Appendix J—Noise Technical Report

Part 2

Appendix B—Noise Barrier Worksheets

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SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier A

Feasibility

Number of Impacted Receivers	31	Number of Benefited Receivers	31
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	31	Number of Benefited Receivers that achieve at least an 8 dBA reduction	31

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,274,665
Estimated cost per Benefited Receiver	41,118		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,860 feet in width by 19-20 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier B

Feasibility

Number of Impacted Receivers	1	Number of Benefited Receivers	1
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	1	Number of Benefited Receivers that achieve at least an 8 dBA reduction	1

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,161,265
Estimated cost per Benefited Receiver	1,161,265		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,659 feet in width by 20 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier C

Feasibility

Number of Impacted Receivers	1	Number of Benefited Receivers	1
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	1	Number of Benefited Receivers that achieve at least an 8 dBA reduction	1

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	283,080
Estimated cost per Benefited Receiver	283,080		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 539 feet in width by 15 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier E

Feasibility

Number of Impacted Receivers	5	Number of Benefited Receivers	5
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	5	Number of Benefited Receivers that achieve at least an 8 dBA reduction	5

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	319,060
Estimated cost per Benefited Receiver	63,812		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 480 feet in width by 19 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier F

Feasibility

Number of Impacted Receivers: 40

Number of Benefited Receivers: 40

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	40	Number of Benefited Receivers that achieve at least an 8 dBA reduction	40

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	2,673,020
Estimated cost per Benefited Receiver	66,826		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 4,080 feet in width by 16-19 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier G

Feasibility

Number of Impacted Receivers: 72

Number of Benefited Receivers: 140

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	132	Number of Benefited Receivers that achieve at least an 8 dBA reduction	90

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 68

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,071 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier H

Feasibility

Number of Impacted Receivers: 8

Number of Benefited Receivers: 35

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible. ☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	35	Number of Benefited Receivers that achieve at least an 8 dBA reduction	9

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 26

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,900 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier I1

Feasibility

Number of Impacted Receivers: 2

Number of Benefited Receivers: 3

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers: 3

Number of Benefited Receivers that achieve at least an 8 dBA reduction: 0

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.: 0

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure:

Estimated construction cost for noise abatement measure:

Estimated cost per Benefited Receiver:

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above):

Number of Benefited Receivers in **support** of noise abatement measure:

Percentage of Benefited Receivers in **support** of noise abatement measure:

Number of Benefited Receivers **opposed** to noise abatement measure:

Percentage of Benefited Receivers **opposed** to noise abatement measure:

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure:

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,860 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier I2

Feasibility

Number of Impacted Receivers	39
Number of Benefited Receivers	121
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Detailed Description

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	92	Number of Benefited Receivers that achieve at least an 8 dBA reduction	54

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 59

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,777 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier J1

Feasibility

Number of Impacted Receivers: 3

Number of Benefited Receivers: 3

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	3	Number of Benefited Receivers that achieve at least an 8 dBA reduction	2

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 67

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,114 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier J2

Feasibility

Number of Impacted Receivers: 25

Number of Benefited Receivers: 168

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	100	Number of Benefited Receivers that achieve at least an 8 dBA reduction	3

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 3

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 2,520 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier K

Feasibility

Number of Impacted Receivers: 25

Number of Benefited Receivers: 77

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	77	Number of Benefited Receivers that achieve at least an 8 dBA reduction	23

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 30

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,937 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier La/Lb

Feasibility

Number of Impacted Receivers	2	Number of Benefited Receivers	8
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	8	Number of Benefited Receivers that achieve at least an 8 dBA reduction	1

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 13

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,501 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 10, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier N1

Feasibility

Number of Impacted Receivers: 4

Number of Benefited Receivers: 6

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	6	Number of Benefited Receivers that achieve at least an 8 dBA reduction	4

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 67

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 2,100 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier N2

Feasibility

Number of Impacted Receivers: 22

Number of Benefited Receivers: 22

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	22	Number of Benefited Receivers that achieve at least an 8 dBA reduction	22

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 100

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,110,865
Estimated cost per Benefited Receiver	50,494		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 1,860 feet in width by 16-18 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: March 15, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier O

Feasibility

Number of Impacted Receivers: 44

Number of Benefited Receivers: 47

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 84

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	47	Number of Benefited Receivers that achieve at least an 8 dBA reduction	39

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 83

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	1,269,660
Estimated cost per Benefited Receiver	27,014		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? ☒ Yes ☐ No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)	94		
Number of Benefited Receivers in **support** of noise abatement measure	62	Percentage of Benefited Receivers in **support** of noise abatement measure	66
Number of Benefited Receivers **opposed** to noise abatement measure	0	Percentage of Benefited Receivers **opposed** to noise abatement measure	0
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	31	Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	34

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Barrier wall is 2,301 feet in width by 11-18 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible and reasonable.

Note: the number of benefited receivers in Section 3 represents the total number of possible votes, which includes votes from both the property owner and resident for those receivers that are not resided in by the owner. Two votes were received after the voting period had ended.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier Q

Feasibility

Number of Impacted Receivers	48	Number of Benefited Receivers	159
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	144	Number of Benefited Receivers that achieve at least an 8 dBA reduction	88

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 61

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,360 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier R

Feasibility

Number of Impacted Receivers: 78

Number of Benefited Receivers: 87

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 95

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	71	Number of Benefited Receivers that achieve at least an 8 dBA reduction	57

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 80

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	2,843,120
Estimated cost per Benefited Receiver	32,680		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 4,320 feet in width by 11-22 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: April 25, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier S

Feasibility

Number of Impacted Receivers: 159

Number of Benefited Receivers: 344

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 96

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	310	Number of Benefited Receivers that achieve at least an 8 dBA reduction	273

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 88

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	35	Estimated construction cost for noise abatement measure	3,832,430
Estimated cost per Benefited Receiver	11,141		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? ☒ Yes ☐ No
NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation.

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)	563		
Number of Benefited Receivers in **support** of noise abatement measure	134	Percentage of Benefited Receivers in **support** of noise abatement measure	24
Number of Benefited Receivers **opposed** to noise abatement measure	4	Percentage of Benefited Receivers **opposed** to noise abatement measure	1
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	425	Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	75

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☒ Yes ☐ No

Barrier wall is 4,380 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible and reasonable.

Note: the number of benefited receivers in Section 3 represents the total number of possible votes, which includes votes from both the property owner and resident for those receivers that are not resided in by the owner.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name	Carolina Crossroads
Highway Traffic Noise Abatement Measure	Noise Barrier T

Feasibility

Number of Impacted Receivers	20	Number of Benefited Receivers	39
Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure	100		

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	28	Number of Benefited Receivers that achieve at least an 8 dBA reduction	13

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 46

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,660 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier Ua/Ub

Feasibility

Number of Impacted Receivers: 5

Number of Benefited Receivers: 5

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 80

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	5	Number of Benefited Receivers that achieve at least an 8 dBA reduction	0

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 0

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,201 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier Va/Vb/Vc/Vd

Feasibility

Number of Impacted Receivers: 21

Number of Benefited Receivers: 26

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 24

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☐ Yes ☒ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers

Number of Benefited Receivers that achieve at least an 8 dBA reduction

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable.

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure

Estimated construction cost for noise abatement measure

Estimated cost per Benefited Receiver

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)

Number of Benefited Receivers in **support** of noise abatement measure

Percentage of Benefited Receivers in **support** of noise abatement measure

Number of Benefited Receivers **opposed** to noise abatement measure

Percentage of Benefited Receivers **opposed** to noise abatement measure

Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure

Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,573 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is not feasible.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier W

Feasibility

Number of Impacted Receivers: 27

Number of Benefited Receivers: 73

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	67	Number of Benefited Receivers that achieve at least an 8 dBA reduction	45

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 67

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 2,822 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier X

Feasibility

Number of Impacted Receivers: 33

Number of Benefited Receivers: 30

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 76

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	29	Number of Benefited Receivers that achieve at least an 8 dBA reduction	14

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 48

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 5,697 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: January 14, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier Y

Feasibility

Number of Impacted Receivers: 9

Number of Benefited Receivers: 17

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	16	Number of Benefited Receivers that achieve at least an 8 dBA reduction	9

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 56

Does the proposed noise abatement measure meet the noise reduction design goal? ☐ Yes ☒ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure		Estimated construction cost for noise abatement measure	
Estimated cost per Benefited Receiver			

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☐ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 2,760 feet in width by 25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

SCDOT Feasibility and Reasonableness Worksheet

Date: February 6, 2019

Project Name Carolina Crossroads

Highway Traffic Noise Abatement Measure Noise Barrier Z

Feasibility

Number of Impacted Receivers: 52

Number of Benefited Receivers: 152

Percentage of Impacted Receivers that would achieve a 5 dBA reduction from the proposed noise abatement measure: 100

Is the proposed noise abatement measure acoustically feasible?
NOTE:SCDOT Policy indicates that 75% of the impacted receivers must achieve at least a 5 dBA reduction for it to be acoustically feasible.

☒ Yes ☐ No

Would any of the following issues limit the ability of the abatement measure to achieve the noise reduction goal?

Topography	☐ Yes	☒ No
Safety	☐ Yes	☒ No
Drainage	☐ Yes	☒ No
Utilities	☐ Yes	☒ No
Maintenance	☐ Yes	☒ No
Access	☐ Yes	☒ No
Exposed Height of Wall	☐ Yes	☒ No

If "Yes" was marked for any of the questions above, please explain below.

Reasonableness

According to 23 CFR 772.13(d)(2)(iv) the abatement measure must collectively achieve each of these criteria to be reasonable. Therefore if any of the three mandatory reasonable factors are not achieved, then the abatement measure is determined NOT to be reasonable. When completing the form it is not necessary to detail each of the criteria if one was determined not to be reasonable.

#1: Noise Reduction Design Goal

Number of Benefited Receivers	145	Number of Benefited Receivers that achieve at least an 8 dBA reduction	119

Percentage of Benefited Receivers in the first two building rows that would achieve at least a 8 dBA reduction from the proposed noise abatement measure. NOTE: SCDOT Policy indicates that 80% of the benefited receivers in the first two building rows must achieve at least a 8 dBA reduction for it to be reasonable. 82

Does the proposed noise abatement measure meet the noise reduction design goal? ☒ Yes ☐ No

If "Yes" is marked, continue to #2. If "No" is marked, then abatement is determined NOT to be reasonable.

#2: Cost Effectiveness

Estimated cost per square foot for noise abatement measure	89	Estimated construction cost for noise abatement measure	7,028,030
Estimated cost per Benefited Receiver	46,237		

Based on the SCDOT policy of $30,000 per Benefited Receiver, would the abatement measure be reasonable? NOTE: SCDOT Policy states that the preliminary noise analysis is based on $35.00 per square foot and a more project-specific construction cost should be applied at a cost per square foot basis during the detailed noise abatement evaluation. ☐ Yes ☒ No

If "Yes" is marked, continue to #3. If "No" is marked, then abatement is determined NOT to be reasonable.

#3: Viewpoints of the property owners and residents of the benefitted receivers

Number of Benefited Receivers (same as above)			
Number of Benefited Receivers in **support** of noise abatement measure		Percentage of Benefited Receivers in **support** of noise abatement measure	
Number of Benefited Receivers **opposed** to noise abatement measure		Percentage of Benefited Receivers **opposed** to noise abatement measure	
Number of Benefited Receivers **that did not respond** to solicitation on noise abatement measure		Percentage of Benefited Receivers **that did not respond** to solicitation on noise abatement measure	

Based on the viewpoints of the property owners and residents of the Benefited Receivers, would the abatement measure be reasonable? NOTE: SCDOT Policy indicates that the noise abatement shall be constructed unless greater than 50% of the benefited receptors are opposed to noise abatement. ☐ Yes ☐ No

Barrier wall is 3,769 feet in width by 15-25 feet in height.

Based on the above results from the detailed analysis, this abatement feature is feasible but not reasonable.

Note: There are engineering constraints including an existing retaining wall, frontage road and utilities in the vicinity of the proposed abatement feature that impede constructability. The cost for the barrier based on the base value of $35/sqft is $2,768,430, and the additional construction costs are estimated at $4,259,600, which brings the total cost of the barrier to $7,028,030 or $89/sqft.

Appendix C—Typical Construction Equipment Noise Levels

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Equipment Noise Levels and Extent of Construction Noise

Equipment	Noise Level Emissions (dB(A)) at 50 Feet From Equipment[1] 70 80 90 100
Pile Driver	
Jack Hammer	
Tractor	
Road Grader	
Backhoe	
Truck	
Paver	
Pneumatic Wrench	
Crane	
Concrete Mixer	
Compressor	
Front-End Loader	

Equipment Noise Levels and Extent of Construction Noise

Equipment	Noise Level Emissions (dB(A)) at 50 Feet From Equipment[1]			
	70	80	90	100
Generator	[redacted]			
Saws	[redacted]			
Roller (Compactor)	[redacted]			

Source: Adapted from Noise Construction Equipment and Operations, Building Equipment, and Home Appliances. U.S. Environmental Protection Agency. Washington D.C. 1971.

[1]Cited noise level ranges are typical for the equipment cited. Noise energy dissipates as a function of distance between the source and the receptor. For example, if the noise level from a pile driver at a distance of 50 feet = 100 decibels (dB(A)), then at 400 feet, it might be 82 decibels (dB(A)) or less.

Appendix D—Summary of Predicted Traffic Noise Levels

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Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
A1	64.4	64.4	71.8	7.4	yes	66	B
A2	62.4	62.3	68.2	5.8	yes	66	D
B1	65.4	65.4	72.4	7.0	yes	66	B
B2	62.0	62.8	64.4	2.4	no	66	B
C1	72.3	71.6	75.3	3.0	yes	71	E
D1	75.3	75.5	RELOCATION			71	E
D2	60.5	60.5	63.2	2.7	no	66	B
D3	62.5	62.9	64.8	2.3	no	66	D
E1	65.7	66.2	69.5	3.8	no	71	E
E2	57.5	57.6	58.9	1.4	no	66	B
E3	57.2	57.2	58.5	1.3	no	66	B
E4	57.5	57.5	59.4	1.9	no	66	B
E5	55.8	55.9	57.1	1.3	no	66	B
E6	52.4	52.6	54.0	1.6	no	66	B
E7	52.5	52.7	53.8	1.3	no	66	B
E8	54.4	54.6	55.7	1.3	no	66	B
E9	53.2	53.3	54.1	0.9	no	66	B
E10	55.9	56.0	57.2	1.3	no	66	B
E11	56.4	56.5	58.1	1.7	no	66	B
E12	56.1	56.2	57.8	1.7	no	66	B
E13	54.8	54.9	56.2	1.4	no	66	B
E14	58.6	58.8	59.7	1.1	no	66	B
E15	55.0	55.2	56.6	1.6	no	66	B
E16	59.3	59.5	61.0	1.7	no	66	B
E17	56.9	57.1	58.7	1.8	no	66	B
E18	59.7	59.9	62.0	2.3	no	66	B
E19	58.9	59.1	60.7	1.8	no	66	B
E20	60.2	60.4	62.9	2.7	no	66	B
E21	59.8	60.1	62.0	2.2	no	66	B
E22	60.5	60.7	63.4	2.9	no	66	B
E23	61.6	61.9	64.3	2.7	no	66	B
E24	62.4	62.7	65.3	2.9	no	66	B
E25	61.9	62.2	64.9	3.0	no	66	B
E26	61.1	61.4	63.9	2.8	no	66	B
E27	61.1	61.4	63.8	2.7	no	66	B
E28	61.3	61.6	64.0	2.7	no	66	B
E29	69.7	70.0	73.0	3.3	yes	66	D

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
E30	64.8	64.9	67.6	2.8	no	71	E
E31	60.7	61.0	63.9	3.2	no	66	B
F1	66.3	66.6	69.0	2.7	yes	66	D
F2	67.5	67.7	70.5	3.0	yes	66	D
F3	66.5	66.3	69.3	2.8	yes	66	C
F4	57.7	58.2	58.6	0.9	no	66	D
F5	56.3	56.8	57.3	1.0	no	66	D
F6	57.3	57.8	58.7	1.4	no	66	B
F7	58.2	58.7	59.2	1.0	no	66	B
F8	54.8	55.2	56.2	1.4	no	66	B
F9	56.8	57.1	57.7	0.9	no	66	B
F10	56.5	57.0	57.4	0.9	no	66	B
F11	55.6	56.2	57.0	1.4	no	66	B
F12	50.6	51.3	52.2	1.6	no	66	B
F13	52.5	53.0	54.1	1.6	no	66	B
F14	53.0	53.3	54.3	1.3	no	66	B
F15	55.0	55.2	55.9	0.9	no	66	B
F16	51.5	51.8	52.8	1.3	no	66	B
F17	53.9	54.0	54.8	0.9	no	66	B
F18	47.4	47.8	49.9	2.5	no	66	B
F19	51.4	51.7	53.0	1.6	no	66	B
F20	48.8	49.2	50.7	1.9	no	66	B
F21	54.5	54.7	55.3	0.8	no	66	B
F22	49.7	49.6	51.2	1.5	no	66	B
F23	52.9	52.8	53.8	0.9	no	66	B
G1	58.0	57.9	60.6	2.6	no	71	E
G2	56.1	56.0	57.6	1.5	no	66	B
G3	59.7	59.7	62.2	2.5	no	66	B
G4	55.4	55.3	57.3	1.9	no	66	B
G5	59.2	59.1	61.8	2.6	no	66	B
G6	58.2	58.1	60.8	2.6	no	66	B
G7	54.0	53.9	56.3	2.3	no	66	B
G8	53.7	53.6	56.1	2.4	no	66	B
G9	57.8	57.7	60.4	2.6	no	66	B
G10	67.3	67.3	68.6	1.3	yes	66	B
G11	64.6	64.6	64.3	-0.3	no	66	B
G12	68.1	68.0	69.3	1.2	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
G13	65.6	65.5	65.1	-0.5	no	66	B
G14	54.0	54.0	56.5	2.5	no	66	B
G15	51.9	51.9	54.1	2.2	no	66	B
G16	54.8	54.8	57.4	2.6	no	66	B
G17	52.1	52.1	54.3	2.2	no	66	B
G18	69.2	69.2	70.4	1.2	yes	66	B
G19	67.4	67.4	66.5	-0.9	yes	66	B
G20	71.1	71.0	72.0	0.9	yes	66	B
G21	56.9	56.8	58.8	1.9	no	66	B
G22	68.6	68.6	68.8	0.2	yes	66	B
G23	55.6	55.6	58.1	2.5	no	66	B
G24	54.8	54.8	56.3	1.5	no	66	B
G25	52.3	52.3	54.8	2.5	no	66	B
G26	55.7	55.7	58.3	2.6	no	66	B
G27	56.7	56.7	58.9	2.2	no	66	B
G28	52.1	52.0	54.8	2.7	no	66	B
G29	58.7	58.7	60.0	1.3	no	66	B
G30	52.8	52.8	54.7	1.9	no	66	B
G31	57.3	57.3	59.3	2.0	no	66	B
G32	53.7	53.7	55.2	1.5	no	66	B
G33	56.6	56.6	57.6	1.0	no	66	B
G34	58.3	58.3	59.4	1.1	no	66	B
G35	61.1	61.2	62.6	1.5	no	66	B
G36	56.8	56.8	58.3	1.5	no	66	B
G37	58.8	58.8	60.4	1.6	no	66	B
G38	58.7	58.7	59.7	1	no	66	B
G39	54.1	54.1	55.8	1.7	no	66	C
G40	62.0	62.0	63.6	1.6	no	66	B
G41	59.0	59.0	60.1	1.1	no	66	B
G42	62.3	62.4	64.0	1.7	no	66	B
G43	66.7	66.7	67.8	1.1	yes	66	B
G44	64.5	64.5	64.2	-0.3	no	66	B
G45	69.0	69.0	69.8	0.8	yes	66	B
G46	67.1	67.1	66.5	-0.6	yes	66	B
G47	70.0	70.1	70.7	0.7	yes	66	B
G48	68.1	68.2	67.5	-0.6	yes	66	B
G49	74.4	74.4	77.0	2.6	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
G50	72.7	72.7	71.7	-1.0	yes	66	B
G51	75.0	75.1	77.8	2.8	yes	66	B
G52	73.5	73.5	72.4	-1.1	yes	66	B
G53	72.8	72.9	73.9	1.1	yes	66	B
G54	71.0	71.0	70.5	-0.5	yes	66	B
G55	73.4	73.4	75.1	1.7	yes	66	B
G56	71.5	71.5	70.9	-0.6	yes	66	B
G57	67.7	67.7	68.7	1.0	yes	66	B
G58	52.0	52.0	53.8	1.8	no	66	B
G59	65.5	65.5	65.1	-0.4	no	66	B
G60	56.2	56.2	58.4	2.2	no	66	B
G61	52.1	52.1	53.9	1.8	no	66	B
G62	55.4	55.4	57.8	2.4	no	66	B
G63	60.3	60.4	63.3	3.0	no	66	B
G64	51.7	51.7	54.0	2.3	no	66	B
G65	55.6	55.6	58.0	2.4	no	66	B
G66	70.6	70.6	71.5	0.9	yes	66	B
G67	52.0	52.0	54.4	2.4	no	66	B
G68	55.8	55.7	58.2	2.4	no	66	B
G69	69.0	69.0	68.2	-0.8	yes	66	B
G70	66.1	66.1	68.3	2.2	yes	66	B
G71	71.9	71.9	74.0	2.1	yes	66	B
G72	70.4	70.4	69.3	-1.1	yes	66	B
G73	63.4	63.5	65.8	2.4	no	66	B
G74	67.0	67.1	69.2	2.2	yes	66	B
G75	64.3	64.4	66.8	2.5	yes	66	B
G76	56.9	56.9	59.6	2.7	no	66	B
G77	53.7	53.7	56.1	2.4	no	66	B
G78	57.1	57.2	59.9	2.8	no	66	B
G79	54.2	54.2	56.4	2.2	no	66	B
G80	69.9	70.0	72.3	2.4	yes	66	B
G81	67.1	67.2	70.1	3.0	yes	66	B
G82	57.8	57.9	60.7	2.9	no	66	B
G83	55.7	55.7	57.2	1.5	no	66	B
G84	71.1	71.2	73.6	2.5	yes	66	B
G85	65.4	65.5	68.4	3.0	yes	66	B
G86	58.7	58.8	61.6	2.9	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
G87	56.1	56.1	58.6	2.5	no	66	B
G88	68.5	68.7	72.0	3.5	yes	66	B
G89	63.0	63.0	65.6	2.6	no	66	B
G90	65.9	66.0	68.9	3.0	yes	66	B
G91	63.2	63.2	66.2	3.0	yes	66	B
G92	58.6	58.6	60.9	2.3	no	66	B
G93	62.1	62.2	65.0	2.9	no	66	B
G94	58.8	58.8	62.1	3.3	no	66	B
G96	64.1	64.2	67.2	3.1	yes	66	B
G98	71.2	71.3	75.5	4.3	yes	66	B
G100	53.9	53.9	57.0	3.1	no	66	B
G101	68.0	68.0	71.1	3.1	yes	66	B
G102	73.8	73.9	77.1	3.3	yes	66	B
G103	57.2	57.3	59.7	2.5	no	66	B
G104	70.9	71.1	75.3	4.4	yes	66	B
G105	65.6	65.7	69.1	3.5	yes	66	B
G107	52.6	52.6	55.6	3.0	no	66	B
G108	73.6	73.7	76.9	3.3	yes	66	B
G109	55.7	55.7	58.0	2.3	no	66	B
G110	68.7	68.8	71.8	3.1	yes	66	B
G111	66.8	66.9	70.5	3.7	yes	66	B
G112	58.3	58.3	62.1	3.8	no	66	B
G113	64.8	64.9	67.5	2.7	yes	66	B
G114	63.7	63.8	66.1	2.4	yes	66	B
G115	58.6	58.6	62.6	4.0	no	66	B
G116	61.2	61.2	63.1	1.9	no	66	B
G117	64.3	64.4	66.7	2.4	yes	66	B
G118	65.5	65.6	68.2	2.7	yes	66	B
G119	62.2	62.3	64.3	2.1	no	66	B
G120	52.5	52.6	53.8	1.3	no	66	B
G121	49.3	49.3	50.5	1.2	no	66	B
G122	53.2	53.2	54.7	1.5	no	66	B
G123	66.8	66.9	69.6	2.8	yes	66	B
G124	49.5	49.5	50.9	1.4	no	66	B
G125	64.2	64.3	66.4	2.2	yes	66	B
G126	51.5	51.5	53.5	2.0	no	66	B
G127	67.6	67.7	70.3	2.7	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
G128	54.7	54.7	56.7	2.0	no	66	B
G129	51.2	51.1	53.1	1.9	no	66	B
G130	54.8	54.8	56.7	1.9	no	66	B
G131	65.3	65.4	67.7	2.4	yes	66	B
G132	51.2	51.2	53.1	1.9	no	66	B
G133	54.7	54.6	56.6	1.9	no	66	B
G134	51.2	51.2	53.1	1.9	no	66	B
G135	54.6	54.6	56.5	1.9	no	66	B
G136	51.3	51.3	53.2	1.9	no	66	B
G137	69.3	69.4	72.0	2.7	yes	66	B
G138	55.0	55.0	56.9	1.9	no	66	B
G139	51.2	51.2	53.1	1.9	no	66	B
G140	55.0	55.0	56.9	1.9	no	66	B
G141	67.6	67.7	70.4	2.8	yes	66	B
G142	70.4	70.5	73.1	2.7	yes	66	B
G144	68.9	69.1	71.7	2.8	yes	66	B
G145	69.3	69.4	71.6	2.3	yes	66	B
G146	71.6	71.7	73.7	2.1	yes	66	B
G147	69.1	69.2	71.4	2.3	yes	66	B
G148	71.3	71.4	73.4	2.1	yes	66	B
G149	68.4	68.6	70.8	2.4	yes	66	B
G150	70.8	71.0	72.9	2.1	yes	66	B
G151	67.7	67.9	70.3	2.6	yes	66	B
G152	59.6	59.7	62.0	2.4	no	66	B
G153	69.9	70.0	72.4	2.5	yes	66	B
G154	56.2	56.3	59.1	2.9	no	66	B
G155	61.1	61.1	63.3	2.2	no	66	B
G156	65.9	66.1	68.7	2.8	yes	66	B
G157	68.5	68.6	71.1	2.6	yes	66	B
G158	65.1	65.3	67.9	2.8	yes	66	B
G159	67.9	68.1	70.5	2.6	yes	66	B
G160	57.5	57.5	60.3	2.8	no	66	B
G161	63.9	64.1	66.6	2.7	yes	66	B
G162	66.8	66.9	69.3	2.5	yes	66	B
G163	62.8	63.0	65.6	2.8	no	66	B
G164	65.9	66.0	68.3	2.4	yes	66	B
G165	63.8	63.9	66.0	2.2	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
G166	60.8	60.9	63.2	2.4	no	66	B
G167	59.1	59.3	58.9	-0.2	no	66	B
G168	64.3	64.4	66.5	2.2	yes	66	B
G169	54.7	55.0	53.0	-1.7	no	66	B
G170	61.2	61.3	63.4	2.2	no	66	B
G171	59.3	59.5	59.1	-0.2	no	66	B
G172	54.9	55.3	54.0	-0.9	no	66	B
G173	60.8	61.1	61.1	0.3	no	66	B
G174	56.2	56.7	54.5	-1.7	no	66	B
G175	61.2	61.7	61.8	0.6	no	66	B
G176	57.6	58.2	56.9	-0.7	no	66	B
H5	56.5	56.4	57.2	0.7	no	66	B
H6	60.1	60.1	61.9	1.8	no	66	B
H7	57.8	57.7	59.6	1.8	no	66	B
H8	60.1	60.0	62.0	1.9	no	66	B
H70	59.9	59.8	60.8	0.9	no	66	B
H71	63.0	63.0	64.5	1.5	no	66	B
H72	62.4	62.3	63.5	1.1	no	66	B
H73	63.4	63.3	64.8	1.4	no	66	B
H94	62.6	62.5	63.3	0.7	no	66	B
H95	65.1	65.0	67.1	2.0	yes	66	B
H96	66.4	66.3	67.6	1.2	yes	66	B
H97	66.6	66.5	68.1	1.5	yes	66	B
H210	52.6	52.4	52.8	0.2	no	66	C
H212	56.3	55.8	55.5	-0.8	no	71	E
H213	52.5	53.1	53.2	0.7	no	66	B
H214	54.7	55.2	55.8	1.1	no	66	B
H215	55.3	55.8	57.1	1.8	no	66	B
H216	51.7	52.4	52.1	0.4	no	66	B
H217	54.4	55.0	55.6	1.2	no	66	B
H218	55.3	55.8	57.1	1.8	no	66	B
H219	51.3	51.9	51.8	0.5	no	66	B
H220	54.0	54.6	55.2	1.2	no	66	B
H221	55.1	55.6	56.9	1.8	no	66	B
H222	51.4	52.1	51.8	0.4	no	66	B
H223	53.9	54.4	55.1	1.2	no	66	B
H224	55.1	55.6	56.8	1.7	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
H225	51.4	52.0	51.7	0.3	no	66	B
H226	53.7	54.3	55.0	1.3	no	66	B
H227	55.0	55.6	56.7	1.7	no	66	B
H228	51.3	51.9	51.8	0.5	no	66	B
H229	53.6	54.2	54.9	1.3	no	66	B
H230	54.9	55.4	56.6	1.7	no	66	B
H231	51.2	51.8	51.9	0.7	no	66	B
H232	53.5	54.1	54.9	1.4	no	66	B
H233	54.9	55.4	56.5	1.6	no	66	B
H234	51.1	51.7	51.7	0.6	no	66	B
H235	53.4	53.9	54.7	1.3	no	66	B
H236	54.7	55.2	56.4	1.7	no	66	B
H237	51.0	51.6	51.6	0.6	no	66	B
H238	53.3	53.8	54.6	1.3	no	66	B
H239	54.6	55.1	56.2	1.6	no	66	B
H240	50.9	51.5	51.4	0.5	no	66	B
H241	53.2	53.7	54.5	1.3	no	66	B
H242	54.5	55.0	56.0	1.5	no	66	B
H243	50.8	51.4	51.5	0.7	no	66	B
H244	53.1	53.6	54.4	1.3	no	66	B
H245	54.4	54.9	55.8	1.4	no	66	B
H246	50.9	51.4	51.5	0.6	no	66	B
H247	53.3	53.8	54.6	1.3	no	66	B
H248	54.6	55.0	55.9	1.3	no	66	B
H249	51.4	51.8	52.3	0.9	no	66	B
H250	53.2	53.6	54.8	1.6	no	66	B
H251	54.5	54.9	55.9	1.4	no	66	B
H252	49.2	49.3	50.5	1.3	no	66	B
H253	50.7	50.9	51.8	1.1	no	66	B
H254	52.3	52.5	53.6	1.3	no	66	B
H255	49.2	49.4	50.8	1.6	no	66	B
H256	51.3	51.4	52.2	0.9	no	66	B
H257	53.6	53.7	55.3	1.7	no	66	B
H258	50.0	50.1	51.4	1.4	no	66	B
H259	52.4	52.4	52.8	0.4	no	66	B
H260	55.0	55.0	56.2	1.2	no	66	B
H261	50.6	50.6	51.7	1.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
H262	53.2	53.1	53.3	0.1	no	66	B
H263	55.7	55.6	56.5	0.8	no	66	B
H264	51.1	51.1	52.0	0.9	no	66	B
H265	53.6	53.5	53.6	0.0	no	66	B
H266	56.1	56.0	56.6	0.5	no	66	B
H267	51.4	51.3	52.3	0.9	no	66	B
H268	54.2	54.1	53.8	-0.4	no	66	B
H269	56.6	56.5	56.8	0.2	no	66	B
H270	63.2	63.1	64.0	0.8	no	66	B
H271	66.1	66.0	67.0	0.9	yes	66	B
H272	67.4	67.3	68.2	0.8	yes	66	B
H273	59.8	59.7	61.0	1.2	no	66	B
H274	63.9	63.8	64.7	0.8	no	66	B
H275	66.1	66.0	66.8	0.7	yes	66	B
H276	55.3	54.7	55.9	0.6	no	66	B
H277	58.9	58.8	59.3	0.4	no	66	B
H278	60.6	60.5	61.2	0.6	no	66	B
H279	57.4	57.4	59.4	2.0	no	66	B
H280	60.2	60.2	62.2	2.0	no	66	B
H281	63.4	63.3	64.9	1.5	no	66	B
H282	56.5	56.4	58.3	1.8	no	66	B
H283	59.2	59.1	61.0	1.8	no	66	B
H284	62.3	62.3	63.8	1.5	no	66	B
H285	63.9	63.8	64.7	0.8	no	66	B
H286	66.5	66.4	67.4	0.9	yes	66	B
H287	67.9	67.8	68.8	0.9	yes	66	B
H288	55.2	55.2	56.9	1.7	no	66	B
H290	61.3	61.2	62.7	1.4	no	66	B
H291	54.6	54.5	56.2	1.6	no	66	B
H292	57.2	57.1	58.8	1.6	no	66	B
H293	60.6	60.5	62.0	1.4	no	66	B
H303	57.6	58.2	59.6	2.0	no	66	B
H304	57.8	58.3	59.6	1.8	no	66	B
H305	55.7	56.2	57.2	1.5	no	66	B
H306	56.9	57.3	58.5	1.6	no	66	B
H307	54.4	54.7	56.0	1.6	no	66	B
H308	56.3	56.6	57.3	1.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
H309	53.8	54.1	55.1	1.3	no	66	B
H310	56.0	56.3	56.7	0.7	no	66	B
H311	53.3	53.5	54.4	1.1	no	66	B
H312	55.4	55.6	55.7	0.3	no	66	B
H313	53.1	53.3	54.0	0.9	no	66	B
H314	55.3	55.4	55.4	0.1	no	66	B
H315	53.8	53.7	54.1	0.3	no	66	B
H316	55.4	55.3	54.8	-0.6	no	66	B
H317	54.0	53.8	54.0	0.0	no	66	B
H318	55.5	55.3	54.8	-0.7	no	66	B
H319	54.6	54.3	54.3	-0.3	no	66	B
H320	55.7	55.5	54.9	-0.8	no	66	B
H321	54.6	54.4	54.3	-0.3	no	66	B
H322	55.8	55.6	55.1	-0.7	no	66	B
H323	54.8	54.6	54.5	-0.3	no	66	B
H324	55.9	55.7	55.3	-0.6	no	66	B
H325	54.7	54.5	54.6	-0.1	no	66	B
H326	55.9	55.8	55.5	-0.4	no	66	B
H327	54.0	53.8	54.3	0.3	no	66	B
H328	55.4	55.2	55.0	-0.4	no	66	B
H329	53.9	53.7	54.4	0.5	no	66	B
H330	55.3	55.1	55.0	-0.3	no	66	B
H331	53.5	53.3	54.1	0.6	no	66	B
H332	55.2	54.9	54.9	-0.3	no	66	B
H333	53.5	53.3	54.1	0.6	no	66	B
H334	54.9	54.7	54.8	-0.1	no	66	B
H335	53.3	53.1	54.0	0.7	no	66	B
H336	54.8	54.5	54.8	0.0	no	66	B
H337	53.2	53.0	53.7	0.5	no	66	B
H338	54.5	54.3	54.9	0.4	no	66	B
H339	56.5	57.2	58.6	2.1	no	66	B
H340	58.4	59.1	59.9	1.5	no	66	B
H341	53.2	53.9	54.8	1.6	no	66	B
H342	56.7	57.3	58.2	1.5	no	66	B
H343	46.9	47.4	48.4	1.5	no	66	B
H344	51.4	51.7	52.8	1.4	no	66	B
H345	46.7	47.0	48.6	1.9	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
H346	51.7	51.9	53.2	1.5	no	66	B
H347	49.9	50.5	51.2	1.3	no	66	B
H348	53.6	54.2	55.1	1.5	no	66	B
H349	48.2	48.8	49.5	1.3	no	66	B
H350	52.4	53.0	54.0	1.6	no	66	B
H351	54.3	54.9	56.1	1.8	no	66	B
H352	56.3	56.8	57.7	1.4	no	66	B
H353	52.1	52.6	54.0	1.9	no	66	B
H354	54.5	55.0	56.0	1.5	no	66	B
H355	49.7	49.9	51.6	1.9	no	66	B
H356	53.6	53.8	54.7	1.1	no	66	B
H357	49.2	49.4	51.3	2.1	no	66	B
H358	54.2	54.3	55.1	0.9	no	66	B
H359	50.1	50.1	51.7	1.6	no	66	B
H360	55.3	55.2	55.5	0.2	no	66	B
H361	49.7	49.7	51.2	1.5	no	66	B
H362	55.1	55.0	55.1	0.0	no	66	B
H363	50.0	50.0	52.2	2.2	no	66	B
H364	55.2	55.0	55.4	0.2	no	66	B
H365	52.6	52.4	53.8	1.2	no	66	B
H366	55.0	54.9	55.5	0.5	no	66	B
H367	53.9	53.7	54.3	0.4	no	66	B
H368	55.1	55.0	55.7	0.6	no	66	B
H369	54.1	53.9	54.4	0.3	no	66	B
H370	55.2	55.1	55.9	0.7	no	66	B
I1	59.3	59.3	59.4	0.1	no	66	B
I2	59.8	59.7	59.1	-0.7	no	66	B
I3	60.2	60.2	59.4	-0.8	no	66	B
I4	59.9	59.9	59.3	-0.6	no	66	B
I5	59.7	59.7	59.3	-0.4	no	66	B
I6	59.7	59.7	59.5	-0.2	no	66	B
I7	60.6	60.6	59.6	-1.0	no	66	B
I8	60.6	60.6	60.5	-0.1	no	66	B
I9	60.2	60.1	61.5	1.3	no	66	B
I10	60.2	60.2	61.6	1.4	no	66	B
I11	60.4	60.3	61.7	1.3	no	66	B
I12	54.5	54.5	55.7	1.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I13	55.4	55.3	56.8	1.4	no	66	B
I14	52.2	52.1	53.8	1.6	no	66	B
I15	72.4	72.3	RELOCATION			66	B
I16	66.5	66.5	67.3	0.8	yes	66	B
I17	67.9	67.9	68.9	1.0	yes	66	B
I18	64.0	64.0	64.7	0.7	no	66	B
I19	60.3	60.2	61.0	0.7	no	66	B
I20	60.5	60.5	61.2	0.7	no	66	B
I21	61.1	61.0	61.5	0.4	no	66	B
I22	60.8	60.8	61.6	0.8	no	66	B
I23	64.4	64.4	65.0	0.6	no	66	B
I24	60.5	60.5	61.6	1.1	no	66	B
I25	64.0	64.0	64.6	0.6	no	66	B
I26	60.5	60.5	61.8	1.3	no	66	B
I27	63.9	63.9	64.7	0.8	no	66	B
I28	60.5	60.5	61.9	1.4	no	66	B
I29	64.1	64.0	64.9	0.8	no	66	B
I30	60.9	60.8	62.2	1.3	no	66	B
I31	64.6	64.5	65.2	0.6	no	66	B
I32	60.7	60.7	62.1	1.4	no	66	B
I33	64.7	64.6	65.5	0.8	no	66	B
I34	64.4	64.3	65.3	0.9	no	66	B
I35	63.9	63.9	65.3	1.4	no	66	B
I36	63.8	63.7	65.3	1.5	no	66	B
I37	64.1	64.0	65.4	1.3	no	66	B
I38	64.1	64.1	65.3	1.2	no	66	B
I39	63.7	63.7	65.0	1.3	no	66	B
I40	63.2	63.1	64.2	1.0	no	66	B
I41	62.8	62.8	63.9	1.1	no	66	B
I42	62.5	62.5	63.6	1.1	no	66	B
I43	62.7	62.7	63.7	1.0	no	66	B
I44	53.4	53.3	55.3	1.9	no	66	B
I45	58.8	58.7	59.6	0.8	no	66	B
I46	55.9	55.9	57.7	1.8	no	66	B
I47	61.0	61.0	62.5	1.5	no	66	B
I48	55.9	55.9	57.6	1.7	no	66	B
I49	57.0	57.0	57.9	0.9	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I50	60.9	60.8	62.4	1.5	no	66	B
I51	61.4	61.4	63.5	2.1	no	66	B
I52	57.8	57.8	59.0	1.2	no	66	B
I53	62.0	62.0	63.9	1.9	no	66	B
I54	59.0	58.9	59.8	0.8	no	66	B
I55	63.1	63.1	65.1	2.0	no	66	B
I56	58.6	58.6	59.5	0.9	no	66	B
I57	62.4	62.4	62.7	0.3	no	66	B
I58	59.2	59.2	60.0	0.8	no	66	B
I59	63.8	63.8	65.3	1.5	no	66	B
I60	62.7	62.7	63.1	0.4	no	66	B
I61	59.2	59.1	60.1	0.9	no	66	B
I62	62.4	62.4	63.1	0.7	no	66	B
I63	57.4	57.3	59.0	1.6	no	66	B
I64	61.1	61.0	62.4	1.3	no	66	B
I65	55.9	55.9	57.3	1.4	no	66	B
I66	60.8	60.8	62.5	1.7	no	66	B
I67	57.8	57.7	59.7	1.9	no	66	B
I68	56.8	56.7	58.8	2.0	no	66	B
I69	60.1	60.0	62.0	1.9	no	66	B
I70	58.0	57.9	59.7	1.7	no	66	B
I71	58.8	58.8	60.8	2.0	no	66	B
I72	56.5	56.4	58.1	1.6	no	66	B
I73	61.9	61.9	63.5	1.6	no	66	B
I74	63.5	63.5	64.6	1.1	no	66	B
I75	60.2	60.2	61.8	1.6	no	66	B
I76	56.8	56.7	58.7	1.9	no	66	B
I77	60.4	60.4	62.0	1.6	no	66	B
I78	59.4	59.3	60.9	1.5	no	66	B
I79	62.9	62.9	64.6	1.7	no	66	B
I80	59.4	59.4	61.1	1.7	no	66	C
I81	64.7	64.6	**66.0**	1.3	yes	66	B
I82	62.0	61.9	63.4	1.4	no	66	B
I83	**68.0**	**68.0**	**67.0**	-1.0	yes	66	B
I84	65.5	65.5	**67.0**	1.5	yes	66	B
I85	**71.4**	**71.4**	**70.7**	-0.7	yes	66	B
I86	**68.0**	**67.9**	**67.1**	-0.9	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I87	71.5	71.4	71.0	-0.5	yes	66	B
I88	68.1	68.0	67.3	-0.8	yes	66	B
I89	71.6	71.6	71.3	-0.3	yes	66	B
I90	68.2	68.1	67.5	-0.7	yes	66	B
I91	71.6	71.6	72.0	0.4	yes	66	B
I92	66.7	66.7	68.5	1.8	yes	66	B
I93	65.0	64.9	65.5	0.5	no	66	B
I94	68.0	67.9	69.3	1.3	yes	66	B
I95	65.5	65.4	65.8	0.3	no	66	B
I96	69.7	69.7	70.8	1.1	yes	66	B
I97	64.5	64.5	68.5	4.0	yes	66	B
I98	60.9	60.9	65.9	5.0	no	66	B
I99	63.8	63.8	68.7	4.9	yes	66	B
I100	61.1	61.1	66.9	5.8	yes	66	B
I101	65.5	65.5	70.5	5.0	yes	66	B
I102	68.8	68.7	68.8	0.0	yes	66	B
I103	62.5	62.5	68.5	6.0	yes	66	B
I104	63.9	63.9	68.8	4.9	yes	66	B
I105	60.1	60.0	66.6	6.5	yes	66	B
I106	64.3	64.2	70.2	5.9	yes	66	B
I107	60.9	60.8	67.8	6.9	yes	66	B
I108	70.7	70.6	RELOCATION			66	B
I109	65.8	65.8	72.3	6.5	yes	66	B
I110	74.4	74.4	RELOCATION			66	B
I111	70.7	70.7	RELOCATION			66	B
I112	64.5	64.4	69.9	5.4	yes	66	B
I113	74.3	74.3	RELOCATION			66	B
I114	70.6	70.5	RELOCATION			66	B
I115	74.2	74.1	RELOCATION			66	B
I116	54.5	54.5	57.6	3.1	no	66	B
I117	59.7	59.6	61.1	1.4	no	66	B
I118	52.9	52.8	56.5	3.6	no	66	B
I119	60.6	60.6	61.6	1	no	66	B
I120	62.0	62.0	63.7	1.7	no	66	B
I121	57.5	57.4	62	4.5	no	66	B
I122	58.5	58.5	62	3.5	no	66	B
I123	62.3	62.3	63.5	1.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I124	56.6	56.5	58.3	1.7	no	66	B
I125	57.1	57.1	58.9	1.8	no	66	B
I126	57.7	57.6	59.7	2.0	no	66	B
I127	58.6	58.6	60.5	1.9	no	66	B
I128	59.3	59.2	61.3	2.0	no	66	B
I129	64.4	64.4	**69.0**	4.6	yes	66	B
I130	64.3	64.2	**68.7**	4.4	yes	66	B
I131	**67.4**	**67.4**	**71.0**	3.6	yes	66	B
I132	**67.4**	**67.4**	**70.5**	3.1	yes	66	B
I133	60.0	59.9	62.0	2.0	no	66	B
I134	60.7	60.7	62.7	2.0	no	66	B
I135	57.4	57.4	58.4	1.0	no	66	B
I136	54.1	54.1	54.3	0.2	no	66	B
I137	61.3	61.2	63.3	2.0	no	66	B
I138	58.4	58.4	59.4	1.0	no	66	B
I139	55.1	55.0	55.1	0.0	no	66	B
I140	62.0	61.9	64.0	2.0	no	66	B
I141	62.4	62.3	64.4	2.0	no	66	B
I142	59.5	59.5	60.6	1.1	no	66	B
I143	56.8	56.7	56.6	-0.2	no	66	B
I144	**73.1**	**73.1**	**RELOCATION**			66	B
I145	62.9	62.9	65.0	2.1	no	66	B
I146	**72.5**	**72.5**	**RELOCATION**			66	B
I147	**75.1**	**75.0**	**RELOCATION**			66	B
I148	**74.6**	**74.5**	**RELOCATION**			66	B
I149	61.3	61.2	62.2	0.9	no	66	B
I150	59.2	59.1	58.7	-0.5	no	66	B
I151	63.6	63.6	65.7	2.1	no	66	B
I152	61.5	61.4	63.5	2.0	no	66	B
I153	64.2	64.1	**66.2**	2.0	yes	66	B
I154	58.4	58.3	60.2	1.8	no	66	B
I155	64.8	64.8	**66.8**	2.0	yes	66	B
I156	62.2	62.2	64.2	2.0	no	66	B
I157	59.3	59.3	60.7	1.4	no	66	B
I158	65.6	65.6	**67.7**	2.1	yes	66	B
I159	63.7	63.7	65.4	1.7	no	66	B
I160	**66.5**	**66.4**	**68.8**	2.3	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I161	61.2	61.2	62.1	0.9	no	66	B
I162	64.8	64.8	66.4	1.6	yes	66	B
I163	62.2	62.2	63.0	0.8	no	66	B
I164	68.3	68.3	RELOCATION			66	B
I165	69.3	69.3	RELOCATION			66	B
I166	70.3	70.2	RELOCATION			66	B
I167	71.6	71.6	RELOCATION			66	B
I168	67.3	67.3	68.1	0.8	yes	66	C
I170	64.9	64.9	67.2	2.3	no	71	E
I173	57.7	57.6	57.9	0.2	no	66	B
I174	58.8	58.7	59.9	1.1	no	66	B
I175	54.9	54.8	56.4	1.5	no	66	B
I176	57.3	57.2	58.7	1.4	no	66	B
I177	52.2	52.2	53.6	1.4	no	66	B
I178	55.1	55.0	56.2	1.1	no	66	B
I179	51.8	51.7	53.1	1.3	no	66	B
I180	51.3	51.2	52.7	1.4	no	66	B
I181	55.0	54.9	56.5	1.5	no	66	B
I182	56.0	56.0	57.6	1.6	no	66	B
I183	54.9	54.8	56.1	1.2	no	66	B
I184	51.3	51.3	52.8	1.5	no	66	B
I185	55.2	55.1	56.7	1.5	no	66	B
I186	55.5	55.5	56.9	1.4	no	66	B
I187	55.1	55.1	56.4	1.3	no	66	B
I188	54.5	54.4	56.0	1.5	no	66	B
I189	54.9	54.9	55.7	0.8	no	66	B
I190	57.8	57.8	58.7	0.9	no	66	B
I191	53.9	53.9	54.8	0.9	no	66	B
I192	56.8	56.8	58.4	1.6	no	66	B
I193	51.9	51.9	54.2	2.3	no	66	B
I194	54.5	54.4	57.6	3.1	no	66	B
I195	49.4	49.4	54.7	5.3	no	66	B
I196	52.3	52.3	58.3	6.0	no	66	B
I197	53.3	53.2	56.8	3.5	no	66	B
I198	60.0	60.0	62.4	2.4	no	66	B
I199	49.5	49.5	55.2	5.7	no	66	B
I200	52.4	52.4	59.0	6.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
I201	49.9	49.9	56.3	6.4	no	66	B
I202	52.5	52.5	60.1	7.6	no	66	B
I203	50.2	50.2	57.5	7.3	no	66	B
I204	53.1	53.1	61.2	8.1	no	66	B
I205	66.5	66.4	RELOCATION			66	B
I206	67.6	67.5	RELOCATION			66	B
I207	64.7	64.7	RELOCATION			66	B
I208	66.7	66.6	RELOCATION			66	B
J1	53.9	53.9	54.4	0.5	no	66	B
J2	62.0	62.0	62.2	0.2	no	66	B
J3	56.2	56.1	56.7	0.5	no	66	B
J4	65.9	65.8	64.4	-1.5	no	66	B
J5	59.5	59.5	59.8	0.3	no	66	B
J6	68.9	68.8	65.4	-3.5	no	66	B
J7	59.0	58.9	58.2	-0.8	no	66	B
J8	58.8	58.8	58.0	-0.8	no	66	B
J9	58.5	58.5	57.5	-1.0	no	66	B
J10	58.2	58.1	57.0	-1.2	no	66	B
J11	55.2	55.2	54.8	-0.4	no	66	B
J12	53.2	53.2	54.0	0.8	no	66	B
J13	53.4	53.4	53.9	0.5	no	66	B
J15	62.2	62.1	60.1	-2.1	no	66	B
J16	62.2	62.2	60.0	-2.2	no	66	B
J17	62.1	62.0	59.4	-2.7	no	66	B
J18	61.7	61.6	59.0	-2.7	no	66	B
J19	57.4	57.3	57.6	0.2	no	66	B
J20	56.7	56.7	57.3	0.6	no	66	B
J21	56.8	56.7	57.0	0.2	no	66	B
J23	65.7	65.7	62.7	-3.0	no	66	B
J24	65.5	65.5	62.5	-3.0	no	66	B
J25	64.9	64.9	61.9	-3.0	no	66	B
J26	64.3	64.2	61.1	-3.2	no	66	B
J27	63.7	63.6	61.9	-1.8	no	66	B
J28	62.2	62.1	61.4	-0.8	no	66	B
J29	61.8	61.8	61.0	-0.8	no	66	B
J31	66.2	66.1	68.7	2.5	yes	66	B
J32	68.9	68.9	71.3	2.4	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J33	64.8	64.7	67.3	2.5	yes	66	B
J42	65.3	65.3	63.9	-1.4	no	66	B
J43	61.9	61.9	60.6	-1.3	no	66	B
J44	66.2	66.2	66.0	-0.2	yes	66	B
J45	69.2	69.1	67.5	-1.7	yes	66	B
J46	61.7	61.6	60.9	-0.8	no	66	B
J47	62.7	62.7	61.9	-0.8	no	66	B
J48	66.8	66.8	66.3	-0.5	yes	66	B
J49	67.6	67.5	66.5	-1.1	yes	66	B
J50	61.1	61.1	60.6	-0.5	no	66	B
J51	62.0	61.9	61.3	-0.7	no	66	B
J52	66.3	66.2	65.9	-0.4	no	66	B
J53	60.7	60.7	60.3	-0.4	no	66	B
J54	67.0	66.9	66.0	-1.0	yes	66	B
J55	61.3	61.3	60.7	-0.6	no	66	B
J56	66.9	66.8	65.8	-1.1	no	66	B
J57	66.4	66.3	65.9	-0.5	no	66	B
J61	59.4	59.3	59.1	-0.3	no	66	B
J63	64.7	64.6	64.3	-0.4	no	66	B
J65	63.2	63.2	62.9	-0.3	no	66	B
J66	59.0	59.0	59.0	0.0	no	66	B
J68	68.0	67.9	67.2	-0.8	yes	66	B
J69	59.2	59.1	59.0	-0.2	no	66	B
J71	67.8	67.8	67.0	-0.8	yes	66	B
J72	64.1	64.1	63.7	-0.4	no	66	B
J74	62.8	62.7	62.2	-0.6	no	66	B
J75	58.7	58.6	58.6	-0.1	no	66	B
J76	67.5	67.5	66.8	-0.7	yes	66	B
J77	58.6	58.6	58.4	-0.2	no	66	B
J78	67.4	67.3	66.6	-0.8	yes	66	B
J79	64.7	64.6	64.5	-0.2	no	66	B
J80	62.7	62.6	62.1	-0.6	no	66	B
J81	58.7	58.6	58.4	-0.3	no	66	B
J82	67.2	67.2	66.4	-0.8	yes	66	B
J85	67.2	67.1	66.3	-0.9	yes	66	B
J86	63.1	63.0	63.5	0.4	no	66	B
J88	67.3	67.2	66.9	-0.4	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J89	62.6	62.5	61.7	-0.9	no	66	B
J90	67.2	67.2	66.8	-0.4	yes	66	B
J91	66.9	66.8	65.9	-1.0	no	66	B
J92	62.3	62.2	62.8	0.5	no	66	B
J93	66.6	66.6	65.8	-0.8	no	66	B
J94	67.1	67.1	66.7	-0.4	yes	66	B
J96	67.1	67.0	66.6	-0.5	yes	66	B
J98	61.8	61.8	62.4	0.6	no	66	B
J99	60.9	60.8	60.4	-0.5	no	66	C
J101	67.0	67.0	66.5	-0.5	yes	66	B
J102	67.0	66.9	66.4	-0.6	yes	66	B
J104	61.2	61.2	60.7	-0.5	no	66	B
J105	62.8	62.7	62.6	-0.2	no	66	B
J106	60.9	60.9	60.4	-0.5	no	66	B
J107	65.6	65.5	64.4	-1.2	no	66	B
J108	66.9	66.9	66.3	-0.6	yes	66	B
J109	65.5	65.5	64.3	-1.2	no	66	B
J110	67.0	66.9	66.2	-0.8	yes	66	B
J111	68.7	68.6	67.3	-1.4	yes	66	B
J112	60.9	60.8	60.4	-0.5	no	66	B
J114	60.8	60.8	60.3	-0.5	no	66	B
J116	65.6	65.5	64.1	-1.5	no	66	B
J117	65.5	65.5	64.1	-1.4	no	66	B
J119	68.5	68.5	67.2	-1.3	yes	66	B
J121	61.0	60.9	60.6	-0.4	no	66	B
J122	61.1	61.0	60.7	-0.4	no	66	B
J123	65.8	65.7	64.0	-1.8	no	66	B
J124	65.5	65.4	63.8	-1.7	no	66	B
J125	68.4	68.3	67.0	-1.4	yes	66	B
J126	63.6	63.5	62.9	-0.7	no	66	B
J127	66.3	66.3	65.6	-0.7	no	66	B
J131	66.2	66.1	65.4	-0.8	no	66	B
J132	60.5	60.4	60.3	-0.2	no	66	B
J133	64.0	64.0	63.0	-1.0	no	66	B
J134	60.4	60.4	60.3	-0.1	no	66	B
J135	65.3	65.2	63.8	-1.5	no	66	B
J136	65.9	65.8	64.9	-1.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J137	58.0	57.9	58.3	0.3	no	66	B
J138	65.9	65.8	64.8	-1.1	no	66	B
J139	65.4	65.3	63.8	-1.6	no	66	B
J140	60.7	60.6	60.8	0.1	no	66	B
J141	68.5	68.5	66.9	-1.6	yes	66	B
J142	60.6	60.5	60.5	-0.1	no	66	B
J143	64.0	64.0	63.1	-0.9	no	66	B
J144	57.8	57.7	58.0	0.2	no	66	B
J145	66.0	66.0	64.6	-1.4	no	66	B
J146	56.8	56.8	56.9	0.1	no	66	B
J147	60.9	60.8	60.7	-0.2	no	66	B
J148	66.0	65.9	64.5	-1.5	no	66	B
J149	59.1	59.1	58.1	-1.0	no	66	B
J150	62.7	62.7	61.7	-1.0	no	66	B
J151	65.9	65.8	64.1	-1.8	no	66	B
J152	65.8	65.8	64.1	-1.7	no	66	B
J153	56.1	56.0	55.1	-1.0	no	66	B
J154	68.6	68.5	67.0	-1.6	yes	66	B
J155	65.9	65.8	64.5	-1.4	no	66	B
J156	56.0	55.9	54.9	-1.1	no	66	B
J157	66.0	65.9	64.6	-1.4	no	66	B
J158	61.1	61.0	60.9	-0.2	no	66	B
J159	61.0	61.0	60.9	-0.1	no	66	B
J160	58.8	58.7	57.0	-1.8	no	66	B
J162	66.0	65.9	64.1	-1.9	no	66	B
J163	55.5	55.4	54.4	-1.1	no	66	B
J165	65.9	65.8	64.0	-1.9	no	66	B
J166	68.6	68.5	66.7	-1.9	yes	66	B
J175	60.7	60.7	60.1	-0.6	no	66	B
J176	60.5	60.5	60.3	-0.2	no	66	B
J177	65.4	65.3	63.9	-1.5	no	66	B
J178	65.4	65.4	63.8	-1.6	no	66	B
J179	65.3	65.3	63.8	-1.5	no	66	B
J180	61.0	60.9	57.9	-3.1	no	66	B
J181	60.5	60.4	60.3	-0.2	no	66	B
J182	59.7	59.6	59.4	-0.3	no	66	B
J183	61.8	61.7	58.7	-3.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J184	65.2	65.1	63.7	-1.5	no	66	B
J185	60.4	60.4	60.2	-0.2	no	66	B
J186	56.9	56.8	55.6	-1.3	no	66	B
J187	65.5	65.5	63.5	-2.0	no	66	B
J188	65.5	65.4	63.4	-2.1	no	66	B
J189	65.2	65.1	63.7	-1.5	no	66	B
J190	57.1	57.0	55.6	-1.5	no	66	B
J191	60.4	60.3	60.2	-0.2	no	66	B
J192	59.1	59.0	58.6	-0.5	no	66	B
J193	64.8	64.8	63.6	-1.2	no	66	B
J194	61.2	61.1	59.1	-2.1	no	66	B
J195	65.6	65.6	63.5	-2.1	no	66	B
J196	65.7	65.6	63.5	-2.2	no	66	B
J197	57.2	57.1	55.7	-1.5	no	66	B
J203	59.2	59.2	58.8	-0.4	no	66	B
J204	65.6	65.5	63.5	-2.1	no	66	B
J206	65.5	65.5	63.4	-2.1	no	66	B
J207	54.1	54.1	53.9	-0.2	no	66	B
J208	58.9	58.9	58.1	-0.8	no	66	B
J209	64.4	64.3	62.4	-2.0	no	66	B
J210	56.6	56.6	56.1	-0.5	no	66	B
J211	64.4	64.3	62.2	-2.2	no	66	B
J212	58.7	58.6	57.9	-0.8	no	66	B
J213	53.2	53.1	53.5	0.3	no	66	B
J214	64.4	64.3	62.2	-2.2	no	66	B
J215	64.4	64.3	62.2	-2.2	no	66	B
J216	56.6	56.6	56.0	-0.6	no	66	B
J217	58.3	58.3	57.8	-0.5	no	66	B
J218	64.0	64.0	61.7	-2.3	no	66	B
J219	53.2	53.2	53.6	0.4	no	66	B
J220	64.1	64.0	61.8	-2.3	no	66	B
J221	57.7	57.7	57.7	0.0	no	66	B
J222	64.2	64.1	61.8	-2.4	no	66	B
J223	56.4	56.4	55.8	-0.6	no	66	B
J224	64.1	64.0	61.7	-2.4	no	66	B
J225	52.8	52.7	53.1	0.3	no	66	B
J229	56.6	56.6	56.6	0.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J231	57.3	57.2	57.4	0.1	no	66	B
J232	64.4	64.3	62.0	-2.4	no	66	B
J233	57.0	56.9	57.5	0.5	no	66	B
J234	63.2	63.1	61.4	-1.8	no	66	B
J235	56.7	56.6	57.4	0.7	no	66	B
J236	63.3	63.2	61.4	-1.9	no	66	B
J237	57.5	57.5	58.2	0.7	no	66	B
J238	62.7	62.6	61.0	-1.7	no	66	B
J239	62.4	62.4	62.5	0.1	no	66	B
J240	66.0	66.0	64.4	-1.6	no	66	B
J241	69.2	69.1	65.7	-3.5	no	66	B
J242	62.3	62.3	62.5	0.2	no	66	B
J243	65.9	65.9	64.4	-1.5	no	66	B
J244	69.1	69.0	65.6	-3.5	no	66	B
J245	56.2	56.1	55.9	-0.3	no	66	B
J246	62.3	62.2	62.4	0.1	no	66	B
J247	60.7	60.6	59.1	-1.6	no	66	B
J248	65.3	65.3	62.1	-3.2	no	66	B
J249	65.9	65.8	64.4	-1.5	no	66	B
J250	69.0	69.0	65.5	-3.5	no	66	B
J251	54.5	54.4	54.9	0.4	no	66	B
J252	61.8	61.8	62.1	0.3	no	66	B
J253	57.7	57.6	57.8	0.1	no	66	B
J254	61.4	61.3	60.8	-0.6	no	66	B
J255	65.8	65.7	64.3	-1.5	no	66	B
J256	68.8	68.7	65.3	-3.5	no	66	B
J257	54.1	54.0	54.7	0.6	no	66	B
J258	56.7	56.6	57.3	0.6	no	66	B
J259	60.1	60.1	60.3	0.2	no	66	B
J260	61.9	61.8	62.3	0.4	no	66	B
J261	54.0	53.9	54.5	0.5	no	66	B
J262	56.4	56.3	57.0	0.6	no	66	B
J263	59.9	59.8	60.0	0.1	no	66	B
J264	65.9	65.8	64.4	-1.5	no	66	B
J265	68.8	68.8	65.4	-3.4	no	66	B
J266	53.8	53.8	54.4	0.6	no	66	B
J267	61.5	61.5	62.6	1.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J268	56.1	56.0	56.5	0.4	no	66	B
J269	59.4	59.3	59.7	0.3	no	66	B
J270	65.7	65.7	64.5	-1.2	no	66	B
J271	68.6	68.6	65.3	-3.3	no	66	B
J272	53.8	53.8	54.4	0.6	no	66	B
J273	61.2	61.2	62.0	0.8	no	66	B
J274	65.6	65.6	64.2	-1.4	no	66	B
J275	68.5	68.5	65.2	-3.3	no	66	B
J276	55.9	55.8	56.4	0.5	no	66	B
J277	59.3	59.2	59.5	0.2	no	66	B
J278	61.4	61.3	61.9	0.5	no	66	B
J279	65.5	65.4	64.1	-1.4	no	66	B
J280	68.2	68.1	65.1	-3.1	no	66	B
J281	53.8	53.7	54.3	0.5	no	66	B
J282	61.3	61.2	62.0	0.7	no	66	B
J283	55.7	55.6	56.3	0.6	no	66	B
J284	59.1	59.1	59.3	0.2	no	66	B
J285	65.2	65.2	64.1	-1.1	no	66	B
J286	68.1	68.0	65.0	-3.1	no	66	B
J287	53.6	53.5	54.2	0.6	no	66	B
J288	61.4	61.3	62.0	0.6	no	66	B
J289	55.1	55.0	55.8	0.7	no	66	B
J290	58.8	58.7	59.0	0.2	no	66	B
J291	53.4	53.3	53.9	0.5	no	66	B
J292	65.1	65.0	64.1	-1.0	no	66	B
J293	67.9	67.9	65.0	-2.9	no	66	B
J294	54.9	54.8	55.4	0.5	no	66	B
J295	58.6	58.5	58.6	0.0	no	66	B
J296	61.0	60.9	62.0	1.0	no	66	B
J297	64.8	64.8	63.9	-0.9	no	66	B
J298	67.6	67.5	64.9	-2.7	no	66	B
J299	53.3	53.3	54.0	0.7	no	66	B
J300	54.8	54.8	55.5	0.7	no	66	B
J301	58.6	58.5	58.7	0.1	no	66	B
J302	53.7	53.7	55.5	1.8	no	66	B
J303	55.5	55.5	57.7	2.2	no	66	B
J304	59.0	58.9	60.0	1.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
J305	67.8	67.5	61.8	-6.0	no	66	D
K1	64.4	64.4	64.6	0.2	no	66	B
K2	64.5	64.5	64.9	0.4	no	66	B
K3	63.4	63.3	64.1	0.7	no	66	B
K4	62.1	62.0	62.9	0.8	no	66	B
K5	60.9	60.8	61.9	1.0	no	66	B
K6	60.2	60.2	61.6	1.4	no	66	B
K7	59.8	59.7	61.0	1.2	no	66	B
K8	57.7	57.6	59.6	1.9	no	66	B
K9	56.4	56.3	57.2	0.8	no	66	B
K10	55.6	55.5	56.7	1.1	no	66	B
K11	55.5	55.4	56.6	1.1	no	66	B
K15	62.8	62.6	58.7	-4.1	no	66	B
K17	64.1	63.9	59.8	-4.3	no	66	B
K24	55.3	55.2	56.5	1.2	no	66	B
K25	58.9	58.8	60.0	1.1	no	66	B
K26	56.1	56.0	57.3	1.2	no	66	B
K27	59.5	59.4	60.4	0.9	no	66	B
K28	56.3	56.3	57.6	1.3	no	66	B
K29	60.5	60.4	60.8	0.3	no	66	B
K30	55.9	55.9	57.2	1.3	no	66	B
K31	59.7	59.6	60.2	0.5	no	66	B
K32	52.1	51.9	52.9	0.8	no	66	B
K33	56.1	56.0	57.1	1.0	no	66	B
K34	52.2	52.1	53.0	0.8	no	66	B
K35	56.1	56.0	57.1	1.0	no	66	B
K36	56.7	56.6	58.1	1.4	no	66	C
K37	56.0	55.9	57.1	1.1	no	66	B
K38	52.1	52.0	53.4	1.3	no	66	B
K39	56.2	56.1	57.2	1.0	no	66	B
K40	52.1	52.0	53.3	1.2	no	66	B
K41	56.6	56.5	57.1	0.5	no	66	B
K42	52.3	52.2	53.4	1.1	no	66	B
K43	56.7	56.6	57.1	0.4	no	66	B
K44	52.3	52.2	53.4	1.1	no	66	B
K45	56.7	56.6	57.7	1.0	no	66	B
K46	53.4	53.3	55.3	1.9	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K47	56.4	56.3	57.4	1.0	no	66	B
K48	53.2	53.1	55.1	1.9	no	66	B
K49	56.5	56.5	57.5	1.0	no	66	B
K50	53.2	53.1	55.1	1.9	no	66	B
K51	56.6	56.5	57.4	0.8	no	66	B
K52	53.3	53.2	55.4	2.1	no	66	B
K53	56.2	56.0	56.3	0.1	no	66	B
K54	52.2	52.0	52.3	0.1	no	66	B
K55	56.2	56.1	56.3	0.1	no	66	B
K56	52.3	52.1	52.3	0.0	no	66	B
K57	56.0	55.9	56.5	0.5	no	66	B
K58	52.4	52.3	52.9	0.5	no	66	B
K59	56.0	55.9	56.5	0.5	no	66	B
K60	52.9	52.8	52.9	0.0	no	66	B
K61	57.4	57.3	57.1	-0.3	no	66	B
K62	53.4	53.3	54.0	0.6	no	66	B
K63	57.7	57.6	57.4	-0.3	no	66	B
K64	54.2	54.1	54.8	0.6	no	66	B
K65	58.7	58.5	57.6	-1.1	no	66	B
K66	54.4	54.3	53.9	-0.5	no	66	B
K67	58.6	58.4	57.7	-0.9	no	66	B
K68	54.9	54.8	54.4	-0.5	no	66	B
K70	57.0	56.9	56.5	-0.5	no	66	B
K71	60.4	60.3	58.5	-1.9	no	66	B
K72	56.6	56.4	56.1	-0.5	no	66	B
K73	60.0	59.8	58.1	-1.9	no	66	B
K74	56.3	56.1	55.9	-0.4	no	66	B
K75	59.4	59.3	58.0	-1.4	no	66	B
K76	55.9	55.7	55.7	-0.2	no	66	B
K77	59.1	59.0	57.8	-1.3	no	66	B
K78	54.2	54.1	54.6	0.4	no	66	B
K79	56.6	56.5	56.2	-0.4	no	66	B
K80	52.7	52.6	53.1	0.4	no	66	B
K81	56.0	55.9	55.7	-0.3	no	66	B
K82	52.8	52.7	53.0	0.2	no	66	B
K83	56.3	56.1	55.6	-0.7	no	66	B
K84	52.9	52.8	53.0	0.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K86	55.0	54.9	55.2	0.2	no	66	B
K87	57.9	57.8	57.4	-0.5	no	66	B
K88	55.0	54.8	55.2	0.2	no	66	B
K89	57.9	57.8	57.5	-0.4	no	66	B
K90	55.4	55.3	55.4	0.0	no	66	B
K91	58.1	58.0	57.8	-0.3	no	66	B
K92	55.7	55.6	55.5	-0.2	no	66	B
K93	58.3	58.1	57.8	-0.5	no	66	B
K102	55.3	55.1	53.2	-2.1	no	66	B
K103	58.6	58.4	56.2	-2.4	no	66	B
K104	55.2	55.0	53.1	-2.1	no	66	B
K105	58.5	58.2	55.7	-2.8	no	66	B
K106	55.6	55.4	53.1	-2.5	no	66	B
K107	58.8	58.6	55.5	-3.3	no	66	B
K108	56.2	55.9	53.2	-3.0	no	66	B
K109	59.7	59.4	55.7	-4.0	no	66	B
K110	56.5	56.3	55.5	-1.0	no	66	B
K111	59.2	59.0	57.6	-1.6	no	66	B
K112	56.7	56.5	55.8	-0.9	no	66	B
K113	59.5	59.2	57.8	-1.7	no	66	B
K114	57.0	56.8	55.8	-1.2	no	66	B
K115	60.0	59.7	58.2	-1.8	no	66	B
K116	57.3	57.0	55.9	-1.4	no	66	B
K117	60.4	60.1	58.3	-2.1	no	66	B
K118	55.0	54.8	52.8	-2.2	no	66	B
K119	58.5	58.4	55.5	-3.0	no	66	B
K120	55.1	54.9	52.7	-2.4	no	66	B
K121	58.7	58.5	55.4	-3.3	no	66	B
K122	55.6	55.4	52.9	-2.7	no	66	B
K123	59.2	59.0	55.5	-3.7	no	66	B
K124	55.7	55.5	52.9	-2.8	no	66	B
K125	59.5	59.4	55.7	-3.8	no	66	B
K126	61.8	61.7	64.7	2.9	no	66	B
K127	59.8	59.8	60.8	1.0	no	66	B
K128	60.7	60.6	61.3	0.6	no	66	B
K129	62.9	62.9	65.9	3.0	no	66	B
K130	56.5	56.4	57.9	1.4	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K131	60.9	60.8	61.6	0.7	no	66	B
K132	63.9	63.9	66.4	2.5	yes	66	B
K133	62.0	61.9	61.9	-0.1	no	66	B
K134	60.4	60.3	61.7	1.3	no	66	B
K135	56.3	56.2	57.9	1.6	no	66	B
K136	58.3	58.2	59.1	0.8	no	66	B
K137	60.6	60.5	61.6	1.0	no	66	B
K138	53.5	53.4	55	1.5	no	66	B
K139	65.5	65.4	67.5	2.0	yes	66	B
K140	56.4	56.3	57.9	1.5	no	66	B
K141	60.6	60.5	60.9	0.3	no	66	B
K142	63.7	63.6	63.1	-0.6	no	66	B
K143	54.8	54.8	56.2	1.4	no	66	B
K144	62.4	62.3	62.5	0.1	no	66	B
K145	59.8	59.7	61.1	1.3	no	66	B
K146	61.1	61.0	64.5	3.4	no	66	B
K147	57.4	57.3	59.7	2.3	no	66	B
K148	57.0	57.0	59.3	2.3	no	66	B
K149	60.8	60.7	62.4	1.6	no	66	B
K150	68.9	68.8	66.6	-2.3	yes	66	B
K151	57.4	57.4	59.4	2.0	no	66	B
K152	72.6	72.5	73.0	0.4	yes	66	B
K153	58.5	58.4	60.0	1.5	no	66	B
K154	60.8	60.7	62.3	1.5	no	66	B
K155	55.6	55.5	56.9	1.3	no	66	B
K156	60.5	60.5	61.6	1.1	no	66	B
K157	61.9	61.8	61.9	0.0	no	66	B
K158	68.9	68.8	66.5	-2.4	yes	66	B
K159	56.8	56.7	58.7	1.9	no	66	B
K160	57.8	57.7	59.5	1.7	no	66	B
K161	72.6	72.5	72.9	0.3	yes	66	B
K162	57.4	57.4	59.0	1.6	no	66	B
K163	63.1	63.0	62.7	-0.4	no	66	B
K164	68.9	68.8	66.5	-2.4	yes	66	B
K165	60.9	60.8	62.1	1.2	no	66	B
K166	57.7	57.6	59.4	1.7	no	66	B
K167	72.6	72.5	72.9	0.3	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K168	57.4	57.3	59.0	1.6	no	66	B
K169	60.5	60.4	61.6	1.1	no	66	B
K170	68.7	68.6	66.4	-2.3	yes	66	B
K171	72.6	72.5	72.9	0.3	yes	66	B
K172	56.6	56.5	58.0	1.4	no	66	B
K173	68.6	68.5	66.3	-2.3	yes	66	B
K174	63.9	63.8	63.6	-0.3	no	66	B
K175	72.5	72.4	72.7	0.2	yes	66	B
K176	56.7	56.6	57.4	0.7	no	66	B
K177	60.7	60.6	60.0	-0.7	no	66	B
K178	56.8	56.7	57.5	0.7	no	66	B
K179	60.5	60.4	60.1	-0.4	no	66	B
K180	68.2	68.1	66.1	-2.1	yes	66	B
K181	56.0	55.9	57.8	1.8	no	66	B
K182	72.5	72.4	72.4	-0.1	yes	66	B
K183	60.3	60.2	61.5	1.2	no	66	B
K184	56.1	56.0	57.8	1.7	no	66	B
K185	60.2	60.0	61.4	1.2	no	66	B
K186	53.5	53.4	55.3	1.8	no	66	B
K187	67.9	67.8	66.0	-1.9	yes	66	B
K188	72.0	71.9	72.0	0.0	yes	66	B
K189	56.4	56.4	57.4	1.0	no	66	B
K190	57.7	57.6	58.7	1.0	no	66	B
K191	60.1	60.0	60.1	0.0	no	66	B
K192	68.1	68.0	66.1	-2.0	yes	66	B
K193	56.2	56.1	57.2	1.0	no	66	B
K194	53.2	53.1	55	1.8	no	66	B
K195	57.5	57.4	58.6	1.1	no	66	B
K196	72.1	72.0	72.2	0.1	yes	66	B
K197	59.3	59.2	59.6	0.3	no	66	B
K198	58.7	58.6	59.4	0.7	no	66	B
K199	62.2	62.1	62.1	-0.1	no	66	B
K200	58.2	58.2	58.9	0.7	no	66	B
K201	61.9	61.8	61.8	-0.1	no	66	B
K202	57.0	56.9	58.9	1.9	no	66	B
K203	61.3	61.2	62.1	0.8	no	66	B
K204	57.0	56.9	58.6	1.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K205	53.1	53.0	54.1	1.0	no	66	B
K206	61.2	61.2	61.8	0.6	no	66	B
K207	57.5	57.4	57.7	0.2	no	66	B
K208	53.1	53.0	54.0	0.9	no	66	B
K209	57.4	57.3	57.6	0.2	no	66	B
K210	66.6	66.5	65.0	-1.6	no	66	B
K211	71.5	71.4	69.5	-2.0	yes	66	B
K212	66.6	66.6	64.8	-1.8	no	66	B
K213	57.6	57.5	57.8	0.2	no	66	B
K214	71.5	71.4	69.1	-2.4	yes	66	B
K215	61.4	61.3	60.2	-1.2	no	66	B
K216	57.4	57.3	57.5	0.1	no	66	B
K217	61.2	61.1	60.0	-1.2	no	66	B
K218	60.7	60.5	56.1	-4.6	no	66	B
K219	56.7	56.5	52.9	-3.8	no	66	B
K220	58.0	57.7	53.4	-4.6	no	66	B
K221	61.2	61.1	56.2	-5.0	no	66	B
K222	57.3	57.1	53.2	-4.1	no	66	B
K223	62.9	62.7	56.6	-6.3	no	66	B
K224	59.0	58.8	53.5	-5.5	no	66	B
K225	61.7	61.6	56.0	-5.7	no	66	B
K226	52.4	52.3	53.0	0.6	no	66	B
K227	64.7	64.6	62.8	-1.9	no	66	B
K228	57.3	57.2	57.4	0.1	no	66	B
K229	61.2	60.9	RELOCATION			66	B
K230	52.5	52.4	53.1	0.6	no	66	B
K231	65.2	65.1	65.6	0.4	no	66	B
K232	64.9	64.7	RELOCATION			66	B
K233	57.1	57.0	57.2	0.1	no	66	B
K234	61.8	61.4	RELOCATION			66	B
K235	65.6	65.3	RELOCATION			66	B
K236	59.7	59.6	59.6	-0.1	no	66	B
K237	63.5	63.4	63.4	-0.1	no	66	B
K238	60.8	60.7	59.3	-1.5	no	66	B
K239	62.3	62.0	RELOCATION			66	B
K240	67.2	67.1	65.0	-2.2	no	66	B
K241	60.7	60.4	58.3	-2.4	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K242	59.2	59.1	59.2	0.0	no	66	B
K243	61.2	60.9	58.4	-2.8	no	66	B
K244	58.0	57.7	56.3	-1.7	no	66	B
K245	57.6	57.3	56.1	-1.5	no	66	B
K246	57.2	57.1	57.2	0.0	no	66	B
K247	66.5	66.2	RELOCATION			66	B
K248	58.4	58.1	56.6	-1.8	no	66	B
K249	59.0	58.7	56.8	-2.2	no	66	B
K250	61.8	61.5	58.7	-3.1	no	66	B
K251	60.9	60.8	59.1	-1.8	no	66	B
K252	72.2	72.1	69.5	-2.7	yes	66	B
K253	62.5	62.2	59.0	-3.5	no	66	B
K254	63.1	63.0	62.8	-0.3	no	66	B
K255	63.1	62.7	RELOCATION			66	B
K256	57.6	57.5	57.2	-0.4	no	66	B
K257	57.9	57.8	56.7	-1.2	no	66	C
K258	62.4	62.3	59.7	-2.7	no	66	B
K259	59.8	59.4	RELOCATION			66	B
K260	67.8	67.5	RELOCATION			66	B
K261	63.8	63.4	RELOCATION			66	B
K262	60.9	60.4	RELOCATION			66	B
K263	58.6	58.5	58.5	-0.1	no	66	B
K264	57.8	57.7	56.7	-1.1	no	66	B
K265	66.3	66.2	64.4	-1.9	no	66	B
K266	62.6	62.5	62.2	-0.4	no	66	B
K267	65.2	64.8	RELOCATION			66	B
K268	61.7	61.6	59.4	-2.3	no	66	B
K269	71.6	71.5	68.1	-3.5	yes	66	B
K270	58.3	58.3	58.2	-0.1	no	66	B
K271	65.8	65.7	64.1	-1.7	no	66	B
K272	62.3	61.9	RELOCATION			66	B
K273	62.5	62.4	62.0	-0.5	no	66	B
K274	65.8	65.4	RELOCATION			66	B
K275	71.4	71.3	67.5	-3.9	yes	66	B
K276	56.7	56.6	55.9	-0.8	no	66	B
K277	62.9	62.4	RELOCATION			66	B
K278	63.5	63.4	60.5	-3.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K279	65.2	65.2	63.4	-1.8	no	66	B
K280	70.3	69.9	RELOCATION			66	B
K281	57.6	57.5	57.2	-0.4	no	66	B
K282	62.1	62.0	60.6	-1.5	no	66	B
K283	70.9	70.8	66.5	-4.4	yes	66	B
K284	60.2	60.1	58.6	-1.6	no	66	B
K285	61.7	61.6	60.1	-1.6	no	66	B
K286	65.0	64.9	63.1	-1.9	no	66	B
K287	70.5	70.4	66	-4.5	yes	66	B
K288	59.1	59.0	57.9	-1.2	no	66	B
K289	57.8	57.5	RELOCATION			66	B
K290	59.5	59.3	57.6	-1.9	no	66	B
K291	55.0	54.9	54.1	-0.9	no	66	B
K292	61.4	61.1	RELOCATION			66	B
K293	58.4	58.1	RELOCATION			66	B
K294	59.0	58.9	57.9	-1.1	no	66	B
K295	55.3	55.2	54.8	-0.5	no	66	B
K296	62.1	61.8	RELOCATION			66	B
K297	59.2	59.0	58.1	-1.1	no	66	B
K298	64.5	64.4	62.5	-2.0	no	66	B
K299	59.2	58.8	RELOCATION			66	B
K300	63.0	62.7	RELOCATION			66	B
K301	69.6	69.5	65.1	-4.5	no	66	B
K302	54.8	54.7	54.6	-0.2	no	66	B
K303	59.8	59.5	RELOCATION			66	B
K304	59.0	58.8	58.1	-0.9	no	66	B
K305	54.9	54.8	54.6	-0.3	no	66	B
K306	64.5	64.2	RELOCATION			66	B
K307	56.5	56.4	55.9	-0.6	no	66	B
K308	61.8	61.7	60.6	-1.2	no	66	B
K309	58.9	58.5	RELOCATION			66	B
K310	62.4	62.3	60.2	-2.2	no	66	B
K311	62.9	62.7	60.2	-2.7	no	66	B
K312	56.8	56.7	56.1	-0.7	no	66	B
K313	63.3	62.9	RELOCATION			66	B
K314	63.3	63.0	59.8	-3.5	no	66	B
K315	58.9	58.8	56.8	-2.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K316	61.8	61.4	59.2	-2.6	no	66	B
K317	59.7	59.3	RELOCATION			66	B
K318	58.8	58.5	57.2	-1.6	no	66	B
K319	61.7	61.6	60.5	-1.2	no	66	B
K320	58.2	57.9	56.9	-1.3	no	66	B
K321	62.5	62.4	59.7	-2.8	no	66	B
K322	61.1	60.8	58.9	-2.2	no	66	B
K323	57.8	57.5	56.7	-1.1	no	66	B
K324	58.1	58.0	56.8	-1.3	no	66	B
K325	64.3	63.9	RELOCATION			66	B
K326	60.6	60.4	58.8	-1.8	no	66	B
K327	59.0	58.9	57.1	-1.9	no	66	B
K328	62.7	62.5	59.7	-3.0	no	66	B
K329	61.0	60.6	RELOCATION			66	B
K330	57.8	57.6	57.1	-0.7	no	66	B
K331	59.3	59.2	57.3	-2.0	no	66	B
K332	62.7	62.6	60.4	-2.3	no	66	B
K333	65.4	65.1	RELOCATION			66	B
K334	63.4	63.3	60.1	-3.3	no	66	B
K335	62.1	61.7	RELOCATION			66	B
K336	67.2	66.8	RELOCATION			66	B
K337	58.6	58.5	57.2	-1.4	no	66	B
K338	60.3	60.1	58.1	-2.2	no	66	B
K339	64.7	64.6	61.7	-3.0	no	66	B
K340	68.8	68.7	63.7	-5.1	no	66	B
K341	64.5	64.4	61.3	-3.2	no	66	B
K342	63.5	63.4	60.6	-2.9	no	66	B
K343	68.4	68.3	63.4	-5.0	no	66	B
K344	59.3	59.2	57.8	-1.5	no	66	B
K345	65.4	65.2	61.5	-3.9	no	66	B
K346	61.7	61.5	58.2	-3.5	no	66	B
K347	61.9	61.8	59.0	-2.9	no	66	B
K348	64.6	64.4	60.8	-3.8	no	66	B
K349	57.5	57.4	55.9	-1.6	no	66	B
K350	60.9	60.8	57.9	-3.0	no	66	B
K351	66.1	65.9	61.8	-4.3	no	66	B
K352	61.1	61.0	58.5	-2.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K353	57.4	57.3	55.8	-1.6	no	66	B
K354	60.7	60.6	57.8	-2.9	no	66	B
K355	57.4	57.2	55.6	-1.8	no	66	B
K356	62.3	62.1	59.3	-3.0	no	66	B
K357	60.7	60.5	57.8	-2.9	no	66	B
K358	57.9	57.8	56.0	-1.9	no	66	B
K359	66.9	66.8	62.2	-4.7	no	66	B
K360	62.7	62.6	59.8	-2.9	no	66	B
K361	64.5	64.3	61.1	-3.4	no	66	B
K362	67.2	67.1	62.0	-5.2	no	66	B
K363	60.1	59.9	58.6	-1.5	no	66	B
K364	63.6	63.4	60.1	-3.5	no	66	B
K365	64.1	63.9	59.4	-4.7	no	66	B
K366	59.7	59.5	56.2	-3.5	no	66	B
K367	60.2	60.0	58.7	-1.5	no	66	B
K368	63.9	63.7	60.5	-3.4	no	66	B
K369	63.0	62.7	59.1	-3.9	no	66	B
K370	59.0	58.7	55.9	-3.1	no	66	B
K371	64.0	63.7	60.5	-3.5	no	66	B
K372	62.5	62.3	58.8	-3.7	no	66	B
K373	60.8	60.7	58.3	-2.5	no	66	B
K374	58.4	58.2	55.5	-2.9	no	66	B
K375	62.1	61.8	58.6	-3.5	no	66	B
K376	59.0	58.7	55.9	-3.1	no	66	B
K377	60.3	60.1	58.8	-1.5	no	66	B
K378	58.6	58.5	56.7	-1.9	no	66	B
K379	63.9	63.7	60.4	-3.5	no	66	B
K380	61.8	61.7	58.7	-3.1	no	66	B
K381	60.1	60.0	58.9	-1.2	no	66	B
K382	59.3	59.2	57.1	-2.2	no	66	B
K383	62.6	62.5	59.2	-3.4	no	66	B
K384	59.7	59.6	57.5	-2.2	no	66	B
K385	63.8	63.7	60.0	-3.8	no	66	B
K386	66.3	65.9	60.9	-5.4	no	66	B
K387	61.1	61.0	58.7	-2.4	no	66	B
K388	62.9	62.6	59.0	-3.9	no	66	B
K389	65.5	65.2	60.8	-4.7	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
K390	61.9	61.6	59.0	-2.9	no	66	B
K391	65.2	64.8	60.7	-4.5	no	66	B
K392	65.9	65.7	62.2	-3.7	no	66	B
K393	61.3	61.1	59.0	-2.3	no	66	B
K394	64.9	64.6	60.7	-4.2	no	66	B
K395	62.5	62.3	60.4	-2.1	no	66	B
K396	61.1	60.8	59.6	-1.5	no	66	B
K397	66.1	65.9	62.1	-4.0	no	66	B
K398	62.4	62.2	60.5	-1.9	no	66	B
K399	66.5	66.3	62.2	-4.3	no	66	B
K400	63.1	62.9	61.0	-2.1	no	66	B
K401	67.3	67.1	62.7	-4.6	no	66	B
K402	63.8	63.6	61.4	-2.4	no	66	B
K403	62.9	62.8	62.2	-0.7	no	66	B
K404	62.1	62.1	61.3	-0.8	no	66	B
K405	60.6	60.6	60.2	-0.4	no	66	B
K406	60.3	60.2	60.3	0.0	no	66	B
K407	59.7	59.6	60.3	0.6	no	66	B
L1	56.1	56.1	57.8	1.7	no	66	B
L2	59.2	59.2	60.7	1.5	no	66	B
L3	56.4	56.4	57.8	1.4	no	66	B
L4	59.8	59.8	61.0	1.2	no	66	B
L5	57.0	57.0	58.3	1.3	no	66	B
L6	60.8	60.8	61.6	0.8	no	66	B
L7	57.3	57.3	58.5	1.2	no	66	B
L8	62.1	62.0	62.7	0.6	no	66	B
L9	52.5	52.7	53.2	0.7	no	66	B
L10	55.4	55.5	56.5	1.1	no	66	B
L11	52.9	53.1	53.6	0.7	no	66	B
L12	55.9	56.0	57.0	1.1	no	66	B
L13	54.1	54.2	54.8	0.7	no	66	B
L14	57.3	57.4	58.5	1.2	no	66	B
L15	55.5	55.6	56.2	0.7	no	66	B
L16	61.0	61.0	61.5	0.5	no	66	B
L17	54.2	54.2	53.6	-0.6	no	66	B
L18	57.1	57.1	57.2	0.1	no	66	B
L19	54.5	54.5	53.9	-0.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
L20	57.6	57.6	57.9	0.3	no	66	B
L21	54.6	54.6	54.2	-0.4	no	66	B
L22	58.0	58.0	58.6	0.6	no	66	B
L23	54.3	54.4	54.5	0.2	no	66	B
L24	58.7	58.8	59.7	1.0	no	66	B
L25	56.4	56.5	56.7	0.3	no	66	B
L26	60.4	60.5	61.4	1.0	no	66	B
L27	57.8	57.9	58.4	0.6	no	66	B
L28	61.5	61.6	62.5	1.0	no	66	B
L29	55.7	55.6	55.9	0.2	no	66	B
L30	57.8	57.8	58.1	0.3	no	66	B
L31	55.8	55.7	56.1	0.3	no	66	B
L32	57.7	57.7	58.1	0.4	no	66	B
L33	55.7	55.7	56.3	0.6	no	66	B
L34	56.8	56.8	57.8	1.0	no	66	B
L35	53.6	53.7	55.1	1.5	no	66	B
L36	55.6	55.6	57.1	1.5	no	66	B
L37	54.0	54.1	55.6	1.6	no	66	B
L38	57.2	57.3	58.7	1.5	no	66	B
L39	58.6	58.6	59.3	0.7	no	66	B
L40	60.5	60.5	61.5	1.0	no	66	B
L41	49.2	49.2	50.0	0.8	no	66	B
L42	53.4	53.4	54.8	1.4	no	66	B
L43	49.8	49.8	50.6	0.8	no	66	B
L44	52.1	52.1	52.7	0.6	no	66	B
L45	50.3	50.2	51.3	1.0	no	66	B
L46	53.2	53.2	54.2	1.0	no	66	B
L47	59.5	59.5	59.8	0.3	no	66	B
L48	61.4	61.4	62.0	0.6	no	66	B
L49	59.3	59.3	59.8	0.5	no	66	B
L50	61.3	61.3	61.9	0.6	no	66	B
L51	64.8	64.9	**RELOCATION**			71	E
L52	62.4	62.6	62.7	0.3	no	66	B
L53	66.8	66.9	67.3	0.5	yes	66	B
L54	66.0	66.1	66.3	0.3	yes	66	B
L55	65.4	65.4	65.3	-0.1	no	66	B
L56	59.8	60.0	60.1	0.3	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
L57	59.0	59.1	59.2	0.2	no	66	B
L58	58.5	58.5	58.6	0.1	no	66	B
L59	58.6	58.4	58.1	-0.5	no	66	B
L60	67.9	67.6	62.2	-5.7	no	66	B
L61	59.3	59.2	58.2	-1.1	no	66	B
L62	62.9	62.9	63.5	0.6	no	66	B
L63	59.0	59.0	57.8	-1.2	no	66	B
L64	60.5	60.5	61.2	0.7	no	66	B
L65	56.3	56.2	57.0	0.7	no	66	B
L66	54.1	54.0	54.8	0.7	no	66	B
L67	60.6	60.4	58.3	-2.3	no	66	B
L68	54.1	54.0	54.5	0.4	no	66	B
L69	56.3	56.2	56.2	-0.1	no	66	B
L70	68.8	68.6	63.0	-5.8	no	66	B
L71	56.5	56.5	56.4	-0.1	no	66	B
L72	61.3	61.1	58.4	-2.9	no	66	B
L73	55.6	55.6	55.6	0.0	no	66	B
L74	60.6	60.4	57.7	-2.9	no	66	B
M3	61.6	61.3	59.5	-2.1	no	66	B
M4	61.8	61.5	59.7	-2.1	no	66	B
M5	61.8	61.6	59.7	-2.1	no	66	B
M6	62.3	62.0	59.7	-2.6	no	66	B
M7	61.9	61.6	59.4	-2.5	no	66	B
M8	62.0	61.8	59.5	-2.5	no	66	B
M9	65.0	65.3	61.9	-3.1	no	66	B
M10	60.4	60.5	57.0	-3.4	no	66	B
M11	56.5	56.1	54.0	-2.5	no	66	B
M12	58.1	58.0	55.2	-2.9	no	66	B
M13	63.4	63.3	60.4	-3.0	no	66	B
M14	54.6	54.2	53.1	-1.5	no	66	B
M15	64.9	65.2	61.9	-3.0	no	66	B
M16	58.3	58.2	58.2	-0.1	no	66	B
M17	63.6	63.5	60.7	-2.9	no	66	B
M18	53.8	53.9	54.1	0.3	no	66	B
M19	58.5	58.4	56.9	-1.6	no	66	B
M20	56.8	56.8	56.8	0.0	no	66	B
M21	57.3	57.4	57.5	0.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
M22	50.6	50.6	49.8	-0.8	no	66	B
M23	54.8	54.8	55.0	0.2	no	66	B
M24	54.3	54.6	54.0	-0.3	no	66	B
N1	67.3	67.4	68.8	1.5	yes	66	B
N2	62.1	62.1	64.5	2.4	no	66	B
N3	61.6	61.7	63.2	1.6	no	66	B
N4	71.6	71.7	74.2	2.6	yes	66	B
N5	66.9	67.0	68.6	1.7	yes	66	B
N6	65.5	65.6	67.1	1.6	yes	66	B
N7	67.2	67.0	70.0	2.8	no	71	E
N8	70.4	70.4	71.5	1.1	yes	66	D
N9	70.7	70.7	72.0	1.3	yes	66	D
N10	65.4	65.5	66.6	1.2	yes	66	D
O1	64.5	64.5	67.4	2.9	yes	66	B
O2	63.6	63.6	67.5	3.9	yes	66	B
O3	63.0	63.0	66.9	3.9	yes	66	B
O4	67.3	67.3	72.4	5.1	yes	66	B
O5	62.2	62.3	66.0	3.8	yes	66	B
O6	67.5	67.5	72.5	5.0	yes	66	B
O7	64.2	64.2	68.1	3.9	yes	66	B
O8	64.4	64.5	68.5	4.1	yes	66	B
O9	60.0	60.0	63.2	3.2	no	66	B
O10	63.4	63.4	68.3	4.9	yes	66	B
O11	64.7	64.7	68.0	3.3	yes	66	B
O12	65.6	65.7	70.2	4.6	yes	66	B
O13	61.0	61.0	65.4	4.4	no	66	B
O14	63.4	63.4	66.6	3.2	yes	66	B
O15	67.8	67.8	71.0	3.2	yes	66	B
O16	60.1	60.1	64.4	4.3	no	66	B
O17	62.6	62.6	65.8	3.2	no	66	B
O18	63.1	63.1	68.0	4.9	yes	66	B
O19	59.4	59.4	63.6	4.2	no	66	B
O20	62.0	62.0	65.2	3.2	no	66	B
O21	58.9	58.9	63.1	4.2	no	66	B
O22	65.7	65.7	68.9	3.2	yes	66	B
O23	61.9	61.9	67.0	5.1	yes	66	B
O24	66.0	66.0	69.2	3.2	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
O25	62.6	62.6	67.7	5.1	yes	66	B
O26	66.4	66.4	69.7	3.3	yes	66	B
O27	70.1	70.1	73.3	3.2	yes	66	B
O28	61.5	61.5	64.6	3.1	no	66	B
O29	63.2	63.2	68.1	4.9	yes	66	B
O30	65.9	66.0	69.2	3.3	yes	66	B
O31	58.4	58.4	62.5	4.1	no	66	B
O32	66.9	66.9	70.9	4.0	yes	66	B
O33	61.1	61.1	64.2	3.1	no	66	B
O34	68.7	68.7	71.8	3.1	yes	66	B
O35	65.8	65.9	69.6	3.8	yes	66	B
O36	67.8	67.8	70.9	3.1	yes	66	B
O37	64.8	64.8	68.7	3.9	yes	66	B
O38	67.0	67.0	70.2	3.2	yes	66	B
O39	65.0	65.0	68.9	3.9	yes	66	B
O40	68.0	68.0	71.2	3.2	yes	66	B
O41	66.0	66.0	69.9	3.9	yes	66	B
O42	69.2	69.2	72.4	3.2	yes	66	B
O43	67.6	67.6	71.3	3.7	yes	66	B
O44	63.5	63.6	66.9	3.4	yes	66	B
O45	63.9	63.9	67.3	3.4	yes	66	B
O46	64.1	64.2	67.6	3.5	yes	66	B
O47	64.5	64.5	67.9	3.4	yes	66	B
O48	64.7	64.8	68.1	3.4	yes	66	B
O49	64.9	65.0	68.3	3.4	yes	66	B
O50	65.3	65.4	68.6	3.3	yes	66	B
O51	63.3	63.3	68.1	4.8	yes	66	B
O52	64.9	64.9	68.1	3.2	yes	66	B
O53	61.3	61.3	66.1	4.8	yes	66	B
O54	65.6	65.6	68.8	3.2	yes	66	B
P1	58.6	58.8	60.7	2.1	no	66	B
P2	58.6	58.8	60.6	2.0	no	66	B
P3	58.6	58.8	60.5	1.9	no	66	B
P4	58.6	58.8	60.3	1.7	no	66	B
P5	58.6	58.8	60.2	1.6	no	66	B
P6	58.6	58.8	60.0	1.4	no	66	B
P7	58.6	58.8	59.9	1.3	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
P8	58.6	58.7	59.6	1.0	no	66	B
P9	58.5	58.8	59.9	1.4	no	66	B
P10	58.5	58.7	59.6	1.1	no	66	B
P11	58.6	58.8	59.4	0.8	no	66	B
P12	58.5	58.8	59.2	0.7	no	66	B
P13	58.6	58.9	59.1	0.5	no	66	B
P14	58.6	58.8	58.9	0.3	no	66	B
P25	58.4	58.6	59.2	0.8	no	66	B
P26	59.2	59.3	59.7	0.5	no	66	B
P27	60.0	60.1	60.4	0.4	no	66	B
P28	60.5	60.6	60.4	-0.1	no	66	B
P29	60.5	60.6	60.0	-0.5	no	66	B
P30	60.9	60.9	60.1	-0.8	no	66	B
P31	61.0	61.1	60.0	-1.0	no	66	B
P32	61.3	61.3	60.0	-1.3	no	66	B
P33	61.5	61.6	59.9	-1.6	no	66	B
P34	61.6	61.7	59.6	-2.0	no	66	B
P35	61.6	61.6	59.1	-2.5	no	66	B
P36	60.1	60.2	58.6	-1.5	no	71	E
P37	57.6	57.9	55.9	-1.7	no	71	E
P38	60.9	61.3	57.2	-3.7	no	71	E
Q1	58.0	57.8	59.9	1.9	no	66	C
Q2	59.9	59.7	59.8	-0.1	no	66	B
Q3	62.6	62.5	62.2	-0.4	no	66	B
Q4	58.6	58.5	59.1	0.5	no	66	B
Q5	57.6	57.4	58.8	1.2	no	66	B
Q6	58.5	58.3	58.2	-0.3	no	66	B
Q7	61.9	61.8	61.4	-0.5	no	66	B
Q8	58.1	57.9	57.9	-0.2	no	66	B
Q9	61.6	61.5	61.1	-0.5	no	66	B
Q10	53.4	53.2	54.2	0.8	no	66	B
Q11	56.4	56.2	57.0	0.6	no	66	B
Q12	52.8	52.6	53.6	0.8	no	66	B
Q13	55.7	55.5	56.4	0.7	no	66	B
Q14	53.6	53.6	54.2	0.6	no	66	B
Q15	55.7	55.7	56.0	0.3	no	66	B
Q16	51.8	51.8	52.3	0.5	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Q17	53.3	53.2	54.1	0.8	no	66	B
Q18	54.5	54.3	58.0	3.5	no	66	B
Q19	55.0	54.8	58.9	3.9	no	66	B
Q20	54.5	54.3	58.4	3.9	no	66	B
Q21	55.1	55.0	59.1	4.0	no	66	B
Q22	60.1	59.9	62.9	2.8	no	66	B
Q23	60.9	60.7	64.2	3.3	no	66	B
Q24	59.9	59.7	62.8	2.9	no	66	B
Q25	60.4	60.2	63.6	3.2	no	66	B
Q26	59.4	59.2	62.4	3.0	no	66	B
Q27	60.2	60.0	63.3	3.1	no	66	B
Q28	58.9	58.7	61.9	3.0	no	66	B
Q29	59.0	58.8	62.3	3.3	no	66	B
Q32	51.6	51.4	52.3	0.7	no	66	B
Q34	49.3	49.1	50.6	1.3	no	66	B
Q36	54.9	54.6	58.9	4.0	no	66	B
Q37	55.7	55.5	59.3	3.6	no	66	B
Q41	54.7	54.6	54.1	-0.6	no	66	B
Q42	51.8	51.7	51.6	-0.2	no	66	B
Q43	54.7	54.6	54.1	-0.6	no	66	B
Q44	52.5	52.3	52.5	0.0	no	66	B
Q45	57.4	57.3	61.4	4.0	no	66	B
Q46	61.0	60.8	60.9	-0.1	no	66	B
Q47	60.9	60.7	59.5	-1.4	no	66	B
Q48	60.0	60.0	58.7	-1.3	no	66	B
Q49	59.9	59.8	58.7	-1.2	no	66	B
Q50	59.0	59.0	59.4	0.4	no	66	B
Q51	63.8	63.8	63.6	-0.2	no	66	B
Q52	59.0	58.9	59.3	0.3	no	66	B
Q53	63.6	63.6	63.4	-0.2	no	66	B
Q54	59.6	59.6	59.8	0.2	no	66	B
Q55	63.5	63.5	63.3	-0.2	no	66	B
Q56	59.1	59.0	59.2	0.1	no	66	B
Q57	63.2	63.2	62.9	-0.3	no	66	B
Q58	56.3	56.3	56.5	0.2	no	66	B
Q59	59.2	59.2	59.2	0.0	no	66	B
Q60	59.3	59.3	59.6	0.3	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Q61	61.1	61.2	61.8	0.7	no	66	B
Q62	59.3	59.3	59.4	0.1	no	66	B
Q63	61.3	61.4	61.6	0.3	no	66	B
Q64	67.8	67.7	69.8	2.0	yes	66	B
Q65	71.7	71.7	72.8	1.1	yes	66	B
Q66	67.8	67.7	69.8	2	yes	66	B
Q67	71.9	71.8	72.7	0.8	yes	66	B
Q68	58.3	58.2	58.9	0.6	no	66	B
Q69	67.2	67.1	69.5	2.3	yes	66	B
Q70	62.1	62.0	62.8	0.7	no	66	B
Q71	71.8	71.7	72.4	0.6	yes	66	B
Q72	67.1	67.1	69.0	1.9	yes	66	B
Q73	57.8	57.7	58.5	0.7	no	66	B
Q74	72.0	72.0	72.5	0.5	yes	66	B
Q75	62.1	62.0	62.6	0.5	no	66	B
Q76	57.0	57.0	57.6	0.6	no	66	B
Q77	60.8	60.7	61.4	0.6	no	66	B
Q78	63.0	63.0	62.4	-0.6	no	66	B
Q79	67.1	67.1	66.4	-0.7	yes	66	B
Q80	59.0	59.0	59.9	0.9	no	66	B
Q81	57.2	57.2	57.8	0.6	no	66	B
Q82	63.4	63.4	63.4	0.0	no	66	B
Q83	68.1	68.1	67.6	-0.5	yes	66	B
Q84	66.5	66.5	67.9	1.4	yes	66	B
Q85	69.8	69.8	69.4	-0.4	yes	66	B
Q86	64.6	64.6	65.3	0.7	no	66	B
Q87	60.3	60.2	60.7	0.4	no	66	B
Q88	64.2	64.2	64.2	0.0	no	66	B
Q89	68.8	68.8	68.1	-0.7	yes	66	B
Q90	64.7	64.7	64.9	0.2	no	66	B
Q91	69.3	69.3	68.6	-0.7	yes	66	B
Q92	64.8	64.8	64.8	0.0	no	66	B
Q93	69.5	69.5	68.8	-0.7	yes	66	B
Q94	64.5	64.6	64.2	-0.3	no	66	B
Q95	69.4	69.4	68.6	-0.8	yes	66	B
Q96	59.2	59.2	59.0	-0.2	no	66	B
Q97	63.9	63.9	63.2	-0.7	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Q98	59.9	59.8	58.6	-1.3	no	66	B
Q99	65.2	65.2	64.1	-1.1	no	66	B
Q100	65.5	65.5	64.1	-1.4	no	66	B
Q101	61.3	61.3	59.7	-1.6	no	66	B
Q102	62.1	62.1	60.4	-1.7	no	66	B
Q103	66.4	66.3	65.1	-1.3	no	66	B
Q104	63.2	63.2	61.1	-2.1	no	66	B
Q105	67.1	67.0	65.9	-1.2	no	66	B
Q106	68.1	68.1	67.3	-0.8	yes	66	B
Q107	61.2	61.2	59.7	-1.5	no	66	B
Q108	65.0	65.0	63.4	-1.6	no	66	B
Q109	65.6	65.5	64.4	-1.2	no	66	B
Q110	61.7	61.6	60.1	-1.6	no	66	B
Q111	66.1	66.0	64.6	-1.5	no	66	B
Q112	61.9	61.8	60.5	-1.4	no	66	B
Q113	63.5	63.5	61.7	-1.8	no	66	B
Q114	69.0	68.9	RELOCATION			66	B
Q115	63.8	63.7	61.9	-1.9	no	66	B
Q116	61.1	60.9	59.7	-1.4	no	66	B
Q117	65.0	64.9	63.0	-2	no	66	B
Q118	64.8	64.6	63.0	-1.8	no	66	B
Q119	63.2	63.0	61.5	-1.7	no	66	B
Q120	69.6	69.3	RELOCATION			66	B
Q121	65.4	65.1	63.9	-1.5	no	66	B
Q122	64.5	64.3	62.3	-2.2	no	66	B
Q123	73.1	72.9	RELOCATION			66	B
Q124	61.6	61.4	62.1	0.5	no	66	B
Q125	67.4	67.2	67.0	-0.4	yes	66	B
Q126	65.0	64.8	64.6	-0.4	no	66	B
Q127	62.7	62.5	63.2	0.5	no	66	B
Q128	66.2	66.0	66.7	0.5	yes	66	B
Q129	64.4	64.2	64.9	0.5	no	66	B
Q130	67.1	67.0	67.9	0.8	yes	66	B
Q131	65.7	65.5	66.5	0.8	yes	66	B
Q132	68.1	67.9	69.3	1.2	yes	66	B
Q133	67.8	67.6	69.1	1.3	yes	66	B
Q134	55.7	55.4	56.3	0.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Q135	69.8	69.7	71.6	1.8	yes	66	B
Q136	58.3	58.2	59.3	1.0	no	66	B
Q137	57.2	56.9	57.9	0.7	no	66	B
Q138	59.7	59.5	60.8	1.1	no	66	B
Q139	59.5	59.3	60.3	0.8	no	66	B
Q140	62.1	61.9	63.6	1.5	no	66	B
Q141	63.9	63.6	65.2	1.3	no	66	B
Q142	67.5	67.3	69.6	2.1	yes	66	B
Q143	60.3	60.0	61.2	0.9	no	66	B
Q144	70.7	70.5	72.8	2.1	yes	66	B
Q145	56.2	56.0	57.4	1.2	no	66	B
Q146	55.3	55.1	57.3	2.0	no	66	B
Q147	71.8	71.6	74.2	2.4	yes	66	B
Q148	57.3	57.1	59.6	2.3	no	66	B
Q149	54.6	54.4	55.9	1.3	no	66	B
Q150	70.8	70.6	73.0	2.2	yes	66	B
Q151	55.5	55.3	57.4	1.9	no	66	B
Q152	55.5	55.3	56.8	1.3	no	66	B
Q153	57.6	57.4	59.7	2.1	no	66	B
Q154	71.8	71.6	74.3	2.5	yes	66	B
Q155	58.5	58.2	59.8	1.3	no	66	B
Q156	54.7	54.5	55.9	1.2	no	66	B
Q157	70.6	70.4	72.9	2.3	yes	66	B
Q158	52.2	52.0	53.6	1.4	no	66	B
Q159	60.9	60.7	62.3	1.4	no	66	B
Q160	71.7	71.5	74.2	2.5	yes	66	B
Q161	55.7	55.5	57.0	1.3	no	66	B
Q162	54.2	54.1	55.8	1.6	no	66	B
Q163	60.0	59.8	61.1	1.1	no	66	B
Q164	55.9	55.7	57.6	1.7	no	66	B
Q165	70.7	70.5	73.0	2.3	yes	66	B
Q166	62.4	62.3	63.7	1.3	no	66	B
Q167	52.9	52.7	54.6	1.7	no	66	B
Q168	60.9	60.7	62.6	1.7	no	66	B
Q169	54.7	54.5	56.5	1.8	no	66	B
Q170	71.7	71.6	74.3	2.6	yes	66	B
Q171	61.5	61.3	62.7	1.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Q172	53.0	52.8	54.7	1.7	no	66	B
Q173	63.9	63.7	65.3	1.4	no	66	B
Q174	55.2	55.0	56.9	1.7	no	66	B
Q175	62.8	62.5	64.0	1.2	no	66	B
Q176	53.5	53.2	56.5	3.0	no	66	B
Q177	64.4	64.2	65.9	1.5	no	66	B
Q178	55.8	55.7	60.1	4.3	no	66	B
Q179	64.1	63.9	65.4	1.3	no	66	B
Q180	66.2	66.0	68.1	1.9	yes	66	B
Q181	67.1	66.9	68.9	1.8	yes	66	B
Q182	70.1	69.9	72.4	2.3	yes	66	B
Q183	69.2	69.1	71.5	2.3	yes	66	B
Q184	65.7	65.4	67.2	1.5	yes	66	B
Q185	64.7	64.5	66.3	1.6	yes	66	B
Q186	67.2	67.1	69.3	2.1	yes	66	B
Q187	64.6	64.4	67.4	2.8	yes	66	B
Q188	65.9	65.7	68.6	2.7	yes	66	B
Q189	67.0	66.8	69.7	2.7	yes	66	B
Q190	64.8	64.6	67.7	2.9	yes	66	B
Q191	70.4	70.2	73.1	2.7	yes	66	B
Q192	68.6	68.4	71.2	2.6	yes	66	B
Q193	65.8	65.6	68.8	3	yes	66	B
Q194	63.5	63.3	66.4	2.9	yes	66	B
R1	63.2	63.1	66.9	3.7	yes	66	B
R2	60.9	60.7	64.3	3.4	no	66	B
R3	67.5	67.3	70.9	3.4	yes	66	B
R4	73.0	72.9	75.3	2.3	yes	66	B
R5	63.3	63.1	65.4	2.1	no	66	B
R6	65.9	65.7	68.7	2.8	yes	66	B
R7	72.6	72.5	74.9	2.3	yes	66	B
R8	62.7	62.5	64.2	1.5	no	66	B
R9	66.1	65.9	68.5	2.4	yes	66	B
R10	71.1	71.0	74.1	3	yes	66	B
R11	63.4	63.3	64.8	1.4	no	66	B
R12	66.6	66.4	68.6	2	yes	66	B
R13	71.2	71.0	73.8	2.6	yes	66	B
R14	66.8	66.6	68.6	1.8	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
R15	64.0	63.8	65.1	1.1	no	66	B
R16	71.2	71.0	73.2	2	yes	66	B
R17	67.0	66.9	68.5	1.5	yes	66	B
R18	64.5	64.4	65.7	1.2	no	66	B
R19	71.6	71.5	73.4	1.8	yes	66	B
R20	67.0	66.8	67.1	0.1	yes	66	B
R21	64.0	63.9	64.6	0.6	no	66	B
R22	71.6	71.4	73.3	1.7	yes	66	B
R23	67.0	66.8	67.0	0.0	yes	66	B
R24	63.3	63.2	64.3	1.0	no	66	B
R25	71.9	71.7	73.2	1.3	yes	66	B
R26	67.6	67.4	67.7	0.1	yes	66	B
R27	63.5	63.5	64.4	0.9	no	66	B
R28	72.0	71.8	71.8	-0.2	yes	66	B
R29	66.9	66.8	67.5	0.6	yes	66	B
R30	64.0	64.0	65.0	1.0	no	66	B
R31	70.2	70.1	71.0	0.8	yes	66	B
R32	65.8	65.7	66.1	0.3	yes	66	B
R33	64.5	64.5	65.2	0.7	no	66	B
R34	70.5	70.4	70.9	0.4	yes	66	B
R35	66.0	65.9	66.0	0.0	yes	66	B
R36	65.4	65.4	66.8	1.4	yes	66	B
R37	70.7	70.7	71.0	0.3	yes	66	B
R38	69.6	69.6	69.8	0.2	yes	66	B
R39	65.8	65.8	66.3	0.5	yes	66	B
R40	68.5	68.5	69.0	0.5	yes	66	B
R41	66.3	66.4	67.8	1.5	yes	66	B
R42	65.7	65.7	67.2	1.5	yes	66	B
R43	67.9	67.9	68.7	0.8	yes	66	B
R44	65.8	65.9	66.5	0.7	yes	66	B
R45	66.6	66.6	67.1	0.5	yes	66	B
R46	65.6	65.6	67.2	1.6	yes	66	B
R47	66.6	66.7	67.9	1.3	yes	66	B
R48	67.5	67.5	67.6	0.1	yes	66	B
R49	67.4	67.5	68.6	1.2	yes	66	B
R50	67.9	68.0	69.1	1.2	yes	66	B
R51	68.5	68.6	68.7	0.2	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
R52	66.0	66.1	67.6	1.6	yes	66	B
R53	68.3	68.4	69.5	1.2	yes	66	B
R54	68.8	68.8	70.2	1.4	yes	66	B
R55	64.3	64.4	66.0	1.7	yes	66	B
R56	68.9	68.9	69.7	0.8	yes	66	B
R57	64.0	64.0	65.7	1.7	no	66	B
R58	69.4	69.5	70.5	1.1	yes	66	B
R59	68.4	68.5	70.1	1.7	yes	66	B
R60	71.0	71.1	72.7	1.7	yes	66	B
R61	68.2	68.2	69.9	1.7	yes	66	B
R62	72.6	72.7	74.0	1.4	yes	66	B
R63	67.2	67.2	69.1	1.9	yes	66	B
R64	72.3	72.4	73.8	1.5	yes	66	B
R65	65.9	65.9	68	2.1	yes	66	B
R66	64.3	64.3	66.7	2.4	yes	66	B
R67	70.5	70.6	72.1	1.6	yes	66	B
R68	63.1	63.1	65.6	2.5	no	66	B
R69	68.9	69.0	71.2	2.3	yes	66	B
R70	62.4	62.5	65.0	2.6	no	66	B
R71	65.5	65.5	68.6	3.1	yes	66	B
R72	70.4	70.4	73.1	2.7	yes	66	B
R73	66.4	66.4	69.7	3.3	yes	66	B
R74	71.2	71.2	74.2	3.0	yes	66	B
R75	66.2	66.2	69.5	3.3	yes	66	B
R76	70.8	70.8	74.0	3.2	yes	66	B
R77	65.9	66.0	69.4	3.5	yes	66	B
R78	70.6	70.6	74.0	3.4	yes	66	B
R79	66.0	66.0	69.2	3.2	yes	66	B
R80	70.1	70.1	73.4	3.3	yes	66	B
R81	65.9	65.9	68.8	2.9	yes	66	B
R82	70.0	70.0	72.2	2.2	yes	66	B
R83	65.8	65.8	68.3	2.5	yes	66	B
R84	69.4	69.4	71.2	1.8	yes	66	B
R85	65.9	65.9	68.9	3.0	yes	66	B
R86	69.2	69.3	71.0	1.8	yes	66	B
R87	62.7	62.6	66.0	3.3	yes	66	B
R88	64.8	64.8	68.2	3.4	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
R89	68.3	68.3	70.4	2.1	yes	66	B
R90	67.8	67.8	70.6	2.8	yes	66	B
R91	65.7	65.7	69.3	3.6	yes	66	B
R92	61.6	61.5	64.8	3.2	no	66	B
R93	63.9	63.8	67.3	3.4	yes	66	B
S1	56.6	56.5	55.4	-1.2	no	66	B
S2	56.3	56.2	55.3	-1.0	no	66	B
S3	56.1	56.0	55.3	-0.8	no	66	B
S4	55.9	55.8	55.2	-0.7	no	66	B
S5	55.9	55.8	55.0	-0.9	no	66	B
S6	55.2	55.1	54.5	-0.7	no	66	B
S7	55.1	54.9	54.4	-0.7	no	66	B
S8	55.0	54.8	54.4	-0.6	no	66	B
S9	55.7	55.6	54.8	-0.9	no	66	B
S10	55.5	55.4	54.6	-0.9	no	66	B
S11	55.4	55.3	54.7	-0.7	no	66	B
S12	55.3	55.2	54.6	-0.7	no	66	B
S13	56.1	56.0	55.0	-1.1	no	66	B
S14	55.9	55.8	55.0	-0.9	no	66	B
S15	56.0	55.9	55.1	-0.9	no	66	B
S16	55.8	55.7	54.9	-0.9	no	66	B
S17	54.4	54.3	53.8	-0.6	no	66	B
S18	54.9	54.8	54.1	-0.8	no	66	B
S19	55.1	55.0	54.3	-0.8	no	66	B
S20	55.2	55.2	54.4	-0.8	no	66	B
S21	54.4	54.3	54.4	0.0	no	66	B
S22	54.4	54.2	54.3	-0.1	no	66	B
S23	54.5	54.4	54.2	-0.3	no	66	B
S24	54.6	54.5	54.2	-0.4	no	66	B
S29	55.0	54.8	54.8	-0.2	no	66	B
S30	55.0	54.8	54.9	-0.1	no	66	B
S31	54.9	54.8	54.8	-0.1	no	66	B
S32	54.9	54.7	54.7	-0.2	no	66	B
S33	54.1	54.0	54.3	0.2	no	66	B
S34	54.3	54.1	54.2	-0.1	no	66	B
S35	54.4	54.2	54.1	-0.3	no	66	B
S36	54.6	54.4	54.0	-0.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S37	54.2	54.0	53.2	-1.0	no	66	B
S38	53.8	53.7	53.0	-0.8	no	66	B
S39	54.5	54.3	53.1	-1.4	no	66	B
S40	55.3	55.2	53.5	-1.8	no	66	B
S41	55.5	55.3	53.6	-1.9	no	66	B
S42	55.3	55.1	53.3	-2.0	no	66	B
S43	54.8	54.6	53.4	-1.4	no	66	B
S44	55.2	55.0	53.5	-1.7	no	66	B
S45	55.3	55.2	54.4	-0.9	no	66	B
S46	55.4	55.3	54.5	-0.9	no	66	B
S47	55.2	55.1	54.2	-1.0	no	66	B
S48	54.5	54.4	53.8	-0.7	no	66	B
S49	54.7	54.6	54.0	-0.7	no	66	B
S50	54.7	54.5	53.8	-0.9	no	66	B
S51	54.5	54.4	53.5	-1.0	no	66	B
S52	54.6	54.4	53.4	-1.2	no	66	B
S53	54.5	54.4	53.4	-1.1	no	66	B
S54	54.5	54.3	53.5	-1.0	no	66	B
S55	54.7	54.5	53.8	-0.9	no	66	B
S56	54.7	54.5	54.0	-0.7	no	66	B
S57	54.5	54.3	52.6	-1.9	no	66	B
S58	53.9	53.7	52.2	-1.7	no	66	B
S59	53.6	53.4	52.0	-1.6	no	66	B
S60	53.3	53.1	51.7	-1.6	no	66	B
S61	54.0	53.8	52.2	-1.8	no	66	B
S62	53.7	53.6	51.9	-1.8	no	66	B
S63	53.6	53.4	51.6	-2.0	no	66	B
S64	53.2	53.0	51.5	-1.7	no	66	B
S65	54.5	54.3	52.9	-1.6	no	66	B
S66	54.2	54.0	52.8	-1.4	no	66	B
S67	54.6	54.5	52.6	-2.0	no	66	B
S68	54.3	54.2	52.6	-1.7	no	66	B
S69	54.0	53.9	51.7	-2.3	no	66	B
S70	54.0	53.8	51.8	-2.2	no	66	B
S71	53.8	53.6	51.7	-2.1	no	66	B
S72	53.5	53.3	51.6	-1.9	no	66	B
S73	53.4	53.2	51.7	-1.7	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S74	53.4	53.3	51.4	-2.0	no	66	B
S75	53.9	53.7	51.6	-2.3	no	66	B
S76	53.8	53.6	51.6	-2.2	no	66	B
S77	53.3	53.2	51.8	-1.5	no	66	B
S78	53.5	53.4	53.4	-0.1	no	66	B
S79	53.7	53.5	53.4	-0.3	no	66	B
S80	53.7	53.6	53.5	-0.2	no	66	B
S81	53.9	53.8	53.4	-0.5	no	66	B
S82	54.0	53.8	53.5	-0.5	no	66	B
S83	53.8	53.6	53.6	-0.2	no	66	B
S84	53.8	53.7	53.8	0.0	no	66	B
S85	53.7	53.6	53.8	0.1	no	66	B
S86	53.4	53.3	52.6	-0.8	no	66	B
S87	53.5	53.3	53.3	-0.2	no	66	B
S90	52.3	52.1	50.9	-1.4	no	66	B
S91	52.0	51.8	50.7	-1.3	no	66	B
S92	51.8	51.7	50.7	-1.1	no	66	B
S93	51.7	51.6	50.7	-1.0	no	66	B
S95	52.0	51.9	50.7	-1.3	no	66	B
S96	52.2	52.1	50.7	-1.5	no	66	B
S97	52.3	52.1	50.8	-1.5	no	66	B
S98	58.9	58.8	56.9	-2.0	no	66	B
S99	58.6	58.5	56.7	-1.9	no	66	B
S100	58.4	58.3	56.6	-1.8	no	66	B
S101	58.1	58.0	56.5	-1.6	no	66	B
S102	57.9	57.8	56.3	-1.6	no	66	B
S103	56.9	56.7	55.9	-1.0	no	66	B
S104	56.7	56.6	55.9	-0.8	no	66	B
S105	56.5	56.4	55.8	-0.7	no	66	B
S106	58.1	58.1	56.3	-1.8	no	66	B
S107	58.1	58.1	56.2	-1.9	no	66	B
S108	58.4	58.4	56.3	-2.1	no	66	B
S109	58.3	58.3	56.2	-2.1	no	66	B
S110	58.3	58.3	56.4	-1.9	no	66	B
S111	58.3	58.3	56.3	-2.0	no	66	B
S112	58.4	58.4	56.5	-1.9	no	66	B
S113	58.3	58.3	56.3	-2.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S114	56.7	56.7	55.3	-1.4	no	66	B
S115	56.9	56.9	55.4	-1.5	no	66	B
S116	57.4	57.4	55.7	-1.7	no	66	B
S117	57.4	57.4	55.7	-1.7	no	66	B
S118	55.9	55.8	55.2	-0.7	no	66	B
S119	56.0	56.0	55.2	-0.8	no	66	B
S120	56.2	56.2	55.3	-0.9	no	66	B
S121	56.5	56.4	55.3	-1.2	no	66	B
S126	56.5	56.4	55.7	-0.8	no	66	B
S127	56.5	56.4	55.8	-0.7	no	66	B
S128	56.5	56.4	55.7	-0.8	no	66	B
S129	56.4	56.3	55.6	-0.8	no	66	B
S130	55.7	55.5	55.3	-0.4	no	66	B
S131	55.7	55.6	55.4	-0.3	no	66	B
S132	55.8	55.7	55.4	-0.4	no	66	B
S133	55.9	55.7	55.4	-0.5	no	66	B
S134	55.9	55.8	54.7	-1.2	no	66	B
S135	55.9	55.7	54.7	-1.2	no	66	B
S136	56.3	56.1	54.8	-1.5	no	66	B
S137	56.7	56.6	55.0	-1.7	no	66	B
S138	56.6	56.5	55.0	-1.6	no	66	B
S139	56.4	56.3	54.8	-1.6	no	66	B
S140	56.2	56.1	54.9	-1.3	no	66	B
S141	56.5	56.3	55.1	-1.4	no	66	B
S142	58.0	58.0	56.0	-2.0	no	66	B
S143	57.3	57.3	55.7	-1.6	no	66	B
S144	57.2	57.2	55.5	-1.7	no	66	B
S145	56.8	56.8	55.3	-1.5	no	66	B
S146	55.9	55.8	55.5	-0.4	no	66	B
S147	55.8	55.6	55.6	-0.2	no	66	B
S148	55.7	55.6	55.5	-0.2	no	66	B
S149	55.9	55.7	55.5	-0.4	no	66	B
S150	55.8	55.7	55.4	-0.4	no	66	B
S151	55.7	55.6	55.5	-0.2	no	66	B
S152	55.8	55.7	55.5	-0.3	no	66	B
S153	55.9	55.8	55.5	-0.4	no	66	B
S154	56.1	55.9	53.9	-2.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S155	55.5	55.4	53.4	-2.1	no	66	B
S156	55.4	55.2	53.1	-2.3	no	66	B
S157	55.1	54.9	52.7	-2.4	no	66	B
S158	55.6	55.4	53.4	-2.2	no	66	B
S159	55.4	55.2	53.1	-2.3	no	66	B
S160	55.1	54.9	52.8	-2.3	no	66	B
S161	54.9	54.7	52.6	-2.3	no	66	B
S162	55.7	55.5	54.5	-1.2	no	66	B
S163	55.4	55.3	54.4	-1.0	no	66	B
S164	55.7	55.5	54.4	-1.3	no	66	B
S165	55.5	55.3	54.6	-0.9	no	66	B
S166	55.1	54.9	53.3	-1.8	no	66	B
S167	55.1	54.9	53.7	-1.4	no	66	B
S168	54.9	54.8	53.7	-1.2	no	66	B
S169	54.9	54.7	53.5	-1.4	no	66	B
S170	54.8	54.7	53.5	-1.3	no	66	B
S171	54.7	54.6	53.2	-1.5	no	66	B
S172	55.0	54.9	53.5	-1.5	no	66	B
S173	54.9	54.8	53.4	-1.5	no	66	B
S174	55.2	55.0	55.0	-0.2	no	66	B
S175	55.3	55.1	55.2	-0.1	no	66	B
S176	55.3	55.2	55.2	-0.1	no	66	B
S177	55.3	55.2	55.3	0.0	no	66	B
S178	55.4	55.3	55.3	-0.1	no	66	B
S179	55.3	55.2	55.2	-0.1	no	66	B
S180	55.4	55.2	55.3	-0.1	no	66	B
S181	55.3	55.2	55.2	-0.1	no	66	B
S182	54.8	54.7	54.7	-0.1	no	66	B
S183	54.9	54.8	54.8	-0.1	no	66	B
S186	54.1	54.0	51.8	-2.3	no	66	B
S187	53.7	53.5	51.7	-2.0	no	66	B
S188	53.5	53.4	51.5	-2.0	no	66	B
S192	53.8	53.7	51.8	-2.0	no	66	B
S193	54.0	53.9	51.9	-2.1	no	66	B
S194	63.5	63.4	58.8	-4.7	no	71	E
S195	54.7	54.5	54.2	-0.5	no	71	E
S196	66.9	66.8	66.9	0.0	no	71	E

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S197	67.5	67.3	67.3	-0.2	yes	66	D
S198	67.8	67.8	68.6	0.8	yes	66	B
S199	72.5	72.5	73.4	0.9	yes	66	B
S200	64.9	64.8	65.8	0.9	no	66	B
S201	68.0	68.0	68.8	0.8	yes	66	B
S202	69.9	69.9	71.6	1.7	yes	66	B
S203	66.6	66.5	66.9	0.3	yes	66	B
S204	64.7	64.6	65.6	0.9	no	66	B
S205	58.5	58.4	58.8	0.3	no	66	B
S206	68.1	68.1	68.8	0.7	yes	66	B
S207	72.5	72.5	73.4	0.9	yes	66	B
S208	52.6	52.5	52.5	-0.1	no	66	B
S209	64.3	64.2	65.0	0.7	no	66	B
S210	49.5	49.4	49.2	-0.3	no	66	B
S211	70.0	70.0	71.9	1.9	yes	66	B
S212	67.7	67.6	68.2	0.5	yes	66	B
S213	68.4	68.4	69.1	0.7	yes	66	B
S214	51.5	51.4	51.7	0.2	no	66	B
S215	49.9	49.8	49.6	-0.3	no	66	B
S216	64.5	64.6	66.0	1.5	yes	66	B
S217	64.0	63.9	65.0	1.0	no	66	B
S218	52.0	51.9	52.2	0.2	no	66	B
S219	72.3	72.3	73.3	1.0	yes	66	B
S220	50.4	50.3	50.3	-0.1	no	66	B
S221	69.7	69.7	71.7	2.0	yes	66	B
S222	65.9	65.9	66.7	0.8	yes	66	B
S223	57.0	57.1	58.4	1.4	no	66	B
S224	58.1	58.2	59.8	1.7	no	66	B
S225	58.7	58.7	59.1	0.4	no	66	B
S226	72.2	72.2	73.2	1.0	yes	66	B
S227	69.5	69.5	71.5	2.0	yes	66	B
S228	68.2	68.2	68.6	0.4	yes	66	B
S229	61.1	61.2	62.2	1.1	no	66	B
S230	63.1	63.1	64.6	1.5	no	66	C
S231	72.0	72.0	73.1	1.1	yes	66	B
S232	63.9	63.9	64.7	0.8	no	66	B
S233	69.8	69.8	71.9	2.1	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S234	58.0	58.0	58.5	0.5	no	66	B
S235	71.9	72.0	73.1	1.2	yes	66	B
S236	64.9	64.9	65.7	0.8	no	66	B
S237	70.1	70.1	71.9	1.8	yes	66	B
S238	58.7	58.6	59.5	0.8	no	66	B
S239	65.5	65.6	67.1	1.6	yes	66	B
S240	61.8	61.7	62.3	0.5	no	66	B
S241	57.6	57.5	58.5	0.9	no	66	B
S242	60.7	60.6	61.1	0.4	no	66	B
S243	64.6	64.7	66.2	1.6	yes	66	B
S244	66.6	66.6	68.1	1.5	yes	66	B
S245	63.6	63.7	65.3	1.7	no	66	B
S246	65.6	65.7	67.1	1.5	yes	66	B
S247	71.4	71.5	72.7	1.3	yes	66	B
S248	68.3	68.3	70.6	2.3	yes	66	B
S249	66.4	66.5	67.5	1.1	yes	66	B
S250	57.5	57.6	58.3	0.8	no	66	B
S251	71.5	71.5	72.9	1.4	yes	66	B
S252	67.6	67.7	69.0	1.4	yes	66	B
S253	68.5	68.6	70.9	2.4	yes	66	B
S254	65.7	65.8	66.5	0.8	yes	66	B
S255	63.9	64.0	65.6	1.7	no	66	B
S256	65.0	65.1	66.5	1.5	yes	66	B
S257	67.6	67.7	69.0	1.4	yes	66	B
S258	57.1	57.1	58.0	0.9	no	66	B
S259	53.1	53.1	53.7	0.6	no	66	B
S260	63.5	63.6	65.2	1.7	no	66	B
S261	71.5	71.6	73.0	1.5	yes	66	B
S262	56.4	56.5	57.6	1.2	no	66	B
S263	67.6	67.7	68.9	1.3	yes	66	B
S264	53.3	53.3	53.8	0.5	no	66	B
S265	68.7	68.7	70.4	1.7	yes	66	B
S266	63.5	63.5	64.9	1.4	no	66	B
S267	65.0	65.1	66.3	1.3	yes	66	B
S268	71.5	71.6	73.1	1.6	yes	66	B
S269	56.2	56.2	57.2	1.0	no	66	B
S270	67.7	67.8	69.2	1.5	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S271	58.4	58.5	59.4	1.0	no	66	B
S272	68.7	68.8	70.5	1.8	yes	66	B
S273	53.0	53.0	53.5	0.5	no	66	B
S274	63.0	63.1	64.4	1.4	no	66	B
S275	67.9	68.0	69.2	1.3	yes	66	B
S276	56.3	56.4	57.3	1.0	no	66	B
S277	56.1	56.2	57.1	1.0	no	66	B
S278	59.1	59.2	60.1	1.0	no	66	B
S279	71.6	71.6	73.3	1.7	yes	66	B
S280	67.8	67.8	69.1	1.3	yes	66	B
S281	69.6	69.7	71.7	2.1	yes	66	B
S282	68.7	68.7	69.9	1.2	yes	66	B
S283	62.0	62.0	63.2	1.2	no	66	B
S284	71.6	71.6	73.3	1.7	yes	66	B
S285	59.5	59.5	60.4	0.9	no	66	B
S286	68.0	68.1	69.4	1.4	yes	66	B
S287	57.6	57.7	58.7	1.1	no	66	B
S288	70.0	70.1	72.0	2.0	yes	66	B
S289	62.5	62.6	63.9	1.4	no	66	B
S290	54.1	54.2	55.0	0.9	no	66	B
S291	68.5	68.6	69.9	1.4	yes	66	B
S292	57.7	57.8	58.9	1.2	no	66	B
S293	68.2	68.3	69.7	1.5	yes	66	B
S294	64.9	65.0	66.7	1.8	yes	66	B
S295	54.2	54.2	54.9	0.7	no	66	B
S296	63.5	63.6	65.1	1.6	no	66	B
S297	68.5	68.5	69.9	1.4	yes	66	B
S298	58.2	58.3	59.5	1.3	no	66	B
S299	64.6	64.7	66.4	1.8	yes	66	B
S300	55.0	55.0	56.0	1.0	no	66	B
S301	60.2	60.2	61.8	1.6	no	66	B
S302	62.1	62.1	63.9	1.8	no	66	B
S303	72.0	72.1	74.0	2.0	yes	66	B
S304	70.8	70.9	72.5	1.7	yes	66	B
S305	64.5	64.6	65.8	1.3	no	66	B
S306	72.0	72.1	74.0	2.0	yes	66	B
S307	57.9	57.9	59.5	1.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S308	70.7	70.8	72.5	1.8	yes	66	B
S309	61.5	61.6	63.0	1.5	no	66	B
S310	56.7	56.8	57.9	1.2	no	66	B
S311	71.9	72.0	73.9	2.0	yes	66	B
S312	65.3	65.4	66.9	1.6	yes	66	B
S313	60.5	60.6	62.1	1.6	no	66	B
S314	70.7	70.8	72.6	1.9	yes	66	B
S315	72.1	72.1	74.1	2.0	yes	66	B
S316	59.3	59.4	60.2	0.9	no	66	B
S317	56.3	56.3	57.3	1.0	no	66	B
S318	63.3	63.4	64.9	1.6	no	66	B
S319	70.7	70.8	72.6	1.9	yes	66	B
S320	60.7	60.8	62.3	1.6	no	66	B
S321	60.9	61.0	62.5	1.6	no	66	B
S322	52.6	52.6	53.2	0.6	no	66	B
S323	64.7	64.8	66.2	1.5	yes	66	B
S324	65.7	65.8	67.6	1.9	yes	66	B
S325	56.3	56.4	57.2	0.9	no	66	B
S326	69.9	70.0	71.8	1.9	yes	66	B
S327	58.2	58.3	59.2	1.0	no	66	B
S328	62.5	62.6	64.0	1.5	no	66	B
S329	67.0	67.1	69.0	2.0	yes	66	B
S330	63.2	63.3	65.2	2.0	no	66	B
S331	56.0	56.1	56.8	0.8	no	66	B
S332	53.5	53.5	54.2	0.7	no	66	B
S333	64.3	64.3	65.8	1.5	no	66	B
S334	63.7	63.8	65.3	1.6	no	66	B
S335	70.1	70.2	72.1	2.0	yes	66	B
S336	60.9	60.9	61.8	0.9	no	66	B
S337	68.3	68.4	70.3	2.0	yes	66	B
S338	61.9	62.0	63.8	1.9	no	66	B
S339	56.7	56.8	57.7	1.0	no	66	B
S340	72.3	72.4	74.3	2.0	yes	66	B
S341	65.1	65.1	67.1	2.0	yes	66	B
S342	63.7	63.8	65.2	1.5	no	66	B
S343	53.2	53.2	53.8	0.6	no	66	B
S344	65.4	65.5	67.3	1.9	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S345	70.6	70.7	72.8	2.2	yes	66	B
S346	56.6	56.6	57.4	0.8	no	66	B
S347	62.9	63.0	64.5	1.6	no	66	B
S348	62.2	62.2	64.1	1.9	no	66	B
S349	72.3	72.4	74.3	2.0	yes	66	B
S350	57.1	57.2	58.3	1.2	no	66	B
S351	53.2	53.3	54.1	0.9	no	66	B
S352	62.7	62.8	64.6	1.9	no	66	B
S353	70.8	70.9	72.9	2.1	yes	66	B
S354	60.8	60.9	62.5	1.7	no	66	B
S355	62.7	62.8	64.4	1.7	no	66	B
S356	60.7	60.8	62.7	2.0	no	66	B
S357	64.6	64.6	66.3	1.7	yes	66	B
S358	61.4	61.5	63.2	1.8	no	66	B
S359	63.8	63.9	65.8	2.0	no	66	B
S360	72.5	72.5	74.5	2.0	yes	66	B
S361	64.5	64.6	66.4	1.9	yes	66	B
S362	71.1	71.2	73.4	2.3	yes	66	B
S363	65.0	65.1	66.9	1.9	yes	66	B
S364	72.6	72.7	74.6	2.0	yes	66	B
S365	61.7	61.7	63.7	2.0	no	66	B
S366	58.4	58.5	59.9	1.5	no	66	B
S367	63.6	63.7	65.6	2.0	no	66	B
S368	70.7	70.8	73.3	2.6	yes	66	B
S369	60.1	60.2	61.8	1.7	no	66	B
S370	72.5	72.6	74.6	2.1	yes	66	B
S371	57.2	57.3	58.4	1.2	no	66	B
S372	70.6	70.7	73.3	2.7	yes	66	B
S373	60.1	60.2	61.8	1.7	no	66	B
S374	61.8	61.9	63.3	1.5	no	66	B
S375	72.5	72.6	74.6	2.1	yes	66	B
S376	58.6	58.7	60.2	1.6	no	66	B
S377	70.7	70.8	73.4	2.7	yes	66	B
S378	58.7	58.7	60.1	1.4	no	66	B
S379	63.9	64.0	66.1	2.2	yes	66	B
S380	65.5	65.6	67.4	1.9	yes	66	B
S381	67.6	67.7	69.7	2.1	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S382	57.6	57.7	59.1	1.5	no	66	B
S383	63.8	63.9	65.7	1.9	no	66	B
S384	62.0	62.1	63.7	1.7	no	66	B
S385	66.4	66.5	68.3	1.9	yes	66	B
S386	53.4	53.5	54.5	1.1	no	66	B
S387	57.7	57.8	59.1	1.4	no	66	B
S388	58.5	58.6	59.8	1.3	no	66	B
S389	64.3	64.4	66.2	1.9	yes	66	B
S390	60.6	60.7	62.4	1.8	no	66	B
S391	62.9	63.0	64.7	1.8	no	66	B
S392	60.8	60.9	62.5	1.7	no	66	B
S393	61.5	61.6	63.2	1.7	no	66	B
S394	64.1	64.2	65.8	1.7	no	66	B
S395	55.8	55.9	57.3	1.5	no	66	B
S396	60.0	60.1	61.8	1.8	no	66	B
S397	61.1	61.2	62.8	1.7	no	66	B
S398	63.6	63.7	65.7	2.1	no	66	B
S399	64.2	64.3	66.0	1.8	yes	66	B
S400	62.0	62.1	63.8	1.8	no	66	B
S401	63.9	64.0	65.6	1.7	no	66	B
S402	62.5	62.6	64.6	2.1	no	66	B
S403	61.2	61.3	62.9	1.7	no	66	B
S404	61.5	61.6	63.5	2.0	no	66	B
S405	60.6	60.7	62.5	1.9	no	66	B
S406	60.3	60.4	62.5	2.2	no	66	B
S407	60.4	60.5	62.5	2.1	no	66	B
S408	60.4	60.5	62.5	2.1	no	66	B
S409	60.5	60.5	62.3	1.8	no	66	B
S410	60.5	60.5	62.3	1.8	no	66	B
S411	57.9	58.0	60.7	2.8	no	66	B
S412	55.7	55.7	57.5	1.8	no	66	B
S413	63.5	63.6	65.6	2.1	no	66	B
S414	59.2	59.3	61.2	2.0	no	66	B
S415	55.8	55.9	57.4	1.6	no	66	B
S416	59.0	59.0	60.9	1.9	no	66	B
S417	56.2	56.3	57.8	1.6	no	66	B
S418	58.1	58.2	60.2	2.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S419	57.6	57.6	59.6	2.0	no	66	B
S420	56.7	56.8	58.3	1.6	no	66	B
S421	57.4	57.5	59.6	2.2	no	66	B
S422	56.8	56.9	59.1	2.3	no	66	B
S423	57.6	57.7	59.5	1.9	no	66	B
S424	57.7	57.8	59.7	2.0	no	66	B
S425	60.4	60.4	62.5	2.1	no	66	B
S426	58.4	58.5	60.3	1.9	no	66	B
S427	65.2	65.3	67.6	2.4	yes	66	B
S428	58.5	58.6	60.3	1.8	no	66	B
S429	60.2	60.3	62.4	2.2	no	66	B
S430	58.6	58.7	60.3	1.7	no	66	B
S431	58.4	58.5	60.5	2.1	no	66	B
S432	58.4	58.5	60.5	2.1	no	66	B
S433	58.4	58.5	60.1	1.7	no	66	B
S434	58.1	58.2	60.0	1.9	no	66	B
S435	58.4	58.4	60.0	1.6	no	66	B
S436	57.6	57.7	59.3	1.7	no	66	B
S437	57.4	57.5	59.0	1.6	no	66	B
S438	58.4	58.5	60.0	1.6	no	66	B
S439	63.2	63.3	66.0	2.8	yes	66	B
S440	58.7	58.8	61.1	2.4	no	66	B
S441	66.2	66.2	68.4	2.2	yes	66	B
S442	59.8	59.9	61.7	1.9	no	66	B
S443	59.9	60.0	61.9	2.0	no	66	B
S444	67.8	67.9	69.9	2.1	yes	66	B
S445	65.9	66.0	67.6	1.7	yes	66	B
S446	63.2	63.3	65.7	2.5	no	66	B
S447	59.3	59.4	60.9	1.6	no	66	B
S448	65.7	65.8	68.0	2.3	yes	66	B
S449	65.0	65.1	67.0	2.0	yes	66	B
S450	60.9	61.0	63.6	2.7	no	66	B
S451	67.8	67.9	70.0	2.2	yes	66	B
S452	54.8	54.9	56.2	1.4	no	66	B
S453	53.1	53.2	54.4	1.3	no	66	B
S454	60.5	60.6	63.1	2.6	no	66	B
S455	62.1	62.2	64.2	2.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S456	57.4	57.4	58.9	1.5	no	66	B
S457	62.5	62.6	64.4	1.9	no	66	B
S458	58.9	58.9	60.8	1.9	no	66	B
S459	66.1	66.2	68.2	2.1	yes	66	B
S460	53.4	53.5	54.7	1.3	no	66	B
S461	59.1	59.2	61.0	1.9	no	66	B
S462	60.8	61.0	62.7	1.9	no	66	B
S463	60.5	60.5	62.6	2.1	no	66	B
S464	62.3	62.3	64.7	2.4	no	66	B
S467	65.7	65.8	68.1	2.4	yes	66	B
S468	64.9	65.0	66.7	1.8	yes	66	B
S469	67.5	67.6	69.9	2.4	yes	66	B
S470	66.4	66.4	68.6	2.2	yes	66	B
S473	61.0	61.1	63.1	2.1	no	66	B
S474	59.2	59.3	60.8	1.6	no	66	B
S475	63.2	63.3	65.5	2.3	no	66	B
S476	63.6	63.7	65.1	1.5	no	66	B
S477	69.3	69.4	71.5	2.2	yes	66	B
S478	61.1	61.1	63.1	2.0	no	66	B
S479	59.9	60.0	61.8	1.9	no	66	B
S480	62.3	62.3	64.5	2.2	no	66	B
S481	66.7	66.8	68.5	1.8	yes	66	B
S482	54.6	54.7	56.3	1.7	no	66	B
S483	57.9	58.2	59.9	2.0	no	66	B
S484	58.9	59.2	60.4	1.5	no	66	B
S485	58.0	58.1	59.8	1.8	no	66	B
S486	68.5	68.6	70.8	2.3	yes	66	B
S487	56.1	56.5	57.5	1.4	no	66	B
S488	65.5	65.7	67.2	1.7	yes	66	B
S489	67.7	67.7	68.1	0.4	yes	66	C
S490	65.1	65.5	65.2	0.1	no	66	C
S491	66.9	67.0	67.4	0.5	yes	66	C
S492	64.3	64.9	64.6	0.3	no	66	C
S493	65.5	65.7	66.0	0.5	yes	66	C
S494	62.7	63.4	63.4	0.7	no	66	C
S495	67.3	67.4	67.8	0.5	yes	66	C
S496	67.4	67.2	67.7	0.3	yes	66	C

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S497	66.0	66.3	66.2	0.2	yes	66	C
S498	63.6	64.0	64.0	0.4	no	66	C
S499	73.4	73.3	74.3	0.9	yes	66	B
S500	73.2	73.2	74.3	1.1	yes	66	B
S501	72.9	72.9	74.0	1.1	yes	66	B
S502	72.7	72.7	73.9	1.2	yes	66	B
S503	72.5	72.5	73.7	1.2	yes	66	B
S504	72.5	72.6	73.7	1.2	yes	66	B
S505	71.9	72.0	73.3	1.4	yes	66	B
S506	71.9	71.9	73.4	1.5	yes	66	B
S507	71.9	72.0	73.5	1.6	yes	66	B
S508	72.0	72.0	73.6	1.6	yes	66	B
S509	72.0	72.0	73.7	1.7	yes	66	B
S510	72.0	72.0	73.7	1.7	yes	66	B
S511	67.0	67.1	68.9	1.9	yes	66	B
S512	69.9	70.0	72.0	2.1	yes	66	B
S513	69.7	69.8	71.8	2.1	yes	66	B
S514	68.7	68.8	71.0	2.3	yes	66	B
S515	69.5	69.5	71.6	2.1	yes	66	B
S516	66.2	66.3	68.0	1.8	yes	66	B
S517	68.3	68.5	70.6	2.3	yes	66	B
S518	69.0	69.1	71.1	2.1	yes	66	B
S519	56.5	56.6	58.6	2.1	no	66	B
S520	59.7	59.8	61.7	2.0	no	66	B
S521	54.2	54.3	56.3	2.1	no	66	B
S522	58.3	58.4	60.2	1.9	no	66	B
S523	58.0	58.1	59.8	1.8	no	66	B
S524	51.3	51.4	52.7	1.4	no	66	B
S525	52.5	52.6	54.2	1.7	no	66	B
S526	57.8	57.9	59.4	1.6	no	66	B
S527	61.7	61.8	64.0	2.3	no	66	B
S528	62.1	62.2	64.4	2.3	no	66	B
S529	61.0	61.1	63.2	2.2	no	66	B
S530	57.2	57.2	58.6	1.4	no	66	B
S531	56.5	57.0	57.4	0.9	no	66	B
S532	58.5	58.8	59.6	1.1	no	66	B
S533	53.2	53.8	55.4	2.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
S534	58.8	59.0	59.9	1.1	no	66	B
S535	68.4	68.5	70.7	2.3	yes	66	B
S536	69.0	69.1	71.3	2.3	yes	66	B
S537	68.5	68.6	70.8	2.3	yes	66	B
S538	65.2	65.3	67.3	2.1	yes	66	B
S539	67.0	67.1	69.3	2.3	yes	66	B
S540	68.0	68.1	70.2	2.2	yes	66	B
S541	67.6	67.7	69.8	2.2	yes	66	B
S542	64.2	64.3	66.1	1.9	yes	66	B
S543	63.1	63.1	65.2	2.1	no	66	B
S544	61.6	61.7	63.9	2.3	no	66	B
S545	61.9	62.0	64.0	2.1	no	66	B
S546	58.0	58.0	59.7	1.7	no	66	B
S547	60.5	60.5	61.9	1.4	no	66	B
S548	63.9	64.0	66.1	2.2	yes	66	B
S549	64.3	64.4	66.5	2.2	yes	66	B
S550	66.3	66.4	68.4	2.1	yes	66	B
T1	63.9	64.0	63.8	-0.1	no	66	B
T2	63.9	63.9	63.9	0.0	no	66	B
T3	63.5	63.5	64.1	0.6	no	66	B
T4	61.0	60.9	62.2	1.2	no	66	B
T5	64.7	64.9	64.4	-0.3	no	66	B
T6	58.6	58.5	60.2	1.6	no	66	B
T7	56.3	56.2	57.6	1.3	no	66	B
T8	56.8	56.6	58.0	1.2	no	66	B
T9	56.9	56.8	57.7	0.8	no	66	B
T10	56.3	56.0	56.2	-0.1	no	66	B
T11	59.4	59.2	57.5	-1.9	no	66	B
T12	59.6	59.4	57.9	-1.7	no	66	B
T13	56.4	56.2	53.9	-2.5	no	66	B
T14	56.6	56.4	54.6	-2.0	no	66	B
T15	67.6	67.8	RELOCATION			66	B
T16	64.5	64.6	64.7	0.2	no	66	B
T17	64.6	64.7	63.6	-1	no	66	B
T18	65.5	65.6	66.1	0.6	yes	66	B
T19	62.7	62.7	62.1	-0.6	no	66	B
T20	68.3	68.4	66.9	-1.4	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
T21	67.3	67.4	67.5	0.2	yes	66	B
T22	65.7	65.8	65.7	0	no	66	B
T23	71.2	71.3	RELOCATION			66	B
T24	65.9	65.9	66.3	0.4	yes	66	B
T25	66.9	66.9	67.4	0.5	yes	66	B
T26	67.6	67.6	68.2	0.6	yes	66	B
T27	71.8	71.8	RELOCATION			66	B
T28	67.9	67.9	69.3	1.4	yes	66	B
T29	66.8	66.7	68.2	1.4	yes	66	B
T30	65.0	65.0	65.8	0.8	no	66	B
T31	72.9	72.9	RELOCATION			66	B
T32	65.2	65.2	66.7	1.5	yes	66	B
T33	73.1	73.1	RELOCATION			66	B
T34	66.2	66.1	68.6	2.4	yes	66	B
T35	65.1	65.2	65.3	0.2	no	66	B
T36	68.0	67.9	71.2	3.2	yes	66	B
T37	65.8	65.7	68.3	2.5	yes	66	B
T38	63.4	63.3	65.1	1.7	no	66	B
T39	60.7	60.6	62.6	1.9	no	66	B
T40	64.6	64.5	67.4	2.8	yes	66	B
T41	66.9	66.8	70.0	3.1	yes	66	B
T42	58.8	58.6	59.8	1.0	no	66	B
T43	67.7	67.6	70.6	2.9	yes	66	B
T44	60.7	60.6	61.8	1.1	no	66	B
T45	68.7	68.6	71.3	2.6	yes	66	B
T46	60.6	60.4	61.0	0.4	no	66	B
T47	67.9	67.8	70.1	2.2	yes	66	B
T48	68.2	68.1	69.8	1.6	yes	66	B
T49	60.3	60.2	61.1	0.8	no	66	B
T50	67.9	67.8	68.6	0.7	yes	66	B
T51	59.3	59.1	59.7	0.4	no	66	B
T52	67.2	67.1	66.9	-0.3	yes	66	B
T53	58.4	58.2	58.4	0.0	no	66	B
T54	65.3	65.1	64.4	-0.9	no	66	B
T55	64.0	63.8	62.3	-1.7	no	66	B
T56	58.7	58.4	56.6	-2.1	no	66	B
T57	62.5	62.2	58.3	-4.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
T58	57.8	57.6	55.5	-2.3	no	66	B
T59	59.6	59.4	57.5	-2.1	no	66	B
T60	60.8	60.6	56.4	-4.4	no	66	B
T61	59.9	59.6	55.8	-4.1	no	66	B
T62	56.6	56.3	53.9	-2.7	no	66	B
T63	59.6	59.4	55.9	-3.7	no	66	B
T64	59.2	59.0	55.7	-3.5	no	66	B
T65	56.2	56.0	53.6	-2.6	no	66	B
T66	57.3	57.3	54.6	-2.7	no	66	D
U1	60.4	60.8	60.1	-0.3	no	66	B
U2	59.4	59.8	59.7	0.3	no	66	B
U3	59.0	59.4	59.1	0.1	no	66	B
U4	58.9	59.2	59.5	0.6	no	66	B
U5	58.3	58.7	59.0	0.7	no	66	B
U6	59.6	60.0	59.3	-0.3	no	66	B
U7	59.7	60.0	59.5	-0.2	no	66	B
U8	60.4	60.7	60.7	0.3	no	66	B
U9	60.7	61.0	61.3	0.6	no	66	B
U10	60.7	61.0	61.3	0.6	no	66	B
U11	60.1	60.4	61.6	1.5	no	66	B
U12	59.8	60.1	61.1	1.3	no	66	B
U13	60.3	60.5	61.5	1.2	no	66	B
U14	60.3	60.6	61.4	1.1	no	66	B
U15	73.3	73.2	RELOCATION			66	D
U16	71.0	71.2	RELOCATION			66	B
U17	69.2	69.3	70.0	0.8	yes	66	B
U18	68.9	69.0	70.2	1.3	yes	66	B
U19	68.5	68.6	70.0	1.5	yes	66	B
U20	66.3	66.3	67.3	1.0	yes	66	B
U21	63.4	63.5	64.4	1.0	no	66	B
U22	68.9	69.4	RELOCATION			66	B
U23	61.5	61.8	63.6	2.1	no	66	B
U24	64.1	64.4	66.1	2.0	yes	66	B
U25	61.2	61.5	62.9	1.7	no	66	B
U26	62.2	62.4	63.7	1.5	no	66	B
U27	61.7	62.0	63.1	1.4	no	66	B
U28	62.4	62.8	63.4	1.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
U29	66.8	67.5	RELOCATION			66	B
U30	61.0	61.3	62.4	1.4	no	66	B
U31	65.8	66.7	RELOCATION			66	B
U32	60.7	61.2	61.5	0.8	no	66	B
U33	67.8	68.3	67.0	-0.8	no	71	E
U34	64.6	65.4	RELOCATION			66	B
U35	61.0	61.4	60.7	-0.3	no	66	B
U36	60.4	61.0	58.9	-1.5	no	66	B
U37	60.8	61.3	60.6	-0.2	no	66	B
V1	58.4	58.9	63.1	4.7	no	66	B
V2	60.8	61.2	65.1	4.3	no	66	B
V3	58.6	59.1	63.5	4.9	no	66	B
V4	51.7	52.2	56.2	4.5	no	66	B
V5	53.3	53.7	57.9	4.6	no	66	B
V6	52.1	52.6	56.7	4.6	no	66	B
V7	53.6	54.0	58.4	4.8	no	66	B
V8	51.9	52.5	56.5	4.6	no	66	B
V9	53.4	53.8	58.2	4.8	no	66	B
V10	51.5	52.0	56.1	4.6	no	66	B
V11	53.3	53.7	57.7	4.4	no	66	B
V12	61.3	61.9	67.0	5.7	yes	66	B
V13	63.2	63.6	68.4	5.2	yes	66	B
V14	61.8	62.4	67.5	5.7	yes	66	B
V15	64.1	64.5	69.3	5.2	yes	66	B
V16	55.2	55.9	60.7	5.5	no	66	B
V17	56.7	57.2	61.6	4.9	no	66	B
V18	53.0	53.6	58.5	5.5	no	66	B
V19	56.3	56.7	60.9	4.6	no	66	B
V21	58.1	58.7	62.3	4.2	no	66	B
V22	61.1	61.5	65.1	4.0	no	66	B
V23	57.7	58.3	61.9	4.2	no	66	B
V24	60.8	61.3	64.8	4.0	no	66	B
V25	58.0	58.6	62.1	4.1	no	66	B
V26	61.5	62.0	65.6	4.1	no	66	B
V27	58.4	59.0	62.7	4.3	no	66	B
V28	60.7	61.1	64.6	3.9	no	66	B
V29	53.0	53.6	59.8	6.8	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
V30	64.2	64.5	69.5	5.3	no	71	E
V31	54.7	55.2	61.4	6.7	no	66	B
V32	60.1	60.5	65.9	5.8	no	66	B
V33	62.6	63.0	67.5	4.9	yes	66	B
V34	54.3	55.0	61.7	7.4	no	66	B
V35	56.2	56.8	63.5	7.3	no	66	B
V36	57.8	58.4	64.5	6.7	no	66	B
V37	60.5	61.1	67.4	6.9	yes	66	B
V38	58.8	59.3	65.6	6.8	no	66	B
V39	64.7	65.0	70.9	6.2	yes	66	B
V40	63.9	64.3	69.5	5.6	yes	66	B
V41	57.1	57.7	64.9	7.8	no	66	B
V42	67.6	67.8	72.5	4.9	yes	66	B
V43	60.9	61.5	68.0	7.1	yes	66	B
V44	65.3	65.6	72.3	7.0	yes	66	B
V45	68.0	68.3	73.7	5.7	yes	66	B
V46	61.0	61.4	65.4	4.4	no	66	B
V47	66.6	66.9	70.2	3.6	yes	66	B
V48	66.8	67.1	70.5	3.7	yes	66	B
V49	58.2	58.7	63.9	5.7	no	66	B
V50	58.4	58.9	64.2	5.8	no	66	B
V51	64.2	64.6	69.5	5.3	yes	66	B
V52	64.4	64.8	69.7	5.3	yes	66	B
V53	62.7	63.1	66.4	3.7	yes	66	B
V54	62.7	63.0	66.4	3.7	yes	66	B
V55	56.7	57.1	60.7	4.0	no	66	B
V56	57.0	57.4	61.0	4.0	no	66	B
V57	56.8	57.2	61.0	4.2	no	66	B
V58	55.7	56.0	59.6	3.9	no	66	B
V59	61.5	61.9	65.8	4.3	no	66	B
V60	61.7	62.1	66.1	4.4	yes	66	B
V61	61.9	62.4	66.4	4.5	yes	66	B
V62	63.0	63.5	67.6	4.6	yes	66	B
W1	52.8	53.4	54.7	1.9	no	66	B
W2	54.9	55.4	56.7	1.8	no	66	B
W3	53.0	53.5	55.0	2.0	no	66	B
W4	56.3	56.8	58.3	2.0	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
W5	57.0	57.8	59.0	2.0	no	66	B
W6	60.8	61.4	62.9	2.1	no	66	B
W7	57.2	57.9	58.9	1.7	no	66	B
W8	60.6	61.2	62.8	2.2	no	66	B
W9	50.9	51.4	52.8	1.9	no	66	B
W10	53.7	54.2	55.6	1.9	no	66	B
W11	50.1	50.7	52.2	2.1	no	66	B
W12	52.8	53.3	54.7	1.9	no	66	B
W13	53.2	53.8	55.8	2.6	no	66	B
W14	54.7	55.2	57.2	2.5	no	66	B
W15	52.0	52.6	54.5	2.5	no	66	B
W16	53.9	54.4	56.3	2.4	no	66	B
W17	56.3	57.0	58.4	2.1	no	66	B
W18	59.6	60.2	61.8	2.2	no	66	B
W19	56.7	57.4	58.6	1.9	no	66	B
W20	60.0	60.6	62.1	2.1	no	66	B
W21	57.4	58.0	59.7	2.3	no	66	B
W22	59.7	60.3	61.8	2.1	no	66	B
W23	58.2	58.8	60.4	2.2	no	66	B
W24	60.0	60.5	62.1	2.1	no	66	B
W25	59.3	60.0	61.1	1.8	no	66	C
W26	56.6	57.2	58.6	2.0	no	66	C
W27	57.3	58.0	59.3	2.0	no	66	B
W28	63.1	63.7	65.1	2.0	no	66	B
W29	58.0	58.8	60.3	2.3	no	66	B
W30	63.5	64.0	65.5	2.0	no	66	B
W31	54.0	54.8	56.8	2.8	no	66	B
W32	55.9	56.5	57.2	1.3	no	66	B
W33	51.3	52.0	53.2	1.9	no	66	B
W34	55.5	56.1	57.1	1.6	no	66	B
W35	60.3	61.1	63.0	2.7	no	66	B
W36	56.2	57.1	58.9	2.7	no	66	B
W37	61.1	61.7	63.3	2.2	no	66	B
W38	57.1	57.9	59.1	2.0	no	66	B
W39	61.2	61.8	64.0	2.8	no	66	B
W40	57.6	58.7	59.6	2.0	no	66	B
W41	62.5	63.0	64.3	1.8	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
W42	57.5	58.5	60.7	3.2	no	66	B
W43	62.3	63.1	65.4	3.1	no	66	B
W44	58.4	59.0	60.3	1.9	no	66	B
W45	54.4	55.1	56.4	2.0	no	66	B
W46	64.5	65.0	67.4	2.9	yes	66	B
W47	61.9	62.9	63.3	1.4	no	66	B
W48	58.8	59.3	60.7	1.9	no	66	B
W49	57.2	57.9	59.5	2.3	no	66	B
W50	61.6	62.6	63.5	1.9	no	66	B
W51	67.9	68.4	70.2	2.3	yes	66	B
W52	62.8	63.7	65.8	3.0	no	66	B
W53	68.5	69.0	70.5	2.0	yes	66	B
W54	63.3	64.2	66.5	3.2	yes	66	B
W55	63.5	64.3	65.8	2.3	no	66	C
W56	50.9	51.4	52.8	1.9	no	66	B
W57	65.9	66.5	68.1	2.2	yes	66	B
W58	47.4	48.0	49.1	1.7	no	66	B
W59	69.7	70.1	71.6	1.9	yes	66	B
W60	50.6	51.1	52.3	1.7	no	66	B
W61	66.3	66.9	68.5	2.2	yes	66	B
W62	69.6	70.0	71.6	2.0	yes	66	B
W63	47.3	47.8	48.9	1.6	no	66	B
W64	51.0	51.5	52.7	1.7	no	66	B
W65	66.6	67.1	69.1	2.5	yes	66	B
W66	48.2	48.8	49.9	1.7	no	66	B
W67	69.7	70.2	71.7	2.0	yes	66	B
W68	66.7	67.3	69.4	2.7	yes	66	B
W69	51.7	52.2	53.4	1.7	no	66	B
W70	47.9	48.5	49.5	1.6	no	66	B
W71	69.9	70.3	71.8	1.9	yes	66	B
W72	66.9	67.4	69.9	3.0	yes	66	B
W73	70.1	70.5	71.9	1.8	yes	66	B
W74	67.0	67.6	70.1	3.1	yes	66	B
W75	70.5	71.0	72.2	1.7	yes	66	B
W76	67.3	67.8	70.5	3.2	yes	66	B
W77	60.3	60.9	62.6	2.3	no	66	B
W78	70.7	71.1	72.6	1.9	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
W79	67.7	68.2	71.0	3.3	yes	66	B
W80	70.7	71.1	72.4	1.7	yes	66	B
W81	57.2	57.7	60.1	2.9	no	66	B
W82	67.3	67.9	70.5	3.2	yes	66	B
W83	61.0	61.5	63.2	2.2	no	66	B
W84	70.8	71.2	72.6	1.8	yes	66	B
W85	67.9	68.4	71.2	3.3	yes	66	B
W86	71.0	71.5	73	2.0	yes	66	B
W87	58.0	58.5	61.0	3.0	no	66	B
W88	67.6	68.1	70.8	3.2	yes	66	B
W89	70.8	71.2	72.4	1.6	yes	66	B
W90	61.0	61.5	63.2	2.2	no	66	B
W91	67.7	68.3	70.9	3.2	yes	66	B
W92	57.7	58.3	60.9	3.2	no	66	B
X1	66.1	66.9	68.0	1.9	yes	66	C
X2	63.0	63.4	63.9	0.9	no	66	B
X3	62.0	62.5	63.2	1.2	no	66	B
X4	55.3	55.9	57.0	1.7	no	71	E
X8	66.4	67.0	68.6	2.2	yes	66	B
X9	62.4	63.2	64.5	2.1	no	66	B
X10	57.4	58.3	60.0	2.6	no	66	B
X11	64.3	64.9	67.4	3.1	yes	66	B
X12	66.5	67.1	69.5	3.0	yes	66	B
X13	55.0	55.8	57.2	2.2	no	66	B
X14	67.1	67.7	70.0	2.9	yes	66	B
X15	56.3	57.0	58.2	1.9	no	66	B
X16	55.7	56.3	57.4	1.7	no	66	B
X17	65.6	66.2	67.1	1.5	yes	66	B
X18	56.6	57.3	58.3	1.7	no	66	B
X19	53.9	54.6	56.0	2.1	no	66	B
X20	54.8	55.4	56.8	2.0	no	66	B
X21	64.3	64.9	66.3	2.0	yes	66	B
X22	51.2	51.8	53.4	2.2	no	66	B
X23	72.5	73.0	74.8	2.3	yes	66	B
X24	58.3	58.9	60.6	2.3	no	66	B
X25	59.5	60.1	61.9	2.4	no	66	B
X26	62.8	63.4	64.9	2.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
X27	69.2	69.7	70.6	1.4	yes	66	B
X28	67.6	68.1	70.0	2.4	yes	66	B
X29	58.5	59.1	60.8	2.3	no	66	B
X30	62.8	63.4	65.1	2.3	no	66	B
X31	67.4	67.9	68.5	1.1	yes	66	B
X32	65.2	65.8	67.7	2.5	yes	66	B
X33	58.0	58.6	60.4	2.4	no	66	B
X34	62.6	63.2	65.0	2.4	no	66	B
X35	65.1	65.9	67.5	2.4	yes	66	B
X36	63.0	63.6	64.5	1.5	no	66	B
X37	61.6	62.3	64.0	2.4	no	66	B
X38	63.6	64.3	65.6	2.0	no	66	B
X39	70.0	70.5	72.6	2.6	yes	66	B
X40	69.0	69.6	71.1	2.1	yes	66	B
X41	63.4	64.1	65.6	2.2	no	66	B
X42	65.7	66.3	67.6	1.9	yes	66	B
X43	65.9	66.4	67.3	1.4	yes	66	B
X44	67.4	68.0	67.4	0.0	yes	66	B
X45	66.4	67.0	65.8	-0.6	no	66	B
X46	59.1	59.8	61.1	2.0	no	66	B
X47	66.3	67.0	66.8	0.5	yes	66	B
X48	66.1	66.7	67.5	1.4	yes	66	B
X49	58.7	59.4	60.7	2.0	no	66	B
X50	66.6	67.2	69.3	2.7	yes	66	B
X51	66.2	66.8	69.6	3.4	yes	66	B
X52	57.7	58.4	59.7	2.0	no	66	B
X53	65.7	66.2	69.2	3.5	yes	66	B
X54	65.5	65.9	69.3	3.8	yes	66	B
X55	70.4	70.9	73.6	3.2	yes	66	B
X56	64.3	64.8	68.2	3.9	yes	66	B
X57	57.7	58.4	60.0	2.3	no	66	B
X58	58.4	59.1	60.6	2.2	no	66	B
X59	65.5	66.0	69.2	3.7	yes	66	B
X60	68.7	69.3	71.9	3.2	yes	66	B
X61	57.7	58.3	60.0	2.3	no	66	B
X62	68.0	68.5	70.9	2.9	yes	66	B
X63	57.8	58.4	60.9	3.1	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
X64	57.1	57.8	59.9	2.8	no	66	B
X65	68.7	69.3	70.7	2.0	yes	66	B
X66	56.0	56.5	59.4	3.4	no	66	B
X67	59.0	59.6	62.2	3.2	no	66	B
X68	57.9	58.4	61.0	3.1	no	66	B
X69	66.3	66.9	68.6	2.3	yes	66	B
X70	59.6	60.1	62.8	3.2	no	66	B
X71	60.3	60.8	63.6	3.3	no	66	B
X72	55.8	56.3	58.6	2.8	no	66	B
X73	64.2	64.7	66.5	2.3	yes	66	B
X74	58.2	58.8	61.5	3.3	no	66	B
X75	57.2	57.7	60.5	3.3	no	66	B
X76	58.2	58.7	61.6	3.4	no	66	B
X77	63.0	63.6	65.0	2.0	no	66	B
X78	61.3	62.3	62.7	1.4	no	66	C
X79	63.7	64.4	63.7	0.0	no	66	C
X80	57.0	58.0	56.0	-1.0	no	66	C
Y1	68.0	68.4	69.0	1.0	yes	66	B
Y2	68.9	69.2	69.9	1.0	yes	66	B
Y3	68.9	69.2	70.1	1.2	yes	66	B
Y4	69.3	69.5	70.7	1.4	yes	66	B
Y5	60.2	60.7	59.8	-0.4	no	66	B
Y6	69.2	69.3	71.0	1.8	yes	66	B
Y7	62.9	63.3	64.3	1.4	no	66	B
Y8	69.1	69.2	71.4	2.3	yes	66	B
Y9	63.5	63.8	64.9	1.4	no	66	B
Y10	63.6	63.9	65.2	1.6	no	66	B
Y11	70.0	70.0	72.9	2.9	yes	66	B
Y12	64.1	64.4	65.9	1.8	no	66	B
Y13	70.2	70.3	73.2	3	yes	66	B
Y14	59.9	60.4	62.1	2.2	no	66	B
Y15	70.8	70.8	RELOCATION			66	B
Y16	65.0	65.3	67.1	2.1	yes	66	B
Y17	61.8	62.2	64.1	2.3	no	66	B
Y18	60.2	60.7	62.6	2.4	no	66	B
Y19	60.9	61.3	63.4	2.5	no	66	B
Y20	62.3	62.4	64.5	2.2	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Y21	57.9	58.2	62.1	4.2	no	66	B
Y22	62.0	62.3	RELOCATION			66	B
Y23	57.9	58.3	63.6	5.7	no	66	B
Y24	59.5	59.9	65.3	5.8	no	66	B
Y25	61.7	62.1	64.9	3.2	no	66	B
Y26	70.9	71.2	RELOCATION			66	B
Y27	72.8	73.1	RELOCATION			66	B
Y28	74.2	74.5	RELOCATION			66	B
Y29	55.9	56.4	59.3	3.4	no	66	B
Y30	58.5	59.2	61.3	2.8	no	66	C
Y31	56.5	57.0	58.8	2.3	no	66	B
Z1	59.3	60.0	58.4	-0.9	no	66	B
Z2	62.8	63.6	61.8	-1.0	no	66	B
Z3	51.4	51.5	50.8	-0.6	no	66	B
Z4	53.8	54.2	54.0	0.2	no	66	B
Z5	51.2	51.6	51.0	-0.2	no	66	B
Z6	50.9	51.6	49.7	-1.2	no	66	B
Z7	51.2	51.5	51.8	0.6	no	66	B
Z8	50.2	50.8	50.0	-0.2	no	66	B
Z9	50.0	50.3	51.1	1.1	no	66	B
Z10	49.5	49.8	50.6	1.1	no	66	B
Z11	49.1	49.4	50.5	1.4	no	66	B
Z12	68.1	68.8	70.2	2.1	yes	66	B
Z13	69.8	70.4	72.1	2.3	yes	66	B
Z14	63.7	64.4	66.0	2.3	yes	66	B
Z15	59.9	60.3	61.7	1.8	no	66	B
Z16	67.8	68.5	69.8	2.0	yes	66	B
Z17	53.5	53.9	55.1	1.6	no	66	B
Z18	69.6	70.2	71.9	2.3	yes	66	B
Z19	58.2	58.4	59.6	1.4	no	66	B
Z20	67.5	68.2	69.5	2.0	yes	66	B
Z24	62.3	62.8	63.9	1.6	no	66	B
Z28	69.5	70.0	71.7	2.2	yes	66	B
Z29	53.6	54.0	55.2	1.6	no	66	B
Z30	61.3	61.9	63.0	1.7	no	66	B
Z31	60.1	60.8	61.8	1.7	no	66	B
Z32	62.7	63.3	64.3	1.6	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Z33	58.8	59.5	60.1	1.3	no	66	B
Z34	61.0	61.6	62.4	1.4	no	66	B
Z35	59.0	59.6	60.1	1.1	no	66	B
Z36	61.6	62.3	63.4	1.8	no	66	B
Z37	63.5	64.1	65.2	1.7	no	66	B
Z38	60.7	61.4	62.5	1.8	no	66	B
Z39	63.1	63.7	64.7	1.6	no	66	B
Z40	63.6	64.2	65.5	1.9	no	66	B
Z41	62.7	63.2	65.1	2.4	no	66	B
Z42	61.0	61.6	63.4	2.4	no	66	B
Z43	63.2	63.7	65.5	2.3	no	66	B
Z44	61.2	61.9	63.4	2.2	no	66	B
Z45	63.5	64.0	65.6	2.1	no	66	B
Z46	60.6	61.0	62.4	1.8	no	66	B
Z47	53.3	53.8	55.0	1.7	no	66	B
Z48	67.1	67.8	69.1	2.0	yes	66	B
Z49	52.8	53.3	54.4	1.6	no	66	B
Z50	69.0	69.5	71.3	2.3	yes	66	B
Z51	55.9	56.1	57.2	1.3	no	66	B
Z52	66.1	66.8	67.9	1.8	yes	66	B
Z53	52.4	52.9	54.1	1.7	no	66	B
Z62	68.5	69.1	70.8	2.3	yes	66	B
Z63	56.8	57.1	58.6	1.8	no	66	B
Z66	58.3	58.3	59.6	1.3	no	66	B
Z67	59.3	59.4	61.3	2.0	no	66	B
Z68	50.4	50.8	51.8	1.4	no	66	B
Z69	60.7	60.7	62.7	2.0	no	66	B
Z70	57.6	57.7	59.9	2.3	no	66	B
Z71	60.5	60.6	62.6	2.1	no	66	B
Z72	60.0	60.1	62.1	2.1	no	66	B
Z73	56.2	56.3	57.7	1.5	no	66	B
Z74	59.7	59.8	61.7	2.0	no	66	B
Z75	57.0	57.0	58.5	1.5	no	66	B
Z76	59.4	59.3	61.1	1.7	no	66	B
Z77	60.6	60.6	62.6	2.0	no	66	B
Z78	59.0	59.0	61.1	2.1	no	66	B
Z79	56.4	56.5	58.3	1.9	no	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Z80	65.5	66.3	67.4	1.9	yes	66	B
Z81	52.6	53.0	54.2	1.6	no	66	B
Z82	68.6	69.1	70.9	2.3	yes	66	B
Z83	60.7	60.8	62.5	1.8	no	66	B
Z84	71.4	72.0	74.3	2.9	yes	66	B
Z85	67.1	67.9	69.6	2.5	yes	66	B
Z86	70.4	70.9	73.3	2.9	yes	66	B
Z87	69.5	70.2	72.6	3.1	yes	66	B
Z88	65.4	66.2	67.5	2.1	yes	66	B
Z89	68.4	69.1	71.3	2.9	yes	66	B
Z90	64.8	65.6	66.6	1.8	yes	66	B
Z91	67.4	68.1	69.8	2.4	yes	66	B
Z92	63.9	64.7	65.3	1.4	no	66	B
Z93	66.0	66.7	68.2	2.2	yes	66	B
Z94	63.1	63.8	64.2	1.1	no	66	B
Z95	62.5	63.3	64.3	1.8	no	66	B
Z96	55.8	55.8	57.9	2.1	no	66	B
Z97	58.8	58.9	61.2	2.4	no	66	B
Z98	47.6	48.2	50.9	3.3	no	66	B
Z99	59.5	59.6	61.8	2.3	no	66	B
Z100	48.7	49.3	52.2	3.5	no	66	B
Z101	55.8	56.1	58.5	2.7	no	66	B
Z102	49.0	49.7	53.1	4.1	no	66	B
Z103	54.0	54.4	57.0	3.0	no	66	B
Z104	55.5	56.0	58.5	3.0	no	66	B
Z105	50.3	50.9	54.2	3.9	no	66	B
Z106	59.7	59.9	61.8	2.1	no	66	B
Z107	58.6	59.1	61.2	2.6	no	66	B
Z108	61.8	62.2	64.0	2.2	no	66	B
Z109	65.3	65.6	67.5	2.2	yes	66	B
Z110	60.6	60.9	63.1	2.5	no	66	B
Z111	64.6	64.9	66.8	2.2	yes	66	B
Z112	63.9	64.2	66.0	2.1	yes	66	B
Z113	66.4	66.9	68.5	2.1	yes	66	B
Z114	68.3	68.6	70.6	2.3	yes	66	B
Z115	65.1	65.5	67.2	2.1	yes	66	B
Z116	67.3	67.6	69.6	2.3	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Z117	66.3	66.6	68.5	2.2	yes	66	B
Z118	68.1	68.7	70.3	2.2	yes	66	B
Z119	69.7	70.1	72.0	2.3	yes	66	B
Z120	51.2	51.3	54.5	3.3	no	66	B
Z121	54.3	54.5	58.1	3.8	no	66	B
Z122	56.6	56.7	59.5	2.9	no	66	B
Z123	52.4	52.6	55.0	2.6	no	66	B
Z124	55.6	55.7	58.7	3.1	no	66	B
Z125	51.9	52.1	55.1	3.2	no	66	B
Z126	55.0	55.1	58.6	3.6	no	66	B
Z127	51.6	52.0	55.0	3.4	no	66	B
Z128	56.4	56.6	59.4	3.0	no	66	B
Z129	51.8	52.0	54.6	2.8	no	66	B
Z130	55.7	56.0	59.2	3.5	no	66	B
Z131	52.6	53.0	56.3	3.7	no	66	B
Z132	56.5	57.0	60.3	3.8	no	66	B
Z133	53.6	54.1	57.5	3.9	no	66	B
Z134	52.8	53.2	56.1	3.3	no	66	B
Z135	55.5	56.0	59.3	3.8	no	66	B
Z136	57.7	58.1	61.2	3.5	no	66	B
Z137	55.3	55.7	59.4	4.1	no	66	B
Z138	58.3	58.8	61.7	3.4	no	66	B
Z139	54.3	54.8	58.3	4.0	no	66	B
Z140	61.0	61.4	63.8	2.8	no	66	B
Z141	56.2	56.7	60.4	4.2	no	66	B
Z142	59.1	59.6	62.6	3.5	no	66	B
Z143	57.4	57.8	61.5	4.1	no	66	B
Z144	58.7	59.1	63.0	4.3	no	66	B
Z145	61.3	61.7	64.6	3.3	no	66	B
Z146	58.1	58.5	62.3	4.2	no	66	B
Z147	61.3	61.8	64.3	3.0	no	66	B
Z148	60.4	60.8	64.7	4.3	no	66	B
Z149	63.0	63.4	65.9	2.9	no	66	B
Z150	65.4	65.9	67.6	2.2	yes	66	B
Z151	71.5	71.9	73.6	2.1	yes	66	B
Z152	68.7	69.1	70.4	1.7	yes	66	B
Z153	62.6	63.0	66.6	4.0	yes	66	B

Receptor ID	Existing	2040 No-build	2040 Build	Increase over existing	Impact?	NAC	Land use
Z154	70.8	71.0	73.4	2.6	yes	66	B
Z155	66.4	66.7	69.5	3.1	yes	66	B
Z156	57.3	57.6	62.4	5.1	no	66	B
Z157	53.4	53.7	59.5	6.1	no	66	B
Z158	53.8	54.1	60.1	6.3	no	66	B
Z159	58.0	58.3	63.0	5.0	no	66	B
Z160	58.6	58.8	63.6	5.0	no	66	B
Z161	54.4	54.8	60.7	6.3	no	66	B
Z162	59.9	60.2	64.7	4.8	no	66	B
Z163	55.1	55.5	61.6	6.5	no	66	B
Z164	59.4	59.6	64.2	4.8	no	66	B
Z165	55.8	56.1	62.3	6.5	no	66	B
Z166	62.2	62.4	66.4	4.2	yes	66	B
Z167	60.9	61.2	65.5	4.6	no	66	B
Z168	57.0	57.3	63.4	6.4	no	66	B
Z169	57.9	58.2	64.5	6.6	no	66	B
Z170	58.8	59.1	65.4	6.6	no	66	B
Z171	62.9	63.1	67.1	4.2	yes	66	B
Z172	64.0	64.2	67.9	3.9	yes	66	B
Z173	59.9	60.2	66.3	6.4	yes	66	B
Z174	63.0	63.2	68.3	5.3	yes	66	B
Z175	66.6	66.7	69.7	3.1	yes	66	B
Z176	65.4	65.5	68.8	3.4	yes	66	B
Z177	61.6	61.9	67.4	5.8	yes	66	B
Z178	68.1	68.2	71.9	3.8	yes	66	B
Z179	68.5	68.6	71.7	3.2	yes	66	B
Z180	66.1	66.2	68.4	2.3	yes	66	B
Z181	64.0	64.2	66.5	2.5	yes	66	B
Z182	61.3	61.5	64.1	2.8	no	66	B
Z183	61.6	61.8	64.2	2.6	no	66	B
Z184	63.5	63.6	66.1	2.6	yes	66	B
Z185	66.8	66.9	69.3	2.5	yes	66	B
Z186	60.3	60.4	62.5	2.2	no	66	B
Z187	59.3	59.5	62.3	3.0	no	66	B

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Appendix E—Field Data Sheets

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TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: A

Job Number: 236872 Noise Source: I-26 Data file #1

Date: 6/29/2015 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: Southland Log Homes traffic noise

Location Diagram: 34.09692° -81.17172°

Start Time: 8:57 (AM) PM Stop Time: 9:17 (AM) PM Duration: 20min

Wind Speed: N/A Wind Direction: S

Temperature: 77°F. 30.09 in. Humidity: 76%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM (+0.8) 73.0

Leq 72.1 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
← S	930	8	64	6	4
→ N	490	12	80		2
RAMP → N	52				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: B

Job Number: 236872 Noise Source: I-26

Date: 6/29/2015 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: Lee Chevrolet

traffic noise

Location Diagram:

34.08104°
-81.15491°

Start Time: 9 :36 (AM) PM

Stop Time: 9 :56 (AM) PM

Duration: 20 mn

Wind Speed: ≈ 5 mph

Wind Direction: SSW

Temperature: 80°F

30.00 in. Humidity: 48%

Calibration results before: 114.0 dBA and after 114.0 dBA

10.7 TNM 72.0

Leq 71.3 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
← S	1064	24	70	2	6
→ N	668	22	74	4	4
RAMP → N	50	2	2		

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: C

Job Number: 236872 Noise Source: I-26 Data File #3

Date: 6/29/205 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 611 Jamil Road

traffic noise

Location Diagram:

34.07028°
-81.14585°

Start Time: 10 : 07 AM PM

Stop Time: 10 : 27 AM PM

Duration: 20 min

Wind Speed: ± 5 mph

Wind Direction: SSW

Temperature: 80°F

30 min. Humidity: 48%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM +2.9 722

Leq 69.3 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
862 ← N	𝍸 𝍸 ||||	100		
920 → S	𝍸 𝍸 ||	90		
66 Ramp →				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: D

Job Number: 236872 Noise Source: Data File #4

Date: 6/29/2015 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 490 Jamil Road (35mph) traffic noise

Location Diagram: 34.06321° -81.13861°

Start Time: 10:41 (AM) PM Stop Time: 11:01 (AM) PM Duration: 20min

Wind Speed: ≈ 5mph Wind Direction: variable

Temperature: 81°F 29.99" Humidity: 41%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM 69.3 +1.3

Leq 68.0 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
← N	1,102	𝍸 𝍸 𝍸 111	98	𝍸 111	
→ S	902	𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 1	158		
S RAMP	124	11	𝍸 1		
service road N ←	46				
S →	46				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: E

Job Number: 236872 Noise Source: I-26 Data File #5

Date: 6/29/2015 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 3502 Fernandina Road
traffic noise

Location Diagram: 34.04977°
-81.12287°

Start Time: 11 : 09 AM PM

Stop Time: 11 : 29 AM PM

Duration: 20min

Wind Speed: ≈5mph

Wind Direction: variable

Temperature: 81°F

29.99in. Humidity: 41%

Calibration results before: 114.0 dBA and after 114.0 dBA

-2.8 TNM 71.9

Leq 74.7 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
S ←	1156	18	180		1 IIII
N →	1174	20	108	IIII/	
side road S ←	64	11			
side road N →	76	111			

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: F

Job Number: 236872 Noise Source: I-26 Data File #6

Date: 6/29/205 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 122 Berryhill Road
Stoney Creek Apartment Homes

Location Diagram: 34.04171°
-81.11604°
traffic noise

Start Time: 12 :30 AM ~~PM~~

Stop Time: 12 :50 AM PM

Duration: 20 min

Wind Speed: ~~3~~ 5 mph Wind Direction: NW

Temperature: ~~87~~ °F 29.98 in. Humidity: 31 %

Calibration results before: 114.0 dBA and after 114.0 dBA

+2.9 TNM 72.0

Leq 69.1 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
N ←	1376	𝍸 𝍸 𝍸 I	191		IIII
→ S	1,472	𝍸 𝍸 𝍸 𝍸	97		𝍸 III
N↑	80				
S↓	40				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: G7

Job Number: 236872 Noise Source: Data File #7

Date: 6/29/205 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 164 Manninghill Drive
traffic noise

Location Diagram: 34.02690°
-81.09980°

*resident spoke w/me for awhile
*dog barking

Start Time: 1:06 AM PM Stop Time: 1:26 AM PM Duration: 20min

Wind Speed: ≈ 5 mph Wind Direction: NW

Temperature: 89°F 29.98 in. Humidity: 31%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM 69.4 +2.2

Leq 67.2 dBA Lmin ____ dBA Lmax ____ dBA

L10 ____ dBA L50 ____ dBA L90 ____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
SE	672	HHT HHT	16		
N	688		2		11
S	6				
N	6				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: H

Job Number: 236872 Noise Source: ~~I-26~~ Data File #8

Date: 6/29/2015 By: MSP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) **FAST** SLOW

WEIGHTING (circle one) **A** Lin.

Location Description: Three Rivers Apartments 936 Gracern Road
traffic noise

Location Diagram: 34.01828°
-81.09087°
* near grill area

Start Time: 1:32 AM PM Stop Time: 1:52 AM PM Duration: 20min

Wind Speed: ≈5mph Wind Direction: W

Temperature: 90°f 29.97in-Humidity: 31%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM 41.9 64.2

Leq 62.3 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
SE ←	598	HHT	6		
→ NW	650	HHT HHT HHT HHT	6		IIII
← S	52				
→ N	68				

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: I

Job Number: 236872 Noise Source: I-26 Data file #9

Date: 6/29/205 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: 198 E. Medical Lane traffic noise

Location Diagram:

34.00662°
-81.11142

Start Time: 2:34 (AM) PM Stop Time: 2:54 (AM) PM Duration: 20min.

Wind Speed: ≈ 5mph Wind Direction: NW

Temperature: 92°F 29.96in. Humidity: 28%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM +3.0 70.8 Leq 67.8 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
← N	948	11	80	11	11
→ S	652	6	71		11
RAMP → S	248	8			

J

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: J

Job Number: 236872 Noise Source: F-20 Data File #10

Date: _____ By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: Double Tree by Hilton hotel
936 Gracern Road

Location Diagram:

34.03266°
-81.11886°

*traffic noise
*lawn mower at end

Start Time: 3:11 AM (PM) Stop Time: 3:31 AM (PM) Duration: 20 min.

Wind Speed: ~5 mph Wind Direction: NW

Temperature: 93°F 29.96 in. Humidity: 28%

Calibration results before: 114.0 dBA and after 114.0 dBA

INM 68.1 +2.4

Leq 65.7 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
← S	739	HHT ||	121	1	|||
→ N	673	HHT ||	62		
RAMP → N	41		1		

TRAFFIC NOISE MONITORING LOG SHEET

Project Description: Carolina Crossroads Reading: K

Job Number: 236872 Noise Source: I-20 Data file #11

Date: 6/29/2015 By: MJP

Equipment	Type	Serial #	Cal. Date
Sound Level Meter	Larson Davis 824	2636	5-19-2017
Microphone	Larson Davis 2541	4652	5-19-2017
Calibrator	Larson Davis CAL200	3722	9-25-2015

SLM SETTINGS (circle one) (FAST) SLOW

WEIGHTING (circle one) (A) Lin.

Location Description: near Briargate Condominiums

Location Diagram:

34.03909°
-81.10017°

Start Time: 3:53 AM (PM) Stop Time: 4:13 AM (PM) Duration: 20min.

Wind Speed: ≈5mph Wind Direction: WNW

Temperature: 93°F 29.94in. Humidity: 27%

Calibration results before: 114.0 dBA and after 114.0 dBA

TNM 68.4 +2.9

Leq 65.5 dBA Lmin _____ dBA Lmax _____ dBA

L10 _____ dBA L50 _____ dBA L90 _____ dBA

	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
E	907	21	88	11	11
W	957	13	74	IIII III	1
RAMP W	108	1			11

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Appendix F—Traffic Data

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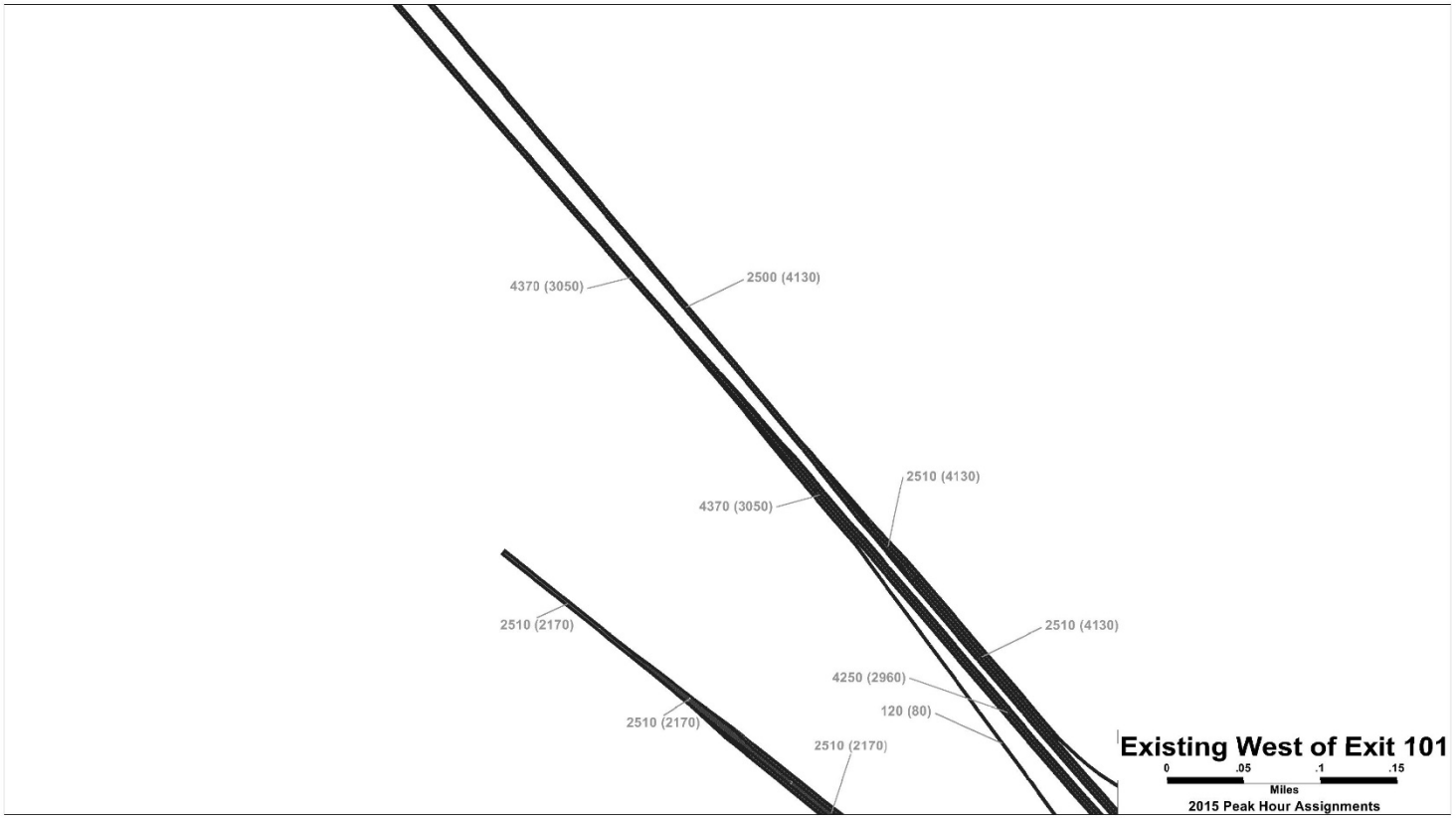
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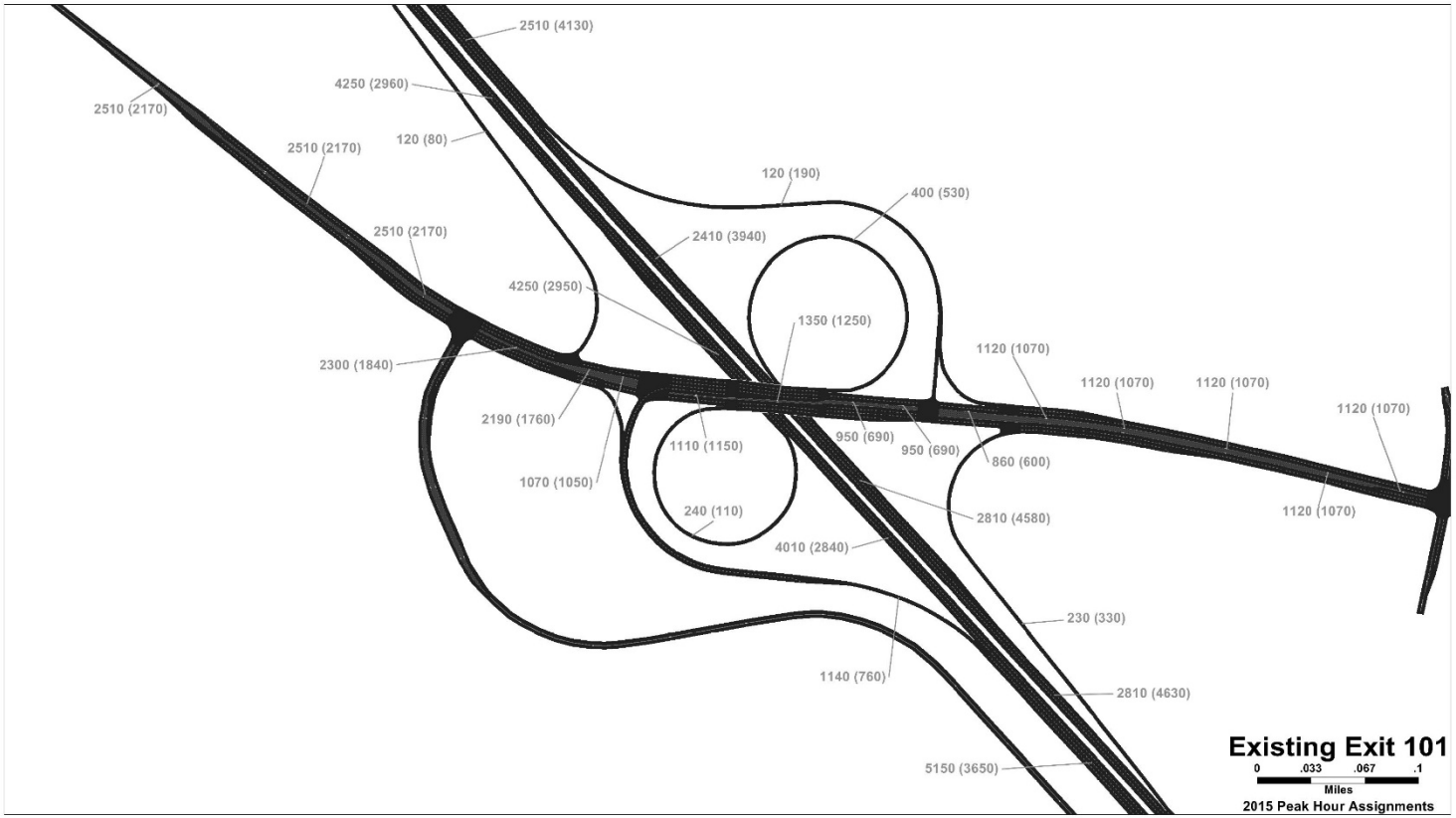
2500 (4130)
2510 (4130)
4370 (3050)
2510 (2170)
2510 (4130)
4250 (2960)
120 (80)
2510 (2170)
2510 (2170)
Existing West of Exit 101
0
.05
.1
.15
Miles
2015 Peak Hour Assignments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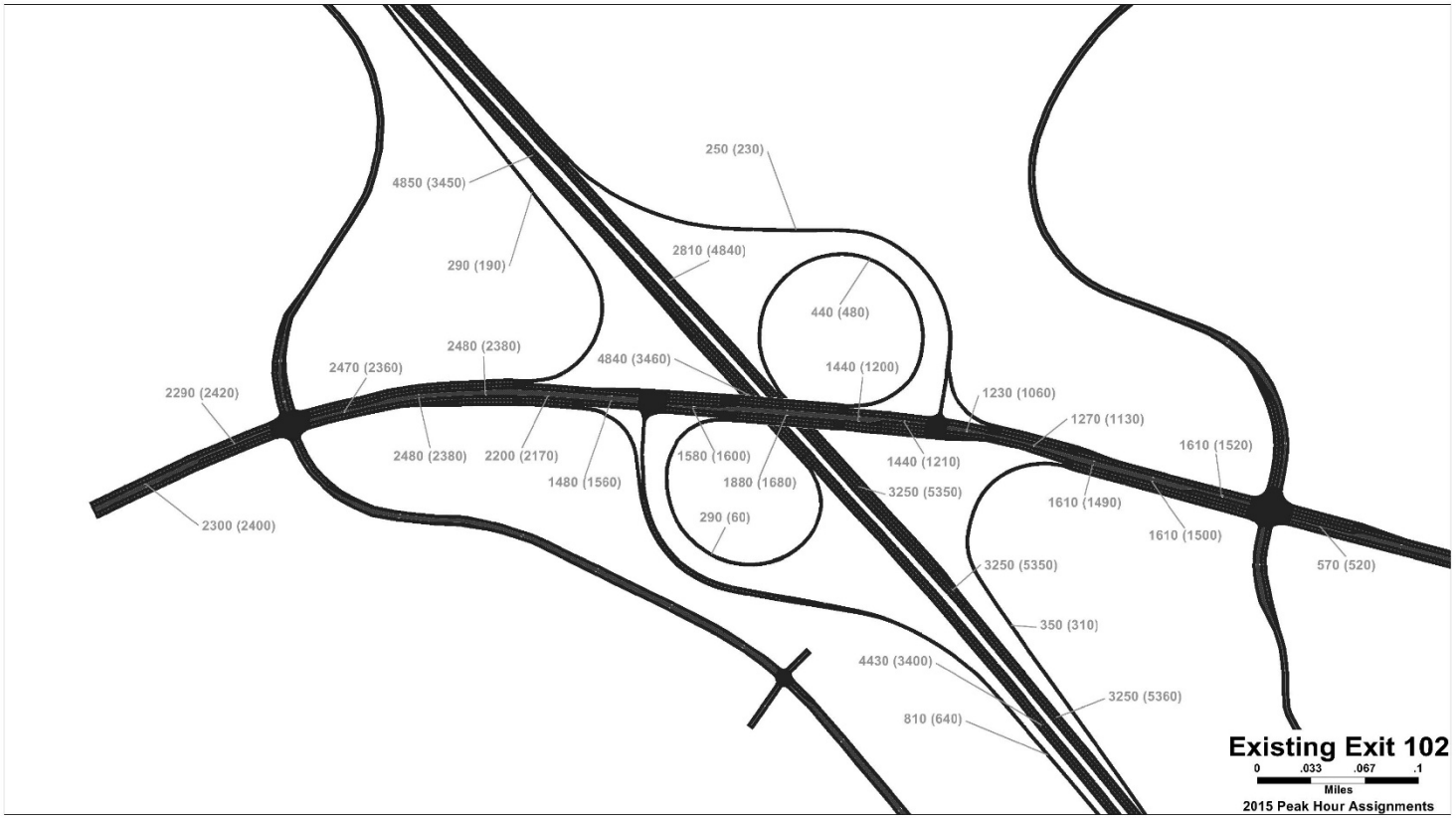
4250 (2960)
2510 (2170)
120 (80)
2510 (2170)
120 (190)
400 (530)
2510 (2170)
2410 (3940)
4250 (2950)
1350 (1250)
1120 (1070)
2300 (1840)
1120 (1070)
1120 (1070)
1120 (1070)
2190 (1760)
950 (690)
950 (690)
860 (600)
1110 (1150)
1070 (1050)
240 (110)
2810 (4580)
1120 (1070)
4010 (2840)
230 (330)
1140 (760)
2810 (4630)
5150 (3650)
Existing Exit 101
0 .033 .067 .1
Miles
2015 Peak Hour Assignments


2190 (1760)
1110 (1150)
950 (690)
950 (690)
860 (600)
1120 (1070)
1120 (1070)
1120 (1070)
1070 (1050)
240 (110)
2810 (4580)
1120 (1070)
4010 (2840)
960 (550)
960 (550)
230 (330)
1140 (760)
2810 (4630)
5150 (3650)
3050 (5030)
250 (230)
4850 (3450)
290 (190)
Existing Exit 101-Exit 102
0
.05
.1
.15
Miles
2015 Peak Hour Assignments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1440 (1200)
2290 (2420)
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1610 (1520)
2480 (2380)
2200 (2170)
1580 (1600)
1440 (1210)
1480 (1560)
1880 (1680)
3250 (5350)
1610 (1490)
290 (60)
1610 (1500)
2300 (2400)
570 (520)
3250 (5350)
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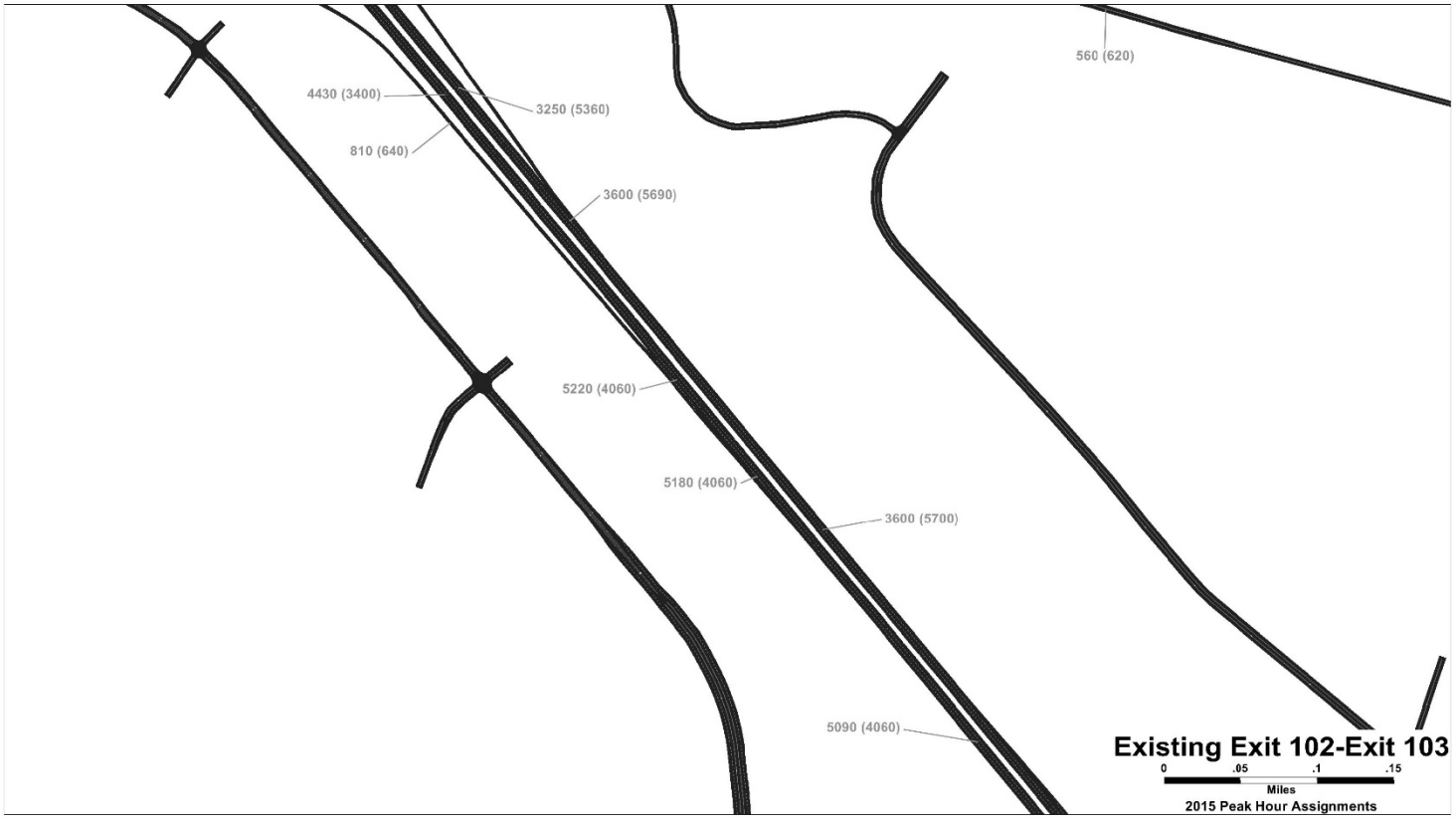
4430 (3400)
3250 (5360)
810 (640)
Existing Exit 102
0 .033 .067 .1
Miles
2015 Peak Hour Assignments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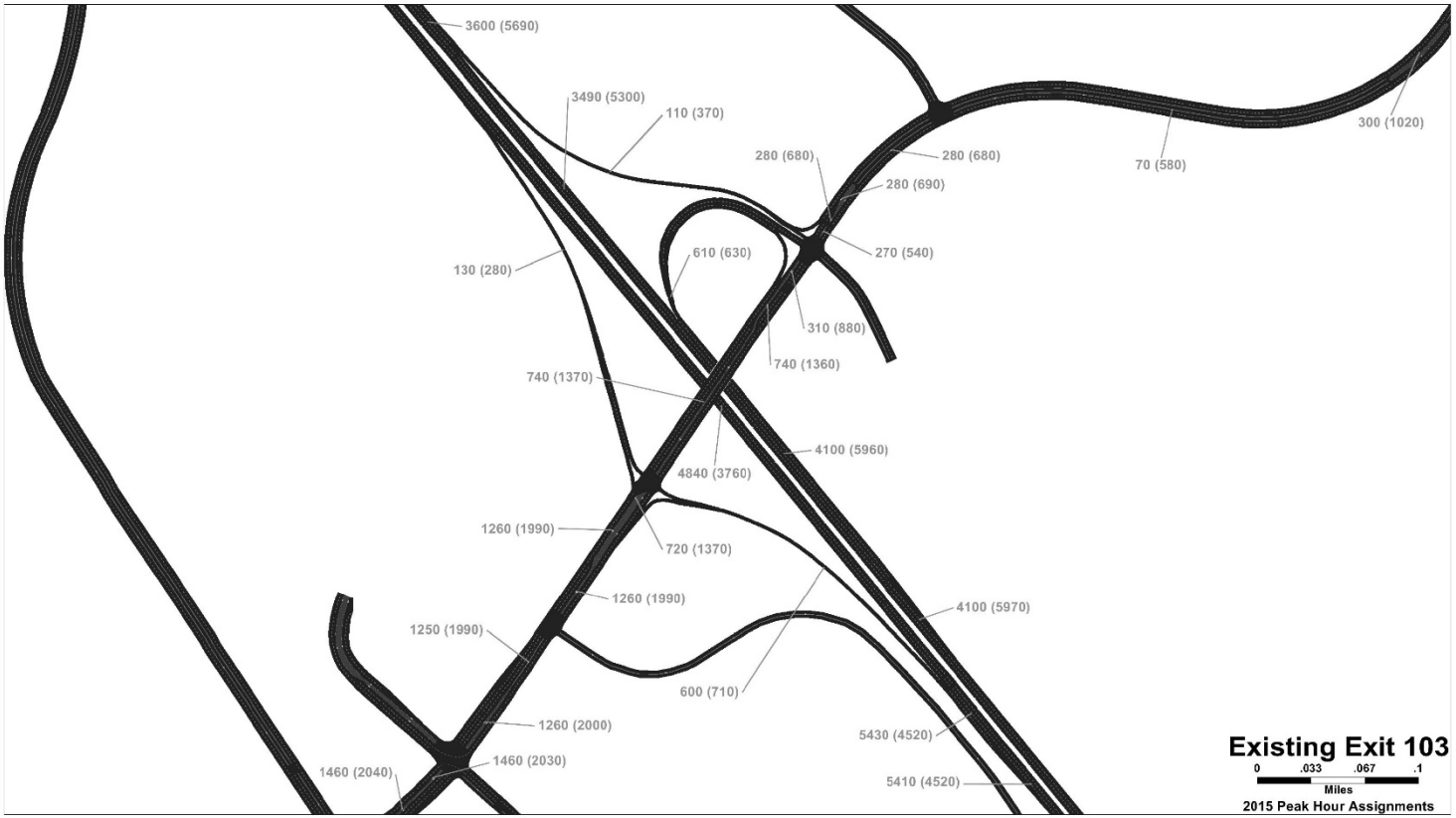
3250 (5360)
810 (640)
3600 (5690)
5220 (4060)
5180 (4060)
3600 (5700)
5090 (4060)
Existing Exit 102-Exit 103
0 .05 .1 .15
Miles
2015 Peak Hour Assignments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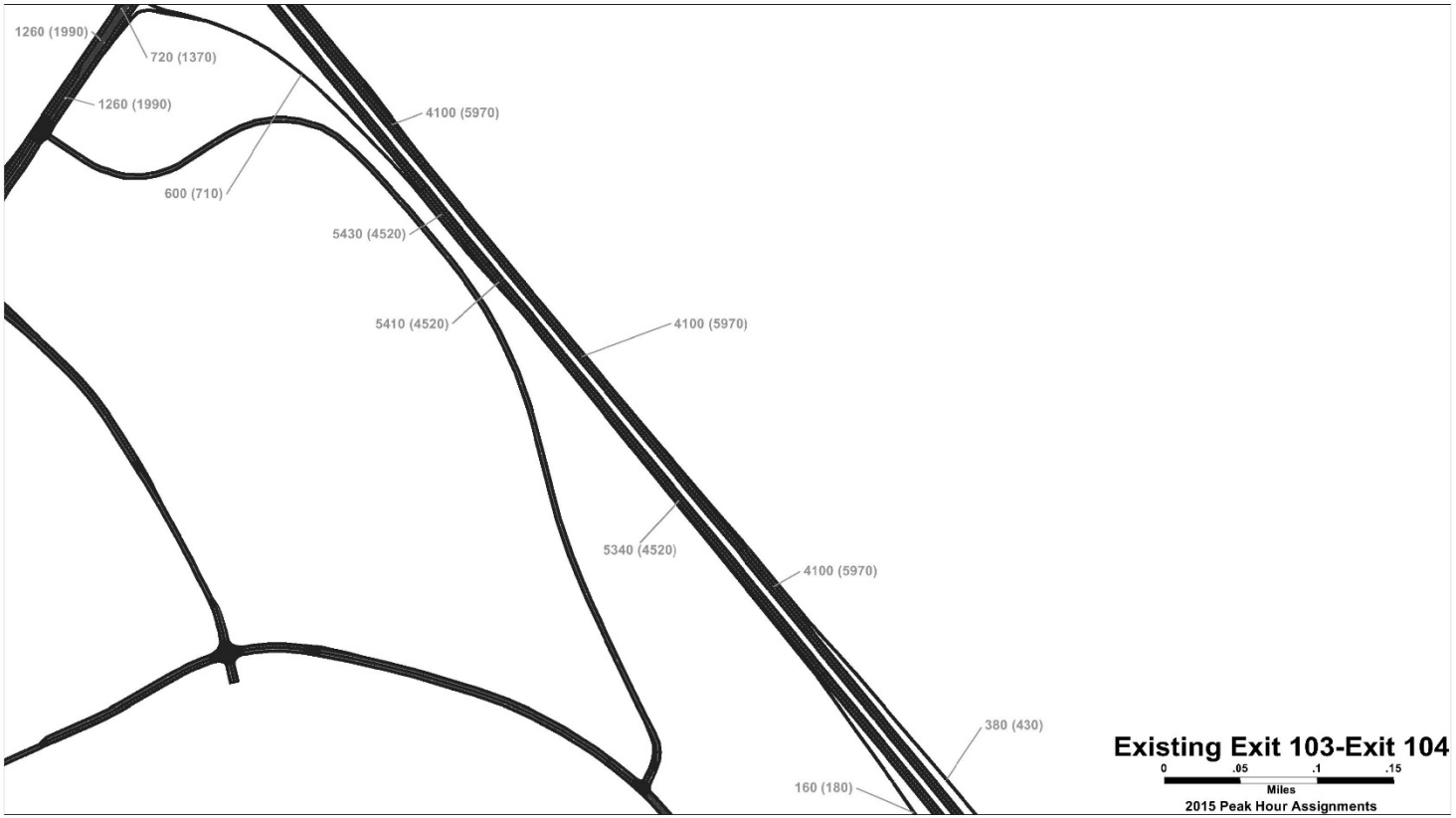
3490 (5300)
110 (370)
280 (680)
280 (680)
280 (690)
70 (580)
300 (1020)
610 (630)
270 (540)
130 (280)
310 (880)
740 (1360)
740 (1370)
4100 (5960)
4840 (3760)
1260 (1990)
720 (1370)
1260 (1990)
4100 (5970)
1250 (1990)
600 (710)
1260 (2000)
5430 (4520)
1460 (2040)
1460 (2030)
5410 (4520)
Existing Exit 103
0 .033 .067 .1
Miles
2015 Peak Hour Assignments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5430 (4520)
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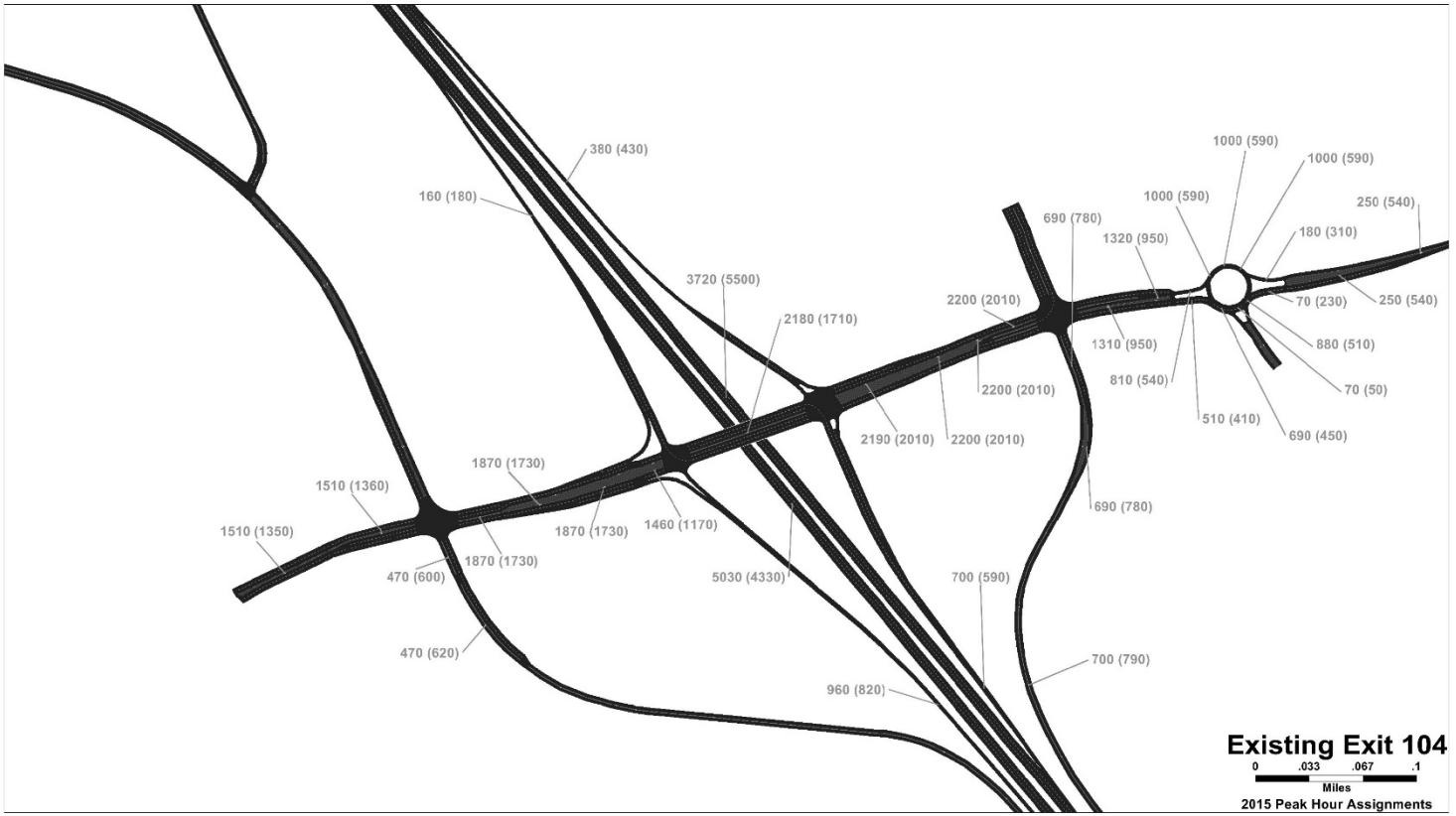
4100 (5970)
380 (430)
160 (180)
Existing Exit 103-Exit 104
0 .05 .1 .15
Miles
2015 Peak Hour Assignments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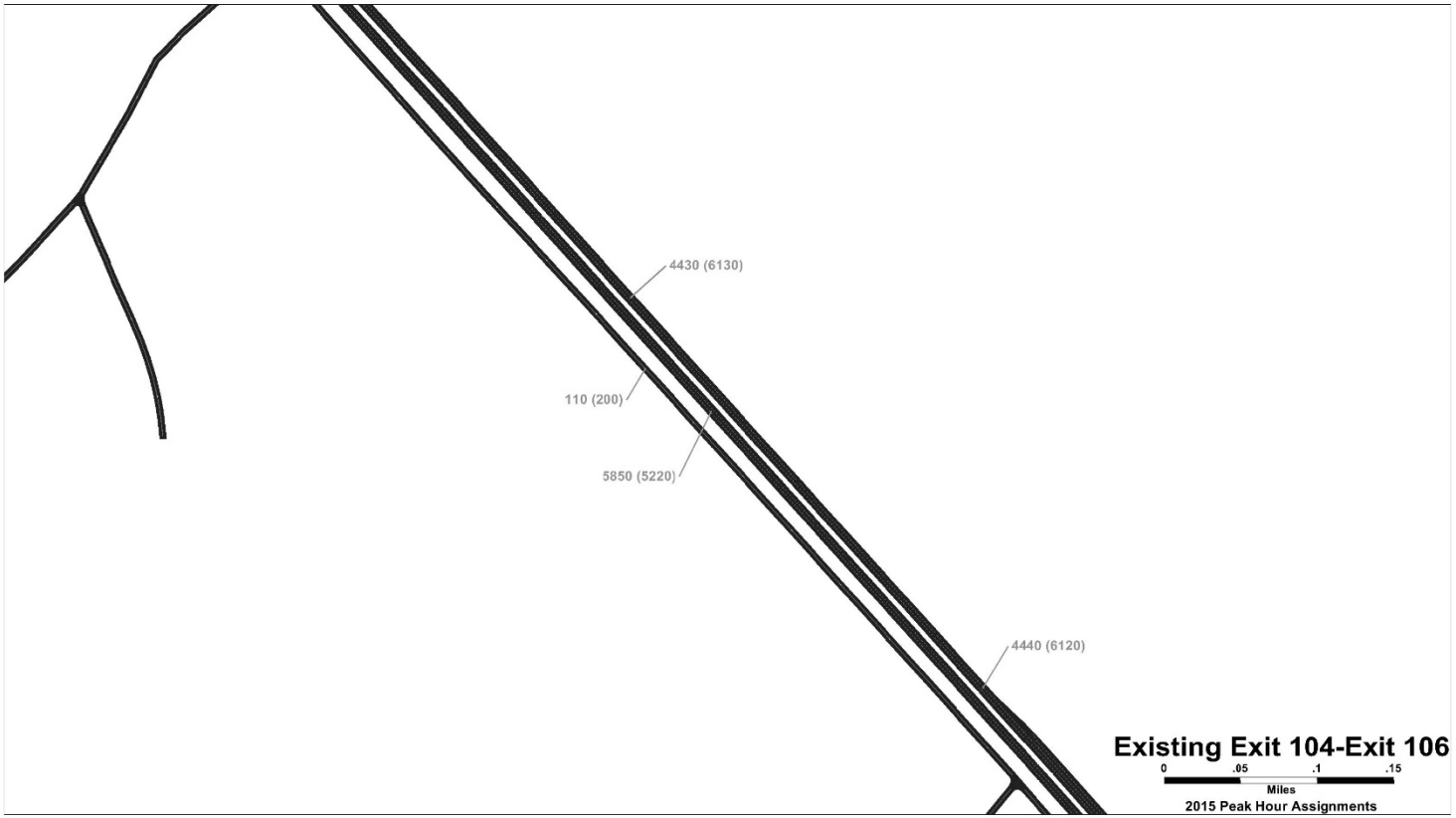
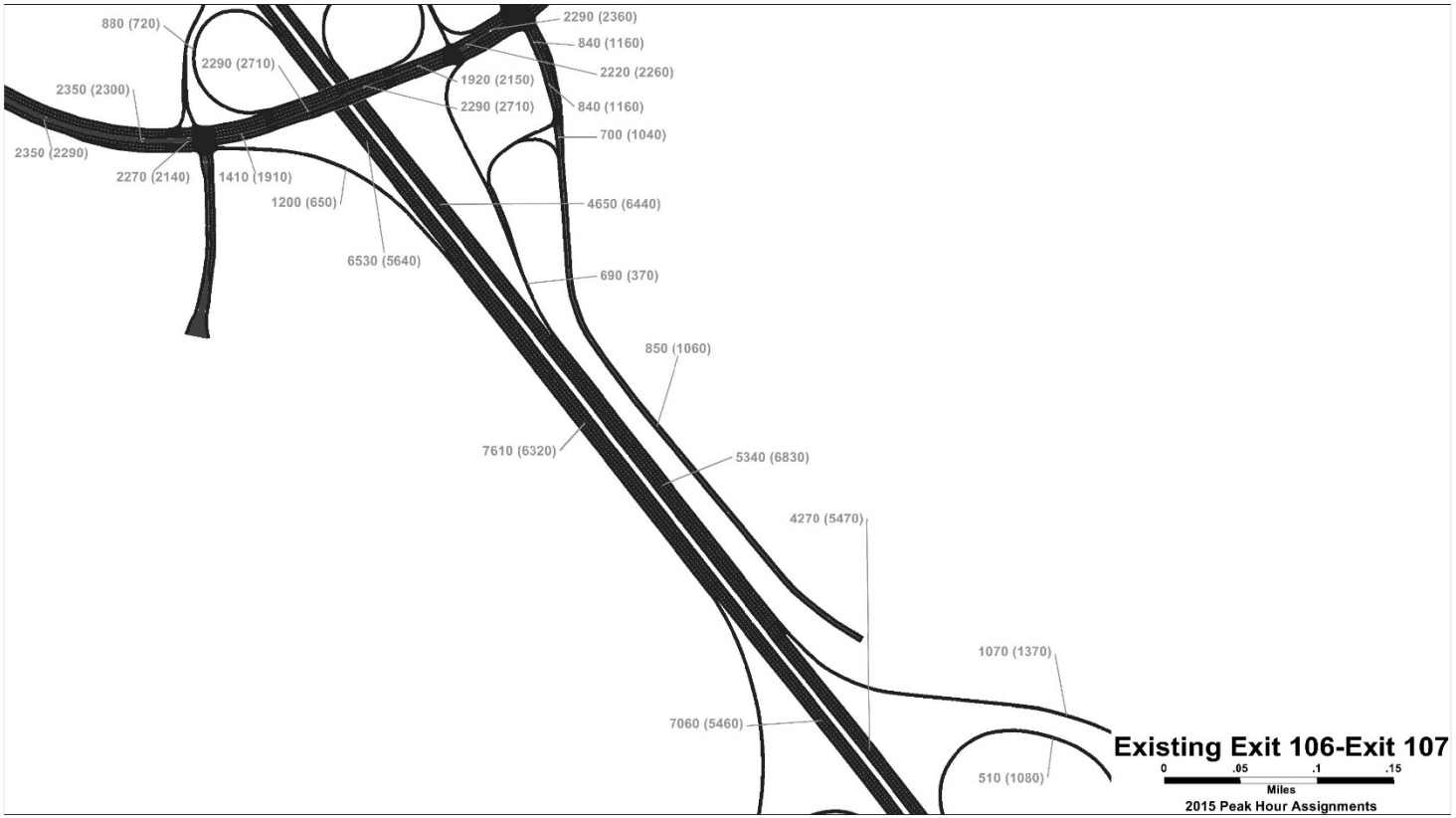
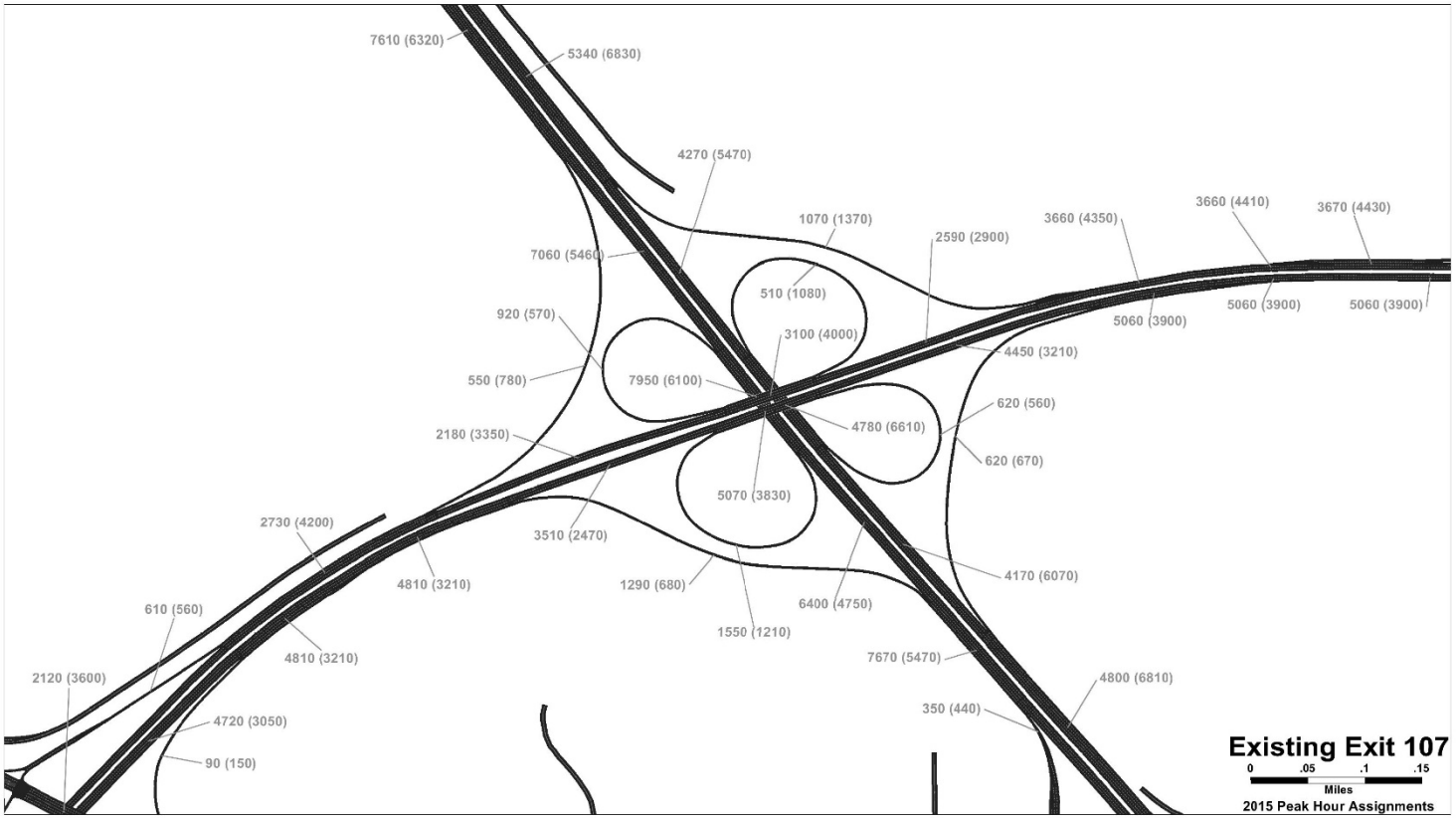
1320 (950)
180 (310)
70 (230)
250 (540)
1310 (950)
880 (510)
810 (540)
70 (50)
510 (410)
690 (450)
2200 (2010)
2190 (2010)
2200 (2010)
1870 (1730)
1510 (1360)
1510 (1350)
1870 (1730)
1460 (1170)
1870 (1730)
470 (600)
5030 (4330)
690 (780)
700 (590)
470 (620)
700 (790)
960 (820)
Existing Exit 104
0 .033 .067 .1
Miles
2015 Peak Hour Assignments


4430 (6130)
110 (200)
5850 (5220)
4440 (6120)
Existing Exit 104-Exit 106
0
.05
.1
.15
Miles
2015 Peak Hour Assignments


4450 (6120)
200 (260)
5830 (5220)
4270 (5890)
170 (210)
370 (530)
1710 (1700)
1710 (1690)
1140 (1410)
1140 (1410)
1140 (1410)
1140 (1410)
840 (1140)
5690 (4840)
140 (340)
200 (260)
1720 (1690)
2530 (2530)
880 (720)
2290 (2360)
840 (1160)
2290 (2710)
2220 (2260)
2550 (2530)
2350 (2300)
1920 (2150)
840 (1160)
2290 (2710)
700 (1040)
2350 (2290)
1410 (1910)
2270 (2140)
1200 (650)
4650 (6440)
6530 (5640)
690 (370)
850 (1060)
7610 (6320)
Existing Exit 106
0 .033 .067 .1
Miles
2015 Peak Hour Assignments


880 (720)
2290 (2360)
840 (1160)
2290 (2710)
2220 (2260)
2350 (2300)
1920 (2150)
2290 (2710)
840 (1160)
700 (1040)
2350 (2290)
2270 (2140)
1410 (1910)
1200 (650)
4650 (6440)
6530 (5640)
690 (370)
850 (1060)
7610 (6320)
5340 (6830)
4270 (5470)
1070 (1370)
7060 (5460)
510 (1080)
Existing Exit 106-Exit 107
0 .05 .1 .15
Miles
2015 Peak Hour Assignments


7610 (6320)
5340 (6830)
4270 (5470)
1070 (1370)
3660 (4350)
3660 (4410)
3670 (4430)
2590 (2900)
7060 (5460)
510 (1080)
920 (570)
3100 (4000)
5060 (3900)
5060 (3900)
5060 (3900)
4450 (3210)
550 (780)
7950 (6100)
620 (560)
4780 (6610)
2180 (3350)
620 (670)
5070 (3830)
2730 (4200)
3510 (2470)
4170 (6070)
4810 (3210)
1290 (680)
6400 (4750)
610 (560)
1550 (1210)
4810 (3210)
7670 (5470)
2120 (3600)
4800 (6810)
350 (440)
4720 (3050)
90 (150)
Existing Exit 107
0 .05 .1 .15
Miles
2015 Peak Hour Assignments