

APPENDIX D

These tables show the proposed noise levels at various receiver locations adjacent to the "Build" alternatives and the system improvements. The first three columns in this table refer to the receiver number, type of receiver, and distance from centerline of roadway. The remaining column refers to the 2005 noise levels as a result of a "Build" alternative. For Line B from CR 375 to Elston Road, Line 2, and the system improvements, there are three remaining columns which refer to the 1985 noise levels at the receiver due to the existing roadway, the 2005 noise levels due to the existing roadway, and the 2005 noise levels as a result of the proposed improvement. To aid in understanding the type of receiver, the following codes are used:

R	-	Residence	D	-	Dormitory
C	-	Commercial	RC	-	Research Center
CH	-	Church	A	-	Airport
Apts	-	Apartment Building	US	-	Utility Substation
Cem	-	Cemetery	GC	-	Golf Course
			H	-	Hotel

Noise Analysis

Line A

County Road 550S to County Road 350S

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Proposed Rd. 2005 Leq</u>
1	R	430 ft.	51 dBA
2	R	530	49
3	R	550	49
4	R	600	49
5	R	630	48
6	R	700	47
7	R	730	47
8	R	770	47
9	R	800	47
10	R	830	46
11	R	870	46
12	R	900	46
13	R	920	45
14	R	990	45
15	R	1070	44

County Road 350S to SR 25

1	R	300 ft.	58 dBA
2	R	350	57
3	Apts.	380	56
4	R	400	56
5	R	420	55
6	R	470	55
7	R	480	54
8	2R	580	53
9	R	600	53
10	R	610	53
11	5K	630	53
12	2R	670	52
13	R	710	52
14	R	730	51
15	R	780	51
16	R	850	50
17	5R	950	50
18	R	970	49
19	2R	1000	49

SR 25 to South River Road

1	R	290 ft.	62 dBA
2	R	310	61
3	R	360	60
4	Cem.	600	57
5	R	640	56

Line B

County Road 375S to County Road 300S

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Existing Rd. 1985 Leq</u>	<u>Existing 2005 Leq</u>	<u>Proposed Rd. 2005 Leq</u>
1	Cem.	50 ft.	72 dBA	75 dBA	76 dBA
2	2R	70	70	73	74
3	2R	80	69	72	73
4	4R	90	68	71	72
5	9R	100	67	70	71
6	4R	140	65	68	69
7	2R	160	64	67	68
8	R	380	58	61	62

County Road 300S to Elston Road

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>		<u>Existing Rd. 1985 Leq</u>	<u>Existing Rd. 2005 Leq</u>	<u>Proposed 2005 Leq</u>
		<u>Existing</u>	<u>Proposed</u>			
1	2R	130 ft.	170 ft.	65 dBA	69 dBA	68 dBA
2	R	140	190	65	68	67
3	R	100	160	67	70	68
4	R	110	170	67	70	68
5	R	120	190	66	69	67
6	R	110	180	67	70	67
7	3R	120	190	66	69	67
8	3R	110	180	67	70	68
9	R	220	280	62	65	64
10	C	650	700	55	58	58
11	Ch	380	380	59	62	62
12	C	80	100	69	72	72
13	C	90	120	68	71	71
14	C	340	380	59	62	63
15	C	120	150	66	69	70
16	C	200	140	62	65	70
17	C	350	140	58	61	72
18	C	70	320	69	72	63
19	C	100	460	66	69	61
20	C	220	260	62	65	64
21	R	200	500	60	63	59
22	R	120	620	63	66	58

Elston Road to South River Road

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Proposed Rd. 2005 Leq</u>
1	R	260 ft.	64 dBA
2	R	310	62
3	R	180	66
4	R	250	64
5	R	200	65
6	R	130	69
7	2R	270	63
8	R	240	64
9	R	230	65
10	R	200	65
11	R	150	67
12	R	220	65
13	R	170	62

South River Road to Conrail Trucks

1	R	170 ft.	61 dBA
2	R	150	61
3	C	340	56
4	C	320	56

Line C

County Road 375 S to SR 25

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Proposed Rd. 2005 Leq</u>
1	R	210 ft.	62 dBA
2	R	270	60
3	R	300	60
4	5R	360	58
5	R	400	58
6	R	440	57
7	R	500	56
8	R	530	56
9	R	780	53

SR 25 to South River Road

1	2R	290 ft.	63 dBA
2	R	360	61
3	R	380	61
4	Cem.	600	58
5	2R	630	58

County Road 350S Connector from County Road 50E to Proposed Realignment

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>		<u>Existing Rd.</u>	<u>Existing Rd.</u>	<u>Proposed Rd.</u>
		<u>Existing</u>	<u>Proposed</u>	<u>1985 Leq</u>	<u>2005 Leq</u>	<u>2005 Leq</u>
1	R	100	100 ft.	48 dBA	50 dBA	64 dBA
2	R	*450 (200')	120	61	64	66
3	R	150 (500')	350	57	59	60
4	R	700 (305')	150	59	61	64
5	R	120	240	52	54	59
6	R	270	310	48	51	58
7	R	70	600	51	53	54
8	R	950	100	45	47	64
9	R	280	780	44	46	58

*Distance in parentheses is to existing US 231.

Line 1

South River Road to State Street

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Proposed Rd. 2005 Leq</u>
1	C	150 ft.	61 dBA
2	D	210	59
3	D,RC	300	57
4	R	360	55
5	A	440	54
6	R	510	53
7	2R,C	600	52

State Street to US 52

1	R	170 ft.	59 dBA
2	R	200	58
3	H	240	57
4	US ,R	380	54
5	2R	410	54
6	R	690	50
7	Ch	750	49

Line 2

South River Road to Airport Road

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Rdy</u>	<u>Existing Rd. 1985 Leq</u>	<u>Existing Rd. 2005 Leq</u>	<u>Proposed Rd. 2005 Leq</u>
1	C	150 ft.	---	---	61 dBA
2	D	210	---	---	59
3	D	300	---	---	57
4	A	440	---	---	54

Along Airport Road to State Street

1	D	100 ft.	60 dBA	61 dBA	68 dBA
2	5D	100	60	61	61

State Street to Cherry Lane

1	R,C,GC	140 ft.	56 dBA	57 dBA	62 dBA
2	2R	190	54	55	60
3	R	260	52	53	58
4	R	380	49	50	55

Cherry Lane to US 52

1	H	370 ft.	---	---	51 dBA
2	R	400	---	---	51
3	Ch	580	---	---	48
4	R	500	---	---	48

Harrison Street - Grant Street to South River Road

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Roadway</u>	<u>Existing Rd. 1985 Leq</u>	<u>Existing Rd. 2005 Leq</u>	<u>Proposed Rd. 2005 Leq</u>
1	5R	*50 ft.	61 dBA	61 dBA	71 dBA
2	3R	60	59	59	68
3	2R	50	60	60	66
4	R	70 (100')	56	57	63
5	R	230 (90')	50	51	65
6	Apts	150 (170')	50	51	61
7	Apts	280 (120')	51	52	63
8	R	400 (90')	51	52	66
9	R	260 (60')	53	54	67
10	R	270 (70')	53	54	67
11	C	120 (130')	58	59	68
12	Apts	100 (100')	60	61	70

Harrison Bridge - North River Road to Chauncey

<u>Receiver</u>	<u>Represents</u>	<u>Distance from C/L of Roadway</u>	<u>Existing Rd. 1985 Leq</u>	<u>Existing Rd. 2005 Leq</u>	<u>Proposed Rd. 2005 Leq</u>
1	Apt.	**720 ft. (170)	48 dBA	50 dBA	49 dBA
2	R	110	61	62	61
3	R	100	61	62	61
4	R	150 (70')	59	61	61
5	R	250 (190')	55	56	56
6	R	170 (120')	57	58	59
7	C	80 (30')	60	61	64
8	R	110 (50')	59	60	62
9	R	230	54	56	56
10	R	50	63	65	68
11	Apt	30 (90')	73	75	74
12	R	40 (90')	64	66	65
13	R	30 (70')	66	68	67
14	4R	40	64	66	65

* Distances are to C/L of existing Harrison Street for receivers 1-8 and C/L of South River Road for receivers 9-12. Distances in parentheses are to C/L of proposed realignment.

** Distances are to C/L of mainline and those in parentheses are to C/L of proposed ramp.

South River Road from Lines A, B, or C to SR 26

Receiver	Represents	Distance from C/L		Existing Rd.	Existing Rd.	Proposed Rd.	Proposed Rd.
		Existing Rd.	Proposed Rd.	1985 Leq	2005 Leq	from Lines A and C 2005 Leq	from Line B 2005 Leq
1	R	360 ft.	570 ft. (750')*	51dBA	52dBA	56dBA	54dBA
2	R	70	(600')	62	63	61	56
3	C	90	(300')	60	61	60	59
3a	R	60	(300')	64	65	65	59
4	R	400	(150')	50	51	56	60
5	R	50	(300')	64	65	64	60
6	R	70	(350')	62	63	64	60
7	R	50	(400')	64	65	64	60
8	R	50	(400')	64	65	64	60
9	R	50	(400')	64	65	64	60
10	R	50	(350')	64	65	64	60
11	R	40	(300')	66	67	64	61
12	R	50		64	65	65	--
13	C	90		60	61	68	--
14	C	250	(450')	53	55	58	58
15	4 Apts.	70	70	62	63	70	70
16	C	40	40	66	67	75	74
17	C	40	40	66	67	75	74
18	4 Apts.	70	70	62	63	71	70
19	C	30	30	67	68	76	76
20	C	70	70	62	63	71	70
21	C	70	70	62	63	71	70
22	R	70	70	62	63	71	70
23	3R	50	50	64	65	73	72
24	4R	60	60	63	64	72	71
25	C	40	40	66	67	75	74
26	C	110	110	59	60	67	67
27	C	100	100	59	61	68	68

*Distance in parentheses is to C/L of proposed realignment.

Key

R - Residential
 C - Commercial
 Apts - Apartment Building
 Cem - Cemetery
 Ch - Church

D - Dormitory
 RC - Research Center
 A - Airport
 US - Utility Substation
 GC - Golf Course
 H - Hotel