Table C-1

No-Action Alternative

Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)		No-Action (2030)			US 31 w/ Alt. G Bypass (2030)		
	Noise Level	Impact	Noise Level	Change vs. Existing	Impact	Noise Level	Change vs. Existing	Impact
R102	55		59	4		0	0	
R104	61		64	3		0	0	
R106	61		64	3		0	0	
R108	60		64	3		0	0	
R110	63		66	3	X	0	0	
R112	62		65	3		0	0	
R114	61		65	3		62	1	
R116	61		64	3		62	1	
R118	60		63	3		60	0	
R120	57		61	4		58	1	
R122	65		69	4	X	67	1	X
R124	68	X	72	4	X	70	1	X
R126	68	X	72	4	X	69	1	X
R128	67	X	70	4	X	68	1	X
R130	68	X	72	4	X	70	1	X
R132	70	X	73	3	X	71	1	X
R134	68	X	71	3	X	69	1	X
R101	64		68	4	X	65	1	
R103	64		68	4	X	64	1	
R105	64		68	4	X	65	0	
R107	66	X	69	3	X	66	0	X
R109	67	X	70	3	X	66	-1	X
R111	65		68	3	X	65	0	
R113	65		68	3	X	65	0	
R115	66	X	69	3	X	66	0	X
R117	68	X	71	3	X	67	-1	X
R119	68	X	70	3	X	67	-1	X
R121	67	X	70	3	X	66	-1	X
R123	67	X	70	3	X	67	0	X
R125	68	X	71	3	X	67	-1	X
R127	68	X	71	3	X	67	-1	X
R129	69	X	71	3	X	68	-1	X
R131	65		69	4	X	66	1	X
R133	66	X	69	4	X	67	1	X

continued

Receiver	Existing (2002)		No-Action (2030)			US 31 w/ Alt. G Bypass (2030)		
	Noise Level	Impact	Noise Level	Change vs. Existing	Impact	Noise Level	Change vs. Existing	Impact
R135	66	X	70	4	X	67	1	X
R137	66	X	69	4	X	67	1	X
R139	66	X	69	4	X	67	1	X
R141	64		68	4	X	65	1	
R143	65		68	4	X	66	1	X
R145	65		69	4	X	66	1	X
R138	68	X	71	4	X	69	1	X
R140	65		68	4	X	65	1	
R142	66	X	70	4	X	67	1	X
R144	66	X	69	4	X	67	1	X
R146	68	X	71	4	X	69	1	X
R148	67	X	70	4	X	68	1	X
R150	67	X	70	4	X	68	1	X
R152	67	X	71	4	X	68	1	X
R154	65		69	4	X	66	1	X
R156	65		69	4	X	66	1	X
R158	63		67	4	X	64	1	
R160	61		65	4		62	1	
R162	66	X	70	4	X	67	1	X
R164	65		69	4	X	66	1	X
R166	67	X	70	4	X	68	1	X
R168	67	X	70	4	X	67	1	X
R170	66	X	70	4	X	67	1	X
R172	66	X	70	4	X	67	1	X
R174	65		69	4	X	66	1	X
R176	66	X	70	4	X	67	1	X
R178	63		67	4	X	64	1	
R205	70	X	73	3	X	70	0	X
R147	69	X	72	3	X	69	0	X
R149	68	X	71	3	X	68	0	X
R151	67	X	70	3	X	67	0	X
R153	68	X	71	3	X	68	0	X
R155	68	X	71	3	X	68	0	X
R157	67	X	70	3	X	67	0	X
R159	66	X	69	3	X	66	0	X
R161	65		68	3	X	65	0	
R163	65		68	3	X	66	0	X

continued

Receiver	Existing (2002)		No-Action (2030)			US 31 w/ Alt. G Bypass (2030)		
	Noise Level	Impact	Noise Level	Change vs. Existing	Impact	Noise Level	Change vs. Existing	Impact
R165	66	X	69	3	X	66	0	X
R167	66	X	69	3	X	66	0	X
R180	62		65	4		64	2	
R169	65		68	3	X	66	2	X
R248	70	X	73	3	X	72	2	X
R250	67	X	70	3	X	69	2	X
R252	66	X	69	3	X	68	2	X
R254	66	X	70	3	X	68	2	X
R256	66	X	69	3	X	68	2	X
R258	66	X	69	3	X	67	2	X
R260	65		68	3	X	67	2	X
R262	65		69	3	X	67	2	X
R264	65		68	3	X	67	2	X
R266	65		69	3	X	67	2	X
R268	65		68	3	X	66	2	X
R270	65		68	3	X	67	2	X
R182	63		66	3	X	64	1	
R184	64		67	3	X	65	1	
R186	63		66	3	X	64	1	
R188	64		67	3	X	64	1	
R190	64		68	3	X	65	1	
R192	66	X	70	3	X	67	1	X
R194	66	X	69	3	X	66	1	X
R196	65		68	3	X	66	1	X
R198	66	X	69	3	X	66	1	X
R200	65		69	3	X	66	1	X
R202	65		69	3	X	66	1	X
R204	63		67	3	X	64	1	
R206	63		67	3	X	64	1	
R208	62		66	3	X	63	1	
R210	61		65	4		62	1	
R212	61		64	3		61	1	
R214	60		63	4		61	1	
R216	59		63	4		60	1	
R218	59		62	4		59	1	
R220	58		61	4		58	1	
R171	60		64	4		61	1	

continued

Receiver	Existing (2002)		No-Action (2030)			US 31 w/ Alt. G Bypass (2030)		
	Noise Level	Impact	Noise Level	Change vs. Existing	Impact	Noise Level	Change vs. Existing	Impact
R173	61		65	3		61	0	
R175	65		68	3	X	65	0	
R177	64		67	3	X	64	0	
R203	55		58	3		55	0	
R179	60		63	3		60	0	
R181	63		66	3	X	63	0	
R183	65		68	3	X	65	0	
R185	67	X	70	3	X	67	0	X
R187	65		69	3	X	65	0	
R189	66	X	69	3	X	66	0	X
R191	65		68	3	X	65	0	
R193	66	X	69	3	X	66	0	X
R195	52		55	3		52	0	
R222	62		65	3		61	-1	
R224	62		65	3		61	-1	
R226	60		63	3		59	-1	
R228	61		64	3		60	-1	
R230	60		63	3		60	-1	
R232	60		63	3		59	-1	
R234	61		64	3		61	0	
R236	61		64	3		61	0	
R238	60		63	3		59	-1	
R240	58		61	3		57	-1	
R242	58		61	3		57	-1	
R244	60		63	3		59	-1	
R246	58		61	3		57	-1	
R197	54		57	3		54	-1	
R201	46		49	3		46	-1	

Table C-2
Alternative E
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative E (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R102	55	58	2	
R177	64	52	-12	
R179	60	52	-8	
R181	63	53	-11	
R183	65	53	-11	
R185	67	54	-13	
R187	65	54	-11	
R189	66	55	-11	
R191	65	56	-9	
R193	66	57	-9	
R195	52	54	3	
R222	62	62	0	
R226	60	62	2	
R228	61	62	1	
R230	60	62	2	
R232	60	62	2	
R234	61	63	1	
R236	61	62	2	
R238	60	66	6	**X**
R240	58	64	6	
R242	58	64	6	
R244	60	65	6	
R246	58	64	6	
R197	54	65	10	
R201	46	52	6	
R380	52	58	6	
R382	52	56	4	
R390	52	53	1	
R392	52	52	0	
R394	52	59	7	
R396	52	59	7	
R398	52	56	4	
R400	52	60	8	

continued

Receiver	Existing (2002)	Alternative E (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R402	52	59	7	
R404	52	60	8	
R406	52	59	7	
R408	52	55	3	
R410	52	55	3	
R412	52	57	5	
R414	52	57	5	
R416	52	59	7	
R418	52	60	8	
R420	52	61	9	
R422	52	62	10	
R424	52	61	9	
R426	52	60	8	
R428	52	57	5	
R430	52	56	4	
R432	52	56	4	
R434	52	58	6	
R436	52	59	7	
R438	52	62	10	
R440	52	61	9	
R442	52	58	6	
R444	52	59	7	
R446	52	59	7	
R448	52	58	6	
R450	52	59	7	
R452	52	57	5	
R454	52	56	4	
R456	52	57	5	
R458	52	54	2	
R460	52	54	2	
R462	52	53	1	
R464	52	53	1	
R466	52	52	0	
R468	52	56	4	
R470	52	54	2	
R472	52	54	2	
R504	52	54	2	

continued

Receiver	Existing (2002)	Alternative E (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R506	52	60	8	
R508	52	60	8	
R510	52	60	8	
R512	52	59	7	
R514	52	59	7	
R516	52	58	6	
R518	52	59	7	
R520	52	57	5	
R522	52	56	4	
R524	52	54	2	
R526	52	55	3	
R528	52	57	5	
R530	52	57	5	
R600	59	61	2	
R601	55	57	2	
R602	52	55	3	
R603	52	61	9	
R604	52	63	11	
R605	52	55	3	
R606	52	54	2	
R607	52	63	11	
R608	52	61	9	
R609	52	53	1	
R612	52	53	1	
R620	52	57	5	
R621	52	63	11	
R622	52	62	10	
R623	52	62	10	
R624	52	59	7	
R625	52	66	14	**X**
R626	52	65	13	
R627	52	61	9	
R628	52	65	13	

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Table C-3
Alternative F
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative F (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R102	55	57	2	
R238	60	63	3	
R240	58	61	3	
R242	58	61	3	
R244	60	63	3	
R246	58	61	3	
R380	52	57	5	
R382	52	56	4	
R390	52	52	0	
R392	52	52	0	
R394	52	59	7	
R396	52	58	6	
R398	52	55	3	
R400	52	60	8	
R402	52	58	6	
R404	52	60	8	
R406	52	59	7	
R408	52	54	2	
R410	52	55	3	
R412	52	56	4	
R414	52	57	5	
R416	52	58	6	
R418	52	59	7	
R420	52	61	9	
R422	52	62	10	
R424	52	60	8	
R426	52	60	8	
R428	52	57	5	
R430	52	56	4	
R432	52	56	4	
R434	52	58	6	
R436	52	59	7	
R438	52	62	10	

continued

Receiver	Existing (2002)	Alternative F (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R440	52	61	9	
R442	52	58	6	
R444	52	59	7	
R446	52	59	7	
R448	52	58	6	
R450	52	59	7	
R452	52	57	5	
R454	52	56	4	
R456	52	57	5	
R458	52	54	2	
R460	52	54	2	
R462	52	53	1	
R464	52	53	1	
R466	52	52	0	
R468	52	56	4	
R470	52	54	2	
R472	52	54	2	
R504	52	54	2	
R506	52	60	8	
R508	52	60	8	
R510	52	59	7	
R512	52	58	6	
R514	52	58	6	
R516	52	57	5	
R518	52	59	7	
R520	52	56	4	
R522	52	55	3	
R524	52	53	1	
R526	52	54	2	
R316	52	60	8	
R318	52	53	1	
R320	52	52	0	
R322	52	52	0	
R324	52	52	0	
R326	52	52	0	
R328	52	52	0	
R376	52	61	9	

continued

Receiver	Existing (2002)	Alternative F (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R378	52	55	3	
R600	59	61	2	
R601	55	57	2	
R602	52	55	3	
R603	52	61	9	
R604	52	63	11	
R605	52	55	3	
R606	52	54	2	
R607	52	62	10	
R608	52	60	8	
R609	52	52	0	
R612	52	53	1	
R620	52	57	5	
R625	52	65	13	
R626	52	65	13	
R627	52	60	8	
R628	52	65	13	

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Table C-4
Alternative G
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative G (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R238	60	63	3	
R240	58	61	3	
R242	58	61	3	
R244	60	62	3	
R246	58	61	3	
R316	52	56	4	
R318	52	52	0	
R320	52	52	0	
R322	52	52	0	
R324	52	52	0	
R326	52	52	0	
R328	52	52	0	
R376	52	60	8	
R378	52	54	2	
R272	52	54	2	
R274	52	54	2	
R276	52	52	0	
R278	52	53	1	
R284	52	52	0	
R330	52	56	4	
R332	52	58	6	
R334	52	54	2	
R336	52	58	6	
R342	52	55	3	
R346	52	54	2	
R348	52	55	3	
R286	52	53	1	
R288	52	52	0	
R290	52	57	5	
R292	52	52	0	
R294	52	58	6	
R296	52	57	5	
R298	52	60	8	

continued

Receiver	Existing (2002)	Alternative G (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R300	52	61	9	
R302	52	58	6	
R304	52	59	7	
R306	52	56	4	
R308	52	55	3	
R310	52	53	1	
R314	52	55	3	
R360	52	52	0	
R364	52	52	0	
R368	52	56	4	
R370	52	57	5	
R372	52	57	5	
R374	52	63	11	
R600	59	61	2	
R601	55	57	2	
R610	52	62	10	
R611	52	52	0	

Table C-5
Alternative I
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative I (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R177	64	52	-12	
R179	60	52	-8	
R181	63	52	-11	
R183	65	53	-12	
R185	67	54	-13	
R187	65	54	-11	
R189	66	55	-11	
R191	65	55	-10	
R193	66	57	-9	
R195	52	54	2	
R222	62	62	0	
R226	60	61	2	
R228	61	62	1	
R230	60	62	2	
R232	60	62	2	
R234	61	62	1	
R236	61	62	1	
R238	60	66	6	**X**
R240	58	64	6	
R242	58	64	6	
R244	60	65	6	
R246	58	64	6	
R197	54	64	10	
R201	46	52	6	
R456	52	52	0	
R458	52	52	0	
R460	52	52	0	
R462	52	52	0	
R464	52	52	0	
R466	52	52	0	
R468	52	56	4	
R470	52	53	1	
R472	52	54	2	

continued

Receiver	Existing (2002)	Alternative I (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R504	52	54	2	
R506	52	60	8	
R508	52	60	8	
R510	52	59	7	
R512	52	58	6	
R514	52	58	6	
R516	52	57	5	
R518	52	58	6	
R520	52	56	4	
R522	52	55	3	
R524	52	54	2	
R526	52	55	3	
R528	52	57	5	
R530	52	56	4	
R272	52	54	2	
R274	52	55	3	
R276	52	53	1	
R278	52	53	1	
R284	52	52	0	
R330	52	57	5	
R332	52	58	6	
R334	52	55	3	
R336	52	58	6	
R342	52	56	4	
R346	52	55	3	
R348	52	56	4	
R350	52	52	0	
R352	52	52	0	
R354	52	52	0	
R356	52	53	1	
R358	52	53	1	
R600	59	61	2	
R601	55	57	2	
R610	52	62	10	
R612	52	52	0	
R613	52	59	7	
R614	52	59	7	

continued

Receiver	Existing (2002)	Alternative I (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R615	52	59	7	
R616	52	57	5	
R617	52	56	4	
R618	52	56	4	
R619	52	56	4	
R620	52	55	3	
R621	52	62	10	
R622	52	62	10	
R623	52	62	10	
R624	52	59	7	

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Table C-6
Alternative J
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative J (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R238	60	63	3	
R240	58	61	3	
R242	58	61	3	
R244	60	62	3	
R246	58	61	2	
R456	52	52	0	
R458	52	52	0	
R460	52	52	0	
R462	52	52	0	
R464	52	52	0	
R466	52	52	0	
R468	52	55	3	
R470	52	53	1	
R472	52	54	2	
R504	52	53	1	
R506	52	59	7	
R508	52	59	7	
R510	52	58	6	
R512	52	57	5	
R514	52	57	5	
R516	52	57	5	
R518	52	58	6	
R520	52	55	3	
R522	52	54	2	
R524	52	53	1	
R526	52	53	1	
R316	52	59	7	
R318	52	52	0	
R320	52	52	0	
R322	52	52	0	
R324	52	52	0	
R326	52	52	0	
R328	52	52	0	

continued

Receiver	Existing (2002)	Alternative J (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R376	52	60	8	
R378	52	54	2	
R272	52	53	1	
R274	52	54	2	
R276	52	52	0	
R278	52	53	1	
R284	52	52	0	
R330	52	56	4	
R332	52	58	6	
R334	52	54	2	
R336	52	58	6	
R342	52	55	3	
R346	52	54	2	
R348	52	55	3	
R350	52	52	0	
R352	52	52	0	
R354	52	52	0	
R356	52	52	0	
R358	52	52	0	
R600	59	61	2	
R601	55	57	2	
R610	52	62	10	
R612	52	52	0	
R613	52	59	7	
R614	52	59	7	
R615	52	59	7	
R616	52	57	5	
R617	52	56	4	
R618	52	56	4	
R619	52	56	4	
R620	52	55	3	

Table C-6
Alternative J Modified
Predicted Traffic Generated Noise Levels [Leq(h) in dBA]

Receiver	Existing (2002)	Alternative J Modified(2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R238	60	63	3	
R240	58	61	3	
R242	58	61	3	
R244	60	62	3	
R246	58	61	2	
R456	52	52	0	
R458	52	52	0	
R460	52	52	0	
R462	52	52	0	
R464	52	52	0	
R466	52	52	0	
R468	52	55	3	
R470	52	53	1	
R472	52	54	2	
R504	52	53	1	
R506	52	59	7	
R508	52	59	7	
R510	52	58	6	
R512	52	57	5	
R514	52	57	5	
R516	52	57	5	
R518	52	58	6	
R520	52	55	3	
R522	52	54	2	
R524	52	53	1	
R526	52	53	1	
R316	52	59	7	
R318	52	52	0	
R320	52	52	0	
R322	52	52	0	
R324	52	52	0	
R326	52	52	0	
R328	52	52	0	

continued

Receiver	Existing (2002)	Alternative J Modified (2030)		
	Noise Level	Noise Level	Change vs. Existing	Impact
R376	52	60	8	
R378	52	54	2	
R272	52	53	1	
R274	52	54	2	
R276	52	52	0	
R278	52	53	1	
R284	52	52	0	
R330	52	56	4	
R332	52	58	6	
R334	52	54	2	
R336	52	58	6	
R342	52	55	3	
R346	52	54	2	
R348	52	55	3	
R350	52	52	0	
R352	52	52	0	
R354	52	52	0	
R356	52	52	0	
R358	52	52	0	
R600	59	61	2	
R601	55	57	2	
R610	52	62	10	
R612	52	52	0	
R613	52	59	7	
R614	52	59	7	
R615	52	59	7	
R616	52	57	5	
R617	52	56	4	
R618	52	56	4	
R619	52	56	4	
R620	52	55	3	