Final Traffic Noise Impact Analysis
Des. 1400073 et al.
I-65 Safety & Efficiency

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Prepared by:

PARSONS

NextLevel

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- CFR – Code of Federal Regulations
- CNE – Common Noise Environment
- dB - Decibels
- DU – Dwelling Unit
- EJ – Environmental Justice
- FHWA – Federal Highway Administration
- HCS – Highway Capacity Software
- IDM – Indiana Design Manual
- INDOT – Indiana Department of Transportation
- $L_{eq}(h)$ – Hourly Equivalent Sound Level
- LOS – Level of Service
- NEPA – National Environmental Policy Act
- NAC – Noise Abatement Criteria
- NB - Northbound
- SB – Southbound
- TCDS – Traffic County Database System
- TNM – Traffic Noise Model
- TSMO – Traffic System Management Operations
- ZOI – Zone of Intrusion

Executive Summary

The I-65 Safety & Efficiency project is located in Indianapolis, Marion County, Indiana. The Project Area begins from the northside of the I-65/I-465 interchange to approximately 0.45 mile north of the I-65/I-70 interchange in downtown Indianapolis. The proposed project alternative includes added travel lanes along I-65, pavement patching and overlay, replacement of the Hanna Avenue bridge over I-65, and multiple bridge rehabilitations. Added travel lanes will be constructed on the northbound (NB) and southbound (SB) inside and outside shoulders at multiple places within the project area.

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM) Version 2.5 was used to predict existing and future design year build conditions noise levels. Because the design year build conditions noise levels are predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC), the project has been found to have traffic noise impacts. Based on the Indiana Department of Transportation (INDOT) *Traffic Noise Analysis Procedure* (2022), noise abatement was considered at all locations in the noise study area where noise impacts were identified under the future build alternative (Appendix A). Based on this evaluation, seven barriers meet the feasibility and reasonableness requirements for this project. Their locations are summarized in Table ES-1 below.

Based on the studies completed to date, INDOT has identified 323 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location.

Noise abatement at this location is based upon preliminary design criteria. Noise abatement in this locations at this time has been estimated to reduce the noise level by a minimum of 5 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes. The viewpoints of the benefited residents and property owners were sought and considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

Table ES-1: Feasible and Reasonable Noise Barriers

NOISE BARRIER	CNE	LOCATION	GIS LOCATION START/END (LAT./LONG.)	AVERAGE HEIGHT (FT)	LENGTH (FT)	AREA (SQ. FT)	NUMBER OF BENEFITED RECEPTORS
NB Barrier 1	B-1, C-1	East side of I-65, north of Hanna Avenue	Start: -86.10943° W, 39.708745° N End: -86.112173° W,39.712527° N	18.1	1,600	28,998	31

1.0 Project History and Background Information

1.1 Purpose of Traffic Noise Impact Analysis

The purpose of this Traffic Noise Impact Analysis is to evaluate the noise impacts and potential abatement under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise" for I-65 Safety & Efficiency. The project involves added travel lanes on the I-65 mainline which makes this a Type I project in accordance with 23 CFR 772. This regulation provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects. According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with FHWA noise standards.

The INDOT *Traffic Noise Analysis Procedure* (2022) establishes INDOT policy for implementing 23 CFR 772 in Indiana. The INDOT *Traffic Noise Analysis Procedure* outlines the requirements for analyzing highway traffic noise. Noise impacts associated with this project will be included in the project's environmental document, in compliance with the National Environmental Policy Act (NEPA).

1.2 Project Description

The I-65 Safety & Efficiency project is located in Indianapolis, Marion County, Indiana. The overall project limits are shown in Figure 1. The Project Area begins from the northside of the I-65/I-465 interchange to approximately 0.45 mile north of the I-65/I-70 interchange in downtown Indianapolis. The proposed project alternative includes added travel lanes along I-65, pavement patching and overlay, replacement of the Hanna Avenue bridge over I-65, and multiple bridge rehabilitations. Added travel lanes will be constructed on the NB and SB inside and outside shoulders at multiple places within the project area.

1.3 Project Purpose and Need

The needs for this project stem from current and projected congestion during peak hours (i.e., rush hour), as well as the current pavement conditions along this section of I-65.

Congestion: This urban section of I-65 experiences a reduction of travel speeds during peak hours. In the June 2022 *High-Level Traffic System Management Operations (TSMO) Evaluation* report, traffic volumes from INDOT's traffic county database system (TCDS) were collected for 2020 and forecasted for the design year, 2045. Highway Capacity Software (HCS) was used to analyze peak hour volumes. Level of service (LOS) is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing a free flow of traffic and LOS F representing a breakdown in flow (e.g., start-and-stop congestion). Urban interstate sections should perform at LOS D or better. In 2020, segments of the project area experienced LOS E during peak periods in the morning and afternoon. For the design year, 2045, the HCS corridor analysis shows segments of the project area would experience LOS F during peak periods.

Pavement: The existing pavement is a mixture of concrete and composite pavement types that were originally constructed circa 1970. Since that time, this section of I-65 has received numerous maintenance projects such as patching, resurfacing and overlays. Based on the draft *2022 Abbreviated Engineers Report*, the current pavement is structurally sound overall; however, there are areas with condition issues such as longitudinal and transverse cracking.

Additionally, there are existing drainage issues such as culverts that do not meet current Indiana Design Manual (IDM) standards.

The purpose of the roadway project is to reduce corridor congestion by providing a roadway that will meet LOS D during peak hours for the design year, 2045, and to extend the life of the existing pavement by at least 10 years. Additionally, drainage features will meet current IDM standards.


INDIANAPOLIS
Pogues Run
10TH ST
MICHIGAN ST
NEW YORK ST
WASHINGTON ST
Pleasant Run
SOUTHEASTERN AVE
ENGLISH AV
VIRGINIA AV
EAST ST
SHERMAN DR
EMERSON AV
PROSPECT ST
STATE AV
MERIDIAN ST
PLEASANT RUN PKWY N DR
RAYMOND ST
KEYSTONE AV
Bean Creek
ARLINGTON AV
SHELBY ST
MADISON AV
TROY AV
BLUFF RD
Highland Creek
HANNA AV
Lick Creek
Project Location
Study Area
Streams and Rivers
Incorporated Areas
Interstate
State Road
Local Road
0 2,000 4,000
Feet
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
I-65 Safety & Efficiency
Marion County, Indiana
Noise Analysis Project Location
Des. 1400073 et al.
Date: 4/5/2023
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2.0 Methodology

2.1 Fundamentals of Traffic Noise

The human ear perceives noise as a form of vibration that causes pressure variations. The ear is sensitive to this variation and perceives it as sound. The intensity of these pressure variations causes the ear to discern different levels of loudness. These pressure differences are commonly measured in decibels (dB).

The dB scale that is audible to the human ear spans about 140 dB. A dB level of zero is barely audible to the human ear while 140 dB is an unrecognizable sound which is painful to the listener. The decibel scale is a logarithmic representation of the actual sound pressure variation. This means that a 26 percent change in energy level only changes the sound level by 1 dB, which would only be possible for the human ear to detect this difference only in a laboratory. Increasing the energy level 100 percent would result in a 3 dB increase, which would be barely perceptible outdoors. A tripling in sound energy level would result in a clearly noticeable change of 5 dB in the sound level. An increase of ten times the energy level would result in a 10 dB increase in the sound level, which would be perceived as a doubling of the sound level.

The human ear has a non-linear sensitivity to noise. To account for this in noise measurement, electronic weighting scales are used to define the relative loudness of different frequencies. The "A" weighting scale, expressed as dB(A), is widely used in environmental documentation because it most nearly matches the non-linear nature of human hearing.

The measurement that is most commonly used to express dB(A) levels for traffic noise is the Hourly Equivalent Sound Level [Leq(h)]. The Leq(h) describes a noise sensitive receptor's cumulative exposure from all noise-producing events over a 1-hour period.

Traffic noise studies for road projects in Indiana are performed in accordance with 23 CFR 772 and INDOT's *Traffic Noise Analysis Procedure*. There are five main steps comprising traffic noise studies:

1. Identify noise sensitive receptors (Section 2.2),
2. Determine existing ambient peak noise levels (Section 2.3),
3. Predict future peak noise levels (Section 2.3),
4. Identify traffic noise impacts (Section 2.4), and
5. Evaluate mitigation measures for sensitive receptors where traffic noise impacts occur (Section 2.4).

These steps are completed through desktop and field investigations and by utilizing FHWA's TNM 2.5 software.

2.2 Methods for Identifying Land Uses and Selecting Noise Measurement and Modeling Locations

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Land use in the project area was classified by Activity Category, as defined in Table 2-1, and the extent of frequent human use. Although all developed land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations such as residential backyards (Activity Category B) and common use areas at recreational facilities (Activity Category C) and restaurants, hotels, and offices (Category E) which have defined outdoor activity areas, and religious and medical facilities which have no defined outdoor activity areas (Category D). Existing land uses within the project area are described in Sections 3.1 and 3.2.

Table 2-1: Noise Abatement Criteria in 23 CFR 772

ACTIVITY CATEGORY	$L_{Aeq}(h)$ [dB(A)]	EVALUATION LOCATION	ACTIVITY DESCRIPTION
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	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	–	–	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–	–	Undeveloped lands that are not permitted.

Source: 23 CFR 772

2.3 Traffic Noise Level Prediction Methods

Traffic noise levels were predicted using FHWA TNM 2.5 for the existing noise levels and the design year build condition for the proposed design. The model considers traffic volumes, vehicle types, vehicle speeds, roadway geometry, and sensitive receptor locations to calculate traffic-generated noise levels. The loudest hourly traffic is generally characterized by free-flowing traffic at the highway design speed (i.e., Level of Service [LOS] C or better). The morning (AM) peak hour traffic was used for the existing year (2020) and design year (2045) build conditions in the traffic noise models. The morning peak hour

traffic was characterized by LOS C or better and was chosen over afternoon (PM) peak hour traffic due to the generally higher traffic volumes which better exhibited worst-case traffic-related noise levels. Hourly traffic volumes used in this study were taken from the 2022 *High-Level TSMO Evaluation* report. The total vehicle volume per roadway segment used in the existing and proposed design TNM models is included in Appendix E. Future noise levels predicted for the project area are included in Appendix C.

One other potential noise source was identified within the project limits. A CSX railroad runs perpendicular to I-65 and passes under the interstate north of Raymond Street. Based on the site visit, the predominant source of noise is still I-65. The noise from the railroad was not included in the analysis as a result.

A receiver point was placed in the FHWA TNM 2.5 model to represent the identified receptors per Section 2.2. In some cases, a single receiver would represent multiple receptors. For residential receivers, the number of receptors represented by each receiver was determined by examining the number of dwellings in the vicinity of the receiver that were located in similar proximity to the roadway. Dwelling units (DU) and receptors are used interchangeably in this report as TNM has outputs of receivers with dwelling units and the *INDOT Traffic Noise Analysis Procedure* uses receptors.

2.4 Traffic Noise Impacts and Mitigation Measures

According to the INDOT *Traffic Noise Analysis Procedure*, a traffic noise impact occurs when either of the following conditions results at a receptor:

- The future predicted $L_{eq}(h)$ noise level either approaches (is within 1 dB(A)) or exceeds the Noise Abatement Criteria (NAC) shown in Table 2-1.
- The future predicted $L_{eq}(h)$ noise level substantially exceeds (by 15 or more dB(A)) the existing $L_{eq}(h)$ noise level. (Note: Traffic-generated noise level increases of 15 dB(A) or more are typically associated with roadway improvements on a new alignment.)

Where traffic noise impacts are identified, noise abatement must be considered for feasibility and reasonableness as required by 23 CFR 772 and the INDOT *Traffic Noise Analysis Procedure*. Details of this evaluation are provided in Section 4.2-4.5.

3.0 Existing Noise Environment

3.1 Existing Land Uses

A desktop investigation utilizing parcel data and aerial imagery was conducted by Parsons to identify land uses that could be subject to noise impacts from the proposed project. Single-family residences, apartments, assisted living facilities, commercial/retail, office, light industrial, schools, recreational areas, and athletic fields were identified as Activity Category B, C, D, E, F, and G land uses in the project area.

Noise levels were predicted at Activity Category B, C, D, and E land uses. Areas of frequent outdoor human activity were identified for the Category B, C, and E uses, and noise levels were predicted at

these areas. Activity Category D land uses are areas such as medical facilities, radio studios, and schools where there is no outdoor human use or if there is outdoor human use and external noise abatement measures such as noise barriers are not found to be feasible and reasonable. For these land use areas, interior noise levels were predicted in accordance with FHWA guidance. Typically, one receiver is modeled for a single corresponding DU (receptor) or area of frequent outdoor use at single-family residences, commercial/retail, and office land uses. For a majority of this project, north of Keystone Avenue, one receiver was modeled for two to three corresponding DUs for single-family residences. This is due to the high number of single-family residences within proximity to each other and in effort to reduce modeling times with TNM 2.5. The receiver point is generally modeled at the area closest to the roadway to ensure accurate worst-case noise levels for the residence. At apartment complexes, hotels, and assisted living facilities, one receiver typically represents several DUs. If no outdoor use was identified on the property, no receiver was modeled.

For institutional land uses in the project area (i.e., schools, churches, parks, trails, and recreational areas), the number of receptors assigned was determined on Non-Residential Receptors (NRR), a value calculated in accordance with "FHWA's Calculating and Placing Non-Residential Receptors (NRRs) for Categories A-E." For the frontage-based methodology, the number of receptors was calculated by dividing the parcel's total frontage length by the average single-family frontage length for the project area. Table 3-1 lists the number of NRRs assigned to their institutional land use (Activity Category C).

$$\frac{Frontage\ of\ the\ facility\ along\ the\ highway}{\begin{matrix}Average\ frontage\ of\ residential\ properties\\ within\ a\ predetermined\ zone\end{matrix}} = Number\ of\ Receptors$$

For the daily-use-based methodology, the number of estimated daily users was divided by the average people per household in Indiana (2.65), multiplied by the percent of the parcel within the study area.

$$\frac{Daily\ number\ of\ users}{\begin{matrix}2.65\ people\ on\ average\\ per\ household\end{matrix}} \times \frac{Percentage\ of\ Property}{within\ 500\ feet} = Number\ of\ Receptors\ (rounded\ up)$$

Table 3-2 lists the number of receptors for recreational and trail land uses.

Table 3-1: Number of Receptors for Institutional Land Uses

LAND USE	FRONTAGE LENGTH WITHIN STUDY AREA (FT)	AVERAGE RESIDENTIAL FRONTAGE LENGTH (FT)	NUMBER OF RECEPTORS	RECEIVER(S)
Church – Falam Baptist Church of Indiana	1362	67	20	2001-5-F, 2002-15-F
Church – Mt. Zion General Baptist Church	401	67	6	2017-6-F
School – Calvary Christian School	606	67	9	2006-1-F, 2007-1-F, 2008-1-F, 2009-1-F, 2010-1-F, 2011-1-F, 2012-1, 2013-1, 2014-1-F
School – Emma Donnan School	795	67	12	2018-3, 2019-3, 2020-3, 2021-3
School – Eleanor Skillen School 34	264	67	4	2025-2, 612-3
Church – St. Mark AME Zion Church	148	67	2	1063-2
School – SENSE Charter School	182	67	3	1167-3
Church – St. Patrick Catholic Church	97	67	1	1287-1
Recreation – Fountain Square Community Garden	260	67	4	2031-4-F
Church – Calvary United Pentecostal Tabernacle	165	67	2	1227-2-F
Church – Moving Forward Worship Center	71	67	1	1012-1

Table 3-2: Number of Receptors for Trails

LAND USE	NUMBER OF DAILY USERS	PERCENTAGE OF FACILITY WITHIN STUDY AREA (500 FT)	NUMBER OF RECEPTORS	RECEIVER(S)
Indianapolis Cultural Trail	354	3.5	5	1311-1-F, 2033-1-F, 2034-1, 2035-1-F
Pleasant Run Trail	71	3.1	1	2038-0.25, 3001-0.25-F, 3002-0.25-F, 3003-0.25
Troy Avenue Multi-Use Trail	20	19.3	1	2037-1-F

3.2 Common Noise Environment (CNE) Descriptions

Land uses in the project area have been grouped into a series of numbered Common Noise Environments (CNE) that are identified on exhibits provided in Appendix A.

Activity Category B (Residential)

- B-1: Located along the east side of I-65 on the northside of Hanna Avenue
- B-2: Located along the west side of I-65 between Hanna Avenue and Rural Street
- B-3: Located along the east side of I-65 between Sumner Avenue and Keystone Avenue
- B-4: Located along the east side of I-65 from Keystone Avenue to Raymond Street

- B-5: Located along the west side of I-65 from west of Keystone Avenue to Raymond Street
- B-6: Located along the east side of I-65 from Raymond Street to Virginia Avenue
- B-7: Located along the west side of I-65 from Raymond Street to the I-70/I-65 interchange
- B-8: Located along the east side of I-65 from Virginia Avenue to English Avenue
- B-9: Located along the west side of I-65 from the I-70/I-65 interchange to Fletcher Avenue

Activity Category C (Day Care Centers, Places of Worship, and Medical Facilities)

- C-1: Located on the east side of I-65, east of Keystone Avenue, includes Falam Baptist Church of Indiana
- C-2: Located on the west side of I-65, east of Keystone Avenue, includes Mt. Zion Baptist Church and Calvary Christian School
- C-3: Located on the west side of I-65, west of Keystone Avenue, includes Eye Specialists of Indiana
- C-4: Located on the west side of I-65, north of Troy Avenue and along its south side, includes the Troy Avenue Multi-Use Trail and Emma Donnan Elementary & Middle School
- C-5: Located on the east side of I-65, south of Raymond Street, includes Eleanor Skillen School 34
- C-6: Located on the east side of I-65, south of Pleasant Run, on Linden Street, includes Moving Forward Worship Center
- C-7: Located on the west side of I-65, north and south of Pleasant Run, includes the Pleasant Run Trail, St. Mark AME Zion Church, Sense Charter School, Why Aren't You Smiling, Inc., Gospel Martial Arts Union, Ringgold Park, and Cottage St. Full Gospel Church
- C-8: Located on the east side of I-65, along Shelby Street, includes the Eskenazi Health Center and Macha Eye Care
- C-9: Located on the east side of I-65, along Virginia Avenue, includes the Indianapolis Cultural Trail, the Fountain Square Community Garden, and St. Patrick Catholic Church
- C-10: Located on the east side of I-65, along Fletcher Avenue, includes Calvary United Pentecostal Tabernacle Indianapolis

Activity Category E (Restaurants, Offices, and Hotels)

- E-1: Located on the east side of I-65, east of Keystone Avenue, includes the Hotel Tango Airbnb residence, and Indy Southwestern Inn
- E-2: Located on the west side of I-65, west of Keystone Avenue, includes a Comfort Inn
- E-3: Located on the west side of I-65, south of Raymond Street, includes Independent Adult Day Care Center
- E-4: Located on the east side of I-65, along Shelby Street, includes VOICES Corp and Fountain Square Brew Co.

- E-5: Located on the east side of I-65, along Virginia Avenue, includes The Inferno Room bar and Three Carrots restaurant
- E-6: Located on the west side of I-65, along Virginia Avenue, includes the Hotel Tango Distillery and Chilly Water Brewing

CNEs were not developed for the following locations:

- Idle Park at 800 Virginia Avenue, Indianapolis (No Assigned Category). Idle Park was not assigned a category due to its location within INDOT right-of-way in the I-70/I-65 interchange. Additionally, Idle Park is not granted any permanent or temporary interest in the land as part of the *Joint Use and Maintenance Agreement* between INDOT and The City of Indianapolis.

3.3 Noise Sensitive Receptors and Existing Noise Conditions

Noise sensitive receptors are those locations where activities that could be affected by increased traffic noise levels occur (e.g., residences, motels/hotels, churches, schools, parks, and libraries). Existing noise levels are determined for the most commonly used outdoor living areas at sensitive receptors. For residences, this is typically the backyard or front porch, and for commercial areas it could be a picnic table or bench.

684 receivers were evaluated to represent 1,980 residential units and other noise sensitive uses in the Project Area for analysis as part of the noise study (Appendix A). These receptors include Activity Category B, C, D, and E land uses.

3.4 Measurement Procedures, Equipment, and Results

Noise level measurements were taken within each CNE. The measurements were conducted using a Larson-Davis SoundExpert LxT sound meter. Measurements were taken at 14 locations, each for a 15-minute period. Calibration of the meter was checked before and after field work using a Larson-Davis Model Cal 200 calibrator. When the measurements were taken, meteorological conditions were within the manufacturer's recommended guidelines. Noise measurement field sheets and a figure that identifies the noise measurement locations are included in Appendix E. The noise level measurements were taken on June 7 and 8, 2022. Temperatures ranged from 68 to 78 degrees. Wind speeds were 1 to 10 miles per hour, and the skies were either sunny or overcast. Table 3-3 summarizes the results of the existing noise measurements taken.

Table 3-3: Comparison of Measured to Predicted Sound Levels in the TNM Model

CNE	MEASUREMENT ID	DURATION (MINUTES)	MEASURED $L_{eq}(h)$ [dB(A)]	PREDICTED SOUND LEVEL [dB(A)]	MEASURED MINUS PREDICTED [dB(A)]
B-2	6586_002	15	67.7	69.5	-1.8
B-4	6585_005	15	71.1	68.4	2.7
B-5	6586_004	15	65.9	64.9	1.0
B-8	6585_012	15	62.6	59.6	3.0
B-9	6586_009	15	66.2	66.1	0.1
C-2	6586_003	15	63.0	62.0	1.0
C-6	6586_010	15	56.5	58.5	-2.0
C-7	6586_006	15	65.1	66.2	-1.1
C-8	6585_008	15	65.8	66.7	-0.9
E-1	6585_004	15	73.5	71.1	2.4
E-3	6585_006	15	61.2	60.6	0.6
E-4	6585_007	15	62.0	63.8	-1.8
E-5	6585_010	15	56.6	57.5	-0.9
E-6	6585_011	15	63.6	61.0	2.6

Traffic-generated hourly equivalent noise levels [$L_{eq}(h)$] were predicted using FHWA TNM 2.5, a highway traffic noise prediction model. The model takes into account traffic volumes, vehicle types, vehicle speeds, roadway geometry, and sensitive receptor locations to calculate traffic-generated noise levels. As shown in Table 4, comparing the modeled and measured noise levels using observed traffic counts confirms the applicability of the model to the study area. Predicted traffic noise levels using the traffic counts observed during the measurements are within +/- 3 dB(A) of the measured levels, indicating reasonable correlation. Therefore, this model is validated per 23 CFR 722.11 (d)(2), and no modifications to the model were needed.

4.0 Future Noise Environment, Impacts, and Abatement

4.1 Future Noise Environment and Impacts

Table C in Appendix C summarizes the traffic noise modeling results for existing and design-year build conditions with and without noise barriers. Results tables from TNM are provided in Appendix G. As described in Section 2.3, these predictions utilize forecasted design hour traffic conditions to ensure a conservative estimate of noise levels for the loudest noise hour. The comparison to existing conditions is included in the analysis to identify traffic noise impacts under 23 CFR 772.

Existing noise levels range from 44.0 to 77.3 dB(A). Under the build conditions, the predicted noise levels range from 44.5 to 78.2 dB(A). Noise impacts were identified in 12 of the 25 CNEs evaluated, including 323 receptors that included land use Categories B and C. All noise impacts are a result of the predicted noise level approaching or exceeding the NAC. Predicted noise levels under the design-year build conditions change between -3.8 to 2.1 dB(A). A negative noise level increase is a result of the

traffic noise being spread out across the interstate with added lanes in combination with other factors such as line of sight. Predicted noise level increases under the build conditions typically range up to 2.1 dB(A). No predicted noise level increases exceed 15 dB(A).

The results shown in Appendix C indicate that predicted traffic noise levels for the design-year with project conditions approach or exceed the NAC. Therefore, traffic noise impacts are predicted to occur within the project area, and noise abatement must be considered. A discussion of the noise abatement analysis is provided in the following section.

4.2 Noise Abatement Analysis

In accordance with 23 CFR 772, noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. Potential noise abatement measures include the following:

- Avoiding the impact by using design alternatives, such as altering the horizontal and vertical alignments;
- Realignment of the project;
- Construction of noise barriers;
- Acquiring property to serve as a buffer zone;
- Using traffic management measures to regulate types of vehicles and speeds; and
- Acoustically insulating public-use or nonprofit institutional structures (Activity Category D facilities)

Major alteration of the roadway geometry could influence predicted noise levels. The preferred alternative has been developed to best meet the transportation need of the corridor while minimizing impacts to the immediate area and meeting the purpose of the project. Horizontal geometry changes significant enough to affect noise levels would require numerous relocations and is not a practical alternative. Similarly, changes to the vertical geometry that would significantly affect noise levels are not practical through the project area. Thus, any changes to these alignments would be limited and have only minimal effects on sound levels. Therefore, major alterations of the roadway geometry that would have a noticeable effect on predicted noise levels is not feasible and this abatement measure was discarded.

Noise barriers placed along roadways on state-owned right-of way can effectively shield locations from traffic-related noise. A barrier's feasibility is based on its acoustic effectiveness, which depends on the area's geometry, the barrier's configuration, and the effects of other (unblocked) noise sources. Noise barriers were evaluated, and the results are described below in Section 4.5 and Table 4-2.

Vacant or undeveloped property may be acquired to provide a buffer zone from noise generating facilities. However, there is no vacant land in the study area that, if acquired, would provide effective abatement as a buffer zone.

Traffic management measures would not be effective for this project. Traffic management measures that could reduce sound levels include "traffic calming" actions, such as reducing volumes, especially truck volumes, or travel speeds. Such measures are not consistent with the transportation needs in the area or purpose of the project.

Insulation of public structures, nonprofit institutions, and other Category D land uses is not applicable since no impacts have been identified at these land uses. The NAC for Category D land uses is 52 dBA. According to the FHWA guidance, interior noise level predictions are computed by subtracting from the predicted exterior levels the noise reduction factor based on building type and window condition. Table 4-1 lists the predicted interior noise levels for the build alternative. No impacts were identified.

Table 4-1: Predicted Interior Noise Levels

CNE	RECEIVER	LAND USE	BUILDING TYPE – WINDOW CONDITION	EXTERIOR NOISE LEVEL [dB(A)]	INTERIOR NOISE LEVEL REDUCTION [dB(A)]	PREDICTED INTERIOR NOISE LEVEL [dB(A)]	IMPACT® (51 dB(A) OR GREATER)
C-1	2002-15	Religious Facility	Masonry – Single Glazed	65.1	-25	40.1	No
C-2	2017-6-F	Religious Facility	Masonry – Single Glazed	65.7	-25	40.7	No
C-3	109-1	Medical Facility	Masonry – Single Glazed	57.9	-25	32.9	No
C-6	1012-1	Religious Facility	Masonry – Single Glazed	64.2	-25	39.2	No
C-6	1141-1	Religious Facility	Masonry – Single Glazed	59.3	-25	34.3	No
C-7	1063-2	Religious Facility	Masonry – Single Glazed	63.2	-25	38.2	No
C-8	1192-1-F	Medical Facility	Masonry – Single Glazed	66.3	-25	41.3	No
C-8	1193-1	Medical Facility	Masonry – Single Glazed	62.7	-25	37.7	No
C-10	1227-2-F	Religious Facility	Masonry – Single Glazed	53.2	-25	28.2	No

All of these abatement options have been considered. However, because of the configuration and location of the project, noise barriers are the only abatement suited to consider for this project.

4.3 Feasibility of Abatement

INDOT considers engineering feasibility and acoustic feasibility when determining if noise abatement is feasible. INDOT requires noise abatement measures to be based on sound engineering practices and standards and requires that any measures be evaluated at the optimum location. For instances in which the roadway is located on fill and is at a higher location than nearby receptors, a barrier will be evaluated near the shoulder. For instances in which the roadway is located below the nearby receptors,

a barrier will be evaluated near the edge of the right-of-way near the receptors. Engineering feasibility also takes into account topography, drainage, safety, barrier height, utilities, and access/maintenance needs (which may include right-of-way considerations).

In terms of acoustic feasibility, INDOT requires that noise barriers achieve a 5 dB(A) reduction at a majority (greater than 50%) of the impacted receptors. If a barrier cannot achieve this acoustic goal, abatement is considered to not be acoustically feasible.

4.4 REASONABLENESS OF ABATEMENT

Reasonable means that INDOT believes abatement of traffic noise impacts is prudent based on consideration of the following factors:

1. **Consideration and Obtaining Views of Residents and Property Owners**

   The following steps will be taken to solicit public input on recommended noise barriers.

   - A survey will be mailed to each benefited resident. If the property owner is different from the current resident, both the resident and the property owners are surveyed. The concerns and opinions of the property owner and the unit occupants will be balanced with other considerations such as a design change, natural, historic, and human impacts, in determining whether a barrier is appropriate for a given location.
   - Consideration of noise barriers can cause conflicts in mixed-use developments, as noise barriers to protect residences may block line of sight to adjacent businesses. If a barrier is proposed directly adjacent to the property line of a business, the business will be coordinated with to determine whether they have any concerns about line of sight. If a mutually satisfactory compromise cannot be reached between business(es) and residences, the noise barrier shall proceed as proposed. These conflicts can be minimized by noise-compatible planning. Additionally sensitive receptors, such as National Register eligible properties, may require consideration of effects that noise abatement may have on the property that may affect the feasibility and reasonableness of the noise barrier.

2. **Maximum Square Footage of Abatement per Benefited Receptor (Square Footage criterion)**

   - For a noise abatement measure to be reasonable the required barrier area (in square feet) per benefited receptor must be less than or equal to the allowable barrier area per benefited receptor for that noise abatement location. The allowable maximum square footage per benefited receptor in Indiana is 1000 square feet per benefited receptor or less if a majority of the nearby receptors in a given common noise environment were not constructed prior to the roadway. If a majority of the nearby receptors in a common noise environment were constructed prior to the roadway being constructed, the

allowable maximum square footage per benefited receptor is 1,250 square feet per benefited receptor or less.

- Placing noise barriers on structures creates additional challenges, since reinforcement of the structure may be necessary to support the increased load or Zone of Intrusion (ZOI) concerns. In these situations, other options should be assessed to determine whether the maximum square footage of abatement can be provided without requiring complicated and expensive structural modifications. These could include lighter-weight barriers, shorter barriers, or other considerations. Any variations will be evaluated in coordination between the FHWA division office and INDOT's Divisions of Structural Services, Environmental Services, and Construction Management.

3. **INDOT's Design Goal for Noise Abatement**
    - INDOT's goal for substantial noise reduction is to provide at least a 7.0 dB(A) reduction for benefited first row receptors in the design year. However, conflicts with adjacent lands may make it impossible to achieve substantial noise reduction at all benefited first row receptors. Therefore, the noise reduction design goal for Indiana is 7dB(A) for a majority (greater than 50%) of the benefited first row receptors.

4.5 Project Noise Barrier Analysis

Noise barriers were modeled at 13 locations within the study area. Due to the existing design and age of the I-65 bridges in the corridor, and to avoid ZOI concerns, noise barriers were not modeled on any of the bridges. The location of each of the noise barrier is shown on figures in Appendix A and summarized below:

- NB Barrier 1: East side of I-65, north of Hanna Avenue
- NB Barrier 2: East side of I-65, east of Keystone Avenue
- NB Barrier 3: East side of I-65, between Keystone Avenue and Raymond Street
- NB Barrier 4: East side of I-65, between Raymond Street and Van Buren Street
- NB Barrier 5: East side of I-65, between Van Buren Street and Pleasant Run Parkway South Drive
- NB Barrier 6: East side of I-65, between Shelby Street and Morris Street
- NB Barrier 7: East side of I-65, between Prospect Street and Virginia Avenue
- SB Barrier 1: West side of I-65, between Hanna Avenue and Rural Street
- SB Barrier 2: West side of I-65, between Keystone Avenue and Raymond Street
- SB Barrier 3: West side of I-65, between Beecher Street and Pleasant Run Parkway South Drive
- SB Barrier 3: West side of I-65, between Shelby Street and Sanders Street
- SB Barrier 4: West side of I-65, south of Virginia Avenue
- SB Barrier 5: West side of I-65, between Calvary Street and Fletcher Avenue

Of the 13 noise barriers analyzed, seven preliminarily met INDOT's feasibility and reasonableness criteria. After completion of the public involvement phase, only one barrier, NB Barrier 1, met the 50% noise barrier survey response threshold described in INDOT's *Traffic Noise Analysis Procedure*. Further

discussion regarding the public involvement phase is found below in Section 7.0. A discussion of all analyzed barriers is below:

NB Barrier 1 meets the feasibility and reasonableness criteria pending public input. NB Barrier 1 is acoustically feasible due to the greater than 5 dB(A) reduction at 5 impacted DUs (5 impacted DUs reduced by >5 dB(A) out of 5 total impacted DUs). It is predicted to benefit 31 of the 48 DUs (17 modeled receivers equaling 31 DUs). Additionally, it meets INDOT's square footage criterion (1,000 square feet/benefited receptor, as a majority of the residences in the area were constructed after I-65.) at 935 square feet/benefited receptor. The 1,000 square foot threshold was determined through property records. Furthermore, NB Barrier 1 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 22 of 30 first row benefited DUs (73%).

NB Barrier 2 does not meet the feasibility and reasonableness criteria. NB Barrier 2 is acoustically feasible due to the greater than 5 dB(A) reduction at 3 impacted DUs (3 impacted DUs reduced by >5 dB(A) out of 3 total impacted receptors). It is predicted to benefit 9 of the 27 DUs (9 modeled receivers equaling 9 DUs). However, it does not meet INDOT's square footage criterion (1,000 square feet/benefited receptor, as a majority of the residences in the area were constructed after I-65.) at 2,985 square feet/benefited receptor. NB Barrier 2 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 4 of 5 first row benefited DUs (80%).

NB Barrier 3 meets the feasibility and reasonableness criteria pending public input. NB Barrier 3 is acoustically feasible due to the greater than 5 dB(A) reduction at 105 impacted DUs (105 impacted DUs reduced by >5 dB(A) out of 117 total impacted DUs). It is predicted to benefit 209 of the 355 DUs (136 modeled receivers equaling 355 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 557 square feet/benefited receptor. Furthermore, NB Barrier 3 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 93 of 101 first row benefited DUs (92%).

NB Barrier 4 meets the feasibility and reasonableness criteria pending public input. NB Barrier 4 is acoustically feasible due to the greater than 5 dB(A) reduction at 3 impacted DUs (3 impacted DUs reduced by >5 dB(A) out of 3 total impacted DUs). It is predicted to benefit 39 of the 54 DUs (20 modeled receivers equaling 54 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 654 square feet/benefited. Furthermore, NB Barrier 4 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 11 of 20 first row benefited DUs (55%).

NB Barrier 5 does not meet the feasibility and reasonableness criteria. NB Barrier 5 is acoustically feasible due to the greater than 5 dB(A) reduction at 5 impacted DUs (5 impacted DUs reduced by >5 dB(A) out of 7 total impacted DUs). It is predicted to benefit 21 of the 74 DUs (31 modeled receivers equaling 74 DUs). Additionally, it does meet INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 718 square feet/benefited receptor. NB Barrier 5 does not meet INDOT's 50% design goal or the reasonableness criterion by only providing at least 7 dB(A) of attenuation for 5 of 11 first row benefited DUs (45%).

NB Barriers 4 and 5 were evaluated together for feasibility and reasonableness as NB Barrier 5 is not recommended on its own and both barriers have receptors as part of the Fountain Square Alliance neighborhood. NB Barrier 4/5 meets the feasibility and reasonableness criteria pending public input. If it is found that NB Barrier 5 is not recommended from public input but NB Barrier 4 is recommended, only NB Barrier 4 would be built. NB Barrier 4/5 is acoustically feasible due to the greater than 5 dB(A) reduction at 8 impacted DUs (8 impacted DUs reduced by >5 dB(A) out of 10 total impacted DUs). It is predicted to benefit 64 of the 128 DUs (51 modeled receivers equaling 128 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 633 square feet/benefited. Furthermore, NB Barrier 4/5 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 16 of 32 first row benefited DUs (52%).

NB Barrier 6 meets the feasibility and reasonableness criteria pending public input. NB Barrier 6 is acoustically feasible due to the greater than 5 dB(A) reduction at 26 impacted DUs (26 impacted DUs reduced by >5 dB(A) out of 26 total impacted DUs). It is predicted to benefit 44 of the 77 DUs (34 modeled receivers equaling 77 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 745 square feet/benefited receptor. Furthermore, NB Barrier 6 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 23 of 24 first row benefited DUs (96%).

NB Barrier 7 meets the feasibility and reasonableness criteria pending public input. NB Barrier 7 is acoustically feasible due to the greater than 5 dB(A) reduction at 11 impacted DUs (11 impacted DUs reduced by >5 dB(A) out of 15 total impacted DUs). It is predicted to benefit 23 of the 268 DUs (35 modeled receivers equaling 268 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 890 square feet/benefited receptor. Furthermore, NB Barrier 6 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 11 of 11 first row benefited DUs (100%).

SB Barrier 1 does not meet engineering feasibility. The existing right-of-way is relatively "tight" within this section of roadway along the southbound side of I-65. Adjacent to the existing right-of-way is part of a 40' drainage and utility easement. Positive protection (i.e. guardrail) is proposed to steepen the ditch slopes to be able to tie into the existing right-of-way.

The proposed roadway ditch is required for drainage purposes. The ditch will be designed to meet Marion County detention requirements. A closed system was evaluated but is not feasible due to the extremely low cover of structure Number CVI65-049-106.80 within this stretch of roadway. The proposed system is required to flow in and out of this structure and a closed system would not be able to be designed to achieve that positive flow.

Noise barrier placement was considered in several locations. A barrier was assessed at the edge of pavement. However, with the steepened slopes and positive protection, there is not available "platform" space to place a noise barrier. The noise barrier is not able to be placed at the edge of right-of-way because it would be placed in the bottom of the proposed ditch. This would reduce the amount of detention. Also, it is not good engineering practice to place proposed infrastructure in the bottom of a ditch as it would have an effect on drainage patterns, reduce storage for detention, and makes it difficult to access the infrastructure for maintenance. It also increases the possibility of standing water around the structure could have an adverse effect on the noise barrier itself leading to reduced lifetime on the noise barrier.

Finally, it was evaluated to purchase right-of-way within the 40' drainage and utility easement. Purchasing the easement to place the noise barrier outside of the drainage ditch would require purchasing property to replace the easement. Due to the proximity of existing properties along the corridor, purchasing property to replace the easement along the corridor would require relocation of residents. As a result, acquisition of this easement is not feasible. Therefore, SB Barrier 1 does not meet the engineering feasibility criterion within the INDOT Traffic Noise Analysis Procedure.

SB Barrier 2 meets the feasibility and reasonableness criteria pending public input. SB Barrier 2 is acoustically feasible due to the greater than 5 dB(A) reduction at 36 impacted DUs (36 impacted DUs reduced by >5 dB(A) out of 48 total impacted DUs). It is predicted to benefit 164 of the 400 DUs (117 modeled receivers equaling 400 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor) at 595 square feet/benefited receptor. Furthermore, SB Barrier 2 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 57 of 73 first row benefited DUs (78%).

SB Barrier 3 does not meet the feasibility and reasonableness criteria. SB Barrier 3 is acoustically feasible due to the greater than 5 dB(A) reduction at 4 impacted DUs (4 impacted DUs reduced by >5 dB(A) out of 8 total impacted DUs). It is predicted to benefit 7 of the 30 DUs (14 modeled receivers equaling 30 DUs). It does not meet INDOT's square footage criterion (1,250 square feet/benefited receptor, as a

majority of the homes in the area were constructed prior to I-65's construction) at 2,575 square feet/benefited receptor. SB Barrier 3 does meet INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 4 of 8 first row benefited DUs (50%).

SB Barrier 4 meets the feasibility and reasonableness criteria pending public input. SB Barrier 4 is acoustically feasible due to the greater than 5 dB(A) reduction at 15 impacted DUs (15 impacted DUs reduced by >5 dB(A) out of 22 total impacted DUs). It is predicted to benefit 73 of the 113 DUs (47 modeled receivers equaling 113 DUs). Additionally, it meets INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 385 square feet/benefited receptor. Furthermore, SB Barrier 4 meets INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 22 of 25 first row benefited DUs (88%).

SB Barrier 5 does not meet the feasibility and reasonableness criteria. SB Barrier 5 is acoustically feasible due to the greater than 5 dB(A) reduction at 8 impacted DUs (8 impacted DUs reduced by >5 dB(A) out of 10 total impacted DUs). It is predicted to benefit 8 of the 89 DUs (26 modeled receivers equaling 89 DUs). It does not meet INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 2,235 square feet/benefited receptor. SB Barrier 5 does meet INDOT's 50% design goal and meets the reasonableness criterion by providing at least 7 dB(A) of attenuation for 8 of 11 first row benefited DUs (72%).

SB Barrier 6 does not meet the feasibility and reasonableness criteria. SB Barrier 6 is acoustically feasible due to the greater than 5 dB(A) reduction at 9 impacted DUs (9 impacted DUs reduced by >5 dB(A) out of 13 total impacted DUs). It is predicted to benefit 9 of the 43 DUs (10 modeled receivers equaling 43 DUs). It does not meet INDOT's square footage criterion (1,250 square feet/benefited receptor, as a majority of the homes in the area were constructed prior to I-65's construction) at 2,316 square feet/benefited receptor. Furthermore, SB Barrier 6 does not meet INDOT's 50% design goal or the reasonableness criterion by only providing at least 7 dB(A) of attenuation for 10 of 40 first row benefited DUs (25%).

The results of the noise barrier analysis are summarized in Table 4-2, below. Maps of the analyzed noise barrier locations and noise receptors are in Appendix A. Tables showing the sound level results from the noise barrier optimization are in Appendix D.

Table 4-2: Barrier Summary

PROPOSED BARRIER	CNE	LENGTH (FT)	AVG HEIGHT (FT)	SQUARE FOOTAGE	BENEFITED RECEPTORS	SQUARE FOOTAGE PER BENEFITED RECEPTOR	MAXIMUM ALLOWABLE SQUARE FOOTAGE	UNDER MAXIMUM SQUARE FOOTAGE?	FEASIBILITY CRTIERIA MET?	DESIGN GOAL MET?
NB Barrier 1	B-1, C-1	1,600	18.1	28,998	31	934	1,000	Yes	Yes	Yes
NB Barrier 2	B-3, E-1	1,917	14.0	26,867	9	2,985	1,000	No	Yes	Yes
NB Barrier 3	B-4, C-4, C-5	8,806	13.6	119,516	207	577	1,250	Yes	Yes	Yes
NB Barrier 4	B-6	1,271	20.0	25,411	39	652	1,250	Yes	Yes	Yes
NB Barrier 5	B-6, C-6	1,076	14.0	15,070	21	718	1,250	Yes	Yes	No
NB Barrier 4/5*	B-6, C-6	2,347	17.3	40,481	64	633	1,250	Yes	Yes	Yes
NB Barrier 6	B-6, C-8, E-5	1,839	17.8	32,786	43	762	1,250	Yes	Yes	Yes
NB Barrier 7	B-6, C-9, E-6	1,233	16.6	20,460	23	890	1,250	Yes	Yes	Yes
SB Barrier 1	B-2	2,742	-	-	-	-	1,000	-	No	-
SB Barrier 2	B-5, C-4, E-4	7,580	12.9	97,603	164	595	1,250	Yes	Yes	Yes
SB Barrier 3	B-7, C-7	1,003	18.0	18,028	7	2,575	1,250	No	Yes	Yes
SB Barrier 4	B-7, C-7	1,913	14.7	28,132	73	385	1,250	Yes	Yes	Yes
SB Barrier 5	B-9	703	25.4	17,876	8	2,235	1,250	No	Yes	Yes
SB Barrier 6	B-9, E-7	832	25.1	20,840	9	2,316	1,250	No	Yes	No

*NB Barrier 4/5 is recommended over NB Barrier 4, unless it is found that public input recommends only NB Barrier 4

5.0 Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction.

Table 5-1 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB(A) at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of approximately 6 dB(A) per doubling of distance.

Table 5-1: Construction Equipment Noise

EQUIPMENT	MAXIMUM NOISE LEVEL (DB(A) AT 50 FEET)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Source: U.S. Environmental Protection Agency 1971.

No permanent adverse noise impacts from construction are anticipated because construction noise would be short-term and intermittent. Measures to minimize the temporary impacts will include requiring equipment to have sound-control devices that are no less effective than those provided on the original equipment and requiring all equipment to be muffled.

6.0 Coordination with Local Officials

Compatible noise planning for undeveloped areas can minimize future noise conflicts along the project's corridor. Sharing the project's specific noise impacts with local officials provides them with the relevant information for future planning and zoning decisions. In accordance with INDOT's *Traffic Noise Analysis Procedure* (2022) and 23 CFR 772, the *I-65 Safety & Efficiency Traffic Noise Impact Analysis* will be provided to the City of Indianapolis following the completion of the environmental document. This will allow the local government planning unit to effectively plan for compatible land use types and avoid traffic noise impacts in Activity Categories B, C, D, and E that exist within the approximate 66 and 71 dBA contours.

The 66 and 71 dBA contours are an estimation of the future receptor impact zone following the construction of the project. These contours are to be used to help guide planning and development on currently undeveloped lands. On developed lands, the contours do not account for the potential noise shielding effects that any existing buildings may provide. The 66 dBA contour for the proposed design is approximately 180 feet from the edge of I-65's pavement on the east side and 210 feet from the west side. The 71 dBA contour for the proposed design is approximately 110 feet from the edge of I-65's pavement on the east side and 90 feet from the west side.

7.0 Public Involvement

As stated in the *INDOT Traffic Noise Analysis Procedure*, INDOT is required to seek the input of owners and residents of all benefited properties. The concerns and opinions of the property owners and the unit occupants were taken into consideration in determining whether a barrier is appropriate for a given location. The results of the noise barrier survey are presented in Table 7-1.

Table 7-1: Noise Barrier Survey Responses

NOISE BARRIER	BENEFITED RECEPTORS	NUMBER OF RECIPIENTS	NUMBER OF RESPONSES	RESPONSE PERCENT	NUMBER OF SURVEYS IN FAVOR	PERCENT OF SURVEYS IN FAVOR
NB Barrier 1*	31	19	10	53%	9	90%
NB Barrier 3	207	304	55	18%	47	85%
NB Barrier 4	39	61	16	26%	9	56%
NB Barrier 5	21	31	5	16%	4	80%
NB Barrier 4/5**	64	92	21	23%	13	62%
NB Barrier 6	43	61	14	23%	12	86%
NB Barrier 7	23	34	10	29%	8	80%
SB Barrier 2	164	239	43	18%	40	93%
SB Barrier 4	73	104	23	22%	20	87%

*For NB Barrier 1, the Falam Baptist Church has an associated 15 dwelling units giving it a greater influence.

**NB Barriers 4 & 5 were recommended together as one barrier, NB Barrier 4/5. However, noise barrier surveys were still evaluated individually, as NB Barrier 4 was preliminarily reasonable and feasible on its own.

The noise impact analysis identified seven potential reasonable and feasible barrier locations throughout the project corridor. A project information letter, a pre-stamped survey response card, and a noise meeting invitation were sent on November 20, 2023, to 853 benefited residents and property owners. The information and survey were also made available on the project's website at I65SafetyandEfficiency.com/NoiseBarrier. Approximately 104 survey responses were received after the first mailing. A second survey, containing the same information as the first, was mailed on December 4, 2023, to those who had not yet responded and approximately 52 responses were received.

The noise meeting occurred on December 13, 2023, at the SENSE Charter School in Indianapolis. The purpose of the public meeting was to explain the project, INDOT's *Traffic Noise Analysis Procedure,* and encourage benefited residents and property owners to complete the surveys. Approximately 32 people attended the meeting. Public comments were collected throughout the public involvement process including those supportive of the noise barriers, citing a desire for noise reduction and increased safety. Other comments were not supportive of the noise barriers; indicating that there are better uses of tax dollars, some enjoy the sound of traffic, and that planted trees are preferred to barriers.

A third survey mailing occurred on December 28, 2023, following the noise meeting. It contained an updated project information letter and a pre-stamped survey response. The mailing was sent to approximately 250 addressees, specifically targeting benefited receptors north of Raymond Street where NB Barriers 4, 5, 6, and 7 and SB Barrier 4 are located and where response rates were especially low. It was the final opportunity to share noise barrier feedback. Approximately 20 responses were received from this final survey. Public involvement materials and mailings are included in Appendix H.

During project development, EJ communities were identified on both the east and west sides of I-65, south of Pleasant Run. To ensure that EJ populations were engaged and informed, the project's Public Involvement Plan discussed outreach to EJ populations and individuals with Limited English proficiency. Engagement activities have included a variety of approaches to overcome language, cultural, economic, and other potential barriers to ensure effective participation in the project development process. These approaches include preparing project meeting materials in English and Spanish as well as the materials being made available online and mailed to individual households. The project's noise meeting was also accessible via local street and sidewalk networks, and the IndyGo Redline transit route. Engagement also included creating an EJ committee which met multiple times and comprised of stakeholders who represent EJ populations, including elected officials, transit agencies, local housing authorities, public schools, religious institutions, and civic organizations as identified in the Public Involvement Plan.

INDOT's *Traffic Noise Analysis Procedure* states "If the total respondents to the survey do not total a majority (more than 50%) of the benefited receptors and affected property owners, then a second survey will be mailed out to solicit the views of those who did not respond. If a majority of benefited receptors still do not respond, no third survey is required. FHWA and INDOT Project Management will discuss the results of the surveys and determine the next course of action if a majority of benefited receptors do not respond. This may include applying elements of the project's Environmental Justice (EJ) Community Engagement Plan if present. Failure to respond to the survey by the benefited receptor will not be assumed to count either for or against noise abatement." Because response rates for all barriers, excluding NB Barrier 1, were below the 50% threshold a meeting was held with INDOT Environmental Services on January 16, 2024, to discuss the noise survey results and potential barrier options. The discussion continued during a February 8, 2024, meeting with INDOT and FHWA. EJ communities were considered during both discussions; however, it was ultimately decided that only NB Barrier 1 would be constructed due to its greater than 50% response rate to the mailed surveys.

Comments in opposition to potential noise barriers were received throughout the project's public involvement process. Opposition comments indicated support for an alternative plan from the Rethink 65/70 Coalition for the roadway involving new interchange designs, lowering the roadway below the surrounding neighborhoods, and noise mitigation alternatives. Other comments mentioned the negative visual impact of barriers along the adjacent neighborhoods, there are better ways to use tax dollars, and that trees are preferred to barriers. Comments opposing potential barriers were received from residents and neighborhood association members from Garfield Park, Fountain Square, Bates-Hendricks, and North Square Neighborhoods.

Based on the results of the analysis and considering the viewpoints of benefited residents and property owners, INDOT is planning on constructing a noise barrier at NB Barrier 1, which is located on the east side of I-65, north of Hanna Avenue.

8.0 Conclusions and Recommendations

Based on this noise impact analysis completed for this project, one feasible and reasonable barrier was identified for this project. Its location is summarized in Table 8-1.

Table 8-1: Feasible and Reasonable Noise Barriers

NOISE BARRIER	CNE	LOCATION	GIS LOCATION START/END (LAT./LONG.)	AVERAGE HEIGHT (FT)	LENGTH (FT)	AREA (SQ. FT)	NUMBER OF BENEFITED RECEPTORS
NB Barrier 1	B-1, C-1	East side of I-65, north of Hanna Avenue	Start: -86.10943° W, 39.708745° N End: -86.112173° W,39.712527° N	18.1	1,600	28,998	31

Pursuant to the *INDOT Traffic Noise Analysis Procedure*, based on the proposed noise barrier, an absorptive barrier is proposed for NB Barrier 1, due to NAC Category B receptors being located on the opposite side of the roadway.

8.1 Statement of Likelihood

Based on the studies completed to date, INDOT has identified 323 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at one location, as shown in Table 8-1.

Noise abatement at this location is based upon preliminary design criteria. Noise abatement in these locations at this time has been estimated to reduce the noise level by a minimum of 5 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes. The viewpoints of the benefited residents and property owners were sought and considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

9.0 References

23 CFR 772 (2010). "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

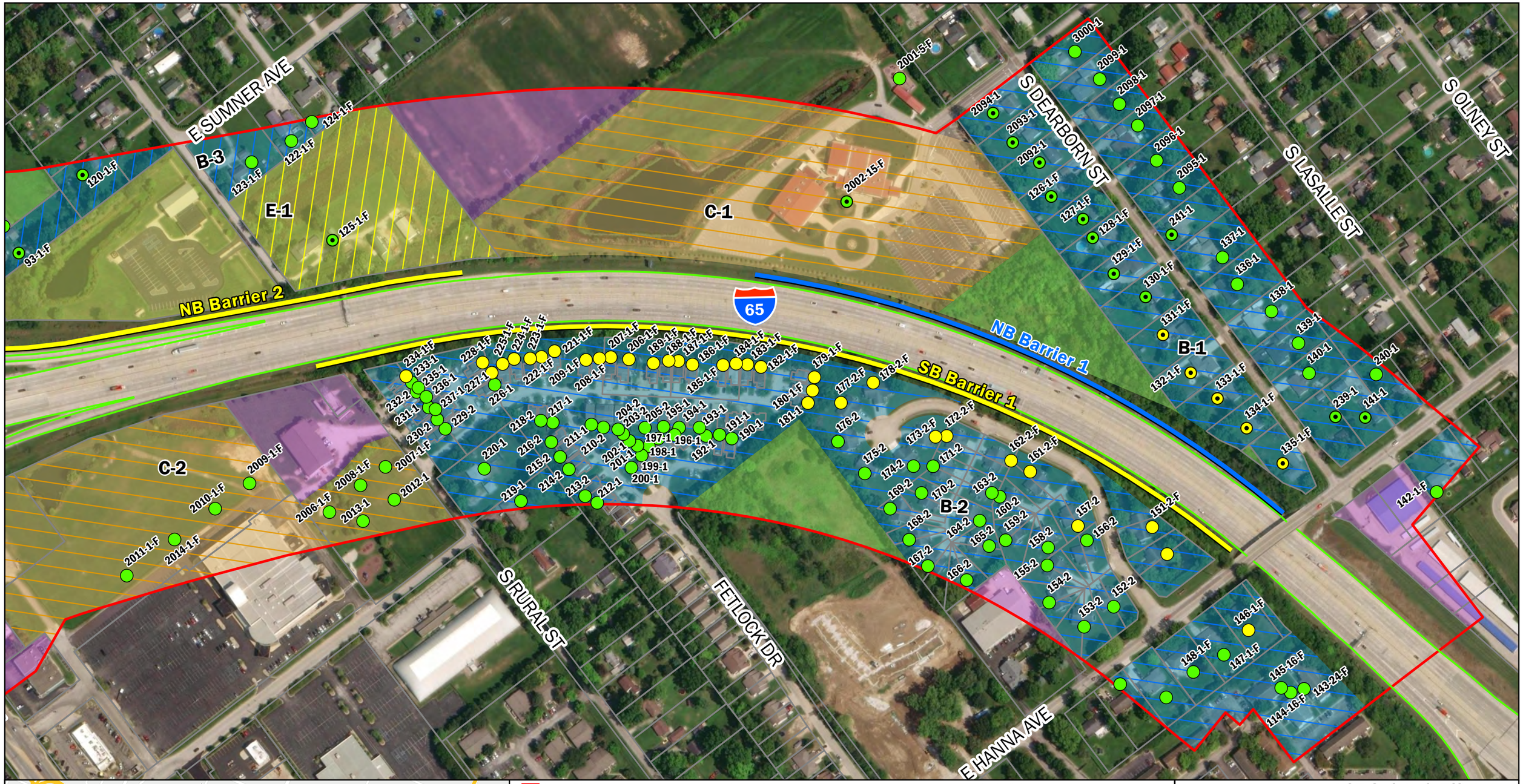
FHWA 2017. "Calculating and Placing Non-Residential Receptors (NRRs)." https://www.fhwa.dot.gov/environment/noise/resources/nrr.cfm

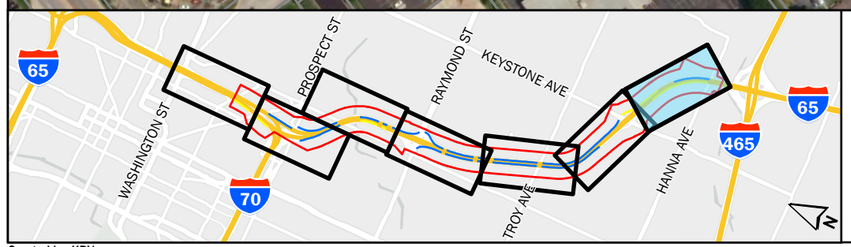
INDOT 2022. "Indiana Department of Transportation Traffic Noise Analysis Procedure," Office of Environmental Services. https://www.in.gov/indot/engineering/files/2022-INDOT-Noise-Policy-Signed-Final-101222.pdf

Parsons 2022. "I-65 High-Level TSMO Evaluation," INDOT and FHWA.

U.S. Environmental Protection Agency, "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances," NTID300.1, December 31, 1971 http://docs.ppsmixeduse.com/ppp/DEIR_References/1971_1201_usepa_noiseconstruction.pdf

APPENDIX A – NOISE RECEPTOR AND NOISE BARRIER LOCATIONS





Noise Study Area
Proposed Edge of Travel Lane

Noise Receptor
- Impacted - Benefited Receptor
- Impacted - Not Benefited Receptor
- Not Impacted - Benefited Receptor
- Not Impacted - Not Benefited Receptor

Noise Barriers
- Evaluated Not Recommended
- Preliminarily Feasible and Reasonable

FHWA Activity Category
- Category B
- Category C
- Category E
- Category F
- Category G

0 250 500 Feet
1 Inch = 250 feet

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Marion County, Indiana
Noise Receptor and Barrier Locations
Sheet 1 of 7

Des. 1400073 et al.
Date: 10/19/2023

PARSONS

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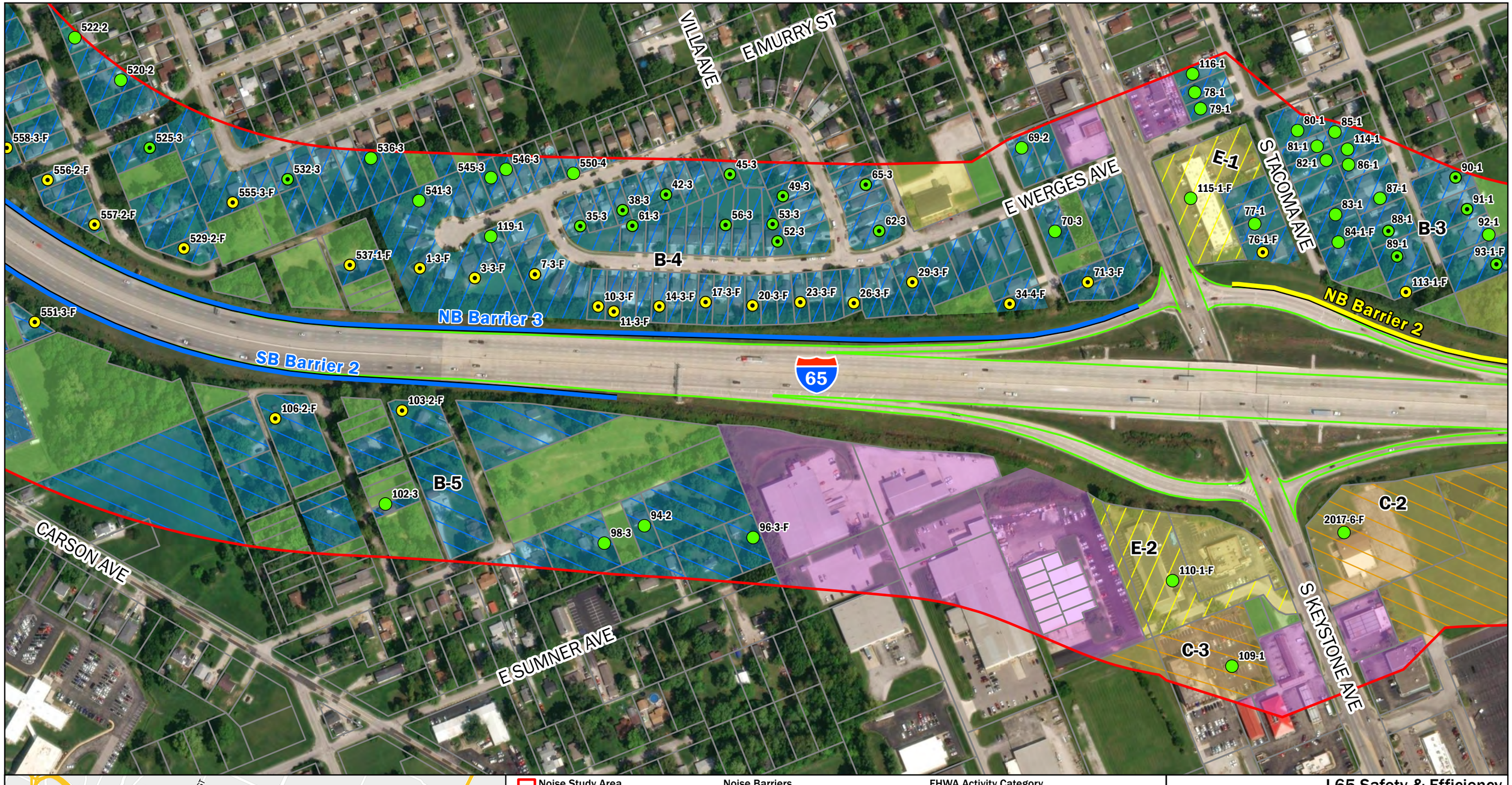

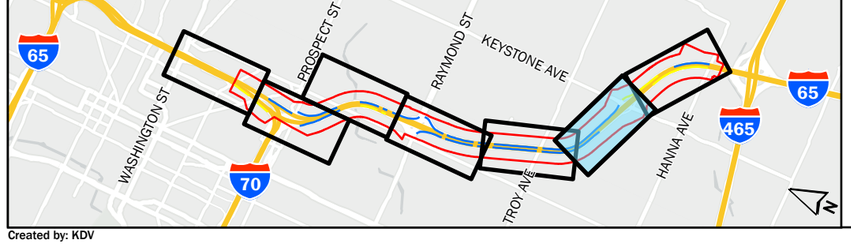

Created by: KDV

Noise Study Area
Proposed Edge of Travel Lane

Noise Receptor
- Impacted - Benefited Receptor
- Impacted - Not Benefited Receptor
- Not Impacted - Benefited Receptor
- Not Impacted - Not Benefited Receptor

Noise Barriers
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Marion County, Indiana
Noise Receptor and Barrier Locations
Sheet 2 of 7

Des. 1400073 et al.

Date: 10/19/2023

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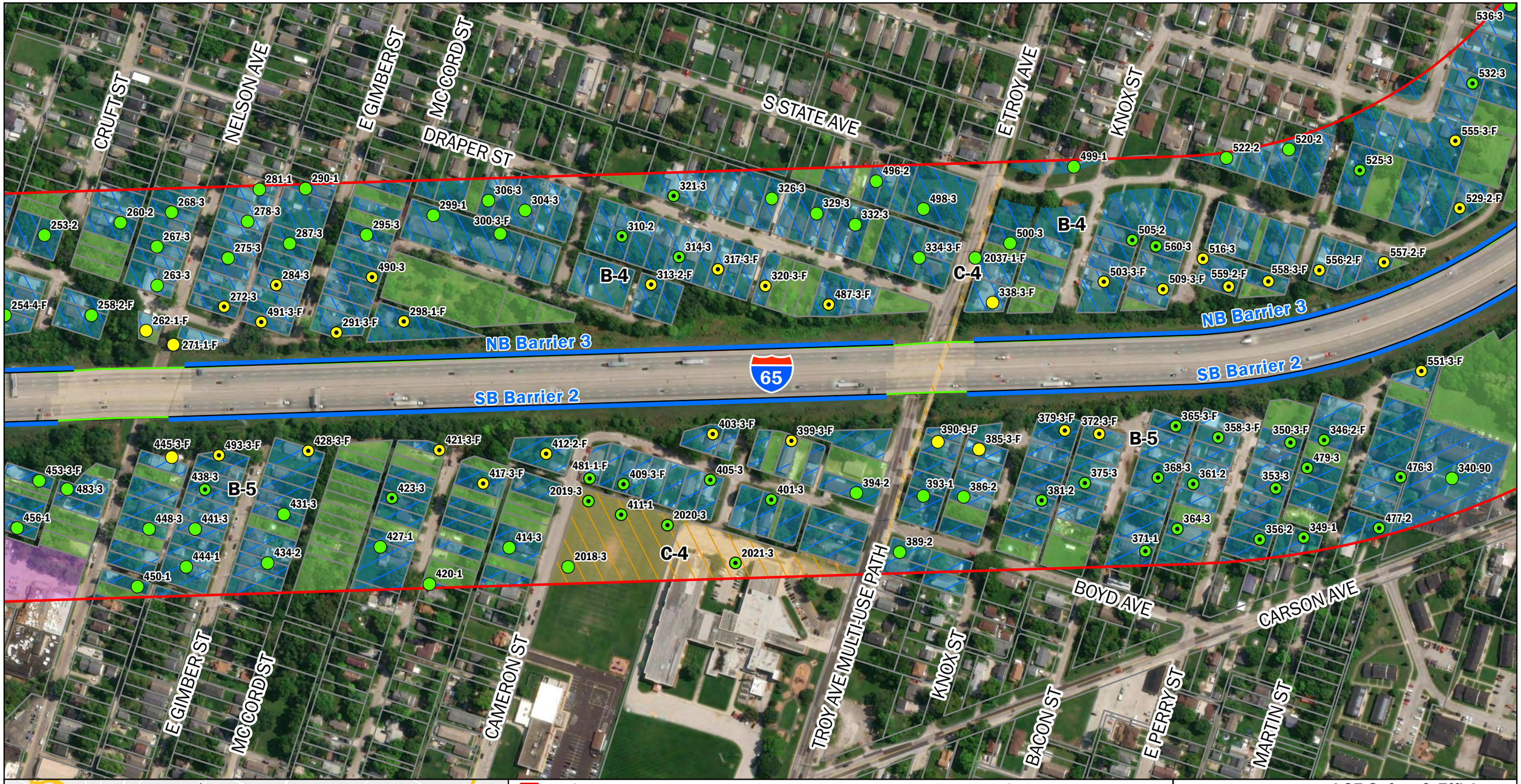

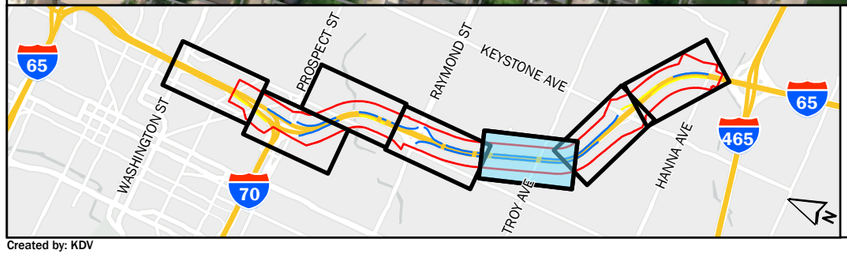

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Proposed Edge of Travel Lane

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Marion County, Indiana
Noise Receptor and Barrier Locations
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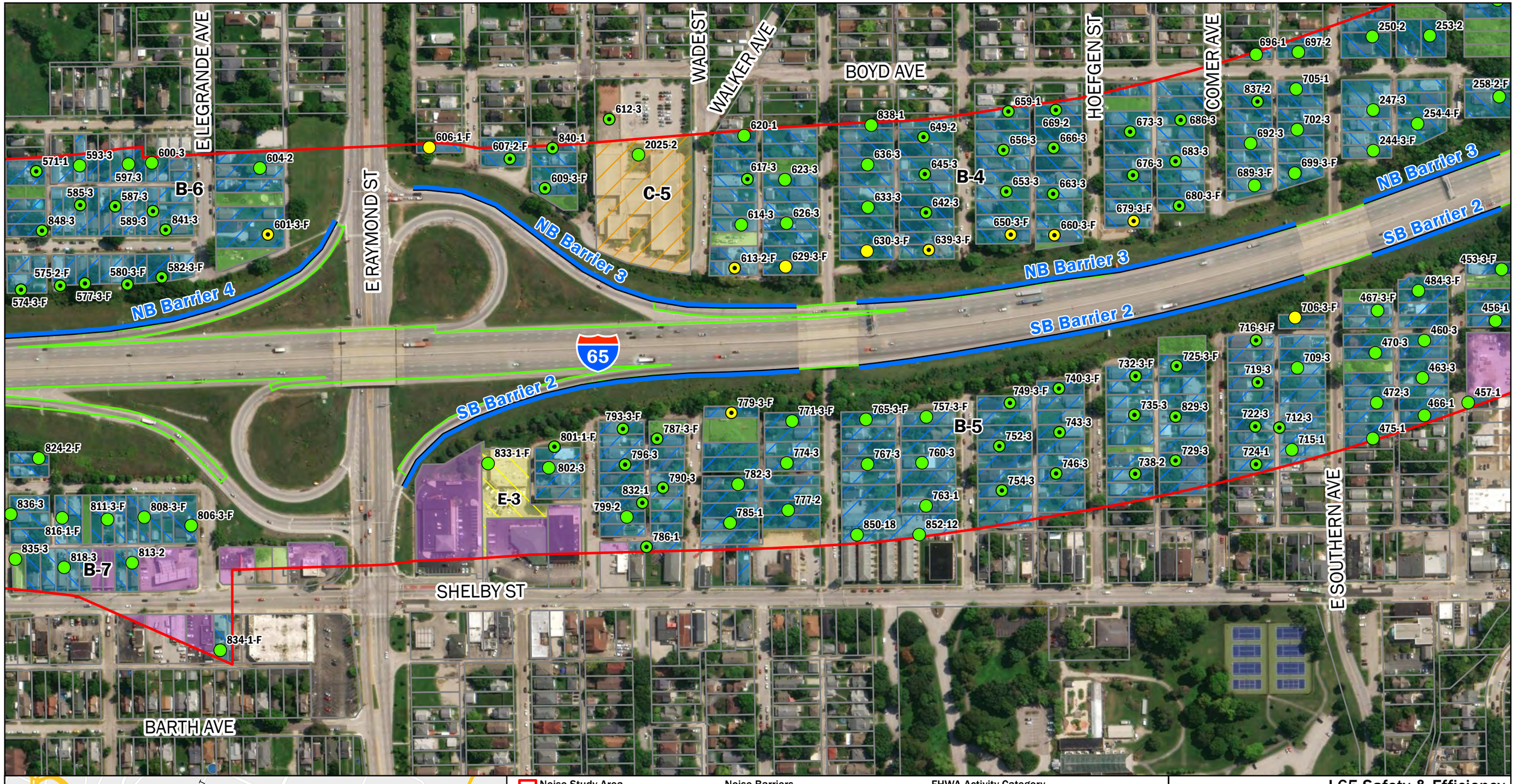

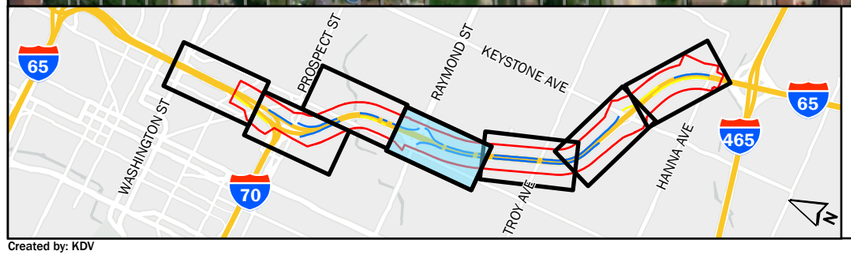

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Marion County, Indiana
Noise Receptor and Barrier Locations
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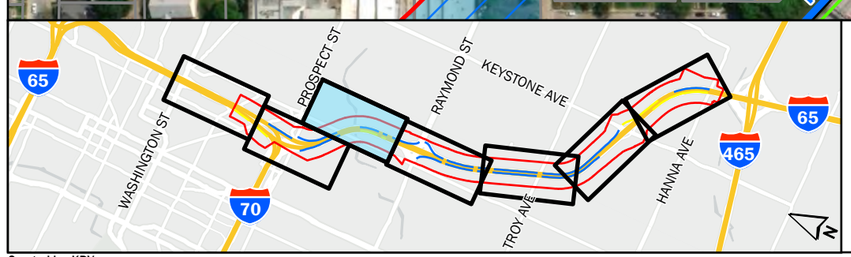
PARSONS

LAUREL ST
ORANGE ST
COTTAGE AVE
LINDEN ST
OLIVE ST
SHELBY ST
E MINNESOTA ST
LAWTON AVE
E NAOMI ST
VAN BUREN ST
BARTH AVE
E PLEASANT RUN PKWY NDR
PLEASANT RUN TRAIL-7
E PLEASANT RUN PKWY SDR
NB Barrier 5
NB Barrier 4
SB Barrier 3
NB Barrier 6
SB Barrier 4
65
B-6
C-6
B-7
C-7
C-8
E-4
570-1
567-3
564-3
562-3-F
1033-2
1030-3
1202-3
1037-2
1039-2
1040-3-F
1031-2-F
1023-3-F
1029-3
1026-2
1017-3
1014-3-F
1020-3
1182-3
1008-1
1010-3
998-2
1004-3
995-3
1011-1
1012-1
992-3
990-3
1186-2-F
1184-3-F
1000-3-F
1181-2-F
3003-0.25
986-3-F
984-2-F
977-3
1189-3
976-1
982-3
3002-0.25-F
973-3
964-3
961-3-F
958-3-F
970-3
967-3
953-3
954-1
955-3-F
950-3
826-3-F
1059-1-F
1057-2-F
1053-1-F
1049-4-F
1048-1
1045-3
1043-1-F
3001-0.25-F
1060-3
1056-3
1054-3
1162-4
1063-2
2038-0.25
1194-1
1193-1
1195-2
1192-1-F
938-1
1196-1
941-3
944-3
946-3-F
1168-2-F
1201-1-F
1070-3-F
1067-2
1167-3



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Marion County, Indiana
Noise Receptor and Barrier Locations
Sheet 5 of 7

Des. 1400073 et al.
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PARSONS

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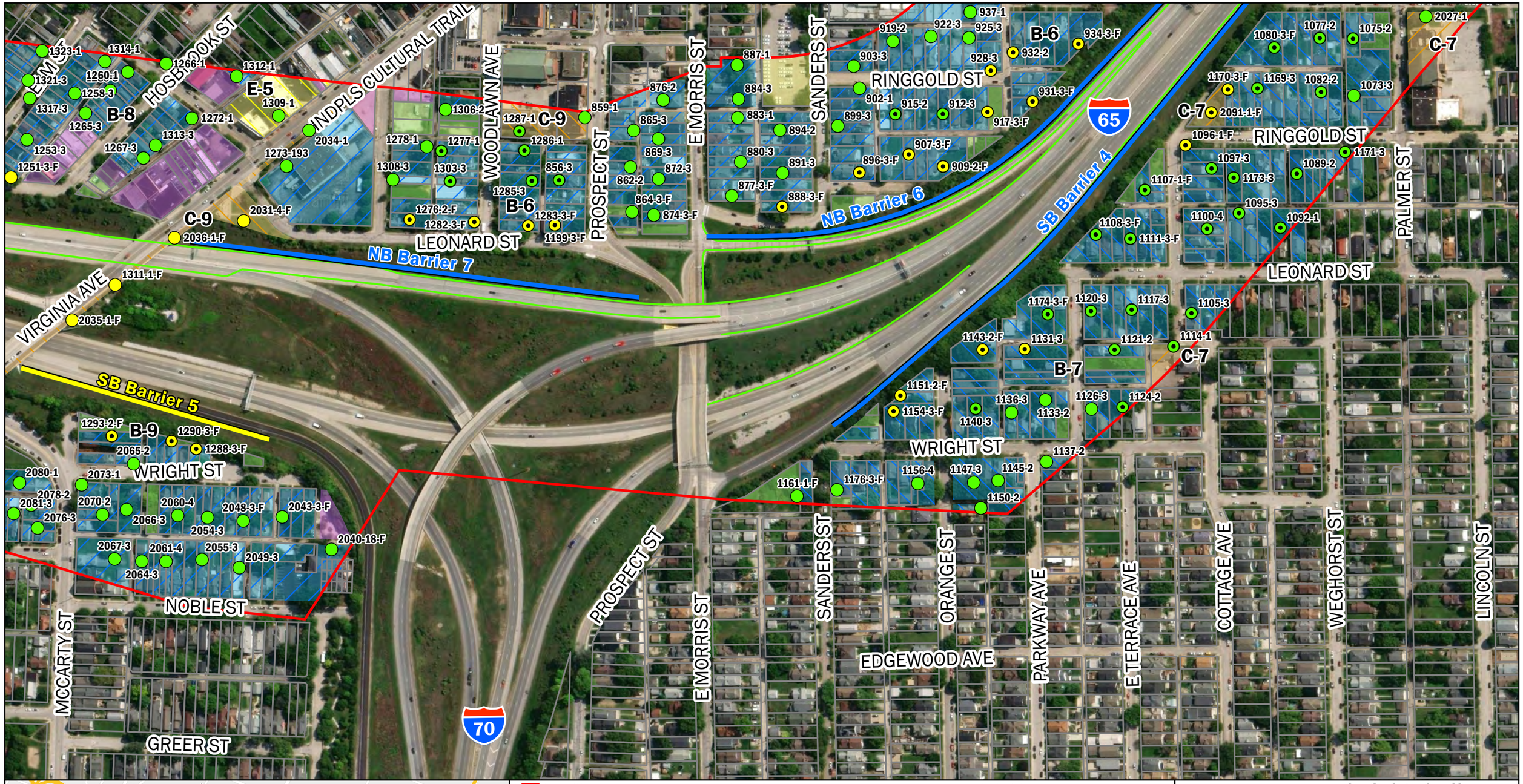

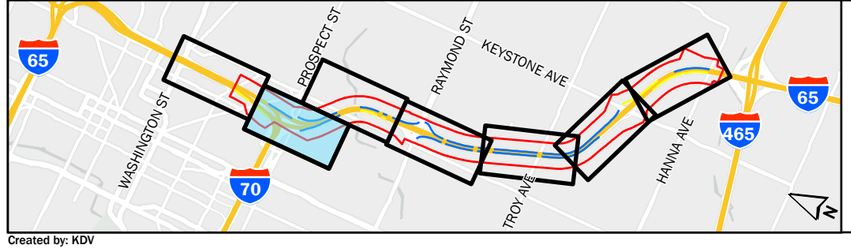

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Marion County, Indiana
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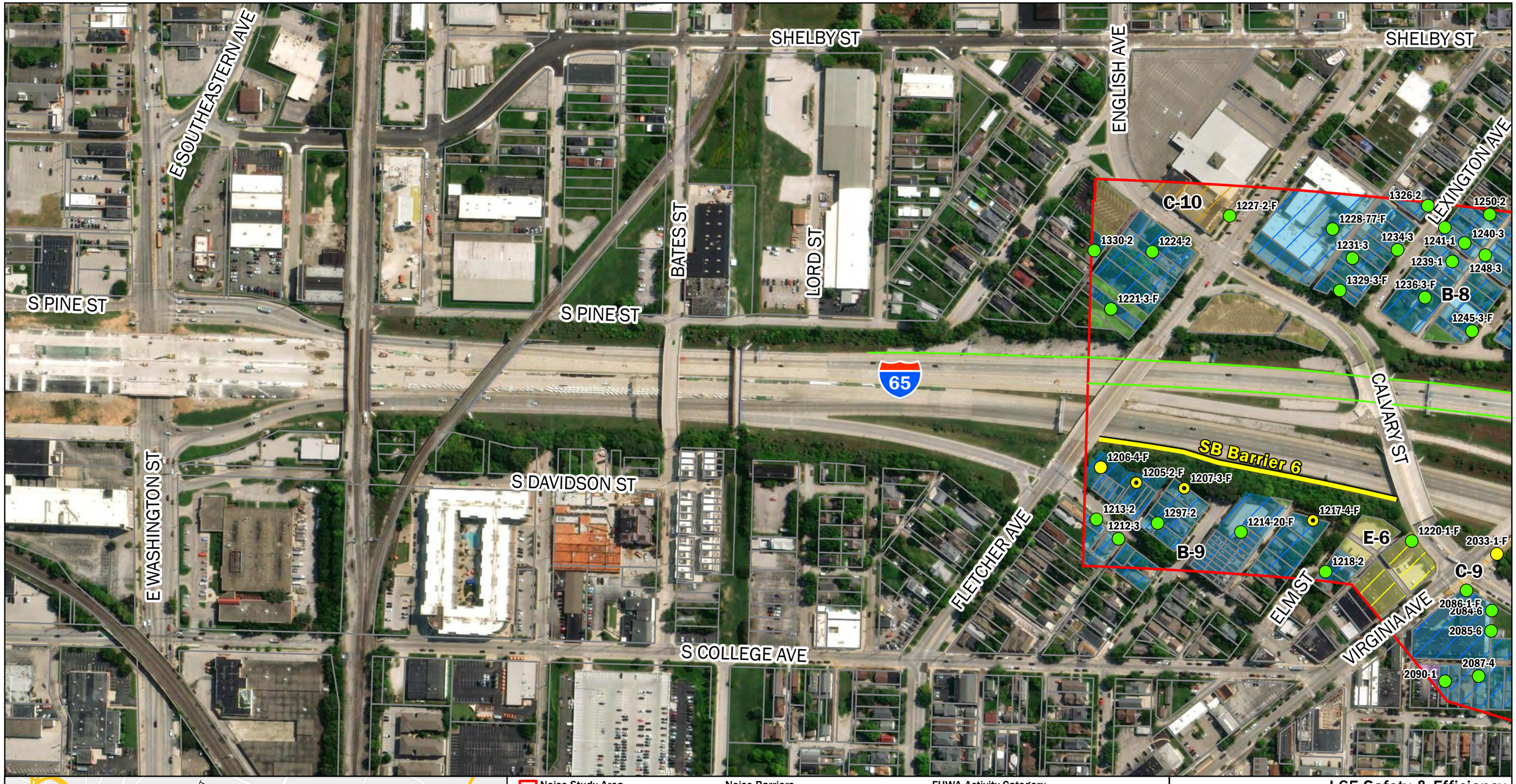

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Marion County, Indiana
Noise Receptor and Barrier Locations
Sheet 7 of 7

Des. 1400073 et al.

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PARSONS

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APPENDIX B – NOISE RECEPTORS

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-1	127-1-F	3830 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	128-1-F	3836 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	129-1-F	3842 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	130-1-F	3848 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	131-1-F	3906 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	132-1-F	3912 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	133-1-F	3918 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	134-1-F	3924 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	135-1-F	3232 HANNA AVE	INDIANAPOLIS	IN	46237	1
B-1	136-1	3905 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	137-1	3847 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	138-1	3911 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	139-1	3917 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	140-1	3923 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	141-1	3250 HANNA AVE	INDIANAPOLIS	IN	46237	1
B-1	142-1	3245 HANNA AVE	INDIANAPOLIS	IN	46237	1
B-1	239-1	3244 HANNA AVE	INDIANAPOLIS	IN	46237	1
B-1	240-1	3260 HANNA AVE	INDIANAPOLIS	IN	46237	1
B-1	241-1	3841 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2092-1	3818 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2093-1	3812 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2094-1	3806 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2095-1	3835 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2096-1	3829 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2097-1	3823 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2098-1	3817 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	2099-1	3811 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-1	3000-1	3805 S DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-2	143-24-F	2913 HANNA AVE	INDIANAPOLIS	IN	46227	24
B-2	144-16	2913 HANNA AVE	INDIANAPOLIS	IN	46227	16
B-2	145-16-F	2913 HANNA AVE	INDIANAPOLIS	IN	46227	16
B-2	146-1-F	3019 HANNA AVE	INDIANAPOLIS	IN	46227	1
B-2	147-1	3001 HANNA AVE	INDIANAPOLIS	IN	46227	1
B-2	148-1	2959 HANNA AVE	INDIANAPOLIS	IN	46227	1
B-2	149-1	2955 HANNA AVE	INDIANAPOLIS	IN	46227	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-2	150-1-F	3951 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	1
B-2	151-2-F	3931 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	152-2	3151 BRICKENWOOD LN	INDIANAPOLIS	IN	46227	2
B-2	153-2	3147 BRICKENWOOD LN	INDIANAPOLIS	IN	46227	2
B-2	154-2	3138 BRICKENWOOD LN	INDIANAPOLIS	IN	46227	2
B-2	155-2	3146 BRICKENWOOD LN	INDIANAPOLIS	IN	46227	2
B-2	156-2	3154 BRICKENWOOD LN	INDIANAPOLIS	IN	46227	2
B-2	157-2	3157 BRICKENWOOD CT	INDIANAPOLIS	IN	46227	2
B-2	158-2	3145 BRICKENWOOD CT	INDIANAPOLIS	IN	46227	2
B-2	159-2	3136 BRICKENWOOD CT	INDIANAPOLIS	IN	46227	2
B-2	160-2	3148 BRICKENWOOD CT	INDIANAPOLIS	IN	46227	2
B-2	161-2-F	3156 BRICKENWOOD CT	INDIANAPOLIS	IN	46227	2
B-2	162-2-F	3155 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	163-2	3147 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	164-2	3139 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	165-2	3131 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	166-2	3105 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	167-2	3114 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	168-2	3122 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	169-2	3130 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	170-2	3138 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	171-2	3146 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	172-2-F	3154 BRICKENWOOD WAY	INDIANAPOLIS	IN	46227	2
B-2	173-2-F	3862 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	174-2	3834 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	175-2	3810 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	176-2	3811 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	177-2-F	3827 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	178-2-F	3835 BRICKENWOOD TRACE	INDIANAPOLIS	IN	46227	2
B-2	179-1-F	3022 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	180-1-F	3024 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	181-1	3026 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	182-1-F	3014 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	183-1-F	3012 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	184-1-F	3010 PERCHERON LN	INDIANAPOLIS	IN	46227	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-2	185-1-F	3008 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	186-1-F	2940 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	187-1-F	2938 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	188-1-F	2936 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	189-1-F	2934 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	190-1	2932 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	191-1	2930 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	192-1	2932 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	193-1	2945 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	194-1	2941 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	195-1	2937 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	196-1	2922 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	197-1	2920 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	198-1	2918 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	199-1	2916 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	200-1	2914 FETLOCK PL	INDIANAPOLIS	IN	46227	1
B-2	201-1	3737 FETLOCK DR	INDIANAPOLIS	IN	46227	1
B-2	202-1	3735 FETLOCK DR	INDIANAPOLIS	IN	46227	1
B-2	203-2	3733 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	204-2	3731 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	205-2	2933 PERCHERON LN	INDIANAPOLIS	IN	46227	2
B-2	206-1-F	2926 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	207-1-F	2924 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	208-1-F	2922 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	209-1-F	2920 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	210-2	2925 PERCHERON LN	INDIANAPOLIS	IN	46227	2
B-2	211-1	2921 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	212-1	3742 FETLOCK DR	INDIANAPOLIS	IN	46227	1
B-2	213-2	3738 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	214-2	3723 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	215-2	3728 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	216-2	3726 FETLOCK DR	INDIANAPOLIS	IN	46227	2
B-2	217-1	2911 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	218-2	2907 PERCHERON LN	INDIANAPOLIS	IN	46227	2
B-2	219-1	3701 RURAL ST	INDIANAPOLIS	IN	46227	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-2	220-1	3697 RURAL ST	INDIANAPOLIS	IN	46227	1
B-2	221-1-F	2912 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	222-1-F	2910 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	223-1-F	2908 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	224-1-F	2906 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	225-1-F	2904 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	226-1	3639 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	227-1	3637 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	228-1-F	3635 PERCHERON LN	INDIANAPOLIS	IN	46227	1
B-2	229-2	3640 PERCHERON PL	INDIANAPOLIS	IN	46227	2
B-2	230-2	3635 RURAL ST	INDIANAPOLIS	IN	46227	2
B-2	231-1	3633 RURAL ST	INDIANAPOLIS	IN	46227	1
B-2	232-2	3627 RURAL ST	INDIANAPOLIS	IN	46227	2
B-2	233-1	3623 RURAL ST	INDIANAPOLIS	IN	46227	1
B-2	234-1-F	3621 RURAL ST	INDIANAPOLIS	IN	46227	1
B-2	235-1	3632 PERCHERON PL	INDIANAPOLIS	IN	46227	1
B-2	236-1	3634 PERCHERON PL	INDIANAPOLIS	IN	46227	1
B-2	237-1	3636 PERCHERON PL	INDIANAPOLIS	IN	46227	1
B-2	243-1	2949 HANNA AVE	INDIANAPOLIS	IN	46227	1
B-3	76-1-F	3322 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	77-1	3318 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	78-1	3248 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	79-1	3250 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	80-1	3301 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	81-1	3311 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	82-1	3313 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	83-1	3321 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	84-1-F	3321 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	85-1	3308 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	86-1	3320 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	87-1	3324 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	88-1	3326 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	89-1	3332 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	90-1	3325 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	91-1	3327 TEMPLE AVE	INDIANAPOLIS	IN	46237	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-3	92-1	3329 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	93-1-F	3335 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	113-1-F	3334 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	114-1	3316 TEMPLE AVE	INDIANAPOLIS	IN	46237	1
B-3	116-1	3242 TACOMA AVE	INDIANAPOLIS	IN	46237	1
B-3	120-1	3440 RURAL ST	INDIANAPOLIS	IN	46237	1
B-3	122-1	2841 SUMNER AVE	INDIANAPOLIS	IN	46237	1
B-3	123-1	3515 RURAL ST	INDIANAPOLIS	IN	46237	1
B-3	124-1	2845 SUMNER AVE	INDIANAPOLIS	IN	46237	1
B-4	1-3-F	1815 KEYSTONE LAKES DR, 1810 KEYSTONE LAKES DR, 1814 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	3-3-F	1819 KEYSTONE LAKES DR, 1825 KEYSTONE LAKES DR, 1829 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	7-3-F	1847 WERGES AVE, 1853 WERGES AVE, 1843 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	10-3-F	1857 WERGES AVE, 1861 WERGES AVE, 1865 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	11-3-F	1869 WERGES AVE, 1873 WERGES AVE, 1877 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	14-3-F	1905 WERGES AVE, 1909 WERGES AVE, 1913 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	17-3-F	1917 WERGES AVE, 1921 WERGES AVE, 1925 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	20-3-F	1929 WERGES AVE, 1933 WERGES AVE, 2003 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	23-3-F	2007 WERGES AVE, 2011 WERGES AVE, 2015 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	26-3-F	2019 WERGES AVE, 2023 WERGES AVE, 2027 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	29-3-F	2033 WERGES AVE, 2231 WERGES AVE, 2235 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	34-4-F	2239 WERGES AVE, 2243 WERGES AVE, 3318 ST PAUL ST, 3316 ST PAUL ST	INDIANAPOLIS	IN	46237	4
B-4	35-3	1844 WERGES AVE, 1855 KEYSTONE LAKES DR, 1859 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	38-3	1863 KEYSTONE LAKES DR, 1907 KEYSTONE LAKES DR, 1911 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	42-3	1923 KEYSTONE LAKES DR, 1915 KEYSTONE LAKES DR, 1923 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	45-3	1927 KEYSTONE LAKES DR, 1931 KEYSTONE LAKES DR, 1935 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	49-3	3238 KEYSTONE LAKES WAY, 3308 KEYSTONE LAKES WAY, 3314 KEYSTONE LAKES WAY	INDIANAPOLIS	IN	46237	3
B-4	52-3	3318 KEYSTONE LAKES WAY, 3322 KEYSTONE LAKES WAY, 3332 KEYSTONE LAKES WAY	INDIANAPOLIS	IN	46237	3
B-4	53-3	1934 WERGES AVE, 1926 WERGES AVE, 1922 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	56-3	1918 WERGES AVE, 1914 WERGES AVE, 1910 WERGES AVE	INDIANAPOLIS	IN	46237	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-4	61-3	1906 WERGES AVE, 1878 WERGES AVE, 1872 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	62-3	3333 KEYSTONE LAKES WAY, 3327 KEYSTONE LAKES WAY, 3323 KEYSTONE LAKES WAY	INDIANAPOLIS	IN	46237	3
B-4	65-3	3319 KEYSTONE LAKES WAY, 3315 KEYSTONE LAKES WAY, 3309 KEYSTONE LAKES WAY	INDIANAPOLIS	IN	46237	3
B-4	69-2	2310 WERGES AVE, 2302 WERGES AVE	INDIANAPOLIS	IN	46237	2
B-4	70-3	2301 WERGES AVE, 3306 KEYSTONE AVE, 2311 WERGES AVE	INDIANAPOLIS	IN	46237	3
B-4	71-3-F	3319 ST PAUL ST, 3312 KEYSTONE AVE, 3318 KEYSTONE AVE	INDIANAPOLIS	IN	46237	3
B-4	119-1	1847 WERGES AVE, 1853 WERGES AVE, 1843 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	1
B-4	244-3-F	1415 SOUTHERN AVE, 1419 SOUTHERN AVE, 1421 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-4	247-3	1427 SOUTHERN AVE, 1431 SOUTHERN AVE, 1431 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-4	250-2	2605 BOYD AVE, 1505 SOUTHERN AVE	INDIANAPOLIS	IN	46203	2
B-4	253-2	2645 BOYD AVE, 1502 CRUFT ST	INDIANAPOLIS	IN	46203	2
B-4	254-4-F	1424 CRUFT ST, 1430 CRUFT ST, 1434 CRUFT ST, 1440 CRUFT ST	INDIANAPOLIS	IN	46203	4
B-4	258-2-F	1435 CRUFT ST, 1439 CRUFT ST	INDIANAPOLIS	IN	46203	2
B-4	260-2	1515 CRUFT ST, 1521 CRUFT ST	INDIANAPOLIS	IN	46203	2
B-4	262-1-F	1448 NELSON AVE	INDIANAPOLIS	IN	46203	1
B-4	263-3	1504 NELSON AVE, 2667 BOYD AVE, 1510 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	267-3	1518 NELSON AVE, 1516 NELSON AVE, 1522 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	268-3	1526 NELSON AVE, 1530 NELSON AVE, 1532 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	271-1-F	1451 NELSON AVE	INDIANAPOLIS	IN	46203	1
B-4	272-3	1501 NELSON AVE, 1505 NELSON AVE, 1509 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	275-3	1517 NELSON AVE, 1521 NELSON AVE, 1525 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	278-3	1529 NELSON AVE, 1535 NELSON AVE, 1537 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-4	281-1	1541 NELSON AVE	INDIANAPOLIS	IN	46203	1
B-4	284-3	1514 GIMBER ST, 1516 GIMBER ST, 1520 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-4	287-3	1522 GIMBER ST, 1526 GIMBER ST, 1538 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-4	290-1	1542 GIMBER ST	INDIANAPOLIS	IN	46203	1
B-4	291-3-F	1507 GIMBER ST, 1513 GIMBER ST, 1517 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-4	295-3	1533 GIMBER ST, 1541 GIMBER ST, 1549 GIMBER ST, 2801 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-4	298-1-F	1533 GIMBER ST, 1541 GIMBER ST, 1549 GIMBER ST, 2801 BOYD AVE	INDIANAPOLIS	IN	46203	1
B-4	299-1	2809 SPRUCE ST	INDIANAPOLIS	IN	46203	1
B-4	300-3-F	2809 SPRUCE ST, 2837 SPRUCE ST, 2833 SPRUCE ST	INDIANAPOLIS	IN	46203	3
B-4	304-3	2842 DRAPER ST, 2834 DRAPER ST, 2830 DRAPER ST	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-4	306-3	2822 DRAPER ST, 2818 DRAPER ST, 2812 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	310-2	2850 DRAPER ST, 2854 DRAPER ST	INDIANAPOLIS	IN	46203	2
B-4	313-2-F	2857 SPRUCE ST, 2861 SPRUCE ST	INDIANAPOLIS	IN	46203	2
B-4	314-3	2862 DRAPER ST, 2866 DRAPER ST, 2870 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	317-3-F	2874 DRAPER ST, 2878 DRAPER ST, 2882 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	320-3-F	2886 DRAPER ST, 2890 DRAPER ST, 2902 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	321-3	2861 DRAPER ST, 2865 DRAPER ST, 2869 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	326-3	2877 DRAPER ST, 2885 DRAPER ST, 2889 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	329-3	2901 DRAPER ST, 2905 DRAPER ST, 2909 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	332-3	2913 DRAPER ST, 2917 DRAPER ST, 2921 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	334-3-F	1610 TROY AVE, 1614 TROY AVE, 2933 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	338-3-F	1609 TROY AVE, 1605 TROY AVE, 1614 KNOX ST	INDIANAPOLIS	IN	46203	3
B-4	487-3-F	2930 DRAPER ST, 2926 DRAPER ST, 2922 DRAPER ST	INDIANAPOLIS	IN	46203	3
B-4	490-3	1529 GIMBER ST, 1531 GIMBER ST, 1525 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-4	491-3-F	1506 GIMBER ST, 1510 GIMBER ST, 1502 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-4	496-2	2918 STATE AVE, 2928 STATE AVE	INDIANAPOLIS	IN	46203	2
B-4	498-3	2936 STATE AVE, 2938 STATE AVE, 1640 TROY AVE	INDIANAPOLIS	IN	46203	3
B-4	499-1	1702 KNOX ST	INDIANAPOLIS	IN	46237	1
B-4	500-3	1647 TROY AVE, 3050 STATE AVE, 1651 TROY AVE	INDIANAPOLIS	IN	46203	3
B-4	503-3-F	1617 KNOX ST, 1621 KNOX ST, 1625 KNOX ST	INDIANAPOLIS	IN	46237	3
B-4	505-2	1629 KNOX ST, 3024 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	509-3-F	1622 BACON ST, 1624 BACON ST, 1624 BACON ST	INDIANAPOLIS	IN	46237	3
B-4	516-3	3106 STATE AVE, 3110 STATE AVE, 3102 STATE AVE	INDIANAPOLIS	IN	46237	3
B-4	520-2	3131 STATE AVE, 3105 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	522-2	3101 STATE AVE, 3051 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	525-3	3201 STATE AVE, 3124 ASBURY ST, 3134 ASBURY ST	INDIANAPOLIS	IN	46237	3
B-4	529-2-F	3303 STATE AVE, 3305 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	532-3	1813 MARTIN ST, 1819 MARTIN ST, 1825 MARTIN ST	INDIANAPOLIS	IN	46237	3
B-4	536-3	1831 MARTIN ST, 1837 MARTIN ST, 1901 MARTIN ST	INDIANAPOLIS	IN	46237	3
B-4	537-1-F	3304 WALCOTT ST	INDIANAPOLIS	IN	46237	1
B-4	541-3	1818 KEYSTONE LAKES DR, 1822 KEYSTONE LAKES DR, 1913 MARTIN ST	INDIANAPOLIS	IN	46237	3
B-4	545-3	1826 KEYSTONE LAKES DR, 1830 KEYSTONE LAKES DR, 1834 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3
B-4	546-3	1838 KEYSTONE LAKES DR, 1842 KEYSTONE LAKES DR, 1846 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-4	550-4	1850 KEYSTONE LAKES DR, 1854 KEYSTONE LAKES DR, 1858 KEYSTONE LAKES DR, 1862 KEYSTONE LAKES DR	INDIANAPOLIS	IN	46237	4
B-4	555-3-F	3140 ASBURY ST, 1807 MARTIN ST, 1801 MARTIN ST	INDIANAPOLIS	IN	46237	3
B-4	556-2-F	3222 STATE AVE, 3220 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	557-2-F	3226 STATE AVE, 3228 STATE AVE	INDIANAPOLIS	IN	46237	2
B-4	558-3-F	3128 STATE AVE, 3132 STATE AVE, 1630 PERRY ST	INDIANAPOLIS	IN	46237	3
B-4	559-2-F	1629 BACON ST, 1625 BACON ST	INDIANAPOLIS	IN	46237	2
B-4	560-3	3028 STATE AVE, 3040 STATE AVE, 1630 BACON ST	INDIANAPOLIS	IN	46237	3
B-4	606-1-F	1410 TABOR ST	INDIANAPOLIS	IN	46203	1
B-4	607-2-F	1405 TABOR ST, 1409 TABOR ST	INDIANAPOLIS	IN	46203	2
B-4	609-3-F	1348 KELLY ST, 1402 KELLY ST, 1406 KELLY ST	INDIANAPOLIS	IN	46203	3
B-4	613-2-F	1323 WADE ST, 1325 WADE ST	INDIANAPOLIS	IN	46203	2
B-4	614-3	1333 WADE ST, 1339 WADE ST, 1343 WADE ST	INDIANAPOLIS	IN	46203	3
B-4	617-3	1345 WADE ST, 1401 WADE ST, 1407 WADE ST	INDIANAPOLIS	IN	46203	3
B-4	620-1	1409 WADE ST	INDIANAPOLIS	IN	46203	1
B-4	623-3	1422 BRADBURY AVE, 1418 BRADBURY AVE, 1412 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	626-3	1406 BRADBURY AVE, 1334 BRADBURY AVE, 1330 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	629-3-F	1326 BRADBURY AVE, 1322 BRADBURY AVE, 1320 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	630-3-F	1323 BRADBURY AVE, 1325 BRADBURY AVE, 1329 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	633-3	1401 BRADBURY AVE, 1407 BRADBURY AVE, 1409 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	636-3	1413 BRADBURY AVE, 1417 BRADBURY AVE, 1421 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-4	639-3-F	1322 FINLEY AVE, 1326 FINLEY AVE, 1404 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	642-3	1406 FINLEY AVE, 1408 FINLEY AVE, 1410 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	645-3	1412 FINLEY AVE, 1414 FINLEY AVE, 1418 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	649-2	1428 FINLEY AVE, 1424 FINLEY AVE	INDIANAPOLIS	IN	46203	2
B-4	650-3-F	1325 FINLEY AVE, 1403 FINLEY AVE, 1405 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	653-3	1407 FINLEY AVE, 1409 FINLEY AVE, 1415 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	656-3	1417 FINLEY AVE, 1421 FINLEY AVE, 1425 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-4	659-1	1427 FINLEY AVE	INDIANAPOLIS	IN	46203	1
B-4	660-3-F	1326 HOEFGEN ST, 1332 HOEFGEN ST, 1402 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-4	663-3	1408 HOEFGEN ST, 1410 HOEFGEN ST, 1414 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-4	666-3	1418 HOEFGEN ST, 1420 HOEFGEN ST, 1424 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-4	669-2	1426 HOEFGEN ST, 1428 HOEFGEN ST	INDIANAPOLIS	IN	46203	2
B-4	673-3	1433 HOEFGEN ST, 1427 HOEFGEN ST, 1421 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-4	676-3	1417 HOEFGEN ST, 1415 HOEFGEN ST, 1409 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-4	679-3-F	1405 HOEFGEN ST, 1401 HOEFGEN ST, 1399 HOEFGEN ST	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-4	680-3-F	1402 COMER AVE, 1406 COMER AVE, 1412 COMER AVE	INDIANAPOLIS	IN	46203	3
B-4	683-3	1416 COMER AVE, 1420 COMER AVE, 1422 COMER AVE	INDIANAPOLIS	IN	46203	3
B-4	686-3	1426 COMER AVE, 1428 COMER AVE, 1430 COMER AVE	INDIANAPOLIS	IN	46203	3
B-4	689-3-F	1405 COMER AVE, 1411 COMER AVE, 1413 COMER AVE	INDIANAPOLIS	IN	46203	3
B-4	692-3	1417 COMER AVE, 1423 COMER AVE, 1425 COMER AVE	INDIANAPOLIS	IN	46203	3
B-4	696-1	1501 COMER AVE	INDIANAPOLIS	IN	46203	1
B-4	697-2	1504 SOUTHERN AVE, 1506 SOUTHERN AVE	INDIANAPOLIS	IN	46203	2
B-4	699-3-F	1410 SOUTHERN AVE, 1414 SOUTHERN AVE, 1418 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-4	702-3	1424 SOUTHERN AVE, 1428 SOUTHERN AVE, 1430 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-4	705-1	1434 SOUTHERN AVE	INDIANAPOLIS	IN	46203	1
B-4	837-2	1435 COMER AVE, 1429 COMER AVE	INDIANAPOLIS	IN	46203	2
B-4	838-1	1425 BRADBURY AVE	INDIANAPOLIS	IN	46203	1
B-4	840-1	1410 KELLY ST	INDIANAPOLIS	IN	46203	1
B-5	94-2	1829 SPARROW AVE, 1835 SPARROW AVE	INDIANAPOLIS	IN	46227	2
B-5	96-3-F	1928 SUMNER AVE, 1926 SUMNER AVE, 1864 SUMNER AVE	INDIANAPOLIS	IN	46227	3
B-5	98-3	1817 SPARROW AVE, 1817 SPARROW AVE, 1817 SPARROW AVE	INDIANAPOLIS	IN	46227	3
B-5	102-3	1744 SPARROW AVE, 3429 ASBURY ST, 3426 ASBURY ST	INDIANAPOLIS	IN	46227	3
B-5	103-2-F	3445 WALCOTT ST, 3421 ASBURY ST	INDIANAPOLIS	IN	46227	2
B-5	106-2-F	3344 ASBURY ST, 3317 STATE AVE, 1609 MARTIN ST, 1565 MARTIN ST, 1617 MARTIN ST	INDIANAPOLIS	IN	46227	2
B-5	340-90	1604 HERITAGE LN	INDIANAPOLIS	IN	46227	90
B-5	346-2-F	1604 MARTIN ST, 1506 MARTIN ST	INDIANAPOLIS	IN	46227	2
B-5	349-1	3157 CARSON AVE	INDIANAPOLIS	IN	46227	1
B-5	350-3-F	1551 PERRY ST, 1549 PERRY ST, 1541 PERRY ST	INDIANAPOLIS	IN	46227	3
B-5	353-3	1539 PERRY ST, 1531 PERRY ST, 1523 PERRY ST	INDIANAPOLIS	IN	46227	3
B-5	356-2	1521 PERRY ST, 1411 PERRY ST	INDIANAPOLIS	IN	46227	2
B-5	358-3-F	1548 PERRY ST, 1546 PERRY ST, 1540 PERRY ST	INDIANAPOLIS	IN	46227	3
B-5	361-2	1530 PERRY ST, 1526 PERRY ST	INDIANAPOLIS	IN	46227	2
B-5	364-3	1514 PERRY ST, 1518 PERRY ST, 1510 PERRY ST	INDIANAPOLIS	IN	46227	3
B-5	365-3-F	1559 BACON ST, 1537 BACON ST, 1535 BACON ST	INDIANAPOLIS	IN	46227	3
B-5	368-3	1525 BACON ST, 1419 BACON ST, 1415 BACON ST	INDIANAPOLIS	IN	46227	3
B-5	371-1	1413 BACON ST	INDIANAPOLIS	IN	46227	1
B-5	372-3-F	1536 BACON ST, 1534 BACON ST, 1422 BACON ST	INDIANAPOLIS	IN	46227	3
B-5	375-3	1420 BACON ST, 1416 BACON ST, 1414 BACON ST	INDIANAPOLIS	IN	46227	3
B-5	379-3-F	1415 KNOX ST, 1417 KNOX ST, 1411 KNOX ST	INDIANAPOLIS	IN	46227	3
B-5	381-2	1409 KNOX ST, 1405 KNOX ST	INDIANAPOLIS	IN	46227	2

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B-5	385-3-F	1408 KNOX ST, 1410 KNOX ST, 1412 KNOX ST	INDIANAPOLIS	IN	46227	3
B-5	386-2	1406 KNOX ST, 1402 KNOX ST	INDIANAPOLIS	IN	46227	2
B-5	389-2	1244 KNOX ST, 1287 TROY AVE	INDIANAPOLIS	IN	46203	2
B-5	390-3-F	1523 TROY AVE, 1515 TROY AVE, 1511 TROY AVE	INDIANAPOLIS	IN	46203	3
B-5	393-1	1507 TROY AVE	INDIANAPOLIS	IN	46203	1
B-5	394-2	2919 BOYD AVE, 1290 TROY AVE	INDIANAPOLIS	IN	46203	2
B-5	399-3-F	1526 TROY AVE, 2909 BOYD AVE, 2909 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-5	401-3	2918 BOYD AVE, 2910 BOYD AVE, 2902 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-5	403-3-F	2901 BOYD AVE, 2891 BOYD AVE, 2895 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-5	405-3	2888 BOYD AVE, 2886 BOYD AVE, 2882 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-5	409-3-F	2872 BOYD AVE, 2870 BOYD AVE, 2866 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-5	412-2-F	2856 BOYD AVE, 1250 CAMERON ST	INDIANAPOLIS	IN	46203	2
B-5	414-3	1236 CAMERON ST, 1232 CAMERON ST, 1228 CAMERON ST	INDIANAPOLIS	IN	46203	3
B-5	417-3-F	1249 MC DOUGAL ST, 1239 MC DOUGAL ST, 1231 MC DOUGAL ST	INDIANAPOLIS	IN	46203	3
B-5	420-1	1219 MC DOUGAL ST	INDIANAPOLIS	IN	46203	1
B-5	421-3-F	1260 MC DOUGAL ST, 1254 MC DOUGAL ST, 1258 MC DOUGAL ST	INDIANAPOLIS	IN	46203	3
B-5	423-3	1246 MC DOUGAL ST, 1250 MC DOUGAL ST, 1238 MC DOUGAL ST	INDIANAPOLIS	IN	46203	3
B-5	427-1	1226 MC DOUGAL ST	INDIANAPOLIS	IN	46203	1
B-5	428-3-F	1431 GIMBER ST, 1423 GIMBER ST, 1417 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-5	431-3	1413 GIMBER ST, 1405 GIMBER ST, 1215 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-5	434-2	1213 GIMBER ST, 1211 GIMBER ST	INDIANAPOLIS	IN	46203	2
B-5	438-3	1412 GIMBER ST, 1410 GIMBER ST, 1220 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-5	441-3	1216 GIMBER ST, 1212 GIMBER ST, 1210 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-5	444-1	1208 GIMBER ST	INDIANAPOLIS	IN	46203	1
B-5	445-3-F	975 HOSBROOK ST, 1401 NELSON AVE, 1239 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-5	448-3	1235 NELSON AVE, 1223 NELSON AVE, 1219 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-5	450-1	1165 NELSON AVE	INDIANAPOLIS	IN	46203	1
B-5	453-3-F	1319 CRUFT ST, 1313 CRUFT ST, 1307 CRUFT ST	INDIANAPOLIS	IN	46203	3
B-5	456-1	1301 CRUFT ST	INDIANAPOLIS	IN	46203	1
B-5	457-1	1207 CRUFT ST	INDIANAPOLIS	IN	46203	1
B-5	460-3	1230 CRUFT ST, 1226 CRUFT ST, 1222 CRUFT ST	INDIANAPOLIS	IN	46203	3
B-5	463-3	1218 CRUFT ST, 1214 CRUFT ST, 1210 CRUFT ST	INDIANAPOLIS	IN	46203	3
B-5	466-1	1206 CRUFT ST	INDIANAPOLIS	IN	46203	1
B-5	467-3-F	1307 SOUTHERN AVE, 1301 SOUTHERN AVE, 1227 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-5	470-3	1223 SOUTHERN AVE, 1211 SOUTHERN AVE, 1215 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-5	472-3	1207 SOUTHERN AVE, 1203 SOUTHERN AVE, 1201 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-5	475-1	1137 SOUTHERN AVE	INDIANAPOLIS	IN	46203	1
B-5	476-3	1545 MARTIN ST, 1503 MARTIN ST, 1505 MARTIN ST	INDIANAPOLIS	IN	46227	3
B-5	477-2	1529 MARTIN ST, 3307 CARSON AVE	INDIANAPOLIS	IN	46227	2
B-5	479-3	1410 MARTIN ST, 1502 MARTIN ST, 1504 MARTIN ST	INDIANAPOLIS	IN	46227	3
B-5	481-1-F	1253 CAMERON ST	INDIANAPOLIS	IN	46203	1
B-5	483-3	1406 NELSON AVE, 1228 NELSON AVE, 1404 NELSON AVE	INDIANAPOLIS	IN	46203	3
B-5	484-3-F	1302 CRUFT ST, 1306 CRUFT ST, 1310 CRUFT ST	INDIANAPOLIS	IN	46203	3
B-5	493-3-F	1420 GIMBER ST, 1416 GIMBER ST, 1424 GIMBER ST	INDIANAPOLIS	IN	46203	3
B-5	551-3-F	3344 ASBURY ST, 3317 STATE AVE, 1609 MARTIN ST, 1565 MARTIN ST, 1617 MARTIN ST	INDIANAPOLIS	IN	46227	3
B-5	706-3-F	1302 SOUTHERN AVE, 1226 SOUTHERN AVE, 1222 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-5	709-3	1218 SOUTHERN AVE, 1214 SOUTHERN AVE, 1210 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-5	712-3	1206 SOUTHERN AVE, 1202 SOUTHERN AVE, 1140 SOUTHERN AVE	INDIANAPOLIS	IN	46203	3
B-5	715-1	1136 SOUTHERN AVE	INDIANAPOLIS	IN	46203	1
B-5	716-3-F	1227 COMER AVE, 1225 COMER AVE, 1223 COMER AVE	INDIANAPOLIS	IN	46203	3
B-5	719-3	1215 COMER AVE, 1211 COMER AVE, 1209 COMER AV	INDIANAPOLIS	IN	46203	3
B-5	722-3	1203 COMER AVE, 1205 COMER AVE, 1137 COMER AVE	INDIANAPOLIS	IN	46203	3
B-5	724-1	1133 COMER AVE	INDIANAPOLIS	IN	46203	1
B-5	725-3-F	1226 COMER AVE, 1214 COMER AVE, 1212 COMER AVE	INDIANAPOLIS	IN	46203	3
B-5	729-3	1134 COMER AVE, 1130 COMER AVE, 1126 COMER AVE	INDIANAPOLIS	IN	46203	3
B-5	732-3-F	1221 HOEFGEN ST, 1217 HOEFGEN ST, 1215 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-5	735-3	1209 HOEFGEN ST, 1205 HOEFGEN ST, 1133 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-5	738-2	1129 HOEFGEN ST, 1123 HOEFGEN ST	INDIANAPOLIS	IN	46203	2
B-5	740-3-F	1218 HOEFGEN ST, 1214 HOEFGEN ST, 1210 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-5	743-3	1206 HOEFGEN ST, 1202 HOEFGEN ST, 1134 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-5	746-3	1130 HOEFGEN ST, 1124 HOEFGEN ST, 1120 HOEFGEN ST	INDIANAPOLIS	IN	46203	3
B-5	749-3-F	1217 FINLEY AVE, 1215 FINLEY AVE, 1209 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-5	752-3	1205 FINLEY AVE, 1129 FINLEY AVE, 1201 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-5	754-3	1123 FINLEY AVE, 1121 FINLEY AVE, 1117 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-5	757-3-F	1216 FINLEY AVE, 1210 FINLEY AVE, 1208 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-5	760-3	1202 FINLEY AVE, 1130 FINLEY AVE, 1126 FINLEY AVE	INDIANAPOLIS	IN	46203	3
B-5	763-1	1122 FINLEY AVE	INDIANAPOLIS	IN	46203	1
B-5	765-3-F	1211 BRADBURY AVE, 1215 BRADBURY AVE, 1207 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-5	767-3	1203 BRADBURY AVE, 1129 BRADBURY AVE, 1125 BRADBURY AVE	INDIANAPOLIS	IN	46203	3
B-5	771-3-F	1214 BRADBURY AVE, 1212 BRADBURY AVE, 1208 BRADBURY AVE	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-5	774-3	1200 BRADBURY AVE, 1130 BRADBURY AVE, 1126 BRADBURY AVE, 1123 KELLY ST, 1119 KELLY ST	INDIANAPOLIS	IN	46203	3
B-5	777-2	1122 BRADBURY AVE, 1120 BRADBURY AVE, 1202 KELLY ST, 1134 KELLY ST, 1130 KELLY ST	INDIANAPOLIS	IN	46203	2
B-5	779-3-F	1405 LEGRANDE AVE, 1409 LEGRANDE AVE, 1417 LEGRANDE AVE, 1219 WADE ST, 1205 WADE ST, 1201 WADE ST	INDIANAPOLIS	IN	46203	3
B-5	782-3	1419 LEGRANDE AVE, 1423 LEGRANDE AVE, 1129 WADE ST, 1125 WADE ST, 1121 WADE ST	INDIANAPOLIS	IN	46203	3
B-5	785-1	1117 WADE ST	INDIANAPOLIS	IN	46203	1
B-5	786-1	2325 SHELBY ST	INDIANAPOLIS	IN	46203	1
B-5	787-3-F	1330 LEGRANDE AVE, 2044 LAUREL ST, 1210 WADE ST, 1206 WADE ST, 1202 WADE ST, 1332 LEGRANDE AVE	INDIANAPOLIS	IN	46203	3
B-5	790-3	2036 LAUREL ST, 1130 WADE ST, 1126 WADE ST, 1122 WADE ST, 2032 LAUREL ST, 2040 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-5	793-3-F	2022 LAUREL ST, 2024 LAUREL ST, 2028 LAUREL ST, 1215 KELLY ST, 1211 KELLY ST, 1205 KELLY ST	INDIANAPOLIS	IN	46203	3
B-5	796-3	2014 LAUREL ST, 2018 LAUREL ST, 1203 KELLY ST, 1129 KELLY ST, 1127 KELLY ST	INDIANAPOLIS	IN	46203	3
B-5	799-2	1200 BRADBURY AVE, 1130 BRADBURY AVE, 1126 BRADBURY AVE, 1123 KELLY ST, 1119 KELLY ST	INDIANAPOLIS	IN	46203	2
B-5	801-1-F	1208 KELLY ST	INDIANAPOLIS	IN	46203	1
B-5	802-3	1122 BRADBURY AVE, 1120 BRADBURY AVE, 1202 KELLY ST, 1134 KELLY ST, 1130 KELLY ST	INDIANAPOLIS	IN	46203	3
B-5	829-3	1204 COMER AVE, 1138 COMER AVE, 1206 COMER AVE	INDIANAPOLIS	IN	46203	3
B-5	832-1	1125 KELLY ST	INDIANAPOLIS	IN	46203	1
B-5	850-18	2401 SHELBY ST	INDIANAPOLIS	IN	46203	18
B-5	852-12	2401 SHELBY ST	INDIANAPOLIS	IN	46203	12
B-5	864-3-F	911 PROSPECT ST, 917 PROSPECT ST, 911 PROSPECT ST	INDIANAPOLIS	IN	46203	3
B-6	562-3-F	1304 CALHOUN ST, 1302 CALHOUN ST, 1312 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-6	564-3	1314 CALHOUN ST, 1316 CALHOUN ST, 1320 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-6	567-3	1322 CALHOUN ST, 1330 CALHOUN ST, 1334 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-6	570-1	1338 CALHOUN ST	INDIANAPOLIS	IN	46203	1
B-6	571-1	1331 CALHOUN ST	INDIANAPOLIS	IN	46203	1
B-6	574-3-F	1301 CALHOUN ST, 1305 CALHOUN ST, 2008 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	575-2-F	2014 LAUREL ST, 2018 LAUREL ST, 1203 KELLY ST, 1129 KELLY ST, 1127 KELLY ST	INDIANAPOLIS	IN	46203	2
B-6	577-3-F	2022 LAUREL ST, 2024 LAUREL ST, 2028 LAUREL ST, 1215 KELLY ST, 1211 KELLY ST, 1205 KELLY ST	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-6	580-3-F	2036 LAUREL ST, 1130 WADE ST, 1126 WADE ST, 1122 WADE ST, 2032 LAUREL ST, 2040 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	582-3-F	1330 LEGRANDE AVE, 2044 LAUREL ST, 1210 WADE ST, 1206 WADE ST, 1202 WADE ST, 1332 LEGRANDE AVE	INDIANAPOLIS	IN	46203	3
B-6	585-3	2017 LAUREL ST, 2021 LAUREL ST, 2025 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	587-3	2029 LAUREL ST, 2037 LAUREL ST, 2033 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	589-3	2043 LAUREL ST, 2045 LAUREL ST, 2039 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	593-3	2010 BOYD AVE, 2020 BOYD AVE, 2024 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-6	597-3	2032 BOYD AVE, 2026 BOYD AVE, 2034 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-6	600-3	2042 BOYD AVE, 2038 BOYD AVE, 2046 BOYD AVE	INDIANAPOLIS	IN	46203	3
B-6	601-3-F	1405 LEGRANDE AVE, 1409 LEGRANDE AVE, 1417 LEGRANDE AVE, 1219 WADE ST, 1205 WADE ST, 1201 WADE ST	INDIANAPOLIS	IN	46203	3
B-6	604-2	1419 LEGRANDE AVE, 1423 LEGRANDE AVE, 1129 WADE ST, 1125 WADE ST, 1121 WADE ST	INDIANAPOLIS	IN	46203	2
B-6	841-3	1406 LEGRANDE AVE, 1410 LEGRANDE AVE, 1402 LEGRANDE AVE	INDIANAPOLIS	IN	46203	3
B-6	848-3	1321 CALHOUN ST, 1317 CALHOUN ST, 1315 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-6	856-3	916 PROSPECT ST, 920 PROSPECT ST, 926 PROSPECT ST	INDIANAPOLIS	IN	46203	3
B-6	862-2	923 PROSPECT ST, 925 PROSPECT ST	INDIANAPOLIS	IN	46203	2
B-6	865-3	929 PROSPECT ST, 935 PROSPECT ST, 937 PROSPECT ST	INDIANAPOLIS	IN	46203	3
B-6	869-3	942 MORRIS ST, 940 MORRIS ST, 934 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	872-3	932 MORRIS ST, 928 MORRIS ST, 922 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	874-3-F	916 MORRIS ST, 906 MORRIS ST, 910 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	876-2	946 MORRIS ST, 950 MORRIS ST	INDIANAPOLIS	IN	46203	2
B-6	877-3-F	913 MORRIS ST, 917 MORRIS ST, 921 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	880-3	927 MORRIS ST, 929 MORRIS ST, 933 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	883-1	943 MORRIS ST	INDIANAPOLIS	IN	46203	1
B-6	884-3	945 MORRIS ST, 951 MORRIS ST, 955 MORRIS ST	INDIANAPOLIS	IN	46203	3
B-6	887-1	959 MORRIS ST	INDIANAPOLIS	IN	46203	1
B-6	888-3-F	910 SANDERS ST, 914 SANDERS ST, 918 SANDERS ST	INDIANAPOLIS	IN	46203	3
B-6	891-3	922 SANDERS ST, 928 SANDERS ST, 932 SANDERS ST	INDIANAPOLIS	IN	46203	3
B-6	894-2	940 SANDERS ST, 942 SANDERS ST	INDIANAPOLIS	IN	46203	2
B-6	896-3-F	1239 HARTFORD ST, 929 SANDERS ST, 933 SANDERS ST	INDIANAPOLIS	IN	46203	3
B-6	899-3	937 SANDERS ST, 941 SANDERS ST, 945 SANDERS ST	INDIANAPOLIS	IN	46203	3
B-6	902-1	949 SANDERS ST	INDIANAPOLIS	IN	46203	1
B-6	903-3	1001 SANDERS ST, 1005 SANDERS ST, 1011 SANDERS ST	INDIANAPOLIS	IN	46203	3
B-6	907-3-F	1245 HARTFORD ST, 1251 HARTFORD ST, 1301 HARTFORD ST	INDIANAPOLIS	IN	46203	3

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-6	909-2-F	1305 HARTFORD ST	INDIANAPOLIS	IN	46203	2
B-6	912-3	1310 RINGGOLD AVE, 1302 RINGGOLD AVE, 1306 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-6	915-2	1248 RINGGOLD AVE, 1244 RINGGOLD AVE	INDIANAPOLIS	IN	46203	2
B-6	917-3-F	1314 RINGGOLD AVE, 1322 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-6	919-2	1245 RINGGOLD AVE, 1249 RINGGOLD AVE	INDIANAPOLIS	IN	46203	2
B-6	922-3	1253 RINGGOLD AVE, 1301 RINGGOLD AVE, 1307 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-6	925-3	1311 RINGGOLD AVE, 1313 RINGGOLD AVE, 1317 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-6	928-3	1020 ORANGE ST, 1026 ORANGE ST, 1016 ORANGE ST	INDIANAPOLIS	IN	46203	3
B-6	931-3-F	1011 ORANGE ST, 1011 ORANGE ST, 1007 ORANGE ST	INDIANAPOLIS	IN	46203	3
B-6	932-2	1338 BARTH AVE, 1342 BARTH AVE	INDIANAPOLIS	IN	46203	2
B-6	934-3-F	1356 BARTH AVE, 1350 BARTH AVE, 1344 BARTH AVE	INDIANAPOLIS	IN	46203	3
B-6	937-1	1030 ORANGE ST	INDIANAPOLIS	IN	46203	1
B-6	938-1	1335 BARTH AVE	INDIANAPOLIS	IN	46203	1
B-6	941-3	1341 BARTH AVE, 1337 BARTH AVE, 1345 BARTH AVE	INDIANAPOLIS	IN	46203	3
B-6	944-3	1355 BARTH AVE, 1401 BARTH AVE, 1349 BARTH AV	INDIANAPOLIS	IN	46203	3
B-6	946-3-F	1403 BARTH AVE, 1405 BARTH AVE, 1409 BARTH AVE	INDIANAPOLIS	IN	46203	3
B-6	950-3	1422 OLIVE ST, 1426 OLIVE ST, 1430 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	953-3	1437 OLIVE ST, 1449 OLIVE ST, 1441 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	954-1	1129 COTTAGE AVE	INDIANAPOLIS	IN	46203	1
B-6	955-3-F	1524 OLIVE ST, 1518 OLIVE ST, 1514 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	958-3-F	1202 PLEASANT RUN PKWY NDR, 1549 OLIVE ST, 1545 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	961-3-F	1541 OLIVE ST, 1537 OLIVE ST, 1533 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	964-3	1529 OLIVE ST, 1525 OLIVE ST, 1521 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	967-3	1517 OLIVE ST, 1515 OLIVE ST, 1511 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-6	970-3	1201 COTTAGE AVE, 1205 COTTAGE AVE, 1209 COTTAGE AVE	INDIANAPOLIS	IN	46203	3
B-6	973-3	1213 COTTAGE AVE, 1217 COTTAGE AVE, 1221 COTTAGE AVE	INDIANAPOLIS	IN	46203	3
B-6	976-1	1231 COTTAGE AVE	INDIANAPOLIS	IN	46203	1
B-6	977-3	1540 LINDEN ST, 1536 LINDEN ST, 1530 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	982-3	1230 PLEASANT RUN PKWY NDR, 1234 PLEASANT RUN PKWY NDR, 1544 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	984-2-F	1231 PLEASANT RUN PKWY SDR, 1237 PLEASANT RUN PKWY SDR	INDIANAPOLIS	IN	46203	2
B-6	986-3-F	1238 MINNESOTA ST, 1246 MINNESOTA ST, 1242 MINNESOTA ST	INDIANAPOLIS	IN	46203	3
B-6	990-3	1629 LINDEN ST, 1302 MINNESOTA ST, 1310 MINNESOTA ST	INDIANAPOLIS	IN	46203	3
B-6	992-3	1320 MINNESOTA ST, 1324 MINNESOTA ST, 1328 MINNESOTA ST	INDIANAPOLIS	IN	46203	3
B-6	995-3	1311 MINNESOTA ST, 1315 MINNESOTA ST, 1317 MINNESOTA ST	INDIANAPOLIS	IN	46203	3
B-6	998-2	1323 MINNESOTA ST, 1327 MINNESOTA ST	INDIANAPOLIS	IN	46203	2

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-6	1000-3-F	1738 LINDEN ST, 1730 LINDEN ST, 1734 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	1004-3	1721 LINDEN ST, 1725 LINDEN ST, 1731 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	1008-1	1734 LAUREL ST	INDIANAPOLIS	IN	46203	1
B-6	1010-3	1726 LAUREL ST, 1718 LAUREL ST, 1722 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	1011-1	1739 LINDEN ST	INDIANAPOLIS	IN	46203	1
B-6	1014-3-F	1244 LAWTON AVE, 1248 LAWTON AVE, 1250 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1017-3	1252 LAWTON AVE, 1264 LAWTON AVE, 1302 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1020-3	1302 LAWTON AVE, 1310 LAWTON AVE, 1314 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1023-3-F	1249 LAWTON AVE, 1253 LAWTON AVE, 1257 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1026-2	1261 LAWTON AVE, 1265 LAWTON AVE	INDIANAPOLIS	IN	46203	2
B-6	1029-3	1305 LAWTON AVE, 1301 LAWTON AVE, 1309 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1030-3	1313 LAWTON AVE, 1321 LAWTON AVE, 1317 LAWTON AVE	INDIANAPOLIS	IN	46203	3
B-6	1031-2-F	1258 NAOMI ST, 1264 NAOMI ST	INDIANAPOLIS	IN	46203	2
B-6	1033-2	1330 NAOMI ST, 1334 NAOMI ST	INDIANAPOLIS	IN	46203	2
B-6	1037-2	1303 NAOMI ST, 1301 NAOMI ST	INDIANAPOLIS	IN	46203	2
B-6	1039-2	1273 NAOMI ST, 1269 NAOMI ST	INDIANAPOLIS	IN	46203	2
B-6	1040-3-F	1257 NAOMI ST, 1261 NAOMI ST, 1265 NAOMI ST	INDIANAPOLIS	IN	46203	3
B-6	1181-2-F	1752 LINDEN ST, 1750 LINDEN ST	INDIANAPOLIS	IN	46203	2
B-6	1182-3	1742 LAUREL ST, 1736 LAUREL ST, 1746 LAUREL ST	INDIANAPOLIS	IN	46203	3
B-6	1184-3-F	1710 LINDEN ST, 1714 LINDEN ST, 1706 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	1186-2-F	1245 MINNESOTA ST, 1247 MINNESOTA ST	INDIANAPOLIS	IN	46203	2
B-6	1189-3	1526 LINDEN ST, 1522 LINDEN ST, 1516 LINDEN ST	INDIANAPOLIS	IN	46203	3
B-6	1195-2	1406 SHELBY ST, 1410 SHELBY ST	INDIANAPOLIS	IN	46203	2
B-6	1199-3-F	910 PROSPECT ST, 914 PROSPECT ST, 1035 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-6	1202-3	1326 NAOMI ST, 1322 NAOMI ST, 1318 NAOMI ST	INDIANAPOLIS	IN	46203	3
B-6	1273-193	921 VIRGINIA AVE	INDIANAPOLIS	IN	46203	193
B-6	1276-2-F	909 BUCHANAN ST, 905 BUCHANAN ST	INDIANAPOLIS	IN	46203	2
B-6	1277-1	924 WOODLAWN AVE	INDIANAPOLIS	IN	46203	1
B-6	1278-1	925 BUCHANAN ST	INDIANAPOLIS	IN	46203	1
B-6	1282-3-F	910 WOODLAWN AVE, 906 WOODLAWN AVE, 902 WOODLAWN AVE	INDIANAPOLIS	IN	46203	3
B-6	1283-3-F	901 WOODLAWN AVE, 907 WOODLAWN AVE, 911 WOODLAWN ACE	INDIANAPOLIS	IN	46203	3
B-6	1285-3	923 WOODLAWN AVE, 915 WOODLAWN AVE, 919 WOODLAWN AVE	INDIANAPOLIS	IN	46203	3
B-6	1286-1	925 WOODLAWN AVE	INDIANAPOLIS	IN	46203	1
B-6	1303-3	914 WOODLAWN AVE, 916 WOODLAWN AVE, 920 WOODLAWN AVE	INDIANAPOLIS	IN	46203	3
B-6	1306-2	940 WOODLAWN AVE, 934 WOODLAWN AVE	INDIANAPOLIS	IN	46203	2

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-6	1308-3	923 BUCHANAN ST, 921 BUCHANAN ST, 917 BUCHANAN ST	INDIANAPOLIS	IN	46203	3
B-7	806-3-F	2048 OLIVE ST, 1118 LEGRANDE AVE, 2044 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	808-3-F	2040 OLIVE ST, 2036 OLIVE ST, 2032 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	811-3-F	2028 OLIVE ST, 2026 OLIVE ST, 2016 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	813-2	2037 SHELBY ST, 2033 SHELBY ST	INDIANAPOLIS	IN	46203	2
B-7	816-1-F	2012 OLIVE ST	INDIANAPOLIS	IN	46203	1
B-7	818-3	2017 SHELBY ST, 2011 SHELBY ST, 2023 SHELBY ST	INDIANAPOLIS	IN	46203	3
B-7	824-2-F	1205 CALHOUN ST, 1203 CALHOUN ST	INDIANAPOLIS	IN	46203	2
B-7	826-3-F	1208 CALHOUN ST, 1204 CALHOUN ST, 1126 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-7	834-1-F	2130 SHELBY ST	INDIANAPOLIS	IN	46203	1
B-7	835-3	2009 SHELBY ST, 2005 SHELBY ST, 2001 SHELBY ST	INDIANAPOLIS	IN	46203	3
B-7	836-3	1113 CALHOUN ST, 1119 CALHOUN ST, 1123 CALHOUN ST	INDIANAPOLIS	IN	46203	3
B-7	1043-1-F	1202 BEECHER ST	INDIANAPOLIS	IN	46203	1
B-7	1045-3	1205 NAOMI ST, 1201 NAOMI ST, 1117 NAOMI ST	INDIANAPOLIS	IN	46203	3
B-7	1048-1	1202 NAOMI ST	INDIANAPOLIS	IN	46203	1
B-7	1049-4-F	1833 OLIVE ST, 1831 OLIVE ST, 1825 OLIVE ST, 1821 OLIVE ST	INDIANAPOLIS	IN	46203	4
B-7	1053-1-F	1815 OLIVE ST	INDIANAPOLIS	IN	46203	1
B-7	1054-3	1822 OLIVE ST, 1814 OLIVE ST, 1820 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	1056-3	1806 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	1057-2-F	1801 OLIVE ST, 1753 OLIVE ST	INDIANAPOLIS	IN	46203	2
B-7	1059-1-F	1733 OLIVE ST	INDIANAPOLIS	IN	46203	1
B-7	1060-3	1750 OLIVE ST, 1742 OLIVE ST, 1738 OLIVE ST	INDIANAPOLIS	IN	46203	3
B-7	1067-2	1042 PALMER ST, 1549 BARTH AVE	INDIANAPOLIS	IN	46203	2
B-7	1070-3-F	1545 BARTH AVE, 1541 BARTH AVE, 1537 BARTH AVE	INDIANAPOLIS	IN	46203	3
B-7	1073-3	1012 PALMER ST, 1006 PALMER ST, 1012 PALMER ST	INDIANAPOLIS	IN	46203	3
B-7	1075-2	1552 BARTH AVE, 1548 BARTH AVE	INDIANAPOLIS	IN	46203	2
B-7	1077-2	1542 BARTH AVE, 1540 BARTH AVE	INDIANAPOLIS	IN	46203	2
B-7	1080-3-F	1534 BARTH AVE, 1530 BARTH AVE, 1528 BARTH AVE	INDIANAPOLIS	IN	46203	3
B-7	1082-2	1543 RINGGOLD AVE, 1537 RINGGOLD AVE	INDIANAPOLIS	IN	46203	2
B-7	1089-2	1536 RINGGOLD AVE, 1534 RINGGOLD AVE	INDIANAPOLIS	IN	46203	2
B-7	1092-1	1525 LEONARD ST	INDIANAPOLIS	IN	46203	1
B-7	1095-3	1521 LEONARD ST, 1517 LEONARD ST, 1513 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1096-1-F	931 COTTAGE AVE	INDIANAPOLIS	IN	46203	1
B-7	1097-3	925 COTTAGE AVE, 923 COTTAGE AVE, 919 COTTAGE AVE	INDIANAPOLIS	IN	46203	3
B-7	1100-4	915 COTTAGE AVE, 911 COTTAGE AVE, 905 COTTAGE AVE, 901 COTTAGE AVE	INDIANAPOLIS	IN	46203	4

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-7	1105-3	1506 LEONARD ST, 1502 LEONARD ST, 1510 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1107-1-F	922 COTTAGE AVE	INDIANAPOLIS	IN	46203	1
B-7	1108-3-F	1401 LEONARD ST, 1405 LEONARD ST, 1409 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1111-3-F	1415 LEONARD ST, 1419 LEONARD ST, 1421 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1117-3	1424 LEONARD ST, 1418 LEONARD ST, 1414 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1120-3	1410 LEONARD ST, 1406 LEONARD ST, 1402 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1121-2	825 PARKWAY AVE, 819 PARKWAY AVE	INDIANAPOLIS	IN	46203	2
B-7	1124-2	1415 WRIGHT ST, 1415 WRIGHT ST	INDIANAPOLIS	IN	46203	2
B-7	1126-3	1409 WRIGHT ST, 1401 WRIGHT ST, 1405 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1131-3	820 PARKWAY AVE, 818 PARKWAY AVE, 824 PARKWAY AVE	INDIANAPOLIS	IN	46203	3
B-7	1133-2	1327 WRIGHT ST, 814 PARKWAY AVE	INDIANAPOLIS	IN	46203	2
B-7	1136-3	1323 WRIGHT ST, 1321 WRIGHT ST, 1317 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1137-2	757 PARKWAY AVE, 755 PARKWAY AVE	INDIANAPOLIS	IN	46203	2
B-7	1140-3	1309 WRIGHT ST, 1307 WRIGHT ST, 1301 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1143-2-F	815 ORANGE ST, 821 ORANGE ST	INDIANAPOLIS	IN	46203	2
B-7	1145-2	1318 WRIGHT ST, 1314 WRIGHT ST	INDIANAPOLIS	IN	46203	2
B-7	1147-3	1310 WRIGHT ST, 1306 WRIGHT ST, 1302 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1150-2	742 PARKWAY AVE, 741 ORANGE ST	INDIANAPOLIS	IN	46203	2
B-7	1151-2-F	816 ORANGE ST, 820 ORANGE ST	INDIANAPOLIS	IN	46203	2
B-7	1154-3-F	1259 WRIGHT ST, 1255 WRIGHT ST, 1249 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1156-4	1260 WRIGHT ST, 1256 WRIGHT ST, 1252 WRIGHT ST, 1248 WRIGHT ST	INDIANAPOLIS	IN	46203	4
B-7	1161-1-F	1232 WRIGHT ST	INDIANAPOLIS	IN	46203	1
B-7	1162-4	1848 OLIVE ST, 1844 OLIVE ST, 1842 OLIVE ST, 1840 OLIVE ST	INDIANAPOLIS	IN	46203	4
B-7	1168-2-F	1556 SHELBY ST, 1552 SHELBY ST	INDIANAPOLIS	IN	46203	2
B-7	1169-3	1535 RINGGOLD AVE, 1531 RINGGOLD AVE, 1523 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-7	1170-3-F	1521 RINGGOLD AVE, 1517 RINGGOLD AVE, 1515 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-7	1171-3	1544 RINGGOLD AVE, 1546 RINGGOLD AVE, 1548 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-7	1173-3	1524 RINGGOLD AVE, 1528 RINGGOLD AVE, 1516 RINGGOLD AVE	INDIANAPOLIS	IN	46203	3
B-7	1174-3-F	1328 LEONARD ST, 1314 LEONARD ST, 1326 LEONARD ST	INDIANAPOLIS	IN	46203	3
B-7	1176-3-F	1242 WRIGHT ST, 1240 WRIGHT ST, 1236 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-7	1201-1-F	1630 SHELBY ST	INDIANAPOLIS	IN	46203	1
B-8	126-1-F	3824 DEARBORN ST	INDIANAPOLIS	IN	46237	1
B-8	1221-3-F	854 FLETCHER AVE, 860 FLETCHER AVE, 866 FLETCHER AVE	INDIANAPOLIS	IN	46203	3
B-8	1224-2	874 FLETCHER AVE, 878 FLETCHER AVE	INDIANAPOLIS	IN	46203	2
B-8	1228-77-F	931 FLETCHER AVE	INDIANAPOLIS	IN	46203	77

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-8	1231-3	918 LEXINGTON AVE, 926 LEXINGTON AVE, 922 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-8	1234-3	938 LEXINGTON AVE, 934 LEXINGTON AVE, 930 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-8	1236-3-F	917 LEXINGTON AVE, 927 LEXINGTON AVE, 931 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-8	1239-1	937 LEXINGTON AVE	INDIANAPOLIS	IN	46203	1
B-8	1240-3	943 LEXINGTON AVE, 945 LEXINGTON AVE, 949 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-8	1241-1	943 LEXINGTON AVE	INDIANAPOLIS	IN	46203	1
B-8	1245-3-F	922 ELM ST, 922 ELM ST, 934 ELM ST, 930 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1248-3	938 ELM ST, 944 ELM ST, 948 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1250-2	953 LEXINGTON AVE, 955 LEXINGTON AVE	INDIANAPOLIS	IN	46203	2
B-8	1251-3-F	927 ELM ST, 931 ELM ST, 935 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1253-3	939 ELM ST, 945 ELM ST, 943 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1258-3	969 ELM ST, 965 ELM ST, 959 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1259-3	966 HOSBROOK ST, 970 HOSBROOK ST, 974 HOSBROOK ST	INDIANAPOLIS	IN	46203	3
B-8	1260-1	820 GROVE AVE	INDIANAPOLIS	IN	46203	1
B-8	1265-3	964 HOSBROOK ST, 962 HOSBROOK ST, 958 HOSBROOK ST	INDIANAPOLIS	IN	46203	3
B-8	1266-1	815 GROVE AVE	INDIANAPOLIS	IN	46203	1
B-8	1267-3	963 HOSBROOK ST, 955 HOSBROOK ST, 959 HOSBROOK ST	INDIANAPOLIS	IN	46203	3
B-8	1272-1	975 HOSBROOK ST	INDIANAPOLIS	IN	46203	1
B-8	1312-1	1013 HOSBROOK ST	INDIANAPOLIS	IN	46203	1
B-8	1313-3	969 HOSBROOK ST, 973 HOSBROOK ST, 965 HOSBROOK ST	INDIANAPOLIS	IN	46203	3
B-8	1314-1	810 GROVE AVE	INDIANAPOLIS	IN	46203	1
B-8	1317-3	953 ELM ST, 947 ELM ST, 951 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1321-3	954 ELM ST	INDIANAPOLIS	IN	46203	3
B-8	1323-1	966 ELM ST	INDIANAPOLIS	IN	46203	1
B-8	1326-2	944 LEXINGTON AVE, 948 LEXINGTON AVE	INDIANAPOLIS	IN	46203	2
B-8	1329-3-F	912 LEXINGTON AVE, 914 LEXINGTON AVE, 910 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-8	1330-2	957 ENGLISH AVE, 953 ENGLISH AVE	INDIANAPOLIS	IN	46203	2
B-9	1205-2-F	469 PINE ST, 467 PINE ST	INDIANAPOLIS	IN	46203	2
B-9	1206-4-F	455 S PINE ST	INDIANAPOLIS	IN	46203	4
B-9	1207-3-F	748 LEXINGTON AVE, 744 LEXINGTON AVE, 740 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-9	1212-3	476 PINE ST, 470 PINE ST, 730 LEXINGTON AVE	INDIANAPOLIS	IN	46203	3
B-9	1213-2	769 FLETCHER AVE, 767 FLETCHER AVE	INDIANAPOLIS	IN	46203	2
B-9	1214-20-F	735 LEXINGTON AVE	INDIANAPOLIS	IN	46203	20
B-9	1217-4-F	726 ELM ST, 730 ELM ST, 738 ELM ST, 734 ELM ST	INDIANAPOLIS	IN	46203	4
B-9	1218-2	735 ELM ST, 729 ELM ST	INDIANAPOLIS	IN	46203	2

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
B-9	1288-3-F	841 WRIGHT ST, 837 WRIGHT ST, 845 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	1290-3-F	837 WRIGHT ST, 829 WRIGHT ST, 825 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	1293-2-F	747 MCCARTY ST, 743 MCCARTY ST	INDIANAPOLIS	IN	46203	2
B-9	1297-2	736 LEXINGTON AVE, 475 PINE ST	INDIANAPOLIS	IN	46203	2
B-9	2040-18-F	714 BUCHANAN ST	INDIANAPOLIS	IN	46203	18
B-9	2043-3-F	920 WRIGHT ST, 924 WRIGHT ST, 928 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	2048-3-F	906 WRIGHT ST, 910 WRIGHT ST, 914 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	2049-3	915 NOBLE ST, 909 NOBLE ST, 855 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2054-3	842 WRIGHT ST, 848 WRIGHT ST, 902 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	2055-3	851 NOBLE ST, 847 NOBLE ST, 841 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2060-4	830 WRIGHT ST, 834 WRIGHT ST, 838 WRIGHT ST, 842 WRIGHT ST	INDIANAPOLIS	IN	46203	4
B-9	2061-4	839 NOBLE ST, 835 NOBLE ST, 829 NOBLE ST	INDIANAPOLIS	IN	46203	4
B-9	2064-3	825 NOBLE ST, 821 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2065-2	737 MCCARTY ST, 821 WRIGHT ST	INDIANAPOLIS	IN	46203	2
B-9	2066-3	727 MCCARTY ST, 812 WRIGHT ST, 822 WRIGHT ST	INDIANAPOLIS	IN	46203	3
B-9	2067-3	809 NOBLE ST, 809 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2070-2	723 MCCARTY ST, 719 MCCARTY ST	INDIANAPOLIS	IN	46203	2
B-9	2073-1	731 MCCARTY ST	INDIANAPOLIS	IN	46203	1
B-9	2076-3	718 MCCARTY ST, 747 NOBLE ST, 741 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2078-2	726 MCCARTY ST, 722 MCCARTY ST	INDIANAPOLIS	IN	46203	2
B-9	2080-1	732 MCCARTY ST	INDIANAPOLIS	IN	46203	1
B-9	2081-3	737 NOBLE ST, 733 NOBLE ST, 729 NOBLE ST	INDIANAPOLIS	IN	46203	3
B-9	2084-6	719 VIRGINIA AVE	INDIANAPOLIS	IN	46203	6
B-9	2085-6	719 VIRGINIA AVE	INDIANAPOLIS	IN	46203	6
B-9	2087-4	727 NOBLE ST, 723-721 NOBLE ST, 717 NOBLE ST	INDIANAPOLIS	IN	46203	4
B-9	2090-1	711 NOBLE ST	INDIANAPOLIS	IN	46203	1
C-1	2001-5-F	3740 DEARBORN ST	INDIANAPOLIS	IN	46237	5
C-1	2002-15-F	3740 DEARBORN ST	INDIANAPOLIS	IN	46237	15
C-2	2006-1-F	2702 NATIONAL AVE	INDIANAPOLIS	IN	46227	1
C-2	2007-1-F	2702 NATIONAL AVE	INDIANAPOLIS	IN	46227	1
C-2	2008-1-F	2702 NATIONAL AVE	INDIANAPOLIS	IN	46227	1
C-2	2009-1-F	3639 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
C-2	2010-1-F	3639 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
C-2	2011-1-F	3639 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
C-2	2012-1	2702 NATIONAL AVE	INDIANAPOLIS	IN	46227	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
C-2	2013-1	2702 NATIONAL AVE	INDIANAPOLIS	IN	46227	1
C-2	2014-1-F	3639 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
C-2	2017-6-F	3565 KEYSTONE AVE	INDIANAPOLIS	IN	46227	6
C-3	109-1	3530 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
C-4	411-1	1155 CAMERON ST	INDIANAPOLIS	IN	46203	1
C-4	2018-3	1155 CAMERON ST	INDIANAPOLIS	IN	46203	3
C-4	2019-3	1155 CAMERON ST	INDIANAPOLIS	IN	46203	3
C-4	2020-3	1155 CAMERON ST	INDIANAPOLIS	IN	46203	3
C-4	2021-3	1202 TROY AVE	INDIANAPOLIS	IN	46203	3
C-4	2037-1-F	TROY AVE	INDIANAPOLIS	IN	46203	1
C-5	612-3	1410 WADE ST	INDIANAPOLIS	IN	46203	3
C-5	2025-2	1410 WADE ST	INDIANAPOLIS	IN	46203	2
C-6	1012-1	1753 LINDEN ST	INDIANAPOLIS	IN	46203	1
C-7	1063-2	1743 SHELBY ST, 1801 SHELBY ST	INDIANAPOLIS	IN	46203	2
C-7	1114-1	840 COTTAGE AVE	INDIANAPOLIS	IN	46203	1
C-7	1167-3	1601 BARTH AVE	INDIANAPOLIS	IN	46203	3
C-7	2027-1	1001 PALMER ST	INDIANAPOLIS	IN	46203	1
C-7	2038-0.25	SHELBY ST	INDIANAPOLIS	IN	46203	1
C-7	2091-1-F	1501 RINGGOLD AVE	INDIANAPOLIS	IN	46203	1
C-7	3001-0.25-F	PLEASANT RUN PKWY S DR	INDIANAPOLIS	IN	46203	1
C-7	3002-0.25-F	PLEASANT RUN PKWY S DR	INDIANAPOLIS	IN	46203	1
C-7	3003-0.25	PLEASANT RUN PKWY S DR	INDIANAPOLIS	IN	46203	1
C-8	1192-1-F	1434 SHELBY ST	INDIANAPOLIS	IN	46203	1
C-8	1193-1	1429 SHELBY ST	INDIANAPOLIS	IN	46203	1
C-9	859-1	930 PROSPECT ST	INDIANAPOLIS	IN	46203	1
C-9	1287-1	950 PROSPECT ST	INDIANAPOLIS	IN	46203	1
C-9	1311-1-F	123 WALNUT ST	INDIANAPOLIS	IN	46204	1
C-9	2031-4-F	873 VIRGINIA AVE	INDIANAPOLIS	IN	46203	4
C-9	2033-1-F	123 WALNUT ST	INDIANAPOLIS	IN	46204	1
C-9	2034-1	123 WALNUT ST	INDIANAPOLIS	IN	46204	1
C-9	2035-1-F	123 WALNUT ST	INDIANAPOLIS	IN	46204	1
C-9	2036-1-F	123 WALNUT ST	INDIANAPOLIS	IN	46204	1
C-10	1227-2-F	902 FLETCHER AVE	INDIANAPOLIS	IN	46203	2
E-1	115-1-F	3401 KEYSTONE AVE	INDIANAPOLIS	IN	46237	1
E-1	125-1-F	3615 RURAL ST	INDIANAPOLIS	IN	46237	1

CNE	RECEIVER NAME	STREET ADDRESS(ES)	CITY	STATE	ZIP CODE	DWELLING UNIT EQUIVALENTS
E-2	110-1-F	3514 KEYSTONE AVE	INDIANAPOLIS	IN	46227	1
E-3	833-1-F	2225 SHELBY ST	INDIANAPOLIS	IN	46203	1
E-4	1194-1	1415 SHELBY ST	INDIANAPOLIS	IN	46203	1
E-4	1196-1	1301 BARTH AVE	INDIANAPOLIS	IN	46203	1
E-5	1309-1	902 VIRGINIA AVE	INDIANAPOLIS	IN	46203	1
E-6	1220-1-F	702 VIRGINIA AVE	INDIANAPOLIS	IN	46203	1
E-6	2086-1-F	719 VIRGINIA AVE	INDIANAPOLIS	IN	46203	1

APPENDIX C – PREDICTED NOISE LEVELS

Note: Red text indicates impacted receptors

East side of I-65, on the northside of Hanna Avenue

CNE B-1				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
127-1-F	1	B	67	61.4	62.0	0.6	No	56.4	5.6	Yes	Yes
128-1-F	1	B	67	62.0	62.5	0.5	No	56.4	6.1	Yes	Yes
129-1-F	1	B	67	63.0	64.3	1.3	No	56.2	8.1	Yes	Yes
130-1-F	1	B	67	63.2	64.6	1.4	No	56.2	8.4	Yes	Yes
131-1-F	1	B	67	65.1	66.4	1.3	Yes	57.3	9.1	Yes	Yes
132-1-F	1	B	67	66.6	67.9	1.3	Yes	58.8	9.1	Yes	Yes
133-1-F	1	B	67	67.0	68.2	1.2	Yes	59.4	8.8	Yes	Yes
134-1-F	1	B	67	67.9	69.1	1.2	Yes	60.5	8.6	Yes	Yes
135-1-F	1	B	67	67.5	68.6	1.1	Yes	60.9	7.7	Yes	Yes
136-1	1	B	67	54.9	56.0	1.1	No	51.5	4.5	No	No
137-1	1	B	67	55.1	56.2	1.1	No	51.8	4.4	No	No
138-1	1	B	67	54.7	55.9	1.2	No	52.1	3.8	No	No
139-1	1	B	67	55.4	56.4	1.0	No	52.2	4.2	No	No
140-1	1	B	67	56.2	57.2	1.0	No	52.4	4.8	No	No
141-1	1	B	67	58.5	59.7	1.2	No	54.7	5.0	No	Yes
142-1	1	B	67	58.9	59.2	0.3	No	59.2	0.0	No	No
239-1	1	B	67	59.7	60.9	1.2	No	55.9	5.0	No	Yes
240-1	1	B	67	55.7	56.8	1.1	No	52.4	4.4	No	No
241-1	1	B	67	59.3	60.1	0.8	No	54.4	5.7	No	Yes
2092-1	1	B	67	59.2	60.2	1.0	No	53.6	6.6	No	Yes
2093-1	1	B	67	59.0	59.9	0.9	No	53.4	6.5	No	Yes
2094-1	1	B	67	58.3	59.2	0.9	No	53.7	5.5	No	Yes
2095-1	1	B	67	54.7	55.3	0.6	No	52.0	3.3	No	No
2096-1	1	B	67	53.6	54.1	0.5	No	50.6	3.5	No	No
2097-1	1	B	67	52.1	53.1	1.0	No	48.9	4.2	No	No
2098-1	1	B	67	52.8	53.8	1.0	No	50.1	3.7	No	No
2099-1	1	B	67	52.7	53.7	1.0	No	50.0	3.7	No	No
3000-1	1	B	67	52.8	53.9	1.1	No	50.7	3.2	No	No
Impacted DU	**5**				**Impacted Receiver Points**		**5**				

West side of I-65, between Hanna Avenue and Rural Street

CNE B-2				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
143-24-F	24	B	67	62.1	62.7	0.6	No	62.7	0.0	Yes	No
144-16	16	B	67	60.7	61.3	0.6	No	61.3	0.0	No	No
145-16-F	16	B	67	60.6	61.2	0.6	No	61.2	0.0	Yes	No
146-1-F	1	B	67	65.6	66.3	0.7	Yes	66.3	0.0	Yes	No
147-1	1	B	67	59.2	59.8	0.6	No	59.8	0.0	No	No
148-1	1	B	67	56.2	56.8	0.6	No	56.8	0.0	No	No
149-1	1	B	67	54.1	54.7	0.6	No	54.7	0.0	No	No
150-1-F	1	B	67	67.0	67.7	0.7	Yes	67.7	0.0	Yes	No
151-2-F	2	B	67	69.6	70.6	1.0	Yes	70.6	0.0	Yes	No
152-2	2	B	67	60.0	61.2	1.2	No	61.2	0.0	No	No
153-2	2	B	67	56.3	57.2	0.9	No	57.2	0.0	No	No
154-2	2	B	67	57.0	58.2	1.2	No	58.2	0.0	No	No
155-2	2	B	67	59.8	60.9	1.1	No	60.9	0.0	No	No
156-2	2	B	67	64.2	65.2	1.0	No	65.2	0.0	No	No
157-2	2	B	67	65.0	66.1	1.1	Yes	66.1	0.0	No	No
158-2	2	B	67	60.5	61.5	1.0	No	61.5	0.0	No	No
159-2	2	B	67	60.0	61.3	1.3	No	61.3	0.0	No	No
160-2	2	B	67	64.0	65.2	1.2	No	65.2	0.0	No	No
161-2-F	2	B	67	68.5	69.4	0.9	Yes	69.4	0.0	Yes	No
162-2-F	2	B	67	68.5	69.5	1.0	Yes	69.5	0.0	Yes	No
163-2	2	B	67	63.5	64.6	1.1	No	64.6	0.0	No	No
164-2	2	B	67	61.3	62.6	1.3	No	62.6	0.0	No	No
165-2	2	B	67	60.1	61.3	1.2	No	61.3	0.0	No	No
166-2	2	B	67	56.2	57.2	1.0	No	57.2	0.0	No	No
167-2	2	B	67	55.8	56.8	1.0	No	56.8	0.0	No	No
168-2	2	B	67	56.5	57.6	1.1	No	57.6	0.0	No	No
169-2	2	B	67	60.3	61.4	1.1	No	61.4	0.0	No	No
170-2	2	B	67	62.2	63.4	1.2	No	63.4	0.0	No	No

171-2	2	B	67	64.6	65.8	1.2	No	65.8	0.0	No	No
172-2-F	2	B	67	68.8	69.8	1.0	Yes	69.8	0.0	Yes	No
173-2-F	2	B	67	68.1	69.1	1.0	Yes	69.1	0.0	Yes	No
174-2	2	B	67	63.9	65.0	1.1	No	65.0	0.0	No	No
175-2	2	B	67	61.3	62.3	1.0	No	62.3	0.0	No	No
176-2	2	B	67	63.7	64.5	0.8	No	64.5	0.0	No	No
177-2-F	2	B	67	68.5	69.2	0.7	Yes	69.2	0.0	Yes	No
178-2-F	2	B	67	72.3	73.2	0.9	Yes	73.2	0.0	Yes	No
179-1-F	1	B	67	71.1	72.0	0.9	Yes	72.0	0.0	Yes	No
180-1-F	1	B	67	68.7	69.5	0.8	Yes	69.5	0.0	Yes	No
181-1	1	B	67	66.8	67.6	0.8	Yes	67.6	0.0	No	No
182-1-F	1	B	67	71.2	72.1	0.9	Yes	72.1	0.0	Yes	No
183-1-F	1	B	67	71.2	72.2	1.0	Yes	72.2	0.0	Yes	No
184-1-F	1	B	67	71.1	72.2	1.1	Yes	72.2	0.0	Yes	No
185-1-F	1	B	67	70.7	71.8	1.1	Yes	71.8	0.0	Yes	No
186-1-F	1	B	67	70.5	71.6	1.1	Yes	71.6	0.0	Yes	No
187-1-F	1	B	67	70.8	71.8	1.0	Yes	71.8	0.0	Yes	No
188-1-F	1	B	67	70.7	71.8	1.1	Yes	71.8	0.0	Yes	No
189-1-F	1	B	67	70.3	71.4	1.1	Yes	71.4	0.0	Yes	No
190-1	1	B	67	59.6	60.6	1.0	No	60.6	0.0	No	No
191-1	1	B	67	59.5	60.5	1.0	No	60.5	0.0	No	No
192-1	1	B	67	59.1	60.1	1.0	No	60.1	0.0	No	No
193-1	1	B	67	59.6	60.7	1.1	No	60.7	0.0	No	No
194-1	1	B	67	59.1	60.1	1.0	No	60.1	0.0	No	No
195-1	1	B	67	59.0	60.1	1.1	No	60.1	0.0	No	No
196-1	1	B	67	58.3	59.3	1.0	No	59.3	0.0	No	No
197-1	1	B	67	58.1	59.1	1.0	No	59.1	0.0	No	No
198-1	1	B	67	57.0	57.9	0.9	No	57.9	0.0	No	No
199-1	1	B	67	56.5	57.3	0.8	No	57.3	0.0	No	No
200-1	1	B	67	54.5	55.2	0.7	No	55.2	0.0	No	No
201-1	1	B	67	56.9	57.7	0.8	No	57.7	0.0	No	No
202-1	1	B	67	57.4	58.3	0.9	No	58.3	0.0	No	No
203-2	2	B	67	57.7	58.6	0.9	No	58.6	0.0	No	No
204-2	2	B	67	57.9	58.8	0.9	No	58.8	0.0	No	No
205-2	2	B	67	58.7	59.7	1.0	No	59.7	0.0	No	No

206-1-F	1	B	67	70.7	71.7	1.0	Yes	71.7	0.0	Yes	No
207-1-F	1	B	67	70.9	72.0	1.1	Yes	72.0	0.0	Yes	No
208-1-F	1	B	67	70.8	71.8	1.0	Yes	71.8	0.0	Yes	No
209-1-F	1	B	67	70.6	71.6	1.0	Yes	71.6	0.0	Yes	No
210-2	2	B	67	57.9	58.8	0.9	No	58.8	0.0	No	No
211-1	1	B	67	58.7	59.4	0.7	No	59.4	0.0	No	No
212-1	1	B	67	54.7	55.1	0.4	No	55.1	0.0	No	No
213-2	2	B	67	55.1	55.6	0.5	No	55.6	0.0	No	No
214-2	2	B	67	56.5	57.1	0.6	No	57.1	0.0	No	No
215-2	2	B	67	57.4	58.0	0.6	No	58.0	0.0	No	No
216-2	2	B	67	58.4	59.1	0.7	No	59.1	0.0	No	No
217-1	1	B	67	59.3	60.0	0.7	No	60.0	0.0	No	No
218-2	2	B	67	59.8	60.5	0.7	No	60.5	0.0	No	No
219-1	1	B	67	56.7	57.2	0.5	No	57.2	0.0	No	No
220-1	1	B	67	59.5	60.1	0.6	No	60.1	0.0	No	No
221-1-F	1	B	67	72.0	73.0	1.0	Yes	73.0	0.0	Yes	No
222-1-F	1	B	67	71.2	72.2	1.0	Yes	72.2	0.0	Yes	No
223-1-F	1	B	67	71.1	72.1	1.0	Yes	72.1	0.0	Yes	No
224-1-F	1	B	67	71.2	72.2	1.0	Yes	72.2	0.0	Yes	No
225-1-F	1	B	67	70.8	71.8	1.0	Yes	71.8	0.0	Yes	No
226-1	1	B	67	63.8	64.7	0.9	No	64.7	0.0	No	No
227-1	1	B	67	69.4	70.4	1.0	Yes	70.4	0.0	No	No
228-1-F	1	B	67	71.2	72.1	0.9	Yes	72.1	0.0	Yes	No
229-2	2	B	67	59.8	60.4	0.6	No	60.4	0.0	No	No
230-2	2	B	67	60.3	60.9	0.6	No	60.9	0.0	No	No
231-1	1	B	67	61.4	62.0	0.6	No	62.0	0.0	No	No
232-2	2	B	67	63.5	64.2	0.7	No	64.2	0.0	No	No
233-1	1	B	67	64.0	64.8	0.8	No	64.8	0.0	No	No
234-1-F	1	B	67	71.2	72.2	1.0	Yes	72.2	0.0	Yes	No
235-1	1	B	67	63.5	64.2	0.7	No	64.2	0.0	No	No
236-1	1	B	67	62.4	63.0	0.6	No	63.0	0.0	No	No
237-1	1	B	67	60.9	61.5	0.6	No	61.5	0.0	No	No
243-1	1	B	67	55.5	56.4	0.9	No	56.4	0.0	No	No
Impacted DU	**41**				**Impacted Receiver Points**		**33**				

East side of I-65, between Sumner Avenue and Keystone Avenue

CNE B-3				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
76-1-F	1	B	67	67.5	67.8	0.3	Yes	62.8	5.0	Yes	Yes
77-1	1	B	67	63.6	63.7	0.1	No	60.1	3.6	No	No
78-1	1	B	67	57.3	57.6	0.3	No	57.0	0.6	No	No
79-1	1	B	67	57.5	57.9	0.4	No	57.0	0.9	No	No
80-1	1	B	67	56.5	56.9	0.4	No	54.8	2.1	No	No
81-1	1	B	67	56.9	57.3	0.4	No	54.7	2.6	No	No
82-1	1	B	67	57.6	58.0	0.4	No	55.1	2.9	No	No
83-1	1	B	67	64.3	64.3	0.0	No	61.4	2.9	No	No
84-1-F	1	B	67	64.9	65.0	0.1	No	60.4	4.6	Yes	No
85-1	1	B	67	57.9	58.1	0.2	No	55.6	2.5	No	No
86-1	1	B	67	60.0	60.1	0.1	No	57.5	2.6	No	No
87-1	1	B	67	59.9	60.1	0.2	No	56.4	3.7	No	No
88-1	1	B	67	64.0	64.5	0.5	No	59.1	5.4	No	Yes
89-1	1	B	67	64.5	65.0	0.5	No	58.8	6.2	No	Yes
90-1	1	B	67	58.9	59.5	0.6	No	54.2	5.3	No	Yes
91-1	1	B	67	60.5	61.1	0.6	No	55.1	6.0	No	Yes
92-1	1	B	67	61.6	62.1	0.5	No	57.2	4.9	No	No
93-1-F	1	B	67	65.4	65.9	0.5	No	58.8	7.1	Yes	Yes
113-1-F	1	B	67	68.5	69.1	0.6	Yes	59.5	9.6	Yes	Yes
114-1	1	B	67	58.9	59.0	0.1	No	56.5	2.5	No	No
116-1	1	B	67	56.8	57.0	0.2	No	56.5	0.5	No	No
120-1	1	B	67	61.7	62.0	0.3	No	56.7	5.3	No	Yes
122-1	1	B	67	58.4	58.8	0.4	No	57.8	1.0	No	No
123-1	1	B	67	60.2	60.5	0.3	No	57.3	3.2	No	No
124-1	1	B	67	57.6	58.0	0.4	No	56.3	1.7	No	No
Impacted DU	**2**				**Impacted Receiver Points**		**2**				

East side of I-65, from Keystone Avenue to Raymond Street

CNE B-4				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1-3-F	3	B	67	70.5	69.8	-0.7	Yes	62.7	7.1	Yes	Yes
3-3-F	3	B	67	71.4	70.5	-0.9	Yes	61.9	8.6	Yes	Yes
7-3-F	3	B	67	70.7	69.7	-1.0	Yes	60.9	8.8	Yes	Yes
10-3-F	3	B	67	73.8	73.3	-0.5	Yes	63.7	9.6	Yes	Yes
11-3-F	3	B	67	74.4	74.4	0.0	Yes	64.8	9.6	Yes	Yes
14-3-F	3	B	67	73.3	72.0	-1.3	Yes	61.5	10.5	Yes	Yes
17-3-F	3	B	67	72.7	71.2	-1.5	Yes	61.8	9.4	Yes	Yes
20-3-F	3	B	67	72.8	71.4	-1.4	Yes	61.7	9.7	Yes	Yes
23-3-F	3	B	67	72.0	71.0	-1.0	Yes	61.1	9.9	Yes	Yes
26-3-F	3	B	67	70.7	70.5	-0.2	Yes	60.4	10.1	Yes	Yes
29-3-F	3	B	67	68.7	68.2	-0.5	Yes	59.1	9.1	Yes	Yes
34-4-F	4	B	67	67.9	67.4	-0.5	Yes	59.1	8.3	Yes	Yes
35-3	3	B	67	63.8	62.5	-1.3	No	57.2	5.3	No	Yes
38-3	3	B	67	62.4	61.2	-1.2	No	56.0	5.2	No	Yes
42-3	3	B	67	61.3	59.8	-1.5	No	54.7	5.1	No	Yes
45-3	3	B	67	61.3	59.8	-1.5	No	54.3	5.5	No	Yes
49-3	3	B	67	60.1	58.7	-1.4	No	53.4	5.3	No	Yes
52-3	3	B	67	65.1	63.9	-1.2	No	57.4	6.5	No	Yes
53-3	3	B	67	60.5	59.2	-1.3	No	52.9	6.3	No	Yes
56-3	3	B	67	60.7	59.3	-1.4	No	53.6	5.7	No	Yes
61-3	3	B	67	62.6	61.3	-1.3	No	55.9	5.4	No	Yes
62-3	3	B	67	64.5	63.7	-0.8	No	57.0	6.7	No	Yes
65-3	3	B	67	60.7	60.3	-0.4	No	53.4	6.9	No	Yes
69-2	2	B	67	61.0	60.1	-0.9	No	56.5	3.6	No	No
70-3	3	B	67	64.2	64.4	0.2	No	60.5	3.9	No	No
71-3-F	3	B	67	66.3	66.4	0.1	Yes	61.3	5.1	Yes	Yes
119-1	1	B	67	61.9	60.8	-1.1	No	56.2	4.6	No	No
244-3-F	3	B	67	65.0	65.6	0.6	No	61.1	4.5	Yes	No
247-3	3	B	67	62.8	62.6	-0.2	No	58.6	4.0	No	No

250-2	2	B	67	59.7	60.3	0.6	No	57.6	2.7	No	No
253-2	2	B	67	60.5	61.1	0.6	No	59.0	2.1	No	No
254-4-F	4	B	67	63.7	64.5	0.8	No	60.5	4.0	Yes	No
258-2-F	2	B	67	64.1	64.9	0.8	No	63.6	1.3	Yes	No
260-2	2	B	67	59.8	60.6	0.8	No	59.0	1.6	No	No
262-1-F	1	B	67	67.3	68.3	1.0	Yes	67.6	0.7	Yes	No
263-3	3	B	67	63.2	64.4	1.2	No	63.3	1.1	No	No
267-3	3	B	67	60.3	61.3	1.0	No	60.0	1.3	No	No
268-3	3	B	67	59.6	60.4	0.8	No	58.6	1.8	No	No
271-1-F	1	B	67	70.4	71.1	0.7	Yes	69.9	1.2	Yes	No
272-3	3	B	67	68.1	67.8	-0.3	Yes	62.4	5.4	No	Yes
275-3	3	B	67	61.6	61.7	0.1	No	58.8	2.9	No	No
278-3	3	B	67	60.7	60.7	0.0	No	58.2	2.5	No	No
281-1	1	B	67	61.1	60.6	-0.5	No	57.8	2.8	No	No
284-3	3	B	67	66.9	66.4	-0.5	Yes	60.6	5.8	No	Yes
287-3	3	B	67	61.7	61.7	0.0	No	57.6	4.1	No	No
290-1	1	B	67	61.1	60.1	-1.0	No	56.3	3.8	No	No
291-3-F	3	B	67	73.3	73.4	0.1	Yes	64.1	9.3	Yes	Yes
295-3	3	B	67	62.0	61.8	-0.2	No	57.6	4.2	No	No
298-1-F	1	B	67	72.2	72.3	0.1	Yes	64.0	8.3	Yes	Yes
299-1	1	B	67	60.1	60.0	-0.1	No	56.0	4.0	No	No
300-3-F	3	B	67	61.5	61.5	0.0	No	57.1	4.4	Yes	No
304-3	3	B	67	62.0	61.8	-0.2	No	57.1	4.7	No	No
306-3	3	B	67	61.5	61.2	-0.3	No	56.7	4.5	No	No
310-2	2	B	67	63.5	63.9	0.4	No	58.2	5.7	No	Yes
313-2-F	2	B	67	66.9	67.9	1.0	Yes	59.5	8.4	Yes	Yes
314-3	3	B	67	64.8	65.4	0.6	No	58.6	6.8	No	Yes
317-3-F	3	B	67	65.8	66.4	0.6	Yes	58.6	7.8	Yes	Yes
320-3-F	3	B	67	66.7	67.4	0.7	Yes	59.4	8.0	Yes	Yes
321-3	3	B	67	61.4	61.6	0.2	No	56.0	5.6	No	Yes
326-3	3	B	67	58.8	59.1	0.3	No	55.0	4.1	No	No
329-3	3	B	67	60.8	61.2	0.4	No	57.4	3.8	No	No
332-3	3	B	67	62.2	62.8	0.6	No	59.0	3.8	No	No
334-3-F	3	B	67	63.1	63.6	0.5	No	60.5	3.1	Yes	No
338-3-F	3	B	67	67.8	67.5	-0.3	Yes	64.1	3.4	Yes	No

487-3-F	3	B	67	67.2	68.0	0.8	Yes	61.0	7.0	Yes	Yes
490-3	3	B	67	67.3	66.7	-0.6	Yes	61.0	5.7	No	Yes
491-3-F	3	B	67	71.2	70.9	-0.3	Yes	63.0	7.9	Yes	Yes
496-2	2	B	67	61.4	61.8	0.4	No	57.5	4.3	No	No
498-3	3	B	67	62.8	63.4	0.6	No	59.5	3.9	No	No
499-1	1	B	67	61.4	61.1	-0.3	No	56.6	4.5	No	No
500-3	3	B	67	64.1	64.5	0.4	No	60.2	4.3	No	No
503-3-F	3	B	67	67.4	67.5	0.1	Yes	59.2	8.3	Yes	Yes
505-2	2	B	67	64.9	65.1	0.2	No	57.3	7.8	No	Yes
509-3-F	3	B	67	69.8	70.0	0.2	Yes	59.7	10.3	Yes	Yes
516-3	3	B	67	67.2	67.2	0.0	Yes	57.9	9.3	No	Yes
520-2	2	B	67	60.3	59.3	-1.0	No	54.8	4.5	No	No
522-2	2	B	67	62.8	62.1	-0.7	No	57.5	4.6	No	No
525-3	3	B	67	65.3	64.7	-0.6	No	58.5	6.2	No	Yes
529-2-F	2	B	67	71.8	71.4	-0.4	Yes	61.0	10.4	Yes	Yes
532-3	3	B	67	64.0	63.5	-0.5	No	57.8	5.7	No	Yes
536-3	3	B	67	61.7	60.8	-0.9	No	56.1	4.7	No	No
537-1-F	1	B	67	69.3	69.0	-0.3	Yes	60.1	8.9	Yes	Yes
541-3	3	B	67	61.7	61.2	-0.5	No	57.0	4.2	No	No
545-3	3	B	67	57.9	56.8	-1.1	No	53.1	3.7	No	No
546-3	3	B	67	57.5	56.3	-1.2	No	52.8	3.5	No	No
550-4	4	B	67	60.5	59.1	-1.4	No	55.1	4.0	No	No
555-3-F	3	B	67	66.7	66.3	-0.4	Yes	59.0	7.3	Yes	Yes
556-2-F	2	B	67	71.9	71.7	-0.2	Yes	61.2	10.5	Yes	Yes
557-2-F	2	B	67	73.5	73.2	-0.3	Yes	62.1	11.1	Yes	Yes
558-3-F	3	B	67	71.7	71.7	0.0	Yes	61.1	10.6	Yes	Yes
559-2-F	2	B	67	71.0	71.3	0.3	Yes	60.7	10.6	Yes	Yes
560-3	3	B	67	65.8	65.8	0.0	No	56.9	8.9	No	Yes
606-1-F	1	B	67	66.8	66.5	-0.3	Yes	64.1	2.4	Yes	No
607-2-F	2	B	67	64.3	63.9	-0.4	No	56.9	7.0	Yes	Yes
609-3-F	3	B	67	65.5	65.2	-0.3	No	57.1	8.1	Yes	Yes
613-2-F	2	B	67	67.6	67.2	-0.4	Yes	61.1	6.1	Yes	Yes
614-3	3	B	67	65.4	65.1	-0.3	No	60.3	4.8	No	No
617-3	3	B	67	63.0	62.7	-0.3	No	57.6	5.1	No	Yes
620-1	1	B	67	61.3	61.3	0.0	No	57.1	4.2	No	No

623-3	3	B	67	63.0	62.8	-0.2	No	58.7	4.1	No	No
626-3	3	B	67	64.9	64.8	-0.1	No	61.4	3.4	No	No
629-3-F	3	B	67	68.4	68.0	-0.4	Yes	64.6	3.4	Yes	No
630-3-F	3	B	67	66.2	66.4	0.2	Yes	62.9	3.5	Yes	No
633-3	3	B	67	62.9	63.1	0.2	No	60.0	3.1	No	No
636-3	3	B	67	62.7	62.9	0.2	No	58.3	4.6	No	No
639-3-F	3	B	67	66.8	66.7	-0.1	Yes	60.6	6.1	Yes	Yes
642-3	3	B	67	64.6	64.7	0.1	No	58.4	6.3	No	Yes
645-3	3	B	67	63.2	63.3	0.1	No	56.3	7.0	No	Yes
649-2	2	B	67	61.2	61.3	0.1	No	54.7	6.6	No	Yes
650-3-F	3	B	67	66.4	66.1	-0.3	Yes	58.7	7.4	Yes	Yes
653-3	3	B	67	64.3	64.0	-0.3	No	54.8	9.2	No	Yes
656-3	3	B	67	62.1	62.1	0.0	No	53.1	9.0	No	Yes
659-1	1	B	67	59.4	59.6	0.2	No	51.9	7.7	No	Yes
660-3-F	3	B	67	66.8	66.6	-0.2	Yes	58.7	7.9	Yes	Yes
663-3	3	B	67	64.1	63.8	-0.3	No	54.8	9.0	No	Yes
666-3	3	B	67	61.8	62.1	0.3	No	52.7	9.4	No	Yes
669-2	2	B	67	59.4	59.6	0.2	No	51.4	8.2	No	Yes
673-3	3	B	67	60.3	60.7	0.4	No	52.5	8.2	No	Yes
676-3	3	B	67	63.3	63.1	-0.2	No	54.3	8.8	No	Yes
679-3-F	3	B	67	66.9	66.1	-0.8	Yes	58.5	7.6	Yes	Yes
680-3-F	3	B	67	66.1	65.4	-0.7	No	58.3	7.1	Yes	Yes
683-3	3	B	67	63.6	64.2	0.6	No	55.5	8.7	No	Yes
686-3	3	B	67	60.7	61.2	0.5	No	53.7	7.5	No	Yes
689-3-F	3	B	67	65.9	65.4	-0.5	No	60.8	4.6	Yes	No
692-3	3	B	67	61.7	62.0	0.3	No	57.6	4.4	No	No
696-1	1	B	67	61.6	62.1	0.5	No	58.3	3.8	No	No
697-2	2	B	67	59.5	59.9	0.4	No	56.8	3.1	No	No
699-3-F	3	B	67	66.0	65.6	-0.4	No	63.2	2.4	Yes	No
702-3	3	B	67	61.0	61.0	0.0	No	58.3	2.7	No	No
705-1	1	B	67	59.2	59.4	0.2	No	56.3	3.1	No	No
837-2	2	B	67	60.2	60.9	0.7	No	55.6	5.3	No	Yes
838-1	1	B	67	60.2	60.4	0.2	No	56.0	4.4	No	No
840-1	1	B	67	62.6	61.9	-0.7	No	56.1	5.8	No	Yes
Impacted DU	**117**				**Impacted Receiver Points**		**44**				

West side of I-65, from west of Keystone Avenue to Raymond Street

CNE B-5				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
94-2	2	B	67	64.7	62.3	-2.4	No	61.4	0.9	No	No
96-3-F	3	B	67	65.0	63.0	-2.0	No	62.7	0.3	Yes	No
98-3	3	B	67	63.6	61.0	-2.6	No	59.8	1.2	No	No
102-3	3	B	67	65.1	62.6	-2.5	No	58.1	4.5	No	No
103-2-F	2	B	67	72.5	71.2	-1.3	Yes	61.2	10.0	Yes	Yes
106-2-F	2	B	67	69.9	67.5	-2.4	Yes	59.6	7.9	Yes	Yes
340-90	90	B	67	44.0	44.7	0.7	No	44.2	0.5	No	No
346-2-F	2	B	67	64.6	64.4	-0.2	No	57.0	7.4	Yes	Yes
349-1	1	B	67	57.9	57.7	-0.2	No	51.8	5.9	No	Yes
350-3-F	3	B	67	64.5	64.5	0.0	No	56.8	7.7	Yes	Yes
353-3	3	B	67	61.5	61.1	-0.4	No	54.3	6.8	No	Yes
356-2	2	B	67	58.5	58.2	-0.3	No	51.8	6.4	No	Yes
358-3-F	3	B	67	65.3	65.1	-0.2	No	56.7	8.4	Yes	Yes
361-2	2	B	67	63.9	63.4	-0.5	No	55.7	7.7	No	Yes
364-3	3	B	67	61.8	61.5	-0.3	No	54.5	7.0	No	Yes
365-3-F	3	B	67	65.1	64.6	-0.5	No	56.6	8.0	Yes	Yes
368-3	3	B	67	63.4	62.9	-0.5	No	55.2	7.7	No	Yes
371-1	1	B	67	60.1	59.9	-0.2	No	53.7	6.2	No	Yes
372-3-F	3	B	67	66.8	66.8	0.0	Yes	59.1	7.7	Yes	Yes
375-3	3	B	67	64.3	64.1	-0.2	No	57.4	6.7	No	Yes
379-3-F	3	B	67	67.0	66.9	-0.1	Yes	59.9	7.0	Yes	Yes
381-2	2	B	67	62.6	62.8	0.2	No	56.8	6.0	No	Yes
385-3-F	3	B	67	66.1	66.0	-0.1	Yes	63.6	2.4	Yes	No
386-2	2	B	67	63.1	62.8	-0.3	No	59.4	3.4	No	No
389-2	2	B	67	61.6	61.5	-0.1	No	58.3	3.2	No	No
390-3-F	3	B	67	67.4	67.5	0.1	Yes	66.3	1.2	Yes	No
393-1	1	B	67	64.1	64.6	0.5	No	61.7	2.9	No	No
394-2	2	B	67	64.7	65.0	0.3	No	60.6	4.4	No	No

399-3-F	3	B	67	67.1	67.1	0.0	Yes	60.0	7.1	Yes	Yes
401-3	3	B	67	64.8	64.4	-0.4	No	58.0	6.4	No	Yes
403-3-F	3	B	67	67.7	67.6	-0.1	Yes	59.4	8.2	Yes	Yes
405-3	3	B	67	65.4	65.7	0.3	No	57.7	8.0	No	Yes
409-3-F	3	B	67	65.8	65.2	-0.6	No	58.2	7.0	Yes	Yes
412-2-F	2	B	67	68.3	69.0	0.7	Yes	60.0	9.0	Yes	Yes
414-3	3	B	67	62.1	61.6	-0.5	No	57.5	4.1	No	No
417-3-F	3	B	67	68.0	66.4	-1.6	Yes	59.2	7.2	Yes	Yes
420-1	1	B	67	59.6	59.2	-0.4	No	55.9	3.3	No	No
421-3-F	3	B	67	69.3	69.6	0.3	Yes	60.5	9.1	Yes	Yes
423-3	3	B	67	66.3	65.0	-1.3	No	59.4	5.6	No	Yes
427-1	1	B	67	60.5	60.3	-0.2	No	56.5	3.8	No	No
428-3-F	3	B	67	72.0	71.2	-0.8	Yes	62.3	8.9	Yes	Yes
431-3	3	B	67	63.0	62.1	-0.9	No	57.9	4.2	No	No
434-2	2	B	67	59.4	58.0	-1.4	No	55.1	2.9	No	No
438-3	3	B	67	66.0	65.0	-1.0	No	59.9	5.1	No	Yes
441-3	3	B	67	61.1	60.7	-0.4	No	57.1	3.6	No	No
444-1	1	B	67	58.3	57.9	-0.4	No	55.2	2.7	No	No
445-3-F	3	B	67	70.2	70.1	-0.1	Yes	67.5	2.6	Yes	No
448-3	3	B	67	60.2	60.0	-0.2	No	58.0	2.0	No	No
450-1	1	B	67	59.5	59.3	-0.2	No	57.4	1.9	No	No
453-3-F	3	B	67	64.8	64.0	-0.8	No	61.6	2.4	Yes	No
456-1	1	B	67	61.8	61.6	-0.2	No	59.0	2.6	No	No
457-1	1	B	67	59.1	58.9	-0.2	No	56.3	2.6	No	No
460-3	3	B	67	60.9	60.3	-0.6	No	56.3	4.0	No	No
463-3	3	B	67	58.8	58.3	-0.5	No	54.5	3.8	No	No
466-1	1	B	67	57.0	56.6	-0.4	No	53.1	3.5	No	No
467-3-F	3	B	67	65.3	64.1	-1.2	No	61.8	2.3	Yes	No
470-3	3	B	67	60.9	60.0	-0.9	No	57.4	2.6	No	No
472-3	3	B	67	57.9	57.3	-0.6	No	54.5	2.8	No	No
475-1	1	B	67	56.2	55.5	-0.7	No	52.8	2.7	No	No
476-3	3	B	67	61.0	60.4	-0.6	No	54.0	6.4	No	Yes
477-2	2	B	67	57.6	57.2	-0.4	No	50.9	6.3	No	Yes
479-3	3	B	67	63.2	62.8	-0.4	No	55.6	7.2	No	Yes
481-1-F	1	B	67	66.7	65.9	-0.8	No	58.7	7.2	Yes	Yes

483-3	3	B	67	63.3	62.7	-0.6	No	61.1	1.6	No	No
484-3-F	3	B	67	65.2	64.1	-1.1	No	60.3	3.8	Yes	No
493-3-F	3	B	67	71.7	71.2	-0.5	Yes	65.2	6.0	Yes	Yes
551-3-F	3	B	67	68.4	67.7	-0.7	Yes	59.7	8.0	Yes	Yes
706-3-F	3	B	67	67.0	66.1	-0.9	Yes	61.9	4.2	Yes	No
709-3	3	B	67	60.7	60.2	-0.5	No	56.2	4.0	No	No
712-3	3	B	67	56.9	56.7	-0.2	No	51.6	5.1	No	Yes
715-1	1	B	67	56.5	55.6	-0.9	No	50.7	4.9	No	No
716-3-F	3	B	67	65.5	64.8	-0.7	No	59.1	5.7	Yes	Yes
719-3	3	B	67	60.4	60.0	-0.4	No	54.1	5.9	No	Yes
722-3	3	B	67	57.8	57.6	-0.2	No	51.7	5.9	No	Yes
724-1	1	B	67	55.9	55.6	-0.3	No	50.2	5.4	No	Yes
725-3-F	3	B	67	64.9	64.3	-0.6	No	57.6	6.7	Yes	Yes
729-3	3	B	67	57.0	56.5	-0.5	No	50.2	6.3	No	Yes
732-3-F	3	B	67	64.7	64.0	-0.7	No	56.8	7.2	Yes	Yes
735-3	3	B	67	60.8	60.3	-0.5	No	53.2	7.1	No	Yes
738-2	2	B	67	57.4	57.0	-0.4	No	50.2	6.8	No	Yes
740-3-F	3	B	67	65.4	64.5	-0.9	No	57.5	7.0	Yes	Yes
743-3	3	B	67	60.9	60.4	-0.5	No	53.3	7.1	No	Yes
746-3	3	B	67	58.4	57.9	-0.5	No	51.0	6.9	No	Yes
749-3-F	3	B	67	65.0	64.3	-0.7	No	58.0	6.3	Yes	Yes
752-3	3	B	67	61.2	60.5	-0.7	No	54.2	6.3	No	Yes
754-3	3	B	67	57.8	57.1	-0.7	No	51.1	6.0	No	Yes
757-3-F	3	B	67	65.2	64.5	-0.7	No	59.6	4.9	Yes	No
760-3	3	B	67	60.7	60.1	-0.6	No	55.2	4.9	No	No
763-1	1	B	67	59.6	59.3	-0.3	No	55.8	3.5	No	No
765-3-F	3	B	67	64.8	64.2	-0.6	No	61.5	2.7	Yes	No
767-3	3	B	67	60.9	60.8	-0.1	No	57.5	3.3	No	No
771-3-F	3	B	67	66.0	65.4	-0.6	No	62.4	3.0	Yes	No
774-3	3	B	67	62.0	61.7	-0.3	No	58.3	3.4	No	No
777-2	2	B	67	59.8	59.2	-0.6	No	55.6	3.6	No	No
779-3-F	3	B	67	66.8	66.4	-0.4	Yes	59.8	6.6	Yes	Yes
782-3	3	B	67	61.9	61.2	-0.7	No	56.5	4.7	No	No
785-1	1	B	67	60.2	59.5	-0.7	No	55.1	4.4	No	No
786-1	1	B	67	59.1	58.2	-0.9	No	53.2	5.0	No	Yes

787-3-F	3	B	67	66.0	65.2	-0.8	No	58.2	7.0	Yes	Yes
790-3	3	B	67	61.5	60.5	-1.0	No	54.2	6.3	No	Yes
793-3-F	3	B	67	66.4	65.9	-0.5	No	58.5	7.4	Yes	Yes
796-3	3	B	67	62.5	61.9	-0.6	No	55.5	6.4	No	Yes
799-2	2	B	67	60.0	59.2	-0.8	No	54.7	4.5	No	No
801-1-F	1	B	67	66.5	65.7	-0.8	No	59.5	6.2	Yes	Yes
802-3	3	B	67	63.5	62.7	-0.8	No	59.3	3.4	No	No
829-3	3	B	67	59.5	59.3	-0.2	No	52.3	7.0	No	Yes
832-1	1	B	67	60.8	59.9	-0.9	No	54.1	5.8	No	Yes
850-18	18	B	67	56.4	56.0	-0.4	No	51.7	4.3	No	No
852-12	12	B	67	58.5	58.3	-0.2	No	54.7	3.6	No	No
864-3-F	3	B	67	63.3	64.3	1.0	No	61.7	2.6	Yes	No
Impacted DU	**48**				**Impacted Receiver Points**		**17**				

East side of I-65, from Raymond Street to Virginia Avenue

CNE B-6				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
562-3-F	3	B	67	64.4	63.8	-0.6	No	58.7	5.1	Yes	Yes
564-3	3	B	67	62.5	63.0	0.5	No	57.0	6.0	No	Yes
567-3	3	B	67	62.1	62.4	0.3	No	58.0	4.4	No	No
570-1	1	B	67	60.9	61.6	0.7	No	57.4	4.2	No	No
571-1	1	B	67	60.8	61.7	0.9	No	54.5	7.2	No	Yes
574-3-F	3	B	67	64.0	63.4	-0.6	No	56.7	6.7	Yes	Yes
575-2-F	2	B	67	64.4	63.9	-0.5	No	56.6	7.3	Yes	Yes
577-3-F	3	B	67	64.2	63.9	-0.3	No	56.5	7.4	Yes	Yes
580-3-F	3	B	67	64.1	64.0	-0.1	No	56.5	7.5	Yes	Yes
582-3-F	3	B	67	64.3	64.3	0.0	No	56.6	7.7	Yes	Yes
585-3	3	B	67	60.2	60.5	0.3	No	55.2	5.3	No	Yes
587-3	3	B	67	60.6	61.0	0.4	No	55.4	5.6	No	Yes
589-3	3	B	67	60.3	60.6	0.3	No	55.6	5.0	No	Yes
593-3	3	B	67	55.2	55.9	0.7	No	51.8	4.1	No	No
597-3	3	B	67	55.3	55.9	0.6	No	52.2	3.7	No	No

600-3	3	B	67	56.6	57.2	0.6	No	53.8	3.4	No	No
601-3-F	3	B	67	66.5	66.9	0.4	Yes	60.1	6.8	Yes	Yes
604-2	2	B	67	61.9	62.1	0.2	No	58.8	3.3	No	No
841-3	3	B	67	64.0	64.4	0.4	No	56.6	7.8	No	Yes
848-3	3	B	67	63.1	63.7	0.6	No	56.8	6.9	No	Yes
856-3	3	B	67	59.7	60.6	0.9	No	54.5	6.1	No	Yes
862-2	2	B	67	59.1	60.2	1.1	No	57.6	2.6	No	No
865-3	3	B	67	57.0	58.1	1.1	No	55.5	2.6	No	No
869-3	3	B	67	58.1	59.0	0.9	No	57.8	1.2	No	No
872-3	3	B	67	60.2	61.3	1.1	No	60.0	1.3	No	No
874-3-F	3	B	67	64.3	65.2	0.9	No	63.8	1.4	Yes	No
876-2	2	B	67	56.7	57.5	0.8	No	56.0	1.5	No	No
877-3-F	3	B	67	64.8	65.6	0.8	No	60.8	4.8	Yes	No
880-3	3	B	67	60.6	61.3	0.7	No	58.2	3.1	No	No
883-1	1	B	67	58.2	58.9	0.7	No	57.2	1.7	No	No
884-3	3	B	67	57.6	58.2	0.6	No	56.8	1.4	No	No
887-1	1	B	67	56.3	57.0	0.7	No	55.7	1.3	No	No
888-3-F	3	B	67	66.5	67.3	0.8	Yes	59.2	8.1	Yes	Yes
891-3	3	B	67	63.0	63.6	0.6	No	58.7	4.9	No	No
894-2	2	B	67	60.1	60.7	0.6	No	57.8	2.9	No	No
896-3-F	3	B	67	66.7	67.2	0.5	Yes	60.2	7.0	Yes	Yes
899-3	3	B	67	60.8	61.4	0.6	No	59.4	2.0	No	No
902-1	1	B	67	59.1	59.5	0.4	No	55.9	3.6	No	No
903-3	3	B	67	59.9	60.6	0.7	No	56.6	4.0	No	No
907-3-F	3	B	67	66.3	66.8	0.5	Yes	58.5	8.3	Yes	Yes
909-2-F	2	B	67	70.1	70.7	0.6	Yes	59.5	11.2	Yes	Yes
912-3	3	B	67	63.4	64.0	0.6	No	55.4	8.6	No	Yes
915-2	2	B	67	61.7	62.3	0.6	No	54.9	7.4	No	Yes
917-3-F	3	B	67	68.8	69.2	0.4	Yes	58.2	11.0	Yes	Yes
919-2	2	B	67	54.4	55.1	0.7	No	51.7	3.4	No	No
922-3	3	B	67	55.0	55.7	0.7	No	51.4	4.3	No	No
925-3	3	B	67	56.3	56.8	0.5	No	52.4	4.4	No	No
928-3	3	B	67	66.2	66.5	0.3	Yes	57.2	9.3	No	Yes
931-3-F	3	B	67	70.1	69.3	-0.8	Yes	58.7	10.6	Yes	Yes
932-2	2	B	67	66.1	66.3	0.2	Yes	57.2	9.1	No	Yes

934-3-F	3	B	67	66.9	66.7	-0.2	Yes	58.3	8.4	Yes	Yes
937-1	1	B	67	49.4	49.9	0.5	No	45.7	4.2	No	No
938-1	1	B	67	59.4	59.5	0.1	No	52.7	6.8	No	Yes
941-3	3	B	67	60.4	61.4	1.0	No	54.0	7.4	No	Yes
944-3	3	B	67	61.5	62.3	0.8	No	55.1	7.2	No	Yes
946-3-F	3	B	67	64.4	65.0	0.6	No	57.9	7.1	Yes	Yes
950-3	3	B	67	60.4	60.6	0.2	No	60.6	0.0	No	No
953-3	3	B	67	58.8	58.8	0.0	No	58.8	0.0	No	No
954-1	1	B	67	63.1	62.6	-0.5	No	62.6	0.0	No	No
955-3-F	3	B	67	66.3	63.6	-2.7	No	63.6	0.0	Yes	No
958-3-F	3	B	67	62.0	60.7	-1.3	No	60.7	0.0	Yes	No
961-3-F	3	B	67	62.0	61.1	-0.9	No	61.1	0.0	Yes	No
964-3	3	B	67	61.6	60.8	-0.8	No	60.8	0.0	No	No
967-3	3	B	67	60.6	60.0	-0.6	No	60.0	0.0	No	No
970-3	3	B	67	59.7	59.7	0.0	No	59.7	0.0	No	No
973-3	3	B	67	57.0	57.4	0.4	No	57.4	0.0	No	No
976-1	1	B	67	59.3	59.6	0.3	No	59.6	0.0	No	No
977-3	3	B	67	58.3	58.6	0.3	No	58.6	0.0	No	No
982-3	3	B	67	61.7	61.6	-0.1	No	61.6	0.0	No	No
984-2-F	2	B	67	65.6	63.8	-1.8	No	62.5	1.3	Yes	No
986-3-F	3	B	67	65.3	64.5	-0.8	No	62.3	2.2	Yes	No
990-3	3	B	67	62.5	62.1	-0.4	No	60.1	2.0	No	No
992-3	3	B	67	59.5	59.7	0.2	No	58.4	1.3	No	No
995-3	3	B	67	58.3	58.5	0.2	No	55.1	3.4	No	No
998-2	2	B	67	60.7	61.1	0.4	No	57.8	3.3	No	No
1000-3-F	3	B	67	67.4	67.3	-0.1	Yes	59.8	7.5	Yes	Yes
1004-3	3	B	67	60.4	60.8	0.4	No	56.7	4.1	No	No
1008-1	1	B	67	60.5	60.9	0.4	No	56.4	4.5	No	No
1010-3	3	B	67	60.7	61.2	0.5	No	57.5	3.7	No	No
1011-1	1	B	67	61.6	62.0	0.4	No	57.3	4.7	No	No
1014-3-F	3	B	67	65.4	64.9	-0.5	No	58.7	6.2	Yes	Yes
1017-3	3	B	67	63.9	63.7	-0.2	No	57.8	5.9	No	Yes
1020-3	3	B	67	61.6	61.7	0.1	No	56.6	5.1	No	Yes
1023-3-F	3	B	67	66.8	65.7	-1.1	No	61.6	4.1	Yes	No
1026-2	2	B	67	63.5	63.2	-0.3	No	58.7	4.5	No	No

1029-3	3	B	67	62.6	62.5	-0.1	No	58.3	4.2	No	No
1030-3	3	B	67	61.7	62.2	0.5	No	58.3	3.9	No	No
1031-2-F	2	B	67	66.7	66.0	-0.7	Yes	64.1	1.9	Yes	No
1033-2	2	B	67	60.6	61.5	0.9	No	58.8	2.7	No	No
1037-2	2	B	67	61.5	61.7	0.2	No	59.8	1.9	No	No
1039-2	2	B	67	63.6	63.4	-0.2	No	61.4	2.0	No	No
1040-3-F	3	B	67	64.7	64.4	-0.3	No	62.6	1.8	Yes	No
1181-2-F	2	B	67	66.8	66.3	-0.5	Yes	59.2	7.1	Yes	Yes
1182-3	3	B	67	61.1	61.4	0.3	No	56.3	5.1	No	Yes
1184-3-F	3	B	67	66.0	65.6	-0.4	No	60.1	5.5	Yes	Yes
1186-2-F	2	B	67	64.9	64.8	-0.1	No	60.4	4.4	Yes	No
1189-3	3	B	67	59.9	60.0	0.1	No	60.0	0.0	No	No
1195-2	2	B	67	62.9	63.7	0.8	No	56.2	7.5	No	Yes
1199-3-F	3	B	67	65.7	66.5	0.8	Yes	59.4	7.1	Yes	Yes
1202-3	3	B	67	61.8	62.1	0.3	No	59.6	2.5	No	No
1273-193	193	B	67	65.3	65.7	0.4	No	64.2	1.5	No	No
1276-2-F	2	B	67	66.5	67.1	0.6	Yes	59.2	7.9	Yes	Yes
1277-1	1	B	67	60.4	60.6	0.2	No	55.5	5.1	No	Yes
1278-1	1	B	67	60.2	60.5	0.3	No	55.8	4.7	No	No
1282-3-F	3	B	67	66.5	66.9	0.4	Yes	58.1	8.8	Yes	Yes
1283-3-F	3	B	67	66.3	66.9	0.6	Yes	59.0	7.9	Yes	Yes
1285-3	3	B	67	60.8	61.4	0.6	No	54.1	7.3	No	Yes
1286-1	1	B	67	58.7	59.3	0.6	No	53.2	6.1	No	Yes
1303-3	3	B	67	62.1	62.5	0.4	No	55.8	6.7	No	Yes
1306-2	2	B	67	58.2	58.6	0.4	No	55.3	3.3	No	No
1308-3	3	B	67	62.1	62.6	0.5	No	62.6	0.0	No	No
Impacted DU	**46**				**Impacted Receiver Points**		**17**				

West side of I-65, from Raymond Street to the I-70/I-65, interchange

CNE B-7				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
806-3-F	3	B	67	62.8	62.7	-0.1	No	62.7	0.0	Yes	No
808-3-F	3	B	67	59.6	60.0	0.4	No	60.0	0.0	Yes	No
811-3-F	3	B	67	59.9	60.1	0.2	No	60.1	0.0	Yes	No
813-2	2	B	67	59.5	59.2	-0.3	No	59.2	0.0	No	No
816-1-F	1	B	67	59.4	59.4	0.0	No	59.4	0.0	Yes	No
818-3	3	B	67	59.8	60.0	0.2	No	60.0	0.0	No	No
824-2-F	2	B	67	62.5	61.6	-0.9	No	61.6	0.0	Yes	No
826-3-F	3	B	67	63.5	62.1	-1.4	No	62.1	0.0	Yes	No
834-1-F	1	B	67	58.8	59.1	0.3	No	59.1	0.0	Yes	No
835-3	3	B	67	59.6	59.6	0.0	No	59.6	0.0	No	No
836-3	3	B	67	61.2	61.0	-0.2	No	61.0	0.0	No	No
1043-1-F	1	B	67	60.9	60.7	-0.2	No	58.4	2.3	Yes	No
1045-3	3	B	67	61.4	61.4	0.0	No	59.3	2.1	No	No
1048-1	1	B	67	63.3	63.4	0.1	No	60.6	2.8	No	No
1049-4-F	4	B	67	66.5	66.5	0.0	Yes	62.2	4.3	Yes	No
1053-1-F	1	B	67	67.7	68.1	0.4	Yes	60.5	7.6	Yes	Yes
1054-3	3	B	67	64.7	65.1	0.4	No	60.1	5.0	No	Yes
1056-3	3	B	67	61.6	62.0	0.4	No	58.7	3.3	No	No
1057-2-F	2	B	67	69.6	70.1	0.5	Yes	60.7	9.4	Yes	Yes
1059-1-F	1	B	67	70.7	71.2	0.5	Yes	62.5	8.7	Yes	Yes
1060-3	3	B	67	62.1	62.5	0.4	No	59.0	3.5	No	No
1067-2	2	B	67	66.5	66.8	0.3	Yes	65.2	1.6	No	No
1070-3-F	3	B	67	68.0	68.5	0.5	Yes	64.8	3.7	Yes	No
1073-3	3	B	67	61.6	62.4	0.8	No	57.8	4.6	No	No
1075-2	2	B	67	61.4	62.1	0.7	No	57.0	5.1	No	Yes
1077-2	2	B	67	63.2	63.6	0.4	No	57.4	6.2	No	Yes
1080-3-F	3	B	67	63.4	63.8	0.4	No	57.1	6.7	Yes	Yes
1082-2	2	B	67	63.1	63.8	0.7	No	57.5	6.3	No	Yes
1089-2	2	B	67	58.3	58.9	0.6	No	52.9	6.0	No	Yes

1092-1	1	B	67	58.0	56.1	-1.9	No	50.5	5.6	No	Yes
1095-3	3	B	67	59.5	59.4	-0.1	No	52.2	7.2	No	Yes
1096-1-F	1	B	67	65.5	66.1	0.6	Yes	57.7	8.4	Yes	Yes
1097-3	3	B	67	62.3	62.9	0.6	No	55.0	7.9	No	Yes
1100-4	4	B	67	61.6	58.0	-3.6	No	51.4	6.6	No	Yes
1105-3	3	B	67	59.3	59.9	0.6	No	53.5	6.4	No	Yes
1107-1-F	1	B	67	65.3	65.8	0.5	No	57.6	8.2	Yes	Yes
1108-3-F	3	B	67	61.4	62.0	0.6	No	52.8	9.2	Yes	Yes
1111-3-F	3	B	67	63.7	64.3	0.6	No	56.3	8.0	Yes	Yes
1117-3	3	B	67	59.1	59.8	0.7	No	53.8	6.0	No	Yes
1120-3	3	B	67	62.2	63.1	0.9	No	55.3	7.8	No	Yes
1121-2	2	B	67	58.8	59.7	0.9	No	53.3	6.4	No	Yes
1124-2	2	B	67	56.8	57.4	0.6	No	52.2	5.2	No	Yes
1126-3	3	B	67	57.2	57.9	0.7	No	53.1	4.8	No	No
1131-3	3	B	67	65.6	66.3	0.7	Yes	59.3	7.0	No	Yes
1133-2	2	B	67	61.2	62.0	0.8	No	57.3	4.7	No	No
1136-3	3	B	67	61.2	61.9	0.7	No	57.3	4.6	No	No
1137-2	2	B	67	56.4	56.9	0.5	No	53.8	3.1	No	No
1140-3	3	B	67	61.7	62.4	0.7	No	56.7	5.7	No	Yes
1143-2-F	2	B	67	68.5	69.0	0.5	Yes	60.3	8.7	Yes	Yes
1145-2	2	B	67	53.1	53.6	0.5	No	50.6	3.0	No	No
1147-3	3	B	67	54.0	54.5	0.5	No	52.3	2.2	No	No
1150-2	2	B	67	53.0	53.5	0.5	No	50.8	2.7	No	No
1151-2-F	2	B	67	69.4	70.0	0.6	Yes	61.8	8.2	Yes	Yes
1154-3-F	3	B	67	67.8	68.4	0.6	Yes	61.4	7.0	Yes	Yes
1156-4	4	B	67	49.7	50.2	0.5	No	49.4	0.8	No	No
1161-1-F	1	B	67	64.0	64.5	0.5	No	64.1	0.4	Yes	No
1162-4	4	B	67	61.2	61.4	0.2	No	59.6	1.8	No	No
1168-2-F	2	B	67	68.1	68.3	0.2	Yes	67.8	0.5	Yes	No
1169-3	3	B	67	64.7	65.1	0.4	No	57.7	7.4	No	Yes
1170-3-F	3	B	67	66.4	67.1	0.7	Yes	58.2	8.9	Yes	Yes
1171-3	3	B	67	59.9	60.4	0.5	No	54.9	5.5	No	Yes
1173-3	3	B	67	61.3	61.9	0.6	No	54.2	7.7	No	Yes
1174-3-F	3	B	67	64.6	65.3	0.7	No	57.7	7.6	Yes	Yes
1176-3-F	3	B	67	61.5	62.1	0.6	No	61.3	0.8	Yes	No

1201-1-F	1	B	67	57.8	58.0	0.2	No	57.4	0.6	Yes	No
Impacted DU	**29**				**Impacted Receiver Points**		**13**				

East side of I-65, from Virginia Avenue to English Avenue

CNE B-8				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
126-1-F	1	B	67	60.8	61.8	1.0	No	56.4	5.4	Yes	Yes
1221-3-F	3	B	67	64.3	64.9	0.6	No	64.9	0.0	Yes	No
1224-2	2	B	67	55.8	56.3	0.5	No	56.3	0.0	No	No
1228-77-F	77	B	67	49.7	49.9	0.2	No	49.9	0.0	Yes	No
1231-3	3	B	67	54.2	54.6	0.4	No	54.6	0.0	No	No
1234-3	3	B	67	53.8	54.2	0.4	No	54.2	0.0	No	No
1236-3-F	3	B	67	58.7	59.2	0.5	No	59.2	0.0	Yes	No
1239-1	1	B	67	53.4	54.0	0.6	No	54.0	0.0	No	No
1240-3	3	B	67	52.1	52.6	0.5	No	52.6	0.0	No	No
1241-1	1	B	67	51.5	52.0	0.5	No	52.0	0.0	No	No
1245-3-F	3	B	67	63.4	64.0	0.6	No	64.0	0.0	Yes	No
1248-3	3	B	67	51.8	52.2	0.4	No	52.2	0.0	No	No
1250-2	2	B	67	50.2	50.4	0.2	No	50.4	0.0	No	No
1251-3-F	3	B	67	66.6	67.2	0.6	Yes	67.2	0.0	Yes	No
1253-3	3	B	67	51.2	51.7	0.5	No	51.7	0.0	No	No
1258-3	3	B	67	46.2	46.6	0.4	No	46.7	-0.1	No	No
1259-3	3	B	67	48.6	48.9	0.3	No	48.7	0.2	No	No
1260-1	1	B	67	48.9	48.7	-0.2	No	48.5	0.2	No	No
1265-3	3	B	67	49.7	50.1	0.4	No	49.9	0.2	No	No
1266-1	1	B	67	54.7	55.1	0.4	No	54.0	1.1	No	No
1267-3	3	B	67	61.5	62.1	0.6	No	61.7	0.4	No	No
1272-1	1	B	67	59.0	59.5	0.5	No	58.3	1.2	No	No
1312-1	1	B	67	53.2	53.7	0.5	No	53.3	0.4	No	No
1313-3	3	B	67	60.4	61.1	0.7	No	60.5	0.6	No	No
1314-1	1	B	67	44.1	44.5	0.4	No	44.5	0.0	No	No
1317-3	3	B	67	49.8	50.2	0.4	No	50.2	0.0	No	No

1321-3	3	B	67	49.4	49.7	0.3	No	49.7	0.0	No	No
1323-1	1	B	67	48.1	48.4	0.3	No	48.4	0.0	No	No
1326-2	2	B	67	50.2	50.2	0.0	No	50.2	0.0	No	No
1329-3-F	3	B	67	58.6	59.2	0.6	No	59.2	0.0	Yes	No
1330-2	2	B	67	54.9	55.3	0.4	No	55.3	0.0	No	No
Impacted DU	**3**				**Impacted Receiver Points**		**1**				

West side of I-65, from the I-70/I-65, interchange to Fletcher Avenue

CNE B-9				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
1205-2-F	2	B	67	67.4	69.5	2.1	Yes	62.3	7.2	Yes	Yes
1206-4-F	4	B	67	69.7	70.2	0.5	Yes	66.3	3.9	Yes	No
1207-3-F	3	B	67	70.7	71.4	0.7	Yes	61.4	10.0	Yes	Yes
1212-3	3	B	67	58.3	58.9	0.6	No	56.7	2.2	No	No
1213-2	2	B	67	60.2	60.7	0.5	No	59.0	1.7	No	No
1214-20-F	20	B	67	51.5	52.0	0.5	No	50.9	1.1	Yes	No
1217-4-F	4	B	67	67.1	67.9	0.8	Yes	60.9	7.0	Yes	Yes
1218-2	2	B	67	52.0	53.0	1.0	No	51.3	1.7	No	No
1288-3-F	3	B	67	69.1	69.8	0.7	Yes	61.1	8.7	Yes	Yes
1290-3-F	3	B	67	69.4	70.0	0.6	Yes	60.8	9.2	Yes	Yes
1293-2-F	2	B	67	66.9	67.6	0.7	Yes	60.6	7.0	Yes	Yes
1297-2	2	B	67	60.7	61.3	0.6	No	56.8	4.5	No	No
2040-18-F	18	B	67	60.5	61.1	0.6	No	60.9	0.2	Yes	No
2043-3-F	3	B	67	62.7	63.4	0.7	No	62.6	0.8	Yes	No
2048-3-F	3	B	67	61.8	62.4	0.6	No	61.0	1.4	Yes	No
2049-3	3	B	67	57.2	57.9	0.7	No	57.2	0.7	No	No
2054-3	3	B	67	61.1	61.7	0.6	No	59.7	2.0	No	No
2055-3	3	B	67	55.5	56.2	0.7	No	54.9	1.3	No	No
2060-4	4	B	67	60.4	61.0	0.6	No	58.6	2.4	No	No
2061-4	4	B	67	55.2	55.9	0.7	No	54.3	1.6	No	No
2064-3	3	B	67	55.2	55.9	0.7	No	54.0	1.9	No	No
2065-2	2	B	67	60.6	61.3	0.7	No	61.3	0.0	No	No

2066-3	3	B	67	58.9	59.5	0.6	No	57.1	2.4	No	No
2067-3	3	B	67	56.5	57.2	0.7	No	54.8	2.4	No	No
2070-2	2	B	67	58.2	58.9	0.7	No	56.6	2.3	No	No
2073-1	1	B	67	59.8	60.4	0.6	No	58.1	2.3	No	No
2076-3	3	B	67	55.3	55.9	0.6	No	53.9	2.0	No	No
2078-2	2	B	67	57.5	58.1	0.6	No	56.0	2.1	No	No
2080-1	1	B	67	60.6	61.2	0.6	No	59.0	2.2	No	No
2081-3	3	B	67	56.8	57.4	0.6	No	55.4	2.0	No	No
2084-6	6	B	67	65.9	63.2	-2.7	No	61.2	2.0	No	No
2085-6	6	B	67	64.3	61.6	-2.7	No	59.7	1.9	No	No
2087-4	4	B	67	55.4	56.1	0.7	No	53.8	2.3	No	No
2090-1	1	B	67	52.4	53.2	0.8	No	52.1	1.1	No	No
Impacted DU	**21**				**Impacted Receiver Points**		**7**				

East side of I-65, east of Keystone Avenue

CNE C-1				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
2001-5-F	5	C	67	57.1	58.3	1.2	No	54.0	4.3	Yes	No
2002-15-F	15	C	67	63.5	65.1	1.6	No	58.1	7.0	Yes	Yes
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, east of Keystone Avenue

CNE C-2				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
2006-1-F	1	C	67	59.6	59.8	0.2	No	59.8	0.0	Yes	No
2007-1-F	1	C	67	61.0	61.8	0.8	No	61.8	0.0	Yes	No
2008-1-F	1	C	67	60.2	61.1	0.9	No	61.1	0.0	Yes	No
2009-1-F	1	C	67	64.3	64.5	0.2	No	64.5	0.0	Yes	No
2010-1-F	1	C	67	63.4	63.7	0.3	No	63.7	0.0	Yes	No

2011-1-F	1	C	67	61.0	61.6	0.6	No	61.6	0.0	Yes	No
2012-1	1	C	67	59.0	59.8	0.8	No	59.8	0.0	No	No
2013-1	1	C	67	58.4	59.1	0.7	No	59.1	0.0	No	No
2014-1-F	1	C	67	62.4	62.8	0.4	No	62.8	0.0	Yes	No
2017-6-F	6	C	67	64.7	65.7	1.0	No	65.7	0.0	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, west of Keystone Avenue

CNE C-3				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
109-1	1	C	67	58.9	58.0	-0.9	No	57.9	0.1	No	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, north of Troy Avenue and along its south side

CNE C-4				**Predicted Noise Levels (dBA)**				**Predicted Noise Levels (dBA)**			
Receptor	**Dwelling Units**	**FHWA Activity Category**	**Noise Abatement Criterion**	**Existing**	**Build**	**Noise Level Increase**	**Impact**	**Build w/Barrier**	**Noise Level Reduction**	**First Row Receptor**	**Benefited Receptor**
411-1	1	C	67	64.3	63.8	-0.5	No	57.6	6.2	No	Yes
2018-3	3	C	67	61.6	60.8	-0.8	No	56.6	4.2	No	No
2019-3	3	C	67	65.1	64.4	-0.7	No	57.8	6.6	No	Yes
2020-3	3	C	67	63.3	62.9	-0.4	No	56.9	6.0	No	Yes
2021-3	3	C	67	61.5	61.1	-0.4	No	55.9	5.2	No	Yes
2037-1-F	1	C	67	65.1	65.4	0.3	No	62.4	3.0	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

East side of I-65, south of Raymond Street

CNE C-5				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
612-3	3	C	67	58.4	58.1	-0.3	No	53.1	5.0	No	Yes
2025-2	2	C	67	45.2	46.0	0.8	No	45.5	0.5	No	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

East side of I-65, south of Pleasant Run, on Linden Street

CNE C-6				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1012-1	1	C	67	64.2	64.2	0.0	No	57.7	6.5	No	Yes
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, north and south of Pleasant Run

CNE C-7				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1063-2	2	C	67	62.8	63.2	0.4	No	59.8	3.4	No	No
1114-1	1	C	67	58.7	59.3	0.6	No	53.4	5.9	No	Yes
1167-3	3	C	67	57.7	58.5	0.8	No	58.5	0.0	No	No
2027-1	1	C	67	59.6	60.3	0.7	No	56.7	3.6	No	No
2038-0.25	1	C	67	63.3	63.7	0.4	No	61.9	1.8	No	No
2091-1-F	1	C	67	65.7	66.5	0.8	Yes	58.0	8.5	Yes	Yes
3001-0.25-F	1	C	67	67.8	67.2	-0.6	Yes	66.2	1.0	Yes	No
3002-0.25-F	1	C	67	67.8	64.0	-3.8	No	63.6	0.4	Yes	No
3003-0.25	1	C	67	63.5	62.3	-1.2	No	61.3	1.0	No	No
Impacted DU	**2**				**Impacted Receiver Points**		**2**				

East side of I-65, along Shelby Street

CNE C-8				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1192-1-F	1	C	67	66.9	66.3	-0.6	Yes	60.9	5.4	Yes	Yes
1193-1	1	C	67	63.2	62.7	-0.5	No	60.8	1.9	No	No
Impacted DU	**1**				**Impacted Receiver Points**		**1**				

East side of I-65, along Virginia Avenue

CNE C-9				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
859-1	1	C	67	56.6	57.5	0.9	No	54.3	3.2	No	No
1287-1	1	C	67	57.4	58.1	0.7	No	52.7	5.4	No	Yes
1311-1-F	1	C	67	73.3	73.7	0.4	Yes	73.7	0.0	Yes	No
2031-4-F	4	C	67	71.3	72.9	1.6	Yes	69.1	3.8	Yes	No
2033-1-F	1	C	67	71.6	72.0	0.4	Yes	71.4	0.6	Yes	No
2034-1	1	C	67	65.6	65.7	0.1	No	64.9	0.8	No	No
2035-1-F	1	C	67	74.7	75.2	0.5	Yes	75.2	0.0	Yes	No
2036-1-F	1	C	67	77.3	78.2	0.9	Yes	78.2	0.0	Yes	No
Impacted DU	**8**				**Impacted Receiver Points**		**5**				

East side of I-65, along Fletcher Avenue

CNE C-10				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1227-2-F	2	C	67	52.7	53.2	0.5	No	53.2	0.0	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

East side of I-65, east of Keystone Avenue

CNE E-1				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
115-1-F	1	E	72	62.8	62.9	0.1	No	62.9	0.0	Yes	No
125-1-F	1	E	72	70.0	70.5	0.5	No	63.3	7.2	Yes	Yes
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, west of Keystone Avenue

CNE E-2				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
110-1-F	1	E	72	61.4	61.5	0.1	No	61.5	0.0	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, south of Raymond Street

CNE E-3				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
833-1-F	1	E	72	65.5	65.1	-0.4	No	60.2	4.9	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

East side of I-65, along Shelby Street

CNE E-4				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1194-1	1	E	72	61.1	61.7	0.6	No	57.7	4.0	No	No
1196-1	1	E	72	58.5	58.5	0.0	No	52.0	6.5	No	Yes
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

East side of I-65, along Virginia Avenue

CNE E-5				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1309-1	1	E	72	60.4	60.7	0.3	No	59.2	1.5	No	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

West side of I-65, along Virginia Avenue

CNE E-6				Predicted Noise Levels (dBA)				Predicted Noise Levels (dBA)			
Receptor	Dwelling Units	FHWA Activity Category	Noise Abatement Criterion	Existing	Build	Noise Level Increase	Impact	Build w/Barrier	Noise Level Reduction	First Row Receptor	Benefited Receptor
1220-1-F	1	E	72	64.5	65.1	0.6	No	64.0	1.1	Yes	No
2086-1-F	1	E	72	66.1	66.4	0.3	No	65.6	0.8	Yes	No
Impacted DU	**0**				**Impacted Receiver Points**		**0**				

APPENDIX D – NOISE BARRIER ANALYSIS

Parsons
Keaton Veldkamp
17 October 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Hanna Ave - Proposed
BARRIER DESIGN: 2023-10-12 NB Barrier 1 - Optimized
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 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
2094-1	165	1	0.0	59.2	66	59.2	10	----	53.7	5.5	5	0.5
2093-1	164	1	0.0	59.9	66	59.9	10	----	53.4	6.5	5	1.5
2092-1	163	1	0.0	60.2	66	60.2	10	----	53.6	6.6	5	1.6
3000-1	171	1	0.0	53.9	66	53.9	15	----	50.7	3.2	5	-1.8
2098-1	169	1	0.0	53.8	66	53.8	15	----	50.1	3.7	5	-1.3
2099-1	170	1	0.0	53.7	66	53.7	15	----	50.0	3.7	5	-1.3
2097-1	168	1	0.0	53.1	66	53.1	10	----	48.9	4.2	5	-0.8
2096-1	167	1	0.0	54.1	66	54.1	10	----	50.6	3.5	5	-1.5
2095-1	166	1	0.0	55.3	66	55.3	10	----	52.0	3.3	5	-1.7
241-1	148	1	0.0	60.1	66	60.1	10	----	54.4	5.7	5	0.7
137-1	44	1	0.0	56.2	66	56.2	10	----	51.8	4.4	5	-0.6
136-1	43	1	0.0	56.0	66	56.0	10	----	51.5	4.5	5	-0.5
138-1	45	1	0.0	55.9	66	55.9	10	----	52.1	3.8	5	-1.2
139-1	46	1	0.0	56.4	66	56.4	10	----	52.2	4.2	5	-0.8
140-1	47	1	0.0	57.2	66	57.2	10	----	52.4	4.8	5	-0.2
141-1	48	1	0.0	59.7	66	59.7	10	----	54.7	5.0	5	0.0
239-1	145	1	0.0	60.9	66	60.9	10	----	55.9	5.0	5	0.0
240-1	147	1	0.0	56.8	66	56.8	10	----	52.4	4.4	5	-0.6
135-1-F	42	1	0.0	68.6	66	68.6	10	Snd Lvl	60.9	7.7	5	2.7
134-1-F	41	1	0.0	69.1	66	69.1	10	Snd Lvl	60.5	8.6	5	3.6
133-1-F	40	1	0.0	68.2	66	68.2	10	Snd Lvl	59.4	8.8	5	3.8
132-1-F	39	1	0.0	67.9	66	67.9	10	Snd Lvl	58.8	9.1	5	4.1
131-1-F	38	1	0.0	66.4	66	66.4	10	Snd Lvl	57.3	9.1	5	4.1
130-1-F	37	1	0.0	64.6	66	64.6	10	----	56.2	8.4	5	3.4

129-1-F	36	1	0.0	64.3	66	64.3	10	----	56.2	8.1	5	3.1
128-1-F	35	1	0.0	62.5	66	62.5	10	----	56.4	6.1	5	1.1
127-1-F	34	1	0.0	62.0	66	62.0	10	----	56.4	5.6	5	0.6
126-1-F	33	1	0.0	61.8	72	61.8	10	----	56.4	5.4	5	0.4
2002-15-F	152	15	0.0	65.1	66	65.1	10	----	58.1	7.0	5	2.0
2001-5-F	151	5	0.0	58.3	66	58.3	10	----	54.0	4.3	5	-0.7

Dwelling Units		**# DUs**	**Noise Reduction**		
			Min	**Avg**	**Max**
			dB	**dB**	**dB**
All Selected		48	3.2	5.7	9.1
All Impacted		5	7.7	8.7	9.1
All that meet NR Goal		31	5.0	7.0	9.1

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Hanna Ave - Proposed
BARRIER DESIGN: 2023-09-17 NB Barrier 2 Optimized
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 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
124-1	31	1	0.0	58.0	66	58.0	10	----	56.3	1.7	5	-3.3
122-1	29	1	0.0	58.8	72	58.8	10	----	57.8	1.0	5	-4.0
123-1	30	1	0.0	60.5	66	60.5	10	----	57.3	3.2	5	-1.8
120-1	28	1	0.0	62.0	66	62.0	10	----	56.7	5.3	5	0.3
92-1	21	1	0.0	62.1	66	62.1	10	----	57.2	4.9	5	-0.1
91-1	20	1	0.0	61.1	66	61.1	10	----	55.1	6.0	5	1.0
90-1	19	1	0.0	59.5	66	59.5	10	----	54.2	5.3	5	0.3
89-1	18	1	0.0	65.0	66	65.0	10	----	58.8	6.2	5	1.2
88-1	17	1	0.0	64.5	66	64.5	10	----	59.1	5.4	5	0.4
87-1	16	1	0.0	60.1	66	60.1	10	----	56.4	3.7	5	-1.3
83-1	12	1	0.0	64.3	66	64.3	10	----	61.4	2.9	5	-2.1
86-1	15	1	0.0	60.1	66	60.1	10	----	57.5	2.6	5	-2.4
82-1	11	1	0.0	58.0	66	58.0	10	----	55.1	2.9	5	-2.1
114-1	25	1	0.0	59.0	66	59.0	10	----	56.5	2.5	5	-2.5
85-1	14	1	0.0	58.1	66	58.1	10	----	55.6	2.5	5	-2.5
81-1	10	1	0.0	57.3	66	57.3	10	----	54.7	2.6	5	-2.4
80-1	9	1	0.0	56.9	66	56.9	10	----	54.8	2.1	5	-2.9
77-1	6	1	0.0	63.7	66	63.7	10	----	60.1	3.6	5	-1.4
79-1	8	1	0.0	57.9	66	57.9	10	----	57.0	0.9	5	-4.1
78-1	7	1	0.0	57.6	66	57.6	10	----	57.0	0.6	5	-4.4
116-1	27	1	0.0	57.0	66	57.0	10	----	56.5	0.5	5	-4.5
125-1-F	32	1	0.0	70.5	66	70.5	10	Snd Lvl	63.3	7.2	5	2.2
93-1-F	22	1	0.0	65.9	66	65.9	10	----	58.8	7.1	5	2.1
113-1-F	24	1	0.0	69.1	66	69.1	10	Snd Lvl	59.5	9.6	5	4.6

84-1-F	13	1	0.0	65.0	66	65.0	10	----	60.4	4.6	5	-0.4
76-1-F	5	1	0.0	67.8	66	67.8	10	Snd Lvl	62.8	5.0	5	0.0
115-1-F	26	1	0.0	62.9	72	62.9	10	----	62.9	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	27	0.0	3.7	9.6
All Impacted	3	5.0	7.3	9.6
All that meet NR Goal	9	5.0	6.3	9.6

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Raymond St - NB 3 Prop
BARRIER DESIGN: 2023-09-18 NB Barrier 3 Optimized
ATMOSPHERICS: 71 deg F, 82% 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 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
1-3-F	643	3	0.0	69.8	66	69.8	10	Snd Lvl	62.7	7.1	5	2.1
3-3-F	644	3	0.0	70.5	66	70.5	10	Snd Lvl	61.9	8.6	5	3.6
7-3-F	645	3	0.0	69.7	66	69.7	10	Snd Lvl	60.9	8.8	5	3.8
10-3-F	646	3	0.0	73.3	66	73.3	10	Snd Lvl	63.7	9.6	5	4.6
11-3-F	647	3	0.0	74.4	66	74.4	10	Snd Lvl	64.8	9.6	5	4.6
14-3-F	648	3	0.0	72.0	66	72.0	10	Snd Lvl	61.5	10.5	5	5.5
17-3-F	649	3	0.0	71.2	66	71.2	10	Snd Lvl	61.8	9.4	5	4.4
20-3-F	650	3	0.0	71.4	66	71.4	10	Snd Lvl	61.7	9.7	5	4.7
23-3-F	651	3	0.0	71.0	66	71.0	10	Snd Lvl	61.1	9.9	5	4.9
26-3-F	652	3	0.0	70.5	66	70.5	10	Snd Lvl	60.4	10.1	5	5.1
29-3-F	653	3	0.0	68.2	66	68.2	10	Snd Lvl	59.1	9.1	5	4.1
34-4-F	654	4	0.0	67.4	66	67.4	10	Snd Lvl	59.1	8.3	5	3.3
35-3	655	3	0.0	62.5	66	62.5	10	----	57.2	5.3	5	0.3
38-3	656	3	0.0	61.2	66	61.2	10	----	56.0	5.2	5	0.2
42-3	657	3	0.0	59.8	66	59.8	10	----	54.7	5.1	5	0.1
45-3	658	3	0.0	59.8	66	59.8	10	----	54.3	5.5	5	0.5
49-3	659	3	0.0	58.7	66	58.7	10	----	53.4	5.3	5	0.3
52-3	660	3	0.0	63.9	66	63.9	10	----	57.4	6.5	5	1.5
53-3	661	3	0.0	59.2	66	59.2	10	----	52.9	6.3	5	1.3
56-3	662	3	0.0	59.3	66	59.3	10	----	53.6	5.7	5	0.7
61-3	663	3	0.0	61.3	66	61.3	10	----	55.9	5.4	5	0.4
62-3	664	3	0.0	63.7	66	63.7	10	----	57.0	6.7	5	1.7
65-3	665	3	0.0	60.3	66	60.3	10	----	53.4	6.9	5	1.9
69-2	666	2	0.0	60.1	66	60.1	10	----	56.5	3.6	5	-1.4

70-3	667	3	0.0	64.4	66	64.4	10	----	60.5	3.9	5	-1.1
71-3-F	668	3	0.0	66.4	66	66.4	10	Snd Lvl	61.3	5.1	5	0.1
119-1	669	1	0.0	60.8	66	60.8	10	----	56.2	4.6	5	-0.4
244-3-F	670	3	0.0	65.6	66	65.6	10	----	61.1	4.5	5	-0.5
247-3	671	3	0.0	62.6	66	62.6	10	----	58.6	4.0	5	-1.0
250-2	672	2	0.0	60.3	66	60.3	10	----	57.6	2.7	5	-2.3
253-2	673	2	0.0	61.1	66	61.1	10	----	59.0	2.1	5	-2.9
254-4-F	674	4	0.0	64.5	66	64.5	10	----	60.5	4.0	5	-1.0
258-2-F	675	2	0.0	64.9	66	64.9	10	----	63.6	1.3	5	-3.7
260-2	676	2	0.0	60.6	66	60.6	10	----	59.0	1.6	5	-3.4
262-1-F	677	1	0.0	68.3	66	68.3	10	Snd Lvl	67.6	0.7	5	-4.3
263-3	678	3	0.0	64.4	72	64.4	10	----	63.3	1.1	5	-3.9
267-3	679	3	0.0	61.3	66	61.3	10	----	60.0	1.3	5	-3.7
268-3	680	3	0.0	60.4	66	60.4	10	----	58.6	1.8	5	-3.2
271-1-F	681	1	0.0	71.1	66	71.1	10	Snd Lvl	69.9	1.2	5	-3.8
272-3	682	3	0.0	67.8	66	67.8	10	Snd Lvl	62.4	5.4	5	0.4
275-3	683	3	0.0	61.7	66	61.7	10	----	58.8	2.9	5	-2.1
278-3	684	3	0.0	60.7	66	60.7	10	----	58.2	2.5	5	-2.5
281-1	685	1	0.0	60.6	66	60.6	10	----	57.8	2.8	5	-2.2
284-3	686	3	0.0	66.4	66	66.4	10	Snd Lvl	60.6	5.8	5	0.8
287-3	687	3	0.0	61.7	66	61.7	10	----	57.6	4.1	5	-0.9
290-1	688	1	0.0	60.1	66	60.1	10	----	56.3	3.8	5	-1.2
291-3-F	689	3	0.0	73.4	66	73.4	10	Snd Lvl	64.1	9.3	5	4.3
295-3	690	3	0.0	61.8	66	61.8	10	----	57.6	4.2	5	-0.8
298-1-F	691	1	0.0	72.3	66	72.3	10	Snd Lvl	64.0	8.3	5	3.3
299-1	692	1	0.0	60.0	66	60.0	10	----	56.0	4.0	5	-1.0
300-3-F	693	3	0.0	61.5	66	61.5	10	----	57.1	4.4	5	-0.6
304-3	694	3	0.0	61.8	66	61.8	10	----	57.1	4.7	5	-0.3
306-3	695	3	0.0	61.2	66	61.2	10	----	56.7	4.5	5	-0.5
310-2	696	2	0.0	63.9	66	63.9	10	----	58.2	5.7	5	0.7
313-2-F	697	2	0.0	67.9	66	67.9	10	Snd Lvl	59.5	8.4	5	3.4
314-3	698	3	0.0	65.4	66	65.4	10	----	58.6	6.8	5	1.8
317-3-F	699	3	0.0	66.4	66	66.4	10	Snd Lvl	58.6	7.8	5	2.8
320-3-F	700	3	0.0	67.4	66	67.4	10	Snd Lvl	59.4	8.0	5	3.0
321-3	701	3	0.0	61.6	66	61.6	10	----	56.0	5.6	5	0.6
326-3	702	3	0.0	59.1	66	59.1	10	----	55.0	4.1	5	-0.9
329-3	703	3	0.0	61.2	66	61.2	10	----	57.4	3.8	5	-1.2
332-3	704	3	0.0	62.8	66	62.8	10	----	59.0	3.8	5	-1.2
334-3-F	705	3	0.0	63.6	66	63.6	10	----	60.5	3.1	5	-1.9
338-3-F	706	3	0.0	67.5	66	67.5	10	Snd Lvl	64.1	3.4	5	-1.6
487-3-F	707	3	0.0	68.0	66	68.0	10	Snd Lvl	61.0	7.0	5	2.0

490-3	708	3	0.0	66.7	66	66.7	10	Snd Lvl	61.0	5.7	5	0.7
491-3-F	709	3	0.0	70.9	66	70.9	10	Snd Lvl	63.0	7.9	5	2.9
496-2	710	2	0.0	61.8	66	61.8	10	----	57.5	4.3	5	-0.7
498-3	711	3	0.0	63.4	66	63.4	10	----	59.5	3.9	5	-1.1
499-1	712	1	0.0	61.1	66	61.1	10	----	56.6	4.5	5	-0.5
500-3	713	3	0.0	64.5	66	64.5	10	----	60.2	4.3	5	-0.7
503-3-F	714	3	0.0	67.5	66	67.5	10	Snd Lvl	59.2	8.3	5	3.3
505-2	715	2	0.0	65.1	66	65.1	10	----	57.3	7.8	5	2.8
509-3-F	716	3	0.0	70.0	66	70.0	10	Snd Lvl	59.7	10.3	5	5.3
516-3	717	3	0.0	67.2	66	67.2	10	Snd Lvl	57.9	9.3	5	4.3
520-2	718	2	0.0	59.3	66	59.3	10	----	54.8	4.5	5	-0.5
522-2	719	2	0.0	62.1	66	62.1	10	----	57.5	4.6	5	-0.4
525-3	720	3	0.0	64.7	66	64.7	10	----	58.5	6.2	5	1.2
529-2-F	721	2	0.0	71.4	66	71.4	10	Snd Lvl	61.0	10.4	5	5.4
532-3	722	3	0.0	63.5	66	63.5	10	----	57.8	5.7	5	0.7
536-3	723	3	0.0	60.8	66	60.8	10	----	56.1	4.7	5	-0.3
537-1-F	724	1	0.0	69.0	66	69.0	10	Snd Lvl	60.1	8.9	5	3.9
541-3	725	3	0.0	61.2	66	61.2	10	----	57.0	4.2	5	-0.8
545-3	726	3	0.0	56.8	66	56.8	10	----	53.1	3.7	5	-1.3
546-3	727	3	0.0	56.3	66	56.3	10	----	52.8	3.5	5	-1.5
550-4	728	4	0.0	59.1	66	59.1	10	----	55.1	4.0	5	-1.0
555-3-F	729	3	0.0	66.3	66	66.3	10	Snd Lvl	59.0	7.3	5	2.3
556-2-F	730	2	0.0	71.7	66	71.7	10	Snd Lvl	61.2	10.5	5	5.5
557-2-F	731	2	0.0	73.2	66	73.2	10	Snd Lvl	62.1	11.1	5	6.1
558-3-F	732	3	0.0	71.7	66	71.7	10	Snd Lvl	61.1	10.6	5	5.6
559-2-F	733	2	0.0	71.3	66	71.3	10	Snd Lvl	60.7	10.6	5	5.6
560-3	734	3	0.0	65.8	66	65.8	10	----	56.9	8.9	5	3.9
606-1-F	735	1	0.0	66.5	66	66.5	10	Snd Lvl	64.1	2.4	5	-2.6
607-2-F	736	2	0.0	63.9	66	63.9	10	----	56.9	7.0	5	2.0
609-3-F	737	3	0.0	65.2	66	65.2	10	----	57.1	8.1	5	3.1
612-3	738	3	0.0	58.1	66	58.1	10	----	53.1	5.0	5	0.0
613-2-F	739	2	0.0	67.2	66	67.2	10	Snd Lvl	61.1	6.1	5	1.1
614-3	740	3	0.0	65.1	66	65.1	10	----	60.3	4.8	5	-0.2
617-3	741	3	0.0	62.7	66	62.7	10	----	57.6	5.1	5	0.1
620-1	742	1	0.0	61.3	66	61.3	10	----	57.1	4.2	5	-0.8
623-3	743	3	0.0	62.8	66	62.8	10	----	58.7	4.1	5	-0.9
626-3	744	3	0.0	64.8	66	64.8	10	----	61.4	3.4	5	-1.6
629-3-F	745	3	0.0	68.0	66	68.0	10	Snd Lvl	64.6	3.4	5	-1.6
630-3-F	746	3	0.0	66.4	66	66.4	10	Snd Lvl	62.9	3.5	5	-1.5
633-3	747	3	0.0	63.1	66	63.1	10	----	60.0	3.1	5	-1.9
636-3	748	3	0.0	62.9	66	62.9	10	----	58.3	4.6	5	-0.4

639-3-F	749	3	0.0	66.7	66	66.7	10	Snd Lvl	60.6	6.1	5	1.1
642-3	750	3	0.0	64.7	66	64.7	10	----	58.4	6.3	5	1.3
645-3	751	3	0.0	63.3	66	63.3	10	----	56.3	7.0	5	2.0
649-2	752	2	0.0	61.3	66	61.3	10	----	54.7	6.6	5	1.6
650-3-F	753	3	0.0	66.1	66	66.1	10	Snd Lvl	58.7	7.4	5	2.4
653-3	754	3	0.0	64.0	66	64.0	10	----	54.8	9.2	5	4.2
656-3	755	3	0.0	62.1	66	62.1	10	----	53.1	9.0	5	4.0
659-1	756	1	0.0	59.6	66	59.6	10	----	51.9	7.7	5	2.7
660-3-F	757	3	0.0	66.6	66	66.6	10	Snd Lvl	58.7	7.9	5	2.9
663-3	758	3	0.0	63.8	66	63.8	10	----	54.8	9.0	5	4.0
666-3	759	3	0.0	62.1	66	62.1	10	----	52.7	9.4	5	4.4
669-2	760	2	0.0	59.6	66	59.6	10	----	51.4	8.2	5	3.2
673-3	761	3	0.0	60.7	66	60.7	10	----	52.5	8.2	5	3.2
676-3	762	3	0.0	63.1	66	63.1	10	----	54.3	8.8	5	3.8
679-3-F	763	3	0.0	66.1	66	66.1	10	Snd Lvl	58.5	7.6	5	2.6
680-3-F	764	3	0.0	65.4	66	65.4	10	----	58.3	7.1	5	2.1
683-3	765	3	0.0	64.2	66	64.2	10	----	55.5	8.7	5	3.7
686-3	766	3	0.0	61.2	66	61.2	10	----	53.7	7.5	5	2.5
689-3-F	767	3	0.0	65.4	66	65.4	10	----	60.8	4.6	5	-0.4
692-3	768	3	0.0	62.0	66	62.0	10	----	57.6	4.4	5	-0.6
696-1	769	1	0.0	62.1	66	62.1	10	----	58.3	3.8	5	-1.2
697-2	770	2	0.0	59.9	66	59.9	10	----	56.8	3.1	5	-1.9
699-3-F	771	3	0.0	65.6	66	65.6	10	----	63.2	2.4	5	-2.6
702-3	772	3	0.0	61.0	66	61.0	10	----	58.3	2.7	5	-2.3
705-1	773	1	0.0	59.4	66	59.4	10	----	56.3	3.1	5	-1.9
837-2	774	2	0.0	60.9	66	60.9	10	----	55.6	5.3	5	0.3
838-1	775	1	0.0	60.4	66	60.4	10	----	56.0	4.4	5	-0.6
840-1	776	1	0.0	61.9	66	61.9	10	----	56.1	5.8	5	0.8
2025-2	777	2	0.0	46.0	66	46.0	10	----	45.5	0.5	5	-4.5
2037-1-F	895	1	0.0	65.4	66	65.4	10	----	62.4	3.0	5	-2.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	353	0.5	5.8	11.1
All Impacted	117	0.7	7.6	11.1
All that meet NR Goal	209	5.0	7.6	11.1

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
BARRIER DESIGN: 2023-09-18 NB 4 - Optimized
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 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
570-1	609	1	0.0	61.6	66	61.6	10	----	57.4	4.2	5	-0.8
567-3	608	3	0.0	62.4	66	62.4	10	----	58.0	4.4	5	-0.6
564-3	607	3	0.0	63.0	66	63.0	10	----	57.0	6.0	5	1.0
571-1	610	1	0.0	61.7	66	61.7	10	----	54.5	7.2	5	2.2
848-3	627	3	0.0	63.7	66	63.7	10	----	56.8	6.9	5	1.9
593-3	619	3	0.0	55.9	66	55.9	10	----	51.8	4.1	5	-0.9
585-3	616	3	0.0	60.5	66	60.5	10	----	55.2	5.3	5	0.3
597-3	620	3	0.0	55.9	66	55.9	10	----	52.2	3.7	5	-1.3
587-3	617	3	0.0	61.0	66	61.0	10	----	55.4	5.6	5	0.6
600-3	621	3	0.0	57.2	66	57.2	10	----	53.8	3.4	5	-1.6
589-3	618	3	0.0	60.6	66	60.6	10	----	55.6	5.0	5	0.0
841-3	625	3	0.0	64.4	66	64.4	10	----	56.6	7.8	5	2.8
604-2	623	2	0.0	62.1	66	62.1	10	----	58.8	3.3	5	-1.7
601-3-F	622	3	0.0	66.9	66	66.9	10	Snd Lvl	60.1	6.8	5	1.8
582-3-F	615	3	0.0	64.3	66	64.3	10	----	56.6	7.7	5	2.7
580-3-F	614	3	0.0	64.0	66	64.0	10	----	56.5	7.5	5	2.5
577-3-F	613	3	0.0	63.9	66	63.9	10	----	56.5	7.4	5	2.4
575-2-F	612	2	0.0	63.9	66	63.9	10	----	56.6	7.3	5	2.3
574-3-F	611	3	0.0	63.4	66	63.4	10	----	56.7	6.7	5	1.7
562-3-F	606	3	0.0	63.8	66	63.8	10	----	58.7	5.1	5	0.1

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

All Selected		54	3.3	5.8	7.8						
All Impacted		3	6.8	6.8	6.8						
All that meet NR Goal		39	5.0	6.6	7.8						

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
BARRIER DESIGN: 2023-09-18 NB 5
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 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
1037-2	704	2	0.0	61.7	66	61.7	10	----	59.8	1.9	5	-3.1
1039-2	705	2	0.0	63.4	66	63.4	10	----	61.4	2.0	5	-3.0
1033-2	703	2	0.0	61.5	66	61.5	10	----	58.8	2.7	5	-2.3
1202-3	717	3	0.0	62.1	66	62.1	10	----	59.6	2.5	5	-2.5
1030-3	701	3	0.0	62.2	66	62.2	10	----	58.3	3.9	5	-1.1
1029-3	700	3	0.0	62.5	66	62.5	10	----	58.3	4.2	5	-0.8
1026-2	699	2	0.0	63.2	66	63.2	10	----	58.7	4.5	5	-0.5
1020-3	697	3	0.0	61.7	66	61.7	10	----	56.6	5.1	5	0.1
1017-3	696	3	0.0	63.7	66	63.7	10	----	57.8	5.9	5	0.9
1182-3	708	3	0.0	61.4	66	61.4	10	----	56.3	5.1	5	0.1
1012-1	694	1	0.0	64.2	66	64.2	10	----	57.7	6.5	5	1.5
1008-1	691	1	0.0	60.9	66	60.9	10	----	56.4	4.5	5	-0.5
1011-1	693	1	0.0	62.0	66	62.0	10	----	57.3	4.7	5	-0.3
1010-3	692	3	0.0	61.2	66	61.2	10	----	57.5	3.7	5	-1.3
1004-3	690	3	0.0	60.8	66	60.8	10	----	56.7	4.1	5	-0.9
998-2	688	2	0.0	61.1	66	61.1	10	----	57.8	3.3	5	-1.7
995-3	687	3	0.0	58.5	66	58.5	10	----	55.1	3.4	5	-1.6
992-3	686	3	0.0	59.7	66	59.7	10	----	58.4	1.3	5	-3.7
990-3	685	3	0.0	62.1	66	62.1	10	----	60.1	2.0	5	-3.0
3003-0.25	719	1	0.0	62.3	66	62.3	10	----	61.3	1.0	5	-4.0
3002-0.25-F	718	1	0.0	64.0	66	64.0	10	----	63.6	0.4	5	-4.6
984-2-F	683	2	0.0	63.8	66	63.8	10	----	62.5	1.3	5	-3.7
986-3-F	684	3	0.0	64.5	66	64.5	10	----	62.3	2.2	5	-2.8
1186-2-F	710	2	0.0	64.8	66	64.8	10	----	60.4	4.4	5	-0.6

1184-3-F	709	3	0.0	65.6	66	65.6	10	----	60.1	5.5	5	0.5
1000-3-F	689	3	0.0	67.3	66	67.3	10	Snd Lvl	59.8	7.5	5	2.5
1181-2-F	707	2	0.0	66.3	66	66.3	10	Snd Lvl	59.2	7.1	5	2.1
1014-3-F	695	3	0.0	64.9	66	64.9	10	----	58.7	6.2	5	1.2
1023-3-F	698	3	0.0	65.7	66	65.7	10	----	61.6	4.1	5	-0.9
1031-2-F	702	2	0.0	66.0	66	66.0	10	Snd Lvl	64.1	1.9	5	-3.1
1040-3-F	706	3	0.0	64.4	66	64.4	10	----	62.6	1.8	5	-3.2

Dwelling Units		**# DUs**	**Noise Reduction**		
			Min	**Avg**	**Max**
			dB	**dB**	**dB**
All Selected		74	0.4	3.7	7.5
All Impacted		7	1.9	5.5	7.5
All that meet NR Goal		21	5.1	6.1	7.5

Parsons
Keaton Veldkamp

17 October 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
BARRIER DESIGN: 2023-10-12 NB4 and NB5 - Optimized
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 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
562-3-F	606	3	0.0	63.8	66	63.8	10	----	58.4	5.4	5	0.4
564-3	607	3	0.0	63.0	66	63.0	10	----	56.5	6.5	5	1.5
567-3	608	3	0.0	62.4	66	62.4	10	----	57.0	5.4	5	0.4
570-1	609	1	0.0	61.6	66	61.6	10	----	56.3	5.3	5	0.3
571-1	610	1	0.0	61.7	66	61.7	10	----	54.1	7.6	5	2.6
574-3-F	611	3	0.0	63.4	66	63.4	10	----	56.6	6.8	5	1.8
575-2-F	612	2	0.0	63.9	66	63.9	10	----	56.5	7.4	5	2.4
577-3-F	613	3	0.0	63.9	66	63.9	10	----	56.4	7.5	5	2.5
580-3-F	614	3	0.0	64.0	66	64.0	10	----	56.5	7.5	5	2.5
582-3-F	615	3	0.0	64.3	66	64.3	10	----	56.6	7.7	5	2.7
585-3	616	3	0.0	60.5	66	60.5	10	----	54.8	5.7	5	0.7
587-3	617	3	0.0	61.0	66	61.0	10	----	55.1	5.9	5	0.9
589-3	618	3	0.0	60.6	66	60.6	10	----	55.4	5.2	5	0.2
593-3	619	3	0.0	55.9	66	55.9	10	----	51.3	4.6	5	-0.4
597-3	620	3	0.0	55.9	66	55.9	10	----	51.9	4.0	5	-1.0
600-3	621	3	0.0	57.2	66	57.2	10	----	53.6	3.6	5	-1.4
601-3-F	622	3	0.0	66.9	66	66.9	10	Snd Lvl	60.1	6.8	5	1.8
604-2	623	2	0.0	62.1	66	62.1	10	----	58.8	3.3	5	-1.7
841-3	625	3	0.0	64.4	66	64.4	10	----	56.5	7.9	5	2.9
848-3	627	3	0.0	63.7	66	63.7	10	----	56.4	7.3	5	2.3
984-2-F	683	2	0.0	63.8	66	63.8	10	----	62.5	1.3	5	-3.7
986-3-F	684	3	0.0	64.5	66	64.5	10	----	62.3	2.2	5	-2.8
990-3	685	3	0.0	62.1	66	62.1	10	----	60.0	2.1	5	-2.9
992-3	686	3	0.0	59.7	66	59.7	10	----	58.4	1.3	5	-3.7

995-3	687	3	0.0	58.5	66	58.5	10	----	55.0	3.5	5	-1.5
998-2	688	2	0.0	61.1	66	61.1	10	----	57.6	3.5	5	-1.5
1000-3-F	689	3	0.0	67.3	66	67.3	10	Snd Lvl	59.7	7.6	5	2.6
1004-3	690	3	0.0	60.8	66	60.8	10	----	56.6	4.2	5	-0.8
1008-1	691	1	0.0	60.9	66	60.9	10	----	56.3	4.6	5	-0.4
1010-3	692	3	0.0	61.2	66	61.2	10	----	57.3	3.9	5	-1.1
1011-1	693	1	0.0	62.0	66	62.0	10	----	57.2	4.8	5	-0.2
1012-1	694	1	0.0	64.2	66	64.2	10	----	57.7	6.5	5	1.5
1014-3-F	695	3	0.0	64.9	66	64.9	10	----	58.5	6.4	5	1.4
1017-3	696	3	0.0	63.7	66	63.7	10	----	57.7	6.0	5	1.0
1020-3	697	3	0.0	61.7	66	61.7	10	----	56.5	5.2	5	0.2
1023-3-F	698	3	0.0	65.7	66	65.7	10	----	61.5	4.2	5	-0.8
1026-2	699	2	0.0	63.2	66	63.2	10	----	58.6	4.6	5	-0.4
1029-3	700	3	0.0	62.5	66	62.5	10	----	58.2	4.3	5	-0.7
1030-3	701	3	0.0	62.2	66	62.2	10	----	58.2	4.0	5	-1.0
1031-2-F	702	2	0.0	66.0	66	66.0	10	Snd Lvl	64.0	2.0	5	-3.0
1033-2	703	2	0.0	61.5	66	61.5	10	----	58.4	3.1	5	-1.9
1037-2	704	2	0.0	61.7	66	61.7	10	----	59.4	2.3	5	-2.7
1039-2	705	2	0.0	63.4	66	63.4	10	----	61.1	2.3	5	-2.7
1040-3-F	706	3	0.0	64.4	66	64.4	10	----	62.4	2.0	5	-3.0
1181-2-F	707	2	0.0	66.3	66	66.3	10	Snd Lvl	59.1	7.2	5	2.2
1182-3	708	3	0.0	61.4	66	61.4	10	----	56.2	5.2	5	0.2
1184-3-F	709	3	0.0	65.6	66	65.6	10	----	60.1	5.5	5	0.5
1186-2-F	710	2	0.0	64.8	66	64.8	10	----	60.4	4.4	5	-0.6
1202-3	717	3	0.0	62.1	66	62.1	10	----	59.4	2.7	5	-2.3
3002-0.25-F	718	1	0.0	64.0	66	64.0	10	----	63.6	0.4	5	-4.6
3003-0.25	719	1	0.0	62.3	66	62.3	10	----	61.3	1.0	5	-4.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	128	0.4	4.7	7.9
All Impacted	10	2.0	5.9	7.6
All that meet NR Goal	64	5.2	6.5	7.9

Parsons
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TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
BARRIER DESIGN: 2023-09-20 NB 6 - Optimized
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 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
887-1	643	1	0.0	57.0	66	57.0	10	----	55.7	1.3	5	-3.7
884-3	637	3	0.0	58.2	66	58.2	10	----	56.8	1.4	5	-3.6
883-1	635	1	0.0	58.9	66	58.9	10	----	57.2	1.7	5	-3.3
880-3	632	3	0.0	61.3	66	61.3	10	----	58.2	3.1	5	-1.9
894-2	649	2	0.0	60.7	66	60.7	10	----	57.8	2.9	5	-2.1
891-3	648	3	0.0	63.6	66	63.6	10	----	58.7	4.9	5	-0.1
899-3	651	3	0.0	61.4	66	61.4	10	----	59.4	2.0	5	-3.0
903-3	653	3	0.0	60.6	66	60.6	10	----	56.6	4.0	5	-1.0
902-1	652	1	0.0	59.5	66	59.5	10	----	55.9	3.6	5	-1.4
915-2	657	2	0.0	62.3	66	62.3	10	----	54.9	7.4	5	2.4
919-2	659	2	0.0	55.1	66	55.1	10	----	51.7	3.4	5	-1.6
912-3	656	3	0.0	64.0	66	64.0	10	----	55.4	8.6	5	3.6
922-3	660	3	0.0	55.7	66	55.7	10	----	51.4	4.3	5	-0.7
1196-1	716	1	0.0	58.5	66	58.5	10	----	52.0	6.5	5	1.5
925-3	661	3	0.0	56.8	66	56.8	10	----	52.4	4.4	5	-0.6
937-1	666	1	0.0	49.9	66	49.9	10	----	45.7	4.2	5	-0.8
928-3	662	3	0.0	66.5	66	66.5	10	Snd Lvl	57.2	9.3	5	4.3
932-2	664	2	0.0	66.3	66	66.3	10	Snd Lvl	57.2	9.1	5	4.1
941-3	667	3	0.0	61.4	66	61.4	10	----	54.0	7.4	5	2.4
944-3	668	3	0.0	62.3	66	62.3	10	----	55.1	7.2	5	2.2
1195-2	715	2	0.0	63.7	66	63.7	10	----	56.2	7.5	5	2.5
1194-1	714	1	0.0	61.7	66	61.7	10	----	57.7	4.0	5	-1.0
1193-1	713	1	0.0	62.7	66	62.7	10	----	60.8	1.9	5	-3.1
1192-1-F	712	1	0.0	66.3	66	66.3	10	Snd Lvl	60.9	5.4	5	0.4

946-3-F	669	3	0.0	65.0	66	65.0	10	----	57.9	7.1	5	2.1
934-3-F	665	3	0.0	66.7	66	66.7	10	Snd Lvl	58.3	8.4	5	3.4
931-3-F	663	3	0.0	69.3	66	69.3	10	Snd Lvl	58.7	10.6	5	5.6
917-3-F	658	3	0.0	69.2	66	69.2	10	Snd Lvl	58.2	11.0	5	6.0
909-2-F	655	2	0.0	70.7	66	70.7	10	Snd Lvl	59.5	11.2	5	6.2
907-3-F	654	3	0.0	66.8	66	66.8	10	Snd Lvl	58.5	8.3	5	3.3
896-3-F	650	3	0.0	67.2	66	67.2	10	Snd Lvl	60.2	7.0	5	2.0
888-3-F	645	3	0.0	67.3	66	67.3	10	Snd Lvl	59.2	8.1	5	3.1
877-3-F	630	3	0.0	65.6	66	65.6	10	----	60.8	4.8	5	-0.2

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	77	1.3	5.8	11.2
All Impacted	26	5.4	8.8	11.2
All that meet NR Goal	43	5.4	8.2	11.2

Receptor 938-1 is inclusive in this barrier evaluation due to how the TNM models were split. As a result that receptor is not shown in the total. The evaluation of 938-1 is shown on Appendix D, Page D-17. The total that meet the NR Goal is 44.

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TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
BARRIER DESIGN: 2023-09-20 NB 6 - 938-1
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 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	dB	dB		dBA	dB	dB	dB
938-1	914	1	0.0	59.5	66	59.5	10	----	52.7	6.8	5	1.8

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	6.8	6.8	6.8
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	1	6.8	6.8	6.8

Receptor 938-1's TNM results were taken into account for NB Barrier 6. Refer to Appendix D, Page D-15 for more information.

Parsons
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18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North of I-70 - Proposed
BARRIER DESIGN: 2023-09-18 NB Barrier 7 Optimized
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		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
1253-3	655	3	0.0	51.7	66	51.7	10	----	51.7	0.0	5	-5.0
1258-3	656	3	0.0	46.6	66	46.6	10	----	46.7	-0.1	5	-5.1
1314-1	683	1	0.0	44.5	66	44.5	10	----	44.5	0.0	5	-5.0
1265-3	659	3	0.0	50.1	66	50.1	10	----	49.9	0.2	5	-4.8
1259-3	657	3	0.0	48.9	66	48.9	10	----	48.7	0.2	5	-4.8
1260-1	658	1	0.0	48.7	66	48.7	10	----	48.5	0.2	5	-4.8
1266-1	660	1	0.0	55.1	66	55.1	10	----	54.0	1.1	5	-3.9
1267-3	661	3	0.0	62.1	66	62.1	10	----	61.7	0.4	5	-4.6
1313-3	682	3	0.0	61.1	66	61.1	10	----	60.5	0.6	5	-4.4
1272-1	662	1	0.0	59.5	66	59.5	10	----	58.3	1.2	5	-3.8
1312-1	681	1	0.0	53.7	66	53.7	10	----	53.3	0.4	5	-4.6
1309-1	679	1	0.0	60.7	66	60.7	10	----	59.2	1.5	5	-3.5
2034-1	692	1	0.0	65.7	66	65.7	10	----	64.9	0.8	5	-4.2
1273-193	663	193	0.0	65.7	66	65.7	10	----	64.2	1.5	5	-3.5
1278-1	666	1	0.0	60.5	66	60.5	10	----	55.8	4.7	5	-0.3
1306-2	677	2	0.0	58.6	66	58.6	10	----	55.3	3.3	5	-1.7
1277-1	665	1	0.0	60.6	66	60.6	10	----	55.5	5.1	5	0.1
1303-3	676	3	0.0	62.5	66	62.5	10	----	55.8	6.7	5	1.7
1287-1	671	1	0.0	58.1	66	58.1	10	----	52.7	5.4	5	0.4
1286-1	670	1	0.0	59.3	66	59.3	10	----	53.2	6.1	5	1.1
1285-3	669	3	0.0	61.4	66	61.4	10	----	54.1	7.3	5	2.3
859-1	607	1	0.0	57.5	66	57.5	10	----	54.3	3.2	5	-1.8
856-3	606	3	0.0	60.6	66	60.6	10	----	54.5	6.1	5	1.1
865-3	610	3	0.0	58.1	66	58.1	10	----	55.5	2.6	5	-2.4

862-2	608	2	0.0	60.2	66	60.2	10	----	57.6	2.6	5	-2.4
876-2	614	2	0.0	57.5	66	57.5	10	----	56.0	1.5	5	-3.5
869-3	611	3	0.0	59.0	66	59.0	10	----	57.8	1.2	5	-3.8
872-3	612	3	0.0	61.3	66	61.3	10	----	60.0	1.3	5	-3.7
874-3-F	613	3	0.0	65.2	66	65.2	10	----	63.8	1.4	5	-3.6
864-3-F	609	3	0.0	64.3	66	64.3	10	----	61.7	2.6	5	-2.4
1199-3-F	615	3	0.0	66.5	66	66.5	10	Snd Lvl	59.4	7.1	5	2.1
1283-3-F	668	3	0.0	66.9	66	66.9	10	Snd Lvl	59.0	7.9	5	2.9
1282-3-F	667	3	0.0	66.9	66	66.9	10	Snd Lvl	58.1	8.8	5	3.8
1276-2-F	664	2	0.0	67.1	66	67.1	10	Snd Lvl	59.2	7.9	5	2.9
2031-4-F	690	4	0.0	72.9	66	72.9	10	Snd Lvl	69.1	3.8	5	-1.2

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	268	-0.1	3.0	8.8
All Impacted	15	3.8	7.1	8.8
All that meet NR Goal	23	5.1	6.8	8.8

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Raymond St - SB 2 Prop
BARRIER DESIGN: 2023-09-12 SB Barrier 2 Optimized
ATMOSPHERICS: 71 deg F, 82% 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 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
94-2	643	2	0.0	62.3	66	62.3	10	----	61.4	0.9	5	-4.1
96-3-F	644	3	0.0	63.0	66	63.0	10	----	62.7	0.3	5	-4.7
98-3	645	3	0.0	61.0	66	61.0	10	----	59.8	1.2	5	-3.8
102-3	646	3	0.0	62.6	66	62.6	10	----	58.1	4.5	5	-0.5
103-2-F	647	2	0.0	71.2	66	71.2	10	Snd Lvl	61.2	10.0	5	5.0
106-2-F	648	2	0.0	67.5	66	67.5	10	Snd Lvl	59.6	7.9	5	2.9
109-1	649	1	0.0	58.0	66	58.0	10	----	57.9	0.1	5	-4.9
110-1-F	650	1	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
340-90	651	90	0.0	44.7	66	44.7	10	----	44.2	0.5	5	-4.5
346-2-F	652	2	0.0	64.4	66	64.4	10	----	57.0	7.4	5	2.4
349-1	653	1	0.0	57.7	66	57.7	10	----	51.8	5.9	5	0.9
350-3-F	654	3	0.0	64.5	66	64.5	10	----	56.8	7.7	5	2.7
353-3	655	3	0.0	61.1	66	61.1	10	----	54.3	6.8	5	1.8
356-2	656	2	0.0	58.2	66	58.2	10	----	51.8	6.4	5	1.4
358-3-F	657	3	0.0	65.1	66	65.1	10	----	56.7	8.4	5	3.4
361-2	658	2	0.0	63.4	66	63.4	10	----	55.7	7.7	5	2.7
364-3	659	3	0.0	61.5	66	61.5	10	----	54.5	7.0	5	2.0
365-3-F	660	3	0.0	64.6	66	64.6	10	----	56.6	8.0	5	3.0
368-3	661	3	0.0	62.9	66	62.9	10	----	55.2	7.7	5	2.7
371-1	662	1	0.0	59.9	66	59.9	10	----	53.7	6.2	5	1.2
372-3-F	663	3	0.0	66.8	66	66.8	10	Snd Lvl	59.1	7.7	5	2.7
375-3	664	3	0.0	64.1	66	64.1	10	----	57.4	6.7	5	1.7
379-3-F	665	3	0.0	66.9	66	66.9	10	Snd Lvl	59.9	7.0	5	2.0
381-2	666	2	0.0	62.8	66	62.8	10	----	56.8	6.0	5	1.0

385-3-F	667	3	0.0	66.0	66	66.0	10	Snd Lvl	63.6	2.4	5	-2.6
386-2	668	2	0.0	62.8	66	62.8	10	----	59.4	3.4	5	-1.6
389-2	669	2	0.0	61.5	66	61.5	10	----	58.3	3.2	5	-1.8
390-3-F	670	3	0.0	67.5	66	67.5	10	Snd Lvl	66.3	1.2	5	-3.8
393-1	671	1	0.0	64.6	66	64.6	10	----	61.7	2.9	5	-2.1
394-2	672	2	0.0	65.0	66	65.0	10	----	60.6	4.4	5	-0.6
399-3-F	673	3	0.0	67.1	66	67.1	10	Snd Lvl	60.0	7.1	5	2.1
401-3	674	3	0.0	64.4	66	64.4	10	----	58.0	6.4	5	1.4
403-3-F	675	3	0.0	67.6	66	67.6	10	Snd Lvl	59.4	8.2	5	3.2
405-3	676	3	0.0	65.7	66	65.7	10	----	57.7	8.0	5	3.0
409-3-F	677	3	0.0	65.2	66	65.2	10	----	58.2	7.0	5	2.0
411-1	678	1	0.0	63.8	72	63.8	10	----	57.6	6.2	5	1.2
412-2-F	679	2	0.0	69.0	66	69.0	10	Snd Lvl	60.0	9.0	5	4.0
414-3	680	3	0.0	61.6	66	61.6	10	----	57.5	4.1	5	-0.9
417-3-F	681	3	0.0	66.4	66	66.4	10	Snd Lvl	59.2	7.2	5	2.2
420-1	682	1	0.0	59.2	66	59.2	10	----	55.9	3.3	5	-1.7
421-3-F	683	3	0.0	69.6	66	69.6	10	Snd Lvl	60.5	9.1	5	4.1
423-3	684	3	0.0	65.0	66	65.0	10	----	59.4	5.6	5	0.6
427-1	685	1	0.0	60.3	66	60.3	10	----	56.5	3.8	5	-1.2
428-3-F	686	3	0.0	71.2	66	71.2	10	Snd Lvl	62.3	8.9	5	3.9
431-3	687	3	0.0	62.1	66	62.1	10	----	57.9	4.2	5	-0.8
434-2	688	2	0.0	58.0	66	58.0	10	----	55.1	2.9	5	-2.1
438-3	689	3	0.0	65.0	66	65.0	10	----	59.9	5.1	5	0.1
441-3	690	3	0.0	60.7	66	60.7	10	----	57.1	3.6	5	-1.4
444-1	691	1	0.0	57.9	66	57.9	10	----	55.2	2.7	5	-2.3
445-3-F	692	3	0.0	70.1	66	70.1	10	Snd Lvl	67.5	2.6	5	-2.4
448-3	693	3	0.0	60.0	66	60.0	10	----	58.0	2.0	5	-3.0
450-1	694	1	0.0	59.3	66	59.3	10	----	57.4	1.9	5	-3.1
453-3-F	695	3	0.0	64.0	66	64.0	10	----	61.6	2.4	5	-2.6
456-1	696	1	0.0	61.6	66	61.6	10	----	59.0	2.6	5	-2.4
457-1	697	1	0.0	58.9	66	58.9	10	----	56.3	2.6	5	-2.4
460-3	698	3	0.0	60.3	66	60.3	10	----	56.3	4.0	5	-1.0
463-3	699	3	0.0	58.3	66	58.3	10	----	54.5	3.8	5	-1.2
466-1	700	1	0.0	56.6	66	56.6	10	----	53.1	3.5	5	-1.5
467-3-F	701	3	0.0	64.1	66	64.1	10	----	61.8	2.3	5	-2.7
470-3	702	3	0.0	60.0	66	60.0	10	----	57.4	2.6	5	-2.4
472-3	703	3	0.0	57.3	66	57.3	10	----	54.5	2.8	5	-2.2
475-1	704	1	0.0	55.5	66	55.5	10	----	52.8	2.7	5	-2.3
476-3	705	3	0.0	60.4	66	60.4	10	----	54.0	6.4	5	1.4
477-2	706	2	0.0	57.2	66	57.2	10	----	50.9	6.3	5	1.3
479-3	707	3	0.0	62.8	66	62.8	10	----	55.6	7.2	5	2.2

481-1-F	708	1	0.0	65.9	66	65.9	10	----	58.7	7.2	5	2.2
483-3	709	3	0.0	62.7	66	62.7	10	----	61.1	1.6	5	-3.4
484-3-F	710	3	0.0	64.1	66	64.1	10	----	60.3	3.8	5	-1.2
493-3-F	711	3	0.0	71.2	66	71.2	10	Snd Lvl	65.2	6.0	5	1.0
551-3-F	712	3	0.0	67.7	66	67.7	10	Snd Lvl	59.7	8.0	5	3.0
706-3-F	713	3	0.0	66.1	66	66.1	10	Snd Lvl	61.9	4.2	5	-0.8
709-3	714	3	0.0	60.2	66	60.2	10	----	56.2	4.0	5	-1.0
712-3	715	3	0.0	56.7	66	56.7	10	----	51.6	5.1	5	0.1
715-1	716	1	0.0	55.6	66	55.6	10	----	50.7	4.9	5	-0.1
716-3-F	717	3	0.0	64.8	66	64.8	10	----	59.1	5.7	5	0.7
719-3	718	3	0.0	60.0	66	60.0	10	----	54.1	5.9	5	0.9
722-3	719	3	0.0	57.6	66	57.6	10	----	51.7	5.9	5	0.9
724-1	720	1	0.0	55.6	66	55.6	10	----	50.2	5.4	5	0.4
725-3-F	721	3	0.0	64.3	66	64.3	10	----	57.6	6.7	5	1.7
729-3	722	3	0.0	56.5	66	56.5	10	----	50.2	6.3	5	1.3
732-3-F	723	3	0.0	64.0	66	64.0	10	----	56.8	7.2	5	2.2
735-3	724	3	0.0	60.3	66	60.3	10	----	53.2	7.1	5	2.1
738-2	725	2	0.0	57.0	66	57.0	10	----	50.2	6.8	5	1.8
740-3-F	726	3	0.0	64.5	66	64.5	10	----	57.5	7.0	5	2.0
743-3	727	3	0.0	60.4	66	60.4	10	----	53.3	7.1	5	2.1
746-3	728	3	0.0	57.9	66	57.9	10	----	51.0	6.9	5	1.9
749-3-F	729	3	0.0	64.3	66	64.3	10	----	58.0	6.3	5	1.3
752-3	730	3	0.0	60.5	66	60.5	10	----	54.2	6.3	5	1.3
754-3	731	3	0.0	57.1	66	57.1	10	----	51.1	6.0	5	1.0
757-3-F	732	3	0.0	64.5	66	64.5	10	----	59.6	4.9	5	-0.1
760-3	733	3	0.0	60.1	66	60.1	10	----	55.2	4.9	5	-0.1
763-1	734	1	0.0	59.3	66	59.3	10	----	55.8	3.5	5	-1.5
765-3-F	735	3	0.0	64.2	66	64.2	10	----	61.5	2.7	5	-2.3
767-3	736	3	0.0	60.8	66	60.8	10	----	57.5	3.3	5	-1.7
771-3-F	737	3	0.0	65.4	66	65.4	10	----	62.4	3.0	5	-2.0
774-3	738	3	0.0	61.7	66	61.7	10	----	58.3	3.4	5	-1.6
777-2	739	2	0.0	59.2	66	59.2	10	----	55.6	3.6	5	-1.4
779-3-F	740	3	0.0	66.4	66	66.4	10	Snd Lvl	59.8	6.6	5	1.6
782-3	741	3	0.0	61.2	66	61.2	10	----	56.5	4.7	5	-0.3
785-1	742	1	0.0	59.5	66	59.5	10	----	55.1	4.4	5	-0.6
786-1	743	1	0.0	58.2	66	58.2	10	----	53.2	5.0	5	0.0
787-3-F	744	3	0.0	65.2	66	65.2	10	----	58.2	7.0	5	2.0
790-3	745	3	0.0	60.5	66	60.5	10	----	54.2	6.3	5	1.3
793-3-F	746	3	0.0	65.9	66	65.9	10	----	58.5	7.4	5	2.4
796-3	747	3	0.0	61.9	66	61.9	10	----	55.5	6.4	5	1.4
799-2	748	2	0.0	59.2	66	59.2	10	----	54.7	4.5	5	-0.5

801-1-F	749	1	0.0	65.7	66	65.7	10	----	59.5	6.2	5	1.2
802-3	750	3	0.0	62.7	66	62.7	10	----	59.3	3.4	5	-1.6
829-3	751	3	0.0	59.3	66	59.3	10	----	52.3	7.0	5	2.0
832-1	752	1	0.0	59.9	66	59.9	10	----	54.1	5.8	5	0.8
833-1-F	753	1	0.0	65.1	66	65.1	10	----	60.2	4.9	5	-0.1
850-18	754	18	0.0	56.0	66	56.0	10	----	51.7	4.3	5	-0.7
852-12	755	12	0.0	58.3	66	58.3	10	----	54.7	3.6	5	-1.4
2018-3	756	3	0.0	60.8	66	60.8	10	----	56.6	4.2	5	-0.8
2019-3	757	3	0.0	64.4	66	64.4	10	----	57.8	6.6	5	1.6
2020-3	758	3	0.0	62.9	66	62.9	10	----	56.9	6.0	5	1.0
2021-3	895	3	0.0	61.1	66	61.1	10	----	55.9	5.2	5	0.2

Dwelling Units		**# DUs**	**Noise Reduction**		
			Min	**Avg**	**Max**
			dB	**dB**	**dB**
All Selected		400	0.0	5.1	10.0
All Impacted		48	1.2	6.7	10.0
All that meet NR Goal		164	5.0	6.8	10.0

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed SB 3
BARRIER DESIGN: 2023-09-18 SB 3 - Optimized
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 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
2038-0.25	691	1	0.0	63.7	66	63.7	10	----	61.9	1.8	5	-3.2
1063-2	632	2	0.0	63.2	66	63.2	10	----	59.8	3.4	5	-1.6
1060-3	630	3	0.0	62.5	66	62.5	10	----	59.0	3.5	5	-1.5
1056-3	623	3	0.0	62.0	66	62.0	10	----	58.7	3.3	5	-1.7
1054-3	622	3	0.0	65.1	66	65.1	10	----	60.1	5.0	5	0.0
1048-1	619	1	0.0	63.4	66	63.4	10	----	60.6	2.8	5	-2.2
1162-4	680	4	0.0	61.4	66	61.4	10	----	59.6	1.8	5	-3.2
1045-3	618	3	0.0	61.4	66	61.4	10	----	59.3	2.1	5	-2.9
1043-1-F	617	1	0.0	60.7	66	60.7	10	----	58.4	2.3	5	-2.7
1049-4-F	620	4	0.0	66.5	66	66.5	10	Snd Lvl	62.2	4.3	5	-0.7
1053-1-F	621	1	0.0	68.1	66	68.1	10	Snd Lvl	60.5	7.6	5	2.6
1057-2-F	625	2	0.0	70.1	66	70.1	10	Snd Lvl	60.7	9.4	5	4.4
1059-1-F	627	1	0.0	71.2	66	71.2	10	Snd Lvl	62.5	8.7	5	3.7
3001-0.25-F	719	1	0.0	67.2	66	67.2	10	Snd Lvl	66.2	1.0	5	-4.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	30	1.0	4.1	9.4
All Impacted	9	1.0	6.2	9.4
All that meet NR Goal	7	5.0	7.7	9.4

Parsons
Keaton Veldkamp
18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed SB 3
BARRIER DESIGN: 2023-09-18 SB 4 Optimized
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 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
1167-3	681	3	0.0	58.5	66	58.5	10	----	58.5	0.0	5	-5.0
2027-1	690	1	0.0	60.3	66	60.3	10	----	56.7	3.6	5	-1.4
1067-2	635	2	0.0	66.8	66	66.8	10	Snd Lvl	65.2	1.6	5	-3.4
1075-2	645	2	0.0	62.1	66	62.1	10	----	57.0	5.1	5	0.1
1073-3	643	3	0.0	62.4	66	62.4	10	----	57.8	4.6	5	-0.4
1077-2	648	2	0.0	63.6	66	63.6	10	----	57.4	6.2	5	1.2
1082-2	650	2	0.0	63.8	66	63.8	10	----	57.5	6.3	5	1.3
1171-3	685	3	0.0	60.4	66	60.4	10	----	54.9	5.5	5	0.5
1169-3	683	3	0.0	65.1	66	65.1	10	----	57.7	7.4	5	2.4
1089-2	651	2	0.0	58.9	66	58.9	10	----	52.9	6.0	5	1.0
1092-1	652	1	0.0	56.1	66	56.1	10	----	50.5	5.6	5	0.6
1095-3	653	3	0.0	59.4	66	59.4	10	----	52.2	7.2	5	2.2
1173-3	686	3	0.0	61.9	66	61.9	10	----	54.2	7.7	5	2.7
1097-3	655	3	0.0	62.9	66	62.9	10	----	55.0	7.9	5	2.9
1100-4	656	4	0.0	58.0	66	58.0	10	----	51.4	6.6	5	1.6
1105-3	657	3	0.0	59.9	66	59.9	10	----	53.5	6.4	5	1.4
1114-1	661	1	0.0	59.3	66	59.3	10	----	53.4	5.9	5	0.9
1117-3	662	3	0.0	59.8	66	59.8	10	----	53.8	6.0	5	1.0
1120-3	663	3	0.0	63.1	66	63.1	10	----	55.3	7.8	5	2.8
1121-2	664	2	0.0	59.7	66	59.7	10	----	53.3	6.4	5	1.4
1124-2	665	2	0.0	57.4	66	57.4	10	----	52.2	5.2	5	0.2
1126-3	666	3	0.0	57.9	66	57.9	10	----	53.1	4.8	5	-0.2
1133-2	668	2	0.0	62.0	66	62.0	10	----	57.3	4.7	5	-0.3
1137-2	670	2	0.0	56.9	66	56.9	10	----	53.8	3.1	5	-1.9

1131-3	667	3	0.0	66.3	66	66.3	10	Snd Lvl	59.3	7.0	5	2.0
1136-3	669	3	0.0	61.9	66	61.9	10	----	57.3	4.6	5	-0.4
1145-2	673	2	0.0	53.6	66	53.6	10	----	50.6	3.0	5	-2.0
1140-3	671	3	0.0	62.4	66	62.4	10	----	56.7	5.7	5	0.7
1147-3	674	3	0.0	54.5	66	54.5	10	----	52.3	2.2	5	-2.8
1150-2	675	2	0.0	53.5	66	53.5	10	----	50.8	2.7	5	-2.3
1156-4	678	4	0.0	50.2	66	50.2	10	----	49.4	0.8	5	-4.2
1161-1-F	679	1	0.0	64.5	66	64.5	10	----	64.1	0.4	5	-4.6
1176-3-F	688	3	0.0	62.1	66	62.1	10	----	61.3	0.8	5	-4.2
1154-3-F	677	3	0.0	68.4	66	68.4	10	Snd Lvl	61.4	7.0	5	2.0
1151-2-F	676	2	0.0	70.0	66	70.0	10	Snd Lvl	61.8	8.2	5	3.2
1143-2-F	672	2	0.0	69.0	66	69.0	10	Snd Lvl	60.3	8.7	5	3.7
1174-3-F	687	3	0.0	65.3	66	65.3	10	----	57.7	7.6	5	2.6
1108-3-F	659	3	0.0	62.0	66	62.0	10	----	52.8	9.2	5	4.2
1111-3-F	660	3	0.0	64.3	66	64.3	10	----	56.3	8.0	5	3.0
1107-1-F	658	1	0.0	65.8	66	65.8	10	----	57.6	8.2	5	3.2
1096-1-F	654	1	0.0	66.1	66	66.1	10	Snd Lvl	57.7	8.4	5	3.4
2091-1-F	692	1	0.0	66.5	66	66.5	10	Snd Lvl	58.0	8.5	5	3.5
1170-3-F	684	3	0.0	67.1	66	67.1	10	Snd Lvl	58.2	8.9	5	3.9
1080-3-F	649	3	0.0	63.8	66	63.8	10	----	57.1	6.7	5	1.7
1070-3-F	637	3	0.0	68.5	66	68.5	10	Snd Lvl	64.8	3.7	5	-1.3
1168-2-F	682	2	0.0	68.3	66	68.3	10	Snd Lvl	67.8	0.5	5	-4.5
1201-1-F	689	1	0.0	58.0	66	58.0	10	----	57.4	0.6	5	-4.4

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	113	0.0	5.4	9.2
All Impacted	22	0.5	6.3	8.9
All that meet NR Goal	73	5.1	7.0	9.2

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North of I-70 - Proposed
BARRIER DESIGN: 2023-09-18 SB Barrier 5 Optimized
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 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
2084-6	713	6	0.0	63.2	66	63.2	10	----	61.2	2.0	5	-3.0
2085-6	714	6	0.0	61.6	66	61.6	10	----	59.7	1.9	5	-3.1
2087-4	716	4	0.0	56.1	66	56.1	10	----	53.8	2.3	5	-2.7
2090-1	717	1	0.0	53.2	66	53.2	10	----	52.1	1.1	5	-3.9
2081-3	712	3	0.0	57.4	66	57.4	10	----	55.4	2.0	5	-3.0
2076-3	709	3	0.0	55.9	66	55.9	10	----	53.9	2.0	5	-3.0
2078-2	710	2	0.0	58.1	66	58.1	10	----	56.0	2.1	5	-2.9
2080-1	711	1	0.0	61.2	66	61.2	10	----	59.0	2.2	5	-2.8
2073-1	708	1	0.0	60.4	66	60.4	10	----	58.1	2.3	5	-2.7
2070-2	707	2	0.0	58.9	66	58.9	10	----	56.6	2.3	5	-2.7
2067-3	706	3	0.0	57.2	66	57.2	10	----	54.8	2.4	5	-2.6
2066-3	705	3	0.0	59.5	66	59.5	10	----	57.1	2.4	5	-2.6
2064-3	703	3	0.0	55.9	66	55.9	10	----	54.0	1.9	5	-3.1
2060-4	701	4	0.0	61.0	66	61.0	10	----	58.6	2.4	5	-2.6
2061-4	702	4	0.0	55.9	66	55.9	10	----	54.3	1.6	5	-3.4
2054-3	699	3	0.0	61.7	66	61.7	10	----	59.7	2.0	5	-3.0
2055-3	700	3	0.0	56.2	66	56.2	10	----	54.9	1.3	5	-3.7
2049-3	698	3	0.0	57.9	66	57.9	10	----	57.2	0.7	5	-4.3
2040-18-F	695	18	0.0	61.1	66	61.1	10	----	60.9	0.2	5	-4.8
2043-3-F	696	3	0.0	63.4	66	63.4	10	----	62.6	0.8	5	-4.2
2048-3-F	697	3	0.0	62.4	66	62.4	10	----	61.0	1.4	5	-3.6
1288-3-F	672	3	0.0	69.8	66	69.8	10	Snd Lvl	61.1	8.7	5	3.7
1290-3-F	673	3	0.0	70.0	66	70.0	10	Snd Lvl	60.8	9.2	5	4.2
1293-2-F	674	2	0.0	67.6	66	67.6	10	Snd Lvl	60.6	7.0	5	2.0

2033-1-F	691	1	0.0	72.0	66	72.0	10	Snd Lvl	71.4	0.6	5	-4.4
2086-1-F	715	1	0.0	66.4	66	66.4	10	Snd Lvl	65.6	0.8	5	-4.2

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	89	0.2	2.4	9.2
All Impacted	10	0.6	5.3	9.2
All that meet NR Goal	8	7.0	8.3	9.2

Parsons
Keaton Veldkamp
18 September 2023
TNM 2.5
Calculated with TNM 2.5

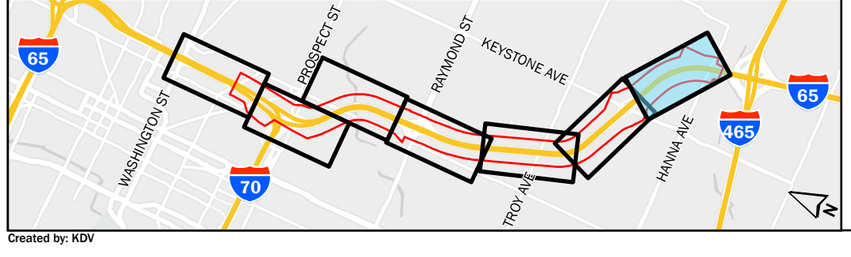
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North of I-70 - Proposed
BARRIER DESIGN: 2023-09-18 SB Barrier 6 Optimized
ATMOSPHERICS: 68 deg F, 50% RH

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 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
1218-2	623	2	0.0	53.0	66	53.0	10	----	51.3	1.7	5	-3.3
1297-2	675	2	0.0	61.3	66	61.3	10	----	56.8	4.5	5	-0.5
1212-3	619	3	0.0	58.9	66	58.9	10	----	56.7	2.2	5	-2.8
1213-2	620	2	0.0	60.7	66	60.7	10	----	59.0	1.7	5	-3.3
1206-4-F	617	4	0.0	70.2	66	70.2	10	Snd Lvl	66.3	3.9	5	-1.1
1205-2-F	616	2	0.0	69.5	66	69.5	10	Snd Lvl	62.3	7.2	5	2.2
1207-3-F	618	3	0.0	71.4	66	71.4	10	Snd Lvl	61.4	10.0	5	5.0
1214-20-F	621	20	0.0	52.0	66	52.0	10	----	50.9	1.1	5	-3.9
1217-4-F	622	4	0.0	67.9	66	67.9	10	Snd Lvl	60.9	7.0	5	2.0
1220-1-F	625	1	0.0	65.1	66	65.1	10	----	64.0	1.1	5	-3.9

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	43	1.1	4.0	10.0
All Impacted	13	3.9	7.0	10.0
All that meet NR Goal	9	7.0	8.1	10.0

APPENDIX E – NOISE MEASUREMENT FIELD DATA



Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site
FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

0 250 500 Feet
1 Inch = 250 feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

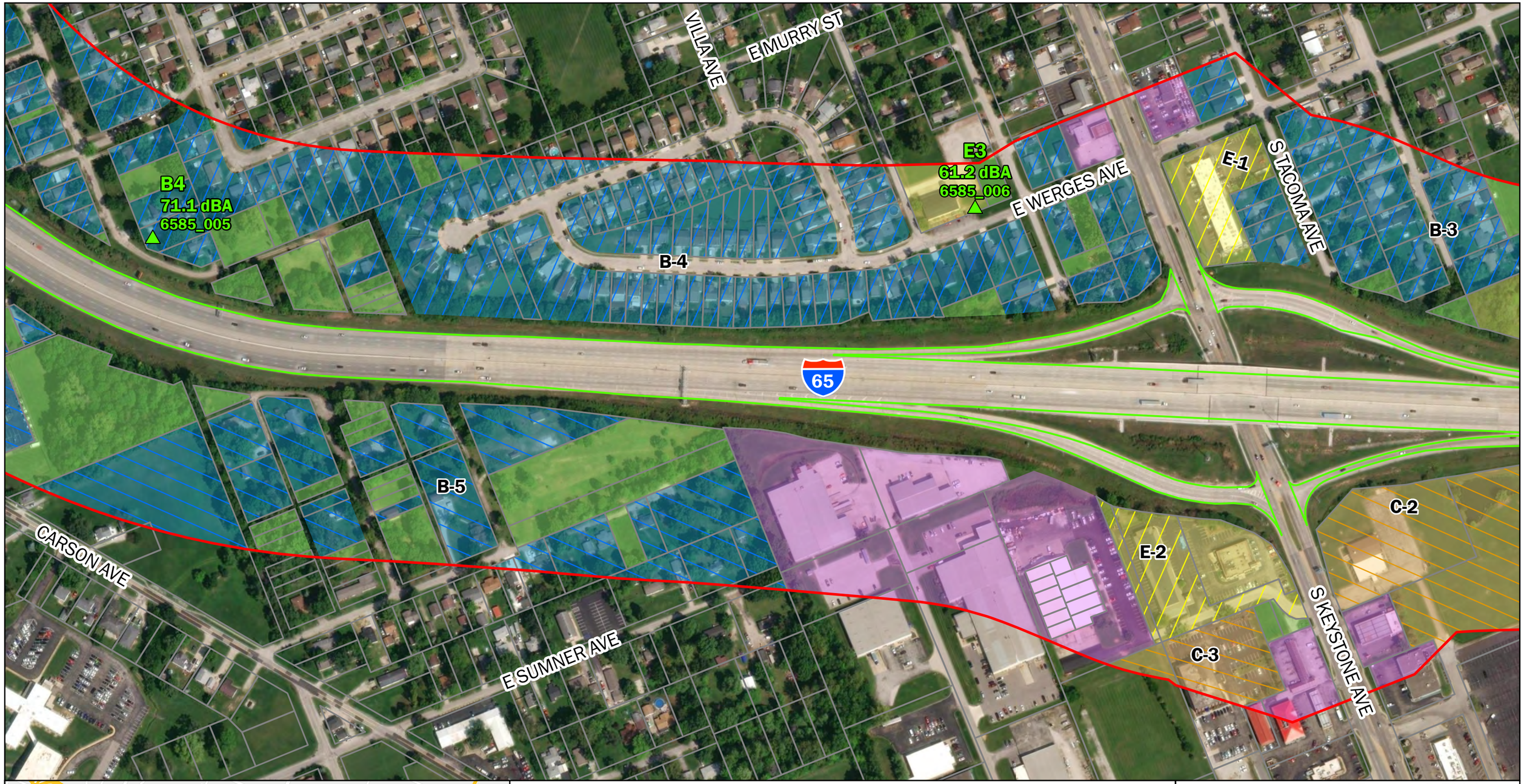
I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 1 of 7

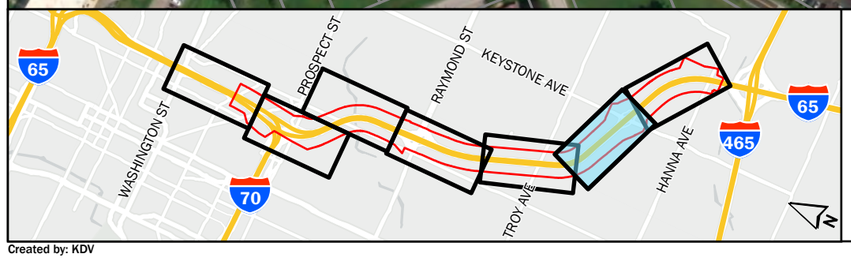
Des. 1400073 et al.

Date: 9/21/2023

PARSONS

Created by: KDV





Created by: KDV

- Noise Study Area
- Proposed Edge of Travel Lane
- Field Measurement Site

FHWA Activity Category

- Category B
- Category C
- Category E
- Category F
- Category G

0 250 500 Feet

1 Inch = 250 feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

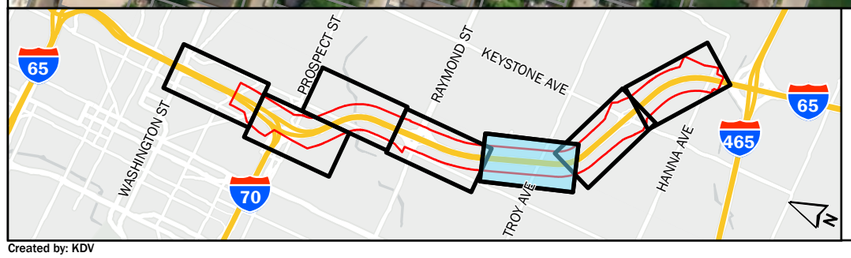
I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 2 of 7

Des. 1400073 et al.

Date: 9/21/2023

PARSONS

CRUFT ST
NELSON AVE
E GIMBER ST
MC CORD ST
DRAPER ST
S STATE AVE
E TROY AVE
KNOX ST
B4
71.1 dBA
6585_005
B-4
B-4
C-4
65
B5
65.9 dBA
6586_004
B-5
B-5
C-4
E GIMBER ST
MC CORD ST
CAMERON ST
TROY AVE MULTI-USE PATH
KNOX ST
BOYD AVE
CARSON AVE
BACON ST
E PERRY ST
MARTIN ST



Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site

FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

0 250 500 Feet
1 Inch = 250 feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

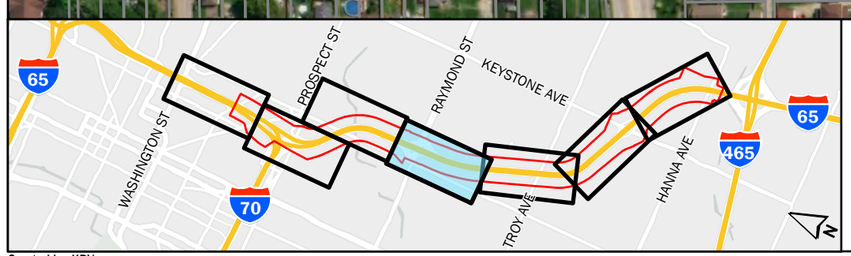
I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 3 of 7

Des. 1400073 et al.
Date: 9/21/2023

PARSONS

Created by: KDV

E LEGRANDE AVE
E RAYMOND ST
WADE ST
WALKER AVE
BOYD AVE
HOEFGEN ST
COMER AVE
E SOUTHERN AVE
SHELBY ST
BARTH AVE
B-6
B-7
C-5
B-4
B-5
65
E4
62.0 dBA
6585_007
E-3



Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site
FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

0 250 500 Feet
1 Inch = 250 feet

I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 4 of 7

Des. 1400073 et al.
Date: 9/21/2023

PARSONS

Created by: KDV

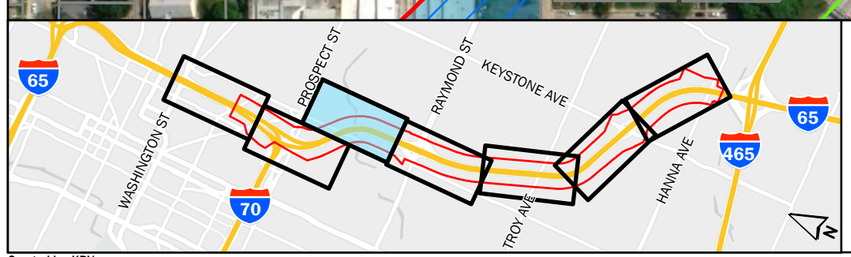
LAUREL ST
ORANGE ST
COTTAGE AVE
LINDEN ST
OLIVE ST
SHELBY ST
E MINNESOTA ST
LAWTON AVE
E NAOMI ST
VAN BUREN ST
E PLEASANT RUN PKWY NDR
PLEASANT RUN TRAIL-7
E PLEASANT RUN PKWY SDR
BARTH AVE
65

C6
56.5 dBA
6586_010

E5
56.6 dBA
6585_010

C8
65.8 dBA
6585_008

C-6
B-6
B-7
C-7
C-8
E-4



Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site
FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

0 250 500 Feet
1 Inch = 250 feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 5 of 7

Des. 1400073 et al.
Date: 9/21/2023

PARSONS

Created by: KDV

ELM ST
HOSBROOK ST
INDPLS CULTURAL TRAIL
WOODLAWN AVE
PROSPECT ST
E MORRIS ST
SANDERS ST
RINGGOLD ST
PALMER ST
LEONARD ST
VIRGINIA AVE
WRIGHT ST
NOBLE ST
MCCARTY ST
GREER ST
PROSPECT ST
E MORRIS ST
SANDERS ST
ORANGE ST
EDGEWOOD AVE
PARKWAY AVE
E TERRACE AVE
COTTAGE AVE
WEGHORST ST
LINCOLN ST

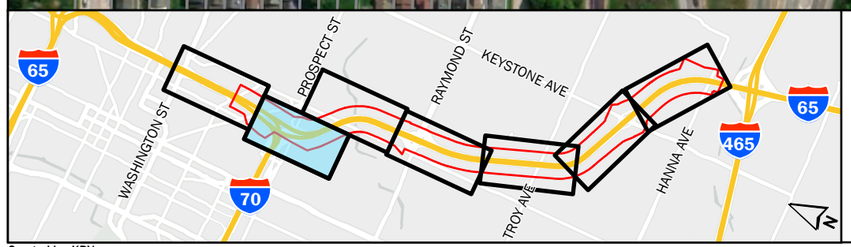
B8
62.6 dBA
6585_012

E6
63.6 dBA
6585_011

C7
65.1 dBA
6586_006

B-8
E-5
C-9
B-6
C-7
B-7
B-9

65
70



Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site

FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

0 250 500 Feet
1 Inch = 250 feet

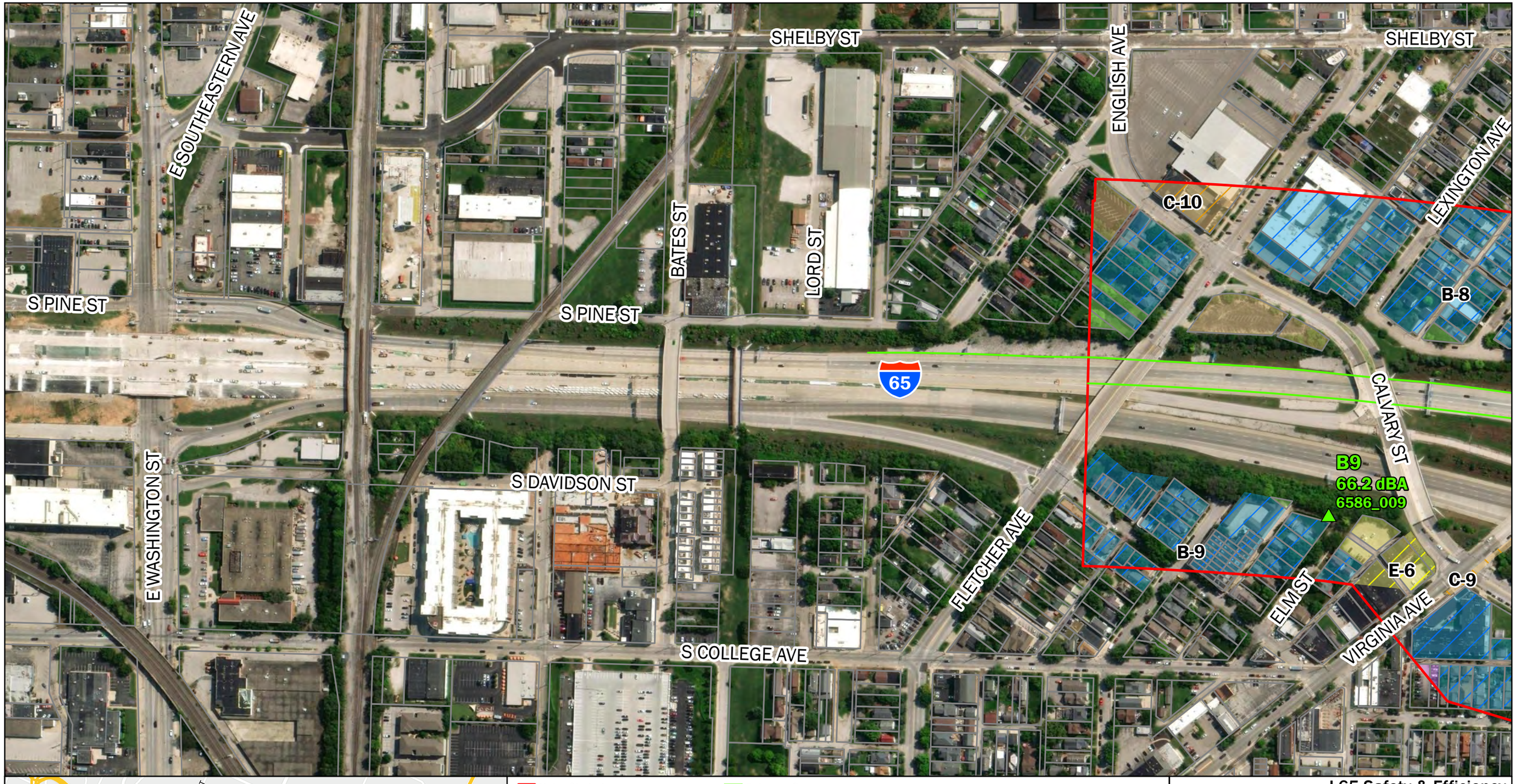
Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

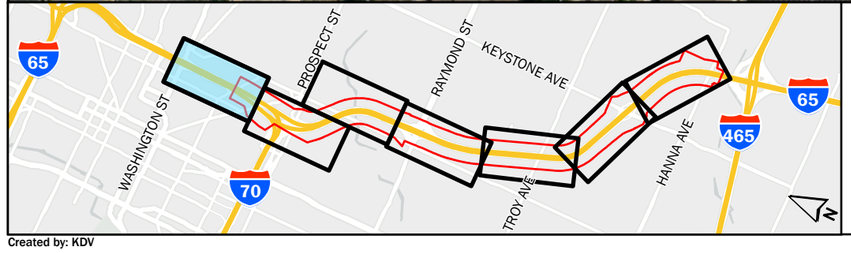
I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 6 of 7

Des. 1400073 et al.
Date: 9/21/2023

PARSONS

Created by: KDV





Noise Study Area
Proposed Edge of Travel Lane
Field Measurement Site

FHWA Activity Category
Category B
Category C
Category E
Category F
Category G

0 250 500 Feet
1 Inch = 250 feet

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

I-65 Safety & Efficiency
Marion County, Indiana
Noise Measurement Locations
Sheet 7 of 7

Des. 1400073 et al.

Date: 9/19/2023

PARSONS

Created by: KDV

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency	ENGINEER: Keaton Veldkamp	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 3157 Brickenwood Trove	Indianapolis, IN 46227	☒ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church
		SITE NO.: B-2

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ☒ LxT1

SERIAL #: 0006586

☐ 1/2-INCH ☐ 1-INCH ☒ WIND SCREEN
MAKE AND MODEL: 377B02
SERIAL #: 315409

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☒ TRP001
SERIAL #: 75333

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 113.99 / / / /
After / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES:
SYSTEM PWR: ☒ BAT ☐ AC
(observations at start of measurement)
TEMP: 68 °F R.H.: 88 %
WIND SPEED: 7 MPH
TOWARD (DIR): East
SKIES: Overcast
CAMERA _____
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 61 Trucks: 56

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
												Lxt .002
6/7	9:48	10:03									67.7	

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
376	35	45	2
1504	140	180	8
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
300	34	49	2
1200	136	196	8

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Adam Mulherin	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 3303 S State Ave	Indianapolis, IN 46237	☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church	SITE NO.: B-4

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02
SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____
SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114.0 / / / /
After / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .005
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 70 °F R.H.: 81 %
WIND SPEED: 5 MPH
TOWARD (DIR): West
SKIES: Cloudy
CAMERA Panasonic
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 54 Trucks: 52

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	11:15	11:30									71.1	Taken with B-5

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
387	28	45	0
1548	**112**	**180**	**0**

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
340	32	42	1
1360	**128**	**168**	**4**

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Keaton Veldkamp	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 1600 East Perry Street	Indianapolis, IN 46227	☒ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church	SITE NO.: B-5

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ☒ LxT1

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☒ TRP001

NOTES:
SYSTEM PWR: ☒ BAT ☐ AC
(observations at start of measurement)
TEMP: 70 °F R.H.: 85 %
WIND SPEED: 6 MPH
TOWARD (DIR): East
SKIES: Overcast
CAMERA
PHOTO NOs.

SERIAL #:	SERIAL #:	SERIAL #:
0006586	315409	75333

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114.02 / / / +0.02
After / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 54 Trucks: 52

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	11:15	11:30									65.9	Lxt. 004
												Taken with B-4

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
387	28	45	0
1548	112	180	0
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
340	32	42	1
1360	128	168	4

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency	ENGINEER: Adam Mulherin	DATE: 6 / 8 /2022
MEASUREMENT ADDRESS: 936 Hosbrook Street	Indianapolis, IN 46203	☐ Single-Family ☐ Recreational ☐ Multi-Family ☐ Commercial ☐ School ☐ Church
		SITE NO.: B-8

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

NOTES:
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 765 °F R.H.: 60 %
WIND SPEED: 5 MPH
TOWARD (DIR): East
SKIES: Clear
CAMERA Panasonic
PHOTO NOs. _____

SERIAL #:	SERIAL #:	SERIAL #:
0006585	00305891	75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114.0 / _____ / _____ / _____
After 113.9 / _____ / _____ / _____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 62 Trucks: 58

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/8	9:54	10:09									62.6	Taken with B-9

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
250	13	14	0
1000	52	56	0
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
169	11	16	0
676	44	64	0

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency

ENGINEER: Keaton Veldkamp

DATE: 6 / 8 /2022

MEASUREMENT ADDRESS: 738 Elm Street

Indianapolis, IN 46203

☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church

SITE NO.: B-9

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

☐ 1/2-INCH ☐ 1-INCH ☒ WIND SCREEN

MAKE AND MODEL: 377B02

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ ______

SERIAL #: 0006586 | **SERIAL #:** 00305891 | **SERIAL #:** 75346

NOTES:

SYSTEM PWR: ■ BAT ☐ AC

(observations at start of measurement)

TEMP: 68 °F **R.H.:** 49 %

WIND SPEED: 9 MPH

TOWARD (DIR): North West

SKIES: Partly cloudy

CAMERA ____________

PHOTO NOs. ____________

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ ______
S/N 18146

Freq, Hz. ☒ 250 ☐ 1k ☐ 84 ☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 / / /
After 114.02 / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES:

Dist. to Center of Nearest Lane ______

☐ Video ☐ Radar

Counts AT MT HT

MEAS. TYPE: ☐ Long Term ☐ Short Term

Speed: Cars: 62 Trucks: 58

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/8	9:54	10:01									66.2	Lxt .009
												Taken with B-8

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
250	13	14	0
1000	52	56	0

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
169	11	16	0
676	44	64	0

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency

ENGINEER: Keaton Veldkamp

DATE: 6 / 7 /2022

MEASUREMENT ADDRESS: 2702 National Ave

Indianapolis, IN 46227

☐ Single-Family ☐ Recreational
☐ Multi-Family ☐ Commercial
☑ School ☐ Church

SITE NO.: C-2

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006586

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN

MAKE AND MODEL: 377B02

SERIAL #: 315409

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 75333

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 113.93 / / / /
After / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: -0.07

SYSTEM PWR: ■ BAT ☐ AC

(observations at start of measurement)

TEMP: 70 °F R.H.: 86 %

WIND SPEED: 7 MPH

TOWARD (DIR): East

SKIES: Overcast

CAMERA _____

PHOTO NOs. _____

NOTES:

Dist. to Center of Nearest Lane _____

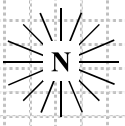
☐ Video ☐ Radar

Counts AT MT HT

MEAS. TYPE:
☐ Long Term
☐ Short Term

Speed: Cars: 52 Trucks: 52

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	10:37	10:52									63.0	Lxt. 003
												Taken with E-1



Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
392	25	54	1
1568	100	216	4
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
359	19	60	0
1436	76	240	0

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Keaton Veldkamp	DATE: 6 / 8 /2022
MEASUREMENT ADDRESS: 1252 Lawton Ave	Indianapolis, IN 46203	☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☑ Commercial ☐ Church	SITE NO.: C-6

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 0006586 | SERIAL #: | SERIAL #:

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 113.98 / / / -0.02
After / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

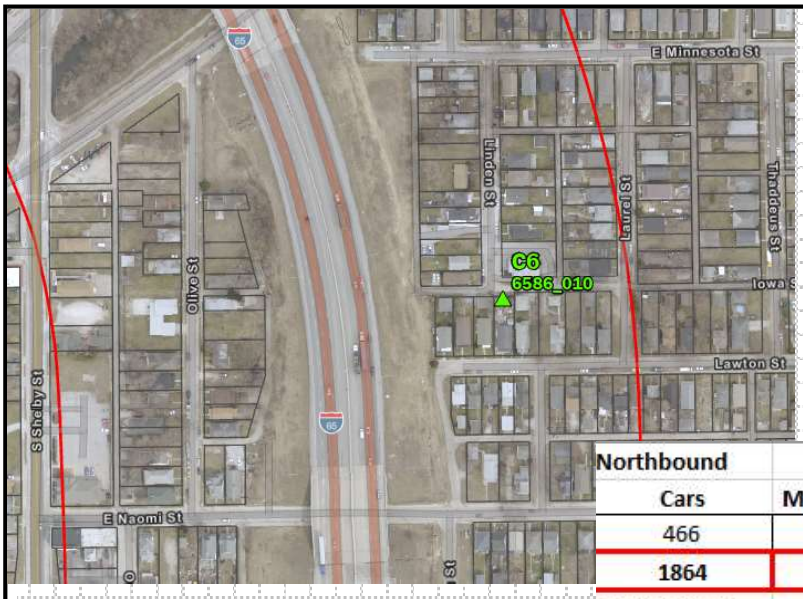
NOTES: -0.02
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 69 °F R.H.: 48 %
WIND SPEED: 10 MPH
TOWARD (DIR): Northwest
SKIES: Partly cloudy
CAMERA _____
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars 56 Trucks: 53

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/8	10:35	10:50									56.5	Lxt. 010



Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
466	22	43	
1864	88	172	0

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
341	15	49	1
1364	60	196	4

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Keaton Veldkamp	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 1500 Ringgold Ave	Indianapolis, IN 46203	☐ Single-Family ☐ Multi-Family ☐ School ■ Recreational ☐ Commercial ☐ Church	SITE NO.: C-7

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006586

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02
SERIAL #: 315409

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ■ TRP001
SERIAL #: 75333

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114.02 /_____/_____/_____
After _____/_____/_____/_____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: +0.01
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 77 °F R.H.: 67 %
WIND SPEED: 9 MPH
TOWARD (DIR): East
SKIES: Overcast
CAMERA _____
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 61 NB/62 SB Trucks: 53 SB/58 NB

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	2:36	2:51									65.1	Lxt. 006
												Taken with C-8

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
499	36	55	0
1996	144	220	0

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
667	34	48	3
2668	136	192	12

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Adam Mulherin	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 1434 Shelby Street	Indianapolis, IN 46203	☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☑ Commercial ☐ Church	SITE NO.: C-8

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN

MAKE AND MODEL: 377B02

SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 /_____/_____/_____
After 114 /_____/_____/_____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .008
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 78 °F R.H.: 68 %
WIND SPEED: 7 MPH
TOWARD (DIR): West
SKIES: Cloudy
CAMERA Panasonic
PHOTO NOs. _____

NOTES: Speed: Cars: 61 NB/62 SB Trucks: 53 SB/58 NB

Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	2:36	2:51									65.8	Taken with C-7

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
499	36	55	0
1996	144	220	0

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
667	34	48	3
2668	136	192	12

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency

ENGINEER: Adam Mulherin

DATE: 6 / 7 /2022

MEASUREMENT ADDRESS: 3651 South Rural Street

Indianapolis, IN 46237

☐ Single-Family ☐ Recreational
☐ Multi-Family ☐ Commercial
☐ School ☐ Church

SITE NO.: E-1

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN

MAKE AND MODEL: 377B02

SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 /_____/_____/_____
After 113.94 /_____/_____/_____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .004

SYSTEM PWR: ■ BAT ☐ AC

(observations at start of measurement)

TEMP: 73 °F R.H.: 81 %

WIND SPEED: 2 MPH

TOWARD (DIR): West

SKIES: Cloudy

CAMERA Panasonic

PHOTO NOs. _____

NOTES:

Dist. to Center of Nearest Lane _____

☐ Video ☐ Radar

Counts AT MT HT

Speed: Cars: 52 Trucks: 52

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	10:37	10:52									73.5	Taken with C-2

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
392	25	54	1
1568	100	216	4
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
359	19	60	0
1436	76	240	0

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Adam Mulherin	DATE: 6 / 7 /2022
MEASUREMENT ADDRESS: 2206 East Werges Ave	Indianapolis, IN 46237	☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☐ Commercial ☐ Church	SITE NO.: E-3

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN
MAKE AND MODEL: 377B02

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 0006585
SERIAL #: 00305891
SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 /_____/_____/_____
After _____/_____/_____/_____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .006
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 73 °F R.H.: 81 %
WIND SPEED: 4.2 MPH
TOWARD (DIR): West
SKIES: Cloudy
CAMERA Go Pro
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 55 Trucks: 50 Werges Ave: Cars: 25 Trucks: 20

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	11:45	12:00									61.2	

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
286	21	37	0
1144	**84**	**148**	**0**
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
147	23	43	0
588	**92**	**172**	**0**
On-ramp			
Cars	Medium Trucks	Heavy Trucks	Buses
59	2	1	0
236	**8**	**4**	**0**
Werges Ave			
Cars	Medium Trucks	Heavy Trucks	Buses
8	0	0	1
32	**0**	**0**	**4**

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency

ENGINEER: Adam Mulherin

DATE: 6 / 7 /2022

MEASUREMENT ADDRESS: 2215 Shelby Street

Indianapolis, IN 46203

☐ Single-Family ☐ Recreational
☐ Multi-Family ☐ Commercial
☐ School ☐ Church

SITE NO.: E-4

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN

MAKE AND MODEL: 377B02

SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 / / / /
After 113.92 / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .007

SYSTEM PWR: ■ BAT ☐ AC

(observations at start of measurement)

TEMP: 75 °F R.H.: 82 %

WIND SPEED: 7 MPH

TOWARD (DIR): West

SKIES: Clear

CAMERA Panasonic

PHOTO NOs. _____

NOTES:

Dist. to Center of Nearest Lane _____

☐ Video ☐ Radar

Counts AT MT HT

Speed: Cars: 59 Trucks: 55

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	1:56	2:11									62.1	

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
166	21	63	2
664	**84**	**252**	**8**

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
465	24	47	6
1860	**96**	**188**	**24**

Raymond EB			
Cars	Medium Trucks	Heavy Trucks	Buses
190	0	8	0
760	**0**	**32**	**0**

Raymond WB			
Cars	Medium Trucks	Heavy Trucks	Buses
150	0	22	0
600	**0**	**88**	**0**

On-Ramp			
Cars	Medium Trucks	Heavy Trucks	Buses
66	0	7	0
264	**0**	**28**	**0**

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency

ENGINEER: Adam Mulherin

DATE: 6 / 7 /2022

MEASUREMENT ADDRESS: 1301 Barth Ave

Indianapolis, IN 46203

☐ Single-Family ☐ Recreational
☐ Multi-Family ☑ Commercial
☐ School ☐ Church

SITE NO.: E-5

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH
☒ WIND SCREEN

MAKE AND MODEL: 377B02

SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ☐ _____

SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114 / / / /
After 113.97 / / / /

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: .010

SYSTEM PWR: ■ BAT ☐ AC

(observations at start of measurement)

TEMP: 76 °F R.H.: 73 %

WIND SPEED: 8 MPH

TOWARD (DIR): North West

SKIES: Cloudy

CAMERA Go Pro/ Panasonic

PHOTO NOs. _____

NOTES:

Dist. to Center of Nearest Lane _____

☐ Video ☐ Radar

Counts AT MT HT

Speed: Cars: 62 Trucks: 58

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/7	3:42	3:57									56.6	

N

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
543	27	36	2
2172	108	144	8

Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
667	34	48	3
2668	136	192	12

PARSONS

Reset Form

FIELD SURVEY FORM

PROJECT: I-65 Safety & Efficiency		ENGINEER: Keaton Veldkamp	DATE: 6 / 8 /2022
MEASUREMENT ADDRESS: 880 Virginia Ave	Indianapolis, IN 46203	☐ Single-Family ☐ Multi-Family ☐ School ☐ Recreational ☑ Commercial ☐ Church	SITE NO.: E-6

SOUND LEVEL METER:
☐ LD-870 ☐ LD-820 ☐ B&K-2238
☐ LD-824 ☐ LD-812 ☐ B&K-2250
☐ LD-2900 ■ LxT1

SERIAL #: 0006585

☐ 1/2-INCH ☐ 1-INCH ☒ WIND SCREEN
MAKE AND MODEL: 377B02
SERIAL #: 00305891

PRE AMP:
☐ LD-900 ☐ ZC-0030
☐ LD-828 ☐ ZC-0032
☐ LD-826 ■ TRP001
SERIAL #: 75346

CALIBRATOR:
☐ LD CA250 ☐ LD CA200
☐ B&K 4231 ☐ _____
S/N 18146

Freq, Hz.
☒ 250
☐ 1k
☐ 84
☐ ___

CALIBRATION RECORD:
LD SLM: Input, dB / Reading, dB / Offset, dB / Time
Before 114.11 /_____/_____/_____
After _____/_____/_____/_____

METER SETTINGS:
☒ A-WTD ☐ LINEAR ☒ SLOW ☐ 1/1 OCT ☒ INTERVALS 15 - MINUTE
☐ C-WTD ☐ IMPULSE ☐ FAST ☐ 1/3 OCT ☒ L_N PERCENTILE VALUES

NOTES: +0.11
SYSTEM PWR: ■ BAT ☐ AC
(observations at start of measurement)
TEMP: 66 °F R.H.: 55 %
WIND SPEED: 6 MPH
TOWARD (DIR): Northwest
SKIES: Overcast
CAMERA _____
PHOTO NOs. _____

NOTES:
Dist. to Center of Nearest Lane _____
☐ Video ☐ Radar
Counts AT MT HT

Speed: Cars: 51 Trucks: 45 Virginia Ave: Cars: 26.5

MEAS. TYPE:
☐ Long Term
☐ Short Term

DATE	START TIME	STOP TIME	L_{MIN}	L_{99}	L_{90}	L_{50}	L_{25}	L_{10}	L_{01}	L_{MAX}	L_{EQ}	NOTES:
6/8	9:00	9:15									63.6	Lxt. 011

Northbound			
Cars	Medium Trucks	Heavy Trucks	Buses
309	21	10	1
1236	84	40	4
Southbound			
Cars	Medium Trucks	Heavy Trucks	Buses
215	18	6	0
860	72	24	0
Virginia NB			
Cars	Medium Trucks	Heavy Trucks	Buses
70	0	0	2
280	0	0	8
Virginia SB			
Cars	Medium Trucks	Heavy Trucks	Buses
41	2	0	2
164	8	0	8

PARSONS

Reset Form

Calibration Certificate

Certificate Number 2021011751

Customer:

The Modal Shop
10310 AeroHub Boulevard
Cincinnati, OH 45215, United States

Model Number	LxT1		***Procedure Number***	D0001.8378	
Serial Number	0006585		***Technician***	Ron Harris	
Test Results	**Pass**		***Calibration Date***	21 Sep 2021	
Initial Condition	As Manufactured		***Calibration Due***		
			Temperature	23.02 °C	± 0.25 °C
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.404		***Humidity***	52.4 %RH	± 2.0 %RH
			Static Pressure	87.37 kPa	± 0.13 kPa

Evaluation Method Tested electrically using Larson Davis PRMLxT1 S/N 075333 and a 12.0 pF capacitor to simulate microphone capacitance. Data reported in dB re 20 µPa assuming a microphone sensitivity of 50.0 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8384:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1
IEC 61260:2001 Class 1	ANSI S1.11 (R2009) Class 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017. **Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.**

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

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1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED Cert. #3622.01

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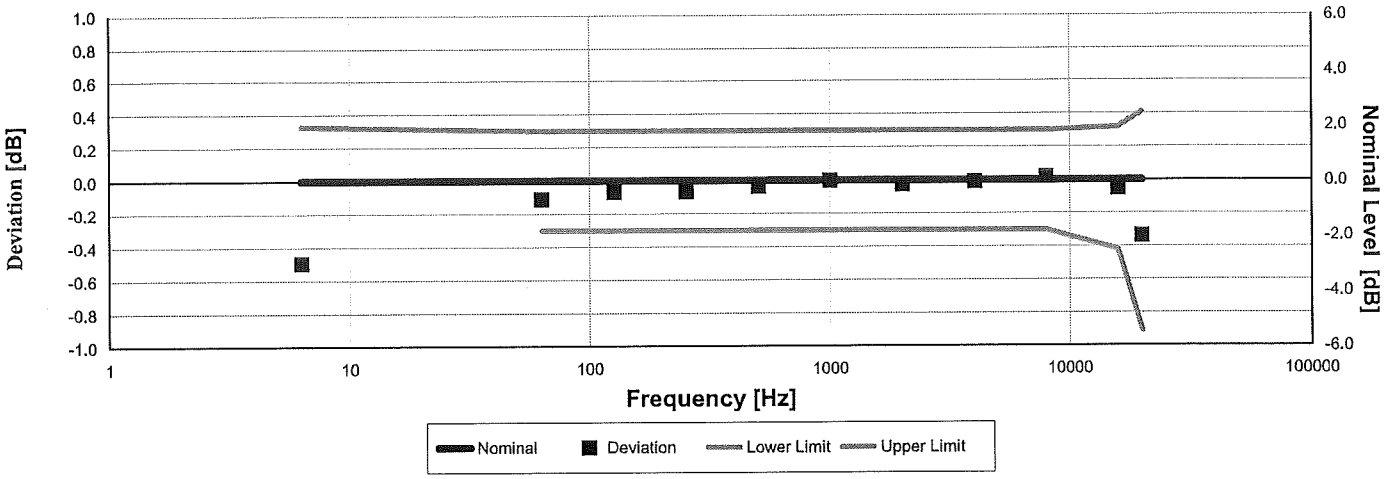
Standards Used

Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-H Temperature Probe	2021-02-04	2022-08-04	006767
SRS DS360 Ultra Low Distortion Generator	2021-01-05	2022-01-05	007118

Z-weight Filter Response

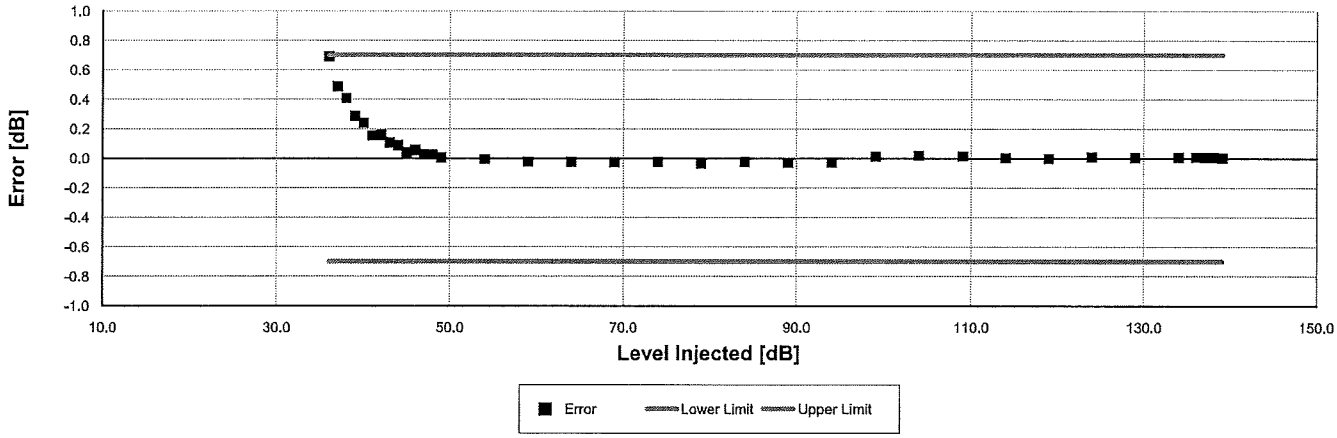


Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
6.31	-0.49	-0.49	-1.11	0.33	0.15	Pass
63.10	-0.11	-0.11	-0.30	0.30	0.15	Pass
125.89	-0.07	-0.07	-0.30	0.30	0.15	Pass
251.19	-0.07	-0.07	-0.30	0.30	0.15	Pass
501.19	-0.04	-0.04	-0.30	0.30	0.15	Pass
1,000.00	0.00	0.00	-0.30	0.30	0.15	Pass
1,995.26	-0.02	-0.02	-0.30	0.30	0.15	Pass
3,981.07	-0.01	-0.01	-0.30	0.30	0.15	Pass
7,943.28	0.02	0.02	-0.30	0.30	0.15	Pass
15,848.93	-0.05	-0.05	-0.42	0.32	0.15	Pass
19,952.62	-0.34	-0.34	-0.91	0.41	0.15	Pass

-- End of measurement results--

A-weighted Broadband Log Linearity: 8,000.00 Hz



Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
36.00	0.69	-0.70	0.70	0.16	Pass
37.00	0.49	-0.70	0.70	0.16	Pass
38.00	0.41	-0.70	0.70	0.16	Pass
39.00	0.29	-0.70	0.70	0.16	Pass
40.00	0.24	-0.70	0.70	0.16	Pass
41.00	0.15	-0.70	0.70	0.16	Pass
42.00	0.16	-0.70	0.70	0.16	Pass
43.00	0.11	-0.70	0.70	0.17	Pass
44.00	0.09	-0.70	0.70	0.17	Pass
45.00	0.04	-0.70	0.70	0.16	Pass
46.00	0.06	-0.70	0.70	0.16	Pass
47.00	0.03	-0.70	0.70	0.16	Pass
48.00	0.02	-0.70	0.70	0.16	Pass
49.00	0.01	-0.70	0.70	0.16	Pass
54.00	-0.01	-0.70	0.70	0.16	Pass
59.00	-0.02	-0.70	0.70	0.16	Pass
64.00	-0.02	-0.70	0.70	0.16	Pass
69.00	-0.02	-0.70	0.70	0.16	Pass
74.00	-0.02	-0.70	0.70	0.16	Pass
79.00	-0.03	-0.70	0.70	0.16	Pass
84.00	-0.02	-0.70	0.70	0.16	Pass
89.00	-0.03	-0.70	0.70	0.16	Pass
94.00	-0.03	-0.70	0.70	0.16	Pass
99.00	0.01	-0.70	0.70	0.15	Pass
104.00	0.02	-0.70	0.70	0.15	Pass
109.00	0.02	-0.70	0.70	0.15	Pass
114.00	0.01	-0.70	0.70	0.15	Pass
119.00	0.00	-0.70	0.70	0.15	Pass
124.00	0.01	-0.70	0.70	0.15	Pass
129.00	0.01	-0.70	0.70	0.15	Pass
134.00	0.01	-0.70	0.70	0.15	Pass
136.00	0.01	-0.70	0.70	0.15	Pass
137.00	0.01	-0.70	0.70	0.15	Pass
138.00	0.01	-0.70	0.70	0.15	Pass
139.00	0.00	-0.70	0.70	0.15	Pass

-- End of measurement results--

Peak Rise Time

Peak rise time performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration [µs]		Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
137.85	40	Negative Pulse	135.33	133.84	135.84	0.15	Pass
		Positive Pulse	135.32	133.83	135.83	0.15	Pass
	30	Negative Pulse	134.40	133.84	135.84	0.15	Pass
		Positive Pulse	134.39	133.83	135.83	0.15	Pass

-- End of measurement results--

Positive Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
136.85	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
126.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.16 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
116.85	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.12	± 1.00	0.15 ‡	Pass
	10	-0.01	± 1.50	0.15 ‡	Pass
106.85	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.15	± 1.00	0.15 ‡	Pass
	10	-0.26	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Negative Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
136.85	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
126.85	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.14	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
116.85	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	0.00	± 1.50	0.15 ‡	Pass
106.85	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	-0.26	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Gain

Gain measured according to IEC 61672-3:2013 17.3 and 17.4 and ANSI S1.4-2014 Part 3: 17.3 and 17.4

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
0 dB Gain	93.96	93.90	94.10	0.15	Pass
0 dB Gain, Linearity	41.13	40.30	41.70	0.16	Pass
OBA Low Range	94.00	93.90	94.10	0.15	Pass
OBA Normal Range	94.00	93.20	94.80	0.15	Pass

-- End of measurement results--

Broadband Noise Floor

Self-generated noise measured according to IEC 61672-3:2013 11.2 and ANSI S1.4-2014 Part 3: 11.2

Measurement	Test Result [dB]	Upper limit [dB]	Result
A-weight Noise Floor	27.14	36.00	Pass
C-weight Noise Floor	27.14	35.00	Pass
Z-weight Noise Floor	32.46	39.00	Pass

-- End of measurement results--

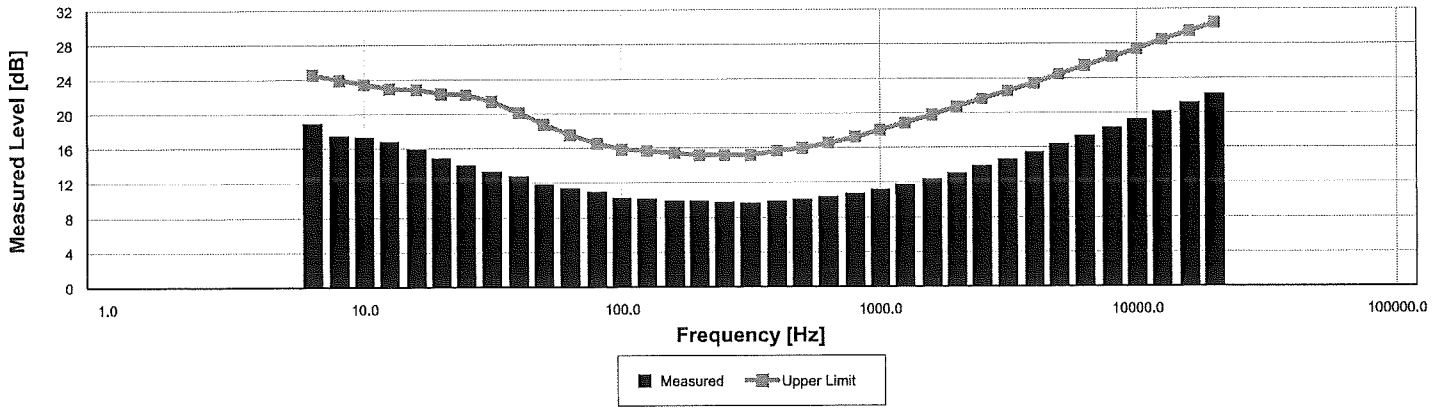
Total Harmonic Distortion

Measured using 1/3-Octave filters

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
10 Hz Signal	135.82	135.05	136.65	0.15	Pass
THD	-63.73		-58.00	0.01 ‡	Pass
THD+N	-60.60		-58.00	0.01 ‡	Pass

-- End of measurement results--

1/3-Octave Self-Generated Noise



The SLM is set to low range.

Frequency [Hz]	Test Result [dB]	Upper limit [dB]	Result
6.30	19.00	24.60	Pass
8.00	17.56	24.00	Pass
10.00	17.40	23.50	Pass
12.50	16.86	23.00	Pass
16.00	16.02	22.90	Pass
20.00	14.95	22.40	Pass
25.00	14.18	22.30	Pass
31.50	13.43	21.50	Pass
40.00	12.87	20.20	Pass
50.00	11.90	18.80	Pass
63.00	11.47	17.60	Pass
80.00	11.05	16.60	Pass
100.00	10.34	15.90	Pass
125.00	10.22	15.70	Pass
160.00	9.98	15.50	Pass
200.00	9.97	15.20	Pass
250.00	9.85	15.20	Pass
315.00	9.73	15.20	Pass
400.00	9.94	15.70	Pass
500.00	10.16	16.00	Pass
630.00	10.46	16.60	Pass
800.00	10.85	17.30	Pass
1,000.00	11.28	18.10	Pass
1,250.00	11.82	18.90	Pass
1,600.00	12.46	19.80	Pass
2,000.00	13.13	20.80	Pass
2,500.00	13.95	21.70	Pass
3,150.00	14.69	22.60	Pass
4,000.00	15.57	23.50	Pass
5,000.00	16.46	24.50	Pass
6,300.00	17.43	25.50	Pass
8,000.00	18.35	26.50	Pass
10,000.00	19.33	27.40	Pass
12,500.00	20.26	28.50	Pass
16,000.00	21.25	29.50	Pass
20,000.00	22.24	30.40	Pass

-- End of measurement results--

-- End of Report--

Signatory: *Ron Harris*

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1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED
Cert. #3622.01

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Calibration Certificate

Certificate Number 2021011756
Customer:
The Modal Shop
10310 AeroHub Boulevard
Cincinnati, OH 45215, United States

Model Number	LxT1		***Procedure Number***	D0001.8384	
Serial Number	0006585		***Technician***	Ron Harris	
Test Results	**Pass**		***Calibration Date***	21 Sep 2021	
Initial Condition	As Manufactured		***Calibration Due***		
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.404		***Temperature***	23.11 °C	± 0.25 °C
			Humidity	51.3 %RH	± 2.0 %RH
			Static Pressure	87.43 kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRMLxT1, S/N 075333
Larson Davis CAL291, S/N 0108
PCB 377B02, S/N 331472
Larson Davis CAL200, S/N 9079

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to 1/2" adaptor is used with the preamplifier.

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with precedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 successfully completed by Physikalisch-Technische Bundesanstalt (PTB) on 2007-10-09 reference number PTB-1.72-4034218.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. As evidence was publicly available, from an independent testing organization responsible for approving the results of pattern-evaluation tests performed in accordance with IEC 61672-2:2013 / ANSI/ASA S1.4-2014/Part 2, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1; the sound level meter submitted for testing conforms to the class 1specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Larson Davis CAL291 Residual Intensity Calibrator	2021-09-10	2022-09-10	001250
Hart Scientific 2626-H Temperature Probe	2021-02-04	2022-08-04	006767
Larson Davis CAL200 Acoustic Calibrator	2021-07-21	2022-07-21	007027
Larson Davis Model 831	2021-03-02	2022-03-02	007182
PCB 377A13 1/2 inch Prepolarized Pressure Microphone	2021-03-03	2022-03-03	007185
SRS DS360 Ultra Low Distortion Generator	2021-04-13	2022-04-13	007635
Larson Davis 1/2" Preamplifier for Model 831 Type 1	2020-10-06	2021-10-06	PCB0004783

Acoustic Calibration

Measured according to IEC 61672-3:2013 10 and ANSI S1.4-2014 Part 3: 10

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
1000 Hz	114.00	113.80	114.20	0.14	Pass

Loaded Circuit Sensitivity

Measurement	Test Result [dB re 1 V / Pa]	Lower Limit [dB re 1 V / Pa]	Upper Limit [dB re 1 V / Pa]	Expanded Uncertainty [dB]	Result
1000 Hz	-50.58	-52.44	-48.33	0.14	Pass

-- End of measurement results--

Acoustic Signal Tests, C-weighting

Measured according to IEC 61672-3:2013 12 and ANSI S1.4-2014 Part 3: 12 using a comparison coupler with Unit Under Test (UUT) and reference SLM using slow time-weighted sound level for compliance to IEC 61672-1:2013 5.5; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Expected [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
125	-0.24	-0.20	-1.20	0.80	0.23	Pass
1000	0.17	0.00	-0.70	0.70	0.23	Pass
8000	-2.78	-3.00	-5.50	-1.50	0.32	Pass

-- End of measurement results--

Self-generated Noise

Measured according to IEC 61672-3:2013 11.1 and ANSI S1.4-2014 Part 3: 11.1

Measurement	Test Result [dB]
A-weighted	40.80

-- End of measurement results--

-- End of Report--

Signatory: *Ron Harris*

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Provo, UT 84601, United States
716-684-0001

ilac-MRA ACCREDITED Cert. #3622.01

LARSON DAVIS
A PCB PIEZOTRONICS DIV.

Calibration Certificate

Certificate Number 2021011758
Customer:
The Modal Shop
10310 AeroHub Boulevard
Cincinnati, OH 45215, United States

Model Number	LxT1		***Procedure Number***	D0001.8384	
Serial Number	0006586		***Technician***	Ron Harris	
Test Results	**Pass**		***Calibration Date***	21 Sep 2021	
Initial Condition	As Manufactured		***Calibration Due***		
			Temperature	23.08 °C	± 0.25 °C
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.404		***Humidity***	51.8 %RH	± 2.0 %RH
			Static Pressure	87.46 kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis PRMLxT1, S/N 075334
PCB 377B02, S/N 331484
Larson Davis CAL291, S/N 0108
Larson Davis CAL200, S/N 9079

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev J Supporting Firmware Version 2.301, 2015-04-30

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to 1/2" adaptor is used with the preamplifier.

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with precedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 successfully completed by Physikalisch-Technische Bundesanstalt (PTB) on 2007-10-09 reference number PTB-1.72-4034218.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. As evidence was publicly available, from an independent testing organization responsible for approving the results of pattern-evaluation tests performed in accordance with IEC 61672-2:2013 / ANSI/ASA S1.4-2014/Part 2, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1; the sound level meter submitted for testing conforms to the class 1specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Larson Davis CAL291 Residual Intensity Calibrator	2021-09-10	2022-09-10	001250
Hart Scientific 2626-H Temperature Probe	2021-02-04	2022-08-04	006767
Larson Davis CAL200 Acoustic Calibrator	2021-07-21	2022-07-21	007027
Larson Davis Model 831	2021-03-02	2022-03-02	007182
PCB 377A13 1/2 inch Prepolarized Pressure Microphone	2021-03-03	2022-03-03	007185
SRS DS360 Ultra Low Distortion Generator	2021-04-13	2022-04-13	007635
Larson Davis 1/2" Preamplifier for Model 831 Type 1	2020-10-06	2021-10-06	PCB0004783

Acoustic Calibration

Measured according to IEC 61672-3:2013 10 and ANSI S1.4-2014 Part 3: 10

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
1000 Hz	114.01	113.80	114.20	0.14	Pass

Loaded Circuit Sensitivity

Measurement	Test Result [dB re 1 V / Pa]	Lower Limit [dB re 1 V / Pa]	Upper Limit [dB re 1 V / Pa]	Expanded Uncertainty [dB]	Result
1000 Hz	-50.25	-52.44	-48.33	0.14	Pass

-- End of measurement results--

Acoustic Signal Tests, C-weighting

Measured according to IEC 61672-3:2013 12 and ANSI S1.4-2014 Part 3: 12 using a comparison coupler with Unit Under Test (UUT) and reference SLM using slow time-weighted sound level for compliance to IEC 61672-1:2013 5.5; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Expected [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
125	-0.24	-0.20	-1.20	0.80	0.23	Pass
1000	0.16	0.00	-0.70	0.70	0.23	Pass
8000	-2.75	-3.00	-5.50	-1.50	0.32	Pass

-- End of measurement results--

Self-generated Noise

Measured according to IEC 61672-3:2013 11.1 and ANSI S1.4-2014 Part 3: 11.1

Measurement	Test Result [dB]
A-weighted	40.76

-- End of measurement results--

-- End of Report--

Signatory: *Ron Harris*

Calibration Certificate

Certificate Number 2021011752

Customer:

The Modal Shop
10310 AeroHub Boulevard
Cincinnati, OH 45215, United States

Model Number	LxT1	***Procedure Number***	D0001.8378		
Serial Number	0006586	***Technician***	Ron Harris		
Test Results	**Pass**	***Calibration Date***	21 Sep 2021		
Initial Condition	As Manufactured	***Calibration Due***			
		Temperature	23.02	°C	± 0.25 °C
Description	SoundTrack LxT Class 1 Class 1 Sound Level Meter Firmware Revision: 2.404	***Humidity***	52.9	%RH	± 2.0 %RH
		Static Pressure	87.37	kPa	± 0.13 kPa

Evaluation Method Tested electrically using Larson Davis PRMLxT1 S/N 075334 and a 12.0 pF capacitor to simulate microphone capacitance. Data reported in dB re 20 µPa assuming a microphone sensitivity of 50.0 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8384:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1
IEC 61260:2001 Class 1	ANSI S1.11 (R2009) Class 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017. **Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.**

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

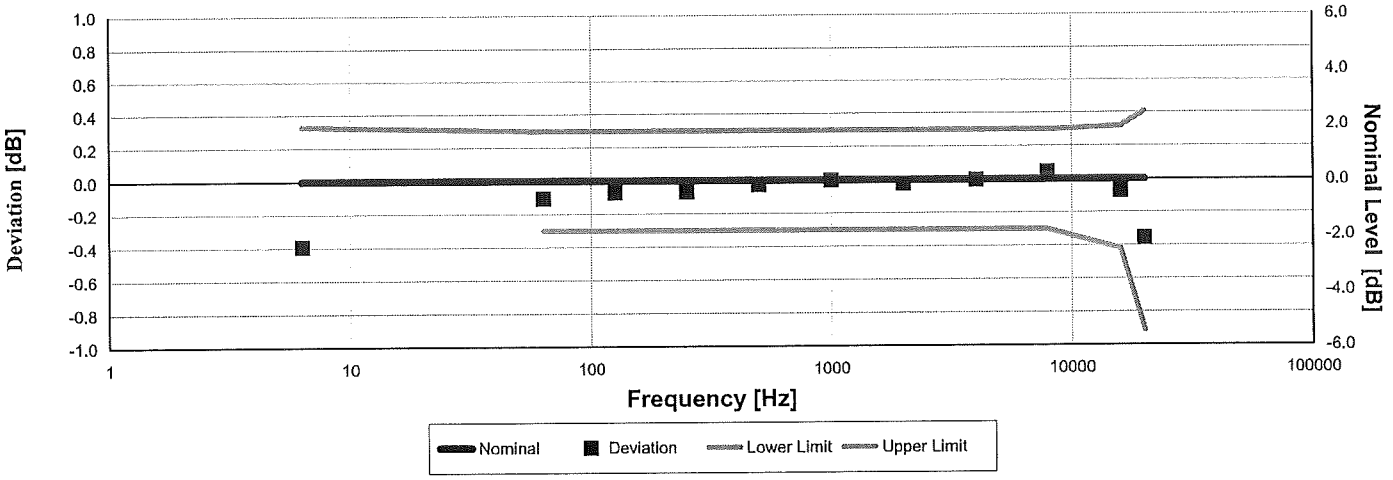
Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-H Temperature Probe	2021-02-04	2022-08-04	006767
SRS DS360 Ultra Low Distortion Generator	2021-09-02	2022-09-02	007167

Z-weight Filter Response

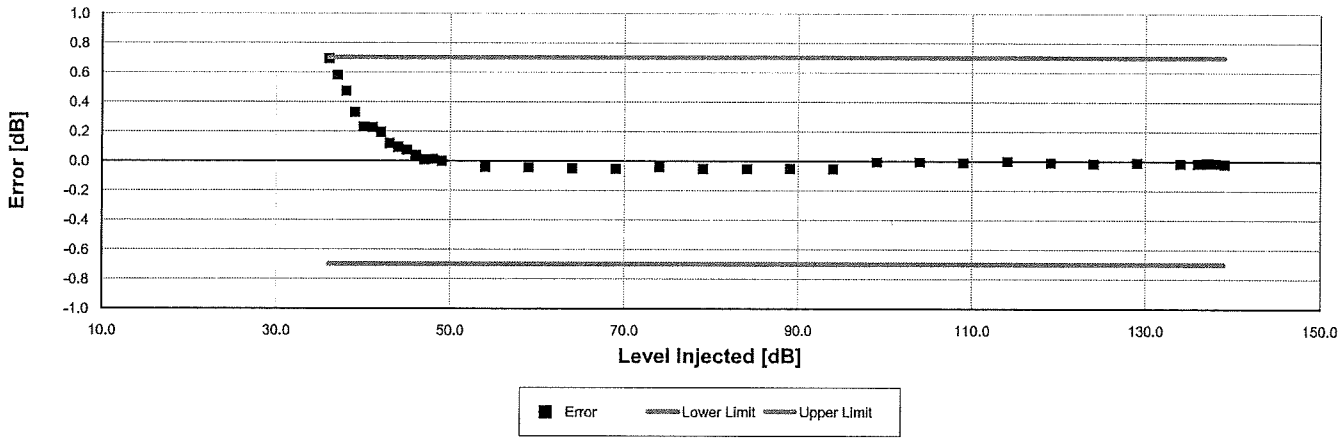


Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
6.31	-0.39	-0.39	-1.11	0.33	0.15	Pass
63.10	-0.10	-0.10	-0.30	0.30	0.15	Pass
125.89	-0.07	-0.07	-0.30	0.30	0.15	Pass
251.19	-0.07	-0.07	-0.30	0.30	0.15	Pass
501.19	-0.02	-0.02	-0.30	0.30	0.15	Pass
1,000.00	0.00	0.00	-0.30	0.30	0.15	Pass
1,995.26	-0.02	-0.02	-0.30	0.30	0.15	Pass
3,981.07	0.00	0.00	-0.30	0.30	0.15	Pass
7,943.28	0.05	0.05	-0.30	0.30	0.15	Pass
15,848.93	-0.07	-0.07	-0.42	0.32	0.15	Pass
19,952.62	-0.35	-0.35	-0.91	0.41	0.15	Pass

-- End of measurement results--

A-weighted Broadband Log Linearity: 8,000.00 Hz



Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
36.00	0.69	-0.70	0.70	0.16	Pass
37.00	0.58	-0.70	0.70	0.16	Pass
38.00	0.47	-0.70	0.70	0.16	Pass
39.00	0.33	-0.70	0.70	0.16	Pass
40.00	0.23	-0.70	0.70	0.16	Pass
41.00	0.23	-0.70	0.70	0.16	Pass
42.00	0.19	-0.70	0.70	0.16	Pass
43.00	0.12	-0.70	0.70	0.17	Pass
44.00	0.09	-0.70	0.70	0.17	Pass
45.00	0.07	-0.70	0.70	0.16	Pass
46.00	0.04	-0.70	0.70	0.16	Pass
47.00	0.01	-0.70	0.70	0.16	Pass
48.00	0.01	-0.70	0.70	0.16	Pass
49.00	0.00	-0.70	0.70	0.16	Pass
54.00	-0.04	-0.70	0.70	0.16	Pass
59.00	-0.04	-0.70	0.70	0.16	Pass
64.00	-0.05	-0.70	0.70	0.16	Pass
69.00	-0.05	-0.70	0.70	0.16	Pass
74.00	-0.04	-0.70	0.70	0.16	Pass
79.00	-0.05	-0.70	0.70	0.16	Pass
84.00	-0.05	-0.70	0.70	0.16	Pass
89.00	-0.05	-0.70	0.70	0.16	Pass
94.00	-0.05	-0.70	0.70	0.16	Pass
99.00	-0.01	-0.70	0.70	0.15	Pass
104.00	-0.01	-0.70	0.70	0.15	Pass
109.00	-0.01	-0.70	0.70	0.15	Pass
114.00	0.00	-0.70	0.70	0.15	Pass
119.00	-0.01	-0.70	0.70	0.15	Pass
124.00	-0.01	-0.70	0.70	0.15	Pass
129.00	-0.01	-0.70	0.70	0.15	Pass
134.00	-0.01	-0.70	0.70	0.15	Pass
136.00	-0.02	-0.70	0.70	0.15	Pass
137.00	-0.01	-0.70	0.70	0.15	Pass
138.00	-0.01	-0.70	0.70	0.15	Pass
139.00	-0.02	-0.70	0.70	0.15	Pass

-- End of measurement results--

Peak Rise Time

Peak rise time performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration [µs]		Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
137.85	40	Negative Pulse	135.12	133.63	135.63	0.15	Pass
		Positive Pulse	135.12	133.63	135.63	0.15	Pass
	30	Negative Pulse	134.19	133.63	135.63	0.15	Pass
		Positive Pulse	134.18	133.63	135.63	0.15	Pass

-- End of measurement results--

Positive Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
136.85	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
126.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.16 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
116.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.12	± 1.00	0.15 ‡	Pass
	10	-0.27	± 1.50	0.15 ‡	Pass
106.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	-0.18	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Negative Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
136.85	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
126.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
116.85	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.11	± 1.00	0.15 ‡	Pass
	10	-0.26	± 1.50	0.15 ‡	Pass
106.85	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	-0.18	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Gain

Gain measured according to IEC 61672-3:2013 17.3 and 17.4 and ANSI S1.4-2014 Part 3: 17.3 and 17.4

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
0 dB Gain	93.96	93.90	94.10	0.15	Pass
0 dB Gain, Linearity	41.18	40.30	41.70	0.16	Pass
OBA Low Range	94.00	93.90	94.10	0.15	Pass
OBA Normal Range	94.00	93.20	94.80	0.15	Pass

-- End of measurement results--

Broadband Noise Floor

Self-generated noise measured according to IEC 61672-3:2013 11.2 and ANSI S1.4-2014 Part 3: 11.2

Measurement	Test Result [dB]	Upper limit [dB]	Result
A-weight Noise Floor	27.27	36.00	Pass
C-weight Noise Floor	27.30	35.00	Pass
Z-weight Noise Floor	32.57	39.00	Pass

-- End of measurement results--

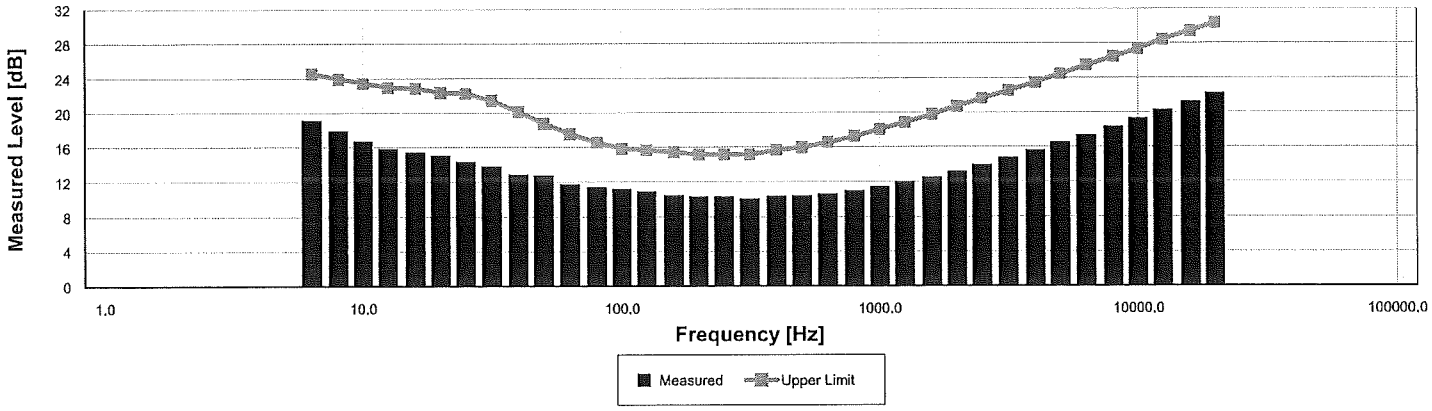
Total Harmonic Distortion

Measured using 1/3-Octave filters

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
10 Hz Signal	135.59	135.05	136.65	0.15	Pass
THD	-64.23		-58.00	0.01 ‡	Pass
THD+N	-61.04		-58.00	0.01 ‡	Pass

-- End of measurement results--

1/3-Octave Self-Generated Noise



The SLM is set to low range.

Frequency [Hz]	Test Result [dB]	Upper limit [dB]	Result
6.30	19.22	24.60	Pass
8.00	18.01	24.00	Pass
10.00	16.80	23.50	Pass
12.50	15.92	23.00	Pass
16.00	15.51	22.90	Pass
20.00	15.16	22.40	Pass
25.00	14.41	22.30	Pass
31.50	13.88	21.50	Pass
40.00	12.93	20.20	Pass
50.00	12.84	18.80	Pass
63.00	11.83	17.60	Pass
80.00	11.52	16.60	Pass
100.00	11.25	15.90	Pass
125.00	10.99	15.70	Pass
160.00	10.53	15.50	Pass
200.00	10.38	15.20	Pass
250.00	10.37	15.20	Pass
315.00	10.14	15.20	Pass
400.00	10.42	15.70	Pass
500.00	10.47	16.00	Pass
630.00	10.69	16.60	Pass
800.00	11.05	17.30	Pass
1,000.00	11.55	18.10	Pass
1,250.00	12.08	18.90	Pass
1,600.00	12.61	19.80	Pass
2,000.00	13.25	20.80	Pass
2,500.00	14.02	21.70	Pass
3,150.00	14.83	22.60	Pass
4,000.00	15.69	23.50	Pass
5,000.00	16.61	24.50	Pass
6,300.00	17.45	25.50	Pass
8,000.00	18.42	26.50	Pass
10,000.00	19.40	27.40	Pass
12,500.00	20.33	28.50	Pass
16,000.00	21.32	29.50	Pass
20,000.00	22.29	30.40	Pass

-- End of measurement results--

-- End of Report--

Signatory: *Ron Harris*

LARSON DAVIS - A PCB PIEZOTRONICS DIV.
1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED Cert. #3622.01

LARSON DAVIS
A PCB PIEZOTRONICS DIV.

THE MODAL SHOP
AN MTS COMPANY

10310 Aerohub Boulevard
Cincinnati, OH 45215
Ph: 513.351.9919
Fax: 513.458.2172
www.modalshop.com

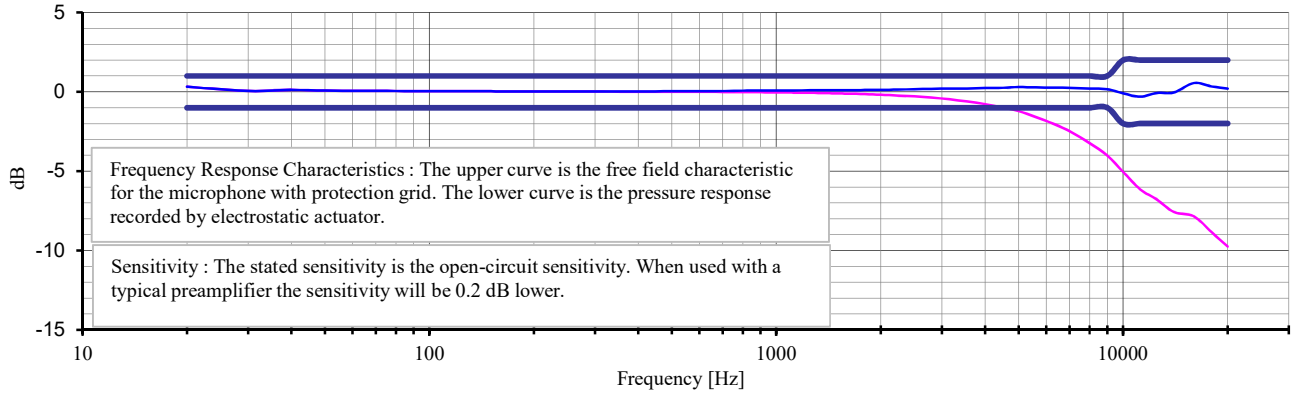
~Certificate of Calibration~

Manufacturer:	PCB	**Customer:**	TMS Rental
Model Number:	377B02	**Address:**	
Serial Number:	315409		
Asset ID:	73155	**Cal Date / Cal ID:**	Dec 10, 2021 10:49:40
Description:	Free-Field Microphone	**Due Date:**	

Sensitivity:	**251.29 Hz**	**1000 Hz**		**Temperature:**	72 (22)	°F (°C)
	-26.34	-26.38	dB re. 1V/Pa	**Humidity:**	41	%
	48.19	47.99	mV/Pa	**Ambient Pressure:**	991.8	mbar

Reference Sens: In Tolerance
Freq. Response: In Tolerance

Polarization Voltage: 0 VDC



Traceability: The calibration is traceable through NIST Project A2109.

Notes:
Calibration results relate only to the items calibrated.
This certificate may not be reproduced, except in full, without written permission.
This calibration is performed in compliance with ISO 9001, ISO 17025 and ANSI Z540.
Measurement uncertainty (250 Hz sensitivity calibration) at 95% confidence level: 0.30 dB
Calibrated per procedure PRD-P204.

User Note: As Fount / As Left: In Tolerance

Frequency Response with reference to level at 251.29 Hz

Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)
20	0.32	**630**	0.03	**4500**	0.25		
25	0.16	**800**	0.07	**5000**	0.30		
31.5	0.05	**1000**	0.08	**5600**	0.28		
40	0.12	**1120**	0.09	**6300**	0.27		
50	0.08	**1250**	0.10	**7100**	0.25		
63	0.06	**1400**	0.11	**8000**	0.20		
80	0.05	**1600**	0.10	**9000**	0.17		
100	0.04	**1800**	0.11	**10000**	-0.10		
125	0.05	**2000**	0.13	**11200**	-0.30		
160	0.03	**2240**	0.14	**12500**	-0.07		
200	0.02	**2500**	0.17	**14000**	-0.04		
250	0.02	**2800**	0.19	**16000**	0.56		
315	0.03	**3150**	0.21	**18000**	0.34		
400	0.02	**3550**	0.21	**20000**	0.20		
500	0.04	**4000**	0.24				

Technician: Bradly Haarmeyer

Approval: Bradly Haarmeyer

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	9542	6/18/2021	6/18/2022

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Calibration Lab
CALIBRATION CERT 2649.01

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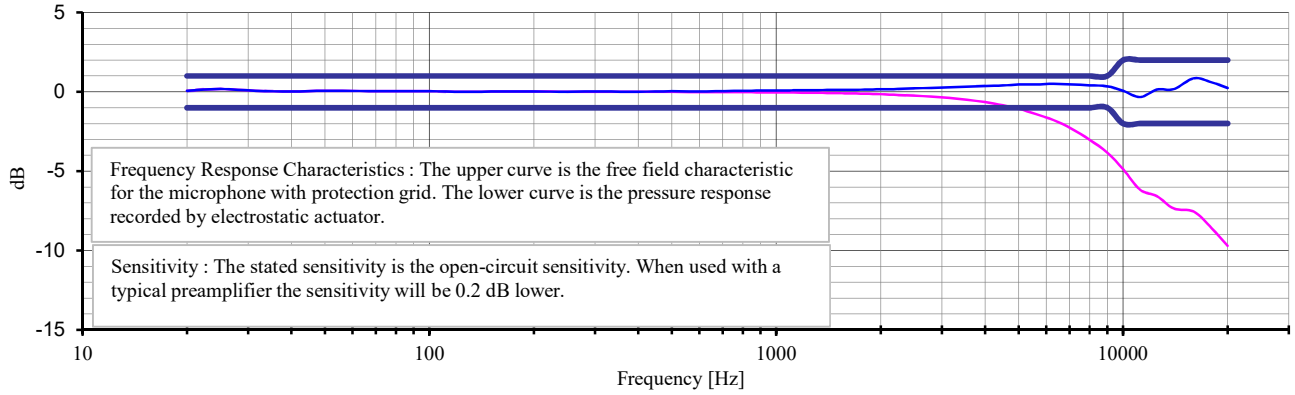
~Certificate of Calibration~

Manufacturer:	PCB	**Customer:**	TMS Rental
Model Number:	377B02	**Address:**	
Serial Number:	305891		
Asset ID:		**Cal Date / Cal ID:**	Mar 25, 2022 11:02:28
Description:	Free-Field Microphone	**Due Date:**	

Sensitivity:	**251.29 Hz**	**1000 Hz**		**Temperature:**	75 (24)	°F (°C)
	-25.54	-25.58	dB re. 1V/Pa	**Humidity:**	29	%
	52.86	52.62	mV/Pa	**Ambient Pressure:**	988.2	mbar

Reference Sens: In Tolerance
Freq. Response: In Tolerance

Polarization Voltage: 0 VDC



Traceability: The calibration is traceable through NIST Project A2109.

Notes:
Calibration results relate only to the items calibrated.
This certificate may not be reproduced, except in full, without written permission.
This calibration is performed in compliance with ISO 9001, ISO 17025 and ANSI Z540.
Measurement uncertainty (250 Hz sensitivity calibration) at 95% confidence level: 0.30 dB
Calibrated per procedure PRD-P204.

User Note: as found / as left : in tolerance

Frequency Response with reference to level at 251.29 Hz

Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)
20	0.07	**630**	0.03	**4500**	0.40		
25	0.18	**800**	0.07	**5000**	0.46		
31.5	0.07	**1000**	0.08	**5600**	0.46		
40	0.02	**1120**	0.09	**6300**	0.50		
50	0.07	**1250**	0.10	**7100**	0.47		
63	0.05	**1400**	0.12	**8000**	0.41		
80	0.04	**1600**	0.12	**9000**	0.35		
100	0.04	**1800**	0.14	**10000**	0.06		
125	0.00	**2000**	0.16	**11200**	-0.33		
160	0.02	**2240**	0.18	**12500**	0.14		
200	0.02	**2500**	0.22	**14000**	0.17		
250	0.01	**2800**	0.25	**16000**	0.86		
315	0.01	**3150**	0.29	**18000**	0.59		
400	0.01	**3550**	0.32	**20000**	0.24		
500	0.03	**4000**	0.36				

Technician: Michael Wardlow

Approval: Michael Wardlow

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	58093	6/18/2021	6/18/2022

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CALIBRATION CERT 2649.01

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~Calibration Certificate~

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Cincinnati, OH 45215
Ph: 513.351.9919
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www.modalshop.com

Manufacturer:	Larson Davis	Asset ID:	
Model:	CAL200	Calibration Date / Cal ID:	Mar 07, 2022 12:13:03
Serial Number:	18146	Due Date:	
Description:	Acoustic Calibrator	Technician:	Ed Devlin
Customer:	TMS Rental	Approval:	

Calibration Results:

Temperature:	22 °C (72 °F)
Humidity:	48.40%
Pressure:	987.6 mbar

Measured SPL : 114.05 dB re. 20µPa

Measured Frequency : 999.89 Hz

Upon receipt for calibration, the instrument was found to be:
WITHIN the stated tolerance of the manufacturer's specification.

Note: **As Found / As Left: In Tolerance.**

Measurement uncertainty at 95% confidence level: 0.30 dB

The subject instrument was calibrated to the indicated specification using standards stated below or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the customer.

This calibration is traceable through : A2109

Notes:
The calibration was performed under operating procedures intended to implement the requirements of ISO 9001, ISO 17025 and ANSI Z540. Unless otherwise noted, the reported value is both "as found" and "as left" data. Calibration results relate only to the items calibrated. This certificate may not be reproduced, except in full, without written permission.

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	58093	6/18/2021	6/18/2022

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Ph: 513.351.9919
Fax: 513.458.2172
www.modalshop.com

~Calibration Certificate~

Manufacturer:	Larson Davis	Asset ID:	
Model:	CAL200	Calibration Date / Cal ID:	Mar 07, 2022 12:11:12
Serial Number:	18146	Due Date:	
Description:	Acoustic Calibrator	Technician:	Ed Devlin
Customer:	TMS Rental	Approval:	

Calibration Results:

	Temperature:	22 °C (72 °F)
Measured SPL : 94.06 dB re. 20µPa	Humidity:	48.40%
Measured Frequency : 999.86 Hz	Pressure:	987.6 mbar

Upon receipt for calibration, the instrument was found to be:
WITHIN the stated tolerance of the manufacturer's specification.

Note: **As Found / As Left: In Tolerance.**

Measurement uncertainty at 95% confidence level: 0.30 dB

The subject instrument was calibrated to the indicated specification using standards stated below or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the customer.

This calibration is traceable through : A2109

Notes:
The calibration was performed under operating procedures intended to implement the requirements of ISO 9001, ISO 17025 and ANSI Z540. Unless otherwise noted, the reported value is both "as found" and "as left" data. Calibration results relate only to the items calibrated. This certificate may not be reproduced, except in full, without written permission.

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	58093	6/18/2021	6/18/2022

APPENDIX F – TRAFFIC DATA

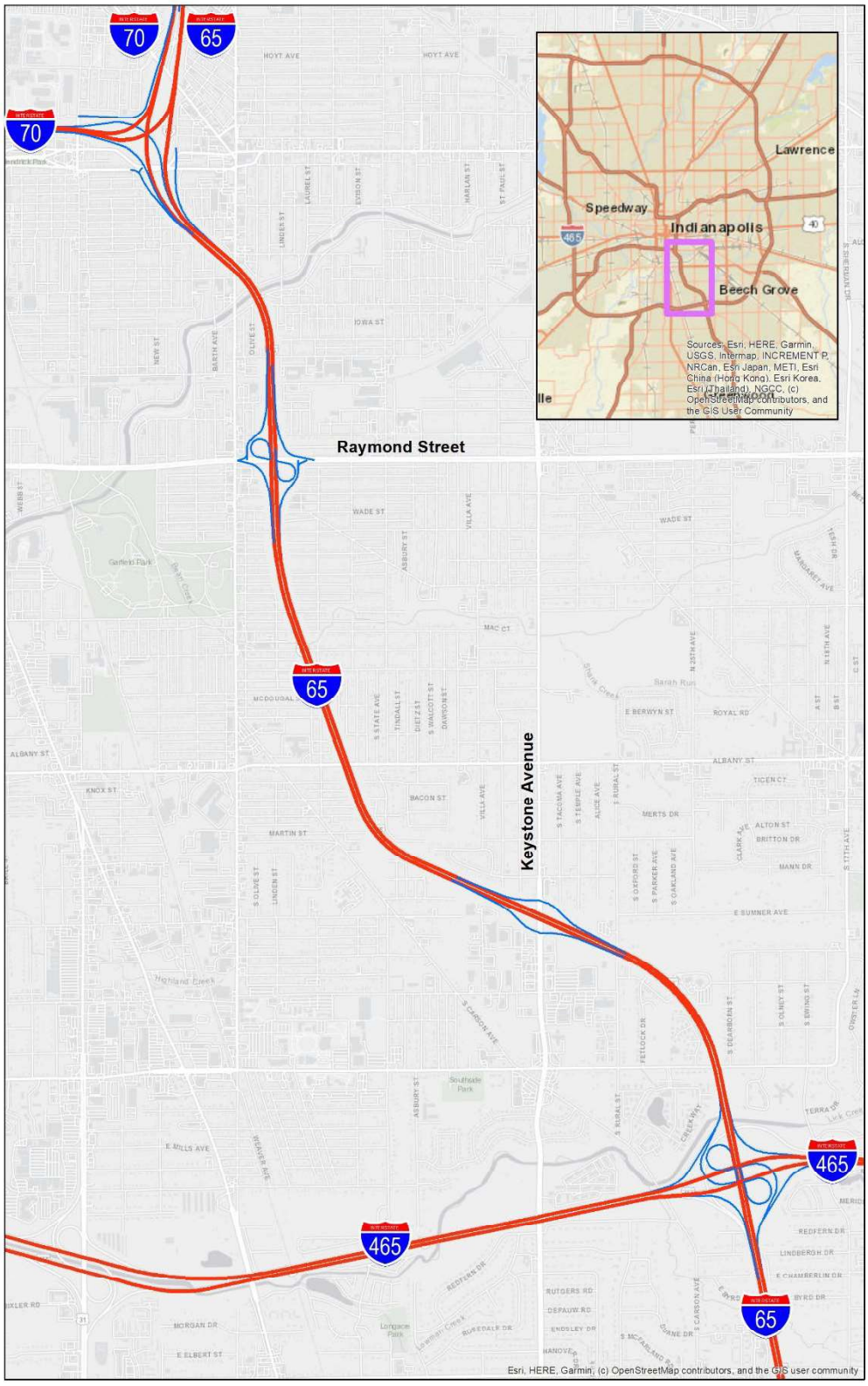


FIGURE 1 - I-65 ATL STUDY AREA

Note: Hourly Volume is total vehicle volume per roadway segment.
AM 2020 and AM 2045 volumes were used for existing and proposed models.

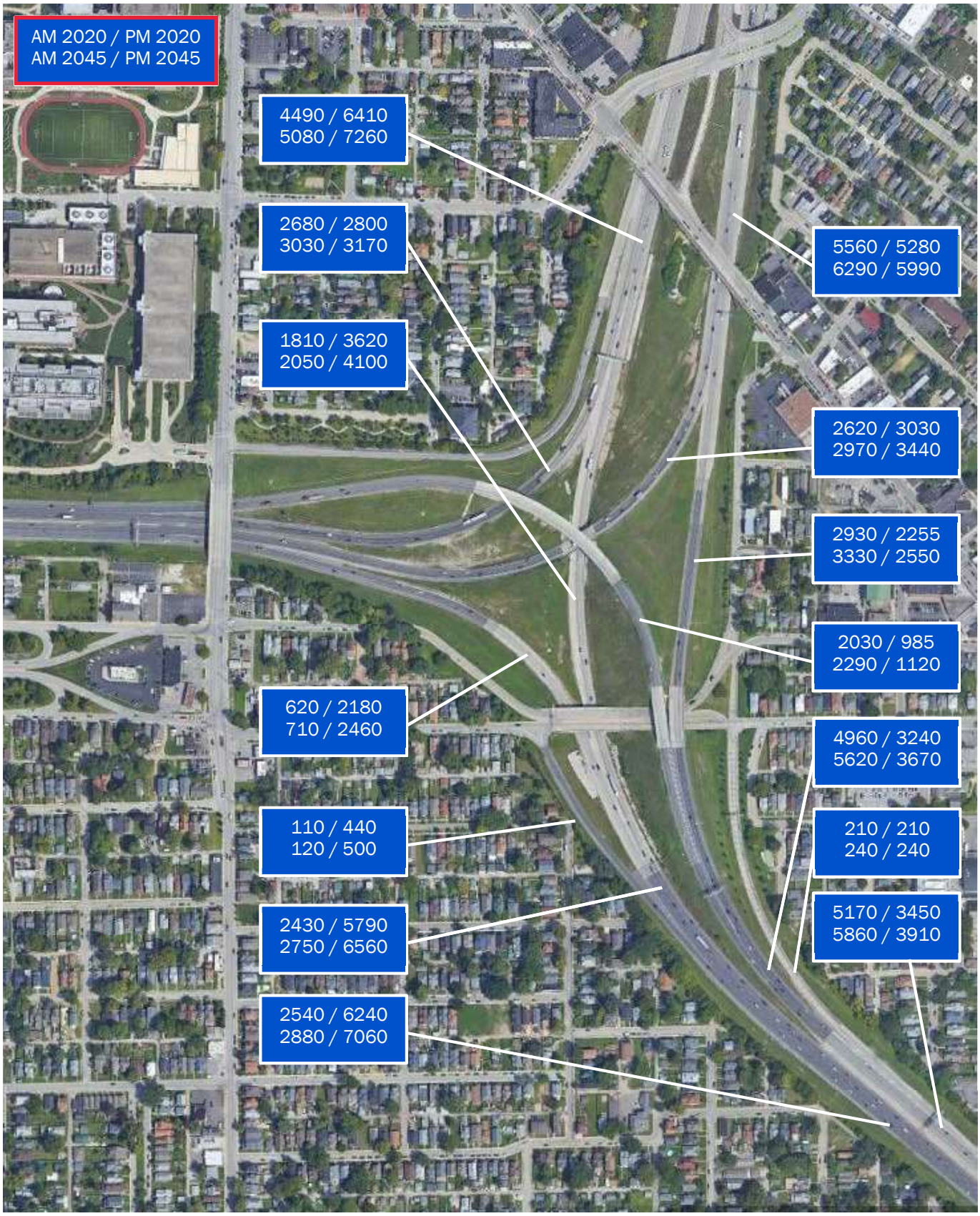


FIGURE 2 – 2020 & 2045 PEAK-HOUR VOLUMES – I-70 INTERCHANGE

Note: Hourly Volume is total vehicle volume per roadway segment.
AM 2020 and AM 2045 volumes were used for existing and proposed models.

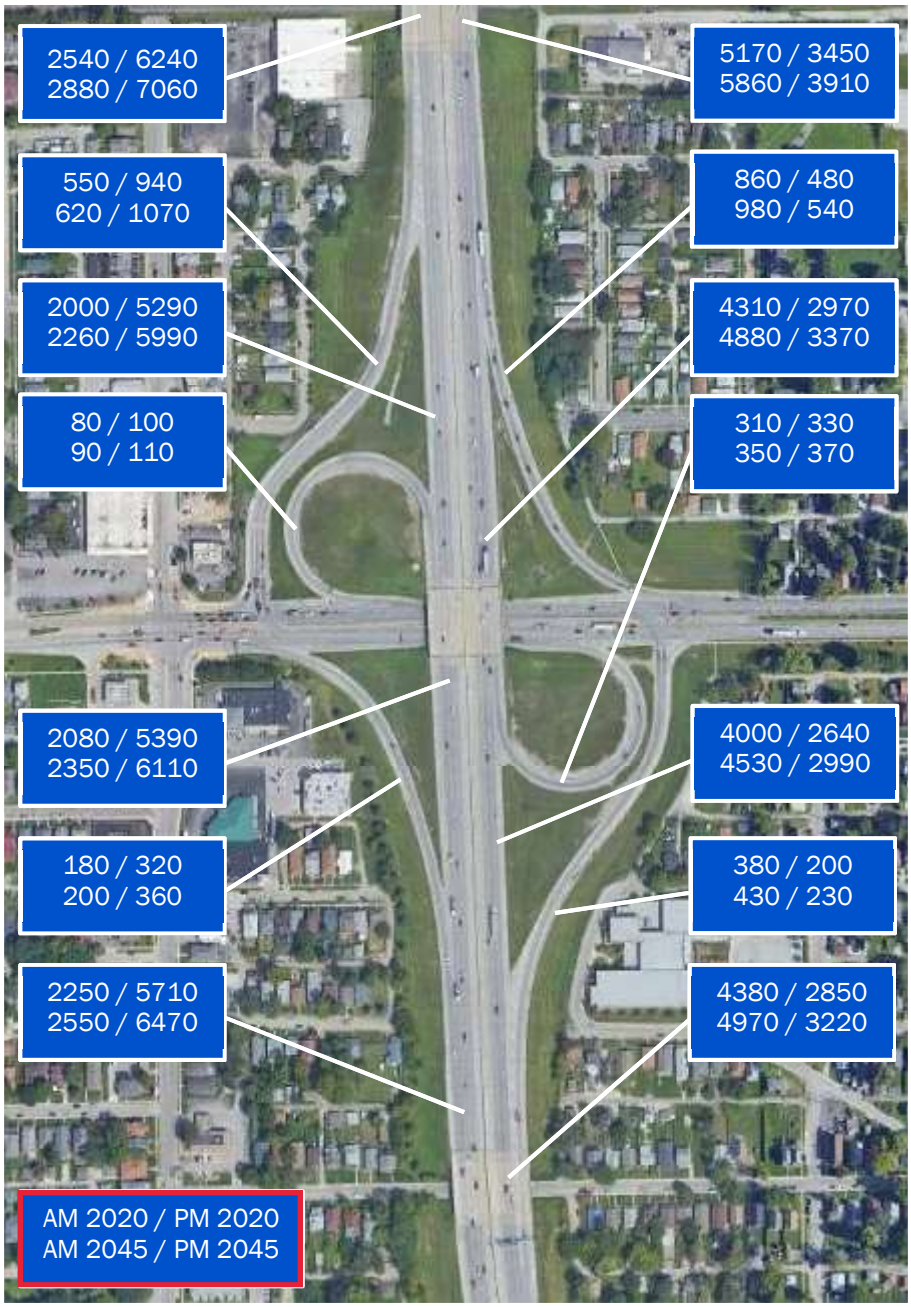


FIGURE 3 - 2020 & 2045 PEAK-HOUR VOLUMES – RAYMOND STREET INTERCHANGE

Note: Hourly Volume is total vehicle volume per roadway segment.
AM 2020 and AM 2045 volumes were used for existing and proposed models.

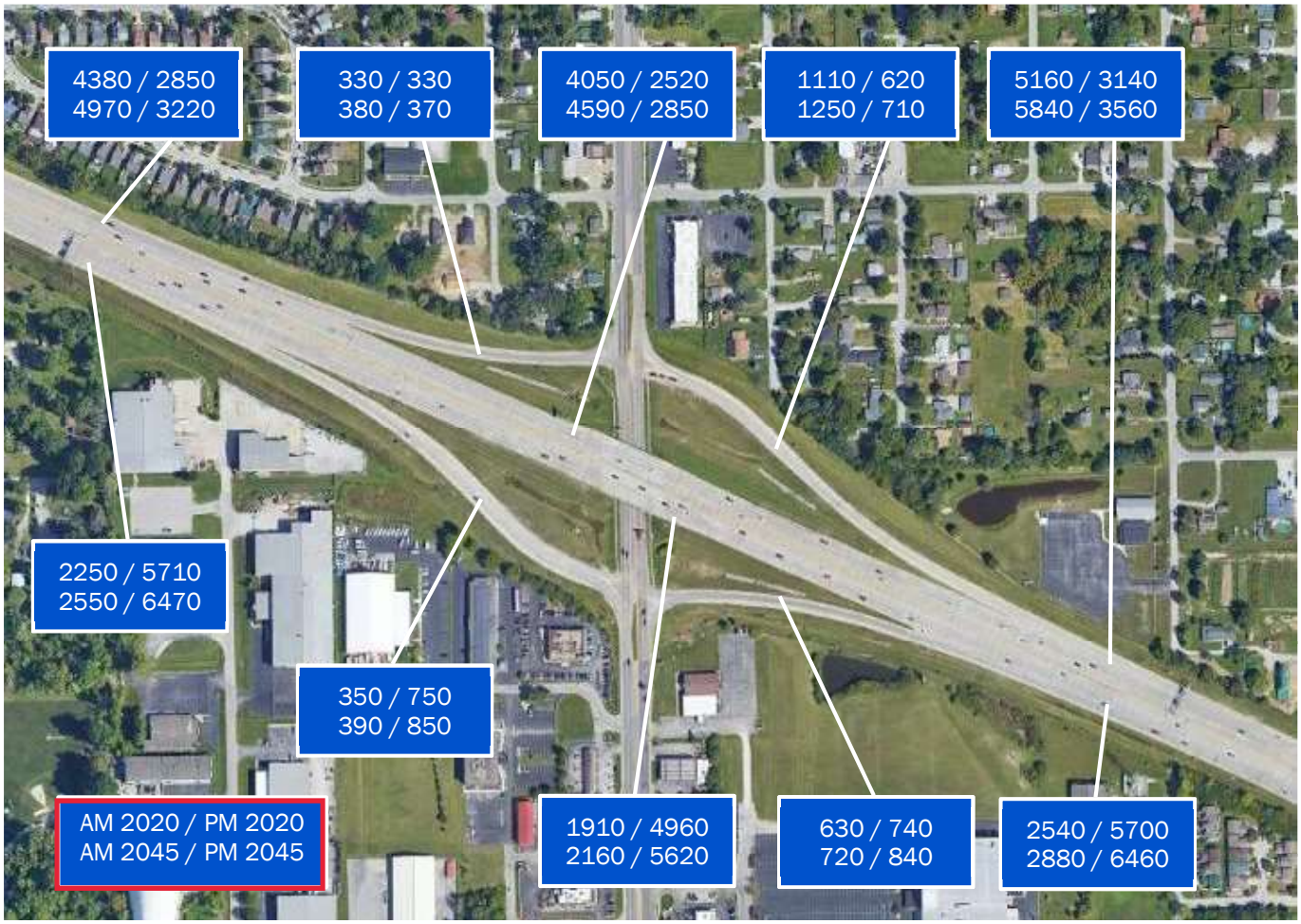


FIGURE 4 - 2020 & 2045 PEAK-HOUR VOLUMES – KEYSTONE AVENUE INTERCHANGE

Note: Hourly Volume is total vehicle volume per roadway segment.
AM 2020 and AM 2045 volumes were used for existing and proposed models.

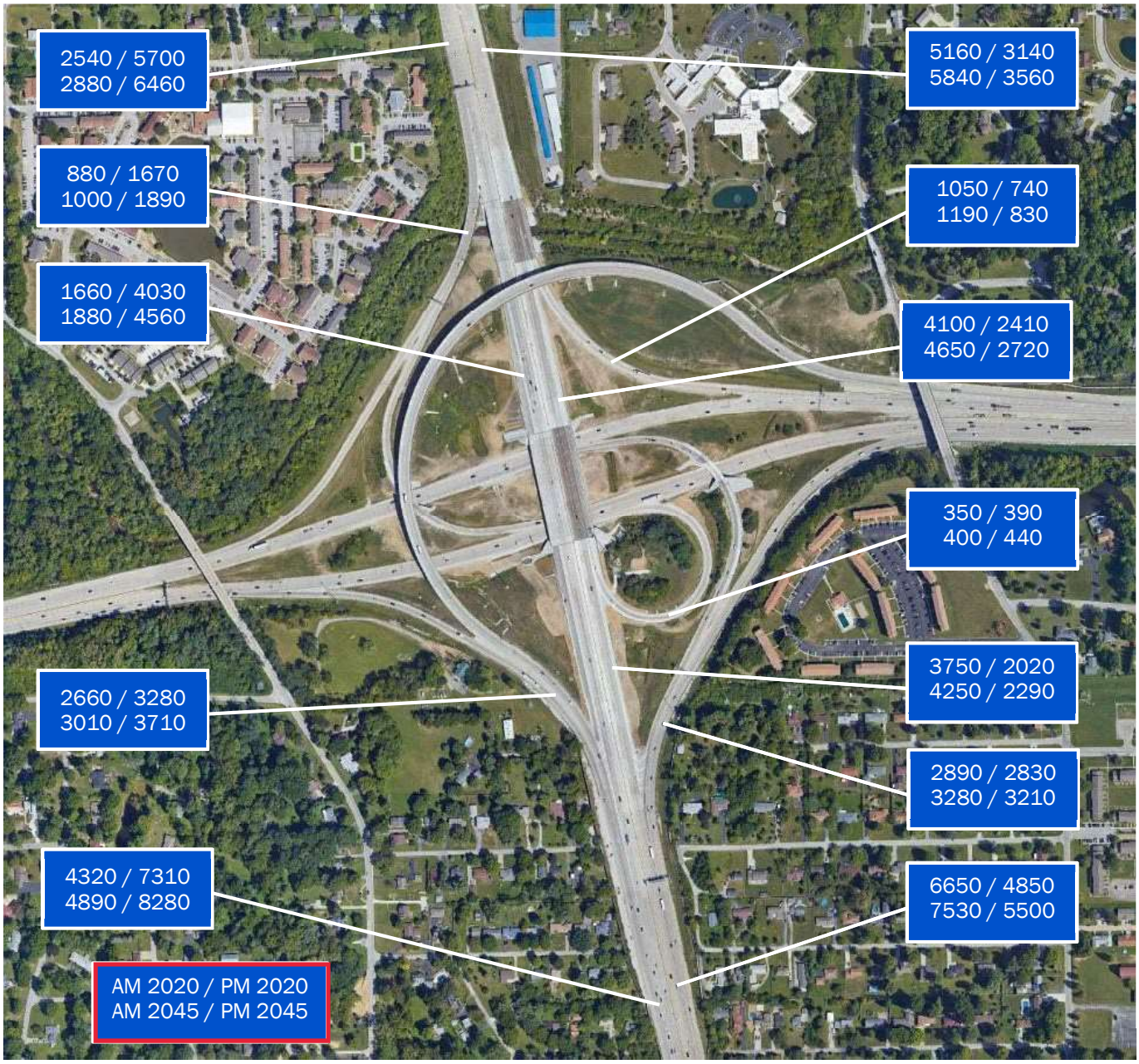


FIGURE 5 - 2020 & 2045 PEAK-HOUR VOLUMES – I-465 INTERCHANGE

Traffic Operations Analysis

EXISTING OPERATIONS

Traffic operations were analyzed for the existing conditions. This was accomplished by examining historical mainline speed data and level of service based on Highway Capacity Manual analysis.

Traffic Data 2020

Truck Distribution: Lt Truck	Hvy Truck
35.7%	64.3%

Outside Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Inside Lane 1		
					55%	45%	100%	2-lane
				40%	35%	25%	100%	3-lane
			30%	25%	25%	20%	100%	4-lane
		25%	25%	20%	15%	15%	100%	5-lane

SB I-65

No.					Outside Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Inside Lane 1	TOTAL
1	**I-65 SB**	**4490**		TOTAL				1354	1137	1108	891	
	4-Lane	**3.27%**	4344	Car				1303	1086	1086	869	4344
Speed	50		52	Lt Truck				18	18	8	8	52
			94	Heavy Truck				33	33	14	14	94
												4490

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
2	**I-70 WB Off Ramp**	**2680**		TOTAL						1468	1213	
	2-Lane	**5%**	2543	Car						1399	1144	2543
Speed	50		49	Lt Truck						25	25	50
			88	Heavy Truck						44	44	88
												2681

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
3	**I-65 SB**	**1810**		TOTAL						988	822	
	2-Lane	**9%**	1654	Car						910	744	1654
Speed	50		56	Lt Truck						28	28	56
			100	Heavy Truck						50	50	100
												1810

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
4	**I-70 EB On Ramp**	**620**		TOTAL						337	285	
	2-Lane	**17%**	516	Car						284	232	516
Speed	40		37	Lt Truck						19	19	38
			67	Heavy Truck						34	34	68
												622

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
5	**Morris St On Ramp**	**110**		TOTAL							110	
	1-Lane	**0%**	110	Car							110	110
Speed	50		0	Lt Truck							0	0
			0	Heavy Truck							0	0
												110

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
6	**I65 SB SofMorris**	**2430**		TOTAL				743	635	580	472	
	4-Lane	**11%**	2161	Car				648	540	540	432	2160
Speed	50		96	Lt Truck				34	34	14	14	96
			173	Heavy Truck				61	61	26	26	174
												2430

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
7	**I65 SB to Raymond**	**2540**		TOTAL				775	663	607	494	
	4-Lane	**11%**	2258	Car				677	565	565	452	2259
Speed	50		101	Lt Truck				35	35	15	15	100
			181	Heavy Truck				63	63	27	27	180
												2539

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
8	**Raymond St Off Ramp**	**550**		TOTAL							550	
	1-Lane	**10%**	497	Car							497	497
Speed	50		19	Lt Truck							19	19
			34	Heavy Truck							34	34
												550

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street EB**	**1760**		TOTAL					700	633	428	
	3-Lane		1698	Car					679	594	425	1698
Speed	35		38	Lt Truck					13	24	2	39
			24	Heavy Truck					8	15	1	24
												1761

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street WB**	**596**		TOTAL					236	219	142	
	3-Lane		560	Car					224	196	140	560
Speed	35		19	Lt Truck					6	12	1	19
			17	Heavy Truck					6	11	1	18
												597

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
9	**I65 SB**	**2000**		TOTAL					787	760	454	
	3-Lane	**11%**	1778	Car					711	622	445	1778
Speed	55		79	Lt Truck					27	49	3	79
			143	Heavy Truck					49	89	6	144
												2001

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
10	**WB Raymond St On Loop**	**80**		TOTAL							80	
	1-Lane	**0%**	80	Car							80	80
Speed	55		0	Lt Truck							0	0
			0	Heavy Truck							0	0
												80

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
11	**I65 SB**	**2080**		TOTAL					818	791	472	
	3-Lane	**11%**	1850	Car					740	648	463	1851
Speed	55		82	Lt Truck					28	51	3	82
			148	Heavy Truck					50	92	6	148
												2081

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
12	**EB Raymond St On Ramp**	**180**		TOTAL							180	
	1-Lane	**11%**	160	Car							160	160
Speed	55		7	Lt Truck							7	7
			13	Heavy Truck							13	13
												180

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
13	**I65 SB**	**2250**		TOTAL					881	872	496	
	3-Lane	**14%**	1935	Car					774	677	484	1935
Speed	55		112	Lt Truck					38	69	4	111
			203	Heavy Truck					69	126	8	203
												2249

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
14	**Keystone Off Ramp**	**350**		TOTAL							350	
	1-Lane	**4%**	338	Car							338	338
Speed	55		4	Lt Truck							4	4
			8	Heavy Truck							8	8
												350

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
15	**I65 SB**	**1910**		TOTAL					747	741	422	
	3-Lane	**14%**	1643	Car					657	575	411	1643
Speed	55		95	Lt Truck					32	59	4	95
			172	Heavy Truck					58	107	7	172
												1910

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
16	**Keyston On Ramp**	**630**		TOTAL							630	
	1-Lane	**2%**	619	Car							619	619
Speed	55		4	Lt Truck							4	4
			7	Heavy Truck							7	7
												630

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
17	**I65 SB**	**2540**		TOTAL				775	662	609	495	
	4-Lane	**11%**	2274	Car				682	569	569	455	2275
Speed	55		95	Lt Truck				33	33	14	14	94
			171	Heavy Truck				60	60	26	26	172
												2541

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
18	**465 Off Ramp**	**880**		TOTAL						479	401	
	2-Lane	**11%**	784	Car						431	353	784
Speed	35		34	Lt Truck						17	17	34
			62	Heavy Truck						31	31	62
												880

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
19	**I65 SB**	**1660**		TOTAL					653	627	378	
	3-Lane	**11%**	1486	Car					594	520	372	1486
Speed	55		62	Lt Truck					21	38	2	61
			112	Heavy Truck					38	69	4	111
												1658

No. **I-65 NB**

Outside Inside

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
1	**I65**	**4100**		TOTAL					1633	1468	999	
	3-Lane	**3%**	3977	Car					1591	1392	994	3977
Speed	55		44	Lt Truck					15	27	2	44
			79	Heavy Truck					27	49	3	79
												4100

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
2	**465 WB On Ramp**	**1050**		TOTAL							1050	
	1-Lane	**3%**	1022	Car							1022	1022
Speed	45		10	Lt Truck							10	10
			18	Heavy Truck							18	18
												1050

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
3	**I65**	**5160**		TOTAL					2051	1866	1244	
	3-Lane	**4%**	4939	Car					1976	1729	1235	4940
			79	Lt Truck					27	49	3	79
			142	Heavy Truck					48	88	6	142
												5161

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
4	Keystone Off Ramp	1110		TOTAL							1110	
	1-Lane	**2.20%**	1085	Car							1085	1085
Speed	55		9	Lt Truck							9	9
			16	Heavy Truck							16	16
												1110

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
5	I65	4050		TOTAL					1608	1471	971	
	3-Lane	4.90%	3851	Car					1540	1348	963	3851
Speed	55		71	Lt Truck					24	44	3	71
			128	Heavy Truck					44	79	5	128
												4050

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
6	Keystone On Ramp	330		TOTAL							330	
	1-Lane	2.40%	322	Car							322	322
Speed	55		3	Lt Truck							3	3
			5	Heavy Truck							5	5
												330

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
7	I65	4380		TOTAL					1740	1588	1052	
	3-Lane	4.70%	4175	Car					1670	1461	1044	4175
Speed	55		73	Lt Truck					25	45	3	73
			132	Heavy Truck					45	82	5	132
												4380

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
8	EB Raymond St Off Ramp	380		TOTAL							380	
	1-Lane	2.70%	369	Car							369	369
Speed	55		4	Lt Truck							4	4
			7	Heavy Truck							7	7
												380

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
9	I65	4000		TOTAL					1588	1453	958	
	3-Lane	4.96%	3801	Car					1520	1330	950	3800
Speed	55		71	Lt Truck					24	44	3	71
			128	Heavy Truck					44	79	5	128
												3999

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
10	EB Raymond St On Loop	310		TOTAL							310	
	1-Lane	9.00%	282	Car							282	282
Speed	55		10	Lt Truck							10	10
			18	Heavy Truck							18	18
												310

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
11	I65	4310		TOTAL					1710	1571	1029	
	3-Lane	5.34%	4080	Car					1632	1428	1020	4080
Speed	55		82	Lt Truck					28	51	3	82
			148	Heavy Truck					50	92	6	148
												4310

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
12	Raymond St On Ramp	860		TOTAL							860	
	1-Lane	3.40%	831	Car							831	831
Speed	55		10	Lt Truck							10	10
			19	Heavy Truck							19	19
												860

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
13	I65 to Morris	5170		TOTAL					2053	1878	1240	
	3-Lane	4.95%	4914	Car					1966	1720	1229	4915
Speed	55		91	Lt Truck					31	56	4	91
			165	Heavy Truck					56	102	7	165
												5171

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
14	Morris St Off Ramp	210		TOTAL							210	
	1-Lane	3.30%	204	Car							204	204
Speed	55		2	Lt Truck							2	2
			4	Heavy Truck							4	4
												210

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
15	I65	4960		TOTAL					1970	1797	1193	
	3-Lane	4.50%	4736	Car					1894	1658	1184	4736
Speed	50		80	Lt Truck					27	50	3	80
			144	Heavy Truck					49	89	6	144
												4960

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
16	I-70 WB Off Ramp	2030		TOTAL						1114	917	
	2-Lane	2.70%	1975	Car						1086	889	1975
Speed	50		20	Lt Truck						10	10	20
			35	Heavy Truck						18	18	36
												2031

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
17	I65	2930		TOTAL						1604	1327	
	2-Lane	5.60%	2765	Car						1521	1244	2765
Speed	50		59	Lt Truck						30	30	60
			106	Heavy Truck						53	53	106
												2931

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
18	I-70 EB On Ramp	2620		TOTAL						1426	1196	
	2-Lane	12.50%	2292	Car						1261	1031	2292
Speed	50		117	Lt Truck						59	59	118
			211	Heavy Truck						106	106	212
												2622

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
19	I65	5560		TOTAL				1694	1441	1340	1087	
	4-Lane	9.00%	5059	Car				1518	1265	1265	1012	5060
Speed	50		179	Lt Truck				63	63	27	27	180
			322	Heavy Truck				113	113	48	48	322
												5562

Additional Streets

Raymond Street

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street EB**	**1760**		TOTAL					700	633	428	
	3-Lane		1698	Car					679	594	425	1698
Speed	35		38	Lt Truck					13	24	2	39
			24	Heavy Truck					8	15	1	24
												1761

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street WB**	**596**		TOTAL					236	219	142	
	3-Lane		560	Car					224	196	140	560
Speed	35		19	Lt Truck					6	12	1	19
			17	Heavy Truck					6	11	1	18
												597

Keystone Ave

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	Keystone NB	**894**		TOTAL						491	404	
	2-Lane		873	Car						480	393	873
Speed	40		17	Lt Truck						9	9	18
			4	Heavy Truck						2	2	4
												895

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	Keystone SB	**917**		TOTAL						504	414	
	2-Lane		898	Car						494	404	898
Speed	40		17	Lt Truck						9	9	18
			2	Heavy Truck						1	1	2
												918

Traffic Data 2045

Truck Distribution:	
Lt Truck	Hvy Truck
35.7%	64.3%

Outside						Inside		
Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1		
					55%	45%	100%	2-lane
				40%	35%	25%	100%	3-lane
			30%	25%	25%	20%	100%	4-lane
		25%	25%	20%	15%	15%	100%	5-lane

SB I-65

No.					Outside						Inside	
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
1	**I-65 SB**	**5080**		TOTAL				1532	1287	1254	1008	
	4-Lane	**3.27%**	4914	Car				1474	1229	1229	983	4915
Speed	50		59	Lt Truck				21	21	9	9	60
			107	Heavy Truck				37	37	16	16	106
												5081
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
2	**I-70 WB Off Ramp**	**3030**		TOTAL						1660	1372	
	2-Lane	**5%**	2876	Car						1582	1294	2876
Speed	50		55	Lt Truck						28	28	56
			99	Heavy Truck						50	50	100
												3032
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
3	**I-65 SB**	**2050**		TOTAL						1120	932	
	2-Lane	**9%**	1874	Car						1031	843	1874
Speed	50		63	Lt Truck						32	32	64
			113	Heavy Truck						57	57	114
												2052
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
4	**I-70 EB On Ramp**	**710**		TOTAL						386	327	
	2-Lane	**17%**	590	Car						325	266	591
Speed	40		43	Lt Truck						22	22	44
			77	Heavy Truck						39	39	78
												713
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
5	**Morris St On Ramp**	**120**		TOTAL							120	
	1-Lane	**0%**	120	Car							120	120
Speed	50		0	Lt Truck							0	0
			0	Heavy Truck							0	0
												120
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
6	**I65 SB SofMorris**	**2750**		TOTAL				841	718	656	534	
	4-Lane	**11%**	2445	Car				734	611	611	489	2445
Speed	50		109	Lt Truck				38	38	16	16	108
			196	Heavy Truck				69	69	29	29	196
												2749
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
7	**I65 SB to Raymond**	**2880**		TOTAL				880	752	688	560	
	4-Lane	**11%**	2560	Car				768	640	640	512	2560
Speed	50		114	Lt Truck				40	40	17	17	114
			206	Heavy Truck				72	72	31	31	206
												2880
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
8	**Raymond St Off Ramp**	**620**		TOTAL						339	282	
	2-Lane	**10%**	561	Car						309	252	561
Speed	50		21	Lt Truck						11	11	22
			38	Heavy Truck						19	19	38
												621

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
9	**I65 SB**	**2260**		TOTAL				691	590	540	440	
	4-Lane	**11%**	2009	Car				603	502	502	402	2009
Speed	55		90	Lt Truck				32	32	14	14	92
			161	Heavy Truck				56	56	24	24	160
												2261

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
10	**WB Raymond St On Loop**	**90**		TOTAL							90	
	1-Lane	**0%**	90	Car							90	90
Speed	55		0	Lt Truck							0	0
			0	Heavy Truck							0	0
												90

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
11	**I65 SB**	**2350**		TOTAL				719	614	561	457	
	4-Lane	**11%**	2089	Car				627	522	522	418	2089
Speed	55		93	Lt Truck				33	33	14	14	94
			168	Heavy Truck				59	59	25	25	168
												2351

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
12	**EB Raymond St On Ramp**	**200**		TOTAL							200	
	1-Lane	**11%**	178	Car							178	178
Speed	55		8	Lt Truck							8	8
			14	Heavy Truck							14	14
												200

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
13	**I65 SB**	**2550**		TOTAL				783	673	602	493	
	4-Lane	**14%**	2193	Car				658	548	548	439	2193
Speed	55		127	Lt Truck				44	44	19	19	126
			230	Heavy Truck				81	81	35	35	232
												2551

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
14	**Keystone Off Ramp**	**390**		TOTAL							390	
	1-Lane	**4%**	376	Car							376	376
Speed	55		5	Lt Truck							5	5
			9	Heavy Truck							9	9
												390

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
15	**I65 SB**	**2160**		TOTAL				663	571	510	417	
	4-Lane	**14%**	1858	Car				557	465	465	372	1859
Speed	55		108	Lt Truck				38	38	16	16	108
			194	Heavy Truck				68	68	29	29	194
												2161

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
16	**Keyston On Ramp**	**720**		TOTAL							720	
	1-Lane	**2%**	707	Car							707	707
Speed	55		5	Lt Truck							5	5
			8	Heavy Truck							8	8
												720

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
17	**I65 SB**	**2880**		TOTAL			675	721	592	447	447	
	5-Lane	**11%**	2578	Car			645	645	516	387	387	2580
Speed	55		108	Lt Truck			11	27	27	21	21	107
			194	Heavy Truck			19	49	49	39	39	195
												2882

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
18	**465 Off Ramp**	**1000**		TOTAL						545	456	
	2-Lane	**11%**	891	Car						490	401	891
Speed	35		39	Lt Truck						20	20	40
			70	Heavy Truck						35	35	70
												1001

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
19	**I65 SB**	**1880**		TOTAL					740	711	429	
	3-Lane	**11%**	1683	Car					673	589	421	1683
Speed	55		70	Lt Truck					24	43	3	70
			127	Heavy Truck					43	79	5	127
												1880

No. **I-65 NB**

					Outside						Inside	
					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
1	**I65**	**4650**		TOTAL					1851	1665	1134	
	3-Lane	**3%**	4511	Car					1804	1579	1128	4511
Speed	55		50	Lt Truck					17	31	2	50
			89	Heavy Truck					30	55	4	89
												4650

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
2	**465 WB On Ramp**	**1190**		TOTAL							1190	
	1-Lane	**3%**	1159	Car							1159	1159
Speed	45		11	Lt Truck							11	11
			20	Heavy Truck							20	20
												1190

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
3	**I65**	**5840**		TOTAL				1764	1485	1435	1155	
	4-Lane	**4%**	5590	Car				1677	1398	1398	1118	5591
			89	Lt Truck				31	31	13	13	88
			161	Heavy Truck				56	56	24	24	160
												5839

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
4	Keystone Off Ramp	1250		TOTAL							1250	
	1-Lane	**2.20%**	1222	Car							1222	1222
Speed	55		10	Lt Truck							10	10
			18	Heavy Truck							18	18
												1250

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
5	I65	4590		TOTAL				1389	1170	1125	907	
	4-Lane	4.90%	4365	Car				1310	1091	1091	873	4365
Speed	55		80	Lt Truck				28	28	12	12	80
			145	Heavy Truck				51	51	22	22	146
												4591

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
6	Keystone On Ramp	380		TOTAL							380	
	1-Lane	2.40%	371	Car							371	371
Speed	55		3	Lt Truck							3	3
			6	Heavy Truck							6	6
												380

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
7	I65	4970		TOTAL				1503	1266	1219	982	
	4-Lane	4.70%	4737	Car				1421	1184	1184	947	4736
Speed	55		83	Lt Truck				29	29	12	12	82
			150	Heavy Truck				53	53	23	23	152
												4970

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
8	EB Raymond St Off Ramp	430		TOTAL							430	
	1-Lane	2.70%	419	Car							419	419
Speed	55		4	Lt Truck							4	4
			7	Heavy Truck							7	7
												430

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
9	I65	4530		TOTAL				1370	1155	1111	895	
	4-Lane	4.96%	4306	Car				1292	1077	1077	861	4307
Speed	55		80	Lt Truck				28	28	12	12	80
			144	Heavy Truck				50	50	22	22	144
												4531

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
10	EB Raymond St On Loop	350		TOTAL							350	
	1-Lane	9.00%	319	Car							319	319
Speed	55		11	Lt Truck							11	11
			20	Heavy Truck							20	20
												350

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
11	I65	4880		TOTAL				1478	1247	1194	963	
	4-Lane	5.34%	4619	Car				1386	1155	1155	924	4620
Speed	55		93	Lt Truck				33	33	14	14	94
			168	Heavy Truck				59	59	25	25	168
												4882

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
12	Raymond St On Ramp	980		TOTAL							980	
	1-Lane	3.40%	947	Car							947	947
Speed	55		12	Lt Truck							12	12
			21	Heavy Truck							21	21
												980

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
13	I65 to Morris	5860		TOTAL			1421	1464	1186	893	893	
	5-Lane	4.95%	5569	Car			1392	1392	1114	835	835	5568
Speed	55		104	Lt Truck			10	26	26	21	21	104
			187	Heavy Truck			19	46	46	37	37	185
												5857

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
14	Morris St Off Ramp	240		TOTAL							240	
	1-Lane	3.30%	232	Car							232	232
Speed	55		3	Lt Truck							3	3
			5	Heavy Truck							5	5
												240

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
15	I65	5620		TOTAL			1367	1406	1137	856	856	
	5-Lane	4.50%	5367	Car			1342	1342	1073	805	805	5367
Speed	50		90	Lt Truck			9	23	23	18	18	91
			163	Heavy Truck			16	41	41	33	33	164
												5622

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
16	I-70 WB Off Ramp	2290		TOTAL						1256	1034	
	2-Lane	2.70%	2228	Car						1225	1003	2228
Speed	50		22	Lt Truck						11	11	22
			40	Heavy Truck						20	20	40
												2290

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
17	I65	3330		TOTAL					1321	1216	794	
	3-Lane	5.60%	3143	Car					1257	1100	786	3143
Speed	50		67	Lt Truck					23	42	3	68
			120	Heavy Truck					41	74	5	120
												3331

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
18	I-70 EB On Ramp	2970		TOTAL						1616	1356	
	2-Lane	12.50%	2598	Car						1429	1169	2598
Speed	50		133	Lt Truck						67	67	134
			239	Heavy Truck						120	120	240
												2972

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
19	I65	6290		TOTAL			1487	1573	1287	973	973	
	5-Lane	9.00%	5724	Car			1431	1431	1145	859	859	5725
Speed	50		202	Lt Truck			20	51	51	41	41	204
			364	Heavy Truck			36	91	91	73	73	364
												6293

Additional Streets

Raymond Street

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street EB**	**1760**		TOTAL					700	633	428	
	3-Lane		1698	Car					679	594	425	1698
Speed	35		38	Lt Truck					13	24	2	39
			24	Heavy Truck					8	15	1	24
												1761

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	**Raymond Street WB**	**596**		TOTAL					236	219	142	
	3-Lane		560	Car					224	196	140	560
Speed	35		19	Lt Truck					6	12	1	19
			17	Heavy Truck					6	11	1	18
												597

Keystone Ave

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	Keystone NB	**894**		TOTAL						491	404	
	2-Lane		873	Car						480	393	873
Speed	40		17	Lt Truck						9	9	18
			4	Heavy Truck						2	2	4
												895

					Lane 7	Lane 6	Lane 5	Lane 4	Lane 3	Lane 2	Lane 1	TOTAL
XX	Keystone SB	**917**		TOTAL						504	414	
	2-Lane		898	Car						494	404	898
Speed	40		17	Lt Truck						9	9	18
			2	Heavy Truck						1	1	2
												918

APPENDIX G-1 – TRAFFIC NOISE MODEL RESULTS – EXISTING CONDITIONS

Parsons
Keaton Veldkamp

14 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Hanna Ave - Existing
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 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
76-1-F	5	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
77-1	6	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
78-1	7	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
79-1	8	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
80-1	9	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
81-1	10	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
82-1	11	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
83-1	12	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
84-1-F	13	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
85-1	14	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
86-1	15	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
87-1	16	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
88-1	17	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
89-1	18	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
90-1	19	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
91-1	20	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
92-1	21	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
93-1-F	22	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
113-1-F	24	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
114-1	25	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
115-1-F	26	1	0.0	62.8	72	62.8	10	----	62.8	0.0	8	-8.0
116-1	27	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
120-1	28	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
122-1	29	1	0.0	58.4	72	58.4	10	----	58.4	0.0	8	-8.0

123-1	30	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
124-1	31	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
125-1-F	32	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
126-1-F	33	1	0.0	60.8	72	60.8	10	----	60.8	0.0	8	-8.0
127-1-F	34	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
128-1-F	35	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
129-1-F	36	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
130-1-F	37	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
131-1-F	38	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
132-1-F	39	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
133-1-F	40	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
134-1-F	41	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
135-1-F	42	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
136-1	43	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
137-1	44	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
138-1	45	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
139-1	46	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
140-1	47	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
141-1	48	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
142-1	49	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
143-24-F	50	24	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
144-16	51	16	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
145-16-F	52	16	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
146-1-F	53	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
147-1	54	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
148-1	55	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
149-1	56	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
150-1-F	57	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
151-2-F	58	2	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
152-2	59	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
153-2	60	2	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
154-2	61	2	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
155-2	62	2	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
156-2	63	2	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
157-2	64	2	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
158-2	65	2	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
159-2	66	2	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
160-2	67	2	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
161-2-F	68	2	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
162-2-F	69	2	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
163-2	70	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0

164-2	71	2	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
165-2	72	2	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
166-2	73	2	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
167-2	74	2	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
168-2	75	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
169-2	76	2	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
170-2	77	2	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
171-2	78	2	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
172-2-F	79	2	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
173-2-F	80	2	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
174-2	81	2	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
175-2	82	2	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
176-2	83	2	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
177-2-F	84	2	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
178-2-F	85	2	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
179-1-F	86	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
180-1-F	87	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
181-1	88	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
182-1-F	89	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
183-1-F	90	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
184-1-F	91	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
185-1-F	92	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
186-1-F	93	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
187-1-F	94	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
188-1-F	95	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
189-1-F	96	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
190-1	97	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
191-1	98	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
192-1	99	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
193-1	100	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
194-1	101	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
195-1	102	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
196-1	103	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
197-1	104	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
198-1	105	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
199-1	106	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
200-1	107	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
201-1	108	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
202-1	109	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
203-2	110	2	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
204-2	111	2	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0

205-2	112	2	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
206-1-F	113	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
207-1-F	114	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
208-1-F	115	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
209-1-F	116	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
210-2	117	2	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
211-1	118	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
212-1	119	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
213-2	120	2	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
214-2	121	2	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
215-2	122	2	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
216-2	123	2	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
217-1	124	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
218-2	125	2	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
219-1	126	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
220-1	127	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
221-1-F	128	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
222-1-F	129	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
223-1-F	130	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
224-1-F	131	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
225-1-F	132	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
226-1	133	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
227-1	134	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
228-1-F	135	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
229-2	136	2	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
230-2	137	2	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
231-1	138	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
232-2	139	2	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
233-1	140	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
234-1-F	141	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
235-1	142	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
236-1	143	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
237-1	144	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
239-1	145	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
240-1	147	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
241-1	148	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
243-1	149	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
2001-5-F	151	5	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
2002-15-F	152	15	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
2006-1-F	153	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
2007-1-F	154	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0

2008-1-F	155	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
2009-1-F	156	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
2010-1-F	157	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
2011-1-F	158	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
2012-1	159	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
2013-1	160	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
2014-1-F	161	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
2017-6-F	162	6	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
2092-1	163	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
2093-1	164	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
2094-1	165	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
2095-1	166	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
2096-1	167	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
2097-1	168	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
2098-1	169	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
2099-1	170	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
3000-1	171	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	280	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

Parsons
Keaton Veldkamp

14 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Raymond St - Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 71 deg F, 82% 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 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
1-3-F	643	3	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	5	-5.0
3-3-F	644	3	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	5	-5.0
7-3-F	645	3	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	5	-5.0
10-3-F	646	3	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	5	-5.0
11-3-F	647	3	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	5	-5.0
14-3-F	648	3	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	5	-5.0
17-3-F	649	3	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	5	-5.0
20-3-F	650	3	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	5	-5.0
23-3-F	651	3	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	5	-5.0
26-3-F	652	3	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	5	-5.0
29-3-F	653	3	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	5	-5.0
34-4-F	654	4	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	5	-5.0
35-3	655	3	0.0	63.8	66	63.8	10	----	63.8	0.0	5	-5.0
38-3	656	3	0.0	62.4	66	62.4	10	----	62.4	0.0	5	-5.0
42-3	657	3	0.0	61.3	66	61.3	10	----	61.3	0.0	5	-5.0
45-3	658	3	0.0	61.3	66	61.3	10	----	61.3	0.0	5	-5.0
49-3	659	3	0.0	60.1	66	60.1	10	----	60.1	0.0	5	-5.0
52-3	660	3	0.0	65.1	66	65.1	10	----	65.1	0.0	5	-5.0
53-3	661	3	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
56-3	662	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
61-3	663	3	0.0	62.6	66	62.6	10	----	62.6	0.0	5	-5.0
62-3	664	3	0.0	64.5	66	64.5	10	----	64.5	0.0	5	-5.0
65-3	665	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
69-2	666	2	0.0	61.0	66	61.0	10	----	61.0	0.0	5	-5.0

70-3	667	3	0.0	64.2	66	64.2	10	----	64.2	0.0	5	-5.0
71-3-F	668	3	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
94-2	669	2	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
96-3-F	670	3	0.0	65.0	66	65.0	10	----	65.0	0.0	5	-5.0
98-3	671	3	0.0	63.6	66	63.6	10	----	63.6	0.0	5	-5.0
102-3	672	3	0.0	65.1	66	65.1	10	----	65.1	0.0	5	-5.0
103-2-F	673	2	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	5	-5.0
106-2-F	674	2	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	5	-5.0
109-1	675	1	0.0	58.9	66	58.9	10	----	58.9	0.0	5	-5.0
110-1-F	676	1	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
119-1	677	1	0.0	61.9	66	61.9	10	----	61.9	0.0	5	-5.0
244-3-F	678	3	0.0	65.0	72	65.0	10	----	65.0	0.0	5	-5.0
247-3	679	3	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
250-2	680	2	0.0	59.7	66	59.7	10	----	59.7	0.0	5	-5.0
253-2	681	2	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
254-4-F	682	4	0.0	63.7	66	63.7	10	----	63.7	0.0	5	-5.0
258-2-F	683	2	0.0	64.1	66	64.1	10	----	64.1	0.0	5	-5.0
260-2	684	2	0.0	59.8	66	59.8	10	----	59.8	0.0	5	-5.0
262-1-F	685	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	5	-5.0
263-3	686	3	0.0	63.2	66	63.2	10	----	63.2	0.0	5	-5.0
267-3	687	3	0.0	60.3	66	60.3	10	----	60.3	0.0	5	-5.0
268-3	688	3	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
271-1-F	689	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	5	-5.0
272-3	690	3	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	5	-5.0
275-3	691	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
278-3	692	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
281-1	693	1	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
284-3	694	3	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
287-3	695	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
290-1	696	1	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
291-3-F	697	3	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	5	-5.0
295-3	698	3	0.0	62.0	66	62.0	10	----	62.0	0.0	5	-5.0
298-1-F	699	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	5	-5.0
299-1	700	1	0.0	60.1	66	60.1	10	----	60.1	0.0	5	-5.0
300-3-F	701	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
304-3	702	3	0.0	62.0	66	62.0	10	----	62.0	0.0	5	-5.0
306-3	703	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
310-2	704	2	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
313-2-F	705	2	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
314-3	706	3	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
317-3-F	707	3	0.0	65.8	66	65.8	10	----	65.8	0.0	5	-5.0

320-3-F	708	3	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
321-3	709	3	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
326-3	710	3	0.0	58.8	66	58.8	10	----	58.8	0.0	5	-5.0
329-3	711	3	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
332-3	712	3	0.0	62.2	66	62.2	10	----	62.2	0.0	5	-5.0
334-3-F	713	3	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
338-3-F	714	3	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	5	-5.0
340-90	715	90	0.0	44.0	66	44.0	10	----	44.0	0.0	5	-5.0
346-2-F	716	2	0.0	64.6	66	64.6	10	----	64.6	0.0	5	-5.0
349-1	717	1	0.0	57.9	66	57.9	10	----	57.9	0.0	5	-5.0
350-3-F	718	3	0.0	64.5	66	64.5	10	----	64.5	0.0	5	-5.0
353-3	719	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
356-2	720	2	0.0	58.5	66	58.5	10	----	58.5	0.0	5	-5.0
358-3-F	721	3	0.0	65.3	66	65.3	10	----	65.3	0.0	5	-5.0
361-2	722	2	0.0	63.9	66	63.9	10	----	63.9	0.0	5	-5.0
364-3	723	3	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
365-3-F	724	3	0.0	65.1	66	65.1	10	----	65.1	0.0	5	-5.0
368-3	725	3	0.0	63.4	66	63.4	10	----	63.4	0.0	5	-5.0
371-1	726	1	0.0	60.1	66	60.1	10	----	60.1	0.0	5	-5.0
372-3-F	727	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
375-3	728	3	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
379-3-F	729	3	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	5	-5.0
381-2	730	2	0.0	62.6	66	62.6	10	----	62.6	0.0	5	-5.0
385-3-F	731	3	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
386-2	732	2	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
389-2	733	2	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
390-3-F	734	3	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	5	-5.0
393-1	735	1	0.0	64.1	66	64.1	10	----	64.1	0.0	5	-5.0
394-2	736	2	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
399-3-F	737	3	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	5	-5.0
401-3	738	3	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
403-3-F	739	3	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	5	-5.0
405-3	740	3	0.0	65.4	66	65.4	10	----	65.4	0.0	5	-5.0
409-3-F	741	3	0.0	65.8	66	65.8	10	----	65.8	0.0	5	-5.0
411-1	742	1	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
412-2-F	743	2	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	5	-5.0
414-3	744	3	0.0	62.1	66	62.1	10	----	62.1	0.0	5	-5.0
417-3-F	745	3	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	5	-5.0
420-1	746	1	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
421-3-F	747	3	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	5	-5.0
423-3	748	3	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0

427-1	749	1	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
428-3-F	750	3	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	5	-5.0
431-3	751	3	0.0	63.0	66	63.0	10	----	63.0	0.0	5	-5.0
434-2	752	2	0.0	59.4	66	59.4	10	----	59.4	0.0	5	-5.0
438-3	753	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
441-3	754	3	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
444-1	755	1	0.0	58.3	66	58.3	10	----	58.3	0.0	5	-5.0
445-3-F	756	3	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	5	-5.0
448-3	757	3	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
450-1	758	1	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
453-3-F	759	3	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
456-1	760	1	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
457-1	761	1	0.0	59.1	66	59.1	10	----	59.1	0.0	5	-5.0
460-3	762	3	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
463-3	763	3	0.0	58.8	66	58.8	10	----	58.8	0.0	5	-5.0
466-1	764	1	0.0	57.0	66	57.0	10	----	57.0	0.0	5	-5.0
467-3-F	765	3	0.0	65.3	66	65.3	10	----	65.3	0.0	5	-5.0
470-3	766	3	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
472-3	767	3	0.0	57.9	66	57.9	10	----	57.9	0.0	5	-5.0
475-1	768	1	0.0	56.2	66	56.2	10	----	56.2	0.0	5	-5.0
476-3	769	3	0.0	61.0	66	61.0	10	----	61.0	0.0	5	-5.0
477-2	770	2	0.0	57.6	66	57.6	10	----	57.6	0.0	5	-5.0
479-3	771	3	0.0	63.2	66	63.2	10	----	63.2	0.0	5	-5.0
481-1-F	772	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
483-3	773	3	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
484-3-F	774	3	0.0	65.2	66	65.2	10	----	65.2	0.0	5	-5.0
487-3-F	775	3	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	5	-5.0
490-3	776	3	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	5	-5.0
491-3-F	777	3	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	5	-5.0
493-3-F	778	3	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	5	-5.0
496-2	779	2	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
498-3	780	3	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
499-1	781	1	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
500-3	782	3	0.0	64.1	66	64.1	10	----	64.1	0.0	5	-5.0
503-3-F	783	3	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	5	-5.0
505-2	784	2	0.0	64.9	66	64.9	10	----	64.9	0.0	5	-5.0
509-3-F	785	3	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	5	-5.0
516-3	786	3	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	5	-5.0
520-2	787	2	0.0	60.3	66	60.3	10	----	60.3	0.0	5	-5.0
522-2	788	2	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
525-3	789	3	0.0	65.3	66	65.3	10	----	65.3	0.0	5	-5.0

529-2-F	790	2	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	5	-5.0
532-3	791	3	0.0	64.0	66	64.0	10	----	64.0	0.0	5	-5.0
536-3	792	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
537-1-F	793	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	5	-5.0
541-3	794	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
545-3	795	3	0.0	57.9	66	57.9	10	----	57.9	0.0	5	-5.0
546-3	796	3	0.0	57.5	66	57.5	10	----	57.5	0.0	5	-5.0
550-4	797	4	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
551-3-F	798	3	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	5	-5.0
555-3-F	799	3	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
556-2-F	800	2	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	5	-5.0
557-2-F	801	2	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	5	-5.0
558-3-F	802	3	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	5	-5.0
559-2-F	803	2	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	5	-5.0
560-3	804	3	0.0	65.8	66	65.8	10	----	65.8	0.0	5	-5.0
606-1-F	805	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
607-2-F	806	2	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
609-3-F	807	3	0.0	65.5	66	65.5	10	----	65.5	0.0	5	-5.0
612-3	808	3	0.0	58.4	66	58.4	10	----	58.4	0.0	5	-5.0
613-2-F	809	2	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	5	-5.0
614-3	810	3	0.0	65.4	66	65.4	10	----	65.4	0.0	5	-5.0
617-3	811	3	0.0	63.0	66	63.0	10	----	63.0	0.0	5	-5.0
620-1	812	1	0.0	61.3	66	61.3	10	----	61.3	0.0	5	-5.0
623-3	813	3	0.0	63.0	66	63.0	10	----	63.0	0.0	5	-5.0
626-3	814	3	0.0	64.9	66	64.9	10	----	64.9	0.0	5	-5.0
629-3-F	815	3	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	5	-5.0
630-3-F	816	3	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	5	-5.0
633-3	817	3	0.0	62.9	66	62.9	10	----	62.9	0.0	5	-5.0
636-3	818	3	0.0	62.7	66	62.7	10	----	62.7	0.0	5	-5.0
639-3-F	819	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
642-3	820	3	0.0	64.6	66	64.6	10	----	64.6	0.0	5	-5.0
645-3	821	3	0.0	63.2	66	63.2	10	----	63.2	0.0	5	-5.0
649-2	822	2	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
650-3-F	823	3	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	5	-5.0
653-3	824	3	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
656-3	825	3	0.0	62.1	66	62.1	10	----	62.1	0.0	5	-5.0
659-1	826	1	0.0	59.4	66	59.4	10	----	59.4	0.0	5	-5.0
660-3-F	827	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
663-3	828	3	0.0	64.1	66	64.1	10	----	64.1	0.0	5	-5.0
666-3	829	3	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
669-2	830	2	0.0	59.4	66	59.4	10	----	59.4	0.0	5	-5.0

673-3	831	3	0.0	60.3	66	60.3	10	----	60.3	0.0	5	-5.0
676-3	832	3	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
679-3-F	833	3	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
680-3-F	834	3	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
683-3	835	3	0.0	63.6	66	63.6	10	----	63.6	0.0	5	-5.0
686-3	836	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
689-3-F	837	3	0.0	65.9	66	65.9	10	----	65.9	0.0	5	-5.0
692-3	838	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
696-1	839	1	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
697-2	840	2	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
699-3-F	841	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
702-3	842	3	0.0	61.0	66	61.0	10	----	61.0	0.0	5	-5.0
705-1	843	1	0.0	59.2	66	59.2	10	----	59.2	0.0	5	-5.0
706-3-F	844	3	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	5	-5.0
709-3	845	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
712-3	846	3	0.0	56.9	66	56.9	10	----	56.9	0.0	5	-5.0
715-1	847	1	0.0	56.5	66	56.5	10	----	56.5	0.0	5	-5.0
716-3-F	848	3	0.0	65.5	66	65.5	10	----	65.5	0.0	5	-5.0
719-3	849	3	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
722-3	850	3	0.0	57.8	66	57.8	10	----	57.8	0.0	5	-5.0
724-1	851	1	0.0	55.9	66	55.9	10	----	55.9	0.0	5	-5.0
725-3-F	852	3	0.0	64.9	66	64.9	10	----	64.9	0.0	5	-5.0
729-3	853	3	0.0	57.0	66	57.0	10	----	57.0	0.0	5	-5.0
732-3-F	854	3	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
735-3	855	3	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
738-2	856	2	0.0	57.4	66	57.4	10	----	57.4	0.0	5	-5.0
740-3-F	857	3	0.0	65.4	66	65.4	10	----	65.4	0.0	5	-5.0
743-3	858	3	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
746-3	859	3	0.0	58.4	66	58.4	10	----	58.4	0.0	5	-5.0
749-3-F	860	3	0.0	65.0	66	65.0	10	----	65.0	0.0	5	-5.0
752-3	861	3	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
754-3	862	3	0.0	57.8	66	57.8	10	----	57.8	0.0	5	-5.0
757-3-F	863	3	0.0	65.2	66	65.2	10	----	65.2	0.0	5	-5.0
760-3	864	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
763-1	865	1	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
765-3-F	866	3	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
767-3	867	3	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
771-3-F	868	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
774-3	869	3	0.0	62.0	66	62.0	10	----	62.0	0.0	5	-5.0
777-2	870	2	0.0	59.8	66	59.8	10	----	59.8	0.0	5	-5.0
779-3-F	871	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0

782-3	872	3	0.0	61.9	66	61.9	10	----	61.9	0.0	5	-5.0
785-1	873	1	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
786-1	874	1	0.0	59.1	66	59.1	10	----	59.1	0.0	5	-5.0
787-3-F	875	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
790-3	876	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
793-3-F	877	3	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	5	-5.0
796-3	878	3	0.0	62.5	66	62.5	10	----	62.5	0.0	5	-5.0
799-2	879	2	0.0	60.0	66	60.0	10	----	60.0	0.0	5	-5.0
801-1-F	880	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
802-3	881	3	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
829-3	882	3	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
832-1	883	1	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
833-1-F	884	1	0.0	65.5	66	65.5	10	----	65.5	0.0	5	-5.0
837-2	885	2	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
838-1	886	1	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
840-1	887	1	0.0	62.6	66	62.6	10	----	62.6	0.0	5	-5.0
850-18	888	18	0.0	56.4	66	56.4	10	----	56.4	0.0	5	-5.0
852-12	889	12	0.0	58.5	66	58.5	10	----	58.5	0.0	5	-5.0
2018-3	890	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
2019-3	891	3	0.0	65.1	66	65.1	10	----	65.1	0.0	5	-5.0
2020-3	892	3	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
2021-3	893	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
2025-2	894	2	0.0	45.2	66	45.2	10	----	45.2	0.0	5	-5.0
2037-1-F	899	1	0.0	65.1	66	65.1	10	----	65.1	0.0	5	-5.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	753	0.0	0.0	0.0
All Impacted	185	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Parsons
KVeldkamp
21 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Fletcher to Raymond - Existing
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 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
562-3-F	14	3	0.0	64.4	66	64.4	10	----	64.4	0.0	5	-5.0
564-3	15	3	0.0	62.5	66	62.5	10	----	62.5	0.0	5	-5.0
567-3	16	3	0.0	62.1	66	62.1	10	----	62.1	0.0	5	-5.0
570-1	17	1	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
571-1	18	1	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
574-3-F	19	3	0.0	64.0	66	64.0	10	----	64.0	0.0	5	-5.0
575-2-F	20	2	0.0	64.4	66	64.4	10	----	64.4	0.0	5	-5.0
577-3-F	21	3	0.0	64.2	66	64.2	10	----	64.2	0.0	5	-5.0
580-3-F	22	3	0.0	64.1	66	64.1	10	----	64.1	0.0	5	-5.0
582-3-F	23	3	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
585-3	24	3	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
587-3	25	3	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
589-3	26	3	0.0	60.3	66	60.3	10	----	60.3	0.0	5	-5.0
593-3	27	3	0.0	55.2	66	55.2	10	----	55.2	0.0	5	-5.0
597-3	28	3	0.0	55.3	66	55.3	10	----	55.3	0.0	5	-5.0
600-3	29	3	0.0	56.6	66	56.6	10	----	56.6	0.0	5	-5.0
601-3-F	30	3	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
604-2	31	2	0.0	61.9	66	61.9	10	----	61.9	0.0	5	-5.0
806-3-F	32	3	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
808-3-F	33	3	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
811-3-F	34	3	0.0	59.9	66	59.9	10	----	59.9	0.0	5	-5.0
813-2	35	2	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
816-1-F	36	1	0.0	59.4	66	59.4	10	----	59.4	0.0	5	-5.0
818-3	37	3	0.0	59.8	66	59.8	10	----	59.8	0.0	5	-5.0

824-2-F	38	2	0.0	62.5	66	62.5	10	----	62.5	0.0	5	-5.0
826-3-F	39	3	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
834-1-F	40	1	0.0	58.8	66	58.8	10	----	58.8	0.0	5	-5.0
835-3	41	3	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
836-3	42	3	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
841-3	43	3	0.0	64.0	66	64.0	10	----	64.0	0.0	5	-5.0
848-3	44	3	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
856-3	45	3	0.0	59.7	66	59.7	10	----	59.7	0.0	5	-5.0
859-1	46	1	0.0	56.6	66	56.6	10	----	56.5	0.1	5	-4.9
862-2	47	2	0.0	59.1	66	59.1	10	----	59.0	0.1	5	-4.9
864-3-F	48	3	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
865-3	49	3	0.0	57.0	66	57.0	10	----	57.0	0.0	5	-5.0
869-3	50	3	0.0	58.1	66	58.1	10	----	58.1	0.0	5	-5.0
872-3	51	3	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
874-3-F	52	3	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
876-2	53	2	0.0	56.7	66	56.7	10	----	56.6	0.1	5	-4.9
877-3-F	54	3	0.0	64.8	66	64.8	10	----	64.8	0.0	5	-5.0
880-3	55	3	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
883-1	56	1	0.0	58.2	66	58.2	10	----	58.2	0.0	5	-5.0
884-3	57	3	0.0	57.6	66	57.6	10	----	57.6	0.0	5	-5.0
887-1	58	1	0.0	56.3	66	56.3	10	----	56.3	0.0	5	-5.0
888-3-F	59	3	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
891-3	60	3	0.0	63.0	66	63.0	10	----	63.0	0.0	5	-5.0
894-2	61	2	0.0	60.1	66	60.1	10	----	60.1	0.0	5	-5.0
896-3-F	62	3	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
899-3	63	3	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
902-1	64	1	0.0	59.1	66	59.1	10	----	59.1	0.0	5	-5.0
903-3	65	3	0.0	59.9	66	59.9	10	----	59.9	0.0	5	-5.0
907-3-F	66	3	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
909-2-F	67	2	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	5	-5.0
912-3	68	3	0.0	63.4	66	63.4	10	----	63.4	0.0	5	-5.0
915-2	69	2	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
917-3-F	70	3	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	5	-5.0
919-2	71	2	0.0	54.4	66	54.4	10	----	54.4	0.0	5	-5.0
922-3	72	3	0.0	55.0	66	55.0	10	----	55.0	0.0	5	-5.0
925-3	73	3	0.0	56.3	66	56.3	10	----	56.3	0.0	5	-5.0
928-3	74	3	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	5	-5.0
931-3-F	75	3	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	5	-5.0
932-2	76	2	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
934-3-F	77	3	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
937-1	78	1	0.0	49.4	66	49.4	10	----	49.4	0.0	5	-5.0

938-1	79	1	0.0	59.4	66	59.4	10	----	59.4	0.0	5	-5.0
941-1	80	1	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
944-3	81	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
946-3-F	82	3	0.0	64.4	66	64.4	10	----	64.4	0.0	5	-5.0
950-3	83	3	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
953-3	84	3	0.0	58.8	66	58.8	10	----	58.8	0.0	5	-5.0
954-1	85	1	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
955-3-F	86	3	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
958-3-F	87	3	0.0	62.0	66	62.0	10	----	62.0	0.0	5	-5.0
961-3-F	88	3	0.0	62.0	66	62.0	10	----	62.0	0.0	5	-5.0
964-3	89	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
967-3	90	3	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
970-3	91	3	0.0	59.7	66	59.7	10	----	59.7	0.0	5	-5.0
973-3	92	3	0.0	57.0	66	57.0	10	----	57.0	0.0	5	-5.0
976-1	93	1	0.0	59.3	66	59.3	10	----	59.3	0.0	5	-5.0
977-3	94	3	0.0	58.3	66	58.3	10	----	58.3	0.0	5	-5.0
982-3	95	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
984-2-F	96	2	0.0	65.6	66	65.6	10	----	65.6	0.0	5	-5.0
986-3-F	97	3	0.0	65.3	66	65.3	10	----	65.3	0.0	5	-5.0
990-3	98	3	0.0	62.5	66	62.5	10	----	62.5	0.0	5	-5.0
992-3	99	3	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
995-3	100	3	0.0	58.3	66	58.3	10	----	58.3	0.0	5	-5.0
998-2	101	2	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
1000-3-F	102	3	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	5	-5.0
1004-3	103	3	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
1008-1	104	1	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
1010-3	97	3	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
1011-1	13	1	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
1012-1	98	1	0.0	64.2	66	64.2	10	----	64.2	0.0	5	-5.0
1014-3-F	99	3	0.0	65.4	66	65.4	10	----	65.4	0.0	5	-5.0
1017-3	100	3	0.0	63.9	66	63.9	10	----	63.9	0.0	5	-5.0
1020-3	101	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
1023-3-F	102	3	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
1026-2	103	2	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0
1029-3	104	3	0.0	62.6	66	62.6	10	----	62.6	0.0	5	-5.0
1030-3	105	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
1031-2-F	106	2	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	5	-5.0
1033-2	107	2	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
1037-2	108	2	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
1039-2	109	2	0.0	63.6	66	63.6	10	----	63.6	0.0	5	-5.0
1040-3-F	110	3	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0

1043-1-F	111	1	0.0	60.9	66	60.9	10	----	60.9	0.0	5	-5.0
1045-3	112	3	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
1048-1	113	1	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
1049-4-F	114	4	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
1053-1-F	115	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	5	-5.0
1054-3	116	3	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
1056-3	117	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
1057-2-F	118	2	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	5	-5.0
1059-1-F	119	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	5	-5.0
1060-3	120	3	0.0	62.1	66	62.1	10	----	62.1	0.0	5	-5.0
1063-2	121	2	0.0	62.8	66	62.8	10	----	62.8	0.0	5	-5.0
1067-2	122	2	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
1070-3-F	123	3	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	5	-5.0
1073-3	124	3	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
1075-2	125	2	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
1077-2	126	2	0.0	63.2	66	63.2	10	----	63.2	0.0	5	-5.0
1080-3-F	127	3	0.0	63.4	66	63.4	10	----	63.4	0.0	5	-5.0
1082-2	129	2	0.0	63.1	66	63.1	10	----	63.1	0.0	5	-5.0
1089-2	131	2	0.0	58.3	66	58.3	10	----	58.3	0.0	5	-5.0
1092-1	132	1	0.0	58.0	66	58.0	10	----	58.0	0.0	5	-5.0
1095-3	133	3	0.0	59.5	66	59.5	10	----	59.5	0.0	5	-5.0
1096-1-F	134	1	0.0	65.5	66	65.5	10	----	65.5	0.0	5	-5.0
1097-3	135	3	0.0	62.3	66	62.3	10	----	62.3	0.0	5	-5.0
1100-4	136	4	0.0	61.6	66	61.6	10	----	61.6	0.0	5	-5.0
1105-3	137	3	0.0	59.3	66	59.3	10	----	59.3	0.0	5	-5.0
1107-1-F	138	1	0.0	65.3	66	65.3	10	----	65.3	0.0	5	-5.0
1108-3-F	139	3	0.0	61.4	66	61.4	10	----	61.4	0.0	5	-5.0
1111-3-F	140	3	0.0	63.7	66	63.7	10	----	63.7	0.0	5	-5.0
1114-1	141	1	0.0	58.7	66	58.7	10	----	58.7	0.0	5	-5.0
1117-3	142	3	0.0	59.1	66	59.1	10	----	59.1	0.0	5	-5.0
1120-3	143	3	0.0	62.2	66	62.2	10	----	62.2	0.0	5	-5.0
1121-2	144	2	0.0	58.8	66	58.8	10	----	58.8	0.0	5	-5.0
1124-2	145	2	0.0	56.8	66	56.8	10	----	56.8	0.0	5	-5.0
1126-3	148	3	0.0	57.2	66	57.2	10	----	57.2	0.0	5	-5.0
1131-3	13	3	0.0	65.6	66	65.6	10	----	65.6	0.0	5	-5.0
1133-2	149	2	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
1136-3	150	3	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
1137-2	151	2	0.0	56.4	66	56.4	10	----	56.4	0.0	5	-5.0
1140-3	152	3	0.0	61.7	66	61.7	10	----	61.7	0.0	5	-5.0
1143-2-F	153	2	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	5	-5.0
1145-2	154	2	0.0	53.1	66	53.1	10	----	53.1	0.0	5	-5.0

1147-3	155	3	0.0	54.0	66	54.0	10	----	54.0	0.0	5	-5.0
1150-2	156	2	0.0	53.0	66	53.0	10	----	53.0	0.0	5	-5.0
1151-2-F	157	2	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	5	-5.0
1154-3-F	158	3	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	5	-5.0
1156-4	159	4	0.0	49.7	66	49.7	10	----	49.7	0.0	5	-5.0
1161-1-F	160	1	0.0	64.0	66	64.0	10	----	64.0	0.0	5	-5.0
1162-4	161	4	0.0	61.2	66	61.2	10	----	61.2	0.0	5	-5.0
1167-3	162	3	0.0	57.7	66	57.7	10	----	57.7	0.0	5	-5.0
1168-2-F	163	2	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	5	-5.0
1169-3	164	3	0.0	64.7	66	64.7	10	----	64.7	0.0	5	-5.0
1170-3-F	165	3	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	5	-5.0
1171-3	166	3	0.0	59.9	66	59.9	10	----	59.9	0.0	5	-5.0
1173-3	167	3	0.0	61.3	66	61.3	10	----	61.3	0.0	5	-5.0
1174-3-F	168	3	0.0	64.6	66	64.6	10	----	64.6	0.0	5	-5.0
1176-3-F	169	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
1181-2-F	170	2	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	5	-5.0
1182-3	171	3	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
1184-3-F	172	3	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	5	-5.0
1186-2-F	173	2	0.0	64.9	66	64.9	10	----	64.9	0.0	5	-5.0
1189-3	174	3	0.0	59.9	66	59.9	10	----	59.9	0.0	5	-5.0
1192-1-F	175	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
1193-1	176	1	0.0	63.2	66	63.2	10	----	63.2	0.0	5	-5.0
1194-1	177	1	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
1195-2	178	2	0.0	62.9	66	62.9	10	----	62.9	0.0	5	-5.0
1196-1	179	1	0.0	58.5	66	58.5	10	----	58.5	0.0	5	-5.0
1199-3-F	180	3	0.0	65.7	66	65.7	10	----	65.7	0.0	5	-5.0
1201-1-F	181	1	0.0	57.8	66	57.8	10	----	57.8	0.0	5	-5.0
1202-3	182	3	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
1205-2-F	183	2	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	5	-5.0
1206-4-F	184	4	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	5	-5.0
1207-3-F	185	3	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	5	-5.0
1212-3	186	3	0.0	58.3	66	58.3	10	----	58.3	0.0	5	-5.0
1213-2	187	2	0.0	60.2	66	60.2	10	----	60.2	0.0	5	-5.0
1214-20-F	188	20	0.0	51.5	66	51.5	10	----	51.5	0.0	5	-5.0
1217-4-F	189	4	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	5	-5.0
1218-2	190	2	0.0	52.0	66	52.0	10	----	52.0	0.0	5	-5.0
1220-1-F	191	1	0.0	64.5	66	64.5	10	----	64.5	0.0	5	-5.0
1221-3-F	192	3	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
1224-2	193	2	0.0	55.8	66	55.8	10	----	55.8	0.0	5	-5.0
1227-2-F	194	2	0.0	52.7	66	52.7	10	----	52.7	0.0	5	-5.0
1228-77-F	195	77	0.0	49.7	66	49.7	10	----	49.7	0.0	5	-5.0

1231-3	196	3	0.0	54.2	66	54.2	10	----	54.2	0.0	5	-5.0
1234-3	199	3	0.0	53.8	66	53.8	10	----	53.8	0.0	5	-5.0
1236-3-F	13	3	0.0	58.7	66	58.7	10	----	58.7	0.0	5	-5.0
1239-1	200	1	0.0	53.4	66	53.4	10	----	53.4	0.0	5	-5.0
1240-3	201	3	0.0	52.1	66	52.1	10	----	52.1	0.0	5	-5.0
1241-1	202	1	0.0	51.5	66	51.5	10	----	51.5	0.0	5	-5.0
1245-3-F	203	3	0.0	63.4	66	63.4	10	----	63.4	0.0	5	-5.0
1248-3	204	3	0.0	51.8	66	51.8	10	----	51.8	0.0	5	-5.0
1250-2	205	2	0.0	50.2	72	50.2	10	----	50.2	0.0	5	-5.0
1251-3-F	206	3	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	5	-5.0
1253-3	207	3	0.0	51.2	66	51.2	10	----	51.2	0.0	5	-5.0
1258-3	208	3	0.0	46.2	72	46.2	10	----	46.2	0.0	5	-5.0
1259-3	209	3	0.0	48.6	66	48.6	10	----	48.5	0.1	5	-4.9
1260-1	210	1	0.0	48.9	72	48.9	10	----	48.8	0.1	5	-4.9
1265-3	211	3	0.0	49.7	66	49.7	10	----	49.7	0.0	5	-5.0
1266-1	212	1	0.0	54.7	66	54.7	10	----	54.4	0.3	5	-4.7
1267-3	213	3	0.0	61.5	66	61.5	10	----	61.5	0.0	5	-5.0
1272-1	214	1	0.0	59.0	66	59.0	10	----	58.6	0.4	5	-4.6
1273-193	215	193	0.0	65.3	66	65.3	10	----	63.6	1.7	5	-3.3
1276-2-F	216	2	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
1277-1	217	1	0.0	60.4	66	60.4	10	----	60.2	0.2	5	-4.8
1278-1	218	1	0.0	60.2	66	60.2	10	----	60.0	0.2	5	-4.8
1282-3-F	219	3	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	5	-5.0
1283-3-F	220	3	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
1285-3	221	3	0.0	60.8	66	60.8	10	----	60.8	0.0	5	-5.0
1286-1	222	1	0.0	58.7	72	58.7	10	----	58.6	0.1	5	-4.9
1287-1	223	1	0.0	57.4	66	57.4	10	----	57.3	0.1	5	-4.9
1288-3-F	224	3	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	5	-5.0
1290-3-F	225	3	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	5	-5.0
1293-2-F	226	2	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	5	-5.0
1297-2	227	2	0.0	60.7	66	60.7	10	----	60.7	0.0	5	-5.0
1303-3	228	3	0.0	62.1	66	62.1	10	----	62.1	0.0	5	-5.0
1306-2	229	2	0.0	58.2	66	58.2	10	----	57.8	0.4	5	-4.6
1308-3	230	3	0.0	62.1	66	62.1	10	----	62.0	0.1	5	-4.9
1309-1	231	1	0.0	60.4	66	60.4	10	----	58.2	2.2	5	-2.8
1311-1-F	232	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	5	-5.0
1312-1	233	1	0.0	53.2	66	53.2	10	----	52.7	0.5	5	-4.5
1313-3	234	3	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
1314-1	235	1	0.0	44.1	66	44.1	10	----	44.1	0.0	5	-5.0
1317-3	236	3	0.0	49.8	66	49.8	10	----	49.8	0.0	5	-5.0
1321-3	237	3	0.0	49.4	66	49.4	10	----	49.4	0.0	5	-5.0

1323-1	238	1	0.0	48.1	66	48.1	10	----	48.2	-0.1	5	-5.1
1326-2	239	2	0.0	50.2	66	50.2	10	----	50.2	0.0	5	-5.0
1329-3-F	240	3	0.0	58.6	66	58.6	10	----	58.6	0.0	5	-5.0
1330-2	241	2	0.0	54.9	66	54.9	10	----	54.9	0.0	5	-5.0
2027-1	242	1	0.0	59.6	66	59.6	10	----	59.6	0.0	5	-5.0
2031-4-F	243	4	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	5	-5.0
2033-1-F	244	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	5	-5.0
2034-1	245	1	0.0	65.6	66	65.6	10	----	64.4	1.2	5	-3.8
2035-1-F	246	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	5	-5.0
2036-1-F	247	1	0.0	77.3	66	77.3	10	Snd Lvl	77.3	0.0	5	-5.0
2040-18-F	13	18	0.0	60.5	66	60.5	10	----	60.5	0.0	5	-5.0
2043-3-F	251	3	0.0	62.7	66	62.7	10	----	62.7	0.0	5	-5.0
2048-3-F	252	3	0.0	61.8	66	61.8	10	----	61.8	0.0	5	-5.0
2049-3	607	3	0.0	57.2	66	57.2	10	----	57.2	0.0	5	-5.0
2054-3	608	3	0.0	61.1	66	61.1	10	----	61.1	0.0	5	-5.0
2055-3	609	3	0.0	55.5	66	55.5	10	----	55.5	0.0	5	-5.0
2060-4	610	4	0.0	60.4	66	60.4	10	----	60.4	0.0	5	-5.0
2061-4	611	4	0.0	55.2	66	55.2	10	----	55.1	0.1	5	-4.9
2064-3	612	3	0.0	55.2	66	55.2	10	----	55.2	0.0	5	-5.0
2065-2	613	2	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
2066-3	614	3	0.0	58.9	66	58.9	10	----	58.8	0.1	5	-4.9
2067-3	615	3	0.0	56.5	66	56.5	10	----	56.4	0.1	5	-4.9
2070-2	616	2	0.0	58.2	66	58.2	10	----	58.2	0.0	5	-5.0
2073-1	617	1	0.0	59.8	66	59.8	10	----	59.8	0.0	5	-5.0
2076-3	618	3	0.0	55.3	66	55.3	10	----	55.3	0.0	5	-5.0
2078-2	619	2	0.0	57.5	66	57.5	10	----	57.5	0.0	5	-5.0
2080-1	620	1	0.0	60.6	66	60.6	10	----	60.6	0.0	5	-5.0
2081-3	621	3	0.0	56.8	66	56.8	10	----	56.7	0.1	5	-4.9
2084-6	622	6	0.0	65.9	66	65.9	10	----	65.9	0.0	5	-5.0
2085-6	623	6	0.0	64.3	66	64.3	10	----	64.3	0.0	5	-5.0
2086-1-F	624	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	5	-5.0
2087-4	625	4	0.0	55.4	66	55.4	10	----	55.4	0.0	5	-5.0
2090-1	626	1	0.0	52.4	66	52.4	10	----	52.4	0.0	5	-5.0
2091-1-F	627	1	0.0	65.7	66	65.7	10	----	65.7	0.0	5	-5.0
2038-0.25	628	1	0.0	63.3	66	63.3	10	----	63.3	0.0	5	-5.0
3001-0.25-F	629	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	5	-5.0
3002-0.25-F	630	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	5	-5.0
3003-0.25	631	1	0.0	63.5	66	63.5	10	----	63.5	0.0	5	-5.0

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

All Selected		943	-0.1	0.0	2.2							
All Impacted		113	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

APPENDIX G-2 – TRAFFIC NOISE MODEL RESULTS – BUILD CONDITIONS

Parsons
Keaton Veldkamp

14 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Hanna Ave - Proposed
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 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
76-1-F	5	1	0.0	67.8	66	67.8	10	Snd Lvl	63.7	4.1	5	-0.9
77-1	6	1	0.0	63.7	66	63.7	10	----	61.2	2.5	5	-2.5
78-1	7	1	0.0	57.6	66	57.6	10	----	57.1	0.5	5	-4.5
79-1	8	1	0.0	57.9	66	57.9	10	----	57.3	0.6	5	-4.4
80-1	9	1	0.0	56.9	66	56.9	10	----	55.3	1.6	5	-3.4
81-1	10	1	0.0	57.3	66	57.3	10	----	55.4	1.9	5	-3.1
82-1	11	1	0.0	58.0	66	58.0	10	----	55.9	2.1	5	-2.9
83-1	12	1	0.0	64.3	66	64.3	10	----	62.3	2.0	5	-3.0
84-1-F	13	1	0.0	65.0	66	65.0	10	----	61.8	3.2	5	-1.8
85-1	14	1	0.0	58.1	66	58.1	10	----	56.3	1.8	5	-3.2
86-1	15	1	0.0	60.1	66	60.1	10	----	58.2	1.9	5	-3.1
87-1	16	1	0.0	60.1	66	60.1	10	----	57.2	2.9	5	-2.1
88-1	17	1	0.0	64.5	66	64.5	10	----	60.3	4.2	5	-0.8
89-1	18	1	0.0	65.0	66	65.0	10	----	60.0	5.0	5	0.0
90-1	19	1	0.0	59.5	66	59.5	10	----	54.7	4.8	5	-0.2
91-1	20	1	0.0	61.1	66	61.1	10	----	55.6	5.5	5	0.5
92-1	21	1	0.0	62.1	66	62.1	10	----	57.9	4.2	5	-0.8
93-1-F	22	1	0.0	65.9	66	65.9	10	----	59.4	6.5	5	1.5
113-1-F	24	1	0.0	69.1	66	69.1	10	Snd Lvl	60.3	8.8	5	3.8
114-1	25	1	0.0	59.0	66	59.0	10	----	57.2	1.8	5	-3.2
115-1-F	26	1	0.0	62.9	72	62.9	10	----	62.9	0.0	5	-5.0
116-1	27	1	0.0	57.0	66	57.0	10	----	56.7	0.3	5	-4.7
120-1	28	1	0.0	62.0	66	62.0	10	----	56.9	5.1	5	0.1
122-1	29	1	0.0	58.8	72	58.8	10	----	56.9	1.9	5	-3.1

123-1	30	1	0.0	60.5	66	60.5	10	----	56.5	4.0	5	-1.0
124-1	31	1	0.0	58.0	66	58.0	10	----	55.0	3.0	5	-2.0
125-1-F	32	1	0.0	70.5	66	70.5	10	Snd Lvl	60.9	9.6	5	4.6
126-1-F	33	1	0.0	61.8	72	61.8	10	----	55.1	6.7	5	1.7
127-1-F	34	1	0.0	62.0	66	62.0	10	----	55.5	6.5	5	1.5
128-1-F	35	1	0.0	62.5	66	62.5	10	----	56.0	6.5	5	1.5
129-1-F	36	1	0.0	64.3	66	64.3	10	----	57.0	7.3	5	2.3
130-1-F	37	1	0.0	64.6	66	64.6	10	----	57.4	7.2	5	2.2
131-1-F	38	1	0.0	66.4	66	66.4	10	Snd Lvl	58.7	7.7	5	2.7
132-1-F	39	1	0.0	67.9	66	67.9	10	Snd Lvl	60.6	7.3	5	2.3
133-1-F	40	1	0.0	68.2	66	68.2	10	Snd Lvl	61.6	6.6	5	1.6
134-1-F	41	1	0.0	69.1	66	69.1	10	Snd Lvl	64.2	4.9	5	-0.1
135-1-F	42	1	0.0	68.6	66	68.6	10	Snd Lvl	64.9	3.7	5	-1.3
136-1	43	1	0.0	56.0	66	56.0	10	----	52.4	3.6	5	-1.4
137-1	44	1	0.0	56.2	66	56.2	10	----	52.2	4.0	5	-1.0
138-1	45	1	0.0	55.9	66	55.9	10	----	53.1	2.8	5	-2.2
139-1	46	1	0.0	56.4	66	56.4	10	----	53.2	3.2	5	-1.8
140-1	47	1	0.0	57.2	66	57.2	10	----	53.4	3.8	5	-1.2
141-1	48	1	0.0	59.7	66	59.7	10	----	56.6	3.1	5	-1.9
142-1	49	1	0.0	59.2	66	59.2	10	----	59.1	0.1	5	-4.9
143-24-F	50	24	0.0	62.7	66	62.7	10	----	62.6	0.1	5	-4.9
144-16	51	16	0.0	61.3	66	61.3	10	----	61.2	0.1	5	-4.9
145-16-F	52	16	0.0	61.2	66	61.2	10	----	61.1	0.1	5	-4.9
146-1-F	53	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	5	-5.0
147-1	54	1	0.0	59.8	66	59.8	10	----	59.7	0.1	5	-4.9
148-1	55	1	0.0	56.8	66	56.8	10	----	56.6	0.2	5	-4.8
149-1	56	1	0.0	54.7	66	54.7	10	----	54.4	0.3	5	-4.7
150-1-F	57	1	0.0	67.7	66	67.7	10	Snd Lvl	67.0	0.7	5	-4.3
151-2-F	58	2	0.0	70.6	66	70.6	10	Snd Lvl	68.9	1.7	5	-3.3
152-2	59	2	0.0	61.2	66	61.2	10	----	59.7	1.5	5	-3.5
153-2	60	2	0.0	57.2	66	57.2	10	----	56.2	1.0	5	-4.0
154-2	61	2	0.0	58.2	66	58.2	10	----	56.2	2.0	5	-3.0
155-2	62	2	0.0	60.9	66	60.9	10	----	58.5	2.4	5	-2.6
156-2	63	2	0.0	65.2	66	65.2	10	----	62.7	2.5	5	-2.5
157-2	64	2	0.0	66.1	66	66.1	10	Snd Lvl	63.2	2.9	5	-2.1
158-2	65	2	0.0	61.5	66	61.5	10	----	59.2	2.3	5	-2.7
159-2	66	2	0.0	61.3	66	61.3	10	----	58.1	3.2	5	-1.8
160-2	67	2	0.0	65.2	66	65.2	10	----	60.6	4.6	5	-0.4
161-2-F	68	2	0.0	69.4	66	69.4	10	Snd Lvl	63.3	6.1	5	1.1
162-2-F	69	2	0.0	69.5	66	69.5	10	Snd Lvl	61.9	7.6	5	2.6
163-2	70	2	0.0	64.6	66	64.6	10	----	60.0	4.6	5	-0.4

164-2	71	2	0.0	62.6	66	62.6	10	----	58.8	3.8	5	-1.2
165-2	72	2	0.0	61.3	66	61.3	10	----	58.0	3.3	5	-1.7
166-2	73	2	0.0	57.2	66	57.2	10	----	55.1	2.1	5	-2.9
167-2	74	2	0.0	56.8	66	56.8	10	----	54.3	2.5	5	-2.5
168-2	75	2	0.0	57.6	66	57.6	10	----	55.1	2.5	5	-2.5
169-2	76	2	0.0	61.4	66	61.4	10	----	57.3	4.1	5	-0.9
170-2	77	2	0.0	63.4	66	63.4	10	----	57.7	5.7	5	0.7
171-2	78	2	0.0	65.8	66	65.8	10	----	58.5	7.3	5	2.3
172-2-F	79	2	0.0	69.8	66	69.8	10	Snd Lvl	61.2	8.6	5	3.6
173-2-F	80	2	0.0	69.1	66	69.1	10	Snd Lvl	60.7	8.4	5	3.4
174-2	81	2	0.0	65.0	66	65.0	10	----	59.6	5.4	5	0.4
175-2	82	2	0.0	62.3	66	62.3	10	----	59.6	2.7	5	-2.3
176-2	83	2	0.0	64.5	66	64.5	10	----	58.1	6.4	5	1.4
177-2-F	84	2	0.0	69.2	66	69.2	10	Snd Lvl	59.9	9.3	5	4.3
178-2-F	85	2	0.0	73.2	66	73.2	10	Snd Lvl	62.3	10.9	5	5.9
179-1-F	86	1	0.0	72.0	66	72.0	10	Snd Lvl	63.0	9.0	5	4.0
180-1-F	87	1	0.0	69.5	66	69.5	10	Snd Lvl	61.0	8.5	5	3.5
181-1	88	1	0.0	67.6	66	67.6	10	Snd Lvl	59.5	8.1	5	3.1
182-1-F	89	1	0.0	72.1	66	72.1	10	Snd Lvl	62.9	9.2	5	4.2
183-1-F	90	1	0.0	72.2	66	72.2	10	Snd Lvl	62.9	9.3	5	4.3
184-1-F	91	1	0.0	72.2	66	72.2	10	Snd Lvl	62.8	9.4	5	4.4
185-1-F	92	1	0.0	71.8	66	71.8	10	Snd Lvl	62.7	9.1	5	4.1
186-1-F	93	1	0.0	71.6	66	71.6	10	Snd Lvl	62.6	9.0	5	4.0
187-1-F	94	1	0.0	71.8	66	71.8	10	Snd Lvl	62.9	8.9	5	3.9
188-1-F	95	1	0.0	71.8	66	71.8	10	Snd Lvl	62.9	8.9	5	3.9
189-1-F	96	1	0.0	71.4	66	71.4	10	Snd Lvl	62.7	8.7	5	3.7
190-1	97	1	0.0	60.6	66	60.6	10	----	56.0	4.6	5	-0.4
191-1	98	1	0.0	60.5	66	60.5	10	----	56.5	4.0	5	-1.0
192-1	99	1	0.0	60.1	66	60.1	10	----	55.7	4.4	5	-0.6
193-1	100	1	0.0	60.7	66	60.7	10	----	56.3	4.4	5	-0.6
194-1	101	1	0.0	60.1	66	60.1	10	----	55.7	4.4	5	-0.6
195-1	102	1	0.0	60.1	66	60.1	10	----	55.7	4.4	5	-0.6
196-1	103	1	0.0	59.3	66	59.3	10	----	55.2	4.1	5	-0.9
197-1	104	1	0.0	59.1	66	59.1	10	----	55.3	3.8	5	-1.2
198-1	105	1	0.0	57.9	66	57.9	10	----	54.5	3.4	5	-1.6
199-1	106	1	0.0	57.3	66	57.3	10	----	54.4	2.9	5	-2.1
200-1	107	1	0.0	55.2	66	55.2	10	----	54.1	1.1	5	-3.9
201-1	108	1	0.0	57.7	66	57.7	10	----	54.5	3.2	5	-1.8
202-1	109	1	0.0	58.3	66	58.3	10	----	54.9	3.4	5	-1.6
203-2	110	2	0.0	58.6	66	58.6	10	----	54.9	3.7	5	-1.3
204-2	111	2	0.0	58.8	66	58.8	10	----	55.1	3.7	5	-1.3

205-2	112	2	0.0	59.7	66	59.7	10	----	55.6	4.1	5	-0.9
206-1-F	113	1	0.0	71.7	66	71.7	10	Snd Lvl	62.9	8.8	5	3.8
207-1-F	114	1	0.0	72.0	66	72.0	10	Snd Lvl	63.2	8.8	5	3.8
208-1-F	115	1	0.0	71.8	66	71.8	10	Snd Lvl	63.1	8.7	5	3.7
209-1-F	116	1	0.0	71.6	66	71.6	10	Snd Lvl	63.0	8.6	5	3.6
210-2	117	2	0.0	58.8	66	58.8	10	----	55.0	3.8	5	-1.2
211-1	118	1	0.0	59.4	66	59.4	10	----	56.5	2.9	5	-2.1
212-1	119	1	0.0	55.1	66	55.1	10	----	53.4	1.7	5	-3.3
213-2	120	2	0.0	55.6	66	55.6	10	----	53.7	1.9	5	-3.1
214-2	121	2	0.0	57.1	66	57.1	10	----	55.4	1.7	5	-3.3
215-2	122	2	0.0	58.0	66	58.0	10	----	55.8	2.2	5	-2.8
216-2	123	2	0.0	59.1	66	59.1	10	----	56.3	2.8	5	-2.2
217-1	124	1	0.0	60.0	66	60.0	10	----	56.4	3.6	5	-1.4
218-2	125	2	0.0	60.5	66	60.5	10	----	56.8	3.7	5	-1.3
219-1	126	1	0.0	57.2	66	57.2	10	----	54.9	2.3	5	-2.7
220-1	127	1	0.0	60.1	66	60.1	10	----	57.1	3.0	5	-2.0
221-1-F	128	1	0.0	73.0	66	73.0	10	Snd Lvl	64.6	8.4	5	3.4
222-1-F	129	1	0.0	72.2	66	72.2	10	Snd Lvl	63.8	8.4	5	3.4
223-1-F	130	1	0.0	72.1	66	72.1	10	Snd Lvl	63.7	8.4	5	3.4
224-1-F	131	1	0.0	72.2	66	72.2	10	Snd Lvl	63.9	8.3	5	3.3
225-1-F	132	1	0.0	71.8	66	71.8	10	Snd Lvl	64.8	7.0	5	2.0
226-1	133	1	0.0	64.7	66	64.7	10	----	64.3	0.4	5	-4.6
227-1	134	1	0.0	70.4	66	70.4	10	Snd Lvl	63.2	7.2	5	2.2
228-1-F	135	1	0.0	72.1	66	72.1	10	Snd Lvl	64.5	7.6	5	2.6
229-2	136	2	0.0	60.4	66	60.4	10	----	58.8	1.6	5	-3.4
230-2	137	2	0.0	60.9	66	60.9	10	----	60.0	0.9	5	-4.1
231-1	138	1	0.0	62.0	66	62.0	10	----	60.7	1.3	5	-3.7
232-2	139	2	0.0	64.2	66	64.2	10	----	62.2	2.0	5	-3.0
233-1	140	1	0.0	64.8	66	64.8	10	----	63.3	1.5	5	-3.5
234-1-F	141	1	0.0	72.2	66	72.2	10	Snd Lvl	66.2	6.0	5	1.0
235-1	142	1	0.0	64.2	66	64.2	10	----	62.1	2.1	5	-2.9
236-1	143	1	0.0	63.0	66	63.0	10	----	61.0	2.0	5	-3.0
237-1	144	1	0.0	61.5	66	61.5	10	----	59.9	1.6	5	-3.4
239-1	145	1	0.0	60.9	66	60.9	10	----	57.6	3.3	5	-1.7
240-1	147	1	0.0	56.8	66	56.8	10	----	53.4	3.4	5	-1.6
241-1	148	1	0.0	60.1	66	60.1	10	----	54.0	6.1	5	1.1
243-1	149	1	0.0	56.4	66	56.4	10	----	55.8	0.6	5	-4.4
2001-5-F	151	5	0.0	58.3	66	58.3	10	----	51.6	6.7	5	1.7
2002-15-F	152	15	0.0	65.1	66	65.1	10	----	56.7	8.4	5	3.4
2006-1-F	153	1	0.0	59.8	66	59.8	10	----	56.2	3.6	5	-1.4
2007-1-F	154	1	0.0	61.8	66	61.8	10	----	56.4	5.4	5	0.4

2008-1-F	155	1	0.0	61.1	66	61.1	10	----	56.6	4.5	5	-0.5
2009-1-F	156	1	0.0	64.5	66	64.5	10	----	58.6	5.9	5	0.9
2010-1-F	157	1	0.0	63.7	66	63.7	10	----	58.9	4.8	5	-0.2
2011-1-F	158	1	0.0	61.6	66	61.6	10	----	58.6	3.0	5	-2.0
2012-1	159	1	0.0	59.8	66	59.8	10	----	56.2	3.6	5	-1.4
2013-1	160	1	0.0	59.1	66	59.1	10	----	55.4	3.7	5	-1.3
2014-1-F	161	1	0.0	62.8	66	62.8	10	----	59.1	3.7	5	-1.3
2017-6-F	162	6	0.0	65.7	66	65.7	10	----	64.1	1.6	5	-3.4
2092-1	163	1	0.0	60.2	66	60.2	10	----	53.3	6.9	5	1.9
2093-1	164	1	0.0	59.9	66	59.9	10	----	52.9	7.0	5	2.0
2094-1	165	1	0.0	59.2	66	59.2	10	----	52.7	6.5	5	1.5
2095-1	166	1	0.0	55.3	66	55.3	10	----	50.3	5.0	5	0.0
2096-1	167	1	0.0	54.1	66	54.1	10	----	49.3	4.8	5	-0.2
2097-1	168	1	0.0	53.1	66	53.1	10	----	48.8	4.3	5	-0.7
2098-1	169	1	0.0	53.8	66	53.8	15	----	48.9	4.9	5	-0.1
2099-1	170	1	0.0	53.7	66	53.7	15	----	48.5	5.2	5	0.2
3000-1	171	1	0.0	53.9	66	53.9	15	----	48.8	5.1	5	0.1

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	280	0.0	4.4	10.9
All Impacted	49	0.0	7.4	10.9
All that meet NR Goal	86	5.0	7.5	10.9

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Raymond St - NB 3 Prop
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 71 deg F, 82% 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 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
1-3-F	643	3	0.0	69.8	66	69.8	10	Snd Lvl	60.3	9.5	5	4.5
3-3-F	644	3	0.0	70.5	66	70.5	10	Snd Lvl	60.5	10.0	5	5.0
7-3-F	645	3	0.0	69.7	66	69.7	10	Snd Lvl	59.9	9.8	5	4.8
10-3-F	646	3	0.0	73.3	66	73.3	10	Snd Lvl	63.3	10.0	5	5.0
11-3-F	647	3	0.0	74.4	66	74.4	10	Snd Lvl	64.4	10.0	5	5.0
14-3-F	648	3	0.0	72.0	66	72.0	10	Snd Lvl	61.3	10.7	5	5.7
17-3-F	649	3	0.0	71.2	66	71.2	10	Snd Lvl	61.2	10.0	5	5.0
20-3-F	650	3	0.0	71.4	66	71.4	10	Snd Lvl	60.9	10.5	5	5.5
23-3-F	651	3	0.0	71.0	66	71.0	10	Snd Lvl	60.3	10.7	5	5.7
26-3-F	652	3	0.0	70.5	66	70.5	10	Snd Lvl	59.8	10.7	5	5.7
29-3-F	653	3	0.0	68.2	66	68.2	10	Snd Lvl	59.6	8.6	5	3.6
34-4-F	654	4	0.0	67.4	66	67.4	10	Snd Lvl	60.9	6.5	5	1.5
35-3	655	3	0.0	62.5	66	62.5	10	----	56.2	6.3	5	1.3
38-3	656	3	0.0	61.2	66	61.2	10	----	54.9	6.3	5	1.3
42-3	657	3	0.0	59.8	66	59.8	10	----	53.5	6.3	5	1.3
45-3	658	3	0.0	59.8	66	59.8	10	----	53.1	6.7	5	1.7
49-3	659	3	0.0	58.7	66	58.7	10	----	52.3	6.4	5	1.4
52-3	660	3	0.0	63.9	66	63.9	10	----	57.2	6.7	5	1.7
53-3	661	3	0.0	59.2	66	59.2	10	----	52.6	6.6	5	1.6
56-3	662	3	0.0	59.3	66	59.3	10	----	52.8	6.5	5	1.5
61-3	663	3	0.0	61.3	66	61.3	10	----	54.8	6.5	5	1.5
62-3	664	3	0.0	63.7	66	63.7	10	----	57.8	5.9	5	0.9
65-3	665	3	0.0	60.3	66	60.3	10	----	54.7	5.6	5	0.6
69-2	666	2	0.0	60.1	66	60.1	10	----	57.3	2.8	5	-2.2

70-3	667	3	0.0	64.4	66	64.4	10	----	62.6	1.8	5	-3.2
71-3-F	668	3	0.0	66.4	66	66.4	10	Snd Lvl	63.4	3.0	5	-2.0
119-1	669	1	0.0	60.8	66	60.8	10	----	54.7	6.1	5	1.1
244-3-F	670	3	0.0	65.6	66	65.6	10	----	58.0	7.6	5	2.6
247-3	671	3	0.0	62.6	66	62.6	10	----	55.5	7.1	5	2.1
250-2	672	2	0.0	60.3	66	60.3	10	----	55.5	4.8	5	-0.2
253-2	673	2	0.0	61.1	66	61.1	10	----	57.1	4.0	5	-1.0
254-4-F	674	4	0.0	64.5	66	64.5	10	----	58.7	5.8	5	0.8
258-2-F	675	2	0.0	64.9	66	64.9	10	----	62.2	2.7	5	-2.3
260-2	676	2	0.0	60.6	66	60.6	10	----	57.3	3.3	5	-1.7
262-1-F	677	1	0.0	68.3	66	68.3	10	Snd Lvl	65.7	2.6	5	-2.4
263-3	678	3	0.0	64.4	72	64.4	10	----	61.4	3.0	5	-2.0
267-3	679	3	0.0	61.3	66	61.3	10	----	58.5	2.8	5	-2.2
268-3	680	3	0.0	60.4	66	60.4	10	----	56.8	3.6	5	-1.4
271-1-F	681	1	0.0	71.1	66	71.1	10	Snd Lvl	67.6	3.5	5	-1.5
272-3	682	3	0.0	67.8	66	67.8	10	Snd Lvl	61.4	6.4	5	1.4
275-3	683	3	0.0	61.7	66	61.7	10	----	57.3	4.4	5	-0.6
278-3	684	3	0.0	60.7	66	60.7	10	----	56.8	3.9	5	-1.1
281-1	685	1	0.0	60.6	66	60.6	10	----	56.1	4.5	5	-0.5
284-3	686	3	0.0	66.4	66	66.4	10	Snd Lvl	58.7	7.7	5	2.7
287-3	687	3	0.0	61.7	66	61.7	10	----	55.6	6.1	5	1.1
290-1	688	1	0.0	60.1	66	60.1	10	----	54.1	6.0	5	1.0
291-3-F	689	3	0.0	73.4	66	73.4	10	Snd Lvl	62.9	10.5	5	5.5
295-3	690	3	0.0	61.8	66	61.8	10	----	55.5	6.3	5	1.3
298-1-F	691	1	0.0	72.3	66	72.3	10	Snd Lvl	62.1	10.2	5	5.2
299-1	692	1	0.0	60.0	66	60.0	10	----	54.0	6.0	5	1.0
300-3-F	693	3	0.0	61.5	66	61.5	10	----	55.1	6.4	5	1.4
304-3	694	3	0.0	61.8	66	61.8	10	----	55.1	6.7	5	1.7
306-3	695	3	0.0	61.2	66	61.2	10	----	54.4	6.8	5	1.8
310-2	696	2	0.0	63.9	66	63.9	10	----	56.8	7.1	5	2.1
313-2-F	697	2	0.0	67.9	66	67.9	10	Snd Lvl	58.8	9.1	5	4.1
314-3	698	3	0.0	65.4	66	65.4	10	----	57.7	7.7	5	2.7
317-3-F	699	3	0.0	66.4	66	66.4	10	Snd Lvl	58.3	8.1	5	3.1
320-3-F	700	3	0.0	67.4	66	67.4	10	Snd Lvl	59.2	8.2	5	3.2
321-3	701	3	0.0	61.6	66	61.6	10	----	54.6	7.0	5	2.0
326-3	702	3	0.0	59.1	66	59.1	10	----	53.6	5.5	5	0.5
329-3	703	3	0.0	61.2	66	61.2	10	----	55.6	5.6	5	0.6
332-3	704	3	0.0	62.8	66	62.8	10	----	56.9	5.9	5	0.9
334-3-F	705	3	0.0	63.6	66	63.6	10	----	58.2	5.4	5	0.4
338-3-F	706	3	0.0	67.5	66	67.5	10	Snd Lvl	61.8	5.7	5	0.7
487-3-F	707	3	0.0	68.0	66	68.0	10	Snd Lvl	60.5	7.5	5	2.5

490-3	708	3	0.0	66.7	66	66.7	10	Snd Lvl	58.6	8.1	5	3.1
491-3-F	709	3	0.0	70.9	66	70.9	10	Snd Lvl	61.5	9.4	5	4.4
496-2	710	2	0.0	61.8	66	61.8	10	----	55.7	6.1	5	1.1
498-3	711	3	0.0	63.4	66	63.4	10	----	57.4	6.0	5	1.0
499-1	712	1	0.0	61.1	66	61.1	10	----	54.7	6.4	5	1.4
500-3	713	3	0.0	64.5	66	64.5	10	----	57.8	6.7	5	1.7
503-3-F	714	3	0.0	67.5	66	67.5	10	Snd Lvl	57.9	9.6	5	4.6
505-2	715	2	0.0	65.1	66	65.1	10	----	55.6	9.5	5	4.5
509-3-F	716	3	0.0	70.0	66	70.0	10	Snd Lvl	58.6	11.4	5	6.4
516-3	717	3	0.0	67.2	66	67.2	10	Snd Lvl	56.6	10.6	5	5.6
520-2	718	2	0.0	59.3	66	59.3	10	----	52.5	6.8	5	1.8
522-2	719	2	0.0	62.1	66	62.1	10	----	54.8	7.3	5	2.3
525-3	720	3	0.0	64.7	66	64.7	10	----	56.2	8.5	5	3.5
529-2-F	721	2	0.0	71.4	66	71.4	10	Snd Lvl	60.5	10.9	5	5.9
532-3	722	3	0.0	63.5	66	63.5	10	----	56.9	6.6	5	1.6
536-3	723	3	0.0	60.8	66	60.8	10	----	54.9	5.9	5	0.9
537-1-F	724	1	0.0	69.0	66	69.0	10	Snd Lvl	59.1	9.9	5	4.9
541-3	725	3	0.0	61.2	66	61.2	10	----	55.3	5.9	5	0.9
545-3	726	3	0.0	56.8	66	56.8	10	----	51.9	4.9	5	-0.1
546-3	727	3	0.0	56.3	66	56.3	10	----	51.6	4.7	5	-0.3
550-4	728	4	0.0	59.1	66	59.1	10	----	53.2	5.9	5	0.9
555-3-F	729	3	0.0	66.3	66	66.3	10	Snd Lvl	57.9	8.4	5	3.4
556-2-F	730	2	0.0	71.7	66	71.7	10	Snd Lvl	60.0	11.7	5	6.7
557-2-F	731	2	0.0	73.2	66	73.2	10	Snd Lvl	61.2	12.0	5	7.0
558-3-F	732	3	0.0	71.7	66	71.7	10	Snd Lvl	59.9	11.8	5	6.8
559-2-F	733	2	0.0	71.3	66	71.3	10	Snd Lvl	59.6	11.7	5	6.7
560-3	734	3	0.0	65.8	66	65.8	10	----	55.5	10.3	5	5.3
606-1-F	735	1	0.0	66.5	66	66.5	10	Snd Lvl	64.0	2.5	5	-2.5
607-2-F	736	2	0.0	63.9	66	63.9	10	----	56.9	7.0	5	2.0
609-3-F	737	3	0.0	65.2	66	65.2	10	----	57.1	8.1	5	3.1
612-3	738	3	0.0	58.1	66	58.1	10	----	53.1	5.0	5	0.0
613-2-F	739	2	0.0	67.2	66	67.2	10	Snd Lvl	59.9	7.3	5	2.3
614-3	740	3	0.0	65.1	66	65.1	10	----	57.7	7.4	5	2.4
617-3	741	3	0.0	62.7	66	62.7	10	----	55.7	7.0	5	2.0
620-1	742	1	0.0	61.3	66	61.3	10	----	55.6	5.7	5	0.7
623-3	743	3	0.0	62.8	66	62.8	10	----	56.2	6.6	5	1.6
626-3	744	3	0.0	64.8	66	64.8	10	----	58.4	6.4	5	1.4
629-3-F	745	3	0.0	68.0	66	68.0	10	Snd Lvl	62.0	6.0	5	1.0
630-3-F	746	3	0.0	66.4	66	66.4	10	Snd Lvl	61.1	5.3	5	0.3
633-3	747	3	0.0	63.1	66	63.1	10	----	57.0	6.1	5	1.1
636-3	748	3	0.0	62.9	66	62.9	10	----	55.4	7.5	5	2.5

639-3-F	749	3	0.0	66.7	66	66.7	10	Snd Lvl	59.8	6.9	5	1.9
642-3	750	3	0.0	64.7	66	64.7	10	----	57.0	7.7	5	2.7
645-3	751	3	0.0	63.3	66	63.3	10	----	54.8	8.5	5	3.5
649-2	752	2	0.0	61.3	66	61.3	10	----	53.4	7.9	5	2.9
650-3-F	753	3	0.0	66.1	66	66.1	10	Snd Lvl	58.4	7.7	5	2.7
653-3	754	3	0.0	64.0	66	64.0	10	----	54.5	9.5	5	4.5
656-3	755	3	0.0	62.1	66	62.1	10	----	52.7	9.4	5	4.4
659-1	756	1	0.0	59.6	66	59.6	10	----	51.4	8.2	5	3.2
660-3-F	757	3	0.0	66.6	66	66.6	10	Snd Lvl	58.6	8.0	5	3.0
663-3	758	3	0.0	63.8	66	63.8	10	----	54.6	9.2	5	4.2
666-3	759	3	0.0	62.1	66	62.1	10	----	52.4	9.7	5	4.7
669-2	760	2	0.0	59.6	66	59.6	10	----	50.9	8.7	5	3.7
673-3	761	3	0.0	60.7	66	60.7	10	----	51.8	8.9	5	3.9
676-3	762	3	0.0	63.1	66	63.1	10	----	53.8	9.3	5	4.3
679-3-F	763	3	0.0	66.1	66	66.1	10	Snd Lvl	58.2	7.9	5	2.9
680-3-F	764	3	0.0	65.4	66	65.4	10	----	57.5	7.9	5	2.9
683-3	765	3	0.0	64.2	66	64.2	10	----	53.9	10.3	5	5.3
686-3	766	3	0.0	61.2	66	61.2	10	----	52.1	9.1	5	4.1
689-3-F	767	3	0.0	65.4	66	65.4	10	----	57.6	7.8	5	2.8
692-3	768	3	0.0	62.0	66	62.0	10	----	53.8	8.2	5	3.2
696-1	769	1	0.0	62.1	66	62.1	10	----	55.4	6.7	5	1.7
697-2	770	2	0.0	59.9	66	59.9	10	----	54.3	5.6	5	0.6
699-3-F	771	3	0.0	65.6	66	65.6	10	----	57.8	7.8	5	2.8
702-3	772	3	0.0	61.0	66	61.0	10	----	53.9	7.1	5	2.1
705-1	773	1	0.0	59.4	66	59.4	10	----	52.7	6.7	5	1.7
837-2	774	2	0.0	60.9	66	60.9	10	----	51.9	9.0	5	4.0
838-1	775	1	0.0	60.4	66	60.4	10	----	53.7	6.7	5	1.7
840-1	776	1	0.0	61.9	66	61.9	10	----	56.1	5.8	5	0.8
2025-2	777	2	0.0	46.0	66	46.0	10	----	45.5	0.5	5	-4.5
2037-1-F	895	1	0.0	65.4	66	65.4	10	----	59.9	5.5	5	0.5

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	353	0.5	7.2	12.0
All Impacted	117	2.5	8.6	12.0
All that meet NR Goal	312	5.0	7.8	12.0

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - Raymond St - SB 2 Prop
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 71 deg F, 82% 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		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
94-2	643	2	0.0	62.3	66	62.3	10	----	55.7	6.6	5	1.6
96-3-F	644	3	0.0	63.0	66	63.0	10	----	56.6	6.4	5	1.4
98-3	645	3	0.0	61.0	66	61.0	10	----	54.7	6.3	5	1.3
102-3	646	3	0.0	62.6	66	62.6	10	----	56.0	6.6	5	1.6
103-2-F	647	2	0.0	71.2	66	71.2	10	Snd Lvl	60.0	11.2	5	6.2
106-2-F	648	2	0.0	67.5	66	67.5	10	Snd Lvl	58.6	8.9	5	3.9
109-1	649	1	0.0	58.0	66	58.0	10	----	57.5	0.5	5	-4.5
110-1-F	650	1	0.0	61.5	66	61.5	10	----	59.7	1.8	5	-3.2
340-90	651	90	0.0	44.7	66	44.7	10	----	43.8	0.9	5	-4.1
346-2-F	652	2	0.0	64.4	66	64.4	10	----	56.3	8.1	5	3.1
349-1	653	1	0.0	57.7	66	57.7	10	----	51.0	6.7	5	1.7
350-3-F	654	3	0.0	64.5	66	64.5	10	----	56.1	8.4	5	3.4
353-3	655	3	0.0	61.1	66	61.1	10	----	53.6	7.5	5	2.5
356-2	656	2	0.0	58.2	66	58.2	10	----	51.0	7.2	5	2.2
358-3-F	657	3	0.0	65.1	66	65.1	10	----	56.2	8.9	5	3.9
361-2	658	2	0.0	63.4	66	63.4	10	----	55.1	8.3	5	3.3
364-3	659	3	0.0	61.5	66	61.5	10	----	53.8	7.7	5	2.7
365-3-F	660	3	0.0	64.6	66	64.6	10	----	56.3	8.3	5	3.3
368-3	661	3	0.0	62.9	66	62.9	10	----	54.7	8.2	5	3.2
371-1	662	1	0.0	59.9	66	59.9	10	----	53.0	6.9	5	1.9
372-3-F	663	3	0.0	66.8	66	66.8	10	Snd Lvl	58.7	8.1	5	3.1
375-3	664	3	0.0	64.1	66	64.1	10	----	56.4	7.7	5	2.7
379-3-F	665	3	0.0	66.9	66	66.9	10	Snd Lvl	59.1	7.8	5	2.8
381-2	666	2	0.0	62.8	66	62.8	10	----	55.6	7.2	5	2.2

385-3-F	667	3	0.0	66.0	66	66.0	10	Snd Lvl	61.6	4.4	5	-0.6
386-2	668	2	0.0	62.8	66	62.8	10	----	57.6	5.2	5	0.2
389-2	669	2	0.0	61.5	66	61.5	10	----	56.5	5.0	5	0.0
390-3-F	670	3	0.0	67.5	66	67.5	10	Snd Lvl	64.2	3.3	5	-1.7
393-1	671	1	0.0	64.6	66	64.6	10	----	59.5	5.1	5	0.1
394-2	672	2	0.0	65.0	66	65.0	10	----	58.8	6.2	5	1.2
399-3-F	673	3	0.0	67.1	66	67.1	10	Snd Lvl	59.3	7.8	5	2.8
401-3	674	3	0.0	64.4	66	64.4	10	----	56.9	7.5	5	2.5
403-3-F	675	3	0.0	67.6	66	67.6	10	Snd Lvl	59.3	8.3	5	3.3
405-3	676	3	0.0	65.7	66	65.7	10	----	57.1	8.6	5	3.6
409-3-F	677	3	0.0	65.2	66	65.2	10	----	57.3	7.9	5	2.9
411-1	678	1	0.0	63.8	72	63.8	10	----	56.4	7.4	5	2.4
412-2-F	679	2	0.0	69.0	66	69.0	10	Snd Lvl	59.0	10.0	5	5.0
414-3	680	3	0.0	61.6	66	61.6	10	----	54.6	7.0	5	2.0
417-3-F	681	3	0.0	66.4	66	66.4	10	Snd Lvl	57.7	8.7	5	3.7
420-1	682	1	0.0	59.2	66	59.2	10	----	53.1	6.1	5	1.1
421-3-F	683	3	0.0	69.6	66	69.6	10	Snd Lvl	59.5	10.1	5	5.1
423-3	684	3	0.0	65.0	66	65.0	10	----	57.2	7.8	5	2.8
427-1	685	1	0.0	60.3	66	60.3	10	----	54.0	6.3	5	1.3
428-3-F	686	3	0.0	71.2	66	71.2	10	Snd Lvl	60.9	10.3	5	5.3
431-3	687	3	0.0	62.1	66	62.1	10	----	55.3	6.8	5	1.8
434-2	688	2	0.0	58.0	66	58.0	10	----	52.6	5.4	5	0.4
438-3	689	3	0.0	65.0	66	65.0	10	----	57.9	7.1	5	2.1
441-3	690	3	0.0	60.7	66	60.7	10	----	55.1	5.6	5	0.6
444-1	691	1	0.0	57.9	66	57.9	10	----	53.1	4.8	5	-0.2
445-3-F	692	3	0.0	70.1	66	70.1	10	Snd Lvl	65.0	5.1	5	0.1
448-3	693	3	0.0	60.0	66	60.0	10	----	56.3	3.7	5	-1.3
450-1	694	1	0.0	59.3	66	59.3	10	----	55.9	3.4	5	-1.6
453-3-F	695	3	0.0	64.0	66	64.0	10	----	60.0	4.0	5	-1.0
456-1	696	1	0.0	61.6	66	61.6	10	----	57.1	4.5	5	-0.5
457-1	697	1	0.0	58.9	66	58.9	10	----	54.3	4.6	5	-0.4
460-3	698	3	0.0	60.3	66	60.3	10	----	53.4	6.9	5	1.9
463-3	699	3	0.0	58.3	66	58.3	10	----	51.8	6.5	5	1.5
466-1	700	1	0.0	56.6	66	56.6	10	----	50.5	6.1	5	1.1
467-3-F	701	3	0.0	64.1	66	64.1	10	----	56.6	7.5	5	2.5
470-3	702	3	0.0	60.0	66	60.0	10	----	52.7	7.3	5	2.3
472-3	703	3	0.0	57.3	66	57.3	10	----	50.3	7.0	5	2.0
475-1	704	1	0.0	55.5	66	55.5	10	----	49.0	6.5	5	1.5
476-3	705	3	0.0	60.4	66	60.4	10	----	53.3	7.1	5	2.1
477-2	706	2	0.0	57.2	66	57.2	10	----	50.1	7.1	5	2.1
479-3	707	3	0.0	62.8	66	62.8	10	----	54.8	8.0	5	3.0

481-1-F	708	1	0.0	65.9	66	65.9	10	----	57.8	8.1	5	3.1
483-3	709	3	0.0	62.7	66	62.7	10	----	59.4	3.3	5	-1.7
484-3-F	710	3	0.0	64.1	66	64.1	10	----	57.3	6.8	5	1.8
493-3-F	711	3	0.0	71.2	66	71.2	10	Snd Lvl	63.6	7.6	5	2.6
551-3-F	712	3	0.0	67.7	66	67.7	10	Snd Lvl	58.8	8.9	5	3.9
706-3-F	713	3	0.0	66.1	66	66.1	10	Snd Lvl	58.6	7.5	5	2.5
709-3	714	3	0.0	60.2	66	60.2	10	----	52.8	7.4	5	2.4
712-3	715	3	0.0	56.7	66	56.7	10	----	49.6	7.1	5	2.1
715-1	716	1	0.0	55.6	66	55.6	10	----	48.8	6.8	5	1.8
716-3-F	717	3	0.0	64.8	66	64.8	10	----	57.6	7.2	5	2.2
719-3	718	3	0.0	60.0	66	60.0	10	----	52.6	7.4	5	2.4
722-3	719	3	0.0	57.6	66	57.6	10	----	50.3	7.3	5	2.3
724-1	720	1	0.0	55.6	66	55.6	10	----	48.8	6.8	5	1.8
725-3-F	721	3	0.0	64.3	66	64.3	10	----	57.2	7.1	5	2.1
729-3	722	3	0.0	56.5	66	56.5	10	----	49.5	7.0	5	2.0
732-3-F	723	3	0.0	64.0	66	64.0	10	----	56.5	7.5	5	2.5
735-3	724	3	0.0	60.3	66	60.3	10	----	52.9	7.4	5	2.4
738-2	725	2	0.0	57.0	66	57.0	10	----	49.8	7.2	5	2.2
740-3-F	726	3	0.0	64.5	66	64.5	10	----	57.3	7.2	5	2.2
743-3	727	3	0.0	60.4	66	60.4	10	----	52.9	7.5	5	2.5
746-3	728	3	0.0	57.9	66	57.9	10	----	50.5	7.4	5	2.4
749-3-F	729	3	0.0	64.3	66	64.3	10	----	57.5	6.8	5	1.8
752-3	730	3	0.0	60.5	66	60.5	10	----	53.4	7.1	5	2.1
754-3	731	3	0.0	57.1	66	57.1	10	----	50.4	6.7	5	1.7
757-3-F	732	3	0.0	64.5	66	64.5	10	----	58.6	5.9	5	0.9
760-3	733	3	0.0	60.1	66	60.1	10	----	53.9	6.2	5	1.2
763-1	734	1	0.0	59.3	66	59.3	10	----	53.6	5.7	5	0.7
765-3-F	735	3	0.0	64.2	66	64.2	10	----	59.6	4.6	5	-0.4
767-3	736	3	0.0	60.8	66	60.8	10	----	55.2	5.6	5	0.6
771-3-F	737	3	0.0	65.4	66	65.4	10	----	60.4	5.0	5	0.0
774-3	738	3	0.0	61.7	66	61.7	10	----	56.2	5.5	5	0.5
777-2	739	2	0.0	59.2	66	59.2	10	----	53.7	5.5	5	0.5
779-3-F	740	3	0.0	66.4	66	66.4	10	Snd Lvl	59.1	7.3	5	2.3
782-3	741	3	0.0	61.2	66	61.2	10	----	55.1	6.1	5	1.1
785-1	742	1	0.0	59.5	66	59.5	10	----	53.7	5.8	5	0.8
786-1	743	1	0.0	58.2	66	58.2	10	----	52.8	5.4	5	0.4
787-3-F	744	3	0.0	65.2	66	65.2	10	----	57.9	7.3	5	2.3
790-3	745	3	0.0	60.5	66	60.5	10	----	53.9	6.6	5	1.6
793-3-F	746	3	0.0	65.9	66	65.9	10	----	58.5	7.4	5	2.4
796-3	747	3	0.0	61.9	66	61.9	10	----	55.2	6.7	5	1.7
799-2	748	2	0.0	59.2	66	59.2	10	----	54.2	5.0	5	0.0

801-1-F	749	1	0.0	65.7	66	65.7	10	----	58.7	7.0	5	2.0
802-3	750	3	0.0	62.7	66	62.7	10	----	58.2	4.5	5	-0.5
829-3	751	3	0.0	59.3	66	59.3	10	----	51.7	7.6	5	2.6
832-1	752	1	0.0	59.9	66	59.9	10	----	53.8	6.1	5	1.1
833-1-F	753	1	0.0	65.1	66	65.1	10	----	59.6	5.5	5	0.5
850-18	754	18	0.0	56.0	66	56.0	10	----	50.4	5.6	5	0.6
852-12	755	12	0.0	58.3	66	58.3	10	----	52.6	5.7	5	0.7
2018-3	756	3	0.0	60.8	66	60.8	10	----	54.3	6.5	5	1.5
2019-3	757	3	0.0	64.4	66	64.4	10	----	56.7	7.7	5	2.7
2020-3	758	3	0.0	62.9	66	62.9	10	----	56.0	6.9	5	1.9
2021-3	895	3	0.0	61.1	66	61.1	10	----	54.7	6.4	5	1.4

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	400	0.5	6.6	11.2
All Impacted	48	3.3	8.0	11.2
All that meet NR Goal	283	5.0	7.1	11.2

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed NB 4
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 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
562-3-F	606	3	0.0	63.8	66	63.8	10	----	57.1	6.7	5	1.7
564-3	607	3	0.0	63.0	66	63.0	10	----	54.6	8.4	5	3.4
567-3	608	3	0.0	62.4	66	62.4	10	----	54.8	7.6	5	2.6
570-1	609	1	0.0	61.6	66	61.6	10	----	54.1	7.5	5	2.5
571-1	610	1	0.0	61.7	66	61.7	10	----	53.2	8.5	5	3.5
574-3-F	611	3	0.0	63.4	66	63.4	10	----	57.3	6.1	5	1.1
575-2-F	612	2	0.0	63.9	66	63.9	10	----	57.5	6.4	5	1.4
577-3-F	613	3	0.0	63.9	66	63.9	10	----	57.5	6.4	5	1.4
580-3-F	614	3	0.0	64.0	66	64.0	10	----	57.8	6.2	5	1.2
582-3-F	615	3	0.0	64.3	66	64.3	10	----	58.0	6.3	5	1.3
585-3	616	3	0.0	60.5	66	60.5	10	----	54.7	5.8	5	0.8
587-3	617	3	0.0	61.0	66	61.0	10	----	55.4	5.6	5	0.6
589-3	618	3	0.0	60.6	66	60.6	10	----	55.9	4.7	5	-0.3
593-3	619	3	0.0	55.9	66	55.9	10	----	51.0	4.9	5	-0.1
597-3	620	3	0.0	55.9	66	55.9	10	----	52.0	3.9	5	-1.1
600-3	621	3	0.0	57.2	66	57.2	10	----	53.9	3.3	5	-1.7
601-3-F	622	3	0.0	66.9	66	66.9	10	Snd Lvl	61.3	5.6	5	0.6
604-2	623	2	0.0	62.1	66	62.1	10	----	59.5	2.6	5	-2.4
841-3	625	3	0.0	64.4	66	64.4	10	----	57.6	6.8	5	1.8
848-3	627	3	0.0	63.7	66	63.7	10	----	55.8	7.9	5	2.9
877-3-F	630	3	0.0	65.6	66	65.6	10	----	64.4	1.2	5	-3.8
880-3	632	3	0.0	61.3	66	61.3	10	----	61.0	0.3	5	-4.7
883-1	635	1	0.0	58.9	66	58.9	10	----	58.7	0.2	5	-4.8
884-3	637	3	0.0	58.2	66	58.2	10	----	57.9	0.3	5	-4.7

887-1	643	1	0.0	57.0	66	57.0	10	----	56.5	0.5	5	-4.5
888-3-F	645	3	0.0	67.3	66	67.3	10	Snd Lvl	64.3	3.0	5	-2.0
891-3	648	3	0.0	63.6	66	63.6	10	----	63.0	0.6	5	-4.4
894-2	649	2	0.0	60.7	66	60.7	10	----	60.3	0.4	5	-4.6
896-3-F	650	3	0.0	67.2	66	67.2	10	Snd Lvl	64.8	2.4	5	-2.6
899-3	651	3	0.0	61.4	66	61.4	10	----	60.9	0.5	5	-4.5
902-1	652	1	0.0	59.5	66	59.5	10	----	58.1	1.4	5	-3.6
903-3	653	3	0.0	60.6	66	60.6	10	----	58.3	2.3	5	-2.7
907-3-F	654	3	0.0	66.8	66	66.8	10	Snd Lvl	62.0	4.8	5	-0.2
909-2-F	655	2	0.0	70.7	66	70.7	10	Snd Lvl	62.5	8.2	5	3.2
912-3	656	3	0.0	64.0	66	64.0	10	----	57.6	6.4	5	1.4
915-2	657	2	0.0	62.3	66	62.3	10	----	57.3	5.0	5	0.0
917-3-F	658	3	0.0	69.2	66	69.2	10	Snd Lvl	60.8	8.4	5	3.4
919-2	659	2	0.0	55.1	66	55.1	10	----	52.4	2.7	5	-2.3
922-3	660	3	0.0	55.7	66	55.7	10	----	52.1	3.6	5	-1.4
925-3	661	3	0.0	56.8	66	56.8	10	----	53.0	3.8	5	-1.2
928-3	662	3	0.0	66.5	66	66.5	10	Snd Lvl	59.0	7.5	5	2.5
931-3-F	663	3	0.0	69.3	66	69.3	10	Snd Lvl	60.4	8.9	5	3.9
932-2	664	2	0.0	66.3	66	66.3	10	Snd Lvl	58.6	7.7	5	2.7
934-3-F	665	3	0.0	66.7	66	66.7	10	Snd Lvl	59.2	7.5	5	2.5
937-1	666	1	0.0	49.9	66	49.9	10	----	46.5	3.4	5	-1.6
941-3	667	3	0.0	61.4	66	61.4	10	----	53.9	7.5	5	2.5
944-3	668	3	0.0	62.3	66	62.3	10	----	54.8	7.5	5	2.5
946-3-F	669	3	0.0	65.0	66	65.0	10	----	57.0	8.0	5	3.0
950-3	670	3	0.0	60.6	66	60.6	10	----	54.1	6.5	5	1.5
953-3	671	3	0.0	58.8	66	58.8	10	----	52.2	6.6	5	1.6
954-1	672	1	0.0	62.6	66	62.6	10	----	56.9	5.7	5	0.7
955-3-F	673	3	0.0	63.6	66	63.6	10	----	58.6	5.0	5	0.0
958-3-F	674	3	0.0	60.7	66	60.7	10	----	55.3	5.4	5	0.4
961-3-F	675	3	0.0	61.1	66	61.1	10	----	55.6	5.5	5	0.5
964-3	676	3	0.0	60.8	66	60.8	10	----	54.8	6.0	5	1.0
967-3	677	3	0.0	60.0	66	60.0	10	----	54.1	5.9	5	0.9
970-3	678	3	0.0	59.7	66	59.7	10	----	53.2	6.5	5	1.5
973-3	679	3	0.0	57.4	66	57.4	10	----	52.3	5.1	5	0.1
976-1	680	1	0.0	59.6	66	59.6	10	----	53.9	5.7	5	0.7
977-3	681	3	0.0	58.6	66	58.6	10	----	52.6	6.0	5	1.0
982-3	682	3	0.0	61.6	66	61.6	10	----	55.0	6.6	5	1.6
984-2-F	683	2	0.0	63.8	66	63.8	10	----	57.6	6.2	5	1.2
986-3-F	684	3	0.0	64.5	66	64.5	10	----	57.5	7.0	5	2.0
990-3	685	3	0.0	62.1	66	62.1	10	----	56.0	6.1	5	1.1
992-3	686	3	0.0	59.7	66	59.7	10	----	53.3	6.4	5	1.4

995-3	687	3	0.0	58.5	66	58.5	10	----	52.6	5.9	5	0.9
998-2	688	2	0.0	61.1	66	61.1	10	----	54.3	6.8	5	1.8
1000-3-F	689	3	0.0	67.3	66	67.3	10	Snd Lvl	59.1	8.2	5	3.2
1004-3	690	3	0.0	60.8	66	60.8	10	----	54.5	6.3	5	1.3
1008-1	691	1	0.0	60.9	66	60.9	10	----	54.2	6.7	5	1.7
1010-3	692	3	0.0	61.2	66	61.2	10	----	54.5	6.7	5	1.7
1011-1	693	1	0.0	62.0	66	62.0	10	----	54.9	7.1	5	2.1
1012-1	694	1	0.0	64.2	66	64.2	10	----	56.1	8.1	5	3.1
1014-3-F	695	3	0.0	64.9	66	64.9	10	----	57.5	7.4	5	2.4
1017-3	696	3	0.0	63.7	66	63.7	10	----	56.0	7.7	5	2.7
1020-3	697	3	0.0	61.7	66	61.7	10	----	54.5	7.2	5	2.2
1023-3-F	698	3	0.0	65.7	66	65.7	10	----	59.5	6.2	5	1.2
1026-2	699	2	0.0	63.2	66	63.2	10	----	56.6	6.6	5	1.6
1029-3	700	3	0.0	62.5	66	62.5	10	----	56.0	6.5	5	1.5
1030-3	701	3	0.0	62.2	66	62.2	10	----	55.8	6.4	5	1.4
1031-2-F	702	2	0.0	66.0	66	66.0	10	Snd Lvl	61.5	4.5	5	-0.5
1033-2	703	2	0.0	61.5	66	61.5	10	----	55.0	6.5	5	1.5
1037-2	704	2	0.0	61.7	66	61.7	10	----	56.2	5.5	5	0.5
1039-2	705	2	0.0	63.4	66	63.4	10	----	58.2	5.2	5	0.2
1040-3-F	706	3	0.0	64.4	66	64.4	10	----	59.6	4.8	5	-0.2
1181-2-F	707	2	0.0	66.3	66	66.3	10	Snd Lvl	58.8	7.5	5	2.5
1182-3	708	3	0.0	61.4	66	61.4	10	----	54.2	7.2	5	2.2
1184-3-F	709	3	0.0	65.6	66	65.6	10	----	58.2	7.4	5	2.4
1186-2-F	710	2	0.0	64.8	66	64.8	10	----	58.0	6.8	5	1.8
1189-3	711	3	0.0	60.0	66	60.0	10	----	53.7	6.3	5	1.3
1192-1-F	712	1	0.0	66.3	66	66.3	10	Snd Lvl	59.4	6.9	5	1.9
1193-1	713	1	0.0	62.7	66	62.7	10	----	56.3	6.4	5	1.4
1194-1	714	1	0.0	61.7	66	61.7	10	----	54.3	7.4	5	2.4
1195-2	715	2	0.0	63.7	66	63.7	10	----	54.9	8.8	5	3.8
1196-1	716	1	0.0	58.5	66	58.5	10	----	52.4	6.1	5	1.1
1202-3	717	3	0.0	62.1	66	62.1	10	----	56.3	5.8	5	0.8
3002-0.25-F	718	1	0.0	64.0	66	64.0	10	----	58.8	5.2	5	0.2
3003-0.25	719	1	0.0	62.3	66	62.3	10	----	56.3	6.0	5	1.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	243	0.2	5.7	8.9
All Impacted	36	2.4	6.5	8.9
All that meet NR Goal	183	5.0	6.7	8.9

Receptor 938-1 was not included in the proposed TNM models. Makes total receptors meeting NR goal 184. See Noise Barrier Analysis.

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North Model - Proposed SB 3
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 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
806-3-F	606	3	0.0	62.7	66	62.7	10	----	56.1	6.6	5	1.6
808-3-F	607	3	0.0	60.0	66	60.0	10	----	54.3	5.7	5	0.7
811-3-F	608	3	0.0	60.1	66	60.1	10	----	54.1	6.0	5	1.0
813-2	609	2	0.0	59.2	66	59.2	10	----	53.6	5.6	5	0.6
816-1-F	610	1	0.0	59.4	66	59.4	10	----	53.5	5.9	5	0.9
818-3	611	3	0.0	60.0	66	60.0	10	----	53.3	6.7	5	1.7
824-2-F	612	2	0.0	61.6	66	61.6	10	----	55.8	5.8	5	0.8
826-3-F	613	3	0.0	62.1	66	62.1	10	----	56.1	6.0	5	1.0
834-1-F	614	1	0.0	59.1	66	59.1	10	----	56.3	2.8	5	-2.2
835-3	615	3	0.0	59.6	66	59.6	10	----	53.1	6.5	5	1.5
836-3	616	3	0.0	61.0	66	61.0	10	----	54.3	6.7	5	1.7
1043-1-F	617	1	0.0	60.7	66	60.7	10	----	55.8	4.9	5	-0.1
1045-3	618	3	0.0	61.4	66	61.4	10	----	56.9	4.5	5	-0.5
1048-1	619	1	0.0	63.4	66	63.4	10	----	57.9	5.5	5	0.5
1049-4-F	620	4	0.0	66.5	66	66.5	10	Snd Lvl	60.1	6.4	5	1.4
1053-1-F	621	1	0.0	68.1	66	68.1	10	Snd Lvl	59.2	8.9	5	3.9
1054-3	622	3	0.0	65.1	66	65.1	10	----	57.7	7.4	5	2.4
1056-3	623	3	0.0	62.0	66	62.0	10	----	54.9	7.1	5	2.1
1057-2-F	625	2	0.0	70.1	66	70.1	10	Snd Lvl	59.8	10.3	5	5.3
1059-1-F	627	1	0.0	71.2	66	71.2	10	Snd Lvl	60.2	11.0	5	6.0
1060-3	630	3	0.0	62.5	66	62.5	10	----	55.0	7.5	5	2.5
1063-2	632	2	0.0	63.2	66	63.2	10	----	55.8	7.4	5	2.4
1067-2	635	2	0.0	66.8	66	66.8	10	Snd Lvl	59.5	7.3	5	2.3
1070-3-F	637	3	0.0	68.5	66	68.5	10	Snd Lvl	60.6	7.9	5	2.9

1073-3	643	3	0.0	62.4	66	62.4	10	----	54.6	7.8	5	2.8
1075-2	645	2	0.0	62.1	66	62.1	10	----	54.7	7.4	5	2.4
1077-2	648	2	0.0	63.6	66	63.6	10	----	55.6	8.0	5	3.0
1080-3-F	649	3	0.0	63.8	66	63.8	10	----	55.9	7.9	5	2.9
1082-2	650	2	0.0	63.8	66	63.8	10	----	55.2	8.6	5	3.6
1089-2	651	2	0.0	58.9	66	58.9	10	----	52.4	6.5	5	1.5
1092-1	652	1	0.0	56.1	66	56.1	10	----	50.0	6.1	5	1.1
1095-3	653	3	0.0	59.4	66	59.4	10	----	52.0	7.4	5	2.4
1096-1-F	654	1	0.0	66.1	66	66.1	10	Snd Lvl	57.6	8.5	5	3.5
1097-3	655	3	0.0	62.9	66	62.9	10	----	55.1	7.8	5	2.8
1100-4	656	4	0.0	58.0	66	58.0	10	----	51.4	6.6	5	1.6
1105-3	657	3	0.0	59.9	66	59.9	10	----	53.5	6.4	5	1.4
1107-1-F	658	1	0.0	65.8	66	65.8	10	----	57.7	8.1	5	3.1
1108-3-F	659	3	0.0	62.0	66	62.0	10	----	52.6	9.4	5	4.4
1111-3-F	660	3	0.0	64.3	66	64.3	10	----	56.2	8.1	5	3.1
1114-1	661	1	0.0	59.3	66	59.3	10	----	53.3	6.0	5	1.0
1117-3	662	3	0.0	59.8	66	59.8	10	----	53.7	6.1	5	1.1
1120-3	663	3	0.0	63.1	66	63.1	10	----	55.3	7.8	5	2.8
1121-2	664	2	0.0	59.7	66	59.7	10	----	53.2	6.5	5	1.5
1124-2	665	2	0.0	57.4	66	57.4	10	----	52.0	5.4	5	0.4
1126-3	666	3	0.0	57.9	66	57.9	10	----	53.1	4.8	5	-0.2
1131-3	667	3	0.0	66.3	66	66.3	10	Snd Lvl	59.2	7.1	5	2.1
1133-2	668	2	0.0	62.0	66	62.0	10	----	57.3	4.7	5	-0.3
1136-3	669	3	0.0	61.9	66	61.9	10	----	57.2	4.7	5	-0.3
1137-2	670	2	0.0	56.9	66	56.9	10	----	53.4	3.5	5	-1.5
1140-3	671	3	0.0	62.4	66	62.4	10	----	56.7	5.7	5	0.7
1143-2-F	672	2	0.0	69.0	66	69.0	10	Snd Lvl	60.3	8.7	5	3.7
1145-2	673	2	0.0	53.6	66	53.6	10	----	50.5	3.1	5	-1.9
1147-3	674	3	0.0	54.5	66	54.5	10	----	52.4	2.1	5	-2.9
1150-2	675	2	0.0	53.5	66	53.5	10	----	50.7	2.8	5	-2.2
1151-2-F	676	2	0.0	70.0	66	70.0	10	Snd Lvl	61.8	8.2	5	3.2
1154-3-F	677	3	0.0	68.4	66	68.4	10	Snd Lvl	61.4	7.0	5	2.0
1156-4	678	4	0.0	50.2	66	50.2	10	----	49.1	1.1	5	-3.9
1161-1-F	679	1	0.0	64.5	66	64.5	10	----	63.5	1.0	5	-4.0
1162-4	680	4	0.0	61.4	66	61.4	10	----	56.4	5.0	5	0.0
1167-3	681	3	0.0	58.5	66	58.5	10	----	52.2	6.3	5	1.3
1168-2-F	682	2	0.0	68.3	66	68.3	10	Snd Lvl	62.0	6.3	5	1.3
1169-3	683	3	0.0	65.1	66	65.1	10	----	56.9	8.2	5	3.2
1170-3-F	684	3	0.0	67.1	66	67.1	10	Snd Lvl	58.0	9.1	5	4.1
1171-3	685	3	0.0	60.4	66	60.4	10	----	53.1	7.3	5	2.3
1173-3	686	3	0.0	61.9	66	61.9	10	----	54.2	7.7	5	2.7

1174-3-F	687	3	0.0	65.3	66	65.3	10	----	57.7	7.6	5	2.6
1176-3-F	688	3	0.0	62.1	66	62.1	10	----	59.8	2.3	5	-2.7
1201-1-F	689	1	0.0	58.0	66	58.0	10	----	51.9	6.1	5	1.1
2027-1	690	1	0.0	60.3	66	60.3	10	----	53.5	6.8	5	1.8
2038-0.25	691	1	0.0	63.7	66	63.7	10	----	57.1	6.6	5	1.6
2091-1-F	692	1	0.0	66.5	66	66.5	10	Snd Lvl	57.8	8.7	5	3.7
3001-0.25-F	719	1	0.0	67.2	66	67.2	10	Snd Lvl	59.9	7.3	5	2.3

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	170	1.0	6.5	11.0
All Impacted	31	6.3	8.2	11.0
All that meet NR Goal	140	5.0	7.2	11.0

Parsons
Keaton Veldkamp

18 September 2023
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: I-65 Safety & Efficiency
RUN: I-65 SnE - North of I-70 - Proposed
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		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
856-3	606	3	0.0	60.6	66	60.6	10	----	55.2	5.4	5	0.4
859-1	607	1	0.0	57.5	66	57.5	10	----	54.8	2.7	5	-2.3
862-2	608	2	0.0	60.2	66	60.2	10	----	57.8	2.4	5	-2.6
864-3-F	609	3	0.0	64.3	66	64.3	10	----	61.9	2.4	5	-2.6
865-3	610	3	0.0	58.1	66	58.1	10	----	55.8	2.3	5	-2.7
869-3	611	3	0.0	59.0	66	59.0	10	----	57.9	1.1	5	-3.9
872-3	612	3	0.0	61.3	66	61.3	10	----	60.1	1.2	5	-3.8
874-3-F	613	3	0.0	65.2	66	65.2	10	----	63.8	1.4	5	-3.6
876-2	614	2	0.0	57.5	66	57.5	10	----	56.2	1.3	5	-3.7
1199-3-F	615	3	0.0	66.5	66	66.5	10	Snd Lvl	59.9	6.6	5	1.6
1205-2-F	616	2	0.0	69.5	66	69.5	10	Snd Lvl	62.9	6.6	5	1.6
1206-4-F	617	4	0.0	70.2	66	70.2	10	Snd Lvl	66.3	3.9	5	-1.1
1207-3-F	618	3	0.0	71.4	66	71.4	10	Snd Lvl	63.1	8.3	5	3.3
1212-3	619	3	0.0	58.9	66	58.9	10	----	56.8	2.1	5	-2.9
1213-2	620	2	0.0	60.7	66	60.7	10	----	59.0	1.7	5	-3.3
1214-20-F	621	20	0.0	52.0	66	52.0	10	----	51.0	1.0	5	-4.0
1217-4-F	622	4	0.0	67.9	66	67.9	10	Snd Lvl	62.0	5.9	5	0.9
1218-2	623	2	0.0	53.0	66	53.0	10	----	51.6	1.4	5	-3.6
1220-1-F	625	1	0.0	65.1	66	65.1	10	----	63.8	1.3	5	-3.7
1221-3-F	627	3	0.0	64.9	66	64.9	10	----	64.9	0.0	5	-5.0
1224-2	630	2	0.0	56.3	66	56.3	10	----	56.3	0.0	5	-5.0
1227-2-F	632	2	0.0	53.2	66	53.2	10	----	53.2	0.0	5	-5.0
1228-77-F	635	77	0.0	49.9	66	49.9	10	----	49.9	0.0	5	-5.0
1231-3	637	3	0.0	54.6	66	54.6	10	----	54.6	0.0	5	-5.0

1234-3	643	3	0.0	54.2	66	54.2	10	----	54.2	0.0	5	-5.0
1236-3-F	645	3	0.0	59.2	66	59.2	10	----	59.2	0.0	5	-5.0
1239-1	648	1	0.0	54.0	66	54.0	10	----	54.0	0.0	5	-5.0
1240-3	649	3	0.0	52.6	66	52.6	10	----	52.6	0.0	5	-5.0
1241-1	650	1	0.0	52.0	66	52.0	10	----	52.0	0.0	5	-5.0
1245-3-F	651	3	0.0	64.0	66	64.0	10	----	64.0	0.0	5	-5.0
1248-3	652	3	0.0	52.2	66	52.2	10	----	52.2	0.0	5	-5.0
1250-2	653	2	0.0	50.4	66	50.4	10	----	50.4	0.0	5	-5.0
1251-3-F	654	3	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	5	-5.0
1253-3	655	3	0.0	51.7	66	51.7	10	----	51.7	0.0	5	-5.0
1258-3	656	3	0.0	46.6	66	46.6	10	----	46.7	-0.1	5	-5.1
1259-3	657	3	0.0	48.9	66	48.9	10	----	48.7	0.2	5	-4.8
1260-1	658	1	0.0	48.7	66	48.7	10	----	48.5	0.2	5	-4.8
1265-3	659	3	0.0	50.1	66	50.1	10	----	49.9	0.2	5	-4.8
1266-1	660	1	0.0	55.1	66	55.1	10	----	53.9	1.2	5	-3.8
1267-3	661	3	0.0	62.1	66	62.1	10	----	61.7	0.4	5	-4.6
1272-1	662	1	0.0	59.5	66	59.5	10	----	58.2	1.3	5	-3.7
1273-193	663	193	0.0	65.7	66	65.7	10	----	63.3	2.4	5	-2.6
1276-2-F	664	2	0.0	67.1	66	67.1	10	Snd Lvl	59.7	7.4	5	2.4
1277-1	665	1	0.0	60.6	66	60.6	10	----	55.8	4.8	5	-0.2
1278-1	666	1	0.0	60.5	66	60.5	10	----	55.9	4.6	5	-0.4
1282-3-F	667	3	0.0	66.9	66	66.9	10	Snd Lvl	59.0	7.9	5	2.9
1283-3-F	668	3	0.0	66.9	66	66.9	10	Snd Lvl	59.7	7.2	5	2.2
1285-3	669	3	0.0	61.4	66	61.4	10	----	55.1	6.3	5	1.3
1286-1	670	1	0.0	59.3	66	59.3	10	----	54.3	5.0	5	0.0
1287-1	671	1	0.0	58.1	66	58.1	10	----	53.7	4.4	5	-0.6
1288-3-F	672	3	0.0	69.8	66	69.8	10	Snd Lvl	62.5	7.3	5	2.3
1290-3-F	673	3	0.0	70.0	66	70.0	10	Snd Lvl	62.8	7.2	5	2.2
1293-2-F	674	2	0.0	67.6	66	67.6	10	Snd Lvl	62.0	5.6	5	0.6
1297-2	675	2	0.0	61.3	66	61.3	10	----	57.3	4.0	5	-1.0
1303-3	676	3	0.0	62.5	66	62.5	10	----	56.5	6.0	5	1.0
1306-2	677	2	0.0	58.6	66	58.6	10	----	55.0	3.6	5	-1.4
1308-3	678	3	0.0	62.6	66	62.6	10	----	57.6	5.0	5	0.0
1309-1	679	1	0.0	60.7	66	60.7	10	----	58.8	1.9	5	-3.1
1311-1-F	680	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	5	-5.0
1312-1	681	1	0.0	53.7	66	53.7	10	----	53.0	0.7	5	-4.3
1313-3	682	3	0.0	61.1	66	61.1	10	----	60.5	0.6	5	-4.4
1314-1	683	1	0.0	44.5	66	44.5	10	----	44.5	0.0	5	-5.0
1317-3	684	3	0.0	50.2	66	50.2	10	----	50.2	0.0	5	-5.0
1321-3	685	3	0.0	49.7	66	49.7	10	----	49.8	-0.1	5	-5.1
1323-1	686	1	0.0	48.4	66	48.4	10	----	48.5	-0.1	5	-5.1

1326-2	687	2	0.0	50.2	66	50.2	10	----	50.2	0.0	5	-5.0
1329-3-F	688	3	0.0	59.2	66	59.2	10	----	59.2	0.0	5	-5.0
1330-2	689	2	0.0	55.3	66	55.3	10	----	55.3	0.0	5	-5.0
2031-4-F	690	4	0.0	72.9	66	72.9	10	Snd Lvl	69.1	3.8	5	-1.2
2033-1-F	691	1	0.0	72.0	66	72.0	10	Snd Lvl	71.4	0.6	5	-4.4
2034-1	692	1	0.0	65.7	66	65.7	10	----	64.4	1.3	5	-3.7
2035-1-F	693	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	5	-5.0
2036-1-F	694	1	0.0	78.2	66	78.2	10	Snd Lvl	78.2	0.0	5	-5.0
2040-18-F	695	18	0.0	61.1	66	61.1	10	----	60.9	0.2	5	-4.8
2043-3-F	696	3	0.0	63.4	66	63.4	10	----	62.6	0.8	5	-4.2
2048-3-F	697	3	0.0	62.4	66	62.4	10	----	61.1	1.3	5	-3.7
2049-3	698	3	0.0	57.9	66	57.9	10	----	57.3	0.6	5	-4.4
2054-3	699	3	0.0	61.7	66	61.7	10	----	59.9	1.8	5	-3.2
2055-3	700	3	0.0	56.2	66	56.2	10	----	55.0	1.2	5	-3.8
2060-4	701	4	0.0	61.0	66	61.0	10	----	59.0	2.0	5	-3.0
2061-4	702	4	0.0	55.9	66	55.9	10	----	54.6	1.3	5	-3.7
2064-3	703	3	0.0	55.9	66	55.9	10	----	54.2	1.7	5	-3.3
2065-2	704	2	0.0	61.3	66	61.3	10	----	58.3	3.0	5	-2.0
2066-3	705	3	0.0	59.5	66	59.5	10	----	57.6	1.9	5	-3.1
2067-3	706	3	0.0	57.2	66	57.2	10	----	55.2	2.0	5	-3.0
2070-2	707	2	0.0	58.9	66	58.9	10	----	57.1	1.8	5	-3.2
2073-1	708	1	0.0	60.4	66	60.4	10	----	58.7	1.7	5	-3.3
2076-3	709	3	0.0	55.9	66	55.9	10	----	54.1	1.8	5	-3.2
2078-2	710	2	0.0	58.1	66	58.1	10	----	56.1	2.0	5	-3.0
2080-1	711	1	0.0	61.2	66	61.2	10	----	59.4	1.8	5	-3.2
2081-3	712	3	0.0	57.4	66	57.4	10	----	55.5	1.9	5	-3.1
2084-6	713	6	0.0	63.2	66	63.2	10	----	61.4	1.8	5	-3.2
2085-6	714	6	0.0	61.6	66	61.6	10	----	60.0	1.6	5	-3.4
2086-1-F	715	1	0.0	66.4	66	66.4	10	Snd Lvl	65.6	0.8	5	-4.2
2087-4	716	4	0.0	56.1	66	56.1	10	----	54.5	1.6	5	-3.4
2090-1	717	1	0.0	53.2	66	53.2	10	----	52.5	0.7	5	-4.3

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	531	-0.1	2.0	8.3
All Impacted	44	0.0	4.4	8.3
All that meet NR Goal	41	5.0	6.5	8.3

APPENDIX H – PUBLIC INVOLVEMENT

Share Your Voice

NextLevel

SAFETY & EFFICIENCY

Noise Wall Outreach-1st Mailing

November 20, 2023

Dear Resident/Property Owner,

On behalf of the Indiana Department of Transportation (INDOT), Parsons is soliciting input from residents/property owners that have been determined to benefit from the construction of noise barriers for the I-65 Safety & Efficiency Project on the southeast side of Indianapolis, in Marion County. The project extends from the north side of the I-465/I65 interchange to approximately 500 feet north of Fletcher Avenue. The project includes roadway maintenance, bridge widening, and adding travel lanes along I-65. The need for the I-65 Safety & Efficiency Project stems from current and projected congestion and pavement conditions along this section of I-65. The purpose of the project is to reduce corridor congestion by providing a roadway with an increased Level of Service (LOS) during peak hours for the design year, 2045, and to extend the life of existing pavement by at least 10 years.

Noise barriers are proposed at seven locations:

- Northbound (NB) Barrier 1: East side of I-65, north of Hanna Avenue
- NB Barrier 3: East side of I-65, between Keystone Avenue and Raymond Street
- NB Barrier 4/5: East side of I-65, between Raymond Street and Pleasant Run Parkway South
  - NB Barrier 4*: East side of I-65, between Raymond Street and Van Buren Street
- NB Barrier 6: East side of I-65, between Shelby Street and Morris Street
- NB Barrier 7: East side of I-65, between Prospect Street and Virginia Avenue
- Southbound (SB) Barrier 2: West side of I-65, between Keystone Avenue and Raymond Street
- SB Barrier 4: West side of I-65, south of Virginia Avenue

**NB Barrier 4/5 is recommended over NB Barrier 4, unless it is found that public input recommends only NB Barrier 4*

INDOT evaluates noise abatement measures for feasibility and reasonableness. If a barrier is preliminarily proven feasible and reasonable, then any residents and/or property owners that have been determined to benefit from the construction of a noise barrier are given the opportunity to provide their input. INDOT then makes the decision whether to construct a noise barrier based on feasibility, reasonableness, and percentage of supportive responses from benefited residents and/or property owners. Preliminary findings show that the proposed noise barriers are both reasonable and feasible. At this time, INDOT needs your input on whether you want the proposed noise barrier constructed in your area.

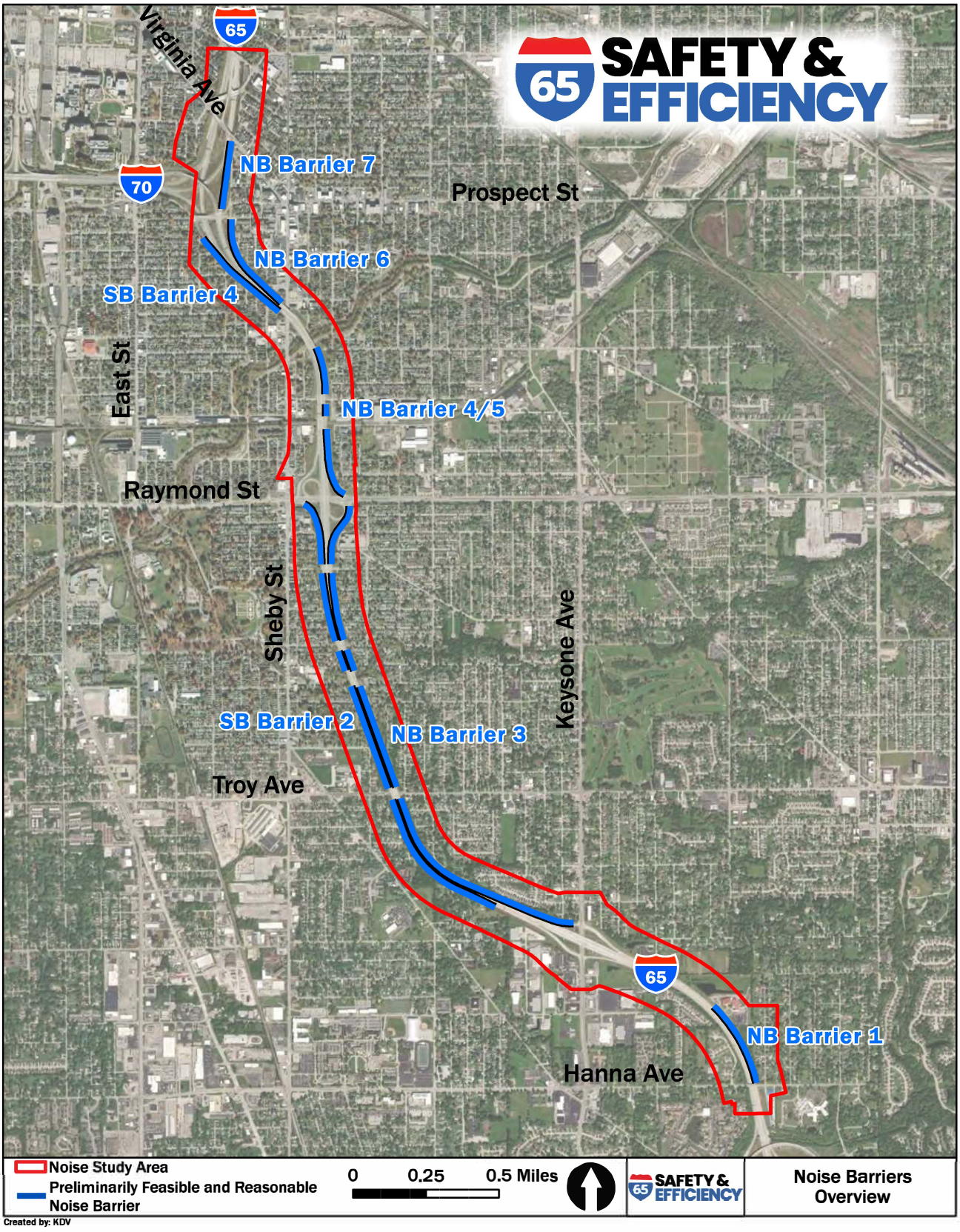
A stamped survey postcard is enclosed in this mailing. Please provide your input on whether you support the construction of a noise barrier in your area by December 1, 2023. Each barrier needs a majority of responses from benefited residents and/or property owners (more than 50%) for construction to be considered. If a majority of responses are not received, a second attempt will be sent. It is important that you submit the survey postcard no later than December 1, 2023.

Enclosed is a map showing the locations of proposed barriers and a stamped survey postcard addressed to Parsons. Detailed maps showing proposed barriers and receptor locations can be found at the project website: I65SafetyandEfficiency.com. We look forward to hearing from you. Should you have additional questions regarding this meeting, please contact Brandon Miller, Principal Planner with Parsons, at **(317) 371-2296** or via e-mail at **brandon.miller@parsons.com**.

Sincerely,

Brandon Miller
Principal Planner
Parsons

Share Your Voice



100 N. Senate Avenue
Room N755
Indianapolis, Indiana 46204

Parsons
Attn: Brandon Miller
101 West Ohio Street
Suite 2121
Indianapolis, IN 46204

SAFETY & EFFICIENCY

Noise Barrier Survey Card

Thank you for completing this survey card.
Please complete only one card per household.

Are you the property owner or tenant?

☐ **Owner** ☐ **Tenant**

Name *(please print)* _____

Mailing Address: _____

Property Address: _____
(if different from above)

☐ **Yes, I want the noise barrier to be constructed.**

☐ **No, I do not want the noise barrier to be constructed.**

Comments:

Share Your Voice

NextLevel

65 SAFETY & EFFICIENCY

Noise Wall Outreach-2nd Mailing (attachments were the same as those of the 1st mailing)

December 4, 2023

Dear Resident/Property Owner,

We're following up with a second notification to encourage you to complete and return the enclosed survey response card. On behalf of the Indiana Department of Transportation (INDOT), Parsons is soliciting input from residents/property owners that have been determined to benefit from the construction of noise barriers for the I-65 Safety & Efficiency Project on the southeast side of Indianapolis, in Marion County. The project extends from the northside of the I-465/I65 interchange to approximately 500 feet north of Fletcher Avenue. The project includes roadway maintenance, bridge widening, and adding travel lanes along I-65. The need for the I-65 Safety & Efficiency Project stems from current and projected congestion and pavement conditions along this section of I-65. The purpose of the project is to reduce corridor congestion by providing a roadway with an increased Level of Service (LOS) during peak hours for the design year, 2045, and to extend the life of existing pavement by at least 10 years.

Noise barriers are proposed at seven locations:

- Northbound (NB) Barrier 1: East side of I-65, north of Hanna Avenue
- NB Barrier 3: East side of I-65, between Keystone Avenue and Raymond Street
- NB Barrier 4/5: East side of I-65, between Raymond Street and Pleasant Run Parkway South Drive
  - NB Barrier 4*: East side of I-65, between Raymond Street and Van Buren Street
- NB Barrier 6: East side of I-65, between Shelby Street and Morris Street
- NB Barrier 7: East side of I-65, between Prospect Street and Virginia Avenue
- Southbound (SB) Barrier 2: West side of I-65, between Keystone Avenue and Raymond Street
- SB Barrier 4: West side of I-65, south of Virginia Avenue

*NB Barrier 4/5 is recommended over NB Barrier 4, unless it is found that public input recommends only NB Barrier 4

INDOT evaluates noise abatement measures for feasibility and reasonableness. If a barrier is preliminarily proven feasible and reasonable, then any residents and/or property owners that have been determined to benefit from the construction of a noise barrier are given the opportunity to provide their input. INDOT then makes the decision whether to construct a noise barrier based on feasibility, reasonableness, and percentage of supportive responses from benefited residents and/or property owners. Preliminary findings show that the proposed noise barriers are both reasonable and feasible. At this time, INDOT needs your input on whether you want the proposed noise barrier constructed in your area.

A stamped survey postcard is enclosed in this mailing. Please provide your input on whether you support the construction of a noise barrier in your area by December 15, 2023. Each barrier needs a majority of responses from benefited residents and/or property owners (more than 50%) for construction to be considered. Pursuant to the INDOT Traffic Noise Analysis Procedure, no further attempts will be mailed. It is important that you submit the survey postcard no later than December 15, 2023.

Enclosed is a map showing the locations of proposed barriers and a stamped survey postcard addressed to Parsons. Detailed maps showing proposed barriers and receptor locations can be found at the project website: I65SafetyandEfficiency.com. We look forward to hearing from you. Should you have additional questions regarding this meeting, please contact Brandon Miller, Principal Planner with Parsons, at **(317) 371-2296** or via e-mail at **Brandon.Miller@Parsons.com**.

Sincerely,

Brandon Miller
Principal Planner
Parsons

FINAL OPPORTUNITY:
Share Your Preference

NextLevel

SAFETY & EFFICIENCY

Noise Wall Outreach-3rd Mailing (attachments were the same as those of the 1st mailing)

December 29, 2023

Dear Resident/Property Owner,

We're following up with a **third** and **final** notification to encourage you to complete and return the enclosed survey response card. On behalf of the Indiana Department of Transportation (INDOT), Parsons is soliciting input from residents/property owners that have been determined to benefit from the construction of noise barriers for the I-65 Safety & Efficiency Project on the southeast side of Indianapolis, in Marion County. The project extends from the northside of the I-465/I65 interchange to approximately 500 feet north of Fletcher Avenue. The project includes roadway maintenance, bridge widening, and adding travel lanes along I-65. The need for the I-65 Safety & Efficiency Project stems from current and projected congestion and pavement conditions along this section of I-65. The purpose of the project is to reduce corridor congestion by providing a roadway with an increased Level of Service (LOS) during peak hours for the design year, 2045, and to extend the life of existing pavement by at least 10 years.

Noise barriers are proposed at seven locations:

- Northbound (NB) Barrier 1: East side of I-65, north of Hanna Avenue
- NB Barrier 3: East side of I-65, between Keystone Avenue and Raymond Street
- NB Barrier 4/5: East side of I-65, between Raymond Street and Pleasant Run Parkway South Drive
  - NB Barrier 4*: East side of I-65, between Raymond Street and Van Buren Street
- NB Barrier 6: East side of I-65, between Shelby Street and Morris Street
- NB Barrier 7: East side of I-65, between Prospect Street and Virginia Avenue
- Southbound (SB) Barrier 2: West side of I-65, between Keystone Avenue and Raymond Street
- SB Barrier 4: West side of I-65, south of Virginia Avenue

*NB Barrier 4/5 is recommended over NB Barrier 4, unless it is found that public input recommends only NB Barrier 4

INDOT evaluates noise abatement measures for feasibility and reasonableness. If a barrier is preliminarily proven feasible and reasonable, then any residents and/or property owners that have been determined to benefit from the construction of a noise barrier are given the opportunity to provide their input. INDOT then makes the decision whether to construct a noise barrier based on feasibility, reasonableness, and percentage of supportive responses from benefited residents and/or property owners. Preliminary findings show that the proposed noise barriers are both reasonable and feasible. At this time, INDOT needs your input on whether you want the proposed noise barrier constructed in your area.

A stamped survey postcard is enclosed in this mailing. Please provide your input on whether you support the construction of a noise barrier. INDOT attempts to receive a majority of responses from benefited residents and/or property owners (more than 50%). We are mailing a third and final survey to solicit input. No further attempts will be mailed. It is important that you submit the survey postcard **no later than January 10, 2024.**

Enclosed is a map showing the locations of proposed barriers and a stamped survey postcard addressed to Parsons. Detailed maps showing proposed barriers and receptor locations can be found at the project website: I65safetyandefficiency.com/noisebarrier. We look forward to hearing from you. Should you have additional questions, please contact Brandon Miller, Principal Planner with Parsons, at (317) 371-2296 or via e-mail at Brandon.Miller@Parsons.com.

Sincerely,

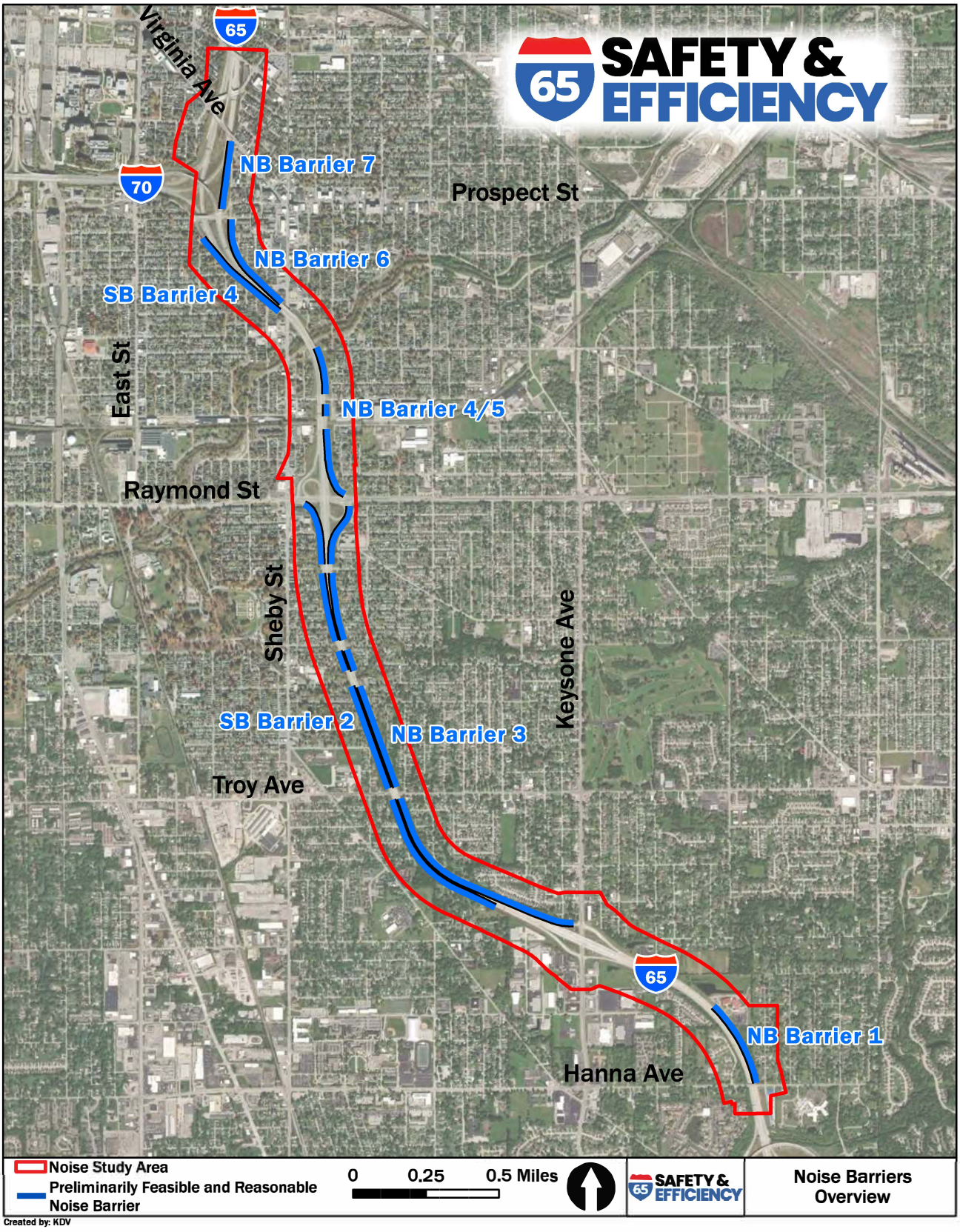
Brandon Miller
Principal Planner
Parsons

Scan with your phone camera to review detailed noise maps and complete a noise barrier survey online.

FINAL OPPORTUNITY:

Share Your Preference

NextLevel



Noise Meeting Notice

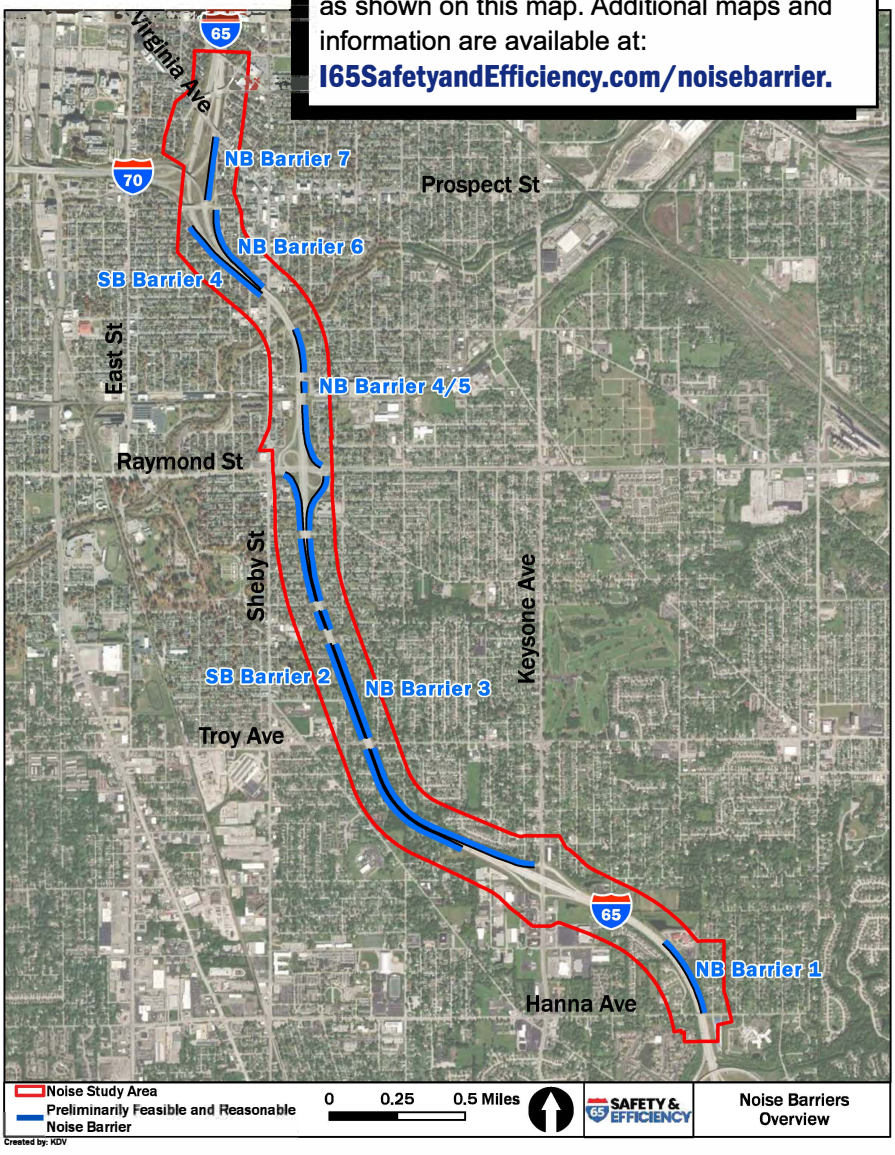
Noise Barrier Meeting

I-65 SAFETY & EFFICIENCY

Wednesday, December 13th
5:30 to 7:00 p.m. | 6 p.m. Presentation
SENSE Charter School | Multipurpose Facility
1601 Barth Ave, Indianapolis, IN

The Indiana Department of Transportation (INDOT) is requesting input from residents and property owners that have been determined to benefit from the construction of noise barriers for the I-65 Safety and Efficiency project.

Noise barriers are proposed at seven locations as shown on this map. Additional maps and information are available at: **I65SafetyandEfficiency.com/noisebarrier.**



- **Hear about potential noise barrier locations.**
- **Learn more about the process.**
- **Share your input!**

Scan with your phone camera to review detailed noise maps and complete a noise barrier survey online.

INDOT evaluates noise abatement measures and needs your input on whether you want the proposed noise barrier constructed in your area.

Learn more at I65SafetyandEfficiency.com/noisebarrier.

Special Accommodations: With advance notice, the Indiana Department of Transportation (INDOT) can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers or large print. Should special accommodation be needed, please contact Brandon Miller, principal planner, Parsons, at brandon.miller@parsons.com or (317) 371-2296.

Para Preguntas En Español: Si usted tiene preguntas o comentarios o le gustaria más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono (801) 553-3347 o correo electrónico robert.walker@parsons.com.

Noise Meeting Sign-In Sheets

SAFETY & EFFICIENCY

Meeting Description: Noise Meeting
Meeting Date/Time: December 13, 2023 | 5:30 p.m. ET
Location: SENSE Charter School

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates Email	Text
Debbie Patterson				☑	☐
Vickie Goens				☑	☑
Shirley Roddy				☑	☑
JORDAN ZYAN				☑	☐
Ricky Burnett				☑	☐
Timothy Johnson				☐	☐
Darlene Johnson				☐	☐
Kayla Friday				☑	☑
Ashley Simmons				☑	☐
Lasinda Packard				☑	☐
Rich Whitney				☑	☐
Katie Voss				☐	☐
Karen Donivan				☒	☐
Brenda Freije				☐	☐
				☐	☐
				☐	☐

NextLevel

In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

I-65 SAFETY & EFFICIENCY

Meeting Description: Noise Meeting
Meeting Date/Time: December 13, 2023 | 5:30 p.m. ET
Location: SENSE Charter School

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates Email	Text
Denise H Wright				☐	☒
Molly O'Malia				☒	☐
Kevin Johnson				☒	☐
Ben Franczek				☐	☒
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
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				☐	☐
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				☐	☐

NextLevel

In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

Meeting Description: Noise Meeting
Meeting Date/Time: December 13, 2023 | 5:30 p.m. ET
Location: SENSE Charter School

Name	Address	Phone Number Mobile number for text alerts	Email Address	Project Updates Email	Text
Casey Hodges				☑	☑
Don Currie				☑	☑
Mary Ann Titus				☑	☐
Melissa Roddy				☑	☑
EVAN RODDY				☑	☐
Tom + Sherry Ba				☐	☒
Jeff and Cindy DeVo				☒	☐
Stephen Bolger				☐	☐
Linda Brown				☐	☐
Irene Colville				☐	☐
Meg Stormont				☑	☐
John Kinsella				☑	☐
Jess Darling				☑	☐
Mike Beaman				☐	☐
				☐	☐
				☐	☐

NextLevel

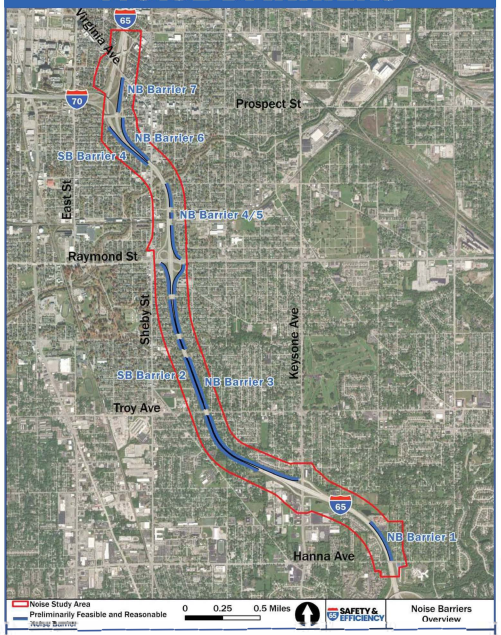
In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT is required to produce upon request.

Noise Meeting Handout-English

SAFETY & EFFICIENCY

Improving I-65 in Southeast Indy
Noise Barrier Meeting | December 2023

RECOMMENDED NOISE BARRIERS



Barriers are recommended at 7 locations:

- Hanna Avenue
- Keystone Avenue
- Troy Avenue
- Raymond Street
- Pleasant Run Parkway South Drive
- I-70 Interchange
- Calvary Street

Find high-resolution noise barrier maps at I65SafetyandEfficiency.com/NoiseBarrier.

PROJECT OVERVIEW

- I-65 Safety and Efficiency will reduce congestion and improve safety in southeast Indianapolis.
- The nearly 5-mile corridor stretches from north of the I-465 interchange to just north of Fletcher Avenue.
- Construction is expected to begin in spring 2025 and last up to two years.

NOISE ANALYSIS

- Areas of frequent outdoor use are identified and measured.
- Sound levels are measured in decibels: dB(A).
- Noise modeling software analyzes existing and projected traffic volumes.
- Projected noise levels are based on 2045 traffic forecasts and noise impacts.
- Noise impacts occur when estimates approach or exceed 67 dB(A) or when estimates exceed the existing sound level by 15+ dB(A).

PROCESS AND OUTREACH

Your feedback matters:

- Benefited property owners and residents are surveyed to determine if they support a noise barrier.
- If a response rate of 50%+ is not achieved, a second survey is mailed to those who did not respond.
- FHWA and INDOT review survey responses and determine next steps.
- Each barrier is analyzed separately.

I65SAFETYANDEFFICIENCY.COM

NOISE BARRIER EVALUATION

Noise barriers must be feasible and reasonable.

Feasible

- Acoustic Feasibility: 5 dB(A) reduction at a majority of impacted receptors
- Engineering Feasibility: Considers environmental, drainage, safety and other issues to identify best location for a barrier

Reasonable

- Barriers offer 7+ dB(A) reduction for the majority of directly adjacent receptors.
- Required barrier area (ft²) per benefited receptor must be less than or equal to allowable barrier area.

Square Footage per Benefited Receptor	Results
0 – 1,000 ft²	Reasonable
*1,001+ ft² and up	NOT Reasonable

*1,250 ft² if majority of homes built before initial roadway construction

Changes in Sound Level	Perception
+3 Decibels	Barely Perceptible
+5 Decibels	Clearly Perceptible
+10 Decibels	Twice as Loud

Impacted Receptors: Property where predicted noise levels approach or exceed the noise abatement criteria (NAC), or substantially exceed the existing noise level.

Benefited Receptors: Property that receives a minimum 5 dB(A) reduction in future noise levels with noise mitigation.

MITIGATING NOISE

- The most common approach to mitigating noise is constructing noise barriers.
- Noise barriers are solid obstructions built between the highway and nearby properties.
- Noise can be reduced by 5 to 10 dB(A).
- Sound can be absorbed, reflected across the highway or travel longer along the barrier.
- Barriers must be tall enough and long enough to block traffic noise in the area.

SHARE YOUR INPUT

Scan with your phone camera to visit our website.

Complete a survey tonight, return your survey card by mail, or complete online at I65SafetyandEffiency.com/NoiseBarrier.

Deadline is December 15.

FOLLOW OUR PROGRESS

- I65SafetyandEfficiency.com
- Sign up for email updates on our website.
- Text "INDOT I65SandE" to 468311 for mobile updates
- I-65 Safety and Efficiency
- @I65SE

Should you have additional questions regarding this meeting, please contact Brandon Miller at (317) 371-2296 or via e-mail at brandon.miller@parsons.com.

Para Preguntas En Español
Si usted tiene preguntas o comentarios o le gustaria más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono **801-553-3347** o correo electrónico **robert.walker@parsons.com.**

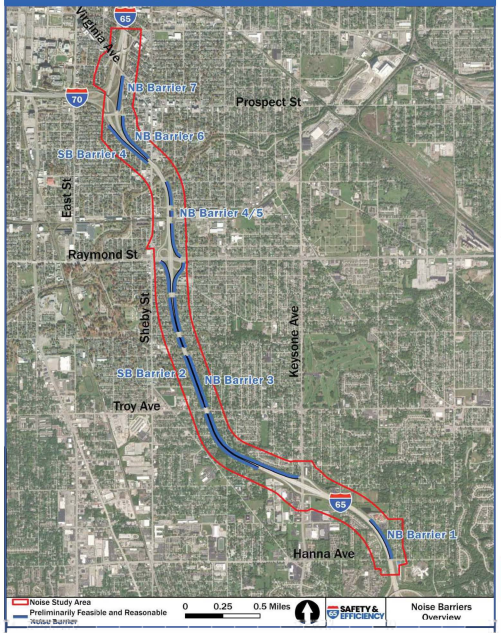
I65SAFETYANDEFFICIENCY.COM

Noise Meeting Handout-Spanish

Mejora de la I-65 en el sureste de Indy

Reunión sobre la barrera contra el ruido | diciembre 2023

BARRERAS DE RUIDO RECOMENDADAS



Se recomiendan barreras en 7 ubicaciones:

- Avenida Hanna
- Avenida Keystone
- Avenida Troya
- Calle Raymond
- Pleasant Run Parkway South Drive
- Intercambio I-70
- Calle Calvario
- Calvary Street

Encuentre mapas de barreras acústicas de alta resolución en I65SafetyandEfficiency.com/NoiseBarrier.

DESCRIPCIÓN DEL PROYECTO

- El proyecto de la Seguridad y Eficiencia de la I-65 reducirá la congestión y mejorará la seguridad en el sureste de Indianápolis.
- El corredor de casi 5 millas se extiende desde el norte del cruce de la I-465 hasta justo al norte de Fletcher Avenue.
- Se espera que la construcción empieza en la primavera de 2025 y dure hasta dos años.

ANÁLISIS DE RUIDO

- Se identifican y miden las áreas de uso frecuente al aire libre.
- Los niveles sonoros se miden en decibeles: dB(A).
- El software de modelado de ruido analiza los volúmenes de tráfico existentes y proyectados.
- Los niveles de ruido proyectados se basan en pronósticos de tráfico para 2045 y en los impactos del ruido.
- Los impactos de ruido ocurren cuando las estimaciones se acercan o exceden los 67 dB(A) o cuando las estimaciones exceden el nivel de sonido existente en más de 15 dB(A).

PROCESO Y ALCANCE

Tus comentarios son importantes:

- Se realiza una encuesta a los propietarios y residentes beneficiados para determinar si apoyan una barrera acústica.
- Si no se logra una tasa de respuesta superior al 50%, se envía una segunda encuesta por correo a quienes no respondieron.
- FHWA e INDOT revisan las respuestas de la encuesta y determinan los próximos pasos
- Cada barrera se analiza por separado.

EVALUACIÓN DE BARRERA DE RUIDO

Las barreras acústicas deben ser factibles y razonables.

Factible

- Viabilidad acústica: reducción de 5 dB(A) en la mayoría de los receptores afectados
- Viabilidad de ingeniería: considera cuestiones ambientales, de drenaje, de seguridad y otras para identificar la mejor ubicación para una barrera.

Razonable

- Las barreras ofrecen una reducción de más de 7 dB(A) para la mayoría de los receptores directamente adyacentes.
- El área de barrera requerida (pies cuadrados) por receptor beneficiado debe ser menor o igual al área de barrera permitida.

Pies cuadrados por receptor beneficiado	Resultados
0 – 1,000 ft²	Razonable
*1,001+ ft² and up	No es razonable

*1,250 ft² si la mayoría de las viviendas se construyeron antes de la construcción inicial de la carretera

Cambios en el nivel de sonido	Percepción
+3 decibelios	Apenas perceptible
+5 decibelios	Claramente perceptible
+10 decibelios	El doble de ruidoso

Receptores afectados: Propiedad donde los niveles de ruido previstos se acercan o exceden los criterios de reducción de ruido (NAC), o exceden sustancialmente el nivel de ruido existente.

Receptores Beneficiados: Propiedad que recibe una reducción mínima de 5 dB(A) en los niveles de ruido futuros con mitigación de ruido.

MITIGAR EL RUIDO

- El enfoque más común para mitigar el ruido es la construcción de barreras acústicas.
- Las barreras acústicas son obstrucciones sólidas construidas entre la carretera y las propiedades cercanas.
- El ruido se puede reducir de 5 a 10 dB(A).
- El sonido puede absorberse, reflejarse a lo largo de la carretera o viajar más tiempo a lo largo de la barrera.
- Las barreras deben ser lo suficientemente altas y largas para bloquear el ruido del tráfico en el área.

COMPARTE TU APORTE

Escanee con la cámara de su teléfono para visitar nuestro sitio web.

Complete una encuesta esta noche, devuelva su tarjeta de encuesta por correo, o complétela en línea en I65SafetyandEffiency.com/NoiseBarrier.

La fecha límite es el 15 de diciembre.

SIGUE NUESTRO PROGRESO

- I65SafetyandEfficiency.com
- Regístrese para recibir actualizaciones por correo electrónico en nuestro sitio web.
- Envíe un mensaje de texto "INDOT I65SandE" al 468311 para obtener actualizaciones móviles
- I-65 Safety and Efficiency
- @I65SE

Si tiene preguntas adicionales sobre esta reunión, comuníquese con Brandon Miller al (317) 371-2296 o por correo electrónico a brandon.miller@parsons.com.

Para Preguntas En Español

Si usted tiene preguntas o comentarios o le gustaría más información sobre este proyecto en Español, contacta al señor Robert Walker, al teléfono **801-553-3347** o correo electrónico **robert.walker@parsons.com.**

I65SAFETYANDEFFICIENCY.COM

Noise Meeting Display Boards

SAFETY & EFFICIENCY

WELCOME

NextLevel

SAFETY & EFFICIENCY

PROJECT OVERVIEW

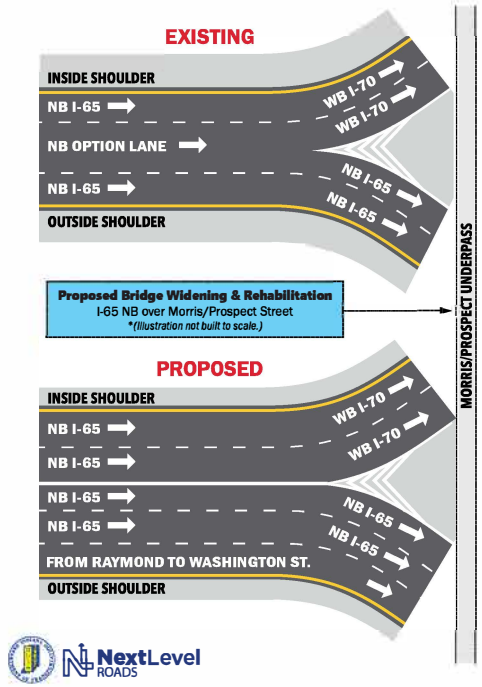
NextLevel

SAFETY & EFFICIENCY

PROJECT OVERVIEW

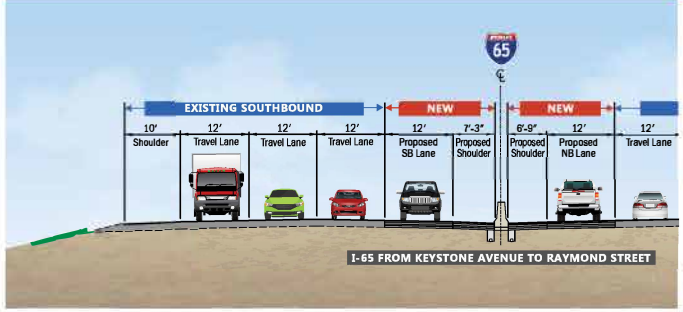
- I-65 Safety and Efficiency is expected to improve traffic flow and safety.
- The nearly 5-mile corridor extends from north of I-465 interchange to north of Fletcher Avenue downtown.
- Improvements will reduce corridor congestion, improve traffic flow, improve safety and extend pavement life.
- The project is currently in its environmental and preliminary design stage.
- Construction is expected to begin in 2025 and last up to two years.

ADDED CAPACITY: MORRIS/PROSPECT



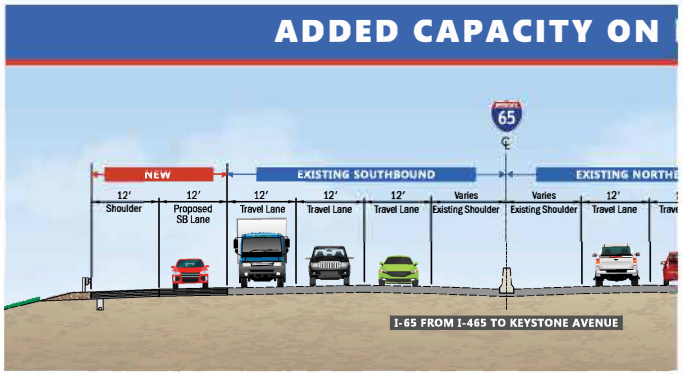
NextLevel ROADS

ADDED CAPACITY ON



- Added lane in each direction between I-465 and I-
- When construction is complete, 4 lanes in each di
- Majority of widening utilizing existing inside shou

ADDED CAPACITY ON

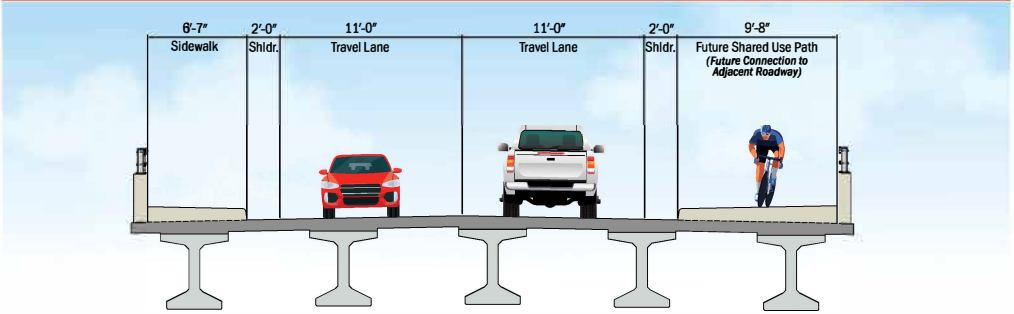


- Added lane in each direction between I-465 and I-
- When construction is complete, 4 lanes in each di
- Widening to outside of existing lanes for southern

SIDEWALK IMPROVEMENTS BY LOCATION

SIDEWALK LOCATION		SIDEWALK IMPROVEMENT
	Throughout the Corridor	All underpass lighting will be updated.
	Hanna Avenue	New replacement bridge will have a shared-use path on the south side of the bridge to accommodate a future pedestrian pathway. New, 6-foot sidewalk on the north side of the bridge.
	Keystone Avenue	All ADA curb ramps are being updated and pedestrian push buttons will be added.
	Troy, Nelson, Southern & Bradbury Avenues	Broken sidewalk panels will be replaced.
	Raymond Street	All sidewalks within INDOT right-of-way are being replaced. ADA ramps are being evaluated.
	Naomi Street	Sidewalk and curb are being replaced under the Naomi Street overpass. Improvements include leveling inconsistent slopes in the sidewalk.
	Pleasant Run	A portion of Pleasant Run Trail will be replaced when the Pleasant Run overpass is widened.
	Shelby Street	Underpass lighting will be updated; sidewalks were recently updated.
	Morris/ Prospect	All sidewalks will be replaced, and ADA ramps will be updated and/or evaluated.

NEW BRIDGE AT HANNA AVENUE



- New, replacement bridge at Hanna Avenue
- Six-foot sidewalk being added on north side of bridge
- A 10-foot shared-use path added on south side of bridge
- Shared-use path to accommodate future pedestrian pathway

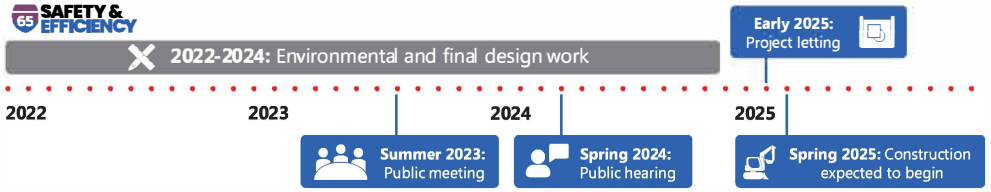
WHAT TO EXPECT

Environmental analysis and design work are underway.

The draft environmental document is expected by spring 2024.

A public hearing and formal comment period will follow.

Construction is expected to begin in spring 2025 and last two years.



FOLLOW OUR PROGRESS

I65SafetyandEfficiency.com

I-65 Safety and Efficiency

Sign up for email updates at I65SafetyandEfficiency.com

Text "INDOT I65SandE" to 468311 for text updates

Scan with your phone camera to visit the project website.

CONTACT US

855-INDOT4U (855-463-6848)

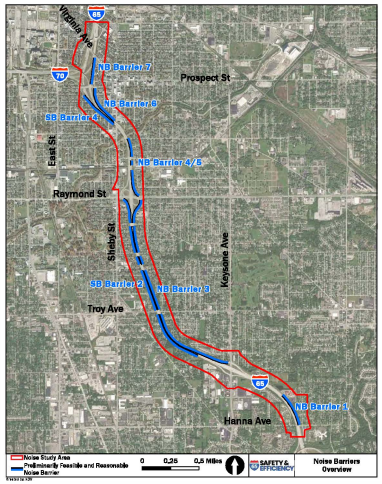
INDOT4U.com

NOISE ANALYSIS

NextLevel

SAFETY & EFFICIENCY

NOISE BARRIER EVALUATION



Noise Analysis Process

- Areas of frequent outdoor use are identified and measured.
- Sound levels are measured in decibels, or dB(A).
- Noise modeling software analyzes existing and projected traffic volumes.
- Projected noise levels are based on 2045 traffic forecasts and noise impacts.
- Noise impacts occur when estimates approach or exceed 67 dB(A) or when estimates exceed the existing sound level by 15+ dB(A).

SAFETY & EFFICIENCY

NOISE BARRIER EVALUATION

HOW WE PERCEIVE CHANGES IN SOUND:

CHANGES IN SOUND LEVEL	PERCEPTION
+3 Decibels	Barely Perceptible
+5 Decibels	Clearly Perceptible
+10 Decibels	Twice as Loud

IMPACTED RECEPTORS: Property where predicted noise levels approach or exceed the noise abatement criteria (NAC) or substantially exceed the existing noise level.

BENEFITED RECEPTORS: Property that receives a minimum 5 dB(A) reduction in future noise levels with noise mitigation.

Noise barriers must be **feasible** and **reasonable.**

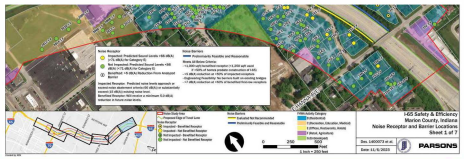
FEASIBLE
- Acoustic Feasibility: 5 dB(A) reduction at a majority of impacted receptors
- Engineering Feasibility: Considers environmental, drainage, safety and other issues to identify best location for a barrier

REASONABLE
- Barriers offer 7+ dB(A) reduction for the majority of directly adjacent receptors.
- Required barrier area (ft²) per benefited receptor must be less than or equal allowable barrier area.

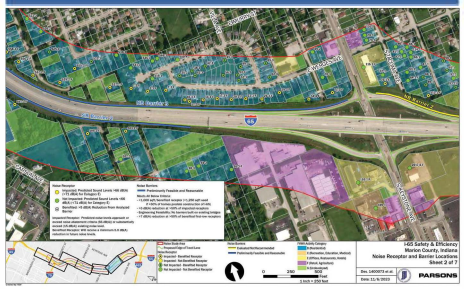
Square Footage per Benefited Receptor	Results
0-1,000 ft²	Reasonable
*1,001+ ft²	NOT Reasonable

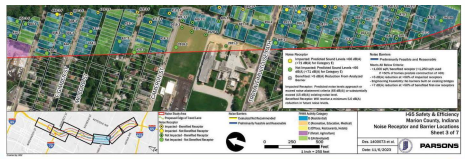
*1,250 ft² if majority of homes built before initial roadway construction

Your feedback matters.
- Benefited property owners and residents are surveyed to determine if they support a noise barrier.
- If a response rate of 50%+ is not achieved, a second survey is mailed to those who did not respond.
- FHWA and INDOT review survey responses and determine next steps.
- Each barrier is analyzed separately.

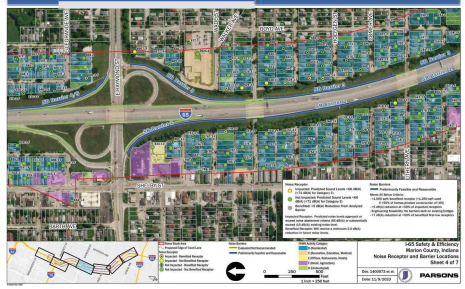


KEYSTONE AVENUE



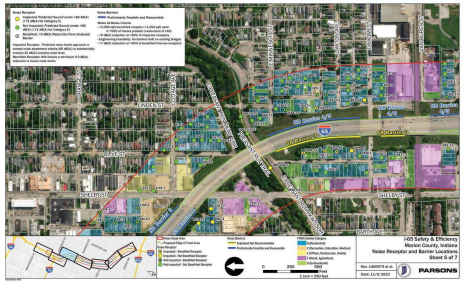


RAYMOND STREET

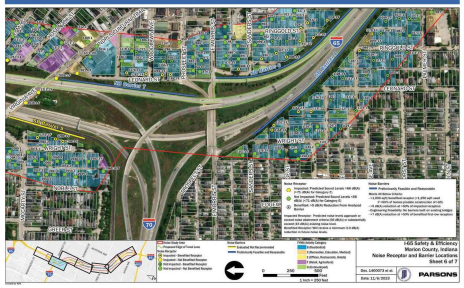


SAFETY & EFFICIENCY

PLEASANT RUN PARKWAY SOUTH DRIVE

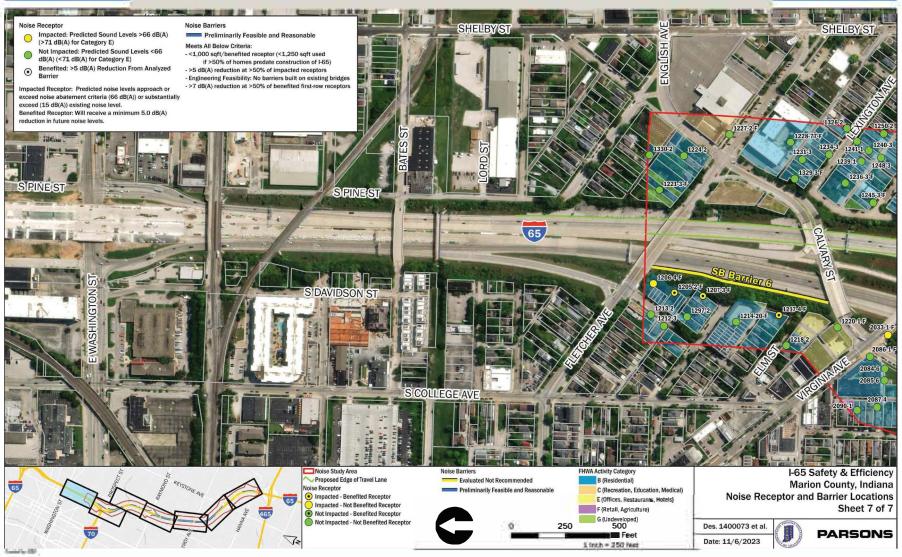


I-70 INTERCHANGE



SAFETY & EFFICIENCY

CALVARY STREET



Noise Meeting Presentation

SAFETY & EFFICIENCY

Noise Meeting

December 13, 2023

PRESENTERS

Brandon Miller
Principal Environmental Planner, Parsons

Mindy Peterson
Public Involvement Director, Parsons

John LaBlonde
Project Manager, Parsons

AGENDA TOPICS

- Noise Analysis
- Project Overview
- Anticipated Improvements
- Next Steps

NOISE ANALYSIS

NOISE POLICY

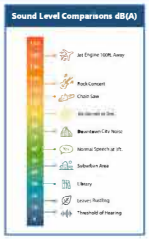
- **Federal Highway Act of 1970**
  - Mandated Federal Highway Administration (FHWA) to develop standards for traffic noise. Regulations are found in 23 CFR 772.
- **INDOT Traffic Noise Analysis Procedure**
  - States are required to develop and implement noise policy based on 23 CFR 772 standards. FHWA must review and approve state policies.
  - Noise analysis is required for all Type I highway projects that require FHWA approval

PURPOSE AND DEFINITIONS

- **Noise Policy Purpose**
  - INDOT's noise policy gives benefited receptors an opportunity to have a say in the construction of noise walls.
- **Impacted Receptor:** Property where predicted noise levels approach or exceed the noise abatement criteria (NAC), or substantially exceed the existing noise level.
- **Benefited Receptor:** Property that receives a minimum 5 decibel (dB(A)) reduction in future noise levels with noise mitigation.

NOISE BASICS

- **Noise** is unwanted sound
- **Sound** is a pressure fluctuation caused by vibration (source)
  - Travels through a medium such as air (path)
  - Capable of causing response in human ear & brain (receiver)
  - Sound levels are measured in decibels (dB(A))



NOISE BASICS

Change in Sound Level	Perception
3 decibels	Barely Perceptible
5 decibels	Clearly Perceptible
10 decibels	Twice as Loud

NOISE BASICS

- 2,000 vehicles per hour sound twice as loud (+10 dB(A)) as 200 vehicles per hour.
- Traffic at 65mph sounds twice as loud (+10 dB(A)) as traffic at 30 mph.
- One truck at 55 mph sounds as loud as 28 cars at 55 mph.

NOISE ANALYSIS PROCESS

- **Areas of frequent outdoor use** are identified and measured.
  - Front or backyards of residences, balconies or patios of apartments, outdoor seating at commercial properties, recreational areas
- **Sound levels** are measured in decibels, or dB(A).
- **Noise modeling software** analyzes existing and projected traffic volumes.
- **Projected noise levels** are based on 2045 traffic forecasts and noise impacts.
- **Noise impacts** occur when estimates approach or exceed 67 dB(A) or when estimates exceed the existing sound level by 15+ dB(A).

NOISE ANALYSIS PROCESS

FHWA Traffic Noise Model (TNM) 2.5

- 3D modeling software uses to analyze existing and projected traffic volumes & speeds
- Buildings, roads, pavement, terrain, grass, and receiver locations included in model
- Generates existing and predicted future noise levels
- Identifies noise impacts
- Evaluates noise barrier effectiveness

NOISE BARRIER EVALUATION

Noise barriers must be **feasible** and **reasonable**.

FEASIBLE
- Acoustic Feasibility: 5 dB(A) reduction at a majority of impacted receptors
- Engineering Feasibility: Considers environmental, drainage, safety and other issues to identify best location for barrier

REASONABLE
- Barrier soffer 7 + dB(A) reduction for the majority of directly adjacent receptors.
- Required barrier area (ft²) per benefited receptor must be less than or equal allowable barrier area.

NOISE BARRIER EVALUATION

Square Footage per Benefited Receptor	Results
0-1,000 ft²	Reasonable
*1,001+ ft²	NOT Reasonable

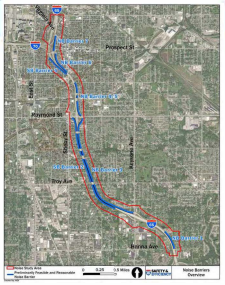
*1,250 ft² if majority of homes built before initial roadway construction

YOUR FEEDBACK MATTERS

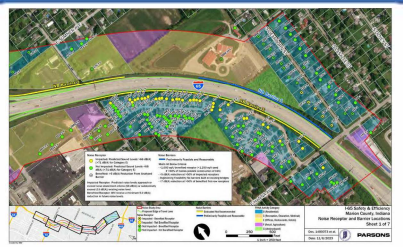
- Benefited property owners and residents are surveyed to determine if they support a noise barrier.
- If a response rate of 50%+ is not achieved, a second survey is mailed to those who did not respond.
- FHWA and INDOT review survey responses and determine next steps.
- Each barrier is analyzed separately.

RECOMMENDED BARRIERS

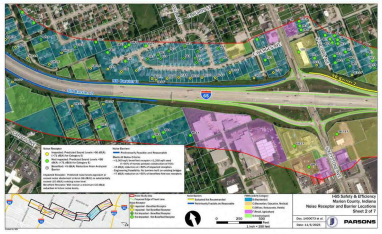
- Hanna Avenue
- Keystone Avenue
- Troy Avenue
- Raymond Street
- Pleasant Run Pkwy. South Dr.
- I-70 Interchange
- Calvary Street



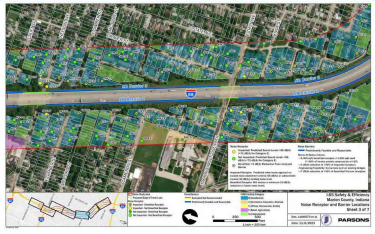
RECOMMENDED BARRIERS: Hanna Avenue



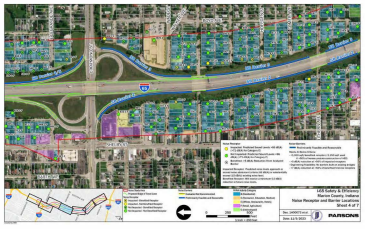
RECOMMENDED BARRIERS: Keystone Avenue



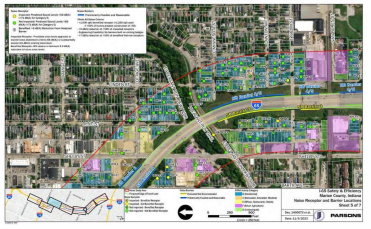
RECOMMENDED BARRIERS: Troy Avenue



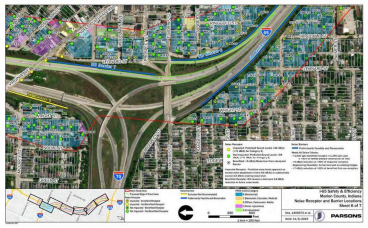
RECOMMENDED BARRIERS: Raymond Street



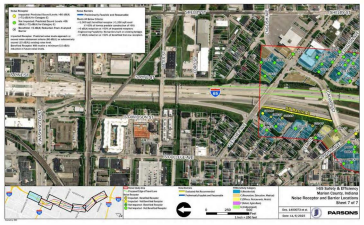
RECOMMENDED BARRIERS: Pleasant Run Parkway South Dr.



RECOMMENDED BARRIERS: I-70 Interchange



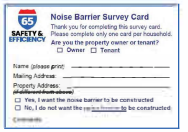
RECOMMENDED BARRIERS: Calvary Street



TYPICAL NOISE BARRIER

RESIDENT AND PROPERTY OWNER SURVEY

- Benefited property owners and residents were mailed a survey response card.
- A second mailing followed to those who hadn't responded.
- Completed card can be returned at tonight's meeting.
- Complete a survey at **I65SafetyandEfficiency.com/NoiseBarrier**.
- Responses are due by December 15, 2023.


Noise Barrier Survey Card
Thank you for completing this survey card. Please complete only one card per household.
Are you the property owner or tenant?
☐ Owner ☐ Tenant
Name (please print):
Mailing Address:
Property Address:
☐ Yes, I want the noise barrier to be constructed
☐ No, I do not want the noise barrier to be constructed

PROJECT OVERVIEW

PROJECT OVERVIEW

- I-65 Safety and Efficiency in **southeast Indianapolis** will **reduce congestion** and **improve safety**.
- The nearly 5-mile project corridor stretches from north of the **I-465 interchange** to just north of **Fletcher Ave.** in downtown Indianapolis.
- The project includes **added capacity, bridge improvements** and **pavement patching and resurfacing**.

PURPOSE & NEED: ROADWAY

- **Purpose:**

The purpose of the roadway project is to reduce corridor congestion by providing a roadway that will meet LOS D during peak hours for the design year, 2045, and to extend the life of the existing pavement by at least 10 years. Additionally, drainage features will meet current IDM standards.

- **Need:**

The needs for this project stem from current and projected congestion during peak hours (i.e., rush hour), as well as the current pavement conditions along this section of I-65.

PURPOSE & NEED: BRIDGES

- **Purpose:**

The purpose of the bridges project is to accommodate the added capacity of the roadway project, extend the service life of the bridges within the project corridor by at least 10 years, and improve pedestrian facilities by meeting current IDM standard

- **Need:**

The needs for the proposed bridge work stem from the need to accommodate additional capacity along I-65 for the roadway project, as well as the current conditions of the bridges and related pedestrian facilities.

EXPECTED IMPROVEMENTS

- Added capacity
- Bridge improvements
- Pavement resurfacing
- Drainage improvements
- Sidewalk improvements

ROADWAY IMPROVEMENTS

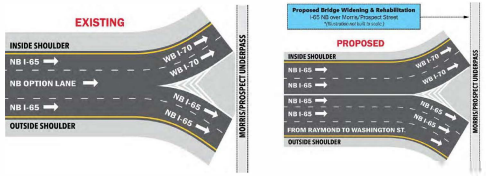
- Added lane between I-465 and I-70
- When complete, four lanes in each direction
- Most widening uses existing inside shoulder
- Widening to the outside for the southern 1/3 of the project

ANTICIPATED IMPROVEMENTS

ROADWAY IMPROVEMENTS

ROADWAY IMPROVEMENTS

ADDED CAPACITY: MORRIS/PROSPECT



BRIDGE IMPROVEMENTS

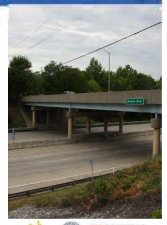
- Northbound bridges at three locations are being widened.
- They are Naomi Street, E. Pleasant Run and Morris/Prospect.
- The wider bridges will accommodate a fourth travel lane.
- Improvements will extend the life of all of the bridges.

BRIDGE IMPROVEMENTS

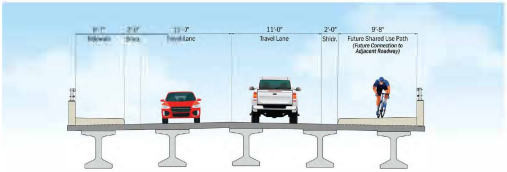
- The Morris/Prospect bridge is also being rehabilitated.
  - This includes replacing the bridge superstructure.
  - It includes the deck and beams for the bridge.
- In addition, overlay work will extend the life of 19 other bridges along the corridor.

NEW BRIDGE AT HANNA AVENUE

- New, replacement bridge at Hanna Avenue
- Six-foot sidewalk being added on north side of bridge
- A 10-foot shared-use path added on south side of bridge
- Shared-use path accommodates future pedestrian pathway



NEW BRIDGE AT HANNA AVENUE

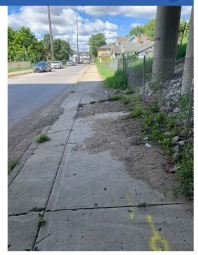


PAVEMENT & DRAINAGE IMPROVEMENTS

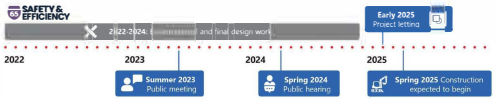
- Pavement patching and resurfacing along corridor
- Work will improve pavement and bridge conditions; minimize the need for future repairs
- Improvements to multiple drainage structures

SIDEWALK IMPROVEMENTS

- New lighting throughout the area
- New sidewalks in select areas
- Broken sidewalks replaced
- Sidewalks leveled throughout area
- ADA ramps evaluated and improved



WHAT TO EXPECT



NEXT STEPS

FOLLOW OUR PROGRESS

- **I65SafetyandEfficiency.com**
- Text "**INDOT I65SandE**" to 468311
- Sign up for **email updates** on **website**
- **I-65 Safety and Efficiency**
- **@I65SE**

Contact Us: www.INDOT4U.com 855-INDOT4U (468-6848)

RESIDENTS AND PROPERTY OWNER SURVEY

- Turn in completed survey card at tonight's meeting.
- Complete at I65SafetyandEfficiency.com/NoiseBarrier
- Return survey card be mail.
- Survey responses are **due Friday, Dec. 15**.
- Email brandon.miller@parsons.com with questions
- Or reach Brandon by phone, (317) 371-2296.

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www.I65SafetyandEfficiency.com

THANK YOU