.5	59.1	59.9	60.2	67.0	9.99	YES	181	58.1	58.4
11	S-R353	433 Nancy Dr	54.9	55.6	56.4	56.7	61.0	6.09	ON	N N	54.8	55.2
11	S-R354	435 Nancy Dr	55.0	55.7	56.5	56.7	61.7	61.4	ON	NΕ	55.3	55.6
11	S-R355	437 Nancy Dr	55.3	56.0	26.8	57.0	62.2	62.0	ON		22.7	26.0
11	S-R356	438 Nancy Dr	26.0	56.6	57.4	57.7	63.3	63.0	ON		56.4	26.7
11	S-R357	439 Nancy Dr	9.55	56.2	57.0	57.3	62.8	62.6	ON		6.55	56.2
11	S-R358	440 Nancy Dr	56.4	57.0	57.8	58.0	63.9	63.5	ON		8.95	57.0
11	S-R359	441 Nancy Dr	9.95	57.2	58.0	58.3	64.5	64.2	NO		9.99	56.8







Table 3.5 Peak Hour Noise in Areas 10, 11

Receiver ID	Physical Address	Existing AM	Ar Existing PM	Areas 10, 11 (S.NB1, S.NB2) 3 2040 No 2040 No 20 Build AM Build PM Build	(S.NB1, S. 2040 No Build PM	eas NB2) 2040 Build AM	2040 BuildPM	Approach/ Exceed	Wall	2040 Build 2040 Build AM (dBA) PM (dBA)	2040 Build PM (dBA)
S-R360	442 Nancy Dr	(dBA) 57.0	(dBA) 57.6	(dBA) 58.4	(dBA) 58.7	(dBA) 64.5	(dBA) 64.2	NAC? NO	þý	walls 56.8	walls 57.1
S-R361	444 Nancy Dr	57.5	58.1	58.9	59.2	65.6	65.2	YES		59.0	59.0
S-R362	446 Nancy Dr	58.2	58.8	59.7	6.65	66.7	66.2	YES		58.3	58.5
S-R363	420 Wright Way	55.2	55.7	26.7	299	9'29	67.3	YES		60.1	60.2
S-R364	422 Wright Way	54.5	55.0	26.0	56.1	8.99	66.5	YES		60.2	60.2
S-R365	424 Wright Way	54.0	54.5	55.5	9'55	65.5	65.2	S∃A		6.09	60.4
S-R366	425 Wright Way	57.8	58.4	59.3	5.65	8.99	66.4	YES	-	58.1	58.3
S-R367	426 Wright Way	53.9	54.5	55.5	9'55	62.9	65.5	YES	-	60.2	60.3
S-R368	427 Wright Way	57.6	58.2	59.0	59.2	66.2	62.9	YES		57.7	57.9
S-R369	428 Wright Way	54.0	54.5	55.5	22'5	62.9	65.5	YES	-	60.2	60.3
S-R370	429 Wright Way	57.4	58.0	58.9	59.1	65.8	65.5	YES		57.2	57.5
S-R371	430 Wright Way	53.6	54.2	55.2	55.3	64.5	64.1	ON	-	0.09	60.1
S-R372	432 Wright Way	53.8	54.4	55.4	52.5	65.3	64.9	ON		0.09	60.1
S-R373	433 Wright Way	57.6	58.2	59.1	26'3	66.5	66.1	S ES	'Z.Z	27.7	58.0
S-R374	434 Wright Way	53.2	53.7	54.7	54.9	63.5	63.3	ON	it II	57.8	57.9
S-R375	435 Wright Way	57.6	58.2	29.0	2.65	66.2	62.9	S ES	wa	9.73	57.8
S-R376	436 Wright Way	53.5	54.1	55.0	55.2	64.5	64.2	ON	our	6.65	0.09
S-R377	437 Wright Way	57.6	58.2	59.1	26.3	66.3	62.9	S ES	ιος	27.7	58.0
S-R378	438 Wright Way	53.7	54.2	55.2	25.3	65.0	64.7	ON	TT-	0.09	60.1
S-R379	439 Wright Way	57.4	58.0	58.8	0.65	65.7	65.4	S ES	181	57.2	57.5
S-R380	440 Wright Way	53.3	53.8	54.8	6'4'9	64.0	63.7	ON	N N	6.65	0.09
S-R381	441 Wright Way	57.1	57.7	58.6	8'85	65.4	65.1	ON	NΕ/	8.95	57.1
S-R382	442 Wright Way	53.2	53.7	54.7	6'4'3	83.8	63.5	ON	-	6.65	0.09
S-R383	444 Wright Way	53.1	53.7	54.6	54.8	63.5	63.2	ON		6.53	56.1
S-R384	445 Wright Way	57.2	57.8	58.7	58.9	65.7	65.3	YES		57.2	57.5
S-R385	446 Wright Way	53.2	53.8	54.7	6.45	63.9	63.7	ON		6.65	0.09
S-R386	447 Wright Wav	57.2	57.8	58.7	6'85	62'9	65.5	SEX		2.72	57.9





Table 3.5 Peak Hour Noise in Areas 10, 11

					All Noise Sensitive Areas	ensitive Ar	eas					
				Ar	Areas 10, 11 (S.NB1,		S.NB2)					
Area	Receiver ID	Physical Address	Existing AM	Existing PM	2040 No Build AM	2040 No Build PM	2040 Build AM	2040 BuildPM	Approach/ Exceed	Wall Protected	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed	2040 Build PM (dBA) proposed
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	NAC?	by	walls	walls
11	S-R387	448 Wright Way	53.5	54.0	55.0	55.1	65.3	64.9	NO		59.9	0.09
11	S-R388	449 Wright Way	57.3	57.9	58.8	58.9	66.5	66.1	YES		59.3	59.2
11	S-R389	450 Wright Way	53.2	53.8	54.8	54.9	64.7	64.4	NO		59.7	59.8
11	S-R390	451 Wright Way	56.9	57.5	58.3	9'85	65.5	65.2	YES		57.0	57.3
11	S-R391	452 Wright Way	53.6	54.2	55.1	25.2	66.1	65.7	YES		8.65	59.9
11	S-R392	454 Wright Way	53.5	54.1	55.0	22.5	66.1	9'59	YES		29.7	59.8
11	S-R393	456 Wright Way	53.1	53.7	54.6	54.8	64.1	63.9	ON		9.65	59.7
11	S-R394	458 Wright Way	53.3	53.9	54.8	0.33	65.1	64.8	ON		2.65	8.65
11	S-R395	460 Wright Way	53.2	53.8	54.7	6'4'9	65.1	64.7	ON		9.65	59.7
11	S-R396	462 Wright Way	53.1	53.7	54.6	54.8	64.3	64.1	ON		59.5	9.65
11	S-R397	463 Wright Way	26.8	57.6	58.4	9'85	65.7	65.4	YES		57.2	57.5
11	S-R398	464 Wright Way	53.1	53.8	54.7	54.8	64.9	64.6	ON		59.4	59.5
11	S-R399	465 Wright Way	26.7	57.5	58.2	58.5	65.2	64.9	ON		57.4	57.6
11	S-R400	466 Wright Way	53.2	53.8	54.7	54.8	65.2	64.9	ON	'S.S	2.09	60.5
11	S-R401	467 Wright Way	56.3	57.1	57.9	58.1	64.9	64.6	NO	τII	58.5	58.7
11	S-R402	468 Wright Way	53.2	53.9	54.8	54.9	65.2	64.8	NO	ewl	59.5	59.5
11	S-R403	470 Wright Way	53.3	53.9	54.8	54.9	65.0	64.6	NO	oun	59.4	59.5
11	S-R404	472 Wright Way	53.1	53.8	54.7	54.8	63.8	63.5	NO	ιος	59.2	59.3
11	S-R405	474 Wright Way	53.1	53.7	54.6	54.8	63.0	62.8	NO	TT-	59.0	59.1
11	S-R406	475 Wright Way	56.9	57.7	58.5	285	64.9	64.6	NO	181	57.2	57.5
11	S-R407	476 Wright Way	52.6	53.2	54.1	24.2	61.6	61.4	ON	N N	54.8	55.1
11	S-R408	477 Wright Way	57.0	57.8	58.6	8'85	64.9	64.6	ON	NE/	57.1	57.4
11	S-R409	478 Wright Way	52.9	53.6	54.4	54.6	62.2	62.0	NO		57.2	57.3
11	S-R410	479 Wright Way	56.4	57.2	58.0	28.5	64.7	64.4	ON		57.1	57.4
11	S-R411	480 Wright Way	52.0	52.7	53.5	23.7	60.2	60.1	NO		53.0	53.2
11	S-R413	447 Opal Dr	55.6	56.2	57.0	57.2	61.9	61.7	NO		55.6	55.9
11	S-R414	449 Opal Dr	56.1	26.7	57.5	57.7	62.6	62.4	ON		6:95	57.1





Table 3.5 Peak Hour Noise in Areas 10, 11

			1	All Noise Sensitive Areas	ensitive Ar	eas					
H			Ar	eas 10, 11	Areas 10, 11 (S.NB1, S.NB2)	NB2)					
Receiver ID	Physical Address	Existing	Existing PM	2040 No Build AM	2040 No Build PM	2040 Build AM	2040 BuildPM	Approach/ Exceed	Wall	2040 Build 2040 Build AM (dBA) PM (dBA)	2040 Build PM (dBA)
		(dBA)	(dBA)	(dBA)			(dBA)	NAC?	by	proposed walls	proposed walls
Н	451 Opal Dr	6.95	57.5	58.4	58.6	63.7	63.4	ON		26.7	56.9
Н	453 Opal Dr	8.95	57.4	58.2	58.4	64.3	64.0	NO		57.1	57.3
Н	454 Opal Dr	56.5	57.1	57.9	58.1	63.9	9.89	ON		26.7	56.9
\vdash	455 Opal Dr	56.9	57.6	58.4	58.6	65.0	64.6	ON		57.5	57.7
Н	456 Opal Dr	26.8	57.4	58.2	58.4	64.5	64.2	ON		57.2	57.4
\vdash	457 Opal Dr	26.0	9.95	57.5	57.6	65.0	64.7	ON		6.95	57.1
\vdash	458 Opal Dr	57.2	57.9	58.7	58.8	65.3	64.9	ON		57.7	57.9
\vdash	459 Opal Dr	55.8	56.4	57.2	57.4	65.2	64.9	ON		57.1	57.2
\vdash	460 Opal Dr	57.6	58.2	59.1	59.5	62.9	65.5	YES		58.3	58.5
\vdash	462 Opal Dr	58.0	58.7	59.5	2.65	8.99	66.3	YES		58.7	58.9
Н	463 Opal Dr	54.0	54.5	55.6	2.53	8'99	0'99	YES		60.1	60.2
\vdash	464 Opal Dr	58.4	59.0	59.8	0.09	67.2	8'99	YES		9.65	265
Н	465 Opal Dr	54.4	55.0	26.0	56.1	67.2	8'99	YES		61.4	61.4
Н	467 Opal Dr	54.5	55.0	56.1	56.1	5'29	0'.29	YES	,S'S	60.3	60.3
\vdash	469 Opal Dr	53.9	54.4	55.5	55.5	8'99	66.3	YES	τII	60.2	60.2
Т	471 Opal Dr	54.1	54.7	55.7	55.8	67.3	8.99	YES	вw	60.3	60.2
Н	473 Opal Dr	53.5	54.1	55.1	22'5	€'99	8'59	YES	pur	60.2	60.1
	475 Opal Dr	54.2	54.8	55.8	8:55	67.3	2'99	YES	ιος	60.2	60.1
H	479 Opal Dr	54.7	55.2	56.2	2.95	67.4	8'99	YES	ττ-	60.2	60.1
Н	481 Opal Dr	57.7	58.2	59.2	2.65	67.4	0.79	YES	181	60.2	60.1
	483 Opal Dr	58.7	59.7	60.2	60.1	67.5	1.79	YES	N N	60.3	60.2
Т	485 Opal Dr	58.8	59.3	60.2	60.1	9'99	66.4	YES	NE/	60.5	60.4
Н	431 Viewmont Dr	55.3	26.0	26.7	6'95	61.7	61.5	ON		55.9	56.1
	433 Viewmont Dr	55.4	26.0	26.8	0.72	61.9	61.8	ON		56.1	56.3
\vdash	435 Viewmont Dr	55.8	56.5	57.3	57.4	62.7	62.5	ON		26.7	56.9
Н	436 Viewmont Dr	26.0	26.7	57.4	9.75	62.8	62.6	NO		26.8	57.0
	437 Viewmont Dr	55.7	56.4	57.2	57.3	63.0	67.9	ON		9.95	26.8





Table 3.5 Peak Hour Noise in Areas 10, 11

					All Noise Sensitive Areas	Insitive Are	sas					
				Ar	Areas 10, 11 (S.NB1, S.NB2)	(S.NB1, S.I	NB2)					
Area	Receiver ID	Physical Address	Existing AM	Existing PM	0 5	2040 No Build PM	2040 Build AM	2040 BuildPM	Approach/ Exceed	ا Pro	2040 Build 2040 Build AM (dBA) PM (dBA) proposed proposed	2040 Build PM (dBA) proposed
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	NAC?	by	walls	walls
11	S-R443	438 Viewmont Dr	56.3	57.0	57.7	57.9	63.3	63.1	ON		57.3	57.4
11	S-R444	439 Viewmont Dr	55.6	56.2	57.1	57.2	63.9	63.8	NO		57.0	57.0
11	S-R445	440 Viewmont Dr	56.6	57.2	58.0	58.2	63.6	63.4	NO		57.6	57.7
11	S-R446	441 Viewmont Dr	55.6	56.2	57.0	57.2	64.1	63.9	NO		6.95	57.0
11	S-R447	442 Viewmont Dr	57.0	57.6	58.4	58.5	64.1	63.9	NO		58.1	58.2
11	S-R448	443 Viewmont Dr	55.8	56.4	57.3	57.4	63.2	63.0	NO		57.3	57.4
11	S-R449	444 Viewmont Dr	57.4	58.0	58.8	58.9	64.8	64.6	ON		58.7	58.8
11	S-R450	446 Viewmont Dr	57.2	57.8	58.6	58.7	65.1	64.9	ON		59.0	59.0
11	S-R451	448 Viewmont Dr	57.4	57.9	58.8	58.8	66.2	62.9	S ES	'Z.Z	5'65	59.4
11	S-R452	509 Waterwheel Falls Dr	55.8	56.5	57.2	57.3	62.4	62.2	ON	I llewl	56.9	57.0
11	S-R453	513 Waterwheel Falls Dr	55.9	56.5	57.3	57.4	62.8	62.7	ON	punos	57.3	57.4
11	S-R455	517 Waterwheel Falls Dr	55.7	56.3	57.1	57.2	63.2	63.1	ON	TT-I 8I	57.2	57.2
11	S-R456	521 Waterwheel Falls Dr	55.8	56.4	57.2	57.3	64.1	63.8	ON	NEM N	57.4	57.4
11	S-R457	525 Waterwheel Falls Dr	55.9	56.5	57.4	57.4	64.7	64.5	ON		2.65	59.5
11	S-R458	528 Waterwheel Falls Dr	58.4	58.9	8:69	59.6	65.5	65.4	YES		60.2	60.2
11	S-R459	1 Fiesta Henderson	58.0	58.5	59.4	59.3	65.1	64.9	ON		9:65	59.6
11	S-R460	UNDER DEVELOPMENT	61.7	62.1	63.0	62.7	64.5	64.5	NO		62.0	62.0
11	S-R461	UNDER DEVELOPMENT	58.6	59.3	6.63	59.7	62.5	62.7	ON		6.09	60.4
11	S-R462	UNDER DEVELOPMENT	61.6	62.2	63.3	63.4	63.5	63.9	NO		61.8	62.2





Table 4: New Soundwall Feasibility, Reasonableness, and Cost



Table 4: New Soundwall Feasibility, Reasonableness, and Cost

Total Receivers	Total Receivers	1st R Total Recei Receivers abo	1st Row Receiver above	ow ver	1st Row Empacted*	Benefited* 1st row	Total Impacted*	Total Total Insertion Met Impacted Benefited Loss Feasibility Boosings Receivers (ARA) Criteria?	Insertion Loss	Met Feasibility	Cost Allowance?	Barrier	Dimensi	Barrier Dimensions (ft)	Estimated Cost	Cost Effective?
NAC	NAC	Necelvers	Necelvers				neceivers	NECELNEL S	(van)			Height	Length	SQFT		
Viento Del Montagna Ave/ Montagna Mirage St/ Casa Del Fuego St/ Vallejo Verde 37 108 23 35 20 St/ Vista Del Mar St/ La Laguna St	37 108 23 35	23 35	35		20	P	107	49	6.5	YES 20 of 37	\$2,450,000	11.5 & 13.5	11.5 & 1492 & 13.5 3057	58427.5	58427.5 \$2,044,963	YES
UPRR structure trailing 90 176 23 17 48 Horizon Dr offramp 176 23 17 48	176 23 17	23 17	17		48		42	82	5.8	YES 48 of 90	\$4,100,000 11.5		6240	71760	71760 \$2,511,600	YES
I-11 NB from Horizon 75 251 44 73 62	75 251 44 73	44 73	73	1000	62		238	234	6.7	YES 62 of 75	\$11,700,000	15.5	6324	98022	\$3,430,770	YES

*Benefited defined as a rounded 5 dBA noise reduction or greater from 2040 Build no wall condition *impact defined as a rounded 5 dBA noise increase from existing condition

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s cost averaging allowed per NDOT policy





5. Construction Noise

Construction noise would be temporary, intermittent, and the intensity would vary for different areas of the project and the construction activity. Construction operations will adhere to local construction noise ordinances. Mitigation measures for stationary and mobile equipment shall be addressed in the contract documents; as needed, and could address placement, hours of operation, noise level limits, or proper maintenance of equipment.





6. Information for Local Officials

NDOT will evaluate future changes in traffic noise impacts, if necessary, per NDOT policy. Local officials and municipalities must evaluate compatibility of development in proximate to traffic noise sources. Noise sensitive land developments should not occur near a road or highway that would cause a related traffic noise impact. If incompatible development is allowed, it will be incumbent on local entities to provide any consequential traffic noise abatement measure needed outside of right-of-way.





7. References

Code of Federal Regulations [CFR]. 2010. <u>Title 23 CFR Part 772—Procedures for Abatement of Highway Traffic Noise and Construction Noise</u>.

https://www.fhwa.dot.gov/environment/noise/regulations and guidance/

Federal Highway Administration. 1998. <u>Traffic Noise Model Technical Manual</u>. Report No. FHWA-PD-96-010. Washington DC. February.

Federal Highway Administration. 2006. <u>Roadway Construction Noise Model User Guide</u>. <u>https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/rcnm/rcnm01.cfm</u>

Federal Highway Administration. 2011. <u>Highway Traffic Noise: Analysis and Abatement</u> Guidance, Document Number FHWA-HEP-10-025.

https://www.fhwa.dot.gov/Environment/noise/regulations and guidance/analysis and abatement guidance/polguide02.cfm

Nevada Department of Transportation. 2018. <u>NDOT Traffic and Construction Noise Analysis and Abatement Policy</u>. <u>https://www.dot.nv.gov/Home/ShowDocument?id=14255</u>





8. Appendix A: Traffic Data

Existing Peak Hour Traffic Volumes

Peak Hour	Traffic \	/olume	s and S	peeds				
Existing 20:								
I-215 between Valle Verde ramps	Autos	97%		dium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	4821	6189	100	128	50	64	4970	6380
I-215 between Valle Verde to Stephanie			Med	lium	Heavy	Trucks		
	Autos	97%	Truck	ks 2%	1	%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	5268	6567	109	136	55	68	5430	6770
I-215 between Stephanie ramps	Autos	97%		tium ks 2%		Trucks %	То	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	4744	5355	98	111	49	56	4890	5520
I-215 between Stephanie to Gibson	Autos	97%		dium ks 2%	1 -	Trucks %	То	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	3997	6034	83	125	42	63	4120	6220
I-215 between Gibson ramps	Autos	97%		dium ks 2%	1 -	Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	3997	5219	83	108	42	54	4120	5380
I-215 Gibson ramp to SR564 connection	Autos	97%		dium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	4462	5617	92	116	46	58	4600	5790
I-215 becomes SR564 Lake Mead Parkway	Autos	97%		tium		Trucks	To	tal
				ks 2%	_	%		
Peak Hour Estimate (EB)	AM	PM	AM	PM	AM	PM	AM	PM
	1164	1776	24	37 dium	12	19	1200	1830
SR564 all EB ramps merged	Autos	97%		ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)								
	1882	2891	39	60	20	30	1940	2980
SR564 Eastgate Intersection		2891	Med	60 dium ks 2%	Heavy	30 Trucks %		2980 otal
SR564 Eastgate Intersection			Med	tium	Heavy	Trucks		
SR564 Eastgate Intersection Peak Hour Estimate (EB)	Autos	97%	Med	lium ks 2%	Heavy 1	Trucks %	То	tal
Peak Hour Estimate (EB) SR564 Eastgate Intersection to eastern	Autos AM 1727	97% PM	Med Truck AM 36 Med	hium ks 2% PM 54	Heavy 1 AM 18 Heavy	Trucks % PM 27 Trucks	AM 1780	otal PM
Peak Hour Estimate (EB)	Autos AM 1727	97% PM 2600	Med Truck AM 36 Med	dium ks 2% PM 54	Heavy 1 AM 18 Heavy	Trucks % PM 27	AM 1780	PM 2680





Peak Hour	Traffic	Volume	s and S	peeds				
Existing 201								
east of SR564 Eastgate intersection	Auto	97%	Med	dium	Heavy	Trucks	To	otal
	Auto	5 3 7 7 6	Truck	ks 2%	1	%	10	rtai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	3066	2785	64	59	32	30	3160	2870
SR564 Eastgate intersection	Auto	97%		dium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	3357	2600	70	54	35	27	3460	2680
SR564 Eastgate intersection to EB2NB			Med	tium	Heavy	Trucks		
ramp	Auto	97%	Truc	ks 2%	1	%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	2639	2600	55	54	28	27	2720	2680
SR564 EB2NB to EB to SB ramp	Auto	97%	Med	dium	Heavy	Trucks	Te	otal
	Auto	5170	Truck	ks 2%	1	%	10	/tai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	2571	2309	53	48	27	24	2650	2380
SR564 EB2SB to WB 215	Auto	97%	Med	dium	Heavy	Trucks	To	otal
	, idea		Truc	ks 2%	1	%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	2571	2183	53	45	27	23	2650	2250
WB 215 to WB Gibson offramp	Auto	97%		dium		Trucks	To	tal
				ks 2%	_	%		
Peak Hour Estimate (WB)	AM	PM	AM	PM	AM 54	PM	AM	PM
• •	5229	5229	108	108 dium		54 Trucks	5390	5390
WB215 between Gibson ramps	Auto	97%		ks 2%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	4656	4686	96	97	48	49	4800	4830
WB215 WB Gibson onramp to Stephanie				dium		Trucks		
offramp	Auto	97%		ks 2%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	4656	5588	96	116	48	58	4800	5760
WB215 between Stephanie ramps		070/	Med	tium	Heavy	Trucks	_	
	Auto	97%	Truc	ks 2%	1	%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	4656	4850	96	100	48	50	4800	5000
WB215WB Stephanie onramp to Valle	Auto	97%	Med	dium	Heavy	Trucks	Te	tal
Verde offramp	Auto	31/0	Truck	ks 2%	1	%	10	, cui
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	5355	6170	111	128	56	64	5520	6360
WB215 WB Valle Verde offramp to end of	Auto	97%	l	dium		Trucks	To	tal
project		2.70	Truck	ks 2%	1	%		
Peak Hour Estimate (WB)	AM 4511	PM 5520	AM 93	PM 114	AM 47	PM 57	AM 4650	PM 5690





Peak Hour	Traffic \	Volume	s and S	peeds				
Existing 20								
Valle Verde EB onramp		97%	Med	lium ks 2%		Trucks %	То	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	447	379	10	8	5	4	460	390
Existing 20	17-Valle	e Verde	WB of	framp				
Valle Verde WB offramp	Auto	97%		tium ks 2%		Trucks %	То	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	427	650	9	14	5	7	440	670
Existing 2	017-Ste	phanie						
Stephanie EB offramp	Autos	97%	Med	lium	Heavy	Trucks	To	tal
	Auto	3770	Truck	ks 2%	1	%		cui
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	1194	1213	25	25	13	13	1230	1250
Existing 2	017-Ste	phanie						
Stephanie EB onramp	Auto	97%		lium ks 2%		Trucks %	То	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	679	689	14	15	7	8	700	710
Existing 20	017-Ste	phanie '						
Stephanie WB offramp	Autos	97%		lium ks 2%	1	Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	844	738	18	16	9	8	870	760
	017-Ste	phanie	WB on	ramp				
Existing 20	017 500							
Existing 20 Stephanie WB onramp		97%		lium ks 2%		Trucks %	To	otal
							To AM	otal PM





Peak Hour	Traffic	/olume	c and S	needs				
	g 2017-							
Stephanie Road southern limits to EB ramp		•		tium	Heavy	Trucks		
intersection	Autos	97%	Truck	ks 2%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	990	1340	21	28	11	15	1020	1380
Peak Hour Estimate (SB)	1261	1446	26	30	13	15	1300	1490
Stephanie Road EB ramp intersection	Autos	97%		lium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	990	806	21	17	11	9	1020	830
Peak Hour Estimate (SB)	912	1009	19	21	10	11	940	1040
Stephanie Road EB ramp intersection to	Autos	97%		lium	1	Trucks	To	tal
WB ramps intersection				(s 2%	_	%		
Dool House Fationate (ND)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB) Peak Hour Estimate (SB)	1834	1970	38	41	19	21	1890	2030
Peak Hour Estimate (SB)	1077	1165	23	23	12	13	1110	1200
Stephanie Road WB ramps intersection	Autos	97%		lium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1252	1591	26	33	13	17	1290	1640
Peak Hour Estimate (SB)	291	466	6	10	3	5	300	480
Stephanie Road WB ramps intersection to northern limits	Autos	97%		lium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1310	1252	27	26	14	13	1350	1290
Peak Hour Estimate (SB)	961	1417	20	30	10	15	990	1460
Existing	2017 G	ibson E	B offra	mp				
Gibson EB offramp	Autos	97%		tium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	757	815	16	17	8	9	780	840
Existing	2017-G	ibson E	B onra	mp				
Gibson EB onramp	Auto	97%		lium ks 2%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)					5	5		410





Peak Hour	Traffic \	Volume	s and S	needs				
Existing								
Gibson WB offramp		s 97%	Med	tium ks 2%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	573	544	12	12	6	6	590	560
Existing	2017-G	ibson V	/B onra	mp				
Gibson WB onramp	Autos	s 97%		tium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	291	194	6	4	3	2	300	200
Exist	ing 201	7 Gibso	n Road					
Gibson Road southern limits to EB ramp intersection	Auto	s 97%		tium ks 2%	1 -	Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1000	670	21	14	11	7	1030	690
Peak Hour Estimate (SB)	495	1349	11	28	6	14	510	1390
Gibson Road EB ramp intersection	Autos	s 97%		dium ks 2%	1 -	Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	718	624	15	11	8	6	740	540
Peak Hour Estimate (SB)	398	883	9	19	5	10	410	910
Gibson Road EB ramp intersection to WB ramps intersection	Auto	s 97%		dium ks 2%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1378	883	29	19	15	10	1420	910
Peak Hour Estimate (SB)	583	1136	13	25	7	13	600	1170
Gibson Road WB ramps intersection	Autos	s 97%		tium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1087	689	23	15	12	8	1120	710
Peak Hour Estimate (SB)	447	893	10	19	5	10	460	920
Gibson Road WB ramps intersection to northern limits	Autos	s 97%		dium ks 2%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1514	990	32	21	16	11	1560	1020
Peak Hour Estimate (SB)	864	2310	18	37	9	25	890	2380





Peak Hour	Traffic	Volume	s and S	needs				
	ng 2017							
				dium	Heavy	Trucks	_	
I-11 southern limits to Horizon interchange	Auto	s 96%	Truc	ks 1%		%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	2036	2218	22	24	64	70	2120	2310
	Auto	- 0.69/	Med	tium	Heavy	Trucks	т.	**!
I-11 between Horizon ramps	Auto	s 96%	Truc	ks 1%	3	%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	2036	2218	22	24	64	70	2120	2310
I-11 Horizon ramps to ramps split SR564 &	Auto	s 96%	Med	tium	Heavy	Trucks	To	tal
I-215	Auto	3 3076	Truc	ks 1%	3	%		cai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	3629	3351	38	35	114	105	3780	3490
	Auto	s 96%		dium		Trucks	To	tal
I-515 SR564/I215 split to NB SR564 onramp				ks 1%		%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	2612	2189	28	23	82	69	2720	2280
I-515 NB SR564 onramp to NB Auto Show	Auto	s 96%		dium		Trucks	To	tal
offramp				ks 1%		%		
Deel Herry Settler to (ND)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	3322	2823	35	30	104	89	3460	2940
I-515 NB Auto Show offramp to EB215	Auto	s 96%		dium		Trucks	To	tal
onramp		2004		ks 1%		%	^^	D14
Peak Hour Estimate (NB)	AM	PM	AM	PM	AM	PM	AM	PM
	3053	2564	32	27 tium	96	81 Trucks	3180	2670
I-515 NB EB215 onramp NB Auto Show	Auto	s 96%		ks 1%		%	To	tal
onramp	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	4772	4436	50	47	150	139	4970	4620
I-515 NB Auto Show onramp to NB Sunset				dium		Trucks	4370	4020
offramp	Auto	s 96%		ks 1%		%	To	tal
omanip	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	5060			53			5270	5210
		5002	53		159	157	5270	5210
I-515 NB Sunset offramp to NB Galleria			53 Med	53	159 Heavy			5210 tal
		5002	53 Med	53 dium	159 Heavy	157 Trucks		
I-515 NB Sunset offramp to NB Galleria	Auto	5002 s 96%	53 Med Truck	53 dium ks 1%	159 Heavy 3	157 Trucks %	То	tal
I-515 NB Sunset offramp to NB Galleria offramp	Auto AM 4436	5002 s 96% PM 4234	53 Med Truck AM 47	53 dium ks 1% PM	159 Heavy 3 AM 139	157 Trucks % PM	AM 4620	PM 4410
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB)	Auto AM 4436	5002 s 96% PM	53 Med Truck AM 47 Med	53 dium ks 1% PM 45	159 Heavy 3 AM 139 Heavy	157 Trucks % PM 133	AM 4620	etal PM
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB) I-515 NB Galleria offramp to NB Sunset onramp	Auto AM 4436	5002 s 96% PM 4234	53 Med Truck AM 47 Med	53 dium ks 1% PM 45 dium	159 Heavy 3 AM 139 Heavy	157 Trucks % PM 133 Trucks	AM 4620	PM 4410
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB) I-515 NB Galleria offramp to NB Sunset	Auto AM 4436 Auto	5002 s 96% PM 4234 s 96%	53 Med Truck AM 47 Med Truck	53 dium ks 1% PM 45 dium ks 1%	159 Heavy 3 AM 139 Heavy	157 Trucks % PM 133 Trucks	AM 4620	PM 4410 otal
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB) I-515 NB Galleria offramp to NB Sunset onramp	Auto AM 4436 Auto AM 4196	5002 s 96% PM 4234 s 96% PM 3773	53 Med Truck AM 47 Med Truck AM 44	53 dium ks 1% PM 45 dium ks 1%	159 Heavy 3 AM 139 Heavy 3 AM	157 Trucks % PM 133 Trucks %	To AM 4620 To AM 4370	PM 4410 etal PM 3930
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB) I-515 NB Galleria offramp to NB Sunset onramp Peak Hour Estimate (NB)	Auto AM 4436 Auto AM 4196	5002 s 96% PM 4234 s 96% PM	53 Med Trud AM 47 Med Trud AM 44 Med	53 dium ks 1% PM 45 dium ks 1% PM 45 dium ks 1% PM 40	159 Heavy 3 AM 139 Heavy 3 AM 132 Heavy	157 Trucks % PM 133 Trucks % PM 1118	To AM 4620 To AM 4370	PM 4410 otal
I-515 NB Sunset offramp to NB Galleria offramp Peak Hour Estimate (NB) I-515 NB Galleria offramp to NB Sunset onramp Peak Hour Estimate (NB) I-515 NB Sunset onramp to northern	Auto AM 4436 Auto AM 4196	5002 s 96% PM 4234 s 96% PM 3773	53 Med Trud AM 47 Med Trud AM 44 Med	53 dium ks 1% PM 45 dium ks 1% PM 40 dium	159 Heavy 3 AM 139 Heavy 3 AM 132 Heavy	157 Trucks % PM 133 Trucks % PM 118 Trucks	To AM 4620 To AM 4370	PM 4410 etal PM 3930





Peak Hour	Traffic '	Volume	s and S	peeds				
	ng 2017							
I-515 SB northern project limit to SB Sunset				dium	Heavy	Trucks	т.	4-1
offramp	Auto	s 96%	Truc	ks 1%	3	%	10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	4253	4810	45	51	133	151	4430	5010
I-515 SB Sunset offramp to SB Galleria	Auto	s 96%	Med	dium	Heavy	Trucks	To	otal
onramp	Auto		Truc	ks 1%	3	%		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	3581	4071	38	43	112	128	3730	4240
I-515 SB SB Galleria onramp to SB Sunset	Auto	s 96%		dium	1 -	Trucks	To	otal
onramp	71		Truc	ks 1%	3	%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	3908	4532	41	48	123	142	4070	4720
I-515 SB Sunset onramp to SB Auto Show	Auto	5 96%		dium		Trucks	To	otal
off				ks 1%	_	%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	4272	5338	45	56	134	167	4450	5560
I-515 SB Auto Show off to EB SR564 &	Auto	s 96%		dium		Trucks	To	otal
WB215 split				ks 1%	3	%		
D. I. I. (00)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	3639	3850	38	41	114	121	3790	4010
I-515 SB EB SR564 & WB215 split to SB	Auto	s 96%		dium		Trucks	To	tal
Auto Show onramp				ks 1%	_	%		
Deel, Herry Fetimente (CD)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	1316	1863	14	20	42	59	1370	1940
I-515 SB Auto Show onramp to I-11 WB2SB	Auto	s 96%		dium		Trucks	To	tal
ramp				ks 1%	_	%		
Deel Herry Settler to (CD)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	1556	2295	17	24	49	72	1620	2390
	Auto	s 96%		dium		Trucks	To	tal
I-11 SB WB2SB ramp to EB2SB ramp				ks 1%	_	%		
Dook Hour Estimato (CP)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	1623	4224	17	44	51	132	1690	4400
l	Auto	96%		dium		Trucks	To	tal
I-11 SB EB2SB ramp to SB Horizon offramp				ks 1%	_	%		
Dook Hour Estimato (CD)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	3168	4359	33	46	99	137	3300	4540
I-11 SB SB Horizon offramp to southern	Auto	96%	l	dium		Trucks	To	tal
limits		D1.4		ks 1%		%	A 1 4	D1.4
Peak Hour Estimate (SB)	AM	PM	AM	PM	AM	PM	AM	PM
reak Hour Estimate (SB)	2352	2544	25	27	74	80	2450	2650





Peak Hour	Traffic '	Volume	s and S	peeds				
Existing				_				
	Auto	96%		lium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	192	192	2	2	6	6	200	200
Existing	2017 N	B Horiz						
	Auto	96%		tium ks 1%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	490	1133	6	12	16	36	510	1180
Existing	2017 SI	B Horizo						
	Auto	96%		dium ks 1%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	816	1815	9	19	26	57	850	1890
Existing	2017 S	B Horiz	on onra	mp				
	Auto	s 96%		tium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	144	250	2	3	5	8	150	260
Exist	ing 2017	7 Horizo	n Road					
Horizon Road western limits to SB ramp intersection	Auto	s 96%		lium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	797	894	9	10	25	29	830	930
Peak Hour Estimate (WB)	58	1019	1	11	2	33	60	1060
Horizon Road SB ramp intersection	Auto	s 96%		dium ks 1%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	730	730	8	8	23	23	760	760
Peak Hour Estimate (WB)	-	-	-	-	-	-	-	-
Horizon Road SB ramp intersection to NB ramps intersection	Auto	96%		lium ks 1%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	1344	1949	14	21	42	61	1400	2030
Peak Hour Estimate (WB)	384	663	4	7	12	21	400	690
Horizon Road NB ramps intersection	Auto	s 96%	l	tium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	-	-	-	-	-	-	-	-
Peak Hour Estimate (WB)	308	509	4	. 6	10	16	320	530
Horizon Road NB ramps intersection to eastern project limits	Auto	s 96%	l	lium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	970	1709	11	18	31	54	1010	1780
Peak Hour Estimate (WB)	308	509	4	6	10	16	320	530





Peak Hour	Traffic	Volume	s and S	peeds				
Existing	2017 N	IB Suns	et offra	mp				
	Auto	s 96%		dium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	624	768	7	8	20	24	650	800
Existing	2017 N	IB Suns	et onra	mp				
	Auto	s 96%		dium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	168	836	2	9	6	27	175	870
Existing	2017 S	B Sunse	et offra	mp				
	Auto	s 96%		dium ks 1%		Trucks %	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	672	740	7	8	21	24	700	770
Existing	2017 8	B Sunse	et onra	mp				
	Auto	s 96%		dium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	365	807	4	9	12	26	380	840
Exist	ting 201	7 Sunse	t Road					
Sunset Road western limits to SB ramp	Auto	s 96%	Med	tium	Heavy	Trucks	To	tal
intersection	71410		Truck	ks 1%	3	%		
- 1	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	664	1009	7	9	23	33	690	1050
Peak Hour Estimate (WD)	1133	1095	12	12 lium	36	35 Trucks	1180	1140
Sunset Road SB ramp intersection		96%	Truck	ks 1%	3	%		tal
- 1	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	404	999	4	9	14	32	420	1040
Peak Hour Estimate (WB) Sunset Road SB ramp intersection to NB	749	759	8	8 tium	24	24 Trucks	780	790
ramps intersection	Auto	96%		ks 1%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	692	1009	8	12	23	32	720	1050
Peak Hour Estimate (WB)	865	1172				37	900	1220
Sunset Road NB ramps intersection	Auto	96%	l	lium ks 1%	3	Trucks %		tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	528	893	6	10	17	28	550	930
Peak Hour Estimate (WB)	528	1277	6	14	17	40 Tke	550	1330
Sunset Road NB ramps intersection to eastern project limits		96%	Truck	tium ks 1%	3	Trucks %		tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	826	1335	9	14	26	42	860	1390
Peak Hour Estimate (WB)	893	1556	10	17	29	49	930	1620





Peak Hour	Traffic \	Volume	s and S	peeds				
Existing 2	2017 NI	B Galler	ia offra	amp				
	Auto	s 96%	Med	dium	Heavy	Trucks	To	otal
	Auto	3 3070	Truck	ks 1%	3	%		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	240	461	3	5	8	15	250	480
Existing	2017 S	B Galler	ria onra	ımp				
	Auto	s 96%		dium		Trucks	To	otal
				ks 1%		%		
5 1 11 5 11 1 (55)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	327	461	4	5	11	15	340	480
Existing 2	017 SB	515 to I						
	Auto	s 96%		dium		Trucks	To	otal
	0.04	DNA		ks 1%		% PM	444	DNA
Peak Hour Estimate	AM	PM	AM	PM 21	AM		AM 610	PM
	586	980	13	21	13	21	610	1020
Existing 2	017 385	13 (0 V		ramp dium	Heavy	Trucks		
	Autos	s 96%	1	ks 1%		%	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate	1738	1988	37	42	37	42	1810	2070
Existin	g 2017				-		2020	20.0
				dium	Heavy	Trucks	_	
	Autos	s 96%	Truck	ks 1%	3	%	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate	3264	3802	68	80	68	80	3400	3960
Existing 2017 E	B215 to	NB 51	5 (from	I-11 sp	lit)			
	Auto	s 96%	Med	dium	Heavy	Trucks	To	otal
	Auto	5 90%	Truck	ks 1%	3	%	10	otai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate	1719	1872	36	39	36	39	1790	1950
Existing :	2017 N	3 I-11 to						
	Auto	s 96%	1	dium		Trucks	To	tal
	***	200		ks 1%		%	***	514
Dank Have Estimate	AM	PM	AM 3	PM	AM 3	PM 3	AM	PM
Peak Hour Estimate	125	135		3	3	3	130	140
Existing				z15 dium	Heave	Trucks		
	Autos	s 96%		ks 1%		%	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate	1018	1162	22	25	22	25	1060	1210
Existing 20								
			_	dium	Heavy	Trucks	_	
	Auto	s 96%	1	ks 1%		%	To	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate	711	634	15	14	15	14	740	660
Existing 2	017 W	B SR 56	4 to SB	I-11				
	Auto	069/	Med	dium	Heavy	Trucks	Ta	stal
	Auto	s 96%	Truck	ks 1%	3	%	10	otal
	AM	PM	AM	PM	AM	PM	AM	PM
	AIVI		7				7 11 11	





2040 No Build Peak Hour Traffic Volumes

Peak Hour Traffic Volumes and Speeds											
2040 No Bu											
	Austra	s 97%	Med	tium	Heavy	Trucks	т.	otal			
I-215 between Valle Verde ramps	Auto	59/%	Truck	ks 2%	1	%	"	otai			
•	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	6470	7654	134	158	67	79	6670	7890			
	Auto	s 97%	Med	lium	Heavy	Trucks	T	otal			
I-215 between Valle Verde to Stephanie	Auto	5 9 / 70	Truck	ks 2%	1	%	10	otai			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	7081	8372	146	173	73	87	7300	8630			
	Autos	s 97%	Med	tium	Heavy	Trucks	To	otal			
I-215 between Stephanie ramps	Auto			ks 2%		%					
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	5656	6984	117	144	59	72	5830	7200			
	Auto	s 97%		dium	1	Trucks	To	otal			
I-215 between Stephanie to Gibson				ks 2%		%					
Deel Herr February (FR)	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	6538	8313	135	172	68	86	6740	8570			
	Autos 97%			dium	Heavy Trucks 1%		To	otal			
I-215 between Gibson ramps				ks 2%							
Peak Hour Estimate (EB)	5578	PM	115	PM	AM 58	PM	AM 5750	PM 7400			
reak flour Estimate (EB)	55/8	7178		148 tium		74 Trucks	5/50	/400			
1 245 Cibarra and CD554 and adding	Auto	s 97%		ks 2%			To	otal			
I-215 Gibson ramp to SR564 connection	AM	PM	AM	PM	AM	% PM	AM	PM			
Peak Hour Estimate (EB)	6354	7625	131	158	66	79	6550	7860			
reak from Estimate (ES)	0004	7023		lium		Trucks	0330	7000			
I-215 becomes SR564 Lake Mead Parkway	Auto	s 97%		ks 2%		%	To	otal			
1-213 Decomes 3R364 Lake Mead Parkway	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	1911	1300	40	27	20	14	1970	1340			
,——,				lium		Trucks					
SR564 all EB ramps merged	Auto	s 97%		ks 2%		%	To	otal			
onso tan Estampo meigeu	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)		2551	71	74	36	37	3520				
			Med	lium	Heavy	Trucks	_				
SR564 Eastgate Intersection	Auto	s 97%	Truck	ks 2%		%	To	otal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	3260	2920	68	61	34	31	3360	3010			
SR564 Eastgate Intersection to eastern	Auto	. 079/	Med	lium	Heavy	Trucks	т.	otal			
limits	Auto	s 97%	Truck	ks 2%	1	%	"	otai			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	3425	3260	71	68	36	34	3530	3360			





Peak Hour Traffic Volumes and Speeds											
2040 No Bui	ld West	bound	I-215 &	SR564							
	Auto	97%	Med	lium	Heavy	Trucks	То	tal			
east of SR564 Eastgate intersection	Auto	9/70	Truck	(s 2%	1	%	10	ıtaı			
_	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	4288	4114	89	87	45	44	4420	4240			
	Auto	97%	Med	lium	Heavy	Trucks	To	tal			
SR564 Eastgate intersection	Auto	5 9 7 7 6	Truck	(s 2%	1	%	10	ıtaı			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	4123	3851	85	80	43	40	4250	3970			
SR564 Eastgate intersection to EB2NB	Auto	97%		lium	Heavy Trucks		To	tal			
ramp	71010		Truck	(s 2%	1%			·			
5 1 5 (245)	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	4589	4530	95	94	48	47	4730	4670			
	Auto	97%		lium	Heavy Trucks		To	tal			
SR564 EB2NB to EB to SB ramp			Truck		1%			Dr			
Peak Hour Estimate (WB)	AM	PM	AM	PM	AM	PM	AM	PM			
reak flour Estilliate (WD)	3143	3143	65	65	33	33 Trucks	3240	3240			
CDECA EDOCD A- IMP OAE	Auto	97%	Truck	lium		Trucks %	To	tal			
SR564 EB2SB to WB 215	A N A	PM	AM		AM	70 PM	AM	PM			
Peak Hour Estimate (WB)	AM 3027	2891	63	PM 60	32	30	3120	2980			
reak floar Estimate (WD)	3027	2091		lium		Trucks	3120	2900			
WB 215 to WB Gibson offramp	Auto	97%	Truck		1	%	To	tal			
WB 213 to WB Gibson on amp	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	7208	6878	149	142	75	71	7430	7090			
,				lium		Trucks					
WB215 between Gibson ramps	Auto	97%	Truck			%	To	tal			
WB213 between Gibson ramps	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	6422	6044	133	125	67	63	6620	6230			
WB215 WB Gibson onramp to Stephanie			Med	lium	Heavy	Trucks					
offramp	Auto	5 97%	Truck			%	То	tal			
·	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	7586	7081	157	146	79	73	7820	7300			
	Auto	97%	Med	lium	Heavy	Trucks	То	tal			
WB215 between Stephanie ramps	Auto	5 9 / 70	Truck	cs 2%	1	%	10	tai			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	6587	6286	136	130	68	65	6790	6480			
WB215WB Stephanie onramp to Valle	Auto	97%		lium		Trucks	To	tal			
Verde offramp			Truck	(s 2%		%		···			
5 1 11 5 11 1 1 1 1 1 1 1	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	7838	8265	162	171	81	86	8080	8520			
	f			Medium Heavy Trucks							
WB215 WB Valle Verde offramp to end of	Autos	97%					To	tal			
project		97%	Truck	rs 2%	1	%		tal			
	Autos AM 7402	97% PM 7537					AM 7630	PM 7770			





Peak Hour Traffic Volumes and Speeds											
2040 No Bu	uild Vall	le Verd	e EB on	ramp							
Valle Verde EB onramp	Autos	s 97%	Med Truck	lium cs 2%	Heavy Truck 1%		To	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	612	718	13	15	7	8	630	740			
2040 No Bu	ild Valle	e Verde	WB of	framp							
Valle Verde WB offramp	Autos 97% Medium Heavy Tru Trucks 2% 1%				To	tal					
-	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	437	718	9	15	5	8	450	740			
2040 No Build Stephanie EB offramp											
Stephanie EB offramp	Autos	s 97%	Med Truck	lium cs 2%		Trucks %	To	tal			
·	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	1426	1388	30	29	15	15	1470	1430			
2040 No B	uild Ste	phanie	EB onr	amp							
Stephanie EB onramp	Autos	s 97%	Med Truck	lium cs 2%		Trucks %	To	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	883	1329	19	28	10	14	910	1370			
2040 No Bu	uild Ste	phanie	WB off	ramp							
Stephanie WB offramp	Autos	s 97%		lium cs 2%		Trucks %	To	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	1009	806	21	17	11	9	1040	830			
2040 No Bu	uild Ste	phanie									
Stephanie WB onramp	Autos	s 97%	Med Truck	lium cs 2%	Heavy Trucks 1%		To	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (WB)	1261	1979	26	41	13	21	1300	2040			





Peak Hour	Peak Hour Traffic Volumes and Speeds										
	o Build										
Stephanie Road southern limits to EB ramp intersection	Auto	s 97%		lium ks 2%		Trucks %	To	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (NB)	1864	2173	40	45	20	23	1920	2240			
Peak Hour Estimate (SB)	1300	1960	27	41	14	21	1340	2020			
Stephanie Road EB ramp intersection	Auto	s 97%		lium ks 2%	Heavy Trucks 1%		То	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (NB)	1126	1009	24	21	12	11	1160	1040			
Peak Hour Estimate (SB)	835	1407	18	29	9	15	860	1450			
Stephanie Road EB ramp intersection to WB ramps intersection	Auto	s 97%		lium cs 2%		Trucks %	То	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (NB)	2086	1844	43	39	22	20	2150	1900			
Peak Hour Estimate (SB)	980	1572	21	33	11	17	1010	1620			
Stephanie Road WB ramps intersection	Autos 97%			lium ks 2%		Trucks %	То	tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (NB)	1446	1446	30	30	15	15	1490	1490			
Peak Hour Estimate (SB)	262	825	6	17	3	9	270	850			
				l:	Heavy Trucks		Total				
Stephanie Road WB ramps intersection to northern limits	Auto	s 97%	Med Truck	rs 2%		%	To	tal			
	Auto	97% PM					To AM	PM			
northern limits Peak Hour Estimate (NB)			Truck	cs 2%	1	%					
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB)	AM 1737 874	PM 1494 2407	Truck AM 36 19	PM 31 50	1 AM	% PM	AM	PM			
northern limits Peak Hour Estimate (NB)	AM 1737 874	PM 1494 2407	Truck AM 36 19	PM 31 50	AM 18 10	PM 16 26	AM 1790	PM 1540			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB)	AM 1737 874 Build G	PM 1494 2407	AM 36 19 B offra	PM 31 50	AM 18 10	% PM 16	AM 1790 900	PM 1540			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB) 2040 No Gibson EB offramp	AM 1737 874 Build G	PM 1494 2407 ibson E	Truck AM 36 19 B offra Med Truck AM	PM 31 50 mp	1° AM 18 10 Heavy 1° AM	PM 16 26	AM 1790 900	PM 1540 2480 tal			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB) 2040 No Gibson EB offramp Peak Hour Estimate (EB)	AM 1737 874 Build G Autos AM 961	PM 1494 2407 iibson E s 97% PM 1145	Truck AM 36 19 B offra Med Truck AM 20	9	18 18 10 Heavy	% PM 16 26 Trucks %	AM 1790 900	PM 1540 2480			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB) 2040 No Gibson EB offramp	AM 1737 874 Build G Autos AM 961	PM 1494 2407 iibson E s 97% PM 1145	Truck AM 36 19 B offra Med Truck AM 20	9	10 AM 18 10 Heavy 1' AM	PM 16 26 Trucks % PM 12	AM 1790 900 To	PM 1540 2480 tal			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB) 2040 No Gibson EB offramp Peak Hour Estimate (EB)	AM 1737 874 Build G Autos AM 961 Build G	PM 1494 2407 iibson E s 97% PM 1145	Truck AM 36 19 B offra Med Truck AM 20 B onra	9	AM 18 10 Heavy 1' AM 10 Heavy	PM 16 26 Trucks %	AM 1790 900 To AM 990	PM 1540 2480 tal			
northern limits Peak Hour Estimate (NB) Peak Hour Estimate (SB) 2040 No Gibson EB offramp Peak Hour Estimate (EB)	AM 1737 874 Build G Autos AM 961 Build G	PM 1494 2407 iibson E 97% PM 1145 iibson E	Truck AM 36 19 B offra Med Truck AM 20 B onra	PM 31 50 mp lium ss 2% PM 24 mp	AM 18 10 Heavy 1' AM 10 Heavy	PM 16 26 Trucks PM 12 Trucks	AM 1790 900 To AM 990	PM 1540 2480 tal PM 1180			





Peak Hour	Traffic \	/olume	s and S	needs				
2040 No								
20101101				lium	Heavy	Trucks		
Gibson WB offramp	Auto	5 97%	Truck	(s 2%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	786	835	17	18	9	9	810	860
2040 No	Build G	ibson V	VB onra	mp				
	Auto	s 97%	Med	lium	Heavy	Trucks	To	ıtal
Gibson WB onramp	Auto	59/70	Truck	cs 2%	1	%	10	otai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)		1038	24	22	12	11	1200	1070
	No Buil	d Gibso						
Gibson Road southern limits to EB ramp	Autos	s 97%	Med	lium	Heavy	Trucks	To	tal
intersection	Auto	37770	Truck	cs 2%	1	%		real
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1494	980	31	21	16	11	1540	1010
Peak Hour Estimate (SB)	612	1776	13	37	7	19	630	1830
	Auto	5 97%	Med	lium	Heavy Trucks		To	tal
Gibson Road EB ramp intersection			Truck	(s 2%	_	%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	951	825	20	17	10	9	980	850
Peak Hour Estimate (SB)	466	1145	10	24	5	12	480	1180
Gibson Road EB ramp intersection to WB	Auto	5 97%		lium		Trucks	To	tal
ramps intersection				(s 2%	_	%		
- 1 (2.2)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1757	1340	37	29	19	15	1810	1380
Peak Hour Estimate (SB)	699	1436	15	30	8	15	720	1480
	Auto	s 97%		lium		Trucks	To	tal
Gibson Road WB ramps intersection				(s 2%	_	%		51.
Peak Hour Estimate (NB)	AM 1281	PM 1029	AM 27	PM	AM	PM	AM 1320	PM 1060
Peak Hour Estimate (NB) Peak Hour Estimate (SB)				22	14 6	11		
	524	883	11 Mar	19 lium	_	10 Trucks	540	910
Gibson Road WB ramps intersection to northern limits	Auto	97%		num ks 2%		%	Total	
northern allities	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	1892	1310	39	27	20	14	1950	1350
Peak Hour Estimate (SB)	1213	1611	25	34	13	17	1250	1660





Peak Hour	Traffic \	/olume	s and S	peeds					
	lo Build								
	Auto	s 96%	Med	lium	Heavy	Trucks	т	tal	
I-11 southern limits to Horizon interchange	Auto	5 90%	Truck	cs 1%	3	%	"	otai	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	2928	2823	31	30	92	89	3050	2940	
	Autos	s 96%		lium		Trucks	To	tal	
I-11 between Horizon ramps				(s 1%	_	%			
Peak Hour Estimate (NB)	AM	PM	AM	PM	AM	PM	AM	PM	
	2928	2823	31	30	92	89	3050	2940	
I-11 Horizon ramps to ramps split SR564 &	Auto	s 96%		lium		Trucks	To	tal	
I-215	AM	PM	AM	rs 1% PM	3% AM PM		AM	PM	
Peak Hour Estimate (NB)	4925	3994	52	42	154	125	5130	4160	
	4525	0004		lium			5200	4200	
I-515 SR564/I215 split to NB SR564 onramp	Auto	96%		ks 1%	Heavy Trucks 3%		To	tal	
1-515 51504/1215 spile to NB 51504 officing	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	3140	1786	33	19	99	56	3270	1860	
I-515 NB SR564 onramp to NB Auto Show			Med	lium	Heavy	Trucks	_		
offramp	Auto	s 96%	Truck	cs 1%	3	%	10	tal	
-	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	4580	3149	48	33	144	99	4770	3280	
I-515 NB Auto Show offramp to EB215	Autos	s 96%		lium	Heavy	Trucks	To	tal	
onramp	Auto		Truck	(s 1%	3	%			
D1-11 5-1:1- (ND)	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	4205	2612	44	28	132	82	4380	2720	
I-515 NB EB215 onramp NB Auto Show	Auto	s 96%		lium		Trucks	To	tal	
onramp	AM	PM	AM	rs 1% PM	AM	% PM	AM	PM	
Peak Hour Estimate (NB)	6740	5943	71	62	211	186	7020	6190	
I-515 NB Auto Show onramp to NB Sahara				lium		Trucks	7020	0130	
offramp	Auto	s 96%		ks 1%		%	To	tal	
omanip	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	7258	6720	76	70	227	210	7560	7000	
I-515 NB Sahara offramp to NB Galleria		0.504	Med	lium	Heavy	Trucks	-		
offramp	Auto	5 96%	Truck	cs 1%	3	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	6298	5597	66	59	197	175	6560	5830	
I-515 NB Galleria offramp to NB Sunset	Autor	s 96%	Med	lium	Heavy	Trucks	To	tal	
onramp	Auto	5 5070	Truck	rs 1%	3	%	10	rtai	
- 1 /2:=>	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	5943	4848	62	51	186	152	6190	5050	
I-515 NB Sunset onramp to northern	Auto	s 96%		lium	1	Trucks	To	tal	
project limits				(s 1%		%			
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	6951	5722	73	60	218	179	7240	5960	





Peak Hour	T(C-)	/ - l						
	I raπic \ Io Build							
		SB I-51						
I-515 SB northern project limit to SB Sunset	Auto	s 96%		lium		Trucks	To	tal
offramp				cs 1%	_	%		
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	6538	5885	69	62	205	184	6810	6130
I-515 SB Sunset offramp to SB Galleria	Auto	s 96%	Med	lium	Heavy Trucks		Te.	otal
onramp	Auto	3 3070	Truck	cs 1%	3	%		, tai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	5607	5021	59	53	176	157	5840	5230
I-515 SB SB Galleria onramp to SB Sunset	Auto	s 96%	Med	lium	Heavy	Trucks	To	otal
onramp	Auto	5 90%	Truck	cs 1%	3	%	10	otai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	5981	5501	63	58	187	172	6230	5730
I-515 SB Sunset onramp to SB Auto Show	0	0.50/	Med	lium	Heavy	Trucks	-	
off	Auto	5 96%	Truck	cs 1%	3%		10	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	6605	6615	69	69	207	207	6880	6890
I-515 SB Auto Show off to EB SR564 &			Med	lium	Heavy Trucks		s	
WB215 split	Autos 96%		l	cs 1%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	5808	6058	61	64	182	190	6050	6310
I-515 SB EB SR564 & WB215 split to SB			Med	lium	Heavy	Trucks	_	
Auto Show onramp	Auto	5 96%	Truck	cs 1%	3	%	Total	
Auto snow omanip	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	1968	2074	21	22	62	65	2050	2160
I-515 SB Auto Show onramp to I-11 WB2SB				lium		Trucks		
ramp	Auto	5 96%		ks 1%		%	To	tal
ranip	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	2362	2602	25	28	74	82	2460	2710
	2302	2002		lium		Trucks	2400	2/10
I 11 CD WD2CD comp to ED2CD comp	Auto	s 96%		ks 1%		%	To	tal
I-11 SB WB2SB ramp to EB2SB ramp	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	2477	2861	26	30	78	90	2580	2980
. can rivar estimate (vo)	24//	2001		lium		Trucks	2300	2500
1.44 CD ED3CD 4- CD H!	Auto	s 96%				%	To	tal
I-11 SB EB2SB ramp to SB Horizon offramp	A	D1.4		(S 1%	_		A 1.4	D1.4
Peak Hour Estimate (SB)	AM	PM	46	PM 61	AM	PM	AM	PM
	4340	5789		61	136	181	4520	6030
I-11 SB SB Horizon offramp to southern	Auto	s 96%		lium		Trucks	To	tal
limits				(s 1%	_	%	144 5	
Donk Hour Estimato (CB)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	2640	3149	28	33	83	99	2750	3280





Peak Hour Traffic Volumes and Speeds											
2040 No	Build N	B Horiz	on offra	amp							
	Auto	s 96%		lium	Heavy	Trucks	To	otal			
				ks 1%		%					
Peak Hour Estimate (NB)	AM 346	PM	AM 4	PM 5	AM	PM	360	PM			
2040 No		413 B Horiz	_		11	13	360	430			
2040 140	Duna IV	D HOHZ		lium	Heavy	Trucks					
	Auto	96%		ks 1%		%	To	otal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (NB)	2007	1172	21	13	63	37	2090	1220			
2040 No	Build St	3 Horizo									
	Auto	96%		lium ks 1%		Heavy Trucks 3%		tal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (SB)	1700	2640	18	28	54	83	1770	2750			
2040 No	Build S	B Horizo		_							
	Auto	96%		lium ks 1%		Heavy Trucks 3%		otal			
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (SB)	231	423	3	5	8	14	240	440			
	No Build	d Horizo									
Horizon Road western limits to SB ramp	Auto	96%		lium		Heavy Trucks 3%		tal			
intersection	AM	PM	AM	ks 1% PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	826	864	9	9	26	27	860	900			
Peak Hour Estimate (WB)	1536	2536	16	28	48	80	1600	2640			
Horizon Road SB ramp intersection	Auto	s 96%		tium ks 1%		Trucks %	Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	768	644	8	7	24	21	800	670			
Peak Hour Estimate (WB)	-	-	-	-	-	-	-	-			
Horizon Road SB ramp intersection to NB ramps intersection	Auto	s 96%		dium ks 1%		Trucks %	To	otal			
- 1 ()	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	1796	2122	19	23	57	67	1870	2210			
reak flour Estimate (WD)	1248	1565		17 tium		49 Trucks	1300	1630			
Horizon Road NB ramps intersection		96%	Truck	ks 1%	3	%		tal			
Peak Hour Estimate (EB)	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate (EB)	845	1316	9	14	27	42	880	1370			
Horizon Road NB ramps intersection to		96%	Med	dium ks 1%	Heavy	Trucks		otal			
eastern project limits	AM	PM	AM	PM	AM	76 PM	AM	PM			
Peak Hour Estimate (EB)	1402	1988	15	21	44	63	1460	2070			
Peak Hour Estimate (WB)	845	1316	9	14	27	42	880	1370			





Peak Hour	Traffic \	/olume	s and S	peeds				
2040 No Bu								
	Auto	s 96%		lium ks 1%		Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	375	548	4	6	12	18	390	570
2040 No Bu	uild NB	Auto Sl		_				
	Auto	s 96%		tium ks 1%		Trucks %	Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (NB)	519	778	6	9	17	25	540	810
2040 No Bi	uild SB	Auto Sh		_				
	Auto	s 96%		lium ks 1%		Heavy Trucks 3%		tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	797	567	9	6	25	18	830	590
2040 No B	uild SB	Auto Sl		_				
	Auto	96%	l	lium ks 1%	1	Trucks %	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	394	528	5	6	13	17	410	550
2040 No	Build A	Auto Sh	now Dri	ve				
Auto Show Drive western limits to SB ramp	Auto	5 96%	Med	tium	Heavy	Trucks	Total	
intersection				ks 1%	3%			
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	788	950	9	11	25	31	820	1020
reak Hour Estimate (WD)	980	999			31	32	1020	1040
Auto Show Drive SB ramp intersection		96%	Truck	tium ks 1%	3	Trucks %	Iotal	
Deel, Herry Cationata (CD)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	634	778	7	9	20	25	660	810 530
Auto Show Drive SB ramp intersection to	298	509	_	lium	10	16 Trucks	310	550
NB ramps intersection		96%	Truck	ks 1%	3	%		tal
Dook Hour Estimato (EB)	AM	PM	AM	PM 10	AM	PM	AM	PM
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	740	856 845	9 7	10	24	28 27	770 560	890 880
r car riour estimate (WD)	558	045		lium		Trucks	200	880
Auto Show Drive NB ramps intersection		96%	Truck	ks 1%	3	%		tal
Peak Hour Estimate (EB)	AM 298	PM 260	AM 4	PM	10	PM 9	AM	PM
Peak Hour Estimate (VB)	298	500	4	3 6	10	16	310 310	270 520
Auto Show Drive NB ramps intersection to eastern project limits		96%	Med	lium ks 1%	Heavy	Trucks		otal
castern project mines	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	298	461	4	5	10	15	310	480
Peak Hour Estimate (WB)	413	692	5	8	13	22	430	720





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 No										
	Auto	s 96%		lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	960	1133	10	12	30	36	1000	1180		
2040 No	Build N	IB Suns		•						
	Auto	s 96%		lium ks 1%		Trucks %	Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	1008	874	11	10	32	28	1050	910		
2040 No	Build S	B Sunse	et offra	mp						
	Auto	s 96%	l	lium ks 1%	Heavy Trucks 3%		То	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	932	864	10	9	30	27	970	900		
2040 No Build SB Sunset onramp										
	Auto	s 96%		lium ks 1%		Trucks %	То	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	615	1124	7	12	20	36	640	1170		
2040	No Buil	d Sunse	et Road							
Sunset Road western limits to SB ramp intersection	Auto	s 96%	l	lium ks 1%	Heavy Trucks 3%		То	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	1450	1566	16	18	46	50	1510	1630		
Peak Hour Estimate (WB)	1421	1642	15	18	45	52	1480	1710		
Sunset Road SB ramp intersection	Auto	s 96%	l	lium ks 1%		Trucks %	Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	653	596	7	7	21	19	680	620		
Peak Hour Estimate (WB)	797	1162	9	13	25	37	830	1210		
Sunset Road SB ramp intersection to NB ramps intersection	Auto	s 96%		lium ks 1%		Trucks %	То	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	1153	1422	13	16	37	45	1200	1480		
Peak Hour Estimate (WB)	1009	1316				42	1050	1370		
Sunset Road NB ramps intersection	Auto	s 96%	l	lium ks 1%		Trucks %	То	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	989	980	11	11	31	31	1030	1020		
DOOR HOUR Ectimate (MID)		624	6	7	16	20	520	660		
Peak Hour Estimate (WB)	500	634								
Sunset Road NB ramps intersection to eastern project limits	Auto	s 96%	Med Truck	lium ks 1%	Heavy 3	Trucks %	То	tal		
Sunset Road NB ramps intersection to eastern project limits	Auto	s 96% PM	Med Truck AM	lium ks 1% PM	Heavy 3	Trucks % PM	To AM	otal PM		
Sunset Road NB ramps intersection to	Auto	s 96%	Med Truck	lium ks 1%	Heavy 3	Trucks %	То	tal		





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 No	Build N	B Galler	ia offra	amp						
	Auto	s 96%	Med	lium	Heavy	Trucks	Te	otal		
	Auto	3 3070	Truck	ks 1%	_	%		, tai		
Deel, Herry Feltonete (ND)	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	356	749	. 4	8	12	24	370	780		
2040 No	Build S	B Galler		_						
	Auto	s 96%	l	lium ks 1%	1	Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	384	471	4	5	12	15	400	490		
2040 No E	Build SB	515 to I	EB564 r	amp						
			_	lium	Heavy	Trucks	_			
	Auto	s 96%	Truck	ks 2%	2	%	10	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	3831	1968	80	41	80	41	3990	2050		
2040 No B	uild SB	515 to V		_						
	Auto	s 96%	l	lium	1	Trucks	To	tal		
	AM	PM	AM	ks 2% PM	AM	% PM	AM	PM		
Peak Hour Estimate	2583	2016	54	42	54	42	2690	2100		
2040 No							2000	2200		
201011				lium	Heavy	Trucks				
	Autos 96% Trucks 2%			%	To	otal				
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	4397	6260	92	131	92	131	4580	6520		
2040 No Build E	B215 to	NB 51	5 (from	I-11 sp	lit)					
	Auto	s 96%		tium	1	Trucks	To	otal		
				ks 2%		%				
Peak Hour Estimate	AM 2535	PM 3332	53	PM 70	53	PM 70	AM 2640	PM 3470		
2040 No					- 33	70	2040	3470		
2040 100	bullu IVI	ווייו מ		lium	Heavy	Trucks				
	Auto	s 96%		ks 2%		%	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	240	269	5	6	5	6	250	280		
2040 No	Build N	IB I-11 f	to WB 2	215						
	Auto	s 96%	Med	lium	Heavy	Trucks	Te	otal		
				ks 2%		%				
Deeli Herre Setimento	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	1786	1940	38	41	38	41	1860	2020		
2040 No Bi	ulia Wi	5 SK 564	_		Наста	Trusks				
	Auto	s 96%		tium ks 2%		Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	1440	1373	30	29	30	29	1500	1430		
2040 No Build WB SR 564 to SB I-11										
	Λ			Medium		Heavy Trucks		***		
	Auto	s 96%	Truck	ks 2%	2	%	10	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate	116	260	3	6	3	6	120	270		





2040 Build Peak Hour Traffic Volumes

Peak Hour	Traffic \	/olume	s and S	peeds					
2040 Bulio	l Eastbo	ound I-2	215 & SI	R564					
I-215 between Valle Verde ramps	Auto	s 97%		lium ks 2%		Trucks %	To	otal	
225 between valie verde ramps	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	6470	7654	134	158	67	79	6670	7890	
I-215 between Valle Verde to Stephanie	Auto	s 97%		lium ks 2%		Trucks %	To	Total	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	7081	8372	146	173	73	87	7300	8630	
I-215 between Stephanie ramps	Auto	s 97%		tium ks 2%	Heavy Trucks 1%		To	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	5656	6984	117	144	59	72	5830	7200	
I-215 between Stephanie to EB Gibson offramp	Auto	s 97%		tium ks 2%		Trucks %	To	otal	
•	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	6538	8313	135	172	68	86	6740	8570	
I-215 EB Gibson offramp to ES ramp	Auto	s 97%		tium ks 2%		Trucks %	To	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	5617	7178	116	148	58	74	5790	7400	
I-215 ES ramp to EB Gibson onramp	Auto	s 97%		tium ks 2%		Trucks %	To	Total	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	3774	4346	78	90	39	45	3890	4480	
I-215 EB Gibson onramp to EB564	Auto	s 97%		lium ks 2%		Trucks %	Total		
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	4511	4783	93	99	47	50	4650	4930	
I-215 becomes SR564 Lake Mead Parkway	Auto	s 97%		tium ks 2%		Trucks %	ks Total		
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	1911	1339	40	. 28	20	14	1970	1380	
SR564 SE ramp to NE ramp	Auto	s 97%		tium ks 2%		Trucks %	To	otal	
D-1-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	3405	3328	71	69	36	35	3510	3430	
SR564 NE ramp to Eastgate	Auto	s 97%		tium ks 2%		Trucks %	To	otal	
D-1-11	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	3648	3589	76	74	38	37	3760	3700	
SR564 Eastgate Intersection		s 97%	Truck	tium ks 2%	1	Trucks %		otal	
Deal: Have Sationata (SD)	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	3425	3260	71	68	36	34	3530	3360	
SR564 Eastgate Intersection to eastern limits		s 97%	Truck	tium ks 2%	1	Trucks %		otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	3425	3260	71	68	36	34	3530	3360	





Peak Hour 1	Traffic \	/olume	s and S	peeds					
2040 Bulid	Westb	ound I-	215 & S	R564					
	0	utos 97% Medium Heav		Heavy	Trucks	-			
east of SR564 Eastgate intersection	Auto	59/%	Truck	cs 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	4288	4104	89	86	44	43	4420	4230	
		070/	Med	lium	Heavy	Trucks	-		
SR564 Eastgate intersection	Autos	5 97%	Truck	cs 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	4123	3851	85	80	43	40	4250	3970	
	0	070/	Med	lium	Heavy	Trucks	-		
SR564 Eastgate intersection to WN ramp	Auto	5 97%	Truck	cs 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	4627	4550	96	94	48	47	4470	4690	
	Auto	- 079/	Med	lium	Heavy	Trucks	т.	tal	
SR564 WN ramp to WS ramp	Auto	5 97%	Truck	(s 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	3231	3357	67	70	34	35	3330	3460	
	Λ	5 97%	Med	lium	Heavy	Trucks	т.	tal	
SR564 WS ramp to NW-WB215 connection	Auto	59/%	Truck	cs 2%	1	%	10	otai	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	3114	3095	65	64	33	32	3210	3190	
NW-WB215 connection -WB Gibson	0	070/	Med	lium	Heavy	Trucks	т.		
offramp	Autos 97% Trucks 2% 1%		%	Total					
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	4598	4928	95	102	48	51	4740	5080	
	0	070/	Med	lium	Heavy	Trucks	Τ.		
WB 215 Gibson offramp to SB2WB	Auto	5 97%	Truck	cs 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	4385	4618	91	96	46	48	4520	4760	
WB215 SB2WB to WB Gibson	Auto	5 97%	Med	lium	Heavy	Trucks	т.	**1	
onramp(MASTER WB215)	Autos	59/70	Trucks 2%		1	%	10	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	6422	6044	133	125	67	63	6620	6230	
WB215 WB Gibson onramp to Stephanie	Λ	. 070/	Med	lium	Heavy	Trucks	-	**1	
offramp	Autos	5 97%	Truck	(s 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	7586	7081	157	146	79	73	7820	7300	
	Auto	079/	Med	lium	Heavy	Trucks	т.	tal	
WB215 between Stephanie ramps	Auto	5170	Truck	(s 2%	1	%	10	ıtaı	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	6587	6286	136	130	68	65	6790	6480	
Peak Hour Estimate (EB)									
WB215WB Stephanie onramp to Valle	Autor	s 97%	Med	lium	Heavy	Trucks	To	tal	
Verde offramp	Auto	. 51/0	Truck	(s 2%	1%		10	- Cui	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)				474		0.0	0000	0520	
reak flour Estimate (WD)	7838	8265	162	171	81	86	8080	8520	
WB215 WB Valle Verde offramp to end of			Med	lium		Trucks			
, ,		8265 s 97%	Med	_	Heavy			otal	
WB215 WB Valle Verde offramp to end of			Med	lium	Heavy	Trucks			





Peak Hour	Traffic \	/olume	s and S	peeds				
2040 Buli								
Valle Verde EB onramp		97%	Medium Trucks 2%		Heavy Trucks 1%		Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	612	718	13	15	7	8	630	740
2040 Bulio	d Valle	Verde V	NB offr	amp				
Valle Verde WB offramp	Autos	Autos 97% Medium Frucks 2%			Trucks %	То	tal	
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	437	718	9	15	5	8	450	740
2040 Bul	lid Step	hanie E	B offra	mp				
Stephanie EB offramp	Autos	97%		lium ks 2%	Heavy Trucks 1%		Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	1426	1388	30	29	15	15	1470	1430
2040 Bu	lid Step	hanie E	B onrai	mp				
Stephanie EB onramp	Autos	97%		lium ks 2%	Heavy Trucks 1%		Total	
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (EB)	883	1329	19	28	10	14	910	1370
2040 Buli	id Stepl	nanie W	/B offra	mp				
Stephanie WB offramp	Autos	97%		lium ks 2%		Trucks %	То	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (WB)	1009	806	21	17	11	9	1040	830
2040 Bul	id Stepl	nanie W	/B onra	mp				
Stephanie WB onramp	Autos	97%		lium cs 2%	Heavy Trucks 1%		То	tal
	AM	PM	AM	PM	AM	PM	AM	PM





Peak Hour	Traffic \	/olume	s and S	peeds					
	Bulid St								
Stephanie Road southern limits to EB ramp		070/	Med	lium	Heavy	Trucks	-		
intersection	Auto	utos 97% Trucks		ks 2%	1	%	10	tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1864	2173	40	45	20	23	1920	2240	
Peak Hour Estimate (SB)	1300	1960	27	41	14	21	1340	2020	
	Auto	s 97%	Med	lium	Heavy	Trucks	To	tal	
Stephanie Road EB ramp intersection	Auto	3 3 7 7 0	Truck	ks 2%	1	%		rtai	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1126	1009	24	21	12	11	1160	1040	
Peak Hour Estimate (SB)	835	1407	18	29	9	15	860	1450	
Stephanie Road EB ramp intersection to	Auto	s 97%	Med	lium	Heavy	Trucks	To	tal	
WB ramps intersection	Auto	3 31 /0	Truck	ks 2%	1	%	- 10	- Cui	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	2086	1843	43	38	22	19	2150	1900	
Peak Hour Estimate (SB)	980	1572	21	33	11	17	1010	1620	
	Auto	s 97%	Med	tium	Heavy	Trucks	To	tal	
Stephanie Road WB ramps intersection			Truck	ks 2%	1	%			
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1446	1436	30	30	15	15	1490	1480	
Peak Hour Estimate (SB)	262	825	6	17	3	9	270	850	
Stephanie Road WB ramps intersection to	Auto	s 97%		tium		Trucks	To	tal	
northern limits			Trucks 2%		1%				
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1737	1494	36	31	18	16	1790	1540	
Peak Hour Estimate (SB)	874	2407	19	50	10	26	900	2480	
2040 B	ulid Gik	son EB	_						
	Auto	s 97%		lium		Trucks	To	tal	
Gibson EB offramp				ks 2%	-	%			
D. L	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	961	1145	20	24	10	12	990	1180	
2040 Bulid	Gibson	EB onra							
-1	Auto	s 97%		lium		Trucks	To	tal	
Gibson EB onramp				ks 2%		%			
Dealetters Editor to (ED)	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (EB)	738	427	16	9	8	5	760	440	
2040 Bulid G	ibson E	B onrai	_	_					
	Auto	s 97%	l	lium	Heavy Trucks		To	tal	
Gibson EB onramp				ks 2%		%			
Peak Hour Estimate (EB)	AM	PM	AM	PM	AM	PM	AM	PM	
	49	136	1	3	1	2	50	140	





Peak Hour	Traffic \	/olume	s and S	peeds					
2040 Bi	ulid Gib	son WE	offran	ıp					
	Auto	s 97%	Med	lium	Heavy Trucks		Total		
Gibson WB offramp	Auto	3770	Truck	ks 2%	1	%		Total	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	214	311	5	7	3	4	220	320	
Gibson WB offramp SW joins	Auto	s 97%	l	dium ks 2%		Trucks %	To	tal	
ciscon tre cinamp out joins	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	796	951	17	20	9	10	820	980	
2040 Bulid SW s	slip ram	p to W	B Gibso	n offra	mp				
	0	. 070/	Med	tium	Heavy	Trucks	-		
Gibson WB onramp	Auto	5 97%	Truck	ks 2%	1	%	10	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	582	650	12	14	6	7	600	670	
2040 B	ulid Gib	son WE	3 onran	пр					
	Autor	s 97%	Med	tium	Heavy	Trucks	To	otal	
Gibson WB onramp	Auto	3770	Truck	ks 2%	1	%		, tai	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (WB)	1164	1038	24	22	12	11	1200	1070	
2040 Bulid Gibson Road									
Gibson Road southern limits to EB ramp	Auto	s 97%	Med	lium	Heavy	Trucks	To	otal	
intersection	riaco		Truck	ks 2%	1	%			
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1494	980	31	21	16	11	1540	1010	
Peak Hour Estimate (SB)	612	1776	13	37	7	19	630	1830	
	Auto	s 97%		dium		Trucks	Total		
Gibson Road EB ramp intersection				ks 2%		%			
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	951	825	20	17	10	9	980	850	
Peak Hour Estimate (SB)	456	1145	10	. 24	5	12	470	1180	
Gibson Road EB ramp intersection to WB ramps intersection	Auto	s 97%		dium ks 2%		Trucks %	To	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1757	1340	37	29	19	15	1320	1380	
Peak Hour Estimate (SB)	699	1553				17	720	1600	
Gibson Road WB ramps intersection	Auto	97%	l	tium ks 2%		Trucks %	To	otal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1281	1029	27	22	14	11	1320	1060	
Peak Hour Estimate (SB)	524	883	11	19	6	10	540	910	
Gibson Road WB ramps intersection to northern limits		s 97%	Med	lium ks 2%	Heavy Trucks 1%			tal	
	AM	PM	AM	PM	AM	PM	AM	PM	
Peak Hour Estimate (NB)	1892	1310	39	27	20	14	1950	1350	
Peak Hour Estimate (SB)	1213	1611	25	34	13	17	1250	1660	





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 Bulid NB I-11 & I-515										
NB I-11 southern limits to Horizon	Λ	069/	Med	tium	Heavy	Trucks	т.	tal.		
interchange	Auto	s 96%	Truck	ks 1%	3	%	Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	2928	2823	31	30	92	89	3050	2940		
	Auto	s 96%	Med	tium	Heavy	Trucks	To	otal		
NB I-11 between Horizon ramps	Auto	5 50/0	Truck	ks 1%	3	%		rtai		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	2928	2823	31	30	92	89	3050	2940		
	Auto	s 96%	Med	tium	Heavy	Trucks	To	otal		
NB I-11 Horizon ramps to NE/NW ramp	Auto	5 50/0	Truck	ks 1%	3	%		rtai		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	4858	3975	51	42	152	125	5060	4140		
	Auto	s 96%		lium		Trucks	To	otal		
NB I-11 NE/NW ramp to I-515	riaco		Truck	ks 1%	3	%				
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	3129	1892	33	20	99	60	3290	1970		
NB I-515 EB2NB ramp to Auto Show Drive	Auto	s 96%		lium		Trucks	cks			
offramp				ks 1%		%				
- 1 (01)	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	5722	5309	60	56	179	166	5960	5530		
	Autos 96% Medium Heavy Trucks		Total							
NB I-515 Auto Show Drive offramp to WN				ks 1%		%				
Dool House Estimate (NID)	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	5348	4724	56	50	168	148	5570	4920		
	Autos 96% Medium Heavy Trucks Trucks 1% 3%		Medium			To	tal			
NB I-515WN to NB Auto Show onramp										
Dool House Settlement (NID)	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	6740	5904	71	62	211	185	7020	6150		
NB I-515 NB Auto Show onramp to NB	Auto	96%		lium ks 1%		Trucks %	To	tal		
Sunset offramp	A 1. 4	DA 4			_		A 8 4	DNA		
Peak Hour Estimate (NB)	AM	PM	AM	PM	AM	PM	AM	PM		
, ,	7258	6672	76 Mer	70 lium	227	209 Trucks	7560	6950		
NB I-515 Sunset offramp to NB Galleria	Auto	96%	l	num ks 1%		%	To	tal		
offramp	AM	DNA	AM	PM		PM	A 3.4	DNA		
Peak Hour Estimate (NB)	6298	PM 5597	66	59	AM 197	175	AM 6560	PM 5830		
	0298	223/		dium	_	Trucks	0300	2020		
NB I-515 Galleria offramp to NB Sunset	Auto	96%	l	ks 1%		%	To	tal		
onramp	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	5943	4858	62	51	186	152	6190	-		
I-515 NB Sunset onramp to northern				lium		Trucks				
project limits	Autos 96%		Autos 96%		l	ks 1%		%	To	tal
project mints	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	6951	5722	73	60	218	179	7240	5960		
	0001	3122	,,,		210	1/5	7240	2200		





Peak Hour	Traffic \	/olume	s and S	needs				
	Bulid S			pecus				
I-515 SB northern project limit to SB Sunset				tium	Heavy	Trucks		
offramp	Auto	s 96%	Trucks 1%		3%		To	tal
·	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	6538	5885	69	62	205	184	6810	6130
I-515 SB Sunset offramp to SB Galleria	Auto	s 96%	Med	lium	Heavy	Trucks	т.	otal
onramp	Auto	5 9070	Truck	ks 1%	3	%	10	otai
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	5607	5021	59	53	176	157	5840	5230
I-515 SB SB Galleria onramp to SB Sunset	Auto	s 96%	Med	tium	Heavy	Trucks	To	otal
onramp	Auto	3 3070	Truck	ks 1%	3	%		, cui
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	5981	5501	63	58	187	172	6230	5730
I-515 SB Sunset onramp to SB Auto Show	Auto	s 96%		lium	Heavy Trucks		To	tal
off		I		ks 1%	_	%		
Dool House Estimate (CD)	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	6605	6567	69	69	207	206	6880	6840
	Autos 96%			lium	,	Trucks	To	tal
I-515 SB Auto Show off to SE ramp	444	DNA		ks 1%	_	%	A N 4	2014
Peak Hour Estimate (SB)	AM 5808	PM 6048	AM 61	PM 63	AM 182	PM 189	AM 6050	PM 6300
SB I-515 SE ramp to SW ramp (& becomes	3606	0048		dium			6050	6300
LSB alignment)	Auto	s 96%		ks 1%	Heavy Trucks 3%		Total	
L3D diigiiiilelit)	AM	PM	AM	PM	AM	РМ	AM	PM
Peak Hour Estimate (SB)	4320	4080	45	43	135	128	4500	4250
				lium		Trucks		
SB I-11 alignment to SB Horizon offramp	Auto	s 96%		ks 1%		%	To	tal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	1988	2074	21	22	63	65	2070	2160
	A	- 0.00/	Med	lium	Heavy	Trucks	Ţ.	
SB I-11 alignment (WS & ES join)	Auto	s 96%	Truck	ks 1%	3	%	10	otal
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	4071	5751	43	60	128	180	4240	5990
I-11 SB SB Horizon offramp to southern	Auto	s 96%		tium	Heavy	Trucks	To	otal
limits	Auto	3 3070	Truck	ks 1%	3	%	10	, cui
	AM	PM	AM	PM	AM	PM	AM	PM
Peak Hour Estimate (SB)	2640	3149	28	33	83	99	2750	3280





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 Bulid SB Horizon offramp										
	Auto	s 96%	l	lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	1431	2602	15	28	45	82	1490	2710		
2040 B	ulid SB I	Horizon		•						
	Auto	96%		lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	231	423	3	5	8	14	240	440		
2040 Bu	ılid NB	Horizor								
	Auto	s 96%		lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	346	413	4	5	11	13	360	430		
2040 Bi	ulid NB	Horizor	onran	пр						
	Auto	s 96%		lium ks 1%		Heavy Trucks 3%		tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	1930	1152	21	12	61	36	2010	1200		
2040 Bulid Horizon Road										
Horizon Road western limits to SB ramp intersection	Auto	s 96%		lium ks 1%	Heavy Trucks 3%		Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	826	864	9	9	26	27	860	900		
Peak Hour Estimate (WB)	1537	2536	17	28	49	80	1600	2640		
Horizon Road SB ramp intersection	Auto	os 96% Medium Trucks 1%				Trucks %	To	Total		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	768	644	8	7	24	21	800	670		
Peak Hour Estimate (WB)	-	-	-	-	-	-	-	-		
Horizon Road SB ramp intersection to NB ramps intersection	Auto	96%		lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	1834	2084	20	22	58	66	1910	2170		
Peak Hour Estimate (WB)	1037	1565	11	17	33	49	1080	1630		
Horizon Road NB ramps intersection	Auto	s 96%	l	lium ks 1%		Trucks %	To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	-	-	-	-	-	-	-	-		
Peak Hour Estimate (WB)	845	1316	9	14	27	42	880	1370		
Horizon Road NB ramps intersection to eastern project limits	Auto	96%		lium ks 1%	Heavy Trucks 3%		To	tal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	1172	1949	13	21	37	61	1220	2030		
Peak Hour Estimate (WB)	845	1316	9	14	27	42	880	1370		





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 Buli	id NB A	uto Sho	w offra	mp						
	Auto	s 96%	Med	lium	Heavy	Trucks	Total			
				ks 1%		%				
Deal, Have Estimate (ND)	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	375	586	4	7	12	19	390	610		
2040 Bul	id NB A	uto Sho	_	_	1					
	Auto	s 96% Medium Heavy Trucks Trucks 1% 3%		Total						
	AM	PM	AM	PM	AM	70 PM	AM	PM		
Peak Hour Estimate (NB)	519	768	6	8	17	24	540	800		
2040 Bul					1/	27	340	000		
2040 841	IG SD A	ato sno	_	lium	Heavy	Trucks				
	Auto	s 96%		ks 1%		%	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	797	528	9	6	25	17	830	550		
2040 Bul	id SB A	uto Sho	w onra	mp						
	Λ	- 069/	Med	lium	Heavy	Trucks	т.	at al		
	Auto	s 96%	Truck	ks 1%	3	%	10	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	394	538	5	6	13	17	410	560		
2040 Bulid SW ramp (from St	3 Auto 9	Show to	WB Gi		•				
	Auto	s 96%	l	lium	I	Trucks	To	otal		
				ks 1%		%				
Peak Hour Estimate (SB)	AM	PM	AM	PM	AM	PM	AM	PM		
	260	48	3	1	9	2	270	50		
	Bulid A	uto Sno			Hame	Trucks				
Auto Show Drive western limits to SB ramp	Auto	s 96%	Medium Trucks 1%			Trucks %	To	Total		
intersection	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	788	970	9	11	25	31	820	1010		
Peak Hour Estimate (WB)	980	999	11	11	31	32	1020	1040		
	Auto	- 0.60/	Med	lium	Heavy	Trucks	т.	tal.		
Auto Show Drive SB ramp intersection	Auto	s 96%	Truck	ks 1%	3	%	10	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	634	778	7	9	20	25	660	810		
Peak Hour Estimate (WB)	288	548	3	6	9	18	300	570		
Auto Show Drive SB ramp intersection to	Auto	s 96%		lium		Trucks	To	otal		
NB ramps intersection	A 8 4	DNA		ks 1%		% DM	A B 4	DNA		
Peak Hour Estimate (EB)	740	PM 846	AM 9	PM 10	AM 24	PM 27	770	PM 880		
Peak Hour Estimate (WB)	528	509	6	6	17	17	550	530		
1				lium		Trucks				
Auto Show Drive NB ramps intersection	Auto	s 96%	l	ks 1%		%	To	otal		
-	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	298	250	4	3	10	8	310	260		
Peak Hour Estimate (WB)	288	173	3	2	9	6	300	180		
` '			Medium				Heavy Trucks			
Auto Show Drive NB ramps intersection to	Auto	s 96%	l				To	otal		
` '			Truck	ks 1%	3	%				
Auto Show Drive NB ramps intersection to eastern project limits	AM	PM	Truck AM	ks 1% PM	3 AM	% PM	AM	PM		
Auto Show Drive NB ramps intersection to			Truck	ks 1%	3	%				





Peak Hour	Traffic \	/olume	s and S	peeds						
2040 Bulid NB Sunset offramp										
	Auto	s 96%		lium ks 1%		Trucks %	Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	960	1085	10	12	30	34	1000	1130		
2040 B	ulid NB	Sunset	onram	р						
	Auto	s 96%		tium ks 1%		Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (NB)	1008	874	11	10	32	28	1050	910		
2040 B	ulid SB	Sunset								
	Auto	s 96%		lium ks 1%		Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	932	864	10	9	30	27	970	900		
2040 B	ulid SB	Sunset								
	Auto	s 96%		lium ks 1%		Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (SB)	615	1076	7	12	20	34	640	1120		
2040 Bulid Sunset Road										
Sunset Road western limits to SB ramp intersection	Auto	s 96%		edium Heavy Trucks icks 1% 3%			Total			
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	952	1787	11	21	31	57	990	2090		
Peak Hour Estimate (WB)	1412	1642	15	18	45	52	1470	1710		
Sunset Road SB ramp intersection	Auto	s 96%	l	lium ks 1%		Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	500	817	6	10	16	26	520	1080		
Peak Hour Estimate (WB)	989	1152	11	12	31	36	1030	1200		
Sunset Road SB ramp intersection to NB ramps intersection		s 96%	Truc	lium ks 1%	3	Trucks %		otal		
	AM	_		PM	_	PM	AM	PM		
Peak Hour Estimate (EB)	1633	1422	18	16	52	45	1700	1480		
Peak Hour Estimate (WB)	1153	1258	13	. 14	37	40	1200	1310		
Sunset Road NB ramps intersection	Auto	s 96%	Truc	lium ks 1%	3	Trucks %	To	otal		
	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB) Peak Hour Estimate (WB)	1421	980	15	11	45	31	1480	1020		
	816	788	9	9	26	25 Trucks	850	820		
Sunset Road NB ramps intersection to eastern project limits		s 96%	Truc	lium ks 1%	Heavy Trucks 3%			otal		
- 1 /1	AM	PM	AM	PM	AM	PM	AM	PM		
Peak Hour Estimate (EB)	1421	1575	15	17	45	50	1480	1640		
Peak Hour Estimate (WB)	1613	1220	18	14	51	39	1680	1270		





2040 Bu	ılid NB (Galleria	offran	np							
	Autos 96%		Medium		Heavy Trucks		Total				
			Trucks 1%		3%						
5	AM	PM	AM	PM	AM		AM	PM			
Peak Hour Estimate (NB)	356	749	4	8	12	24	370	780			
2040 B	ulid SB	Galleria				T 1					
	Autos 96%		Medium		Heavy Trucks		Total				
			Trucks 1%		3%						
Peak Hour Estimate (SB)	AM 384	PM 471	AM 4	PM 5	12	PM 15	400	PM 490			
	040 Buli				12	13	400	430			
	Autos 96%		Medium		Heavy Trucks		Total				
			Trucks 2%		2%						
Danie Harra Fatimanta	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate		1181	29	25	29	25	1450	1230			
2040 Bulid WS ramp											
	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate	116	260	3	6	3	6	120	270			
2	040 Bul	id ES ra									
from I-215 to Gibson onramp	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate	1786	2794	38	59	38	59	1860	2910			
Gibson onramp to I-11	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate		2928	39	61	39	61	1910	3050			
2040 Bulid EN ramp	p (EB21	5 to NB									
	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
Peak Hour Estimate		3408		71	54	71	2680	3550			
2	040 Bul	id SE ra	mp								
	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM		AM	PM			
Peak Hour Estimate		1968		21	47	62		2050			
2040 Bulid SW ramp (ignmen						
	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total				
	AM	PM	AM	PM	AM	PM	AM	PM			
	AIVI	PIVI	AIVI	FIVE	AIVI	FIVE	HIVI	FIVE			





Peak Hour Traffic Volumes and Speeds												
2040 Bulid NE ramp												
NE & NW shared roadbed to NW split	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total					
	AM	PM	AM	PM	AM	PM	AM	PM				
Peak Hour Estimate	1709	2074	36	44	36	44	1780	2160				
NE only	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total					
	AM	PM	AM	PM	AM	PM	AM	PM				
Peak Hour Estimate	240	269	5	6	5	6	250	280				
2040 Bulid NW from NE/NW shared roadbed												
	Autos 96%		Medium Trucks 2%		Heavy Trucks 2%		Total					
	AM	PM	AM	PM	AM	PM	AM	PM				
Peak Hour Estimate	1469	1815	31	38	31	38	1530	1890				

Files too large to add to document. In NDOT Projectwise as:

2017 AM Peak Hour Static Assigned Volumes: 2017 AM Peak Hour Static Assigned Volumes.pdf

2017 PM Peak Hour Static Assigned Volumes: 2017 PM Peak Hour Static Assigned Volumes.pdf

2040 AM No-Action Peak Hour Static Assigned Volumes: <u>2040 No-Action AM Peak Hour Static Assigned Volumes.pdf</u>

2040 PM No-Action Peak Hour Static Assigned Volumes: <u>2040 No-Action PM Peak Hour Static Assigned Volumes.pdf</u>

2040 AM Build 2A Peak Hour Static Assigned Volumes: <u>2040 Build 2A - AM Peak Hour Static Assigned Volumes.pdf</u>

2040 PM Build 2A Peak Hour Static Assigned Volumes: <u>2040 Build 2A - PM Peak Hour Static Assigned Volumes.pdf</u>





9. Appendix B: Noise Study Area Detailed Maps



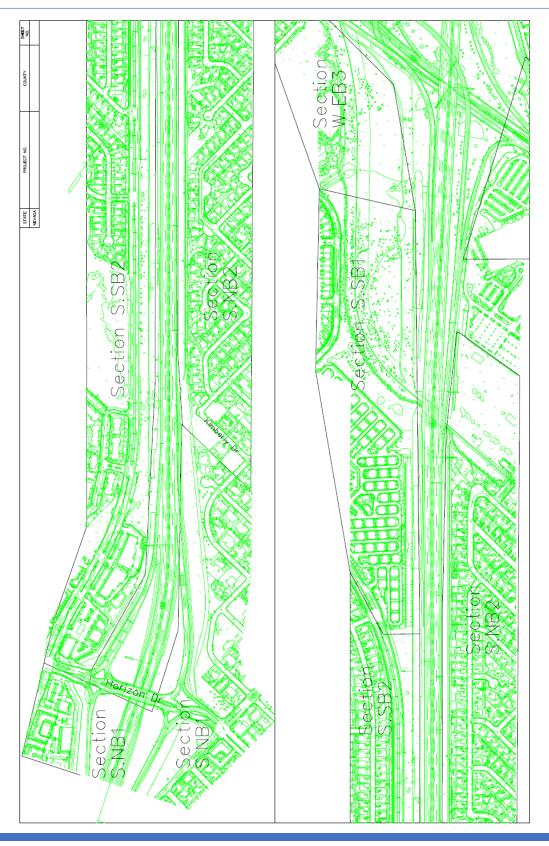






















10. Appendix C: Preparer's Certifications and Qualifications





STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

TRAFFIC AND CONSTRUCTION NOISE ANALYSIS AND ABATEMENT POLICY

Effective May 15, 2018

INTRODUCTION

This document presents the State of Nevada, Department of Transportation (NDOT) *Traffic and Construction Noise Analysis and Abatement Policy* (Policy) for highway traffic and construction noise. The Policy defines NDOT's application of the FHWA Noise Standard as contained in 23 Code of Federal Regulations (CFR) Part 772 and current *Highway Traffic Noise: Analysis and Abatement Guidance* (FHWA Traffic Noise Guidance).

The 23 CFR Part 772 and FHWA Traffic Noise Guidance are key to directing a traffic noise study. These are incorporated by reference to the Policy and provide the foundation for a traffic noise study. They can be accessed on the FHWA Highway Traffic Noise website: http://www.fhwa.dot.gov/environment/noise/regulations and guidance/.

Refer to these for additional information on definitions, applicability, traffic noise prediction, analysis of traffic noise impacts, analysis of traffic noise abatement, federal participation, information for local officials, and construction noise. The 23 CFR Part 772, FHWA Traffic Noise Guidance, and this Policy shall be used to conduct the appropriate study.

Consultants conducting traffic noise analysis for NDOT or Federal and Federal aid projects shall work closely with the NDOT Environmental Services Division as early as practical in the project process. Additional information on completing a traffic noise study is in the referenced 23 CFR Part 772 and the FHWA Traffic Noise Guidance.

PURPOSE

The Policy presents NDOT's program to define and implement 23 CFR Part 772. The standards include requirements for highway traffic noise analysis, impact assessment, and abatement evaluation, noise abatement criteria, and requirement for providing information to local officials. This policy describes NDOT's approach implementing those areas where FHWA has given state highway agencies flexibility.

APPLICABILITY

The Policy uniformly applies to all Type I Federal and Federal-aid highway projects as outlined in 23 CFR Part 772.7 and the FHWA Traffic Noise Guidance. This includes Federal and Federal-aid projects that are administered by Local Public Agencies (LPAs). For assistance in evaluating the applicability of the Policy, consult the NDOT Environmental Services Division.

PROJECT TYPES

As defined in 23 CFR Part 772, the Policy applies to all Type I Federal or Federal-aid projects. Type II projects are a proposed Federal or Federal-aid project for traffic noise abatement on an existing roadway where there is no improvement to the roadway itself that increases the vehicle-carrying capacity. Type II programs are voluntary and at the discretion of the state highway agency. Nevada does not have a Type II program or policy. Any Federal-aid project that does not currently fit into a Type I or Type II project, is a Type III project.

DEFINITIONS

Definitions are presented in 23 CFR 772.5, the FHWA Traffic Noise Guidance and this Policy and shall be used. Additional NDOT-defined terminology includes:

Approach level: 1 dB(A)-Leq (h) less than the Noise Abatement Criteria (NAC) for Activity Categories A to E when determining a traffic noise impact

Noise reduction design goal: 8 dB(A)- L_{eq} (h). This shall be the level of traffic noise reduction achieved, if all criteria are satisfied. Each project shall be evaluated for achieving this goal, or as close to this goal that can be attained. The acoustical feasibility is a minimum requirement that will allow constructing a traffic noise abatement measure (TNAM) but may not be the final design.

Substantial noise increase: 12 dB(A)-Leq (h) over existing noise levels.

TRAFFIC NOISE PREDICTION

The traffic noise prediction is described in 23 CFR 772.9 and the FHWA Traffic Noise Guidance. The FHWA Traffic Noise Model, TNM 2.5, or the most current version of TNM, will be used to predict traffic noise. If other models are found acceptable to FHWA and pursuant to 23 CFR 772.9, they may be proposed and will be evaluated on a case-by-case basis. FHWA-approved traffic noise screening tools and processes shall be used when applicable. NDOT does not allow the use of noise contour lines. The posted speed limit shall be used to predict highway traffic noise levels.

ANALYSIS OF TRAFFIC NOISE IMPACTS

The traffic noise impact analysis is described in 23 CFR 772.11 and the FHWA Traffic Noise Guidance. NDOT has established the "approach level" to be 1 dB(A) less than the NAC for Activity Categories A to E when determining a traffic noise impact. NDOT has defined the "substantial noise increase" to be 12 dB(A)- L_{eq} (h) over existing noise levels. The "substantial noise increase" is independent of the absolute noise level. The noise analysis will determine all traffic noise impacts from the project.

Receptor locations for highway traffic noise analysis shall typically be at ground level, or first-floor; and, at an exterior area where frequent human activity occurs, between the right-of-way line and building. Impacted receptors shall be identified or grouped by unique identification numbers. Activity Category B, multi-family dwelling units, shall be analyzed by identifying exterior areas of frequent human use and ascertaining the number of dwelling units.

NDOT shall evaluate eligible Activity Categories C and D areas by utilizing the "equivalent number of residences" method. This shall be completed in the manner of the example below taken from the FHWA Traffic Noise Guidance.

This approach involves identifying the representative lot size of residential development and dividing the land area of portion of the park that is within the study area by the area of the representative lot size. For example, the typical lot size in a community is 60'x120' or 7,200 square feet (SF). Noise modeling predicts noise impacts from the project to a distance of 350 feet. A park in the community is adjacent to the project and has 1000' of frontage. The total impacted area of the park is 350,000 (SF). Dividing this by the typical lot size of 7,200 SF for an equivalent number of receivers, results in 48.6. Therefore, the park is representative of 49 receivers.

Activity Category E shall be analyzed in the manner applied to Activity Category B, multi-family residences.

In addition, Activity Categories C, D, and E shall be evaluated considering a use factor, as available. This will examine the actual amount of time used, the time of day used, and seasonal use at the Activity Category. Determining subsequent traffic noise impacts and any resulting TNAM shall be weighted accordingly.

ANALYSIS OF TRAFFIC NOISE ABATEMENT

Analysis of traffic noise abatement is described in 23 CFR 772.13 and the FHWA Traffic Noise Guidance. NDOT will primarily consider noise barriers, typically concrete, for traffic noise abatement. Absorptive treatments will not be considered. NDOT will utilize cost averaging as allowed in 23 CFR 772.13(k). NDOT does not participate in the FHWA Quieter Pavement Program. Pavement type cannot be considered in analysis nor used as a TNAM.

FEASIBILITY

The feasibility of traffic noise abatement is described in 23 CFR 772.13(d)(1) and the FHWA Traffic Noise Guidance. NDOT considers a TNAM that achieves at least a 5 dB(A) reduction for 50% of the first, or front, row of impacted receptors as acoustically feasible. This is the minimum requirement and does not preclude achieving the noise reduction design goal. The noise reduction design goal shall be achieved if criteria can be satisfied.

Engineering feasibility affecting the final design and placement of sound barriers may be controlled by numerous factors including: topography, barrier height, structural capabilities, access requirements, existing roadways, utilities, drainage, maintenance, other noise sources, safety considerations, or other project specific factors. Engineering feasibility will be evaluated according to the current edition of the American Association of State Highway Transportation Officials (AASHTO) publication "A Policy on Geometric Design of Highways and Streets", (a.k.a. AASHTO Green Book). Sound barrier design requirements are also addressed in project contract documents and per the NDOT Structure Division's *Structures Manual*, 2008. Contact the NDOT Structural Design Division at 1-775-888-7540.

REASONABLENESS

Reasonableness is described in 23 CFR 772.13(d)(2) and the FHWA Traffic Noise Guidance. Three of the criteria used to evaluate the reasonableness of eligible mitigation under consideration are: the points-of-view of the benefitted property owners and residents, the cost effectiveness of the TNAM, and the noise reduction design goal. NDOT has defined the traffic noise reduction design goal as 8 dB(A).

The TNAM (e.g., noise barriers) will be constructed as modeled and designed unless enough benefitted receptors are opposed to their construction, as described below. The viewpoints of the benefited receptors will be solicited during the NEPA public involvement process and before the date of public knowledge. After the date of public knowledge, benefitted receptors cannot petition to alter the proposed TNAM. The proposed TNAM will be constructed as refined during project final design. Non-benefitted receptors cannot participate and cannot alter a proposed TNAM. Benefitted receptors of one TNAM cannot participate and cannot alter other proposed TNAMs from which they do not receive a qualifying benefit.

To be considered, responses from benefitted receptors shall be submitted in writing or documented in the record during a public hearing and/or meeting. The respondent's status with the property shall be clearly identified and their standing validated to allow participation. In the case of rental properties, views of both the owner and the legal resident(s) will be considered in the decision-making process. However, if opposing views over the TNAM develop between the property owner of a benefitted property and its legal occupant(s), the preference of the property owner will take precedence.

To alter a proposed TNAM, two criteria must be met. First, to initiate reconsideration of the proposed TNAM, a qualifying response from a majority (50%, plus one [1]) of all the valid identified benefitted receptors of that TNAM must be received prior to the date of public knowledge.

On meeting the first criteria, a ballot will then be sent via U.S. certified mail to the benefitted receptors for that TNAM. It will request their vote on retaining or removing the proposed TNAM. A TNAM must retain all other criteria necessary to allow it to be funded. If a ballot is not received from a benefitted receptor after 30 calendar days from mailing, a second ballot will be sent under the same conditions. If no response is received or the U.S. Postal Service could not deliver a ballot and it is returned, it will be noted in the administrative record and further attempts will not be made.

The following scoring system will be used for returned, valid ballots and the tallied results must support any change to the proposed TNAM. The area of the removed TNAM will not be eligible for future consideration of a TNAM. If a valid change is enacted and the proposed TNAM is altered, the final voting results will be sent to all the identified benefitted receptors for that TNAM.

The preferences of benefitted receptors will be evaluated and tallied as follows per returned ballot:

- Those receiving a 7 or greater dB(A) reduction in projected traffic noise levels shall receive three points.
- Those receiving a 6 dB(A) reduction in projected traffic noise levels shall receive two points.
- Those receiving a 5 dB(A) reduction in projected traffic noise levels shall receive one point.
- Those receiving less than a 5 dB(A) reduction in projected traffic noise levels are not a benefitted receptor and shall not participate.

A cost-benefit analysis will be prepared to evaluate the TNAM. A maximum construction cost of \$50,000 (2018 U.S. dollars [USD]) is allotted per benefited receptor (i.e., dwelling, equivalent unit) that satisfies criteria. This allowance will be evaluated at least every five years.

The range of cost-to-construct values are dependent on type of TNAM (e.g., precast concrete versus cast-in-place concrete noise barrier). Proposed noise barrier type shall meet prescribed specifications of reducing traffic noise. Precast concrete barriers, i.e., post and panel, are the most commonly used TNAM. To satisfy the cost effectiveness for a precast

concrete noise barrier, \$35 per square foot (SF) (2018 USD) is used in the cost reasonable calculation. The cost effectiveness is evaluated only on factors to construct (e.g., materials and labor). It does not require considering other costs, such as engineering/design, acquiring right-of-way, drainage, traffic control, or utility relocation. Deviations from this will be evaluated on a case-by-case situation as allowed per regulation, guidance, policy, and practice. The cost-to-construct value will be reevaluated at least every five years.

As provided in 23 CFR 772.13(k) on Type I projects, FHWA delegates to the highway agency the option to cost average traffic noise abatement among benefitted receptors within common noise environments. NDOT allows the cost averaging option as outlined in the CFR.

FEDERAL PARTICIPATION

Federal participation is described in 23 CFR 772.15 and the FHWA Traffic Noise Guidance.

INFORMATION FOR LOCAL OFFICIALS

Information for local officials is described in 23 CFR 772.17 and the FHWA Traffic Noise Guidance. Local officials will be informed of potential traffic noise impacts to land adjacent to a proposed highway project to protect future noise sensitive land development from becoming incompatible with traffic noise levels. This will be performed during the NEPA process and available on NDOT's website.

Traffic noise abatement for development adjacent to the highway occurring after the date of public knowledge is the responsibility of local municipalities. Provision for such noise abatement becomes the responsibility of local communities and private developers. After the date of public knowledge, NDOT will be available for analyzing changes in traffic noise impacts, when appropriate and deemed necessary.

CONSTRUCTION NOISE

Construction noise is described in 23 CFR 772.19. Procedures to minimize construction noise impacts, while considering traffic impacts, will be addressed on a project-by-project basis. When reasonable and feasible, project TNAM will be constructed as early in the project as possible to provide mitigation from construction noise.

QUALIFICATIONS TO PERFORM TRAFFIC NOISE ANALYSIS

Only personnel qualified in the field of highway traffic noise analysis shall be responsible for the highway traffic noise analysis on FHWA/NDOT transportation improvement projects or within NDOT right-of-way. If junior personnel don't have this experience, they must be working under more senior personnel who have all required training and experience.

Personnel shall have demonstrated experience in conducting traffic noise analyses for transportation improvement projects and must have exhibited a working knowledge of the procedures and policies outlined in:

 The Federal regulation (23 CFR 772) and its accompanying noise guidance material developed by FHWA (current version);

- The NDOT Traffic and Construction Noise Analysis and Abatement Policy (current version);
- Report Number FHWA-PD-96-046, "Measurements of Highway-Related Noise," http://www.fhwa.dot.gov/environment/noise/measurement/measure.cfm; and,
- Any subsequent regulation, procedure, guidance or policy issued.

The qualified individual must have successfully completed, been involved in the development and/or instruction of and demonstrate equivalent and proficient experience with the following:

- Highway traffic noise analysis training provided by FHWA and/or the National Highway Institute (NHI); and,
- Training on the most currently approved FHWA traffic noise analysis computer model(s), through a qualified provider.

Refresher and additional training may be necessary because of advanced highway traffic noise modeling technology or changes in highway traffic noise policy and/or procedure. A copy of the certificate of training and documentation of equivalent experience shall be included in their employer's prequalification packet and with submitted analysis and reports.

POLICY REVISIONS

The Policy was originally issued April 18, 2011 and approved for use beginning July 13, 2011. It was revised as follows.

- August 1, 2012: added qualifications necessary to preform traffic noise analysis as an appendix;
- September 26, 2012: removed appendices containing 23 CFR 772 and the FHWA Noise Guidance and replaced with a weblink;
- June 1, 2016: added statement in *Analysis of Traffic Noise Abatement* section allowing cost averaging per 23 CFR 772.13(k);
- March 1, 2017: moved from appendix and incorporated qualifications to perform noise analysis and cost averaging into body of policy;
- December 1, 2017: clarified language and updated values under Traffic Noise Prediction, Analysis of Traffic Noise Abatement and Reasonableness sections; and,
- May 15, 2018: added clarifying language.

The latest revised Policy shall apply to projects requiring a traffic noise study that were initiated after the effective revision date. It may also apply to other studies not yet completed before the effective revision date and will be evaluated for applicability, satisfying criteria, and enhancements to proposed TNAM for those ongoing studies.