

Appendix B

Traffic Data

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): US 158 north of Mid-Currituck Bridge (Link #1)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 51,400	ADT LOS(C): 51,400	ADT LOS(C): 51,400

Demand: 27,000 / 50,600	Demand: 54,300 / 92,600	Demand: 54,300 / 92,600
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	%	K = 8	%	K = 8	%
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D = 60	%	D = 60	%	D = 60	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 2.0	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =	VPH =	VPH =	VPH =	VPH =	VPH =
Split =	Split =	Split =	Split =	Split =	Split =
Auto =	Auto =	Auto =	Auto =	Auto =	Auto =
MT =	MT =	MT =	MT =	MT =	MT =
HT =	HT =	HT =	HT =	HT =	HT =
Bus =	Bus =	Bus =	Bus =	Bus =	Bus =
MC =	MC =	MC =	MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): US 158 south of Mid-Currituck Bridge (Link #2)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 51,400	ADT LOS(C): 51,400	ADT LOS(C): 51,400

Demand: 23,300 / 49,400	Demand: 47,400 / 89,900	Demand: 37,800 / 74,700
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	%	K = 8	%	K = 8	%
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D = 60	%	D = 60	%	D = 60	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 2.0	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Mid-Currituck Bridge (Link #15)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): NA	ADT LOS(C): NA	ADT LOS(C): 8,500

Demand: NA / NA	Demand: NA / NA	Demand: 14,700 / 22,500
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	%	K = 8	%	K = 8	%
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D = 60	%	D = 60	%	D = 60 / 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 2.0	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

NA – Not applicable – no bridge

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1)

Segment Description(s): NC 12 North of Mid-Currituck Bridge (Link #13 – C1)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 10,300 (2 ln) / 38,400 (4 ln)

Demand: 8,700 / 9,700	Demand: 11,600 / 13,900	Demand: 12,600 / 14,900
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 65	%	D = 65	%	D = 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1)

Segment Description(s): NC 12 South of Mid-Currituck Bridge (Link #12 North – C1)
(between NC 12/MCB signal and NC 12/Albacore St signal)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 38,400 (4 ln)

Demand: 16,000 / 19,900	Demand: 24,300 / 30,400	Demand: 26,100 / 34,600
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 65	%	D = 65	%	D = 65	%
--------	---	--------	---	--------	---

T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1)

Segment Description(s): NC 12 South of Mid-Currituck Bridge (Link #12 South - C1)
(between NC 12/Albacore St signal and future NC 12/Currituck Clubhouse signal)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 38,400 (4 ln)

Demand: 17,000 / 20,900	Demand: 23,300 / 31,400	Demand: 24,100 / 32,400
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 65	%	D = 65	%	D = 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1)

Segment Description(s): NC 12 South of Mid-Currituck Bridge (Link #14 – C1)
(south of future NC 12/Currituck Clubhouse signal)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 10,300 (2 ln) / 38,400 (4 ln)

Demand: 17,500 / 21,900	Demand: 25,900 / 32,700	Demand: 22,100 / 29,600
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 60 / 65	%	D = 60 / 65	%	D = 60 / 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C2)

Segment Description(s): NC 12 North of Mid-Currituck Bridge (Link #13 – C2)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 10,300 (2 ln) / 38,400 (4 ln)

Demand: 11,700 / 10,700	Demand: 13,600 / 16,900	Demand: 15,200 / 18,700
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 65	%	D = 65	%	D = 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C2)

Segment Description(s): NC 12 South of Mid-Currituck Bridge (Link #12 – C2)
(between NC 12/MCB signal and future NC 12/Currituck Clubhouse signal)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 38,400 (4 ln)

Demand: 17,000 / 20,900	Demand: 23,300 / 31,400	Demand: 23,500 / 31,600
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
-------	---	-------	---	-------	---

D = 65	%	D = 65	%	D = 65	%
--------	---	--------	---	--------	---

T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: May 2, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C2)

Segment Description(s): NC 12 South of Mid-Currituck Bridge (Link #14 – C2)
(south of future NC 12/Currituck Clubhouse signal)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD: year <u>2035</u>	(Design Year) BUILD: year <u>2035</u>
Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 10,300	ADT LOS(C): 10,300	ADT LOS(C): 10,300 (2 ln) / 38,400 (4 ln)

Demand: 17,500 / 21,900	Demand: 25,900 / 32,700	Demand: 22,100 / 29,600
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 8	%	K = 8	%	K = 8	%
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D = 60 / 65	%	D = 60 / 65	%	D = 60 / 65	%
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T (% for Design hour) =	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (3) US 158 south of Grandy (on Mainland)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 51,400 (4/5 In)	ADT LOS(C): 51,400 (4/5 In)	ADT LOS(C): 51,400 (4/5 In)
Demand: 25,200	Demand: 50,800	Demand: 39,300
Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
K = 8 %	K = 8 %	K = 8 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2.0	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (4) US 158 west of Wright Memorial Bridge (on Mainland)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 51,400 (4/5 In)	ADT LOS(C): 51,400 (4/5 In)	ADT LOS(C): 51,400 (4/5 In)
Demand: 26,500	Demand: 53,300	Demand: 40,900
Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
K = 8 %	K = 8 %	K = 8 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2.0	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (J) US 158 at Wright Memorial Bridge

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 50,900 (4 In arterial)	ADT LOS(C): 50,900 (4 In arterial – No-Build); 96,000 (6 In superstreet – ER2)	ADT LOS(C): 50,900 (4 In arterial – MCB4); 96,000 (6 In superstreet – MCB2)
Demand: 29,400	Demand: 58,900	Demand: 46,000
Posted Speed: 55 on bridge / 45 east of bridge	Posted Speed: 55 on bridge / 45 east of bridge	Posted Speed: 55 on bridge / 45 east of bridge
K = 7 %	K = 7 %	K = 7 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2	% Medium Trucks = 2	% Medium Trucks = 2
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4	% Rec. Vehicles = 4	% Rec. Vehicles = 4

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (K) US 158 West of Cypress Knee Trail / Market Place

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 50,900 (4 In arterial)	ADT LOS(C): 50,900 (4 In arterial – No-Build); 96,000 (6 In superstreet – ER2)	ADT LOS(C): 50,900 (4 In arterial – MCB4); 96,000 (6 In superstreet – MCB2)
Demand: 41,200	Demand: 82,200	Demand: 69,500
Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
K = 7 %	K = 7 %	K = 7 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2	% Medium Trucks = 2	% Medium Trucks = 2
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4	% Rec. Vehicles = 4	% Rec. Vehicles = 4

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)
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Segment Description(s): (L) US 158 west of the US158 and NC-12 intersection (to Cypress Knee Trail / Market Place)
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Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 50,900 (4 In arterial)	ADT LOS(C): 50,900 (4 In arterial – No-Build); 112,000 (8 In superstreet – ER2)	ADT LOS(C): 50,900 (4 In arterial – MCB4); 112,000 (8 In superstreet – MCB2)
Demand: 51,400	Demand: 102,800	Demand: 90,100
Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
K = 7	K = 7	K = 7
D = 60	D = 60	D = 60
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2	% Medium Trucks = 2	% Medium Trucks = 2
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4	% Rec. Vehicles = 4	% Rec. Vehicles = 4

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 17, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): US 158 south of the US 158 and NC-12 intersection (to Bennett Street)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 51,400 (4 In arterial)	ADT LOS(C): 76,800 (6 In arterial)	ADT LOS(C): 76,800 (6 In arterial)
Demand: 56,200	Demand: 93,600	Demand: 93,600
Posted Speed: 50	Posted Speed: 50	Posted Speed: 50
K = 7 %	K = 7 %	K = 7 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2	% Medium Trucks = 2	% Medium Trucks = 2
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4	% Rec. Vehicles = 4	% Rec. Vehicles = 4

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (I) NC-12 north of US 158 (to Hickory Trail)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): No Build - 10,300 (2 ln); ER2 - 11,600 (3 ln)	ADT LOS(C): MCB 4 - 10,300 (2 ln); MCB2 - 11,600 (3 ln)
Demand: 29,500	Demand: 42,100	Demand: 30,200
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 60 %	D = 60 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (H) NC-12 north of Hickory Trail (to Hunt Club Drive)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): No Build - 10,300 (2 ln); ER2 - 11,600 (3 ln)	ADT LOS(C): MCB4 - 10,300 (2 ln); MCB2 - 11,600 (3 ln)

Demand: 22,300	Demand: 31,900	Demand: 25,700
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Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
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K = 8	%	K = 8	%	K = 8	%
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D = 60	%	D = 60	%	D = 60	%
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T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (G) NC-12 north of Hunt Club Drive (to Currituck Clubhouse Drive)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): No Build - 10,300 (2 ln); ER2 - 38,400 (4 ln)	ADT LOS(C): MCB4 - 10,300 (2 ln); MCB2 - 38,400 (4 ln)
Demand: 17,700	Demand: 25,300	Demand: 22,000
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (F) NC-12 north of Currituck Clubhouse Drive (to Driftwood Way)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): 10,300 (2 ln – No-Build); 38,400 (4 ln – ER2)	ADT LOS(C): 38,400 (4 ln)
Demand: 14,300	Demand: 20,400	Demand: 22,900
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (E) NC-12 north of Driftwood Way (up to the C2 bridge alignment, just south of Albacore Street)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 In)	ADT LOS(C): 10,300 (2 In – No-Build); 38,400 (4 In – ER2)	ADT LOS(C): 38,400 (4 In)
Demand: 12,700	Demand: 18,200	Demand: 23,500
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST		
VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)
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Segment Description(s): (D) NC-12 south of Albacore Street (from Albacore St to just south of Albacore Street at the C2 bridge alignment) (Link D)
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Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): 10,300 (2 ln - No-Build); 38,400 (4 ln - ER2)	ADT LOS(C): C1 & C2 - 38,400 (4 ln)
Demand: 12,000	Demand: 17,200	Demand: C1 - 24,100; C2 - 15,200
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (C) NC-12 just north of Harbor View North (at the C1 bridge alignment) to Albacore Street (Link C)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): C1 - 38,400 (4 ln); C2 - 10,300 (2 ln)
Demand: 8,800	Demand: 12,600	Demand: C1 - 26,100; C2 - 12,600
Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W	Posted Speed: 35 S / 45 W
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (B) NC-12 from just north of Cruz Bay Lane to just north of Harbor View North (to the C1 bridge alignment)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): 10,300 (2 ln)	ADT LOS(C): 10,300 (2 ln)
Demand: 8,800	Demand: 12,500	Demand: C1 & C2 - 12,500
Posted Speed: 35 summer 45 winter	Posted Speed: 35 summer 45 winter	Posted Speed: 35 summer 45 winter
K = 8 %	K = 8 %	K = 8 %
D = 55 %	D = 55 %	D = 60 %
T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0	% Rec. Vehicles = 5.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: December 4, 2008
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): (A) Mid-Currituck Bridge

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) NO-BUILD AND ER2:: year <u>2035</u>	(Design Year) BUILD MCB2 AND MCB4: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A (does not exist)	ADT LOS(C): N/A (not included in No-Build or ER2)	ADT LOS(C): 8,500 (2 In bridge)
Demand: N/A	Demand: N/A	Demand: 14,700
Posted Speed: N/A	Posted Speed: N/A	Posted Speed: 55
K = N/A %	K = N/A %	K = 8 %
D = N/A %	D = N/A %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = N/A	T (% for Design hour) = 3
% Medium Trucks = N/A	% Medium Trucks = N/A	% Medium Trucks = 2.0
% Heavy Trucks = N/A	% Heavy Trucks = N/A	% Heavy Trucks = 1.0
% Buses = N/A	% Buses = N/A	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): North Bound US 158 north of Mid-Currituck Bridge
(#2 SB and #6 NB)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 51,400	ADT LOS(C): 51,400	ADT LOS(C): 51,400

Demand: 25,700 / 46,400	Demand: 42,000/76,600	Demand: 51,300 / 92,600
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	%	K = 8	%	K = 8	%
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D = 60	%	D = 60	%	D = 60	%
--------	---	--------	---	--------	---

T (% for Design hour) = 2	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 2.0	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): South Bound US 158 north of Mid-Currituck Bridge (Link #2)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A	ADT LOS(C): 25,700	ADT LOS(C): 25,700 (1 way)
Demand: N/A	Demand: 21,000/38,300	Demand: 25,700/46,300
Posted Speed: N/A	Posted Speed: 55	Posted Speed: 55
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60 %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): North Bound US 158 north of Mid-Currituck Bridge (Link #6)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A	ADT LOS(C): 25,700	ADT LOS(C): 25,700 (1 way)
Demand: N/A	Demand: 21,000/38,300	Demand: 25,700/46,300
Posted Speed: N/A	Posted Speed: 55	Posted Speed: 55
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60 %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): US 158 South of Mid-Currituck Bridge
(#3 SB and #4 NB)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A	ADT LOS(C): 51,400	ADT LOS(C): 51,400
Demand: N/A	Demand: 30,600/60,400	Demand: 37,400 / 74,300
Posted Speed: N/A	Posted Speed: N/A	Posted Speed: 55
K = N/A	K = 8 %	K = 8 %
D = N/A	D = 60 %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): South Bound US 158 south of Mid-Currituck Bridge (Link #3)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A	ADT LOS(C): 25,700	ADT LOS(C): 25,700 (1 way)
Demand: N/A	Demand: 15,300/30,200	Demand: 18,700/37,150
Posted Speed: N/A	Posted Speed: 55	Posted Speed: 55
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60 %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): North Bound US 158 south of Mid-Currituck Bridge (Link #4)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): N/A	ADT LOS(C): 25,700	ADT LOS(C): 25,700 (1 way)
Demand: N/A	Demand: 15,300/30,200	Demand: 18,700/37,150
Posted Speed: N/A	Posted Speed: 55	Posted Speed: 55
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60 %	D = 60 %
T (% for Design hour) = N/A	T (% for Design hour) = 2	T (% for Design hour) = 2
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 2.0	% Heavy Trucks = 2.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): North Bound US 158 Ramp to Mid Currituck Bridge East Bound (Link #5)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 13100/1050	ADT LOS(C): 13100/1050
Demand: N/A	Demand: 450/1100	Demand: 550/1600
Posted Speed: N/A	Posted Speed: 45	Posted Speed: 45
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60/65 %	D = 60/65 %
T (% for Design hour) = N/A	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = N/A	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = N/A	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Mid Currituck Bridge West Bound Ramp to US 158 North Bound(Link #7)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year 2006	(Design Year) OPTION B: year 2023	(Design Year) OPTION B: year 2035
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C):N/A	ADT LOS(C): 13100/1050	ADT LOS(C): 13100/1050
Demand: N/A	Demand: 6,150/9,200	Demand: 7,500/10,750
Posted Speed: N/A	Posted Speed: 45	Posted Speed: 45
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 60/65 %	D = 60/65 %
T (% for Design hour) = N/A	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = N/A	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = N/A	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): South Bound US 158 Ramp to Mid Currituck Bridge East Bound (Link #8A)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year 2006	(Design Year) OPTION B: year 2023	(Design Year) OPTION B: year 2035
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 25600/2050	ADT LOS(C): 25600/2050
Demand: N/A	Demand: 6150/9200	Demand: 7500/10750
Posted Speed: N/A	Posted Speed: 45	Posted Speed: 45
K = N/A %	K = 8 %	K = 8 %
D = N/A %	D = 65/60 %	D = 65/60 %
T (% for Design hour) = N/A	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = N/A	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = N/A	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
VPH =		VPH =		VPH =	
Split =		Split =		Split =	
Auto =		Auto =		Auto =	
MT =		MT =		MT =	
HT =		HT =		HT =	
Bus =		Bus =		Bus =	
MC =		MC =		MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Mid Currituck Bridge West Bound Loop to South Bound US 158 (Link #8B)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year 2006	(Design Year) OPTION B: year 2023	(Design Year) OPTION B: year 2035
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C):N/A	ADT LOS(C): 11875/950	ADT LOS(C): 11875/950

Demand: N/A	Demand: 450/1100	Demand: 550/1600
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Posted Speed: N/A	Posted Speed: 25	Posted Speed: 25
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K = N/A	K = 8	K = 8
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D = N/A	D = 65/60	D = 65/60
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T (% for Design hour) = N/A	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = N/A	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = N/A	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Mid Currituck Bridge Between US 158 and Aydlett (Link #9)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 8500 (2 way)	ADT LOS(C): 8500 (2 way)	ADT LOS(C): 8500 (2 way)

Demand: 8,200/12,600	Demand: 13,200/20,200	Demand: 16,100/24,700
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	K = 8	%	K = 8	%
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D = 60/65	D = 60/65	%	D = 60/65	%
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T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2.0	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =	
Split =	Split =	Split =	
Auto =	Auto =	Auto =	
MT =	MT =	MT =	
HT =	HT =	HT =	
Bus =	Bus =	Bus =	
MC =	MC =	MC =	

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Mid Currituck Bridge East of Aydlett (Link #10)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): 8500 (2 way)	ADT LOS(C): 8500 (2 way)	ADT LOS(C): 8500 (2 way)

Demand: 7,400/11,400	Demand: 12,200/16,400	Demand: 14,700/22,500
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Posted Speed: 55	Posted Speed: 55	Posted Speed: 55
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K = 8	K = 8	%	K = 8	%
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D = 60/65	D = 60/65	%	D = 60/65	%
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T (% for Design hour) = 3	T (% for Design hour) = 3	T (% for Design hour) = 3
% Medium Trucks = 2.0	% Medium Trucks = 2.0	% Medium Trucks = 2.0
% Heavy Trucks = 1.0	% Heavy Trucks = 1.0	% Heavy Trucks = 1.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0	% Rec. Vehicles = 4.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Aydelett Ramp to West Bound Mid Currituck Bridge (Link #12)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 10,600	ADT LOS(C): 10,600

Demand: N/A	Demand: 500/900	Demand: 700/1100
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Posted Speed: N/A	Posted Speed: 25	Posted Speed: 25
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K = N/A	K = 8	%	K = 8	%
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D = N/A	D = 60	%	D = 60	%
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T (% for Design hour) = N/A	T (% for Design hour) = 1	T (% for Design hour) = 1
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): West Bound Mid Currituck Bridge Ramp to Aydlett(Link #16)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 10,600	ADT LOS(C): 10,600

Demand: N/A	Demand: 500/900	Demand: 700/1100
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Posted Speed: N/A	Posted Speed: 25	Posted Speed: 25
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K = N/A	K = 8	%	K = 8	%
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D = N/A	D = 60	%	D = 60	%
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T (% for Design hour) = N/A	T (% for Design hour) = 1	T (% for Design hour) = 1
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Narrow Shore Road North of Toll Plaza (Link #11)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 8,000	ADT LOS(C): 8,000

Demand: N/A	Demand: 500/700	Demand: 600/1000
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Posted Speed: N/A	Posted Speed: 25	Posted Speed: 25
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K = N/A	K = 10	%	K = 10	%
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D = N/A	D = 60	%	D = 60	%
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T (% for Design hour) = N/A	T (% for Design hour) =	T (% for Design hour) =
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): New SR 1137 Overpass (Link #13)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 8,000	ADT LOS(C): 8,000

Demand: N/A	Demand: 900/1300	Demand: 1100/1500 (2 way)
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Posted Speed: N/A	Posted Speed: 45	Posted Speed: 45
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K = N/A	K = 10	%	K = 10	%
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D = N/A	D = 90	%	D = 90	%
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T (% for Design hour) = N/A	T (% for Design hour) =	T (% for Design hour) =
% Medium Trucks = N/A	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = N/A	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Narrow Shore Road South of Toll Plaza (Link #14)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday	Summer Weekday
ADT LOS(C): 8,000	ADT LOS(C): 8,000	ADT LOS(C): 8,000

Demand: 600	Demand: 1100/1700	Demand: 1,400/2,000
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Posted Speed: 45	Posted Speed: 45	Posted Speed: 45
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K = 10 %	K = 10 %	K = 10 %
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D = 60 %	D = 60 %	D = 60 %
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T (% for Design hour) = 1	T (% for Design hour) =	T (% for Design hour) =
% Medium Trucks = 1.0	% Medium Trucks = 1.0	% Medium Trucks = 1.0
% Heavy Trucks = 0.0	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = 0.0	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = 1.0 (est)	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST					
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VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K

¹ Demand or LOS(C), whichever is less.

TRAFFIC DATA FOR NOISE STUDY

DATE: September 11, 2009
PREPARED BY: MJF

Project Description(s): Mid-Currituck Bridge Alternative MCB-3 (Alignment C1 & C2)

Segment Description(s): Old SR 1137 Narrow Shore Road (Link #15)

Work Program Number(s):

Federal Aid Number(s):

NOTE: Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc. ADT is the LOS(C) volume or Demand, whichever is less.

EXISTING FACILITY: year <u>2006</u>	(Design Year) OPTION B: year <u>2023</u>	(Design Year) OPTION B: year <u>2035</u>
Summer Weekday	Summer Weekday/Summer Weekend	Summer Weekday/Summer Weekend
ADT LOS(C): N/A	ADT LOS(C): 6,000	ADT LOS(C): 6,000

Demand: N/A	Demand: 150/150	Demand: 200/200 (2 way)
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Posted Speed: N/A	Posted Speed: 25	Posted Speed: 25
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K = N/A	K = 10	%	K = 10	%
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D = N/A	D = 60	%	D = 60	%
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T (% for Design hour) = N/A	T (% for Design hour) =	T (% for Design hour) =
% Medium Trucks = N/A	% Medium Trucks = 0.0	% Medium Trucks = 0.0
% Heavy Trucks = N/A	% Heavy Trucks = 0.0	% Heavy Trucks = 0.0
% Buses = N/A	% Buses = 0.0	% Buses = 0.0
% Motor Cycles = N/A	% Motor Cycles = 1.0 (est.)	% Motor Cycles = 1.0 (est.)
% Rec. Vehicles = N/A	% Rec. Vehicles = 2.0	% Rec. Vehicles = 2.0

TO BE COMPLETED BY NOISE ANALYST

VPH =	VPH =	VPH =
Split =	Split =	Split =
Auto =	Auto =	Auto =
MT =	MT =	MT =
HT =	HT =	HT =
Bus =	Bus =	Bus =
MC =	MC =	MC =

Vehicles Per Hour (VPH) = [Demand or LOS(C)]¹ x K
¹ Demand or LOS(C), whichever is less.

Appendix C

**Existing, No-Build, and
Detailed Study Alternative
(Build) Predicted Noise
Level Data**

TNM[®] 2.5 PREDICTED NOISE LEVEL DATA

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)										Exceeds				No. of Affect		
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
1	US 158 North	S.F. resid.	US158N-1"	1	1st	76	76	76	76	76	76	0.3	0.3	0.3	YES	YES	YES	1	1	1		
		Mobile home	US158N-2"	1	2nd	71	71	72	72	72	72	1.1	1.1	1.1	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-3"	1	1st	77	77	76	76	76	76	-0.2	-0.2	-0.3	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-4"	1	1st	73	73	74	74	74	74	1.4	1.4	1.3	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-5"	1	1st	74	74	75	75	75	75	1.5	1.5	1.5	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-6"	1	1st	69	69	70	70	70	70	0.2	0.2	0.2	YES	YES	YES	1	1	1		
		Library	US158N-7"	1	1st	65	65	66	66	66	66	1.0	1.0	0.9								
		Mobile home	US158N-8"	1	1st	73	73	75	75	75	75	1.3	1.3	1.2	YES	YES	YES	1	1	1		
		Mobile home	US158N-9"	1	1st	73	73	74	74	74	74	1.6	1.6	1.6	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-10"	1	1st	68	68	69	69	69	69	0.9	0.9	0.8	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-11"	1	1st	75	75	75	75	75	75	-0.5	-0.5	-0.5	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-12"	1	1st	68	68	69	69	69	69	0.7	0.7	0.6	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-13"	1	1st	70	70	72	72	72	72	1.6	1.6	1.5	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-14"	1	1st	73	73	73	73	73	73	0.0	0.0	0.0	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-15"	1	1st	72	72	72	72	72	72	0.4	0.4	0.3	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-16"	1	1st	71	71	73	73	73	73	1.8	1.8	1.7	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-17"	1	1st	74	74	75	75	75	75	1.7	1.7	1.7	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-18"	1	1st	75	75	75	75	75	75	-0.6	-0.6	-0.6	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-19"	1	1st	72	72	73	73	73	73	1.0	1.0	0.9	YES	YES	YES	1	1	1		
		S.F. resid.	US158N-20"	1	1st	70	70	71	71	71	71	0.8	0.8	0.7	YES	YES	YES	1	1	1		
S.F. resid.	US158N-21"	1	2nd	65	65	66	66	66	66	0.5	0.6	0.6	YES	YES	YES	1	1	1				
S.F. resid.	US158N-22"	1	1st	72	72	72	72	72	72	0.4	0.4	0.4	YES	YES	YES	1	1	1				
S.F. resid.	US158N-23"	1	1st	73	73	73	73	73	73	0.2	0.2	0.2	YES	YES	YES	1	1	1				
S.F. resid.	US158N-24"	1	1st	74	74	74	74	74	74	0.3	0.3	0.2	YES	YES	YES	1	1	1				
S.F. resid.	US158N-25"	1	1st	74	74	76	76	76	76	2.2	2.2	2.2	YES	YES	YES	1	1	1				
S.F. resid.	US158N-26"	1	1st	72	72	73	73	73	73	1.5	1.5	1.5	YES	YES	YES	1	1	1				
S.F. resid.	US158N-27"	1	1st	67	67	68	68	68	68	1.3	1.3	1.2	YES	YES	YES	1	1	1				
S.F. resid.	US158S-1	1	1st	70	70	70	70	70	70	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-2"	1	1st	68	69	69	69	69	69	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-3"	1	1st	76	76	76	76	76	76	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-4"	1	1st	72	72	72	72	72	72	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-5"	1	1st	74	74	74	74	74	74	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-6"	1	1st	67	67	67	67	67	67	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-7"	1	1st	70	70	70	70	70	70	0	0	0	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
S.F. resid.	US158S-8"	1	2nd	61	61	61	61	61	61	0	0	0	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1				
2	US 158 South	S.F. resid.	US158S-1	1	1st	70	70	70	70	70	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-2"	1	1st	68	69	69	69	69	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-3"	1	1st	76	76	76	76	76	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-4"	1	1st	72	72	72	72	72	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-5"	1	1st	74	74	74	74	74	0.3	0.3	0.3	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-6"	1	1st	67	67	67	67	67	0.2	0.2	0.2	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-7"	1	1st	70	70	70	70	70	0	0	0	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			
		S.F. resid.	US158S-8"	1	2nd	61	61	61	61	61	0	0	0	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	Property Acquisition as a Result of the Proposed Improvements	1	1	1			

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC			No. of Affect					
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
3	NSA 3 - US 158 A	US 158 A	S.F. resid.	US158A-1	Receiver5	1	1st	75	75	76		1.8		YES		1				
			S.F. resid.	US158A-2	Receiver6	1	1st	68	68	70		1.3		YES		1				
			S.F. resid.	US158A-3	Receiver7	1	1st	74	74	75		1.0		YES		1				
			S.F. resid.	US158A-4	Receiver8	1	1st	70	70	72		1.9		YES		1				
			S.F. resid.	US158A-5	Receiver9	1	1st	73	73	74		1.1		YES		1				
			S.F. resid.	US158A-6	Receiver10	1	1st	64	64	64		0.3								
			S.F. resid.	US158A-7	Receiver12	1	1st	68	68	69		1.1								
			S.F. resid.	US158A-8	Receiver13	1	1st	70	70	71		1.4								
			S.F. resid.	US158A-9	Receiver15	1	1st	73	73	74		1.0								
			Commercial	US158A-10	Comm 44	1	1st	70	70	72		2.0								
			Commercial	US158A-11	Comm 45	1	1st	68	68	71		2.1								
			Commercial	US158A-12	Comm 46	1	1st	72	72	73		1.0								
			Commercial	US158A-13	Comm 47	1	1st	70	70	72		1.5								

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect		
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
4			S.F. resid.	US158B-1	Receiver5"	1	1st	73	73	75	75	2.2		YES	1			
			S.F. resid.	US158B-2	Receiver6"	1	1st	74	74	76	76	1.6		YES	1			
			S.F. resid.	US158B-3	Receiver7"	1	1st	69	69	71	71	1.8		YES	1			
			S.F. resid.	US158B-4	Receiver8"	1	1st	74	74	75	75	1.3		YES	1			
			S.F. resid.	US158B-5	Receiver9"	1	1st	74	74	75	75	1.4		YES	1			
			S.F. resid.	US158B-6	Receiver10"	1	1st	73	73	74	74	1.6		YES	1			
			S.F. resid.	US158B-7	Receiver11"	1	1st	71	71	72	72	1.2		YES	1			
			S.F. resid.	US158B-8	Receiver12"	1	1st	73	73	75	75	1.9		YES	1			
			S.F. resid.	US158B-9	Receiver13"	1	1st	73	73	75	75	2.0		YES	1			
			S.F. resid.	US158B-10	Receiver14"	1	1st	75	75	77	77	2.0		YES	1			
			S.F. resid.	US158B-11	Receiver15"	1	1st	74	74	77	77	2.2		YES	1			
			S.F. resid.	US158B-12	Receiver16"	1	1st	72	72	74	74	1.9		YES	1			
			S.F. resid.	US158B-13	Receiver17"	1	2nd	64	64	65	65	1.8						
			S.F. resid.	US158B-14	Receiver18"	1	1st	71	71	74	74	2.2		YES	1			
			S.F. resid.	US158B-15	Receiver19"	1	1st	72	72	74	74	1.9		YES	1			
			S.F. resid.	US158B-16	Receiver20"	1	1st	75	75	76	76	1.0		YES	1			
			S.F. resid.	US158B-17	Receiver21"	1	2nd	67	67	70	70	2.3		YES	1			
			S.F. resid.	US158B-18	Receiver22"	1	1st	73	73	74	74	1.8		YES	1			
			S.F. resid.	US158B-19	Receiver23"	1	1st	71	71	73	73	1.8		YES	1			
			S.F. resid.	US158B-20	Receiver24"	1	2nd	65	65	68	68	2.3		YES	1			
			S.F. resid.	US158B-21	Receiver25"	1	2nd	64	64	66	66	1.9		YES	1			
			S.F. resid.	US158B-22	Receiver26"	1	1st	71	71	73	73	2.1		YES	1			
			S.F. resid.	US158B-23	Receiver27"	1	2nd	63	63	66	66	3.0		YES	1			
			S.F. resid.	US158B-24	Receiver28"	1	1st	72	72	74	74	1.2		YES	1			
			S.F. resid.	US158B-25	Receiver29"	1	1st	67	67	69	69	2.2		YES	1			
			S.F. resid.	US158B-26	Receiver30"	1	1st	74	74	75	75	0.8		YES	1			
			S.F. resid.	US158B-27	Receiver31"	1	1st	68	68	70	70	2.1		YES	1			
			S.F. resid.	US158B-28	Receiver32"	1	1st	71	71	73	73	1.6		YES	1			
			S.F. resid.	US158B-29	Receiver33"	1	1st	70	70	71	71	1.0		YES	1			
			S.F. resid.	US158B-30	Receiver34"	1	1st	67	67	69	69	1.9		YES	1			
			S.F. resid.	US158B-31	Receiver35"	1	1st	67	67	68	68	1.7		YES	1			
			S.F. resid.	US158B-32	Receiver36"	1	1st	67	67	68	68	1.7		YES	1			
			S.F. resid.	US158B-33	Receiver37"	1	1st	65	65	67	67	2.0		YES	1			
			S.F. resid.	US158B-34	Receiver38"	1	1st	69	69	71	71	1.6		YES	1			
			S.F. resid.	US158B-35	Receiver39"	1	1st	69	69	71	71	1.6		YES	1			
			S.F. resid.	US158B-36	Receiver40"	1	1st	69	69	71	71	2.1		YES	1			
			S.F. resid.	US158B-37	Receiver41"	1	1st	72	72	74	74	1.8		YES	1			
			S.F. resid.	US158B-38	Receiver42"	1	1st	73	73	74	74	1.4		YES	1			
			S.F. resid.	US158B-39	Receiver43"	1	1st	74	74	75	75	1.0		YES	1			
			S.F. resid.	US158B-40	Receiver44"	1	2nd	64	64	65	65	1.5		YES	1			
			S.F. resid.	US158B-41	Receiver45"	1	1st	76	76	76	76	0.5		YES	1			
			S.F. resid.	US158B-42	Receiver46"	1	1st	69	69	70	70	1.6		YES	1			
			S.F. resid.	US158B-43	Receiver47"	1	1st	68	68	70	70	1.6		YES	1			
			S.F. resid.	US158B-44	Receiver48"	1	1st	72	72	73	73	0.5		YES	1			
			S.F. resid.	US158B-45	Receiver49"	1	1st	76	76	77	77	0.2		YES	1			
			S.F. resid.	US158B-46	Receiver50"	1	1st	74	74	74	74	0.1		YES	1			
			S.F. resid.	US158B-47	Receiver51"	1	1st	73	73	73	73	0.2		YES	1			
			S.F. resid.	US158B-47	Receiver52"	1	1st	73	73	75	75	1.6		YES	1			

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds NAC			No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
4	NSA 4 - US 158 B	US 158 B	S.F. resid.	US158B-48	Receiver53"	1	1st	74	74	75	77	77	77	0.9		YES	1			
			S.F. resid.	US158B-49	Receiver54"	1	1st	77	77	77	77	77	77	77	0.3		YES	1		
			S.F. resid.	US158B-50	Receiver55"	1	1st	77	77	77	77	77	77	77	0.5		YES	1		
			S.F. resid.	US158B-51	Receiver56"	1	2nd	63	63	65	65	65	65	65	1.9		YES	1		
			S.F. resid.	US158B-52	Receiver58"	1	1st	73	73	74	74	74	74	74	1.5		YES	1		
			Commercial	US158B-53	Comm 35"	1	1st	64	64	65	65	65	65	65	1.2					
			Commercial	US158B-54	Comm 36"	1	2nd	64	64	64	64	64	64	64	0.8					
			Commercial	US158B-55	Comm 37"	1	1st	68	68	70	70	70	70	70	2.0		YES	1		
			Commercial	US158B-56	Comm 38"	1	1st	70	70	71	71	71	71	71	1.0		YES	1		
			Commercial	US158B-57	Comm 39"	1	1st	76	76	78	78	78	78	78	1.7		YES	1		
			Commercial	US158B-58	Comm 40"	1	1st	72	72	74	74	74	74	74	1.9		YES	1		
			Commercial	US158B-59	Comm 41"	1	1st	68	68	70	70	70	70	70	2.0		YES	1		
			Commercial	US158B-60	Comm 42"	1	1st	70	70	72	72	72	72	72	2.4		YES	1		
			Commercial	US158B-61	Comm 43"	1	1st	69	69	72	72	72	72	72	2.3		YES	1		

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect		
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
5			S.F. resid.	US158C-1	Receiver260"	1	1st	69	69	70	0.6	YES	1					
			S.F. resid.	US158C-2	Receiver261"	1	1st	69	69	69	0.6	YES	1					
			S.F. resid.	US158C-3	Receiver262"	1	1st	74	74	74	-0.1	YES	1					
			S.F. resid.	US158C-4	Receiver263"	1	1st	72	72	72	0.2	YES	1					
			S.F. resid.	US158C-5	Receiver264"	1	1st	76	76	75	-0.5	YES	1					
			S.F. resid.	US158C-6	Receiver265"	1	1st	68	68	69	0.7	YES	1					
			S.F. resid.	US158C-7	Receiver266"	1	1st	68	68	68	0.3	YES	1					
			S.F. resid.	US158C-8	Receiver267"	1	1st	73	73	73	-0.1	YES	1					
			S.F. resid.	US158C-9	Receiver268"	1	1st	77	77	77	-0.5	YES	1					
			S.F. resid.	US158C-10	Receiver269"	1	1st	77	77	77	-0.5	YES	1					
			S.F. resid.	US158C-11	Receiver270"	1	1st	76	76	76	-0.3	YES	1					
			S.F. resid.	US158C-12	Receiver271"	1	1st	68	68	69	0.7	YES	1					
			S.F. resid.	US158C-13	Receiver272"	1	1st	68	68	69	0.5	YES	1					
			S.F. resid.	US158C-14	Receiver273"	1	1st	75	75	75	0.3	YES	1					
			S.F. resid.	US158C-15	Receiver274"	1	1st	70	70	71	0.6	YES	1					
			S.F. resid.	US158C-16	Receiver275"	1	1st	70	70	70	-0.4	YES	1					
			S.F. resid.	US158C-17	Receiver276"	1	1st	70	70	71	0.4	YES	1					
			S.F. resid.	US158C-18	Receiver277"	1	1st	75	75	74	-0.4	YES	1					
			S.F. resid.	US158C-19	Receiver278"	1	1st	74	74	74	0.3	YES	1					
			S.F. resid.	US158C-20	Receiver279"	1	1st	74	74	74	0.0	YES	1					
			S.F. resid.	US158C-21	Receiver280"	1	1st	76	76	76	0.3	YES	1					
			S.F. resid.	US158C-22	Receiver281"	1	1st	73	73	73	0.3	YES	1					
			S.F. resid.	US158C-23	Receiver282"	1	1st	76	76	76	-0.5	YES	1					
			S.F. resid.	US158C-24	Receiver283"	1	1st	78	78	79	0.9	YES	1					
			S.F. resid.	US158C-25	Receiver284"	1	1st	66	66	67	0.2	YES	1					
			S.F. resid.	US158C-26	Receiver285"	1	1st	67	67	68	1.1	YES	1					
			S.F. resid.	US158C-27	Receiver286"	1	1st	75	75	76	0.9	YES	1					
			S.F. resid.	US158C-28	Receiver287"	1	1st	78	78	77	-0.7	YES	1					
			S.F. resid.	US158C-29	Receiver288"	1	1st	68	68	68	0.2	YES	1					
			S.F. resid.	US158C-30	Receiver289"	1	1st	74	74	74	0.2	YES	1					
			S.F. resid.	US158C-31	Receiver290"	1	1st	76	76	76	-0.3	YES	1					
			S.F. resid.	US158C-32	Receiver291"	1	1st	67	67	67	-0.1	YES	1					
			S.F. resid.	US158C-33	Receiver292"	1	2nd	77	77	77	-0.1	YES	1					
			S.F. resid.	US158C-34	Receiver293"	1	1st	78	78	77	-0.3	YES	1					
			S.F. resid.	US158C-35	Receiver294"	1	1st	71	71	71	1.0	YES	1					
			S.F. resid.	US158C-36	Receiver295"	1	1st	78	78	77	-0.4	YES	1					
			S.F. resid.	US158C-37	Receiver296"	1	1st	73	73	73	0.1	YES	1					
			S.F. resid.	US158C-38	Receiver297"	1	1st	73	73	73	0.3	YES	1					
			S.F. resid.	US158C-39	Receiver298"	1	1st	73	73	73	0.3	YES	1					
			S.F. resid.	US158C-40	Receiver299"	1	1st	78	78	78	-0.8	YES	1					
			S.F. resid.	US158C-41	Receiver300"	1	2nd	62	62	63	0.8	YES	1					
			S.F. resid.	US158C-42	Receiver301"	1	1st	74	74	74	0.3	YES	1					
			S.F. resid.	US158C-43	Receiver302"	1	1st	75	75	75	-0.3	YES	1					
			S.F. resid.	US158C-44	Receiver303"	1	1st	68	68	69	0.7	YES	1					
			S.F. resid.	US158C-45	Receiver304"	1	1st	71	71	71	0.2	YES	1					
			S.F. resid.	US158C-46	Receiver305"	1	1st	73	73	74	0.8	YES	1					
			S.F. resid.	US158C-47	Receiver306"	1	1st	77	77	76	-0.1	YES	1					
			S.F. resid.	US158C-47	Receiver307"	1	1st	72	72	73	1.2	YES	1					

NSA 5 - US 158 C
US 158 C

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC			No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2
5	NSA 5 - US 158 C	US 158 C	S.F. resid.	US158C-48	Receiver308"	1	1st	77	77	78			YES		1			
			S.F. resid.	US158C-49	Receiver309"	1	1st	69	69	71				YES		1		
			S.F. resid.	US158C-50	Receiver310"	1	1st	75	75	76				YES		1		
			S.F. resid.	US158C-51	Receiver311"	1	1st	72	72	73				YES		1		
			S.F. resid.	US158C-52	Receiver312"	1	1st	77	77	77				YES		1		
			Commercial	US158C-53	Comm 26"	1	1st	68	68	69				YES		1		
			Commercial	US158C-54	Comm 25"	1	1st	72	72	72				YES		1		
			Commercial	US158C-55	Comm 27"	1	1st	69	69	69				YES		1		
			Commercial	US158C-56	Comm 28"	1	1st	70	70	70				YES		1		
			Commercial	US158C-57	Comm 29"	1	1st	73	73	74				YES		1		
			Commercial	US158C-58	Comm 30"	1	1st	74	74	74				YES		1		
			Commercial	US158C-59	Comm 31"	1	1st	74	74	74				YES		1		
			Commercial	US158C-60	Comm 32"	1	1st	75	75	75				YES		1		
			Commercial	US158C-61	Comm 33"	1	1st	67	67	68				YES		1		
	Commercial	US158C-62	Comm 34"	1	1st	70	70	70				YES		1				
	Commercial	US158C-63	Comm 34"	1	1st	73	73	74				YES		1				

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect		
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
6			S.F. resid.	US158D-1	Receiver260	1	1st	67	67	68	0.5	YES	1	1	1			
			S.F. resid.	US158D-2	Receiver261"	1	1st	70	70	70	0.8	YES	1	1	1			
			S.F. resid.	US158D-3	Receiver262"	1	1st	66	66	67	0.5	YES	1	1	1			
			S.F. resid.	US158D-4	Receiver263"	1	1st	68	68	69	1.0	YES	1	1	1			
			S.F. resid.	US158D-5	Receiver264"	1	1st	74	74	73	-0.4	YES	1	1	1			
			S.F. resid.	US158D-6	Receiver265"	1	1st	76	76	76	0.6	YES	1	1	1			
			S.F. resid.	US158D-7	Receiver266"	1	1st	78	78	77	-0.6	YES	1	1	1			
			S.F. resid.	US158D-8	Receiver267"	1	2nd	65	65	65	0.2	YES	1	1	1			
			S.F. resid.	US158D-9	Receiver268"	1	1st	73	73	73	0.0	YES	1	1	1			
			S.F. resid.	US158D-10	Receiver269"	1	2nd	67	67	68	0.9	YES	1	1	1			
			S.F. resid.	US158D-11	Receiver270"	1	1st	73	73	73	-0.2	YES	1	1	1			
			S.F. resid.	US158D-12	Receiver271"	1	2nd	67	67	68	0.1	YES	1	1	1			
			S.F. resid.	US158D-13	Receiver272"	1	1st	75	75	75	0.0	YES	1	1	1			
			S.F. resid.	US158D-14	Receiver273"	1	1st	72	72	72	0.0	YES	1	1	1			
			S.F. resid.	US158D-15	Receiver275"	1	1st	68	68	69	0.1	YES	1	1	1			
			S.F. resid.	US158D-16	Receiver275"	1	1st	68	68	69	0.1	YES	1	1	1			
			S.F. resid.	US158D-17	Receiver276"	1	2nd	63	63	63	0.5	YES	1	1	1			
			S.F. resid.	US158D-18	Receiver277"	1	1st	72	72	73	-0.1	YES	1	1	1			
			S.F. resid.	US158D-19	Receiver278"	1	1st	75	75	76	1.2	YES	1	1	1			
			S.F. resid.	US158D-20	Receiver279"	1	2nd	63	63	64	0.4	YES	1	1	1			
			S.F. resid.	US158D-21	Receiver280"	1	2nd	63	63	63	0.2	YES	1	1	1			
			S.F. resid.	US158D-22	Receiver281"	1	2nd	63	63	63	0.4	YES	1	1	1			
			S.F. resid.	US158D-23	Receiver282"	1	2nd	63	63	63	0.0	YES	1	1	1			
			S.F. resid.	US158D-24	Receiver283"	1	2nd	63	63	64	0.4	YES	1	1	1			
			S.F. resid.	US158D-25	Receiver284"	1	1st	78	78	79	1.0	YES	1	1	1			
			S.F. resid.	US158D-26	Receiver285"	1	2nd	61	61	62	0.7	YES	1	1	1			
			S.F. resid.	US158D-27	Receiver286"	1	1st	73	73	74	0.9	YES	1	1	1			
			S.F. resid.	US158D-28	Receiver287"	1	1st	76	76	75	-0.9	YES	1	1	1			
			S.F. resid.	US158D-29	Receiver288"	1	1st	72	72	72	0.5	YES	1	1	1			
			S.F. resid.	US158D-30	Receiver289"	1	1st	79	79	80	1.0	YES	1	1	1			
			S.F. resid.	US158D-31	Receiver290"	1	1st	71	71	71	0.2	YES	1	1	1			
			S.F. resid.	US158D-32	Receiver291"	1	1st	72	72	73	0.9	YES	1	1	1			
			S.F. resid.	US158D-33	Receiver292"	1	1st	72	72	73	0.8	YES	1	1	1			
			S.F. resid.	US158D-34	Receiver293"	1	1st	74	74	74	0.6	YES	1	1	1			
			S.F. resid.	US158D-35	Receiver294"	1	1st	67	67	67	0.2	YES	1	1	1			
			S.F. resid.	US158D-36	Receiver295"	1	1st	72	72	72	0.6	YES	1	1	1			
			S.F. resid.	US158D-37	Receiver296"	1	1st	78	78	77	-0.5	YES	1	1	1			
			S.F. resid.	US158D-38	Receiver297"	1	1st	70	70	70	0.0	YES	1	1	1			
			S.F. resid.	US158D-39	Receiver298"	1	1st	71	71	72	0.7	YES	1	1	1			
			S.F. resid.	US158D-40	Receiver299"	1	2nd	65	65	66	1.1	YES	1	1	1			
			S.F. resid.	US158D-41	Receiver300"	1	1st	72	72	73	0.7	YES	1	1	1			
			S.F. resid.	US158D-42	Receiver301"	1	1st	76	76	77	0.8	YES	1	1	1			
			S.F. resid.	US158D-43	Receiver302"	1	1st	73	73	74	0.9	YES	1	1	1			
			S.F. resid.	US158D-44	Receiver303"	1	1st	73	73	74	0.6	YES	1	1	1			
			S.F. resid.	US158D-45	Receiver304"	1	1st	69	69	69	0.1	YES	1	1	1			
			S.F. resid.	US158D-46	Receiver305"	1	1st	72	72	72	0.2	YES	1	1	1			
			S.F. resid.	US158D-47	Receiver306"	1	1st	74	74	74	0.4	YES	1	1	1			

NSA 6 - US 158 D

US 158 D

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect	
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
6			S.F. resid.	US158D-48	Receiver307"	1	1st	70	70	71	71	YES	YES	1			
			S.F. resid.	US158D-49	Receiver308"	1	1st	76	76	76	76	YES	YES	1			
			S.F. resid.	US158D-50	Receiver309"	1	1st	76	76	77	77	YES	YES	1			
			S.F. resid.	US158D-51	Receiver310"	1	1st	74	74	74	74	YES	YES	1			
			S.F. resid.	US158D-52	Receiver311"	1	1st	71	71	71	71	YES	YES	1			
			S.F. resid.	US158D-53	Receiver312"	1	1st	76	76	76	76	YES	YES	1			
			S.F. resid.	US158D-54	Receiver313"	1	1st	74	74	74	74	YES	YES	1			
			S.F. resid.	US158D-55	Receiver314"	1	1st	70	70	71	71	YES	YES	1			
			S.F. resid.	US158D-56	Receiver315"	1	1st	73	73	73	73	YES	YES	1			
			S.F. resid.	US158D-57	Receiver316"	1	1st	71	71	71	71	YES	YES	1			
			S.F. resid.	US158D-58	Receiver317"	1	1st	71	71	71	71	YES	YES	1			
			S.F. resid.	US158D-59	Receiver318"	1	2nd	66	66	67	67	YES	YES	1			
			S.F. resid.	US158D-60	Receiver319"	1	1st	75	75	74	74	YES	YES	1			
			S.F. resid.	US158D-61	Receiver320"	1	2nd	65	65	66	66	YES	YES	1			
			S.F. resid.	US158D-62	Receiver321"	1	2nd	65	65	66	66	YES	YES	1			
			S.F. resid.	US158D-63	Receiver322"	1	1st	74	74	74	74	YES	YES	1			
			S.F. resid.	US158D-64	Receiver323"	1	1st	76	76	75	75	YES	YES	1			
			S.F. resid.	US158D-65	Receiver324"	1	1st	72	72	72	72	YES	YES	1			
			S.F. resid.	US158D-66	Receiver325"	1	1st	67	67	68	68	YES	YES	1			
			S.F. resid.	US158D-67	Receiver326"	1	1st	68	68	68	68	YES	YES	1			
			S.F. resid.	US158D-68	Receiver327"	1	1st	75	75	76	76	YES	YES	1			
			S.F. resid.	US158D-69	Receiver328"	1	1st	73	73	73	73	YES	YES	1			
			S.F. resid.	US158D-70	Receiver329"	1	1st	75	75	75	75	YES	YES	1			
			S.F. resid.	US158D-71	Receiver330"	1	2nd	68	68	68	68	YES	YES	1			
			S.F. resid.	US158D-72	Receiver331"	1	1st	74	74	74	74	YES	YES	1			
			S.F. resid.	US158D-73	Receiver332"	1	1st	75	75	76	76	YES	YES	1			
			S.F. resid.	US158D-74	Receiver333"	1	1st	77	77	78	78	YES	YES	1			
			S.F. resid.	US158D-75	Receiver334"	1	1st	74	74	74	74	YES	YES	1			
			S.F. resid.	US158D-76	Receiver335"	1	1st	71	71	71	71	YES	YES	1			
			S.F. resid.	US158D-77	Receiver336"	1	1st	73	73	73	73	YES	YES	1			
			S.F. resid.	US158D-78	Receiver337"	1	1st	77	77	77	77	YES	YES	1			
			S.F. resid.	US158D-79	Receiver338"	1	1st	72	72	72	72	YES	YES	1			
			S.F. resid.	US158D-80	Receiver339"	1	1st	73	73	73	73	YES	YES	1			
			S.F. resid.	US158D-81	Receiver340"	1	1st	75	75	74	74	YES	YES	1			
			Commercial	US158D-82	Comm 15"	1	1st	75	75	74	74	YES	YES	1			
			Commercial	US158D-83	Comm 16"	1	1st	74	74	74	74	YES	YES	1			
			Commercial	US158D-84	Comm 17"	1	1st	73	73	74	74	YES	YES	1			
			Commercial	US158D-85	Comm 18"	1	1st	75	75	75	75	YES	YES	1			
			Commercial	US158D-86	Comm 19"	1	1st	72	72	72	72	YES	YES	1			
			Commercial	US158D-87	Comm 20"	1	1st	74	74	73	73	YES	YES	1			
			Commercial	US158D-88	Comm 21"	1	1st	76	76	76	76	YES	YES	1			
			Commercial	US158D-89	Comm 22"	1	1st	73	73	73	73	YES	YES	1			
			Commercial	US158D-90	Comm 23"	1	1st	75	75	75	75	YES	YES	1			
			Commercial	US158D-91	Comm 24"	1	1st	73	73	73	73	YES	YES	1			

NSA 6 - US 158 D
US 158 D

NO ALTERNATIVE IMPACT

NO ALTERNATIVE IMPACT

NO ALTERNATIVE IMPACT

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect			
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
7	NSA 7 - US 158 E	US 158 E	S.F. resid.	US158E-1	Receiver5	1	1st	73	73	73	73	-0.1		YES	1				
S.F. resid.			US158E-2	Receiver6	1	1st	77	77	76	-0.3		YES	1		YES	1			
S.F. resid.			US158E-3	Receiver7	1	1st	74	74	75	0.6		YES	1		YES	1			
S.F. resid.			US158E-4	Receiver8	1	1st	74	74	74	0.0		YES	1		YES	1			
S.F. resid.			US158E-5	Receiver9	1	1st	70	70	70	0.1		YES	1		YES	1			
S.F. resid.			US158E-6	Receiver10	1	1st	68	68	69	0.7		YES	1		YES	1			
S.F. resid.			US158E-7	Receiver11	1	1st	76	76	75	-0.6		YES	1		YES	1			
S.F. resid.			US158E-8	Receiver12	1	1st	73	73	74	0.3		YES	1		YES	1			
S.F. resid.			US158E-9	Receiver13	1	1st	77	77	77	0.0		YES	1		YES	1			
S.F. resid.			US158E-10	Receiver14	1	1st	76	76	76	0.0		YES	1		YES	1			
S.F. resid.			US158E-11	Receiver15	1	1st	77	77	76	-0.7		YES	1		YES	1			
S.F. resid.			US158E-12	Receiver16	1	1st	77	77	76	-0.6		YES	1		YES	1			
S.F. resid.			US158E-13	Receiver17	1	1st	76	76	76	0.0		YES	1		YES	1			
S.F. resid.			US158E-14	Receiver18	1	1st	76	76	75	-0.7		YES	1		YES	1			
S.F. resid.			US158E-15	Receiver19	1	1st	76	76	75	-0.7		YES	1		YES	1			
S.F. resid.			US158E-16	Receiver20	1	1st	76	76	75	-0.8		YES	1		YES	1			
S.F. resid.			US158E-17	Receiver21	1	1st	74	74	74	0.0		YES	1		YES	1			
S.F. resid.			US158E-18	Receiver22	1	2nd	68	68	68	0.0		YES	1		YES	1			
S.F. resid.			US158E-19	Receiver23	1	1st	75	75	74	-0.8		YES	1		YES	1			
S.F. resid.			US158E-20	Receiver24	1	1st	75	75	74	-0.7		YES	1		YES	1			
S.F. resid.			US158E-21	Receiver25	1	2nd	70	70	70	0.0		YES	1		YES	1			
S.F. resid.			US158E-22	Receiver26	1	1st	74	74	74	0.0		YES	1		YES	1			
S.F. resid.			US158E-23	Receiver27	1	1st	73	73	74	0.3		YES	1		YES	1			
S.F. resid.			US158E-24	Receiver28	1	1st	72	72	72	0.0		YES	1		YES	1			
S.F. resid.			US158E-25	Receiver29	1	1st	71	71	72	0.1		YES	1		YES	1			
S.F. resid.			US158E-26	Receiver30	1	1st	71	71	71	0.0		YES	1		YES	1			
S.F. resid.			US158E-27	Receiver31	1	1st	74	74	75	1.0		YES	1		YES	1			
S.F. resid.			US158E-28	Receiver32	1	1st	72	72	71	-0.1		YES	1		YES	1			
S.F. resid.			US158E-29	Receiver33	1	1st	73	73	73	0.0		YES	1		YES	1			
S.F. resid.			US158E-30	Receiver34	1	1st	73	73	74	0.7		YES	1		YES	1			
S.F. resid.			US158E-31	Receiver35	1	1st	74	74	75	0.8		YES	1		YES	1			
S.F. resid.			US158E-32	Receiver36	1	1st	71	71	72	0.2		YES	1		YES	1			
S.F. resid.			US158E-33	Receiver37	1	1st	68	68	68	0.0		YES	1		YES	1			
S.F. resid.			US158E-34	Receiver38	1	1st	73	73	72	-0.2		YES	1		YES	1			
S.F. resid.			US158E-35	Receiver39	1	1st	71	71	71	0.0		YES	1		YES	1			
S.F. resid.			US158E-36	Receiver40	1	1st	74	74	73	-0.7		YES	1		YES	1			
S.F. resid.			US158E-37	Receiver41	1	1st	76	76	77	0.4		YES	1		YES	1			
S.F. resid.			US158E-38	Receiver42	1	1st	66	66	67	0.9		YES	1		YES	1			
S.F. resid.			US158E-39	Receiver43	1	1st	65	65	66	0.9		YES	1		YES	1			
S.F. resid.			US158E-40	Receiver44	1	1st	75	75	75	0.0		YES	1		YES	1			
Commercial			US158E-41	Comm 10	1	1st	73	73	73	0.0		YES	1		YES	1			
Commercial			US158E-42	Comm 11	1	1st	72	72	73	0.2		YES	1		YES	1			
Commercial			US158E-43	Comm 12	1	1st	72	72	71	-0.3		YES	1		YES	1			
Commercial			US158E-44	Comm 13	1	1st	74	74	74	0.0		YES	1		YES	1			
Commercial			US158E-45	Comm 14	1	1st	70	70	70	0.0		YES	1		YES	1			

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect		
								2006 Existing	2035 No Build	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
8	NSA 8 - US 158 F	US 158 F	S.F. resid.	US158F-1	Receiver1	1	1st	71	71	71	-0.4		YES		1			
			S.F. resid.	US158F-2	Receiver2	1	1st	76	76	75	-0.9		YES		1			
			S.F. resid.	US158F-3	Receiver3	1	1st	77	77	76	-0.7		YES		1			
			S.F. resid.	US158F-4	Receiver4	1	1st	73	73	73	0.7		YES		1			
			S.F. resid.	US158F-5	Receiver5	1	1st	73	73	73	0.1		YES		1			
			S.F. resid.	US158F-6	Receiver6	1	1st	71	71	71	0.2		YES		1			
			S.F. resid.	US158F-7	Receiver7	1	1st	79	79	77	-1.1		YES		1			
			S.F. resid.	US158F-8	Receiver8	1	1st	79	79	78	-1.0		YES		1			
			S.F. resid.	US158F-9	Receiver9	1	1st	74	74	74	-0.2		YES		1			
			S.F. resid.	US158F-10	Receiver10	1	1st	74	74	73	-0.5		YES		1			
			S.F. resid.	US158F-11	Receiver11	1	1st	73	73	73	0.3		YES		1			
			S.F. resid.	US158F-12	Receiver12	1	1st	72	72	72	-0.4		YES		1			
			S.F. resid.	US158F-13	Receiver13	1	1st	76	76	75	-0.9		YES		1			
			S.F. resid.	US158F-14	Receiver14	1	1st	72	72	72	-0.1		YES		1			
			S.F. resid.	US158F-15	Receiver15	1	1st	76	76	76	-0.7		YES		1			
			S.F. resid.	US158F-16	Receiver16	1	1st	74	74	73	-0.4		YES		1			
			S.F. resid.	US158F-17	Receiver17	1	1st	70	70	70	0.3		YES		1			
			S.F. resid.	US158F-18	Receiver18	1	1st	67	67	66	-0.8		YES		1			
			S.F. resid.	US158F-19	Receiver19	1	1st	72	72	72	0.5		YES		1			
			S.F. resid.	US158F-20	Receiver20	1	1st	78	78	78	0.5		YES		1			
			S.F. resid.	US158F-21	Receiver21	1	1st	75	75	74	-0.3		YES		1			
			S.F. resid.	US158F-22	Receiver22	1	1st	73	73	73	0.0		YES		1			
			S.F. resid.	US158F-23	Receiver23	1	1st	71	71	71	0.2		YES		1			
			S.F. resid.	US158F-24	Receiver24	1	1st	69	69	69	0.5		YES		1			
			S.F. resid.	US158F-25	Receiver25	1	1st	73	73	74	0.8		YES		1			
			S.F. resid.	US158F-26	Receiver26	1	1st	75	75	75	-0.4		YES		1			
			S.F. resid.	US158F-27	Receiver27	1	2nd	64	64	66	2.0		YES		1			
			S.F. resid.	US158F-28	Receiver28	1	1st	78	78	79	0.9		YES		1			
			S.F. resid.	US158F-29	Receiver29	1	1st	75	75	75	0.2		YES		1			
			S.F. resid.	US158F-30	Receiver30	1	1st	74	74	74	0.5		YES		1			

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
8	NSA 8 - US 158 F	US 158 F	S.F. resid.	US158F-31	Receiver31"	1	1st	76	76	76	76	0.4		YES	1				
			S.F. resid.	US158F-32	Receiver32"	1	2nd	67	67	67	67	0.3		YES	1				
			S.F. resid.	US158F-33	Receiver33"	1	2nd	65	65	66	66	0.5							
			S.F. resid.	US158F-34	Receiver34"	1	2nd	63	63	64	64	0.5							
			S.F. resid.	US158F-35	Receiver35"	1	1st	70	70	71	71	0.6							
			S.F. resid.	US158F-36	Receiver36"	1	5th	57	57	57	57	0.2							
			S.F. resid.	US158F-37	Receiver37"	1	5th	58	58	58	58	0.1							
			S.F. resid.	US158F-38	Receiver38"	1	4th	58	58	59	59	0.1							
			S.F. resid.	US158F-39	Receiver39"	1	3rd	60	60	60	60	0.2							
			S.F. resid.	US158F-40	Receiver40"	1	2nd	63	63	63	63	0.2							
			S.F. resid.	US158F-41	Receiver41"	1	1st	67	67	67	67	0.9							
			S.F. resid.	US158F-42	Receiver42"	1	1st	72	72	72	72	0.1							
			S.F. resid.	US158F-43	Receiver43"	1	2nd	69	69	69	69	0.0							
			S.F. resid.	US158F-44	Receiver44"	1	2nd	67	67	67	67	0.1							
			S.F. resid.	US158F-45	Receiver45"	1	3rd	64	64	64	64	0.1							
			Commercial	US158F-46	Comm1"	1	1st	71	71	71	71	-0.8							
			Commercial	US158F-47	Comm2"	1	1st	77	77	76	76	-0.8							
			Commercial	US158F-48	Comm3"	1	1st	71	71	71	71	0.2							
			Commercial	US158F-49	Comm4"	1	1st	74	74	74	74	-0.2							
			Commercial	US158F-50	Comm5"	1	1st	74	74	74	74	-0.8							
Commercial	US158F-51	Comm6"	1	2nd	66	66	66	66	-0.2										
Commercial	US158F-52	Comm7"	1	1st	72	72	71	71	-0.6										
Commercial	US158F-53	Comm8"	1	1st	76	76	77	77	0.9										
Commercial	US158F-54	Comm9"	1	1st	71	71	70	70	-0.5										

NSA No.	NSA Report Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds NAC			No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
9			S.F. resid.	US158/NC12S-43	Receiver95"	5	2nd	64	64	63	62	-1.0	-1.9							
			S.F. resid.	US158/NC12S-44	Receiver96"	1	2nd	64	64	64	63	-0.2	-1.8							
			S.F. resid.	US158/NC12S-45	Receiver97"	1	1st	72	72	73	69	1.3	-2.4	YES	YES				1	1
			S.F. resid.	US158/NC12S-46	Receiver98"	1	1st	70	70	71	69	1.1	-0.7	YES	YES				1	1
			S.F. resid.	US158/NC12S-47	Receiver99"	4	2nd	64	64	64	62	0.0	-1.8	YES	YES				1	1
			S.F. resid.	US158/NC12S-48	Receiver100"	1	1st	70	70	72	70	1.7	-0.8							

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
10	NSA 10 - North of US 158 Intersection	US158/NC12N	S.F. resid.	US158/NC12N-1	Receiver35	1	1st	62	62	61	61	-0.8	-0.8						
			S.F. resid.	US158/NC12N-2	Receiver36	1	1st	64	64	66	66	1.5	1.5						
			S.F. resid.	US158/NC12N-3	Receiver38	2	1st	67	67	66	66	-1.2	-1.2						
			S.F. resid.	US158/NC12N-4	Receiver39	2	1st	62	62	61	61	-1.3	-1.3						
			S.F. resid.	US158/NC12N-5	Receiver41	2	1st	66	66	65	65	-1.6	-1.6						
			S.F. resid.	US158/NC12N-6	Receiver42	2	1st	61	61	59	59	-2.4	-2.4						
			S.F. resid.	US158/NC12N-7	Receiver44	2	1st	65	65	62	62	-3.5	-3.5						
			S.F. resid.	US158/NC12N-8	Receiver45	2	1st	67	67	63	63	-3.7	-3.7						
			S.F. resid.	US158/NC12N-9	Receiver47	1	1st	52	52	50	50	-1.8	-1.8						
			S.F. resid.	US158/NC12N-10	Receiver49	1	1st	67	67	68	68	0.9	0.9	YES	YES	1	1		
S.F. resid.	US158/NC12N-11	Receiver51	9	1st	61	61	62	62	1.6	1.6									
S.F. resid.	US158/NC12N-12	Receiver53	3	1st	61	61	63	63	1.8	1.8									
S.F. resid.	US158/NC12N-13	Receiver55	1	1st	67	67	69	69	1.4	1.4	YES	YES	1	1					
S.F. resid.	US158/NC12N-14	Receiver57	22	1st	61	61	63	63	2.2	2.2									
S.F. resid.	US158/NC12N-15	Receiver58	23	1st	63	63	64	64	1.0	1.0									
S.F. resid.	US158/NC12N-16	Receiver60	10	1st	54	54	56	56	1.6	1.6									
S.F. resid.	US158/NC12N-17	Receiver62	1	1st	67	67	68	68	1.4	1.4	YES	YES	1	1					
S.F. resid.	US158/NC12N-18	Receiver63	6	1st	60	60	62	62	1.6	1.6									
S.F. resid.	US158/NC12N-19	Receiver65	10	1st	59	59	62	62	3.1	3.1									
S.F. resid.	US158/NC12N-20	Receiver67	17	1st	57	57	59	59	1.9	1.9									
S.F. resid.	US158/NC12N-21	Receiver69	8	1st	62	62	64	64	2.1	2.1									
S.F. resid.	US158/NC12N-22	Receiver71	1	1st	54	54	56	56	1.4	1.4									
S.F. resid.	US158/NC12N-23	Receiver73	2	1st	68	68	68	68	0.3	0.3	YES	YES	2	2					
S.F. resid.	US158/NC12N-24	Receiver75	4	1st	65	65	67	67	1.7	1.7	YES	YES	4	4					
S.F. resid.	US158/NC12N-25	Receiver76	2	2nd	59	59	61	61	1.4	1.4									
S.F. resid.	US158/NC12N-26	Receiver78	6	2nd	53	53	53	53	0.7	0.7									
S.F. resid.	US158/NC12N-27	Receiver79	9	1st	68	68	68	68	0.1	0.1	YES	YES	9	9					
S.F. resid.	US158/NC12N-28	Receiver80	6	2nd	52	52	53	53	1.2	1.2									
S.F. resid.	US158/NC12N-29	Receiver82	5	2nd	55	55	57	57	1.6	1.6									
S.F. resid.	US158/NC12N-30	Receiver83	6	1st	68	68	70	70	1.7	1.7	YES	YES	6	6					
S.F. resid.	US158/NC12N-31	Receiver85	8	1st	58	58	60	60	1.9	1.9									
S.F. resid.	US158/NC12N-32	Receiver86	10	1st	63	63	65	65	1.6	1.6									
S.F. resid.	US158/NC12N-33	Receiver87	5	1st	63	63	66	66	2.3	2.3									
S.F. resid.	US158/NC12N-34	Receiver89	14	2nd	52	52	53	53	0.7	0.7									
S.F. resid.	US158/NC12N-35	Receiver91	1	1st	66	66	66	66	0.5	0.5	YES	YES	1	1					
S.F. resid.	US158/NC12N-36	Receiver92	1	1st	65	65	65	65	0.5	0.5									
S.F. resid.	US158/NC12N-37	Receiver93	1	2nd	60	60	61	61	1.1	1.1									
S.F. resid.	US158/NC12N-38	Receiver94	2	2nd	54	54	55	55	1.0	1.0									
S.F. resid.	US158/NC12N-39	Receiver95	1	2nd	58	58	60	60	1.8	1.8									
S.F. resid.	US158/NC12N-40	Receiver96	1	1st	65	65	65	65	0.5	0.5									
S.F. resid.	US158/NC12N-41	Receiver98	1	2nd	52	52	53	53	1.0	1.0									
S.F. resid.	US158/NC12N-42	Receiver99	1	1st	58	58	59	59	1.7	1.7									
S.F. resid.	US158/NC12N-43	Receiver100	1	1st	62	62	63	63	1.4	1.4									
S.F. resid.	US158/NC12N-44	Receiver101	1	1st	62	62	63	63	1.2	1.2									
S.F. resid.	US158/NC12N-45	Receiver102	1	1st	61	61	58	58	-2.9	-2.9									
S.F. resid.	US158/NC12N-46	Receiver103	15	1st	69	69	71	71	1.9	1.9	YES	YES	15	15					
S.F. resid.	US158/NC12N-47	Receiver105	3	2nd	53	53	52	52	-0.8	-0.8									

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC			No. of Affect					
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
10	NSA 10 - North of US 158 Intersection	US158/NC12N	S.F. resid.	US158/NC12N-48	Receiver106 ⁱ	1	1st	63	63	62	62	-1.4	-1.4							
			S.F. resid.	US158/NC12N-49	Receiver108 ⁱ	17	2nd	55	55	57	57	1.6	1.6							
			S.F. resid.	US158/NC12N-50	Receiver110 ⁱ	1	1st	63	63	64	64	1.3	1.3							
			S.F. resid.	US158/NC12N-51	Receiver111 ⁱ	9	2nd	49	49	49	49	0.2	0.2							
			S.F. resid.	US158/NC12N-52	Receiver112 ⁱ	1	1st	61	61	62	62	1.4	1.4							
			S.F. resid.	US158/NC12N-53	Receiver113 ⁱ	1	1st	62	62	63	63	0.4	0.4							
			S.F. resid.	US158/NC12N-54	Receiver114 ⁱ	1	1st	63	63	61	61	-1.7	-1.7							
			S.F. resid.	US158/NC12N-55	Receiver116 ⁱ	5	2nd	52	52	52	52	0.0	0.0							
			S.F. resid.	US158/NC12N-56	Receiver118 ⁱ	17	2nd	53	53	54	54	0.8	0.8							
			S.F. resid.	US158/NC12N-57	Receiver120 ⁱ	16	1st	64	64	66	66	1.7	1.7							
			S.F. resid.	US158/NC12N-58	Receiver122 ⁱ	10	2nd	55	55	55	55	0.6	0.6							
			S.F. resid.	US158/NC12N-59	Receiver124 ⁱ	12	1st	64	64	65	65	0.9	0.9							
			S.F. resid.	US158/NC12N-60	Receiver126 ⁱ	7	2nd	54	54	55	55	0.8	0.8							
			S.F. resid.	US158/NC12N-61	Receiver128 ⁱ	11	2nd	51	51	52	52	0.7	0.7							
S.F. resid.	US158/NC12N-62	Receiver130 ⁱ	7	1st	63	63	64	64	1.0	1.0										
S.F. resid.	US158/NC12N-63	Receiver132 ⁱ	9	1st	64	64	66	66	1.8	1.8										
S.F. resid.	US158/NC12N-64	Receiver134 ⁱ	12	1st	60	60	64	64	4.0	4.0										
S.F. resid.	US158/NC12N-65	Receiver136 ⁱ	9	2nd	51	51	55	55	3.5	3.5										
S.F. resid.	US158/NC12N-66	Receiver138 ⁱ	9	1st	64	64	70	70	5.3	5.3	YES	YES	YES	YES	9	9				
S.F. resid.	US158/NC12N-67	Receiver140 ⁱ	9	1st	54	54	58	58	4.7	4.7										

NSA No.	Report NSA Name	TMN NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)					Exceeds NAC				No. of Affect			
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
11	NSA 11 - North of 13th Avenue	N13thAve	S.F. resid.	N13thAve-1	Receiver35	1	1st	55	55	59	59	59	3.9	3.9						
S.F. resid.			N13thAve-2	Receiver36	2	2nd	51	51	54	54	54	2.7	2.7							
S.F. resid.			N13thAve-3	Receiver37	1	1st	57	57	61	61	61	3.9	3.9							
S.F. resid.			N13thAve-4	Receiver38	1	1st	61	61	65	65	65	4.4	4.4							
S.F. resid.			N13thAve-5	Receiver39	5	1st	63	63	67	67	67	4.4	4.4	YES	YES		5	5		
S.F. resid.			N13thAve-6	Receiver40	3	2nd	53	53	56	56	56	3.4	3.4							
S.F. resid.			N13thAve-7	Receiver41	2	1st	60	60	64	64	64	3.1	3.1							
S.F. resid.			N13thAve-8	Receiver42	1	1st	61	61	59	59	59	-1.2	-1.2							
S.F. resid.			N13thAve-9	Receiver43	3	1st	61	61	58	58	58	-2.4	-2.4							
S.F. resid.			N13thAve-10	Receiver46	1	2nd	50	50	52	52	52	2.7	2.7			YES	YES	1	1	
S.F. resid.			N13thAve-11	Receiver48	1	1st	62	62	67	67	67	5.0	5.0	YES	YES					
S.F. resid.			N13thAve-12	Receiver49	1	1st	61	61	65	65	65	3.9	3.9							
S.F. resid.			N13thAve-13	Receiver50	1	2nd	55	55	57	57	57	1.8	1.8							
S.F. resid.			N13thAve-14	Receiver51	2	1st	58	58	60	60	60	2.2	2.2							
S.F. resid.			N13thAve-15	Receiver53	3	2nd	53	53	56	56	56	2.1	2.1							
S.F. resid.			N13thAve-16	Receiver54	1	1st	64	64	60	60	60	-4.3	-4.3							
S.F. resid.			N13thAve-17	Receiver55	1	1st	60	60	59	59	59	-1.0	-1.0							
S.F. resid.			N13thAve-18	Receiver56	4	2nd	52	52	53	53	53	1.2	1.2							
S.F. resid.			N13thAve-19	Receiver58	1	1st	62	62	65	65	65	2.8	2.8							
S.F. resid.			N13thAve-20	Receiver60	1	1st	64	64	67	67	67	2.4	2.4	YES	YES		1	1		
S.F. resid.			N13thAve-21	Receiver61	6	2nd	49	49	52	52	52	2.7	2.7							
S.F. resid.			N13thAve-22	Receiver62	1	1st	58	58	62	62	62	4.0	4.0							
S.F. resid.			N13thAve-23	Receiver63	3	2nd	52	52	55	55	55	3.1	3.1			YES	YES	1	1	
S.F. resid.			N13thAve-24	Receiver64	1	1st	65	65	69	69	69	3.7	3.7	YES	YES					
S.F. resid.			N13thAve-25	Receiver65	1	1st	60	60	64	64	64	4.0	4.0			YES	YES	1	1	
S.F. resid.			N13thAve-26	Receiver67	1	1st	64	64	66	66	66	2.6	2.6			YES	YES	1	1	
S.F. resid.			N13thAve-27	Receiver68	5	2nd	54	54	54	54	54	0.9	0.9							
S.F. resid.			N13thAve-28	Receiver69	1	1st	60	60	63	63	63	2.2	2.2							
S.F. resid.			N13thAve-29	Receiver70	1	1st	57	57	55	55	55	-2.0	-2.0							
S.F. resid.			N13thAve-30	Receiver71	1	1st	61	61	58	58	58	2.2	2.2			YES	YES	1	1	
S.F. resid.			N13thAve-31	Receiver72	1	1st	64	64	66	66	66	-3.3	-3.3			YES	YES	6	6	
S.F. resid.			N13thAve-32	Receiver74	6	1st	65	65	68	68	68	3.1	3.1	YES	YES					
S.F. resid.			N13thAve-33	Receiver75	1	1st	66	66	63	63	63	-3.0	-3.0							
S.F. resid.			N13thAve-34	Receiver76	1	1st	57	57	59	59	59	1.6	1.6							
S.F. resid.			N13thAve-35	Receiver77	3	2nd	51	51	53	53	53	1.7	1.7							
S.F. resid.			N13thAve-36	Receiver79	6	2nd	52	52	53	53	53	1.2	1.2							
S.F. resid.			N13thAve-37	Receiver80	6	1st	60	60	59	59	59	-0.9	-0.9							
S.F. resid.			N13thAve-38	Receiver81	1	1st	62	62	68	68	68	5.3	5.3	YES	YES		1	1		
S.F. resid.			N13thAve-39	Receiver82	2	1st	59	59	63	63	63	4.3	4.3							
S.F. resid.			N13thAve-40	Receiver83	1	1st	62	62	61	61	61	-0.7	-0.7							
S.F. resid.			N13thAve-41	Receiver84	1	1st	64	64	65	65	65	0.3	0.3							
S.F. resid.			N13thAve-42	Receiver85	2	1st	58	58	58	58	58	-0.4	-0.4							
S.F. resid.			N13thAve-43	Receiver87	2	2nd	55	55	55	55	55	0.2	0.2							

NSA No.	NSA Report Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect											
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4							
12	NSA 12 - North of Cook Drive	NCOOKDR	S.F. resid.	NCookDr-1	Receiver35	1	1st	64	64	65	65	0.8															
			S.F. resid.	NCookDr-2	Receiver36	2	2nd	52	52	53	53	0.3															
			S.F. resid.	NCookDr-3	Receiver37	3	2nd	55	55	55	55	0.1															
			S.F. resid.	NCookDr-4	Receiver38	1	2nd	54	54	54	54	0.5															
			S.F. resid.	NCookDr-5	Receiver39	1	2nd	54	54	55	55	0.4															
			S.F. resid.	NCookDr-6	Receiver40	5	2nd	57	57	57	57	-0.3															
			S.F. resid.	NCookDr-7	Receiver41	1	2nd	54	54	54	54	0.5															
			S.F. resid.	NCookDr-8	Receiver42	1	2nd	57	57	58	58	0.8															
			S.F. resid.	NCookDr-9	Receiver43	1	1st	60	60	61	61	1.5															
			S.F. resid.	NCookDr-10	Receiver44	1	1st	61	61	62	62	0.4															
			S.F. resid.	NCookDr-11	Receiver45	1	2nd	56	56	57	57	0.2															
			S.F. resid.	NCookDr-12	Receiver46	1	2nd	55	55	56	56	0.6															
			S.F. resid.	NCookDr-13	Receiver47	1	1st	65	65	65	65	0.4															
			S.F. resid.	NCookDr-14	Receiver48	4	1st	66	66	66	66	0.1															
			S.F. resid.	NCookDr-15	Receiver49	6	2nd	53	53	53	53	0.7															
			S.F. resid.	NCookDr-16	Receiver50	1	1st	65	65	64	64	-0.2															
			S.F. resid.	NCookDr-17	Receiver51	1	1st	66	66	66	66	-0.3															
			S.F. resid.	NCookDr-18	Receiver52	7	1st	66	66	68	68	2.2				YES	YES				7	7					
			S.F. resid.	NCookDr-19	Receiver53	2	1st	68	68	68	68	2.2				YES	YES				2	2					
			S.F. resid.	NCookDr-20	Receiver54	4	1st	65	65	65	65	0.7															
			S.F. resid.	NCookDr-21	Receiver55	2	2nd	54	54	54	54	0.6															
			S.F. resid.	NCookDr-22	Receiver56	1	2nd	59	59	59	59	0.6															
			S.F. resid.	NCookDr-23	Receiver57	1	1st	67	67	67	67	0.3									1	1					
			S.F. resid.	NCookDr-24	Receiver58	1	1st	68	68	70	70	1.8									1	1					
			S.F. resid.	NCookDr-25	Receiver59	1	2nd	56	56	57	57	1.4															
			S.F. resid.	NCookDr-26	Receiver60	1	1st	63	63	65	65	2.0															
			S.F. resid.	NCookDr-27	Receiver61	1	1st	64	64	65	65	0.5															
			S.F. resid.	NCookDr-28	Receiver62	1	2nd	53	53	54	54	1.1															
			S.F. resid.	NCookDr-29	Receiver63	1	1st	65	65	65	65	0.6															
			S.F. resid.	NCookDr-30	Receiver64	1	1st	68	68	70	70	2.1									1	1					
			S.F. resid.	NCookDr-31	Receiver65	3	2nd	54	54	56	56	1.9															
			S.F. resid.	NCookDr-32	Receiver66	3	1st	64	64	64	64	0.7															
			S.F. resid.	NCookDr-33	Receiver67	7	2nd	54	54	55	55	1.1															
			S.F. resid.	NCookDr-34	Receiver68	3	2nd	55	55	56	56	0.9															
			S.F. resid.	NCookDr-35	Receiver69	2	1st	61	61	64	64	2.3															
			S.F. resid.	NCookDr-36	Receiver70	6	2nd	53	53	55	55	1.8															
			S.F. resid.	NCookDr-37	Receiver71	1	1st	68	68	70	70	2.0															
			S.F. resid.	NCookDr-38	Receiver72	5	1st	65	65	66	66	1.1															
			S.F. resid.	NCookDr-39	Receiver73	4	2nd	52	52	53	53	1.2															
			S.F. resid.	NCookDr-40	Receiver74	1	1st	67	67	69	69	1.7															
			S.F. resid.	NCookDr-41	Receiver75	1	1st	62	62	64	64	2.4															
			S.F. resid.	NCookDr-42	Receiver76	1	1st	64	64	65	65	0.9															
			S.F. resid.	NCookDr-43	Receiver77	1	2nd	53	53	54	54	1.0															
			S.F. resid.	NCookDr-44	Receiver78	1	2nd	55	55	56	56	1.4															
			S.F. resid.	NCookDr-45	Receiver79	2	1st	62	62	64	64	2.0															
			S.F. resid.	NCookDr-46	Receiver80	1	1st	67	67	66	66	-0.2															
			S.F. resid.	NCookDr-47	Receiver81	2	2nd	58	58	60	60	2.1															

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC				No. of Affect				
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
12	NSA 12 - North of Cook Drive	NCOOKDR	S.F. resid.	NCookDr-48	Receiver2"	1	1st	67	67	69	69	69	1.8	1.8	YES	1	1			
			S.F. resid.	NCookDr-49	Receiver83"	1	2nd	57	57	59	59	2.1	2.1							
			S.F. resid.	NCookDr-50	Receiver84"	4	3rd	50	50	52	52	1.3	1.3							
			S.F. resid.	NCookDr-51	Receiver85"	1	2nd	55	55	56	56	0.9	0.9							
			S.F. resid.	NCookDr-52	Receiver86"	9	3rd	52	52	52	52	0.5	0.5							
			S.F. resid.	NCookDr-53	Receiver87"	1	2nd	57	57	59	59	1.9	1.9							
			S.F. resid.	NCookDr-54	Receiver88"	1	1st	65	65	67	67	1.9	1.9	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-55	Receiver89"	2	2nd	57	57	58	58	1.6	1.6							
			S.F. resid.	NCookDr-56	Receiver90"	1	2nd	57	57	58	58	1.7	1.7							
			S.F. resid.	NCookDr-57	Receiver91"	1	1st	67	67	68	68	1.4	1.4	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-58	Receiver92"	3	1st	64	64	65	65	1.6	1.6							
			S.F. resid.	NCookDr-59	Receiver93"	1	2nd	55	55	56	56	1.4	1.4							
			S.F. resid.	NCookDr-60	Receiver94"	10	2nd	51	51	52	52	1.0	1.0							
			S.F. resid.	NCookDr-61	Receiver95"	1	1st	62	62	64	64	2.0	2.0							
			S.F. resid.	NCookDr-62	Receiver96"	2	2nd	56	56	57	57	1.8	1.8							
			S.F. resid.	NCookDr-63	Receiver97"	1	1st	62	62	64	64	1.8	1.8							
			S.F. resid.	NCookDr-64	Receiver98"	4	1st	65	65	66	66	1.0	1.0	YES	YES	YES	4	4		
			S.F. resid.	NCookDr-65	Receiver99"	1	1st	66	66	67	67	1.0	1.0	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-66	Receiver100"	1	1st	67	67	68	68	0.6	0.6	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-67	Receiver101"	1	1st	61	61	63	63	1.6	1.6							
			S.F. resid.	NCookDr-68	Receiver102"	2	1st	61	61	63	63	2.1	2.1							
			S.F. resid.	NCookDr-69	Receiver103"	4	2nd	54	54	55	55	1.2	1.2							
			S.F. resid.	NCookDr-70	Receiver104"	2	1st	59	59	60	60	1.1	1.1							
			S.F. resid.	NCookDr-71	Receiver105"	1	1st	66	66	67	67	1.1	1.1	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-72	Receiver106"	12	1st	68	68	69	69	0.6	0.6	YES	YES	YES	12	12		
			S.F. resid.	NCookDr-73	Receiver107"	1	1st	65	65	66	66	1.2	1.2	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-74	Receiver108"	2	2nd	51	51	52	52	0.8	0.8							
			S.F. resid.	NCookDr-75	Receiver109"	2	2nd	54	54	55	55	0.7	0.7							
			S.F. resid.	NCookDr-76	Receiver110"	2	1st	60	60	61	61	1.2	1.2							
			S.F. resid.	NCookDr-77	Receiver111"	18	1st	69	69	69	69	-0.6	-0.6	YES	YES	YES	18	18		
			S.F. resid.	NCookDr-78	Receiver112"	13	2nd	55	55	56	56	0.7	0.7	YES	YES	YES	12	12		
			S.F. resid.	NCookDr-79	Receiver113"	12	1st	70	70	71	71	1.8	1.8	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-80	Receiver114"	1	1st	66	66	68	68	2.2	2.2	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-81	Receiver115"	1	2nd	60	60	62	62	1.4	1.4							
			S.F. resid.	NCookDr-82	Receiver116"	1	3rd	56	56	57	57	1.3	1.3							
			S.F. resid.	NCookDr-83	Receiver117"	1	3rd	55	55	57	57	2.0	2.0							
			S.F. resid.	NCookDr-84	Receiver118"	1	2nd	60	60	62	62	2.1	2.1							
			S.F. resid.	NCookDr-85	Receiver119"	1	1st	66	66	68	68	2.6	2.6	YES	YES	YES	1	1		
			S.F. resid.	NCookDr-86	Receiver120"	11	1st	57	57	57	57	0.2	0.2							
			S.F. resid.	NCookDr-87	Receiver121"	23	1st	64	64	65	65	1.4	1.4							
			S.F. resid.	NCookDr-88	Receiver122"	12	1st	65	65	66	66	0.5	0.5							
			S.F. resid.	NCookDr-89	Receiver123"	20	1st	57	57	58	58	1.2	1.2							
			S.F. resid.	NCookDr-90	Receiver124"	9	1st	67	67	68	68	0.2	0.2	YES	YES	YES	9	9		
			S.F. resid.	NCookDr-91	Receiver125"	9	1st	59	59	60	60	1.4	1.4							
			S.F. resid.	NCookDr-92	Receiver126"	2	1st	60	60	62	62	1.5	1.5							
			S.F. resid.	NCookDr-93	Receiver127"	2	1st	61	61	63	63	1.7	1.7							
			S.F. resid.	NCookDr-94	Receiver128"	3	1st	65	65	67	67	2.4	2.4	YES	YES	YES	3	3		

NSA No.	Report NSA Name	TMN NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds NAC			No. of Affect										
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4							
12			S.F. resid.	NCookDr-95	Receiver129"	3	2nd	55	55	56	56	56	1.3	1.3													
			S.F. resid.	NCookDr-96	Receiver130"	6	2nd	54	54	53	53	53	-0.6	-0.6													
			S.F. resid.	NCookDr-97	Receiver131"	5	2nd	55	55	56	56	56	0.8	0.8													
			S.F. resid.	NCookDr-98	Receiver132"	5	1st	64	64	66	66	66	1.2	1.2													
			S.F. resid.	NCookDr-99	Receiver135"	1	2nd	59	59	60	60	60	0.4	0.4													

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)							Exceeds NAC			No. of Affect						
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4				
13	NSA 13 - North of Sanderling	NSanderling	S.F. resid.	NSanderling-1	Receiver35	1	1st	64	54	55	55	55	1.3											
			S.F. resid.	NSanderling-2	Receiver37	2	1st	62	62	64	64	64	1.4											
			S.F. resid.	NSanderling-3	Receiver38	4	1st	57	57	58	58	58	1.3											
			S.F. resid.	NSanderling-4	Receiver39	12	2nd	50	50	51	51	51	0.9											
			S.F. resid.	NSanderling-5	Receiver40	2	1st	56	56	57	57	57	0.7											
			S.F. resid.	NSanderling-6	Receiver42	2	1st	57	57	58	58	58	0.9											
			S.F. resid.	NSanderling-7	Receiver43	1	1st	58	58	59	59	59	1.3											
			S.F. resid.	NSanderling-8	Receiver44	7	1st	55	55	57	57	57	1.7											
			S.F. resid.	NSanderling-9	Receiver45	1	1st	63	63	65	65	65	2.1											
			S.F. resid.	NSanderling-10	Receiver46	2	2nd	64	64	66	66	66	1.8											
			S.F. resid.	NSanderling-11	Receiver47	1	1st	63	63	65	65	65	2.3											
			S.F. resid.	NSanderling-12	Receiver48	8	1st	57	57	59	59	59	1.9											
			S.F. resid.	NSanderling-13	Receiver49	4	1st	57	57	58	58	58	1.3											
			S.F. resid.	NSanderling-14	Receiver50	1	1st	57	57	58	58	58	1.2											
			S.F. resid.	NSanderling-15	Receiver51	1	1st	57	57	58	58	58	1.4											
			S.F. resid.	NSanderling-16	Receiver52	5	1st	57	57	58	58	58	1.0											
			S.F. resid.	NSanderling-17	Receiver53	3	2nd	55	55	56	56	56	1.4											
			S.F. resid.	NSanderling-18	Receiver54	2	1st	64	64	66	66	66	1.3											
			S.F. resid.	NSanderling-19	Receiver55	5	1st	56	56	57	57	57	0.9											
			S.F. resid.	NSanderling-20	Receiver56	2	1st	58	58	59	59	59	0.7											
			S.F. resid.	NSanderling-21	Receiver57	2	2nd	58	58	58	58	58	0.6											
			S.F. resid.	NSanderling-22	Receiver58	2	1st	63	63	65	65	65	1.2											
			S.F. resid.	NSanderling-23	Receiver59	8	1st	61	61	62	62	62	1.1											
			S.F. resid.	NSanderling-24	Receiver60	2	1st	60	60	63	63	63	2.6											
			S.F. resid.	NSanderling-25	Receiver61	2	1st	60	60	63	63	63	2.5											
			S.F. resid.	NSanderling-26	Receiver63	7	1st	61	61	63	63	63	1.9											
			S.F. resid.	NSanderling-27	Receiver64	4	1st	62	62	64	64	64	1.5											
			S.F. resid.	NSanderling-28	Receiver65	2	1st	63	63	64	64	64	1.2											
			S.F. resid.	NSanderling-29	Receiver66	1	1st	62	62	63	63	63	1.3											
			S.F. resid.	NSanderling-30	Receiver67	1	1st	61	61	61	61	61	0.5											
			S.F. resid.	NSanderling-31	Receiver68	2	1st	62	62	62	62	62	0.9											
			S.F. resid.	NSanderling-32	Receiver69	1	1st	60	60	61	61	61	0.3											
			S.F. resid.	NSanderling-33	Receiver70	1	1st	61	61	62	62	62	1.3											
			S.F. resid.	NSanderling-34	Receiver71	1	1st	63	63	64	64	64	1.4											
			S.F. resid.	NSanderling-35	Receiver72	1	1st	61	61	63	63	63	2.1											
			S.F. resid.	NSanderling-36	Receiver73	1	1st	61	61	63	63	63	2.4											

NSA No.	Report NSA Name	TNM NSA Name	Land Use Type	Report Receiver Name	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds NAC			No. of Affect					
								2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
14	NSA 14 - North of Airport	Nairport	S.F. resid.	NAirport-1	Receiver35	1	1st	59	59	60	60	1.5	1.5							
			S.F. resid.	NAirport-2	Receiver36	1	1st	64	64	64	64	0.8	0.8							
			S.F. resid.	NAirport-3	Receiver37	5	1st	60	60	61	61	1.0	1.0							
			S.F. resid.	NAirport-4	Receiver38	1	1st	62	62	64	64	2.0	2.0							
			S.F. resid.	NAirport-5	Receiver39	1	1st	59	59	61	61	1.5	1.5							
			S.F. resid.	NAirport-6	Receiver40	4	1st	61	61	62	62	1.3	1.3							
			S.F. resid.	NAirport-7	Receiver41	3	1st	62	62	63	63	1.3	1.3							
			S.F. resid.	NAirport-8	Receiver42	3	1st	61	61	61	61	0.6	0.6							
			S.F. resid.	NAirport-9	Receiver43	3	1st	60	60	60	60	0.0	0.0							
			S.F. resid.	NAirport-10	Receiver44	1	2nd	57	57	57	57	0.0	0.0							
			S.F. resid.	NAirport-11	Receiver45	1	2nd	55	55	55	55	0.2	0.2							
			S.F. resid.	NAirport-12	Receiver48	1	1st	56	56	57	57	0.6	0.6							
			S.F. resid.	NAirport-13	Receiver50	2	1st	59	59	60	60	0.4	0.4							
			S.F. resid.	NAirport-14	Receiver52	1	1st	62	62	64	64	1.5	1.5							
			S.F. resid.	NAirport-15	Receiver54	1	1st	58	58	59	59	0.7	0.7							
			S.F. resid.	NAirport-16	Receiver56	2	2nd	55	55	56	56	0.6	0.6							
			S.F. resid.	NAirport-17	Receiver57	1	2nd	58	58	59	59	1.3	1.3							
			S.F. resid.	NAirport-18	Receiver58	1	1st	63	63	65	65	1.8	1.8							
			S.F. resid.	NAirport-19	Receiver59	1	1st	58	58	59	59	1.4	1.4							
			S.F. resid.	NAirport-20	Receiver61	1	2nd	53	53	54	54	1.0	1.0							
			S.F. resid.	NAirport-21	Receiver62	1	2nd	52	52	53	53	1.0	1.0							
			S.F. resid.	NAirport-22	Receiver63	1	1st	58	58	59	59	0.9	0.9							
			S.F. resid.	NAirport-23	Receiver64	2	1st	62	62	62	62	0.7	0.7							
			S.F. resid.	NAirport-24	Receiver65	1	1st	56	56	56	56	-0.2	-0.2							
			S.F. resid.	NAirport-25	Receiver67	1	2nd	53	53	54	54	0.8	0.8							
			S.F. resid.	NAirport-26	Receiver68	1	1st	63	63	64	64	1.3	1.3							
			S.F. resid.	NAirport-27	Receiver70	1	1st	56	56	57	57	1.4	1.4							
			S.F. resid.	NAirport-28	Receiver71	3	2nd	52	52	55	55	3.0	3.0							
			S.F. resid.	NAirport-29	Receiver72	3	1st	61	61	63	63	1.8	1.8							
			S.F. resid.	NAirport-30	Receiver73	1	1st	54	54	58	58	3.8	3.8							
			S.F. resid.	NAirport-31	Receiver74	11	1st	64	64	72	72	8.4	8.4							
			S.F. resid.	NAirport-32	Receiver75	11	1st	61	61	69	69	7.5	7.5			YES	YES	11	11	
			S.F. resid.	NAirport-33	Receiver76	2	1st	56	56	63	63	7.6	7.6			YES	YES	11	11	
			S.F. resid.	NAirport-34	Receiver77	2	1st	57	57	64	64	7.9	7.9							

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds				No. of Affect									
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4						
15	Sand Hill Lane	S.F. resid.	SandHillLane-1	1	1st	66	66	70	70	65	65	70	70	65	4.7	4.7	4.7	YES	YES	YES	1	1	1		
		S.F. resid.	SandHillLane-2	2	1st	61	61	65	65	62	62	65	65	62	3.9	3.9	3.9								
		S.F. resid.	SandHillLane-3	3	1st	58	58	62	62	61	61	62	62	61	4.0	4.0	4.0								
		S.F. resid.	SandHillLane-4	1	1st	58	58	61	61	61	61	61	61	61	3.4	3.4	3.4								
		S.F. resid.	SandHillLane-5	1	1st	61	61	65	65	61	61	65	65	61	4.1	4.1	4.1								
		S.F. resid.	SandHillLane-6	1	1st	64	64	68	68	64	64	68	68	64	4.1	4.1	4.1	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-7	1	1st	59	59	64	64	59	59	64	64	59	5.0	5.0	5.0								
		S.F. resid.	SandHillLane-8	1	1st	63	63	68	68	63	63	68	68	63	5.1	5.1	5.1	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-9	1	1st	69	69	75	75	69	69	75	75	69	6.2	6.2	6.2	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-10	1	1st	63	63	69	69	63	63	69	69	63	5.6	5.6	5.6	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-11	1	1st	63	63	69	69	63	63	69	69	63	5.6	5.6	5.6	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-12	1	1st	66	66	73	73	66	66	73	73	66	7.2	7.2	7.2	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-13	1	1st	61	61	67	67	61	61	67	67	61	5.6	5.6	5.6	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-14	1	1st	60	60	65	65	60	60	65	65	60	5.7	5.7	5.7								
		S.F. resid.	SandHillLane-15	1	1st	65	65	74	74	65	65	74	74	65	9.2	9.2	9.2	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-16	1	1st	62	62	70	70	62	62	70	70	62	8.3	8.3	8.3	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-17	1	1st	61	61	69	69	61	61	69	69	61	8.4	8.4	8.4	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-18	1	1st	62	62	71	71	62	62	71	71	62	8.7	8.7	8.7	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-19	1	1st	65	65	73	73	65	65	73	73	65	7.9	7.9	7.9	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-20	1	1st	64	64	71	71	64	64	71	71	64	7.4	7.4	7.4	YES	YES	YES	1	1	1	1	1
		S.F. resid.	SandHillLane-21	1	2nd	55	55	61	61	55	55	61	61	55	6.9	6.9	6.9								
16	Curr. Cott.	S.F. resid.	CurrituckCottages-1"	1	1st	65	65	72	72	65	65	72	72	65	7.2	7.2	7.2	YES	YES	YES	1	1	1	1	1
		S.F. resid.	CurrituckCottages-2"	1	1st	60	60	67	67	60	60	67	67	60	6.9	6.9	6.9	YES	YES	YES	1	1	1	1	1
		S.F. resid.	CurrituckCottages-3"	1	1st	61	61	64	64	61	61	64	64	61	3.3	3.3	3.3								

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)					Exceeds			No. of Affect						
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4	
17		S.F. resid.	OceanSands1-1	3	2nd	58	58	64	64	64	5.8	5.8	5.8							
		S.F. resid.	OceanSands1-2"	1	1st	63	63	69	69	69	6.4	6.4	6.4	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-3"	1	1st	64	64	70	70	70	6.3	6.3	6.3	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-4"	1	1st	60	60	66	66	66	5.8	5.8	5.8							
		S.F. resid.	OceanSands1-5"	2	1st	59	59	65	65	65	5.4	5.4	5.4							
		S.F. resid.	OceanSands1-6"	1	1st	63	63	69	69	69	6.5	6.5	6.5	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-7"	2	1st	65	65	72	72	72	6.7	6.7	6.7	YES	YES	YES	2	2	2	2
		S.F. resid.	OceanSands1-8"	1	3rd	59	59	65	65	65	5.5	5.5	5.5							
		S.F. resid.	OceanSands1-9"	1	2nd	56	56	62	62	62	6	6.0	6.0							
		S.F. resid.	OceanSands1-10"	3	2nd	55	55	61	61	61	5.8	5.8	5.8							
		S.F. resid.	OceanSands1-11"	1	2nd	58	58	63	63	63	5.7	5.7	5.7							
		S.F. resid.	OceanSands1-12"	2	1st	58	58	64	64	64	5.3	5.3	5.3							
		S.F. resid.	OceanSands1-13"	1	1st	55	55	61	61	61	5.5	5.5	5.5							
		S.F. resid.	OceanSands1-14"	1	1st	56	56	61	61	61	5.4	5.4	5.4							
		S.F. resid.	OceanSands1-15"	3	1st	57	57	62	62	62	5.2	5.2	5.2							
		S.F. resid.	OceanSands1-16"	1	1st	58	58	62	62	62	4.5	4.5	4.5							
		S.F. resid.	OceanSands1-17"	6	1st	58	58	63	63	63	4.5	4.5	4.5							
		S.F. resid.	OceanSands1-18"	1	1st	61	61	67	67	67	5.5	5.5	5.5	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-19"	1	1st	62	62	67	67	67	5.5	5.5	5.5	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-20"	2	1st	60	60	66	66	66	6.1	6.1	6.1	YES	YES	YES	2	2	2	2
		S.F. resid.	OceanSands1-21"	1	1st	59	59	65	65	65	6.4	6.4	6.4							
		S.F. resid.	OceanSands1-22"	1	1st	61	61	68	68	68	7	7.0	7.0	YES	YES	YES	1	1	1	1
		S.F. resid.	OceanSands1-23"	1	1st	56	56	62	62	62	6.3	6.3	6.3							
		S.F. resid.	OceanSands1-24"	2	2nd	57	57	63	63	63	5.6	5.6	5.6							
		S.F. resid.	OceanSands1-25"	1	2nd	55	55	61	61	61	5.9	5.9	5.9							
		S.F. resid.	OceanSands1-26"	3	2nd	55	55	61	61	61	6.2	6.2	6.2							

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds				No. of Affect					
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
18	The Hammocks	S.F. resid.	HighSand-1"	1	1st	59	59	65	65	65	5.5	5.5	5.5						
		S.F. resid.	HighSand-2"	1	1st	54	54	60	60	60	6.0	6.0	6.0						
		S.F. resid.	HighSand-3"	1	2nd	52	52	58	58	58	6.4	6.4	6.4						
		S.F. resid.	TheHammocks-4	1	1st	57	57	62	62	62	5.4	5.4	5.4						
		S.F. resid.	TheHammocks-5"	5	1st	57	57	62	62	62	5.3	5.3	5.3						
		S.F. resid.	TheHammocks-6"	5	1st	62	62	67	67	67	5.2	5.2	5.2	YES	YES	YES	5	5	5
		S.F. resid.	TheHammocks-7"	1	1st	60	60	65	65	65	5.2	5.2	5.2						
		S.F. resid.	TheHammocks-8"	3	1st	62	62	68	68	68	5.8	5.8	5.8	YES	YES	YES	3	3	3
		S.F. resid.	TheHammocks-9"	2	1st	64	64	71	71	71	6.8	6.8	6.8	YES	YES	YES	2	2	2
		S.F. resid.	TheHammocks-10"	2	1st	63	63	69	69	69	5.6	5.6	5.6	YES	YES	YES	2	2	2
		S.F. resid.	TheHammocks-11"	5	1st	56	56	61	61	61	5.2	5.2	5.2						
		S.F. resid.	TheHammocks-12"	5	1st	58	58	63	63	63	5.3	5.3	5.3						
		S.F. resid.	TheHammocks-13"	4	1st	58	58	63	63	63	4.7	4.7	4.7						
		S.F. resid.	TheHammocks-14"	2	2nd	52	52	58	58	58	5.8	5.8	5.8						
		S.F. resid.	TheHammocks-15"	1	2nd	54	54	59	59	59	5.6	5.6	5.6						
		S.F. resid.	TheHammocks-16"	2	2nd	54	54	60	60	60	5.8	5.8	5.8						
		S.F. resid.	TheHammocks-17"	2	2nd	58	58	63	63	63	4.9	4.9	4.9						
		S.F. resid.	TheHammocks-18"	6	2nd	54	54	57	57	57	3.2	3.2	3.2						
		S.F. resid.	TheHammocks-19"	2	2nd	51	51	56	56	56	5	5	5						
		S.F. resid.	TheHammocks-20"	5	2nd	52	52	57	57	57	5.2	5.2	5.2						
19	Ocean Sands 2	S.F. resid.	OceanSands2-1"	1	1st	62	62	68	68	68	6.0	6.0	6.0	YES	YES	YES	1	1	
		S.F. resid.	OceanSands2-2"	3	1st	62	62	68	68	68	5.6	5.6	5.6	YES	YES	YES	3	3	
		S.F. resid.	OceanSands2-3"	1	1st	63	63	69	69	69	5.8	5.8	5.8	YES	YES	YES	1	1	
		S.F. resid.	OceanSands2-4"	1	1st	64	64	69	69	69	5.3	5.3	5.3	YES	YES	YES	1	1	
		S.F. resid.	OceanSands2-5"	2	1st	62	62	67	67	67	4.8	4.8	4.8	YES	YES	YES	2	2	
		S.F. resid.	OceanSands2-6"	2	1st	60	60	65	65	65	4.4	4.4	4.4						
		S.F. resid.	OceanSands2-7"	2	1st	62	62	67	67	67	5	5	5	YES	YES	YES	2	2	
		S.F. resid.	OceanSands2-8"	1	1st	59	59	64	64	64	5.1	5.1	5.1						
		S.F. resid.	OceanSands2-9"	2	1st	64	64	70	70	70	6.3	6.3	6.3	YES	YES	YES	2	2	
		S.F. resid.	OceanSands2-10"	1	1st	60	60	66	66	66	5.9	5.9	5.9	YES	YES	YES	1	1	
		S.F. resid.	OceanSands2-11"	2	1st	63	63	69	69	69	6.1	6.1	6.1	YES	YES	YES	2	2	
		S.F. resid.	OceanSands2-12"	2	1st	61	61	66	66	66	5.4	5.4	5.4	YES	YES	YES	2	2	
		S.F. resid.	OceanSands2-13"	1	1st	64	64	71	71	71	7	7	7	YES	YES	YES	1	1	
		S.F. resid.	OceanSands2-14"	3	1st	61	61	66	66	66	5.8	5.8	5.8	YES	YES	YES	3	3	
		S.F. resid.	OceanSands2-15"	3	1st	60	60	66	66	66	6.1	6.1	6.1						
		S.F. resid.	OceanSands2-16"	1	2nd	57	57	63	63	63	6	6	6						
		S.F. resid.	OceanSands2-17"	2	2nd	57	57	61	61	61	4.9	4.9	4.9						
		S.F. resid.	OceanSands2-18"	2	2nd	55	55	60	60	60	5.2	5.2	5.2						
		S.F. resid.	OceanSands2-19"	1	2nd	57	57	62	62	62	4.6	4.6	4.6						
		S.F. resid.	OceanSands2-20"	3	2nd	56	56	62	62	62	5.4	5.4	5.4						
S.F. resid.	OceanSands2-21"	2	2nd	56	56	62	62	62	5.1	5.1	5.1								
S.F. resid.	OceanSands2-22"	2	2nd	54	54	60	60	60	6.3	6.3	6.3								

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds						No. of Affect			
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4		
20	Currituck Club	S.F. resid.	CurrituckClub-1	1	1st	53	53	59	59	59	5.7	5.7	5.7								
		S.F. resid.	CurrituckClub-2	1	1st	58	58	63	63	63	5	5.0	5.0								
		S.F. resid.	CurrituckClub-3	1	1st	52	52	57	57	57	5.3	5.3	5.3								
		S.F. resid.	CurrituckClub-4	2	2nd	53	53	58	58	58	5.2	5.2	5.2								
		S.F. resid.	CurrituckClub-5	1	1st	53	53	59	59	59	5.5	5.5	5.5								
		S.F. resid.	CurrituckClub-6	1	1st	51	51	57	57	57	5.5	5.5	5.5								
		S.F. resid.	CurrituckClub-7	1	1st	53	53	58	58	58	5.2	5.2	5.2								
		S.F. resid.	CurrituckClub-8	1	1st	59	59	63	63	63	4.4	4.4	4.4								
		S.F. resid.	CurrituckClub-9	1	2nd	50	50	56	56	56	6.7	6.7	6.7								
		S.F. resid.	CurrituckClub-10	1	2nd	48	48	54	54	54	6.2	6.2	6.2								
		S.F. resid.	CurrituckClub-11	1	2nd	49	49	55	55	55	5.7	5.7	5.7								
		S.F. resid.	CurrituckClub-12	1	2nd	48	48	54	54	54	5.7	5.7	5.7								
		S.F. resid.	CurrituckClub-1	1	1st	53	53	59	59	59	5.9	5.9	5.9								
		S.F. resid.	CurrituckClub-2	1	1st	58	58	64	64	64	5.2	5.2	5.2								
		S.F. resid.	CurrituckClub-3	1	1st	52	52	57	57	57	5.6	5.6	5.6								
		S.F. resid.	CurrituckClub-4	2	2nd	53	53	59	59	59	5.6	5.6	5.6								
S.F. resid.	CurrituckClub-5	1	1st	53	53	59	59	59	6.1	6.1	6.1										
S.F. resid.	CurrituckClub-6	1	1st	51	51	57	57	57	6.0	6.0	6.0										
S.F. resid.	CurrituckClub-7	1	1st	53	53	58	58	58	5.5	5.5	5.5										
S.F. resid.	CurrituckClub-8	1	1st	59	59	64	64	64	5.0	5.0	5.0										
S.F. resid.	CurrituckClub-9	1	2nd	48	48	54	54	54	6.9	6.9	6.9										
S.F. resid.	CurrituckClub-10	1	2nd	48	48	54	54	54	6.5	6.5	6.5										
S.F. resid.	CurrituckClub-11	1	2nd	49	49	55	55	55	6.1	6.1	6.1										
S.F. resid.	CurrituckClub-12	1	2nd	48	48	54	54	54	6.1	6.1	6.1										
21	Align. C1 - Ocean Sands 3	S.F. resid.	OceanSands3-1"	4	1st	62	62	69	69	6.4	6.4	6.4	YES	YES	YES	4	4				
		S.F. resid.	OceanSands3-2"	5	1st	65	65	70	70	70	5.7	5.7	5.7	YES	YES	YES	5	5			
		S.F. resid.	OceanSands3-3"	5	1st	64	64	70	70	70	6.8	6.8	6.8	YES	YES	YES	5	5			
		S.F. resid.	OceanSands3-4"	4	1st	63	63	69	69	69	6.5	6.5	6.5	YES	YES	YES	4	4			
		S.F. resid.	OceanSands3-5"	3	1st	63	63	68	68	68	5.3	5.3	5.3	YES	YES	YES	3	3			
		S.F. resid.	OceanSands3-6"	3	1st	61	61	67	67	67	5.8	5.8	5.8	YES	YES	YES	3	3			
		S.F. resid.	OceanSands3-7"	1	2nd	54	54	60	60	60	6.1	6.1	6.1								
		S.F. resid.	OceanSands3-8"	2	2nd	55	55	59	59	59	4.8	4.8	4.8								
		S.F. resid.	OceanSands3-9"	2	2nd	54	54	59	59	59	5.1	5.1	5.1								
		S.F. resid.	OceanSands3-10"	2	2nd	55	55	60	60	60	5.4	5.4	5.4								
		S.F. resid.	OceanSands3-11"	1	2nd	54	54	60	60	60	5.6	5.6	5.6								
		S.F. resid.	OceanSands3-12"	4	2nd	54	54	60	60	60	5.3	5.3	5.3								
		S.F. resid.	OceanSands3-13"	1	2nd	55	55	61	61	61	5.4	5.4	5.4								
														NO ALTERNATIVE							
														NO ALTERNATIVE							
														NO ALTERNATIVE							
												NO ALTERNATIVE									
												NO ALTERNATIVE									
												NO ALTERNATIVE									
												NO ALTERNATIVE									
												NO ALTERNATIVE									

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds				No. of Affect		
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
21	Align. C2 - Ocean Sands 3	S.F. resid.	OceanSands3-1"	4	1st	62	62	69	69	69	6.8	6.8	6.8	YES	NO ALTERNATIVE	4	4	4
		S.F. resid.	OceanSands3-2"	5	1st	65	65	71	71	71	6.3	6.3	6.3	YES	NO ALTERNATIVE	5	5	5
		S.F. resid.	OceanSands3-3"	5	1st	64	64	71	71	71	7.4	7.4	7.4	YES	NO ALTERNATIVE	5	5	5
		S.F. resid.	OceanSands3-4"	4	1st	63	63	70	70	70	7.2	7.2	7.2	YES	NO ALTERNATIVE	4	4	4
		S.F. resid.	OceanSands3-5"	3	1st	63	63	69	69	69	6.2	6.2	6.2	YES	NO ALTERNATIVE	3	3	3
		S.F. resid.	OceanSands3-6"	3	1st	61	61	68	68	68	6.5	6.5	6.5	YES	NO ALTERNATIVE	3	3	3
		S.F. resid.	OceanSands3-7"	1	2nd	54	54	61	61	61	6.4	6.4	6.4					
		S.F. resid.	OceanSands3-8"	2	2nd	55	55	60	60	60	5.3	5.3	5.3					
		S.F. resid.	OceanSands3-9"	2	2nd	54	54	60	60	60	5.7	5.7	5.7					
		S.F. resid.	OceanSands3-10"	2	2nd	55	55	61	61	61	6.5	6.5	6.5					
		S.F. resid.	OceanSands3-11"	1	2nd	54	54	61	61	61	6.6	6.6	6.6					
		S.F. resid.	OceanSands3-12"	4	2nd	54	54	61	61	61	6.5	6.5	6.5					
		S.F. resid.	OceanSands3-13"	1	2nd	55	55	62	62	62	6.6	6.6	6.6					
22	Align. C1 - Isolated Apts./Condos.	Condominium	Apt1-1F	4	1st	50	50	57	57	57	6.9	6.9	6.9					
		Condominium	Apt2-1F	4	2nd	58	58	63	63	63	5.2	5.2	5.2					
		Apartment	Apt3-1F	4	2nd	51	51	57	57	57	5.7	5.7	5.7					
		Condominium	Apt1-2F	4	1st	51	51	58	58	58	7.3	7.3	7.3					
		Condominium	Apt1-3F	4	1st	51	51	58	58	58	7.4	7.4	7.4					
		Condominium	Apt2-2F	4	2nd	58	58	65	65	65	7.6	7.6	7.6					
		Condominium	Apt2-3F	4	2nd	58	58	66	66	66	7.7	7.7	7.7	YES	NO ALTERNATIVE	4	4	4
		Apartment	Apt3-2F	4	2nd	55	55	61	61	61	6.0	6.0	6.0					
		Apartment	Apt3-3F	4	2nd	57	57	63	63	63	5.7	5.7	5.7					
		Condominium	Apt1-1F	4	1st	50	50	58	58	58	7.3	7.3	7.3					
		Condominium	Apt2-1F	4	2nd	58	58	64	64	64	6.4	6.4	6.4					
		Apartment	Apt3-1F	4	2nd	51	51	57	57	57	5.6	5.6	5.6					
		22	Align C2 - Isolated Apts./Condos.	Condominium	Apt1-2F	4	1st	51	51	58	58	58	7.3	7.3	7.3			
Condominium	Apt1-3F			4	1st	51	51	58	58	58	7.5	7.5	7.5					
Condominium	Apt2-2F			4	2nd	58	58	65	65	65	7.2	7.2	7.2					
Condominium	Apt2-3F			4	2nd	58	58	65	65	65	7.0	7.0	7.0					
Apartment	Apt3-2F			4	2nd	55	55	60	60	60	5.7	5.7	5.7					
Apartment	Apt3-3F			4	2nd	57	57	63	63	63	5.8	5.8	5.8					
NO ALTERNATIVE																		
NO ALTERNATIVE																		
NO ALTERNATIVE																		

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)						Exceeds			No. of Affect				
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4
23	Monteray Shores 1	S.F. resid.	MonterayShores1-1	1	1st	57	57	62	62	62	5.0	5.0	5.0	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-2	1	1st	63	63	69	69	69	4.6	4.6	4.6						
		S.F. resid.	MonterayShores1-3	2	1st	57	57	62	62	62	5.0	5.0	5.0	YES	YES	YES	2	2	2
		S.F. resid.	MonterayShores1-4	2	1st	65	65	70	70	70	5.2	5.2	5.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-5	1	1st	61	61	66	66	66	6.1	6.1	6.1						
		S.F. resid.	MonterayShores1-6	1	2nd	56	56	61	61	61	6.9	6.9	6.9						
		S.F. resid.	MonterayShores1-7	4	1st	52	52	59	59	59	6.8	6.8	6.8						
		S.F. resid.	MonterayShores1-8	3	2nd	54	54	61	61	61	5.5	5.5	5.5	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-9	3	2nd	55	55	62	62	62	5.8	5.8	5.8	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-10	1	1st	62	62	68	68	68	6.8	6.8	6.8						
		S.F. resid.	MonterayShores1-11	1	1st	63	63	69	69	69	6.1	6.1	6.1						
		S.F. resid.	MonterayShores1-12	2	1st	60	60	65	65	65	5.5	5.5	5.5	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-13	6	1st	53	53	60	60	60	5.5	5.5	5.5	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-14	1	2nd	59	59	65	65	65	5.7	5.7	5.7	YES	YES	YES	3	3	3
		S.F. resid.	MonterayShores1-15	1	1st	65	65	70	70	70	4.6	4.6	4.6						
		S.F. resid.	MonterayShores1-16	2	1st	60	60	65	65	65	7.2	7.2	7.2						
		S.F. resid.	MonterayShores1-17	1	1st	58	58	64	64	64	7.0	7.0	7.0						
		S.F. resid.	MonterayShores1-18	3	1st	63	63	69	69	69	6.6	6.6	6.6	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-19	2	1st	67	67	72	72	72	7.6	7.6	7.6	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-20	3	3rd	52	52	59	59	59	8.5	8.5	8.5	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-21	1	2nd	53	53	60	60	60	7.7	7.7	7.7	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-22	1	2nd	53	53	60	60	60	8.1	8.1	8.1	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores1-23	1	2nd	55	55	62	62	62	8.2	8.2	8.2	YES	YES	YES	1	1	1
S.F. resid.	MonterayShores1-24	2	1st	57	57	64	64	64	8.4	8.4	8.4	YES	YES	YES	1	1	1		
S.F. resid.	MonterayShores1-25	1	1st	55	55	62	62	62	9.4	9.4	9.4	YES	YES	YES	1	1	1		
24	Monteray Shores 2	S.F. resid.	MonterayShores2-1	1	1st	58	58	65	65	65	7.0	7.0	7.0	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-2	1	1st	59	59	66	66	66	7.2	7.2	7.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-3	1	1st	59	59	66	66	66	7.7	7.7	7.7	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-4	1	1st	59	59	67	67	67	8.6	8.6	8.6	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-5	1	1st	61	61	68	68	68	8.2	8.2	8.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-6	1	1st	57	57	65	65	65	8.4	8.4	8.4	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-7	1	1st	64	64	73	73	73	8.2	8.2	8.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-8	1	1st	62	62	69	69	69	8.2	8.2	8.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-9	1	1st	55	55	63	63	63	8.2	8.2	8.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-10	1	2nd	54	54	62	62	62	8.2	8.2	8.2	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-11	2	2nd	54	54	62	62	62	9.5	9.5	9.5	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-12	1	3rd	48	48	58	58	58	9.4	9.4	9.4	YES	YES	YES	1	1	1
		S.F. resid.	MonterayShores2-13	1	2nd	50	50	59	59	59	9.4	9.4	9.4	YES	YES	YES	1	1	1

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	Predicted Noise (dBA)				Exceeds				No. of Affect			
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2
25	Monterey Shores 3	S.F. resid.	MontereyShores3-1	3	1st	61	61	68	68	6.6	6.6	6.6	YES	YES	3	3	3
		S.F. resid.	MontereyShores3-2	1	1st	58	58	64	64	6.3	6.3	6.3	YES	YES	3	3	3
		S.F. resid.	MontereyShores3-3	3	1st	61	61	66	66	5.9	5.9	5.9	YES	YES	1	1	1
		S.F. resid.	MontereyShores3-4	1	1st	59	61	67	67	5.6	5.6	6.3					
		S.F. resid.	MontereyShores3-5	1	1st	58	59	65	65	6.6	6.6	6.6	YES	YES	4	4	4
		S.F. resid.	MontereyShores3-6	5	1st	60	60	67	67	7.3	7.3	7.1	YES	YES	1	1	1
		S.F. resid.	MontereyShores3-7	4	1st	59	60	66	66	6.6	6.6	6.6	YES	YES	2	2	2
		S.F. resid.	MontereyShores3-8	1	1st	58	60	66	66	8.0	8.0	8.0	YES	YES	2	2	2
		S.F. resid.	MontereyShores3-9	2	1st	58	58	66	66	8.1	8.1	8.1	YES	YES	1	1	1
		S.F. resid.	MontereyShores3-10	4	1st	60	60	69	69	7.6	7.6	7.1	YES	YES	2	2	2
		S.F. resid.	MontereyShores3-11	2	1st	61	61	68	68	8.0	8.0	8.0	YES	YES	3	3	3
		S.F. resid.	MontereyShores3-12	4	1st	57	57	65	65	8.0	8.0	8.0	YES	YES	2	2	2
		S.F. resid.	MontereyShores3-13	3	1st	52	52	59	59	8.7	8.7	8.7	YES	YES	2	2	2
		S.F. resid.	MontereyShores3-14	1	2nd	50	50	58	58	7.8	7.8	7.8					
		S.F. resid.	MontereyShores3-15	1	2nd	50	50	59	59	8.4	8.4	8.4					
		S.F. resid.	MontereyShores3-16	1	2nd	51	51	59	59	8.3	8.3	8.3					
		S.F. resid.	MontereyShores3-17	2	1st	55	55	60	60	5.2	5.2	5.2	YES	YES	2	2	2
S.F. resid.	MontereyShores3-18	2	1st	61	61	67	67	5.9	5.9	5.9	YES	YES	2	2	2		
S.F. resid.	MontereyShores3-19	1	1st	58	58	66	66	8.1	8.1	8.1	YES	YES	1	1	1		
S.F. resid.	MontereyShores3-20	1	1st	63	63	70	70	7.3	7.3	7.3	YES	YES	1	1	1		
S.F. resid.	MontereyShores3-21	3	1st	61	61	67	67	6.3	6.3	6.3	YES	YES	3	3	3		
S.F. resid.	MontereyShores3-22	2	1st	62	62	68	68	6.3	6.3	6.3	YES	YES	2	2	2		
S.F. resid.	MontereyShores3-23	1	1st	65	62	70	70	8.3	8.3	8.3	YES	YES	1	1	1		
S.F. resid.	MontereyShores4-1	2	1st	64	64	71	71	7.5	7.5	7.5	YES	YES	2	2	2		
S.F. resid.	MontereyShores4-2	1	1st	62	62	70	70	7.8	7.8	7.8	YES	YES	1	1	1		
S.F. resid.	MontereyShores4-3	1	1st	63	63	72	72	9.1	9.1	9.1	YES	YES	1	1	1		
S.F. resid.	MontereyShores4-4	1	1st	64	64	71	71	6.7	6.7	6.7	YES	YES	1	1	1		
S.F. resid.	MontereyShores4-5	1	2nd	66	66	69	69	3.7	3.7	3.7	YES	YES	1	1	1		
S.F. resid.	MontereyShores4-6	1	2nd	56	56	63	63	6.8	6.8	6.8							
S.F. resid.	MontereyShores4-7	1	2nd	54	54	63	63	8.3	8.3	8.3							
S.F. resid.	MontereyShores4-8	2	2nd	53	53	62	62	8.6	8.6	8.6							
S.F. resid.	MontereyShores4-9	2	2nd	55	55	63	63	7.4	7.4	7.4							
S.F. resid.	MontereyShores4-10	2	2nd	56	56	62	62	6.0	6.0	6.0							
S.F. resid.	CorollaBay-1	1	2nd	51	51	59	59	8.2	8.2	8.2							
S.F. resid.	CorollaBay-2	1	1st	54	54	58	58	3.9	3.9	3.9							
S.F. resid.	CorollaBay-3	1	2nd	46	46	52	52	5.4	5.4	5.4							
26	Monterey Shores 4																
27	Corolla Bay																

NSA No.	NSA Name	Land Use Type	TNM Receiver Name	No. of Dwelling Units	Row	2006 Existing		2035 No Build		2035 ER2		Predicted Noise (dBA)				Exceeds			No. of Affect				
						2006 Existing	2035 No Build	2035 ER2	2035 MCB2	2035 MCB4	ER2 vs Existing	MCB2 vs Existing	MCB4 vs Existing	2035 ER2	2035 MCB2	2035 MCB4	2035 ER2	2035 MCB2	2035 MCB4				
28	Mid-Currituck Bridge South	S.F. resid.	MCBS-1"	1	1st					49	49												
		S.F. resid.	MCBS-2"	1	1st					50	50												
		S.F. resid.	MCBS-3"	1	1st					52	52												
		S.F. resid.	MCBS-4"	1	1st					53	53												
		S.F. resid.	MCBS-5"	1	1st					54	54												
		S.F. resid.	MCBS-6"	1	1st					59	59												
		S.F. resid.	MCBS-7"	1	1st					55	55												
		S.F. resid.	MCBS-8"	1	1st					54	54												
29	Mid-Currituck Bridge North	S.F. resid.	MCBN-1	1	1st					51	51												
		S.F. resid.	MCBN-2"	1	1st					51	51												
		S.F. resid.	MCBN-3"	1	1st					51	51												
		S.F. resid.	MCBN-4"	1	1st					51	51												
		S.F. resid.	MCBN-5"	1	1st					52	52												
		S.F. resid.	MCBN-6"	1	1st					54	54												
		S.F. resid.	MCBN-7"	1	1st					55	55												
		S.F. resid.	MCBN-8"	1	1st					55	55												
		S.F. resid.	MCBN-9"	1	1st					58	58												
		S.F. resid.	MCBN-10"	1	1st					54	54												
		S.F. resid.	MCBN-11"	1	2nd					53	53												
		S.F. resid.	MCBN-12"	1	2nd					53	53												
		S.F. resid.	MCBN-13"	1	2nd					52	52												
		S.F. resid.	MCBN-14"	1	2nd					51	51												
		S.F. resid.	MCBN-15"	1	2nd					50	50												
		S.F. resid.	MCBN-16"	1	2nd					50	50												
		S.F. resid.	MCBN-17"	1	2nd					49	49												
		S.F. resid.	MCBN-18"	1	2nd					49	49												
		S.F. resid.	MCBN-19"	1	2nd					48	48												

TNM[®] 2.5 PREDICTED NOISE LEVEL OUTPUT FILES

VALIDATION MODELS

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA																				
R. Magsanoc																				
RESULTS: SOUND LEVELS																				
PROJECT/CONTRACT:																				
RUN:																				
BARRIER DESIGN:																				
ATMOSPHERICS:																				
Receiver																				
Name																				
	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal							
			dBA	dBA	dBA	dBA	dBA			dBA	dB	dB	dB							
M1	8	1	0.0	64.7	66	64.7	66	10	----	64.7	0.0	8	-8.0							
M9	25	1	0.0	66.2	66	66.2	66	10	Snd Lvl	66.2	0.0	8	-8.0							
M6	180	1	0.0	58.8	66	58.8	66	10	----	58.8	0.0	8	-8.0							
M7	182	1	0.0	57.1	66	57.1	66	10	----	57.1	0.0	8	-8.0							
M8	184	1	0.0	59.4	66	59.4	66	10	----	59.4	0.0	8	-8.0							

Dwelling Units	# DUs			Noise Reduction		
	Min	Avg	Max	Min	Avg	Max
	dB	dB	dB	dB	dB	dB
All Selected	5	0.0	0.0	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0	0.0	0.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study MCB2&4-ER2

North Carolina Turnpike Authority		11 February 2009					
E. Gorman		TNM 2.5		Calculated with TNM 2.5			
RESULTS: SOUND LEVELS							
PROJECT/CONTRACT:		Mid-Currituck Bridge Study MCB2&4-ER2					
RUN:		Validation M19 and M20					
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.	
ATMOSPHERICS:		68 deg F, 50% RH					

Receiver	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal
			LAeq1h	LAeq1h	LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Crit'n	Sub'l Inc	Calculated	
			dBA	dBA	dBA	dBA	dB	dB		dB	dB	dB	
M21	1	1	0.0	60.5	66	60.5	66	10	----	10	60.5	0.0	8
M22	3	1	0.0	59.4	66	59.4	66	10	----	10	59.4	0.0	8

Dwelling Units	# DUs	Noise Reduction	
		Min	Max
		dB	dB
All Selected	2	0.0	0.0
All Impacted	0	0.0	0.0
All that meet NR Goal	0	0.0	0.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study MCB2&4-ER2

North Carolina Turnpike Authority						11 February 2009				
E. Gorman						TNM 2.5				
						Calculated with TNM 2.5				
RESULTS: SOUND LEVELS										
PROJECT/CONTRACT:		Mid-Currituck Bridge Study MCB2&4-ER2								
RUN:		Validation M21								
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.		
ATMOSPHERICS:		68 deg F, 50% RH								
Receiver										
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal
			dBA	dBA	dBA			dBA	dBA	Calculated minus Goal dB
M23	258	1	0.0	65.7	66	65.7	10	65.7	0.0	8
Dwelling Units										
		# DUs	Noise Reduction							
			Min dB	Avg dB	Max dB					
All Selected		1	0.0	0.0	0.0					
All Impacted		0	0.0	0.0	0.0					
All that meet NR Goal		0	0.0	0.0	0.0					

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study MCB2&4-ER2

North Carolina Turnpike Authority														
E. Gorman						11 February 2009								
						TNM 2.5								
						Calculated with TNM 2.5								
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:		Mid-Currituck Bridge Study MCB2&4-ER2												
RUN:		Validation M18												
BARRIER DESIGN:		INPUT HEIGHTS										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.		
ATMOSPHERICS:		68 deg F, 50% RH												
Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal			
			dBA	dBA	dBA			dBA	dBA	dBA	dBA			
M24	1	1	0.0	69.9	66	69.9	10 Snd Lvl	69.9	0.0	8	-8.0			
Dwelling Units		# DUs	Noise Reduction											
			Min	Avg	Max									
			dB	dB	dB									
All Selected		1	0.0	0.0	0.0									
All Impacted		1	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

EXISTING MODELS

NSA 1 AND NSA 2

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA													
R. Magsanoc								28 May 2008					
								TNM 2.5					
								Calculated with TNM 2.5					
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Mid-Currituck Bridge Study											
RUN:		Existing 2006 US 158											
BARRIER DESIGN:		INPUT HEIGHTS											
ATMOSPHERICS:		68 deg F, 50% RH											
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.													
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal	
			LAeq1h	LAeq1h	dBA	dBA	dBA	dBA	dBA	dB	dB	dB	dB
US158S-1	1	1	0.0	69.9	66	69.9	66	Snd Lvl	69.9	0.0	8	-8.0	
US158S-2	2	1	0.0	68.4	66	68.4	66	Snd Lvl	68.4	0.0	8	-8.0	
US158S-3	3	1	0.0	75.9	66	75.9	66	Snd Lvl	75.9	0.0	8	-8.0	
US158S-4	4	1	0.0	71.7	66	71.7	66	Snd Lvl	71.7	0.0	8	-8.0	
US158S-5	5	1	0.0	73.7	66	73.7	66	Snd Lvl	73.7	0.0	8	-8.0	
US158S-6	7	1	0.0	67.0	66	67.0	66	Snd Lvl	67.0	0.0	8	-8.0	
US158S-7	8	1	0.0	70.1	66	70.1	66	Snd Lvl	70.1	0.0	8	-8.0	
US158S-8	9	1	0.0	60.9	66	60.9	66	----	60.9	0.0	8	-8.0	
US158S-9	11	1	0.0	45.6	66	45.6	66	----	45.6	0.0	8	-8.0	
US158N-1	14	1	0.0	75.7	66	75.7	66	Snd Lvl	75.7	0.0	8	-8.0	
US158N-2	15	1	0.0	71.2	66	71.2	66	Snd Lvl	71.2	0.0	8	-8.0	
US158N-3	16	1	0.0	76.6	66	76.6	66	Snd Lvl	76.6	0.0	8	-8.0	
US158N-4	17	1	0.0	72.5	66	72.5	66	Snd Lvl	72.5	0.0	8	-8.0	
US158N-5	18	1	0.0	73.8	66	73.8	66	Snd Lvl	73.8	0.0	8	-8.0	
US158N-6	19	1	0.0	69.4	66	69.4	66	Snd Lvl	69.4	0.0	8	-8.0	
US158N-7	20	1	0.0	64.8	66	64.8	66	----	64.8	0.0	8	-8.0	
US158N-8	61	1	0.0	73.2	66	73.2	66	Snd Lvl	73.2	0.0	8	-8.0	
US158N-9	23	1	0.0	72.6	66	72.6	66	Snd Lvl	72.6	0.0	8	-8.0	
US158N-10	24	1	0.0	68.0	66	68.0	66	Snd Lvl	68.0	0.0	8	-8.0	
US158N-11	25	1	0.0	75.1	66	75.1	66	Snd Lvl	75.1	0.0	8	-8.0	
US158N-12	26	1	0.0	68.1	66	68.1	66	Snd Lvl	68.1	0.0	8	-8.0	
US158N-13	27	1	0.0	69.9	66	69.9	66	Snd Lvl	69.9	0.0	8	-8.0	
US158N-14	28	1	0.0	73.2	66	73.2	66	Snd Lvl	73.2	0.0	8	-8.0	
US158N-15	29	1	0.0	71.8	66	71.8	66	Snd Lvl	71.8	0.0	8	-8.0	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			71.1	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
US158N-16	30	1	0.0	71.1	66	10	Snd Lvl	71.1	0.0	8	-8.0	
US158N-17	31	1	0.0	73.5	66	10	Snd Lvl	73.5	0.0	8	-8.0	
US158N-18	32	1	0.0	75.1	66	10	Snd Lvl	75.1	0.0	8	-8.0	
US158N-19	33	1	0.0	72.3	66	10	Snd Lvl	72.3	0.0	8	-8.0	
US158N-20	34	1	0.0	70.2	66	10	Snd Lvl	70.2	0.0	8	-8.0	
US158N-21	36	1	0.0	65.4	66	10	----	65.4	0.0	8	-8.0	
US158N-22	37	1	0.0	71.9	66	10	Snd Lvl	71.9	0.0	8	-8.0	
US158N-23	38	1	0.0	73.1	66	10	Snd Lvl	73.1	0.0	8	-8.0	
US158N-24	39	1	0.0	74.0	66	10	Snd Lvl	74.0	0.0	8	-8.0	
US158N-25	40	1	0.0	73.9	66	10	Snd Lvl	73.9	0.0	8	-8.0	
US158N-26	41	1	0.0	71.6	66	10	Snd Lvl	71.6	0.0	8	-8.0	
US158N-27	42	1	0.0	66.8	66	10	Snd Lvl	66.8	0.0	8	-8.0	
All Selected												
All Impacted												
All that meet NR Goal												

NSA 3

Mid-Currituck Bridge MCB2&4-ER2

RESULTS: SOUND LEVELS

North Carolina Turnpike Authority													
M. Coffin									10 February 2009				
									TNM 2.5				
									Calculated with TNM 2.5				

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2
 RUN: Existing Condition US 158 A

BARRIER DESIGN:

INPUT HEIGHTS
 68 deg F, 50% RH

Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Crit'n	Sub'l Inc	Type Impact	With Barrier LAeq1h	Noise Reduction	Calculated Goal	Calculated minus Goal
			dB	dB	dB	dB	dB		dB	dB	dB	dB
Receiver5	5	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Receiver6	6	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver7	7	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver8	8	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver9	9	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver10	10	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver12	12	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Receiver13	13	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver15	15	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Comm 44	17	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Comm 45	18	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Comm 46	19	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Comm 47	20	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0

Dwelling Units	# DUs Noise Reduction		
	Min	Avg	Max
	dB	dB	dB
All Selected	13	0.0	0.0
All Impacted	12	0.0	0.0
All that meet NR Goal	0	0.0	0.0

NSA 4

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																					
M. Coffin									10 February 2009												
									TNM 2.5												
									Calculated with TNM 2.5												
RESULTS: SOUND LEVELS																					
PROJECT/CONTRACT:																					
RUN:																					
BARRIER DESIGN:																					
ATMOSPHERICS:																					
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.																					

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dBA				dBA	dB	dB	dB
M19	1	1	0.0	39.1	66	39.1	10	----	10	39.1	0.0	8	-8.0
Receiver5	5	1	0.0	72.8	66	72.8	10	Snd Lvl	10	72.8	0.0	8	-8.0
Receiver6	6	1	0.0	74.2	66	74.2	10	Snd Lvl	10	74.2	0.0	8	-8.0
Receiver7	7	1	0.0	69.2	66	69.2	10	Snd Lvl	10	69.2	0.0	8	-8.0
Receiver8	8	1	0.0	73.5	66	73.5	10	Snd Lvl	10	73.5	0.0	8	-8.0
Receiver9	9	1	0.0	73.8	66	73.8	10	Snd Lvl	10	73.8	0.0	8	-8.0
Receiver10	10	1	0.0	72.8	66	72.8	10	Snd Lvl	10	72.8	0.0	8	-8.0
Receiver11	11	1	0.0	70.9	66	70.9	10	Snd Lvl	10	70.9	0.0	8	-8.0
Receiver12	12	1	0.0	73.0	66	73.0	10	Snd Lvl	10	73.0	0.0	8	-8.0
Receiver13	13	1	0.0	72.5	66	72.5	10	Snd Lvl	10	72.5	0.0	8	-8.0
Receiver14	14	1	0.0	74.7	66	74.7	10	Snd Lvl	10	74.7	0.0	8	-8.0
Receiver15	15	1	0.0	74.3	66	74.3	10	Snd Lvl	10	74.3	0.0	8	-8.0
Receiver16	16	1	0.0	71.9	66	71.9	10	Snd Lvl	10	71.9	0.0	8	-8.0
Receiver17	17	1	0.0	63.6	66	63.6	10	----	10	63.6	0.0	8	-8.0
Receiver18	18	1	0.0	71.3	66	71.3	10	Snd Lvl	10	71.3	0.0	8	-8.0
Receiver19	19	1	0.0	72.0	66	72.0	10	Snd Lvl	10	72.0	0.0	8	-8.0
Receiver20	20	1	0.0	75.4	66	75.4	10	Snd Lvl	10	75.4	0.0	8	-8.0
Receiver21	21	1	0.0	67.4	66	67.4	10	Snd Lvl	10	67.4	0.0	8	-8.0
Receiver22	22	1	0.0	72.6	66	72.6	10	Snd Lvl	10	72.6	0.0	8	-8.0
Receiver23	23	1	0.0	71.4	66	71.4	10	Snd Lvl	10	71.4	0.0	8	-8.0
Receiver24	24	1	0.0	65.4	66	65.4	10	----	10	65.4	0.0	8	-8.0
Receiver25	25	1	0.0	64.0	66	64.0	10	----	10	64.0	0.0	8	-8.0
Receiver26	26	1	0.0	70.9	66	70.9	10	Snd Lvl	10	70.9	0.0	8	-8.0
Receiver27	27	1	0.0	63.3	66	63.3	10	----	10	63.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	28	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver28	28	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver29	29	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver30	30	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver31	31	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver32	32	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver33	33	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver34	34	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver36	36	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver37	37	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver38	38	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Receiver39	39	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver40	40	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Receiver41	41	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver42	42	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver43	43	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver44	44	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Receiver45	45	1	0.0	75.5	66	75.5	10	Snd Lvl	75.5	0.0	8	-8.0
Receiver46	46	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Receiver47	47	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver48	48	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver49	49	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Receiver50	50	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver51	51	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver52	52	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver53	53	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver54	54	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver55	55	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver56	56	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver58	58	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Comm 35	60	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Comm 36	61	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Comm 37	62	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Comm 38	63	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Comm 39	64	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Comm 40	65	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Comm 41	66	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Comm 42	67	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Comm 43	68	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

All Selected		62	0.0	0.0	0.0	0.0							
All Impacted		52	0.0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority		10 February 2009							
M. Coffin		TNM 2.5		Calculated with TNM 2.5					
RESULTS: SOUND LEVELS									
PROJECT/CONTRACT:		Mid-Currituck Bridge MCB2&4-ER2							
RUN:		Existing Condition US 158 C							
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:		68 deg F, 50% RH							
Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	With Barrier LAeq1h	Noise Reduction		
			LAeq1h	Calculated	Calculated	Calculated	Calculated		
			dBA	dBA	Calculated	dBA	Calculated		
					Crit'n	Type	Goal		
					Sub'l Inc	Impact	minus		
							Goal		
							dB		
							dB		
M21	258	1	0.0	36.3	66	36.3	0.0	8	-8.0
Receiver260	260	1	0.0	68.9	66	68.9	0.0	8	-8.0
Receiver261	261	1	0.0	68.5	66	68.5	0.0	8	-8.0
Receiver262	262	1	0.0	73.8	66	73.8	0.0	8	-8.0
Receiver263	263	1	0.0	72.2	66	72.2	0.0	8	-8.0
Receiver264	264	1	0.0	75.7	66	75.7	0.0	8	-8.0
Receiver265	265	1	0.0	68.2	66	68.2	0.0	8	-8.0
Receiver266	266	1	0.0	67.5	66	67.5	0.0	8	-8.0
Receiver267	267	1	0.0	72.9	66	72.9	0.0	8	-8.0
Receiver268	268	1	0.0	77.0	66	77.0	0.0	8	-8.0
Receiver269	269	1	0.0	77.4	66	77.4	0.0	8	-8.0
Receiver270	270	1	0.0	76.0	66	76.0	0.0	8	-8.0
Receiver271	271	1	0.0	68.1	66	68.1	0.0	8	-8.0
Receiver272	272	1	0.0	68.3	66	68.3	0.0	8	-8.0
Receiver273	273	1	0.0	75.0	66	75.0	0.0	8	-8.0
Receiver274	274	1	0.0	70.1	66	70.1	0.0	8	-8.0
Receiver275	275	1	0.0	70.4	66	70.4	0.0	8	-8.0
Receiver276	276	1	0.0	70.2	66	70.2	0.0	8	-8.0
Receiver277	277	1	0.0	74.5	66	74.5	0.0	8	-8.0
Receiver279	279	1	0.0	73.6	66	73.6	0.0	8	-8.0
Receiver280	280	1	0.0	73.9	66	73.9	0.0	8	-8.0
Receiver281	281	1	0.0	72.9	66	72.9	0.0	8	-8.0
Receiver282	282	1	0.0	76.4	66	76.4	0.0	8	-8.0
Receiver283	283	1	0.0	78.3	66	78.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Receiver285	285	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver286	286	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver287	287	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
Receiver288	288	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver289	289	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver290	290	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver291	291	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver292	292	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver293	293	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver294	294	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
Receiver295	295	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Receiver296	296	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver297	297	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver298	298	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver299	299	1	0.0	78.4	66	78.4	10	Snd Lvl	78.4	0.0	8	-8.0
Receiver300	300	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver301	301	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver302	302	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver303	303	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver304	304	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Receiver305	305	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver306	306	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver307	307	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver308	308	1	0.0	76.8	66	76.8	10	Snd Lvl	76.8	0.0	8	-8.0
Receiver309	309	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Receiver310	310	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver311	311	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver312	312	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Comm 26	316	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Comm 25	315	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Comm 27	317	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Comm 28	318	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Comm 29	319	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 30	320	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Comm 31	321	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Comm 32	322	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Comm 33	323	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Comm 33	323	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Comm 34	324	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

	Min dB	Avg dB	Max dB					
All Selected	64	0.0	0.0	0.0				
All Impacted	62	0.0	0.0	0.0				
All that meet NR Goal	0	0.0	0.0	0.0				

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																					
M. Coffin																					
RESULTS: SOUND LEVELS																					
PROJECT/CONTRACT:																					
RUN:																					
BARRIER DESIGN:																					
ATMOSPHERICS:																					
Receiver																					

10 February 2009
TNM 2.5
Calculated with TNM 2.5

Mid-Currituck Bridge MCB2&4-ER2
Existing Condition US 158 D
INPUT HEIGHTS
68 deg F, 50% RH

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type		With Barrier		Calculated	Goal	Calculated	Goal	Calculated	Goal
			LAeq1h	dBA	LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h						
Receiver260	260	1	0.0	67.0	66	67.0	10	Snd Lvl	10	67.0	0.0	8	-8.0					
Receiver261	261	1	0.0	69.5	66	69.5	10	Snd Lvl	10	69.5	0.0	8	-8.0					
Receiver262	262	1	0.0	66.0	66	66.0	10	Snd Lvl	10	66.0	0.0	8	-8.0					
Receiver263	263	1	0.0	68.0	66	68.0	10	Snd Lvl	10	68.0	0.0	8	-8.0					
Receiver264	264	1	0.0	73.8	66	73.8	10	Snd Lvl	10	73.8	0.0	8	-8.0					
Receiver265	265	1	0.0	75.5	66	75.5	10	Snd Lvl	10	75.5	0.0	8	-8.0					
Receiver266	266	1	0.0	77.9	66	77.9	10	Snd Lvl	10	77.9	0.0	8	-8.0					
Receiver267	267	1	0.0	64.8	66	64.8	10	----	10	64.8	0.0	8	-8.0					
Receiver268	268	1	0.0	72.6	66	72.6	10	Snd Lvl	10	72.6	0.0	8	-8.0					
Receiver269	269	1	0.0	67.1	66	67.1	10	Snd Lvl	10	67.1	0.0	8	-8.0					
Receiver270	270	1	0.0	73.3	66	73.3	10	Snd Lvl	10	73.3	0.0	8	-8.0					
Receiver271	271	1	0.0	67.4	66	67.4	10	Snd Lvl	10	67.4	0.0	8	-8.0					
Receiver272	272	1	0.0	74.6	66	74.6	10	Snd Lvl	10	74.6	0.0	8	-8.0					
Receiver273	273	1	0.0	72.2	66	72.2	10	Snd Lvl	10	72.2	0.0	8	-8.0					
Receiver274	274	1	0.0	76.4	66	76.4	10	Snd Lvl	10	76.4	0.0	8	-8.0					
Receiver275	275	1	0.0	68.1	66	68.1	10	Snd Lvl	10	68.1	0.0	8	-8.0					
Receiver276	276	1	0.0	63.3	66	63.3	10	----	10	63.3	0.0	8	-8.0					
Receiver277	277	1	0.0	72.2	66	72.2	10	Snd Lvl	10	72.2	0.0	8	-8.0					
Receiver278	278	1	0.0	74.7	66	74.7	10	Snd Lvl	10	74.7	0.0	8	-8.0					
Receiver279	279	1	0.0	63.1	66	63.1	10	----	10	63.1	0.0	8	-8.0					
Receiver280	280	1	0.0	63.2	66	63.2	10	----	10	63.2	0.0	8	-8.0					
Receiver281	281	1	0.0	63.0	66	63.0	10	----	10	63.0	0.0	8	-8.0					
Receiver282	282	1	0.0	63.3	66	63.3	10	----	10	63.3	0.0	8	-8.0					
Receiver283	283	1	0.0	63.2	66	63.2	10	----	10	63.2	0.0	8	-8.0					

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	77.9	66	77.9	10	Snd Lvl	77.9	0.0	8	-8.0
Receiver285	285	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver286	286	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver287	287	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0
Receiver288	288	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Receiver289	289	1	0.0	78.6	66	78.6	10	Snd Lvl	78.6	0.0	8	-8.0
Receiver290	290	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Receiver291	291	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver292	292	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Receiver293	293	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver294	294	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver295	295	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver296	296	1	0.0	77.7	66	77.7	10	Snd Lvl	77.7	0.0	8	-8.0
Receiver297	297	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver298	298	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver299	299	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver300	300	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver301	301	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Receiver302	302	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver303	303	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver304	304	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver305	305	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver306	306	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver307	307	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver308	308	1	0.0	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	-8.0
Receiver309	309	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver310	310	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver311	311	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver312	312	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver313	313	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver314	314	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Receiver315	315	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver316	316	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver317	317	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Receiver318	318	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Receiver319	319	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver320	320	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Receiver321	321	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver322	322	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver323	323	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	0.0	8	-8.0
Receiver324	324	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
Receiver325	325	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver326	326	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver327	327	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
Receiver328	328	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver329	329	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver330	330	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver331	331	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver332	332	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
Receiver333	333	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver334	334	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver335	335	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver336	336	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver337	337	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Receiver338	338	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver339	339	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Receiver340	340	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Comm 15	342	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Comm 16	344	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm 17	346	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 18	348	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Comm 19	350	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Comm 20	352	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm 21	354	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Comm 22	357	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Comm 23	359	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
Comm 24	361	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
All Selected		91	0.0	0.0								
All Impacted		80	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Transportation Authority															
M. Coffin								10 February 2009							
								TNM 2.5							
								Calculated with TNM 2.5							
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:		Mid-Currituck Bridge MCB2&4-ER2													
RUN:		Existing Condition US 158 E													
BARRIER DESIGN:		INPUT HEIGHTS													
ATMOSPHERICS:		68 deg F, 50% RH													
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.															
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal			
			dBA	dBA	dB				dBA	dB	dB	dB			
Receiver5	5	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0			
Receiver6	6	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0			
Receiver7	7	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0			
Receiver8	8	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0			
Receiver9	9	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0			
Receiver10	10	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0			
Receiver11	11	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0			
Receiver12	12	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0			
Receiver13	13	1	0.0	77.3	66	77.3	10	Snd Lvl	77.3	0.0	8	-8.0			
Receiver14	14	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0			
Receiver15	15	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0			
Receiver16	16	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0			
Receiver17	17	1	0.0	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0			
Receiver18	18	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0			
Receiver19	19	1	0.0	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	-8.0			
Receiver20	20	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0			
Receiver21	21	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0			
Receiver22	22	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0			
Receiver23	23	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0			
Receiver24	24	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0			
Receiver25	25	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0			
Receiver26	26	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0			
Receiver27	27	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0			
Receiver28	28	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0			

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	29	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver29	29	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver30	30	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver31	31	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver32	32	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver33	33	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver34	34	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver35	35	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver36	36	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Receiver37	37	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver38	38	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Receiver39	39	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver40	40	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
Receiver41	41	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver42	42	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver43	43	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Receiver44	44	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Comm 10	46	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Comm 11	48	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Comm 12	49	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Comm 13	50	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Comm 14	51	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		45	0.0	0.0	0.0							
All Impacted		44	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	No.	#DUs	Existing		No Barrier		Increase over existing		Type		With Barrier		Calculated	Goal	Calculated minus Goal
			L _{Aeq1h}	dBA	L _{Aeq1h}	dBA	Calculated	Crit'n	Calculated	Crit'n	Impact	L _{Aeq1h}			
Receiver1	1	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0			
Receiver2	2	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0			
Receiver3	3	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0			
Receiver4	4	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0			
Receiver5	5	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0			
Receiver6	6	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0			
Receiver7	7	1	0.0	78.5	66	78.5	10	Snd Lvl	78.5	0.0	8	-8.0			
Receiver8	8	1	0.0	78.8	66	78.8	10	Snd Lvl	78.8	0.0	8	-8.0			
Receiver9	9	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0			
Receiver10	10	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0			
Receiver11	11	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0			
Receiver12	12	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0			
Receiver13	13	1	0.0	75.5	66	75.5	10	Snd Lvl	75.5	0.0	8	-8.0			
Receiver14	14	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0			
Receiver15	15	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0			
Receiver16	16	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0			
Receiver17	17	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0			
Receiver18	18	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0			
Receiver19	19	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0			
Receiver20	20	1	0.0	77.6	66	77.6	10	Snd Lvl	77.6	0.0	8	-8.0			
Receiver21	21	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	8	-8.0			
Receiver22	22	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0			
Receiver23	23	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0			
Receiver24	24	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0			

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction		73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
		Min	Avg									
		dB	dB									
Receiver25	25	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver26	26	1	0.0	75.4	66	75.4	10	Snd Lvl	75.4	0.0	8	-8.0
Receiver27	27	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver28	28	1	0.0	78.3	66	78.3	10	Snd Lvl	78.3	0.0	8	-8.0
Receiver29	29	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Receiver30	30	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver31	31	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver32	32	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver33	33	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver34	34	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Receiver35	35	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Receiver36	36	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Receiver37	37	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Receiver38	38	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver39	39	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Receiver40	40	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver41	41	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver42	42	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver43	43	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver44	44	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Receiver45	45	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Comm1	48	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Comm2	50	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Comm3	52	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Comm4	53	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm5	57	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm6	58	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Comm7	60	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Comm8	61	1	0.0	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0
Comm9	62	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Dwelling Units												
All Selected	54	0.0	0.0	0.0	0.0							
All Impacted	45	0.0	0.0	0.0	0.0							
All that meet NR Goal	0	0.0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																									
R. Magsanoc																									
RESULTS: SOUND LEVELS																									
PROJECT/CONTRACT:																									
RUN:																									
BARRIER DESIGN:																									
ATMOSPHERICS:																									

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.																								
Mid-Currituck Bridge MCB2&4-ER2																								
Existing Condition US 158 South of NC-12																								
INPUT HEIGHTS																								
68 deg F, 50% RH																								

Receiver	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated Goal	Calculated minus Goal	
			LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Calculated	Crit'n	Calculated	LAeq1h			Calculated
Receiver36	36	2	0.0	62.9	0.0	62.9	66	62.9	10	----	10	62.9	0.0	8	-8.0
Receiver37	37	6	0.0	65.6	0.0	65.6	66	65.6	10	----	10	65.6	0.0	8	-8.0
Receiver38	38	2	0.0	69.1	0.0	69.1	66	69.1	10	Snd Lvl	10	69.1	0.0	8	-8.0
Receiver39	39	2	0.0	65.6	0.0	65.6	66	65.6	10	----	10	65.6	0.0	8	-8.0
Receiver42	42	2	0.0	64.9	0.0	64.9	66	64.9	10	----	10	64.9	0.0	8	-8.0
Receiver43	43	1	0.0	61.0	0.0	61.0	66	61.0	10	----	10	61.0	0.0	8	-8.0
Receiver44	44	1	0.0	63.5	0.0	63.5	66	63.5	10	----	10	63.5	0.0	8	-8.0
Receiver46	46	1	0.0	53.7	0.0	53.7	66	53.7	10	----	10	53.7	0.0	8	-8.0
Receiver47	47	1	0.0	59.0	0.0	59.0	66	59.0	10	----	10	59.0	0.0	8	-8.0
Receiver49	49	1	0.0	60.2	0.0	60.2	66	60.2	10	----	10	60.2	0.0	8	-8.0
Receiver51	51	2	0.0	60.4	0.0	60.4	66	60.4	10	----	10	60.4	0.0	8	-8.0
Receiver53	53	2	0.0	58.7	0.0	58.7	66	58.7	10	----	10	58.7	0.0	8	-8.0
Receiver55	55	2	0.0	56.9	0.0	56.9	66	56.9	10	----	10	56.9	0.0	8	-8.0
Receiver57	57	1	0.0	60.8	0.0	60.8	66	60.8	10	----	10	60.8	0.0	8	-8.0
Receiver58	58	1	0.0	59.5	0.0	59.5	66	59.5	10	----	10	59.5	0.0	8	-8.0
Receiver59	59	1	0.0	57.4	0.0	57.4	66	57.4	10	----	10	57.4	0.0	8	-8.0
Receiver61	61	1	0.0	57.5	0.0	57.5	66	57.5	10	----	10	57.5	0.0	8	-8.0
Receiver63	63	1	0.0	57.2	0.0	57.2	66	57.2	10	----	10	57.2	0.0	8	-8.0
Receiver64	64	1	0.0	57.1	0.0	57.1	66	57.1	10	----	10	57.1	0.0	8	-8.0
Receiver66	66	1	0.0	57.4	0.0	57.4	66	57.4	10	----	10	57.4	0.0	8	-8.0
Receiver67	67	1	0.0	62.0	0.0	62.0	66	62.0	10	----	10	62.0	0.0	8	-8.0
Receiver68	68	1	0.0	61.3	0.0	61.3	66	61.3	10	----	10	61.3	0.0	8	-8.0
Receiver69	69	1	0.0	65.3	0.0	65.3	66	65.3	10	----	10	65.3	0.0	8	-8.0
Receiver71	71	5	0.0	65.8	0.0	65.8	66	65.8	10	----	10	65.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	73	3	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver73	73	3	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver75	75	9	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver77	77	2	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver78	78	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Receiver79	79	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver81	81	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver82	82	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Receiver83	83	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Receiver85	85	2	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver86	86	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver87	87	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver88	88	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Receiver89	89	5	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Receiver90	90	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver91	91	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver92	92	6	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver93	93	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver94	94	6	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver95	95	5	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver96	96	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver97	97	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Receiver98	98	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver99	99	4	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver100	100	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Dwelling Units												
All Selected		97	0.0	0.0								
All Impacted		24	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

NSA 10

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority
R. Magsanoc

10 February 2009
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Mid-Currituck Bridge MCB2&4-ER2

Existing Condition NC-12 North of US 158

RUN:

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal
			LAeq1h	dBA	LAeq1h	Calculated	Crit'n	Calculated	Sub'l Inc	Calculated	Goal	Calculated	
Receiver35	35	1	0.0	61.5	66	61.5	10	----	10	----	61.5	8	-8.0
Receiver36	36	1	0.0	64.1	66	64.1	10	----	10	----	64.1	8	-8.0
Receiver38	38	2	0.0	67.0	66	67.0	10	Snd Lvl	10	Snd Lvl	67.0	8	-8.0
Receiver39	39	2	0.0	62.3	66	62.3	10	----	10	----	62.3	8	-8.0
Receiver41	41	2	0.0	66.1	66	66.1	10	Snd Lvl	10	Snd Lvl	66.1	8	-8.0
Receiver42	42	2	0.0	61.2	66	61.2	10	----	10	----	61.2	8	-8.0
Receiver44	44	2	0.0	65.2	66	65.2	10	----	10	----	65.2	8	-8.0
Receiver45	45	2	0.0	66.8	66	66.8	10	Snd Lvl	10	Snd Lvl	66.8	8	-8.0
Receiver47	47	1	0.0	51.7	66	51.7	10	----	10	----	51.7	8	-8.0
Receiver49	49	1	0.0	67.4	66	67.4	10	Snd Lvl	10	Snd Lvl	67.4	8	-8.0
Receiver51	51	9	0.0	60.6	66	60.6	10	----	10	----	60.6	8	-8.0
Receiver53	53	3	0.0	60.7	66	60.7	10	----	10	----	60.7	8	-8.0
Receiver55	55	1	0.0	67.1	66	67.1	10	Snd Lvl	10	Snd Lvl	67.1	8	-8.0
Receiver57	57	22	0.0	60.9	66	60.9	10	----	10	----	60.9	8	-8.0
Receiver58	58	23	0.0	63.0	66	63.0	10	----	10	----	63.0	8	-8.0
Receiver60	60	10	0.0	54.3	66	54.3	10	----	10	----	54.3	8	-8.0
Receiver62	62	1	0.0	67.0	66	67.0	10	Snd Lvl	10	Snd Lvl	67.0	8	-8.0
Receiver63	63	6	0.0	60.3	66	60.3	10	----	10	----	60.3	8	-8.0
Receiver65	65	10	0.0	58.7	66	58.7	10	----	10	----	58.7	8	-8.0
Receiver67	67	17	0.0	56.6	66	56.6	10	----	10	----	56.6	8	-8.0
Receiver69	69	8	0.0	62.2	66	62.2	10	----	10	----	62.2	8	-8.0
Receiver71	71	1	0.0	54.4	66	54.4	10	----	10	----	54.4	8	-8.0
Receiver73	73	2	0.0	68.0	66	68.0	10	Snd Lvl	10	Snd Lvl	68.0	8	-8.0
Receiver75	75	4	0.0	65.3	66	65.3	10	----	10	----	65.3	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver76	76	2	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Receiver78	78	6	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Receiver79	79	9	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Receiver80	80	6	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Receiver82	82	5	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver83	83	6	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver85	85	8	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Receiver86	86	10	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver87	87	5	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Receiver89	89	14	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Receiver91	91	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Receiver92	92	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver93	93	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Receiver94	94	2	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Receiver95	95	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver96	96	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver98	98	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Receiver99	99	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver100	100	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Receiver101	101	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver102	102	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Receiver103	103	15	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Receiver105	105	3	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver106	106	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver108	108	17	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver110	110	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver111	111	9	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Receiver112	112	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Receiver113	113	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver114	114	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver116	116	5	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
Receiver118	118	17	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Receiver120	120	16	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver122	122	10	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver124	124	12	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver126	126	7	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Receiver128	128	11	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Receiver130	130	7	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver132	132	9	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver134	134	12	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver136	136	9	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	138	140	9	0.0	64.3	66	Noise Reduction		64.3	64.3	8	-8.0
							# DUs	Min dB				
Receiver138			9	0.0	64.3	66			64.3	0.0	8	-8.0
Receiver140			9	0.0	53.7	66			53.7	0.0	8	-8.0
All Selected			398	0.0	0.0	0.0						
All Impacted			41	0.0	0.0	0.0						
All that meet NR Goal			0	0.0	0.0	0.0						

NSA 11

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																								
R. Magsanoc																								
RESULTS: SOUND LEVELS																								
PROJECT/CONTRACT:																								
RUN:																								
BARRIER DESIGN:																								
ATMOSPHERICS:																								
Receiver																								
Name																								
	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal												
			dBA	dBA		dBA			dBA															

Receiver35	35	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver36	36	2	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Receiver37	37	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Receiver38	38	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver39	39	5	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver40	40	3	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
Receiver41	41	2	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Receiver42	42	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver43	43	3	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver46	46	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
Receiver48	48	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Receiver49	49	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Receiver50	50	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver51	51	2	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Receiver53	53	3	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver54	54	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver55	55	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Receiver56	56	4	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Receiver58	58	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
Receiver60	60	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver61	61	6	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0
Receiver62	62	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Receiver63	63	3	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
Receiver64	64	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Mid-Currituck Bridge MCB2&4-ER2
Existing Condition NC-12 North of 13th Av

INPUT HEIGHTS

68 deg F, 50% RH

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver		65	1	0.0	59.7	66	59.7	10	59.7	0.0	8	-8.0
Receiver68		68	5	0.0	53.5	66	53.5	10	53.5	0.0	8	-8.0
Receiver69		69	1	0.0	60.4	66	60.4	10	60.4	0.0	8	-8.0
Receiver70		70	1	0.0	57.0	66	57.0	10	57.0	0.0	8	-8.0
Receiver71		71	1	0.0	61.3	66	61.3	10	61.3	0.0	8	-8.0
Receiver72		72	1	0.0	63.8	66	63.8	10	63.8	0.0	8	-8.0
Receiver74		74	6	0.0	64.5	66	64.5	10	64.5	0.0	8	-8.0
Receiver75		75	1	0.0	65.6	66	65.6	10	65.6	0.0	8	-8.0
Receiver76		76	1	0.0	57.3	66	57.3	10	57.3	0.0	8	-8.0
Receiver77		77	3	0.0	51.0	66	51.0	10	51.0	0.0	8	-8.0
Receiver79		79	6	0.0	52.0	66	52.0	10	52.0	0.0	8	-8.0
Receiver80		80	6	0.0	60.2	66	60.2	10	60.2	0.0	8	-8.0
Receiver81		81	1	0.0	62.2	66	62.2	10	62.2	0.0	8	-8.0
Receiver82		82	2	0.0	58.7	66	58.7	10	58.7	0.0	8	-8.0
Receiver83		83	1	0.0	61.7	66	61.7	10	61.7	0.0	8	-8.0
Receiver84		84	1	0.0	64.4	66	64.4	10	64.4	0.0	8	-8.0
Receiver85		85	2	0.0	57.9	66	57.9	10	57.9	0.0	8	-8.0
Receiver87		87	2	0.0	55.0	66	55.0	10	55.0	0.0	8	-8.0
Dwelling Units												
			# DUs	Noise Reduction								
				Min	Avg	Max						
				dB	dB	dB						
All Selected			90	0.0	0.0	0.0						
All Impacted			0	0.0	0.0	0.0						
All that meet NR Goal			0	0.0	0.0	0.0						

NSA 12

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority
R. Magsanoc

11 February 2009
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2

RUN: Existing Condition NC-12 North of Cook Dr

BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type Impact	With Barrier		Calculated minus Goal	
					Calculated	Crit'n		Calculated LAeq1h	Noise Reduction		
			dBA	dBA	dBA	dB		dBA	dB	dB	
Receiver35	35	1	0.0	63.7	66	63.7	10	63.7	0.0	8	-8.0
Receiver36	36	2	0.0	52.4	66	52.4	10	52.4	0.0	8	-8.0
Receiver37	37	3	0.0	55.1	66	55.1	10	55.1	0.0	8	-8.0
Receiver38	38	1	0.0	53.7	66	53.7	10	53.7	0.0	8	-8.0
Receiver39	39	1	0.0	54.2	66	54.2	10	54.2	0.0	8	-8.0
Receiver40	40	5	0.0	57.0	66	57.0	10	57.0	0.0	8	-8.0
Receiver41	41	1	0.0	53.9	66	53.9	10	53.9	0.0	8	-8.0
Receiver42	42	1	0.0	56.8	66	56.8	10	56.8	0.0	8	-8.0
Receiver43	43	1	0.0	59.8	66	59.8	10	59.8	0.0	8	-8.0
Receiver44	44	1	0.0	61.3	66	61.3	10	61.3	0.0	8	-8.0
Receiver45	45	1	0.0	56.4	66	56.4	10	56.4	0.0	8	-8.0
Receiver46	46	1	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0
Receiver47	47	1	0.0	65.0	66	65.0	10	65.0	0.0	8	-8.0
Receiver48	48	4	0.0	65.8	66	65.8	10	65.8	0.0	8	-8.0
Receiver49	49	6	0.0	52.6	66	52.6	10	52.6	0.0	8	-8.0
Receiver50	50	1	0.0	64.5	66	64.5	10	64.5	0.0	8	-8.0
Receiver51	51	1	0.0	66.0	66	66.0	10	66.0	0.0	8	-8.0
Receiver52	52	7	0.0	66.2	66	66.2	10	66.2	0.0	8	-8.0
Receiver53	53	2	0.0	68.0	66	68.0	10	68.0	0.0	8	-8.0
Receiver54	54	4	0.0	64.7	66	64.7	10	64.7	0.0	8	-8.0
Receiver55	55	2	0.0	53.5	66	53.5	10	53.5	0.0	8	-8.0
Receiver56	56	1	0.0	58.7	66	58.7	10	58.7	0.0	8	-8.0
Receiver57	57	1	0.0	66.8	66	66.8	10	66.8	0.0	8	-8.0
Receiver58	58	1	0.0	68.2	66	68.2	10	68.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver59	59	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Receiver60	60	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver61	61	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver62	62	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver63	63	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver64	64	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver65	65	3	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver66	66	3	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver67	67	7	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Receiver68	68	3	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver69	69	2	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver70	70	6	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver71	71	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver72	72	5	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver73	73	4	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver74	74	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver75	75	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Receiver76	76	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver77	77	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver78	78	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver79	79	2	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
Receiver80	80	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver81	81	2	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver82	82	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver83	83	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver84	84	4	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Receiver85	85	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver86	86	9	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Receiver87	87	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver88	88	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver89	89	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver90	90	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver91	91	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver92	92	3	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Receiver93	93	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver94	94	10	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Receiver95	95	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver96	96	2	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Receiver97	97	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
Receiver98	98	4	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver99	99	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	100	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver	102	2	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Receiver	103	4	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver	104	2	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver	105	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver	106	12	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver	107	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver	108	2	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Receiver	109	2	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver	110	2	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Receiver	111	18	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver	112	13	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver	113	12	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver	114	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Receiver	115	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Receiver	116	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Receiver	117	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver	118	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver	119	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver	120	11	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver	121	23	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver	122	12	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver	123	20	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver	124	9	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver	125	9	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Receiver	126	2	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Receiver	127	2	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver	128	3	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver	129	3	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver	130	6	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver	131	5	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver	132	5	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver	135	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Dwelling Units	# DUs	Noise Reduction		Max								
		Min	Avg	dB								
		dB	dB	dB								
All Selected	335	0.0	0.0	0.0								
All Impacted	71	0.0	0.0	0.0								
All that meet NR Goal	0	0.0	0.0	0.0								

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																							
R. Magsanoc																							
RESULTS: SOUND LEVELS																							
PROJECT/CONTRACT:																							
RUN:																							
BARRIER DESIGN:																							
ATMOSPHERICS:																							
Receiver																							
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	dB	With Barrier LAeq1h	Calculated	Impact	Type	Crit'n	Sub'l Inc	dB	Noise Reduction Calculated	Goal	Calculated minus Goal	dB	dB	dB	dB	dB	
Receiver35	35	1	0.0	53.9	66	53.9	66	53.9	53.9	10	----	10		53.9	0.0	8	-8.0						
Receiver37	37	2	0.0	62.3	66	62.3	66	62.3	62.3	10	----	10		62.3	0.0	8	-8.0						
Receiver38	38	4	0.0	57.1	66	57.1	66	57.1	57.1	10	----	10		57.1	0.0	8	-8.0						
Receiver39	39	12	0.0	50.3	66	50.3	66	50.3	50.3	10	----	10		50.3	0.0	8	-8.0						
Receiver40	40	2	0.0	55.8	66	55.8	66	55.8	55.8	10	----	10		55.8	0.0	8	-8.0						
Receiver42	42	2	0.0	57.3	66	57.3	66	57.3	57.3	10	----	10		57.3	0.0	8	-8.0						
Receiver43	43	1	0.0	57.9	66	57.9	66	57.9	57.9	10	----	10		57.9	0.0	8	-8.0						
Receiver44	44	7	0.0	55.3	66	55.3	66	55.3	55.3	10	----	10		55.3	0.0	8	-8.0						
Receiver45	45	1	0.0	62.7	66	62.7	66	62.7	62.7	10	----	10		62.7	0.0	8	-8.0						
Receiver46	46	2	0.0	54.1	66	54.1	66	54.1	54.1	10	----	10		54.1	0.0	8	-8.0						
Receiver47	47	1	0.0	63.1	66	63.1	66	63.1	63.1	10	----	10		63.1	0.0	8	-8.0						
Receiver48	48	8	0.0	56.6	66	56.6	66	56.6	56.6	10	----	10		56.6	0.0	8	-8.0						
Receiver49	49	4	0.0	56.5	66	56.5	66	56.5	56.5	10	----	10		56.5	0.0	8	-8.0						
Receiver50	50	1	0.0	56.9	66	56.9	66	56.9	56.9	10	----	10		56.9	0.0	8	-8.0						
Receiver51	51	1	0.0	56.9	66	56.9	66	56.9	56.9	10	----	10		56.9	0.0	8	-8.0						
Receiver52	52	5	0.0	56.8	66	56.8	66	56.8	56.8	10	----	10		56.8	0.0	8	-8.0						
Receiver53	53	3	0.0	54.7	66	54.7	66	54.7	54.7	10	----	10		54.7	0.0	8	-8.0						
Receiver54	54	2	0.0	64.4	66	64.4	66	64.4	64.4	10	----	10		64.4	0.0	8	-8.0						
Receiver55	55	5	0.0	56.1	66	56.1	66	56.1	56.1	10	----	10		56.1	0.0	8	-8.0						
Receiver56	56	2	0.0	57.8	66	57.8	66	57.8	57.8	10	----	10		57.8	0.0	8	-8.0						
Receiver57	57	2	0.0	57.5	66	57.5	66	57.5	57.5	10	----	10		57.5	0.0	8	-8.0						
Receiver58	58	2	0.0	63.4	66	63.4	66	63.4	63.4	10	----	10		63.4	0.0	8	-8.0						
Receiver59	59	8	0.0	61.3	66	61.3	66	61.3	61.3	10	----	10		61.3	0.0	8	-8.0						
Receiver60	60	2	0.0	60.3	66	60.3	66	60.3	60.3	10	----	10		60.3	0.0	8	-8.0						

C:\TNM25\MCB TNMEXISTING\NC12 existing models COMPLETE\ex_NC12_NSanderling

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	61	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver61	61	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver63	63	7	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
Receiver64	64	4	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver65	65	2	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver66	66	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver67	67	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver68	68	2	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Receiver69	69	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Receiver70	70	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Receiver71	71	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver72	72	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver73	73	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Dwelling Units												
All Selected		104	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority														
R. Magsanoc											10 February 2009			
RESULTS: SOUND LEVELS											TNM 2.5			
PROJECT/CONTRACT:											Calculated with TNM 2.5			
RUN:														
BARRIER DESIGN:														
ATMOSPHERICS:														

Mid-Currituck Bridge MCB2&4-ER2
 Existing Condition NC-12 North of Airport
 INPUT HEIGHTS
 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing			With Barrier			Calculated	minus Goal		
					Calculated	Crit'n	dBA	Calculated	Type	Impact			Calculated	Goal
Receiver35	35	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0		
Receiver36	36	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0		
Receiver37	37	5	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0		
Receiver38	38	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0		
Receiver39	39	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0		
Receiver40	40	4	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0		
Receiver41	41	3	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0		
Receiver42	42	3	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0		
Receiver43	43	3	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0		
Receiver44	44	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0		
Receiver45	45	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0		
Receiver48	48	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0		
Receiver50	50	2	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0		
Receiver52	52	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0		
Receiver54	54	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0		
Receiver56	56	2	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0		
Receiver57	57	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0		
Receiver58	58	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0		
Receiver59	59	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0		
Receiver61	61	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0		
Receiver62	62	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0		
Receiver63	63	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0		
Receiver64	64	2	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0		
Receiver65	65	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0		

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver67	67	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver68	68	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver70	70	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver71	71	3	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Receiver72	72	3	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
Receiver73	73	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver74	74	11	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver75	75	11	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver76	76	2	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver77	77	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver78	78	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver80	80	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver81	81	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver82	82	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver83	83	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver85	85	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver86	86	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Receiver88	88	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Receiver89	89	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Receiver90	90	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver91	91	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver92	92	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver93	93	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Receiver95	95	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver96	96	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver97	97	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver98	98	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver100	100	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Receiver101	101	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver102	102	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver103	103	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Receiver104	104	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver105	105	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver107	107	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver108	108	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Receiver109	109	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Receiver110	110	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Receiver111	111	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Receiver113	113	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver114	114	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver116	116	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	117	1	0.0	57.8	66	57.8	10	-----	57.8	0.0	8	-8.0
Receiver117	117	1	0.0	57.8	66	57.8	10	-----	57.8	0.0	8	-8.0
Receiver118	118	1	0.0	63.0	66	63.0	10	-----	63.0	0.0	8	-8.0
Receiver119	119	1	0.0	53.5	66	53.5	10	-----	53.5	0.0	8	-8.0
Dwelling Units												
All Selected		110	0.0	0.0	0.0							
All Impacted		1	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 15 AND NSA 16

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - Sand Hill Lane										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
SandHillLane-1	180	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
SandHillLane-2	181	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
SandHillLane-3	182	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
SandHillLane-4	183	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
SandHillLane-5	184	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
SandHillLane-6	185	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
SandHillLane-7	186	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
SandHillLane-8	187	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
SandHillLane-9	188	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
SandHillLane-10	189	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
SandHillLane-11	190	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
SandHillLane-12	191	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
SandHillLane-13	192	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
SandHillLane-14	193	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
SandHillLane-15	194	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
SandHillLane-16	195	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
SandHillLane-17	196	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
SandHillLane-18	197	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
SandHillLane-19	198	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
SandHillLane-20	199	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
SandHillLane-21	200	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
CurrituckCottages-1	202	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
CurrituckCottages-2	203	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
CurrituckCottages-3	204	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	24	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 17 AND PART OF NSA 18
(HighSand-1 through HighSand-3)

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands1										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
OceanSands1-1	206	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
OceanSands1-2	207	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
OceanSands1-3	208	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
OceanSands1-4	209	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
OceanSands1-5	210	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
OceanSands1-6	211	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
OceanSands1-7	212	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
OceanSands1-8	213	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
OceanSands1-9	214	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
OceanSands1-10	215	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
OceanSands1-11	216	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
OceanSands1-12	217	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
OceanSands1-13	218	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
OceanSands1-14	219	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
OceanSands1-15	220	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
OceanSands1-16	221	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
OceanSands1-17	222	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
OceanSands1-18	223	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
OceanSands1-19	224	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
OceanSands1-20	225	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
OceanSands1-21	226	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
OceanSands1-22	227	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
OceanSands1-23	228	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
OceanSands1-24	229	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			55.4	10	55.4	10	55.4	8	-8.0
		Min dB	Avg dB	Max dB							
OceanSands1-25	230	1	0.0	0.0	55.4	66	55.4	10	55.4	8	-8.0
OceanSands1-26	231	1	0.0	0.0	55.2	66	55.2	10	55.2	8	-8.0
HighSand-1	233	1	0.0	0.0	59.3	66	59.3	10	59.3	8	-8.0
HighSand-2	234	1	0.0	0.0	54.4	66	54.4	10	54.4	8	-8.0
HighSand-3	235	1	0.0	0.0	51.6	66	51.6	10	51.6	8	-8.0
All Selected		29	0.0	0.0	0.0	0.0					
All Impacted		0	0.0	0.0	0.0	0.0					
All that meet NR Goal		0	0.0	0.0	0.0	0.0					

NSA 18 (continued) AND NSA 19

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands2										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	
			dBA	dBA	dBA	dB			dBA	dB	minus Goal dB	
TheHammocks-4	206	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
TheHammocks-5	207	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
TheHammocks-6	208	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
TheHammocks-7	209	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
TheHammocks-8	210	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
TheHammocks-9	211	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
TheHammocks-10	212	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
TheHammocks-11	213	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
TheHammocks-12	214	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
TheHammocks-13	215	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
TheHammocks-14	216	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
TheHammocks-15	217	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
TheHammocks-16	218	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
TheHammocks-17	219	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
TheHammocks-18	220	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
TheHammocks-19	221	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
TheHammocks-20	222	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
OceanSands2-1	225	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
OceanSands2-2	226	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
OceanSands2-3	227	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
OceanSands2-4	228	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
OceanSands2-5	229	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
OceanSands2-6	230	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
OceanSands2-7	231	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			# DUs	Noise Reduction	Max dB	DUs	Noise Reduction	Max dB	DUs	Noise Reduction	Max dB		
		Min dB	Avg dB	Max dB										Min dB	Avg dB
OceanSands2-8	232	1	0.0	58.9	66	58.9	10	58.9	0.0	8	0.0	58.9	0.0	8	-8.0
OceanSands2-9	233	1	0.0	63.7	66	63.7	10	63.7	0.0	8	0.0	63.7	0.0	8	-8.0
OceanSands2-10	234	1	0.0	60.1	66	60.1	10	60.1	0.0	8	0.0	60.1	0.0	8	-8.0
OceanSands2-11	235	1	0.0	62.9	66	62.9	10	62.9	0.0	8	0.0	62.9	0.0	8	-8.0
OceanSands2-12	236	1	0.0	60.8	66	60.8	10	60.8	0.0	8	0.0	60.8	0.0	8	-8.0
OceanSands2-13	237	1	0.0	64.2	66	64.2	10	64.2	0.0	8	0.0	64.2	0.0	8	-8.0
OceanSands2-14	238	1	0.0	60.5	66	60.5	10	60.5	0.0	8	0.0	60.5	0.0	8	-8.0
OceanSands2-15	239	1	0.0	59.7	66	59.7	10	59.7	0.0	8	0.0	59.7	0.0	8	-8.0
OceanSands2-16	240	1	0.0	56.5	66	56.5	10	56.5	0.0	8	0.0	56.5	0.0	8	-8.0
OceanSands2-17	241	1	0.0	56.5	66	56.5	10	56.5	0.0	8	0.0	56.5	0.0	8	-8.0
OceanSands2-18	242	1	0.0	54.6	66	54.6	10	54.6	0.0	8	0.0	54.6	0.0	8	-8.0
OceanSands2-19	243	1	0.0	57.0	66	57.0	10	57.0	0.0	8	0.0	57.0	0.0	8	-8.0
OceanSands2-20	244	1	0.0	56.2	66	56.2	10	56.2	0.0	8	0.0	56.2	0.0	8	-8.0
OceanSands2-21	245	1	0.0	56.4	66	56.4	10	56.4	0.0	8	0.0	56.4	0.0	8	-8.0
OceanSands2-22	246	1	0.0	53.6	66	53.6	10	53.6	0.0	8	0.0	53.6	0.0	8	-8.0
All Selected		39	0.0	0.0	0.0	0.0									
All Impacted		0	0.0	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0	0.0									

NSA 20 AND NSA 21

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands3										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
CurrituckClub-1	225	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
CurrituckClub-2	226	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
CurrituckClub-3	227	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
CurrituckClub-4	228	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
CurrituckClub-5	229	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
CurrituckClub-6	230	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
CurrituckClub-7	231	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
CurrituckClub-8	232	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
CurrituckClub-9	233	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
CurrituckClub-10	234	1	0.0	47.7	66	47.7	10	----	47.7	0.0	8	-8.0
CurrituckClub-11	235	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
CurrituckClub-12	236	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
OceanSands3-1	238	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
OceanSands3-2	239	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
OceanSands3-3	240	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
OceanSands3-4	241	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
OceanSands3-5	242	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
OceanSands3-6	243	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
OceanSands3-7	244	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
OceanSands3-8	245	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
OceanSands3-9	246	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
OceanSands3-10	247	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
OceanSands3-11	248	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
OceanSands3-12	249	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

OceanSands3-13		250	1	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction			Max dB						
			Min dB	Avg dB								
All Selected			25	0.0	0.0	0.0						
All Impacted			0	0.0	0.0	0.0						
All that meet NR Goal			0	0.0	0.0	0.0						

Mid-Currituck Bridge Study

NSA 22

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA															
R. Magsanoc						28 May 2008									
						TNM 2.5									
						Calculated with TNM 2.5									
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:		Mid-Currituck Bridge Study													
RUN:		Existing 2006 NC 12 NSA - Isolated Apts													
BARRIER DESIGN:		INPUT HEIGHTS													
ATMOSPHERICS:		68 deg F, 50% RH													
Receiver															
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h	Noise Reduction Calculated	Goal	Calculated	minus Goal	Calculated	Goal	minus Goal
			dBA	dBA	dB	dBA	dB	dB	dB	dB	dB	dB	dB	dB	dB
Apt1-1F	225	1	0.0	50.4	66	50.4	10	50.4	0.0	8	50.4	0.0	8	0.0	-8.0
Apt2-1F	226	1	0.0	57.6	66	57.6	10	57.6	0.0	8	57.6	0.0	8	0.0	-8.0
Apt3-1F	227	1	0.0	50.9	66	50.9	10	50.9	0.0	8	50.9	0.0	8	0.0	-8.0
Apt1-2F	229	1	0.0	50.7	66	50.7	10	50.7	0.0	8	50.7	0.0	8	0.0	-8.0
Apt1-3F	230	1	0.0	50.7	66	50.7	10	50.7	0.0	8	50.7	0.0	8	0.0	-8.0
Apt2-2F	231	1	0.0	57.8	66	57.8	10	57.8	0.0	8	57.8	0.0	8	0.0	-8.0
Apt2-3F	232	1	0.0	58.3	66	58.3	10	58.3	0.0	8	58.3	0.0	8	0.0	-8.0
Apt3-2F	234	1	0.0	54.5	66	54.5	10	54.5	0.0	8	54.5	0.0	8	0.0	-8.0
Apt3-3F	235	1	0.0	56.9	66	56.9	10	56.9	0.0	8	56.9	0.0	8	0.0	-8.0
Dwelling Units		# DUs		Noise Reduction											
				Min		Avg		Max							
				dB		dB		dB							
All Selected		9		0.0		0.0		0.0							
All Impacted		0		0.0		0.0		0.0							
All that meet NR Goal		0		0.0		0.0		0.0							

NSA 23

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC12 NSA-MonterayShor1										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type Impact	With Barrier	Noise Reduction	Calculated	Goal	Calculated	minus Goal
			LAeq1h	LAeq1h	Calculated	Crit'n	LAeq1h	Calculated	LAeq1h	Calculated	Goal	minus Goal
			dBA	dBA	dBA	Sub'l Inc	dBA	dBA	dBA	dB	dB	dB
MonterayShores1-1	225	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
MonterayShores1-2	226	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
MonterayShores1-3	227	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
MonterayShores1-4	228	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
MonterayShores1-5	229	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
MonterayShores1-6	230	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
MonterayShores1-7	231	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
MonterayShores1-8	232	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
MonterayShores1-9	233	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
MonterayShores1-10	234	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
MonterayShores1-11	235	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
MonterayShores1-12	236	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
MonterayShores1-13	237	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
MonterayShores1-14	238	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
MonterayShores1-15	240	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
MonterayShores1-16	241	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores1-17	242	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
MonterayShores1-18	243	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
MonterayShores1-19	244	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
MonterayShores1-20	246	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
MonterayShores1-21	248	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
MonterayShores1-22	249	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
MonterayShores1-23	250	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
MonterayShores1-24	251	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0



RESULTS: SOUND LEVELS

MonterayShores1-25		252	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Dwelling Units	# DUs	Noise Reduction			54.9	66	54.9	10	----	54.9	0.0	8	-8.0
		Min dB	Avg dB	Max dB									
All Selected	25	0.0	0.0	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
All Impacted	1	0.0	0.0	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
All that meet NR Goal	0	0.0	0.0	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0

NSA 24 AND NSA 26

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study										
NCTA												
R. Magsanoc						28 May 2008						
						TNM 2.5						
						Calculated with TNM 2.5						
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC12 NSA-MonteraySh2&4										
BARRIER DESIGN:		INPUT HEIGHTS										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	
			dB	dB	dB	dB	dB	dB	dB	dB	minus Goal	
			dB	dB	dB	dB	dB	dB	dB	dB	dB	
MonterayShores2-1	225	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
MonterayShores2-2	226	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
MonterayShores2-3	227	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
MonterayShores2-4	228	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
MonterayShores2-5	229	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
MonterayShores2-6	230	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
MonterayShores2-7	231	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
MonterayShores2-8	232	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
MonterayShores2-9	233	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
MonterayShores2-10	234	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
MonterayShores2-11	235	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
MonterayShores2-12	236	1	0.0	48.3	66	48.3	10	----	48.3	0.0	8	-8.0
MonterayShores2-13	237	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
MonterayShores4-1	239	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
MonterayShores4-2	240	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
MonterayShores4-3	241	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
MonterayShores4-4	242	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
MonterayShores4-5	243	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
MonterayShores4-6	244	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
MonterayShores4-7	245	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
MonterayShores4-8	246	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
MonterayShores4-9	247	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
MonterayShores4-10	248	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
MonterayShores4-11	249	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			# DUs	Noise Reduction			# DUs	55.9	55.9	0.0	8	-8.0
		Min dB	Avg dB	Max dB		Min dB	Avg dB	Max dB						
MonterayShores4-12	250	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0		
MonterayShores4-13	251	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0		
MonterayShores4-14	252	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0		
MonterayShores4-15	253	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0		
MonterayShores4-16	254	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0		
All Selected		29	0.0	0.0	0.0									
All Impacted		0	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

NSA 25

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5										
		Calculated with TNM 2.5										
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC12 NSA-MonterayShor3										
BARRIER DESIGN:		INPUT HEIGHTS										
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dBA			dBA	dB	dB	dB
MonterayShores3-1	255	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
MonterayShores3-2	256	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
MonterayShores3-3	257	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
MonterayShores3-4	258	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
MonterayShores3-5	259	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
MonterayShores3-6	260	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
MonterayShores3-7	261	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-8	262	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
MonterayShores3-9	263	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
MonterayShores3-10	264	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
MonterayShores3-11	265	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
MonterayShores3-12	266	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
MonterayShores3-13	267	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-14	268	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
MonterayShores3-15	269	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
MonterayShores3-16	270	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-17	271	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
MonterayShores3-18	272	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
MonterayShores3-19	273	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
MonterayShores3-20	274	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
MonterayShores3-21	275	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
MonterayShores3-22	276	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
MonterayShores3-23	278	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	23	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 27

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS											
NCTA											
R. Magsanoc											
RESULTS: SOUND LEVELS											
PROJECT/CONTRACT:											
RUN:											
BARRIER DESIGN:											
ATMOSPHERICS:											
Receiver											
Name											
No. #DUs Existing LAeq1h No Barrier LAeq1h Calculated Crit'n Increase over existing Calculated Crit'n Sub'l Inc Type Impact Noise Reduction Calculated Goal Calculated minus Goal											
CorollaBay-1 1 0.0 51.1 66 51.1 10 ----- 51.1 8 8											
CorollaBay-2 1 0.0 53.6 66 53.6 10 ----- 53.6 8 8											
CorollaBay-3 1 0.0 46.3 66 46.3 10 ----- 46.3 8 8											
IsolatedApts 1 0.0 50.7 66 50.7 10 ----- 50.7 8 8											
SetbackHomes-1 1 0.0 49.7 66 49.7 10 ----- 49.7 8 8											
SetbackHomes-2 1 0.0 47.9 66 47.9 10 ----- 47.9 8 8											
Dwelling Units											
# DUs Noise Reduction											
Min Avg Max											
dB dB dB											
All Selected 6 0.0 0.0 0.0											
All Impacted 0 0.0 0.0 0.0											
All that meet NR Goal 0 0.0 0.0 0.0											

28 May 2008
TNM 2.5
Calculated with TNM 2.5

Mid-Currituck Bridge Study
Existing 2006 NC12 NSA - Corolla Bay
INPUT HEIGHTS

68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

NO BUILD MODELS

NSA 1 AND NSA 2

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA						10 February 2009			
R. Magsanoc						TNM 2.5			
RESULTS: SOUND LEVELS						Calculated with TNM 2.5			
PROJECT/CONTRACT:									
RUN:									
BARRIER DESIGN:		Mid-Currituck Bridge Study							
ATMOSPHERICS:		No-Build 2035 US 158							
		INPUT HEIGHTS							
		68 deg F, 50% RH							
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.									

Receiver	Name	No.	#DUs	Existing		Increase over existing		Type		With Barrier		Calculated minus Goal
				LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	Sub'l Inc	Impact	LAeq1h	
				dBA	dBA	dB		Crit'n		dBA	dBA	dB
US158S-1		1	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8
US158S-2		2	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8
US158S-3		3	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8
US158S-4		4	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8
US158S-5		5	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8
US158S-6		7	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8
US158S-7		8	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8
US158S-8		9	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8
US158S-9		11	1	0.0	45.9	66	45.9	10	----	45.9	0.0	8
US158N-1		14	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8
US158N-2		15	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8
US158N-3		16	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8
US158N-4		17	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8
US158N-5		18	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8
US158N-6		19	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8
US158N-7		20	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8
US158N-8		61	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8
US158N-9		23	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8
US158N-10		24	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8
US158N-11		25	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8
US158N-12		26	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8
US158N-13		27	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8
US158N-14		28	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8
US158N-15		29	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		# DUs	71.2	66	71.2	10	Snd Lvl	71.2	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
		Min	Avg																	
US158N-16	30	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0								
US158N-17	31	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0								
US158N-18	32	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0								
US158N-19	33	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0								
US158N-20	34	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0								
US158N-21	36	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0								
US158N-22	37	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0								
US158N-23	38	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0								
US158N-24	39	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0								
US158N-25	40	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0								
US158N-26	41	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0								
US158N-27	42	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0								
MCBN-1	44	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-2	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-3	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-4	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-5	48	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-6	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-7	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-8	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-9	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-10	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-11	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-12	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-13	57	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-14	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-15	59	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-16	60	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-17	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-18	62	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBN-19	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-1	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-2	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-3	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-4	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-5	69	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-6	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-7	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								
MCBS-8	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0								

Dwelling Units	# DUs	Noise Reduction		# DUs	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8
		Min	Avg									

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

	dB	dB	dB	dB					
All Selected	63	0.0	0.0	0.0	0.0				
All Impacted	32	0.0	0.0	0.0	0.0				
All that meet NR Goal	0	0.0	0.0	0.0	0.0				

NSA 3

Mid-Currituck Bridge MCB2&4-ER2

RESULTS: SOUND LEVELS

North Carolina Turnpike Authority																				
M. Coffin																				
RESULTS: SOUND LEVELS																				
PROJECT/CONTRACT:																				
RUN:																				
BARRIER DESIGN:																				
ATMOSPHERICS:																				
Receiver																				

10 February 2009
 TNM 2.5
 Calculated with TNM 2.5

Mid-Currituck Bridge MCB2&4-ER2
 Existing Condition US 158 A
 INPUT HEIGHTS
 68 deg F, 50% RH

Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h	Calculated	Noise Reduction	Calculated	Goal	Calculated	minus Goal
Receiver5	5	1	0.0	74.5	74.5	66	10	74.5	74.5	0.0	8	-8.0		
Receiver6	6	1	0.0	68.3	68.3	66	10	68.3	68.3	0.0	8	-8.0		
Receiver7	7	1	0.0	73.5	73.5	66	10	73.5	73.5	0.0	8	-8.0		
Receiver8	8	1	0.0	70.3	70.3	66	10	70.3	70.3	0.0	8	-8.0		
Receiver9	9	1	0.0	73.1	73.1	66	10	73.1	73.1	0.0	8	-8.0		
Receiver10	10	1	0.0	63.5	63.5	66	10	63.5	63.5	0.0	8	-8.0		
Receiver12	12	1	0.0	67.8	67.8	66	10	67.8	67.8	0.0	8	-8.0		
Receiver13	13	1	0.0	69.6	69.6	66	10	69.6	69.6	0.0	8	-8.0		
Receiver15	15	1	0.0	72.9	72.9	66	10	72.9	72.9	0.0	8	-8.0		
Comm 44	17	1	0.0	69.6	69.6	66	10	69.6	69.6	0.0	8	-8.0		
Comm 45	18	1	0.0	68.4	68.4	66	10	68.4	68.4	0.0	8	-8.0		
Comm 46	19	1	0.0	71.9	71.9	66	10	71.9	71.9	0.0	8	-8.0		
Comm 47	20	1	0.0	70.4	70.4	66	10	70.4	70.4	0.0	8	-8.0		

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	13	0.0	0.0	0.0
All Impacted	12	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 4

Mid-Currituck Bridge MCB2&4-ER2

RESULTS: SOUND LEVELS

North Carolina Turnpike Authority																											
M. Coffin														10 February 2009													
RESULTS: SOUND LEVELS														TNM 2.5													
PROJECT/CONTRACT:														Calculated with TNM 2.5													
RUN:																											
BARRIER DESIGN:																											
ATMOSPHERICS:																											
Receiver																											
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Calculated LAeq1h	Crit'n	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal													
			dBA	dBA	dBA	dBA	dB	dBA			dBA	dB	dB														
M19	1	1	0.0	39.1	39.1	66	39.1	10	----	10	39.1	0.0	8														
Receiver5	5	1	0.0	72.8	72.8	66	72.8	10	Snd Lvl	10	72.8	0.0	8														
Receiver6	6	1	0.0	74.2	74.2	66	74.2	10	Snd Lvl	10	74.2	0.0	8														
Receiver7	7	1	0.0	69.2	69.2	66	69.2	10	Snd Lvl	10	69.2	0.0	8														
Receiver8	8	1	0.0	73.5	73.5	66	73.5	10	Snd Lvl	10	73.5	0.0	8														
Receiver9	9	1	0.0	73.8	73.8	66	73.8	10	Snd Lvl	10	73.8	0.0	8														
Receiver10	10	1	0.0	72.8	72.8	66	72.8	10	Snd Lvl	10	72.8	0.0	8														
Receiver11	11	1	0.0	70.9	70.9	66	70.9	10	Snd Lvl	10	70.9	0.0	8														
Receiver12	12	1	0.0	73.0	73.0	66	73.0	10	Snd Lvl	10	73.0	0.0	8														
Receiver13	13	1	0.0	72.5	72.5	66	72.5	10	Snd Lvl	10	72.5	0.0	8														
Receiver14	14	1	0.0	74.7	74.7	66	74.7	10	Snd Lvl	10	74.7	0.0	8														
Receiver15	15	1	0.0	74.3	74.3	66	74.3	10	Snd Lvl	10	74.3	0.0	8														
Receiver16	16	1	0.0	71.9	71.9	66	71.9	10	Snd Lvl	10	71.9	0.0	8														
Receiver17	17	1	0.0	63.6	63.6	66	63.6	10	----	10	63.6	0.0	8														
Receiver18	18	1	0.0	71.3	71.3	66	71.3	10	Snd Lvl	10	71.3	0.0	8														
Receiver19	19	1	0.0	72.0	72.0	66	72.0	10	Snd Lvl	10	72.0	0.0	8														
Receiver20	20	1	0.0	75.4	75.4	66	75.4	10	Snd Lvl	10	75.4	0.0	8														
Receiver21	21	1	0.0	67.4	67.4	66	67.4	10	Snd Lvl	10	67.4	0.0	8														
Receiver22	22	1	0.0	72.6	72.6	66	72.6	10	Snd Lvl	10	72.6	0.0	8														
Receiver23	23	1	0.0	71.4	71.4	66	71.4	10	Snd Lvl	10	71.4	0.0	8														
Receiver24	24	1	0.0	65.4	65.4	66	65.4	10	----	10	65.4	0.0	8														
Receiver25	25	1	0.0	64.0	64.0	66	64.0	10	----	10	64.0	0.0	8														
Receiver26	26	1	0.0	70.9	70.9	66	70.9	10	Snd Lvl	10	70.9	0.0	8														
Receiver27	27	1	0.0	63.3	63.3	66	63.3	10	----	10	63.3	0.0	8														

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	28	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver28	28	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver29	29	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver30	30	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver31	31	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver32	32	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver33	33	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver34	34	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver36	36	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver37	37	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver38	38	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Receiver39	39	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver40	40	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Receiver41	41	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver42	42	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver43	43	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver44	44	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Receiver45	45	1	0.0	75.5	66	75.5	10	Snd Lvl	75.5	0.0	8	-8.0
Receiver46	46	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Receiver47	47	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver48	48	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver49	49	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Receiver50	50	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver51	51	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver52	52	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver53	53	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver54	54	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver55	55	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver56	56	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver58	58	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Comm 35	60	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Comm 36	61	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Comm 37	62	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Comm 38	63	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Comm 39	64	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Comm 40	65	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Comm 41	66	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Comm 42	67	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Comm 43	68	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

All Selected	62	0.0	0.0	0.0	0.0									
All Impacted	52	0.0	0.0	0.0	0.0									
All that meet NR Goal	0	0.0	0.0	0.0	0.0									

NSA 5

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority														
M. Coffin						10 February 2009								
						TNM 2.5								
						Calculated with TNM 2.5								
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:			Mid-Currituck Bridge MCB2&4-ER2											
RUN:			Existing Condition US 158 C											
BARRIER DESIGN:			INPUT HEIGHTS									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.		
ATMOSPHERICS:			68 deg F, 50% RH											
Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal			
M21	258	1	0.0	36.3	66	36.3	10	----	36.3	0.0	8			
Receiver260	260	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8			
Receiver261	261	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8			
Receiver262	262	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8			
Receiver263	263	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8			
Receiver264	264	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8			
Receiver265	265	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8			
Receiver266	266	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8			
Receiver267	267	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8			
Receiver268	268	1	0.0	77.0	66	77.0	10	Snd Lvl	77.0	0.0	8			
Receiver269	269	1	0.0	77.4	66	77.4	10	Snd Lvl	77.4	0.0	8			
Receiver270	270	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8			
Receiver271	271	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8			
Receiver272	272	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8			
Receiver273	273	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8			
Receiver274	274	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8			
Receiver275	275	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8			
Receiver276	276	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8			
Receiver277	277	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8			
Receiver279	279	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8			
Receiver280	280	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8			
Receiver281	281	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8			
Receiver282	282	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8			
Receiver283	283	1	0.0	78.3	66	78.3	10	Snd Lvl	78.3	0.0	8			

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Receiver285	285	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver286	286	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver287	287	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
Receiver288	288	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver289	289	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver290	290	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver291	291	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver292	292	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver293	293	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver294	294	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
Receiver295	295	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Receiver296	296	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver297	297	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver298	298	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver299	299	1	0.0	78.4	66	78.4	10	Snd Lvl	78.4	0.0	8	-8.0
Receiver300	300	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver301	301	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver302	302	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver303	303	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver304	304	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Receiver305	305	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver306	306	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver307	307	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver308	308	1	0.0	76.8	66	76.8	10	Snd Lvl	76.8	0.0	8	-8.0
Receiver309	309	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
Receiver310	310	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver311	311	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver312	312	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Comm 26	316	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Comm 25	315	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Comm 27	317	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Comm 28	318	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Comm 29	319	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 30	320	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Comm 31	321	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Comm 32	322	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Comm 33	323	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Comm 33	323	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Comm 34	324	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

	Min dB	Avg dB	Max dB				
All Selected	64	0.0	0.0	0.0			
All Impacted	62	0.0	0.0	0.0			
All that meet NR Goal	0	0.0	0.0	0.0			

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority													
M. Coffin													
10 February 2009													
TNM 2.5													
Calculated with TNM 2.5													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2													
RUN: Existing Condition US 158 D													
BARRIER DESIGN: INPUT HEIGHTS													
ATMOSPHERICS: 68 deg F, 50% RH													
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.													
Receiver Name	#DUs	Existing		No Barrier		Increase over existing		With Barrier		Type Impact	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
		LAeq1h	LAeq1h	LAeq1h	LAeq1h	Calculated	Crit'n	Calculated	LAeq1h				
			dBA		dBA		dBA		dBA				dB
Receiver260	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	67.0	0.0	8	-8.0	
Receiver261	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	69.5	0.0	8	-8.0	
Receiver262	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	66.0	0.0	8	-8.0	
Receiver263	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	68.0	0.0	8	-8.0	
Receiver264	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	73.8	0.0	8	-8.0	
Receiver265	1	0.0	75.5	66	75.5	10	Snd Lvl	75.5	75.5	0.0	8	-8.0	
Receiver266	1	0.0	77.9	66	77.9	10	Snd Lvl	77.9	77.9	0.0	8	-8.0	
Receiver267	1	0.0	64.8	66	64.8	10	----	64.8	64.8	0.0	8	-8.0	
Receiver268	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	72.6	0.0	8	-8.0	
Receiver269	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	67.1	0.0	8	-8.0	
Receiver270	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	73.3	0.0	8	-8.0	
Receiver271	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	67.4	0.0	8	-8.0	
Receiver272	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	74.6	0.0	8	-8.0	
Receiver273	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	72.2	0.0	8	-8.0	
Receiver274	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	76.4	0.0	8	-8.0	
Receiver275	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	68.1	0.0	8	-8.0	
Receiver276	1	0.0	63.3	66	63.3	10	----	63.3	63.3	0.0	8	-8.0	
Receiver277	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	72.2	0.0	8	-8.0	
Receiver278	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	74.7	0.0	8	-8.0	
Receiver279	1	0.0	63.1	66	63.1	10	----	63.1	63.1	0.0	8	-8.0	
Receiver280	1	0.0	63.2	66	63.2	10	----	63.2	63.2	0.0	8	-8.0	
Receiver281	1	0.0	63.0	66	63.0	10	----	63.0	63.0	0.0	8	-8.0	
Receiver282	1	0.0	63.3	66	63.3	10	----	63.3	63.3	0.0	8	-8.0	
Receiver283	1	0.0	63.2	66	63.2	10	----	63.2	63.2	0.0	8	-8.0	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	77.9	66	77.9	10	Snd Lvl	77.9	0.0	8	-8.0
Receiver285	285	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver286	286	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver287	287	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0
Receiver288	288	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Receiver289	289	1	0.0	78.6	66	78.6	10	Snd Lvl	78.6	0.0	8	-8.0
Receiver290	290	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Receiver291	291	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver292	292	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Receiver293	293	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver294	294	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
Receiver295	295	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver296	296	1	0.0	77.7	66	77.7	10	Snd Lvl	77.7	0.0	8	-8.0
Receiver297	297	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver298	298	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver299	299	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver300	300	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver301	301	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Receiver302	302	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver303	303	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver304	304	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver305	305	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver306	306	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver307	307	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver308	308	1	0.0	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	-8.0
Receiver309	309	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver310	310	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver311	311	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver312	312	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver313	313	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver314	314	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Receiver315	315	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver316	316	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver317	317	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Receiver318	318	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
Receiver319	319	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver320	320	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
Receiver321	321	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver322	322	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver323	323	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	0.0	8	-8.0
Receiver324	324	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
Receiver325	325	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver326	326	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver327	327	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
Receiver328	328	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver329	329	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver330	330	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver331	331	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver332	332	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
Receiver333	333	1	0.0	77.1	66	77.1	10	Snd Lvl	77.1	0.0	8	-8.0
Receiver334	334	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver335	335	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver336	336	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver337	337	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Receiver338	338	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver339	339	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Receiver340	340	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Comm 15	342	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Comm 16	344	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm 17	346	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 18	348	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Comm 19	350	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Comm 20	352	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm 21	354	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Comm 22	357	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Comm 23	359	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
Comm 24	361	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Dwelling Units												
All Selected		91	0.0	0.0								
All Impacted		80	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Transportation Authority																																																										
M. Coffin																																																										
RESULTS: SOUND LEVELS																																																										
PROJECT/CONTRACT:																																																										
RUN:																																																										
BARRIER DESIGN:																																																										
ATMOSPHERICS:																																																										

Receiver	Name	No.	#DUs	Existing		No Barrier		Increase over existing		Type		With Barrier		Noise Reduction	Calculated	Goal	Calculated	Goal	Calculated	Goal	Calculated	Goal
				LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated									
Receiver5		5	1	0.0	72.9	66	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	8	-8.0						
Receiver6		6	1	0.0	76.6	66	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	8	-8.0						
Receiver7		7	1	0.0	74.3	66	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	8	-8.0						
Receiver8		8	1	0.0	74.0	66	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	8	-8.0						
Receiver9		9	1	0.0	69.7	66	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	8	-8.0						
Receiver10		10	1	0.0	67.9	66	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	8	-8.0						
Receiver11		11	1	0.0	76.0	66	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	8	-8.0						
Receiver12		12	1	0.0	73.3	66	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	8	-8.0						
Receiver13		13	1	0.0	77.3	66	77.3	66	77.3	10	Snd Lvl	77.3	0.0	8	8	-8.0						
Receiver14		14	1	0.0	76.2	66	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	8	-8.0						
Receiver15		15	1	0.0	76.6	66	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	8	-8.0						
Receiver16		16	1	0.0	76.6	66	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	8	-8.0						
Receiver17		17	1	0.0	76.3	66	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	8	-8.0						
Receiver18		18	1	0.0	75.8	66	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	8	-8.0						
Receiver19		19	1	0.0	75.6	66	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	8	-8.0						
Receiver20		20	1	0.0	76.1	66	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	8	-8.0						
Receiver21		21	1	0.0	73.7	66	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	8	-8.0						
Receiver22		22	1	0.0	68.0	66	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	8	-8.0						
Receiver23		23	1	0.0	75.0	66	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	8	-8.0						
Receiver24		24	1	0.0	75.1	66	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	8	-8.0						
Receiver25		25	1	0.0	70.0	66	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	8	-8.0						
Receiver26		26	1	0.0	73.8	66	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	8	-8.0						
Receiver27		27	1	0.0	73.3	66	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	8	-8.0						
Receiver28		28	1	0.0	71.9	66	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	8	-8.0						

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	29	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver29	29	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver30	30	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver31	31	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver32	32	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver33	33	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver34	34	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver35	35	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver36	36	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Receiver37	37	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver38	38	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Receiver39	39	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver40	40	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
Receiver41	41	1	0.0	76.1	66	76.1	10	Snd Lvl	76.1	0.0	8	-8.0
Receiver42	42	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver43	43	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Receiver44	44	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Comm 10	46	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Comm 11	48	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Comm 12	49	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Comm 13	50	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Comm 14	51	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		45	0.0	0.0	0.0							
All Impacted		44	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																					
M. Coffin														11 February 2009							
														TNM 2.5							
														Calculated with TNM 2.5							
RESULTS: SOUND LEVELS																					
PROJECT/CONTRACT:																					
Mid-Currituck Bridge MCB2&4-ER2																					
RUN:																					
Existing Condition US 158 F																					
BARRIER DESIGN:																					
INPUT HEIGHTS																					
ATMOSPHERICS:																					
68 deg F, 50% RH																					
Receiver																					
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Increase over existing Calculated	Crit'n	Impact	With Barrier LAeq1h	Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal							
			dBA	dBA	dB	dB	dB	dB		dBA	dB	dB	dB	dB							
Receiver1	1	1	0.0	70.9	66	70.9	66	10	Snd Lvl	70.9	70.9	0.0	8	-8.0							
Receiver2	2	1	0.0	76.2	66	76.2	66	10	Snd Lvl	76.2	76.2	0.0	8	-8.0							
Receiver3	3	1	0.0	76.7	66	76.7	66	10	Snd Lvl	76.7	76.7	0.0	8	-8.0							
Receiver4	4	1	0.0	72.5	66	72.5	66	10	Snd Lvl	72.5	72.5	0.0	8	-8.0							
Receiver5	5	1	0.0	73.0	66	73.0	66	10	Snd Lvl	73.0	73.0	0.0	8	-8.0							
Receiver6	6	1	0.0	71.2	66	71.2	66	10	Snd Lvl	71.2	71.2	0.0	8	-8.0							
Receiver7	7	1	0.0	78.5	66	78.5	66	10	Snd Lvl	78.5	78.5	0.0	8	-8.0							
Receiver8	8	1	0.0	78.8	66	78.8	66	10	Snd Lvl	78.8	78.8	0.0	8	-8.0							
Receiver9	9	1	0.0	73.9	66	73.9	66	10	Snd Lvl	73.9	73.9	0.0	8	-8.0							
Receiver10	10	1	0.0	73.8	66	73.8	66	10	Snd Lvl	73.8	73.8	0.0	8	-8.0							
Receiver11	11	1	0.0	72.5	66	72.5	66	10	Snd Lvl	72.5	72.5	0.0	8	-8.0							
Receiver12	12	1	0.0	71.9	66	71.9	66	10	Snd Lvl	71.9	71.9	0.0	8	-8.0							
Receiver13	13	1	0.0	75.5	66	75.5	66	10	Snd Lvl	75.5	75.5	0.0	8	-8.0							
Receiver14	14	1	0.0	72.2	66	72.2	66	10	Snd Lvl	72.2	72.2	0.0	8	-8.0							
Receiver15	15	1	0.0	76.2	66	76.2	66	10	Snd Lvl	76.2	76.2	0.0	8	-8.0							
Receiver16	16	1	0.0	73.6	66	73.6	66	10	Snd Lvl	73.6	73.6	0.0	8	-8.0							
Receiver17	17	1	0.0	70.0	66	70.0	66	10	Snd Lvl	70.0	70.0	0.0	8	-8.0							
Receiver18	18	1	0.0	67.2	66	67.2	66	10	Snd Lvl	67.2	67.2	0.0	8	-8.0							
Receiver19	19	1	0.0	71.7	66	71.7	66	10	Snd Lvl	71.7	71.7	0.0	8	-8.0							
Receiver20	20	1	0.0	77.6	66	77.6	66	10	Snd Lvl	77.6	77.6	0.0	8	-8.0							
Receiver21	21	1	0.0	74.7	66	74.7	66	10	Snd Lvl	74.7	74.7	0.0	8	-8.0							
Receiver22	22	1	0.0	73.3	66	73.3	66	10	Snd Lvl	73.3	73.3	0.0	8	-8.0							
Receiver23	23	1	0.0	71.1	66	71.1	66	10	Snd Lvl	71.1	71.1	0.0	8	-8.0							
Receiver24	24	1	0.0	68.6	66	68.6	66	10	Snd Lvl	68.6	68.6	0.0	8	-8.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction		73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
		Min	Avg									
		dB	dB									
Receiver25	25	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver26	26	1	0.0	75.4	66	75.4	10	Snd Lvl	75.4	0.0	8	-8.0
Receiver27	27	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver28	28	1	0.0	78.3	66	78.3	10	Snd Lvl	78.3	0.0	8	-8.0
Receiver29	29	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Receiver30	30	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver31	31	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver32	32	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver33	33	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver34	34	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Receiver35	35	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Receiver36	36	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Receiver37	37	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Receiver38	38	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Receiver39	39	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Receiver40	40	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver41	41	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver42	42	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver43	43	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver44	44	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Receiver45	45	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Comm1	48	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Comm2	50	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Comm3	52	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Comm4	53	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm5	57	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm6	58	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Comm7	60	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Comm8	61	1	0.0	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0
Comm9	62	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Dwelling Units		# DUs	Min	Avg	Max							
All Selected		54	0.0	0.0	0.0							
All Impacted		45	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority
 R. Magsanoc
 10 February 2009
 TNM 2.5
 Calculated with TNM 2.5

RESULTS: SOUND LEVELS
 PROJECT/CONTRACT:
 RUN:
 BARRIER DESIGN:
 ATMOSPHERICS:

Mid-Currituck Bridge MCB2&4-ER2
 Existing Condition US 158 South of NC-12
 INPUT HEIGHTS
 68 deg F, 50% RH

Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

Receiver Name	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal
		L Aeq1h	dBA	L Aeq1h	dBA	Calculated	Crit'n	Calculated	Crit'n	L Aeq1h	Calculated	
Receiver36	2	0.0	62.9	0.0	62.9	66	62.9	10	----	62.9	0.0	8
Receiver37	6	0.0	65.6	0.0	65.6	66	65.6	10	----	65.6	0.0	8
Receiver38	2	0.0	69.1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8
Receiver39	2	0.0	65.6	0.0	65.6	66	65.6	10	----	65.6	0.0	8
Receiver42	2	0.0	64.9	0.0	64.9	66	64.9	10	----	64.9	0.0	8
Receiver43	1	0.0	61.0	0.0	61.0	66	61.0	10	----	61.0	0.0	8
Receiver44	1	0.0	63.5	0.0	63.5	66	63.5	10	----	63.5	0.0	8
Receiver46	1	0.0	53.7	0.0	53.7	66	53.7	10	----	53.7	0.0	8
Receiver47	1	0.0	59.0	0.0	59.0	66	59.0	10	----	59.0	0.0	8
Receiver49	1	0.0	60.2	0.0	60.2	66	60.2	10	----	60.2	0.0	8
Receiver51	2	0.0	60.4	0.0	60.4	66	60.4	10	----	60.4	0.0	8
Receiver53	2	0.0	58.7	0.0	58.7	66	58.7	10	----	58.7	0.0	8
Receiver55	2	0.0	56.9	0.0	56.9	66	56.9	10	----	56.9	0.0	8
Receiver57	1	0.0	60.8	0.0	60.8	66	60.8	10	----	60.8	0.0	8
Receiver58	1	0.0	59.5	0.0	59.5	66	59.5	10	----	59.5	0.0	8
Receiver59	1	0.0	57.4	0.0	57.4	66	57.4	10	----	57.4	0.0	8
Receiver61	1	0.0	57.5	0.0	57.5	66	57.5	10	----	57.5	0.0	8
Receiver63	1	0.0	57.2	0.0	57.2	66	57.2	10	----	57.2	0.0	8
Receiver64	1	0.0	57.1	0.0	57.1	66	57.1	10	----	57.1	0.0	8
Receiver66	1	0.0	57.4	0.0	57.4	66	57.4	10	----	57.4	0.0	8
Receiver67	1	0.0	62.0	0.0	62.0	66	62.0	10	----	62.0	0.0	8
Receiver68	1	0.0	61.3	0.0	61.3	66	61.3	10	----	61.3	0.0	8
Receiver69	1	0.0	65.3	0.0	65.3	66	65.3	10	----	65.3	0.0	8
Receiver71	5	0.0	65.8	0.0	65.8	66	65.8	10	----	65.8	0.0	8

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	73	3	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver73	73	3	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver75	75	9	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver77	77	2	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver78	78	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Receiver79	79	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver81	81	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver82	82	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Receiver83	83	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Receiver85	85	2	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver86	86	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver87	87	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver88	88	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Receiver89	89	5	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
Receiver90	90	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver91	91	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver92	92	6	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver93	93	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver94	94	6	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver95	95	5	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver96	96	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver97	97	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Receiver98	98	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver99	99	4	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver100	100	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Dwelling Units												
All Selected		97	0.0	0.0	0.0							
All Impacted		24	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver Name	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h Calculated	Crit'n	Increase over existing		Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal dB	
					Calculated	Crit'n Sub'l Inc						
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2												
RUN: Existing Condition NC-12 North of US 158												
BARRIER DESIGN: INPUT HEIGHTS												
ATMOSPHERICS: 68 deg F, 50% RH												
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												
Receiver35	35	1	0.0	61.5	66	61.5	10	61.5	0.0	8	-8.0	
Receiver36	36	1	0.0	64.1	66	64.1	10	64.1	0.0	8	-8.0	
Receiver38	38	2	0.0	67.0	66	67.0	10 Snd Lvl	67.0	0.0	8	-8.0	
Receiver39	39	2	0.0	62.3	66	62.3	10	62.3	0.0	8	-8.0	
Receiver41	41	2	0.0	66.1	66	66.1	10 Snd Lvl	66.1	0.0	8	-8.0	
Receiver42	42	2	0.0	61.2	66	61.2	10	61.2	0.0	8	-8.0	
Receiver44	44	2	0.0	65.2	66	65.2	10	65.2	0.0	8	-8.0	
Receiver45	45	2	0.0	66.8	66	66.8	10 Snd Lvl	66.8	0.0	8	-8.0	
Receiver47	47	1	0.0	51.7	66	51.7	10	51.7	0.0	8	-8.0	
Receiver49	49	1	0.0	67.4	66	67.4	10 Snd Lvl	67.4	0.0	8	-8.0	
Receiver51	51	9	0.0	60.6	66	60.6	10	60.6	0.0	8	-8.0	
Receiver53	53	3	0.0	60.7	66	60.7	10	60.7	0.0	8	-8.0	
Receiver55	55	1	0.0	67.1	66	67.1	10 Snd Lvl	67.1	0.0	8	-8.0	
Receiver57	57	22	0.0	60.9	66	60.9	10	60.9	0.0	8	-8.0	
Receiver58	58	23	0.0	63.0	66	63.0	10	63.0	0.0	8	-8.0	
Receiver60	60	10	0.0	54.3	66	54.3	10	54.3	0.0	8	-8.0	
Receiver62	62	1	0.0	67.0	66	67.0	10 Snd Lvl	67.0	0.0	8	-8.0	
Receiver63	63	6	0.0	60.3	66	60.3	10	60.3	0.0	8	-8.0	
Receiver65	65	10	0.0	58.7	66	58.7	10	58.7	0.0	8	-8.0	
Receiver67	67	17	0.0	56.6	66	56.6	10	56.6	0.0	8	-8.0	
Receiver69	69	8	0.0	62.2	66	62.2	10	62.2	0.0	8	-8.0	
Receiver71	71	1	0.0	54.4	66	54.4	10	54.4	0.0	8	-8.0	
Receiver73	73	2	0.0	68.0	66	68.0	10 Snd Lvl	68.0	0.0	8	-8.0	
Receiver75	75	4	0.0	65.3	66	65.3	10	65.3	0.0	8	-8.0	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver76	76	2	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Receiver78	78	6	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
Receiver79	79	9	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Receiver80	80	6	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Receiver82	82	5	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver83	83	6	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver85	85	8	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Receiver86	86	10	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver87	87	5	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Receiver89	89	14	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Receiver91	91	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Receiver92	92	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver93	93	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
Receiver94	94	2	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
Receiver95	95	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver96	96	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver98	98	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Receiver99	99	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver100	100	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Receiver101	101	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver102	102	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Receiver103	103	15	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Receiver105	105	3	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver106	106	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver108	108	17	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver110	110	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver111	111	9	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
Receiver112	112	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Receiver113	113	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver114	114	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver116	116	5	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
Receiver118	118	17	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
Receiver120	120	16	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver122	122	10	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
Receiver124	124	12	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver126	126	7	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
Receiver128	128	11	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
Receiver130	130	7	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver132	132	9	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver134	134	12	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver136	136	9	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	138	140	9	0.0	0.0	64.3	66	64.3	10	64.3	8	-8.0	
													Receiver138
# DUs	Noise Reduction												
	Min	Avg	Max										
All Selected	dB	dB	dB										
	All Selected	398	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All Impacted	41	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
All that meet NR Goal	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																					
R. Magsanoc																					
RESULTS: SOUND LEVELS																					
PROJECT/CONTRACT:																					
RUN:																					
BARRIER DESIGN:																					
ATMOSPHERICS:																					
Receiver																					
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Crit'n	Increase over existing	Crit'n	Type Impact	Calculated	With Barrier	Calculated	Calculated	Noise Reduction	Goal	Calculated	minus	Goal				
			LAeq1h	LAeq1h		Calculated			Calculated	LAeq1h	Calculated	Goal	Calculated	Goal							
			dBA	dBA	dBA	dBA	dBA		dBA	dBA	dBA	dB	dB	dB	dB						

Receiver35	35	1	0.0	55.2	66	55.2	10	----	55.2	55.2	55.2	8	0.0	8	8	-8.0
Receiver36	36	2	0.0	51.1	66	51.1	10	----	51.1	51.1	51.1	8	0.0	8	8	-8.0
Receiver37	37	1	0.0	56.8	66	56.8	10	----	56.8	56.8	56.8	8	0.0	8	8	-8.0
Receiver38	38	1	0.0	60.6	66	60.6	10	----	60.6	60.6	60.6	8	0.0	8	8	-8.0
Receiver39	39	5	0.0	62.9	66	62.9	10	----	62.9	62.9	62.9	8	0.0	8	8	-8.0
Receiver40	40	3	0.0	52.9	66	52.9	10	----	52.9	52.9	52.9	8	0.0	8	8	-8.0
Receiver41	41	2	0.0	60.4	66	60.4	10	----	60.4	60.4	60.4	8	0.0	8	8	-8.0
Receiver42	42	1	0.0	60.6	66	60.6	10	----	60.6	60.6	60.6	8	0.0	8	8	-8.0
Receiver43	43	3	0.0	60.6	66	60.6	10	----	60.6	60.6	60.6	8	0.0	8	8	-8.0
Receiver46	46	1	0.0	49.6	66	49.6	10	----	49.6	49.6	49.6	8	0.0	8	8	-8.0
Receiver48	48	1	0.0	61.8	66	61.8	10	----	61.8	61.8	61.8	8	0.0	8	8	-8.0
Receiver49	49	1	0.0	60.7	66	60.7	10	----	60.7	60.7	60.7	8	0.0	8	8	-8.0
Receiver50	50	1	0.0	55.3	66	55.3	10	----	55.3	55.3	55.3	8	0.0	8	8	-8.0
Receiver51	51	2	0.0	58.0	66	58.0	10	----	58.0	58.0	58.0	8	0.0	8	8	-8.0
Receiver53	53	3	0.0	53.4	66	53.4	10	----	53.4	53.4	53.4	8	0.0	8	8	-8.0
Receiver54	54	1	0.0	64.1	66	64.1	10	----	64.1	64.1	64.1	8	0.0	8	8	-8.0
Receiver55	55	1	0.0	59.9	66	59.9	10	----	59.9	59.9	59.9	8	0.0	8	8	-8.0
Receiver56	56	4	0.0	51.6	66	51.6	10	----	51.6	51.6	51.6	8	0.0	8	8	-8.0
Receiver58	58	1	0.0	62.2	66	62.2	10	----	62.2	62.2	62.2	8	0.0	8	8	-8.0
Receiver60	60	1	0.0	64.4	66	64.4	10	----	64.4	64.4	64.4	8	0.0	8	8	-8.0
Receiver61	61	6	0.0	48.8	66	48.8	10	----	48.8	48.8	48.8	8	0.0	8	8	-8.0
Receiver62	62	1	0.0	57.6	66	57.6	10	----	57.6	57.6	57.6	8	0.0	8	8	-8.0
Receiver63	63	3	0.0	51.5	66	51.5	10	----	51.5	51.5	51.5	8	0.0	8	8	-8.0
Receiver64	64	1	0.0	65.4	66	65.4	10	----	65.4	65.4	65.4	8	0.0	8	8	-8.0

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Mid-Currituck Bridge MCB2&4-ER2
Existing Condition NC-12 North of 13th Av

INPUT HEIGHTS
68 deg F, 50% RH

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	65	67	68	69	70	71	72	74	75	76	77	79	80	81	82	83	84	85	87	1	0.0	59.7	66	59.7	10	-----	59.7	0.0	8	-8.0									
																															1	0.0	63.7	66	63.7	10	-----	63.7	0.0
Receiver65	65	67	68	69	70	71	72	74	75	76	77	79	80	81	82	83	84	85	87	1	0.0	59.7	66	59.7	10	-----	59.7	0.0	8	-8.0									
Receiver66																																							
Receiver67																																							
Receiver68																																							
Receiver69																																							
Receiver70																																							
Receiver71																																							
Receiver72																																							
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Receiver82																																							
Receiver83																																							
Receiver84																																							
Receiver85																																							
Receiver86																																							
Receiver87																																							
Dwelling Units																																							
All Selected																																							
All Impacted																																							
All that meet NR Goal																																							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority						11 February 2009			
R. Magsanoc						TNM 2.5			
RESULTS: SOUND LEVELS						Calculated with TNM 2.5			
PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2									
RUN: Existing Condition NC-12 North of Cook Dr									
BARRIER DESIGN: INPUT HEIGHTS									
ATMOSPHERICS: 68 deg F, 50% RH									
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.									

Receiver Name	#DUs	Existing		No Barrier		Increase over existing		Type Impact		With Barrier		Calculated minus Goal
		L _{Aeq} 1h	dBA	L _{Aeq} 1h	L _{Aeq} 1h	Calculated	Crit'n	Calculated	Crit'n	Calculated	Goal	
Receiver35	1	0.0	63.7	66	63.7	10	----	63.7	10	----	0.0	8
Receiver36	2	0.0	52.4	66	52.4	10	----	52.4	10	----	0.0	8
Receiver37	3	0.0	55.1	66	55.1	10	----	55.1	10	----	0.0	8
Receiver38	1	0.0	53.7	66	53.7	10	----	53.7	10	----	0.0	8
Receiver39	1	0.0	54.2	66	54.2	10	----	54.2	10	----	0.0	8
Receiver40	5	0.0	57.0	66	57.0	10	----	57.0	10	----	0.0	8
Receiver41	1	0.0	53.9	66	53.9	10	----	53.9	10	----	0.0	8
Receiver42	1	0.0	56.8	66	56.8	10	----	56.8	10	----	0.0	8
Receiver43	1	0.0	59.8	66	59.8	10	----	59.8	10	----	0.0	8
Receiver44	1	0.0	61.3	66	61.3	10	----	61.3	10	----	0.0	8
Receiver45	1	0.0	56.4	66	56.4	10	----	56.4	10	----	0.0	8
Receiver46	1	0.0	55.3	66	55.3	10	----	55.3	10	----	0.0	8
Receiver47	1	0.0	65.0	66	65.0	10	----	65.0	10	----	0.0	8
Receiver48	4	0.0	65.8	66	65.8	10	----	65.8	10	----	0.0	8
Receiver49	6	0.0	52.6	66	52.6	10	----	52.6	10	----	0.0	8
Receiver50	1	0.0	64.5	66	64.5	10	----	64.5	10	----	0.0	8
Receiver51	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	10	Snd Lvl	0.0	8
Receiver52	7	0.0	66.2	66	66.2	10	Snd Lvl	66.2	10	Snd Lvl	0.0	8
Receiver53	2	0.0	68.0	66	68.0	10	Snd Lvl	68.0	10	Snd Lvl	0.0	8
Receiver54	4	0.0	64.7	66	64.7	10	----	64.7	10	----	0.0	8
Receiver55	2	0.0	53.5	66	53.5	10	----	53.5	10	----	0.0	8
Receiver56	1	0.0	58.7	66	58.7	10	----	58.7	10	----	0.0	8
Receiver57	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	10	Snd Lvl	0.0	8
Receiver58	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	10	Snd Lvl	0.0	8

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver59	59	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Receiver60	60	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver61	61	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver62	62	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver63	63	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver64	64	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Receiver65	65	3	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver66	66	3	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver67	67	7	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Receiver68	68	3	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver69	69	2	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver70	70	6	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver71	71	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver72	72	5	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver73	73	4	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver74	74	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver75	75	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Receiver76	76	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver77	77	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver78	78	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver79	79	2	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
Receiver80	80	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver81	81	2	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver82	82	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver83	83	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Receiver84	84	4	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
Receiver85	85	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver86	86	9	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
Receiver87	87	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver88	88	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver89	89	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver90	90	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver91	91	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver92	92	3	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Receiver93	93	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver94	94	10	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
Receiver95	95	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver96	96	2	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Receiver97	97	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
Receiver98	98	4	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver99	99	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	100	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver102	102	2	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
Receiver103	103	4	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver104	104	2	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
Receiver105	105	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver106	106	12	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver107	107	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver108	108	2	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
Receiver109	109	2	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver110	110	2	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
Receiver111	111	18	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver112	112	13	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver113	113	12	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver114	114	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Receiver115	115	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Receiver116	116	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
Receiver117	117	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver118	118	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver119	119	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver120	120	11	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver121	121	23	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver122	122	12	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver123	123	20	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver124	124	9	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver125	125	9	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Receiver126	126	2	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Receiver127	127	2	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver128	128	3	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver129	129	3	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver130	130	6	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
Receiver131	131	5	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver132	132	5	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver135	135	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		335	0.0	0.0	0.0							
All Impacted		71	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority R. Magsanoc						10 February 2009 TNM 2.5 Calculated with TNM 2.5														
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:																				
			Mid-Currituck Bridge MCB2&4-ER2																	
			Existing Condition NC-12 North of Sanderli																	
			INPUT HEIGHTS																	
			68 deg F, 50% RH																	

Receiver Name	No.	#DUs	Existing LAeq1h dBA	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact		Noise Reduction		Calculated minus Goal dB	
									Calculated	dB	dB	dB		With Barrier Calculated LAeq1h
Receiver35	35	1	0.0	53.9	66	53.9	66	10	----	-----	53.9	0.0	8	-8.0
Receiver37	37	2	0.0	62.3	66	62.3	66	10	----	-----	62.3	0.0	8	-8.0
Receiver38	38	4	0.0	57.1	66	57.1	66	10	----	-----	57.1	0.0	8	-8.0
Receiver39	39	12	0.0	50.3	66	50.3	66	10	----	-----	50.3	0.0	8	-8.0
Receiver40	40	2	0.0	55.8	66	55.8	66	10	----	-----	55.8	0.0	8	-8.0
Receiver42	42	2	0.0	57.3	66	57.3	66	10	----	-----	57.3	0.0	8	-8.0
Receiver43	43	1	0.0	57.9	66	57.9	66	10	----	-----	57.9	0.0	8	-8.0
Receiver44	44	7	0.0	55.3	66	55.3	66	10	----	-----	55.3	0.0	8	-8.0
Receiver45	45	1	0.0	62.7	66	62.7	66	10	----	-----	62.7	0.0	8	-8.0
Receiver46	46	2	0.0	54.1	66	54.1	66	10	----	-----	54.1	0.0	8	-8.0
Receiver47	47	1	0.0	63.1	66	63.1	66	10	----	-----	63.1	0.0	8	-8.0
Receiver48	48	8	0.0	56.6	66	56.6	66	10	----	-----	56.6	0.0	8	-8.0
Receiver49	49	4	0.0	56.5	66	56.5	66	10	----	-----	56.5	0.0	8	-8.0
Receiver50	50	1	0.0	56.9	66	56.9	66	10	----	-----	56.9	0.0	8	-8.0
Receiver51	51	1	0.0	56.9	66	56.9	66	10	----	-----	56.9	0.0	8	-8.0
Receiver52	52	5	0.0	56.8	66	56.8	66	10	----	-----	56.8	0.0	8	-8.0
Receiver53	53	3	0.0	54.7	66	54.7	66	10	----	-----	54.7	0.0	8	-8.0
Receiver54	54	2	0.0	64.4	66	64.4	66	10	----	-----	64.4	0.0	8	-8.0
Receiver55	55	5	0.0	56.1	66	56.1	66	10	----	-----	56.1	0.0	8	-8.0
Receiver56	56	2	0.0	57.8	66	57.8	66	10	----	-----	57.8	0.0	8	-8.0
Receiver57	57	2	0.0	57.5	66	57.5	66	10	----	-----	57.5	0.0	8	-8.0
Receiver58	58	2	0.0	63.4	66	63.4	66	10	----	-----	63.4	0.0	8	-8.0
Receiver59	59	8	0.0	61.3	66	61.3	66	10	----	-----	61.3	0.0	8	-8.0
Receiver60	60	2	0.0	60.3	66	60.3	66	10	----	-----	60.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	61	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver61	61	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver63	63	7	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
Receiver64	64	4	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver65	65	2	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver66	66	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver67	67	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver68	68	2	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Receiver69	69	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Receiver70	70	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Receiver71	71	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver72	72	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver73	73	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Dwelling Units												
All Selected		104	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 14

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority
 R. Magsanoc
 10 February 2009
 TNM 2.5
 Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:
 Mid-Currituck Bridge MCB2&4-ER2

RUN:
 Existing Condition NC-12 North of Airport

BARRIER DESIGN:
 INPUT HEIGHTS

ATMOSPHERICS:
 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver	No.	#DUs	Existing		No Barrier		Increase over existing		Type		With Barrier		Calculated minus Goal	
			LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated		Goal
Receiver35	35	1	0.0	58.7	66	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
Receiver36	36	1	0.0	63.5	66	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver37	37	5	0.0	59.8	66	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Receiver38	38	1	0.0	61.7	66	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver39	39	1	0.0	59.1	66	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Receiver40	40	4	0.0	60.6	66	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver41	41	3	0.0	62.1	66	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver42	42	3	0.0	60.5	66	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Receiver43	43	3	0.0	60.3	66	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
Receiver44	44	1	0.0	56.6	66	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver45	45	1	0.0	54.8	66	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver48	48	1	0.0	56.2	66	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Receiver50	50	2	0.0	59.1	66	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
Receiver52	52	1	0.0	62.1	66	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver54	54	1	0.0	58.3	66	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Receiver56	56	2	0.0	54.9	66	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
Receiver57	57	1	0.0	57.7	66	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
Receiver58	58	1	0.0	63.2	66	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver59	59	1	0.0	57.8	66	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver61	61	1	0.0	53.1	66	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver62	62	1	0.0	52.1	66	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver63	63	1	0.0	57.9	66	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Receiver64	64	2	0.0	61.7	66	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver65	65	1	0.0	56.2	66	56.2	66	56.2	10	----	56.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver67	67	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
Receiver68	68	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver70	70	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver71	71	3	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Receiver72	72	3	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
Receiver73	73	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver74	74	11	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver75	75	11	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver76	76	2	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver77	77	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver78	78	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver80	80	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver81	81	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver82	82	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver83	83	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver85	85	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver86	86	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
Receiver88	88	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Receiver89	89	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Receiver90	90	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver91	91	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver92	92	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver93	93	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
Receiver95	95	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver96	96	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver97	97	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver98	98	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver100	100	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
Receiver101	101	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver102	102	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver103	103	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Receiver104	104	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver105	105	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver107	107	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver108	108	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
Receiver109	109	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Receiver110	110	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Receiver111	111	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
Receiver113	113	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver114	114	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver116	116	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	117	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver117	117	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
Receiver118	118	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver119	119	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
Dwelling Units												
All Selected		110	0.0	0.0	0.0							
All Impacted		1	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 15 AND NSA 16

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - Sand Hill Lane										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dBA			dBA	dB	dB	dB
SandHillLane-1	180	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
SandHillLane-2	181	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
SandHillLane-3	182	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
SandHillLane-4	183	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
SandHillLane-5	184	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
SandHillLane-6	185	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
SandHillLane-7	186	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
SandHillLane-8	187	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
SandHillLane-9	188	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
SandHillLane-10	189	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
SandHillLane-11	190	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
SandHillLane-12	191	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
SandHillLane-13	192	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
SandHillLane-14	193	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
SandHillLane-15	194	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
SandHillLane-16	195	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
SandHillLane-17	196	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
SandHillLane-18	197	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
SandHillLane-19	198	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
SandHillLane-20	199	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
SandHillLane-21	200	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
CurrituckCottages-1	202	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
CurrituckCottages-2	203	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
CurrituckCottages-3	204	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	24	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 17 AND PART OF NSA 18
(HighSand-1 through HighSand-3)

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands1										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB			dBA	dB	dB	dB
OceanSands1-1	206	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
OceanSands1-2	207	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
OceanSands1-3	208	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
OceanSands1-4	209	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
OceanSands1-5	210	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
OceanSands1-6	211	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
OceanSands1-7	212	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
OceanSands1-8	213	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
OceanSands1-9	214	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
OceanSands1-10	215	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
OceanSands1-11	216	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
OceanSands1-12	217	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
OceanSands1-13	218	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
OceanSands1-14	219	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
OceanSands1-15	220	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
OceanSands1-16	221	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
OceanSands1-17	222	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
OceanSands1-18	223	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
OceanSands1-19	224	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
OceanSands1-20	225	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
OceanSands1-21	226	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
OceanSands1-22	227	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
OceanSands1-23	228	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
OceanSands1-24	229	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		# DUs	Min dB	Avg dB	Max dB	# DUs	Min dB	Avg dB	Max dB	# DUs	Min dB	Avg dB	Max dB	
		Min dB	Avg dB													
OceanSands1-25	230	1	0.0	1	0.0	55.4	66	10	55.4	66	55.4	8	0.0	55.4	66	-8.0
OceanSands1-26	231	1	0.0	1	0.0	55.2	66	10	55.2	66	55.2	8	0.0	55.2	66	-8.0
HighSand-1	233	1	0.0	1	0.0	59.3	66	10	59.3	66	59.3	8	0.0	59.3	66	-8.0
HighSand-2	234	1	0.0	1	0.0	54.4	66	10	54.4	66	54.4	8	0.0	54.4	66	-8.0
HighSand-3	235	1	0.0	1	0.0	51.6	66	10	51.6	66	51.6	8	0.0	51.6	66	-8.0
All Selected		29	0.0	29	0.0	0.0	0.0									
All Impacted		0	0.0	0	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0	0.0	0.0	0.0									

NSA 18 (continued) AND NSA 19

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands2										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal	
		dBA	dBA		dB			dBA	dB	dB	dB	
TheHammocks-4	206	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
TheHammocks-5	207	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
TheHammocks-6	208	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
TheHammocks-7	209	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
TheHammocks-8	210	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
TheHammocks-9	211	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
TheHammocks-10	212	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
TheHammocks-11	213	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
TheHammocks-12	214	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
TheHammocks-13	215	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
TheHammocks-14	216	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
TheHammocks-15	217	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
TheHammocks-16	218	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
TheHammocks-17	219	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
TheHammocks-18	220	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
TheHammocks-19	221	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
TheHammocks-20	222	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
OceanSands2-1	225	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
OceanSands2-2	226	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
OceanSands2-3	227	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
OceanSands2-4	228	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
OceanSands2-5	229	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
OceanSands2-6	230	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
OceanSands2-7	231	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			# DUs	Noise Reduction	Min dB	Avg dB	Max dB	# DUs	Noise Reduction	Min dB	Avg dB	Max dB	# DUs	Noise Reduction	Min dB	Avg dB	Max dB	# DUs	Noise Reduction	Min dB	Avg dB	Max dB			
		Min	Avg	Max																							
OceanSands2-8	232	1	0.0	0.0	58.9	66	58.9	66	58.9	10	----	58.9	0.0	8	8	0.0	58.9	0.0	58.9	8	8	0.0	58.9	0.0	8	-8.0	
OceanSands2-9	233	1	0.0	0.0	63.7	66	63.7	66	63.7	10	----	63.7	0.0	8	8	0.0	63.7	0.0	63.7	8	8	0.0	63.7	0.0	8	-8.0	
OceanSands2-10	234	1	0.0	0.0	60.1	66	60.1	66	60.1	10	----	60.1	0.0	8	8	0.0	60.1	0.0	60.1	8	8	0.0	60.1	0.0	8	-8.0	
OceanSands2-11	235	1	0.0	0.0	62.9	66	62.9	66	62.9	10	----	62.9	0.0	8	8	0.0	62.9	0.0	62.9	8	8	0.0	62.9	0.0	8	-8.0	
OceanSands2-12	236	1	0.0	0.0	60.8	66	60.8	66	60.8	10	----	60.8	0.0	8	8	0.0	60.8	0.0	60.8	8	8	0.0	60.8	0.0	8	-8.0	
OceanSands2-13	237	1	0.0	0.0	64.2	66	64.2	66	64.2	10	----	64.2	0.0	8	8	0.0	64.2	0.0	64.2	8	8	0.0	64.2	0.0	8	-8.0	
OceanSands2-14	238	1	0.0	0.0	60.5	66	60.5	66	60.5	10	----	60.5	0.0	8	8	0.0	60.5	0.0	60.5	8	8	0.0	60.5	0.0	8	-8.0	
OceanSands2-15	239	1	0.0	0.0	59.7	66	59.7	66	59.7	10	----	59.7	0.0	8	8	0.0	59.7	0.0	59.7	8	8	0.0	59.7	0.0	8	-8.0	
OceanSands2-16	240	1	0.0	0.0	56.5	66	56.5	66	56.5	10	----	56.5	0.0	8	8	0.0	56.5	0.0	56.5	8	8	0.0	56.5	0.0	8	-8.0	
OceanSands2-17	241	1	0.0	0.0	56.5	66	56.5	66	56.5	10	----	56.5	0.0	8	8	0.0	56.5	0.0	56.5	8	8	0.0	56.5	0.0	8	-8.0	
OceanSands2-18	242	1	0.0	0.0	54.6	66	54.6	66	54.6	10	----	54.6	0.0	8	8	0.0	54.6	0.0	54.6	8	8	0.0	54.6	0.0	8	-8.0	
OceanSands2-19	243	1	0.0	0.0	57.0	66	57.0	66	57.0	10	----	57.0	0.0	8	8	0.0	57.0	0.0	57.0	8	8	0.0	57.0	0.0	8	-8.0	
OceanSands2-20	244	1	0.0	0.0	56.2	66	56.2	66	56.2	10	----	56.2	0.0	8	8	0.0	56.2	0.0	56.2	8	8	0.0	56.2	0.0	8	-8.0	
OceanSands2-21	245	1	0.0	0.0	56.4	66	56.4	66	56.4	10	----	56.4	0.0	8	8	0.0	56.4	0.0	56.4	8	8	0.0	56.4	0.0	8	-8.0	
OceanSands2-22	246	1	0.0	0.0	53.6	66	53.6	66	53.6	10	----	53.6	0.0	8	8	0.0	53.6	0.0	53.6	8	8	0.0	53.6	0.0	8	-8.0	
Dwelling Units																											
All Selected		39	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
All Impacted		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
All that meet NR Goal		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		

NSA 20 AND NSA 21

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC 12 NSA - OceanSands3										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
CurrituckClub-1	225	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
CurrituckClub-2	226	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
CurrituckClub-3	227	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
CurrituckClub-4	228	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
CurrituckClub-5	229	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
CurrituckClub-6	230	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
CurrituckClub-7	231	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
CurrituckClub-8	232	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
CurrituckClub-9	233	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
CurrituckClub-10	234	1	0.0	47.7	66	47.7	10	----	47.7	0.0	8	-8.0
CurrituckClub-11	235	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
CurrituckClub-12	236	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
OceanSands3-1	238	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
OceanSands3-2	239	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
OceanSands3-3	240	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
OceanSands3-4	241	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
OceanSands3-5	242	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
OceanSands3-6	243	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
OceanSands3-7	244	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
OceanSands3-8	245	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
OceanSands3-9	246	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
OceanSands3-10	247	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
OceanSands3-11	248	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
OceanSands3-12	249	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

OceanSands3-13		250	1	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0
Dwelling Units	# DUs	Noise Reduction			55.3	66	55.3	10	55.3	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
All Selected	25	0.0	0.0	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0
All Impacted	0	0.0	0.0	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0
All that meet NR Goal	0	0.0	0.0	0.0	55.3	66	55.3	10	55.3	0.0	8	-8.0

NSA 22

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA													
R. Magsanoc						28 May 2008							
						TNM 2.5							
						Calculated with TNM 2.5							
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:													
RUN:													
BARRIER DESIGN:													
ATMOSPHERICS:													
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type Impact	With Barrier LAeq1h	Noise Reduction	Calculated	Goal	Calculated	minus Goal	Calculated
			LAeq1h	LAeq1h	Calculated	Crit'n	Sub'l Inc	Crit'n	dB	dB	dB	dB	dB
			dBA	dBA	dB	dBA	dB	dB	dB	dB	dB	dB	dB
Apt1-1F	225	1	0.0	50.4	66	50.4	10	66	50.4	0.0	8	-8.0	-8.0
Apt2-1F	226	1	0.0	57.6	66	57.6	10	66	57.6	0.0	8	-8.0	-8.0
Apt3-1F	227	1	0.0	50.9	66	50.9	10	66	50.9	0.0	8	-8.0	-8.0
Apt1-2F	229	1	0.0	50.7	66	50.7	10	66	50.7	0.0	8	-8.0	-8.0
Apt1-3F	230	1	0.0	50.7	66	50.7	10	66	50.7	0.0	8	-8.0	-8.0
Apt2-2F	231	1	0.0	57.8	66	57.8	10	66	57.8	0.0	8	-8.0	-8.0
Apt2-3F	232	1	0.0	58.3	66	58.3	10	66	58.3	0.0	8	-8.0	-8.0
Apt3-2F	234	1	0.0	54.5	66	54.5	10	66	54.5	0.0	8	-8.0	-8.0
Apt3-3F	235	1	0.0	56.9	66	56.9	10	66	56.9	0.0	8	-8.0	-8.0
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		9	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

NSA 23

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC12 NSA-MonterayShor1										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
MonterayShores1-1	225	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
MonterayShores1-2	226	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
MonterayShores1-3	227	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
MonterayShores1-4	228	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
MonterayShores1-5	229	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
MonterayShores1-6	230	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
MonterayShores1-7	231	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
MonterayShores1-8	232	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
MonterayShores1-9	233	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
MonterayShores1-10	234	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
MonterayShores1-11	235	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
MonterayShores1-12	236	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
MonterayShores1-13	237	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
MonterayShores1-14	238	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
MonterayShores1-15	240	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
MonterayShores1-16	241	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores1-17	242	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
MonterayShores1-18	243	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
MonterayShores1-19	244	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
MonterayShores1-20	246	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
MonterayShores1-21	248	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
MonterayShores1-22	249	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
MonterayShores1-23	250	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
MonterayShores1-24	251	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

MonterayShores1-25		252	1	0.0	54.9	66	54.9	10	54.9	0.0	8	-8.0
Dwelling Units	# DUs	Noise Reduction			54.9	66	54.9	10	54.9	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
All Selected	25	0.0	0.0	0.0	54.9	66	54.9	10	54.9	0.0	8	-8.0
All Impacted	1	0.0	0.0	0.0	54.9	66	54.9	10	54.9	0.0	8	-8.0
All that meet NR Goal	0	0.0	0.0	0.0	54.9	66	54.9	10	54.9	0.0	8	-8.0

NSA 24 AND NSA 26

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA																							
R. Magsanoc								28 May 2008 TNM 2.5															
RESULTS: SOUND LEVELS								Calculated with TNM 2.5															
PROJECT/CONTRACT:																							
RUN:																							
BARRIER DESIGN:																							
ATMOSPHERICS:																							
Receiver																							
Name																							
No.		#DUs		Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact		With Barrier		Noise Reduction									
				LAcrit'n		LAcrit'n		Calculated		Sub'l Inc		Calculated		Calculated									
				dBA		dBA		dBA		dB		dBA		dB									
MonterayShores2-1		1		0.0		57.5		66		57.5		10		----		57.5		0.0		8		-8.0	
MonterayShores2-2		1		0.0		59.4		66		59.4		10		----		59.4		0.0		8		-8.0	
MonterayShores2-3		1		0.0		58.6		66		58.6		10		----		58.6		0.0		8		-8.0	
MonterayShores2-4		1		0.0		58.6		66		58.6		10		----		58.6		0.0		8		-8.0	
MonterayShores2-5		1		0.0		60.6		66		60.6		10		----		60.6		0.0		8		-8.0	
MonterayShores2-6		1		0.0		57.4		66		57.4		10		----		57.4		0.0		8		-8.0	
MonterayShores2-7		1		0.0		64.2		66		64.2		10		----		64.2		0.0		8		-8.0	
MonterayShores2-8		1		0.0		61.5		66		61.5		10		----		61.5		0.0		8		-8.0	
MonterayShores2-9		1		0.0		54.6		66		54.6		10		----		54.6		0.0		8		-8.0	
MonterayShores2-10		1		0.0		53.7		66		53.7		10		----		53.7		0.0		8		-8.0	
MonterayShores2-11		1		0.0		53.6		66		53.6		10		----		53.6		0.0		8		-8.0	
MonterayShores2-12		1		0.0		48.3		66		48.3		10		----		48.3		0.0		8		-8.0	
MonterayShores2-13		1		0.0		49.9		66		49.9		10		----		49.9		0.0		8		-8.0	
MonterayShores4-1		1		0.0		58.0		66		58.0		10		----		58.0		0.0		8		-8.0	
MonterayShores4-2		1		0.0		63.0		66		63.0		10		----		63.0		0.0		8		-8.0	
MonterayShores4-3		1		0.0		61.0		66		61.0		10		----		61.0		0.0		8		-8.0	
MonterayShores4-4		1		0.0		61.9		66		61.9		10		----		61.9		0.0		8		-8.0	
MonterayShores4-5		1		0.0		61.8		66		61.8		10		----		61.8		0.0		8		-8.0	
MonterayShores4-6		1		0.0		64.8		66		64.8		10		----		64.8		0.0		8		-8.0	
MonterayShores4-7		1		0.0		63.7		66		63.7		10		----		63.7		0.0		8		-8.0	
MonterayShores4-8		1		0.0		61.7		66		61.7		10		----		61.7		0.0		8		-8.0	
MonterayShores4-9		1		0.0		63.2		66		63.2		10		----		63.2		0.0		8		-8.0	
MonterayShores4-10		1		0.0		64.1		66		64.1		10		----		64.1		0.0		8		-8.0	
MonterayShores4-11		1		0.0		65.7		66		65.7		10		----		65.7		0.0		8		-8.0	

RESULTS: SOUND LEVELS

		Mid-Currituck Bridge Study											
Dwelling Units	# DUs	Noise Reduction											
		Min dB	Avg dB	Max dB									
MonterayShores4-12	250	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0	
MonterayShores4-13	251	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0	
MonterayShores4-14	252	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0	
MonterayShores4-15	253	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0	
MonterayShores4-16	254	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0	
All Selected		29	0.0	0.0	0.0								
All Impacted		0	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

NSA 25

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		28 May 2008										
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5								
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Existing 2006 NC12 NSA-MonterayShor3										
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA		dB			dBA	dB	dB	dB
MonterayShores3-1	255	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
MonterayShores3-2	256	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
MonterayShores3-3	257	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
MonterayShores3-4	258	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
MonterayShores3-5	259	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
MonterayShores3-6	260	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
MonterayShores3-7	261	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-8	262	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
MonterayShores3-9	263	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
MonterayShores3-10	264	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
MonterayShores3-11	265	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
MonterayShores3-12	266	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
MonterayShores3-13	267	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-14	268	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
MonterayShores3-15	269	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
MonterayShores3-16	270	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
MonterayShores3-17	271	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
MonterayShores3-18	272	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
MonterayShores3-19	273	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
MonterayShores3-20	274	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
MonterayShores3-21	275	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
MonterayShores3-22	276	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
MonterayShores3-23	278	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	23	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 27

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA												
R. Magsanoc												
28 May 2008 TNM 2.5 Calculated with TNM 2.5												
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT: Mid-Currituck Bridge Study												
RUN: Existing 2006 NC12 NSA - Corolla Bay												
BARRIER DESIGN: INPUT HEIGHTS												
ATMOSPHERICS: 68 deg F, 50% RH												
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												
Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Type Impact	With Barrier		Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
							Crit'n	dBA				
CorollaBay-1	259	1	0.0	51.1	66	10	51.1	51.1	0.0	8	-8.0	
CorollaBay-2	260	1	0.0	53.6	66	10	53.6	53.6	0.0	8	-8.0	
CorollaBay-3	261	1	0.0	46.3	66	10	46.3	46.3	0.0	8	-8.0	
IsolatedApts	263	1	0.0	50.7	66	10	50.7	50.7	0.0	8	-8.0	
SetbackHomes-1	265	1	0.0	49.7	66	10	49.7	49.7	0.0	8	-8.0	
SetbackHomes-2	266	1	0.0	47.9	66	10	47.9	47.9	0.0	8	-8.0	
Dwelling Units												
		# DUs		Noise Reduction								
				Min	Avg	Max						
				dB	dB	dB						
All Selected		6		0.0	0.0	0.0						
All Impacted		0		0.0	0.0	0.0						
All that meet NR Goal		0		0.0	0.0	0.0						

BUILD MODELS

NSA 1 AND NSA 2

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA									28 May 2008					
R. Magsanoc									TNM 2.5					
									Calculated with TNM 2.5					
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:			Mid-Currituck Bridge Study											
RUN:			Build 2035 US 158											
BARRIER DESIGN:			INPUT HEIGHTS									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.		
ATMOSPHERICS:			68 deg F, 50% RH											
Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Crit'n	dB	dB	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			LAeq1h	LAeq1h	Calculated	dB	dB	dB	dB	dB	dB	dB	dB	dB
US158S-1	1	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-2	2	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-3	3	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-4	4	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-5	6	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-6	7	1	0.0	0.0	66	66	66	0.0	0.0	10	inactive	0.0	0.0	8
US158S-7	8	1	0.0	0.0	66	66	66	70.5	70.5	10	Snd Lvl	70.5	0.0	8
US158S-8	9	1	0.0	0.0	66	66	66	60.8	60.8	10	----	60.8	0.0	8
US158S-9	10	1	0.0	0.0	66	66	66	46.8	46.8	10	----	46.8	0.0	8
US158N-1	11	1	0.0	0.0	66	66	66	76.0	76.0	10	Snd Lvl	76.0	0.0	8
US158N-2	12	1	0.0	0.0	66	66	66	72.3	72.3	10	Snd Lvl	72.3	0.0	8
US158N-3	13	1	0.0	0.0	66	66	66	76.4	76.4	10	Snd Lvl	76.4	0.0	8
US158N-4	14	1	0.0	0.0	66	66	66	73.9	73.9	10	Snd Lvl	73.9	0.0	8
US158N-5	15	1	0.0	0.0	66	66	66	75.3	75.3	10	Snd Lvl	75.3	0.0	8
US158N-6	16	1	0.0	0.0	66	66	66	69.6	69.6	10	Snd Lvl	69.6	0.0	8
US158N-7	17	1	0.0	0.0	66	66	66	65.8	65.8	10	----	65.8	0.0	8
US158N-8	18	1	0.0	0.0	66	66	66	74.5	74.5	10	Snd Lvl	74.5	0.0	8
US158N-9	19	1	0.0	0.0	66	66	66	74.2	74.2	10	Snd Lvl	74.2	0.0	8
US158N-10	20	1	0.0	0.0	66	66	66	68.9	68.9	10	Snd Lvl	68.9	0.0	8
US158N-11	21	1	0.0	0.0	66	66	66	74.6	74.6	10	Snd Lvl	74.6	0.0	8
US158N-12	22	1	0.0	0.0	66	66	66	68.8	68.8	10	Snd Lvl	68.8	0.0	8
US158N-13	23	1	0.0	0.0	66	66	66	71.5	71.5	10	Snd Lvl	71.5	0.0	8
US158N-14	24	1	0.0	0.0	66	66	66	73.2	73.2	10	Snd Lvl	73.2	0.0	8
US158N-15	25	1	0.0	0.0	66	66	66	72.2	72.2	10	Snd Lvl	72.2	0.0	8

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			Snd Lvl	10	Snd Lvl	72.9	72.9	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
US158N-16	26	1	0.0	72.9	66	72.9	72.9	72.9	0.0	8	-8.0	
US158N-17	27	1	0.0	75.2	66	75.2	75.2	75.2	0.0	8	-8.0	
US158N-18	28	1	0.0	74.5	66	74.5	74.5	74.5	0.0	8	-8.0	
US158N-19	29	1	0.0	73.3	66	73.3	73.3	73.3	0.0	8	-8.0	
US158N-20	30	1	0.0	71.0	66	71.0	71.0	71.0	0.0	8	-8.0	
US158N-21	31	1	0.0	65.9	66	65.9	----	65.9	0.0	8	-8.0	
US158N-22	32	1	0.0	72.3	66	72.3	72.3	72.3	0.0	8	-8.0	
US158N-23	33	1	0.0	73.3	66	73.3	73.3	73.3	0.0	8	-8.0	
US158N-24	34	1	0.0	74.3	66	74.3	74.3	74.3	0.0	8	-8.0	
US158N-25	35	1	0.0	76.1	66	76.1	76.1	76.1	0.0	8	-8.0	
US158N-26	36	1	0.0	73.1	66	73.1	73.1	73.1	0.0	8	-8.0	
US158N-27	37	1	0.0	68.1	66	68.1	68.1	68.1	0.0	8	-8.0	
All Selected		36	0.0	0.0								
All Impacted		26	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

North Carolina Turnpike Authority
R. Magsanoc/R. Ying
28-Sep-09
TNM 2.5
Calculated with TNM 2.5
Mid-Currituck Bridge Study Option B
US 158 Interchange Build 2023 Demand
INPUT HEIGHTS
RESULTS: SOUND LEVELS
PROJECT/CONTRACT:
RUN:
BARRIER DESIGN:
ATMOSPHERICS:

68 deg F, 50% RH
Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Sub'l Inc dBA	Type Impact	Calculated LAeq1h dBA	Noise Reduction Calculated Goal dBA	Calculated minus Goal dB
US158S-1	1	1	0	0	66	0	10 inactive	0	0	8
US158S-2	2	1	0	0	66	0	10 inactive	0	0	8
US158S-3	3	1	0	0	66	0	10 inactive	0	0	8
US158S-4	4	1	0	0	66	0	10 inactive	0	0	8
US158S-5	5	1	0	0	66	0	10 inactive	0	0	8
US158S-6	6	1	0	0	66	0	10 inactive	0	0	8
US158S-7	7	1	0	71.6	66	71.6	10 Snd Lvl	71.6	0	8
US158S-8	8	1	0	62.2	66	62.2	10 ----	62.2	0	8
US158S-9	9	1	0	54.6	66	54.6	10 ----	54.6	0	8
N MCB NB 25FT	37	1	0	78.3	66	78.3	10 Snd Lvl	78.3	0	8
N MCB NB 50FT	38	1	0	75.7	66	75.7	10 Snd Lvl	75.7	0	8
N MCB NB 75FT	39	1	0	73.7	66	73.7	10 Snd Lvl	73.7	0	8
N MCB NB 100FT	40	1	0	72	66	72	10 Snd Lvl	72	0	8
N MCB NB 125FT	41	1	0	70.6	66	70.6	10 Snd Lvl	70.6	0	8
N MCB NB 150FT	42	1	0	69.5	66	69.5	10 Snd Lvl	69.5	0	8
N MCB NB 175FT	43	1	0	68.3	66	68.3	10 Snd Lvl	68.3	0	8
N MCB NB 200FT	44	1	0	67.3	66	67.3	10 Snd Lvl	67.3	0	8
N MCB SB 25FT	45	1	0	78.1	66	78.1	10 Snd Lvl	78.1	0	8
N MCB SB 50FT	46	1	0	75.4	66	75.4	10 Snd Lvl	75.4	0	8
N MCB SB 75FT	47	1	0	73.4	66	73.4	10 Snd Lvl	73.4	0	8
N MCB SB 100FT	48	1	0	70.6	66	70.6	10 Snd Lvl	70.6	0	8
N MCB SB 125FT	49	1	0	69	66	69	10 Snd Lvl	69	0	8
N MCB SB 150FT	50	1	0	66.7	66	66.7	10 Snd Lvl	66.7	0	8
N MCB SB 175FT	51	1	0	65.1	66	65.1	10 ----	65.1	0	8
N MCB SB 200FT	52	1	0	63.6	66	63.6	10 ----	63.6	0	8

Dwelling Units	# DUs	Min dB	Avg dB	Max dB	73.5	73.5	73.5	10 Snd Lvl	73.5	73.5	0	8	8
MCB TO US158 NB 25FT	53	1	0	73.5	66	73.5	10	Snd Lvl	73.5	73.5	0	8	-8
MCB TO US158 NB 50FT	54	1	0	72.6	66	72.6	10	Snd Lvl	72.6	72.6	0	8	-8
MCB TO US158 NB 75FT	55	1	0	71.8	66	71.8	10	Snd Lvl	71.8	71.8	0	8	-8
MCB TO US158 NB 100FT	56	1	0	71	66	71	10	Snd Lvl	71	71	0	8	-8
MCB TO US158 NB 125FT	57	1	0	70.4	66	70.4	10	Snd Lvl	70.4	70.4	0	8	-8
MCB TO US158 NB 150FT	58	1	0	69.7	66	69.7	10	Snd Lvl	69.7	69.7	0	8	-8
MCB TO US158 NB 175FT	59	1	0	69.1	66	69.1	10	Snd Lvl	69.1	69.1	0	8	-8
MCB TO US158 NB 200FT	60	1	0	68.5	66	68.5	10	Snd Lvl	68.5	68.5	0	8	-8
US158 TO MCB EB 25FT	61	1	0	69.7	66	69.7	10	Snd Lvl	69.7	69.7	0	8	-8
US158 TO MCB EB 50FT	62	1	0	67.1	66	67.1	10	Snd Lvl	67.1	67.1	0	8	-8
US158 TO MCB EB 75FT	64	1	0	65.4	66	65.4	10	----	65.4	65.4	0	8	-8
US158 TO MCB EB 100FT	65	1	0	64.1	66	64.1	10	----	64.1	64.1	0	8	-8
US158 TO MCB EB 125FT	66	1	0	63.1	66	63.1	10	----	63.1	63.1	0	8	-8
US158 TO MCB EB 150FT	68	1	0	62.4	66	62.4	10	----	62.4	62.4	0	8	-8
US158 TO MCB EB 175FT	69	1	0	62.3	66	62.3	10	----	62.3	62.3	0	8	-8
US158 TO MCB EB 200FT	70	1	0	61	66	61	10	----	61	61	0	8	-8
S MCB NB 25FT	71	1	0	77.9	66	77.9	10	Snd Lvl	77.9	77.9	0	8	-8
S MCB NB 50FT	72	1	0	75.3	66	75.3	10	Snd Lvl	75.3	75.3	0	8	-8
S MCB NB 75FT	73	1	0	73.5	66	73.5	10	Snd Lvl	73.5	73.5	0	8	-8
S MCB NB 100FT	74	1	0	71.9	66	71.9	10	Snd Lvl	71.9	71.9	0	8	-8
S MCB NB 125FT	75	1	0	70.4	66	70.4	10	Snd Lvl	70.4	70.4	0	8	-8
S MCB NB 150FT	76	1	0	69.1	66	69.1	10	Snd Lvl	69.1	69.1	0	8	-8
S MCB NB 175FT	77	1	0	67.9	66	67.9	10	Snd Lvl	67.9	67.9	0	8	-8
S MCB NB 200FT	78	1	0	67	66	67	10	Snd Lvl	67	67	0	8	-8
S MCB SB 25FT	79	1	0	79.2	66	79.2	10	Snd Lvl	79.2	79.2	0	8	-8
S MCB SB 50FT	80	1	0	76.2	66	76.2	10	Snd Lvl	76.2	76.2	0	8	-8
S MCB SB 75FT	81	1	0	73.6	66	73.6	10	Snd Lvl	73.6	73.6	0	8	-8
S MCB SB 100FT	82	1	0	71.7	66	71.7	10	Snd Lvl	71.7	71.7	0	8	-8
S MCB SB 125FT	83	1	0	70	66	70	10	Snd Lvl	70	70	0	8	-8
S MCB SB 150FT	84	1	0	68.5	66	68.5	10	Snd Lvl	68.5	68.5	0	8	-8
S MCB SB 175FT	85	1	0	67.4	66	67.4	10	Snd Lvl	67.4	67.4	0	8	-8
S MCB SB 200FT	86	1	0	66.3	66	66.3	10	Snd Lvl	66.3	66.3	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	57	0	0	0
All Impacted	41	0	0	0
All that meet NR Goal	0	0	0	0

North Carolina Turnpike Authority R. Magsanoc/R. Ying 28-Sep-09 TNM 2.5 Calculated with TNM 2.5 Mid-Currituck Bridge Study Option B US 158 Interchange Build 2035 LOS C INPUT HEIGHTS 68 deg F, 50% RH RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.									
Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Sub'l Inc dBA	Type Impact	Calculated LAeq1h dBA	Noise Reduction Calculated Goal dBA	Calculated minus Goal dBA									
US158S-1	1	1	0	0	66	0	10 inactive	0	0	8									
US158S-2	2	1	0	0	66	0	10 inactive	0	0	8									
US158S-3	3	1	0	0	66	0	10 inactive	0	0	8									
US158S-4	4	1	0	0	66	0	10 inactive	0	0	8									
US158S-5	5	1	0	0	66	0	10 inactive	0	0	8									
US158S-6	6	1	0	0	66	0	10 inactive	0	0	8									
US158S-7	7	1	0	69.9	66	69.9	10 Snd Lvl	69.9	0	8									
US158S-8	8	1	0	60.5	66	60.5	10 ----	60.5	0	8									
US158S-9	9	1	0	53.3	66	53.3	10 ----	53.3	0	8									
N MCB NB 25FT	37	1	0	76.5	66	76.5	10 Snd Lvl	76.5	0	8									
N MCB NB 50FT	38	1	0	73.9	66	73.9	10 Snd Lvl	73.9	0	8									
N MCB NB 75FT	39	1	0	72	66	72	10 Snd Lvl	72	0	8									
N MCB NB 100FT	40	1	0	70.3	66	70.3	10 Snd Lvl	70.3	0	8									
N MCB NB 125FT	41	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8									
N MCB NB 150FT	42	1	0	67.8	66	67.8	10 Snd Lvl	67.8	0	8									
N MCB NB 175FT	43	1	0	66.6	66	66.6	10 Snd Lvl	66.6	0	8									
N MCB NB 200FT	44	1	0	65.6	66	65.6	10 ----	65.6	0	8									
N MCB SB 25FT	46	1	0	76.4	66	76.4	10 Snd Lvl	76.4	0	8									
N MCB SB 50FT	47	1	0	73.7	66	73.7	10 Snd Lvl	73.7	0	8									
N MCB SB 75FT	48	1	0	71.7	66	71.7	10 Snd Lvl	71.7	0	8									
N MCB SB 100FT	49	1	0	68.9	66	68.9	10 Snd Lvl	68.9	0	8									
N MCB SB 125FT	50	1	0	67.3	66	67.3	10 Snd Lvl	67.3	0	8									
N MCB SB 150FT	51	1	0	65	66	65	10 ----	65	0	8									
N MCB SB 175FT	52	1	0	63.3	66	63.3	10 ----	63.3	0	8									
N MCB SB 200FT	53	1	0	61.8	66	61.8	10 ----	61.8	0	8									

MCB TO US158 NB 25FT	55	1	0	66.9	66	66.9	10	Snd Lvl	66.9	0	8	-8
MCB TO US158 NB 50FT	56	1	0	66.3	66	66.3	10	Snd Lvl	66.3	0	8	-8
MCB TO US158 NB 75FT	57	1	0	65.9	66	65.9	10	----	65.9	0	8	-8
MCB TO US158 NB 100FT	58	1	0	65.3	66	65.3	10	----	65.3	0	8	-8
MCB TO US158 NB 125FT	59	1	0	64.9	66	64.9	10	----	64.9	0	8	-8
MCB TO US158 NB 150FT	60	1	0	64.2	66	64.2	10	----	64.2	0	8	-8
MCB TO US158 NB 175FT	61	1	0	63.6	66	63.6	10	----	63.6	0	8	-8
MCB TO US158 NB 200FT	62	1	0	63.2	66	63.2	10	----	63.2	0	8	-8
US158 TO MCB EB 25FT	65	1	0	73.5	66	73.5	10	Snd Lvl	73.5	0	8	-8
US158 TO MCB EB 50FT	66	1	0	70.6	66	70.6	10	Snd Lvl	70.6	0	8	-8
US158 TO MCB EB 75FT	67	1	0	68.5	66	68.5	10	Snd Lvl	68.5	0	8	-8
US158 TO MCB EB 100FT	68	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
US158 TO MCB EB 125FT	69	1	0	65.6	66	65.6	10	----	65.6	0	8	-8
US158 TO MCB EB 150FT	70	1	0	64.7	66	64.7	10	----	64.7	0	8	-8
US158 TO MCB EB 175FT	71	1	0	64.6	66	64.6	10	----	64.6	0	8	-8
US158 TO MCB EB 200FT	72	1	0	63	66	63	10	----	63	0	8	-8
S MCB NB 25FT	74	1	0	77.5	66	77.5	10	Snd Lvl	77.5	0	8	-8
S MCB NB 50FT	75	1	0	74.6	66	74.6	10	Snd Lvl	74.6	0	8	-8
S MCB NB 75FT	76	1	0	72.5	66	72.5	10	Snd Lvl	72.5	0	8	-8
S MCB NB 100FT	77	1	0	70.7	66	70.7	10	Snd Lvl	70.7	0	8	-8
S MCB NB 125FT	78	1	0	69.1	66	69.1	10	Snd Lvl	69.1	0	8	-8
S MCB NB 150FT	79	1	0	67.8	66	67.8	10	Snd Lvl	67.8	0	8	-8
S MCB NB 175FT	80	1	0	66.5	66	66.5	10	Snd Lvl	66.5	0	8	-8
S MCB NB 200FT	81	1	0	65.6	66	65.6	10	----	65.6	0	8	-8
S MCB SB 25FT	83	1	0	77.4	66	77.4	10	Snd Lvl	77.4	0	8	-8
S MCB SB 50FT	84	1	0	74.5	66	74.5	10	Snd Lvl	74.5	0	8	-8
S MCB SB 75FT	85	1	0	71.8	66	71.8	10	Snd Lvl	71.8	0	8	-8
S MCB SB 100FT	86	1	0	70	66	70	10	Snd Lvl	70	0	8	-8
S MCB SB 125FT	87	1	0	68.3	66	68.3	10	Snd Lvl	68.3	0	8	-8
S MCB SB 150FT	88	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
S MCB SB 175FT	89	1	0	65.7	66	65.7	10	----	65.7	0	8	-8
S MCB SB 200FT	90	1	0	64.6	66	64.6	10	----	64.6	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	57	0	0	0
All Impacted	32	0	0	0
All that meet NR Goal	0	0	0	0

NSA 3

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority		10 February 2009		
M. Coffin		TNM 2.5		
		Calculated with TNM 2.5		
RESULTS: SOUND LEVELS				
PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2				
RUN: Build Condition US 158 A				
BARRIER DESIGN: INPUT HEIGHTS				
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS: 68 deg F, 50% RH				

Receiver	No.	#DUs	Existing		No Barrier		Increase over existing		Type		With Barrier		Calculated minus Goal
			LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	
Receiver5	5	1	0.0	76.3	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0
Receiver6	6	1	0.0	69.6	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver7	7	1	0.0	74.5	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Receiver8	8	1	0.0	72.2	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver9	9	1	0.0	74.2	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver10	10	1	0.0	63.8	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
Receiver12	12	1	0.0	68.9	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Receiver13	13	1	0.0	71.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver15	15	1	0.0	73.9	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm 44	17	1	0.0	71.6	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Comm 45	18	1	0.0	70.5	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Comm 46	19	1	0.0	72.9	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Comm 47	20	1	0.0	71.9	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

Dwelling Units	# DUs			Noise Reduction		
	Min	Avg	Max	Min	Avg	Max
	dB	dB	dB	dB	dB	dB
All Selected	13	0.0	0.0	0.0	0.0	0.0
All Impacted	12	0.0	0.0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0	0.0	0.0

NSA 4

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority														
M. Coffin														
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:	Mid-Currituck Bridge MCB2&4-ER2 Build Condition US 158 B INPUT HEIGHTS Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.													
BARRIER DESIGN:	INPUT HEIGHTS 68 deg F, 50% RH													
ATMOSPHERICS:	68 deg F, 50% RH													

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA				dBA	dBA	dB	dB
M19	1	1	0.0	43.2	66	43.2	10	----	43.2	0.0	8	-8.0
Receiver5	5	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
Receiver6	6	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Receiver7	7	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver8	8	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver9	9	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
Receiver10	10	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver11	11	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver12	12	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Receiver13	13	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
Receiver14	14	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver15	15	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver16	16	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
Receiver17	17	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Receiver18	18	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver19	19	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver20	20	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Receiver21	21	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Receiver22	22	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver23	23	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver24	24	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver25	25	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver26	26	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
Receiver27	27	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver28	28	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver29	29	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Receiver30	30	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
Receiver31	31	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver32	32	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
Receiver33	33	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver34	34	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Receiver36	36	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver37	37	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver38	38	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Receiver39	39	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver40	40	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver41	41	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver42	42	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Receiver43	43	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Receiver44	44	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver45	45	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver46	46	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Receiver47	47	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Receiver48	48	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver49	49	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Receiver50	50	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver51	51	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver52	52	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	8	-8.0
Receiver53	53	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver54	54	1	0.0	77.4	66	77.4	10	Snd Lvl	77.4	0.0	8	-8.0
Receiver55	55	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0
Receiver56	56	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver58	58	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Comm 35	60	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Comm 36	61	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Comm 37	62	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Comm 38	63	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Comm 39	64	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
Comm 40	65	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Comm 41	66	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Comm 42	67	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
Comm 43	68	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

All Selected			62	0.0	0.0	0.0	0.0	0.0								
All Impacted			55	0.0	0.0	0.0	0.0	0.0								
All that meet NR Goal			0	0.0	0.0	0.0	0.0	0.0								

NSA 5

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority						10 February 2009								
M. Coffin						TNM 2.5								
						Calculated with TNM 2.5								
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:														
Mid-Currituck Bridge MCB2&4-ER2														
RUN:														
Build Condition US 158 C														
BARRIER DESIGN:														
INPUT HEIGHTS														
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.														
ATMOSPHERICS:														
68 deg F, 50% RH														
Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier LAeq1h	Calculated	Noise Reduction Calculated	Goal	Calculated	minus Goal
			dBA	dBA	dB	dB	dB		dBA	dB	dB	dB	dB	dB
M21	258	1	0.0	36.3	66	36.3	10	----	36.3	36.3	0.0	8	36.3	-8.0
Receiver260	260	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	69.5	0.0	8	69.5	-8.0
Receiver261	261	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	69.1	0.0	8	69.1	-8.0
Receiver262	262	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	73.7	0.0	8	73.7	-8.0
Receiver263	263	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	72.4	0.0	8	72.4	-8.0
Receiver264	264	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	75.2	0.0	8	75.2	-8.0
Receiver265	265	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	68.9	0.0	8	68.9	-8.0
Receiver266	266	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	67.8	0.0	8	67.8	-8.0
Receiver267	267	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	72.8	0.0	8	72.8	-8.0
Receiver268	268	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	76.5	0.0	8	76.5	-8.0
Receiver269	269	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	76.9	0.0	8	76.9	-8.0
Receiver270	270	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	75.7	0.0	8	75.7	-8.0
Receiver271	271	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	68.8	0.0	8	68.8	-8.0
Receiver272	272	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	68.8	0.0	8	68.8	-8.0
Receiver273	273	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	75.3	0.0	8	75.3	-8.0
Receiver274	274	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	70.7	0.0	8	70.7	-8.0
Receiver275	275	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	70.0	0.0	8	70.0	-8.0
Receiver276	276	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	70.6	0.0	8	70.6	-8.0
Receiver277	277	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	74.1	0.0	8	74.1	-8.0
Receiver279	279	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	73.9	0.0	8	73.9	-8.0
Receiver280	280	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	73.9	0.0	8	73.9	-8.0
Receiver281	281	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	73.2	0.0	8	73.2	-8.0
Receiver282	282	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	75.9	0.0	8	75.9	-8.0
Receiver283	283	1	0.0	79.2	66	79.2	10	Snd Lvl	79.2	79.2	0.0	8	79.2	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver285	285	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver286	286	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver287	287	1	0.0	76.8	66	76.8	10	Snd Lvl	76.8	0.0	8	-8.0
Receiver288	288	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver289	289	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
Receiver290	290	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver291	291	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Receiver292	292	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
Receiver293	293	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Receiver294	294	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0
Receiver295	295	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Receiver296	296	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver297	297	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Receiver298	298	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Receiver299	299	1	0.0	77.6	66	77.6	10	Snd Lvl	77.6	0.0	8	-8.0
Receiver300	300	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver301	301	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Receiver302	302	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver303	303	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver304	304	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver305	305	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver306	306	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0
Receiver307	307	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
Receiver308	308	1	0.0	77.7	66	77.7	10	Snd Lvl	77.7	0.0	8	-8.0
Receiver309	309	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Receiver310	310	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8	-8.0
Receiver311	311	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Receiver312	312	1	0.0	77.4	66	77.4	10	Snd Lvl	77.4	0.0	8	-8.0
Comm 26	316	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Comm 25	315	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
Comm 27	317	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Comm 28	318	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
Comm 29	319	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm 30	320	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm 31	321	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Comm 32	322	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Comm 33	323	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Comm 33	323	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Comm 34	324	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

	Min dB	Avg dB	Max dB				
All Selected	64	0.0	0.0	0.0			
All Impacted	62	0.0	0.0	0.0			
All that meet NR Goal	0	0.0	0.0	0.0			

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority

M. Coffin

10 February 2009

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Mid-Currituck Bridge MCB2&4-ER2

Build Condition US 158 D

RUN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

BARRIER DESIGN:

INPUT HEIGHTS

68 deg F, 50% RH

ATMOSPHERICS:

Receiver		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Calculated LAeq1h	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier LAeq1h	Calculated	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dBA	dB			dBA	dBA	dB	dB	dB
Receiver260	260	1	0.0	67.5	66	67.5	66	10	Snd Lvl	67.5	67.5	0.0	8	-8.0
Receiver261	261	1	0.0	70.3	66	70.3	66	10	Snd Lvl	70.3	70.3	0.0	8	-8.0
Receiver262	262	1	0.0	66.5	66	66.5	66	10	Snd Lvl	66.5	66.5	0.0	8	-8.0
Receiver263	263	1	0.0	69.0	66	69.0	66	10	Snd Lvl	69.0	69.0	0.0	8	-8.0
Receiver264	264	1	0.0	73.4	66	73.4	66	10	Snd Lvl	73.4	73.4	0.0	8	-8.0
Receiver265	265	1	0.0	76.1	66	76.1	66	10	Snd Lvl	76.1	76.1	0.0	8	-8.0
Receiver266	266	1	0.0	77.3	66	77.3	66	10	Snd Lvl	77.3	77.3	0.0	8	-8.0
Receiver267	267	1	0.0	65.0	66	65.0	66	10	----	65.0	65.0	0.0	8	-8.0
Receiver268	268	1	0.0	72.6	66	72.6	66	10	Snd Lvl	72.6	72.6	0.0	8	-8.0
Receiver269	269	1	0.0	68.0	66	68.0	66	10	Snd Lvl	68.0	68.0	0.0	8	-8.0
Receiver270	270	1	0.0	73.1	66	73.1	66	10	Snd Lvl	73.1	73.1	0.0	8	-8.0
Receiver271	271	1	0.0	67.5	66	67.5	66	10	Snd Lvl	67.5	67.5	0.0	8	-8.0
Receiver272	272	1	0.0	74.6	66	74.6	66	10	Snd Lvl	74.6	74.6	0.0	8	-8.0
Receiver273	273	1	0.0	72.2	66	72.2	66	10	Snd Lvl	72.2	72.2	0.0	8	-8.0
Receiver274	274	1	0.0	76.5	66	76.5	66	10	Snd Lvl	76.5	76.5	0.0	8	-8.0
Receiver275	275	1	0.0	68.6	66	68.6	66	10	Snd Lvl	68.6	68.6	0.0	8	-8.0
Receiver276	276	1	0.0	63.2	66	63.2	66	10	----	63.2	63.2	0.0	8	-8.0
Receiver277	277	1	0.0	72.9	66	72.9	66	10	Snd Lvl	72.9	72.9	0.0	8	-8.0
Receiver278	278	1	0.0	75.9	66	75.9	66	10	Snd Lvl	75.9	75.9	0.0	8	-8.0
Receiver279	279	1	0.0	63.5	66	63.5	66	10	----	63.5	63.5	0.0	8	-8.0
Receiver280	280	1	0.0	63.4	66	63.4	66	10	----	63.4	63.4	0.0	8	-8.0
Receiver281	281	1	0.0	63.4	66	63.4	66	10	----	63.4	63.4	0.0	8	-8.0
Receiver282	282	1	0.0	63.3	66	63.3	66	10	----	63.3	63.3	0.0	8	-8.0
Receiver283	283	1	0.0	63.6	66	63.6	66	10	----	63.6	63.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver284	284	1	0.0	78.9	66	78.9	10	Snd Lvl	78.9	0.0	8	-8.0
Receiver285	285	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Receiver286	286	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver287	287	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
Receiver288	288	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver289	289	1	0.0	79.6	66	79.6	10	Snd Lvl	79.6	0.0	8	-8.0
Receiver290	290	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver291	291	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
Receiver292	292	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Receiver293	293	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Receiver294	294	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Receiver295	295	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
Receiver296	296	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0
Receiver297	297	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Receiver298	298	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver299	299	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Receiver300	300	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver301	301	1	0.0	76.6	66	76.6	10	Snd Lvl	76.6	0.0	8	-8.0
Receiver302	302	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver303	303	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
Receiver304	304	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver305	305	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
Receiver306	306	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver307	307	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Receiver308	308	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver309	309	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver310	310	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
Receiver311	311	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver312	312	1	0.0	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0
Receiver313	313	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver314	314	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver315	315	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver316	316	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver317	317	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
Receiver318	318	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver319	319	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver320	320	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver321	321	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver322	322	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver323	323	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
Receiver324	324	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
Receiver325	325	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Receiver326	326	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver327	327	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8	-8.0
Receiver328	328	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Receiver329	329	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver330	330	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver331	331	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver332	332	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8	-8.0
Receiver333	333	1	0.0	77.6	66	77.6	10	Snd Lvl	77.6	0.0	8	-8.0
Receiver334	334	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Receiver335	335	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Receiver336	336	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
Receiver337	337	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
Receiver338	338	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0
Receiver339	339	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver340	340	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Comm 15	342	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Comm 16	344	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Comm 17	346	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Comm 18	348	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
Comm 19	350	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Comm 20	352	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
Comm 21	354	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Comm 22	357	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 23	359	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
Comm 24	361	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Dwelling Units												
All Selected		91	0.0	0.0								
All Impacted		80	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority
 M. Coffin

10 February 2009

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Mid-Currituck Bridge MCB2&4-ER2

Build Condition US 158 E

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dB				dBA		dB	dB
Receiver5	5	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Receiver6	6	1	0.0	76.3	66	76.3	10	Snd Lvl	76.3	0.0	8	-8.0
Receiver7	7	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Receiver8	8	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
Receiver9	9	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Receiver10	10	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
Receiver11	11	1	0.0	75.4	66	75.4	10	Snd Lvl	75.4	0.0	8	-8.0
Receiver12	12	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver13	13	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
Receiver14	14	1	0.0	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	-8.0
Receiver15	15	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	0.0	8	-8.0
Receiver16	16	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0
Receiver17	17	1	0.0	75.7	66	75.7	10	Snd Lvl	75.7	0.0	8	-8.0
Receiver18	18	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
Receiver19	19	1	0.0	74.9	66	74.9	10	Snd Lvl	74.9	0.0	8	-8.0
Receiver20	20	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
Receiver21	21	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0
Receiver22	22	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver23	23	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
Receiver24	24	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver25	25	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver26	26	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
Receiver27	27	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
Receiver28	28	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	29	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver29	29	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver30	30	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Receiver31	31	1	0.0	75.4	66	75.4	10	Snd Lvl	75.4	0.0	8	-8.0
Receiver32	32	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver33	33	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
Receiver34	34	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Receiver35	35	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
Receiver36	36	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
Receiver37	37	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver38	38	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
Receiver39	39	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
Receiver40	40	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
Receiver41	41	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver42	42	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Receiver43	43	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Receiver44	44	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
Comm 10	46	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
Comm 11	48	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
Comm 12	49	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
Comm 13	50	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
Comm 14	51	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		45	0.0	0.0	0.0							
All Impacted		44	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 8

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
		Min	Avg	Max									
		dB	dB	dB									
Receiver25	25	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0	
Receiver26	26	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0	
Receiver27	27	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0	
Receiver28	28	1	0.0	79.2	66	79.2	10	Snd Lvl	79.2	0.0	8	-8.0	
Receiver29	29	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	8	-8.0	
Receiver30	30	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0	
Receiver31	31	1	0.0	76.4	66	76.4	10	Snd Lvl	76.4	0.0	8	-8.0	
Receiver32	32	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0	
Receiver33	33	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0	
Receiver34	34	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0	
Receiver35	35	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0	
Receiver36	36	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0	
Receiver37	37	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0	
Receiver38	38	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0	
Receiver39	39	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0	
Receiver40	40	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0	
Receiver41	41	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0	
Receiver42	42	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0	
Receiver43	43	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0	
Receiver44	44	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0	
Receiver45	45	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0	
Comm1	48	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0	
Comm2	50	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0	
Comm3	52	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0	
Comm4	53	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0	
Comm5	57	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0	
Comm6	58	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0	
Comm7	60	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0	
Comm8	61	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0	
Comm9	62	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0	
Dwelling Units													
All Selected		54	0.0	0.0	0.0								
All Impacted		46	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

NSA 9 – ER2 ALIGNMENT

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	73	3	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver73	73	3	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver75	75	9	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Receiver77	77	2	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver78	78	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver79	79	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver81	81	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
Receiver82	82	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver83	83	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Receiver85	85	2	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
Receiver86	86	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver87	87	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
Receiver88	88	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
Receiver89	89	5	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver90	90	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver91	91	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Receiver92	92	6	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver93	93	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
Receiver94	94	6	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
Receiver95	95	5	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver96	96	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
Receiver97	97	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver98	98	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
Receiver99	99	4	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver100	100	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
Dwelling Units												
All Selected		97	0.0	0.0								
All Impacted		36	0.0	0.0								
All that meet NR Goal		0	0.0	0.0								

NSA 9 – MCB2 ALIGNMENT

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	73	3	0.0	63.0	66	Mid-Currituck Bridge MCB2&4-ER2		63.0	10	-----	63.0	0.0	8	-8.0
						63.0	66							
Receiver73	73	3	0.0	63.0	66	63.0	66	63.0	10	-----	63.0	0.0	8	-8.0
Receiver75	75	9	0.0	62.5	66	62.5	66	62.5	10	-----	62.5	0.0	8	-8.0
Receiver77	77	2	0.0	63.4	66	63.4	66	63.4	10	-----	63.4	0.0	8	-8.0
Receiver78	78	1	0.0	72.1	66	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
Receiver79	79	1	0.0	71.8	66	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver81	81	1	0.0	69.6	66	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver82	82	1	0.0	71.1	66	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver83	83	1	0.0	71.6	66	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Receiver85	85	2	0.0	72.9	66	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0
Receiver86	86	1	0.0	68.4	66	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver87	87	1	0.0	67.6	66	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver88	88	1	0.0	67.0	66	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Receiver89	89	5	0.0	61.2	66	61.2	66	61.2	10	-----	61.2	0.0	8	-8.0
Receiver90	90	1	0.0	67.7	66	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver91	91	1	0.0	66.9	66	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
Receiver92	92	6	0.0	61.1	66	61.1	66	61.1	10	-----	61.1	0.0	8	-8.0
Receiver93	93	1	0.0	67.6	66	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver94	94	6	0.0	71.8	66	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
Receiver95	95	5	0.0	62.1	66	62.1	66	62.1	10	-----	62.1	0.0	8	-8.0
Receiver96	96	1	0.0	62.5	66	62.5	66	62.5	10	-----	62.5	0.0	8	-8.0
Receiver97	97	1	0.0	69.2	66	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Receiver98	98	1	0.0	69.1	66	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Receiver99	99	4	0.0	62.2	66	62.2	66	62.2	10	-----	62.2	0.0	8	-8.0
Receiver100	100	1	0.0	69.5	66	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction											
			Min	Avg	Max									
			dB	dB	dB									
All Selected		97	0.0	0.0	0.0									
All Impacted		32	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

NSA 10

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority

R. Magsanoc

10 February 2009

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Mid-Currituck Bridge MCB2&4-ER2

Build NC-12 North of US 158

INPUT HEIGHTS

Average pavement type shall be used unless

a State highway agency substantiates the use

of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	Calculated	Sub'l Inc		dBA	dB	dB	dB
Receiver35	35	1	0.0	60.7	60.7	10	----	60.7	0.0	8	-8.0
Receiver36	36	1	0.0	65.6	65.6	10	----	65.6	0.0	8	-8.0
Receiver38	38	2	0.0	65.8	65.8	10	----	65.8	0.0	8	-8.0
Receiver39	39	2	0.0	61.0	61.0	10	----	61.0	0.0	8	-8.0
Receiver41	41	2	0.0	64.5	64.5	10	----	64.5	0.0	8	-8.0
Receiver42	42	2	0.0	58.8	58.8	10	----	58.8	0.0	8	-8.0
Receiver44	44	2	0.0	61.7	61.7	10	----	61.7	0.0	8	-8.0
Receiver45	45	2	0.0	63.1	63.1	10	----	63.1	0.0	8	-8.0
Receiver47	47	1	0.0	49.9	49.9	10	----	49.9	0.0	8	-8.0
Receiver49	49	1	0.0	68.3	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver51	51	9	0.0	62.2	62.2	10	----	62.2	0.0	8	-8.0
Receiver53	53	3	0.0	62.6	62.6	10	----	62.6	0.0	8	-8.0
Receiver55	55	1	0.0	68.5	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Receiver57	57	22	0.0	63.1	63.1	10	----	63.1	0.0	8	-8.0
Receiver58	58	23	0.0	64.0	64.0	10	----	64.0	0.0	8	-8.0
Receiver60	60	10	0.0	55.9	55.9	10	----	55.9	0.0	8	-8.0
Receiver62	62	1	0.0	68.4	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver63	63	6	0.0	61.9	61.9	10	----	61.9	0.0	8	-8.0
Receiver65	65	10	0.0	61.8	61.8	10	----	61.8	0.0	8	-8.0
Receiver67	67	17	0.0	58.5	58.5	10	----	58.5	0.0	8	-8.0
Receiver69	69	8	0.0	64.3	64.3	10	----	64.3	0.0	8	-8.0
Receiver71	71	1	0.0	55.8	55.8	10	----	55.8	0.0	8	-8.0
Receiver73	73	2	0.0	68.3	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver75	75	4	0.0	67.0	67.0	10	Snd Lvl	67.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver76	76	2	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Receiver78	78	6	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Receiver79	79	9	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver80	80	6	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
Receiver82	82	5	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
Receiver83	83	6	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver85	85	8	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver86	86	10	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver87	87	5	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Receiver89	89	14	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
Receiver91	91	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Receiver92	92	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Receiver93	93	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver94	94	2	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
Receiver95	95	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Receiver96	96	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Receiver98	98	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
Receiver99	99	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
Receiver100	100	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Receiver101	101	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver102	102	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Receiver103	103	15	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver105	105	3	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
Receiver106	106	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Receiver108	108	17	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver110	110	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver111	111	9	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
Receiver112	112	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver113	113	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver114	114	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
Receiver116	116	5	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
Receiver118	118	17	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Receiver120	120	16	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver122	122	10	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Receiver124	124	12	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver126	126	7	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
Receiver128	128	11	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Receiver130	130	7	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver132	132	9	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver134	134	12	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver136	136	9	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

	138	9	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver138	138	9	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Receiver140	140	9	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		398	0.0	0.0	0.0							
All Impacted		49	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 11

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority								10 February 2009						
PB								TNM 2.5						
								Calculated with TNM 2.5						
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:	Mid-Currituck Bridge MCB2&4-ER2													
RUN:	Build Condition NC-12 North of 13th Ave													
BARRIER DESIGN:	INPUT HEIGHTS													
ATMOSPHERICS:	68 deg F, 50% RH													
Receiver														
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Crit'n	Type	Calculated	Calculated	With Barrier	Calculated	Noise Reduction	Calculated	
			dBA	dBA	Calculated	Crit'n	Impact	dBA	dBA	LAeq1h	Calculated	Goal	Goal	
						Sub'l Inc							minus	
													Goal	
													dB	
													dB	
Receiver35	35	1	0.0	59.1	66	59.1	10	----	10	----	59.1	0.0	8	-8.0
Receiver36	36	2	0.0	53.8	66	53.8	10	----	10	----	53.8	0.0	8	-8.0
Receiver37	37	1	0.0	60.7	66	60.7	10	----	10	----	60.7	0.0	8	-8.0
Receiver38	38	1	0.0	65.0	66	65.0	10	----	10	----	65.0	0.0	8	-8.0
Receiver39	39	5	0.0	67.3	66	67.3	10	Snd Lvl	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver40	40	3	0.0	56.3	66	56.3	10	----	10	----	56.3	0.0	8	-8.0
Receiver41	41	2	0.0	63.5	66	63.5	10	----	10	----	63.5	0.0	8	-8.0
Receiver42	42	1	0.0	59.4	66	59.4	10	----	10	----	59.4	0.0	8	-8.0
Receiver43	43	3	0.0	58.2	66	58.2	10	----	10	----	58.2	0.0	8	-8.0
Receiver46	46	1	0.0	52.3	66	52.3	10	----	10	----	52.3	0.0	8	-8.0
Receiver48	48	1	0.0	66.8	66	66.8	10	Snd Lvl	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver49	49	1	0.0	64.6	66	64.6	10	----	10	----	64.6	0.0	8	-8.0
Receiver50	50	1	0.0	57.1	66	57.1	10	----	10	----	57.1	0.0	8	-8.0
Receiver51	51	2	0.0	60.2	66	60.2	10	----	10	----	60.2	0.0	8	-8.0
Receiver53	53	3	0.0	55.5	66	55.5	10	----	10	----	55.5	0.0	8	-8.0
Receiver54	54	1	0.0	59.8	66	59.8	10	----	10	----	59.8	0.0	8	-8.0
Receiver55	55	1	0.0	58.9	66	58.9	10	----	10	----	58.9	0.0	8	-8.0
Receiver56	56	4	0.0	52.8	66	52.8	10	----	10	----	52.8	0.0	8	-8.0
Receiver58	58	1	0.0	65.0	66	65.0	10	----	10	----	65.0	0.0	8	-8.0
Receiver60	60	1	0.0	66.8	66	66.8	10	Snd Lvl	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver61	61	6	0.0	51.5	66	51.5	10	----	10	----	51.5	0.0	8	-8.0
Receiver62	62	1	0.0	61.6	66	61.6	10	----	10	----	61.6	0.0	8	-8.0
Receiver63	63	3	0.0	54.6	66	54.6	10	----	10	----	54.6	0.0	8	-8.0
Receiver64	64	1	0.0	69.1	66	69.1	10	Snd Lvl	10	Snd Lvl	69.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver		65	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver65		65	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver67		67	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver68		68	5	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver69		69	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver70		70	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
Receiver71		71	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Receiver72		72	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver74		74	6	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver75		75	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Receiver76		76	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
Receiver77		77	3	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Receiver79		79	6	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
Receiver80		80	6	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Receiver81		81	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
Receiver82		82	2	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver83		83	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Receiver84		84	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
Receiver85		85	2	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
Receiver87		87	2	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Dwelling Units													
All Selected			90	0.0	0.0	0.0							
All Impacted			17	0.0	0.0	0.0							
All that meet NR Goal			0	0.0	0.0	0.0							

NSA 12

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority PB		10 February 2009 TNM 2.5 Calculated with TNM 2.5										
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:		Mid-Currituck Bridge MCB2&4-ER2 Build Condition NC-12 North of Cook Drive INPUT HEIGHTS 68 deg F, 50% RH		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.								
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver35	35	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver36	36	2	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
Receiver37	37	3	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver38	38	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Receiver39	39	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver40	40	5	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
Receiver41	41	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver42	42	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
Receiver43	43	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
Receiver44	44	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver45	45	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Receiver46	46	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver47	47	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Receiver48	48	4	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver49	49	6	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver50	50	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
Receiver51	51	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
Receiver52	52	7	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver53	53	2	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
Receiver54	54	4	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Receiver55	55	2	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
Receiver56	56	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
Receiver57	57	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Receiver58	58	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver59	59	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
Receiver60	60	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver61	61	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
Receiver62	62	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
Receiver63	63	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
Receiver64	64	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
Receiver65	65	3	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
Receiver66	66	3	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver67	67	7	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver68	68	3	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Receiver69	69	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver70	70	6	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver71	71	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Receiver72	72	5	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
Receiver73	73	4	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
Receiver74	74	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Receiver75	75	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver76	76	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
Receiver77	77	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
Receiver78	78	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Receiver79	79	2	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver80	80	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver81	81	2	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
Receiver82	82	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Receiver83	83	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
Receiver84	84	4	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
Receiver85	85	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
Receiver86	86	9	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
Receiver87	87	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
Receiver88	88	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
Receiver89	89	2	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Receiver90	90	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Receiver91	91	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
Receiver92	92	3	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver93	93	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Receiver94	94	10	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
Receiver95	95	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
Receiver96	96	2	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Receiver97	97	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver98	98	4	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver99	99	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	100	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
Receiver102	102	2	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Receiver103	103	4	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
Receiver104	104	2	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
Receiver105	105	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
Receiver106	106	12	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver107	107	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
Receiver108	108	2	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
Receiver109	109	2	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
Receiver110	110	2	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
Receiver111	111	18	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Receiver112	112	13	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
Receiver113	113	12	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Receiver114	114	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Receiver115	115	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
Receiver116	116	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
Receiver117	117	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Receiver118	118	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
Receiver119	119	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver120	120	11	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
Receiver121	121	23	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver122	122	12	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver123	123	20	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
Receiver124	124	9	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver125	125	9	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
Receiver126	126	2	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver127	127	2	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver128	128	3	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
Receiver129	129	3	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
Receiver130	130	6	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
Receiver131	131	5	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
Receiver132	132	5	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
Receiver135	135	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
Dwelling Units												
All Selected		335	0.0	0.0	0.0	0.0						
All Impacted		82	0.0	0.0	0.0	0.0						
All that meet NR Goal		0	0.0	0.0	0.0	0.0						

NSA 13

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																									
E. Gorman																					10 February 2009				
																					TNM 2.5				
RESULTS: SOUND LEVELS																					Calculated with TNM 2.5				
PROJECT/CONTRACT:																									
RUN:																									
BARRIER DESIGN:																									
ATMOSPHERICS:																									
Receiver																									

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing			Type Impact	Noise Reduction			Calculated minus Goal dB
					Calculated	Crit'n	dBA		Calculated	Sub'l Inc	Calculated	
			dBA	dBA	Calculated	Crit'n	dBA		Calculated	dBA	Goal	dBA
Receiver35	35	1	0.0	55.2	66	55.2	10	-----	55.2	55.2	8	-8.0
Receiver37	37	2	0.0	63.7	66	63.7	10	-----	63.7	63.7	8	-8.0
Receiver38	38	4	0.0	58.4	66	58.4	10	-----	58.4	58.4	8	-8.0
Receiver39	39	12	0.0	51.2	66	51.2	10	-----	51.2	51.2	8	-8.0
Receiver40	40	2	0.0	56.5	66	56.5	10	-----	56.5	56.5	8	-8.0
Receiver42	42	2	0.0	58.2	66	58.2	10	-----	58.2	58.2	8	-8.0
Receiver43	43	1	0.0	59.2	66	59.2	10	-----	59.2	59.2	8	-8.0
Receiver44	44	7	0.0	57.0	66	57.0	10	-----	57.0	57.0	8	-8.0
Receiver45	45	1	0.0	64.8	66	64.8	10	-----	64.8	64.8	8	-8.0
Receiver46	46	2	0.0	55.9	66	55.9	10	-----	55.9	55.9	8	-8.0
Receiver47	47	1	0.0	65.4	66	65.4	10	-----	65.4	65.4	8	-8.0
Receiver48	48	8	0.0	58.5	66	58.5	10	-----	58.5	58.5	8	-8.0
Receiver49	49	4	0.0	57.8	66	57.8	10	-----	57.8	57.8	8	-8.0
Receiver50	50	1	0.0	58.1	66	58.1	10	-----	58.1	58.1	8	-8.0
Receiver51	51	1	0.0	58.3	66	58.3	10	-----	58.3	58.3	8	-8.0
Receiver52	52	5	0.0	57.8	66	57.8	10	-----	57.8	57.8	8	-8.0
Receiver53	53	3	0.0	56.1	66	56.1	10	-----	56.1	56.1	8	-8.0
Receiver54	54	2	0.0	65.7	66	65.7	10	-----	65.7	65.7	8	-8.0
Receiver55	55	5	0.0	57.0	66	57.0	10	-----	57.0	57.0	8	-8.0
Receiver56	56	2	0.0	58.5	66	58.5	10	-----	58.5	58.5	8	-8.0
Receiver57	57	2	0.0	58.1	66	58.1	10	-----	58.1	58.1	8	-8.0
Receiver58	58	2	0.0	64.6	66	64.6	10	-----	64.6	64.6	8	-8.0
Receiver59	59	8	0.0	62.4	66	62.4	10	-----	62.4	62.4	8	-8.0
Receiver60	60	2	0.0	62.9	66	62.9	10	-----	62.9	62.9	8	-8.0

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	61	2	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
Receiver63	63	7	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Receiver64	64	4	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Receiver65	65	2	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver66	66	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver67	67	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
Receiver68	68	2	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
Receiver69	69	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver70	70	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
Receiver71	71	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver72	72	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver73	73	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
Dwelling Units												
		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		104	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

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RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority E. Gorman		10 February 2009 TNM 2.5 Calculated with TNM 2.5															
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.															
Mid-Currituck Bridge MCB2&4-ER2 Build Condition NC-12 North of Airport INPUT HEIGHTS 68 deg F, 50% RH																	
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	dBA	dB	dB	dB	dB	dB	dB	Calculated	Goal	Calculated minus Goal	
Name					Calculated												
Receiver35	35	1	0.0	60.2	60.2	66	60.2	66	60.2	10	-----	60.2	8	60.2	0.0	8	-8.0
Receiver36	36	1	0.0	64.3	64.3	66	64.3	66	64.3	10	-----	64.3	8	64.3	0.0	8	-8.0
Receiver37	37	5	0.0	60.8	60.8	66	60.8	66	60.8	10	-----	60.8	8	60.8	0.0	8	-8.0
Receiver38	38	1	0.0	63.7	63.7	66	63.7	66	63.7	10	-----	63.7	8	63.7	0.0	8	-8.0
Receiver39	39	1	0.0	60.6	60.6	66	60.6	66	60.6	10	-----	60.6	8	60.6	0.0	8	-8.0
Receiver40	40	4	0.0	61.9	61.9	66	61.9	66	61.9	10	-----	61.9	8	61.9	0.0	8	-8.0
Receiver41	41	3	0.0	63.4	63.4	66	63.4	66	63.4	10	-----	63.4	8	63.4	0.0	8	-8.0
Receiver42	42	3	0.0	61.1	61.1	66	61.1	66	61.1	10	-----	61.1	8	61.1	0.0	8	-8.0
Receiver43	43	3	0.0	60.3	60.3	66	60.3	66	60.3	10	-----	60.3	8	60.3	0.0	8	-8.0
Receiver44	44	1	0.0	56.6	56.6	66	56.6	66	56.6	10	-----	56.6	8	56.6	0.0	8	-8.0
Receiver45	45	1	0.0	55.0	55.0	66	55.0	66	55.0	10	-----	55.0	8	55.0	0.0	8	-8.0
Receiver48	48	1	0.0	56.8	56.8	66	56.8	66	56.8	10	-----	56.8	8	56.8	0.0	8	-8.0
Receiver50	50	2	0.0	59.5	59.5	66	59.5	66	59.5	10	-----	59.5	8	59.5	0.0	8	-8.0
Receiver52	52	1	0.0	63.6	63.6	66	63.6	66	63.6	10	-----	63.6	8	63.6	0.0	8	-8.0
Receiver54	54	1	0.0	59.0	59.0	66	59.0	66	59.0	10	-----	59.0	8	59.0	0.0	8	-8.0
Receiver56	56	2	0.0	55.5	55.5	66	55.5	66	55.5	10	-----	55.5	8	55.5	0.0	8	-8.0
Receiver57	57	1	0.0	59.0	59.0	66	59.0	66	59.0	10	-----	59.0	8	59.0	0.0	8	-8.0
Receiver58	58	1	0.0	65.0	65.0	66	65.0	66	65.0	10	-----	65.0	8	65.0	0.0	8	-8.0
Receiver59	59	1	0.0	59.2	59.2	66	59.2	66	59.2	10	-----	59.2	8	59.2	0.0	8	-8.0
Receiver61	61	1	0.0	54.1	54.1	66	54.1	66	54.1	10	-----	54.1	8	54.1	0.0	8	-8.0
Receiver62	62	1	0.0	53.1	53.1	66	53.1	66	53.1	10	-----	53.1	8	53.1	0.0	8	-8.0
Receiver63	63	1	0.0	58.8	58.8	66	58.8	66	58.8	10	-----	58.8	8	58.8	0.0	8	-8.0
Receiver64	64	2	0.0	62.4	62.4	66	62.4	66	62.4	10	-----	62.4	8	62.4	0.0	8	-8.0
Receiver65	65	1	0.0	56.0	56.0	66	56.0	66	56.0	10	-----	56.0	8	56.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver67	67	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
Receiver68	68	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Receiver70	70	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
Receiver71	71	3	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Receiver72	72	3	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
Receiver73	73	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
Receiver74	74	11	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Receiver75	75	11	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Receiver76	76	2	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
Receiver77	77	2	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
Receiver78	78	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
Receiver80	80	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
Receiver81	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver82	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver83	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver85	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver86	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver88	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver89	89	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver90	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver91	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver92	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver93	93	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver95	95	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver96	96	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver97	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver98	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver100	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver101	101	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver102	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver103	103	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver104	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver105	105	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver107	107	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver108	108	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver109	109	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver110	110	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver111	111	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver113	113	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver114	114	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Receiver116	116	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Receiver	117	1	0.0	0.0	0.0	66	0.0	10	inactive	0.0	8	0.0
Receiver	119	1	0.0	0.0	0.0	66	0.0	10	inactive	0.0	8	0.0
Dwelling Units	# DUs	Noise Reduction	Min	Avg	Max							
			dB	dB	dB							
All Selected		110	0.0	0.0	0.0							
All Impacted		24	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 15 AND NSA 16

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study		10 February 2009		TNM 2.5		Calculated with TNM 2.5				
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Build2035 NC12 NSA-SandHillLane										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA				dBA	dBA	dB	dB
SandHillLane-1	27	1	0.0	70.2	70.2	66	66	10 Snd Lvl	70.2	0.0	8	-8.0
SandHillLane-2	28	1	0.0	64.6	64.6	66	66	10 ----	64.6	0.0	8	-8.0
SandHillLane-3	29	1	0.0	61.5	61.5	66	66	10 ----	61.5	0.0	8	-8.0
SandHillLane-4	30	1	0.0	61.1	61.1	66	66	10 ----	61.1	0.0	8	-8.0
SandHillLane-5	31	1	0.0	65.3	65.3	66	66	10 ----	65.3	0.0	8	-8.0
SandHillLane-6	32	1	0.0	68.1	68.1	66	66	10 Snd Lvl	68.1	0.0	8	-8.0
SandHillLane-7	33	1	0.0	64.4	64.4	66	66	10 ----	64.4	0.0	8	-8.0
SandHillLane-8	34	1	0.0	67.8	67.8	66	66	10 Snd Lvl	67.8	0.0	8	-8.0
SandHillLane-9	35	1	0.0	75.1	75.1	66	66	10 Snd Lvl	75.1	0.0	8	-8.0
SandHillLane-10	36	1	0.0	68.9	68.9	66	66	10 Snd Lvl	68.9	0.0	8	-8.0
SandHillLane-11	37	1	0.0	68.8	68.8	66	66	10 Snd Lvl	68.8	0.0	8	-8.0
SandHillLane-12	38	1	0.0	73.0	73.0	66	66	10 Snd Lvl	73.0	0.0	8	-8.0
SandHillLane-13	39	1	0.0	66.6	66.6	66	66	10 Snd Lvl	66.6	0.0	8	-8.0
SandHillLane-14	40	1	0.0	65.4	65.4	66	66	10 ----	65.4	0.0	8	-8.0
SandHillLane-15	41	1	0.0	74.4	74.4	66	66	10 Snd Lvl	74.4	0.0	8	-8.0
SandHillLane-16	42	1	0.0	70.3	70.3	66	66	10 Snd Lvl	70.3	0.0	8	-8.0
SandHillLane-17	43	1	0.0	69.4	69.4	66	66	10 Snd Lvl	69.4	0.0	8	-8.0
SandHillLane-18	44	1	0.0	71.1	71.1	66	66	10 Snd Lvl	71.1	0.0	8	-8.0
SandHillLane-19	45	1	0.0	72.8	72.8	66	66	10 Snd Lvl	72.8	0.0	8	-8.0
SandHillLane-20	46	1	0.0	71.2	71.2	66	66	10 Snd Lvl	71.2	0.0	8	-8.0
SandHillLane-21	47	1	0.0	61.4	61.4	66	66	10 ----	61.4	0.0	8	-8.0
CurrituckCottages-1	48	1	0.0	72.2	72.2	66	66	10 Snd Lvl	72.2	0.0	8	-8.0
CurrituckCottages-2	49	1	0.0	67.2	67.2	66	66	10 Snd Lvl	67.2	0.0	8	-8.0
CurrituckCottages-3	50	1	0.0	64.0	64.0	66	66	10 ----	64.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	24	0.0	0.0	0.0
All Impacted	16	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 17 AND PART OF NSA 18
(HighSand-1 through HighSand-3)

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study		10 February 2009		TNM 2.5		Calculated with TNM 2.5			
PROJECT/CONTRACT:		Mid-Currituck Bridge Study									
RUN:		Build 2035 NC12 NSA-OceanSands1									
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:		68 deg F, 50% RH									
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dB	dBA		dBA	dB	dB	dB
OceanSands1-1	27	1	0.0	64.0	66	64.0	10	64.0	0.0	8	-8.0
OceanSands1-2	28	1	0.0	69.3	66	69.3	10	69.3	0.0	8	-8.0
OceanSands1-3	29	1	0.0	69.8	66	69.8	10	69.8	0.0	8	-8.0
OceanSands1-4	30	1	0.0	65.9	66	65.9	10	65.9	0.0	8	-8.0
OceanSands1-5	31	1	0.0	64.5	66	64.5	10	64.5	0.0	8	-8.0
OceanSands1-6	32	1	0.0	69.3	66	69.3	10	69.3	0.0	8	-8.0
OceanSands1-7	33	1	0.0	72.0	66	72.0	10	72.0	0.0	8	-8.0
OceanSands1-8	34	1	0.0	64.7	66	64.7	10	64.7	0.0	8	-8.0
OceanSands1-9	35	1	0.0	61.5	66	61.5	10	61.5	0.0	8	-8.0
OceanSands1-10	36	1	0.0	60.9	66	60.9	10	60.9	0.0	8	-8.0
OceanSands1-11	37	1	0.0	63.3	66	63.3	10	63.3	0.0	8	-8.0
OceanSands1-12	38	1	0.0	63.7	66	63.7	10	63.7	0.0	8	-8.0
OceanSands1-13	39	1	0.0	60.8	66	60.8	10	60.8	0.0	8	-8.0
OceanSands1-14	40	1	0.0	60.9	66	60.9	10	60.9	0.0	8	-8.0
OceanSands1-15	41	1	0.0	62.1	66	62.1	10	62.1	0.0	8	-8.0
OceanSands1-16	42	1	0.0	62.0	66	62.0	10	62.0	0.0	8	-8.0
OceanSands1-17	43	1	0.0	62.8	66	62.8	10	62.8	0.0	8	-8.0
OceanSands1-18	44	1	0.0	66.7	66	66.7	10	66.7	0.0	8	-8.0
OceanSands1-19	45	1	0.0	67.3	66	67.3	10	67.3	0.0	8	-8.0
OceanSands1-20	46	1	0.0	66.3	66	66.3	10	66.3	0.0	8	-8.0
OceanSands1-21	47	1	0.0	65.4	66	65.4	10	65.4	0.0	8	-8.0
OceanSands1-22	48	1	0.0	67.6	66	67.6	10	67.6	0.0	8	-8.0
OceanSands1-23	49	1	0.0	62.3	66	62.3	10	62.3	0.0	8	-8.0
OceanSands1-24	50	1	0.0	62.6	66	62.6	10	62.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			61.3	66	Mid-Currituck Bridge Study			61.3	8	-8.0	
		Min dB	Avg dB	Max dB			61.3	61.4	64.8				60.4
OceanSands1-25	52	1	0.0	61.3	66	61.3	61.3	61.3	10	-----	0.0	8	-8.0
OceanSands1-26	53	1	0.0	61.4	66	61.4	61.4	61.4	10	-----	0.0	8	-8.0
HighSand-1	54	1	0.0	64.8	66	64.8	64.8	64.8	10	-----	0.0	8	-8.0
HighSand-2	55	1	0.0	60.4	66	60.4	60.4	60.4	10	-----	0.0	8	-8.0
HighSand-3	56	1	0.0	58.0	66	58.0	58.0	58.0	10	-----	0.0	8	-8.0
All Selected		29	0.0	0.0	0.0								
All Impacted		8	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

NSA 18 (continued) AND NSA 19

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study		10 February 2009		TNM 2.5		Calculated with TNM 2.5				
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Build 2035 NC12 NSA-OceanSands2										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dB	dBA			dBA	dB	dB	dB
TheHammocks-4	27	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
TheHammocks-5	28	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
TheHammocks-6	29	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
TheHammocks-7	30	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
TheHammocks-8	31	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
TheHammocks-9	32	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
TheHammocks-10	33	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
TheHammocks-11	34	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
TheHammocks-12	35	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
TheHammocks-13	36	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
TheHammocks-14	37	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
TheHammocks-15	38	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
TheHammocks-16	39	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
TheHammocks-17	40	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
TheHammocks-18	41	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
TheHammocks-19	42	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
TheHammocks-20	43	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
OceanSands2-1	44	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
OceanSands2-2	45	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
OceanSands2-3	46	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
OceanSands2-4	47	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
OceanSands2-5	48	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
OceanSands2-6	49	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
OceanSands2-7	50	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			# DUs	Noise Reduction	# DUs	Noise Reduction	# DUs	Noise Reduction	# DUs	Noise Reduction	# DUs	Noise Reduction	# DUs	Noise Reduction	# DUs	Noise Reduction
		Min dB	Avg dB	Max dB														
OceanSands2-8	52	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0						
OceanSands2-9	53	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0						
OceanSands2-10	54	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0						
OceanSands2-11	55	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0						
OceanSands2-12	56	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0						
OceanSands2-13	57	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0						
OceanSands2-14	58	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0						
OceanSands2-15	59	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0						
OceanSands2-16	60	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0						
OceanSands2-17	61	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0						
OceanSands2-18	62	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0						
OceanSands2-19	63	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0						
OceanSands2-20	64	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0						
OceanSands2-21	65	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0						
OceanSands2-22	66	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0						
All Selected		39	0.0	0.0	0.0													
All Impacted		15	0.0	0.0	0.0													
All that meet NR Goal		0	0.0	0.0	0.0													

NSA 20 AND NSA 21 – C1 ALIGNMENT

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study		10 February 2009		Calculated with TNM 2.5						
PROJECT/CONTRACT:		Mid-Currituck Bridge Study		TNM 2.5		Calculated with TNM 2.5						
RUN:		Build 2035 NC12 C1 NSA-OceanSands3		Calculated with TNM 2.5								
BARRIER DESIGN:		INPUT HEIGHTS		Average pavement type shall be used unless		a State highway agency substantiates the use of a different type with approval of FHWA.						
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type	Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			LAeq1h	LAeq1h	Calculated	dBA			dBA	dB	dB	dB
CurrituckClub-1	1		0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
CurrituckClub-2	2		0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
CurrituckClub-3	3		0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
CurrituckClub-4	4		0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
CurrituckClub-5	5		0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
CurrituckClub-6	6		0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
CurrituckClub-7	7		0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
CurrituckClub-8	8		0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
CurrituckClub-9	9		0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
CurrituckClub-10	10		0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
CurrituckClub-11	11		0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
CurrituckClub-12	12		0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
OceanSands3-1	13		0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
OceanSands3-2	14		0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
OceanSands3-3	15		0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
OceanSands3-4	16		0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
OceanSands3-5	17		0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
OceanSands3-6	18		0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
OceanSands3-7	19		0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
OceanSands3-8	20		0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
OceanSands3-9	21		0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
OceanSands3-10	22		0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
OceanSands3-11	23		0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
OceanSands3-12	24		0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

OceanSands3-13		25	1	0.0	60.7	66	60.7	10	60.7	8	-8.0
Dwelling Units		# DUs	Noise Reduction								
			Min	Avg	Max						
			dB	dB	dB						
All Selected		25	0.0	0.0	0.0						
All Impacted		6	0.0	0.0	0.0						
All that meet NR Goal		0	0.0	0.0	0.0						

Mid-Currituck Bridge Study

NSA 20 AND NSA 21 – C2 ALIGNMENT

RESULTS: SOUND LEVELS

OceanSands3-13		25	1	0.0	61.9	66	61.9	10	61.9	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		25	0.0	0.0	0.0							
All Impacted		6	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

NSA 22 – C1 ALIGNMENT

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA																									
R. Magsanoc																									
RESULTS: SOUND LEVELS																									
PROJECT/CONTRACT:																									
RUN:																									
BARRIER DESIGN:																									
ATMOSPHERICS:																									

Receiver																									
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal													
			dB	dB	dB	dB			dB	dB	dB	dB													

Apt1-1F	1	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
Apt2-1F	2	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Apt3-1F	3	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
Apt1-2F	4	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
Apt1-3F	5	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
Apt2-2F	6	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
Apt2-3F	7	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
Apt3-2F	8	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Apt3-3F	9	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
Comm6	11	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
Comm4	13	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Comm5	15	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0

Dwelling Units	# DUs Noise Reduction		
	Min dB	Avg dB	Max dB
All Selected	12	0.0	0.0
All Impacted	2	0.0	0.0
All that meet NR Goal	0	0.0	0.0

NSA 22 – C2 ALIGNMENT

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA															
R. Magsanoc						10 February 2009									
						TNM 2.5									
						Calculated with TNM 2.5									
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:															
RUN:															
BARRIER DESIGN:															
ATMOSPHERICS:															
Receiver															
Name															
		#DUs		Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact		With Barrier		Noise Reduction	
				LAeq1h		Calculated		Calculated		Crit'n		Calculated		Calculated	
				dBA		dBA		dBA		Sub'l Inc		dBA		minus Goal	
Apt1-1F		1		0.0		57.7		57.7		10		57.7		8	
Apt2-1F		2		0.0		64.0		64.0		10		64.0		8	
Apt3-1F		3		0.0		56.5		56.5		10		56.5		8	
Apt1-2F		4		0.0		58.0		58.0		10		58.0		8	
Apt1-3F		5		0.0		58.2		58.2		10		58.2		8	
Apt2-2F		6		0.0		65.0		65.0		10		65.0		8	
Apt2-3F		7		0.0		65.3		65.3		10		65.3		8	
Apt3-2F		8		0.0		60.2		60.2		10		60.2		8	
Apt3-3F		9		0.0		62.7		62.7		10		62.7		8	
Dwelling Units		# DUs		Noise Reduction											
				Min dB		Avg dB		Max dB							
All Selected		9		0.0		0.0		0.0							
All Impacted		0		0.0		0.0		0.0							
All that meet NR Goal		0		0.0		0.0		0.0							

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

NSA 23

RESULTS: SOUND LEVELS

MontereyShores1-25		25	1	0.0	62.1	66	62.1	10	62.1	8	-8.0
Dwelling Units		# DUs	Noise Reduction								
			Min	Avg	Max						
			dB	dB	dB						
All Selected		25	0.0	0.0	0.0						
All Impacted		7	0.0	0.0	0.0						
All that meet NR Goal		0	0.0	0.0	0.0						

Mid-Currituck Bridge Study

NSA 24 AND NSA 26

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS													
Mid-Currituck Bridge Study													
NCTA													
R. Magsanoc													
10 February 2009													
TNM 2.5													
Calculated with TNM 2.5													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:													
Mid-Currituck Bridge Study													
RUN:													
Build2035 NC12 C1 NSA-MonteraySh2&4													
BARRIER DESIGN:													
INPUT HEIGHTS													
68 deg F, 50% RH													
ATMOSPHERICS:													
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.													
Receiver													
No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal			
		dBA	dBA	dB			dBA	dB	dB	dB			
1	1	0.0	64.5	64.5	10	----	64.5	0.0	8	-8.0			
2	1	0.0	66.0	66.0	10	Snd Lvl	66.0	0.0	8	-8.0			
3	1	0.0	66.2	66.2	10	Snd Lvl	66.2	0.0	8	-8.0			
4	1	0.0	67.1	67.1	10	Snd Lvl	67.1	0.0	8	-8.0			
5	1	0.0	67.8	67.8	10	Snd Lvl	67.8	0.0	8	-8.0			
6	1	0.0	65.1	65.1	10	----	65.1	0.0	8	-8.0			
7	1	0.0	72.8	72.8	10	Snd Lvl	72.8	0.0	8	-8.0			
8	1	0.0	68.6	68.6	10	Snd Lvl	68.6	0.0	8	-8.0			
9	1	0.0	62.8	62.8	10	----	62.8	0.0	8	-8.0			
10	1	0.0	62.1	62.1	10	----	62.1	0.0	8	-8.0			
11	1	0.0	61.8	61.8	10	----	61.8	0.0	8	-8.0			
12	1	0.0	57.8	57.8	10	----	57.8	0.0	8	-8.0			
13	1	0.0	59.3	59.3	10	----	59.3	0.0	8	-8.0			
14	1	0.0	66.1	66.1	10	Snd Lvl	66.1	0.0	8	-8.0			
15	1	0.0	70.3	70.3	10	Snd Lvl	70.3	0.0	8	-8.0			
16	1	0.0	67.3	67.3	10	Snd Lvl	67.3	0.0	8	-8.0			
18	1	0.0	68.2	68.2	10	Snd Lvl	68.2	0.0	8	-8.0			
19	1	0.0	70.1	70.1	10	Snd Lvl	70.1	0.0	8	-8.0			
20	1	0.0	73.0	73.0	10	Snd Lvl	73.0	0.0	8	-8.0			
21	1	0.0	71.2	71.2	10	Snd Lvl	71.2	0.0	8	-8.0			
22	1	0.0	69.5	69.5	10	Snd Lvl	69.5	0.0	8	-8.0			
23	1	0.0	72.3	72.3	10	Snd Lvl	72.3	0.0	8	-8.0			
24	1	0.0	70.8	70.8	10	Snd Lvl	70.8	0.0	8	-8.0			
25	1	0.0	69.4	69.4	10	Snd Lvl	69.4	0.0	8	-8.0			

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction			# DUs	62.7	66	Mid-Currituck Bridge Study			62.7	0.0	8	-8.0
		Min dB	Avg dB	Max dB				62.7	62.7	62.0				
MontereyShores4-12	26	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0		
MontereyShores4-13	27	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0		
MontereyShores4-14	28	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0		
MontereyShores4-15	29	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0		
MontereyShores4-16	30	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0		
All Selected		29	0.0	0.0	0.0									
All Impacted		17	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

NSA 25

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	23	0.0	0.0	0.0
All Impacted	11	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NSA 27

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA															
R. Magsanoc										10 February 2009					
										TNM 2.5					
RESULTS: SOUND LEVELS										Calculated with TNM 2.5					
PROJECT/CONTRACT:															
RUN:															
BARRIER DESIGN:															
ATMOSPHERICS:															
Receiver															
Name															
		#DUs		Existing		No Barrier		Increase over existing		Type		With Barrier		Noise Reduction	
				LAeq1h		LAeq1h		Calculated		Impact		Calculated		Goal	
								Crit'n		Sub'l Inc				Calculated	
				dBA		dBA		dB		dB		dBA		dB	
CorollaBay-1		1		0.0		59.3		66		10		59.3		0.0	
CorollaBay-2		2		0.0		57.5		66		10		57.5		0.0	
CorollaBay-3		3		0.0		51.7		66		10		51.7		0.0	
IsolatedApts		4		0.0		46.6		66		10		46.6		0.0	
SetbackHomes-1		5		0.0		57.1		66		10		57.1		0.0	
SetbackHomes-2		6		0.0		47.3		66		10		47.3		0.0	
CorollaBay-4		8		0.0		62.3		66		10		62.3		0.0	
Dwelling Units		# DUs		Noise Reduction											
				Min		Avg		Max							
				dB		dB		dB							
All Selected		7		0.0		0.0		0.0							
All Impacted		0		0.0		0.0		0.0							
All that meet NR Goal		0		0.0		0.0		0.0							

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

NSA 28 AND NSA 29

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

	25	1	0.0	58.6	66	58.6	10	-----	58.6	0.0	8	-8.0
Dwelling Units												
MCBS-6	25	1	0.0	58.6	66	58.6	10	-----	58.6	0.0	8	-8.0
MCBS-7	26	1	0.0	55.2	66	55.2	10	-----	55.2	0.0	8	-8.0
MCBS-8	38	1	0.0	54.0	66	54.0	10	-----	54.0	0.0	8	-8.0
All Selected		27	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

North Carolina Turnpike Authority R. Magsanoc/R. Ying		28-Sep-09 TNM 2.5 Calculated with TNM 2.5		Mid-Currituck Bridge Study Option B MCB Toll Build 2023 LOS C INPUT HEIGHTS		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
RESULTS: SOUND LEVELS		68 deg F, 50% RH							
PROJECT/CONTRACT:									
RUN:									
BARRIER DESIGN:									
ATMOSPHERICS:									
Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Type Impact	Calculated LAeq1h dBA	With Barrier Noise Reduction Calculated Goal dB	Calculated minus Goal dB
MCBN-1	1	1	0	51.9	66	10	51.9	0	-8
MCBN-2	2	1	0	53.2	66	10	53.2	0	-8
MCBN-3	3	1	0	55.4	66	10	55.4	0	-8
MCBN-4	4	1	0	55.9	66	10	55.9	0	-8
MCBN-5	5	1	0	55.8	66	10	55.8	0	-8
MCBN-6	6	1	0	55.6	66	10	55.6	0	-8
MCBN-7	7	1	0	56	66	10	56	0	-8
MCBN-8	8	1	0	56.2	66	10	56.2	0	-8
MCBN-9	9	1	0	66.3	66	10	66.3	0	-8
MCBN-10	10	1	0	53.9	66	10	53.9	0	-8
MCBN-11	11	1	0	53.2	66	10	53.2	0	-8
MCBN-12	12	1	0	52.5	66	10	52.5	0	-8
MCBN-13	13	1	0	52.6	66	10	52.6	0	-8
MCBN-14	14	1	0	52.8	66	10	52.8	0	-8
MCBN-15	15	1	0	52.2	66	10	52.2	0	-8
MCBN-16	16	1	0	52.7	66	10	52.7	0	-8
MCBN-17	17	1	0	52	66	10	52	0	-8
MCBN-18	18	1	0	51.3	66	10	51.3	0	-8
MCBN-19	19	1	0	49.6	66	10	49.6	0	-8
MCBS-1	20	1	0	64.3	66	10	64.3	0	-8
MCBS-2	21	1	0	64.7	66	10	64.7	0	-8
MCBS-3	22	1	0	56.4	66	10	56.4	0	-8
MCBS-4	23	1	0	54.1	66	10	54.1	0	-8
MCBS-5	24	1	0	54.1	66	10	54.1	0	-8
MCBS-6	25	1	0	57.9	66	10	57.9	0	-8

MCBS-7	26	1	0	55.5	66	55.5	10	55.5	0	8	-8
MCBS-8	27	1	0	54.5	66	54.5	10	54.5	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	27	0	0	0
All Impacted	1	0	0	0
All that meet NR Goal	0	0	0	0

North Carolina Turnpike Authority R. Magsanoc/R. Ying		28-Sep-09 TNM 2.5 Calculated with TNM 2.5		Mid-Currituck Bridge Study Option B MCB Toll Build 2035 LOS C INPUT HEIGHTS 68 deg F, 50% RH		Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS:									
Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Type Impact	Calculated LAeq1h dBA	With Barrier Noise Reduction Calculated Goal dB	Calculated minus Goal dB
MCBN-1	1	1	0	51.3	66	10	51.3	0	-8
MCBN-2	2	1	0	51.8	66	10	51.8	0	-8
MCBN-3	3	1	0	53.7	66	10	53.7	0	-8
MCBN-4	4	1	0	54.2	66	10	54.2	0	-8
MCBN-5	5	1	0	54.6	66	10	54.6	0	-8
MCBN-6	6	1	0	55	66	10	55	0	-8
MCBN-7	7	1	0	55.2	66	10	55.2	0	-8
MCBN-8	8	1	0	55.7	66	10	55.7	0	-8
MCBN-9	9	1	0	66.2	66	10	66.2	0	-8
MCBN-10	10	1	0	53	66	10	53	0	-8
MCBN-11	11	1	0	52	66	10	52	0	-8
MCBN-12	12	1	0	51.2	66	10	51.2	0	-8
MCBN-13	13	1	0	50.7	66	10	50.7	0	-8
MCBN-14	14	1	0	50.7	66	10	50.7	0	-8
MCBN-15	15	1	0	49.9	66	10	49.9	0	-8
MCBN-16	16	1	0	50.2	66	10	50.2	0	-8
MCBN-17	17	1	0	49.6	66	10	49.6	0	-8
MCBN-18	18	1	0	48.7	66	10	48.7	0	-8
MCBN-19	19	1	0	47.3	66	10	47.3	0	-8
MCBS-1	20	1	0	64.2	66	10	64.2	0	-8
MCBS-2	21	1	0	64.6	66	10	64.6	0	-8
MCBS-3	22	1	0	55.4	66	10	55.4	0	-8
MCBS-4	23	1	0	52.8	66	10	52.8	0	-8
MCBS-5	24	1	0	52.9	66	10	52.9	0	-8
MCBS-6	25	1	0	57.5	66	10	57.5	0	-8

MCBS-7	26	1	0	54.7	66	54.7	10	54.7	0	8	-8
MCBS-8	27	1	0	53.6	66	53.6	10	53.6	0	8	-8

Dwelling Units	# DUs	Noise Reduction		
		Min dB	Avg dB	Max dB
All Selected	27	0	0	0
All Impacted	1	0	0	0
All that meet NR Goal	0	0	0	0

66 dBA AND 71 dBA ISOPLATH MODELS

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

NCTA		10 February 2009											
R. Magsanoc		TNM 2.5		Calculated with TNM 2.5									
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:		Mid-Currituck Bridge Study											
RUN:		Build 2035 66dBA Isoleth US 158											
BARRIER DESIGN:		INPUT HEIGHTS										Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.	
ATMOSPHERICS:		68 deg F, 50% RH											
Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dB	dBA	dBA		dBA	dB	dB	dB	
US158SR-25	39	1	0.0	77.8	77.8	66	66	10 Snd Lvl	77.8	0.0	8	-8.0	
US158SR-50	40	1	0.0	75.2	75.2	66	66	10 Snd Lvl	75.2	0.0	8	-8.0	
US158SR-75	41	1	0.0	73.3	73.3	66	66	10 Snd Lvl	73.3	0.0	8	-8.0	
US158SR-100	42	1	0.0	71.5	71.5	66	66	10 Snd Lvl	71.5	0.0	8	-8.0	
US158SR-125	43	1	0.0	69.4	69.4	66	66	10 Snd Lvl	69.4	0.0	8	-8.0	
US158SR-150	44	1	0.0	67.9	67.9	66	66	10 Snd Lvl	67.9	0.0	8	-8.0	
US158SR-175	45	1	0.0	66.7	66.7	66	66	10 Snd Lvl	66.7	0.0	8	-8.0	
US158SR-200	46	1	0.0	65.6	65.6	66	66	10 ----	65.6	0.0	8	-8.0	
US158SL-25	48	1	0.0	76.7	76.7	66	66	10 Snd Lvl	76.7	0.0	8	-8.0	
US158SL-50	49	1	0.0	74.4	74.4	66	66	10 Snd Lvl	74.4	0.0	8	-8.0	
US158SL-75	50	1	0.0	72.6	72.6	66	66	10 Snd Lvl	72.6	0.0	8	-8.0	
US158SL-100	51	1	0.0	70.6	70.6	66	66	10 Snd Lvl	70.6	0.0	8	-8.0	
US158SL-125	52	1	0.0	68.8	68.8	66	66	10 Snd Lvl	68.8	0.0	8	-8.0	
US158SL-150	53	1	0.0	67.3	67.3	66	66	10 Snd Lvl	67.3	0.0	8	-8.0	
US158SL-175	54	1	0.0	66.2	66.2	66	66	10 Snd Lvl	66.2	0.0	8	-8.0	
US158SL-200	55	1	0.0	65.2	65.2	66	66	10 ----	65.2	0.0	8	-8.0	
US158NL-25	57	1	0.0	78.0	78.0	66	66	10 Snd Lvl	78.0	0.0	8	-8.0	
US158NL-50	58	1	0.0	75.4	75.4	66	66	10 Snd Lvl	75.4	0.0	8	-8.0	
US158NL-75	59	1	0.0	73.4	73.4	66	66	10 Snd Lvl	73.4	0.0	8	-8.0	
US158NL-100	60	1	0.0	71.7	71.7	66	66	10 Snd Lvl	71.7	0.0	8	-8.0	
US158NL-125	61	1	0.0	70.6	70.6	66	66	10 Snd Lvl	70.6	0.0	8	-8.0	
US158NL-150	62	1	0.0	69.3	69.3	66	66	10 Snd Lvl	69.3	0.0	8	-8.0	
US158NL-175	63	1	0.0	68.1	68.1	66	66	10 Snd Lvl	68.1	0.0	8	-8.0	
US158NL-200	64	1	0.0	66.9	66.9	66	66	10 Snd Lvl	66.9	0.0	8	-8.0	

RESULTS: SOUND LEVELS

US158NL-225		66	1	0.0	66.1	66	66.1	10	66.1	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction					Snd Lvl				
			Min	Avg	Max							
			dB	dB	dB							
All Selected		25	0.0	0.0	0.0							
All Impacted		23	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			75.8	10	Snd Lvl	75.8	0.0	8	-8.0	
		Min	Avg	Max								
		dB	dB	dB								
US 158 INT S 25	129	1	0.0	75.8	66	75.8	10	Snd Lvl	75.8	0.0	8	-8.0
US 158 INT S 50	130	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
US 158 INT S 75	131	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
US 158 INT S 100	132	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
US 158 INT S 125	133	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
US 158 INT S 150	134	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
US 158 INT S 175	135	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
US 158 INT S 200	136	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
US 158 W 25	138	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
US 158 W 50	139	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
US 158 W 75	140	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
US 158 W 100	141	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
US 158 W 125	142	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
US 158 W 150	143	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
US 158 W 175	144	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
US 158 W 200	145	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
US 158 E 25	147	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
US 158 E 50	148	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
US 158 E 75	149	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
US 158 E 100	150	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
US 158 E 125	151	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
US 158 E 150	152	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
US 158 E 175	153	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
US 158 E 200	154	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		48	0.0	0.0	0.0							
All Impacted		43	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority		10 February 2009							
M. Coffin		TNM 2.5		Calculated with TNM 2.5					
RESULTS: SOUND LEVELS									
PROJECT/CONTRACT:		Mid-Currituck Bridge MCB2&4-ER2							
RUN:		66&71 dBA Isoleth US 158 B							
BARRIER DESIGN:		INPUT HEIGHTS				Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			
ATMOSPHERICS:		68 deg F, 50% RH							
Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	With Barrier LAeq1h	Noise Reduction		
			LAeq1h	Calculated	Crit'n	Calculated	Calculated		
			dBA	dBA	Sub'l Inc	dBA	minus Goal		
							dB		
US158 E 25	70	1	0.0	76.5	66	76.5	0.0	8	-8.0
US158 E 50	71	1	0.0	74.4	66	74.4	0.0	8	-8.0
US158 E 75	72	1	0.0	72.9	66	72.9	0.0	8	-8.0
US158 E 100	73	1	0.0	71.5	66	71.5	0.0	8	-8.0
US158 E 125	74	1	0.0	70.5	66	70.5	0.0	8	-8.0
US158 E 150	75	1	0.0	69.4	66	69.4	0.0	8	-8.0
US158 E 175	76	1	0.0	68.3	66	68.3	0.0	8	-8.0
US158 E 200	77	1	0.0	67.3	66	67.3	0.0	8	-8.0
US158 W 25	79	1	0.0	77.7	66	77.7	0.0	8	-8.0
US158 W 50	80	1	0.0	75.1	66	75.1	0.0	8	-8.0
US158 W 75	81	1	0.0	72.6	66	72.6	0.0	8	-8.0
US158 W 100	82	1	0.0	71.5	66	71.5	0.0	8	-8.0
US158 W 125	83	1	0.0	69.8	66	69.8	0.0	8	-8.0
US158 W 150	84	1	0.0	68.2	66	68.2	0.0	8	-8.0
US158 W 175	85	1	0.0	67.4	66	67.4	0.0	8	-8.0
US158 W 200	86	1	0.0	66.1	66	66.1	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction						
			Min	Avg	Max				
			dB	dB	dB				
All Selected		16	0.0	0.0	0.0				
All Impacted		16	0.0	0.0	0.0				
All that meet NR Goal		0	0.0	0.0	0.0				

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority																	
M. Coffin										10 February 2009							
										TNM 2.5							
										Calculated with TNM 2.5							
RESULTS: SOUND LEVELS																	
PROJECT/CONTRACT:																	
RUN:																	
BARRIER DESIGN:																	
ATMOSPHERICS:																	
Receiver																	
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal						
			dBA	dBA	dB			dBA	dB	dB	dB						
US 158 E 25	64	1	0.0	76.3	66	76.3	10	76.3	0.0	8	-8.0						
US 158 E 50	65	1	0.0	73.8	66	73.8	10	73.8	0.0	8	-8.0						
US 158 E 75	66	1	0.0	72.0	66	72.0	10	72.0	0.0	8	-8.0						
US 158 E 100	67	1	0.0	70.8	66	70.8	10	70.8	0.0	8	-8.0						
US 158 E 125	68	1	0.0	69.1	66	69.1	10	69.1	0.0	8	-8.0						
US 158 E 150	69	1	0.0	67.9	66	67.9	10	67.9	0.0	8	-8.0						
US 158 E 175	70	1	0.0	66.6	66	66.6	10	66.6	0.0	8	-8.0						
US 158 E 200	71	1	0.0	65.4	66	65.4	10	65.4	0.0	8	-8.0						
US 158 W 25	73	1	0.0	77.6	66	77.6	10	77.6	0.0	8	-8.0						
US 158 W 50	74	1	0.0	74.4	66	74.4	10	74.4	0.0	8	-8.0						
US 158 W 75	75	1	0.0	72.0	66	72.0	10	72.0	0.0	8	-8.0						
US 158 W 100	76	1	0.0	69.8	66	69.8	10	69.8	0.0	8	-8.0						
US 158 W 125	77	1	0.0	68.6	66	68.6	10	68.6	0.0	8	-8.0						
US 158 W 150	78	1	0.0	67.0	66	67.0	10	67.0	0.0	8	-8.0						
US 158 W 175	79	1	0.0	66.0	66	66.0	10	66.0	0.0	8	-8.0						
US 158 W 200	80	1	0.0	65.4	66	65.4	10	65.4	0.0	8	-8.0						
Dwelling Units	# DUs	Noise Reduction	Min	Avg	Max												
		dB	dB	dB	dB												
All Selected	16	0.0	0.0	0.0	0.0												
All Impacted	14	0.0	0.0	0.0	0.0												
All that meet NR Goal	0	0.0	0.0	0.0	0.0												

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority		10 February 2009										
R. Magsanoc		TNM 2.5										
RESULTS: SOUND LEVELS		Calculated with TNM 2.5										
PROJECT/CONTRACT: Mid-Currituck Bridge MCB2&4-ER2												
RUN: 66 & 71 Isopleth NC-12 North of US 158												
BARRIER DESIGN: INPUT HEIGHTS												
ATMOSPHERICS: 68 deg F, 50% RH												
Receiver												
No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	Type Impact	With Barrier	Calculated	Noise Reduction	Calculated	Goal	Calculated	minus Goal
		LAeq1h	LAeq1h	Calculated	Crit'n	Sub'l Inc	LAeq1h	Calculated	Goal		LAeq1h	Goal
		dBA	dBA	dB			dBA	dBA			dBA	dB
NC-12 E 25	143	1 0.0	69.7	66	69.7	10	69.7	69.7	0.0	8	69.7	8
NC-12 E 50	144	1 0.0	66.8	66	66.8	10	66.8	66.8	0.0	8	66.8	8
NC-12 E 75	145	1 0.0	64.4	66	64.4	10	64.4	64.4	0.0	8	64.4	8
NC-12 E 100	146	1 0.0	62.7	66	62.7	10	62.7	62.7	0.0	8	62.7	8
NC-12 E 125	147	1 0.0	60.9	66	60.9	10	60.9	60.9	0.0	8	60.9	8
NC-12 E 150	148	1 0.0	59.2	66	59.2	10	59.2	59.2	0.0	8	59.2	8
NC-12 E 175	149	1 0.0	57.8	66	57.8	10	57.8	57.8	0.0	8	57.8	8
NC-12 E 200	150	1 0.0	56.5	66	56.5	10	56.5	56.5	0.0	8	56.5	8
NC-12 W 25	152	1 0.0	69.8	66	69.8	10	69.8	69.8	0.0	8	69.8	8
NC-12 W 50	153	1 0.0	66.9	66	66.9	10	66.9	66.9	0.0	8	66.9	8
NC-12 W 75	154	1 0.0	64.4	66	64.4	10	64.4	64.4	0.0	8	64.4	8
NC-12 W 100	155	1 0.0	62.7	66	62.7	10	62.7	62.7	0.0	8	62.7	8
NC-12 W 125	156	1 0.0	60.9	66	60.9	10	60.9	60.9	0.0	8	60.9	8
NC-12 W 150	157	1 0.0	59.2	66	59.2	10	59.2	59.2	0.0	8	59.2	8
NC-12 W 175	158	1 0.0	57.7	66	57.7	10	57.7	57.7	0.0	8	57.7	8
NC-12 W 200	159	1 0.0	56.5	66	56.5	10	56.5	56.5	0.0	8	56.5	8
Dwelling Units		# DUs	Noise Reduction		Type Impact		Calculated		Goal	Calculated		Goal
			Min	Avg	Max							
			dB	dB	dB							
All Selected		16	0.0	0.0	0.0							
All Impacted		4	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

North Carolina Turnpike Authority

E. Gorman

10 February 2009

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Mid-Currituck Bridge MCB2&4-ER2

66&71 dBA Iso NC-12 North of Airport

INPUT HEIGHTS

68 deg F, 50% RH

BARRIER DESIGN:

ATMOSPHERICS:

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver	No.	#DUs	Existing		Increase over existing		Type		With Barrier		Calculated	Goal	Calculated	Goal	Calculated	Goal
			L Aeq1h	No Barrier	Calculated	Crit'n	Impact	L Aeq1h	Noise Reduction	minus						
			dBA	dBA	dBA	dBA	dBA									
NC-12 North E 25	122	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	70.0	8	-8.0			
NC-12 North E 50	123	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	66.9	8	-8.0			
NC-12 North E 75	124	1	0.0	64.6	66	64.6	10	----	64.6	0.0	64.6	8	-8.0			
NC-12 North E 100	125	1	0.0	62.8	66	62.8	10	----	62.8	0.0	62.8	8	-8.0			
NC-12 North E 125	126	1	0.0	61.2	66	61.2	10	----	61.2	0.0	61.2	8	-8.0			
NC-12 North E 150	127	1	0.0	59.8	66	59.8	10	----	59.8	0.0	59.8	8	-8.0			
NC-12 North E 175	128	1	0.0	58.7	66	58.7	10	----	58.7	0.0	58.7	8	-8.0			
NC-12 North E 200	129	1	0.0	57.8	66	57.8	10	----	57.8	0.0	57.8	8	-8.0			
NC-12 North W 25	131	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	70.2	8	-8.0			
NC-12 North W 50	132	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	67.4	8	-8.0			
NC-12 North W 75	133	1	0.0	65.2	66	65.2	10	----	65.2	0.0	65.2	8	-8.0			
NC-12 North W 100	134	1	0.0	63.5	66	63.5	10	----	63.5	0.0	63.5	8	-8.0			
NC-12 North W 125	135	1	0.0	62.1	66	62.1	10	----	62.1	0.0	62.1	8	-8.0			
NC-12 North W 150	136	1	0.0	60.6	66	60.6	10	----	60.6	0.0	60.6	8	-8.0			
NC-12 North W 175	137	1	0.0	59.3	66	59.3	10	----	59.3	0.0	59.3	8	-8.0			
NC-12 North W 200	138	1	0.0	58.2	66	58.2	10	----	58.2	0.0	58.2	8	-8.0			
NC-12 South W 25	140	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	66.8	8	-8.0			
NC-12 South W 50	141	1	0.0	63.9	66	63.9	10	----	63.9	0.0	63.9	8	-8.0			
NC-12 South W 75	142	1	0.0	61.4	66	61.4	10	----	61.4	0.0	61.4	8	-8.0			
NC-12 South W 100	143	1	0.0	59.7	66	59.7	10	----	59.7	0.0	59.7	8	-8.0			
NC-12 South W 125	144	1	0.0	58.0	66	58.0	10	----	58.0	0.0	58.0	8	-8.0			
NC-12 South W 150	145	1	0.0	56.3	66	56.3	10	----	56.3	0.0	56.3	8	-8.0			
NC-12 South W 175	146	1	0.0	54.8	66	54.8	10	----	54.8	0.0	54.8	8	-8.0			
NC-12 South W 200	147	1	0.0	53.5	66	53.5	10	----	53.5	0.0	53.5	8	-8.0			

RESULTS: SOUND LEVELS

Mid-Currituck Bridge MCB2&4-ER2

Dwelling Units	# DUs	Noise Reduction			66.8	66	10	Snd Lvl	66.8	0.0	8	-8.0
		Min dB	Avg dB	Max dB								
NC-12 South E 25	149	1	0.0	66.8	66	10	66.8	66.8	0.0	8	-8.0	
NC-12 South E 50	150	1	0.0	63.9	66	10	63.9	63.9	0.0	8	-8.0	
NC-12 South E 75	151	1	0.0	61.5	66	10	61.5	61.5	0.0	8	-8.0	
NC-12 South E 100	152	1	0.0	59.7	66	10	59.7	59.7	0.0	8	-8.0	
NC-12 South E 125	153	1	0.0	57.9	66	10	57.9	57.9	0.0	8	-8.0	
NC-12 South E 150	154	1	0.0	56.2	66	10	56.2	56.2	0.0	8	-8.0	
NC-12 South E 175	155	1	0.0	54.9	66	10	54.9	54.9	0.0	8	-8.0	
NC-12 South E 200	156	1	0.0	53.7	66	10	53.7	53.7	0.0	8	-8.0	
All Selected		32	0.0	0.0	0.0							
All Impacted		6	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS		Mid-Currituck Bridge Study		10 February 2009		TNM 2.5		Calculated with TNM 2.5				
PROJECT/CONTRACT:		Mid-Currituck Bridge Study										
RUN:		Build 2035 NC12 C1 66dBA Isoleth										
BARRIER DESIGN:		INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.				
ATMOSPHERICS:		68 deg F, 50% RH										
Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dB				dBA	dB	dB	dB
NC12R_OceanSide-25	1	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
NC12R_OceanSide-50	2	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
NC12R_OceanSide-75	3	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
NC12R_OceanSide-100	4	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
NC12R_OceanSide-125	5	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
NC12R_OceanSide-150	6	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
NC12R_OceanSide-175	7	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
NC12R_OceanSide-200	8	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
NC12L_CurrituckClub-25	10	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0
NC12L_CurrituckClub-50	11	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
NC12L_CurrituckClub-75	12	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
NC12L_CurrituckClub-100	13	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
NC12L_CurrituckClub-125	14	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
NC12L_CurrituckClub-150	15	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
NC12L_CurrituckClub-175	16	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
NC12L_CurrituckClub-200	17	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
NC12R_MonterayShores-25	19	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
NC12R_MonterayShores-50	20	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
NC12R_MonterayShores-75	21	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
NC12R_MonterayShores-100	22	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
NC12R_MonterayShores-125	23	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
NC12R_MonterayShores-150	24	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
NC12R_MonterayShores-175	25	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
NC12R_MonterayShores-200	26	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

Dwelling Units	# DUs	Noise Reduction		73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
		Min dB	Avg dB									
NC12R_MonterayShores4-25	28	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0
NC12R_MonterayShores4-50	29	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
NC12R_MonterayShores4-75	30	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
NC12R_MonterayShores4-100	31	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
NC12R_MonterayShores4-125	32	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
NC12R_MonterayShores4-150	33	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
NC12R_MonterayShores4-175	34	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
NC12R_MonterayShores4-200	35	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
NC12L_CorollaBay-25	37	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
NC12L_CorollaBay-50	38	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
NC12L_CorollaBay-75	39	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
NC12L_CorollaBay-100	40	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
NC12L_CorollaBay-125	41	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
NC12L_CorollaBay-150	42	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
NC12L_CorollaBay-175	43	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
NC12L_CorollaBay-200	44	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
MCBL-25	46	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
MCBL-50	47	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0
MCBL-75	48	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
MCBL-100	49	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
MCBL-125	50	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
MCBL-150	51	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
MCBL-175	52	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
MCBL-200	53	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
MCCR-25	55	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
MCCR-50	56	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
MCCR-75	57	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
MCCR-100	58	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
MCCR-125	59	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
MCCR-150	60	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
MCCR-175	61	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
MCCR-200	62	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Dwelling Units	# DUs	Noise Reduction										
		Min dB	Avg dB	Max dB								
All Selected	56	0.0	0.0	0.0	0.0							
All Impacted	27	0.0	0.0	0.0	0.0							
All that meet NR Goal	0	0.0	0.0	0.0	0.0							

RESULTS: SOUND LEVELS

Mid-Currituck Bridge Study

RESULTS: SOUND LEVELS															
NCTA								10 February 2009							
R. Magsanoc								TNM 2.5							
RESULTS: SOUND LEVELS								Calculated with TNM 2.5							
PROJECT/CONTRACT:															
RUN:															
BARRIER DESIGN:															
ATMOSPHERICS:															
Receiver															
Name															
		#DUs		Existing LAeq1h		No Barrier LAeq1h		Increase over existing		Type Impact		With Barrier			
				LAeq1h		Calculated		Calculated		Crit'n		Calculated		Calculated	
				dBA		dBA		dBA		Sub'l Inc		LAeq1h		minus Goal	
								dB		dB		dB		dB	
MCB-25		40		1		0.0		62.0		66		62.0		8	
MCB-50		41		1		0.0		63.1		66		63.1		8	
MCB-75		42		1		0.0		62.4		66		62.4		8	
MCB-100		43		1		0.0		61.5		66		61.5		8	
MCB-125		44		1		0.0		60.8		66		60.8		8	
MCB-150		45		1		0.0		60.1		66		60.1		8	
MCB-175		46		1		0.0		59.5		66		59.5		8	
MCB-200		47		1		0.0		59.0		66		59.0		8	
MCB-12		49		1		0.0		60.3		66		60.3		8	
Dwelling Units		# DUs		Noise Reduction											
				Min		Avg		Max							
				dB		dB		dB							
All Selected		9		0.0		0.0		0.0		0.0					
All Impacted		0		0.0		0.0		0.0		0.0					
All that meet NR Goal		0		0.0		0.0		0.0		0.0					

North Carolina Turnpike Authority R. Magsanoc/R. Ying 2-Oct-09 TNM 2.5 Calculated with TNM 2.5 Mid-Currituck Bridge Study Option B MCB Toll Build 2023 Demand Isolepleth INPUT HEIGHTS 68 deg F, 50% RH Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.											
Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Increase over existing Sub'l Inc dBA	Type Impact	Calculated LAeq1h dBA	Noise Reduction Calculated Goal dBA	Calculated minus Goal dBA	
WB Narrow Shore Road - 25 ft	1	1	0	59.7	66	59.7	10	59.7	0	8	
WB Narrow Shore Road - 50 ft	2	1	0	57.4	66	57.4	10	57.4	0	8	
WB Narrow Shore Road - 75 ft	3	1	0	56.8	66	56.8	10	56.8	0	8	
WB Narrow Shore Road - 100 ft	4	1	0	56.5	66	56.5	10	56.5	0	8	
WB Narrow Shore Road - 125 ft	5	1	0	56	66	56	10	56	0	8	
WB Narrow Shore Road - 150 ft	6	1	0	55.8	66	55.8	10	55.8	0	8	
WB Narrow Shore Road - 175 ft	7	1	0	55.3	66	55.3	10	55.3	0	8	
WB Narrow Shore Road - 200 ft	8	1	0	55.2	66	55.2	10	55.2	0	8	
MCB EB - 6A - 200 ft	9	1	0	59	66	59	10	59	0	8	
MCB EB - 6A - 175 ft	10	1	0	59.5	66	59.5	10	59.5	0	8	
MCB EB - 6A - 150 ft	11	1	0	59.9	66	59.9	10	59.9	0	8	
MCB EB - 6A - 125 ft	12	1	0	60.3	66	60.3	10	60.3	0	8	
MCB EB - 6A - 100 ft	13	1	0	60.7	66	60.7	10	60.7	0	8	
MCB EB - 6A - 75 ft	14	1	0	61.3	66	61.3	10	61.3	0	8	
MCB EB - 6A - 50 ft	15	1	0	62.1	66	62.1	10	62.1	0	8	
MCB EB - 6A - 25 ft	16	1	0	63.3	66	63.3	10	63.3	0	8	
Ramp from Aydlett to MCB WB - 25 ft	17	1	0	67	66	67	10	67	0	8	
Ramp from Aydlett to MCB WB - 50 ft	18	1	0	64.1	66	64.1	10	64.1	0	8	
Ramp from Aydlett to MCB WB - 75 ft	19	1	0	61.2	66	61.2	10	61.2	0	8	
Ramp from Aydlett to MCB WB - 100 ft	20	1	0	59.3	66	59.3	10	59.3	0	8	
Ramp from Aydlett to MCB WB - 125 ft	21	1	0	57.5	66	57.5	10	57.5	0	8	
Ramp from Aydlett to MCB WB - 150 ft	22	1	0	56.1	66	56.1	10	56.1	0	8	
Ramp from Aydlett to MCB WB - 175 ft	23	1	0	54.6	66	54.6	10	54.6	0	8	
Ramp from Aydlett to MCB WB - 200 ft	24	1	0	53.4	66	53.4	10	53.4	0	8	
MCB EB - 2 - 200 ft	25	1	0	53.5	66	53.5	10	53.5	0	8	
MCB EB - 2 - 175 ft	26	1	0	54.3	66	54.3	10	54.3	0	8	
MCB EB - 2 - 150 ft	27	1	0	55.1	66	55.1	10	55.1	0	8	

MCB EB - 2 - 125 ft	28	1	0	56.1	66	56.1	10	56.1	0	8	-8
MCB EB - 2 - 100 ft	29	1	0	57.3	66	57.3	10	57.3	0	8	-8
MCB EB - 2 - 75 ft	30	1	0	58.7	66	58.7	10	58.7	0	8	-8
MCB EB - 2 - 50 ft	31	1	0	60.6	66	60.6	10	60.6	0	8	-8
MCB EB - 2 - 25 ft	32	1	0	59.8	66	59.8	10	59.8	0	8	-8
NB Narrow Shore Road - 200 ft	33	1	0	53.6	66	53.6	10	53.6	0	8	-8
NB Narrow Shore Road - 175 ft	34	1	0	53.8	66	53.8	10	53.8	0	8	-8
NB Narrow Shore Road - 150 ft	35	1	0	54.2	66	54.2	10	54.2	0	8	-8
NB Narrow Shore Road - 125 ft	36	1	0	54.6	66	54.6	10	54.6	0	8	-8
NB Narrow Shore Road - 100 ft	37	1	0	55	66	55	10	55	0	8	-8
NB Narrow Shore Road - 75 ft	38	1	0	56	66	56	10	56	0	8	-8
NB Narrow Shore Road - 50 ft	39	1	0	57.9	66	57.9	10	57.9	0	8	-8
NB Narrow Shore Road - 25 ft	40	1	0	61.1	66	61.1	10	61.1	0	8	-8
SB Narrow Shore Road - 25 ft	41	1	0	61.3	66	61.3	10	61.3	0	8	-8
SB Narrow Shore Road - 50 ft	42	1	0	59.2	66	59.2	10	59.2	0	8	-8
SB Narrow Shore Road - 75 ft	43	1	0	55.9	66	55.9	10	55.9	0	8	-8
SB Narrow Shore Road - 100 ft	44	1	0	53.8	66	53.8	10	53.8	0	8	-8
SB Narrow Shore Road - 125 ft	45	1	0	52.5	66	52.5	10	52.5	0	8	-8
SB Narrow Shore Road - 150 ft	46	1	0	51.6	66	51.6	10	51.6	0	8	-8
SB Narrow Shore Road - 175 ft	47	1	0	51	66	51	10	51	0	8	-8
SB Narrow Shore Road - 200 ft	48	1	0	50.5	66	50.5	10	50.5	0	8	-8
MCB EB - 2 - 200 ft	49	1	0	58.2	66	58.2	10	58.2	0	8	-8
MCB EB - 2 - 175 ft	50	1	0	59.2	66	59.2	10	59.2	0	8	-8
MCB EB - 2 - 150 ft	51	1	0	60.3	66	60.3	10	60.3	0	8	-8
MCB EB - 2 - 125 ft	52	1	0	61.6	66	61.6	10	61.6	0	8	-8
MCB EB - 2 - 100 ft	53	1	0	63.3	66	63.3	10	63.3	0	8	-8
MCB EB - 2 - 75 ft	54	1	0	65.3	66	65.3	10	65.3	0	8	-8
MCB EB - 2 - 50 ft	55	1	0	67.9	66	67.9	10	67.9	0	8	-8
MCB EB - 2 - 25 ft	56	1	0	71.9	66	71.9	10	71.9	0	8	-8
MCB WB - 2 - 25 ft	57	1	0	72	66	72	10	72	0	8	-8
MCB WB - 2 - 50 ft	58	1	0	67.9	66	67.9	10	67.9	0	8	-8
MCB WB - 2 - 75 ft	59	1	0	65.3	66	65.3	10	65.3	0	8	-8
MCB WB - 2 - 100 ft	60	1	0	63.3	66	63.3	10	63.3	0	8	-8
MCB WB - 2 - 125 ft	61	1	0	61.6	66	61.6	10	61.6	0	8	-8
MCB WB - 2 - 150 ft	62	1	0	60.3	66	60.3	10	60.3	0	8	-8
MCB WB - 2 - 175 ft	63	1	0	59.1	66	59.1	10	59.1	0	8	-8
MCB WB - 2 - 200 ft	84	1	0	58.1	66	58.1	10	58.1	0	8	-8

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	64	0	0	0
All Impacted	5	0	0	0
All that meet NR Goal	0	0	0	0

North Carolina Turnpike Authority
R. Magsanoc/R. Ying
2-Oct-09
TNM 2.5
Calculated with TNM 2.5
Mid-Currituck Bridge Study Option B
MCB Toll Build 2023 LOSC Isolepth
INPUT HEIGHTS
68 deg F, 50% RH
RESULTS: SOUND LEVELS
PROJECT/CONTRACT:
RUN:
BARRIER DESIGN:
ATMOSPHERICS:

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Type Impact	Calculated LAeq1h dBA	Noise Reduction Calculated Goal dB	Calculated minus Goal dB
WB Narrow Shore Road - 25 ft	1	1	0	61.9	66	10	61.9	0	8
WB Narrow Shore Road - 50 ft	2	1	0	58.8	66	10	58.8	0	8
WB Narrow Shore Road - 75 ft	3	1	0	56.6	66	10	56.6	0	8
WB Narrow Shore Road - 100 ft	4	1	0	55.8	66	10	55.8	0	8
WB Narrow Shore Road - 125 ft	5	1	0	55.1	66	10	55.1	0	8
WB Narrow Shore Road - 150 ft	6	1	0	54.7	66	10	54.7	0	8
WB Narrow Shore Road - 175 ft	7	1	0	54.1	66	10	54.1	0	8
WB Narrow Shore Road - 200 ft	8	1	0	53.8	66	10	53.8	0	8
MCB EB - 6A - 200 ft	9	1	0	56.8	66	10	56.8	0	8
MCB EB - 6A - 175 ft	10	1	0	57.2	66	10	57.2	0	8
MCB EB - 6A - 150 ft	11	1	0	57.7	66	10	57.7	0	8
MCB EB - 6A - 125 ft	12	1	0	58	66	10	58	0	8
MCB EB - 6A - 100 ft	13	1	0	58.5	66	10	58.5	0	8
MCB EB - 6A - 75 ft	14	1	0	59	66	10	59	0	8
MCB EB - 6A - 50 ft	15	1	0	59.8	66	10	59.8	0	8
MCB EB - 6A - 25 ft	16	1	0	61	66	10	61	0	8
Ramp from Aydlett to MCB WB - 25 ft	17	1	0	65.8	66	10	65.8	0	8
Ramp from Aydlett to MCB WB - 50 ft	18	1	0	62.6	66	10	62.6	0	8
Ramp from Aydlett to MCB WB - 75 ft	19	1	0	59.6	66	10	59.6	0	8
Ramp from Aydlett to MCB WB - 100 ft	20	1	0	57.7	66	10	57.7	0	8
Ramp from Aydlett to MCB WB - 125 ft	21	1	0	55.8	66	10	55.8	0	8
Ramp from Aydlett to MCB WB - 150 ft	22	1	0	54.4	66	10	54.4	0	8
Ramp from Aydlett to MCB WB - 175 ft	23	1	0	53	66	10	53	0	8
Ramp from Aydlett to MCB WB - 200 ft	24	1	0	51.7	66	10	51.7	0	8
MCB EB - 2 - 200 ft	25	1	0	51.3	66	10	51.3	0	8
MCB EB - 2 - 175 ft	26	1	0	52	66	10	52	0	8
MCB EB - 2 - 150 ft	27	1	0	52.9	66	10	52.9	0	8

MCB EB - 2 - 125 ft	28	1	0	53.8	66	53.8	10	53.8	0	8	-8
MCB EB - 2 - 100 ft	29	1	0	55	66	55	10	55	0	8	-8
MCB EB - 2 - 75 ft	30	1	0	56.4	66	56.4	10	56.4	0	8	-8
MCB EB - 2 - 50 ft	31	1	0	58.1	66	58.1	10	58.1	0	8	-8
MCB EB - 2 - 25 ft	32	1	0	57.9	66	57.9	10	57.9	0	8	-8
NB Narrow Shore Road - 200 ft	33	1	0	55.2	66	55.2	10	55.2	0	8	-8
NB Narrow Shore Road - 175 ft	34	1	0	55.8	66	55.8	10	55.8	0	8	-8
NB Narrow Shore Road - 150 ft	35	1	0	56.7	66	56.7	10	56.7	0	8	-8
NB Narrow Shore Road - 125 ft	36	1	0	57.6	66	57.6	10	57.6	0	8	-8
NB Narrow Shore Road - 100 ft	37	1	0	59	66	59	10	59	0	8	-8
NB Narrow Shore Road - 75 ft	38	1	0	61.1	66	61.1	10	61.1	0	8	-8
NB Narrow Shore Road - 50 ft	39	1	0	64.2	66	64.2	10	64.2	0	8	-8
NB Narrow Shore Road - 25 ft	40	1	0	68.3	66	68.3	10	68.3	0	8	-8
SB Narrow Shore Road - 25 ft	41	1	0	68.8	66	68.8	10	68.8	0	8	-8
SB Narrow Shore Road - 50 ft	42	1	0	66.5	66	66.5	10	66.5	0	8	-8
SB Narrow Shore Road - 75 ft	43	1	0	62.5	66	62.5	10	62.5	0	8	-8
SB Narrow Shore Road - 100 ft	44	1	0	59.5	66	59.5	10	59.5	0	8	-8
SB Narrow Shore Road - 125 ft	45	1	0	57.3	66	57.3	10	57.3	0	8	-8
SB Narrow Shore Road - 150 ft	46	1	0	55.4	66	55.4	10	55.4	0	8	-8
SB Narrow Shore Road - 175 ft	47	1	0	53.9	66	53.9	10	53.9	0	8	-8
SB Narrow Shore Road - 200 ft	48	1	0	52.7	66	52.7	10	52.7	0	8	-8
MCB EB - 2 - 200 ft	49	1	0	55.2	66	55.2	10	55.2	0	8	-8
MCB EB - 2 - 175 ft	50	1	0	56.1	66	56.1	10	56.1	0	8	-8
MCB EB - 2 - 150 ft	51	1	0	57.2	66	57.2	10	57.2	0	8	-8
MCB EB - 2 - 125 ft	52	1	0	58.6	66	58.6	10	58.6	0	8	-8
MCB EB - 2 - 100 ft	53	1	0	60.2	66	60.2	10	60.2	0	8	-8
MCB EB - 2 - 75 ft	54	1	0	62.2	66	62.2	10	62.2	0	8	-8
MCB EB - 2 - 50 ft	55	1	0	64.9	66	64.9	10	64.9	0	8	-8
MCB EB - 2 - 25 ft	56	1	0	68.9	66	68.9	10	68.9	0	8	-8
MCB WB - 2 - 25 ft	57	1	0	68.9	66	68.9	10	68.9	0	8	-8
MCB WB - 2 - 50 ft	58	1	0	64.9	66	64.9	10	64.9	0	8	-8
MCB WB - 2 - 75 ft	59	1	0	62.2	66	62.2	10	62.2	0	8	-8
MCB WB - 2 - 100 ft	60	1	0	60.2	66	60.2	10	60.2	0	8	-8
MCB WB - 2 - 125 ft	61	1	0	58.6	66	58.6	10	58.6	0	8	-8
MCB WB - 2 - 150 ft	62	1	0	57.2	66	57.2	10	57.2	0	8	-8
MCB WB - 2 - 175 ft	63	1	0	56.1	66	56.1	10	56.1	0	8	-8
MCB WB - 2 - 200 ft	64	1	0	55.1	66	55.1	10	55.1	0	8	-8

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	64	0	0	0
All Impacted	5	0	0	0
All that meet NR Goal	0	0	0	0

North Carolina Turnpike Authority
R. Magsanoc/R. Ying
2-Oct-09
TNM 2.5
Calculated with TNM 2.5
Mid-Currituck Bridge Study Option B
MCB Toll Build 2035 LOS C Isopleth
INPUT HEIGHTS
68 deg F, 50% RH
RESULTS: SOUND LEVELS
PROJECT/CONTRACT:
RUN:
BARRIER DESIGN:
ATMOSPHERICS:

Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h dBA	LAeq1h Calculated Crit'n dBA	No Barrier Increase over existing Calculated Crit'n dBA	Increase over existing Calculated Crit'n Sub'l Inc dBA	Type Impact	Calculated LAeq1h dBA	Noise Reduction Calculated Goal dBA	Calculated minus Goal dBA
WB Narrow Shore Road - 25 ft	1	1	0	61.3	66	61.3	10	61.3	0	8
WB Narrow Shore Road - 50 ft	2	1	0	58.3	66	58.3	10	58.3	0	8
WB Narrow Shore Road - 75 ft	3	1	0	55.7	66	55.7	10	55.7	0	8
WB Narrow Shore Road - 100 ft	4	1	0	54.4	66	54.4	10	54.4	0	8
WB Narrow Shore Road - 125 ft	5	1	0	53.7	66	53.7	10	53.7	0	8
WB Narrow Shore Road - 150 ft	6	1	0	53.2	66	53.2	10	53.2	0	8
WB Narrow Shore Road - 175 ft	7	1	0	52.7	66	52.7	10	52.7	0	8
WB Narrow Shore Road - 200 ft	8	1	0	52.4	66	52.4	10	52.4	0	8
MCB EB - 6A - 200 ft	9	1	0	55.5	66	55.5	10	55.5	0	8
MCB EB - 6A - 175 ft	10	1	0	56.1	66	56.1	10	56.1	0	8
MCB EB - 6A - 150 ft	11	1	0	56.7	66	56.7	10	56.7	0	8
MCB EB - 6A - 125 ft	12	1	0	57.5	66	57.5	10	57.5	0	8
MCB EB - 6A - 100 ft	13	1	0	58.5	66	58.5	10	58.5	0	8
MCB EB - 6A - 75 ft	14	1	0	59.7	66	59.7	10	59.7	0	8
MCB EB - 6A - 50 ft	15	1	0	61.5	66	61.5	10	61.5	0	8
MCB EB - 6A - 25 ft	16	1	0	63.7	66	63.7	10	63.7	0	8
Ramp from Aydlett to MCB WB - 25 ft	17	1	0	66.6	66	66.6	10	66.6	0	8
Ramp from Aydlett to MCB WB - 50 ft	18	1	0	63.4	66	63.4	10	63.4	0	8
Ramp from Aydlett to MCB WB - 75 ft	19	1	0	60.5	66	60.5	10	60.5	0	8
Ramp from Aydlett to MCB WB - 100 ft	20	1	0	58.5	66	58.5	10	58.5	0	8
Ramp from Aydlett to MCB WB - 125 ft	21	1	0	56.6	66	56.6	10	56.6	0	8
Ramp from Aydlett to MCB WB - 150 ft	22	1	0	54.8	66	54.8	10	54.8	0	8
Ramp from Aydlett to MCB WB - 175 ft	23	1	0	53.8	66	53.8	10	53.8	0	8
Ramp from Aydlett to MCB WB - 200 ft	24	1	0	52.3	66	52.3	10	52.3	0	8
MCB EB - 2 - 200 ft	25	1	0	50.7	66	50.7	10	50.7	0	8
MCB EB - 2 - 175 ft	26	1	0	51.4	66	51.4	10	51.4	0	8
MCB EB - 2 - 150 ft	27	1	0	52.3	66	52.3	10	52.3	0	8

Appendix D

NCDOT Traffic Noise Abatement Policy

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

TRAFFIC NOISE ABATEMENT POLICY

The North Carolina Department of Transportation (NCDOT) Traffic Noise Abatement Policy provides for the evaluation of noise barriers or other mitigation measures (e.g., landscaping) for communities and facilities adversely impacted by traffic noise on proposed state and federal highway projects. NCDOT uses this policy to determine the need for noise abatement and the feasibility and reasonableness of abatement measures. Requests for vegetative screening for aesthetic purposes may be considered under the Highway Landscaping Planting Policy.

NCDOT noise abatement policy applies only to "Type I" projects for state, federal or federal-aid highway projects. NCDOT does not participate in "Type II" projects (retrofitting of existing roads, maintenance projects, guardrail projects, rehabilitation projects, existing facilities, and addition of auxiliary lanes). If an auxiliary lane is added between interchanges to improve operational efficiency and it is 1500 feet in length or longer, it should be considered as a Type I project. The addition of ramps at an interchange will also be considered as a Type I project in this policy.

Type I Projects

Sound barriers may be considered for new construction or reconstruction of highways. New construction is building a highway on a new location. Reconstruction involves physically altering an existing highway. The most common examples of reconstruction projects requiring noise analysis are increasing the number of through-traffic lanes or substantially changing its vertical grade or horizontal alignment. Consideration of noise abatement as part of construction or reconstruction projects is mandatory in accordance with Code of Federal Regulations, Title 23, Part 772 whenever traffic noise impacts are predicted.

PREVENTING NOISE IMPACTS **Information for the Public and Local Officials**

To prevent future noise impacts on currently undeveloped lands, the following system will be used:

Public information. During the development stage of a proposed highway project, area residents and local officials will be kept informed about the project. Meetings (both formal and informal) will be held to provide information as well as to gather comments, opinions and concerns from the public and local officials.

Public documents. Environmental documents prepared for the project will contain a list of areas that may be impacted by noise as well as proposals for noise walls and/or other noise abatement measures.

Corridor/Design Public Hearing. Proposed noise abatement measures will be presented and discussed at the Design Public Hearing. The noise abatement measures shown on the design public hearing map will be based on preliminary design and a detailed noise analysis. NCDOT design staff will fine-tune the designs during the right of way plan preparation process. The location of the noise abatement measures should remain essentially the same as shown in the design public hearing map.

Final determination. Noise abatement measures deemed reasonable and feasible by NCDOT staff will be shown on the design public hearing map. The opinions of front row property owners will be requested so that a final determination on abatement measures may be made.

Date of Public Knowledge - The "Date of Public Knowledge" of the location and potential noise impacts of a proposed highway project will be the approval date of the final environmental document, e.g., Categorical Exclusion (CE), State or Federal Finding of No Significant Impact (FONSI) or State or Federal Record of Decision (ROD).

1. After this date, the federal and state governments are no longer responsible for providing noise abatement measures for new development within the noise impact area of the proposed highway project.
2. The criteria (e.g., trigger date) for determining when undeveloped land is "planned, designed and programmed" for development will be the approval of a building permit for an individual lot or site.
3. It is the responsibility of local governments and private landowners to ensure that noise-compatible designs are used for development permitted after the Date of Public Knowledge.

NCDOT will provide all traffic noise analyses to local government officials within whose jurisdiction a highway project is proposed. Specifically, environmental documents and design noise reports will contain noise tables identifying areas that may be impacted by traffic noise as well as other appropriate design information. Local officials should coordinate distribution of this information to residents, property owners and developers within the affected areas. Following this procedure will encourage planners, building officials, developers and others within affected communities to plan, design and construct noise-compatible development.

SOUND AND NOISE **Definitions and Measurements**

Sound is created when an object moves, causing vibrations or waves in air molecules. When vibrations reach our ears we hear sounds. Noise is defined as unwanted or excessive sounds. It is an undesirable by-product of our modern way of life.

Sound levels are measured in units called decibels (dB). Adjustment for high and low pitched sounds an average person can hear is called "A-weighted levels" or dBA. Highway traffic noise is assessed using dBA measurements. Noise is further described by its average level over time. In noise abatement studies an "hourly equivalent sound level," or Leq(h), is the constant, average sound level that contains the same amount of sound energy over the time period as does the varying levels of actual traffic noise.

NOISE IMPACT DETERMINATION AND ABATEMENT

Future traffic noise levels are determined by traffic volumes projected for the roadway for the “design year” which is approximately 20 years after highway construction begins. Traffic noise abatement for NCDOT highway projects must be considered when traffic noise impacts are created by either of the following two conditions:

The predicted design year noise levels approach or exceed those measurements shown for the appropriate activity category as shown in Figure 1. NCDOT defines “approach” to be within 1 dBA of the Leq(h) value for the activity categories.

Figure 1. Noise Abatement Criteria Hourly A- Weighted Sound Level in Decibels (dBA)		
Activity Category	Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 (Exterior)	Residences, churches, schools, libraries, hospitals, motels, hotels, parks, picnic and recreation areas, active sports areas and playgrounds
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B
D	Not Applicable	Undeveloped lands
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums

OR

The predicted design year noise levels substantially exceed existing noise levels as defined below:

<u>Existing Leq(h)</u>	<u>Increase</u>
50 or less dBA	15 or more dBA
51 dBA	14 or more dBA
52 dBA	13 or more dBA
53 dBA	12 or more dBA
54 dBA	11 or more dBA
55 or more dBA	10 or more dBA

NCDOT uses a 10 dBA to 15 dBA increase of future predicted noise levels above existing noise levels to define “substantial increase” in exterior noise levels. This sliding scale allows a greater increase at a lower existing noise level before a “substantial” increase is defined. As noise walls generally reduce volumes by 5 dBA their use is usually not as effective in less noisy areas. A 10 dBA change in noise levels is judged by most people as a doubling or halving of the loudness of the sounds.

NOISE MITIGATION MEASURES **Feasible and Reasonable**

After it has been determined to consider noise abatement as outlined above, several factors must be examined to determine if construction of sound barriers is feasible and reasonable. These factors include benefits to those impacted by noise, the cost of abatement, and overall social, economical and environmental effects of sound barrier construction. Also, Title 23 CFR, Section 772.11(a) states, "In determining and abating traffic noise impacts, primary consideration is to be given to exterior areas. Abatement will usually be necessary only where frequent human use occurs and a lowered noise level would be of benefit."

Feasibility: Feasibility deals primarily with design and engineering considerations. The following issues should be considered in order to determine feasibility:

1. The topography of the location should be considered when determining if a noise wall can be built.
2. A readily noticeable noise reduction “insertion loss” should be achieved by the placement of the noise abatement measure, a minimum of 5 dBA for front row receptors.
3. Site-specific access, drainage, safety and maintenance requirements should be considered when determining noise reduction levels.
4. Other noise sources in the areas should be considered.

5. Noise abatement on non-controlled or partial access control highways usually is not feasible. However, in areas where property owners have agreed to voluntarily relinquish access rights to the highway, noise abatement may be considered.

Reasonableness: Reasonableness is a more subjective measure. This consideration should show that good judgement and common sense were used in making a decision. A finding of reasonableness will include the following:

1. **Noise barrier cost** - The abatement measure will be constructed at a reasonable allowable cost per benefited receptor (cost effective). This cost per benefited receptor will be less than or equal to the value (V) determined by dividing the number (N) of benefited receptors into the total cost (C) of the barrier system. A benefited receptor is one that experiences a 5 dBA or more reduction in noise levels by the construction of the noise wall. The cost of the barrier system will be based on \$15.00 per square foot for the noise mitigation measure plus any other major items necessary for the construction of the measure. These other items could include cost for structure improvements, additional earthwork, additional right-of-way, etc. The reasonable cost effective amount for an impacted area will be \$35,000 per benefited receptor plus an incremental increase of \$500 per dBA average increase (I) in the predicted exterior noise levels of the impacted receptors of the area.

$V = C/N$ which must be equal to or less than $\$35,000 + \$500(I)$.

I = Increase in predicted exterior noise levels

Examples:

Cost of noise mitigation measure = \$350,000

Number of benefited receptors = 12

$V = \$350,000/12 = \$29,166$

Projected noise level (72 dBA) – Existing noise level (69 dBA)=I=3 dBA

Cost effective amount = $\$35,000 + \$500(3) = \$36,500$, therefore, a noise mitigation measure **would be considered**.

Cost of noise mitigation measure = \$400,000

Number of benefited receptors = 8

$V = \$400,000/8 = \$50,000$

Projected noise level (70 dBA) - Existing noise level (65 dBA)=I=5dBA

Cost effective amount = $\$35,000 + \$500(5) = \$37,500$, therefore, a noise mitigation measure **would not be considered**.

2. **Noise Wall height and scale** – A major consideration of the reasonableness of a noise wall is the visual impact on the adjoining lands. Specifically, a high noise wall alongside low, single-family residences could have a severe adverse visual effect. Considering these factors, the height of the noise wall

above the ground should not exceed 25 feet or 7.5 meters. Furthermore, the horizontal distance of the noise wall from residences should be greater than four times the height of the noise wall from the residences.

3. Difference between existing and future noise levels - When real-life noises are heard, most people find it difficult to detect noise level changes of 2-3 dBA. If the differences between the existing and future noise levels are 3 dBA or less, sound mitigation measures are generally considered unreasonable.
4. Opinions of impacted residents - Support for the proposed noise barrier by front row receptors must be documented due to the visual effect of the proposed measures. The Department will solicit the opinions of these receptors and a majority of these receptors must support the construction of the noise abatement measure.
5. Isolated receptors - The cost of abatement measures for isolated receptors versus the noise reduction benefits provided are usually excessive. Therefore, unless special conditions exist, it generally is not considered reasonable to provide noise abatement for isolated receptors.
6. Commercial areas - Businesses usually prefer visibility and accessibility from the highway rather than noise abatement. Therefore, noise abatement for impacted businesses will not be considered unless requested by the business affected.
7. Residential multi-unit complexes – NCDOT will evaluate residential multi-unit complexes under activity category ‘E’ (interior condition) of the Noise Abatement Criteria (NAC) Table. If activity category ‘B’ (exterior condition) of the NAC Table is also determined in areas of the complex, NCDOT will evaluate both categories ‘B’ and ‘E’ conditions of the multi-unit complex. Noise mitigation benefits for qualifying NAC activity category ‘B’ will consider all units of the multi-unit building structure. However, noise mitigation benefits for NAC activity category ‘E’ will consider only first floor units due to noise wall height constraints. Owner occupied units (apartment, townhouse, etc.) will be treated as a separate voting member.
8. Special use areas – Special use areas include, but are not limited to, school, pre-school and daycare facility playgrounds; special exterior areas of churches, hospitals, retirement homes; parks and camps that would be evaluated for NAC activity category ‘B’ (exterior condition). Note: A minimum of 25 students is required to qualify for exterior activity “B” for playgrounds for pre-school and daycare facilities.

To determine cost effectiveness of the noise wall an equivalent number of residents would be determined by using the formula: Equivalent # Residences = # Occupants/(# people / residence) * usage

With:

of occupants = # of students in a school or # of people in a congregation at church, etc.

of people per residence = 3. (Used in Computer Modeling)

Usage = # of hours used per day/ 24 hours per day

School Example:

Equivalent # of Residents = $500 \text{ students} / 3 * (4 \text{ hrs per day} / 24 \text{ hrs per day}) = 28$

The factors listed above are not intended to be all encompassing. Rather, these are to illustrate some of the factors that should be considered in determining the feasibility and reasonableness of proposed abatement measures.

NOISE WALL CONSTRUCTION, MATERIALS AND AESTHETICS

The type of materials used in construction of noise barriers and other abatement measures should be an engineering decision based on economics, effectiveness and, to a limited degree, visual impacts. Visual impact considerations will ensure that the proposed noise wall meets a basic aesthetic level as well as a basic durability level so that excessive deterioration or corrosion will not occur.

The steel pile and concrete panel wall is NCDOT's standard noise wall however, NCDOT will consider Context Sensitive Solutions (CSS) as long as other criteria are met.

Consideration should be given to providing earth berms for noise abatement purposes on projects that have earth waste and where sufficient right-of-way exists to construct the berm.

Traditional highway construction resources pay for required noise abatement measures. Should a local government request that materials be used that are more costly than those proposed by NCDOT, the requesting entity must assume 100% of the additional cost.

If a local government insists on the provision of a noise abatement measure deemed not reasonable by NCDOT, a noise wall may be installed provided the local government assumes 100% of the costs. These costs include, but are not limited to, preliminary engineering, construction and maintenance. In addition, local governments must ensure that NCDOT's material, design and construction specifications are met.

REVIEW OF POLICY

This policy shall be reviewed in a manner determined by the Board of Transportation at least every five years.