ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Phone (501) 569-2000 Fax (501) 569-2400

P.O. Box 2261
Little Rock, Arkansas 72203-2261
WWW.ARKANSASHIGHWAYS.COM

August 26, 2011

Ms. Sandra L. Otto
Division Administrator
Federal Highway Administration
700 West Capital, Room 3130
Little Rock, Arkansas 72201-3298

Re: AHTD Job Number 080388
FAP Number Q050-0403-125
Hwy 65-East (Widening) (I-40)
Faulkner County
Tier Three Categorical Exclusion

Dear Ms. Otto:

The Environmental Division has reviewed the referenced project and it falls within the definition of the Tier 3 Categorical Exclusion as defined by the AHTD/FHWA Memorandum of Agreement on the processing of Categorical Exclusions. The following information is included for your review and, if acceptable, approval as the environmental documentation for this project.

The purpose of this project is to increase capacity on I-40 by adding travel lanes and to improve safety by increasing the inside shoulder width and installing a median cable barrier. Six bridges along the route will be replaced to accommodate the new travel lanes. Total length of the project is 7.9 miles, extending from Highway 65 to 1.5 miles north of Highway 89 in Faulkner County. The enclosed figure illustrates the project location.

The existing roadway consists of four 12-foot paved travel lanes with 6-foot inside shoulders and 10-foot outside shoulders. The variable width grass median averages 60 feet wide. Existing right of way width averages 356 feet. Information about the existing bridges is provided in Table 1.

Table 1
Existing and Proposed I-40 Bridge Information

Bridge No.	Existing Bridge Sufficiency Rating	Location	Existing Structure --- Proposed Structure
A3889	97.0	Hwy. 64	226.9'x42.3'; Simple Comp. W-beam + Multi Column Bent w/ Spread Footings --- 419.9'x131.0'; Cont. Comp. Plate Girder + Multi Column Bent w/ Drilled Shafts
B3889	97.0	Hwy. 64	226.9'x42.3'; Simple Comp. W-beam + Multi Column Bent w/ Spread Footings --- 419.9'x131.0'; Cont. Comp. Plate Girder + Multi Column Bent w/ Drilled Shafts
A3851	78.1	Stone Dam Creek	90.0'x40.0'; RC Slab Spans + Multi Column Bent w/ Spread Footings --- 98.0'x59.2'; Continuous TC Slab Span + Multi Column Bent w/ Spread Footings
B3851	78.1	Stone Dam Creek	90.0'x40.0'; RC Slab Spans + Multi Column Bent w/ Spread Footings --- 98.0'x59.2'; Continuous TC Slab Span + Multi Column Bent w/ Spread Footings
A3785	55.0	Gold Creek	210.0'x40.0'; RC Slab Spans + Multi Column Bent w/ Spread Footings --- 226.0'x59.2'; Continuous TC Slab Span + Multi Column Bent w/ Spread Footings
B3785	55.0	Gold Creek	210.0'x40.0'; RC Slab Spans + Multi Column Bent w/ Spread Footings --- 226.0'x59.2'; Continuous TC Slab Span + Multi Column Bent w/ Spread Footings

Proposed improvements include six 12-foot paved travel lanes with 10-foot shoulders (inside and outside). All widening will be in the existing median with a cable barrier installed to separate the travel lanes. Information about the six proposed replacement

bridges is provided in Table 1. No additional right of way will be required for this project. Design data for the project is shown in Table 2.

Table 2
Design Information

Design Year	Average Daily Traffic	Percent Trucks	Design Speed
2011	60,000	20	70 mph
2031	84,000	30	70 mph

There are no Section 4(f)/6(f) properties, public water sources, relocations, prime farmland, wetlands, or cultural resources impacted by this project. There are no *Executive Order 12898* Environmental Justice issues involved with this project. Field inspections found no evidence of existing underground storage tanks or hazardous waste deposits within the existing right of way. Clearance from the State Historic Preservation Officer for cultural resources is enclosed. The opportunity for public input on this project was provided during the public involvement meetings held for the Conway to I-430 Widening Planning Study in August 2010.

Replacement of the Stone Dam Creek bridges will require the construction of three temporary work roads for construction access. Construction of the three work roads will require the placement of approximately 730 cubic yards of temporary rock in 0.3 acre of the channel. Replacement of the Gold Creek bridges will require the construction of six temporary work roads for construction access. Construction of the Gold Creek work roads will require the placement of approximately 11,315 cubic yards of temporary rock in 0.85 acre of the channel. The work roads will be constructed of riprap and will not reduce the waterway opening by more than 50 percent.

Construction of the two pairs of bents in Stone Dam Creek will require the excavation of 543 cubic yards of material, and the four pairs of bents in Gold Creek will require the excavation of 1,452 cubic yards of material. Both creek channels are impounded at Elevation 262.0 feet by Lake Conway. All of the temporary fill will be removed and the right of way returned to pre-existing elevations. A Department of the Army Nationwide Permit 23 (Permit No. 17664) was issued for bridge construction in Stone Dam and Gold Creeks on May 6, 2002 under AHTD Job Number B80110. The Little Rock District Corps of Engineers will reissue the Nationwide Permit 23 under Job Number 080388.

During early coordination, the United States Fish and Wildlife Service conveyed concerns for safe wildlife passage in the project area around Lake Conway (see enclosure). Context sensitive design will be implemented throughout the project to facilitate wildlife passage. Median cable barriers will be installed instead of concrete barriers, which will provide for wildlife passage of small terrestrial species under the

cables. Benches will be incorporated into all four bridge end slopes at Stone Dam and Gold Creeks to provide a safe and attractive path for wildlife to pass under I-40. The benches will be above the Ordinary High Water Mark, approximately four feet wide and surfaced with fine gravel.

The enclosed noise analysis conducted for this project identified four locations that will require a noise barrier analysis. A noise barrier analysis will be completed and the final barrier designed to meet the abatement recommendations will be implemented prior to the completion of the proposed construction.

If you have any questions, please contact the Environmental Division at 569-2281.

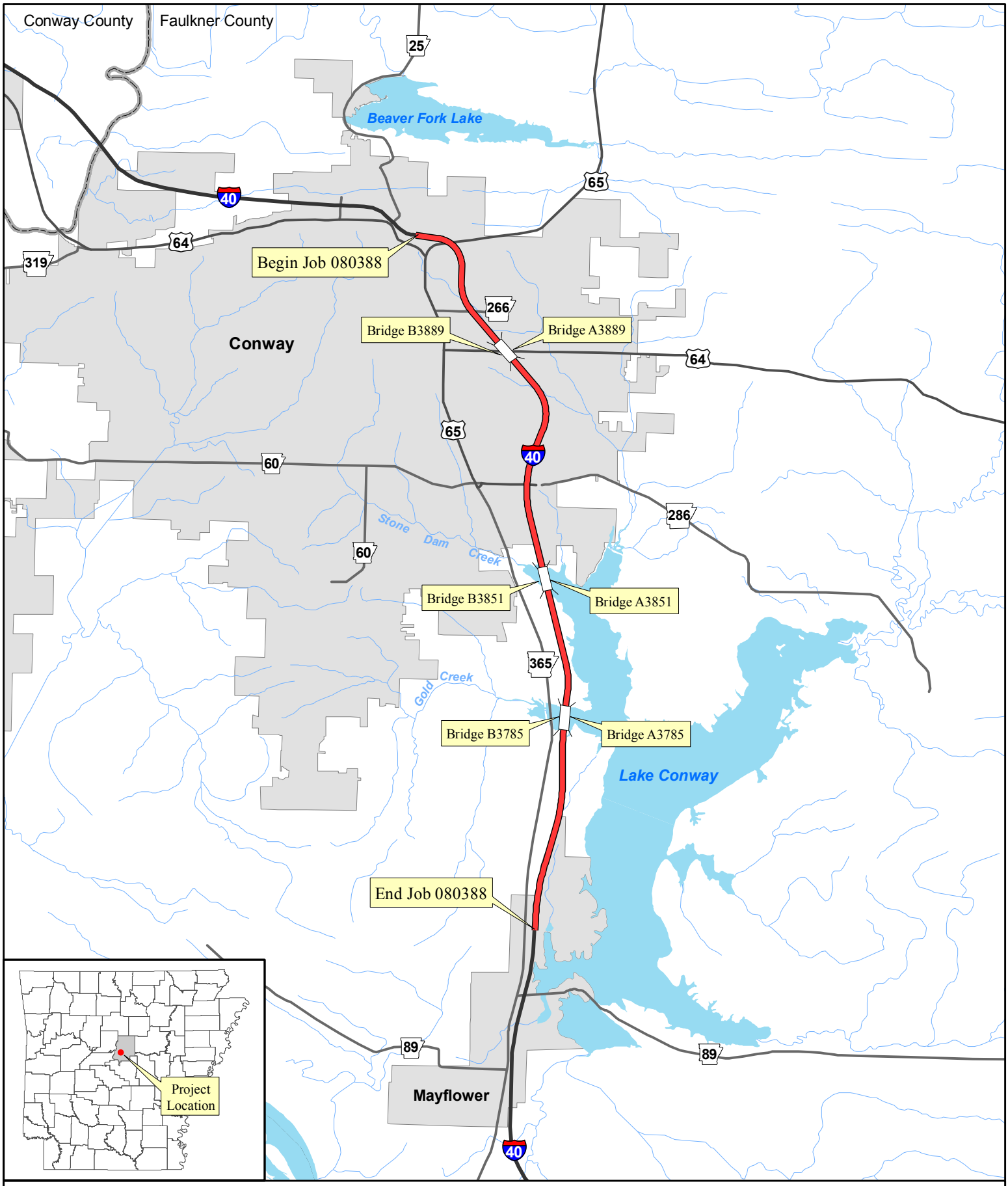
APPROVED
Environmental Specialist
Federal Highway Administration
Date: 9/1/2011

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

Enclosures
LPM:SS:dn

c: Programs and Contracts
Right of Way
Roadway Design
District 8


Conway County
Faulkner County
25
Beaver Fork Lake
65
40
64
319
Begin Job 080388
266
Bridge B3889
Bridge A3889
Conway
64
65
40
60
286
Stone Dam Creek
60
Bridge B3851
Bridge A3851
365
Gold Creek
Bridge B3785
Bridge A3785
Lake Conway
End Job 080388
89
89
Mayflower
40
Project Location
0 0.5 1
Mile
AHTD - Environmental GIS - Reed
July 29, 2011
Job 080388
Hwy. 65 - East
(I-40) (Widening)
Faulkner County
Project Location

77317
FHWA

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

Dan Flowers
Director
Telephone (501) 569-2000

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400

May 26, 2011

Mr. George McCluskey
Section 106 Review Officer
1500 Tower Building
323 Center Street
Little Rock, Arkansas 72201

AHPP
MAY 31 2011

Re: AHTD Job Number 080388
Hwy. 65 – East (Widening) (F)
Faulkner County

Dear Mr. McCluskey:

A Project Identification Form for the referenced project is enclosed. Please review for concurrence with the findings of my staff. If you have any questions or require additional information, please contact Milton Hughes of my staff at 501-569-2080.

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

LPM:SI:MH:ab

Enclosure

Date 6/13/11
No known historic properties will be affected by this undertaking. This effect determination could change should new information come to light.
for George McCluskey
Frances McSwain, Deputy State Historic Preservation Officer

AHTD ENVIRONMENTAL IMPACTS ASSESSMENT FORM

AHTD Job Number 080388 **FAP Number** Q050-0403-125

Job Title Hwy 65-East (Widening) (I-40)

Environmental Impacts	None	Minor	Significant	Comments
Air Quality	X			
Construction Impacts		X		Construction will result in temporary delays
Cultural Resources	X			
Economic	X			
Endangered Species	X			
Energy Resources	X			
Environmental Justice/Title VI	X			
Fish and Wildlife		X		Wildlife passages & median cable barrier added
Floodplains	X			
Forest Service Property	X			
Hazardous Materials/Landfills	X			
Land Use Impacts	X			
Migratory Birds		X		No disturbance March-Sept, Bird SP inserted
Navigation/Coast Guard	X			
Noise Levels		X		Noise analysis attached
Prime Farmland	X			
Protected Waters	X			
Public Recreation Lands	X			Boater safety SP added
Public Water Supply/WHPA	X			
Relocatees	X			
Section 4(f)/6(f)	X			
Social	X			
Underground Storage Tanks	X			
Visual Impacts	X			
Stream Impacts		X		Falls within Section 404 NWP #23
Water Quality		X		STAA required
Wetlands	X			
Wildlife Refuges	X			

Section 401 Water Quality Certification Required? N

Short-term Activity Authorization Required? Y

Section 404 Permit Required? Y Type NWP #23

Remarks:

Signature of Evaluator Susan Stafford Date August 8, 2011

8/8/2011

AHTD JOB NUMBER 080388

NOISE ANALYSIS

Fundamentals of Sound and Noise

"Noise" is defined as an unwanted sound. Sounds are described as noise if they interfere with an activity or disturb the person hearing them. Sound is measured in a logarithmic unit called a decibel (dB). The human ear is more sensitive to middle and high frequency sounds than it is to low frequency sounds, so sound levels are weighted to more closely reflect human perceptions. These "A-weighted" sounds are measured using the decibel unit dB(A). Because the dB(A) is based on a logarithmic scale, a 10 dB(A) increase in sound level is generally perceived as twice as loud while a 3 dB(A) increase is just barely perceptible to the human ear.

Sound levels fluctuate with time depending on the sources of the sound audible at a specific location. In addition, the degree of annoyance associated with certain sounds varies by time of day, depending on other ambient sounds affecting the listener and the activities of the listener. The time-varying fluctuations in sound levels at a fixed location can be quite complex, so they are typically reported using statistical or mathematical descriptors that are a function of sound intensity and time. A commonly used descriptor of the equivalent sound level is Leq, which represents the equivalent of a steady, unvarying level over a defined period of time containing the same level of sound energy as the time varying noise environment. Leq(h) is a sound level averaged over one hour. For highway projects, the Leq(h) is commonly used to describe traffic-generated sound levels at locations of outdoor human use and activity (such as residences).

Noise Impact Criteria

Traffic noise impacts take place when the predicted traffic noise levels approach or exceed the noise abatement standard, or when the predicted traffic noise levels exceed the existing noise level by ten dB(A) (decibels on the A-scale). The noise abatement standard of 67 dB(A) is used for sensitive noise receptors such as residences, schools, churches, and parks. The term "approach" is considered to be one dB(A) less than the noise abatement standard.

The number of noise receptors was estimated for this project utilizing the Federal Highway Administration's Traffic Noise Model 2.5, existing and proposed roadway information, existing traffic information, and projected traffic levels for 2031.

Traffic noise analyses

The project has both urban and rural components. Traffic noise analyses were performed for the entire widening project utilizing a roadway cross-section of six 12-foot wide paved travel lanes and 10-foot paved shoulders. The approximately 10-foot wide median

with cable barrier was also incorporated into the model. A screening level noise analysis was performed on the rural portions of the project. Within the urban portions of the project where the noise receptor density was highest, four separate locations were analyzed for future barrier analysis.

Effects of Project

The traffic noise estimates within the rural portion of the project resulted in a noise abatement distance of 650 feet from the centerline. Approximately 46 receptors could be affected by future noise levels greater than 66 dB(A).

The four locations analyzed within the urban portions of the project are listed in Table 1, along with the number of receptors affected by current and future noise levels greater than 66 dB(A). It should be noted that noise levels are projected to increase 2 to 4 dB(A) over existing noise levels.

Table 1
Estimated Receptors Exposed to Noise Levels > 66 dB(a)
Within Urban Portions of the Project

Location	Analysis Year 2011	Analysis Year 2031
Shannon Circle to Willow Street	27	38
Brandons Landing	30	38
E. Oak St. to 5th Ave. Park	4	12
Paradise Landing	32	42

Traffic Noise Abatement

Since noise impacts are predicted within 1,000 feet of the proposed project, the feasibility and reasonableness of potential noise abatement measures must be evaluated. Based upon AHTD's "Policy of Reasonableness and Feasibility for Type 1 – Noise Abatement Measures", any noise abatement effort using barrier walls or berms is not warranted for the rural areas of the project. The density of the receptors would not meet the policy of reasonableness in relation to the cost/benefit of $35,000 per residence.

The four urban locations may meet the policy of reasonableness after a barrier analysis is performed for these specific locations. A barrier analysis will be completed for these four locations within the project; final design and any abatement recommendations will be implemented prior to the completion of the proposed construction.

To avoid noise levels in excess of design levels, any future receptors should be located a minimum of 10 feet beyond the distance that the noise abatement standard is projected to occur. This distance should be used as a general guide and not a specific rule since the noise will vary depending upon the roadway grades and other noise contributions.

Any excessive project noise, due to construction operations, should be of short duration and have a minimum adverse effect on land uses or activities associated with this project area.

In compliance with Federal guidelines, a copy of this analysis will be transmitted to the Central Arkansas Planning and Development District for possible use in present and future land use planning.

IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
110 South Amity Road, Suite 300
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480

October 12, 2010

Mr. Lynn P. Malbrough
Environmental Division Head
Arkansas Highway and Transportation Department
P.O. Box 2261
Little Rock, AR 72203-2261

Re: AHTD Job # 012119, Interstate 40 Widening from I-430 to Conway, Faulkner and Pulaski Counties, Arkansas

Dear Mr. Malbrough,

This letter provides U.S. Fish and Wildlife Service (Service) comments concerning the above referenced project and is in response to your letter dated September 24, 2010. Our comments are submitted in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and the Endangered Species Act of 1973 (87 stat. 884, as amended; 16 U.S.C. 1531 et seq.).

A review of the study corridor revealed no documented federally listed threatened or endangered species occurrences within the project area. Improvements within the study area along Interstate 40 between Little Rock and Conway, Arkansas will potentially affect several important wildlife habitats. These areas include White Oak Bayou Watershed near exit 142 along with Bell Slough Wildlife Management Area and Lake Conway, both managed under the authority of the Arkansas Game and Fish Commission (AGFC). Future planning efforts by the Arkansas Highway and Transportation Department should include context sensitive designs that minimize impacts to wildlife and their habitats in these areas. Examples would include maintaining hydrologic functions of streams, wetlands and waterbodies through proper bridge and culvert sizing, stormwater runoff management, and wildlife passage considerations. Further input from AGFC personnel should be solicited regarding resources managed under their authority.

Additionally, numerous species of migratory birds protected under the Migratory Bird Treaty Act are located in the area and may be nesting on bridges, culverts, or other structures. Surveys should be conducted prior to initiation of construction and special consideration given to the times and dates of any future construction to avoid impacts to these species which typically nest in Arkansas from March to September.

Thank you for allowing our agency the opportunity to comment on the proposed project. For future correspondence on this matter, please contact Mitch Wine of this office at 501-513-4488.

Sincerely,

Margaret Harney

Margaret Harney
Team Leader

cc:
Randal Looney, FHWA
John Harris, AHTD
John Fleming, AHTD
Terry Tucker, AHTD
Cindy Osborne, ANHC
Robert Leonard, AGFC

Date Submitted 8-2-2011
Revised 8-17-2011

ROADWAY DESIGN REQUEST

Job Number 080388 FAP Number County Faulkner
Job Name Hwy. 65 – East (Widening) (F)
Design Engineer Martin Cruce Environmental Staff
Brief Description of Project: Construct additional lane in both directions in existing median with a median barrier

A. Existing Conditions (I-40):
1. Roadway Width: Metric: English: 2 @ 40'
2. Shoulder Width: Metric: English: 6'inside, 10' outside
3. Number of Lanes and Width: Metric: English: 4 @12'
4. Average Right-of-Way: Metric: English: 356'

B. Proposed Conditions (I-40):
1. Roadway Width: Metric: English: 2 @ 56'
2. Shoulder Width: Metric: English: 10' inside & 10' outside
3. Number of Lanes and Width: Metric: English: 6 @ 12'
4. Average Right-of-Way: Metric: English: retain

C. Construction Information:
If detour: N/A
Length: Metric English

D. Design Data (I-40):
2011 ADT: 60000 2031 ADT: 84000 Trucks 20%
Design Speed: km/h 70 m.p.h.

E. Approximate total length of project: kilometer(s) 7.907 mile(s)

F. Justification for proposed improvements: To increase capacity, improve safety

G. Total Relocatees: 0 Residences: 0 Businesses: 0

H. Have you coordinated with any of the following: (Provide name and date)
City and or County Officials:
State Agency:
Federal Agency:

Date Submitted to Bridge Division: 4/22/11 Date Returned to Env. Div. _____

RECEIVED
AHTD

JUL 28 2011

ENVIRONMENTAL
DIVISION

BRIDGE INFORMATION-FINAL

Job Number: 080388 FAP Number: 999 County: Faulkner

Job Name: Hwy. 65 - East (Widening)(F)

Design Engineer: Stewart Linz Environmental Staff: Terry Tucker

A. Description of Existing Bridge(s):
1. Bridge Number: 03889A & 03889B over US 64
2. Location: Rte. I40 Section: 32 Log Mile: 126.76
3. Length: 226.91 ft ; Br. Rdwy. Width: 38.50 ft; Deck Width (Out to Out): 42.260 ft
4. Type Construction: Simple Composite W-Beam with Muti. Column Int. Bents on Spread Footings on Rock and Steel Pile End Bents
5. Deficiencies: Deck delamination with spalling
6. HBRRP Eligibility: Qualif. Code NQ ; Suff. Rating 97.0

B. Proposed Improvements:
1. Length: 419.91 ft ; Br. Rdwy. Width: 128.00 ft; Deck Width (Out to Out): 131.000 ft
2. Travel Lanes: No. 6; Width 12 ft
3. Shoulder Width: Left: 10.00 ft ; Right: 10.00 ft
4. Sidewalks? no ; Location: _____ ; Width: _____ ft

C. Construction Information:
1. Location in relation to existing bridge: Along CL Existing Median
2. Superstructure Type: Cont. Comp. Plate Girder
3. Span Lengths: 115-187-115
4. Substructure Type: Multi. Column Bent w/ Drilled Shafts
5. Ordinary High Water Elevation: NA
6. Number bents inside Ordinary High Water (OHW) Contours: ___
7. Concrete Volume below OHW:_____ yd3; Volume bent excavation:_____ yd3; Is backfill req'd? _
8. Is Channel Excavation Required? _ ; Surface Area:_____ ft2; Volume: _____ yd3
9. Is Fill below OHW req'd? _ ; Surface Area: _____ ft2; Volume: _____ yd3
10. Is Riprap required? _____ ; Volume: _____ yd3

D. Work Road Information:
1. Is Work Road(s) required? no ; Location: ___ ft _____; Top Width: __ ft
2. Is fill below OHW req'd? _____; Surface Area: _____ ft2; Volume: _____ yd3
3. Are Pipes required to meet Backwater Criteria? _____; Waterway opening: _____ ft2

E. Detour Information:
1. Is a detour bridge required? No
2. Location in relation to existing Bridge. _____
3. Length: _____ ft ; Br. Rdwy.Width: _____ ft ; Deck Elevation: _____
4. Volume of Fill below OHW: _____ yd3; Surface Area: _____ ft2

F. Coordination with Outside Agencies (e.g. , FHWA, City, County, C of E, USCG)
Has Bridge Div. coordinated with any outside agencies? _____

Agency	Person Contacted	Date

Date Submitted to Bridge Division: _____ Date Returned to Env. Div. 7/25/11

BRIDGE INFORMATION-FINAL

Job Number: 080388 FAP Number: 999 County: Faulkner
Job Name: Hwy. 65 - East (Widening)(F)
Design Engineer: Stewart Linz Environmental Staff: Susan Staffeld

A. Description of Existing Bridge(s):
1. Bridge Number: A3851 over Stone Dam Creek
2. Location: Rte. I-40 Section: 32 Log Mile: 129.88
3. Length: 90.00 ft ; Br. Rdwy. Width: 40.00 ft; Deck Width (Out to Out): 38.500 ft
4. Type Construction: R.C. Slab Spans (Void) supported by multi column bents on spread ftgs.
5. Deficiencies: Inadaquate roadway width, moderate cracks in bottom of slab all spans.
6. HBRRP Eligibility: Qualif. Code NQ ; Suff. Rating 78.1

B. Proposed Improvements:
1. Length: 98.00 ft ; Br. Rdwy. Width: 58.00 ft; Deck Width (Out to Out): 59.166 ft
2. Travel Lanes: No. 3; Width 12 ft
3. Shoulder Width: Left: 10.00 ft ; Right: 10.00 ft
4. Sidewalks? no ; Location: _____ ; Width: _____ ft

C. Construction Information:
1. Location in relation to existing bridge: Along existing
2. Superstructure Type: Continuous R.C. Slab Span
3. Span Lengths: 34-30-34
4. Substructure Type: Multi. Column Bent w/ Spread Footings
5. Ordinary High Water Elevation: 262.00
6. Number bents inside Ordinary High Water (OHW) Contours: 2
7. Concrete Volume below OHW:54 yd3: Volume bent excavation:343 yd3: Is backfill req'd? yes
8. Is Channel Excavation Required? no ; Surface Area:_____ ft2: Volume: _____ yd3
9. Is Fill below OHW req'd? no ; Surface Area: _____ ft2; Volume: _____ yd3
10. Is Riprap required? Yes ; Volume: 44 yd3

D. Work Road Information:
1. Is Work Road(s) required? yes ; Location: Various ft _____; Top Width: Varies ft
2. Is fill below OHW req'd? yes ; Surface Area: 6546 ft2; Volume: 270 yd3
3. Are Pipes required to meet Backwater Criteria? no : Waterway opening: _____ ft2

E. Detour Information:
1. Is a detour bridge required? No
2. Location in relation to existing Bridge. _____
3. Length: _____ ft ; Br. Rdwy.Width: _____ ft ; Deck Elevation: _____
4. Volume of Fill below OHW: _____ yd3; Surface Area: _____ ft2

F. Coordination with Outside Agencies (e.g. , FHWA, City, County, C of E, USCG)
Has Bridge Div. coordinated with any outside agencies? _____

Agency	Person Contacted	Date

Date Submitted to Bridge Division: _____ Date Returned to Env. Div. 7/25/11

BRIDGE INFORMATION-FINAL

Job Number: 080388 FAP Number: 999 County: Faulkner
Job Name: Hwy. 65 - East (Widening)(F)
Design Engineer: Stewart Linz Environmental Staff: Susan Staffeld

A. Description of Existing Bridge(s):
1. Bridge Number: B3851 over Stone Dam Creek
2. Location: Rte. I-40 Section: 32 Log Mile: 129.88
3. Length: 90.00 ft ; Br. Rdwy. Width: 40.00 ft; Deck Width (Out to Out): 38.500 ft
4. Type Construction: R.C. Slab Spans (Void) supported by multi column bents on spread ftgs.
5. Deficiencies: Inadaquate roadway width, moderate cracks in bottom of slab all spans.
6. HBRRP Eligibility: Qualif. Code NQ ; Suff. Rating 78.1

B. Proposed Improvements:
1. Length: 98.00 ft ; Br. Rdwy. Width: 58.00 ft; Deck Width (Out to Out): 59.166 ft
2. Travel Lanes: No. 3; Width 12 ft
3. Shoulder Width: Left: 10.00 ft ; Right: 10.00 ft
4. Sidewalks? no ; Location: _____ : Width: _____ ft

C. Construction Information:
1. Location in relation to existing bridge: Along existing
2. Superstructure Type: Continuous R.C. Slab Span
3. Span Lengths: 34-30-34
4. Substructure Type: Multi. Column Bent w/ Spread Footings
5. Ordinary High Water Elevation: 262.00
6. Number bents inside Ordinary High Water (OHW) Contours: 2
7. Concrete Volume below OHW:54 yd3; Volume bent excavation:343 yd3; Is backfill req'd? yes
8. Is Channel Excavation Required? no ; Surface Area:_____ ft2; Volume: _____ yd3
9. Is Fill below OHW req'd? no ; Surface Area: _____ ft2; Volume: _____ yd3
10. Is Riprap required? Yes *; Volume: 44 yd3
    * To repair existing riprap disturbed by footing excavation.

D. Work Road Information:
1. Is Work Road(s) required? yes ; Location: Various ft _____; Top Width: Varies ft
2. Is fill below OHW req'd? yes ; Surface Area: 6582 ft2; Volume: 272 yd3
3. Are Pipes required to meet Backwater Criteria? no ; Waterway opening: _____ ft2

E. Detour Information:
1. Is a detour bridge required? No
2. Location in relation to existing Bridge. _____
3. Length: _____ ft ; Br. Rdwy.Width: _____ ft ; Deck Elevation: _____
4. Volume of Fill below OHW: _____ yd3; Surface Area: _____ ft2

F. Coordination with Outside Agencies (e.g. , FHWA, City, County, C of E, USCG)
Has Bridge Div. coordinated with any outside agencies? _____

Agency	Person Contacted	Date

Date Submitted to Bridge Division: _____ Date Returned to Env. Div. 7/27/11

BRIDGE INFORMATION-FINAL

Job Number: 080388 FAP Number: 999 County: Faulkner
Job Name: Hwy. 65 - East (Widening)(F)
Design Engineer: Stewart Linz Environmental Staff: Susan Staffeld

A. Description of Existing Bridge(s):
1. Bridge Number: A3785 over Gold Creek
2. Location: Rte. I-40 Section: 32 Log Mile: 131.00
3. Length: 210.00 ft : Br. Rdwy. Width: 40.00 ft; Deck Width (Out to Out): 38.500 ft
4. Type Construction: R.C. Slab Spans (Void) supported by multi column bents on spread ftgs.
5. Deficiencies: Inadaquate roadway width, moderate cracks in top and bottom of slab all spans.
6. HBRRP Eligibility: Qualif. Code SD ; Suff. Rating 55.0

B. Proposed Improvements:
1. Length: 226.00 ft ; Br. Rdwy. Width: 58.00 ft; Deck Width (Out to Out): 59.166 ft
2. Travel Lanes: No. 3; Width 12 ft
3. Shoulder Width: Left: 10.00 ft ; Right: 10.00 ft
4. Sidewalks? no ; Location: _____ : Width: _____ ft

C. Construction Information:
1. Location in relation to existing bridge: Along existing
2. Superstructure Type: 3 - Continuous R.C. Slab Span
3. Span Lengths: 34-34, 30-30-30, 34-34
4. Substructure Type: Multi. Column Bent w/ Spread Footings
5. Ordinary High Water Elevation: 262.00
6. Number bents inside Ordinary High Water (OHW) Contours: 4
7. Concrete Volume below OHW:121 yd3; Volume bent excavation:445 yd3: Is backfill req'd? yes
8. Is Channel Excavation Required? no ; Surface Area:_____ ft2; Volume: _____ yd3
9. Is Fill below OHW req'd? no ; Surface Area: _____ ft2; Volume: _____ yd3
10. Is Riprap required? Yes *; Volume: 90 yd3
* To repair existing riprap disturbed by footing excavation.

D. Work Road Information:
1. Is Work Road(s) required? yes ; Location: Various ft _____; Top Width: Varies ft
2. Is fill below OHW req'd? yes : Surface Area: 20750 ft2; Volume: 2580 yd3
3. Are Pipes required to meet Backwater Criteria? no ; Waterway opening: _____ ft2

E. Detour Information:
1. Is a detour bridge required? No
2. Location in relation to existing Bridge. _____
3. Length: _____ ft : Br. Rdwy.Width: _____ ft ; Deck Elevation: _____
4. Volume of Fill below OHW: _____ yd3; Surface Area: _____ ft2

F. Coordination with Outside Agencies (e.g. , FHWA, City, County, C of E, USCG)
Has Bridge Div. coordinated with any outside agencies? _____

Agency	Person Contacted	Date

Date Submitted to Bridge Division: _____ Date Returned to Env. Div. 7/27/11

BRIDGE INFORMATION-FINAL

Job Number: 080388 FAP Number: 999 County: Faulkner
Job Name: Hwy. 65 - East (Widening)(F)
Design Engineer: Stewart Linz Environmental Staff: Susan Staffeld

A. Description of Existing Bridge(s):
1. Bridge Number: B3785 over Gold Creek
2. Location: Rte. I-40 Section: 32 Log Mile: 131.00
3. Length: 210.00 ft ; Br. Rdwy. Width: 40.00 ft; Deck Width (Out to Out): 38.500 ft
4. Type Construction: R.C. Slab Spans (Void) supported by multi column bents on spread ftgs.
5. Deficiencies: Inadaquate roadway width, moderate cracks in top and bottom of slab all spans.
6. HBRRP Eligibility: Qualif. Code SD ; Suff. Rating 55.0

B. Proposed Improvements:
1. Length: 226.00 ft ; Br. Rdwy. Width: 58.00 ft; Deck Width (Out to Out): 59.166 ft
2. Travel Lanes: No. 3; Width 12 ft
3. Shoulder Width: Left: 10.00 ft ; Right: 10.00 ft
4. Sidewalks? no ; Location: _____ ; Width: _____ ft

C. Construction Information:
1. Location in relation to existing bridge: Along existing
2. Superstructure Type: 3 - Continuous R.C. Slab Span
3. Span Lengths: 34-34, 30-30-30, 34-34
4. Substructure Type: Multi. Column Bent w/ Spread Footings
5. Ordinary High Water Elevation: 262.00
6. Number bents inside Ordinary High Water (OHW) Contours: 4
7. Concrete Volume below OHW:121 yd3; Volume bent excavation:445 yd3; Is backfill req'd? yes
8. Is Channel Excavation Required? no ; Surface Area:_____ ft2; Volume: _____ yd3
9. Is Fill below OHW req'd? no ; Surface Area: _____ ft2; Volume: _____ yd3
10. Is Riprap required? Yes *; Volume: 90 yd3
* To repair existing riprap disturbed by footing excavation.

D. Work Road Information:
1. Is Work Road(s) required? yes ; Location: Various ft _____; Top Width: Varies ft
2. Is fill below OHW req'd? yes ; Surface Area: 20790 ft2; Volume: 2560 yd3
3. Are Pipes required to meet Backwater Criteria? no ; Waterway opening: _____ ft2

E. Detour Information:
1. Is a detour bridge required? No
2. Location in relation to existing Bridge. _____
3. Length: _____ ft ; Br. Rdwy.Width: _____ ft ; Deck Elevation: _____
4. Volume of Fill below OHW: _____ yd3; Surface Area: _____ ft2

F. Coordination with Outside Agencies (e.g. , FHWA, City, County, C of E, USCG)
Has Bridge Div. coordinated with any outside agencies? _____

Agency	Person Contacted	Date

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

October 18, 2011

Ms. Sandra L. Otto
Division Administrator
Federal Highway Administration
700 West Capital, Room 3130
Little Rock, Arkansas 72201-3298

Re: AHTD Job Number 080388
FAP Number Q050-0403-125
Hwy 65-East (Widening) (I-40)
Faulkner County
Tier Three Categorical Exclusion
Reassessment

Dear Ms. Otto:

A Tier 3 Categorical Exclusion was completed for the referenced project on June 13, 2011. Since that time, design modifications have resulted in the substitution of a concrete median barrier for the originally proposed cable median barrier. This modification is due to a safety hazard found with the use of a cable median barrier, in this situation, that would result in opposing traffic not being fully protected.

Higher wildlife mortality will likely result due to the use of a concrete median barrier. Ledge crossings to protect wildlife will still be installed at all four bridge ends of the two bridges to be replaced. The U.S. Fish & Wildlife Service and Arkansas Game & Fish Commission have approved the use of a concrete median barrier with assurances from the AHTD that wildlife mortality will be monitored after construction to determine if these mortality rates increase. Appropriate actions will be taken if a substantial increase is noted. No additional impacts to other resources are anticipated due to the design modifications.

This project will remain a Tier 3 Categorical Exclusion as defined by the AHTD/FHWA Memorandum of Agreement on the processing of Categorical Exclusions. If you have any questions, please contact Susan Staffeld at (501) 569-2611.

APPROVED

Environmental Specialist
Federal Highway Administration
Date: 10/18/2011

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

LPM:SS:fc

c: Programs and Contracts
Right of Way
Roadway Design
District 8

Final Traffic Noise Study Report

I-40 Noise Analysis and Abatement Design: Phase 1 - Analysis

FAP No. NH-IMD-40-3(125)129
Job No. 080388
Conway, Faulkner County, Arkansas

Submitted to:

Prepared by:

Bowlby & Associates, Inc.

504 Autumn Springs Court, #11, Franklin, TN 37067

ICA Engineering

March 2014

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EXECUTIVE SUMMARY

This report documents the results of a noise analysis and abatement design as part of the project widening I-40 in Conway, Faulkner County, from Highway 65 south for approximately 8.21 miles. The project consists primarily of widening the existing highway to six travel lanes, mostly within the existing median.

Fourteen noise analysis areas (NAA) were identified along the project, listed below roughly from north to south:

1. A residence, several motels and the Hendrix College athletics fields including the baseball field on the west side of I-40 between Highway 65 and Siebenmorgen Road
2. Single-family residences and duplexes on the west side of I-40 between Siebenmorgen Road and Oak Street, including those on Shannon Circle, Guernsey Street, Durham Street, Herford Street, Gum Street and Angus Street
3. Residences on the east side of I-40 between Siebenmorgen Road and Oak Street, including those on Collier Drive and N. Gum Street
4. Residences and commercial businesses on the west side of I-40 between Oak Street and E. 6th Street, including those on Maple Street, 6th Avenue, 8th Avenue and 6th Street, as well as the Fifth Avenue Park
5. Residences, motels and commercial properties on the east side of I-40 between Oak Street and Dave Ward Drive, including those on Bridgestone Drive and Bernard Drive as well as the Antioch Baptist Church
6. Residences on the west side of I-40 between Dave Ward Drive and south of Wildwood Drive, including those on Earl Drive, Charles Street and Wildwood Drive
7. Residences on the west side of I-40 from south of Wildwood Drive to the Lake Conway crossing south of Brannon Landing Road, including those on Langley Trailer Park Road, Brannon Landing Road and Gold Creek Landing Road
8. Residences and rental properties on the east side of I-40 from the northern end of Brannon Landing Road to the Lake Conway crossing south of Brannon Landing Road, including those on Brannon Landing Road, 3rd Circle, Lakeview Circle and Rand Lane
9. Residences on the west side of I-40 between the Lake Conway crossing and south of Lawrence Landing Road
10. Residences and multi-family units on the west side of I-40 between south of Lawrence Landing Road and the south end of McClure Acres Road, including those on McClure Acres Road and Georgetown Road
11. Residences on the east side of I-40 south of Lawrence Landing Road, including those on Lawrence Landing Road and Moore Lane
12. Residences on the east side of I-40 along Casey Lane and Dickerson Lane
13. Residences on the west side of I-40 along Lasker Lane, Roy Lee Lane and Royal Lane
14. Residences on the east side of I-40 along Brantley Woods Court and Simmons Lane

The FHWA Traffic Noise Model (TNM 2.5) computer program was used to calculate "with-project" peak hour equivalent sound levels in the design year (2035) for noise-sensitive receivers in each noise analysis area. Future year 2035 morning and afternoon design hour traffic projections were developed by Arkansas Highway and Transportation Department (AHTD) for use in the noise modeling. The modeling identified future exterior noise impacts, as defined in the AHTD traffic noise policy, for all of the areas except NAA 12.

Abatement is generally evaluated when impacts are predicted to occur. Noise abatement measures may include alteration of horizontal and vertical alignment, and traffic management measures (such as reducing speed limits or prohibition of heavy trucks). However, these forms of mitigation are not feasible for this project. Noise barriers were determined to be the only available abatement measure to reduce noise levels for impacted areas for this project.

Noise barriers were studied for "feasibility" and "reasonableness" at all areas where residential impacts were predicted, specifically Areas 2-4, 6-8 and 10. Barriers were considered for the impacted residences in Areas 1, 5, 9, 11, 12, 13 and 14, but since the impacts were at isolated or low density residential areas a noise barrier would not be cost effective.

"Feasibility" means that a noise barrier will provide at least a five decibel reduction in the one-hour equivalent sound level for at least one impacted residence. Additionally, the noise barrier should not pose any major problems related to design, construction, safety, drainage, maintenance or other factors.

Noise barriers were found to be feasible in terms of noise reduction for Areas 2, 3, 4, 6, 7, 8 and 10. However, feasibility alone does not dictate whether a noise barrier will be built. Each noise barrier must also pass a "reasonableness" test.

"Reasonableness" is based on a number of factors with regard to all of the individual, specific circumstances of a particular project, including the cost of the noise barrier averaged over the residences that are shown in the modeling to benefit from the barrier. To "benefit" means that the sound levels would be reduced by five or more decibels.

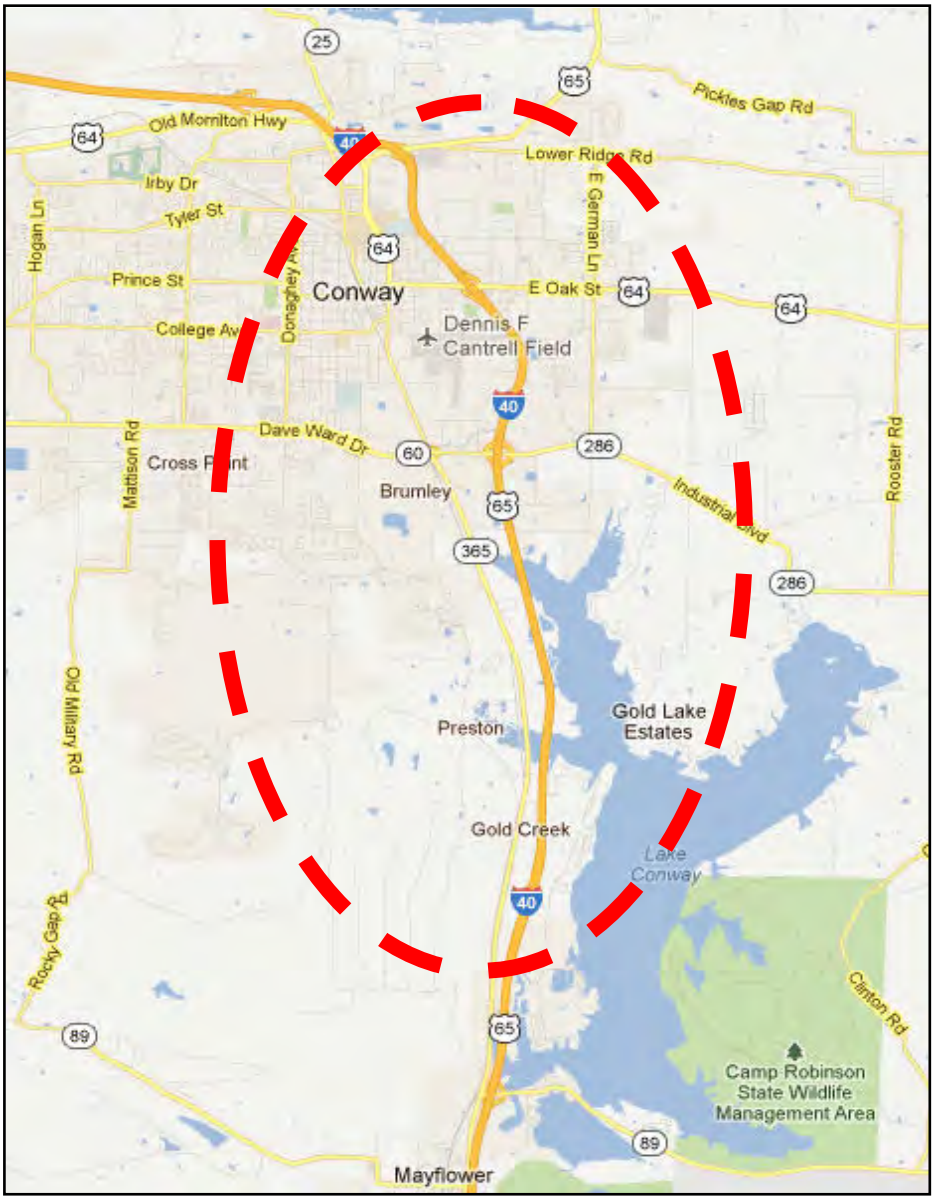
Barriers were found to be not reasonable for Areas 3, 4, 6, 7, 8 and 10 because the average costs per benefited residence exceeded the AHTD threshold criterion of $36,000 per benefited residence.

A noise barrier *was* found to be reasonable for Area 2. The estimated cost of providing the barrier for this area is $842,640. As required by AHTD policy, a public information meeting was held for the benefited residents in this area to determine if they wanted the noise barrier to be built. It is the policy of the AHTD that no noise abatement measures will be provided if most of the impacted residents in an analysis area do not want it. A poll of residents who would benefit from the noise barrier showed that a majority favored construction of the noise barrier. As a result, a noise barrier for this area is considered to be likely, unless major design or construction problems arise as the project moves forward.

Separate from these abatement measures, AHTD encourages local communities and developers to practice noise compatibility planning in order to avoid future noise impacts. Generalized noise predictions for the design year 2035 peak hour were made for areas along I-40 where vacant and possibly developable lands exist. The results estimate that exterior residential activities would be impacted out to a distance of roughly 380 feet from centerline of the nearest travel lane of I-40. The modeled noise levels and associated impact distance at any particular site along I-40 will vary depending on the actual terrain and other conditions at that site. This information is being included to make local officials and planners aware of anticipated highway noise levels, with the goal that any future development along I-40 will be compatible with these levels.

1.0 INTRODUCTION

This report documents the results of a noise analysis and abatement evaluation as part of the environmental documentation for the widening of I-40 in Conway, Faulkner County. Figure 1 shows the project area, which widens I-40 from Highway 65 to the south for approximately 8.21 miles. A through traffic lane will be added in the median in each direction expanding the existing four lane facility to six lanes.



Base map: Google Maps (2012)

Figure 1. Project Area

This study has been prepared in accordance with the FHWA noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772* [1], and the AHTD *Policy on Highway Traffic Noise Abatement* [2]. The noise analysis included the following tasks:

1. Identification of noise-sensitive areas and associated receptors (discrete or representative locations in an NAA for the land uses listed in 23 CFR 772) within 500 feet of the project;
2. Determination of existing sound levels at selected receptors to characterize the existing noise environment in the project area;
3. Determination of future sound levels with and without the project at the receptors;
4. Determination of impacted receptors;
5. Evaluation of noise abatement for impacted areas;
6. Discussion of construction noise; and
7. Coordination with local officials.

Each of these analysis steps is discussed below, following a discussion of basic terminology and AHTD's criteria for determining noise impacts.

1.1 Traffic Noise Terminology

Traffic noise levels are expressed in terms of the hourly, A-weighted equivalent sound level in decibels (dB(A)). A sound level represents the level of the rapid air pressure fluctuations caused by sources such as traffic that are heard as noise. A decibel is a unit that relates the sound pressure of a noise to the faintest sound the young human ear can hear. The A-weighting refers to the amplification or attenuation of the different frequencies of the sound (subjectively, the pitch) to correspond to the way the human ear "hears" these frequencies.

Generally, when the sound level exceeds the mid-60 dB(A) range, outdoor conversation in normal tones at a distance of three feet becomes difficult. A 9-10 dB(A) increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9-10 dB(A) reduction is judged to be half as loud. Doubling the number of sources (i.e., vehicles) will increase the hourly equivalent sound level by approximately 3 dB(A), which is usually the smallest change in hourly equivalent A-weighted traffic noise levels that people can detect without specifically listening for the change.

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (L_{eq}). The L_{eq} is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time period. The L_{eq} averages the louder and quieter moments, but gives much more weight to the louder moments in the averaging. For traffic noise assessment purposes, L_{eq} is typically evaluated over the worst one-hour period and is written as $L_{eq}(h)$.

The term insertion loss (IL) is generally used to describe the reduction in $L_{eq}(h)$ at a location after a noise barrier is constructed. For example, if the $L_{eq}(h)$ at a residence before a barrier is constructed is 75 dB(A) and the $L_{eq}(h)$ after a barrier constructed is 65 dB(A), then the insertion loss would be 10 dB(A).

1.2 Criteria for Determining Impacts

Noise impacts are determined by comparing future "design year" project worst-hour $L_{eq}(h)$ values at areas of frequent human use to: (1) a set of Noise Abatement Criteria (NAC) for different land use categories, and (2) existing $L_{eq}(h)$ values. The FHWA noise standards (23 CFR 772) and AHTD's noise policy state that when traffic noise impacts have been identified, then noise abatement should be considered.

Table 1 shows the land uses that are classified as Activity Categories A - G and the corresponding NAC.

Table 1: Noise Abatement Criteria in 23 CFR 772

Activity Category	*Activity $L_{eq}(h)$*	*Evaluation Location*	*Activity Description*
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67	Exterior	Residential
C [1]	67	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E [1]	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	–––	–––	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	–––	–––	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands that are permitted for this activity category.

Specifically, a receptor is impacted in either of two ways:

1. The predicted, worst-hour, design year $L_{eq}(h)$ approaches or exceeds the NAC, even if there is not a substantial increase over the existing levels. "Approach" is defined by AHTD as 1 dB(A) less than the appropriate NAC. As an example, the NAC for Activity Category B and C land uses is 67 dB(A). An impact would occur if the design year $L_{eq}(h)$ is predicted to be 66 dB(A) or higher at a point of frequent exterior human use for a land use in either category.

2. The predicted, worst-hour, design year $L_{eq}(h)$ "substantially" exceeds the existing $L_{eq}(h)$, even if the NAC is not approached or exceeded. AHTD defines "substantially" as 10 or more dB(A).

1.3 Noise Barrier Evaluation Requirements

In accordance with criteria in the AHTD noise policy, noise abatement needs to be studied first for "feasibility" and, if feasible, for "reasonableness." Noise barriers must be both feasible and reasonable to be deemed likely for construction.

Feasibility includes acoustical and engineering considerations. Acoustical feasibility means that a noise barrier will provide at least a 5dB(A) reduction in the one-hour equivalent sound level for at least one of the impacted receptors. If a barrier cannot meet this criterion, abatement is considered to not be acoustically feasible. Additionally, the noise barrier should be feasible from an engineering perspective. Engineering feasibility takes into account topography, drainage, safety, barrier height, utilities and access and maintenance needs (which may include right-of-way considerations). If a barrier poses engineering problems, it may be judged as not feasible even if it meets the acoustical feasibility criterion, and it will not be recommended for construction.

If feasible, then the barriers are assessed for reasonableness in accordance with the criteria in AHTD's noise policy. All proposed noise abatement must meet the following three criteria to be considered reasonable by AHTD. If any of the criteria is not met, noise abatement measures will not be constructed.

1. *Consideration and Obtaining Views of Residents and Property Owners*: The viewpoints of the affected property owners and residents are important. For those barriers found to be reasonable by the Cost-Effectiveness and Design Goal criteria below, viewpoints of the benefited receptors and affected property owners will be sought.

2. *Cost-Effectiveness:* If the estimated cost of constructing a noise barrier (including installation and additional necessary construction such as foundations or guardrails) divided by the number of benefited receptors (those who would receive a reduction of at least 5 dB(A)) is $36,000 or less per benefited receptor, a barrier is considered to be cost-effective. For initial considerations, a unit cost of $35 per square foot for reflective barriers, $40 for absorptive barriers and $50 for barriers on structures is used in this cost-effectiveness calculation.

3. *Design Goal for Noise Abatement:* Traffic noise abatement must achieve at least a 9 dB(A) reduction for at least one impacted receiver.

2.0 IDENTIFICATION OF NOISE ANALYSIS AREAS AND RECEPTORS

Review of available electronic mapping as well as field reconnaissance led to the selection of fourteen study areas with potential for noise impacts, called Noise Analysis Areas (NAAs). These areas are shown in Figures 2-4. Table 2 lists by Activity Category the relevant associated land uses in each NAA that are within 500 feet from the edge of the outside travel lane of I-40. The applicable NAC for each Activity Category were shown in Table 1.

Table 2. Noise Analysis Area Descriptions

Noise Analysis Area	***Description***
1	***West of I-40 and between Skyline Drive and Siebenmorgen Road:*** *Activity Category B (exterior)* – House at 400 Siebenmorgen Road. *Activity Category E (exterior)* – Hendrix College Baseball and Athletics Fields; Exterior uses of various hotels.
2	***West of I-40 and between Siebenmorgen Road and West Oak Street:*** *Activity Category B (exterior)* – Residences on Shannon Circle, Guernsey Street, Durham Street, Herford Street, Gum Street and Angus Street. *Activity Category F* – Stores in the Faulkner Plaza shopping center.
3	***East of I-40, south of Siebenmorgen Road:*** *Activity Category B (exterior)* – Residences on Collier Drive and North Gum Street.
4	***West of I-40, between Oak Street and Dave Ward Road:*** *Activity Category B (exterior)* – Residences on 6th Avenue, Maple Street, 8th Avenue and 6th Street. *Activity Category C (exterior)* – Fifth Avenue Park, Airport Park, basketball court at Rock Solid Church 1st Assembly of God and benches at Roller-McNutt Funeral Home. *Activity Category E (exterior)* – Oak Street Bistro (outdoor tables). *Activity Category F* – Dennis F. Cantrell Field airport.
5	***East of I-40, north of Dave Ward Drive:*** *Activity Category B (exterior)* – Residences on Bridgestone Drive and Bernard Drive. *Activity Category C (exterior)* – Antioch Baptist Church playground. *Activity Category E (exterior)* – Comfort Inn and Suites benches. *Activity Category F* – Stores in the Conway Commons shopping center, Linn's Auto Glass and Furniture Row Shopping Center.
6	***West of I-40, south of Bronnie Lane and S. Amity Road:*** *Activity Category B (exterior)* – Residences on Earl Drive, Charles Street and Wildwood Drive.
7	***West of I-40, near Brannon Landing Road:*** *Activity Category B (exterior)* – Mobile homes in Langley Trailer Park, houses on Brannon Landing Road and houses and mobile homes on Gold Creek Landing Road.

Table 2. Noise Analysis Area Descriptions

Noise Analysis Area	***Description***
8	***East of I-40, near Brannon Landing Road:*** *Activity Category B (exterior)* – Houses and mobile homes on Brannon Landing Road, 3rd Circle, Lakeview Circle and Rand Lane. *Activity Category E (exterior)* – Brannon RV Park
9	***West of I-40, near Lawrence Landing Road:*** *Activity Category B (exterior)* – Residences and trailer on Lawrence Landing Road.
10	***West of I-40, south of Lawrence Landing Road:*** *Activity Category B (exterior)* – Residences on McClure Acres Road and G Town Road.
11	***East of I-40, south of Lawrence Landing Road:*** *Activity Category B (exterior)* – Residences and trailers on Moore Lane.
12	***East of I-40, south of Noise Analysis Area 11:*** *Activity Category B (exterior)* – Residences and trailers on Casey Lane and Dickerson Lane.
13	***West of I-40, south of Noise Analysis Area 10:*** *Activity Category B (exterior)* – Residences and trailers on Lasker Lane, Roy Lee Lane and Royal Lane.
14	***East of I-40, south of Noise Analysis Area 12:*** *Activity Category B (exterior)* – Residences and trailers on Brantley Woods Court and Simmons Lane.

Under most situations, a single building structure is considered a single receptor. Structures that contain multiple residential units are considered to have one receptor per residential unit. For outdoor noise sensitive land uses (parks, campgrounds, cemeteries, trails, etc.) the number of receptors will be determined by dividing the frontage of the land use by the average lot frontage of residences in the area. A search of building permits at the time of the analysis revealed no active build permits for new noise sensitive land uses. Any subsequent building permits for noise sensitive land uses would be after the date of public knowledge for the project, and AHTD would not be responsible for noise abatement.

2.1 Noise Analysis Area 1

NAA 1 is west of I-40 and includes as noise study receptors the exterior uses of Candlewood Suites, La Quinta Inn, Holiday Inn, and Comfort Inn, a house at 400 Siebenmorgen Road, and the athletic fields of Hendrix College (which includes two baseball fields and a soccer field). There is a large amount of Category G undeveloped land located between the motels and the Hendrix College athletic fields.

2.2 Noise Analysis Area 2

NAA 2 is the area between Siebenmorgen Road and Oak Street on the west side of I-40. The noise study receptors include residences on Shannon Circle, Guernsey Street, Durham Street, Herford Street, Gum Street, and Angus Street. There is also Category F retail in the Faulkner Plaza shopping center.

2.3 Noise Analysis Area 3

NAA 3 is the area south of Siebenmorgen Road on the east side of I-40. The noise study receptors include residences on Collier Road and North Gum Street.

2.4 Noise Analysis Area 4

NAA 4 is west of I-40 and south of Oak Street. Noise study receptors include the residences on 6th Avenue, Maple Street, 8th Avenue, and 6th Street, the Fifth Avenue Park and Airport Park, the Rock Solid First Assembly, the Roller-McNutt Funeral Home, and the Oak Street Bistro. The Airport Park is further removed from the I-40, while the Fifth Avenue Park is closer to I-40. The Fifth Avenue Park includes picnic shelters, tennis courts, and a softball field. The Roller-McNutt Funeral Home has a set of benches southeast of the main building. The Rock Solid First Assembly of God has a basketball court shielded from I-40. Finally, the Oak Street Bistro has a patio with an outdoor seating area.

2.5 Noise Analysis Area 5

NAA 5 is east of I-40 between Oak Street and Dave Ward Road. Noise study receptors include the benches at the Comfort Inn, the residences on Bridgestone Road and Bernard Drive, and the playground at Antioch Baptist Church. There are also several retail properties in the study area.

2.6 Noise Analysis Area 6

NAA 6 is west of I-40 south of Bronnie Lane and S. Amity Road, and includes the exterior of residences on Earl Drive, Charles Street, and Wildwood Drive.

2.7 Noise Analysis Area 7

NAA 7 is west of I-40, and includes the exterior of the mobile homes in Langley Trailer Park, houses on Brannon Landing Road, and houses and mobile homes on Gold Creek Landing Road.

2.8 Noise Analysis Area 8

NAA 8 is east of I-40 and is bisected by Brannon Landing Road. Noise study receptors include Darrell Brannon RV Park and houses and mobile homes on Brannon Landing Road, 3rd Circle, Lakeview Circle, and Rand Lane.

2.9 Noise Analysis Area 9

NAA 9 is west of I-40 near Lawrence Landing Road. Noise study receptors include residences and trailers on Lawrence Landing Road.

2.10 Noise Analysis Area 10

NAA 10 is west of I-40, south of Lawrence Landing Road. Noise study receptors include residences on McClure Acres Road and Georgetown Road. There are multi-family units on McClure Acres Road.

2.11 Noise Analysis Area 11

NAA 11 is east of I-40 south of Lawrence Landing Road. Noise study receptors include residences and trailers on Moore Lane.

2.12 Noise Analysis Area 12

NAA 12 is east of I-40, south of Noise Analysis Area 11. Noise study receptors include residences and trailers on Casey Lane and Dickerson Lane.

2.13 Noise Analysis Area 13

NAA 13 is west of I-40 south of Noise Analysis Area 12. Noise study receptors include residences and trailers on Lasker Lane, Roy Lee Lane, and Royal Lane.

2.14 Noise Analysis Area 14

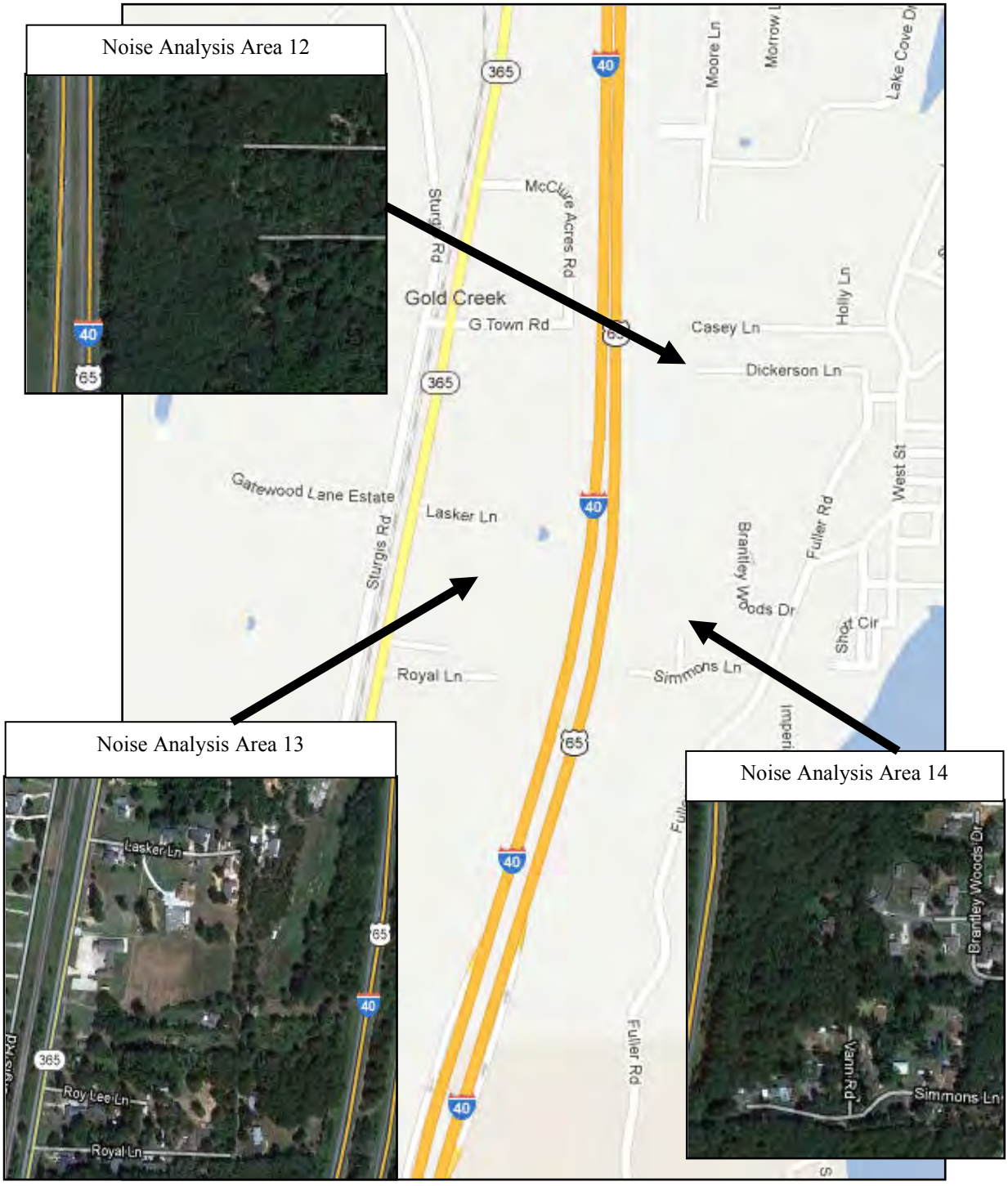
NAA 14 is east of I-40, south of Noise Analysis Area 12. Noise study receptors include residences and trailers on Brantley Woods Court and Simmons Lane.

Base map: Google Maps (2012)

Figure 2. Noise Analysis Areas 1-5

Base map: Google Maps (2012)

Figure 3. Noise Analysis Areas 6-11



Base map: Google Maps (2012)

Figure 4. Noise Analysis Areas 12-14

3.0 MEASUREMENT OF EXISTING SOUND LEVELS

Noise measurements were conducted at several noise sensitive land use locations in the project area on March 13-14, 2012. Table 3 summarizes the measured equivalent sound levels at each of the measurement locations. Figure 5 show the measurement locations. The individual locations' noise measurement results are provided in Appendix A. Field data sheets and photographs are available separately.

Short-term noise measurements at these locations were conducted by making a series of consecutive measurements in one-minute intervals, over 15 minutes at each site repeated three times. Background noises (i.e., local traffic, dog barking, sirens, etc.) during these measurements were noted, and the corresponding one-minute measurement intervals were eliminated from the calculation of the measured sound level for the overall measurement period.

As indicated in Table 3, the existing sound levels at the exterior measurement locations were between 55 dB(A) and 73 dB(A). The lower sound levels were recorded at the more distant measurement locations and the sound levels in the high 60 to low 70 dB(A) range were recorded at the first row residences closest to I-40.

Table 3: Measured Existing Equivalent Sound Levels at Measurement Locations

Address/Location	*Noise Analysis Area*	*Date*	*Period*	*Measured L_{eq}, dB(A)*
Hendrix College Baseball Field	1	3/13/2012	11:30 - 11: 45 AM	67
			11:50 AM -12:05 PM	66
			12:10 - 12:25 PM	66
1207/1209 Gum St.	2	3/13/2012	9:45 - 10:10 AM	73
			10:05 - 10:20 AM	73
			10:25 - 10:40 AM	73
1203 Gum St.	2	3/13/2012	9:45 - 10:10 AM	69
			10:05 - 10:20 AM	69
			10:25 - 10:40 AM	69
199 Angus St.	2	3/13/2012	9:45 - 10:10 AM	64
			10:05 - 10:20 AM	63
			10:25 - 10:40 AM	63
408 Shannon Cir.	2	3/13/2012	9:45 - 10:10 AM	72
			10:05 - 10:20 AM	72
			10:25 - 10:40 AM	72
1301 Collier Dr.	3	3/13/2012	11:30 - 11: 45 AM	70
			11:50 AM -12:05 PM	70
			12:10 - 12:25 PM	71

Table 3: Measured Existing Equivalent Sound Levels at Measurement Locations

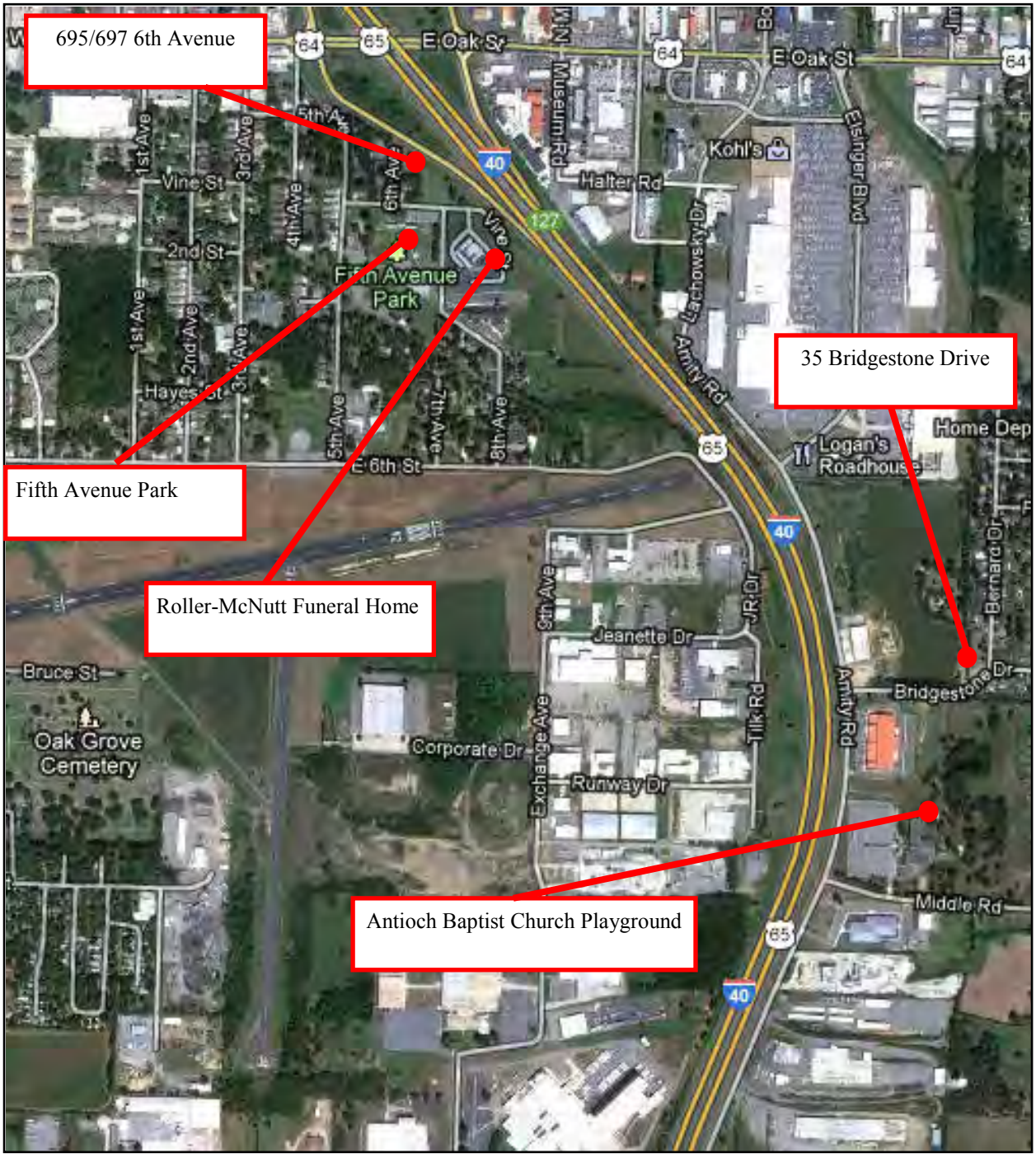
Address/Location	*Noise Analysis Area*	*Date*	*Period*	*Measured L_{eq}, dB(A)*
1307 Collier Dr.	3	3/13/2012	11:30 - 11:45 AM	64
			11:50 AM -12:05 PM	64
			12:10 - 12:25 PM	65
1226 N. Gum St.	3	3/13/2012	11:30 - 11: 45 AM	66
			11:50 AM -12:05 PM	66
			12:10 - 12:25 PM	67
1304 Collier Dr.	3	3/13/2012	11:30 - 11:45 AM	65
			11:50 AM -12:05 PM	64
			12:10 - 12:25 PM	65
695/697 6th Ave.	4	3/13/2012	1:55 - 2:10 PM	63
			2:15- 2:30 PM	62
			2:35 - 2:50 PM	62
Fifth Avenue Park	4	3/13/2012	1:55 - 2:10 PM	58
			2:15- 2:30 PM	57
			2:35 - 2:50 PM	57
Roller-McNutt Funeral Home	4	3/13/2012	1:55 - 2:10 PM	63
			2:15- 2:30 PM	62
			2:35 - 2:50 PM	62
Antioch Baptist Church Playground	5	3/13/2012	3:20 - 3:33 PM	55
			3:40 - 3:55 PM	55
			4:00 - 4:15 PM	56
35 Bridgestone Dr.	5	3/13/2012	3:20 - 3:33 PM	59
			3:40 - 3:55 PM	59
			4:00 - 4:15 PM	59
53 Earl Dr.	6	3/14/2012	6:00 - 7:00 AM	72
Langley Trailer Park	7	3/14/2012	9:05 - 9:20 AM	68
			9:25 - 9:40 AM	68
			9:45 - 10:00 AM	69
Gold Creek Landing	7	3/14/2012	9:05 - 9:20 AM	69
			9:25 - 9:40 AM	69
			9:45 - 10:00 AM	71
70 Brannon Landing Rd.	8	3/14/2012	10:40 - 10:55 AM	69
			11:00 - 11:15 AM	70
			11:20 - 11:35 AM	69
Brannon RV Park	8	3/14/2012	10:40 - 10:55 AM	67
			11:00 - 11:15 AM	67
			11:20 - 11:35 AM	67
101 Rand Ln.	8	3/14/2012	10:40 - 10:55 AM	69
			11:00 - 11:15 AM	70
			11:20 - 11:35 AM	69

Table 3: Measured Existing Equivalent Sound Levels at Measurement Locations

Address/Location	*Noise Analysis Area*	*Date*	*Period*	*Measured L_{eq}, dB(A)*
66 Rand Ln.	8	3/14/2012	10:40 - 10:55 AM	62
			11:00 - 11:15 AM	62
			11:20 - 11:35 AM	62
6 Lawrence Landing Rd.	9	3/14/2012	9:05 - 9:20 AM	64
			9:25 - 9:40 AM	65
			9:45 - 10:00 AM	66
13 McClure Acres Rd.	10	3/14/2012	1:05 - 1:20 PM	65
			1:25 - 1:40 PM	65
			1:45 - 2:00 PM	62
17 McClure Acres Rd.	10	3/14/2012	1:05 - 1:20 PM	62
			1:25 - 1:40 PM	62
			1:45 - 2:00 PM	59
20 Moore Ln.	11	3/14/2012	1:05 - 1:20 PM	61
			1:25 - 1:40 PM	60
			1:45 - 2:00 PM	59
28 Dickerson Ln.	12	3/14/2012	3:00 - 3:15 PM	58
			3:20 - 3:35 PM	58
			3:40 - 3:55 PM	58
22 Royal Ln.	13	3/14/2012	3:00 - 3:15 PM	60
			3:20 - 3:35 PM	60
			3:40 - 3:55 PM	60
18 Simmons Ln.	14	3/14/2012	3:00 - 3:15 PM	62
			3:20 - 3:35 PM	62
			3:40 - 3:55 PM	62

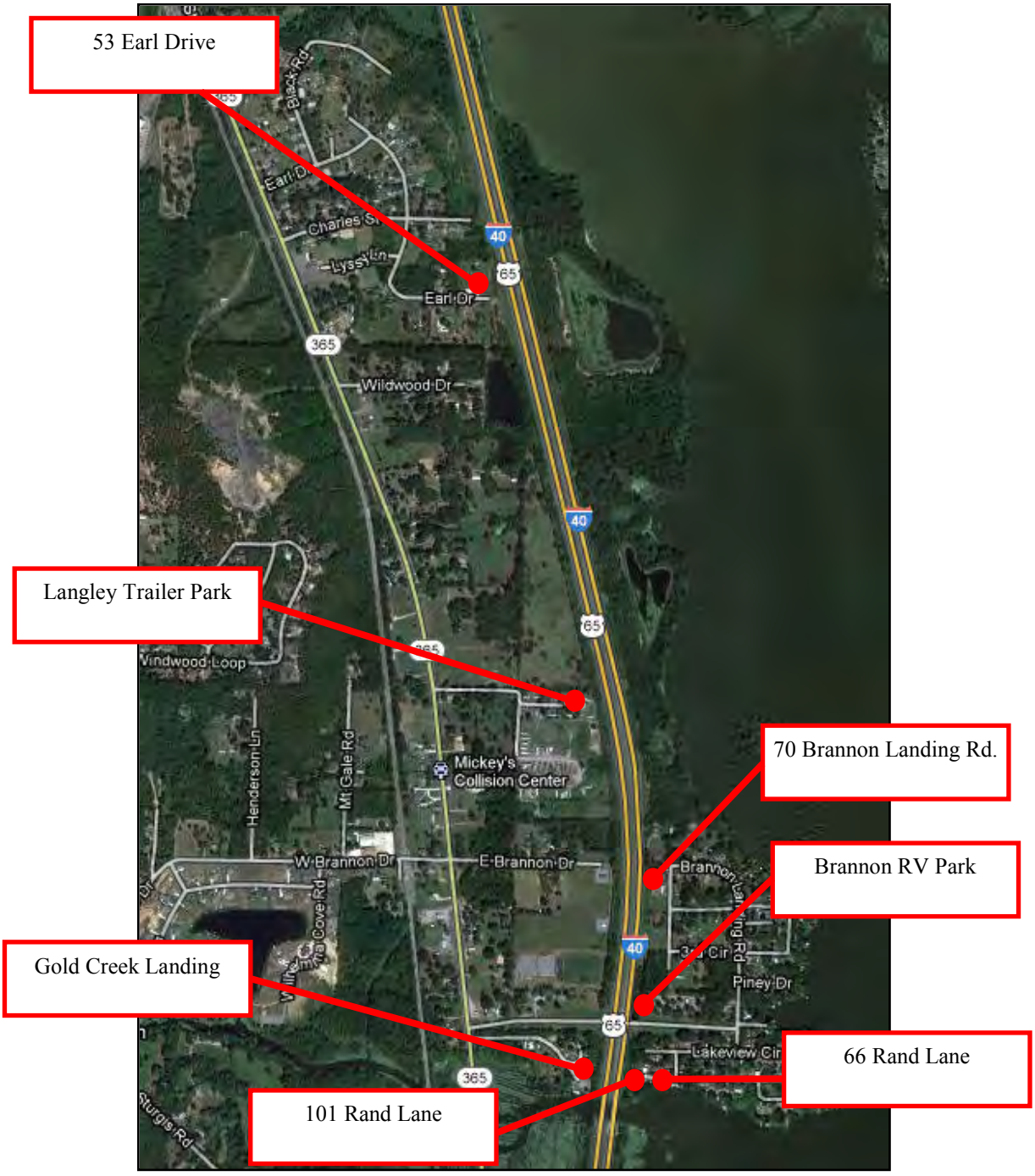
Base image: Google Maps (2012)

Figure 5. Noise Measurement Locations, NAA 1-3



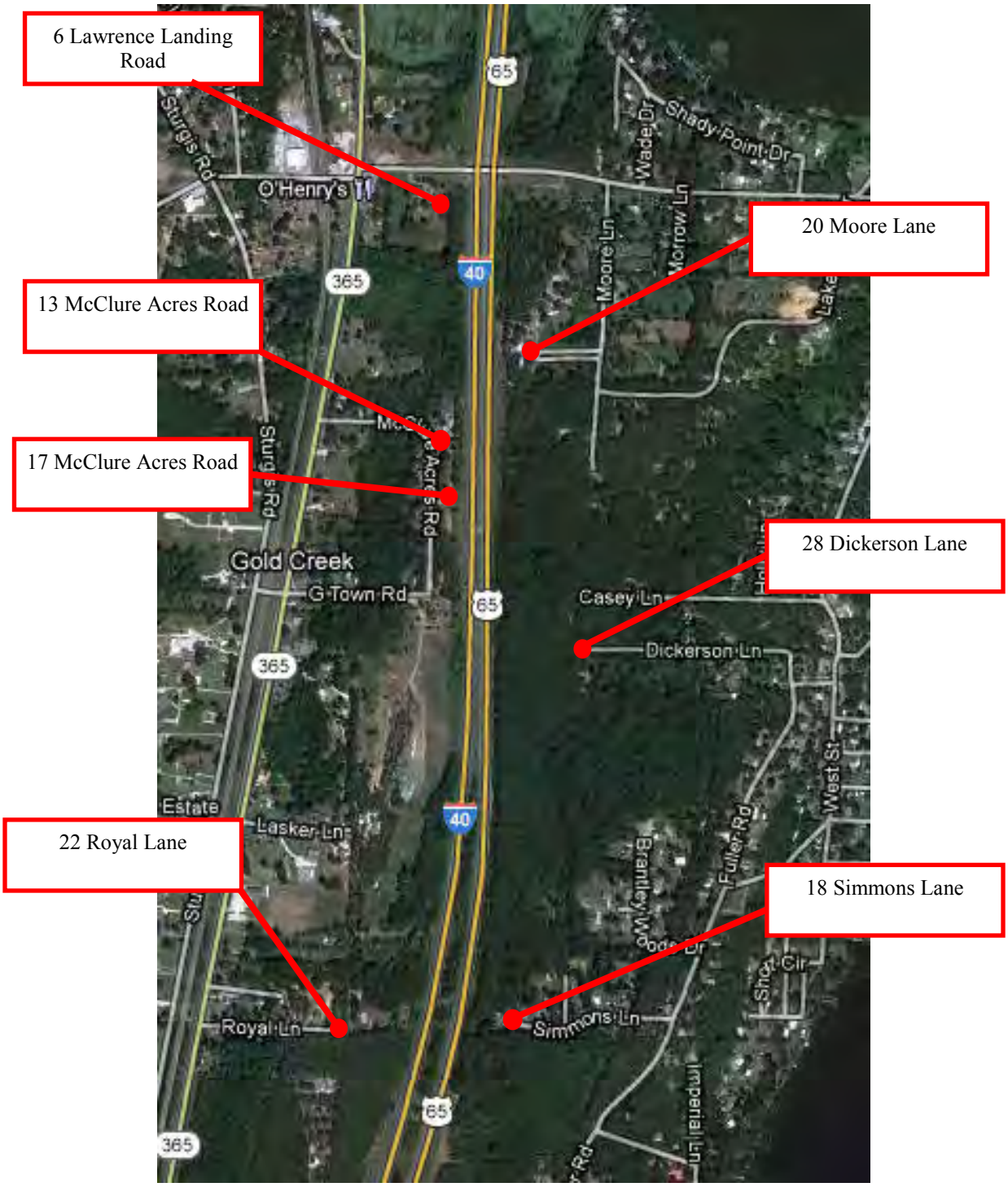
Base image: Google Maps (2012)

Figure 6. Noise Measurement Locations, NAA 4-5



Base image: Google Maps (2012)

Figure 7. Noise Measurement Locations, NAA 6-8



Base image: Google Maps (2012)

Figure 8. Noise Measurement Locations, NAA 9-14

4.0 MODEL VALIDATION

AHTD policy requires validation of the FHWA Traffic Noise Model (TNM 2.5) computer program that is used to calculate worst-hour equivalent sound levels for receptors in each NAA for the existing case, and for the Build Alternative in the future design year (2035). Validation involves making noise measurements at selected points near the existing roadway while making simultaneous vehicle classification counts of the traffic and estimating travel speed. Then, the traffic counts are factored up to be hourly volumes, and along with the speeds, are entered into a TNM 2.5 model that has been created for the existing highway situation. The modeled levels are compared to the measured levels, and if they are within 3 dB(A) of the measured levels, the model is said to be validated.

Model validation noise measurements were made on March 13-14, 2012, with simultaneous traffic data collection. Traffic was videotaped for classification counting and speed determination back in the office. Speeds were determined by observing the time for a vehicle to pass between two points of a known distance. The noise measurement locations are listed in Table 4 and labeled on Figure 5 and Figure 6. The second half of Appendix A contains the detailed measurement results and the traffic data.

Table 4 lists the validation locations and presents the validation results. As shown in the table, the difference in the predicted and measured levels for the validation locations are all equal to or less than 3 dB(A) except for Fifth Avenue Park and Roller-McNutt Funeral Home in NAA 4 and the trailer park in NAA 8. For the measurements in NAA 4, the measurement locations were upwind of I-40. Since TNM models a wind neutral condition, this excess attenuation from the wind is not calculated in TNM, and thus TNM over-predicts these measurements. In NAA 8, at the RV park, TNM is over-predicting most likely because of decreased speeds through the area created by the lane shifts that were in place during the measurements. Additionally, for the two measurement locations on McClure Acres Road in NAA 10, a lane closure occurred after the start of the measurement.

Table 4: Model Validation Results

Location	*Time Start*	*Time End*	*Measured L_{eq}, dB(A)*	*Predicted L_{eq}, dB(A)*	*Predicted - Measured Difference, dB(A)*
Hendrix College Baseball Field	11:30 AM	11:45 AM	67	64	-3
	11:50 AM	12:05 PM	66	64	-2
	12:10 PM	12:25 PM	66	64	-2
1207/1209 Gum St.	9:45 AM	10:00 AM	73	71	-2
	10:05 AM	10:20 AM	73	71	-2
	10:25 AM	10:40 AM	73	72	-1
1203 Gum St.	9:45 AM	10:00 AM	69	69	0
	10:05 AM	10:20 AM	69	70	1
	10:25 AM	10:40 AM	69	70	1
199 Angus St.	9:45 AM	10:00 AM	64	64	0
	10:05 AM	10:20 AM	63	64	1
	10:25 AM	10:40 AM	63	65	2

Table 4: Model Validation Results

Location	*Time Start*	*Time End*	*Measured L_{eq}, dB(A)*	*Predicted L_{eq}, dB(A)*	*Predicted - Measured Difference, dB(A)*
408 Shannon Cir.	9:45 AM	10:00 AM	72	70	-2
	10:05 AM	10:20 AM	72	70	-2
	10:25 AM	10:40 AM	72	70	-2
1301 Collier Dr.	11:30 AM	11:45 AM	70	70	0
	11:50 AM	12:05 PM	70	71	1
	12:10 PM	12:25 PM	71	71	0
1307 Collier Dr.	11:30 AM	11:45 AM	64	65	1
	11:50 AM	12:05 PM	64	66	2
	12:10 PM	12:25 PM	65	66	1
1226 N. Gum St.	11:30 AM	11:45 AM	66	64	-2
	11:50 AM	12:05 PM	66	64	-2
	12:10 PM	12:25 PM	67	64	-3
1304 Collier Dr.	11:30 AM	11:45 AM	65	66	1
	11:50 AM	12:05 PM	64	66	2
	12:10 PM	12:25 PM	66	64	-2
695/697 6th Ave.	1:55 PM	2:10 PM	63	64	1
	2:15 PM	2:30 PM	62	64	2
	2:35 PM	2:50 PM	62	64	2
Fifth Avenue Park	1:55 PM	2:10 PM	58	61	3
	2:15 PM	2:30 PM	57	61	4
	2:35 PM	2:50 PM	57	61	4
Roller-McNutt Funeral Home	1:55 PM	2:10 PM	63	65	2
	2:15 PM	2:30 PM	62	66	4
	2:35 PM	2:50 PM	62	66	4
Antioch Baptist Church Playground	3:20 PM	3:35 PM	55	54	-1
	3:40 PM	3:55 PM	55	55	0
	4:00 PM	4:15 PM	56	55	-1
35 Bridgestone Dr.	3:20 PM	3:35 PM	59	57	-2
	3:40 PM	3:55 PM	59	57	-2
	4:00 PM	4:15 PM	59	58	-1
Langley Trailer Park	9:05 AM	9:20 AM	68	71	3
	9:25 AM	9:40 AM	68	71	3
	9:45 AM	10:00 AM	69	72	3
Gold Creek Landing	9:05 AM	9:20 AM	69	70	1
	9:25 AM	9:40 AM	69	70	1
	9:45 AM	10:00 AM	71	71	0
70 Brannon Landing Rd.	10:40 AM	10:55 AM	69	69	0
	11:00 AM	11:15 AM	70	69	-1
	11:20 AM	11:35 AM	69	69	0
Brannon RV Park	10:40 AM	10:55 AM	67	70	3
	11:00 AM	11:15 AM	67	71	4
	11:20 AM	11:35 AM	67	71	4

Table 4: Model Validation Results

Location	*Time Start*	*Time End*	*Measured L_{eq}, dB(A)*	*Predicted L_{eq}, dB(A)*	*Predicted - Measured Difference, dB(A)*
101 Rand Ln.	10:40 AM	10:55 AM	69	70	1
	11:00 AM	11:15 AM	70	70	0
	11:20 AM	11:35 AM	69	70	1
66 Rand Ln.	10:40 AM	10:55 AM	62	62	0
	11:00 AM	11:15 AM	62	62	0
	11:20 AM	11:35 AM	62	62	0
6 Lawrence Landing Rd.	9:05 AM	9:20 AM	64	66	2
	9:25 AM	9:40 AM	65	67	2
	9:45 AM	10:00 AM	66	68	2
13 McClure Acres Rd.	1:05 PM	1:20 PM	65	68	3
	1:25 PM	1:40 PM	65	68	3
	1:45 PM	2:00 PM	62	67	5
17 McClure Acres Rd.	1:05 PM	1:20 PM	62	64	2
	1:25 PM	1:40 PM	62	64	2
	1:45 PM	2:00 PM	59	63	4
20 Moore Ln.	1:05 PM	1:20 PM	61	62	1
	1:25 PM	1:40 PM	60	62	2
	1:45 PM	2:00 PM	59	61	2
28 Dickerson Ln.	3:00 PM	3:15 PM	58	58	0
	3:20 PM	3:35 PM	58	58	0
	3:40 PM	3:55 PM	58	58	0
22 Royal Ln.	3:00 PM	3:15 PM	60	62	2
	3:20 PM	3:35 PM	60	62	2
	3:40 PM	3:55 PM	60	62	2
18 Simmons Ln.	3:00 PM	3:15 PM	62	63	1
	3:20 PM	3:35 PM	62	63	1
	3:40 PM	3:55 PM	62	63	1

5.0 DETERMINATION OF EXISTING AND FUTURE ONE-HOUR EQUIVALENT SOUND LEVELS

The FHWA TNM 2.5 computer program was then used to calculate worst-hour equivalent sound levels for the receptors in each NAA for the existing case and the future alternatives. These receptors included the measurement locations as well as numerous other locations representative of each land use and varying distances from I-40.

Traffic data were developed by AHTD for use in the noise modeling. Morning and afternoon design hour traffic projections, including truck percentages, were provided for eastbound and westbound I-40, for the Existing and the Build Cases.

For multiple-lane roadways, each travel lane was modeled as a separate TNM "roadway," with the traffic divided evenly across all lanes in the same direction. The posted speeds of 70 mph for cars and 65 mph for trucks were used for I-40, and design speeds were used for interchange ramps.

Receptors were modeled by TNM "receiver" points at areas of frequent human use of a property. For single-family residences, that area could be the front or back yard. For apartments and condominiums, that area could be a patio or balcony or a common use area. For the parks, hotels, picnic areas, and outdoor restaurant dining, receptors were modeled at the common use areas. A TNM receiver could represent more than one receptor, such as several adjacent single-family residences or condominium balconies, or the common use area for an apartment building.

Large buildings were modeled as noise barriers to properly account for the shielding of the traffic noise that they provide to the receptor. Single-family houses were modeled as either individual noise barriers or as rows of buildings to account for the shielding that they would provide. In addition, the solid concrete parapets along certain roadway sections were modeled as barriers. Significant terrain features were also modeled. The default ground surface of lawn grass was used, with any large areas of paved ground specifically modeled as pavement.

Appendix C provides plan view plots of the TNM models for each NAA and a list of the modeled receiver points.

The predicted sound levels and the resulting impacts are discussed in the following section for each NAA.

6.0 IMPACT DETERMINATION ANALYSIS

6.1 Summary of Impacts

An impact assessment was completed for each project alternative for each NAA. As noted previously, a receptor is impacted in two ways:

1. The predicted, worst-hour, design year $L_{eq}(h)$ approaches or exceeds the NAC. AHTD defines "approach" as 1 dB(A) less than the NAC. These levels apply at areas of frequent human use.

2. The predicted, worst-hour, design year $L_{eq}(h)$ "substantially" exceeds the existing $L_{eq}(h)$. "Substantially" is defined by AHTD as an increase of 10 or more dB(A).

Due to the nature of the project – a widening of an Interstate – experience shows that increases over existing levels will be small and far below the AHTD criterion of a 10 or more dB increase. Therefore, no receptors will be impacted by a substantial increase in sound level.

Table 5 summarizes the predicted impacts in each NAA for the Build Case. The impacts are then described in detail in the sections that follow.

As shown in Table 5, there will be a total of 115 impacted residential properties (Activity Category B), and two impacts of Category E properties. All of the impacts will be in terms of approaching or exceeding the NAC. More than one third of these impacts will be in NAA 2; eighteen of these impacts

will be houses and trailers in NAA 8; fourteen of these impacts will be single-family residences in NAA 3; twelve will be houses and trailers in NAA 7; seven will be houses in NAA 4. NAA 10 will have seven residential impacts. The remaining residential impacts are spread among NAAs 1, 6, 9, 11, 13, and 14. NAAs 9 and 11 will have one additional impact due to additional noise from the Conway Western Arterial Loop. Finally, the exterior bench area at the Comfort Suites Hotel in NAA 5 will be impacted.

Table 5: Summary of Noise Impacts for the Build Case (Year 2035)

Noise Analysis Area	*Design Year Sound Levels, $L_{eq}(h)$, dB(A)*	*Increase over Existing Sound Levels, dB(A)*	*Impacts based on NAC?*	*Impacts based on Substantial Increase?*	*Number and Type of Impacted Receptors*
1	Activity Category B: 73 Activity Category E: 63-69	1 to 2	***Yes (Act. Cat. B)***	No	1 single-family residence
2	Activity Category B: 61-78	1 to 2	***Yes (Act. Cat. B)***	No	15 duplexes (30 residences) 18 single-family residences
3	Activity Category B: 62-75	1 to 2	***Yes (Act. Cat. B)***	No	14 single-family residences
4	Activity Category B: 57-69 Activity Category C: 64 Activity Category E: 67-69	1 to 2	***Yes (Act. Cat. B)***	No	7 single-family residences
5	Activity Category B: 60 Activity Category C: 59 Activity Category E: 74	1 to 2	***Yes (Act. Cat. E)***	No	1 motel exterior use area (benches)
6	Activity Category B: 57-71	0 to 2	***Yes (Act. Cat. B)***	No	3 single-family residences
7	Activity Category B: 59-74	0 to 3	***Yes (Act. Cat. B)***	No	12 single-family residences and trailers

Table 5: Summary of Noise Impacts for the Build Case (Year 2035)

Noise Analysis Area	*Design Year Sound Levels, $L_{eq}(h)$, dB(A)*	*Increase over Existing Sound Levels, dB(A)*	*Impacts based on NAC?*	*Impacts based on Substantial Increase?*	*Number and Type of Impacted Receptors*
8	Activity Category B: 62-76 Activity Category E: 62-75	0 to 3	***Yes (Act. Cat. B, Act. Cat. E)***	No	17 single-family residences and trailers, one RV Park
9	Activity Category B: 65-73	3 to 5	***Yes (Act. Cat. B)***	No	1 single-family residence [1 other impact due to additional noise from Conway Western Arterial Loop]
10	Activity Category B: 61-74	1 to 2	***Yes (Act. Cat. B)***	No	1 duplex (2 residences) 5 single-family residences
11	Activity Category B: 62-75	1 to 9	***Yes (Act. Cat. B)***	No	2 single-family residences [1 other impact due to additional noise from Conway Western Arterial Loop]
12	Activity Category B: 60-62	2	No	No	None
13	Activity Category B: 60-69	1 to 2	***Yes (Act. Cat. B)***	No	2 single-family residences
14	Activity Category B: 61-66	1	***Yes (Act. Cat. B)***	No	1 single-family residence
Summary of Impacts: 115 Category B impacts, two Category E impacts (1 motel and 1 RV park). Additionally, the Conway Western Arterial Loop will create two Category B impacts due to increased noise from that facility.					

6.2 Noise Analysis Area 1

Table 6 lists the TNM receivers in NAA 1 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 9 shows the impacts for the area.

Table 6. Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 1

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
Candlewood Bench Area	65	66	1
Candlewood Gazebo Area	62	63	1
La Quinta Bench Area	67	69	2
Holiday Inn Balcony	64	65	1
Comfort Inn Benches	64	65	1
400 Siebenmorgen Rd.	***72***	***73***	1
Hendrix Baseball Field (M)	66	67	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the exterior areas at the motels near the Skyline Drive interchange with I-40 are between 63 and 69 dBA. These sound levels are below the NAC for Activity Category E. As a result, none of the motels are impacted by a sound level approaching or exceeding the NAC. The sound level on the east side of the Hendrix College Baseball Field is 67 dBA which is below the NAC for its AHTD designation of Activity Category E. Future sound level increases over the existing levels are on the order of 1-2 dB(A). The sound level at 400 Siebenmorgen Road is 73 dBA and above the NAC for Activity Category B. None of the receptors will experience future sound level increases exceeding the 10 dB(A) AHTD criterion.

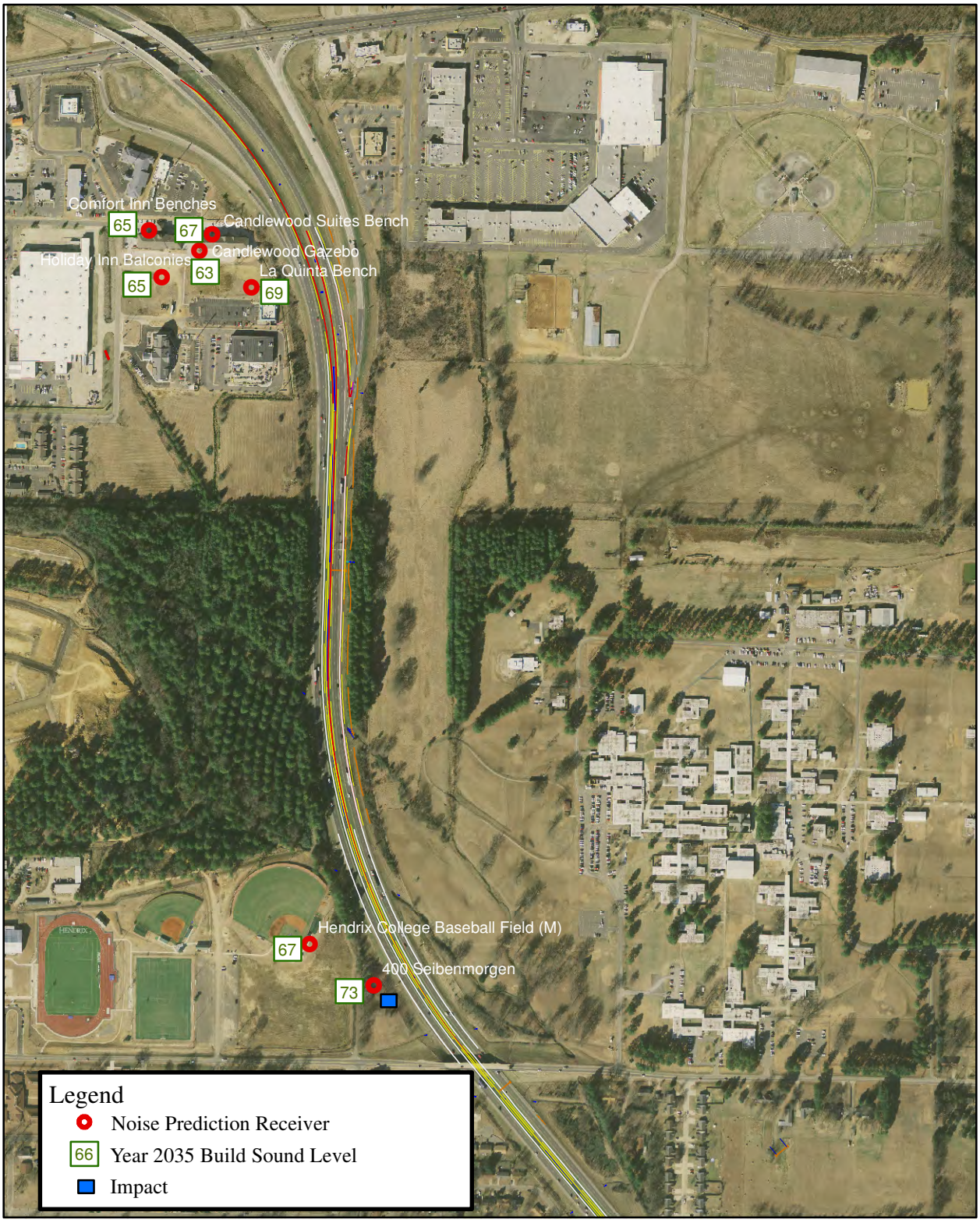


Figure 9. Year 2035 Build Noise Impacts, NAA 1

6.3 Noise Analysis Area 2

Table 7 lists the TNM receivers in NAA 2 and the predicted one-hour equivalent sound levels for each for both the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 10 then shows the impacts.

Table 7: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 2

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
1207/1209 Gum St. (M)	***75***	***76***	1
1203 Gum St. (M)	***73***	***74***	1
199 Angus St. (M)	***67***	***68***	1
408/410 Shannon Cir. (M)	***73***	***74***	1
393/395 Shannon Cir.	***77***	***78***	1
406 Guernsey St.	***76***	***77***	1
401 Guernsey St.	***74***	***75***	1
1306/1308 Guernsey St.	***76***	***78***	2
1302/1304 Guernsey St.	***74***	***76***	2
1205 Gum St.	***74***	***75***	1
200 Angus St.	***69***	***71***	2
1131/1133 Gum St.	63	65	2
412/414 Shannon Cir.	***67***	***69***	2
416/418 Shannon Cir.	65	***66***	1
397/399 Shannon Cir	***73***	***75***	2
401/403 Shannon Cir	***71***	***72***	1
405/407 Shannon Cir	***68***	***69***	1
409/411 Shannon Cir	***66***	***67***	1
413/415 Shannon Cir	64	65	1
408 Guernsey St.	***73***	***74***	1
410 Guernsey St.	***70***	***72***	2
412/414 Guernsey St.	***67***	***68***	1
416/418 Guernsey St.	63	64	1
403 Guernsey St.	***71***	***73***	2
405 Guernsey St.	***70***	***71***	1
407 Guernsey St.	***67***	***68***	1
409/411 Guernsey St.	64	***66***	2
413/415 Guernsey St.	62	63	1
300 Guernsey St.	***72***	***73***	1
320/326 Herford St.	65	***66***	1
400-404 Herford St.	62	64	2

Table 7: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 2

Receiver [1]	***Existing Sound Level, dB(A)*** [2]	***Build Sound Level, dB(A)*** [2]	***Increase over Existing Level, dB(A)*** [2]
406/412 Herford St.	60	61	1
1300 Guernsey St.	***72***	***74***	2
303 Herford St.	***67***	***68***	1
315 A&B Herford St.	64	***66***	2
321/327 Herford St.	61	63	2
204 Angus St.	***66***	***68***	2
302/314 Angus St.	63	64	1
316/318 Angus St.	60	61	1
203 Angus St.	65	***66***	1
205/301 Angus St.	62	64	1
315/317 Angus St.	61	63	2

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the residences in this area are between 60 and 78 dB(A). There are 48 impacted receptors, including 15 duplexes (two receptors per duplex) and 18 single-family residences, in this area, in terms of approaching or exceeding the Category B NAC of 67 dB(A). Future sound level increases over the existing levels are on the order of 1-2 dB(A). None of the receptors will experience future sound level increases exceeding the 10 dB(A) AHTD criterion.

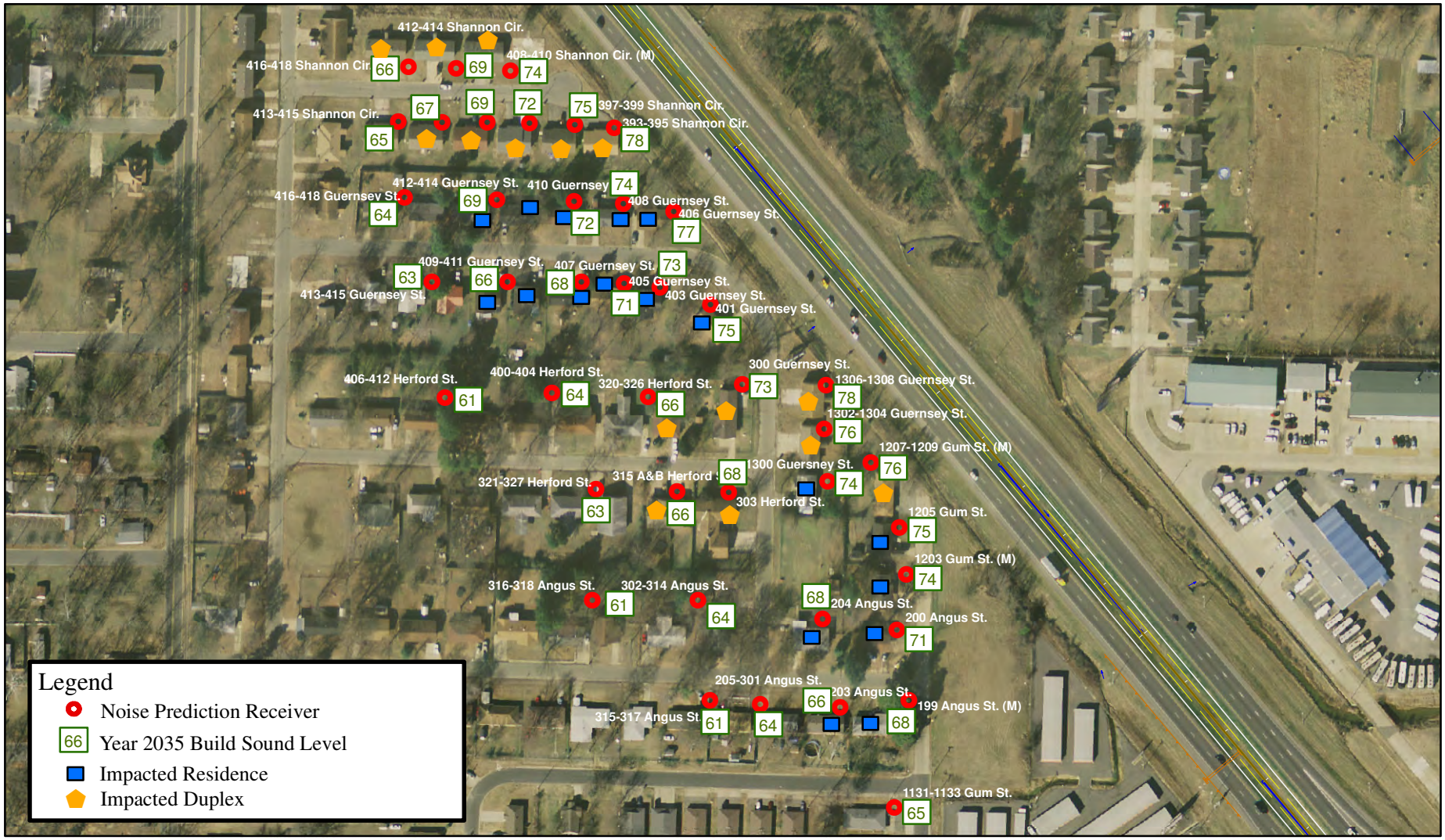


Figure 10. Year 2035 Build Noise Impacts, NAA 2

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6.4 Noise Analysis Area 3

NAA 3 includes residences on Collier Drive, North Gum Street, and Siebenmorgen Road. Table 8 lists the receivers in NAA 3 and their one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Figure 11 shows the impacts for NAA 3.

Table 8: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 3

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
1301 Collier Dr. (M)	***73***	***75***	2
1307 Collier Dr. (M)	***68***	***70***	2
1226 N. Gum St. (M)	***68***	***70***	2
1304 Collier Dr. (M)	***68***	***70***	2
1303 Collier Dr.	***72***	***73***	1
1305 Collier Dr.	***70***	***72***	2
1309/1311 Collier Dr.	***66***	***68***	2
1313/1315 Collier Dr.	64	65	1
1317/1319 Collier Dr.	63	64	1
1231 N. Gum St.	***66***	***67***	1
1230 N. Gum St.	63	64	1
105 Siebenmorgen Rd.	63	64	1
1302 Collier Dr.	***69***	***71***	2
1306/1308 Collier Dr.	***66***	***68***	2
1310/1312 Collier Dr.	64	***66***	2
1314/1316 Collier Dr.	62	64	2
1318/1320 Collier Dr.	61	62	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted Year 2035 one-hour exterior equivalent sound levels for the residences in NAA 3 range from 62 dB(A) to 75 dB(A). Fourteen residences are predicted to be impacted at their exteriors. Future sound level increases over the existing levels are on the order of 1-2 dB(A). None of the receptors will experience future sound level increase exceeding the 10 dB(A) AHTD criterion.

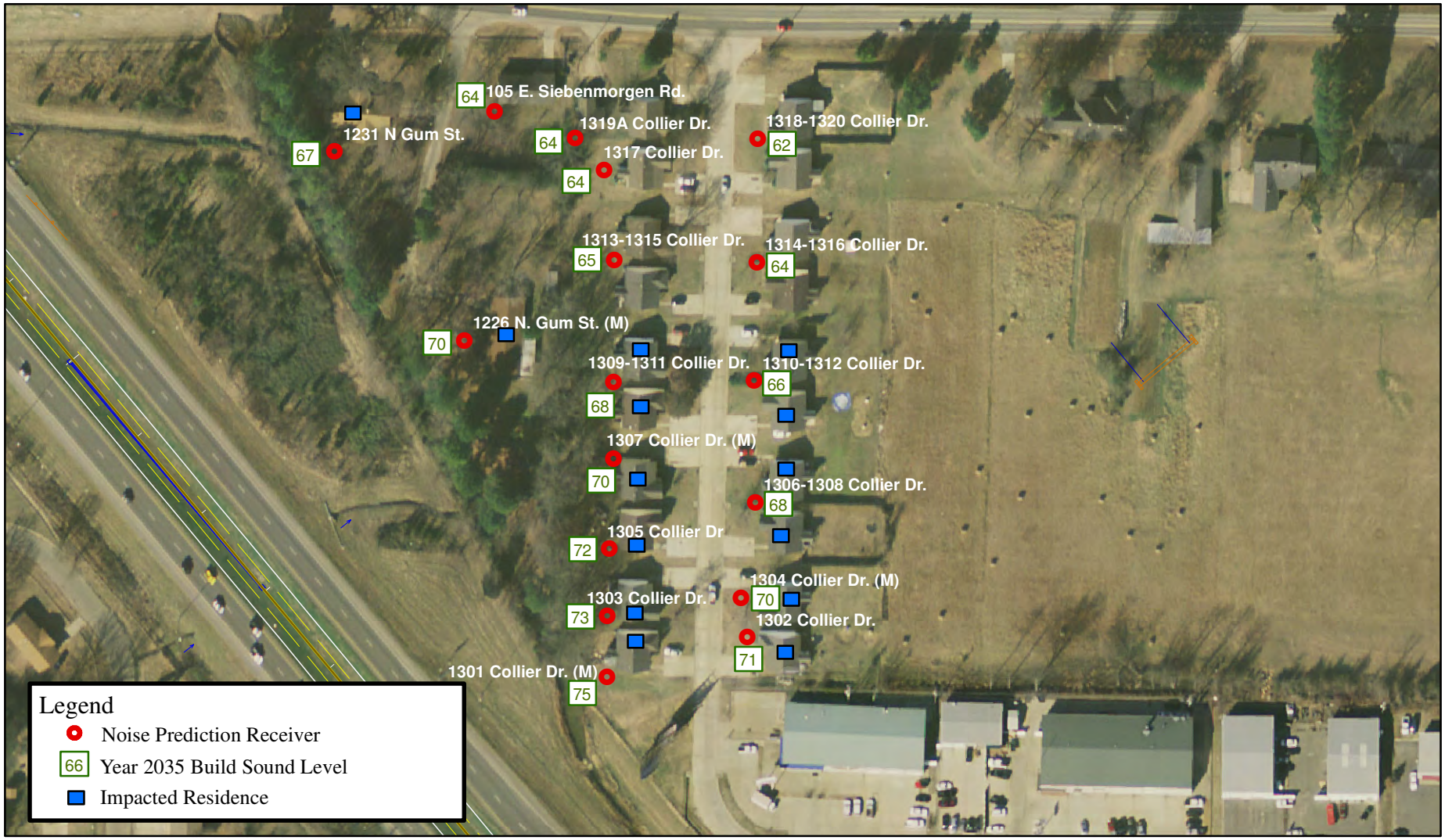


Figure 11. Year 2035 Build Noise Impacts, NAA 3

6.5 Noise Analysis Area 4

Table 9 lists the receivers in NAA 4 and their one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Figure 12 shows the impacts for NAA 4.

Table 9: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 4

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
Roller-McNutt Funeral Home (M)	67	69	2
Fifth Avenue Park (M)	62	64	2
695/697 6th Ave. (M)	65	***67***	2
Oak St. Bistro Patio	65	67	2
710 6th Ave.	65	***67***	2
675/677 6th Ave.	***67***	***68***	1
760 Maple St.	***67***	***69***	2
612 6th Ave.	64	***66***	2
610 6th Ave.	62	64	2
732 Maple St.	***66***	***67***	1
712/714 Maple St.	63	64	1
710 Maple St.	61	63	2
405/415 Maple St.	64	65	1
Church Basketball Court (Rock Solid Church First Assembly of God)	56	57	1
RES 8th Ave.	62	64	2
RES E 6th St.	60	61	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the residences in NAA 4 range from 61 to 69 dB(A). There are seven impacted residences in this area. The picnic shelters in the northeastern section of Fifth Avenue Park have predicted sound levels of 64 dB(A), and are not impacted based on the Activity Category C NAC of 67 dB(A). The basketball court of the Rock Solid Church First Assembly of God has a predicted sound level of 57 dB(A), below the Activity Category C NAC of 67 dB(A). The outdoor seating area at the Oak Street Bistro restaurant has a predicted exterior sound level of 67 dB(A), and will not be impacted based on the Activity Category E NAC of 72 dB(A). The outdoor seating area of the Roller-McNutt Funeral Home has a predicted exterior sound level of 69 dB(A), and will not be impacted based on the Activity Category E NAC of 72 dB(A). Future sound level increases over the existing levels are on the order of 1-2 dB(A). None of the receptors will experience future sound level increase exceeding the 10 dB(A) AHTD criterion.

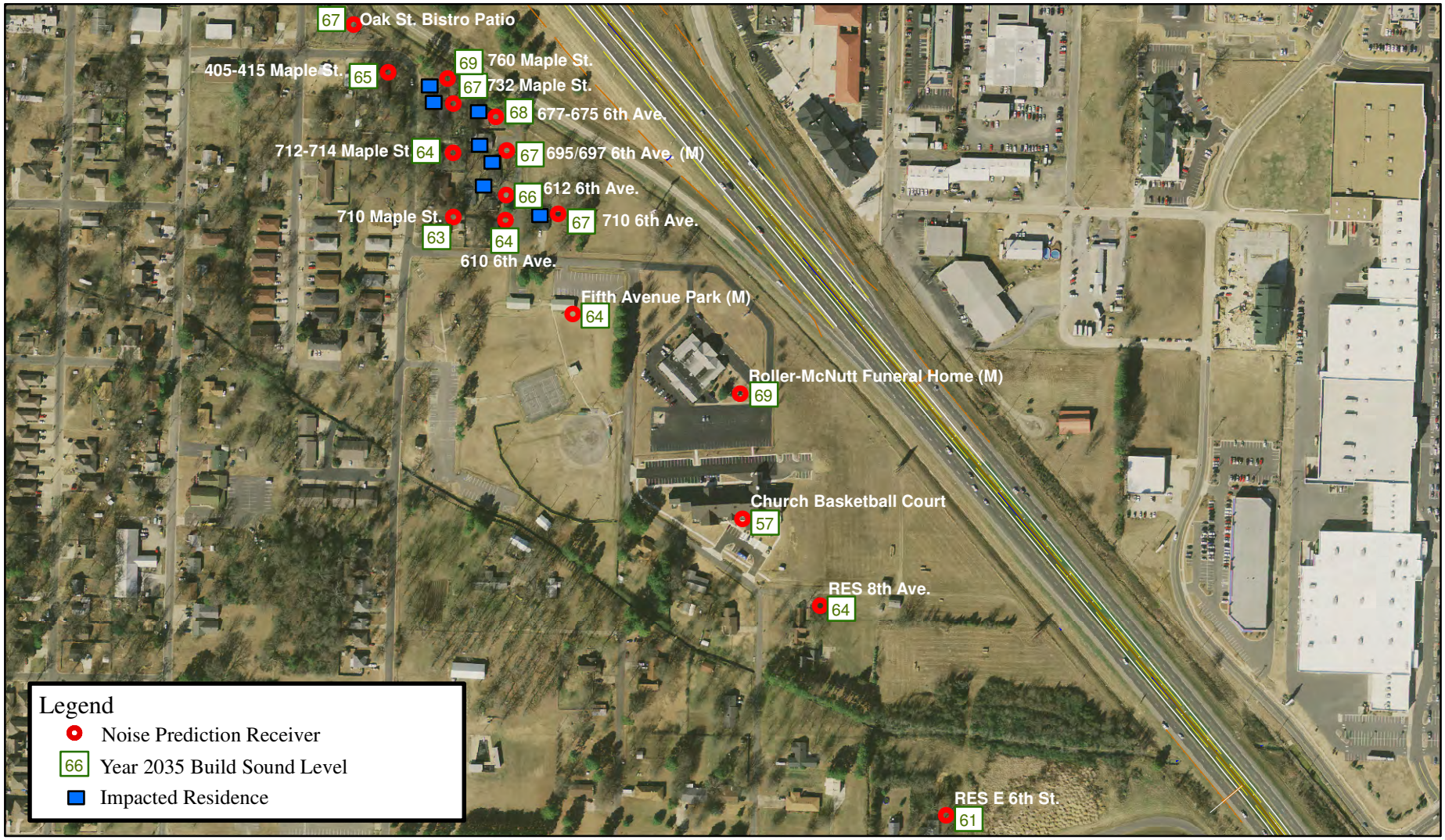


Figure 12. Year 2035 Build Noise Impacts, NAA 4

Bowlby & Associates, Inc.

6.6 Noise Analysis Area 5

Table 10 lists the receivers in NAA 5 and their one-hour equivalent sound levels for Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 13 then shows the impacts for NAA 5.

Table 10: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 5

Receiver [1]	***Existing Sound Level, dB(A)*** [2]	***Build Sound Level, dB(A)*** [2]	***Increase over Existing Level, dB(A)*** [2]
Comfort Suites Bench Area	***72***	***74***	2
35 Bridgestone Dr. (M)	59	60	1
Antioch Baptist Church Playground (M)	58	59	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted sound level at the Comfort Suites bench area is 74 dB(A), above the 72 dB(A) NAC for Category E land uses. The bench area will therefore be impacted. The predicted sound level at the Antioch Baptist Church playground is 59 dB(A), well below the 67 dB(A) NAC for Category C land uses. The church and the church playground will therefore not be impacted. The predicted sound level at 35 Bridgestone Drive is 60 dB(A), below the 67 dB(A) NAC for Category B land uses. None of the residences on Bridgestone Drive or Bernard Drive will be impacted.

Future sound level increases over the existing levels are on the order of 1-2 dB(A). None of the receptors will experience future sound level increase exceeding the 10 dB(A) AHTD criterion.

6.7 Noise Analysis Area 6

Table 11 lists the receivers in NAA 6 and their one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 14 shows the impacts for NAA 6.

Table 11: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 6

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
53 Earl Dr. (M)	***69***	***71***	2
30 Black Rd.	60	60	0
17A&B Earl Dr.	62	63	1
19 Earl Dr.	62	63	1
23 Earl Dr.	63	64	1
23 Charles St.	63	64	1
26 Charles St.	***66***	***68***	2
24 Charles St.	64	64	0
22 Charles St.	62	63	1
20 Charles St.	61	61	0
47 Earl Dr.	61	62	1
48 Earl Dr.	61	62	1
42 Earl Dr.	58	59	1
15 Wildwood Dr.	65	***67***	2
10 Wildwood Dr.	60	61	1
9 Wildwood Dr.	61	62	1
7 Wildwood Dr.	58	59	1
6 Wildwood Dr.	56	57	1
5 Wildwood Dr.	56	57	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the residences in this area range from 57 to 71 dB(A). There are a total of three impacted residences in this area on Earl Drive, Charles Street and Wildwood Drive. Future sound level increases over the existing levels are on the order of 0-2 dB(A). None of the receptors will experience future sound level increase exceeding the 10 dB(A) AHTD criterion.

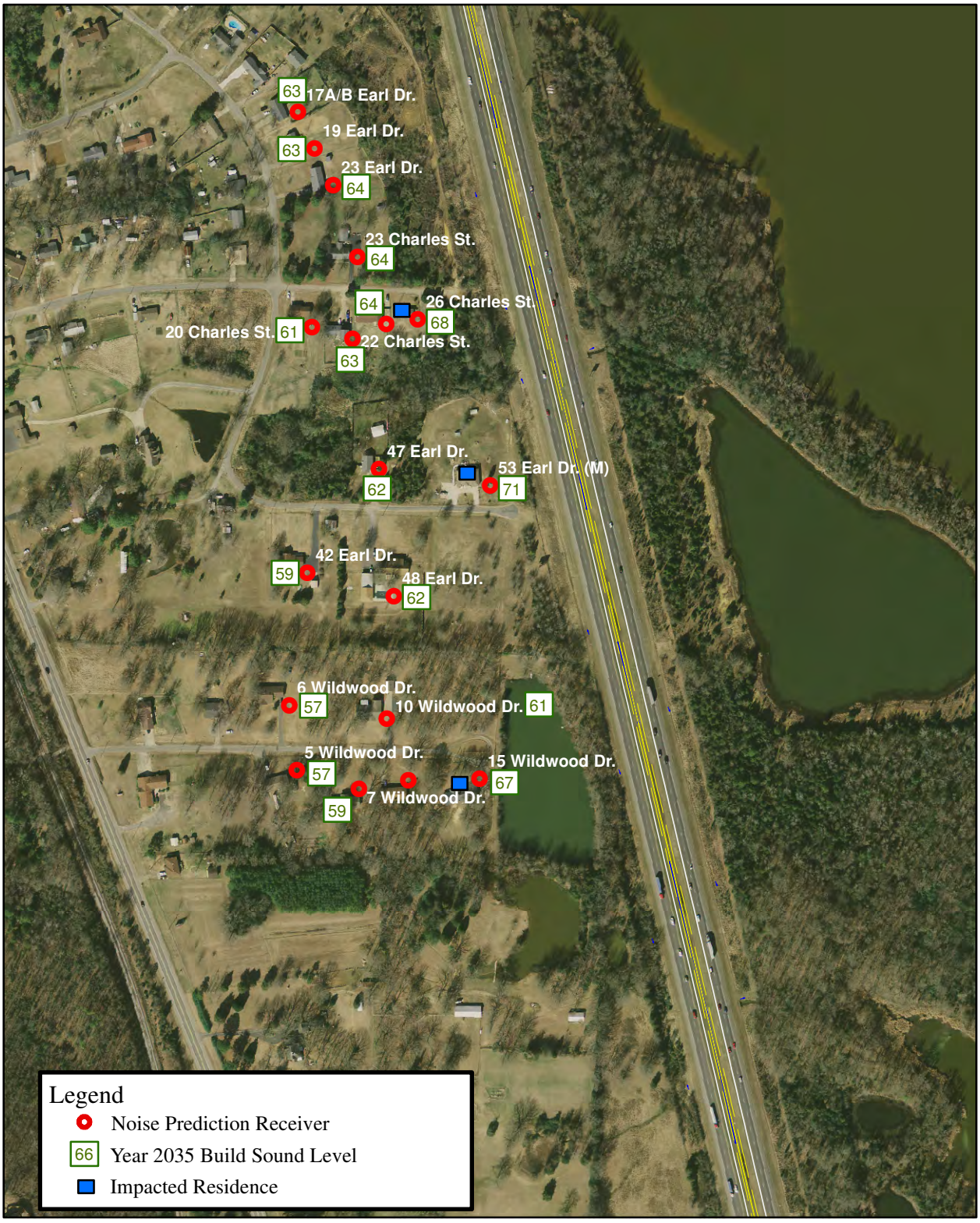


Figure 14. Year 2035 Build Noise Impacts, NAA 6

6.8 Noise Analysis Area 7

Table 12 lists the receivers in NAA 7 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Figure 15 shows the location of the Year 2035 Build case impacts.

Table 12: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 7

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
Langley Trailer Park (M)	***73***	***74***	1
Gold Creek Landing (M)	***73***	***74***	1
Langley North 2	64	65	1
Langley North 3	60	60	0
Langley South 2A	65	***66***	1
Langley South 3A	62	62	0
Langley South 4A	60	60	0
Langley South 2B	***66***	***67***	1
Langley South 3B	64	65	1
Langley South 4B	61	61	0
Langley South 5B	60	59	-1
15 Brannon Dr	63	64	1
11 Brannon Dr	61	61	0
9 Brannon Landing Rd.	62	64	2
Gold Creek House 1	***67***	***69***	2
Gold Creek Trailer 1	***70***	***72***	2
Gold Creek Trailer 2	***67***	***69***	2
Gold Creek Trailer 3	***70***	***73***	3
44 Gold Creek Landing Rd.	***67***	***69***	2
Gold Creek House 2	63	***66***	3
Gold Creek Trailer 4	63	***66***	3

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the residences in this area are between 59 and 74 dB(A). There are twelve impacted residences in this area represented by the receivers shown in the table above. Future sound levels are predicted to be 0-2 dB(A) higher than existing levels.

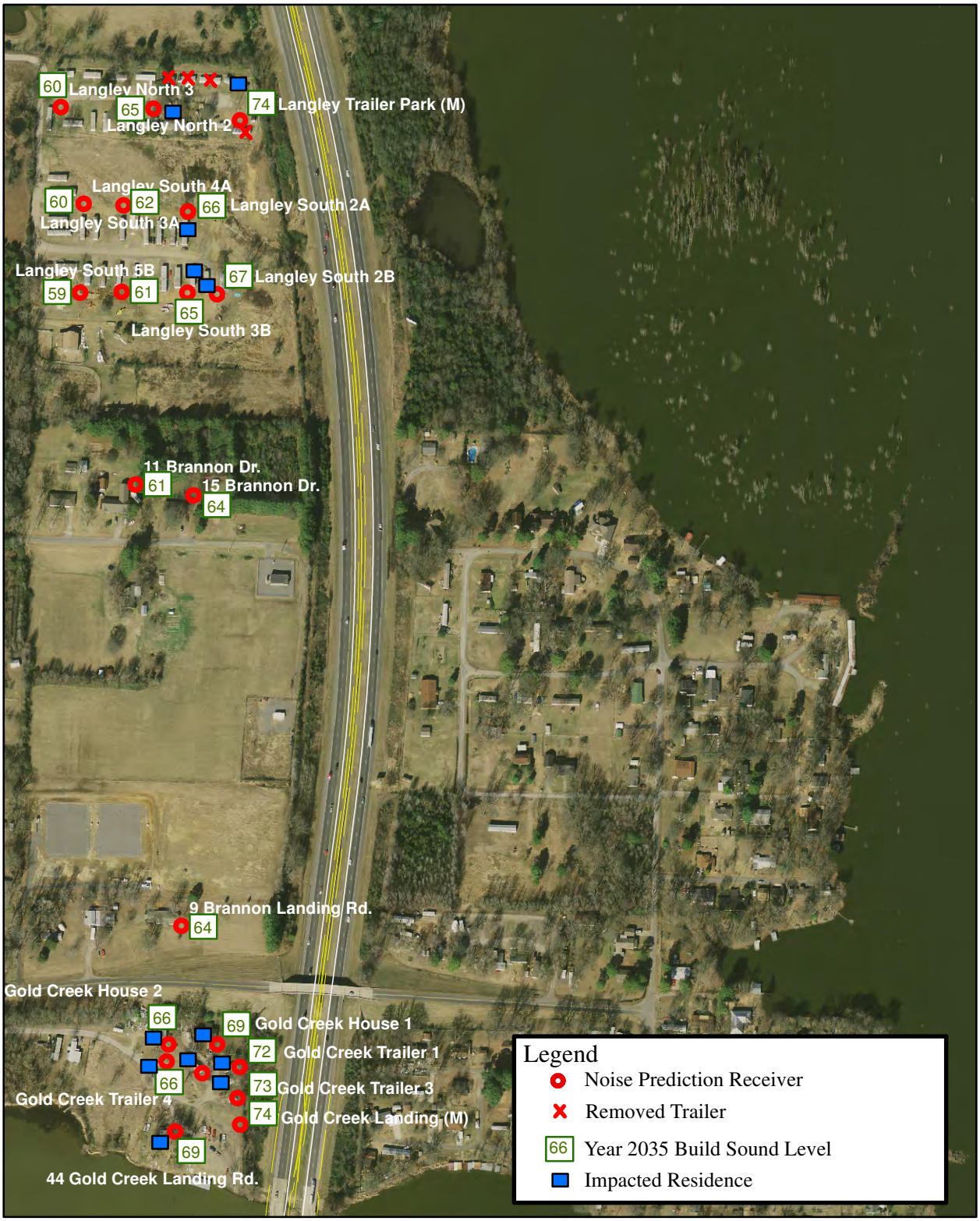


Figure 15. Year 2035 Build Noise Impacts, NAA 7

6.9 Noise Analysis Area 8

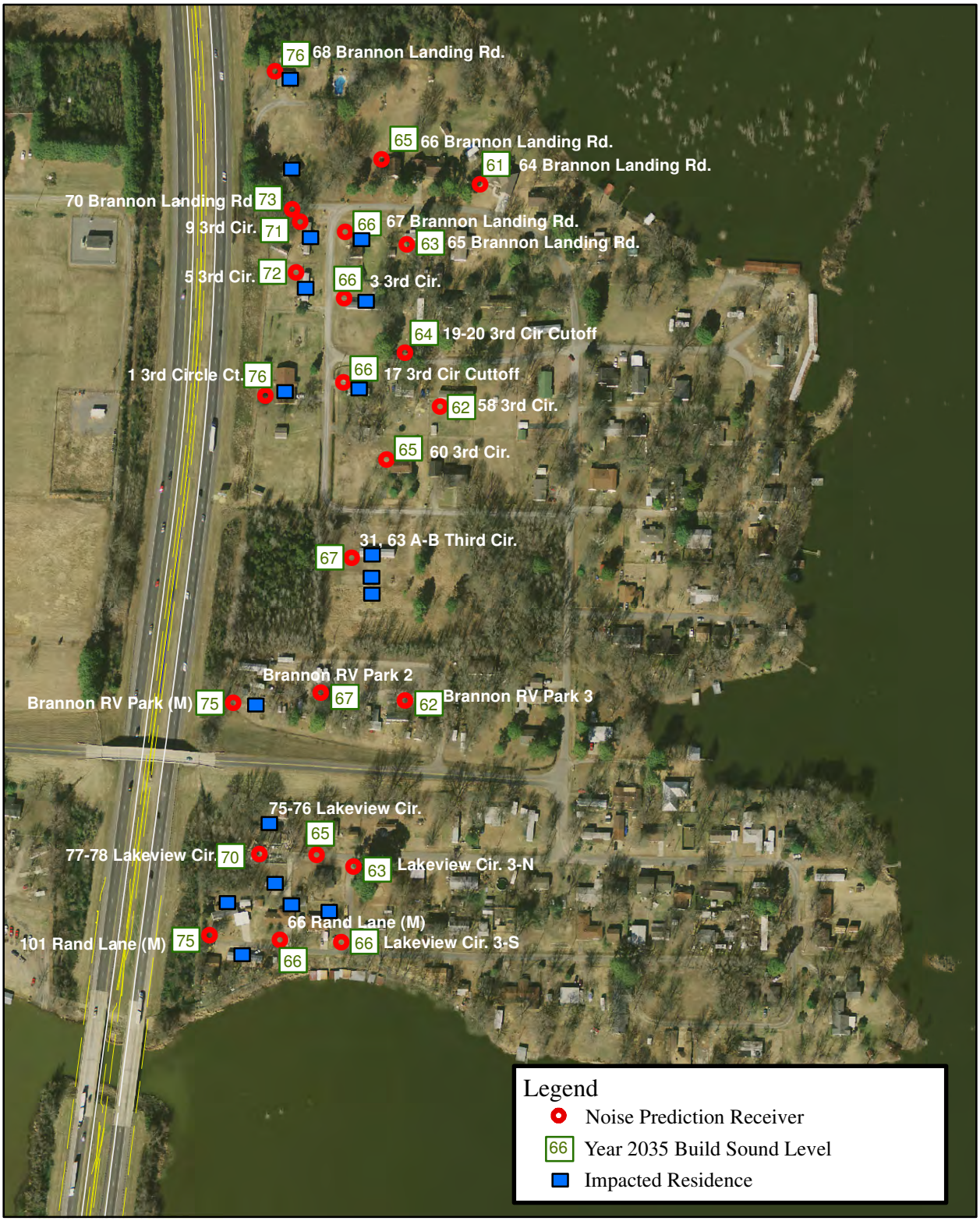
Table 13 lists the receivers in NAA 8 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Figure 16 shows the location of the Year 2035 Build case impacts.

Table 13: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 8

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
70 Brannon Landing (M)	***72***	***73***	1
Brannon RV Park (M)	***74***	***75***	1
101 Rand Ln. (M)	***74***	***75***	1
66 Rand Ln. (M)	64	***66***	2
68 Brannon Landing	***74***	***76***	2
9 3rd Cir.	***70***	***71***	1
5 3rd Cir.	***71***	***72***	1
1 3rd Cir.	***75***	***76***	1
66 Brannon Landing Rd.	64	65	1
67 Brannon Landing Rd.	65	***66***	1
3 3rd Cir.	65	***66***	1
17 3rd Cir. Cutoff	65	***66***	1
60 3rd Cir.	64	65	1
31, 63 A&B Third Circle	***66***	***67***	1
64 Brannon Landing Rd.	60	61	1
65 Brannon Landing Rd.	62	63	1
19-20 3rd Cir. Cutoff	63	64	1
58 3rd Cir.	62	62	0
Brannon RV Park 2	65	***67***	2
Brannon RV Park 3	61	62	1
75/76 Lakeview Cir.	***68***	***70***	2
77/78 Lakeview Cir.	63	65	2
Lakeview Cir. 3-N	61	63	2
Lakeview Cir. 3-S	63	***66***	3

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted levels at the residences in the area range between 61 and 76 dB(A). There are seventeen impacted residences in this area and one Category E impact (Brannon RV Park). Future sound levels are 0-3 dB(A) higher than existing levels.



0 100 200 400 Feet

Figure 16. Year 2035 Build Noise Impacts, NAA 8

N W E S

6.10 Noise Analysis Area 9

Table 14 lists the receivers in NAA 9 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. The modeled single-family receptors represent a total of seven actual single-family residences. Levels in bold italics represent impacts. Figure 17 then shows the impacts.

Table 14: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 9

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
6 Lawrence Landing Rd. (M)	***68***	***73***	5
275 Hwy 365	62	65	3
4 Lawrence Landing Rd.	62	***67***	5

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior sound levels at the two residences on Lawrence Landing Road are 67 and 73 dB(A). The sound levels for the residences on Highway 365 are 65 dB(A). There are two impacted residences, relative to the Activity Category B NAC of 67 dB(A). One of the impacted residences, 4 Lawrence Landing Road, is impacted due to the additional noise from the Conway Western Arterial Loop (CWAL). Future sound level increases over the existing levels (including the CWAL) are on the order of 3-5 dB(A). None of the residences will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion.

6.11 Noise Analysis Area 10

Table 15 lists the receivers in NAA 10 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 17 then shows the impacts.

Table 15: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 10

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
13 McClure Acres Rd. (M)	***69***	***71***	2
17 McClure Acres Rd. (M)	64	***66***	2
11 McClure Acres Rd. 1	***70***	Relocatee	--
11 McClure Acres Rd. 2	***66***	Relocatee	--
11 McClure Acres Rd. 3	***67***	***67***	0
15 McClure Acres Rd.	***69***	***71***	2
27(?) McClure Acres Rd.	***72***	***74***	2
29(?) McClure Acres Rd.	***71***	***73***	2
14 McClure Acres Rd.	61	62	1

Table 15: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 10

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
16 McClure Acres Rd.	60	62	2
18 McClure Acres Rd.	60	61	1
20 McClure Acres Rd.	59	61	2
24 McClure Acres Rd.	60	62	2
28 McClure Acres Rd.	62	64	2

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior levels at the residences on McClure Acres Road are between 61 and 74 dB(A). There are seven impacted residences relative to the Category B NAC of 67 dB(A). Future sound level increases over the existing levels are on the order of 0-2 dB(A). None of the receptors will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion. Two residences will be relocated as a result of the CWAL project.

6.12 Noise Analysis Area 11

Table 16 lists the receivers in NAA 11 and the Year 2035 one-hour equivalent sound levels for the Existing and Build cases. Figure 17 then shows the impacts.

Table 16: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 11

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
20 Moore Ln (M)	63	***70***	7
20 Lawrence Landing	***68***	***70***	2
28 Moore Ln	60	Relocatee	---
30 Moore Ln	59	Relocatee	---
House at End of Moore Ln	55	64	9
Trailer Moore Ln	55	62	7
18 Moore Ln	***73***	***75***	2

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior levels at the single-family residences and trailers on Moore Lane and Lawrence Landing Road range between 62 and 75 dB(A). There are three impacted residences in this area relative to the Category B NAC of 67 dB(A). Future sound level increases over the existing levels are on the order of 1-2 dB(A) with the widening and up to 7-9 dB(A) with the CWAL. One of the impacted residences, 20 Moore Lane, is impacted due to additional noise from the CWAL. None of the receptors

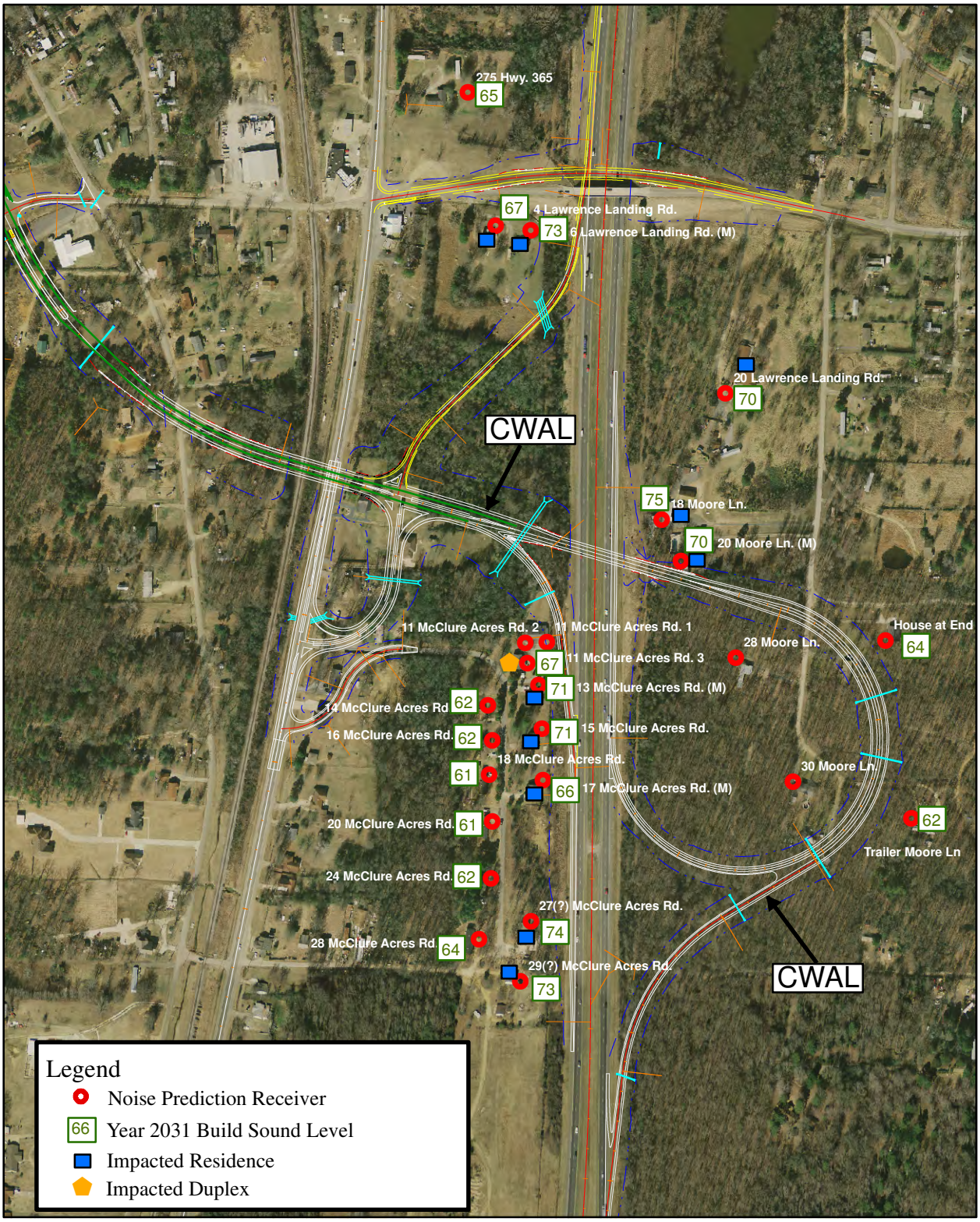


Figure 17. Year 2035 Build Noise Impacts, NAA 9-11

will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion. Two residences will be relocated as a result of the CWAL project.

6.13 Noise Analysis Area 12

Table 17 lists the receivers in NAA 12 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Figure 18 then shows the predicted sound levels and impacts.

Table 17: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 12

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
28 Dickerson Ln. (M)	60	62	2
Casey Ln.	58	60	2

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior sound levels at the residences are between 60 and 62 dB(A). There are no impacted residences relative to the Activity Category B NAC of 67 dB(A). Future sound level increases over the existing levels are on the order of 2 dB(A). None of the residences will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion.

6.14 Noise Analysis Area 13

Table 18 lists the receivers in NAA 13 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 18 shows the predicted sound levels and impacts.

Table 18: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 13

Receiver [1]	*Existing Sound Level, dB(A)* [2]	*Build Sound Level, dB(A)* [2]	*Increase over Existing Level, dB(A)* [2]
22 Royal Ln. (M)	64	***66***	2
16 Lasker Ln.	63	65	2
14 Lasker Ln.	60	62	2
24 Royal Ln.	63	64	1
30 Royal Ln.	59	60	1
17 Royal Ln.	60	61	1
Hwy. 365	***67***	***69***	2

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior sound levels at the residences in NAA 13 are between 61 and 69 dB(A). There are two impacted residences, relative to the Activity Category B NAC of 67 dB(A). Future sound level increases over the existing levels are on the order of 1-2 dB(A). None of the residences will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion.

6.15 Noise Analysis Area 14

Table 19 lists the receivers in NAA 13 and the one-hour equivalent sound levels for the Existing and Year 2035 Build cases. Levels in bold italics represent impacts. Figure 18 shows the predicted sound levels and impacts.

Table 19: Year 2035 One-Hour Equivalent Sound Levels and Impacts, NAA 14

Receiver [1]	***Existing Sound Level, dB(A)*** [2]	***Build Sound Level, dB(A)*** [2]	***Increase over Existing Level, dB(A)*** [2]
18 Simmons Ln. (M)	65	***66***	1
4/7 Brantley Woods Ct.	60	61	1

[1] (M) = measurement point; receivers in the table may represent more than one noise receptor
[2] ***Bold, italics = Impact***

The predicted exterior sound level at 18 Simmons Lane is 66 dB(A). This residence is impacted, relative to the Activity Category B NAC of 67 dB(A). Sound levels at the residences on Bradley Woods Ct. are 61 dB(A). These residences are not impacted relative to the Activity Category B Future sound level increases over the existing levels are on the order of 1 dB(A). None of the residences will experience future sound level increases exceeding the 10 dB(A) AHTD impact criterion.

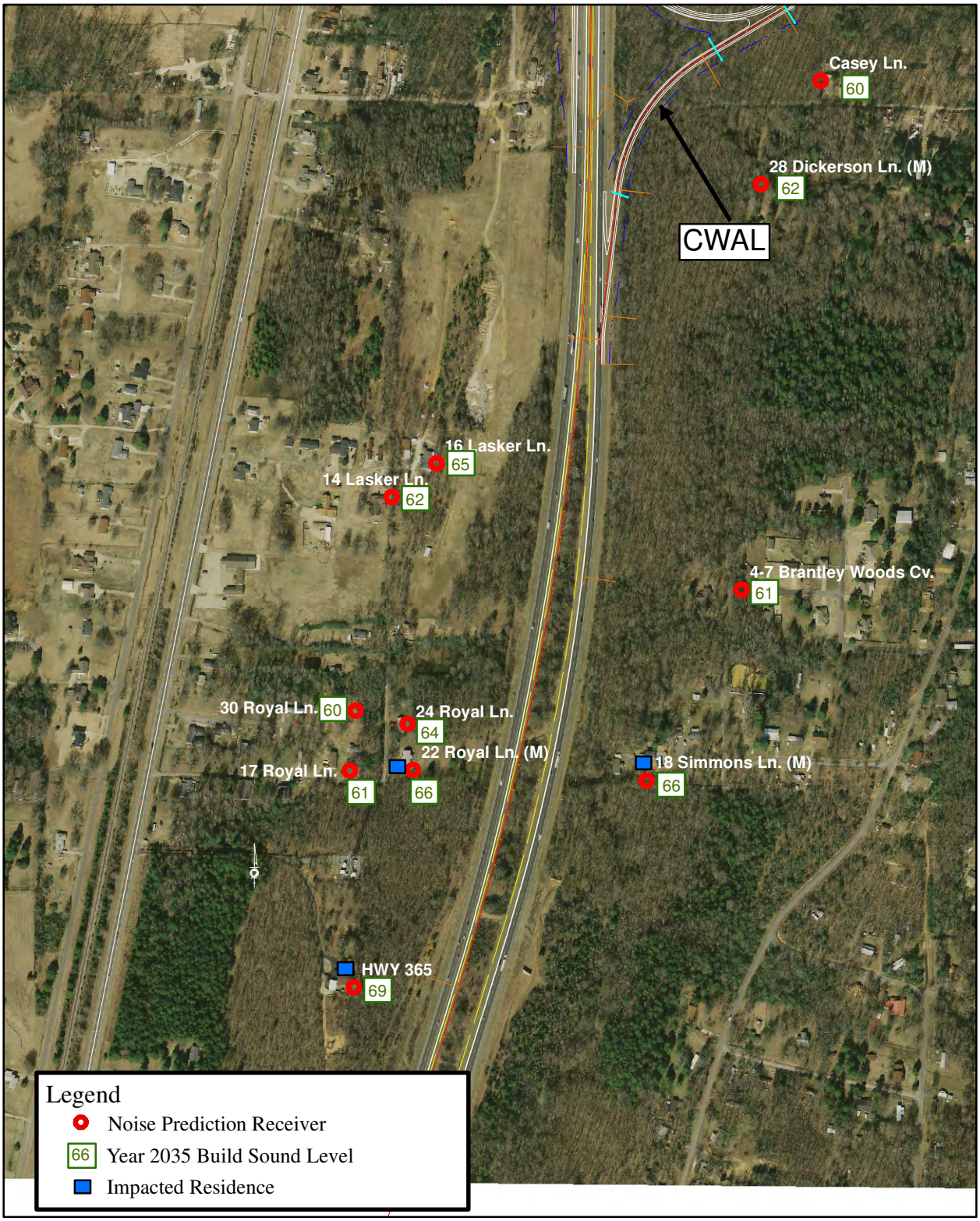


Figure 18. Year 2035 Build Noise Impacts, NAA 12-14

7.0 NOISE ABATEMENT EVALUATION

According to the FHWA noise standards and AHTD policy, abatement needs to be evaluated when impacts are predicted to occur. Noise barriers must be shown to be both feasible and reasonable, as described earlier, to be deemed likely for construction. Based on the predicted impacts the potential for noise barriers was studied for NAAs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 13.

In general, noise abatement measures may include noise barriers, alteration of horizontal and vertical alignment, and traffic management measures (such as reducing speed limits or prohibition of heavy trucks). Neither of the latter two forms of abatement is feasible for this project because the widening of the I-40 is in the median, I-40 is a major truck route and reduced speeds that are still safe for Interstate highway travel do not result in substantial noise reductions.

Noise barriers were determined to be the only available potential abatement measure to reduce noise levels for impacted areas for this project. As stated earlier, barriers must pass acoustical feasibility and reasonableness tests. Acoustical feasibility means that a single impacted receptor will receive 9 or more dB(A) of noise reduction. Reasonableness has three components:

1. Noise reduction design goal: at least one of the impacted receptors must have a noise reduction of 9 or more dB(A).

2. Cost-effectiveness: Based on a barrier unit cost of $35 per square foot for reflective noise barriers and $40 per square foot for absorptive noise barriers, the cost per benefited receptor (not limited to first row) cannot exceed $36,000.

3. If the above two tests are met, a survey of the benefited receptors must be conducted to obtain their viewpoints on the proposed barrier.

The FHWA TNM 2.5 program was used to predict one-hour equivalent sound levels with barriers present and to evaluate alternative noise barrier designs for each area.

The predicted “with barrier” one-hour equivalent sound levels and noise reductions for each modeled receiver in the NAAs are provided in Appendix E, along with details on the investigated noise barriers, including figures showing the barrier locations and the benefited receptors.

Table 20 summarizes the acoustical feasibility analysis, and Table 21 summarizes the reasonableness analysis, both of which are discussed below the tables for each barrier system.

Barriers were considered for the impacted residences in Areas 1, 5, 9, 11, 12, 13 and 14, but since the impacts were at isolated or low density residential areas a noise barrier would not be cost effective and thus those areas are not included in the Tables 20 and 21.

Table 20: Results of Noise Barrier Acoustical Feasibility Analysis

Noise Analysis Area	*Barrier Length (ft)*	*Average Height (ft)*	*Number of Impacted Receptors*	*Number of Impacted Receptors with at least a 5 dB(A) Noise Reduction*	*Acoustically Feasible?* [1]
2	1,647	12.8	48	47	Yes
3	1,100	13.8	14	1	Yes
4	1,756	17.3	7	1	Yes
6	3,100	17.7	3	1	Yes
7	2,483	13.0	12	4	Yes
8	2,837	13.0	18	7	Yes
10	1,523	15.7	7	3	Yes

[1] A noise abatement measure is acoustically feasible if one of impacted receptor receives at least a 9 dB(A) noise reduction

Table 21: Results of Noise Barrier Reasonableness Analysis

Noise Analysis Area	*Number of Benefited Receptors*	*Number of Benefited First-Row Receptors*	*Number of Impacted Receptors with at least a 9 dB(A) Noise Reduction*	*Reasonable by Noise Reduction Design Goal?* [1]	*Cost* [2]	*Cost per Benefited Receptor*	*Reasonable by Cost Effectiveness*[3]*?*
2	48	14	29	Yes	$842,640	$17,555	Yes
3	14	9	1	Yes	$608,000	$43,429	No
4	9	4	1	Yes	$992,600	$110,289	No
6	17	7	1	Yes	$1,925,000	$113,235	No
7	14	6	4	Yes	$1,215,050	$86,789	No
8	22	10	7	Yes	$1,382,770	$62,853	No
10	8	7	3	Yes	$839,160	$104,895	No

[1] At least 1 is needed to meet criterion.
[2] Based on $35 per square foot for reflective barriers, $40 per square foot for absorptive barriers and $50 per square foot for structure mounted barriers
[3] Less than $36,000 per benefited receptor is needed to meet criterion

7.1 Noise Barrier for Noise Analysis Area 1

The only impacted noise receptor in NAA 1 is 400 Siebenmorgen Road. This receptor is isolated, and thus providing noise abatement would be cost prohibitive.

7.2 Noise Barrier for Noise Analysis Area 2

As shown in Table 20 and Table 21, the following noise barrier was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals and cost-effectiveness criteria: a 1,647-ft long barrier averaging 12.8-ft in height at the edge of shoulder, extending from Siebenmorgen Road overpass to Station 7151+00. See Appendix D for additional details. The cost for absorptive barriers was used due to the presence of residences in Area 3 on the opposite side of I-40.

7.3 Noise Barrier for Noise Analysis Area 3

As shown in Table 20 and Table 21, the following noise barrier was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria: a 1,100 ft long barrier averaging 13.8-ftin height at the edge of shoulder, starting at Station 7149+00 and running to Station 7138+00. See Appendix D for additional details.

7.4 Noise Barrier for Noise Analysis Area 4

As shown in Table 20 and Table 21, the following noise barrier was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria: a 1,756-ft long, 17.6-ft average height barrier, extending from Maple Street at the edge-of-shoulder of the ramp to Station 7189+00 at the edge of shoulder of mainline I-40. See Appendix D for additional details.

7.5 Noise Barrier for Noise Analysis Area 5

The only impacted noise receptor in NAA 5 is the bench area at the Comfort Suites. This receptor is isolated, and thus providing noise abatement would be cost prohibitive.

7.6 Noise Barrier for Noise Analysis Area 6

As shown in Table 20 and Table 21, the noise barrier for NAA 6 was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria: a 3,100-ft long noise barrier averaging 17.7-ft in height at the edge of shoulder, extending from Station 7348+00 to Station 7379+00. See Appendix D for additional details.

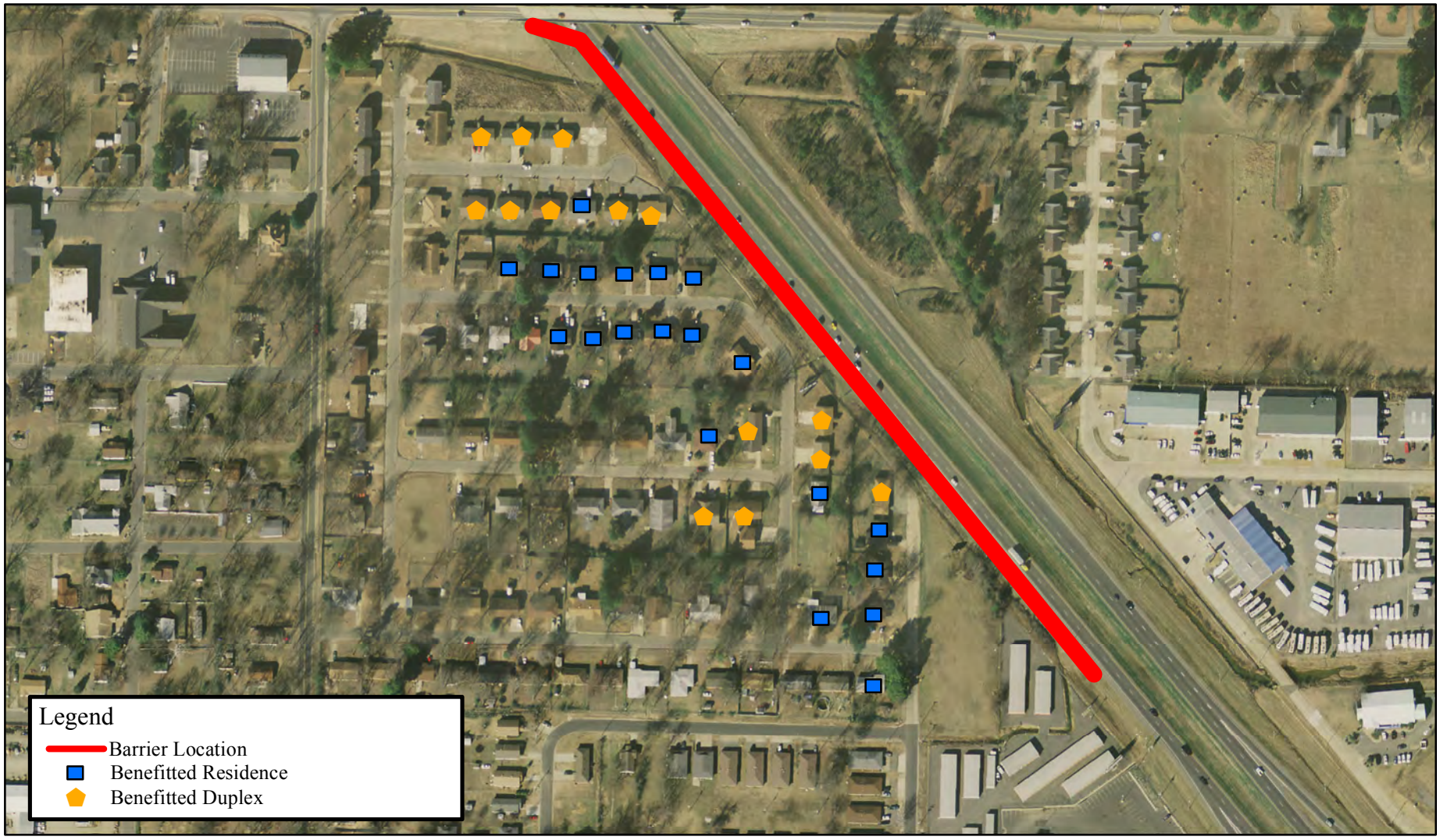


Figure 19. Investigated Barrier and Benefitted Residences, NAA 2

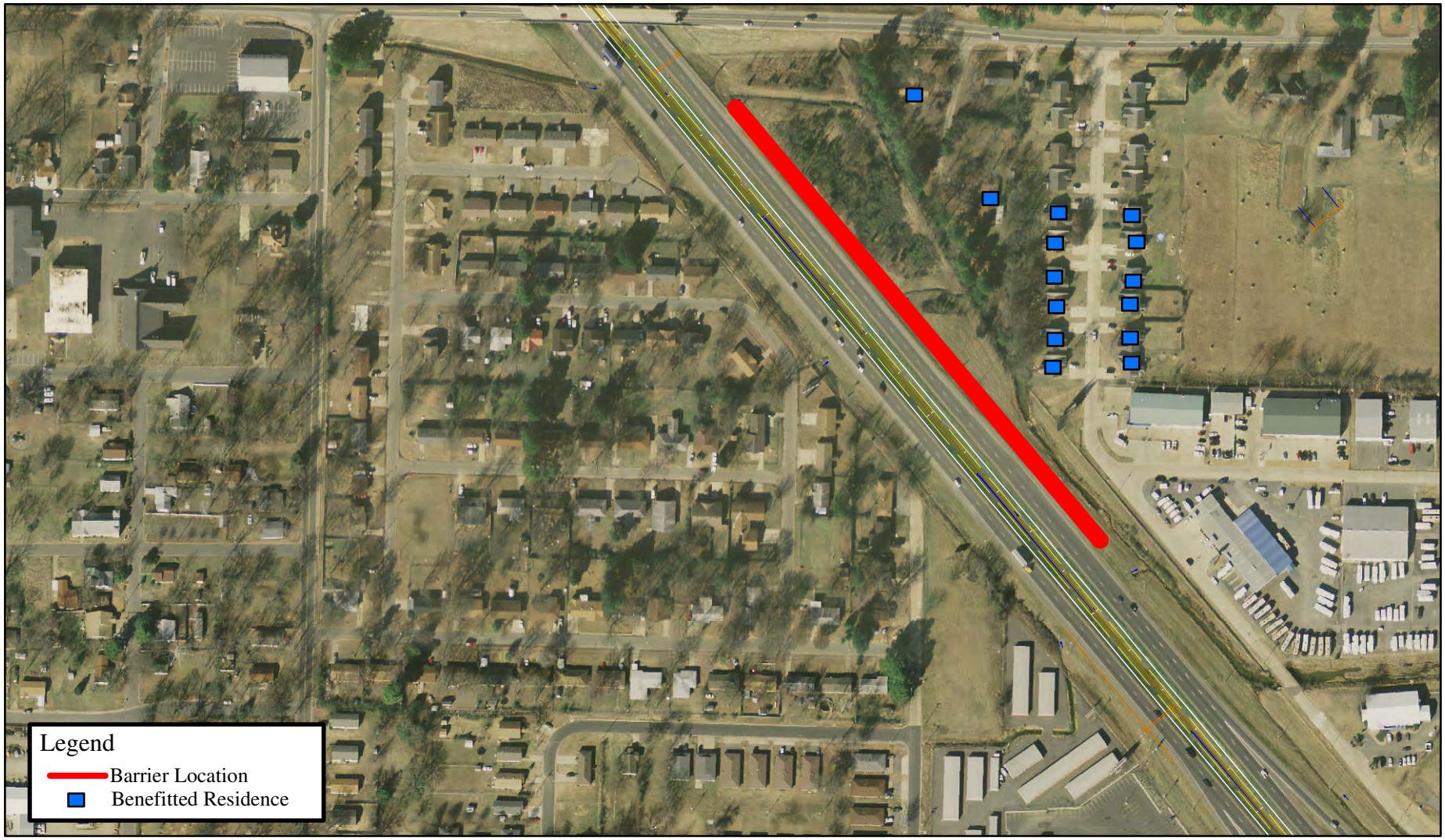


Figure 20. Investigated Barrier and Benefitted Residences, NAA 3

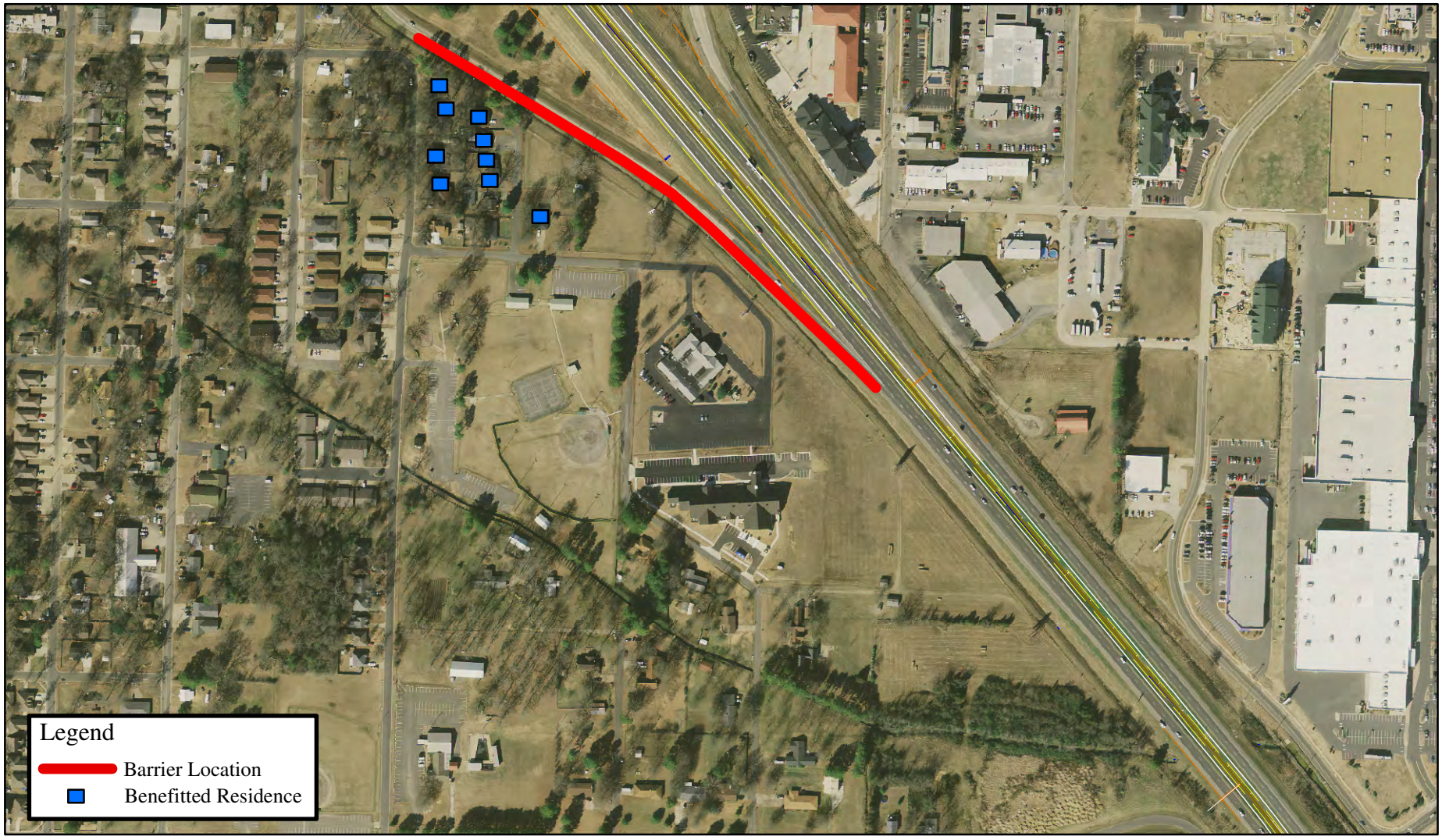


Figure 21. Investigated Barrier and Benefitted Residences, NAA 4

Figure 22. Investigated Barrier and Benefitted Residences, NAA 6

7.7 Noise Barrier for Noise Analysis Area 7

As shown in Table 20 and Table 21, a noise barrier for this area was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria: a 2,483-ft long noise barrier in two sections averaging 13-ft in height at the edge of shoulder. The first segment of the barrier north of Brannon Landing Road extends from Station 7390+00 to Station 7407+00 to protect the Langley Trailer Park. The second segment of the barrier system extends from the Brannon Landing overpass south to Station 7403+00. See Appendix D for figures and details.

7.8 Noise Barrier for Noise Analysis Area 8

As shown in Table 20 and Table 21, a noise barrier for this area was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria: a 2,837-ft long noise barrier in two sections averaging 13-ft in height at the edge of shoulder. The first segment of the barrier extends from the north side of Brannon Landing Road to Station 7402+00. The second segment of the barrier system extends from the Brannon Landing overpass south to Station 7405+00. See Appendix D for figures and details.

7.9 Noise Barrier for Noise Analysis Area 9

The only impacted noise receptor in NAA 9 due to the I-40 widening is 6 Lawrence Landing Road. This receptor is isolated, and thus providing noise abatement would be cost prohibitive. The impact at 4 Lawrence Landing Road is due to the additional noise from Conway Western Arterial Loop, and, is outside the responsibility of this analysis.

7.10 Noise Barrier for Noise Analysis Area 10

As shown in Table 20 and Table 21, the following noise barrier was found to be acoustically feasible and reasonable in terms of the AHTD noise reduction design goals but not reasonable in terms of the AHTD cost-effectiveness criteria for the Build Alternative: a 1,523-ft long, 16-ft high barrier at the edge of shoulder in some places and at the right of way at others, extending from Station 7436+00 to Station 7451+00. See Appendix D for figures and details.

7.11 Noise Barrier for Noise Analysis Area 11

The impacted noise receptors in NAA 11 are isolated. Providing noise abatement would be cost prohibitive. Additionally, one impact is due to the additional noise from the Conway Western Arterial Loop, and, therefore, is outside the responsibility of this analysis.

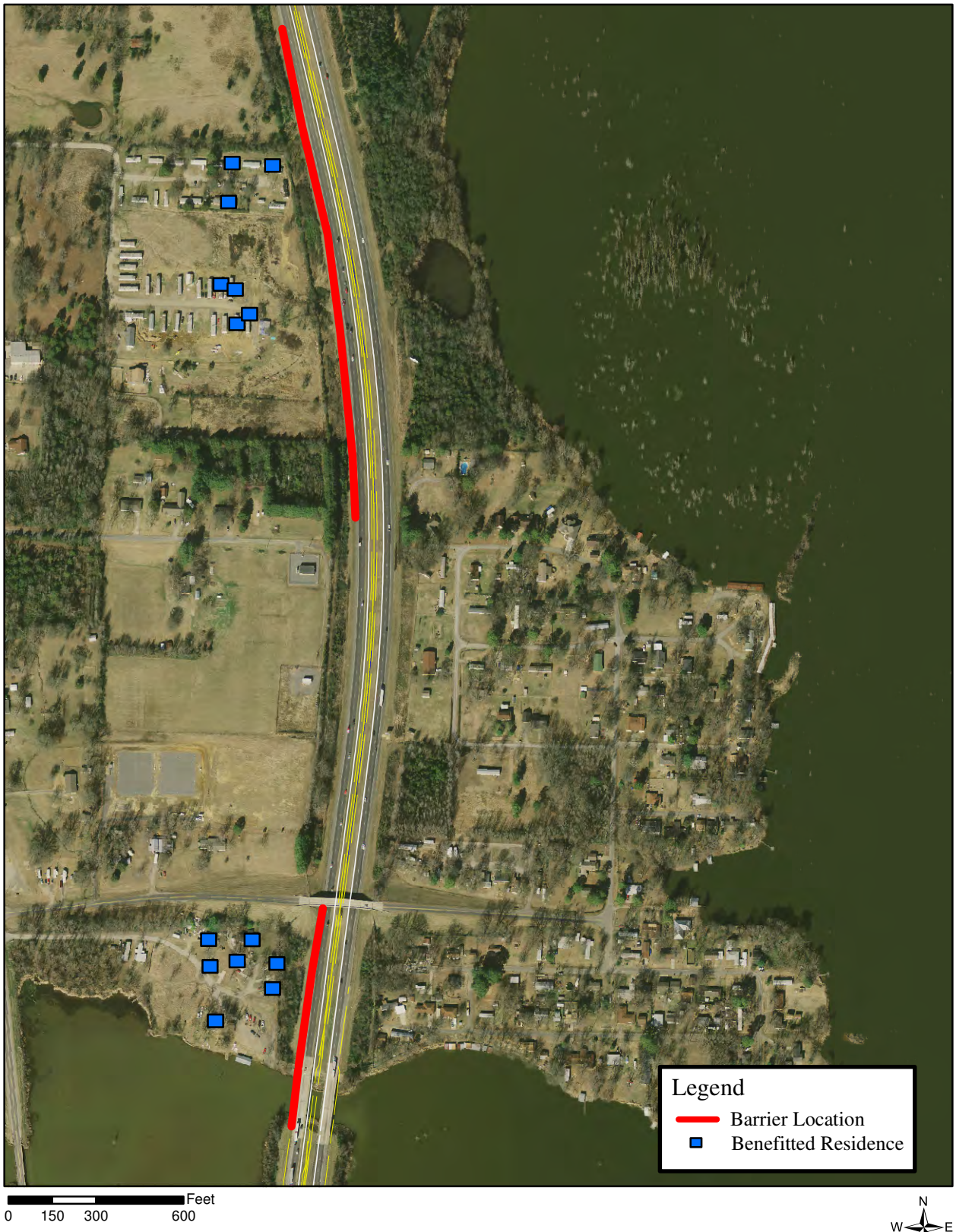


Figure 23. Investigated Barrier and Benefitted Residences, NAA 7

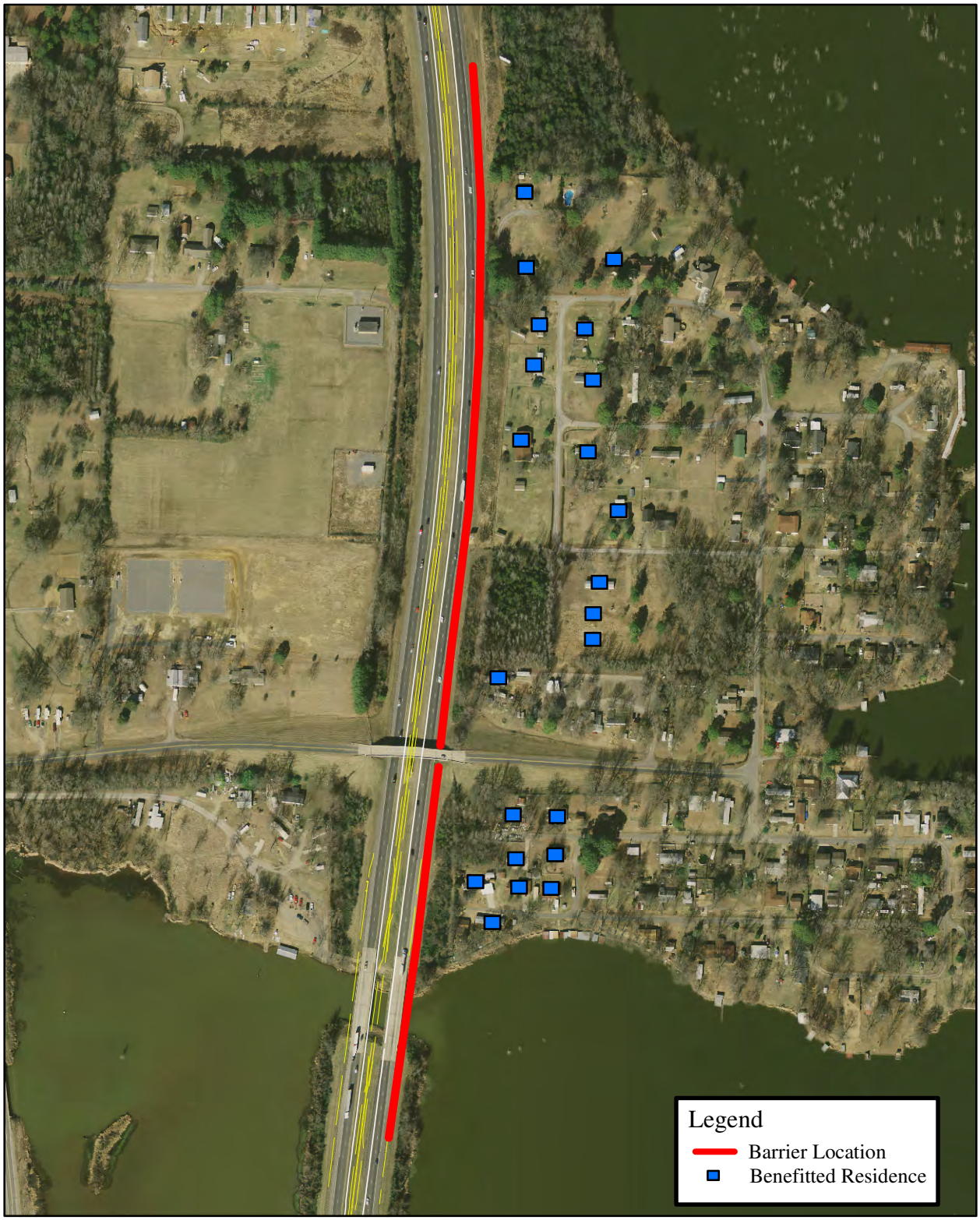


Figure 24. Investigated Barrier and Benefitted Residences, NAA 8

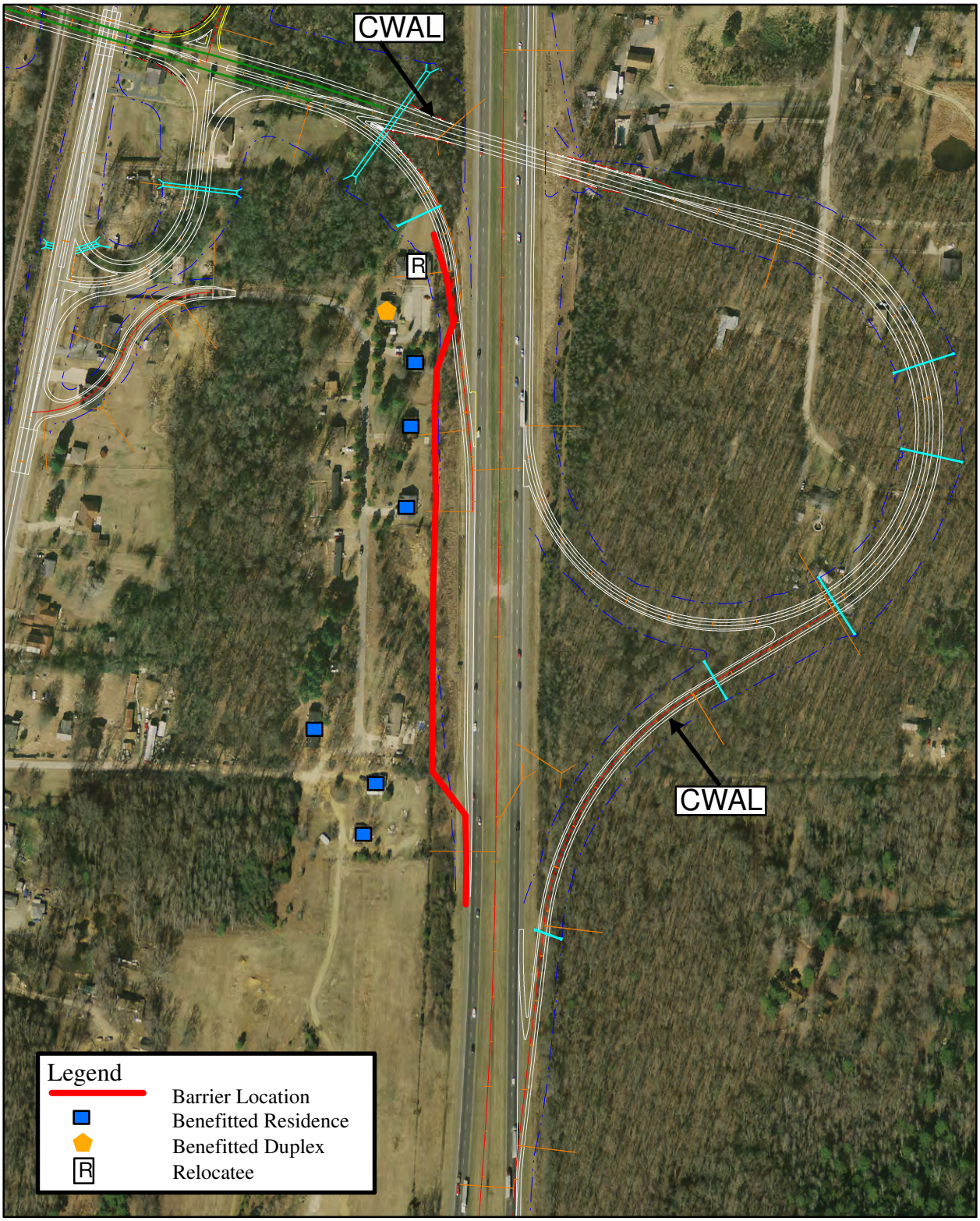


Figure 25. Investigated Barrier and Benefitted Residences, NAA 10

7.12 Noise Barrier for Noise Analysis Area 13

The impacted noise receptors in NAA 13 are isolated. Providing noise abatement would be cost prohibitive.

7.13 Noise Barrier for Noise Analysis Area 14

The only impacted noise receptor in NAA 14 is 18 Simmons Lane. This receptor is isolated, and thus providing noise abatement would be cost prohibitive.

7.14 Statement of Likelihood of Abatement

Based on the studies completed to date, the Arkansas State Highway and Transportation Department has identified the following impacts:

115 residences and two Activity Category E properties.

The State has determined that noise abatement may be possible at one location:

NAA2 - Shannon Circle, Durham Street, Guernsey Street and Gum Street on the west side of I-40

The possible noise abatement in this location at this time has been estimated to have a preliminary cost of approximately $842,640.

7.15 Views of Benefited Property Owners and Residents

The final step in determining reasonableness of any abatement system is the solicitation of the viewpoints of the benefited property owners and residents. If the cost-effectiveness and noise reduction design reasonableness criteria are still met after the additional design investigations, then the viewpoints of the benefited residents and property owners will be sought and considered before final decisions are made.

A public informational meeting was held on July 25, 2013, to inform and seek comment from the benefitted property owners and residents of the potential noise barrier. AHTD staff then polled all benefitted property owners and residents. A majority of the property owners and residents approved of the construction of the noise barrier thus meeting all reasonableness criteria for the proposed noise barrier. Details of the public information meeting and polling are shown in Appendix E.

As described in AHTD policy, the final abatement decision on noise barrier construction is made by the Interdisciplinary (ID) Staff, a multi-disciplinary team of AHTD and FHWA representatives. The ID staff recommended the design and construction of the proposed noise barrier. The minutes of the ID staff meeting held on January 27, 2014, are provided in Appendix E.

8.0 MITIGATION OF CONSTRUCTION NOISE

The major construction elements of this project are expected to consist of land clearing, earth moving, hauling, grading, paving and bridge construction. General construction noise impacts for passing traffic and those individuals living or working near the project can be expected particularly from clearing, earth moving and paving operations. Motorized equipment shall be maintained with appropriate mufflers to minimize construction noise levels. During certain phases of construction (example, land clearing) and during certain seasons of the year, there will be areas along the project where no construction activity is taking place. Also, considering the relatively short-term nature of construction noise, impacts are not expected to be substantial. Yet, for brief periods of time, some construction noise impacts could be substantial (an increase in existing noise levels by 10 dBA or greater), even though exiting I-40 traffic noise levels will remain high. These episodes usually occur during daytime work hours. As a result, these impacts will be minimized to adjacent residents. Additionally, nearby structures usually contribute to transmission loss and a resulting moderation of intrusive construction noise.

9.0 COORDINATION WITH LOCAL OFFICIALS

AHTD encourages local communities and developers to practice noise compatibility planning in order to avoid future noise impacts. Two guidance documents on noise compatible land use planning are available from FHWA.

Table 22 presents future predicted equivalent sound levels based on an assumed at-grade situation for areas along I-40 where vacant and possibly developable lands exist. Noise predictions were made at distances of 100, 200, 300, 400, 500, and 600 feet from I-40 for the design year 2035 peak hour. The results showed exterior residential activities would be considered to be impacted in terms of a level of 66 or more dBA out to a distance of roughly 470 feet from centerline of the nearest travel lane of I-40. These values do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary with changes in terrain and other site conditions. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development will be compatible with these levels.

Table 22: Design Year (2035) Predicted One-Hour Equivalent Sound Levels for Undeveloped Areas

*Distance**	*L_{eq} (1h), dBA*
100 feet	77
200 feet	72
300 feet	68
400 feet	65
500 feet	63
600 feet	61

* Perpendicular distance to the centerline of the nearest travel lane of I-40.

10.0 REFERENCES

[1] *Procedures for Abatement of Highway Traffic and Construction Noise*, 23 CFR 772, Federal Highway Administration.

[2] *Policy on Highway Traffic Noise Abatement*, Arkansas Highway and Transportation Department, revised June 2013.

Appendix A - Noise Measurement Results

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
	7:00:00						
	7:01:00						
	7:02:00						
	7:03:00						
	7:04:00						
	7:05:00						
	7:06:00						
	7:07:00						
	7:08:00						
	7:09:00						
	7:10:00						
	7:11:00						
	7:12:00						
1	7:13:00	80.4	85.6		Y	109647820	1
2	7:14:00	79.6	86.1		Y	91201084	1
3	7:15:00	80.1	85.6		Y	102329299	1
4	7:16:00	81.8	86.9		Y	151356125	1
5	7:17:00	81.5	86.9		Y	141253754	1
6	7:18:00	82.1	87.4		Y	162181010	1
7	7:19:00	81.1	86.1		Y	128824955	1
8	7:20:00	80.4	85.4		Y	109647820	1
9	7:21:00	81.0	85.9		Y	125892541	1
10	7:22:00	80.7	87.0		Y	117489755	1
11	7:23:00	82.4	86.7		Y	173780083	1
12	7:24:00	80.1	86.3		Y	102329299	1
13	7:25:00	80.5	85.2		Y	112201845	1
14	7:26:00	80.7	87.0		Y	117489755	1
15	7:27:00	81.4	88.0		Y	138038426	1
16	7:28:00	82.5	91.0		Y	177827941	1
17	7:29:00	79.9	83.6		Y	97723722	1
18	7:30:00	81.9	89.0		Y	154881662	1
19	7:31:00	81.3	86.7		Y	134896288	1
20	7:32:00	81.0	87.8		Y	125892541	1
21	7:33:00	81.8	86.8		Y	151356125	1
22	7:34:00	80.6	85.6		Y	114815362	1
23	7:35:00	79.3	84.5		Y	85113804	1
24	7:36:00	80.1	83.9		Y	102329299	1
25	7:37:00	80.3	85.1		Y	107151931	1
26	7:38:00	81.0	86.2		Y	125892541	1
27	7:39:00	80.9	85.5		Y	123026877	1
28	7:40:00	81.5	87.5		Y	141253754	1
29	7:41:00	82.3	88.4		Y	169824365	1
30	7:42:00	82.1	89.9		Y	162181010	1
31	7:43:00	81.8	88.2		Y	151356125	1
32	7:44:00	80.4	87.1		Y	109647820	1
33	7:45:00	81.0	85.0		Y	125892541	1
34	7:46:00	82.3	88.3		Y	169824365	1
35	7:47:00	79.7	85.8		Y	93325430	1
36	7:48:00	81.9	87.6		Y	154881662	1
37	7:49:00	81.1	86.3		Y	128824955	1
38	7:50:00	82.0	90.2		Y	158489319	1
39	7:51:00	81.7	88.8		Y	147910839	1
40	7:52:00	81.4	85.8		Y	138038426	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
41	7:53:00	82.5	89.9		Y	177827941	1
42	7:54:00	81.5	88.2		Y	141253754	1
43	7:55:00	81.7	85.5		Y	147910839	1
44	7:56:00	82.4	87.1		Y	173780083	1
45	7:57:00	80.1	85.4		Y	102329299	1
46	7:58:00	82.0	89.5		Y	158489319	1
47	7:59:00	81.1	89.5		Y	128824955	1
48	8:00:00	82.3	87.8		Y	169824365	1
49	8:01:00	79.8	85.9		Y	95499259	1
50	8:02:00	81.6	85.7		Y	144543977	1
51	8:03:00	81.1	85.8		Y	128824955	1
52	8:04:00	81.5	86.5		Y	141253754	1
53	8:05:00	81.9	86.3		Y	154881662	1
54	8:06:00	81.4	87.5		Y	138038426	1
55	8:07:00	81.6	90.6		Y	144543977	1
56	8:08:00	81.7	88.3		Y	147910839	1
57	8:09:00	82.0	85.2		Y	158489319	1
58	8:10:00	80.2	86.1		Y	104712855	1
59	8:11:00	81.7	88.8		Y	147910839	1
60	8:12:00	80.8	87.1		Y	120226443	1
61	8:13:00	81.6	86.3		Y	144543977	1
62	8:14:00	82.1	90.3		Y	162181010	1
63	8:15:00	80.9	86.3		Y	123026877	1
64	8:16:00	82.3	88.6		Y	169824365	1
65	8:17:00	81.0	86.6		Y	125892541	1
66	8:18:00	80.6	87.1		Y	114815362	1
67	8:19:00	79.1	83.1		Y	81283052	1
68	8:20:00	83.3	89.5		Y	213796209	1
69	8:21:00	82.6	87.6		Y	181970086	1
70	8:22:00	82.7	87.4		Y	186208714	1
71	8:23:00	81.6	87.3		Y	144543977	1
72	8:24:00	81.2	86.7		Y	131825674	1
73	8:25:00	79.5	84.2		Y	89125094	1
74	8:26:00	81.2	86.6		Y	131825674	1
75	8:27:00	80.3	86.3		Y	107151931	1
76	8:28:00	82.0	88.6		Y	158489319	1
77	8:29:00	79.8	84.0		Y	95499259	1
78	8:30:00	80.3	88.7		Y	107151931	1
79	8:31:00	81.9	88.7		Y	154881662	1
80	8:32:00	81.9	90.0		Y	154881662	1
81	8:33:00	81.6	88.4		Y	144543977	1
82	8:34:00	79.0	85.7		Y	79432823	1
83	8:35:00	82.2	89.1		Y	165958691	1
84	8:36:00	81.5	86.5		Y	141253754	1
85	8:37:00	81.6	87.2		Y	144543977	1
86	8:38:00	82.7	89.0		Y	186208714	1
87	8:39:00	79.9	86.1		Y	97723722	1
88	8:40:00	82.2	87.3		Y	165958691	1
89	8:41:00	80.6	86.5		Y	114815362	1
90	8:42:00	80.1	85.2		Y	102329299	1
91	8:43:00	81.0	86.5		Y	125892541	1
92	8:44:00	79.9	86.8		Y	97723722	1
93	8:45:00	81.7	86.5		Y	147910839	1
94	8:46:00	81.9	87.0		Y	154881662	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
95	8:47:00	79.9	84.6		Y	97723722	1
96	8:48:00	82.9	88.0		Y	194984460	1
97	8:49:00	79.7	85.4		Y	93325430	1
98	8:50:00	80.5	85.8		Y	112201845	1
99	8:51:00	80.3	89.2		Y	107151931	1
100	8:52:00	79.8	86.1		Y	95499259	1
101	8:53:00	81.9	92.5		Y	154881662	1
102	8:54:00	81.3	86.0		Y	134896288	1
103	8:55:00	81.5	85.7		Y	141253754	1
104	8:56:00	81.4	86.1		Y	138038426	1
105	8:57:00	81.0	85.8		Y	125892541	1
106	8:58:00	80.4	84.5		Y	109647820	1
107	8:59:00	79.9	85.9		Y	97723722	1
108	9:00:00	80.2	86.7		Y	104712855	1
109	9:01:00	78.5	85.2		Y	70794578	1
110	9:02:00	81.7	88.5		Y	147910839	1
111	9:03:00	80.3	86.9		Y	107151931	1
112	9:04:00	81.0	86.0		Y	125892541	1
113	9:05:00	81.1	86.6		Y	128824955	1
114	9:06:00	80.2	84.7		Y	104712855	1
115	9:07:00	80.9	86.7		Y	123026877	1
116	9:08:00	78.7	83.7		Y	74131024	1
117	9:09:00	80.0	88.2		Y	100000000	1
118	9:10:00	80.4	86.1		Y	109647820	1
119	9:11:00	80.0	85.8		Y	100000000	1
120	9:12:00	79.7	86.3		Y	93325430	1
121	9:13:00	79.5	87.3		Y	89125094	1
122	9:14:00	81.5	88.2		Y	141253754	1
123	9:15:00	81.2	87.2		Y	131825674	1
124	9:16:00	82.8	89.1		Y	190546072	1
125	9:17:00	80.0	85.6		Y	100000000	1
126	9:18:00	79.8	85.8		Y	95499259	1
127	9:19:00	81.1	88.2		Y	128824955	1
128	9:20:00	80.5	86.6		Y	112201845	1
129	9:21:00	79.8	83.8		Y	95499259	1
130	9:22:00	79.0	84.7		Y	79432823	1
131	9:23:00	78.5	87.6		Y	70794578	1
132	9:24:00	80.6	88.6		Y	114815362	1
133	9:25:00	79.3	84.7		Y	85113804	1
134	9:26:00	77.7	84.3		Y	58884366	1
135	9:27:00	80.2	87.2		Y	104712855	1
136	9:28:00	79.8	87.8		Y	95499259	1
137	9:29:00	80.8	89.0		Y	120226443	1
138	9:30:00	80.1	86.1		Y	102329299	1
139	9:31:00	79.3	84.5		Y	85113804	1
140	9:32:00	81.4	88.4		Y	138038426	1
141	9:33:00	79.5	85.5		Y	89125094	1
142	9:34:00	81.5	89.3		Y	141253754	1
143	9:35:00	81.6	88.1		Y	144543977	1
144	9:36:00	81.9	90.2		Y	154881662	1
145	9:37:00	82.3	88.2		Y	169824365	1
146	9:38:00	81.7	88.4		Y	147910839	1
147	9:39:00	80.6	88.9		Y	114815362	1
148	9:40:00	80.8	87.0		Y	120226443	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
149	9:41:00	80.3	86.6		Y	107151931	1
150	9:42:00	81.4	86.6		Y	138038426	1
151	9:43:00	80.9	85.8		Y	123026877	1
152	9:44:00	79.4	85.1		Y	87096359	1
153	9:45:00	80.4	86.9		Y	109647820	1
154	9:46:00	78.8	86.8		Y	75857758	1
155	9:47:00	80.4	87.2		Y	109647820	1
156	9:48:00	81.7	86.8		Y	147910839	1
157	9:49:00	80.7	86.7		Y	117489755	1
158	9:50:00	82.0	89.8		Y	158489319	1
159	9:51:00	80.8	86.8		Y	120226443	1
160	9:52:00	82.1	89.2		Y	162181010	1
161	9:53:00	80.1	86.0		Y	102329299	1
162	9:54:00	81.2	87.0		Y	131825674	1
163	9:55:00	83.2	88.9		Y	208929613	1
164	9:56:00	80.1	87.7		Y	102329299	1
165	9:57:00	80.9	87.3		Y	123026877	1
166	9:58:00	81.3	87.2		Y	134896288	1
167	9:59:00	78.5	84.6		Y	70794578	1
168	10:00:00	81.7	86.6		Y	147910839	1
169	10:01:00	79.8	88.0		Y	95499259	1
170	10:02:00	80.1	85.5		Y	102329299	1
171	10:03:00	79.6	85.6		Y	91201084	1
172	10:04:00	80.7	86.7		Y	117489755	1
173	10:05:00	79.2	83.2		Y	83176377	1
174	10:06:00	82.4	88.1		Y	173780083	1
175	10:07:00	80.5	85.5		Y	112201845	1
176	10:08:00	81.8	89.7		Y	151356125	1
177	10:09:00	80.7	89.5		Y	117489755	1
178	10:10:00	80.9	87.0		Y	123026877	1
179	10:11:00	79.9	86.7		Y	97723722	1
180	10:12:00	81.9	88.4		Y	154881662	1
181	10:13:00	79.8	86.0		Y	95499259	1
182	10:14:00	80.7	89.0		Y	117489755	1
183	10:15:00	81.1	87.1		Y	128824955	1
184	10:16:00	79.9	84.2		Y	97723722	1
185	10:17:00	78.7	85.2		Y	74131024	1
186	10:18:00	81.5	88.2		Y	141253754	1
187	10:19:00	80.7	87.7		Y	117489755	1
188	10:20:00	79.1	87.7		Y	81283052	1
189	10:21:00	80.1	87.9		Y	102329299	1
190	10:22:00	81.0	86.0		Y	125892541	1
191	10:23:00	81.8	92.6		Y	151356125	1
192	10:24:00	79.4	86.9		Y	87096359	1
193	10:25:00	80.7	86.1		Y	117489755	1
194	10:26:00	81.6	87.4		Y	144543977	1
195	10:27:00	80.1	88.6		Y	102329299	1
196	10:28:00	81.9	88.3		Y	154881662	1
197	10:29:00	80.7	86.9		Y	117489755	1
198	10:30:00	80.5	89.0		Y	112201845	1
199	10:31:00	80.8	87.3		Y	120226443	1
200	10:32:00	79.4	84.1		Y	87096359	1
201	10:33:00	81.6	87.2		Y	144543977	1
202	10:34:00	81.8	89.0		Y	151356125	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
203	10:35:00	81.7	87.8		Y	147910839	1
204	10:36:00	81.0	87.9		Y	125892541	1
205	10:37:00	81.7	89.2		Y	147910839	1
206	10:38:00	81.2	86.8		Y	131825674	1
207	10:39:00	81.1	87.8		Y	128824955	1
208	10:40:00	81.0	88.2		Y	125892541	1
209	10:41:00	81.8	88.1		Y	151356125	1
210	10:42:00	79.3	86.0		Y	85113804	1
211	10:43:00	81.1	87.9		Y	128824955	1
212	10:44:00	81.1	88.3		Y	128824955	1
213	10:45:00	79.6	84.3		Y	91201084	1
214	10:46:00	80.2	87.1		Y	104712855	1
215	10:47:00	80.7	87.3		Y	117489755	1
216	10:48:00	79.3	86.5		Y	85113804	1
217	10:49:00	79.7	85.7		Y	93325430	1
218	10:50:00	80.0	86.1		Y	100000000	1
219	10:51:00	81.2	88.4		Y	131825674	1
220	10:52:00	81.9	88.8		Y	154881662	1
221	10:53:00	80.6	87.7		Y	114815362	1
222	10:54:00	80.8	87.0		Y	120226443	1
223	10:55:00	81.0	88.3		Y	125892541	1
224	10:56:00	79.4	85.5		Y	87096359	1
225	10:57:00	80.2	87.1		Y	104712855	1
226	10:58:00	79.4	84.1		Y	87096359	1
227	10:59:00	79.7	86.1		Y	93325430	1
228	11:00:00	81.5	87.4		Y	141253754	1
229	11:01:00	80.3	87.2		Y	107151931	1
230	11:02:00	79.5	87.9		Y	89125094	1
231	11:03:00	80.4	85.7		Y	109647820	1
232	11:04:00	79.5	85.6		Y	89125094	1
233	11:05:00	78.0	85.6		Y	63095734	1
234	11:06:00	79.1	87.1		Y	81283052	1
235	11:07:00	82.9	90.0		Y	194984460	1
236	11:08:00	79.5	86.4		Y	89125094	1
237	11:09:00	79.7	86.9		Y	93325430	1
238	11:10:00	80.3	86.5		Y	107151931	1
239	11:11:00	82.1	89.7		Y	162181010	1
240	11:12:00	81.1	89.4		Y	128824955	1
241	11:13:00	81.3	85.9		Y	134896288	1
242	11:14:00	79.8	86.8		Y	95499259	1
243	11:15:00	80.0	86.3		Y	100000000	1
244	11:16:00	80.0	86.1		Y	100000000	1
245	11:17:00	80.4	86.3		Y	109647820	1
246	11:18:00	80.8	86.3		Y	120226443	1
247	11:19:00	78.8	85.4		Y	75857758	1
248	11:20:00	80.5	87.3		Y	112201845	1
249	11:21:00	79.2	84.9		Y	83176377	1
250	11:22:00	81.1	87.9		Y	128824955	1
251	11:23:00	82.0	87.5		Y	158489319	1
252	11:24:00	80.2	85.2		Y	104712855	1
253	11:25:00	79.8	87.9		Y	95499259	1
254	11:26:00	81.0	87.2		Y	125892541	1
255	11:27:00	79.8	85.9		Y	95499259	1
256	11:28:00	81.2	86.6		Y	131825674	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
257	11:29:00	82.0	86.6		Y	158489319	1
258	11:30:00	81.4	88.0		Y	138038426	1
259	11:31:00	80.9	86.8		Y	123026877	1
260	11:32:00	80.9	85.4		Y	123026877	1
261	11:33:00	80.9	87.2		Y	123026877	1
262	11:34:00	80.4	87.0		Y	109647820	1
263	11:35:00	80.2	85.9		Y	104712855	1
264	11:36:00	79.1	86.1		Y	81283052	1
265	11:37:00	80.3	88.7		Y	107151931	1
266	11:38:00	80.3	85.6		Y	107151931	1
267	11:39:00	80.7	87.5		Y	117489755	1
268	11:40:00	80.2	87.5		Y	104712855	1
269	11:41:00	80.6	87.0		Y	114815362	1
270	11:42:00	82.2	89.3		Y	165958691	1
271	11:43:00	81.6	87.4		Y	144543977	1
272	11:44:00	78.3	85.4		Y	67608298	1
273	11:45:00	79.6	84.5		Y	91201084	1
274	11:46:00	80.2	87.3		Y	104712855	1
275	11:47:00	79.2	87.1		Y	83176377	1
276	11:48:00	80.2	85.4		Y	104712855	1
277	11:49:00	79.8	82.9		Y	95499259	1
278	11:50:00	80.4	88.9		Y	109647820	1
279	11:51:00	80.6	86.7		Y	114815362	1
280	11:52:00	79.9	85.5		Y	97723722	1
281	11:53:00	79.7	85.7		Y	93325430	1
282	11:54:00	80.3	86.9		Y	107151931	1
283	11:55:00	78.8	85.5		Y	75857758	1
284	11:56:00	80.3	89.1		Y	107151931	1
285	11:57:00	80.7	87.0		Y	117489755	1
286	11:58:00	82.2	87.3		Y	165958691	1
287	11:59:00	80.2	85.7		Y	104712855	1
288	12:00:00	80.4	86.4		Y	109647820	1
289	12:01:00	80.6	87.1		Y	114815362	1
290	12:02:00	82.5	88.5		Y	177827941	1
291	12:03:00	80.1	87.8		Y	102329299	1
292	12:04:00	78.5	85.5		Y	70794578	1
293	12:05:00	79.5	85.1		Y	89125094	1
294	12:06:00	80.1	85.5		Y	102329299	1
295	12:07:00	81.1	86.9		Y	128824955	1
296	12:08:00	80.7	86.4		Y	117489755	1
297	12:09:00	79.9	87.5		Y	97723722	1
298	12:10:00	81.2	86.9		Y	131825674	1
299	12:11:00	79.6	85.7		Y	91201084	1
300	12:12:00	80.9	87.2		Y	123026877	1
301	12:13:00	83.0	90.3		Y	199526231	1
302	12:14:00	80.9	85.9		Y	123026877	1
303	12:15:00	80.7	87.3		Y	117489755	1
304	12:16:00	78.1	83.3		Y	64565423	1
305	12:17:00	81.3	87.0		Y	134896288	1
306	12:18:00	78.9	85.6		Y	77624712	1
307	12:19:00	81.6	87.3		Y	144543977	1
308	12:20:00	79.7	86.7		Y	93325430	1
309	12:21:00	80.0	85.9		Y	100000000	1
310	12:22:00	80.9	88.5		Y	123026877	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
311	12:23:00	81.6	88.9		Y	144543977	1
312	12:24:00	79.9	89.4		Y	97723722	1
313	12:25:00	81.1	86.9		Y	128824955	1
314	12:26:00	80.6	88.1		Y	114815362	1
315	12:27:00	80.7	86.6		Y	117489755	1
316	12:28:00	82.0	87.2		Y	158489319	1
317	12:29:00	79.3	84.9		Y	85113804	1
318	12:30:00	80.2	86.3		Y	104712855	1
319	12:31:00	80.7	86.1		Y	117489755	1
320	12:32:00	80.2	87.3		Y	104712855	1
321	12:33:00	80.4	86.4		Y	109647820	1
322	12:34:00	79.9	87.4		Y	97723722	1
323	12:35:00	81.1	88.7		Y	128824955	1
324	12:36:00	80.7	88.9		Y	117489755	1
325	12:37:00	80.4	88.5		Y	109647820	1
326	12:38:00	78.9	84.8		Y	77624712	1
327	12:39:00	78.7	84.8		Y	74131024	1
328	12:40:00	79.8	85.3		Y	95499259	1
329	12:41:00	81.2	90.5		Y	131825674	1
330	12:42:00	81.1	85.4		Y	128824955	1
331	12:43:00	80.8	86.5		Y	120226443	1
332	12:44:00	80.3	86.5		Y	107151931	1
333	12:45:00	81.7	89.4		Y	147910839	1
334	12:46:00	80.7	87.5		Y	117489755	1
335	12:47:00	81.2	88.5		Y	131825674	1
336	12:48:00	80.7	88.8		Y	117489755	1
337	12:49:00	80.0	85.3		Y	100000000	1
338	12:50:00	80.8	86.0		Y	120226443	1
339	12:51:00	77.4	82.3		Y	54954087	1
340	12:52:00	82.1	87.0		Y	162181010	1
341	12:53:00	79.6	86.4		Y	91201084	1
342	12:54:00	81.0	87.2		Y	125892541	1
343	12:55:00	82.5	89.1		Y	177827941	1
344	12:56:00	80.5	86.4		Y	112201845	1
345	12:57:00	81.3	89.1		Y	134896288	1
346	12:58:00	80.2	87.3		Y	104712855	1
347	12:59:00	80.6	88.2		Y	114815362	1
348	13:00:00	80.8	87.9		Y	120226443	1
349	13:01:00	80.5	85.6		Y	112201845	1
350	13:02:00	82.1	87.9		Y	162181010	1
351	13:03:00	79.7	85.1		Y	93325430	1
352	13:04:00	80.9	86.0		Y	123026877	1
353	13:05:00	80.3	86.9		Y	107151931	1
354	13:06:00	79.3	86.8		Y	85113804	1
355	13:07:00	80.4	88.3		Y	109647820	1
356	13:08:00	80.3	86.4		Y	107151931	1
357	13:09:00	78.4	84.7		Y	69183097	1
358	13:10:00	80.7	86.5		Y	117489755	1
359	13:11:00	81.2	87.3		Y	131825674	1
360	13:12:00	78.8	85.9		Y	75857758	1
361	13:13:00	80.9	85.8		Y	123026877	1
362	13:14:00	80.5	89.2		Y	112201845	1
363	13:15:00	79.8	84.9		Y	95499259	1
364	13:16:00	81.6	86.9		Y	144543977	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
365	13:17:00	81.5	87.7		Y	141253754	1
366	13:18:00	79.3	86.3		Y	85113804	1
367	13:19:00	78.7	84.3		Y	74131024	1
368	13:20:00	79.5	86.7		Y	89125094	1
369	13:21:00	80.7	85.7		Y	117489755	1
370	13:22:00	83.4	92.2		Y	218776162	1
371	13:23:00	81.6	88.4		Y	144543977	1
372	13:24:00	80.6	86.5		Y	114815362	1
373	13:25:00	78.3	85.5		Y	67608298	1
374	13:26:00	80.2	88.3		Y	104712855	1
375	13:27:00	80.7	88.8		Y	117489755	1
376	13:28:00	81.3	86.5		Y	134896288	1
377	13:29:00	79.3	85.6		Y	85113804	1
378	13:30:00	82.9	91.3		Y	194984460	1
379	13:31:00	78.6	89.0		Y	72443596	1
380	13:32:00	79.3	86.4		Y	85113804	1
381	13:33:00	79.1	85.0		Y	81283052	1
382	13:34:00	79.9	85.4		Y	97723722	1
383	13:35:00	79.9	87.8		Y	97723722	1
384	13:36:00	80.3	86.7		Y	107151931	1
385	13:37:00	79.8	86.6		Y	95499259	1
386	13:38:00	80.5	89.0		Y	112201845	1
387	13:39:00	80.3	86.4		Y	107151931	1
388	13:40:00	80.9	87.3		Y	123026877	1
389	13:41:00	79.1	85.8		Y	81283052	1
390	13:42:00	79.2	88.1		Y	83176377	1
391	13:43:00	80.0	86.8		Y	100000000	1
392	13:44:00	82.0	89.7		Y	158489319	1
393	13:45:00	80.8	87.4		Y	120226443	1
394	13:46:00	77.6	84.7		Y	57543994	1
395	13:47:00	79.4	87.3		Y	87096359	1
396	13:48:00	81.2	87.8		Y	131825674	1
397	13:49:00	79.0	84.9		Y	79432823	1
398	13:50:00	80.8	86.4		Y	120226443	1
399	13:51:00	79.6	85.8		Y	91201084	1
400	13:52:00	82.0	87.7		Y	158489319	1
401	13:53:00	79.6	86.3		Y	91201084	1
402	13:54:00	79.1	85.8		Y	81283052	1
403	13:55:00	80.4	89.0		Y	109647820	1
404	13:56:00	79.5	86.7		Y	89125094	1
405	13:57:00	81.3	90.4		Y	134896288	1
406	13:58:00	79.5	87.6		Y	89125094	1
407	13:59:00	79.7	86.4		Y	93325430	1
408	14:00:00	80.4	87.7		Y	109647820	1
409	14:01:00	82.4	89.3		Y	173780083	1
410	14:02:00	79.9	86.4		Y	97723722	1
411	14:03:00	81.3	88.0		Y	134896288	1
412	14:04:00	82.9	90.3		Y	194984460	1
413	14:05:00	79.6	85.5		Y	91201084	1
414	14:06:00	80.5	87.0		Y	112201845	1
415	14:07:00	81.2	87.1		Y	131825674	1
416	14:08:00	80.1	87.5		Y	102329299	1
417	14:09:00	78.3	84.6		Y	67608298	1
418	14:10:00	80.9	88.2		Y	123026877	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
419	14:11:00	81.1	88.5		Y	128824955	1
420	14:12:00	81.3	87.5		Y	134896288	1
421	14:13:00	80.5	87.7		Y	112201845	1
422	14:14:00	80.6	89.6		Y	114815362	1
423	14:15:00	80.5	86.8		Y	112201845	1
424	14:16:00	79.9	86.5		Y	97723722	1
425	14:17:00	78.8	88.2		Y	75857758	1
426	14:18:00	78.8	86.7		Y	75857758	1
427	14:19:00	81.4	90.0		Y	138038426	1
428	14:20:00	80.1	86.0		Y	102329299	1
429	14:21:00	79.8	87.3		Y	95499259	1
430	14:22:00	79.9	85.8		Y	97723722	1
431	14:23:00	81.0	87.5		Y	125892541	1
432	14:24:00	79.8	85.9		Y	95499259	1
433	14:25:00	80.1	86.8		Y	102329299	1
434	14:26:00	82.2	88.4		Y	165958691	1
435	14:27:00	81.1	86.8		Y	128824955	1
436	14:28:00	80.7	85.8		Y	117489755	1
437	14:29:00	80.6	85.5		Y	114815362	1
438	14:30:00	81.7	86.0		Y	147910839	1
439	14:31:00	79.6	85.3		Y	91201084	1
440	14:32:00	78.0	83.2		Y	63095734	1
441	14:33:00	79.9	86.2		Y	97723722	1
442	14:34:00	80.7	88.1		Y	117489755	1
443	14:35:00	79.5	86.9		Y	89125094	1
444	14:36:00	78.5	87.3		Y	70794578	1
445	14:37:00	80.6	87.0		Y	114815362	1
446	14:38:00	78.9	88.3		Y	77624712	1
447	14:39:00	78.2	84.5		Y	66069345	1
448	14:40:00	81.0	86.6		Y	125892541	1
449	14:41:00	79.2	84.5		Y	83176377	1
450	14:42:00	79.1	84.7		Y	81283052	1
451	14:43:00	79.1	84.2		Y	81283052	1
452	14:44:00	80.6	86.4		Y	114815362	1
453	14:45:00	80.4	86.4		Y	109647820	1
454	14:46:00	81.2	88.2		Y	131825674	1
455	14:47:00	78.5	84.3		Y	70794578	1
456	14:48:00	81.7	87.9		Y	147910839	1
457	14:49:00	81.7	90.2		Y	147910839	1
458	14:50:00	82.9	87.7		Y	194984460	1
459	14:51:00	79.5	85.6		Y	89125094	1
460	14:52:00	81.1	87.8		Y	128824955	1
461	14:53:00	81.9	88.9		Y	154881662	1
462	14:54:00	81.3	88.5		Y	134896288	1
463	14:55:00	82.5	89.4		Y	177827941	1
464	14:56:00	80.5	87.3		Y	112201845	1
465	14:57:00	80.8	85.9		Y	120226443	1
466	14:58:00	81.1	87.8		Y	128824955	1
467	14:59:00	81.3	87.1		Y	134896288	1
468	15:00:00	81.5	87.2		Y	141253754	1
469	15:01:00	80.6	86.0		Y	114815362	1
470	15:02:00	78.5	83.8		Y	70794578	1
471	15:03:00	81.3	91.2		Y	134896288	1
472	15:04:00	78.7	86.1		Y	74131024	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
473	15:05:00	80.7	86.0		Y	117489755	1
474	15:06:00	81.5	86.6		Y	141253754	1
475	15:07:00	80.7	86.8		Y	117489755	1
476	15:08:00	80.8	84.8		Y	120226443	1
477	15:09:00	80.5	88.1		Y	112201845	1
478	15:10:00	79.5	84.5		Y	89125094	1
479	15:11:00	77.1	84.6		Y	51286138	1
480	15:12:00	78.9	84.9		Y	77624712	1
481	15:13:00	80.8	87.9		Y	120226443	1
482	15:14:00	80.0	88.5		Y	100000000	1
483	15:15:00	79.1	84.1		Y	81283052	1
484	15:16:00	80.9	86.6		Y	123026877	1
485	15:17:00	79.5	88.0		Y	89125094	1
486	15:18:00	79.8	87.0		Y	95499259	1
487	15:19:00	78.2	84.9		Y	66069345	1
488	15:20:00	81.4	87.3		Y	138038426	1
489	15:21:00	80.5	86.6		Y	112201845	1
490	15:22:00	79.3	84.3		Y	85113804	1
491	15:23:00	81.3	86.7		Y	134896288	1
492	15:24:00	81.0	87.3		Y	125892541	1
493	15:25:00	79.8	87.0		Y	95499259	1
494	15:26:00	79.7	86.0		Y	93325430	1
495	15:27:00	80.3	86.3		Y	107151931	1
496	15:28:00	82.7	90.7		Y	186208714	1
497	15:29:00	78.5	82.8		Y	70794578	1
498	15:30:00	80.5	87.1		Y	112201845	1
499	15:31:00	78.5	83.9		Y	70794578	1
500	15:32:00	80.1	86.5		Y	102329299	1
501	15:33:00	79.6	86.5		Y	91201084	1
502	15:34:00	80.6	87.6		Y	114815362	1
503	15:35:00	80.5	85.1		Y	112201845	1
504	15:36:00	79.5	87.5		Y	89125094	1
505	15:37:00	79.8	85.7		Y	95499259	1
506	15:38:00	80.0	86.6		Y	100000000	1
507	15:39:00	81.4	85.6		Y	138038426	1
508	15:40:00	79.7	86.2		Y	93325430	1
509	15:41:00	79.0	85.7		Y	79432823	1
510	15:42:00	81.6	87.6		Y	144543977	1
511	15:43:00	80.4	85.9		Y	109647820	1
512	15:44:00	79.6	85.1		Y	91201084	1
513	15:45:00	81.1	89.6		Y	128824955	1
514	15:46:00	79.3	84.8		Y	85113804	1
515	15:47:00	79.1	86.2		Y	81283052	1
516	15:48:00	81.8	87.1		Y	151356125	1
517	15:49:00	79.0	85.8		Y	79432823	1
518	15:50:00	80.4	85.3		Y	109647820	1
519	15:51:00	80.4	87.8		Y	109647820	1
520	15:52:00	79.7	85.3		Y	93325430	1
521	15:53:00	79.5	85.1		Y	89125094	1
522	15:54:00	82.4	88.8		Y	173780083	1
523	15:55:00	79.1	85.7		Y	81283052	1
524	15:56:00	80.3	85.9		Y	107151931	1
525	15:57:00	80.3	86.6		Y	107151931	1
526	15:58:00	80.9	87.2		Y	123026877	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
527	15:59:00	82.0	89.0		Y	158489319	1
528	16:00:00	79.0	83.2		Y	79432823	1
529	16:01:00	80.6	87.5		Y	114815362	1
530	16:02:00	79.0	84.8		Y	79432823	1
531	16:03:00	81.3	87.7		Y	134896288	1
532	16:04:00	79.6	86.0		Y	91201084	1
533	16:05:00	80.8	86.2		Y	120226443	1
534	16:06:00	80.0	88.1		Y	100000000	1
535	16:07:00	78.8	87.6		Y	75857758	1
536	16:08:00	82.4	86.9		Y	173780083	1
537	16:09:00	79.3	84.6		Y	85113804	1
538	16:10:00	81.8	86.6		Y	151356125	1
539	16:11:00	80.7	86.7		Y	117489755	1
540	16:12:00	82.0	87.4		Y	158489319	1
541	16:13:00	81.6	87.7		Y	144543977	1
542	16:14:00	79.5	85.1		Y	89125094	1
543	16:15:00	79.6	86.0		Y	91201084	1
544	16:16:00	82.4	90.5		Y	173780083	1
545	16:17:00	80.2	85.1		Y	104712855	1
546	16:18:00	82.1	87.7		Y	162181010	1
547	16:19:00	79.9	85.5		Y	97723722	1
548	16:20:00	79.7	85.3		Y	93325430	1
549	16:21:00	80.9	86.0		Y	123026877	1
550	16:22:00	80.3	85.6		Y	107151931	1
551	16:23:00	81.3	87.5		Y	134896288	1
552	16:24:00	81.3	87.4		Y	134896288	1
553	16:25:00	81.7	89.2		Y	147910839	1
554	16:26:00	80.4	86.2		Y	109647820	1
555	16:27:00	79.1	85.8		Y	81283052	1
556	16:28:00	80.8	86.5		Y	120226443	1
557	16:29:00	78.6	86.6		Y	72443596	1
558	16:30:00	81.4	86.7		Y	138038426	1
559	16:31:00	77.1	81.9		Y	51286138	1
560	16:32:00	79.2	82.4		Y	83176377	1
561	16:33:00	76.7	80.5		Y	46773514	1
562	16:34:00	78.9	84.0		Y	77624712	1
563	16:35:00	80.3	87.1		Y	107151931	1
564	16:36:00	80.2	86.4		Y	104712855	1
565	16:37:00	80.7	85.6		Y	117489755	1
566	16:38:00	81.6	88.5		Y	144543977	1
567	16:39:00	83.6	91.2		Y	229086765	1
568	16:40:00	80.3	88.4		Y	107151931	1
569	16:41:00	80.1	86.1		Y	102329299	1
570	16:42:00	77.9	85.5		Y	61659500	1
571	16:43:00	80.8	86.3		Y	120226443	1
572	16:44:00	79.9	86.3		Y	97723722	1
573	16:45:00	79.4	86.3		Y	87096359	1
574	16:46:00	79.5	85.9		Y	89125094	1
575	16:47:00	80.4	87.2		Y	109647820	1
576	16:48:00	80.4	88.4		Y	109647820	1
577	16:49:00	80.7	86.1		Y	117489755	1
578	16:50:00	80.7	86.6		Y	117489755	1
579	16:51:00	81.6	87.2		Y	144543977	1
580	16:52:00	83.1	89.9		Y	204173794	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **Reference Mic**
Description:
Filename:

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
581	16:53:00	80.3	87.2		Y	107151931	1
582	16:54:00	80.7	85.2		Y	117489755	1
583	16:55:00	77.7	85.1		Y	58884366	1
584	16:56:00	80.8	85.2		Y	120226443	1
585	16:57:00	82.2	88.3		Y	165958691	1
586	16:58:00	80.5	86.4		Y	112201845	1
587	16:59:00	79.7	87.8		Y	93325430	1
588	17:00:00	81.1	87.6		Y	128824955	1
589	17:01:00	80.4	86.8		Y	109647820	1
590	17:02:00	80.3	85.5		Y	107151931	1
591	17:03:00	81.6	90.3		Y	144543977	1
592	17:04:00	81.3	87.6		Y	134896288	1
593	17:05:00	80.1	85.5		Y	102329299	1
594	17:06:00	78.9	84.7		Y	77624712	1
595	17:07:00	80.3	84.1		Y	107151931	1
596	17:08:00	80.1	86.9		Y	102329299	1
597	17:09:00	79.2	86.6		Y	83176377	1
598	17:10:00	81.7	89.3		Y	147910839	1
599	17:11:00	81.6	87.4		Y	144543977	1
600	17:12:00	79.0	83.7		Y	79432823	1
601	17:13:00	79.7	85.9		Y	93325430	1
602	17:14:00	81.8	90.2		Y	151356125	1
603	17:15:00	80.0	86.1		Y	100000000	1
604	17:16:00	80.8	89.3		Y	120226443	1
605	17:17:00	80.0	86.1		Y	100000000	1
606	17:18:00	82.0	87.8		Y	158489319	1
607	17:19:00	81.0	85.6		Y	125892541	1
608	17:20:00	80.3	87.2		Y	107151931	1
609	17:21:00	81.1	86.8		Y	128824955	1
610	17:22:00	79.1	86.7		Y	81283052	1
611	17:23:00	80.9	86.2		Y	123026877	1
612	17:24:00	79.8	86.6		Y	95499259	1
613	17:25:00	79.9	86.5		Y	97723722	1
614	17:26:00	79.8	84.7		Y	95499259	1
615	17:27:00	80.4	86.0		Y	109647820	1
616	17:28:00	80.1	86.7		Y	102329299	1
617	17:29:00	82.1	89.6		Y	162181010	1
618	17:30:00	80.3	86.7		Y	107151931	1
619	17:31:00	80.9	86.2		Y	123026877	1
620	17:32:00	78.8	83.7		Y	75857758	1
621	17:33:00	81.4	86.6		Y	138038426	1
622	17:34:00	81.0	87.9		Y	125892541	1
623	17:35:00	79.1	85.7		Y	81283052	1
624	17:36:00	79.5	84.1		Y	89125094	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **1207/1209 Gum Street [NSA 2-1]**
Description: **Residential, first row**
Filename: ***LxT1637.004***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	73.3	79.6		Y	21409440	1
2	9:46:00	72.1	82.4		Y	16223566	1
3	9:47:00	72.2	78.0		Y	16686659	1
4	9:48:00	73.8	78.5		Y	24192201	1
5	9:49:00	73.1	79.0		Y	20446985	1
6	9:50:00	73.4	79.6		Y	21915513	1
7	9:51:00	73.1	79.3		Y	20569767	1
8	9:52:00	74.7	80.4		Y	29283136	1
9	9:53:00	72.0	78.1		Y	16024018	1
10	9:54:00	73.5	78.7		Y	22300464	1
11	9:55:00	76.1	81.1		Y	40691451	1
12	9:56:00	72.6	78.8		Y	18368930	1
13	9:57:00	73.1	78.7		Y	20183997	1
14	9:58:00	73.7	80.4		Y	23252292	1
15	9:59:00	70.2	75.8		Y	10530531	1
				Energy Sum		322078950	15
				Leq of good periods		**73.3**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:05:00	70.9	75.2		Y	12398395	1
2	10:06:00	73.7	78.1		Y	23260177	1
3	10:07:00	72.6	77.2		Y	18358575	1
4	10:08:00	73.8	81.1		Y	24052993	1
5	10:09:00	73.3	81.3		Y	21255268	1
6	10:10:00	72.6	77.2		Y	18114713	1
7	10:11:00	71.6	77.8		Y	14490291	1
8	10:12:00	73.4	78.4		Y	22104277	1
9	10:13:00	72.4	77.6		Y	17315148	1
10	10:14:00	72.2	78.6		Y	16605977	1
11	10:15:00	72.7	78.5		Y	18491704	1
12	10:16:00	70.9	75.1		Y	12310864	1
13	10:17:00	69.6	76.6		Y	9153395	1
14	10:18:00	73.5	78.6		Y	22460797	1
15	10:19:00	72.4	78.7		Y	17452787	1
				Energy Sum		267825361	15
				Leq of good periods		**72.5**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:25:00	72.0	77.4		Y	15723003	1
2	10:26:00	72.9	78.6		Y	19322503	1
3	10:27:00	71.9	79.1		Y	15378206	1
4	10:28:00	74.1	81.2		Y	25737973	1
5	10:29:00	72.3	77.4		Y	16892204	1
6	10:30:00	72.0	80.0		Y	15780671	1
7	10:31:00	72.4	78.1		Y	17569962	1
8	10:32:00	70.5	75.9		Y	11309513	1
9	10:33:00	73.2	77.6		Y	21075161	1
10	10:34:00	73.2	79.2		Y	21133331	1
11	10:35:00	73.6	78.6		Y	23020539	1
12	10:36:00	72.0	77.8		Y	16012481	1
13	10:37:00	73.8	79.6		Y	23881462	1
14	10:38:00	72.5	76.8		Y	17842029	1
15	10:39:00	72.8	78.5		Y	19125415	1
				Energy Sum		279804452	15
				Leq of good periods		**72.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **1203 Gum Street [NSA 2-2]**
Description: **Residential, second row**
Filename: ***LxT1638.027***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	69.7	75.7		Y	9244375	1
2	9:46:00	68.3	77.2		Y	6795712	1
3	9:47:00	68.7	73.3		Y	7438470	1
4	9:48:00	69.8	73.0		Y	9514833	1
5	9:49:00	68.7	73.1		Y	7350282	1
6	9:50:00	68.8	73.4		Y	7533391	1
7	9:51:00	68.8	73.7		Y	7604234	1
8	9:52:00	70.3	75.5		Y	10832260	1
9	9:53:00	68.3	73.0		Y	6762129	1
10	9:54:00	69.2	73.6		Y	8243024	1
11	9:55:00	72.0	76.9		Y	15921348	1
12	9:56:00	68.7	74.0		Y	7417240	1
13	9:57:00	69.2	74.6		Y	8389863	1
14	9:58:00	69.7	75.4		Y	9397719	1
15	9:59:00	66.7	71.0		Y	4715431	1
				Energy Sum		127160311	15
				Leq of good periods		**69.3**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:05:00	66.7	70.2		Y	4690547	1
2	10:06:00	70.0	73.6		Y	9910894	1
3	10:07:00	69.1	73.5		Y	8196729	1
4	10:08:00	69.7	75.5		Y	9342608	1
5	10:09:00	69.0	75.6		Y	8024701	1
6	10:10:00	68.9	71.9		Y	7697604	1
7	10:11:00	67.7	72.7		Y	5909625	1
8	10:12:00	69.6	73.6		Y	9092717	1
9	10:13:00	68.4	72.4		Y	6895562	1
10	10:14:00	67.6	72.6		Y	5748618	1
11	10:15:00	68.4	73.5		Y	6851645	1
12	10:16:00	66.8	70.5		Y	4822334	1
13	10:17:00	66.4	71.0		Y	4396011	1
14	10:18:00	69.3	72.9		Y	8500792	1
15	10:19:00	69.0	73.7		Y	7992750	1
				Energy Sum		108073137	15
				Leq of good periods		**68.6**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:25:00	68.2	73.6		Y	6550267	1
2	10:26:00	69.1	73.2		Y	8066963	1
3	10:27:00	68.9	73.7		Y	7703746	1
4	10:28:00	70.9	76.1		Y	12304853	1
5	10:29:00	69.0	73.7		Y	7923200	1
6	10:30:00	68.7	75.1		Y	7335834	1
7	10:31:00	68.7	73.3		Y	7355656	1
8	10:32:00	66.9	71.5		Y	4857457	1
9	10:33:00	69.4	72.9		Y	8735535	1
10	10:34:00	69.5	74.4		Y	8983750	1
11	10:35:00	70.2	73.8		Y	10521987	1
12	10:36:00	68.6	73.6		Y	7291291	1
13	10:37:00	69.9	73.8		Y	9711177	1
14	10:38:00	68.5	71.9		Y	7070459	1
15	10:39:00	69.4	73.7		Y	8692275	1
				Energy Sum		123104451	15
				Leq of good periods		**69.1**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **199 Angus Street [NSA 2-3]**
Description: **Residential, third row - corner of Gum Street and Angus Street**
Filename: ***LxTdata.0003***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	65.3	70.0		Y	3381095	1
2	9:46:00	64.1	72.3		Y	2597987	1
3	9:47:00	64.2	67.4		Y	2650397	1
4	9:48:00	65.0	68.1		Y	3191757	1
5	9:49:00	63.9	65.6		Y	2440951	1
6	9:50:00	62.1	65.8		Y	1626742	1
7	9:51:00	63.9	68.7		Y	2471049	1
8	9:52:00	63.9	68.4		Y	2454380	1
9	9:53:00	62.2	65.6		Y	1670213	1
10	9:54:00	62.4	66.4		Y	1732609	1
11	9:55:00	66.2	69.8		Y	4175727	1
12	9:56:00	63.3	67.3		Y	2138480	1
13	9:57:00	63.7	68.8		Y	2352176	1
14	9:58:00	65.6	70.5		Y	3665560	1
15	9:59:00	61.9	64.3		Y	1531554	1
				Energy Sum		38080676	15
				Leq of good periods		**64.0**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:05:00	60.5	63.6		Y	1117338	1
2	10:06:00	63.1	66.1		Y	2046265	1
3	10:07:00	64.2	67.5		Y	2658478	1
4	10:08:00	63.9	67.9		Y	2462222	1
5	10:09:00	62.5	68.4		Y	1798482	1
6	10:10:00	65.5	73.2		Y	3586738	1
7	10:11:00	62.3	65.9		Y	1683677	1
8	10:12:00	64.0	67.5		Y	2531320	1
9	10:13:00	62.5	66.2		Y	1770028	1
10	10:14:00	61.9	65.6		Y	1551926	1
11	10:15:00	62.0	65.6		Y	1567904	1
12	10:16:00	62.2	66.0		Y	1647369	1
13	10:17:00	60.5	62.8		Y	1130826	1
14	10:18:00	63.9	67.0		Y	2468125	1
15	10:19:00	63.8	67.3		Y	2419683	1
				Energy Sum		30440382	15
				Leq of good periods		**63.1**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:25:00	62.4	68.4		Y	1721536	1
2	10:26:00	64.2	69.1		Y	2646363	1
3	10:27:00	64.7	68.2		Y	2930063	1
4	10:28:00	65.4	70.4		Y	3452023	1
5	10:29:00	62.3	65.9		Y	1695063	1
6	10:30:00	61.5	64.9		Y	1428717	1
7	10:31:00	63.3	67.3		Y	2130257	1
8	10:32:00	61.2	63.8		Y	1308392	1
9	10:33:00	62.4	65.1		Y	1730574	1
10	10:34:00	63.3	68.8		Y	2137973	1
11	10:35:00	64.2	67.3		Y	2630516	1
12	10:36:00	63.3	68.8		Y	2137382	1
13	10:37:00	63.4	65.6		Y	2170274	1
14	10:38:00	61.8	64.6		Y	1520636	1
15	10:39:00	63.2	66.1		Y	2094186	1
				Energy Sum		31733954	15
				Leq of good periods		**63.3**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 2**
Site: **408 Shannon Court [NSA 2-4]**
Description: **Residential, first row**
Filename: ***LxT1605.020***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	72.0	80.1		Y	15844394	1
2	9:46:00	70.7	80.0		Y	11701222	1
3	9:47:00	71.4	75.5		Y	13947395	1
4	9:48:00	72.8	76.5		Y	18908169	1
5	9:49:00	70.4	74.9		Y	10853747	1
6	9:50:00	71.8	76.0		Y	14963066	1
7	9:51:00	72.3	76.7		Y	16874112	1
8	9:52:00	73.2	79.6		Y	21022210	1
9	9:53:00	70.1	75.0		Y	10209045	1
10	9:54:00	72.4	77.4		Y	17508831	1
11	9:55:00	72.9	78.5		Y	19360218	1
12	9:56:00	71.4	76.3		Y	13709067	1
13	9:57:00	71.5	76.3		Y	14051152	1
14	9:58:00	73.1	78.2		Y	20266392	1
15	9:59:00	68.9	74.0		Y	7789891	1
				Energy Sum		227008911	15
				Leq of good periods		**71.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:05:00	71.0	76.4		Y	12479268	1
2	10:06:00	72.8	75.6		Y	19142961	1
3	10:07:00	72.3	78.4		Y	17061242	1
4	10:08:00	71.2	75.5		Y	13181794	1
5	10:09:00	72.0	78.9		Y	15745834	1
6	10:10:00	71.1	75.3		Y	12969893	1
7	10:11:00	70.9	75.7		Y	12269605	1
8	10:12:00	73.0	76.7		Y	20177048	1
9	10:13:00	71.1	75.1		Y	12932035	1
10	10:14:00	70.6	75.5		Y	11588362	1
11	10:15:00	71.5	75.4		Y	14122522	1
12	10:16:00	70.7	73.1		Y	11763796	1
13	10:17:00	68.6	74.3		Y	7189764	1
14	10:18:00	72.4	75.7		Y	17339682	1
15	10:19:00	71.0	75.4		Y	12722965	1
				Energy Sum		210686773	15
				Leq of good periods		**71.5**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:25:00	71.0	75.7		Y	12575196	1
2	10:26:00	71.4	76.4		Y	13700231	1
3	10:27:00	70.8	75.3		Y	11964291	1
4	10:28:00	73.4	77.2		Y	21995623	1
5	10:29:00	70.1	75.6		Y	10191037	1
6	10:30:00	71.6	77.3		Y	14524289	1
7	10:31:00	71.6	77.3		Y	14556474	1
8	10:32:00	70.1	74.2		Y	10296291	1
9	10:33:00	72.0	75.6		Y	15955563	1
10	10:34:00	72.3	78.1		Y	16813423	1
11	10:35:00	71.5	75.4		Y	14222409	1
12	10:36:00	71.8	75.2		Y	15141527	1
13	10:37:00	72.2	77.5		Y	16535646	1
14	10:38:00	71.6	78.8		Y	14305451	1
15	10:39:00	72.3	76.4		Y	16986417	1
				Energy Sum		219763869	15
				Leq of good periods		**71.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 3**
Site: **1301 Collier Drive [NSA 3-1]**
Description: **Residential, 1st row**
Filename: ***LxT1638.028***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:30:00	70.6	77.6		Y	11490653	1
2	11:31:00	70.7	77.5		Y	11660038	1
3	11:32:00	72.4	75.9		Y	17471806	1
4	11:33:00	67.8	73.7		Y	5988665	1
5	11:34:00	68.4	73.1		Y	6910198	1
6	11:35:00	69.8	74.6		Y	9612107	1
7	11:36:00	68.5	74.7		Y	7097028	1
8	11:37:00	69.5	75.0		Y	8947163	1
9	11:38:00	71.6	78.1		Y	14570699	1
10	11:39:00	70.7	75.0		Y	11689367	1
11	11:40:00	68.6	73.7		Y	7208165	1
12	11:41:00	69.7	74.8		Y	9262760	1
13	11:42:00	71.2	76.3		Y	13153619	1
14	11:43:00	69.7	75.0		Y	9375194	1
15	11:44:00	67.6	73.9		Y	5782518	1
				Energy Sum		150219980	15
				Leq of good periods		**70.0**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:50:00	69.5	75.3		Y	8851283	1
2	11:51:00	70.5	76.1		Y	11346209	1
3	11:52:00	69.5	73.6		Y	8933420	1
4	11:53:00	69.0	74.8		Y	7972710	1
5	11:54:00	71.6	75.7		Y	14502235	1
6	11:55:00	70.2	76.2		Y	10527146	1
7	11:56:00	70.2	74.5		Y	10472363	1
8	11:57:00	70.6	74.7		Y	11370792	1
9	11:58:00	72.7	77.6		Y	18518556	1
10	11:59:00	70.1	72.8		Y	10257548	1
11	12:00:00	69.8	72.6		Y	9537074	1
12	12:01:00	69.3	73.3		Y	8512762	1
13	12:02:00	70.0	74.8		Y	9938249	1
14	12:03:00	70.2	75.6		Y	10361941	1
15	12:04:00	68.4	74.0		Y	6950155	1
				Energy Sum		158052443	15
				Leq of good periods		**70.2**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	12:10:00	70.5	77.0		Y	11280702	1
2	12:11:00	69.6	73.6		Y	9199435	1
3	12:12:00	72.5	78.2		Y	17823202	1
4	12:13:00	73.5	77.7		Y	22220181	1
5	12:14:00	71.8	75.9		Y	15009982	1
6	12:15:00	71.0	74.6		Y	12454958	1
7	12:16:00	69.6	75.1		Y	9044510	1
8	12:17:00	70.7	77.6		Y	11644747	1
9	12:18:00	69.2	75.1		Y	8312768	1
10	12:19:00	70.6	74.3		Y	11452323	1
11	12:20:00	67.4	71.9		Y	5511053	1
12	12:21:00	71.4	77.2		Y	13954502	1
13	12:22:00	70.1	77.1		Y	10147751	1
14	12:23:00	71.2	74.9		Y	13315036	1
15	12:24:00	69.5	74.4		Y	8969825	1
				Energy Sum		180340973	15
				Leq of good periods		**70.8**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 3**
Site: **1307 Collier Drive [NSA 3-2]**
Description: **Residential, 2nd-3rd row**
Filename: ***LxTdata.004***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:30:00	63.9	68.5		Y	2448809	1
2	11:31:00	65.9	74.2		Y	3876045	1
3	11:32:00	65.3	68.0		Y	3382907	1
4	11:33:00	61.9	66.2		Y	1558645	1
5	11:34:00	61.9	65.0		Y	1562457	1
6	11:35:00	63.4	68.2		Y	2209543	1
7	11:36:00	61.9	67.1		Y	1540658	1
8	11:37:00	63.1	67.5		Y	2049836	1
9	11:38:00	64.2	69.4		Y	2629786	1
10	11:39:00	65.1	68.6		Y	3242707	1
11	11:40:00	63.3	67.1		Y	2130721	1
12	11:41:00	63.5	67.5		Y	2251854	1
13	11:42:00	66.1	74.1		Y	4076780	1
14	11:43:00	63.5	67.5		Y	2237711	1
15	11:44:00	60.7	65.0		Y	1180407	1
				Energy Sum		36378865	15
				Leq of good periods		**63.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:50:00	64.3	68.6	Walkie Talkie noise	N	0	0
2	11:51:00	64.3	68.7		Y	2675974	1
3	11:52:00	63.0	65.7		Y	2002046	1
4	11:53:00	63.0	66.7		Y	1972773	1
5	11:54:00	65.0	68.0		Y	3197605	1
6	11:55:00	64.4	69.7		Y	2773150	1
7	11:56:00	64.1	68.4		Y	2566591	1
8	11:57:00	64.6	67.1		Y	2906854	1
9	11:58:00	66.5	70.5		Y	4418285	1
10	11:59:00	64.0	66.7		Y	2497292	1
11	12:00:00	63.9	65.9		Y	2472864	1
12	12:01:00	63.6	66.7		Y	2282349	1
13	12:02:00	64.7	69.1		Y	2932004	1
14	12:03:00	64.1	69.1		Y	2581137	1
15	12:04:00	62.2	66.8		Y	1676918	1
				Energy Sum		36955842	14
				Leq of good periods		**64.2**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	12:10:00	64.8	69.7		Y	3027279	1
2	12:11:00	64.9	69.2		Y	3113565	1
3	12:12:00	66.9	71.2		Y	4856928	1
4	12:13:00	67.7	71.9		Y	5866461	1
5	12:14:00	66.8	72.4		Y	4744755	1
6	12:15:00	65.5	68.4		Y	3529961	1
7	12:16:00	64.0	68.6		Y	2496544	1
8	12:17:00	65.2	68.5		Y	3291376	1
9	12:18:00	63.3	67.2		Y	2146814	1
10	12:19:00	64.8	67.7		Y	3044799	1
11	12:20:00	62.7	65.5		Y	1871707	1
12	12:21:00	65.4	70.6		Y	3463011	1
13	12:22:00	65.0	71.3		Y	3155851	1
14	12:23:00	65.2	68.7		Y	3323904	1
15	12:24:00	63.9	68.4		Y	2443528	1
				Energy Sum		50376482	15
				Leq of good periods		**65.3**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 3**
Site: **1226 N. Gum Street [NSA3-3]**
Description: **Residential, 1st row**
Filename: ***LxT1637.005***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:30:00	66.1	69.3		Y	4090043	1
2	11:31:00	67.6	76.2		Y	5818253	1
3	11:32:00	67.2	69.7		Y	5230574	1
4	11:33:00	63.7	67.8		Y	2349112	1
5	11:34:00	64.1	67.2		Y	2545693	1
6	11:35:00	65.8	70.9		Y	3802725	1
7	11:36:00	64.0	69.4		Y	2499603	1
8	11:37:00	64.6	68.2		Y	2897885	1
9	11:38:00	66.1	70.9		Y	4027973	1
10	11:39:00	66.1	70.3		Y	4107786	1
11	11:40:00	65.1	69.7		Y	3209756	1
12	11:41:00	65.3	68.8		Y	3383299	1
13	11:42:00	68.3	78.0		Y	6772781	1
14	11:43:00	64.9	68.4		Y	3075549	1
15	11:44:00	62.7	67.7		Y	1860541	1
				Energy Sum		55671573	15
				Leq of good periods		**65.7**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:50:00	67.0	72.9		Y	4958617	1
2	11:51:00	65.9	70.1		Y	3887727	1
3	11:52:00	65.2	68.8		Y	3310605	1
4	11:53:00	64.8	69.1		Y	2999345	1
5	11:54:00	66.4	69.8		Y	4317828	1
6	11:55:00	65.9	70.7		Y	3885078	1
7	11:56:00	65.9	70.4		Y	3933272	1
8	11:57:00	66.1	69.3		Y	4107447	1
9	11:58:00	68.9	73.5		Y	7761697	1
10	11:59:00	65.3	68.2		Y	3386635	1
11	12:00:00	65.9	68.5		Y	3892456	1
12	12:01:00	64.9	68.3		Y	3059705	1
13	12:02:00	65.7	69.9		Y	3756645	1
14	12:03:00	65.8	71.3		Y	3832522	1
15	12:04:00	64.1	68.7		Y	2588907	1
				Energy Sum		59678485	15
				Leq of good periods		**66.0**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	12:10:00	66.9	72.3		Y	4948540	1
2	12:11:00	66.7	72.1		Y	4670640	1
3	12:12:00	68.7	73.7		Y	7472746	1
4	12:13:00	69.3	73.7		Y	8492448	1
5	12:14:00	68.3	74.2		Y	6741787	1
6	12:15:00	67.0	69.9		Y	5068610	1
7	12:16:00	65.7	70.8		Y	3691493	1
8	12:17:00	66.7	70.3		Y	4629843	1
9	12:18:00	65.3	70.1		Y	3418963	1
10	12:19:00	66.7	69.3		Y	4665613	1
11	12:20:00	64.5	68.2		Y	2849458	1
12	12:21:00	66.9	71.7		Y	4908152	1
13	12:22:00	66.9	73.8		Y	4952271	1
14	12:23:00	66.8	70.7		Y	4837658	1
15	12:24:00	66.0	70.6		Y	3965158	1
				Energy Sum		75313378	15
				Leq of good periods		**67.0**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 3**
Site: **1304 Collier Drive [NSA 3-4]**
Description: **Residential, 2nd row**
Filename: ***LxT1605.021***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:30:00	65.8	74.8		Y	3808622	1
2	11:31:00	66.9	74.0	Loud local Pickup	N	0	0
3	11:32:00	67.4	70.9		Y	5460881	1
4	11:33:00	63.2	68.6		Y	2075558	1
5	11:34:00	63.7	70.9		Y	2344826	1
6	11:35:00	65.3	71.2		Y	3390236	1
7	11:36:00	62.4	67.6		Y	1742517	1
8	11:37:00	63.7	68.5		Y	2346603	1
9	11:38:00	65.3	71.1		Y	3393704	1
10	11:39:00	70.7	81.3	Local motorcycle	N	0	0
11	11:40:00	63.2	67.9		Y	2077338	1
12	11:41:00	65.3	72.5	loud local SUV	N	0	0
13	11:42:00	65.8	70.0		Y	3788183	1
14	11:43:00	63.7	67.2		Y	2348349	1
15	11:44:00	62.2	68.0		Y	1661610	1
				Energy Sum		34438427	12
				Leq of good periods		**64.6**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:50:00	64.1	69.3		Y	2573327	1
2	11:51:00	65.1	70.1		Y	3238130	1
3	11:52:00	63.4	67.4		Y	2182894	1
4	11:53:00	64.5	69.7		Y	2793255	1
5	11:54:00	65.7	69.4		Y	3744495	1
6	11:55:00	64.7	72.8		Y	2922419	1
7	11:56:00	64.8	68.5		Y	3050255	1
8	11:57:00	65.3	69.4	Lots of local traffic	N	0	0
9	11:58:00	66.9	71.1	Local pkup	N	0	0
10	11:59:00	64.0	66.7		Y	2523497	1
11	12:00:00	64.0	67.4		Y	2512509	1
12	12:01:00	64.3	70.2	Loud local auto	N	0	0
13	12:02:00	65.3	69.6	Loud local auto	N	0	0
14	12:03:00	65.4	73.4	Loud local pkup	N	0	0
15	12:04:00	63.1	69.1		Y	2053873	1
				Energy Sum		27594654	10
				Leq of good periods		**64.4**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	12:10:00	65.6	71.7		Y	3627324	1
2	12:11:00	64.1	67.5		Y	2584935	1
3	12:12:00	67.1	72.3	Loud local pkup	N	0	0
4	12:13:00	67.8	71.3	Loud local pkup	N	0	0
5	12:14:00	68.0	76.4	Loud local pkup	N	0	0
6	12:15:00	65.8	69.4		Y	3828222	1
7	12:16:00	63.4	68.3		Y	2205015	1
8	12:17:00	65.9	71.9	Loud local pkup	N	0	0
9	12:18:00	64.6	69.0		Y	2885095	1
10	12:19:00	64.9	68.3		Y	3087719	1
11	12:20:00	62.2	66.8		Y	1653114	1
12	12:21:00	66.3	71.5		Y	4257944	1
13	12:22:00	65.2	72.4		Y	3284606	1
14	12:23:00	66.1	71.9		Y	4051619	1
15	12:24:00	64.6	69.3		Y	2864726	1
				Energy Sum		34330321	11
				Leq of good periods		**64.9**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 1**
Site: **Hendrix College Basball Field [NSA 1-1]**
Description: **Recreation, 1st row**
Filename: ***LxT1606.051***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:30:00	67.0	72.7	Eb Hts=70-71	Y	5043421	1
2	11:31:00	66.8	71.2		Y	4788289	1
3	11:32:00	65.6	69.3		Y	3608682	1
4	11:33:00	68.0	72.9		Y	6293699	1
5	11:34:00	64.7	70.7		Y	2938899	1
6	11:35:00	64.3	67.8		Y	2698767	1
7	11:36:00	67.5	73.0		Y	5654767	1
8	11:37:00	65.1	70.4		Y	3212526	1
9	11:38:00	69.0	74.6		Y	8031964	1
10	11:39:00	65.7	71.8		Y	3683279	1
11	11:40:00	65.8	69.8		Y	3813703	1
12	11:41:00	67.1	70.6		Y	5076104	1
13	11:42:00	69.4	72.9		Y	8682569	1
14	11:43:00	67.9	71.9		Y	6201366	1
15	11:44:00	64.3	68.9		Y	2676143	1
				Energy Sum		72404177	15
				Leq of good periods		**66.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:50:00	66.3	70.7		Y	4217973	1
2	11:51:00	66.9	72.2		Y	4842164	1
3	11:52:00	65.4	69.7		Y	3499669	1
4	11:53:00	68.1	72.5		Y	6497411	1
5	11:54:00	64.5	68.9		Y	2798903	1
6	11:55:00	64.9	71.7		Y	3067860	1
7	11:56:00	64.4	70.3		Y	2756161	1
8	11:57:00	66.8	71.2		Y	4755153	1
9	11:58:00	68.3	75.9		Y	6809311	1
10	11:59:00	66.2	70.2		Y	4149118	1
11	12:00:00	66.8	70.8		Y	4737085	1
12	12:01:00	64.9	71.7		Y	3094094	1
13	12:02:00	67.1	71.3		Y	5141566	1
14	12:03:00	66.9	71.8		Y	4849766	1
15	12:04:00	64.6	68.9		Y	2874390	1
				Energy Sum		64090623	15
				Leq of good periods		**66.3**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	12:10:00	66.0	72.4		Y	4023786	1
2	12:11:00	66.8	70.8		Y	4815181	1
3	12:12:00	65.9	69.9		Y	3872064	1
4	12:13:00	67.2	72.7		Y	5195645	1
5	12:14:00	67.0	71.3		Y	5007138	1
6	12:15:00	64.4	68.3		Y	2779085	1
7	12:16:00	63.9	68.5		Y	2480781	1
8	12:17:00	66.5	75.1		Y	4493248	1
9	12:18:00	64.4	70.2		Y	2743668	1
10	12:19:00	65.9	72.7		Y	3934834	1
11	12:20:00	65.9	70.9		Y	3858856	1
12	12:21:00	66.7	70.8		Y	4625697	1
13	12:22:00	67.4	74.1		Y	5486999	1
14	12:23:00	64.8	69.0		Y	3013192	1
15	12:24:00	65.2	70.5		Y	3336698	1
				Energy Sum		59666873	15
				Leq of good periods		**66.0**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 4**
Site: **Roller-McNutt Funeral Home [NSA 4-1]**
Description: **Commercial**
Filename: ***LxT1637.007***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:55:00	63.7	69.0		Y	2353243	1
2	13:56:00	62.5	66.6		Y	1786605	1
3	13:57:00	64.6	72.0		Y	2907221	1
4	13:58:00	64.6	68.1		Y	2906333	1
5	13:59:00	61.4	65.5		Y	1379962	1
6	14:00:00	62.5	64.1		Y	1774715	1
7	14:01:00	63.5	66.5		Y	2241704	1
8	14:02:00	63.8	69.9	Loud moto accel	N	0	0
9	14:03:00	66.2	74.0	Loud Motocycles	N	0	0
10	14:04:00	62.8	68.1		Y	1889847	1
11	14:05:00	62.0	65.2		Y	1584984	1
12	14:06:00	62.4	69.6		Y	1745668	1
13	14:07:00	61.5	64.8		Y	1421586	1
14	14:08:00	59.9	64.9		Y	983959	1
15	14:09:00	60.1	62.8		Y	1035125	1
				Energy Sum		24010954	13
				Leq of good periods		**62.7**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:15:00	61.1	64.9		Y	1290255	1
2	14:16:00	61.9	66.7		Y	1553190	1
3	14:17:00	59.9	62.9		Y	980563	1
4	14:18:00	58.9	63.3		Y	776232	1
5	14:19:00	61.8	66.2		Y	1496923	1
6	14:20:00	60.4	67.3		Y	1087154	1
7	14:21:00	61.9	67.9		Y	1536487	1
8	14:22:00	59.3	64.5		Y	856703	1
9	14:23:00	62.0	71.9		Y	1595860	1
10	14:24:00	62.9	71.9		Y	1931061	1
11	14:25:00	60.4	64.2		Y	1099413	1
12	14:26:00	61.2	64.1		Y	1303419	1
13	14:27:00	64.0	67.5		Y	2530017	1
14	14:28:00	62.1	68.3		Y	1618868	1
15	14:29:00	64.6	72.2		Y	2864958	1
				Energy Sum		22521103	15
				Leq of good periods		**61.8**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:35:00	60.8	64.7		Y	1194752	1
2	14:36:00	64.8	72.6	GA plane take-off	N	0	0
3	14:37:00	60.8	65.9		Y	1207475	1
4	14:38:00	63.0	67.5		Y	1976372	1
5	14:39:00	62.4	67.7		Y	1743069	1
6	14:40:00	62.9	67.5		Y	1944711	1
7	14:41:00	61.2	64.6		Y	1317301	1
8	14:42:00	62.6	66.5		Y	1805354	1
9	14:43:00	62.0	65.4		Y	1567331	1
10	14:44:00	63.7	67.5		Y	2344287	1
11	14:45:00	61.7	63.9		Y	1490236	1
12	14:46:00	61.5	66.6		Y	1411051	1
13	14:47:00	63.9	67.0		Y	2431561	1
14	14:48:00	61.4	67.1		Y	1395445	1
15	14:49:00	62.4	68.4		Y	1719120	1
				Energy Sum		23548066	14
				Leq of good periods		**62.3**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 4**
Site: **Fifth Avenue Park**
Description: **Recreation Area, Picnic Shelter [NSA 4-2]**
Filename: ***LxT1639.001***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:55:00	57.5	61.3		Y	557548	1
2	13:56:00	56.9	59.7		Y	490555	1
3	13:57:00	58.1	63.6		Y	643908	1
4	13:58:00	60.0	65.3		Y	992624	1
5	13:59:00	58.0	62.7		Y	628073	1
6	14:00:00	58.0	63.9	plane	N	0	0
7	14:01:00	58.1	62.4		Y	644408	1
8	14:02:00	58.9	65.3	Loud moto accel	N	0	0
9	14:03:00	61.3	67.1	Loud motorcycles	N	0	0
10	14:04:00	58.0	61.0		Y	627645	1
11	14:05:00	56.9	60.2		Y	492151	1
12	14:06:00	57.5	62.2		Y	558713	1
13	14:07:00	57.3	61.4		Y	534569	1
14	14:08:00	54.5	57.2		Y	284113	1
15	14:09:00	54.1	56.4		Y	257457	1
				Energy Sum		6711763	12
				Leq of good periods		**57.5**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:15:00	57.3	61.6	local UPS truck	N	0	0
2	14:16:00	56.7	60.6		Y	467967	1
3	14:17:00	55.3	59.0		Y	339432	1
4	14:18:00	55.1	59.3		Y	324164	1
5	14:19:00	56.9	62.1		Y	493555	1
6	14:20:00	54.9	60.3		Y	310837	1
7	14:21:00	57.7	61.7		Y	589649	1
8	14:22:00	55.2	57.8		Y	330949	1
9	14:23:00	57.8	61.3		Y	609302	1
10	14:24:00	57.4	60.9		Y	549410	1
11	14:25:00	56.0	58.6		Y	401551	1
12	14:26:00	57.2	61.3		Y	528609	1
13	14:27:00	59.1	63.5		Y	817158	1
14	14:28:00	58.5	66.2		Y	704899	1
15	14:29:00	58.4	66.4		Y	689628	1
				Energy Sum		7157112	14
				Leq of good periods		**57.1**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:35:00	56.2	58.9		Y	417466	1
2	14:36:00	62.0	69.9	GA plane take-off	N	0	0
3	14:37:00	54.8	57.6		Y	298777	1
4	14:38:00	57.1	61.1		Y	509935	1
5	14:39:00	56.4	62.4		Y	438015	1
6	14:40:00	57.3	61.9		Y	539022	1
7	14:41:00	56.3	61.0		Y	421781	1
8	14:42:00	55.1	58.6		Y	322750	1
9	14:43:00	55.3	58.5		Y	338147	1
10	14:44:00	58.6	62.7		Y	728683	1
11	14:45:00	55.1	57.9		Y	323303	1
12	14:46:00	56.4	59.3		Y	437639	1
13	14:47:00	58.8	62.8		Y	753299	1
14	14:48:00	56.6	62.1		Y	453300	1
15	14:49:00	57.2	60.9		Y	528966	1
				Energy Sum		6511083	14
				Leq of good periods		**56.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 4**
Site: **695/697 Sixth Avenue [NSA 4-3]**
Description: **Residential, 1st row**
Filename: ***LxT1605.023***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:55:00	63.1	69.2	All I-40 noise	Y	2047288	1
2	13:56:00	62.0	66.7		Y	1598162	1
3	13:57:00	63.7	70.1		Y	2358182	1
4	13:58:00	64.2	69.1		Y	2622441	1
5	13:59:00	62.1	66.0		Y	1607915	1
6	14:00:00	60.7	65.8		Y	1161914	1
7	14:01:00	63.6	67.3		Y	2306888	1
8	14:02:00	65.7	73.0	Loud moto accel	N	0	0
9	14:03:00	70.2	78.7	Loud motorcycles	N	0	0
10	14:04:00	63.6	68.2		Y	2295127	1
11	14:05:00	62.7	68.4		Y	1872417	1
12	14:06:00	63.7	70.6		Y	2344058	1
13	14:07:00	63.3	67.9		Y	2147455	1
14	14:08:00	59.3	65.3		Y	857336	1
15	14:09:00	62.3	67.1		Y	1686005	1
				Energy Sum		24905188	13
				Leq of good periods		**62.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:15:00	61.3	65.6		Y	1345090	1
2	14:16:00	61.1	65.0		Y	1273678	1
3	14:17:00	59.6	64.5		Y	911190	1
4	14:18:00	61.7	67.8		Y	1493024	1
5	14:19:00	61.6	66.2		Y	1435402	1
6	14:20:00	60.7	66.1		Y	1165297	1
7	14:21:00	63.0	66.2		Y	2007138	1
8	14:22:00	60.4	65.5		Y	1086256	1
9	14:23:00	63.5	67.2		Y	2228073	1
10	14:24:00	62.2	66.2		Y	1653723	1
11	14:25:00	60.7	65.5		Y	1171234	1
12	14:26:00	63.8	71.2		Y	2385169	1
13	14:27:00	63.9	69.2		Y	2473942	1
14	14:28:00	62.2	65.3		Y	1645327	1
15	14:29:00	63.0	69.1		Y	1973856	1
				Energy Sum		24248400	15
				Leq of good periods		**62.1**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	14:35:00	61.2	66.0		Y	1309721	1
2	14:36:00	62.2	65.9	GA plane take-off	N	0	0
3	14:37:00	60.2	66.8		Y	1047239	1
4	14:38:00	63.1	69.8		Y	2050639	1
5	14:39:00	62.6	67.6		Y	1813213	1
6	14:40:00	62.7	67.8		Y	1844414	1
7	14:41:00	61.7	66.8		Y	1494634	1
8	14:42:00	61.8	65.0		Y	1525319	1
9	14:43:00	61.8	69.1		Y	1521846	1
10	14:44:00	60.8	65.9		Y	1203520	1
11	14:45:00	60.2	65.7		Y	1038200	1
12	14:46:00	62.8	68.3		Y	1924973	1
13	14:47:00	64.2	71.2		Y	2637299	1
14	14:48:00	62.4	69.3		Y	1731664	1
15	14:49:00	62.3	69.4		Y	1688996	1
				Energy Sum		22831679	14
				Leq of good periods		**62.1**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 5**
Site: **Antioch Baptist Church [NSA 5-1]**
Description: **Church playground**
Filename: ***LxT1639.002***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:20:00	55.4	58.2		Y	347756	1
2	15:21:00	54.6	57.8		Y	290204	1
3	15:22:00	53.6	55.9		Y	228965	1
4	15:23:00	52.9	57.7		Y	196305	1
5	15:24:00	53.2	56.9		Y	210101	1
6	15:25:00	55.2	60.9		Y	330118	1
7	15:26:00	54.8	60.2		Y	303717	1
8	15:27:00	55.9	58.7		Y	387090	1
9	15:28:00	55.8	64.2		Y	376248	1
10	15:29:00	55.2	57.9		Y	333230	1
11	15:30:00	55.9	58.1		Y	389138	1
12	15:31:00	56.6	60.2		Y	453248	1
13	15:32:00	54.6	57.5		Y	289561	1
14	15:33:00	52.3	56.4		Y	169990	1
15	15:34:00	54.4	57.1		Y	274861	1
				Energy Sum		4580533	15
				Leq of good periods		**54.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:40:00	54.3	57.4		Y	271159	1
2	15:41:00	54.9	59.4		Y	311892	1
3	15:42:00	55.4	58.8		Y	349407	1
4	15:43:00	55.2	62.6		Y	329919	1
5	15:44:00	57.4	63.2		Y	554632	1
6	15:45:00	54.2	57.8		Y	264534	1
7	15:46:00	55.1	58.2		Y	323962	1
8	15:47:00	54.7	58.7		Y	296426	1
9	15:48:00	55.5	60.1		Y	356062	1
10	15:49:00	54.7	57.5		Y	298139	1
11	15:50:00	55.3	58.5		Y	338616	1
12	15:51:00	56.3	60.2		Y	424409	1
13	15:52:00	55.5	57.6		Y	356140	1
14	15:53:00	54.8	57.6		Y	299599	1
15	15:54:00	51.7	54.7		Y	148109	1
				Energy Sum		4923004	15
				Leq of good periods		**55.2**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	16:00:00	56.7	59.6		Y	468342	1
2	16:01:00	55.6	60.7		Y	362765	1
3	16:02:00	56.9	60.6		Y	491231	1
4	16:03:00	57.4	63.5	HT stack=63	Y	546132	1
5	16:04:00	55.7	59.0		Y	374134	1
6	16:05:00	57.3	59.9		Y	542268	1
7	16:06:00	54.9	57.8		Y	306683	1
8	16:07:00	54.3	58.9		Y	269594	1
9	16:08:00	55.5	58.8		Y	351416	1
10	16:09:00	55.9	58.8		Y	389916	1
11	16:10:00	53.5	55.9		Y	225891	1
12	16:11:00	56.1	62.4	motorcycle	Y	406212	1
13	16:12:00	54.0	56.4		Y	250353	1
14	16:13:00	53.0	55.8		Y	198716	1
15	16:14:00	55.3	61.0	airplane	N	0	0
				Energy Sum		5183653	14
				Leq of good periods		**55.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/13/12**
Area: **NSA 5**
Site: **35 Bridgestone [NSA 5-2]**
Description: **Residential**
Filename: ***LxT1637.008***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:20:00	58.9	62.7		Y	783511	1
2	15:21:00	59.8	62.0		Y	959547	1
3	15:22:00	59.2	63.1		Y	840907	1
4	15:23:00	57.0	60.7		Y	501863	1
5	15:24:00	59.0	61.6		Y	790002	1
6	15:25:00	59.7	66.3		Y	941105	1
7	15:26:00	58.6	62.7		Y	716505	1
8	15:27:00	56.3	59.2		Y	430265	1
9	15:28:00	56.5	60.4		Y	444667	1
10	15:29:00	59.9	62.9		Y	970367	1
11	15:30:00	59.9	62.7		Y	979441	1
12	15:31:00	60.9	64.0		Y	1218341	1
13	15:32:00	58.5	62.9		Y	711585	1
14	15:33:00	57.1	62.3		Y	513441	1
15	15:34:00	59.4	63.5		Y	865488	1
				Energy Sum		11667036	15
				Leq of good periods		**58.9**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:40:00	57.2	62.0		Y	520343	1
2	15:41:00	59.4	61.8		Y	875055	1
3	15:42:00	59.3	62.4		Y	858705	1
4	15:43:00	58.9	62.3		Y	768669	1
5	15:44:00	61.9	68.4		Y	1542943	1
6	15:45:00	59.4	64.0		Y	879770	1
7	15:46:00	58.4	60.8		Y	689865	1
8	15:47:00	59.3	62.0		Y	859872	1
9	15:48:00	58.0	61.7		Y	623912	1
10	15:49:00	57.0	60.8		Y	500597	1
11	15:50:00	56.9	59.6		Y	494094	1
12	15:51:00	59.7	62.3		Y	935151	1
13	15:52:00	58.8	62.6		Y	766288	1
14	15:53:00	57.2	59.1		Y	521417	1
15	15:54:00	54.7	57.0		Y	295063	1
				Energy Sum		11131744	15
				Leq of good periods		**58.7**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	16:00:00	58.3	66.8		Y	677227	1
2	16:01:00	59.4	62.7		Y	867632	1
3	16:02:00	60.9	66.0		Y	1235473	1
4	16:03:00	60.9	63.8		Y	1222142	1
5	16:04:00	59.4	62.7		Y	867788	1
6	16:05:00	59.9	63.1		Y	972343	1
7	16:06:00	59.2	61.4		Y	823966	1
8	16:07:00	58.1	60.5		Y	639137	1
9	16:08:00	57.1	59.2		Y	513546	1
10	16:09:00	57.9	60.8		Y	619937	1
11	16:10:00	57.2	59.8		Y	523015	1
12	16:11:00	58.8	65.0		Y	766490	1
13	16:12:00	57.4	62.7		Y	549624	1
14	16:13:00	55.9	58.8		Y	386317	1
15	16:14:00	60.4	69.1	plane takeoff	N	0	0
				Energy Sum		10664635	14
				Leq of good periods		**58.8**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
	6:00:00						
	6:01:00						
	6:02:00						
	6:03:00						
	6:04:00						
	6:05:00						
	6:06:00						
	6:07:00						
1	6:08:00	72.0	75.4		Y	15848932	1
2	6:09:00	71.8	74.1		Y	15135612	1
3	6:10:00	72.5	76.1		Y	17782794	1
4	6:11:00	72.1	76.1		Y	16218101	1
5	6:12:00	71.0	74.0		Y	12589254	1
6	6:13:00	71.8	74.6		Y	15135612	1
7	6:14:00	71.5	75.0		Y	14125375	1
8	6:15:00	73.6	77.8		Y	22908677	1
9	6:16:00	71.0	75.2		Y	12589254	1
10	6:17:00	74.0	80.9		Y	25118864	1
11	6:18:00	72.5	74.4		Y	17782794	1
12	6:19:00	72.1	74.1		Y	16218101	1
13	6:20:00	73.9	78.4		Y	24547089	1
14	6:21:00	71.2	76.4		Y	13182567	1
15	6:22:00	72.4	75.4		Y	17378008	1
16	6:23:00	71.7	74.5		Y	14791084	1
17	6:24:00	70.3	73.5		Y	10715193	1
18	6:25:00	71.3	74.7		Y	13489629	1
19	6:26:00	72.3	75.1		Y	16982437	1
20	6:27:00	72.1	74.8		Y	16218101	1
21	6:28:00	72.7	77.1		Y	18620871	1
22	6:29:00	73.0	78.0		Y	19952623	1
23	6:30:00	70.8	73.9		Y	12022644	1
24	6:31:00	71.3	74.9		Y	13489629	1
25	6:32:00	72.0	76.4		Y	15848932	1
26	6:33:00	71.8	75.5		Y	15135612	1
27	6:34:00	71.6	76.4		Y	14454398	1
28	6:35:00	70.5	73.3		Y	11220185	1
29	6:36:00	71.7	74.2		Y	14791084	1
30	6:37:00	72.3	75.0		Y	16982437	1
31	6:38:00	73.0	76.8		Y	19952623	1
32	6:39:00	73.0	77.6		Y	19952623	1
33	6:40:00	71.6	74.1		Y	14454398	1
34	6:41:00	71.7	74.3		Y	14791084	1
35	6:42:00	73.3	76.7		Y	21379621	1
36	6:43:00	72.7	74.8		Y	18620871	1
37	6:44:00	71.5	74.8		Y	14125375	1
38	6:45:00	72.8	76.9		Y	19054607	1
39	6:46:00	71.5	73.9		Y	14125375	1
40	6:47:00	71.8	76.3		Y	15135612	1
41	6:48:00	73.0	74.6		Y	19952623	1
42	6:49:00	71.8	73.9		Y	15135612	1
43	6:50:00	72.7	76.8		Y	18620871	1
44	6:51:00	72.3	75.5		Y	16982437	1
45	6:52:00	70.7	72.7		Y	11748976	1
46	6:53:00	71.8	74.5		Y	15135612	1
47	6:54:00	72.4	76.1		Y	17378008	1
48	6:55:00	71.3	73.2		Y	13489629	1
49	6:56:00	71.2	73.7		Y	13182567	1
50	6:57:00	72.8	74.7		Y	19054607	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
51	6:58:00	70.8	73.3		Y	12022644	1
52	6:59:00	71.7	75.1		Y	14791084	1
53	7:00:00	72.7	74.6		Y	18620871	1
54	7:01:00	71.6	75.0		Y	14454398	1
55	7:02:00	71.8	73.6		Y	15135612	1
56	7:03:00	71.4	73.5		Y	13803843	1
57	7:04:00	72.0	74.1		Y	15848932	1
58	7:05:00	72.2	74.8		Y	16595869	1
59	7:06:00	71.3	74.4		Y	13489629	1
60	7:07:00	72.5	75.8		Y	17782794	1
61	7:08:00	72.3	76.0		Y	16982437	1
62	7:09:00	72.9	75.8		Y	19498446	1
63	7:10:00	72.4	74.9		Y	17378008	1
64	7:11:00	71.8	75.6		Y	15135612	1
65	7:12:00	72.7	73.8		Y	18620871	1
66	7:13:00	71.9	75.4		Y	15488166	1
67	7:14:00	71.8	75.2		Y	15135612	1
68	7:15:00	72.3	76.3		Y	16982437	1
69	7:16:00	71.3	75.6		Y	13489629	1
70	7:17:00	71.8	77.6		Y	15135612	1
71	7:18:00	71.9	75.4		Y	15488166	1
72	7:19:00	70.3	74.6		Y	10715193	1
73	7:20:00	71.0	74.0		Y	12589254	1
74	7:21:00	72.2	74.1		Y	16595869	1
75	7:22:00	70.0	73.1		Y	10000000	1
76	7:23:00	70.3	73.6		Y	10715193	1
77	7:24:00	71.5	74.0		Y	14125375	1
78	7:25:00	71.5	78.4		Y	14125375	1
79	7:26:00	71.4	74.0		Y	13803843	1
80	7:27:00	70.3	74.1		Y	10715193	1
81	7:28:00	68.8	71.4		Y	7585776	1
82	7:29:00	70.6	75.2		Y	11481536	1
83	7:30:00	69.1	71.8		Y	8128305	1
84	7:31:00	69.9	72.5		Y	9772372	1
85	7:32:00	70.5	73.6		Y	11220185	1
86	7:33:00	71.1	77.5		Y	12882496	1
87	7:34:00	70.9	75.6		Y	12302688	1
88	7:35:00	71.3	74.6		Y	13489629	1
89	7:36:00	70.6	73.8		Y	11481536	1
90	7:37:00	70.7	73.3		Y	11748976	1
91	7:38:00	69.6	73.3		Y	9120108	1
92	7:39:00	69.0	74.9		Y	7943282	1
93	7:40:00	69.5	71.8		Y	8912509	1
94	7:41:00	69.1	73.4		Y	8128305	1
95	7:42:00	71.1	77.9		Y	12882496	1
96	7:43:00	69.6	73.4		Y	9120108	1
97	7:44:00	68.8	73.7		Y	7585776	1
98	7:45:00	70.8	75.1		Y	12022644	1
99	7:46:00	69.2	74.2		Y	8317638	1
100	7:47:00	71.7	75.4		Y	14791084	1
101	7:48:00	68.5	70.9		Y	7079458	1
102	7:49:00	69.5	73.7		Y	8912509	1
103	7:50:00	70.1	75.0		Y	10232930	1
104	7:51:00	69.8	73.9		Y	9549926	1
105	7:52:00	67.9	70.1		Y	6165950	1
106	7:53:00	69.3	73.7		Y	8511380	1
107	7:54:00	69.3	72.6		Y	8511380	1
108	7:55:00	69.5	73.3		Y	8912509	1
109	7:56:00	70.0	72.9		Y	10000000	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
110	7:57:00	67.6	70.9		Y	5754399	1
111	7:58:00	69.3	73.2		Y	8511380	1
112	7:59:00	69.0	71.8		Y	7943282	1
113	8:00:00	68.6	72.4		Y	7244360	1
114	8:01:00	70.2	73.1		Y	10471285	1
115	8:02:00	69.5	73.1		Y	8912509	1
116	8:03:00	70.8	75.2		Y	12022644	1
117	8:04:00	69.4	73.7		Y	8709636	1
118	8:05:00	67.9	73.0		Y	6165950	1
119	8:06:00	69.6	74.4		Y	9120108	1
120	8:07:00	69.3	73.0		Y	8511380	1
121	8:08:00	70.7	78.2		Y	11748976	1
122	8:09:00	67.2	70.5		Y	5248075	1
123	8:10:00	68.5	73.4		Y	7079458	1
124	8:11:00	66.8	71.2		Y	4786301	1
125	8:12:00	68.6	74.4		Y	7244360	1
126	8:13:00	69.2	72.7		Y	8317638	1
127	8:14:00	67.6	72.8		Y	5754399	1
128	8:15:00	68.9	73.3		Y	7762471	1
129	8:16:00	67.2	70.4		Y	5248075	1
130	8:17:00	68.3	72.2		Y	6760830	1
131	8:18:00	68.5	71.7		Y	7079458	1
132	8:19:00	69.9	76.8		Y	9772372	1
133	8:20:00	67.5	73.9		Y	5623413	1
134	8:21:00	67.1	73.8		Y	5128614	1
135	8:22:00	75.8	90.8		Y	38018940	1
136	8:23:00	68.6	72.3		Y	7244360	1
137	8:24:00	68.7	72.5		Y	7413102	1
138	8:25:00	67.5	71.7		Y	5623413	1
139	8:26:00	67.4	70.4		Y	5495409	1
140	8:27:00	69.0	72.2		Y	7943282	1
141	8:28:00	68.2	71.3		Y	6606934	1
142	8:29:00	69.0	73.7		Y	7943282	1
143	8:30:00	68.4	72.9		Y	6918310	1
144	8:31:00	66.1	72.1		Y	4073803	1
145	8:32:00	69.0	72.5		Y	7943282	1
146	8:33:00	70.0	73.6		Y	10000000	1
147	8:34:00	67.6	70.2		Y	5754399	1
148	8:35:00	68.6	72.6		Y	7244360	1
149	8:36:00	67.2	71.5		Y	5248075	1
150	8:37:00	67.9	72.6		Y	6165950	1
151	8:38:00	68.1	72.2		Y	6456542	1
152	8:39:00	67.3	72.3		Y	5370318	1
153	8:40:00	69.2	73.6		Y	8317638	1
154	8:41:00	68.6	72.9		Y	7244360	1
155	8:42:00	69.9	73.0		Y	9772372	1
156	8:43:00	67.0	71.5		Y	5011872	1
157	8:44:00	70.5	74.0		Y	11220185	1
158	8:45:00	69.6	75.2		Y	9120108	1
159	8:46:00	70.9	76.2		Y	12302688	1
160	8:47:00	69.2	74.8		Y	8317638	1
161	8:48:00	67.6	73.1		Y	5754399	1
162	8:49:00	66.8	72.8		Y	4786301	1
163	8:50:00	68.7	74.7		Y	7413102	1
164	8:51:00	66.3	70.4		Y	4265795	1
165	8:52:00	67.7	73.6		Y	5888437	1
166	8:53:00	68.5	75.9		Y	7079458	1
167	8:54:00	69.7	73.0		Y	9332543	1
168	8:55:00	67.6	72.1		Y	5754399	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
169	8:56:00	68.7	73.4		Y	7413102	1
170	8:57:00	68.9	73.7		Y	7762471	1
171	8:58:00	66.9	71.1		Y	4897788	1
172	8:59:00	69.8	75.9		Y	9549926	1
173	9:00:00	68.1	72.2		Y	6456542	1
174	9:01:00	68.8	72.8		Y	7585776	1
175	9:02:00	66.5	70.4		Y	4466836	1
176	9:03:00	69.2	78.9		Y	8317638	1
177	9:04:00	67.4	72.1		Y	5495409	1
178	9:05:00	67.4	72.6		Y	5495409	1
179	9:06:00	68.1	71.5		Y	6456542	1
180	9:07:00	67.0	70.7		Y	5011872	1
181	9:08:00	65.0	69.5		Y	3162278	1
182	9:09:00	66.6	70.8		Y	4570882	1
183	9:10:00	65.8	69.3		Y	3801894	1
184	9:11:00	67.3	71.7		Y	5370318	1
185	9:12:00	67.1	70.2		Y	5128614	1
186	9:13:00	69.3	73.7		Y	8511380	1
187	9:14:00	66.8	70.3		Y	4786301	1
188	9:15:00	67.2	71.9		Y	5248075	1
189	9:16:00	67.1	70.3		Y	5128614	1
190	9:17:00	66.8	70.2		Y	4786301	1
191	9:18:00	66.7	70.9		Y	4677351	1
192	9:19:00	69.9	75.2		Y	9772372	1
193	9:20:00	67.9	70.5		Y	6165950	1
194	9:21:00	68.9	72.8		Y	7762471	1
195	9:22:00	65.9	69.4		Y	3890451	1
196	9:23:00	71.7	74.6		Y	14791084	1
197	9:24:00	68.2	73.5		Y	6606934	1
198	9:25:00	68.5	75.3		Y	7079458	1
199	9:26:00	68.2	78.2		Y	6606934	1
200	9:27:00	66.9	70.8		Y	4897788	1
201	9:28:00	65.1	68.7		Y	3235937	1
202	9:29:00	67.8	74.0		Y	6025596	1
203	9:30:00	68.6	74.3		Y	7244360	1
204	9:31:00	67.0	69.8		Y	5011872	1
205	9:32:00	66.2	72.7		Y	4168694	1
206	9:33:00	68.3	72.8		Y	6760830	1
207	9:34:00	67.1	71.2		Y	5128614	1
208	9:35:00	67.5	71.0		Y	5623413	1
209	9:36:00	68.8	74.6		Y	7585776	1
210	9:37:00	65.9	70.9		Y	3890451	1
211	9:38:00	67.4	71.7		Y	5495409	1
212	9:39:00	67.2	70.8		Y	5248075	1
213	9:40:00	69.6	72.6		Y	9120108	1
214	9:41:00	67.3	70.9		Y	5370318	1
215	9:42:00	67.3	71.4		Y	5370318	1
216	9:43:00	66.8	71.2		Y	4786301	1
217	9:44:00	68.7	75.2		Y	7413102	1
218	9:45:00	68.2	72.9		Y	6606934	1
219	9:46:00	68.3	76.2		Y	6760830	1
220	9:47:00	67.9	72.9		Y	6165950	1
221	9:48:00	68.6	74.7		Y	7244360	1
222	9:49:00	71.0	79.8		Y	12589254	1
223	9:50:00	69.7	74.2		Y	9332543	1
224	9:51:00	68.2	72.3		Y	6606934	1
225	9:52:00	66.7	70.9		Y	4677351	1
226	9:53:00	67.3	74.1		Y	5370318	1
227	9:54:00	67.4	71.4		Y	5495409	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
228	9:55:00	68.6	73.4		Y	7244360	1
229	9:56:00	67.7	71.3		Y	5888437	1
230	9:57:00	69.1	73.1		Y	8128305	1
231	9:58:00	66.7	70.3		Y	4677351	1
232	9:59:00	67.3	70.3		Y	5370318	1
233	10:00:00	68.6	75.4		Y	7244360	1
234	10:01:00	67.1	74.0		Y	5128614	1
235	10:02:00	69.6	75.2		Y	9120108	1
236	10:03:00	66.8	70.4		Y	4786301	1
237	10:04:00	68.9	76.1		Y	7762471	1
238	10:05:00	66.9	70.0		Y	4897788	1
239	10:06:00	69.1	77.0		Y	8128305	1
240	10:07:00	65.7	70.6		Y	3715352	1
241	10:08:00	68.2	76.0		Y	6606934	1
242	10:09:00	69.3	75.8		Y	8511380	1
243	10:10:00	64.9	69.6		Y	3090295	1
244	10:11:00	67.2	71.0		Y	5248075	1
245	10:12:00	67.9	71.6		Y	6165950	1
246	10:13:00	68.1	75.4		Y	6456542	1
247	10:14:00	66.5	72.4		Y	4466836	1
248	10:15:00	68.5	73.7		Y	7079458	1
249	10:16:00	68.8	73.1		Y	7585776	1
250	10:17:00	67.2	71.4		Y	5248075	1
251	10:18:00	67.8	70.2		Y	6025596	1
252	10:19:00	65.9	70.2		Y	3890451	1
253	10:20:00	65.8	71.3		Y	3801894	1
254	10:21:00	68.6	72.3		Y	7244360	1
255	10:22:00	65.2	68.2		Y	3311311	1
256	10:23:00	70.5	74.7		Y	11220185	1
257	10:24:00	66.0	74.1		Y	3981072	1
258	10:25:00	67.2	69.4		Y	5248075	1
259	10:26:00	68.7	72.8		Y	7413102	1
260	10:27:00	68.3	74.1		Y	6760830	1
261	10:28:00	69.1	73.3		Y	8128305	1
262	10:29:00	67.3	71.4		Y	5370318	1
263	10:30:00	67.0	71.1		Y	5011872	1
264	10:31:00	66.7	69.7		Y	4677351	1
265	10:32:00	68.6	71.4		Y	7244360	1
266	10:33:00	68.5	74.0		Y	7079458	1
267	10:34:00	70.3	75.2		Y	10715193	1
268	10:35:00	68.1	72.8		Y	6456542	1
269	10:36:00	67.1	72.6		Y	5128614	1
270	10:37:00	67.6	74.7		Y	5754399	1
271	10:38:00	67.5	70.1		Y	5623413	1
272	10:39:00	65.8	71.2		Y	3801894	1
273	10:40:00	68.6	73.0		Y	7244360	1
274	10:41:00	66.1	70.8		Y	4073803	1
275	10:42:00	67.5	72.3		Y	5623413	1
276	10:43:00	69.6	73.2		Y	9120108	1
277	10:44:00	66.2	71.6		Y	4168694	1
278	10:45:00	69.0	72.5		Y	7943282	1
279	10:46:00	67.1	71.9		Y	5128614	1
280	10:47:00	68.3	73.2		Y	6760830	1
281	10:48:00	68.7	72.4		Y	7413102	1
282	10:49:00	69.5	77.5		Y	8912509	1
283	10:50:00	65.4	71.1		Y	3467369	1
284	10:51:00	68.5	76.3		Y	7079458	1
285	10:52:00	69.3	77.2		Y	8511380	1
286	10:53:00	65.4	70.6		Y	3467369	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
287	10:54:00	66.7	70.3		Y	4677351	1
288	10:55:00	68.2	71.9		Y	6606934	1
289	10:56:00	69.5	75.3		Y	8912509	1
290	10:57:00	65.9	75.0		Y	3890451	1
291	10:58:00	65.3	69.5		Y	3388442	1
292	10:59:00	67.6	72.1		Y	5754399	1
293	11:00:00	66.4	70.7		Y	4365158	1
294	11:01:00	70.0	74.2		Y	10000000	1
295	11:02:00	66.4	69.3		Y	4365158	1
296	11:03:00	64.4	69.1		Y	2754229	1
297	11:04:00	66.8	73.1		Y	4786301	1
298	11:05:00	65.5	70.1		Y	3548134	1
299	11:06:00	66.6	74.7		Y	4570882	1
300	11:07:00	66.9	71.1		Y	4897788	1
301	11:08:00	66.9	71.5		Y	4897788	1
302	11:09:00	67.6	71.6		Y	5754399	1
303	11:10:00	67.9	73.9		Y	6165950	1
304	11:11:00	70.0	76.0		Y	10000000	1
305	11:12:00	68.6	72.6		Y	7244360	1
306	11:13:00	66.6	70.9		Y	4570882	1
307	11:14:00	67.8	72.4		Y	6025596	1
308	11:15:00	69.2	74.0		Y	8317638	1
309	11:16:00	69.6	73.9		Y	9120108	1
310	11:17:00	67.9	70.3		Y	6165950	1
311	11:18:00	69.1	72.9		Y	8128305	1
312	11:19:00	66.4	72.6		Y	4365158	1
313	11:20:00	67.2	70.0		Y	5248075	1
314	11:21:00	66.5	72.3		Y	4466836	1
315	11:22:00	66.5	72.3		Y	4466836	1
316	11:23:00	65.7	71.5		Y	3715352	1
317	11:24:00	67.1	71.6		Y	5128614	1
318	11:25:00	67.0	70.5		Y	5011872	1
319	11:26:00	67.2	77.9		Y	5248075	1
320	11:27:00	65.1	70.0		Y	3235937	1
321	11:28:00	68.0	70.9		Y	6309573	1
322	11:29:00	66.2	71.2		Y	4168694	1
323	11:30:00	66.8	76.0		Y	4786301	1
324	11:31:00	65.6	69.7		Y	3630781	1
325	11:32:00	67.0	69.9		Y	5011872	1
326	11:33:00	66.8	70.3		Y	4786301	1
327	11:34:00	67.1	70.8		Y	5128614	1
328	11:35:00	67.9	72.3		Y	6165950	1
329	11:36:00	67.9	74.6		Y	6165950	1
330	11:37:00	67.3	72.4		Y	5370318	1
331	11:38:00	66.9	73.4		Y	4897788	1
332	11:39:00	65.8	70.7		Y	3801894	1
333	11:40:00	63.8	68.8		Y	2398833	1
334	11:41:00	65.8	70.7		Y	3801894	1
335	11:42:00	68.1	72.4		Y	6456542	1
336	11:43:00	65.2	70.2		Y	3311311	1
337	11:44:00	66.0	72.4		Y	3981072	1
338	11:45:00	67.8	75.2		Y	6025596	1
339	11:46:00	66.2	69.3		Y	4168694	1
340	11:47:00	67.2	71.4		Y	5248075	1
341	11:48:00	68.6	73.6		Y	7244360	1
342	11:49:00	67.0	71.6		Y	5011872	1
343	11:50:00	66.0	69.3		Y	3981072	1
344	11:51:00	68.9	73.7		Y	7762471	1
345	11:52:00	67.7	70.5		Y	5888437	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
346	11:53:00	65.1	71.4		Y	3235937	1
347	11:54:00	67.4	72.6		Y	5495409	1
348	11:55:00	66.9	70.8		Y	4897788	1
349	11:56:00	66.2	71.5		Y	4168694	1
350	11:57:00	65.0	70.6		Y	3162278	1
351	11:58:00	67.9	73.5		Y	6165950	1
352	11:59:00	66.5	71.5		Y	4466836	1
353	12:00:00	66.3	70.8		Y	4265795	1
354	12:01:00	64.9	71.5		Y	3090295	1
355	12:02:00	66.9	70.1		Y	4897788	1
356	12:03:00	66.4	71.9		Y	4365158	1
357	12:04:00	65.7	70.6		Y	3715352	1
358	12:05:00	65.9	70.5		Y	3890451	1
359	12:06:00	66.9	72.8		Y	4897788	1
360	12:07:00	67.9	74.8		Y	6165950	1
361	12:08:00	66.8	70.4		Y	4786301	1
362	12:09:00	67.6	72.4		Y	5754399	1
363	12:10:00	67.2	72.0		Y	5248075	1
364	12:11:00	68.3	74.6		Y	6760830	1
365	12:12:00	68.2	70.9		Y	6606934	1
366	12:13:00	65.9	70.3		Y	3890451	1
367	12:14:00	67.0	72.3		Y	5011872	1
368	12:15:00	67.9	72.8		Y	6165950	1
369	12:16:00	67.8	71.8		Y	6025596	1
370	12:17:00	68.9	72.1		Y	7762471	1
371	12:18:00	64.8	72.9		Y	3019952	1
372	12:19:00	64.5	71.8		Y	2818383	1
373	12:20:00	65.1	71.9		Y	3235937	1
374	12:21:00	65.0	70.1		Y	3162278	1
375	12:22:00	69.0	73.1		Y	7943282	1
376	12:23:00	64.5	67.6		Y	2818383	1
377	12:24:00	67.7	72.3		Y	5888437	1
378	12:25:00	66.6	72.6		Y	4570882	1
379	12:26:00	67.3	71.4		Y	5370318	1
380	12:27:00	65.9	70.2		Y	3890451	1
381	12:28:00	66.3	71.0		Y	4265795	1
382	12:29:00	66.8	71.3		Y	4786301	1
383	12:30:00	67.5	74.4		Y	5623413	1
384	12:31:00	68.8	73.2		Y	7585776	1
385	12:32:00	71.2	75.3		Y	13182567	1
386	12:33:00	68.6	72.8		Y	7244360	1
387	12:34:00	65.2	68.4		Y	3311311	1
388	12:35:00	67.7	72.1		Y	5888437	1
389	12:36:00	66.7	72.2		Y	4677351	1
390	12:37:00	66.6	71.1		Y	4570882	1
391	12:38:00	68.4	77.5		Y	6918310	1
392	12:39:00	72.9	81.2		Y	19498446	1
393	12:40:00	69.1	75.8		Y	8128305	1
394	12:41:00	68.0	73.5		Y	6309573	1
395	12:42:00	66.1	70.5		Y	4073803	1
396	12:43:00	68.0	72.1		Y	6309573	1
397	12:44:00	71.0	80.8		Y	12589254	1
398	12:45:00	67.6	74.0		Y	5754399	1
399	12:46:00	68.6	73.2		Y	7244360	1
400	12:47:00	71.3	80.8		Y	13489629	1
401	12:48:00	68.1	72.3		Y	6456542	1
402	12:49:00	65.2	70.5		Y	3311311	1
403	12:50:00	66.3	70.7		Y	4265795	1
404	12:51:00	64.9	69.0		Y	3090295	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
405	12:52:00	65.5	70.0		Y	3548134	1
406	12:53:00	66.2	69.1		Y	4168694	1
407	12:54:00	67.4	72.4		Y	5495409	1
408	12:55:00	67.7	71.5		Y	5888437	1
409	12:56:00	67.4	71.0		Y	5495409	1
410	12:57:00	66.1	70.0		Y	4073803	1
411	12:58:00	66.1	68.5		Y	4073803	1
412	12:59:00	68.2	71.0		Y	6606934	1
413	13:00:00	67.9	70.6		Y	6165950	1
414	13:01:00	67.6	70.7		Y	5754399	1
415	13:02:00	65.4	69.0		Y	3467369	1
416	13:03:00	64.3	71.6		Y	2691535	1
417	13:04:00	66.2	71.1		Y	4168694	1
418	13:05:00	67.0	73.6		Y	5011872	1
419	13:06:00	66.8	71.8		Y	4786301	1
420	13:07:00	68.1	71.9		Y	6456542	1
421	13:08:00	70.7	81.4		Y	11748976	1
422	13:09:00	70.6	82.9		Y	11481536	1
423	13:10:00	69.6	74.4		Y	9120108	1
424	13:11:00	68.1	72.4		Y	6456542	1
425	13:12:00	66.3	72.3		Y	4265795	1
426	13:13:00	66.7	71.1		Y	4677351	1
427	13:14:00	67.0	70.4		Y	5011872	1
428	13:15:00	67.5	71.8		Y	5623413	1
429	13:16:00	64.3	68.7		Y	2691535	1
430	13:17:00	67.8	73.3		Y	6025596	1
431	13:18:00	67.1	70.6		Y	5128614	1
432	13:19:00	64.8	68.8		Y	3019952	1
433	13:20:00	67.3	71.3		Y	5370318	1
434	13:21:00	68.4	72.4		Y	6918310	1
435	13:22:00	68.3	72.6		Y	6760830	1
436	13:23:00	66.1	74.2		Y	4073803	1
437	13:24:00	65.7	71.9		Y	3715352	1
438	13:25:00	68.8	73.3		Y	7585776	1
439	13:26:00	67.4	73.1		Y	5495409	1
440	13:27:00	66.8	71.0		Y	4786301	1
441	13:28:00	65.0	70.2		Y	3162278	1
442	13:29:00	66.9	70.0		Y	4897788	1
443	13:30:00	68.9	73.0		Y	7762471	1
444	13:31:00	68.1	72.4		Y	6456542	1
445	13:32:00	68.4	73.7		Y	6918310	1
446	13:33:00	70.5	74.2		Y	11220185	1
447	13:34:00	67.4	70.4		Y	5495409	1
448	13:35:00	69.5	77.2		Y	8912509	1
449	13:36:00	68.0	72.4		Y	6309573	1
450	13:37:00	68.5	71.3		Y	7079458	1
451	13:38:00	69.2	74.6		Y	8317638	1
452	13:39:00	67.2	71.4		Y	5248075	1
453	13:40:00	66.1	69.9		Y	4073803	1
454	13:41:00	66.3	70.2		Y	4265795	1
455	13:42:00	68.8	76.1		Y	7585776	1
456	13:43:00	66.3	72.7		Y	4265795	1
457	13:44:00	66.5	72.1		Y	4466836	1
458	13:45:00	66.5	70.0		Y	4466836	1
459	13:46:00	65.7	70.2		Y	3715352	1
460	13:47:00	64.3	69.7		Y	2691535	1
461	13:48:00	63.3	69.2		Y	2137962	1
462	13:49:00	60.2	67.4		Y	1047129	1
463	13:50:00	60.5	62.8		Y	1122018	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
464	13:51:00	63.2	66.6		Y	2089296	1
465	13:52:00	63.0	66.9		Y	1995262	1
466	13:53:00	61.9	66.7		Y	1548817	1
467	13:54:00	60.6	63.4		Y	1148154	1
468	13:55:00	58.9	62.8		Y	776247	1
469	13:56:00	60.4	65.6		Y	1096478	1
470	13:57:00	60.7	67.7		Y	1174898	1
471	13:58:00	63.5	67.1		Y	2238721	1
472	13:59:00	63.5	66.6		Y	2238721	1
473	14:00:00	63.7	68.3		Y	2344229	1
474	14:01:00	65.2	70.2		Y	3311311	1
475	14:02:00	63.5	66.6		Y	2238721	1
476	14:03:00	62.3	68.4		Y	1698244	1
477	14:04:00	62.3	64.6		Y	1698244	1
478	14:05:00	63.3	68.0		Y	2137962	1
479	14:06:00	61.2	64.3		Y	1318257	1
480	14:07:00	59.3	62.9		Y	851138	1
481	14:08:00	60.5	62.9		Y	1122018	1
482	14:09:00	61.3	67.0		Y	1348963	1
483	14:10:00	59.9	64.6		Y	977237	1
484	14:11:00	61.5	68.4		Y	1412538	1
485	14:12:00	59.5	62.3		Y	891251	1
486	14:13:00	58.8	59.9		Y	758578	1
487	14:14:00	60.9	63.5		Y	1230269	1
488	14:15:00	61.4	62.9		Y	1380384	1
489	14:16:00	60.8	64.7		Y	1202264	1
490	14:17:00	59.9	65.4		Y	977237	1
491	14:18:00	63.9	66.2		Y	2454709	1
492	14:19:00	63.6	69.1		Y	2290868	1
493	14:20:00	63.1	70.4		Y	2041738	1
494	14:21:00	58.6	64.3		Y	724436	1
495	14:22:00	61.0	65.9		Y	1258925	1
496	14:23:00	62.7	68.2		Y	1862087	1
497	14:24:00	64.2	68.2		Y	2630268	1
498	14:25:00	59.3	64.7		Y	851138	1
499	14:26:00	62.7	69.1		Y	1862087	1
500	14:27:00	64.1	67.5		Y	2570396	1
501	14:28:00	64.5	68.5		Y	2818383	1
502	14:29:00	63.1	69.2		Y	2041738	1
503	14:30:00	62.8	67.6		Y	1905461	1
504	14:31:00	58.1	64.3		Y	645654	1
505	14:32:00	64.1	68.7		Y	2570396	1
506	14:33:00	60.0	63.8		Y	1000000	1
507	14:34:00	62.9	67.3		Y	1949845	1
508	14:35:00	62.7	69.3		Y	1862087	1
509	14:36:00	61.9	68.7		Y	1548817	1
510	14:37:00	63.9	68.3		Y	2454709	1
511	14:38:00	61.7	65.9		Y	1479108	1
512	14:39:00	60.9	63.8		Y	1230269	1
513	14:40:00	62.4	65.2		Y	1737801	1
514	14:41:00	62.2	64.8		Y	1659587	1
515	14:42:00	62.2	64.1		Y	1659587	1
516	14:43:00	60.2	64.4		Y	1047129	1
517	14:44:00	62.9	67.9		Y	1949845	1
518	14:45:00	60.1	67.2		Y	1023293	1
519	14:46:00	59.6	63.0		Y	912011	1
520	14:47:00	60.9	63.5		Y	1230269	1
521	14:48:00	68.2	79.5		Y	6606934	1
522	14:49:00	73.2	88.5		Y	20892961	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
523	14:50:00	64.4	72.5		Y	2754229	1
524	14:51:00	63.1	66.9		Y	2041738	1
525	14:52:00	65.2	69.2		Y	3311311	1
526	14:53:00	62.2	68.9		Y	1659587	1
527	14:54:00	62.7	67.9		Y	1862087	1
528	14:55:00	61.8	64.7		Y	1513561	1
529	14:56:00	59.4	63.1		Y	870964	1
530	14:57:00	63.5	68.9		Y	2238721	1
531	14:58:00	58.9	61.5		Y	776247	1
532	14:59:00	60.2	65.5		Y	1047129	1
533	15:00:00	63.4	66.5		Y	2187762	1
534	15:01:00	61.2	65.2		Y	1318257	1
535	15:02:00	61.2	63.5		Y	1318257	1
536	15:03:00	62.8	66.1		Y	1905461	1
537	15:04:00	63.0	69.9		Y	1995262	1
538	15:05:00	62.1	65.1		Y	1621810	1
539	15:06:00	61.6	66.0		Y	1445440	1
540	15:07:00	64.2	70.0		Y	2630268	1
541	15:08:00	62.8	65.6		Y	1905461	1
542	15:09:00	63.2	68.0		Y	2089296	1
543	15:10:00	60.0	63.1		Y	1000000	1
544	15:11:00	60.6	64.2		Y	1148154	1
545	15:12:00	63.7	69.5		Y	2344229	1
546	15:13:00	62.6	68.2		Y	1819701	1
547	15:14:00	61.0	64.5		Y	1258925	1
548	15:15:00	62.5	66.2		Y	1778279	1
549	15:16:00	65.6	70.9		Y	3630781	1
550	15:17:00	60.3	63.2		Y	1071519	1
551	15:18:00	61.1	63.2		Y	1288250	1
552	15:19:00	60.8	67.7		Y	1202264	1
553	15:20:00	64.1	68.1		Y	2570396	1
554	15:21:00	61.4	64.8		Y	1380384	1
555	15:22:00	60.7	64.2		Y	1174898	1
556	15:23:00	63.8	69.2		Y	2398833	1
557	15:24:00	63.5	68.4		Y	2238721	1
558	15:25:00	62.0	69.6		Y	1584893	1
559	15:26:00	63.2	69.0		Y	2089296	1
560	15:27:00	62.4	63.6		Y	1737801	1
561	15:28:00	63.8	67.0		Y	2398833	1
562	15:29:00	66.8	73.1		Y	4786301	1
563	15:30:00	65.1	68.1		Y	3235937	1
564	15:31:00	65.1	70.2		Y	3235937	1
565	15:32:00	65.9	71.7		Y	3890451	1
566	15:33:00	62.9	66.8		Y	1949845	1
567	15:34:00	61.3	64.7		Y	1348963	1
568	15:35:00	64.3	69.4		Y	2691535	1
569	15:36:00	61.3	64.9		Y	1348963	1
570	15:37:00	61.7	64.8		Y	1479108	1
571	15:38:00	61.8	64.8		Y	1513561	1
572	15:39:00	63.7	68.3		Y	2344229	1
573	15:40:00	61.4	63.7		Y	1380384	1
574	15:41:00	61.7	63.8		Y	1479108	1
575	15:42:00	60.7	62.8		Y	1174898	1
576	15:43:00	60.0	66.2		Y	1000000	1
577	15:44:00	61.6	64.1		Y	1445440	1
578	15:45:00	61.2	67.3		Y	1318257	1
579	15:46:00	62.7	68.4		Y	1862087	1
580	15:47:00	58.9	61.0		Y	776247	1
581	15:48:00	61.2	66.0		Y	1318257	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
582	15:49:00	64.8	70.1		Y	3019952	1
583	15:50:00	63.7	69.2		Y	2344229	1
584	15:51:00	64.9	69.2		Y	3090295	1
585	15:52:00	60.9	65.2		Y	1230269	1
586	15:53:00	59.3	61.8		Y	851138	1
587	15:54:00	60.0	66.4		Y	1000000	1
588	15:55:00	61.4	66.0		Y	1380384	1
589	15:56:00	58.8	62.2		Y	758578	1
590	15:57:00	60.0	63.0		Y	1000000	1
591	15:58:00	59.5	62.2		Y	891251	1
592	15:59:00	59.2	61.8		Y	831764	1
593	16:00:00	61.9	66.3		Y	1548817	1
594	16:01:00	61.7	64.7		Y	1479108	1
595	16:02:00	62.9	67.9		Y	1949845	1
596	16:03:00	58.8	63.3		Y	758578	1
597	16:04:00	62.8	66.3		Y	1905461	1
598	16:05:00	63.0	65.5		Y	1995262	1
599	16:06:00	60.3	62.8		Y	1071519	1
600	16:07:00	60.0	64.7		Y	1000000	1
601	16:08:00	72.5	82.4		Y	17782794	1
602	16:09:00	62.7	66.9		Y	1862087	1
603	16:10:00	59.1	61.7		Y	812831	1
604	16:11:00	56.8	60.5		Y	478630	1
605	16:12:00	60.7	65.2		Y	1174898	1
606	16:13:00	57.8	62.1		Y	602560	1
607	16:14:00	58.6	61.4		Y	724436	1
608	16:15:00	60.6	64.5		Y	1148154	1
609	16:16:00	61.5	64.6		Y	1412538	1
610	16:17:00	60.8	63.0		Y	1202264	1
611	16:18:00	69.6	83.1		Y	9120108	1
612	16:19:00	63.5	67.6		Y	2238721	1
613	16:20:00	62.0	68.1		Y	1584893	1
614	16:21:00	61.7	66.6		Y	1479108	1
615	16:22:00	60.0	63.6		Y	1000000	1
616	16:23:00	61.9	64.5		Y	1548817	1
617	16:24:00	60.7	63.6		Y	1174898	1
618	16:25:00	61.0	64.7		Y	1258925	1
619	16:26:00	60.1	63.7		Y	1023293	1
620	16:27:00	59.2	63.0		Y	831764	1
621	16:28:00	58.2	62.8		Y	660693	1
622	16:29:00	58.3	60.0		Y	676083	1
623	16:30:00	60.5	63.6		Y	1122018	1
624	16:31:00	60.8	64.3		Y	1202264	1
625	16:32:00	66.0	70.4		Y	3981072	1
626	16:33:00	61.6	65.2		Y	1445440	1
627	16:34:00	62.4	65.8		Y	1737801	1
628	16:35:00	61.4	63.9		Y	1380384	1
629	16:36:00	61.6	67.3		Y	1445440	1
630	16:37:00	62.0	65.1		Y	1584893	1
631	16:38:00	65.3	72.5		Y	3388442	1
632	16:39:00	62.3	68.2		Y	1698244	1
633	16:40:00	74.0	83.5		Y	25118864	1
634	16:41:00	62.1	76.7		Y	1621810	1
635	16:42:00	65.2	74.6		Y	3311311	1
636	16:43:00	57.9	62.1		Y	616595	1
637	16:44:00	59.4	65.4		Y	870964	1
638	16:45:00	61.0	66.9		Y	1258925	1
639	16:46:00	62.3	64.6		Y	1698244	1
640	16:47:00	62.8	68.6		Y	1905461	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
641	16:48:00	60.7	63.8		Y	1174898	1
642	16:49:00	63.2	65.9		Y	2089296	1
643	16:50:00	61.9	65.0		Y	1548817	1
644	16:51:00	64.3	69.2		Y	2691535	1
645	16:52:00	63.1	67.8		Y	2041738	1
646	16:53:00	66.9	75.4		Y	4897788	1
647	16:54:00	63.4	66.6		Y	2187762	1
648	16:55:00	60.0	62.4		Y	1000000	1
649	16:56:00	60.5	65.1		Y	1122018	1
650	16:57:00	61.8	65.5		Y	1513561	1
651	16:58:00	57.9	60.0		Y	616595	1
652	16:59:00	58.6	60.7		Y	724436	1
653	17:00:00	61.5	64.0		Y	1412538	1
654	17:01:00	63.1	66.0		Y	2041738	1
655	17:02:00	63.1	68.0		Y	2041738	1
656	17:03:00	62.5	65.5		Y	1778279	1
657	17:04:00	62.0	65.2		Y	1584893	1
658	17:05:00	64.1	69.0		Y	2570396	1
659	17:06:00	59.3	61.1		Y	851138	1
660	17:07:00	60.0	63.1		Y	1000000	1
661	17:08:00	61.9	65.2		Y	1548817	1
662	17:09:00	60.2	62.9		Y	1047129	1
663	17:10:00	59.1	61.3		Y	812831	1
664	17:11:00	62.0	65.4		Y	1584893	1
665	17:12:00	61.0	63.4		Y	1258925	1
666	17:13:00	58.8	60.8		Y	758578	1
667	17:14:00	57.5	59.0		Y	562341	1
668	17:15:00	59.7	64.0		Y	933254	1
669	17:16:00	64.7	68.4		Y	2951209	1
670	17:17:00	62.3	66.6		Y	1698244	1
671	17:18:00	62.9	67.6		Y	1949845	1
672	17:19:00	64.9	70.4		Y	3090295	1
673	17:20:00	60.4	62.7		Y	1096478	1
674	17:21:00	62.5	65.3		Y	1778279	1
675	17:22:00	61.2	64.3		Y	1318257	1
676	17:23:00	60.0	63.4		Y	1000000	1
677	17:24:00	59.1	62.0		Y	812831	1
678	17:25:00	64.6	68.8		Y	2884032	1
679	17:26:00	64.4	68.6		Y	2754229	1
680	17:27:00	61.7	64.2		Y	1479108	1
681	17:28:00	61.2	66.6		Y	1318257	1
682	17:29:00	59.2	64.2		Y	831764	1
683	17:30:00	61.7	64.2		Y	1479108	1
684	17:31:00	64.1	67.9		Y	2570396	1
685	17:32:00	59.7	62.4		Y	933254	1
686	17:33:00	63.0	65.8		Y	1995262	1
687	17:34:00	59.3	63.6		Y	851138	1
688	17:35:00	61.0	65.2		Y	1258925	1
689	17:36:00	61.2	64.6		Y	1318257	1
690	17:37:00	60.3	62.7		Y	1071519	1
691	17:38:00	58.7	63.2		Y	741310	1
692	17:39:00	60.8	65.0		Y	1202264	1
693	17:40:00	58.9	60.9		Y	776247	1
694	17:41:00	61.4	63.7		Y	1380384	1
695	17:42:00	63.6	66.8		Y	2290868	1
696	17:43:00	61.5	65.6		Y	1412538	1
697	17:44:00	60.7	65.0		Y	1174898	1
698	17:45:00	62.7	65.7		Y	1862087	1
699	17:46:00	61.0	66.0		Y	1258925	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
700	17:47:00	63.8	70.0		Y	2398833	1
701	17:48:00	61.7	67.3		Y	1479108	1
702	17:49:00	62.5	65.6		Y	1778279	1
703	17:50:00	63.3	69.4		Y	2137962	1
704	17:51:00	63.5	66.6		Y	2238721	1
705	17:52:00	62.3	65.1		Y	1698244	1
706	17:53:00	61.8	65.3		Y	1513561	1
707	17:54:00	59.2	61.8		Y	831764	1
708	17:55:00	61.0	64.6		Y	1258925	1
709	17:56:00	59.4	63.0		Y	870964	1
710	17:57:00	59.1	61.1		Y	812831	1
711	17:58:00	61.8	66.1		Y	1513561	1
712	17:59:00	63.3	66.4		Y	2137962	1
713	18:00:00	61.3	68.0		Y	1348963	1
714	18:01:00	62.0	67.5		Y	1584893	1
715	18:02:00	60.5	62.4		Y	1122018	1
716	18:03:00	60.3	63.9		Y	1071519	1
717	18:04:00	59.0	63.9		Y	794328	1
718	18:05:00	59.2	62.8		Y	831764	1
719	18:06:00	61.3	65.8		Y	1348963	1
720	18:07:00	60.4	62.4		Y	1096478	1
721	18:08:00	58.7	61.2		Y	741310	1
722	18:09:00	62.4	66.9		Y	1737801	1
723	18:10:00	60.2	63.6		Y	1047129	1
724	18:11:00	61.6	66.6		Y	1445440	1
725	18:12:00	59.9	63.8		Y	977237	1
726	18:13:00	65.8	69.8		Y	3801894	1
727	18:14:00	63.3	66.2		Y	2137962	1
728	18:15:00	63.8	70.4		Y	2398833	1
729	18:16:00	63.6	65.8		Y	2290868	1
730	18:17:00	61.6	63.9		Y	1445440	1
731	18:18:00	60.2	63.2		Y	1047129	1
732	18:19:00	63.9	66.8		Y	2454709	1
733	18:20:00	63.4	70.8		Y	2187762	1
734	18:21:00	62.4	65.7		Y	1737801	1
735	18:22:00	60.3	64.4		Y	1071519	1
736	18:23:00	63.2	65.3		Y	2089296	1
737	18:24:00	63.2	69.3		Y	2089296	1
738	18:25:00	65.0	70.0		Y	3162278	1
739	18:26:00	61.4	64.4		Y	1380384	1
740	18:27:00	63.3	67.0		Y	2137962	1
741	18:28:00	63.7	66.4		Y	2344229	1
742	18:29:00	60.6	62.9		Y	1148154	1
743	18:30:00	62.4	65.8		Y	1737801	1
744	18:31:00	58.8	61.0		Y	758578	1
745	18:32:00	58.8	61.8		Y	758578	1
746	18:33:00	59.5	61.9		Y	891251	1
747	18:34:00	63.2	65.6		Y	2089296	1
748	18:35:00	60.7	63.7		Y	1174898	1
749	18:36:00	62.4	67.0		Y	1737801	1
750	18:37:00	63.3	66.1		Y	2137962	1
751	18:38:00	62.2	64.9		Y	1659587	1
752	18:39:00	63.8	68.0		Y	2398833	1
753	18:40:00	65.4	68.6		Y	3467369	1
754	18:41:00	63.0	65.5		Y	1995262	1
755	18:42:00	65.3	71.4		Y	3388442	1
756	18:43:00	60.0	63.6		Y	1000000	1
757	18:44:00	62.9	67.7		Y	1949845	1
758	18:45:00	65.2	68.5		Y	3311311	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
759	18:46:00	62.3	65.4		Y	1698244	1
760	18:47:00	61.2	64.2		Y	1318257	1
761	18:48:00	63.0	65.6		Y	1995262	1
762	18:49:00	61.3	63.4		Y	1348963	1
763	18:50:00	62.9	65.8		Y	1949845	1
764	18:51:00	63.9	66.0		Y	2454709	1
765	18:52:00	64.8	71.4		Y	3019952	1
766	18:53:00	63.5	67.7		Y	2238721	1
767	18:54:00	59.8	62.3		Y	954993	1
768	18:55:00	63.0	71.7		Y	1995262	1
769	18:56:00	61.8	66.5		Y	1513561	1
770	18:57:00	63.0	65.6		Y	1995262	1
771	18:58:00	64.5	69.0		Y	2818383	1
772	18:59:00	62.9	65.4		Y	1949845	1
773	19:00:00	62.9	67.0		Y	1949845	1
774	19:01:00	62.7	67.2		Y	1862087	1
775	19:02:00	64.5	70.0		Y	2818383	1
776	19:03:00	63.3	67.7		Y	2137962	1
777	19:04:00	60.5	64.9		Y	1122018	1
778	19:05:00	62.8	65.7		Y	1905461	1
779	19:06:00	61.9	66.3		Y	1548817	1
780	19:07:00	59.6	63.8		Y	912011	1
781	19:08:00	64.5	68.2		Y	2818383	1
782	19:09:00	64.1	69.1		Y	2570396	1
783	19:10:00	65.1	68.5		Y	3235937	1
784	19:11:00	71.5	79.0		Y	14125375	1
785	19:12:00	67.8	70.7		Y	6025596	1
786	19:13:00	68.1	73.1		Y	6456542	1
787	19:14:00	66.7	73.6		Y	4677351	1
788	19:15:00	66.2	69.0		Y	4168694	1
789	19:16:00	65.4	67.5		Y	3467369	1
790	19:17:00	64.6	67.5		Y	2884032	1
791	19:18:00	66.7	71.6		Y	4677351	1
792	19:19:00	68.0	72.8		Y	6309573	1
793	19:20:00	64.7	68.5		Y	2951209	1
794	19:21:00	63.8	66.3		Y	2398833	1
795	19:22:00	64.9	67.0		Y	3090295	1
796	19:23:00	60.3	64.5		Y	1071519	1
797	19:24:00	69.2	74.8		Y	8317638	1
798	19:25:00	65.9	71.1		Y	3890451	1
799	19:26:00	70.2	73.9		Y	10471285	1
800	19:27:00	66.2	69.1		Y	4168694	1
801	19:28:00	66.6	70.2		Y	4570882	1
802	19:29:00	67.1	69.0		Y	5128614	1
803	19:30:00	69.8	75.5		Y	9549926	1
804	19:31:00	66.8	71.3		Y	4786301	1
805	19:32:00	67.7	74.2		Y	5888437	1
806	19:33:00	67.7	70.9		Y	5888437	1
807	19:34:00	67.8	71.5		Y	6025596	1
808	19:35:00	68.0	73.0		Y	6309573	1
809	19:36:00	67.8	72.5		Y	6025596	1
810	19:37:00	67.2	70.7		Y	5248075	1
811	19:38:00	66.4	72.0		Y	4365158	1
812	19:39:00	65.4	70.1		Y	3467369	1
813	19:40:00	65.2	70.7		Y	3311311	1
814	19:41:00	67.6	70.8		Y	5754399	1
815	19:42:00	66.9	71.4		Y	4897788	1
816	19:43:00	70.0	74.4		Y	10000000	1
817	19:44:00	67.7	72.4		Y	5888437	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
818	19:45:00	66.3	71.3		Y	4265795	1
819	19:46:00	68.7	75.1		Y	7413102	1
820	19:47:00	69.0	72.9		Y	7943282	1
821	19:48:00	67.8	73.5		Y	6025596	1
822	19:49:00	69.1	74.2		Y	8128305	1
823	19:50:00	68.4	72.8		Y	6918310	1
824	19:51:00	67.4	75.0		Y	5495409	1
825	19:52:00	67.2	73.5		Y	5248075	1
826	19:53:00	67.8	73.7		Y	6025596	1
827	19:54:00	66.7	72.5		Y	4677351	1
828	19:55:00	67.8	74.1		Y	6025596	1
829	19:56:00	68.1	72.1		Y	6456542	1
830	19:57:00	71.1	76.7		Y	12882496	1
831	19:58:00	68.3	73.7		Y	6760830	1
832	19:59:00	68.3	72.2		Y	6760830	1
833	20:00:00	70.6	76.9		Y	11481536	1
834	20:01:00	70.4	76.2		Y	10964782	1
835	20:02:00	67.2	71.4		Y	5248075	1
836	20:03:00	68.7	73.9		Y	7413102	1
837	20:04:00	68.0	74.4		Y	6309573	1
838	20:05:00	68.0	71.9		Y	6309573	1
839	20:06:00	70.4	76.7		Y	10964782	1
840	20:07:00	69.3	73.0		Y	8511380	1
841	20:08:00	68.7	73.3		Y	7413102	1
842	20:09:00	69.3	72.7		Y	8511380	1
843	20:10:00	68.6	72.1		Y	7244360	1
844	20:11:00	69.6	74.3		Y	9120108	1
845	20:12:00	67.0	73.2		Y	5011872	1
846	20:13:00	69.3	74.5		Y	8511380	1
847	20:14:00	67.9	73.8		Y	6165950	1
848	20:15:00	69.0	72.7		Y	7943282	1
849	20:16:00	68.6	72.7		Y	7244360	1
850	20:17:00	70.8	74.5		Y	12022644	1
851	20:18:00	70.0	74.6		Y	10000000	1
852	20:19:00	68.5	72.6		Y	7079458	1
853	20:20:00	69.6	74.4		Y	9120108	1
854	20:21:00	68.9	74.6		Y	7762471	1
855	20:22:00	70.9	78.8		Y	12302688	1
856	20:23:00	69.0	72.2		Y	7943282	1
857	20:24:00	67.0	71.9		Y	5011872	1
858	20:25:00	67.2	72.3		Y	5248075	1
859	20:26:00	70.9	76.8		Y	12302688	1
860	20:27:00	69.8	73.8		Y	9549926	1
861	20:28:00	68.6	73.3		Y	7244360	1
862	20:29:00	68.3	71.7		Y	6760830	1
863	20:30:00	66.6	73.6		Y	4570882	1
864	20:31:00	67.5	72.7		Y	5623413	1
865	20:32:00	67.9	71.5		Y	6165950	1
866	20:33:00	65.2	71.8		Y	3311311	1
867	20:34:00	66.3	69.7		Y	4265795	1
868	20:35:00	68.5	72.2		Y	7079458	1
869	20:36:00	64.8	71.0		Y	3019952	1
870	20:37:00	69.5	72.5		Y	8912509	1
871	20:38:00	69.8	73.5		Y	9549926	1
872	20:39:00	67.0	71.6		Y	5011872	1
873	20:40:00	70.6	73.2		Y	11481536	1
874	20:41:00	68.8	72.6		Y	7585776	1
875	20:42:00	68.2	73.8		Y	6606934	1
876	20:43:00	69.7	74.1		Y	9332543	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
877	20:44:00	67.3	73.5		Y	5370318	1
878	20:45:00	68.3	75.3		Y	6760830	1
879	20:46:00	69.2	73.0		Y	8317638	1
880	20:47:00	68.7	72.5		Y	7413102	1
881	20:48:00	69.0	75.7		Y	7943282	1
882	20:49:00	69.2	73.5		Y	8317638	1
883	20:50:00	67.5	72.3		Y	5623413	1
884	20:51:00	67.5	72.5		Y	5623413	1
885	20:52:00	69.6	74.8		Y	9120108	1
886	20:53:00	69.9	76.2		Y	9772372	1
887	20:54:00	67.3	70.2		Y	5370318	1
888	20:55:00	68.6	73.0		Y	7244360	1
889	20:56:00	66.7	70.1		Y	4677351	1
890	20:57:00	67.3	72.7		Y	5370318	1
891	20:58:00	69.6	73.6		Y	9120108	1
892	20:59:00	69.4	72.9		Y	8709636	1
893	21:00:00	68.8	73.2		Y	7585776	1
894	21:01:00	67.7	73.5		Y	5888437	1
895	21:02:00	69.6	74.0		Y	9120108	1
896	21:03:00	69.2	72.4		Y	8317638	1
897	21:04:00	69.8	73.9		Y	9549926	1
898	21:05:00	69.2	72.6		Y	8317638	1
899	21:06:00	68.5	71.6		Y	7079458	1
900	21:07:00	68.4	73.0		Y	6918310	1
901	21:08:00	67.2	72.4		Y	5248075	1
902	21:09:00	68.5	73.1		Y	7079458	1
903	21:10:00	66.6	72.2		Y	4570882	1
904	21:11:00	67.4	73.1		Y	5495409	1
905	21:12:00	65.5	71.5		Y	3548134	1
906	21:13:00	71.2	79.7		Y	13182567	1
907	21:14:00	70.8	75.8		Y	12022644	1
908	21:15:00	67.6	72.7		Y	5754399	1
909	21:16:00	65.8	70.5		Y	3801894	1
910	21:17:00	67.0	71.9		Y	5011872	1
911	21:18:00	62.4	66.1		Y	1737801	1
912	21:19:00	62.7	67.8		Y	1862087	1
913	21:20:00	67.2	71.6		Y	5248075	1
914	21:21:00	69.0	74.6		Y	7943282	1
915	21:22:00	67.4	73.4		Y	5495409	1
916	21:23:00	66.2	70.1		Y	4168694	1
917	21:24:00	63.9	69.2		Y	2454709	1
918	21:25:00	66.9	71.6		Y	4897788	1
919	21:26:00	68.0	74.0		Y	6309573	1
920	21:27:00	65.1	70.0		Y	3235937	1
921	21:28:00	66.4	73.1		Y	4365158	1
922	21:29:00	67.3	71.1		Y	5370318	1
923	21:30:00	67.9	71.6		Y	6165950	1
924	21:31:00	65.2	70.2		Y	3311311	1
925	21:32:00	68.6	73.3		Y	7244360	1
926	21:33:00	67.9	71.3		Y	6165950	1
927	21:34:00	66.5	71.3		Y	4466836	1
928	21:35:00	67.7	72.1		Y	5888437	1
929	21:36:00	68.7	74.8		Y	7413102	1
930	21:37:00	70.8	74.9		Y	12022644	1
931	21:38:00	68.6	73.9		Y	7244360	1
932	21:39:00	63.8	69.7		Y	2398833	1
933	21:40:00	66.8	70.9		Y	4786301	1
934	21:41:00	65.2	72.2		Y	3311311	1
935	21:42:00	68.5	75.2		Y	7079458	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 6**
Site: **53 Earl Drive [NSA 6-1]**
Description: **Residential, 1st row**
Filename: ***AU2_1340***

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
936	21:43:00	68.3	73.3		Y	6760830	1
937	21:44:00	68.7	74.1		Y	7413102	1
938	21:45:00	69.4	74.1		Y	8709636	1
939	21:46:00	68.5	73.8		Y	7079458	1
940	21:47:00	70.0	74.9		Y	10000000	1
941	21:48:00	67.6	71.4		Y	5754399	1
942	21:49:00	66.8	73.1		Y	4786301	1
943	21:50:00	69.3	73.5		Y	8511380	1
944	21:51:00	67.6	72.1		Y	5754399	1
945	21:52:00	67.8	71.6		Y	6025596	1
946	21:53:00	67.3	73.8		Y	5370318	1
947	21:54:00	66.1	71.7		Y	4073803	1
948	21:55:00	67.7	73.0		Y	5888437	1
949	21:56:00	63.0	66.6		Y	1995262	1
950	21:57:00	69.3	74.8		Y	8511380	1
951	21:58:00	69.1	74.8		Y	8128305	1
952	21:59:00	67.3	73.3		Y	5370318	1
953	22:00:00	66.3	70.9		Y	4265795	1
954	22:01:00	66.2	70.6		Y	4168694	1
955	22:02:00	67.3	73.6		Y	5370318	1
956	22:03:00	67.4	72.9		Y	5495409	1
957	22:04:00	65.3	72.5		Y	3388442	1
958	22:05:00	70.9	76.7		Y	12302688	1
959	22:06:00	69.1	73.2		Y	8128305	1
960	22:07:00	64.5	69.4		Y	2818383	1
961	22:08:00	68.1	73.3		Y	6456542	1
962	22:09:00	66.9	72.4		Y	4897788	1
963	22:10:00	65.1	72.3		Y	3235937	1
964	22:11:00	67.4	72.6		Y	5495409	1
965	22:12:00	71.4	83.2		Y	13803843	1
966	22:13:00	67.7	75.1		Y	5888437	1
967	22:14:00	67.0	73.1		Y	5011872	1
968	22:15:00	70.5	76.7		Y	11220185	1
969	22:16:00	68.7	71.3		Y	7413102	1

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 7**
Site: **Langley Trailer Park [NSA 7-1]**
Description: **Residential, 1st row**
Filename: ***LxT1638.029***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:05:00	67.0	72.5		Y	4987850	1
2	9:06:00	68.7	73.2		Y	7329497	1
3	9:07:00	69.3	71.9		Y	8451416	1
4	9:08:00	67.7	70.4		Y	5938817	1
5	9:09:00	66.9	71.3		Y	4939507	1
6	9:10:00	68.4	71.8		Y	6871099	1
7	9:11:00	67.5	71.3		Y	5614796	1
8	9:12:00	69.0	76.5		Y	7864817	1
9	9:13:00	68.0	71.5		Y	6366502	1
10	9:14:00	70.4	74.5		Y	10895144	1
11	9:15:00	66.7	71.5		Y	4674276	1
12	9:16:00	69.9	76.7		Y	9781015	1
13	9:17:00	67.6	70.8		Y	5782772	1
14	9:18:00	67.5	71.4		Y	5658533	1
15	9:19:00	69.2	74.1		Y	8291022	1
				Energy Sum		103447063	15
				Leq of good periods		**68.4**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:25:00	69.3	73.9		Y	8464937	1
2	9:26:00	68.7	73.4		Y	7374119	1
3	9:27:00	67.7	71.6		Y	5909106	1
4	9:28:00	67.6	71.0		Y	5819439	1
5	9:29:00	68.5	74.7		Y	7089439	1
6	9:30:00	68.9	72.9		Y	7769718	1
7	9:31:00	68.6	74.5		Y	7304098	1
8	9:32:00	67.8	71.0		Y	5979099	1
9	9:33:00	69.1	73.3		Y	8133616	1
10	9:34:00	67.5	70.9		Y	5643305	1
11	9:35:00	68.6	73.1		Y	7194274	1
12	9:36:00	69.2	72.7		Y	8238565	1
13	9:37:00	67.1	71.8		Y	5091859	1
14	9:38:00	69.1	72.5		Y	8045705	1
15	9:39:00	68.0	72.4		Y	6309452	1
				Energy Sum		104366731	15
				Leq of good periods		**68.4**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	69.5	73.3		Y	8925075	1
2	9:46:00	69.2	72.9		Y	8240563	1
3	9:47:00	69.1	75.5		Y	8109077	1
4	9:48:00	70.1	77.0		Y	10341701	1
5	9:49:00	71.5	79.2		Y	14210696	1
6	9:50:00	69.8	73.6		Y	9652922	1
7	9:51:00	68.8	73.4		Y	7546199	1
8	9:52:00	67.9	70.9		Y	6235613	1
9	9:53:00	69.4	75.0		Y	8620271	1
10	9:54:00	67.1	71.1		Y	5072610	1
11	9:55:00	69.1	73.8		Y	8075683	1
12	9:56:00	69.6	73.8		Y	9132883	1
13	9:57:00	68.4	71.3		Y	6934130	1
14	9:58:00	68.4	72.4		Y	6844908	1
15	9:59:00	67.3	71.6		Y	5359803	1
				Energy Sum		123302135	15
				Leq of good periods		**69.1**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 7**
Site: **Gold Creek Landing [NSA7-2]**
Description: **Residential, 1st row**
Filename: ***LxT1637.009***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:05:00	68.8	75.8		Y	7543601	1
2	9:06:00	67.5	76.7		Y	5664023	1
3	9:07:00	70.1	76.7		Y	10220961	1
4	9:08:00	67.8	74.2		Y	6033619	1
5	9:09:00	67.9	73.2		Y	6177022	1
6	9:10:00	68.4	74.3		Y	6957986	1
7	9:11:00	67.0	71.5		Y	5061341	1
8	9:12:00	68.6	73.7		Y	7263829	1
9	9:13:00	68.1	74.2		Y	6449319	1
10	9:14:00	71.6	79.8		Y	14337453	1
11	9:15:00	68.1	74.6		Y	6386442	1
12	9:16:00	69.1	76.3		Y	8069316	1
13	9:17:00	67.4	72.2		Y	5507182	1
14	9:18:00	68.0	74.4		Y	6336210	1
15	9:19:00	67.7	73.4		Y	5821525	1
				Energy Sum		107829827	15
				Leq of good periods		**68.6**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:25:00	68.7	73.4		Y	7366259	1
2	9:26:00	70.5	77.1		Y	11297103	1
3	9:27:00	68.5	73.3		Y	7066138	1
4	9:28:00	68.4	73.2		Y	6923613	1
5	9:29:00	67.0	70.6		Y	5054961	1
6	9:30:00	70.1	74.8		Y	10222254	1
7	9:31:00	71.5	78.4		Y	14105265	1
8	9:32:00	69.5	75.3		Y	8895538	1
9	9:33:00	68.5	75.6		Y	7093538	1
10	9:34:00	68.5	74.3		Y	7017547	1
11	9:35:00	69.5	75.1		Y	8870538	1
12	9:36:00	68.7	73.6		Y	7358124	1
13	9:37:00	70.3	76.7		Y	10649632	1
14	9:38:00	68.0	73.4		Y	6280975	1
15	9:39:00	69.5	75.0		Y	8954600	1
				Energy Sum		127156085	15
				Leq of good periods		**69.3**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	72.0	81.3		Y	15690830	1
2	9:46:00	70.7	74.5		Y	11822426	1
3	9:47:00	71.6	80.7	Dog barking	N	0	0
4	9:48:00	72.3	77.6	Dog barking	N	0	0
5	9:49:00	71.2	76.9	Dog barking	N	0	0
6	9:50:00	72.7	79.8	Dog barking	N	0	0
7	9:51:00	70.3	74.5		Y	10725992	1
8	9:52:00	70.9	74.8		Y	12210516	1
9	9:53:00	69.6	73.8		Y	9136671	1
10	9:54:00	70.0	78.1		Y	10038106	1
11	9:55:00	69.8	75.0		Y	9580364	1
12	9:56:00	71.0	77.0		Y	12574865	1
13	9:57:00	71.4	75.0		Y	13704685	1
14	9:58:00	71.4	76.0		Y	13709766	1
15	9:59:00	68.9	74.4		Y	7747951	1
				Energy Sum		126942169	11
				Leq of good periods		**70.6**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 9**
Site: **6 Lawrence Landing Road [NSA 9-1]**
Description: **Residential, 1st row**
Filename: ***LxT1639.004***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:05:00	63.8	68.6		Y	2374600	1
2	9:06:00	62.8	67.8		Y	1920278	1
3	9:07:00	65.4	69.8		Y	3430948	1
4	9:08:00	65.7	69.0		Y	3686477	1
5	9:09:00	64.5	68.0		Y	2825303	1
6	9:10:00	62.6	65.8		Y	1839441	1
7	9:11:00	63.9	67.4		Y	2441760	1
8	9:12:00	63.7	66.6		Y	2344857	1
9	9:13:00	64.9	69.5		Y	3064606	1
10	9:14:00	64.7	69.6		Y	2921434	1
11	9:15:00	66.8	71.5		Y	4756523	1
12	9:16:00	62.9	66.5		Y	1954786	1
13	9:17:00	64.7	68.1		Y	2944222	1
14	9:18:00	64.0	66.4		Y	2493180	1
15	9:19:00	64.3	68.4		Y	2707124	1
				Energy Sum		41705538	15
				Leq of good periods		**64.4**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:25:00	66.4	70.0		Y	4318594	1
2	9:26:00	66.3	70.3		Y	4278790	1
3	9:27:00	65.0	69.0		Y	3176615	1
4	9:28:00	64.9	69.2		Y	3071489	1
5	9:29:00	64.4	66.6		Y	2751270	1
6	9:30:00	64.1	68.1		Y	2558457	1
7	9:31:00	65.9	68.6		Y	3864528	1
8	9:32:00	67.1	72.0		Y	5076800	1
9	9:33:00	63.9	66.4		Y	2439935	1
10	9:34:00	66.3	71.3		Y	4285244	1
11	9:35:00	63.7	67.5		Y	2334627	1
12	9:36:00	64.7	70.0		Y	2975837	1
13	9:37:00	65.7	68.5		Y	3754876	1
14	9:38:00	64.8	68.3		Y	3037624	1
15	9:39:00	65.8	68.3		Y	3825130	1
				Energy Sum		51749816	15
				Leq of good periods		**65.4**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	9:45:00	64.6	68.8		Y	2897641	1
2	9:46:00	65.9	72.7		Y	3897129	1
3	9:47:00	65.1	68.1		Y	3233492	1
4	9:48:00	64.8	70.8		Y	3042431	1
5	9:49:00	66.4	70.7		Y	4405242	1
6	9:50:00	68.4	75.5		Y	6896531	1
7	9:51:00	66.6	69.7		Y	4563186	1
8	9:52:00	66.6	71.0		Y	4532356	1
9	9:53:00	66.4	69.8		Y	4364738	1
10	9:54:00	66.2	72.6		Y	4186958	1
11	9:55:00	64.0	67.6		Y	2513537	1
12	9:56:00	66.3	71.5		Y	4225092	1
13	9:57:00	66.6	71.0		Y	4550554	1
14	9:58:00	66.0	69.4		Y	3969284	1
15	9:59:00	66.4	69.8		Y	4367292	1
				Energy Sum		61645463	15
				Leq of good periods		**66.1**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 8**
Site: **70 Brannon Landing [NSA 8-1]**
Description: **Residential, 1st row**
Filename: ***LxT1638.030***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:40:00	67.6	73.4		Y	5725438	1
2	10:41:00	69.8	75.0		Y	9645176	1
3	10:42:00	66.9	71.6		Y	4944430	1
4	10:43:00	70.0	74.6		Y	9991835	1
5	10:44:00	68.6	73.2		Y	7187327	1
6	10:45:00	68.8	74.8		Y	7639797	1
7	10:46:00	69.3	74.1		Y	8548609	1
8	10:47:00	70.3	77.7		Y	10817599	1
9	10:48:00	69.3	72.6		Y	8584712	1
10	10:49:00	67.5	72.9		Y	5644435	1
11	10:50:00	67.3	72.3		Y	5349841	1
12	10:51:00	68.6	74.2		Y	7314075	1
13	10:52:00	70.1	75.1		Y	10217173	1
14	10:53:00	69.3	75.0		Y	8444797	1
15	10:54:00	70.9	77.2		Y	12438690	1
				Energy Sum		122493932	15
				Leq of good periods		**69.1**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:00:00	69.6	74.4		Y	9021437	1
2	11:01:00	69.9	77.2		Y	9783592	1
3	11:02:00	68.3	73.5		Y	6765076	1
4	11:03:00	68.7	73.9		Y	7435988	1
5	11:04:00	68.3	73.7		Y	6767846	1
6	11:05:00	69.5	75.0		Y	8841881	1
7	11:06:00	69.9	74.8		Y	9878979	1
8	11:07:00	69.5	72.8		Y	8859295	1
9	11:08:00	69.5	73.9		Y	8951848	1
10	11:09:00	70.3	75.4		Y	10731269	1
11	11:10:00	69.6	72.9		Y	9065603	1
12	11:11:00	70.8	75.0		Y	11887737	1
13	11:12:00	71.5	76.1		Y	14052930	1
14	11:13:00	70.1	74.9		Y	10126950	1
15	11:14:00	70.5	76.3		Y	11119385	1
				Energy Sum		143289815	15
				Leq of good periods		**69.8**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:20:00	69.9	79.1		Y	9679174	1
2	11:21:00	71.2	75.5		Y	13063143	1
3	11:22:00	70.0	74.2		Y	9888008	1
4	11:23:00	68.8	72.9		Y	7601896	1
5	11:24:00	71.0	75.6		Y	12674711	1
6	11:25:00	70.8	76.7		Y	11888134	1
7	11:26:00	71.0	74.1		Y	12496116	1
8	11:27:00	67.9	73.2		Y	6207306	1
9	11:28:00	67.8	72.2		Y	6044971	1
10	11:29:00	65.9	71.9		Y	3932305	1
11	11:30:00	69.7	73.6		Y	9236891	1
12	11:31:00	68.6	74.2		Y	7320065	1
13	11:32:00	68.0	74.9		Y	6244415	1
14	11:33:00	69.0	73.3		Y	7866005	1
15	11:34:00	68.7	75.3		Y	7356018	1
				Energy Sum		131499158	15
				Leq of good periods		**69.4**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 8**
Site: **Brannon RV Park**
Description: **Residential, 1st row**
Filename: ***LxT1637.011***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:40:00				N	0	0
2	10:41:00				N	0	0
3	10:42:00				N	0	0
4	10:43:00	66.6	74.1		Y	4601900	1
5	10:44:00	66.2	71.2		Y	4187620	1
6	10:45:00	67.3	73.9		Y	5421776	1
7	10:46:00	66.8	73.6		Y	4839409	1
8	10:47:00	68.0	77.9		Y	6369579	1
9	10:48:00	67.3	72.5		Y	5356133	1
10	10:49:00	64.5	73.2		Y	2798117	1
11	10:50:00	65.7	71.1		Y	3680620	1
12	10:51:00	66.3	72.6		Y	4286818	1
13	10:52:00	66.8	74.6		Y	4777635	1
14	10:53:00	67.8	74.6		Y	6088657	1
15	10:54:00	67.4	74.2		Y	5500684	1
				Energy Sum		57908947	12
				Leq of good periods		**66.8**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:00:00	66.4	72.4		Y	4350492	1
2	11:01:00	68.6	75.9		Y	7323383	1
3	11:02:00	66.5	71.9		Y	4502224	1
4	11:03:00	64.7	70.5		Y	2971705	1
5	11:04:00	66.0	72.7		Y	3942812	1
6	11:05:00	67.5	75.1		Y	5642651	1
7	11:06:00	67.5	73.0		Y	5658682	1
8	11:07:00	66.6	72.3		Y	4566667	1
9	11:08:00	66.9	71.2		Y	4859642	1
10	11:09:00	67.3	73.3		Y	5404525	1
11	11:10:00	67.4	73.2		Y	5434640	1
12	11:11:00	67.9	73.3		Y	6226801	1
13	11:12:00	69.7	75.8		Y	9386071	1
14	11:13:00	67.3	74.4		Y	5312670	1
15	11:14:00	68.8	77.1		Y	7518253	1
				Energy Sum		83101218	15
				Leq of good periods		**67.4**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:20:00	67.0	74.3		Y	4955621	1
2	11:21:00	68.3	73.5		Y	6686598	1
3	11:22:00	66.3	71.1		Y	4240827	1
4	11:23:00	66.7	73.6		Y	4642785	1
5	11:24:00	66.5	71.4		Y	4480676	1
6	11:25:00	68.2	73.9		Y	6545608	1
7	11:26:00	67.8	72.5		Y	5993212	1
8	11:27:00	64.9	71.0		Y	3114604	1
9	11:28:00	65.3	71.7		Y	3362548	1
10	11:29:00	65.9	71.9		Y	3851677	1
11	11:30:00	67.3	73.1		Y	5342788	1
12	11:31:00	65.8	72.1		Y	3839557	1
13	11:32:00	66.5	74.6		Y	4452749	1
14	11:33:00	66.8	72.5		Y	4804357	1
15	11:34:00	65.7	75.1		Y	3739085	1
				Energy Sum		70052694	15
				Leq of good periods		**66.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 8**
Site: **101 Rand Lane [NSA 8-3]**
Description: **Residential, 1st row**
Filename: ***LxT1639.006***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:40:00	68.4	75.3		Y	6873707	1
2	10:41:00	69.7	76.6		Y	9353973	1
3	10:42:00	67.8	74.3		Y	6030673	1
4	10:43:00	69.3	74.8		Y	8433663	1
5	10:44:00	68.7	75.0		Y	7493332	1
6	10:45:00	69.2	75.4		Y	8353743	1
7	10:46:00	69.6	75.8		Y	9117558	1
8	10:47:00	70.0	78.4		Y	9984009	1
9	10:48:00	69.0	73.4		Y	8022474	1
10	10:49:00	65.7	74.7		Y	3689593	1
11	10:50:00	68.7	73.7		Y	7450292	1
12	10:51:00	68.6	75.4		Y	7249704	1
13	10:52:00	69.3	76.9		Y	8455723	1
14	10:53:00	69.6	76.3		Y	9107313	1
15	10:54:00	70.6	79.7		Y	11574202	1
				Energy Sum		121189958	15
				Leq of good periods		**69.1**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:00:00	67.7	73.8		Y	5825832	1
2	11:01:00	70.1	78.1		Y	10321917	1
3	11:02:00	67.5	72.6		Y	5666620	1
4	11:03:00	66.7	73.1		Y	4675335	1
5	11:04:00	68.6	74.7		Y	7175821	1
6	11:05:00	69.4	74.7		Y	8731178	1
7	11:06:00	70.3	75.8		Y	10670381	1
8	11:07:00	68.0	73.7		Y	6261376	1
9	11:08:00	70.5	73.4	Garbage Truck on Rand Lane	N	0	0
10	11:09:00	69.4	75.0	Garbage Truck on Rand Lane	N	0	0
11	11:10:00	69.9	74.4		Y	9832215	1
12	11:11:00	70.3	74.7		Y	10798308	1
13	11:12:00	71.7	78.3		Y	14760781	1
14	11:13:00	70.0	76.8		Y	9971564	1
15	11:14:00	71.8	79.3		Y	15177932	1
				Energy Sum		119869262	13
				Leq of good periods		**69.6**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:20:00	70.0	79.0		Y	9892125	1
2	11:21:00	70.4	77.2		Y	10865632	1
3	11:22:00	68.6	74.9		Y	7241800	1
4	11:23:00	69.5	75.1		Y	8850428	1
5	11:24:00	68.1	73.5		Y	6416535	1
6	11:25:00	70.7	74.7		Y	11860807	1
7	11:26:00	69.5	74.4		Y	8972630	1
8	11:27:00	67.2	73.7		Y	5247140	1
9	11:28:00	67.4	75.4		Y	5461188	1
10	11:29:00	69.0	75.8		Y	7934621	1
11	11:30:00	69.0	77.0		Y	7879919	1
12	11:31:00	66.9	72.4		Y	4862930	1
13	11:32:00	69.2	75.3		Y	8253863	1
14	11:33:00	68.5	73.7		Y	7026095	1
15	11:34:00	67.1	75.6		Y	5136655	1
				Energy Sum		115902368	15
				Leq of good periods		**68.9**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 8**
Site: **66 Rand Lane [Nsa 8-4]**
Description: **Residential, 2nd row**
Filename: ***LxT1606.053***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	10:40:00	61.1	65.6		Y	1283424	1
2	10:41:00	62.3	66.9		Y	1684515	1
3	10:42:00	60.5	64.3		Y	1121969	1
4	10:43:00	61.6	64.2		Y	1439175	1
5	10:44:00	63.0	66.0		Y	1988448	1
6	10:45:00	62.8	67.5		Y	1885150	1
7	10:46:00	63.1	66.2		Y	2025587	1
8	10:47:00	62.3	69.2		Y	1682610	1
9	10:48:00	61.5	64.8		Y	1411978	1
10	10:49:00	59.7	64.6		Y	939447	1
11	10:50:00	62.1	65.0		Y	1610337	1
12	10:51:00	62.9	67.0		Y	1972338	1
13	10:52:00	61.8	66.6		Y	1521862	1
14	10:53:00	63.3	67.1		Y	2136708	1
15	10:54:00	63.3	67.7		Y	2147561	1
				Energy Sum		24851108	15
				Leq of good periods		**62.2**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:00:00	61.0	64.6		Y	1268204	1
2	11:01:00	62.5	68.6		Y	1781738	1
3	11:02:00	60.5	63.4		Y	1115541	1
4	11:03:00	60.5	63.7		Y	1127685	1
5	11:04:00	61.4	65.2		Y	1395482	1
6	11:05:00	62.2	66.0		Y	1665889	1
7	11:06:00	62.3	66.1		Y	1702442	1
8	11:07:00	61.2	65.5		Y	1331112	1
9	11:08:00	64.1	68.6	Garbage Truck on Rand Lane	N	0	0
10	11:09:00	63.4	68.6	Garbage Truck on Rand Lane	N	0	0
11	11:10:00	62.3	65.6		Y	1709843	1
12	11:11:00	63.2	66.1		Y	2076054	1
13	11:12:00	63.6	68.5		Y	2301971	1
14	11:13:00	61.6	66.2		Y	1448744	1
15	11:14:00	63.7	69.2		Y	2338362	1
				Energy Sum		21263066	13
				Leq of good periods		**62.1**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	11:20:00	62.5	67.6		Y	1785830	1
2	11:21:00	62.6	66.2		Y	1823142	1
3	11:22:00	62.2	65.8		Y	1671383	1
4	11:23:00	61.8	66.6		Y	1500654	1
5	11:24:00	61.5	64.0		Y	1403318	1
6	11:25:00	63.9	66.3		Y	2432399	1
7	11:26:00	61.7	64.6		Y	1484483	1
8	11:27:00	60.0	63.9		Y	990862	1
9	11:28:00	60.3	63.7		Y	1065008	1
10	11:29:00	61.6	65.1		Y	1460965	1
11	11:30:00	61.6	66.8		Y	1450813	1
12	11:31:00	61.0	63.6		Y	1248868	1
13	11:32:00	61.6	65.7		Y	1434751	1
14	11:33:00	61.7	64.7		Y	1493877	1
15	11:34:00	60.6	66.8		Y	1141127	1
				Energy Sum		22387479	15
				Leq of good periods		**61.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 10**
Site: **13 McClure Acres Rd [NSA 10-1]**
Description: **Residential, 1st row**
Filename: ***LxT1638.031***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:05:00	63.6	69.3		Y	2283001	1
2	13:06:00	63.5	70.5		Y	2256715	1
3	13:07:00	67.9	76.1		Y	6131560	1
4	13:08:00	65.6	69.8		Y	3643296	1
5	13:09:00	65.3	69.7		Y	3385630	1
6	13:10:00	70.9	81.8	Loud motorcycles	N	0	0
7	13:11:00	65.2	70.7		Y	3347337	1
8	13:12:00	67.7	72.1		Y	5828995	1
9	13:13:00	66.8	73.6		Y	4805775	1
10	13:14:00	61.8	66.4		Y	1496928	1
11	13:15:00	64.1	69.2		Y	2598946	1
12	13:16:00	64.7	67.9		Y	2936406	1
13	13:17:00	64.6	69.8		Y	2868120	1
14	13:18:00	63.2	67.2		Y	2097479	1
15	13:19:00	65.3	70.6		Y	3398686	1
				Energy Sum		47078874	14
				Leq of good periods		**65.3**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:25:00	64.8	73.7		Y	3007935	1
2	13:26:00	63.7	70.4		Y	2328366	1
3	13:27:00	66.3	71.9	Train horn	N	0	0
4	13:28:00	70.5	81.1	Train horn	N	0	0
5	13:29:00	63.4	67.6		Y	2194967	1
6	13:30:00	64.0	68.4		Y	2508877	1
7	13:31:00	63.7	67.9		Y	2360345	1
8	13:32:00	64.5	70.3		Y	2805618	1
9	13:33:00	65.5	70.5		Y	3548028	1
10	13:34:00	65.6	73.2		Y	3664034	1
11	13:35:00	61.7	68.8		Y	1489982	1
12	13:36:00	66.4	71.0	Loud truck	Y	4374625	1
13	13:37:00	65.1	68.3		Y	3245654	1
14	13:38:00	62.6	67.3		Y	1829314	1
15	13:39:00	68.9	78.9		Y	7788003	1
				Energy Sum		41145748	13
				Leq of good periods		**65.0**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:45:00	61.4	65.7		Y	1392611	1
2	13:46:00	61.0	65.6		Y	1256463	1
3	13:47:00	62.7	69.2		Y	1862212	1
4	13:48:00	63.2	71.8		Y	2082839	1
5	13:49:00	62.5	68.2		Y	1762923	1
6	13:50:00	61.9	67.4		Y	1547297	1
7	13:51:00	62.7	68.3		Y	1846147	1
8	13:52:00	61.7	68.6		Y	1471229	1
9	13:53:00	61.9	69.6		Y	1562737	1
10	13:54:00	61.2	65.4		Y	1331380	1
11	13:55:00	61.3	68.3		Y	1334841	1
12	13:56:00	62.3	65.9		Y	1693564	1
13	13:57:00	64.0	71.0		Y	2539787	1
14	13:58:00	64.0	68.7		Y	2526744	1
15	13:59:00	67.5	76.3	Plane overhead	N	0	0
				Energy Sum		24210774	14
				Leq of good periods		**62.4**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 10**
Site: **17 McClure Acres Road [NSA 10-2]**
Description: **Residential, 1st row**
Filename: ***LxT1637.012***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:05:00	62.7	67.6		Y	1860771	1
2	13:06:00	61.1	64.9		Y	1302664	1
3	13:07:00	63.8	70.7		Y	2417827	1
4	13:08:00	62.8	68.4		Y	1894784	1
5	13:09:00	62.1	66.4		Y	1611214	1
6	13:10:00	68.6	78.2	Loud motorcyle EB	N	0	0
7	13:11:00	63.6	67.8		Y	2315035	1
8	13:12:00	64.2	69.8		Y	2638189	1
9	13:13:00	62.5	66.6		Y	1793569	1
10	13:14:00	58.7	63.4		Y	736913	1
11	13:15:00	60.7	65.5		Y	1166448	1
12	13:16:00	60.4	63.6		Y	1107093	1
13	13:17:00	60.9	65.5		Y	1220403	1
14	13:18:00	59.7	63.6		Y	935075	1
15	13:19:00	61.6	66.3		Y	1458193	1
				Energy Sum		22458179	14
				Leq of good periods		**62.1**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:25:00	60.6	66.5		Y	1149409	1
2	13:26:00	59.9	65.6		Y	987154	1
3	13:27:00	63.3	69.5	Train horn	N	0	0
4	13:28:00	65.6	72.7	Train horn	N	0	0
5	13:29:00	60.1	64.5		Y	1021207	1
6	13:30:00	59.7	63.6		Y	925882	1
7	13:31:00	61.7	66.1		Y	1478442	1
8	13:32:00	60.1	68.4		Y	1026685	1
9	13:33:00	65.3	68.8		Y	3390200	1
10	13:34:00	61.4	65.3		Y	1372280	1
11	13:35:00	59.3	63.9		Y	860757	1
12	13:36:00	63.7	68.2	Loud truck	Y	2332854	1
13	13:37:00	60.5	63.6		Y	1133427	1
14	13:38:00	59.7	64.9		Y	940402	1
15	13:39:00	63.4	71.0		Y	2193462	1
				Energy Sum		18812161	13
				Leq of good periods		**61.6**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:45:00	58.3	62.3		Y	676748	1
2	13:46:00	59.4	63.0		Y	863018	1
3	13:47:00	58.5	63.7		Y	710262	1
4	13:48:00	60.0	67.6		Y	995899	1
5	13:49:00	59.0	63.9		Y	795478	1
6	13:50:00	59.3	65.0		Y	848938	1
7	13:51:00	60.0	66.8		Y	995310	1
8	13:52:00	59.2	63.5		Y	832722	1
9	13:53:00	58.8	63.7		Y	759752	1
10	13:54:00	60.0	63.5		Y	994351	1
11	13:55:00	58.5	64.1		Y	708677	1
12	13:56:00	58.4	61.2		Y	696549	1
13	13:57:00	59.8	65.0		Y	945139	1
14	13:58:00	60.7	64.6		Y	1172957	1
15	13:59:00	64.4	71.4	Plane overhead	N	0	0
				Energy Sum		11995801	14
				Leq of good periods		**59.3**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 11**
Site: **20 Moore Lane [NSA 11-1]**
Description: **Residential, 1st row**
Filename: ***LxT1639.007***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:05:00	59.0	63.3		Y	802547	1
2	13:06:00	58.5	59.8		Y	708687	1
3	13:07:00	60.9	64.5		Y	1230237	1
4	13:08:00	60.5	63.6		Y	1111517	1
5	13:09:00	59.4	60.8		Y	861017	1
6	13:10:00	63.7	68.4		Y	2352850	1
7	13:11:00	62.0	64.8		Y	1581495	1
8	13:12:00	61.6	63.6		Y	1448276	1
9	13:13:00	62.3	66.7		Y	1706063	1
10	13:14:00	60.2	65.7		Y	1050872	1
11	13:15:00	58.2	60.4		Y	667759	1
12	13:16:00	60.2	63.6		Y	1051576	1
13	13:17:00	58.0	61.6		Y	628849	1
14	13:18:00	58.6	60.2		Y	730934	1
15	13:19:00	60.3	63.4		Y	1066419	1
				Energy Sum		16999096	15
				Leq of good periods		**60.5**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:25:00	61.2	65.5		Y	1327723	1
2	13:26:00	61.4	64.7		Y	1367274	1
3	13:27:00	60.8	76.1	Train horn	N	0	0
4	13:28:00	68.5	77.3	Train horn	N	0	0
5	13:29:00	59.7	62.0		Y	941667	1
6	13:30:00	60.3	63.7		Y	1083312	1
7	13:31:00	59.2	61.4		Y	831331	1
8	13:32:00	59.4	62.9		Y	878100	1
9	13:33:00	60.4	62.7		Y	1088488	1
10	13:34:00	59.1	62.9		Y	821694	1
11	13:35:00	59.9	62.6		Y	978557	1
12	13:36:00	62.1	64.7		Y	1614880	1
13	13:37:00	59.7	63.2		Y	924974	1
14	13:38:00	58.2	61.0		Y	660468	1
15	13:39:00	59.1	62.0		Y	812604	1
				Energy Sum		13331071	13
				Leq of good periods		**60.1**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	13:45:00	58.6	60.9		Y	719103	1
2	13:46:00	58.1	60.6		Y	641100	1
3	13:47:00	56.4	60.9		Y	441479	1
4	13:48:00	58.6	62.6		Y	728724	1
5	13:49:00	57.3	60.2		Y	537060	1
6	13:50:00	59.2	61.6		Y	836932	1
7	13:51:00	57.9	60.9		Y	619545	1
8	13:52:00	58.8	61.8		Y	751940	1
9	13:53:00	59.2	62.9		Y	830211	1
10	13:54:00	57.5	60.8		Y	561055	1
11	13:55:00	57.5	61.8		Y	557031	1
12	13:56:00	59.8	62.6		Y	957387	1
13	13:57:00	59.5	61.9		Y	891984	1
14	13:58:00	62.7	70.9		Y	1858462	1
15	13:59:00	61.5	66.2	GA plane nearby	N	0	0
				Energy Sum		10932012	14
				Leq of good periods		**58.9**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 12**
Site: **28 Dickerson Lane [NSA 12-1]**
Description: **Residential, 1st row**
Filename: ***LxT1638.032***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:00:00	58.9	61.6		Y	770481	1
2	15:01:00	57.3	61.4		Y	536638	1
3	15:02:00	54.2	57.6		Y	264986	1
4	15:03:00	56.2	60.6		Y	412794	1
5	15:04:00	57.1	62.4		Y	516385	1
6	15:05:00	58.3	62.6		Y	671294	1
7	15:06:00	57.2	61.5		Y	524168	1
8	15:07:00	57.8	61.3		Y	598273	1
9	15:08:00	60.6	66.8	Rumble strips=67	N	0	0
10	15:09:00	58.8	61.0		Y	764853	1
11	15:10:00	59.2	61.8		Y	832145	1
12	15:11:00	57.6	62.0		Y	578276	1
13	15:12:00	58.8	61.1		Y	766244	1
14	15:13:00	57.2	60.9		Y	528404	1
15	15:14:00	59.4	61.4		Y	868092	1
				Energy Sum		8633034	14
				Leq of good periods		**57.9**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:20:00	58.7	62.2		Y	749401	1
2	15:21:00	57.1	60.5		Y	509141	1
3	15:22:00	58.2	61.6		Y	656699	1
4	15:23:00	58.0	60.5		Y	628562	1
5	15:24:00	58.4	61.1		Y	689586	1
6	15:25:00	58.1	61.8		Y	646939	1
7	15:26:00	57.1	60.3		Y	515251	1
8	15:27:00	57.0	59.9		Y	496375	1
9	15:28:00	57.9	67.7		Y	614947	1
10	15:29:00	57.6	60.5		Y	573745	1
11	15:30:00	57.4	59.5		Y	552066	1
12	15:31:00	61.0	67.3	train horn	N	0	0
13	15:32:00	59.8	62.6		Y	951383	1
14	15:33:00	62.2	68.5	train horn	N	0	0
15	15:34:00	60.0	63.8	train noise	N	0	0
				Energy Sum		7584093	12
				Leq of good periods		**58.0**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:40:00	57.9	61.9		Y	620272	1
2	15:41:00	59.6	64.4		Y	906579	1
3	15:42:00	57.0	59.2		Y	504851	1
4	15:43:00	58.5	60.6		Y	703792	1
5	15:44:00	61.5	66.5	airplane	N	0	0
6	15:45:00	57.8	62.1		Y	605099	1
7	15:46:00	58.1	60.0		Y	639166	1
8	15:47:00	58.2	61.8		Y	662071	1
9	15:48:00	58.0	60.4		Y	632654	1
10	15:49:00	59.2	61.6		Y	835135	1
11	15:50:00	58.0	59.6		Y	637823	1
12	15:51:00	56.9	59.5		Y	488407	1
13	15:52:00	58.6	60.5		Y	717944	1
14	15:53:00	59.6	64.8		Y	917759	1
15	15:54:00	58.5	61.1		Y	710884	1
				Energy Sum		9582437	14
				Leq of good periods		**58.4**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 13**
Site: **22 Royal Lane [NSA 13-1]**
Description: **Residential, 1st row**
Filename: ***LxT1639.008***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:00:00	61.1	67.5		Y	1275379	1
2	15:01:00	58.7	66.2		Y	738869	1
3	15:02:00	62.1	68.2		Y	1616583	1
4	15:03:00	59.1	61.8		Y	817226	1
5	15:04:00	60.4	64.8		Y	1104734	1
6	15:05:00	61.4	64.7		Y	1366592	1
7	15:06:00	58.1	63.6		Y	652057	1
8	15:07:00	60.2	63.5		Y	1035336	1
9	15:08:00	59.5	63.9		Y	890512	1
10	15:09:00	63.8	71.5		Y	2397059	1
11	15:10:00	59.8	63.3		Y	947378	1
12	15:11:00	58.0	63.0		Y	635627	1
13	15:12:00	62.1	68.9	rumble strips	N	0	0
14	15:13:00	59.6	63.6		Y	905600	1
15	15:14:00	59.3	62.7		Y	842367	1
				Energy Sum		15225319	14
				Leq of good periods		**60.4**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:20:00	61.1	66.9		Y	1297147	1
2	15:21:00	59.2	66.9		Y	828249	1
3	15:22:00	60.4	64.8		Y	1100748	1
4	15:23:00	60.7	65.3		Y	1179955	1
5	15:24:00	59.5	64.9		Y	885949	1
6	15:25:00	60.8	66.3		Y	1196702	1
7	15:26:00	59.3	64.0		Y	854180	1
8	15:27:00	59.8	63.8		Y	953280	1
9	15:28:00	60.0	63.4		Y	991885	1
10	15:29:00	60.8	67.8		Y	1198472	1
11	15:30:00	59.9	64.9		Y	972798	1
12	15:31:00	60.2	64.0		Y	1056886	1
13	15:32:00	61.7	68.2		Y	1464432	1
14	15:33:00	64.5	70.8	train horn	N	0	0
15	15:34:00	63.0	71.4	train noise	N	0	0
				Energy Sum		13980683	13
				Leq of good periods		**60.3**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:40:00	60.0	66.8		Y	998732	1
2	15:41:00	62.9	70.9		Y	1939194	1
3	15:42:00	57.7	63.1		Y	592388	1
4	15:43:00	59.4	63.4		Y	862624	1
5	15:44:00	61.3	66.3		Y	1342128	1
6	15:45:00	58.6	64.4		Y	730157	1
7	15:46:00	60.7	65.6		Y	1162315	1
8	15:47:00	58.8	63.3		Y	766432	1
9	15:48:00	57.1	61.0		Y	518186	1
10	15:49:00	60.4	65.2		Y	1095432	1
11	15:50:00	58.6	64.1		Y	732818	1
12	15:51:00	58.2	66.4		Y	660727	1
13	15:52:00	59.1	64.3		Y	816300	1
14	15:53:00	59.1	66.1		Y	803576	1
15	15:54:00	60.5	67.5		Y	1112742	1
				Energy Sum		14133750	15
				Leq of good periods		**59.7**	

Arkansas Highway and Transportation Department

I-40 Widening, Conway, Noise Measurements

Date: **03/14/12**
Area: **NSA 14**
Site: **18 Simmons Lane [NSA 14-1]**
Description: **Residential, 1st row**
Filename: ***LxT1637.013***

Set 1

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:00:00	62.9	68.9		Y	1965300	1
2	15:01:00	62.4	67.2		Y	1719238	1
3	15:02:00	59.9	64.8		Y	966335	1
4	15:03:00	60.6	64.3		Y	1151258	1
5	15:04:00	61.3	64.3		Y	1342954	1
6	15:05:00	63.4	66.7		Y	2205932	1
7	15:06:00	61.7	66.2		Y	1477663	1
8	15:07:00	63.1	65.8		Y	2047869	1
9	15:08:00	61.3	66.8		Y	1361867	1
10	15:09:00	63.5	68.2	Loud HT comp. brake	N	0	0
11	15:10:00	61.8	65.6		Y	1526250	1
12	15:11:00	60.7	63.0		Y	1175242	1
13	15:12:00	61.4	63.1		Y	1367703	1
14	15:13:00	61.8	65.7		Y	1500290	1
15	15:14:00	63.2	67.7		Y	2090183	1
				Energy Sum		21898084	14
				Leq of good periods		**61.9**	

Set 2

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:20:00	62.1	66.4		Y	1617802	1
2	15:21:00	62.3	66.3		Y	1688982	1
3	15:22:00	63.1	69.5		Y	2059265	1
4	15:23:00	62.7	65.7		Y	1871455	1
5	15:24:00	65.3	71.4	Neighboring car	N	0	0
6	15:25:00	62.3	65.1		Y	1700687	1
7	15:26:00	60.8	62.7		Y	1208890	1
8	15:27:00	60.7	64.2		Y	1187694	1
9	15:28:00	61.8	64.4		Y	1510271	1
10	15:29:00	62.6	65.5		Y	1804359	1
11	15:30:00	63.7	68.5	Loud HT comp. brake	N	0	0
12	15:31:00	61.0	64.8		Y	1269513	1
13	15:32:00	64.1	66.5	train horn	N	0	0
14	15:33:00	64.1	68.5	train horn	N	0	0
15	15:34:00	62.9	67.2	train noise	N	0	0
				Energy Sum		15918919	10
				Leq of good periods		**62.0**	

Set 3

Period #	Time Start	Leq	Lmax	Note	Keep?	Energy	Count
1	15:40:00	61.5	65.0		Y	1416669	1
2	15:41:00	62.3	66.5		Y	1712156	1
3	15:42:00	62.0	64.8		Y	1575405	1
4	15:43:00	63.0	65.7		Y	2012874	1
5	15:44:00	64.0	69.6	Loud HT	Y	2518749	1
6	15:45:00	61.0	65.4		Y	1256493	1
7	15:46:00	63.0	65.4		Y	2002056	1
8	15:47:00	62.1	65.3		Y	1616657	1
9	15:48:00	61.9	64.8		Y	1541526	1
10	15:49:00	60.7	62.3		Y	1186191	1
11	15:50:00	61.8	64.2		Y	1519876	1
12	15:51:00	62.2	64.8		Y	1665311	1
13	15:52:00	62.0	64.8		Y	1570062	1
14	15:53:00	62.5	65.3		Y	1761634	1
15	15:54:00	61.7	65.3		Y	1491357	1
				Energy Sum		24847016	15
				Leq of good periods		**62.2**	

Appendix B - Design Year Traffic Data for Noise Modeling

MORNING (AM) PEAK HOUR (TYPICALLY 7 AM - 9 AM)

I-40 EASTBOUND MAIN LANES	Alt Year	Alternative	Number Lanes	Free Flow Speed	Calculated Speed	Level of Service	ADT	PM Peak Hour Volume (PHV)	PM PHV Truck %
I-40 Eastbound (Mayflower to Morgan)	2015	No-Build	2	73.6	60.3	E	35800	4000	4%
		Build	3	73.6	68.9	C	43500	4900	4%
	2035	No-Build	2	73.6	N/A	F	41700	4700	4%
		Build	3	73.6	62.2	D	51800	5800	4%
I-40 Eastbound (Conway Loop Southern Interchange to Mayflower)	2015	No-Build	2	73.6	62.3	D	35100	3900	4%
		Build	3	73.6	69.9	C	42700	4700	4%
	2035	No-Build	2	73.6	55.9	E	39200	4300	4%
		Build	3	73.6	66.5	D	47600	5200	4%
I-40 Eastbound (Hwy 60/286 to Conway Loop Southern Interchange)	2015	No-Build	2	73.6	65.6	D	32800	3500	6%
		Build	3	73.6	71.6	C	39800	4300	6%
	2035	No-Build	2	73.6	57.1	E	38800	4200	6%
		Build	3	73.6	67.7	D	46400	5000	6%
I-40 Eastbound (Hwy 64 to Hwy 60/286)	2015	No-Build	2	73.6	71.1	C	27700	2900	8%
		Build	3	73.6	74.5	B	31900	3300	8%
	2035	No-Build	2	73.6	65.4	D	33600	3500	8%
		Build	3	73.6	72.2	C	39300	4100	8%
I-40 Eastbound (Hwy 65 to Hwy 64)	2015	No-Build	2	73.6	70.8	C	29500	3000	8%
		Build	3	73.6	74.7	B	32000	3200	8%
	2035	No-Build	2	73.6	66.8	D	34000	3400	8%
		Build	3	73.6	73.5	C	37500	3800	8%
I-40 Eastbound (Hwy 25 to Hwy 65)	2015	No-Build	2	73.6	75.0	B	19100	1700	14%
		Build	2	73.6	75.0	B	19600	1800	14%
	2035	No-Build	2	73.6	74.6	B	23400	2100	14%
		Build	2	73.6	74.4	B	24400	2200	14%

I-40 EASTBOUND OFF-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	AM PHV	AM PHV Truck %
I-40 EB at Highway 89 Exit (Mayflower)	2015	No-Build	40	E	3500	400	4%
		Build	40	D	4100	500	4%
	2035	No-Build	40	E	5700	700	4%
		Build	40	D	6400	800	4%
I-40 EB at Conway South Loop Exit	2015	No-Build	35	E	2100	200	4%
		Build	35	D	2500	300	4%
	2035	No-Build	35	E	5900	600	4%
		Build	35	D	7100	800	4%
I-40 EB at Highway 60/286 Exit	2015	No-Build	35	D	5400	600	4%
		Build	35	C	5400	600	4%
	2035	No-Build	35	E	8700	1000	4%
		Build	35	D	8900	1100	4%
I-40 EB at Highway 64 Exit	2015	No-Build	40	D	5800	500	4%
		Build	40	C	5500	500	4%
	2035	No-Build	40	E	6100	500	4%
		Build	40	D	5600	500	4%
I-40 EB at Highway 65 Exit	2015	No-Build	35	B	2900	200	4%
		Build	35	B	2800	200	4%
	2035	No-Build	35	B	4100	300	4%
		Build	35	B	3800	300	4%

I-40 EASTBOUND ON-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	AM PHV	AM PHV Truck %
I-40 EB at Highway 89 Entrance	2015	No-Build	40	D	1400	300	4%
		Build	40	C	1800	400	4%
	2035	No-Build	40	D	2100	300	4%
		Build	40	C	4000	500	4%
I-40 EB at Conway Loop South Entrance	2015	No-Build	35	D	4400	500	4%
		Build	35	C	5400	600	4%
	2035	No-Build	35	E	6300	700	4%
		Build	35	D	8300	900	4%
I-40 EB at Highway 60/286 Entrance	2015	No-Build	35	D	11000	1400	4%
		Build	35	F	13000	1600	4%
	2035	No-Build	35	D	14000	1700	4%
		Build	35	F	16000	1900	4%
I-40 EB at Highway 64 Entrance	2015	No-Build	40	C	4000	400	4%
		Build	40	B	5400	500	4%
	2035	No-Build	40	D	5700	600	4%
		Build	40	C	7400	700	4%
I-40 NB at Highway 65 Entrance	2015	No-Build	40	C	13300	1200	4%
		Build	40	N/A [1.]	15200	1400	4%
	2035	No-Build	40	B	14700	1300	4%
		Build	40	N/A [1.]	16900	1500	4%

1. Ramp volumes are below capacity, therefore freeflow traffic is assumed.

EVENING (PM) PEAK HOUR (TYPICALLY 4 PM - 6 PM)

I-40 EASTBOUND MAIN LANES	Alt Year	Alternative	Number Lanes	Free Flow Speed	Calculated Speed	Level of Service	ADT	PM Peak Hour Volume (PHV)	PM PHV Truck %
I-40 Eastbound (Mayflower to Morgan)	2015	No-Build	2	73.6	73.8	B	35,800	2,400	13%
		Build	3	73.6	74.9	B	43,500	2,900	13%
	2035	No-Build	2	73.6	71.7	C	41,700	2,800	13%
		Build	3	73.6	74.1	B	51,800	3,400	13%
I-40 Eastbound (Conway Loop Southern Interchange to Mayflower)	2015	No-Build	2	73.6	74.0	B	35,100	2,300	13%
		Build	3	73.6	75.0	B	42,700	2,800	13%
	2035	No-Build	2	73.6	72.8	C	39,200	2,600	13%
		Build	3	73.6	74.7	B	47,600	3,100	13%
I-40 Eastbound (Hwy 60/286 to Conway Loop Southern Interchange)	2015	No-Build	2	73.6	74.5	B	32,800	2,200	14%
		Build	3	73.6	75.0	B	39,800	2,600	14%
	2035	No-Build	2	73.6	72.8	C	38,800	2,600	14%
		Build	3	73.6	74.8	B	46,400	3,100	14%
I-40 Eastbound (Hwy 64 to Hwy 60/286)	2015	No-Build	2	73.6	75.0	B	27,700	1,800	16%
		Build	3	73.6	75.0	A	31,900	2,100	16%
	2035	No-Build	2	73.6	74.2	B	33,600	2,200	16%
		Build	3	73.6	75.0	B	39,300	2,600	16%
I-40 Eastbound (Hwy 65 to Hwy 64)	2015	No-Build	2	73.6	74.8	B	29,500	2,000	16%
		Build	3	73.6	75.0	A	32,000	2,100	16%
	2035	No-Build	2	73.6	74.0	B	34,000	2,300	16%
		Build	3	73.6	75.0	B	37,500	2,500	16%
I-40 Eastbound (Hwy 25 to Hwy 65)	2015	No-Build	2	73.6	75.0	A	19,100	1,300	20%
		Build	2	73.6	75.0	A	19,600	1,400	20%
	2035	No-Build	2	73.6	75.0	B	23,400	1,600	20%
		Build	2	73.6	75.0	B	24,400	1,700	20%

I-40 EASTBOUND OFF-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	PM PHV	PM PHV Truck %
I-40 EB at Highway 89 Exit (Mayflower)	2015	No-Build	40	C	3,500	300	4%
		Build	40	C	4,100	300	4%
	2035	No-Build	40	D	5,700	500	4%
		Build	40	C	6,400	500	4%
I-40 EB at Conway South Loop Exit	2015	No-Build	35	C	2,100	200	4%
		Build	35	C	2,500	200	4%
	2035	No-Build	35	D	5,900	500	4%
		Build	35	C	7,100	600	4%
I-40 EB at Highway 60/286 Exit	2015	No-Build	35	C	5,400	400	4%
		Build	35	B	5,400	400	4%
	2035	No-Build	35	C	8,700	700	4%
		Build	35	C	8,900	700	4%
I-40 EB at Highway 64 Exit	2015	No-Build	40	C	5,800	400	4%
		Build	40	C	5,500	400	4%
	2035	No-Build	40	C	6,100	500	4%
		Build	40	C	5,600	400	4%
I-40 EB at Highway 65 Exit	2015	No-Build	35	B	2,900	200	4%
		Build	35	B	2,800	200	4%
	2035	No-Build	35	B	4,100	300	4%
		Build	35	B	3,800	300	4%

I-40 EASTBOUND ON-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	PM PHV	PM PHV Truck %
I-40 NB at Highway 89 Entrance	2015	No-Build	40	B	1400	100	4%
		Build	40	B	1800	100	4%
	2035	No-Build	40	C	2100	100	4%
		Build	40	B	4000	200	4%
I-40 EB at Conway Loop South Entrance	2015	No-Build	35	C	4400	300	4%
		Build	35	B	5400	300	4%
	2035	No-Build	35	C	6300	400	4%
		Build	35	B	8300	500	4%
I-40 NB at Highway 60/286 Entrance	2015	No-Build	35	B	11000	900	4%
		Build	35	B	13000	1000	4%
	2035	No-Build	35	C	14000	1100	4%
		Build	35	B	16000	1300	4%
I-40 NB at Highway 64 Entrance	2015	No-Build	40	B	4000	300	4%
		Build	40	B	5400	400	4%
	2035	No-Build	40	B	5700	400	4%
		Build	40	B	7400	500	4%
I-40 NB at Highway 65 Entrance	2015	No-Build	40	B	13300	900	4%
		Build	40	N/A [1.]	15200	1000	4%
	2035	No-Build	40	C	14700	1000	4%
		Build	40	N/A [1.]	16900	1100	4%

1. Ramp volumes are below capacity, therefore freeflow traffic is assumed.

MORNING (AM) PEAK HOUR (TYPICALLY 7 AM - 9 AM)

I-40 WESTBOUND MAIN LANES	Alt Year	Alternative	Number Lanes	Free Flow Speed	Calculated Speed	Level of Service	ADT	AM Peak Hour Volume (PHV)	AM PHV Truck %
I-40 Westbound (Morgan to Mayflower)	2015	No-Build	2	73.6	75.0	B	35300	1900	12%
		Build	3	73.6	75.0	B	42800	2300	12%
	2035	No-Build	2	73.6	74.5	B	41100	2200	12%
		Build	3	73.6	75.0	B	50900	2700	12%
I-40 Westbound (Mayflower to Conway Loop Southern Interchange)	2015	No-Build	2	73.6	74.9	B	35700	2000	12%
		Build	3	73.6	75.0	B	42800	2400	12%
	2035	No-Build	2	73.6	74.5	B	39800	2200	12%
		Build	3	73.6	75.0	B	49200	2700	12%
I-40 Westbound (Conway Loop Southern Interchange to Hwy 60/286)	2015	No-Build	2	73.6	75.0	B	33600	1800	15%
		Build	3	73.6	75.0	A	39700	2200	15%
	2035	No-Build	2	73.6	74.5	B	39100	2200	15%
		Build	3	73.6	75.0	B	46900	2600	15%
I-40 Westbound (Hwy 60/286 to Hwy 64)	2015	No-Build	2	73.6	75.0	B	28400	1600	18%
		Build	3	73.6	75.0	A	32500	1800	18%
	2035	No-Build	2	73.6	74.9	B	33900	1900	18%
		Build	3	73.6	75.0	B	39500	2200	18%
I-40 Westbound (Hwy 64 to Hwy 65)	2015	No-Build	2	73.6	75.0	B	31300	1700	18%
		Build	3	73.6	75.0	A	33800	1900	18%
	2035	No-Build	2	73.6	74.8	B	35800	2000	18%
		Build	3	73.6	75.0	B	39500	2200	18%
I-40 Westbound (Hwy 65 to Hwy 25)	2015	No-Build	2	73.6	75.0	A	20900	1100	18%
		Build	2	73.6	75.0	A	21600	1200	18%
	2035	No-Build	2	73.6	75.0	A	25500	1400	18%
		Build	2	73.6	75.0	B	26600	1500	18%

I-40 WESTBOUND OFF-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	AM PHV	AM PHV Truck %
Highway 89 (Mayflower) Exit (I-40)	2015	No-Build	35	C	3200	100	4%
		Build	35	B	3600	100	4%
	2035	No-Build	35	C	6300	300	4%
		Build	35	C	7500	300	4%
Conway Loop South Exit (I-40)	2015	No-Build	35	C	4600	300	4%
		Build	35	B	5800	400	4%
	2035	No-Build	35	C	8000	600	4%
		Build	35	C	10400	700	4%
Highway 60/286 CD Road Exit (I-40)	2015	No-Build	30	C	9000	600	4%
		Build	30	B	11200	800	4%
	2035	No-Build	30	C	11000	800	4%
		Build	30	C	13600	1000	4%
Highway 64 Exit (I-40)	2015	No-Build	40	B	3900	300	4%
		Build	40	B	5300	300	4%
	2035	No-Build	40	C	5100	300	4%
		Build	40	B	6800	400	4%
Highway 65 Exit (I-40)	2015	No-Build	40	B	13200	700	4%
		Build	40	B	14900	800	4%
	2035	No-Build	40	C	14200	800	4%
		Build	40	B	16600	900	4%

I-40 WESTBOUND ON-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	AM PHV	AM PHV Truck %
I-40 WB at Highway 89 Entrance	2015	No-Build	35	B	3600	400	4%
		Build	35	B	3600	400	4%
	2035	No-Build	35	B	5000	500	4%
		Build	35	B	5800	600	4%
I-40 WB at Conway Loop South Entrance	2015	No-Build	35	B	2500	200	4%
		Build	35	B	2700	200	4%
	2035	No-Build	35	B	7300	500	4%
		Build	35	B	8100	600	4%
I-40 WB at Highway 60/286 Combined Entrance	2015	No-Build	35	B	3800	300	4%
		Build	35	B	6000	500	4%
	2035	No-Build	35	B	3800	300	4%
		Build	35	B	6200	500	4%
I-40 WB at Highway 64 Entrance	2015	No-Build	40	B	6800	400	4%
		Build	40	B	6600	400	4%
	2035	No-Build	40	B	7000	400	4%
		Build	40	B	6800	400	4%
I-40 WB at Highway 65 Entrance	2015	No-Build	40	B	2800	200	4%
		Build	40	B	2700	200	4%
	2035	No-Build	40	B	3900	300	4%
		Build	40	B	3700	300	4%

EVENING (PM) PEAK HOUR (TYPICALLY 4 PM - 6 PM)

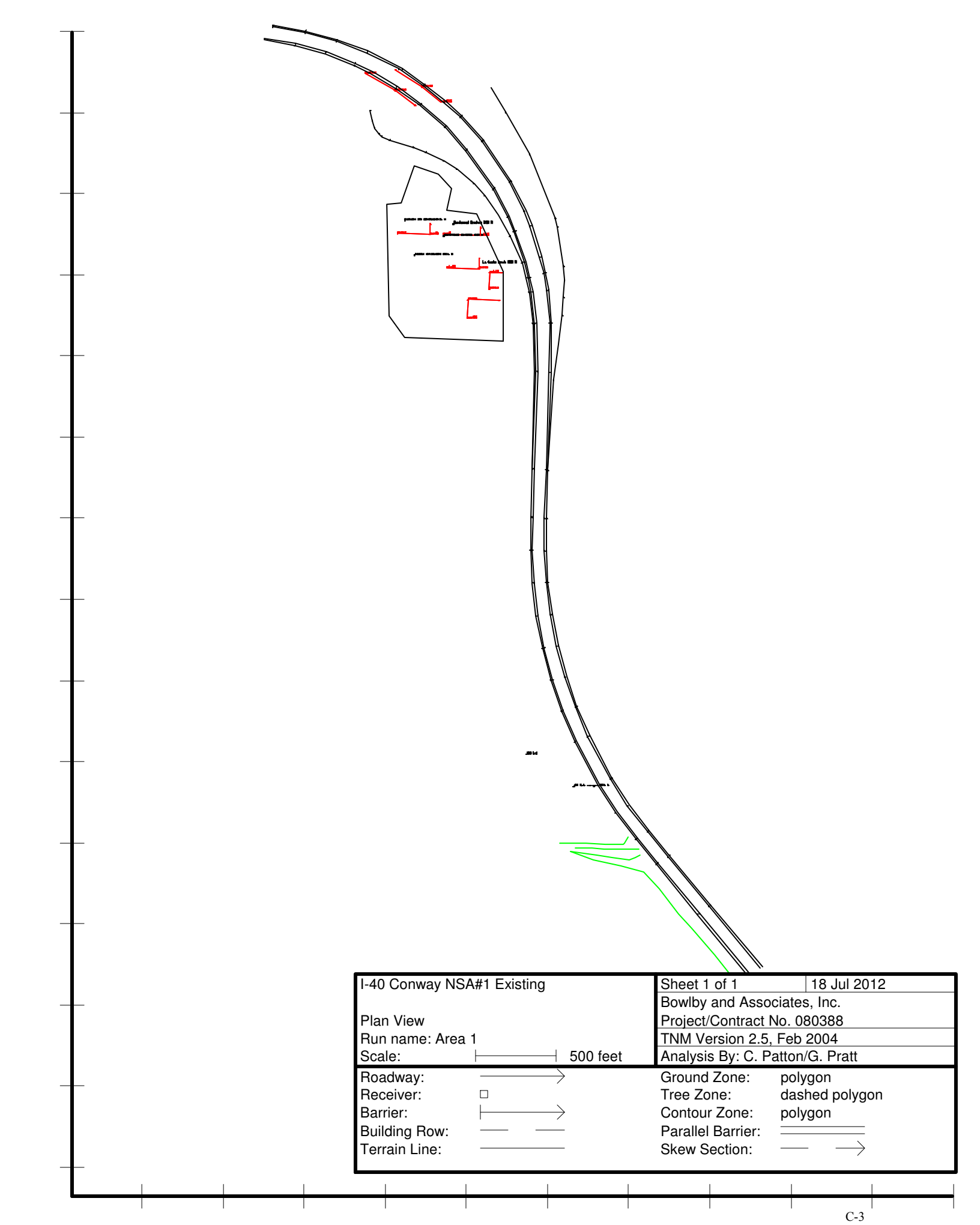
I-40 WESTBOUND MAIN LANES	Alt Year	Alternative	Number Lanes	Free Flow Speed	Calculated Speed	Level of Service	ADT	PM Peak Hour Volume (PHV)	PM PHV Truck %
I-40 Westbound (Morgan to Mayflower)	2015	No-Build	2	73.6	64.6	D	35300	3600	6%
		Build	3	73.6	71.1	C	42800	4400	6%
	2035	No-Build	2	73.6	57.1	E	41100	4200	6%
		Build	3	73.6	66.5	D	50900	5200	6%
I-40 Westbound (Mayflower to Conway Loop Southern Interchange)	2015	No-Build	2	73.6	64.5	D	35700	3600	6%
		Build	3	73.6	71.3	C	42800	4400	6%
	2035	No-Build	2	73.6	59.0	E	39800	4100	6%
		Build	3	73.6	67.7	D	49200	5000	6%
I-40 Westbound (Conway Loop Southern Interchange to Hwy 60/286)	2015	No-Build	2	73.6	66.9	D	33600	3400	8%
		Build	3	73.6	72.6	C	39700	4000	8%
	2035	No-Build	2	73.6	60.1	E	39100	3900	8%
		Build	3	73.6	69.1	C	46900	4700	8%
I-40 Westbound (Hwy 60/286 to Hwy 64)	2015	No-Build	2	73.6	71.4	C	28400	2800	10%
		Build	3	73.6	74.6	B	32500	3300	10%
	2035	No-Build	2	73.6	66.6	D	33900	3400	10%
		Build	3	73.6	72.7	C	39500	4000	10%
I-40 Westbound (Hwy 64 to Hwy 65)	2015	No-Build	2	73.6	69.1	C	31300	3100	10%
		Build	3	73.6	74.3	B	33800	3400	10%
	2035	No-Build	2	73.6	64.4	D	35800	3600	10%
		Build	3	73.6	72.7	C	39500	4000	10%
I-40 Westbound (Hwy 65 to Hwy 25)	2015	No-Build	2	73.6	75.0	B	20900	1900	15%
		Build	2	73.6	74.9	B	21600	1900	15%
	2035	No-Build	2	73.6	74.0	B	25500	2300	15%
		Build	2	73.6	73.6	C	26600	2400	15%

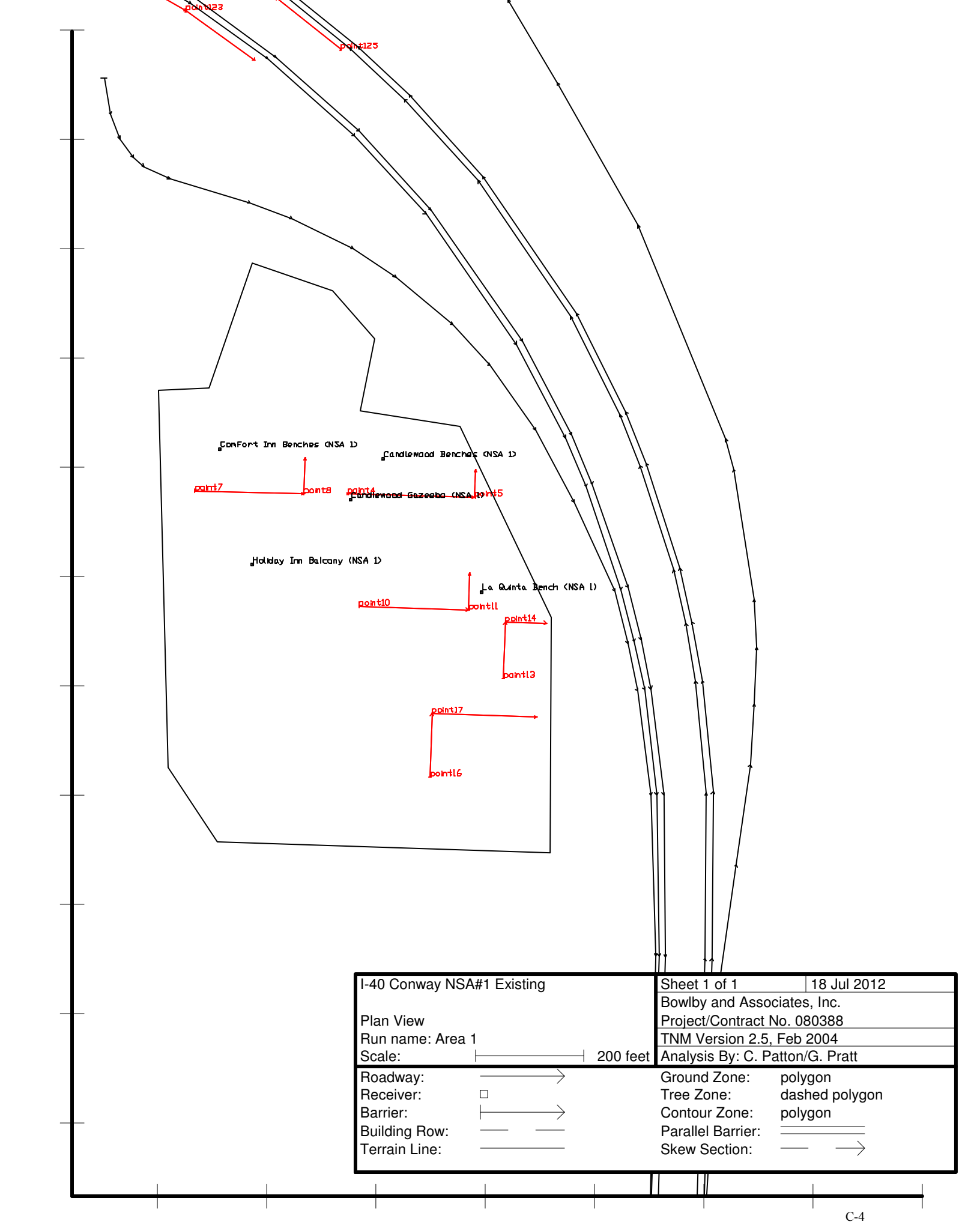
I-40 WESTBOUND OFF-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	PM PHV	PM PHV Truck %
Highway 89 (Mayflower) Exit (I-40)	2015	No-Build	35	E	3200	500	4%
		Build	35	D	3600	600	4%
	2035	No-Build	35	E	6300	800	4%
		Build	35	D	7500	900	4%
Conway Loop South Exit (I-40)	2015	No-Build	35	E	4600	700	4%
		Build	35	D	5800	800	4%
	2035	No-Build	35	E	8000	1000	4%
		Build	35	D	10400	1200	4%
Highway 60/286 CD Road Exit (I-40)	2015	No-Build	30	E	9000	1000	4%
		Build	30	D	11200	1200	4%
	2035	No-Build	30	E	11000	1200	4%
		Build	30	D	13600	1500	4%
Highway 64 Exit (I-40)	2015	No-Build	40	D	11200	400	4%
		Build	40	C	5300	500	4%
	2035	No-Build	40	E	5100	500	4%
		Build	40	D	6800	600	4%
Highway 65 Exit (I-40)	2015	No-Build	40	D	13200	1300	4%
		Build	40	D	14900	1500	4%
	2035	No-Build	40	E	14200	1400	4%
		Build	40	D	16600	1700	4%

I-40 WESTBOUND ON-RAMPS	Alt Year	Alternative	Ramp Free Flow Speed	Level of Service	Ramp ADT	PM PHV	PM PHV Truck %
I-40 WB at Highway 89 Entrance	2015	No-Build	35	D	3600	400	4%
		Build	35	C	3600	400	4%
	2035	No-Build	35	D	5000	500	4%
		Build	35	C	5800	600	4%
I-40 WB at Conway Loop South Entrance	2015	No-Build	35	D	2500	300	4%
		Build	35	C	2700	300	4%
	2035	No-Build	35	D	7300	700	4%
		Build	35	C	8100	800	4%
I-40 WB at Highway 60/286 Combined Entrance	2015	No-Build	35	C	3800	400	4%
		Build	35	B	6000	700	4%
	2035	No-Build	35	D	3800	400	4%
		Build	35	C	6200	700	4%
I-40 WB at Highway 64 Entrance	2015	No-Build	40	C	6800	700	4%
		Build	40	B	6600	700	4%
	2035	No-Build	40	D	7000	700	4%
		Build	40	C	6800	700	4%
I-40 WB at Highway 65 Entrance	2015	No-Build	40	B	2800	200	4%
		Build	40	B	2700	200	4%
	2035	No-Build	40	C	3900	300	4%
		Build	40	C	3700	300	4%

Appendix C – TNM 2.5 Plan Views

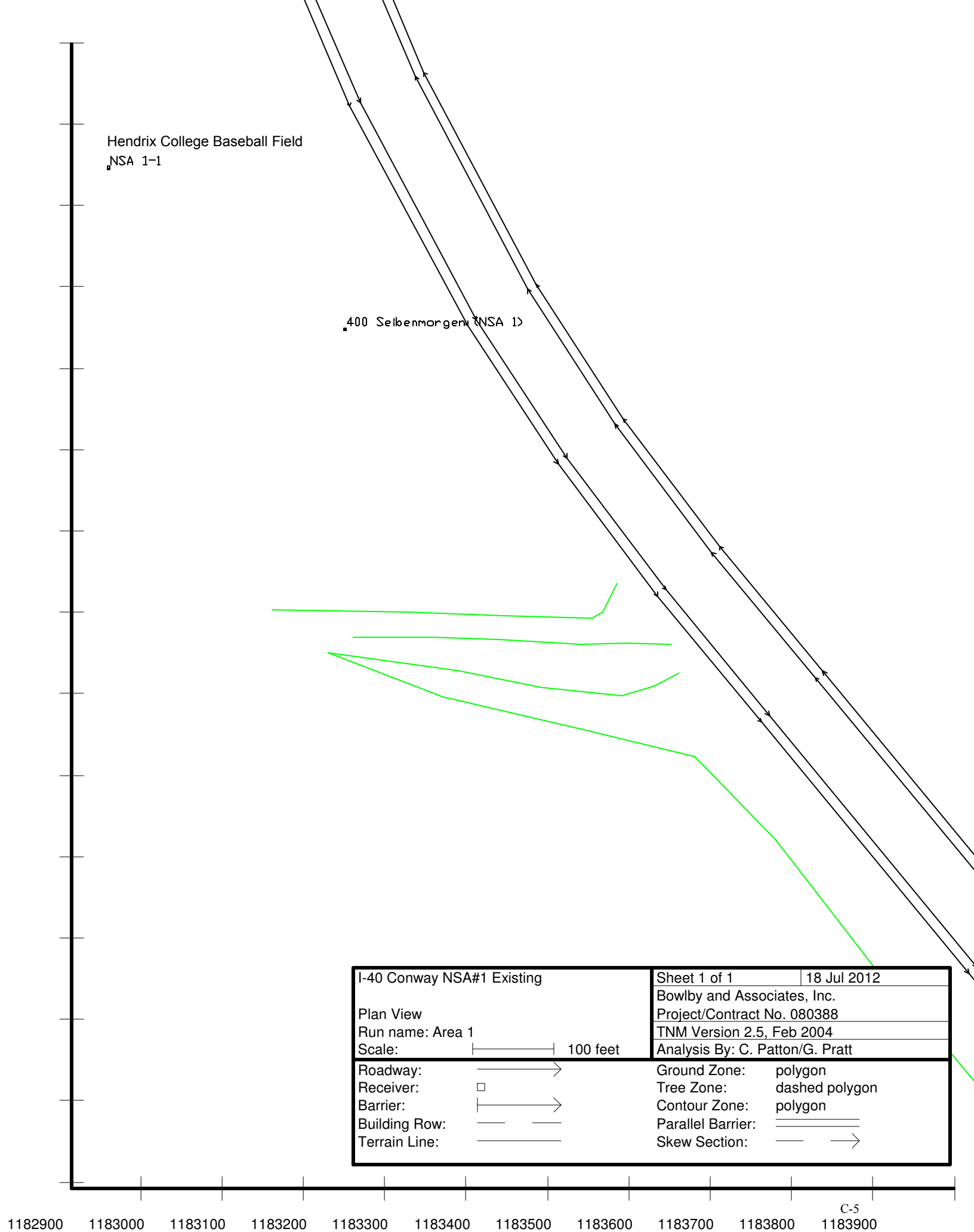
Existing

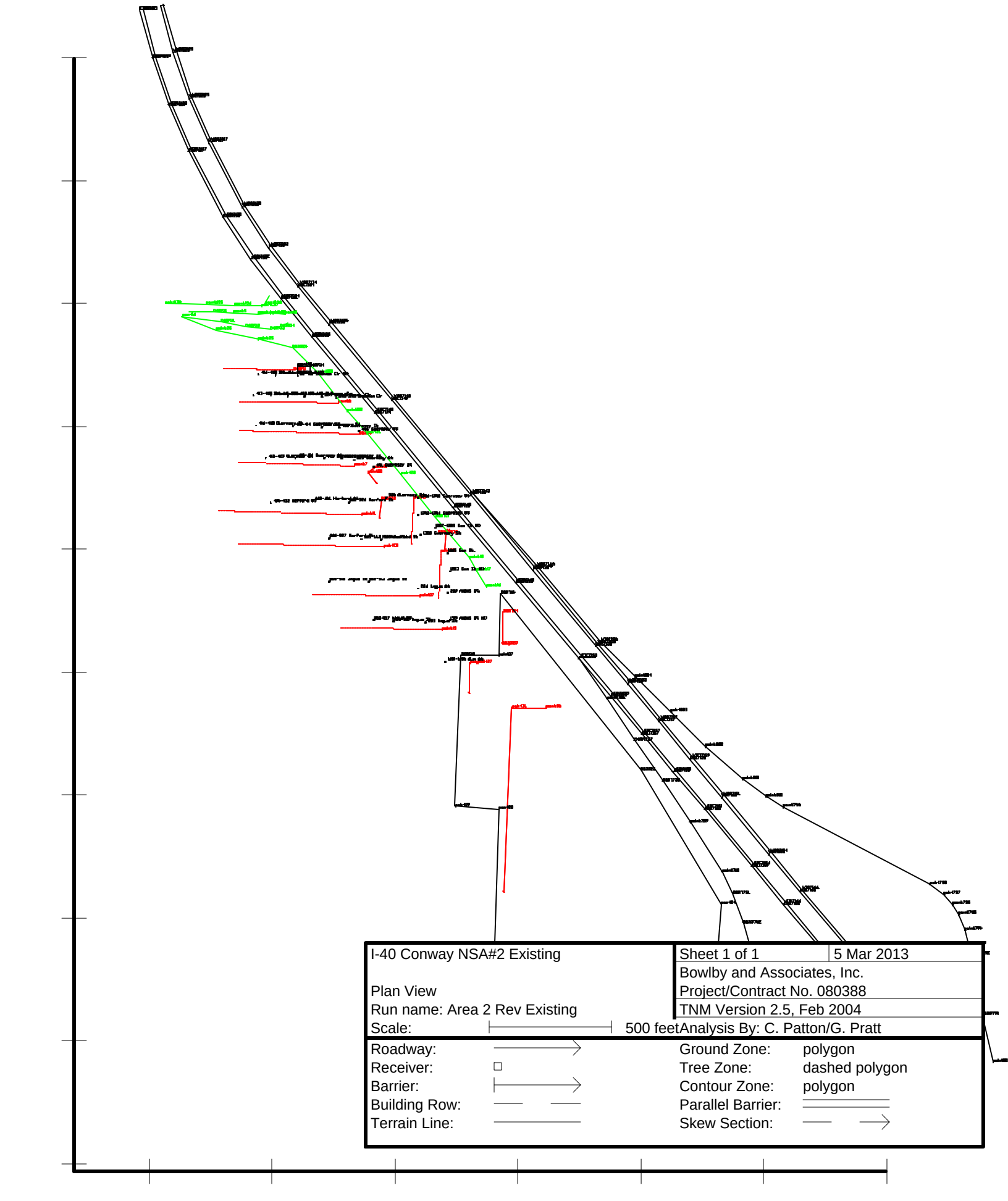

I-40 Conway NSA#1 Existing
Plan View
Run name: Area 1
Scale: 500 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1180500
1181000
1181500
1182000
1182500
1183000
1183500
1184000
1184500
1185000
1185500



I-40 Conway NSA#1 Existing		Sheet 1 of 1	18 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 1		TNM Version 2.5, Feb 2004	
Scale:	200 feet	Analysis By: C. Patton/G. Pratt	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

1182000 1182200 1182400 1182600 1182800 1183000 1183200 1183400


Hendrix College Baseball Field
NSA 1-1
400 Seibenmorgen (NSA 1)
I-40 Conway NSA#1 Existing
Plan View
Run name: Area 1
Scale: 100 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1182900
1183000
1183100
1183200
1183300
1183400
1183500
1183600
1183700
1183800
1183900



I-40 Conway NSA#2 Existing

Plan View

Run name: Area 2 Rev Existing

Scale: 500 feet

Sheet 1 of 1 | 5 Mar 2013

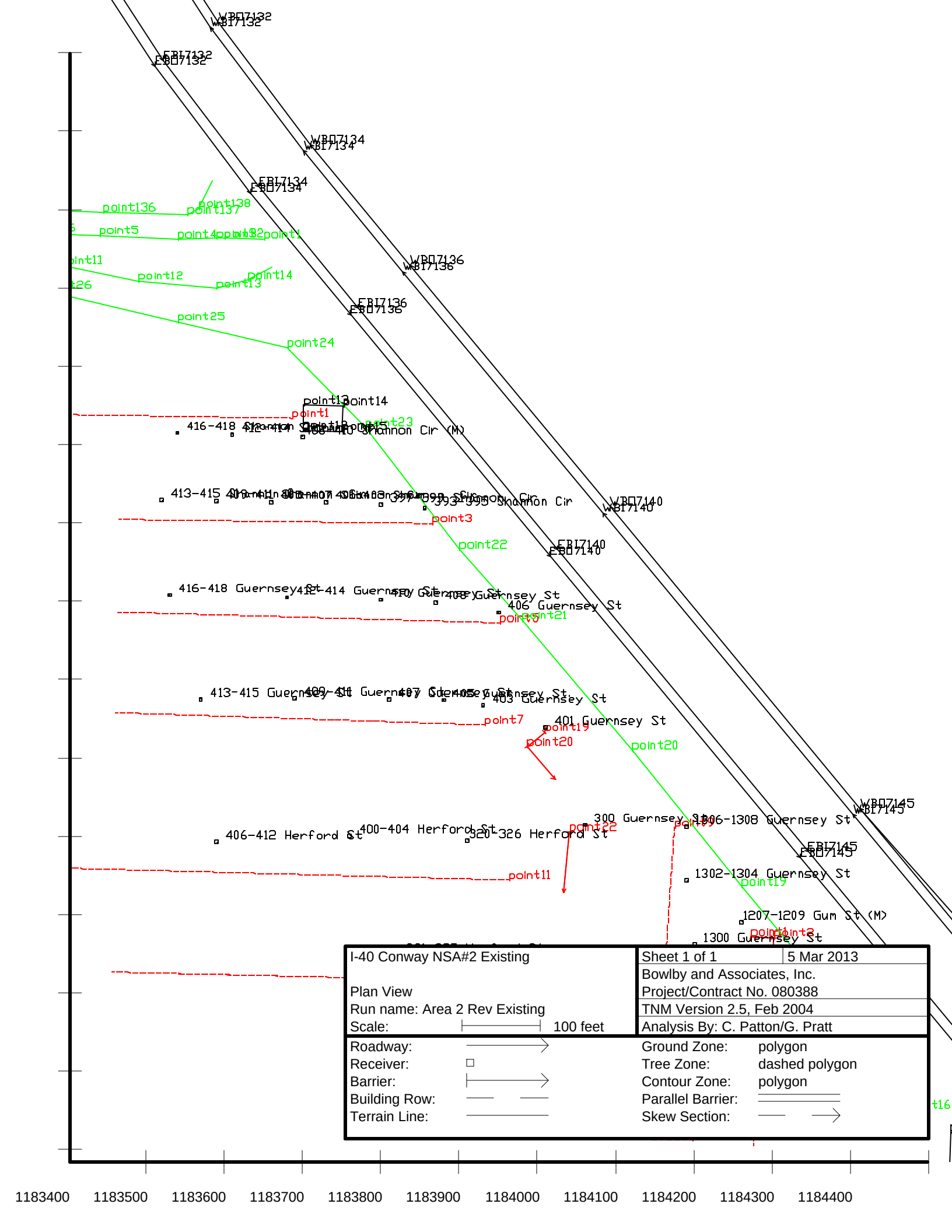
Bowlby and Associates, Inc.

Project/Contract No. 080388

TNM Version 2.5, Feb 2004

Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


WBT7132
WBT7132
EBT7132
EBT7132
WBT7134
WBT7134
EBT7134
EBT7134
WBT7136
WBT7136
EBT7136
EBT7136
WBT7140
WBT7140
EBT7140
EBT7140
WBT7145
WBT7145
EBT7145
EBT7145
point136
point137
point138
point5
point4
point1
point11
point12
point13
point14
point25
point24
point1
point23
point3
point22
point21
point7
point19
point20
point20
point22
point11
point19
point2
416-418 Shannon Cir (M)
413-415 Shannon Cir
406 Guernsey St
413-415 Guernsey St
403 Guernsey St
401 Guernsey St
406-412 Herford St
400-404 Herford St
326 Herford St
300 Guernsey St
1306-1308 Guernsey St
1302-1304 Guernsey St
1207-1209 Gum St (M)
1300 Guernsey St
I-40 Conway NSA#2 Existing
Plan View
Run name: Area 2 Rev Existing
Scale: 100 feet
Sheet 1 of 1
5 Mar 2013
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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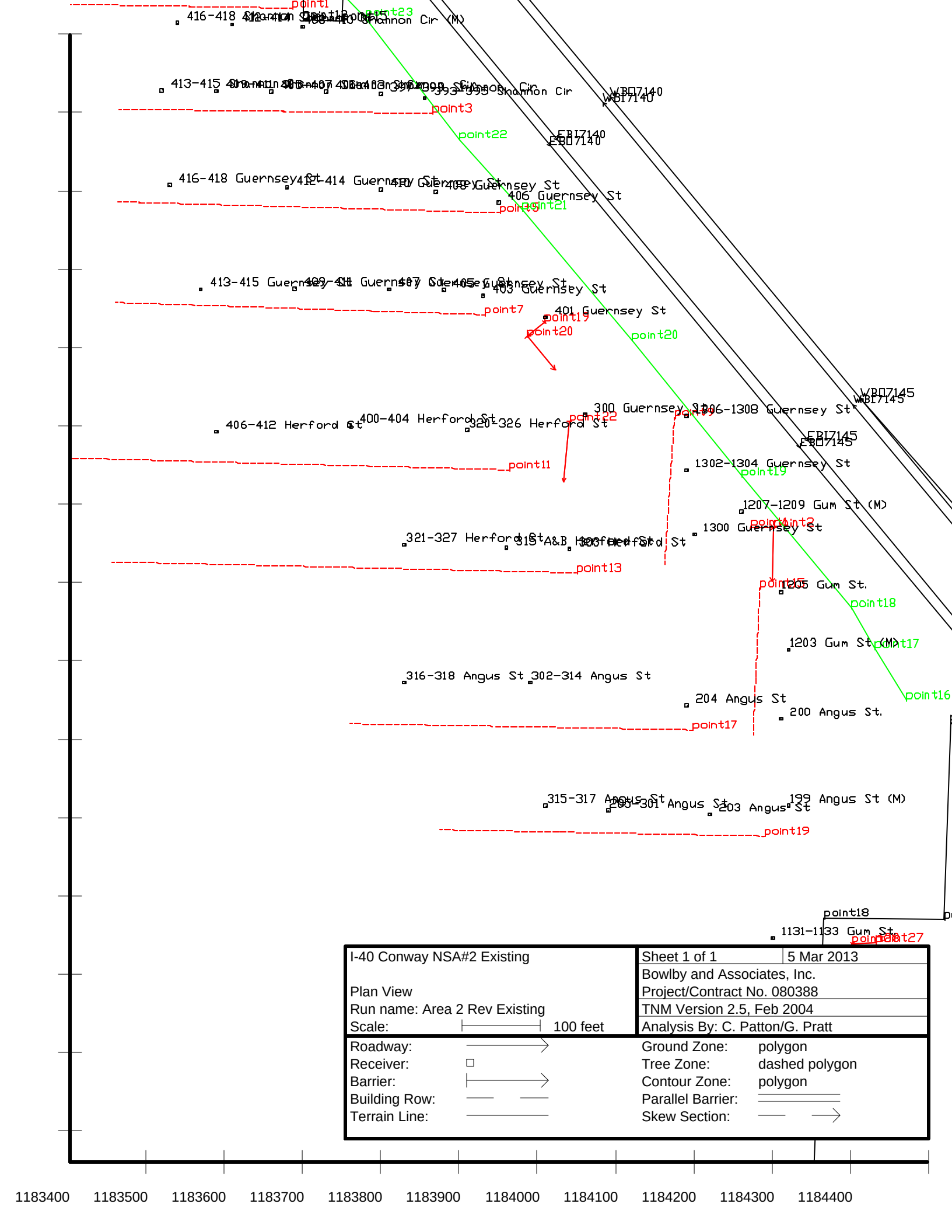
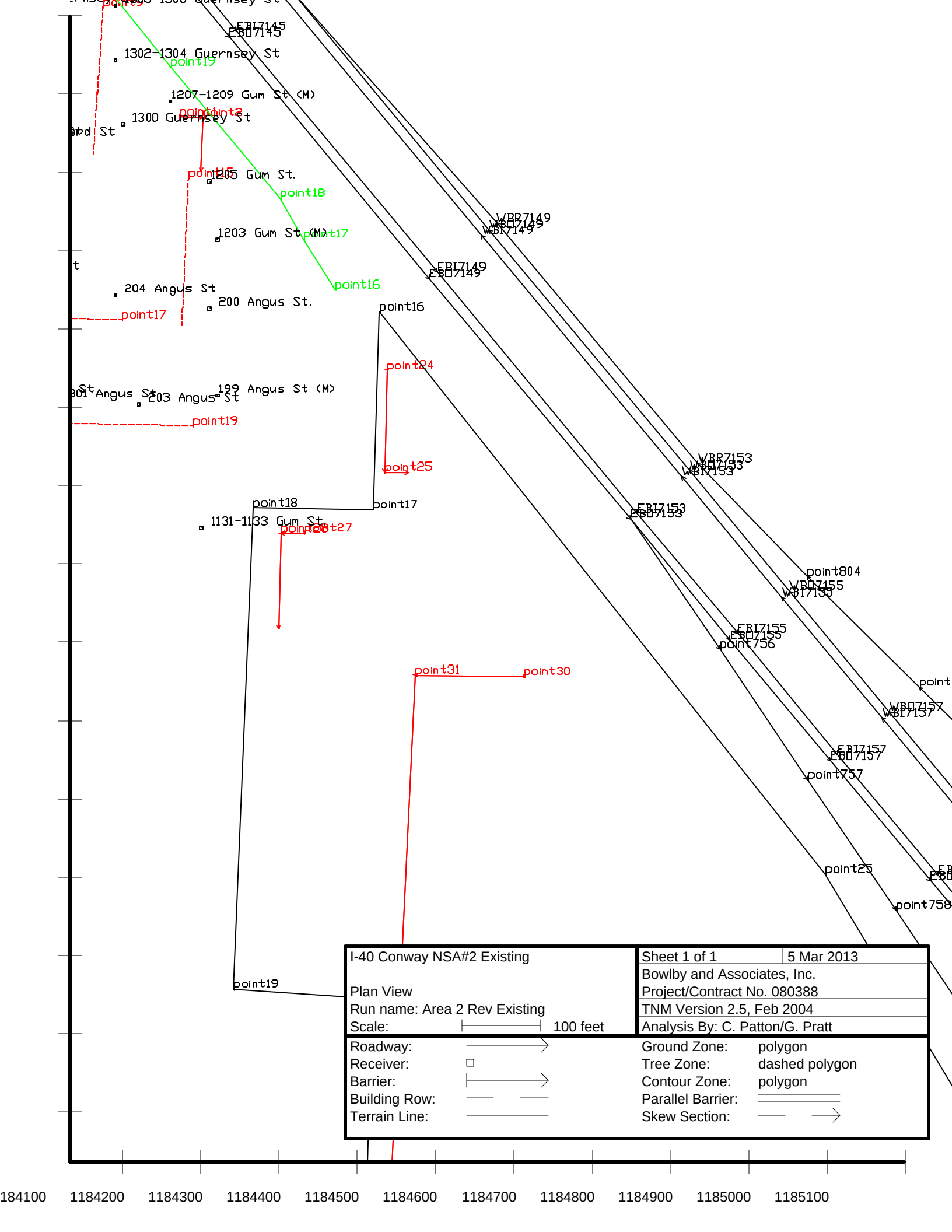
1183500
1183600
1183700
1183800
1183900
1184000
1184100
1184200
1184300
1184400



I-40 Conway NSA#2 Existing	Sheet 1 of 1 | 5 Mar 2013
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 2 Rev Existing	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


1302-1304 Guernsey St
1207-1209 Gum St (M)
1300 Guernsey St
1205 Gum St.
1203 Gum St (M)
204 Angus St
200 Angus St.
203 Angus St
199 Angus St (M)
1131-1133 Gum St
point16
point17
point18
point19
point24
point25
point27
point30
point31
point804
point756
point757
point758
EBI7145
EBD7145
WBI7149
WBD7149
EBI7149
EBD7149
WBI7153
WBD7153
EBI7153
EBD7153
WBI7155
WBD7155
EBI7155
EBD7155
WBI7157
WBD7157
EBI7157
EBD7157
I-40 Conway NSA#2 Existing
Plan View
Run name: Area 2 Rev Existing
Scale: 100 feet
Sheet 1 of 1
5 Mar 2013
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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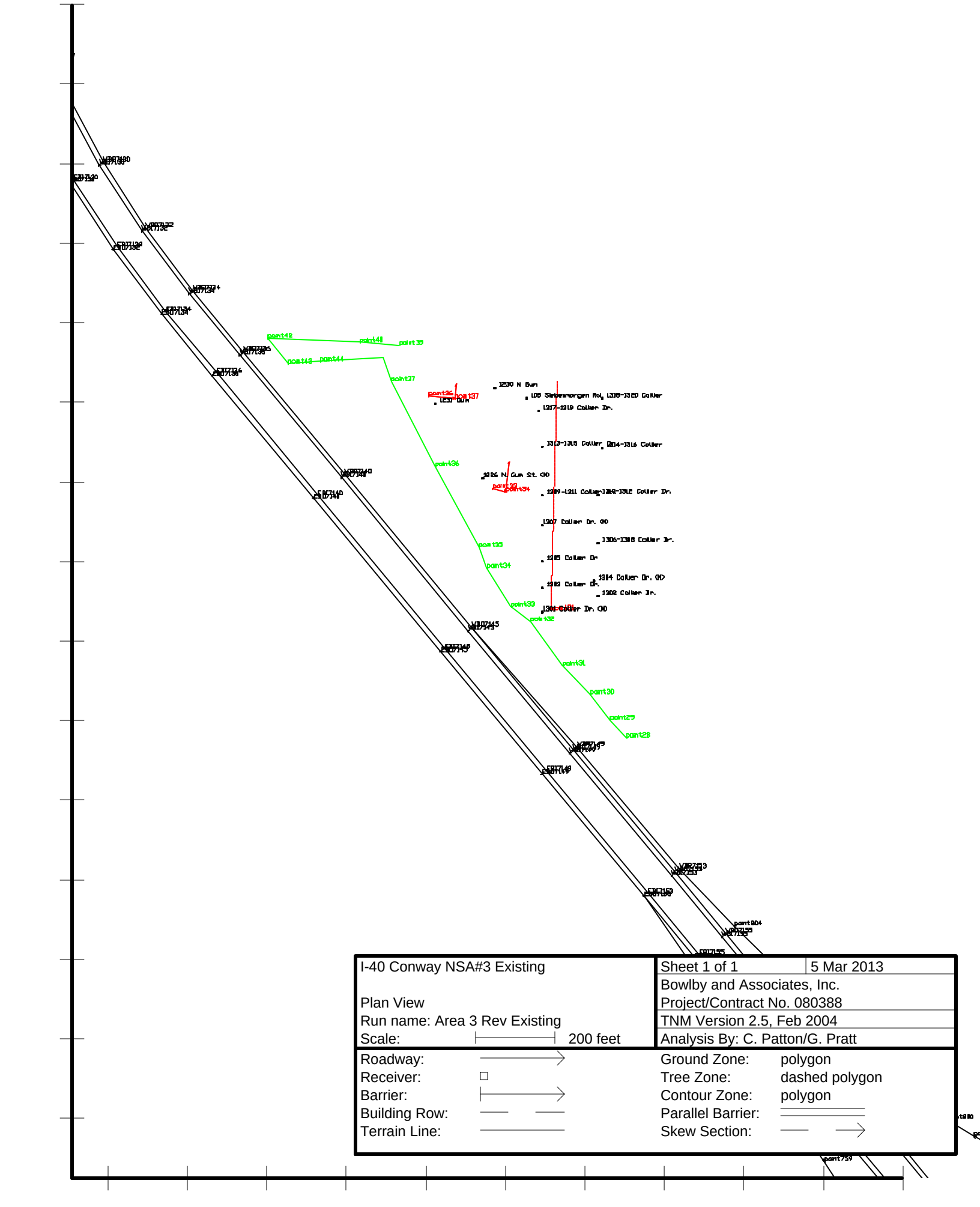
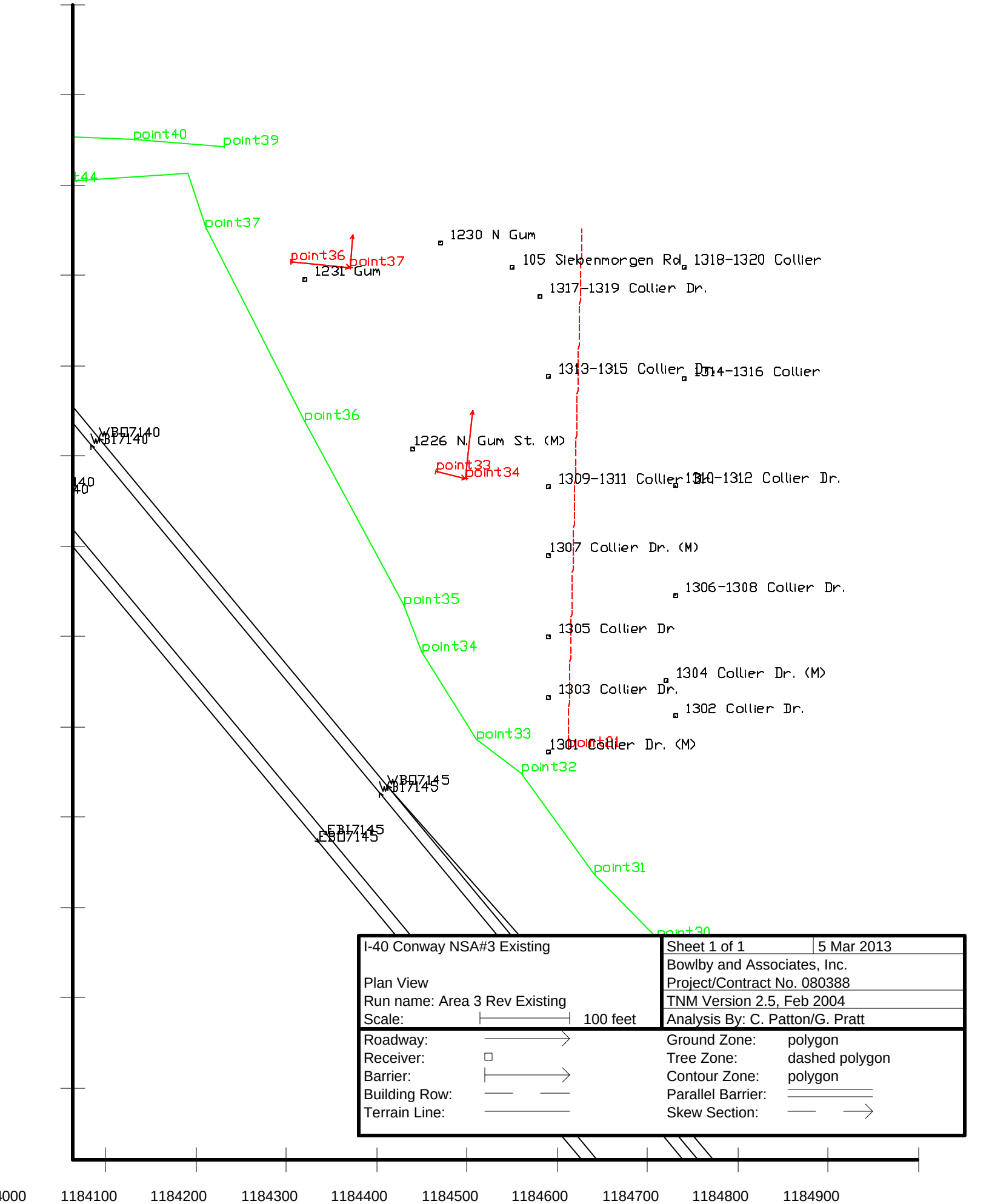
1184200
1184300
1184400
1184500
1184600
1184700
1184800
1184900
1185000
1185100



I-40 Conway NSA#3 Existing	Sheet 1 of 1 | 5 Mar 2013
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 3 Rev Existing	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


point40
point39
point44
point37
point36
point37
1230 N Gum
105 Siebenmorgen Rd
1318-1320 Collier
1231 Gum
1317-1319 Collier Dr.
1313-1315 Collier Dr.
1314-1316 Collier
point36
WB17140
WB17140
1226 N. Gum St. (M)
point33
point34
1309-1311 Collier Dr.
1310-1312 Collier Dr.
1307 Collier Dr. (M)
1306-1308 Collier Dr.
point35
1305 Collier Dr
point34
1304 Collier Dr. (M)
1303 Collier Dr.
1302 Collier Dr.
point33
point01
1301 Collier Dr. (M)
point32
WB17145
WB17145
EB17145
EB17145
point31
point30
I-40 Conway NSA#3 Existing
Plan View
Run name: Area 3 Rev Existing
Scale: 100 feet
Sheet 1 of 1
5 Mar 2013
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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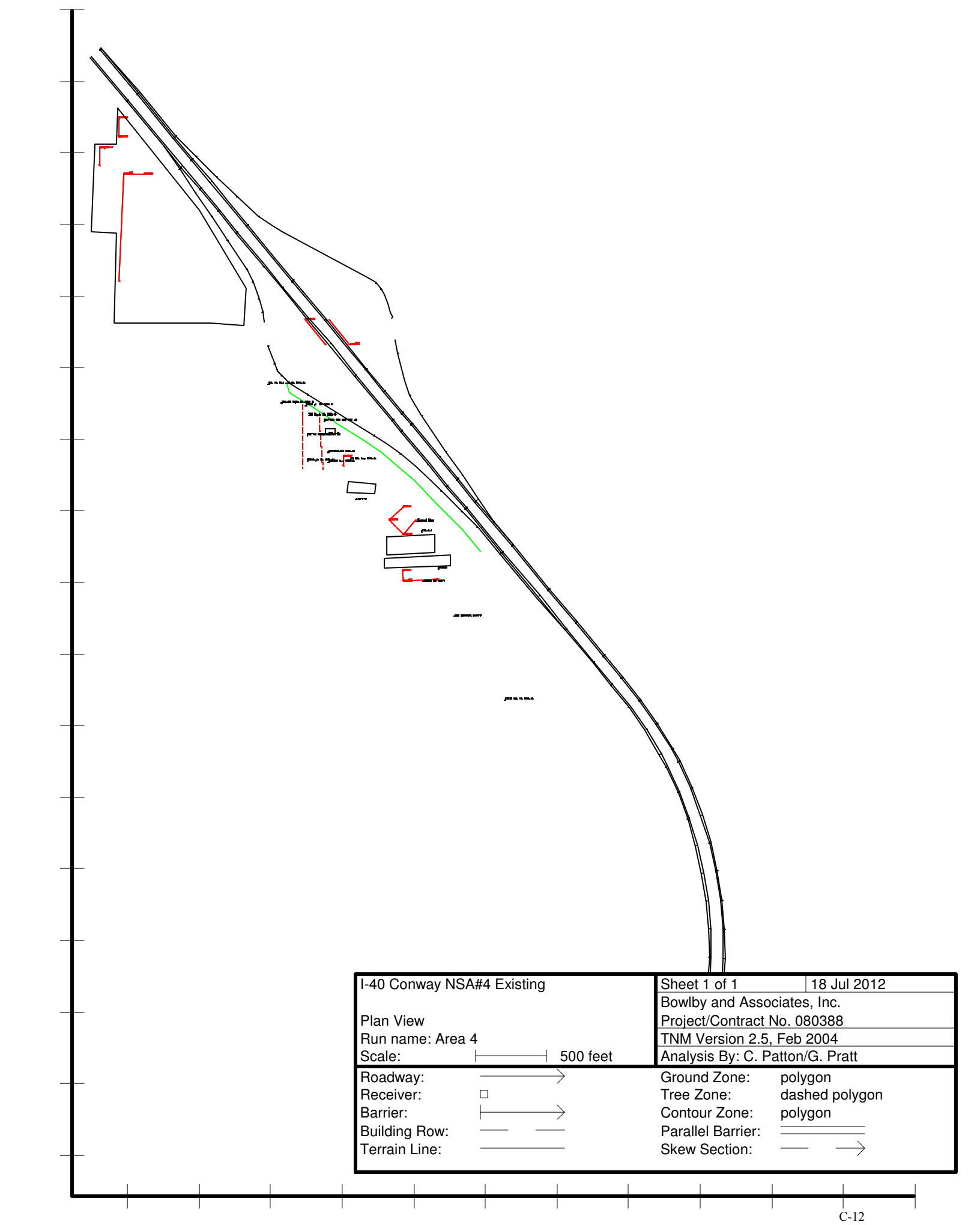
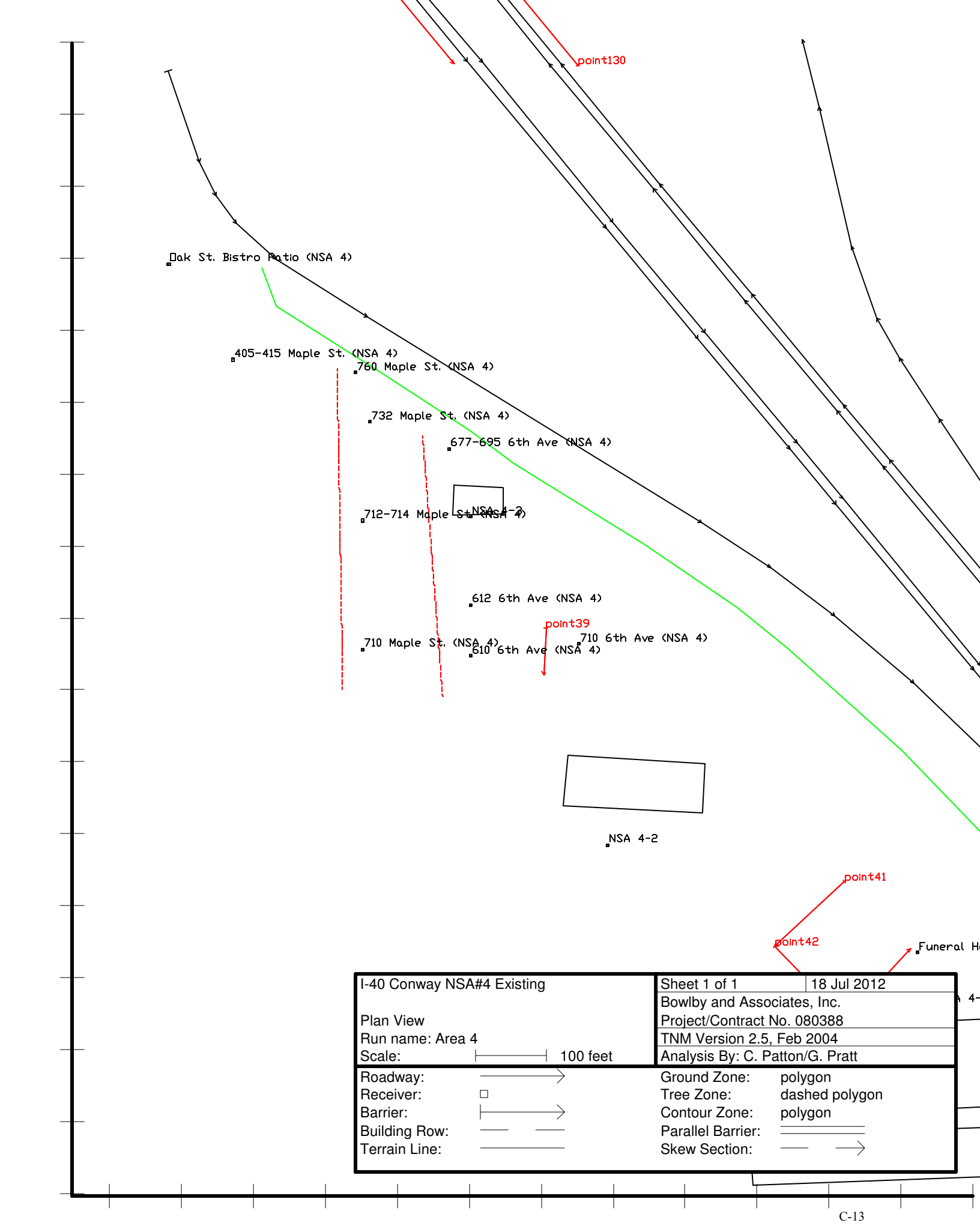
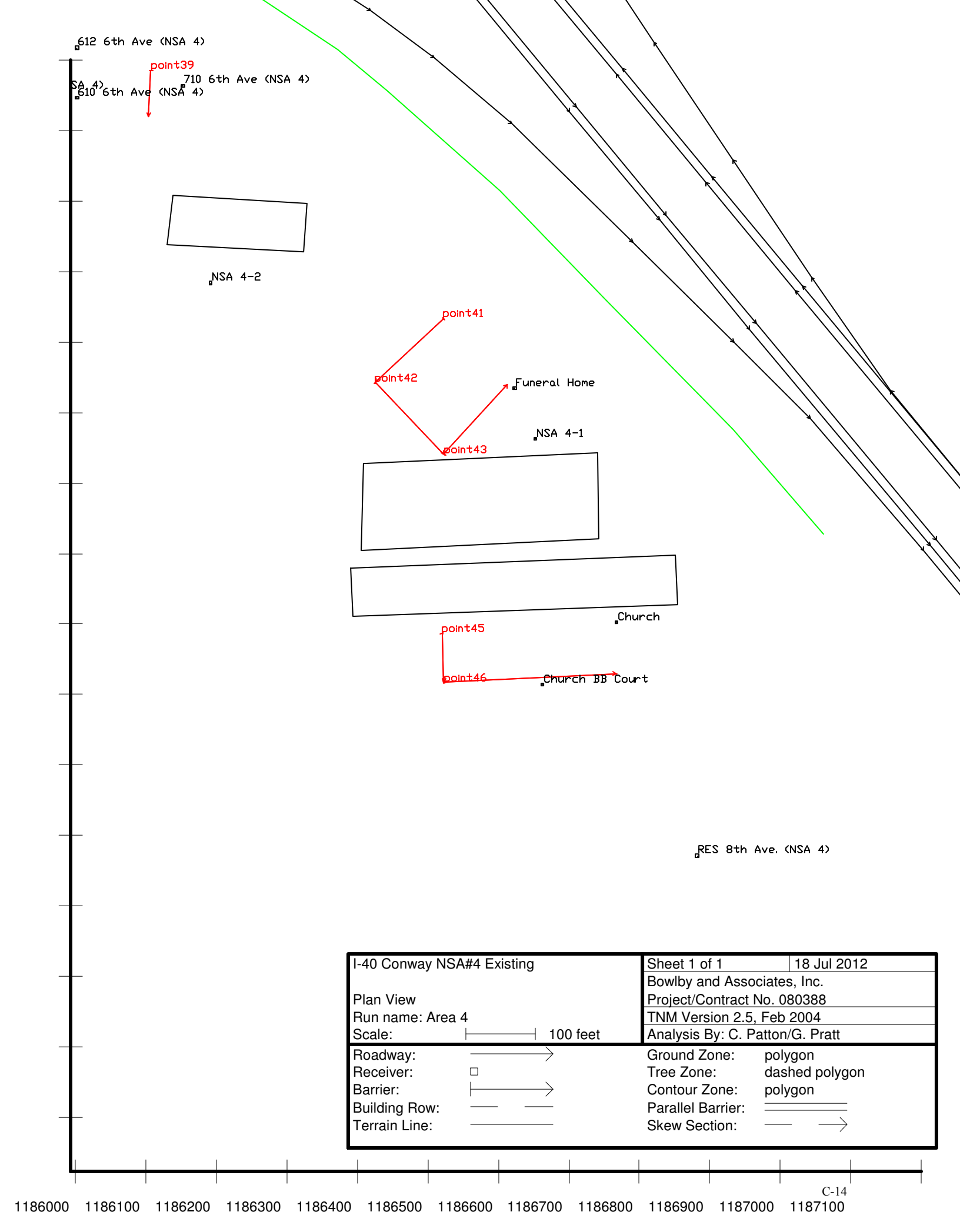
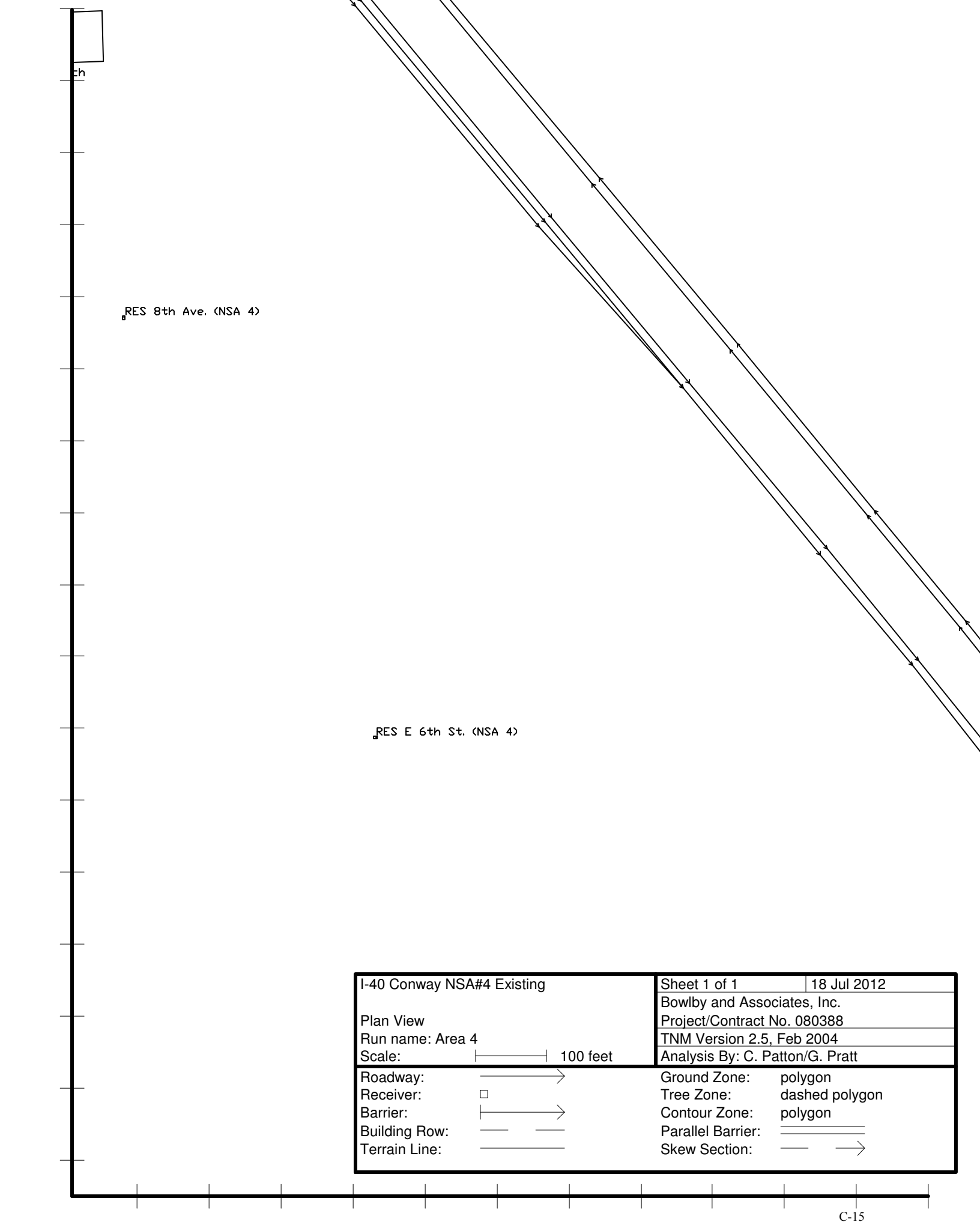
1184100
1184200
1184300
1184400
1184500
1184600
1184700
1184800
1184900

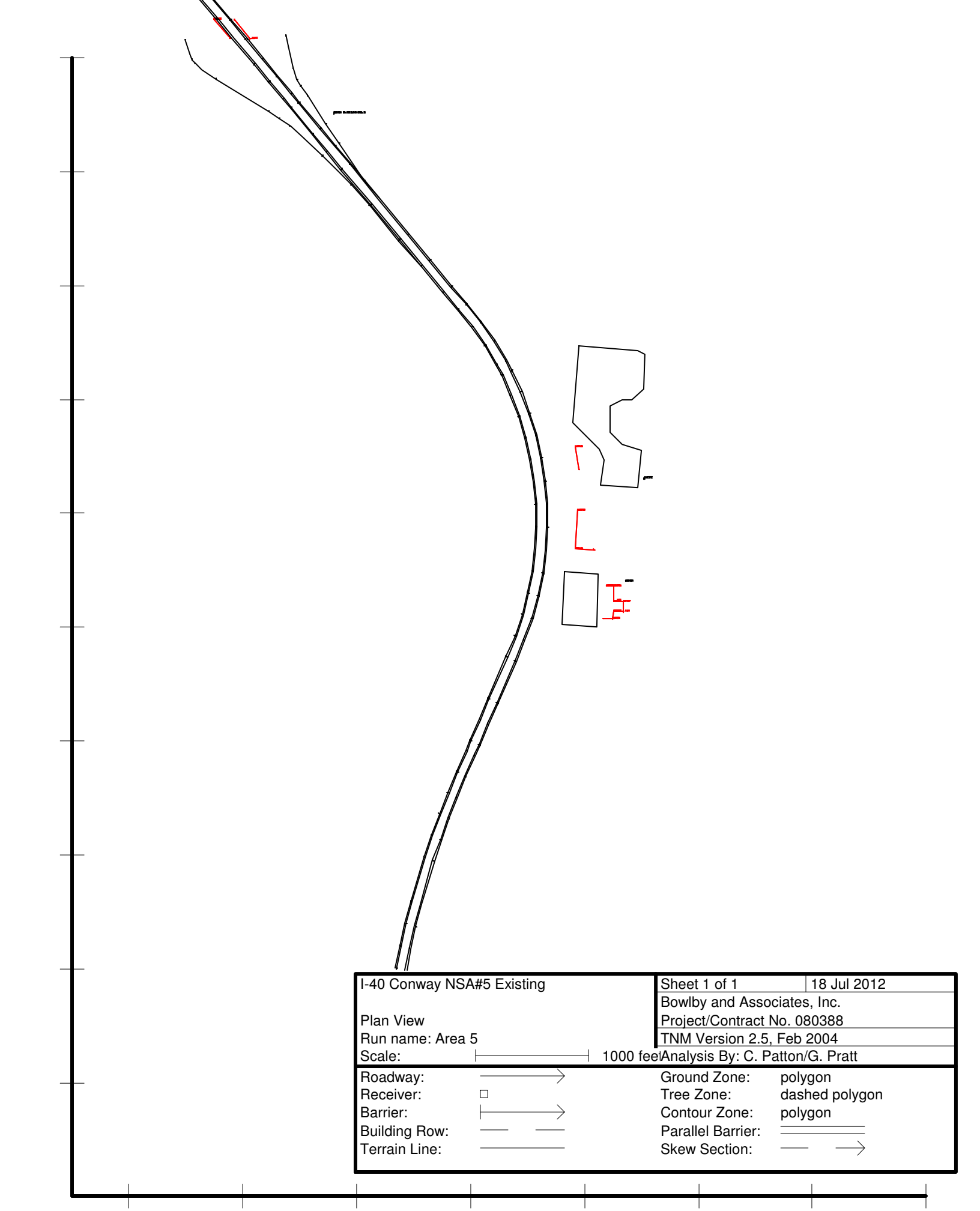

I-40 Conway NSA#4 Existing
Plan View
Run name: Area 4
Scale: 500 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1184500
1185000
1185500
1186000
1186500
1187000
1187500
1188000
1188500
1189000
1189500
1190000

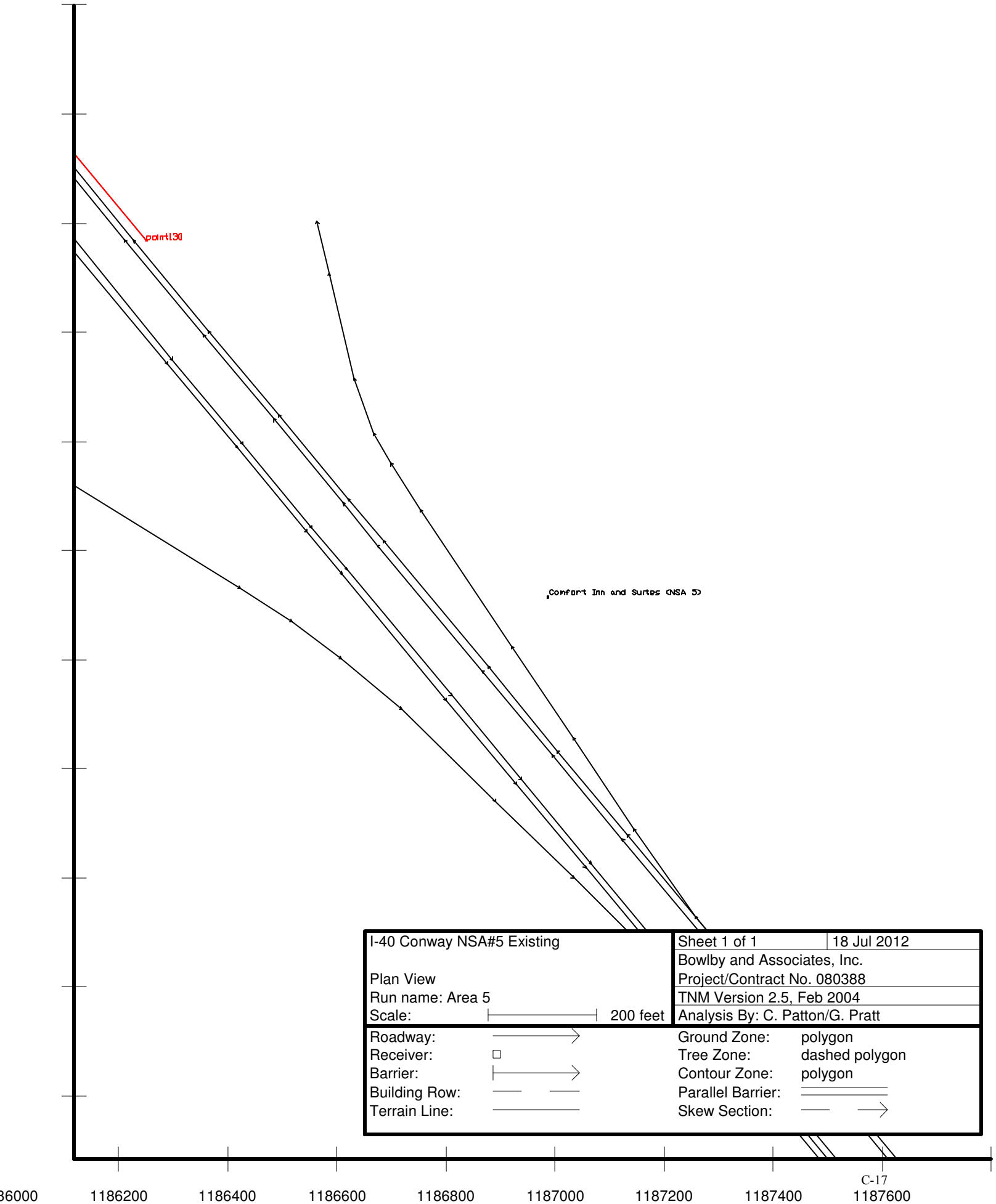

point130
Oak St. Bistro Patio (NSA 4)
405-415 Maple St. (NSA 4)
760 Maple St. (NSA 4)
732 Maple St. (NSA 4)
677-695 6th Ave (NSA 4)
712-714 Maple St (NSA 4)
NSA 4-3
612 6th Ave (NSA 4)
point39
710 Maple St. (NSA 4)
710 6th Ave (NSA 4)
610 6th Ave (NSA 4)
NSA 4-2
point41
point42
Funeral H
I-40 Conway NSA#4 Existing
Plan View
Run name: Area 4
Scale: 100 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1185400
1185500
1185600
1185700
1185800
1185900
1186000
1186100
1186200
1186300
1186400
1186500
1186600



I-40 Conway NSA#4 Existing		Sheet 1 of 1	18 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 4		TNM Version 2.5, Feb 2004	
Scale:	100 feet	Analysis By: C. Patton/G. Pratt	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

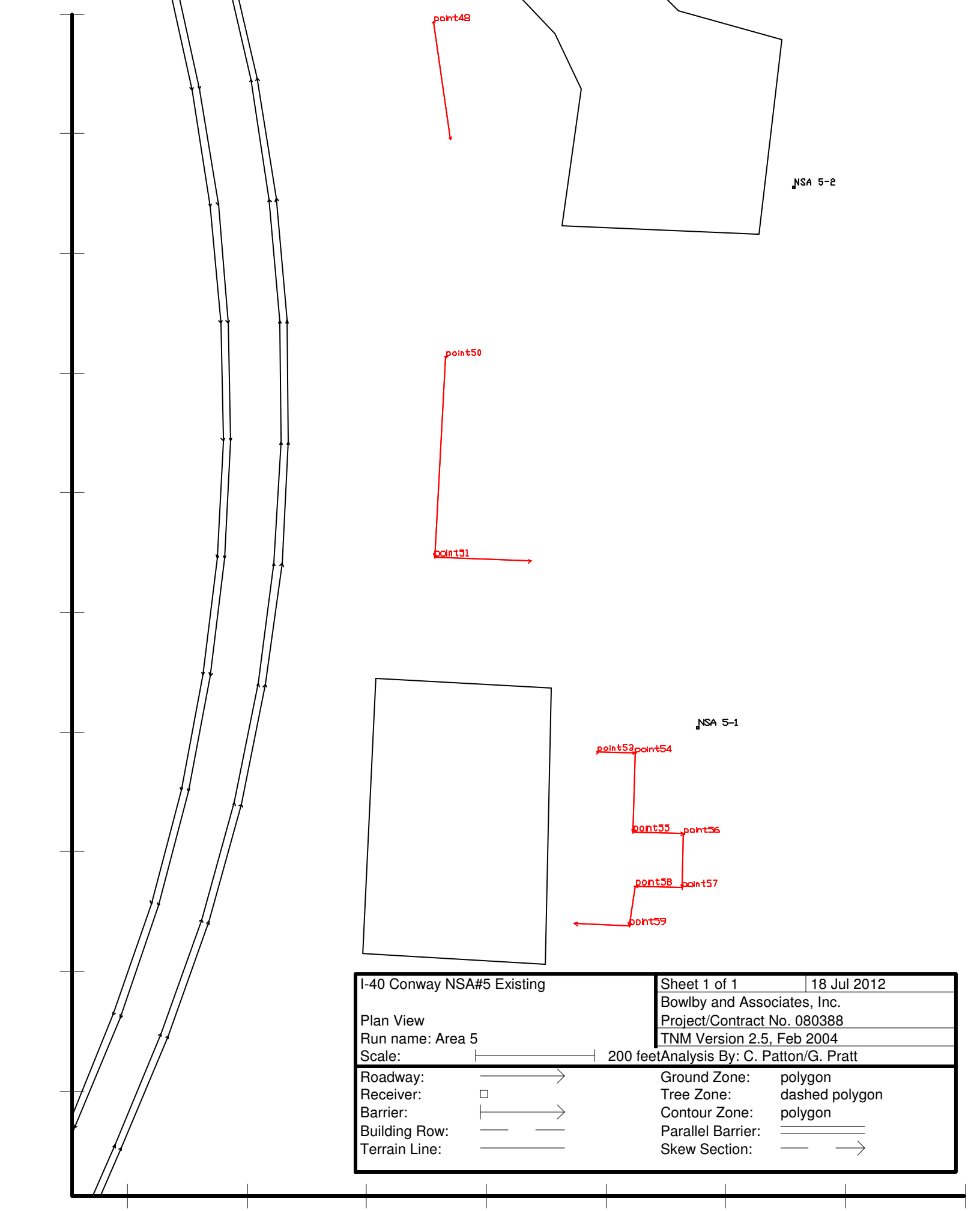

RES 8th Ave. (NSA 4)
RES E 6th St. (NSA 4)
I-40 Conway NSA#4 Existing
Plan View
Run name: Area 4
Scale: 100 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1186800
1186900
1187000
1187100
1187200
1187300
1187400
1187500
1187600
1187700
1187800
1187900


I-40 Conway NSA#5 Existing
Plan View
Run name: Area 5
Scale: 1000 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
185000
1186000
1187000
1188000
1189000
1190000
1191000
1192000



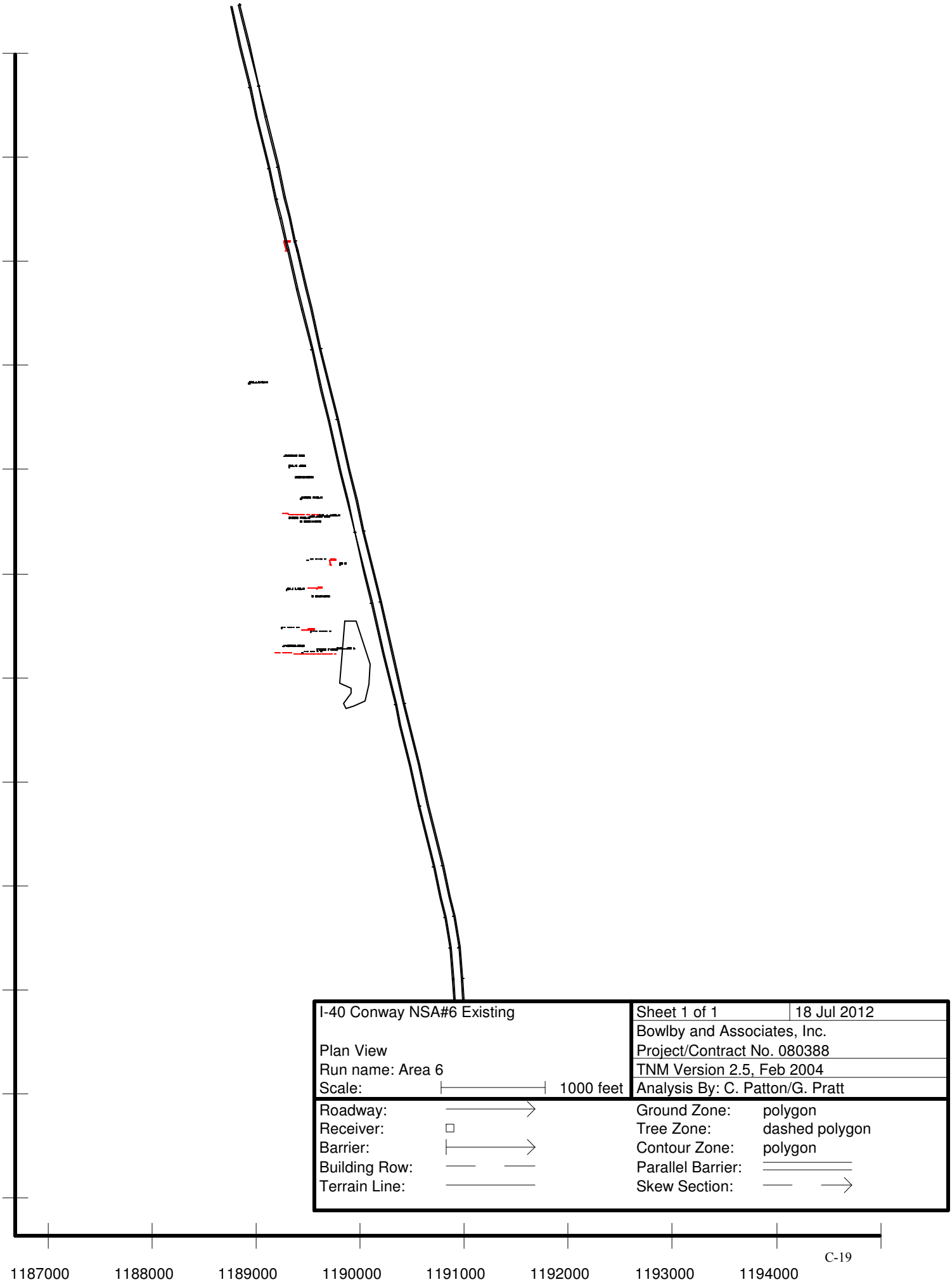
I-40 Conway NSA#5 Existing	Sheet 1 of 1 | 18 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 5	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: C. Patton/G. Pratt

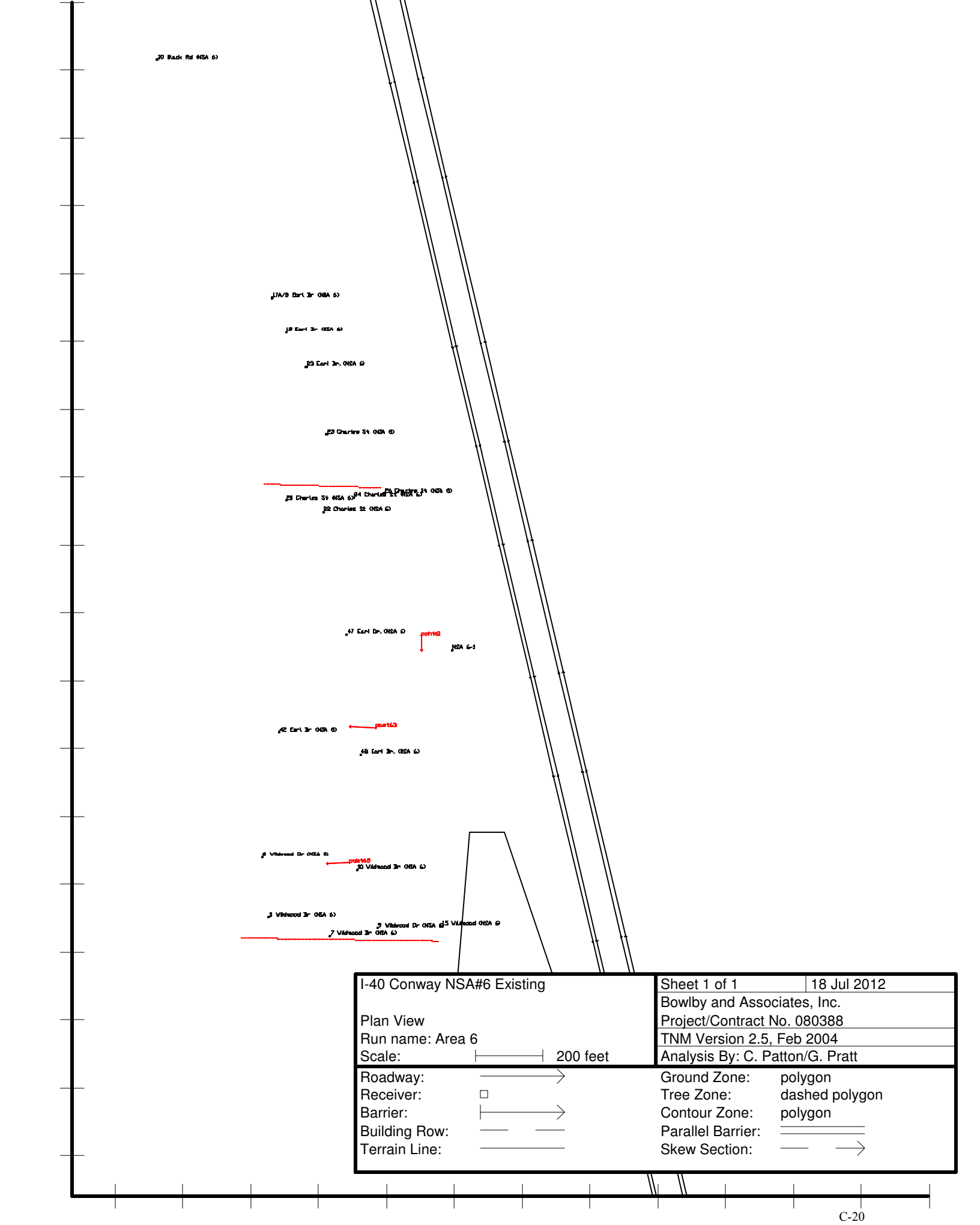
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

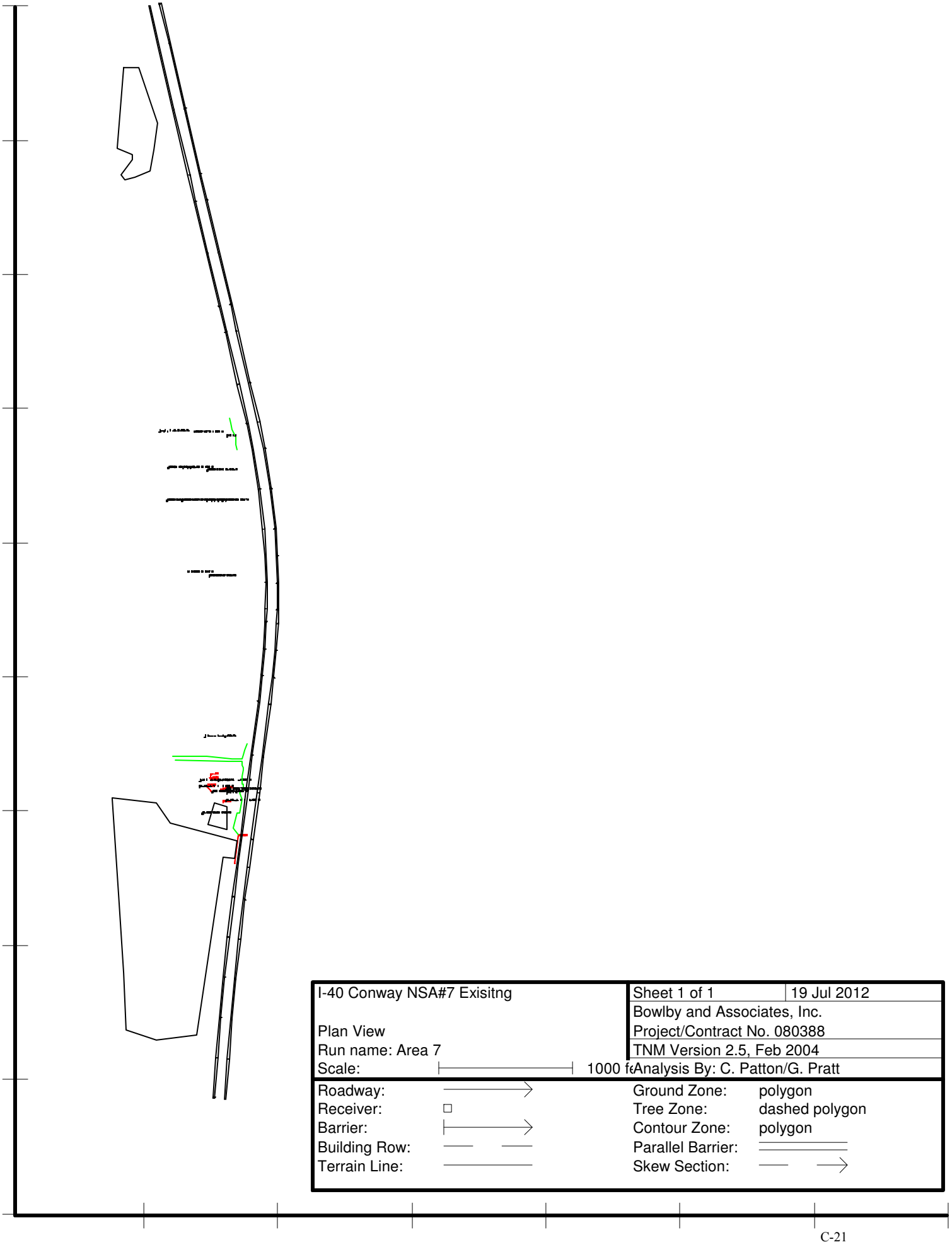


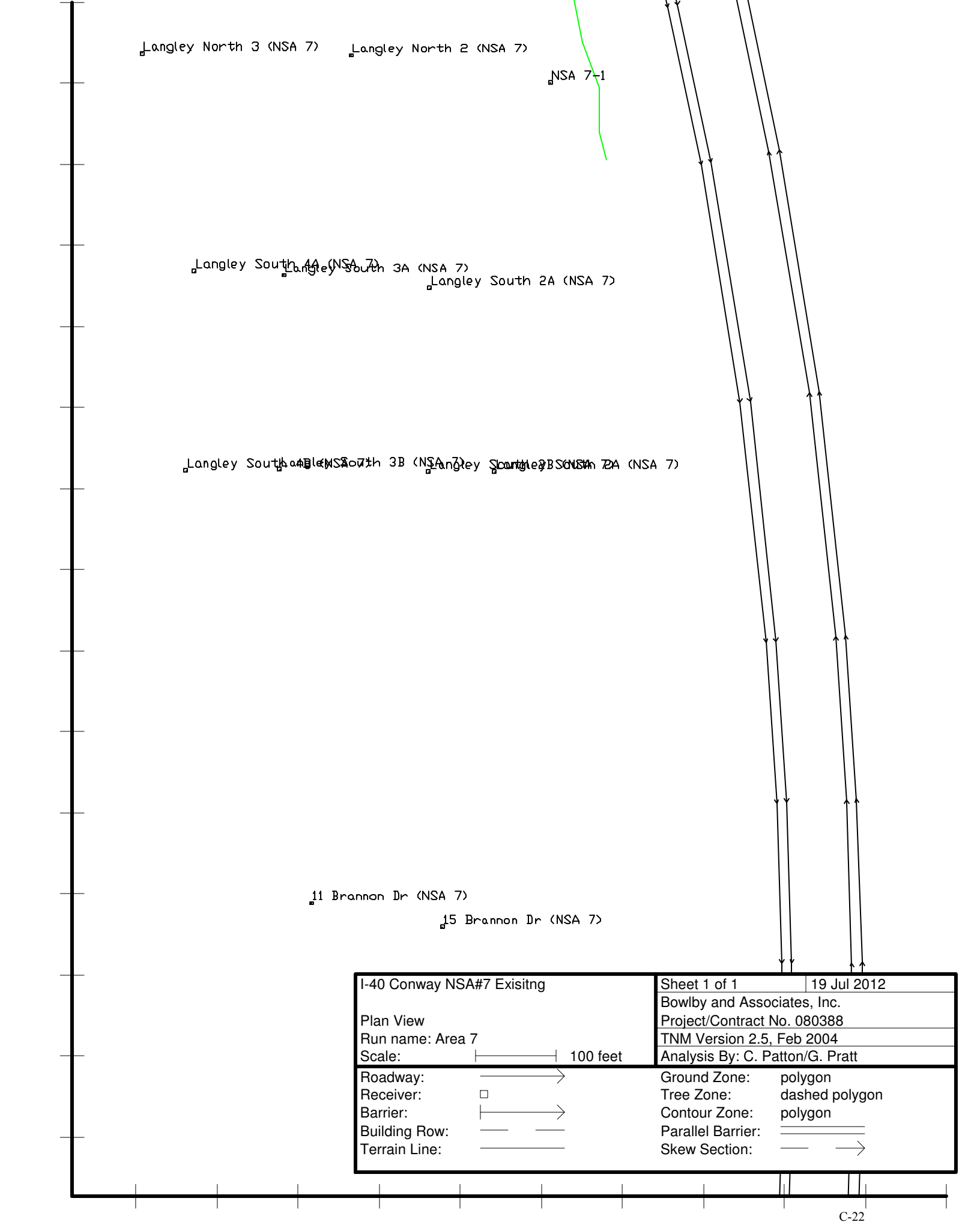
I-40 Conway NSA#5 Existing		Sheet 1 of 1	18 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 5		TNM Version 2.5, Feb 2004	
Scale:	200 feet	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


I-40 Conway NSA#6 Existing
Plan View
Run name: Area 6
Scale: 1000 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1187000
1188000
1189000
1190000
1191000
1192000
1193000
1194000

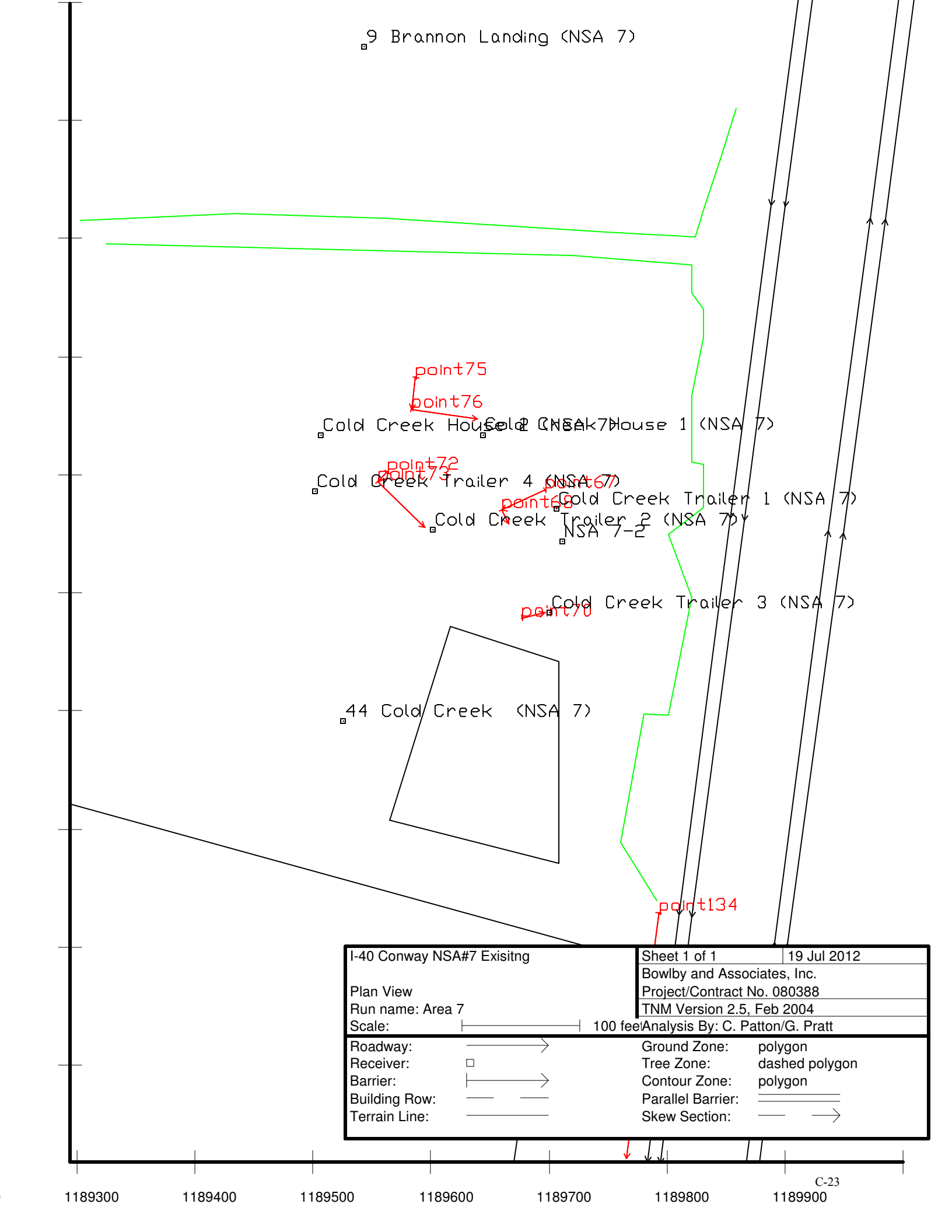

30 Black Rd (NSA 6)
17A/B Earl Dr (NSA 6)
29 Earl Dr. (NSA 6)
23 Charles St (NSA 6)
21 Charles St (NSA 6)
24 Charles St (NSA 6)
22 Charles St (NSA 6)
47 Earl Dr. (NSA 6)
point61
NSA 6-1
42 Earl Dr (NSA 6)
point62
48 Earl Dr. (NSA 6)
8 Wildwood Dr (NSA 6)
point63
10 Wildwood Dr (NSA 6)
3 Wildwood Dr (NSA 6)
5 Wildwood Dr (NSA 6)
15 Wildwood (NSA 6)
7 Wildwood Dr (NSA 6)
I-40 Conway NSA#6 Existing
Plan View
Run name: Area 6
Scale: 200 feet
Sheet 1 of 1
18 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
37800
1188000
1188200
1188400
1188600
1188800
1189000
1189200
1189400
1189600
1189800
1190000
1190200

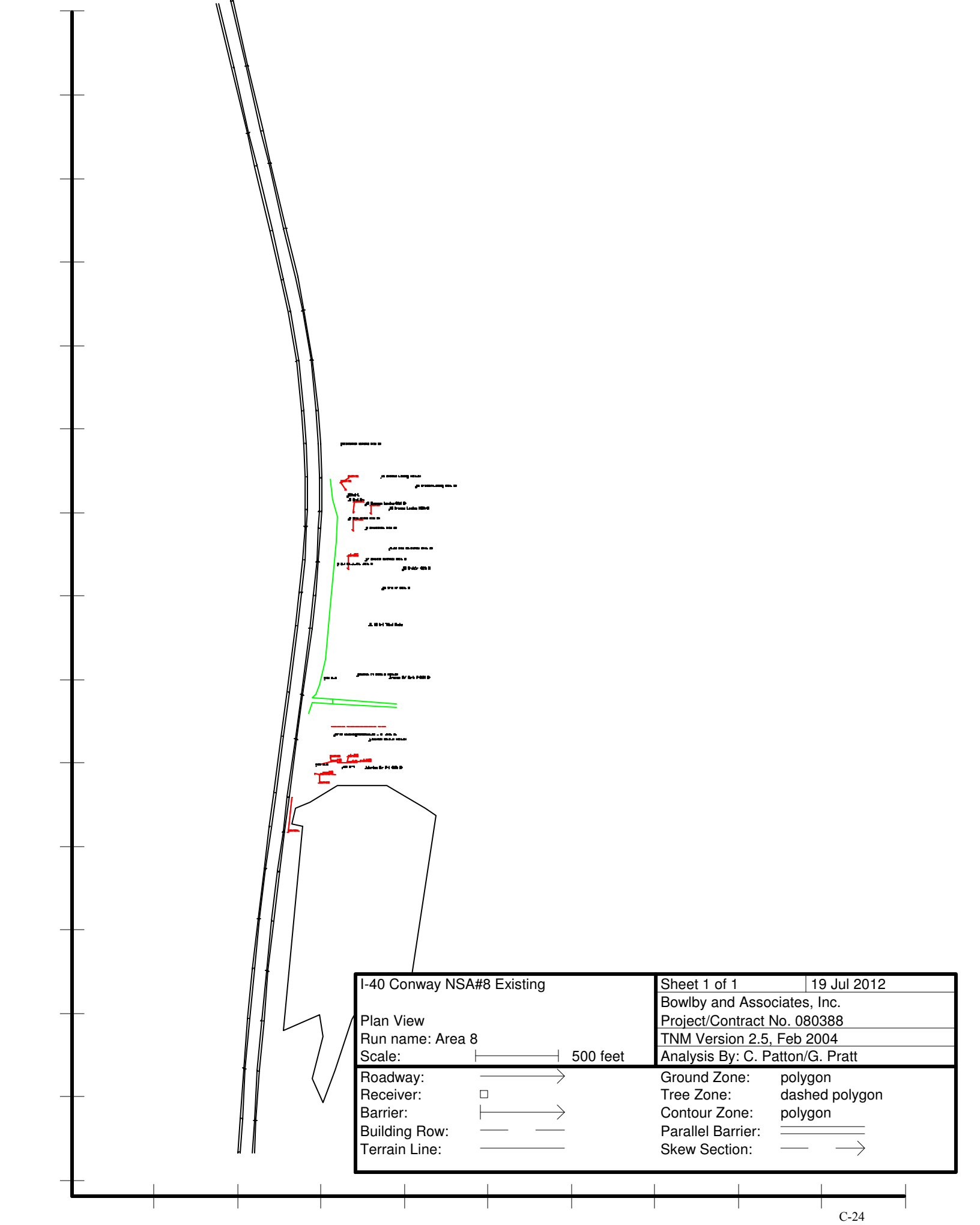

I-40 Conway NSA#7 Exisitng
Plan View
Run name: Area 7
Scale: 1000 fe
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189000
1190000
1191000
1192000
1193000
1194000
1195000



I-40 Conway NSA#7 Exisitng	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 7	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

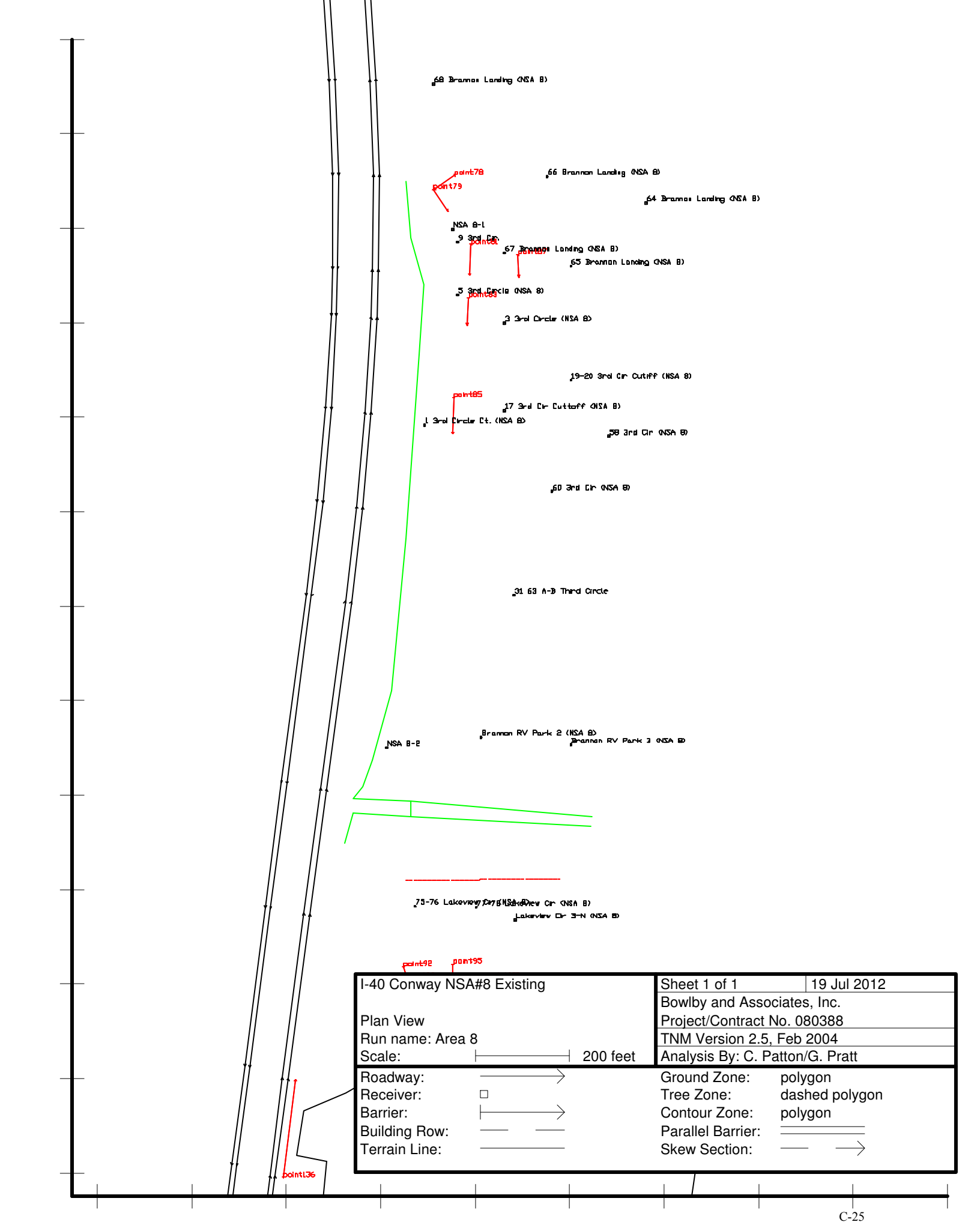
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

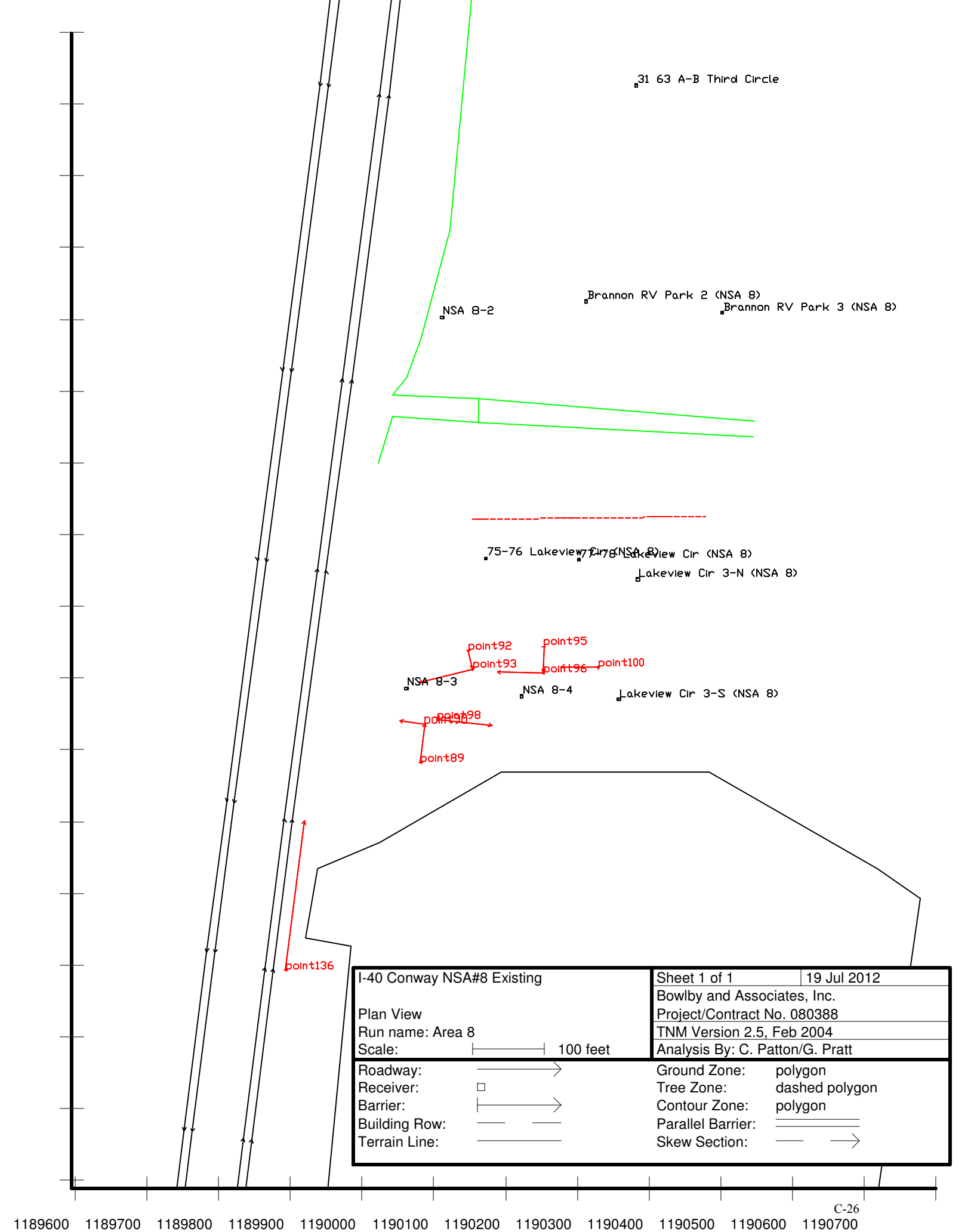

9 Brannon Landing (NSA 7)
point75
point76
Cold Creek House 2 (NSA 7)
Cold Creek House 1 (NSA 7)
point72
point73
Cold Creek Trailer 4 (NSA 7)
point67
point68
Cold Creek Trailer 1 (NSA 7)
Cold Creek Trailer 2 (NSA 7)
NSA 7-2
Cold Creek Trailer 3 (NSA 7)
point70
44 Cold Creek (NSA 7)
point134
I-40 Conway NSA#7 Exisitng
Plan View
Run name: Area 7
Scale: 100 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189300
1189400
1189500
1189600
1189700
1189800
1189900

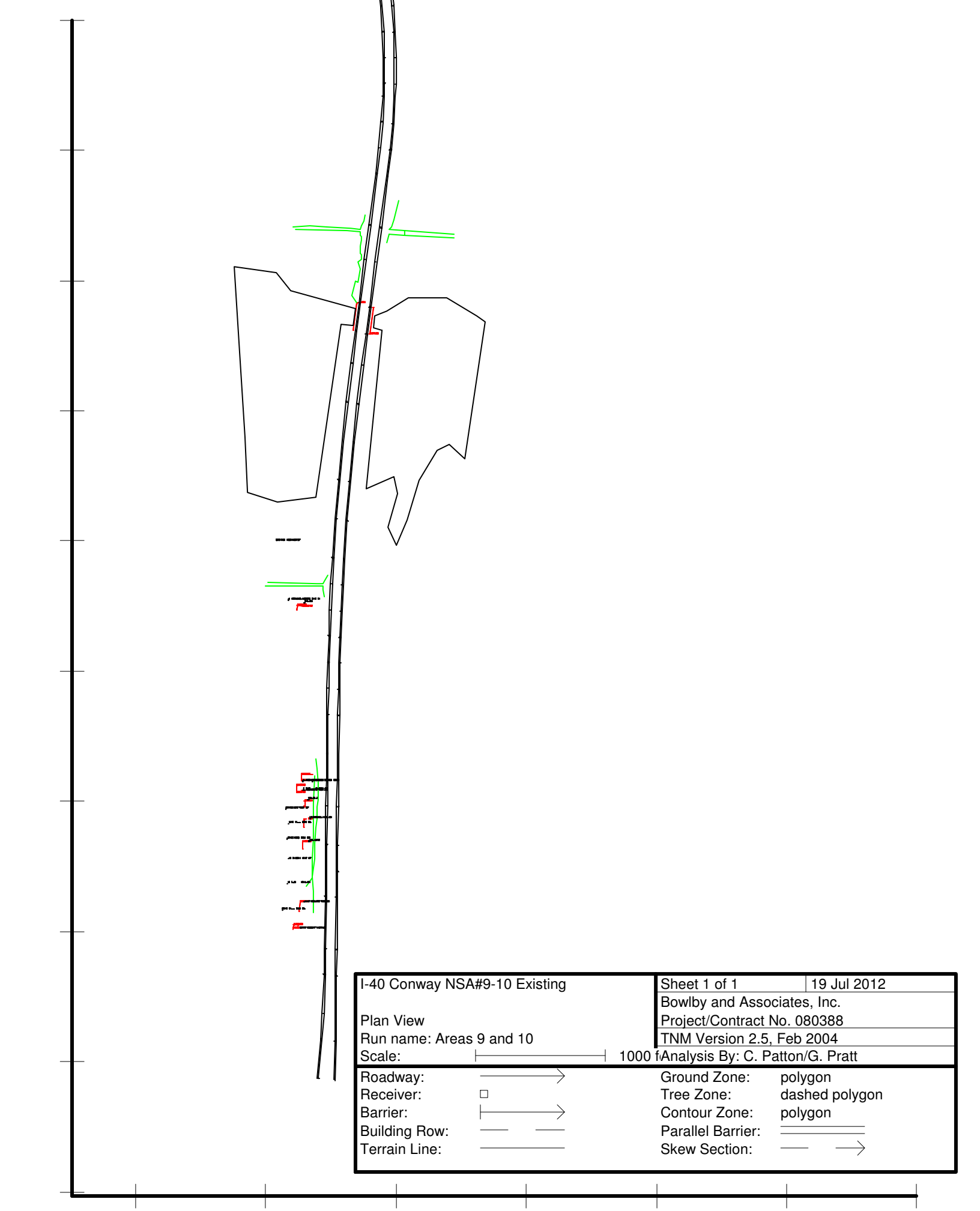


I-40 Conway NSA#8 Existing	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 8	TNM Version 2.5, Feb 2004
Scale: 500 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

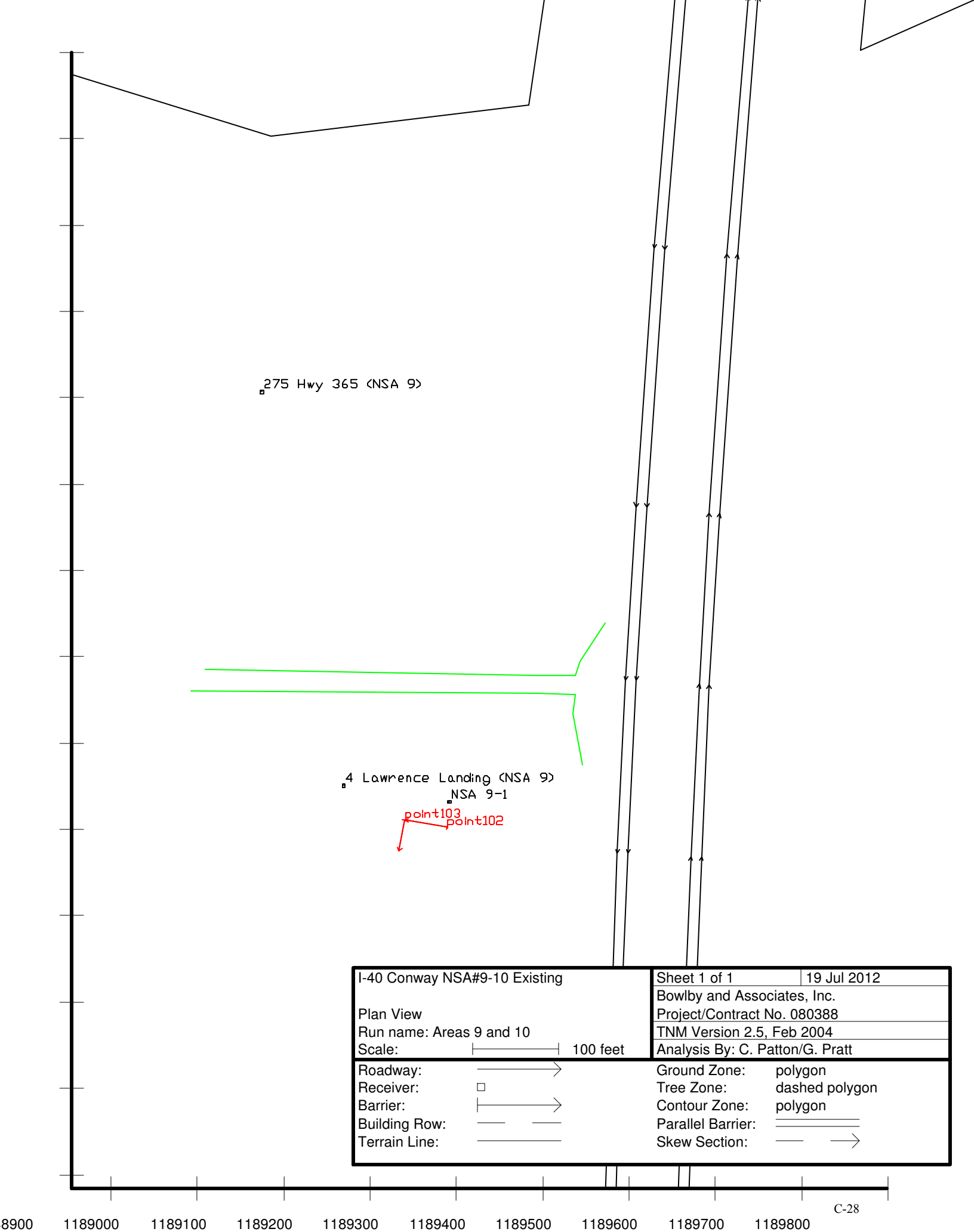

68 Brannon Landing (NSA 8)
point78
point79
66 Brannon Landing (NSA 8)
64 Brannon Landing (NSA 8)
NSA 8-1
9 3rd Cir.
67 Brannon Landing (NSA 8)
65 Brannon Landing (NSA 8)
5 3rd Circle (NSA 8)
3 3rd Circle (NSA 8)
19-20 3rd Cir Cutoff (NSA 8)
point85
17 3rd Cir Cutoff (NSA 8)
1 3rd Circle Ct. (NSA 8)
58 3rd Cir (NSA 8)
60 3rd Cir (NSA 8)
31 63 A-B Third Circle
Brannon RV Park 2 (NSA 8)
NSA 8-2
Brannon RV Park 3 (NSA 8)
75-76 Lakeview Cir (NSA 8)
Lakeview Cir 3-N (NSA 8)
point92
point95
point136
I-40 Conway NSA#8 Existing
Plan View
Run name: Area 8
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
400
1189600
1189800
1190000
1190200
1190400
1190600
1190800
1191000
1191200


31 63 A-B Third Circle
Brannon RV Park 2 (NSA 8)
Brannon RV Park 3 (NSA 8)
NSA 8-2
75-76 Lakeview Cir (NSA 8)
77-78 Lakeview Cir (NSA 8)
Lakeview Cir 3-N (NSA 8)
point92
point95
point93
point96
point100
NSA 8-3
NSA 8-4
Lakeview Cir 3-S (NSA 8)
point98
point99
point89
point136
I-40 Conway NSA#8 Existing
Plan View
Run name: Area 8
Scale: 100 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189600
1189700
1189800
1189900
1190000
1190100
1190200
1190300
1190400
1190500
1190600
1190700



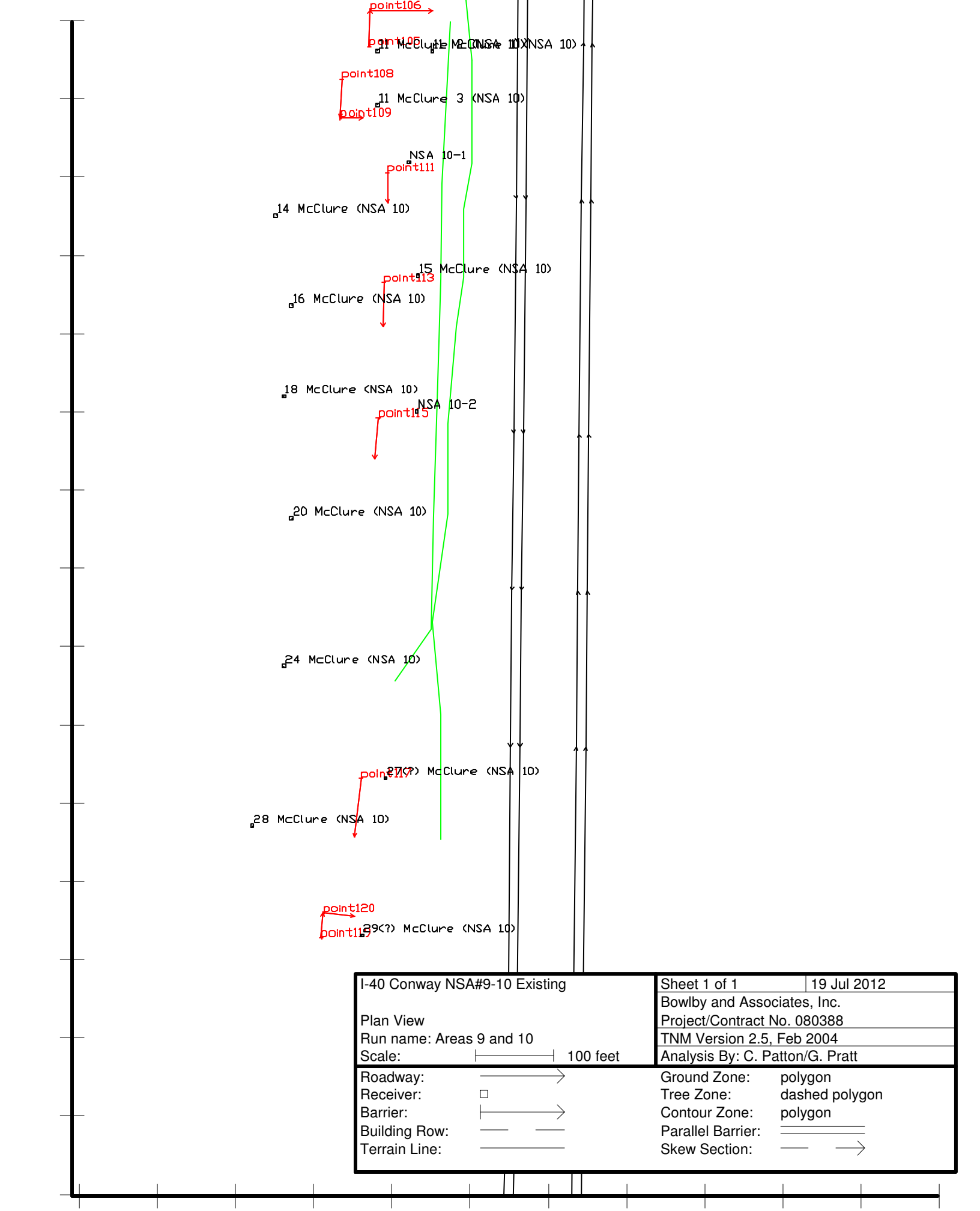
I-40 Conway NSA#9-10 Existing		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Areas 9 and 10		TNM Version 2.5, Feb 2004	
Scale:	1000 f	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



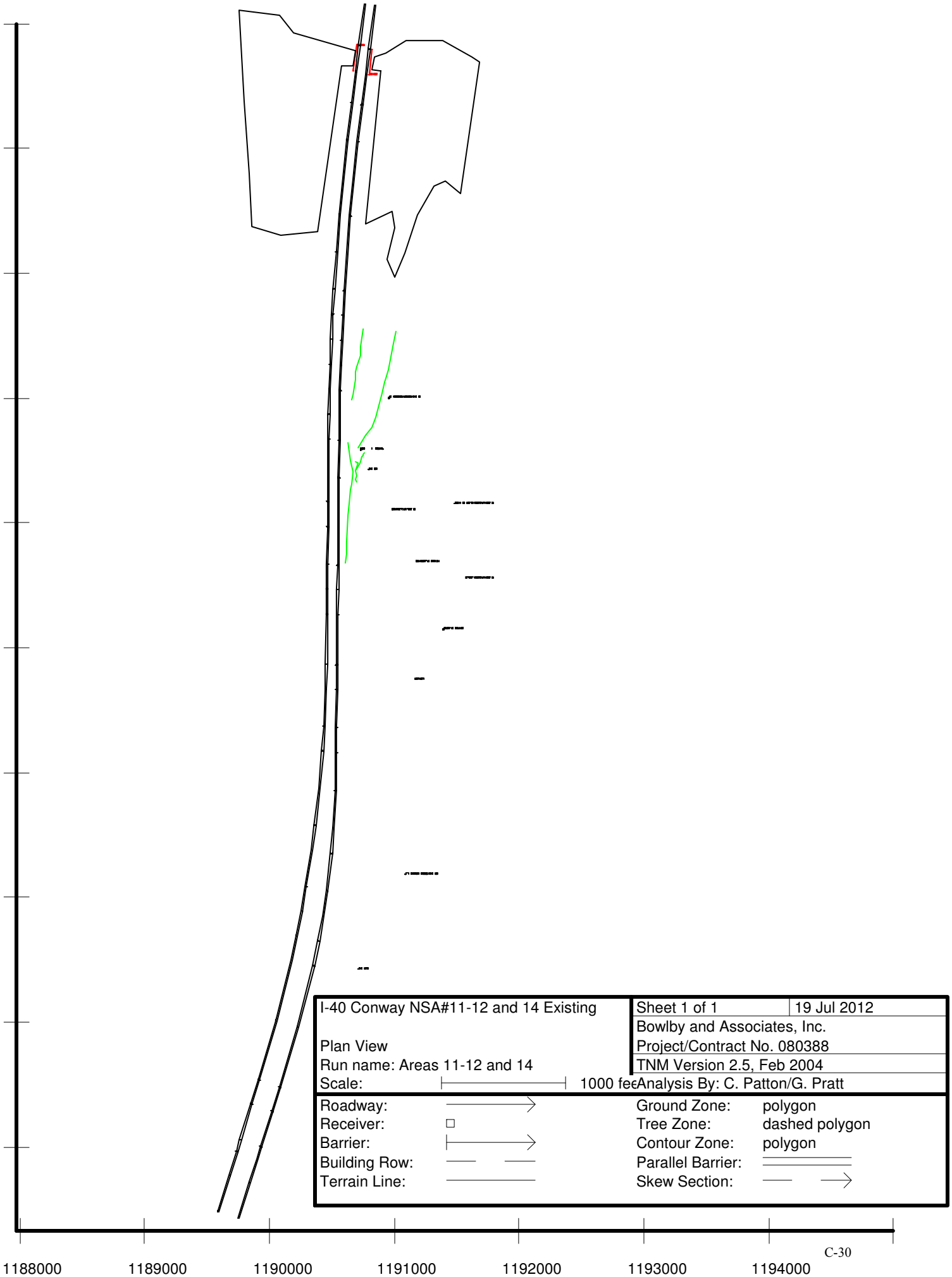
I-40 Conway NSA#9-10 Existing		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Areas 9 and 10		TNM Version 2.5, Feb 2004	
Scale:	100 feet	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



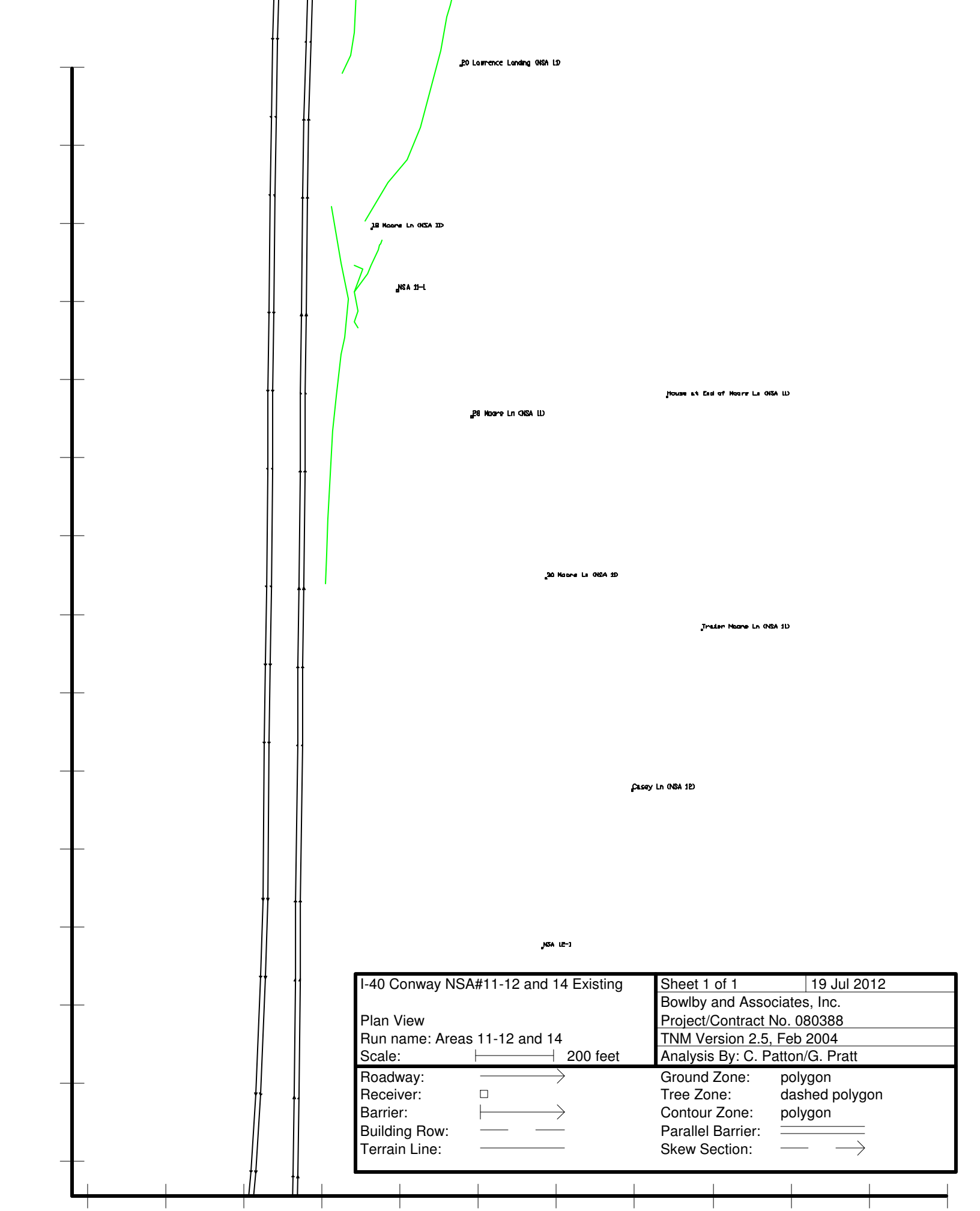
I-40 Conway NSA#9-10 Existing	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Areas 9 and 10	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

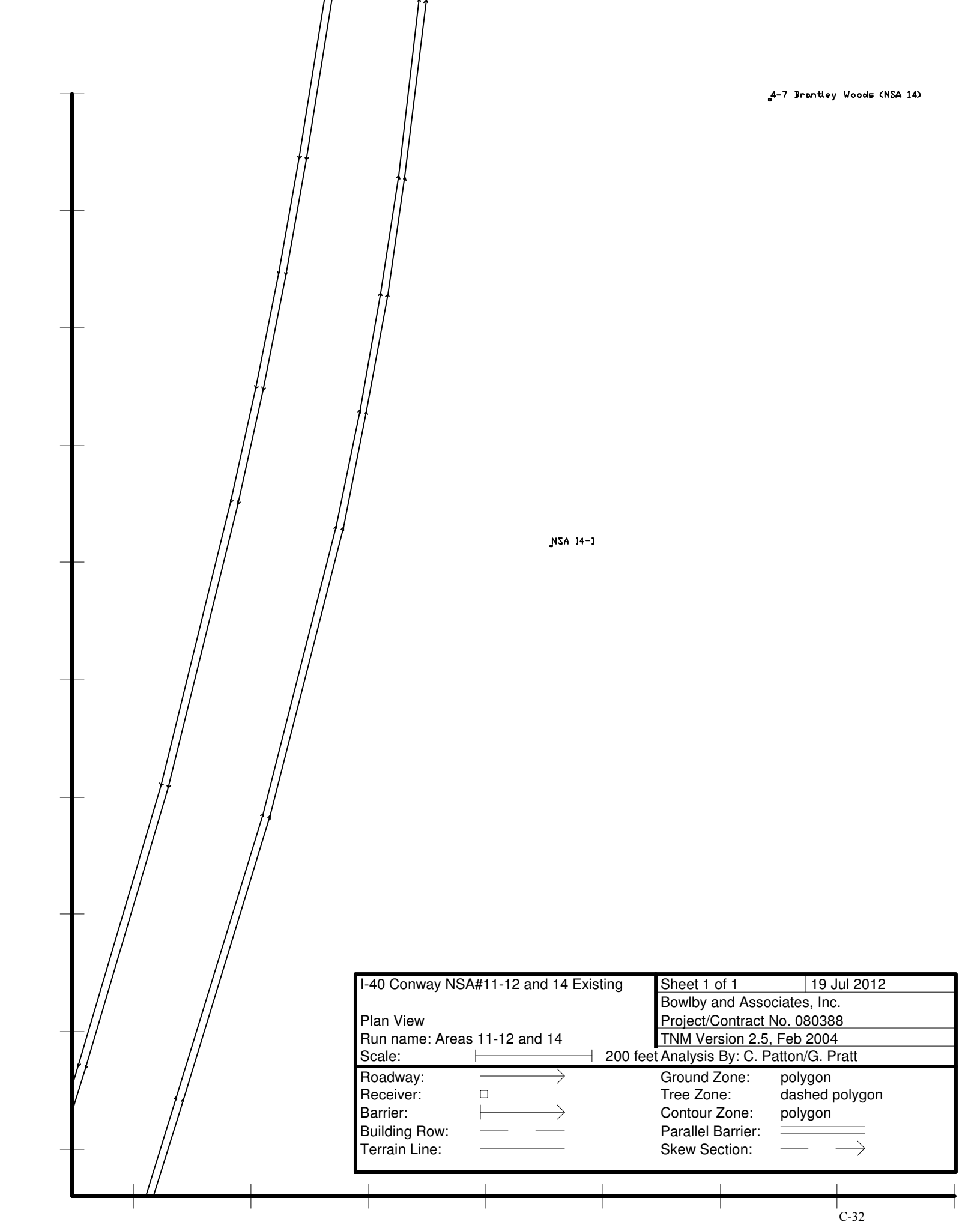
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-40 Conway NSA#11-12 and 14 Existing		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Areas 11-12 and 14		TNM Version 2.5, Feb 2004	
Scale:	1000 fee	Analysis By: C. Patton/G. Pratt	

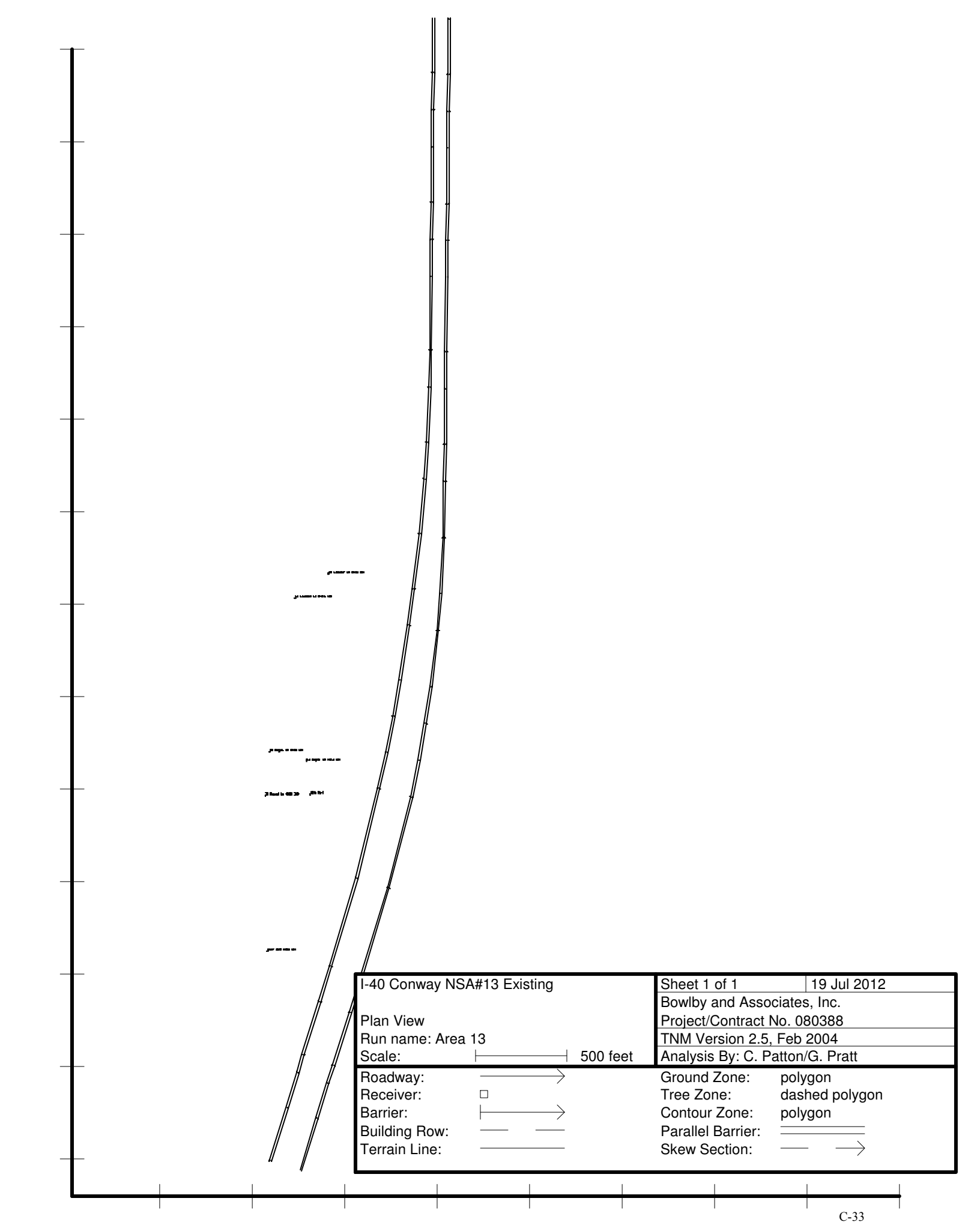
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


20 Lawrence Landing (NSA 1D
18 Moore Ln (NSA 1D
NSA 11-1
House at End of Moore Ln (NSA 1D
28 Moore Ln (NSA 1D
30 Moore Ln (NSA 1D
Trailer Moore Ln (NSA 1D
Casey Ln (NSA 1D
NSA 12-1
I-40 Conway NSA#11-12 and 14 Existing
Plan View
Run name: Areas 11-12 and 14
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189200
1189400
1189600
1189800
1190000
1190200
1190400
1190600
1190800
1191000
1191200



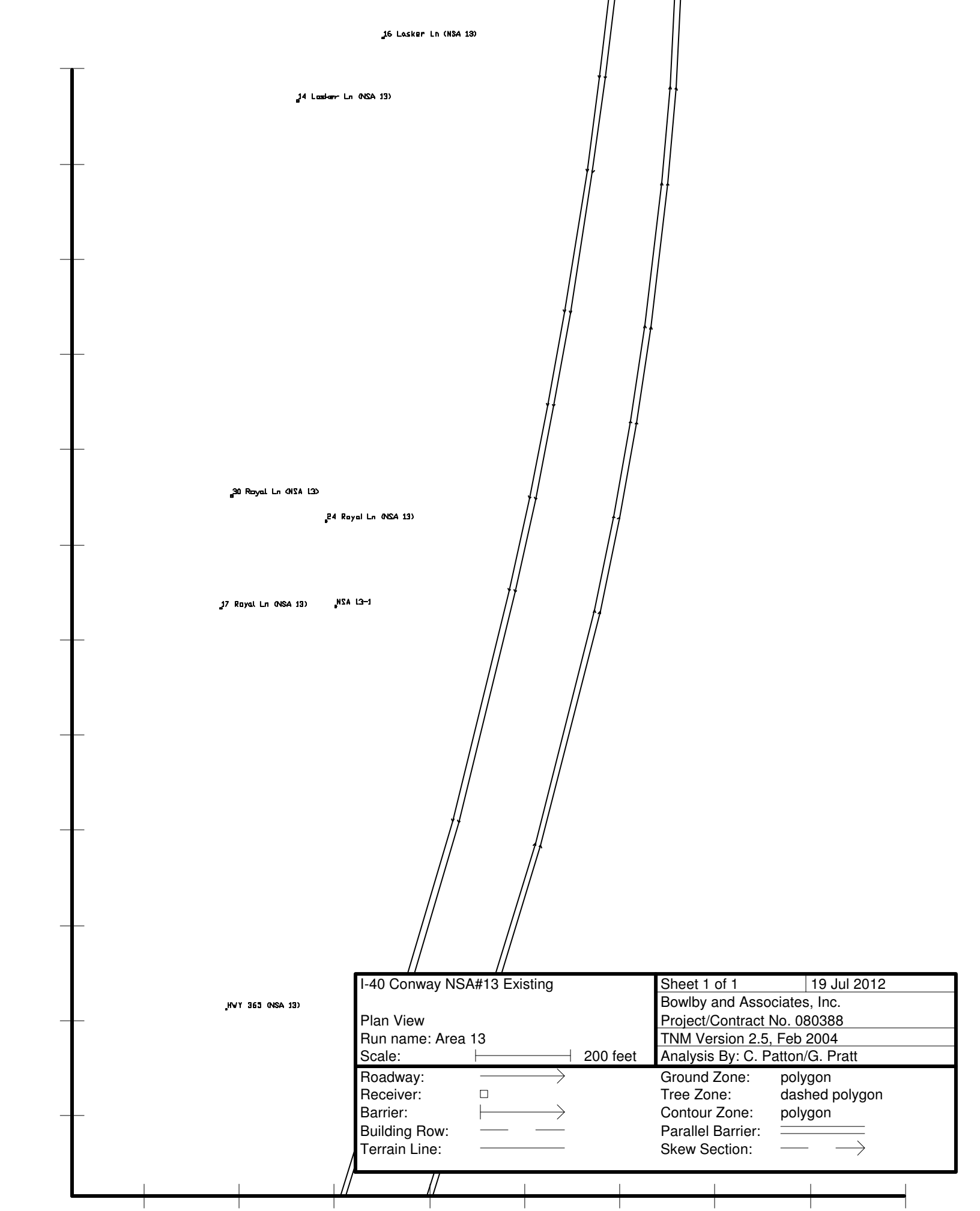
I-40 Conway NSA#11-12 and 14 Existing		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Areas 11-12 and 14		TNM Version 2.5, Feb 2004	
Scale:	200 feet	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

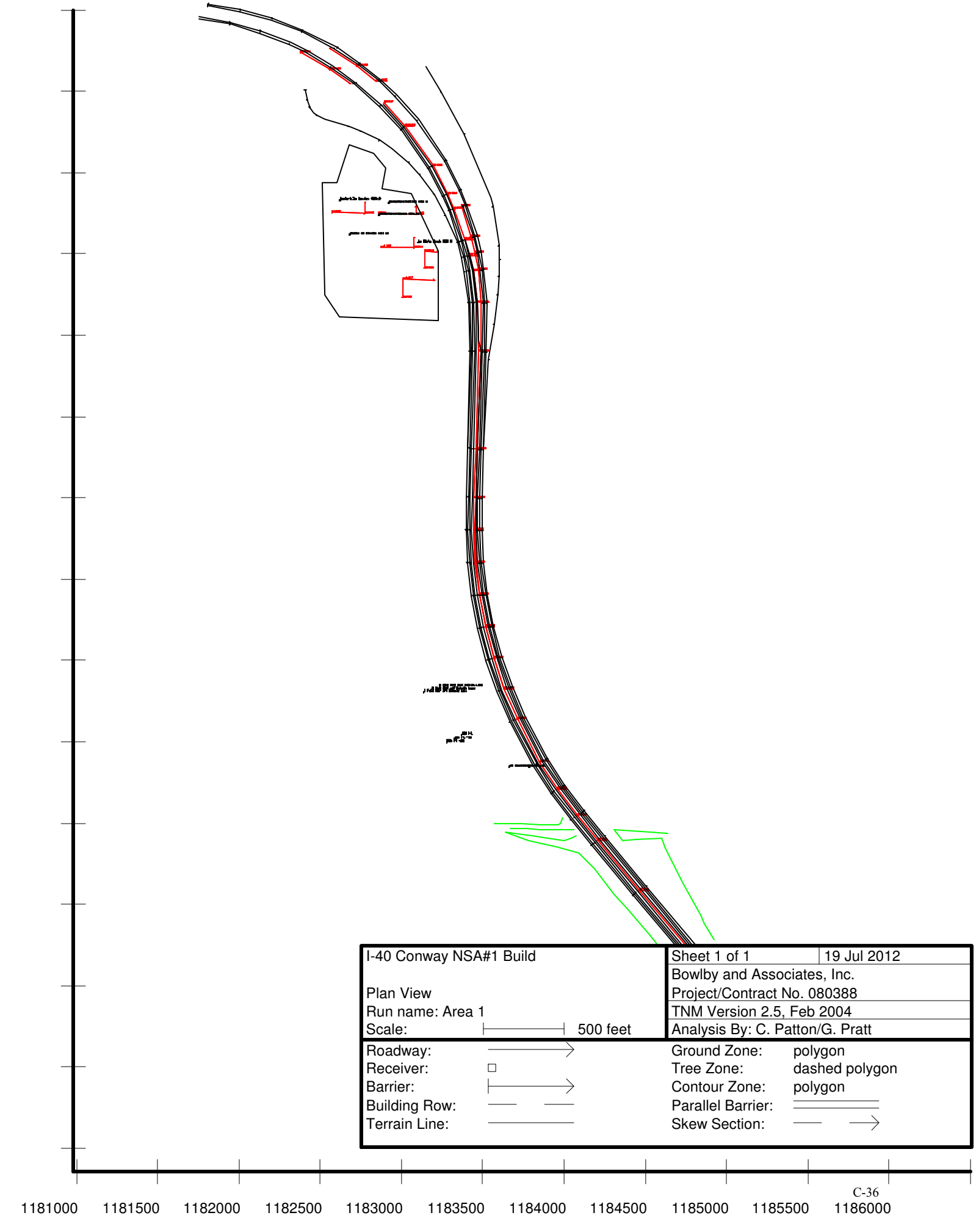


I-40 Conway NSA#13 Existing	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 13	TNM Version 2.5, Feb 2004
Scale: 500 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

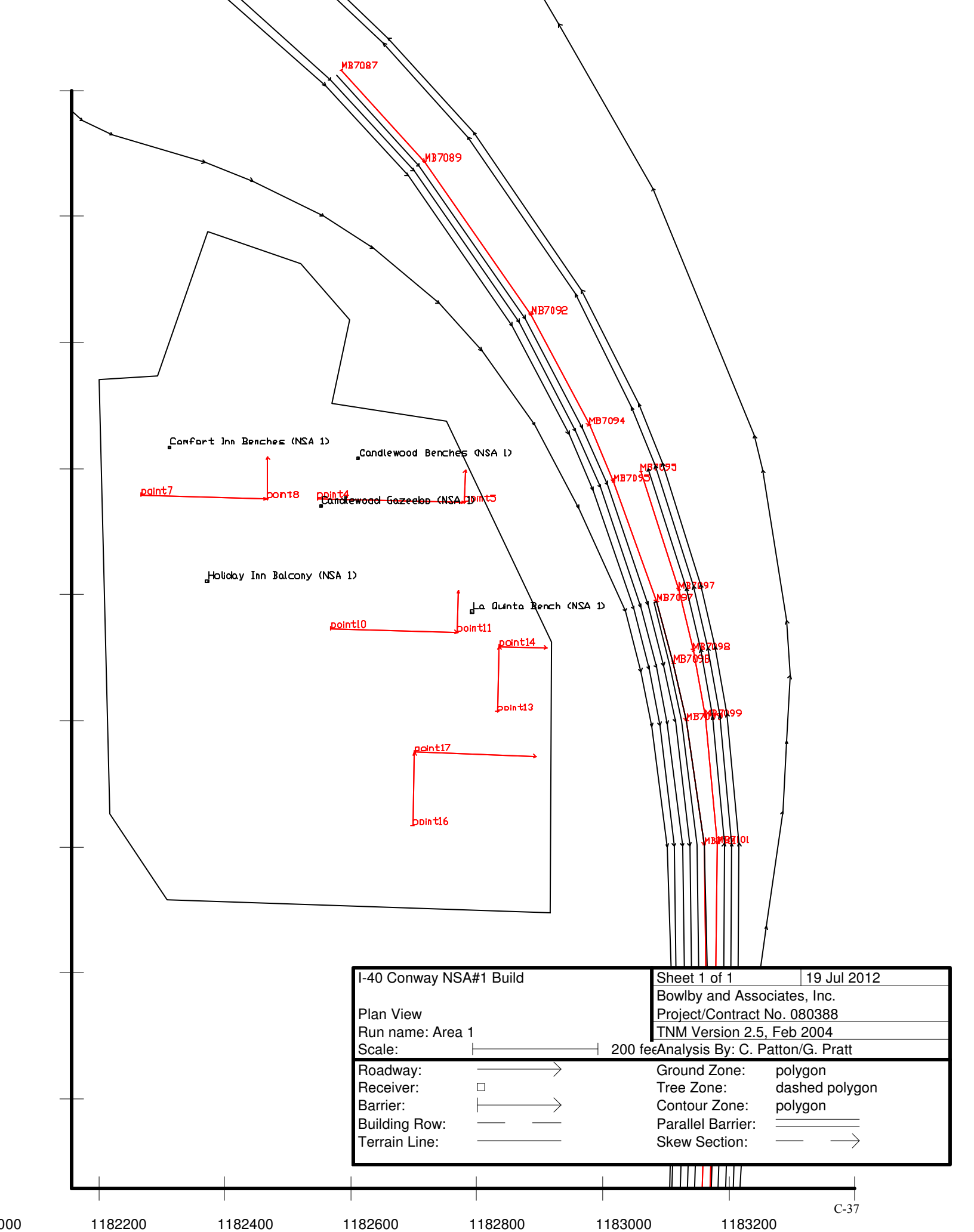

16 Lasker Ln (NSA 13)
14 Lasker Ln (NSA 13)
30 Royal Ln (NSA 13)
24 Royal Ln (NSA 13)
17 Royal Ln (NSA 13)
NSA 13-1
HWY 365 (NSA 13)
I-40 Conway NSA#13 Existing
Plan View
Run name: Area 13
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1188400
1188600
1188800
1189000
1189200
1189400
1189600
1189800
1190000

Build



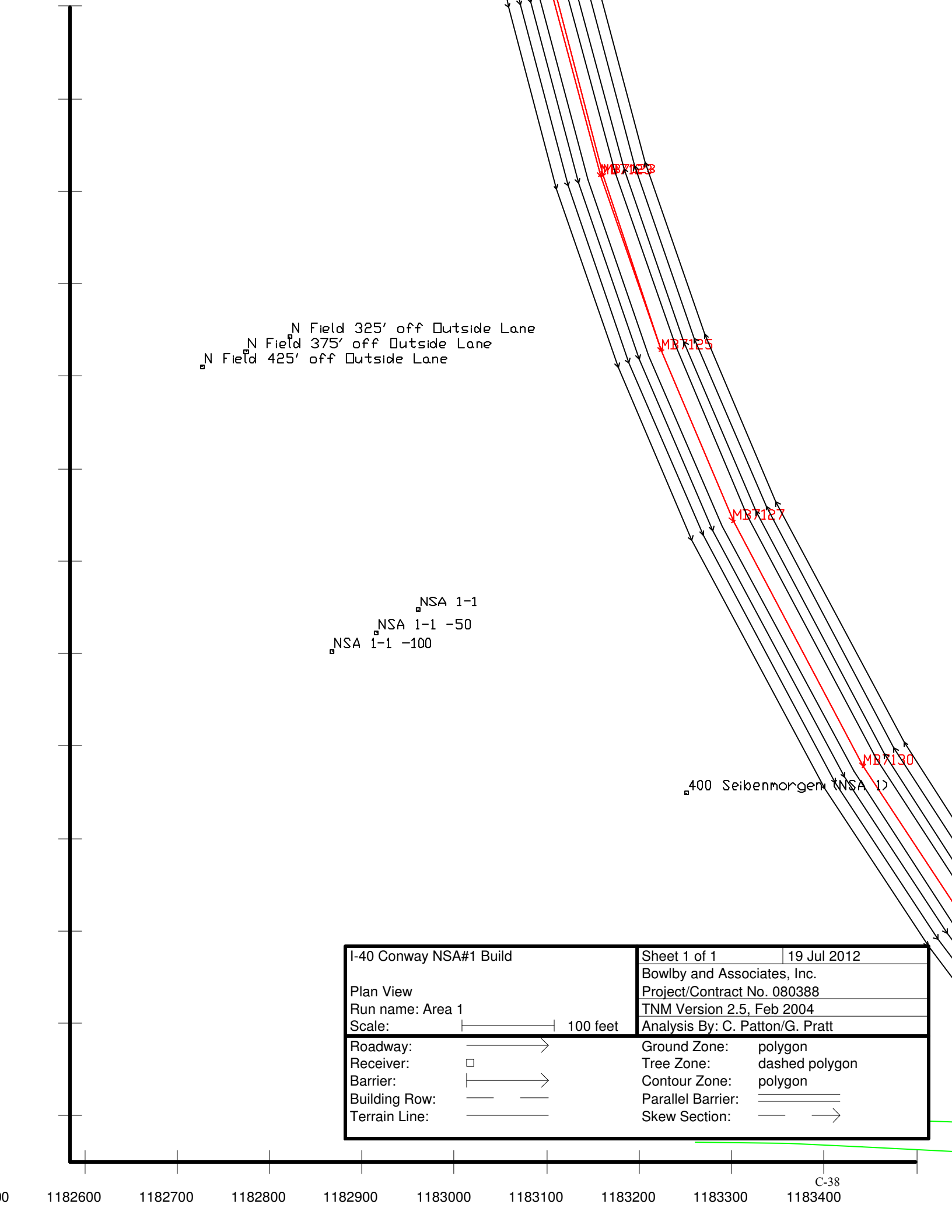
I-40 Conway NSA#1 Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 1	TNM Version 2.5, Feb 2004
Scale: 500 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



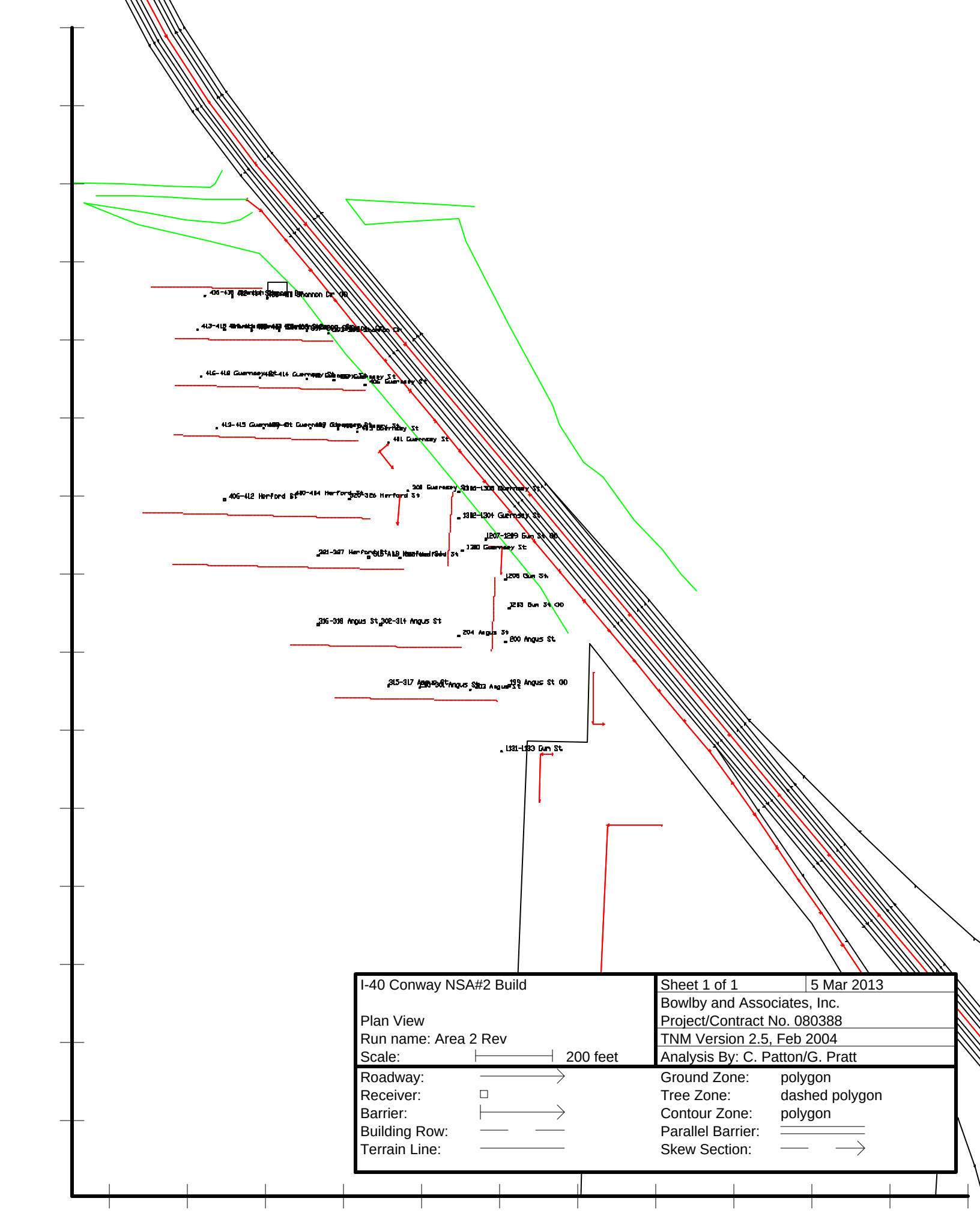
I-40 Conway NSA#1 Build		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 1		TNM Version 2.5, Feb 2004	
Scale:	200 fe	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



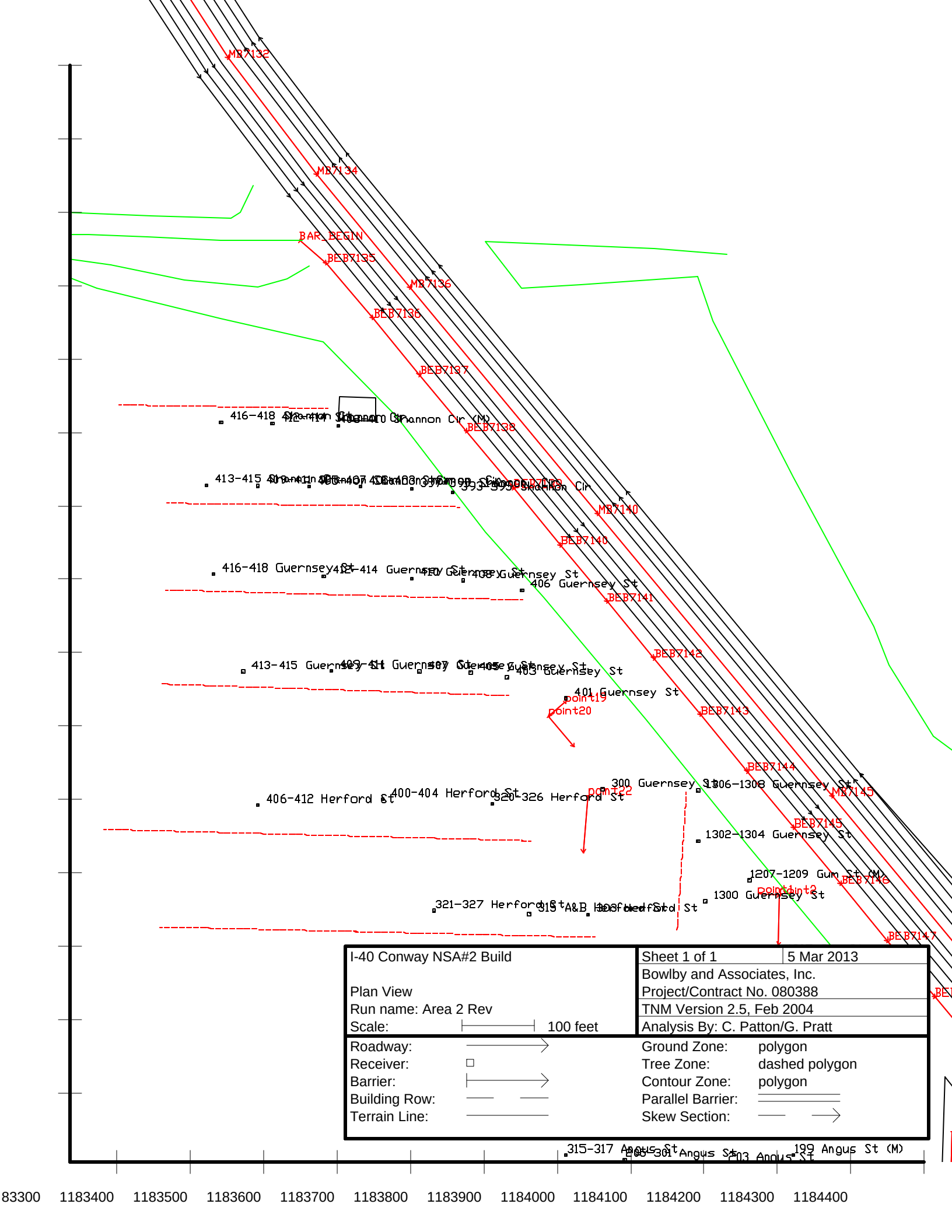
I-40 Conway NSA#1 Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 1	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

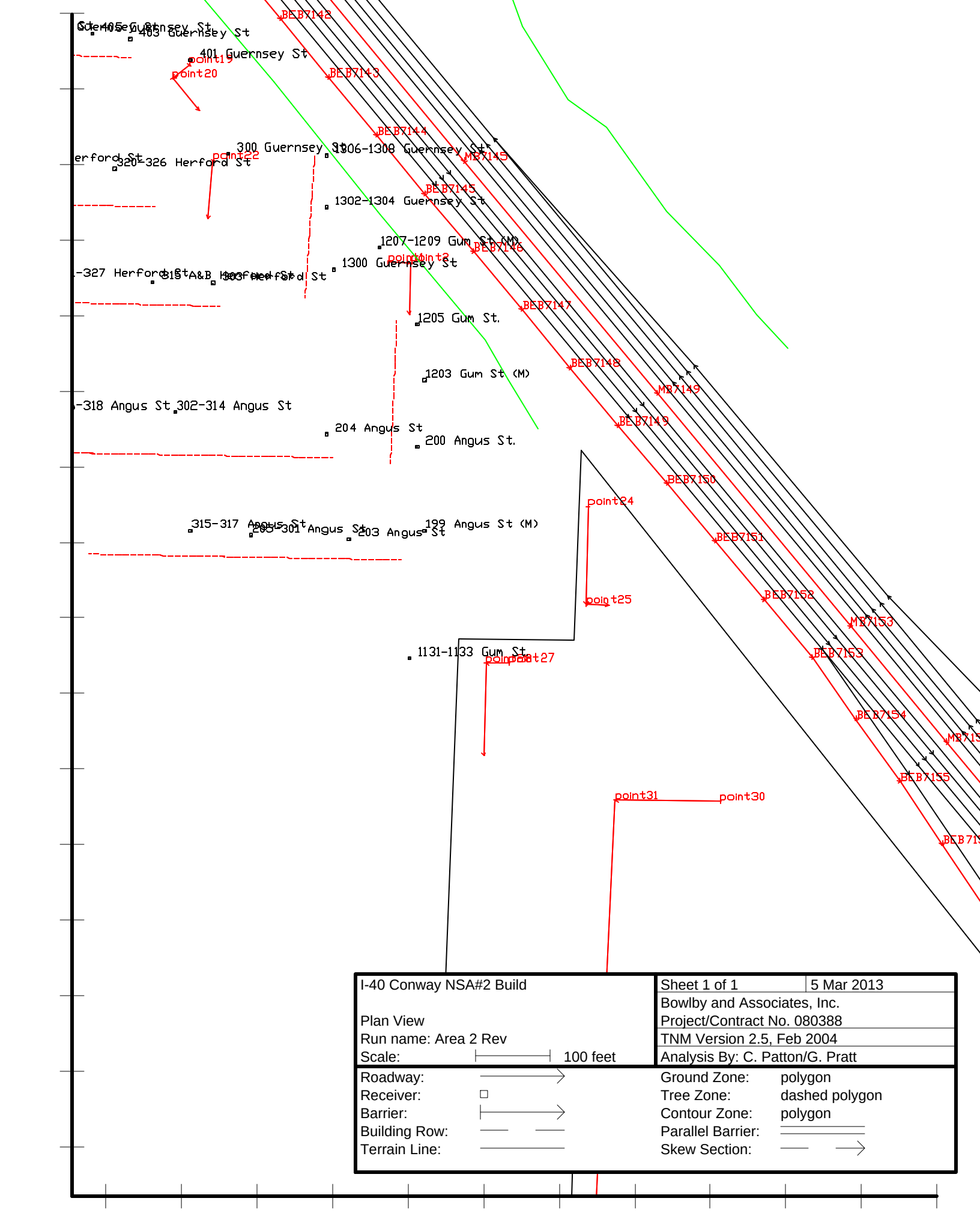
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-40 Conway NSA#2 Build	Sheet 1 of 1 | 5 Mar 2013
Plan View	Bowlby and Associates, Inc.
Run name: Area 2 Rev	Project/Contract No. 080388
Scale: 200 feet	TNM Version 2.5, Feb 2004
	Analysis By: C. Patton/G. Pratt

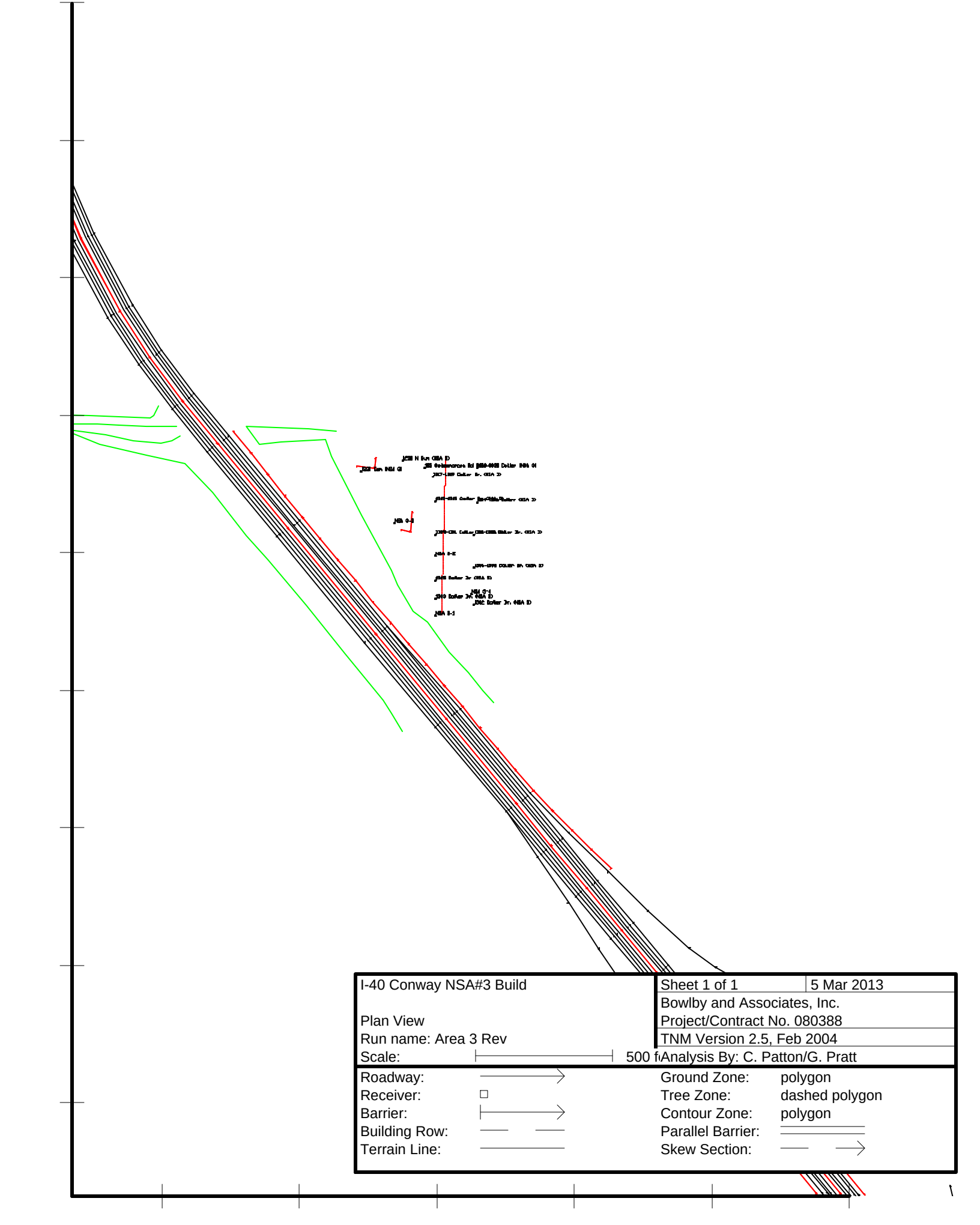
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


MB7132
MB7134
BAR_BEGIN
BEB7135
MB7136
BEB7136
BEB7137
BEB7138
MB7140
BEB7140
BEB7141
BEB7142
BEB7143
BEB7144
MB7145
BEB7145
BEB7146
BEB7147
Point19
Point20
Point22
Point12
416-418 Shannon Cir (M)
413-415 Shannon Cir
406 Guernsey St
403 Guernsey St
401 Guernsey St
300 Guernsey St
1306-1308 Guernsey St
1302-1304 Guernsey St
1300 Guernsey St
1207-1209 Gum St (M)
406-412 Herford St
400-404 Herford St
320-326 Herford St
321-327 Herford St
315 A&B Hanford St
315-317 Angus St
199 Angus St (M)
I-40 Conway NSA#2 Build
Plan View
Run name: Area 2 Rev
Scale: 100 feet
Sheet 1 of 1
5 Mar 2013
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
83300
1183400
1183500
1183600
1183700
1183800
1183900
1184000
1184100
1184200
1184300
1184400



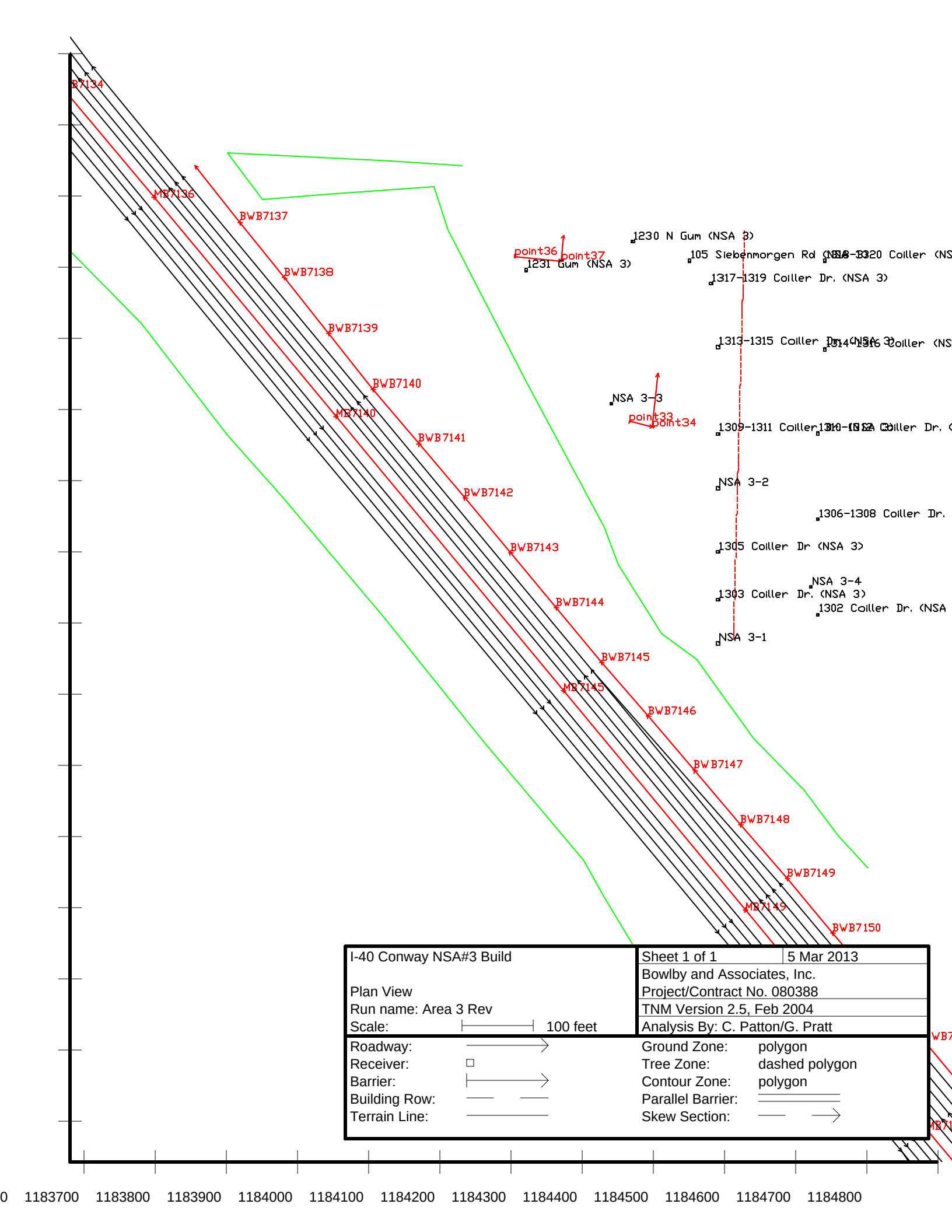
I-40 Conway NSA#2 Build	Sheet 1 of 1 | 5 Mar 2013
Plan View	Bowlby and Associates, Inc.
Run name: Area 2 Rev	Project/Contract No. 080388
Scale: 100 feet	TNM Version 2.5, Feb 2004
	Analysis By: C. Patton/G. Pratt

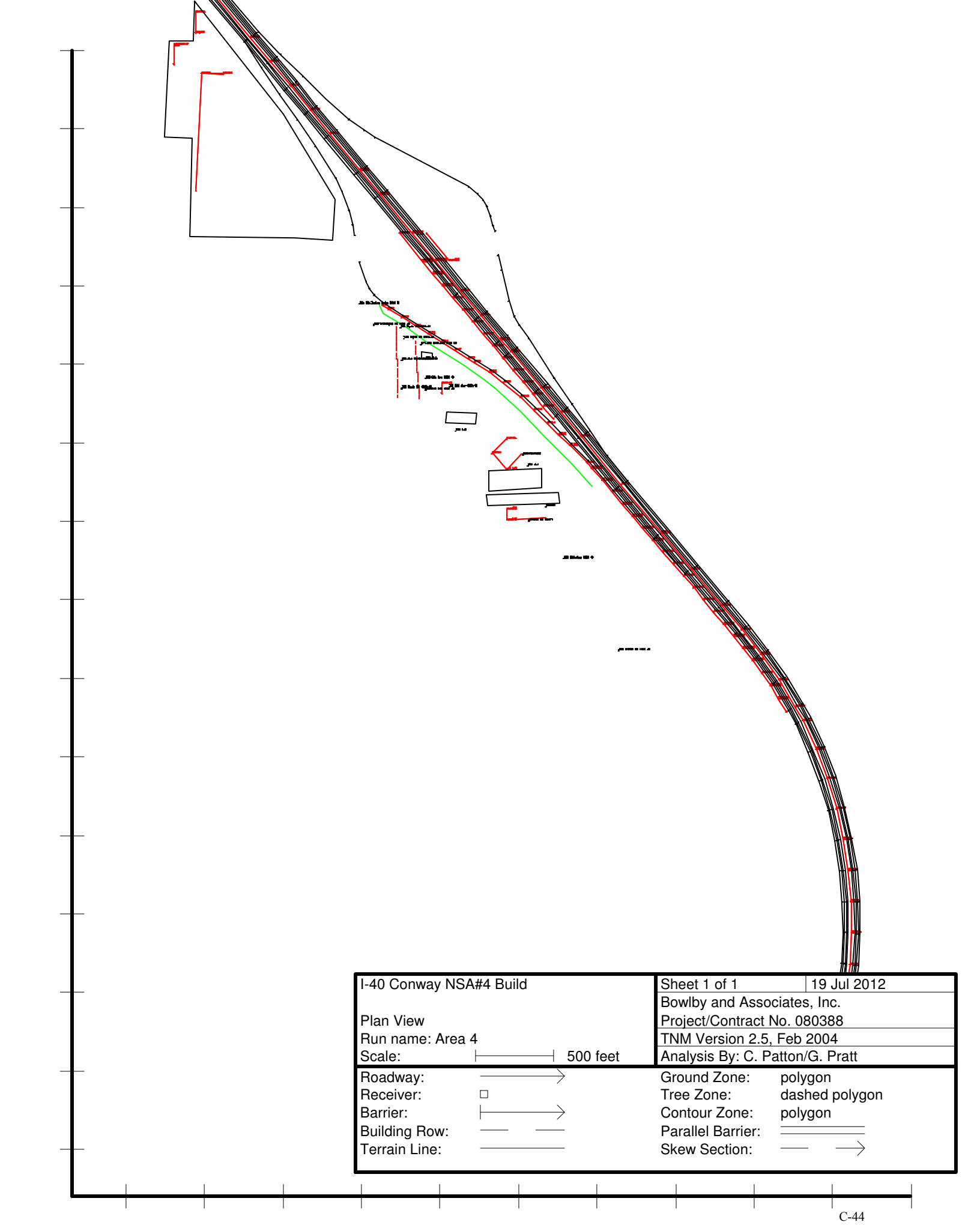
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

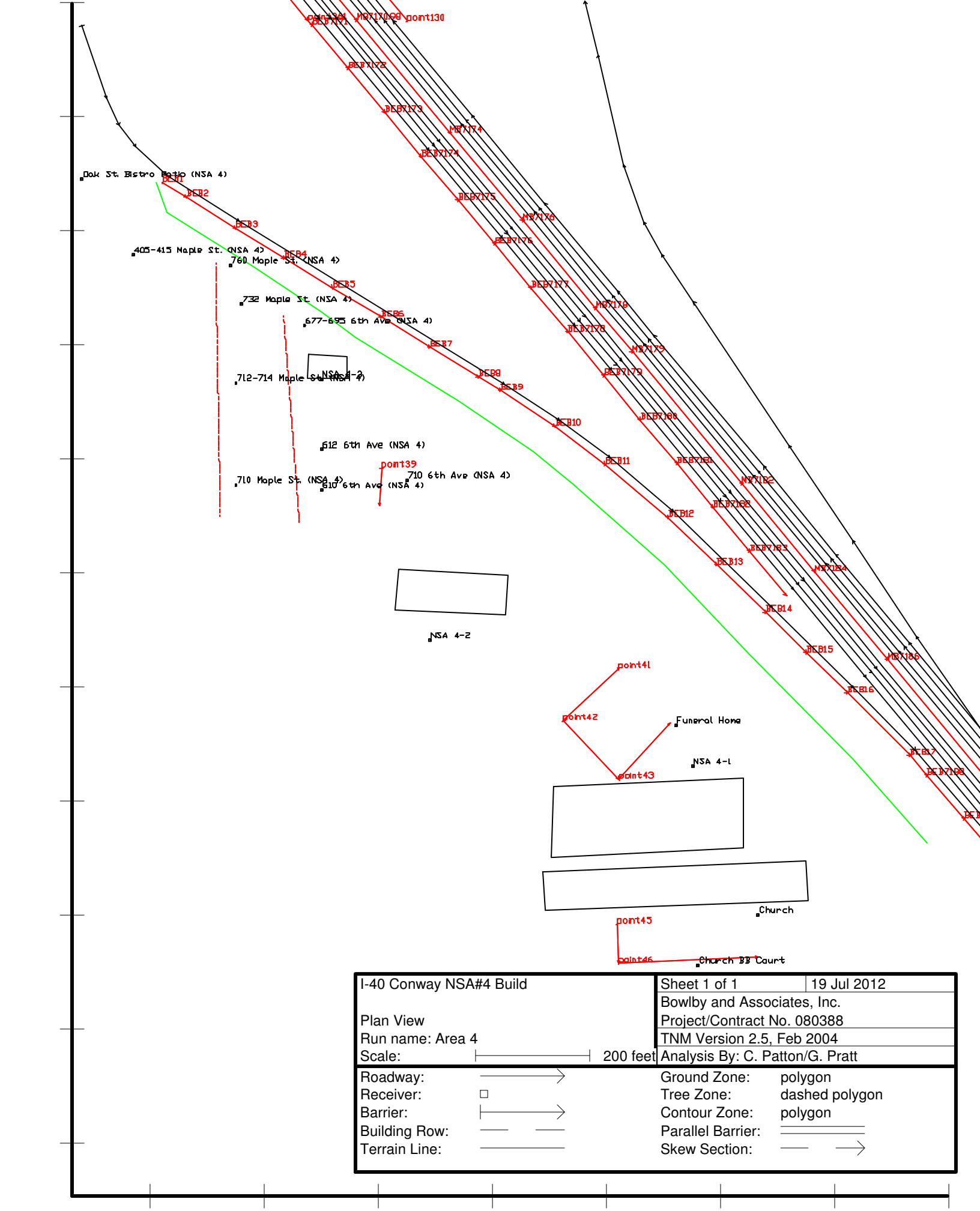


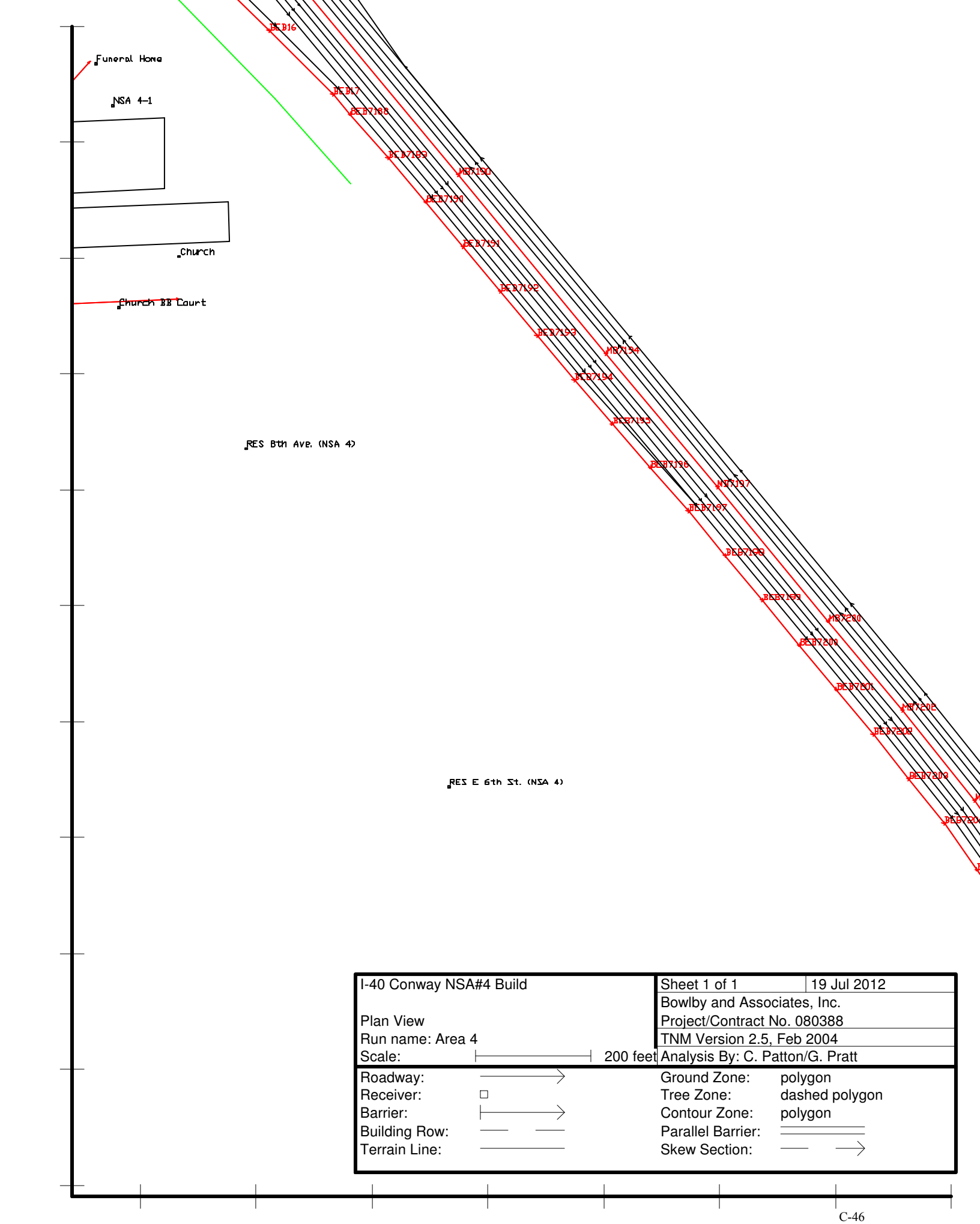
I-40 Conway NSA#3 Build	Sheet 1 of 1 | 5 Mar 2013
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 3 Rev	TNM Version 2.5, Feb 2004
Scale: 500 f	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

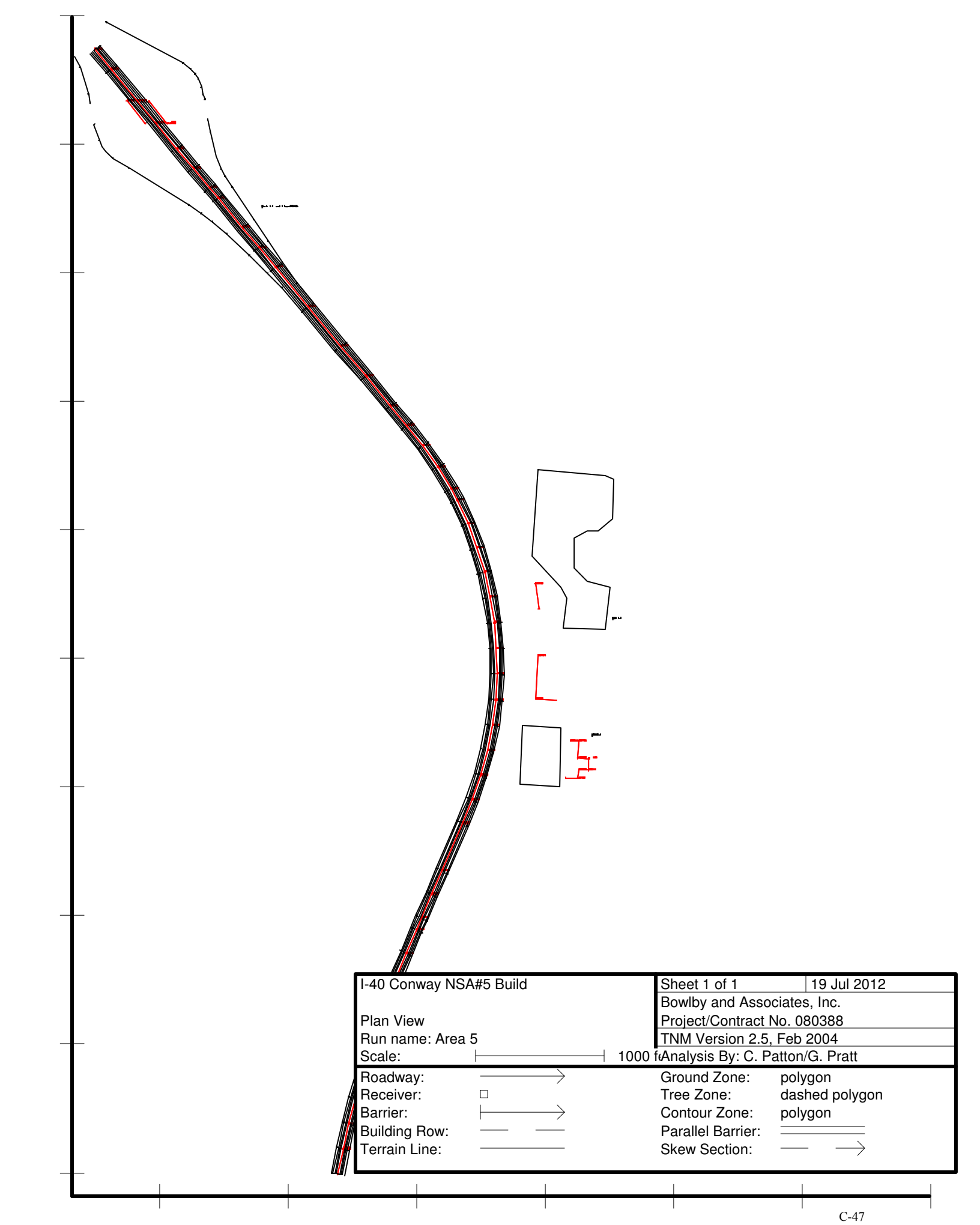

MB7134
MB7136
BWB7137
BWB7138
BWB7139
BWB7140
MB7140
BWB7141
BWB7142
BWB7143
BWB7144
BWB7145
MB7145
BWB7146
BWB7147
BWB7148
BWB7149
MB7149
BWB7150
point36
point37
1231 Gum (NSA 3)
1230 N Gum (NSA 3)
105 Siebenmorgen Rd (NSA 3)
1317-1319 Coiller Dr. (NSA 3)
1313-1315 Coiller Dr. (NSA 3)
NSA 3-3
point33
point34
1309-1311 Coiller Dr. (NSA 3)
NSA 3-2
1306-1308 Coiller Dr.
1305 Coiller Dr (NSA 3)
NSA 3-4
1303 Coiller Dr. (NSA 3)
1302 Coiller Dr. (NSA
NSA 3-1
I-40 Conway NSA#3 Build
Plan View
Run name: Area 3 Rev
Scale: 100 feet
Sheet 1 of 1
5 Mar 2013
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1183700
1183800
1183900
1184000
1184100
1184200
1184300
1184400
1184500
1184600
1184700
1184800


I-40 Conway NSA#4 Build
Plan View
Run name: Area 4
Scale: 500 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1184000
1184500
1185000
1185500
1186000
1186500
1187000
1187500
1188000
1188500
1189000


Oak St. Bistro Patio (NSA 4)
405-415 Maple St. (NSA 4)
760 Maple St. (NSA 4)
732 Maple St. (NSA 4)
677-695 6th Ave (NSA 4)
712-714 Maple St. (NSA 4)
NSA 4-3
612 6th Ave (NSA 4)
710 Maple St. (NSA 4)
610 6th Ave (NSA 4)
710 6th Ave (NSA 4)
point39
NSA 4-2
point41
point42
point43
Funeral Home
NSA 4-1
point45
point46
Church
Church BB Court
I-40 Conway NSA#4 Build
Plan View
Run name: Area 4
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1185600
1185800
1186000
1186200
1186400
1186600
1186800
1187000

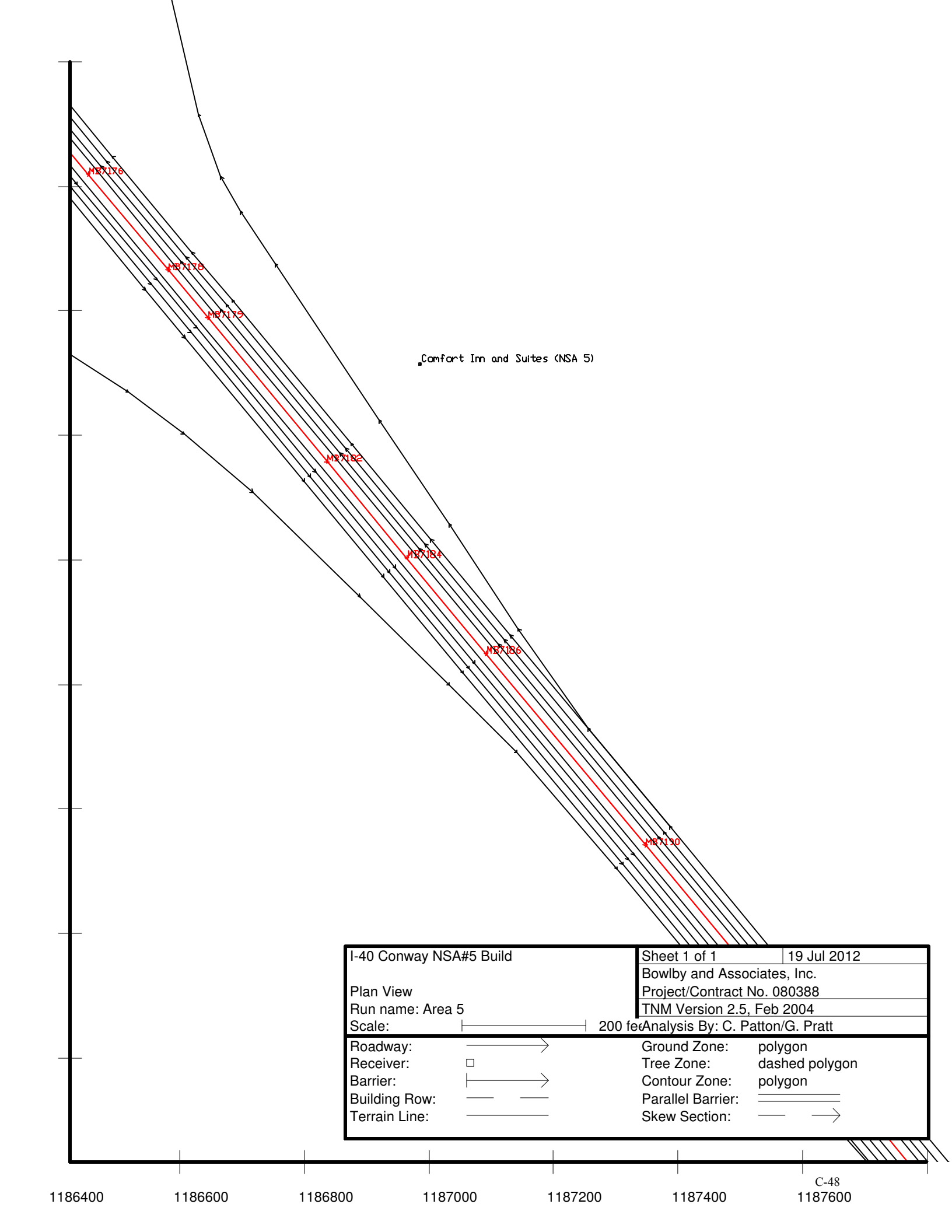


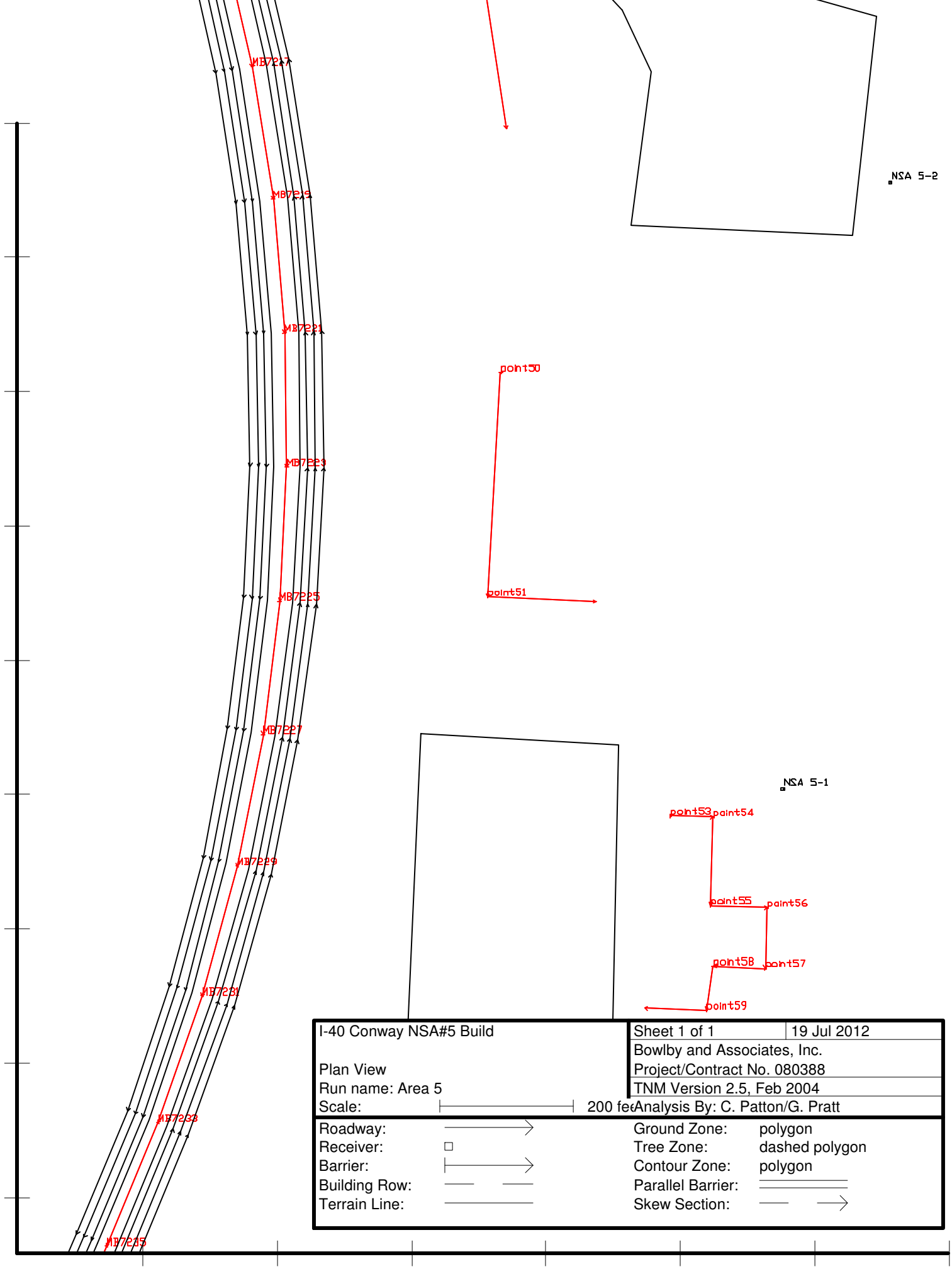
I-40 Conway NSA#4 Build		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 4		TNM Version 2.5, Feb 2004	
Scale:	200 feet	Analysis By: C. Patton/G. Pratt	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-40 Conway NSA#5 Build		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Area 5		TNM Version 2.5, Feb 2004	
Scale:	1000 ft	Analysis By: C. Patton/G. Pratt	

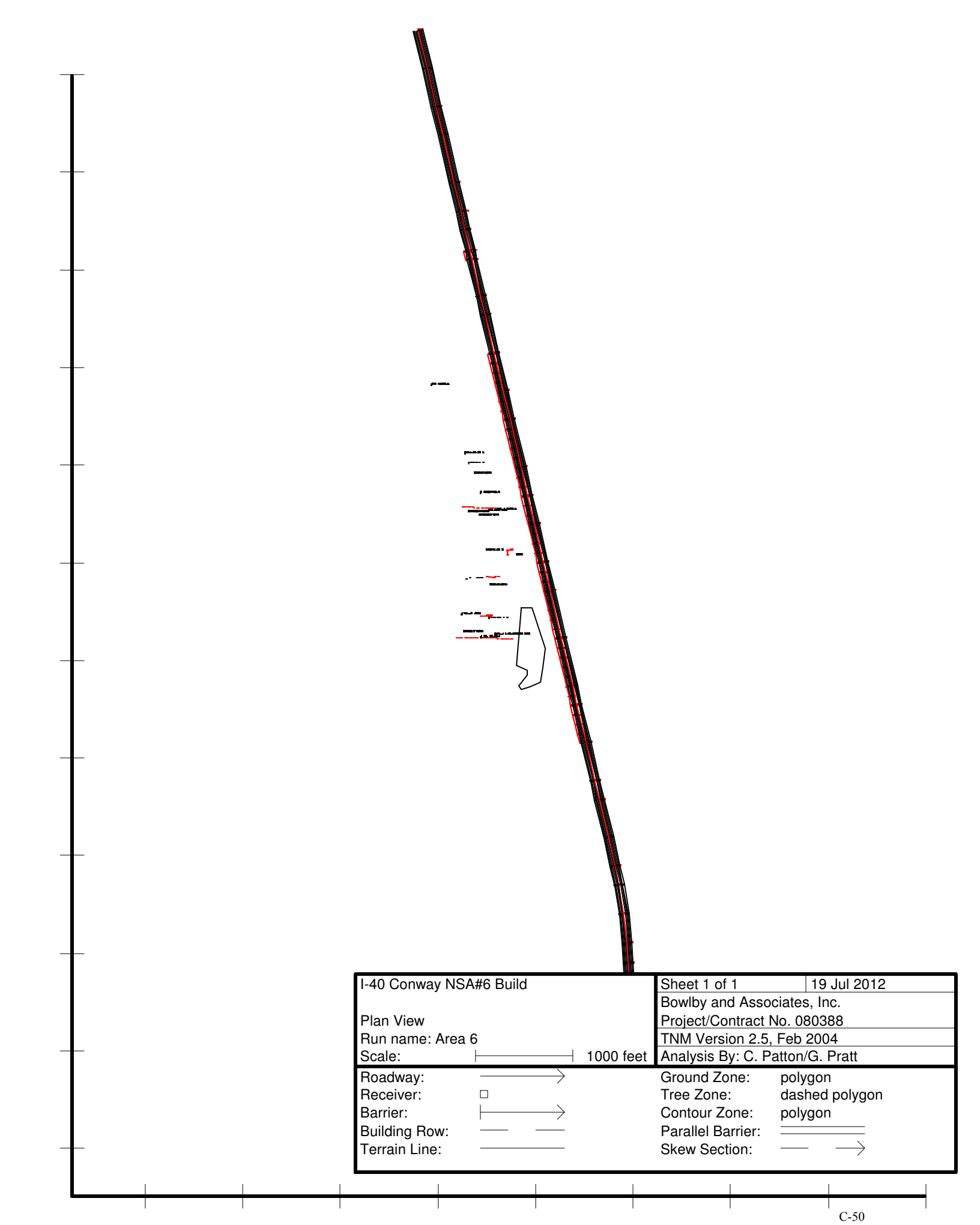
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


MR7176
MR7178
MR7179
Comfort Inn and Suites (NSA 5)
MR7182
MR7184
MR7186
MR7190
I-40 Conway NSA#5 Build
Plan View
Run name: Area 5
Scale:
200 fe
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1186400
1186600
1186800
1187000
1187200
1187400
1187600



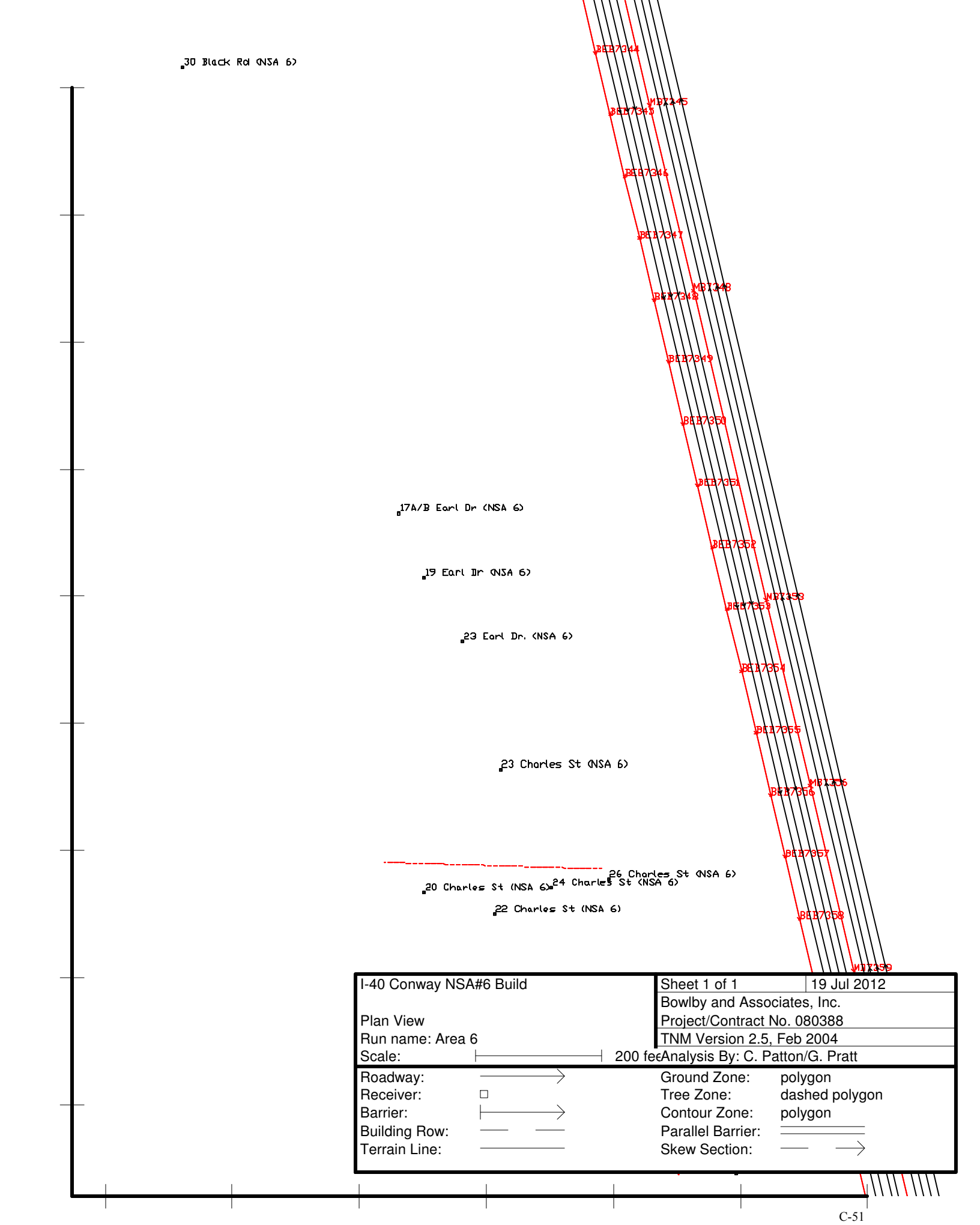
I-40 Conway NSA#5 Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 5	TNM Version 2.5, Feb 2004
Scale: 200 fe	Analysis By: C. Patton/G. Pratt

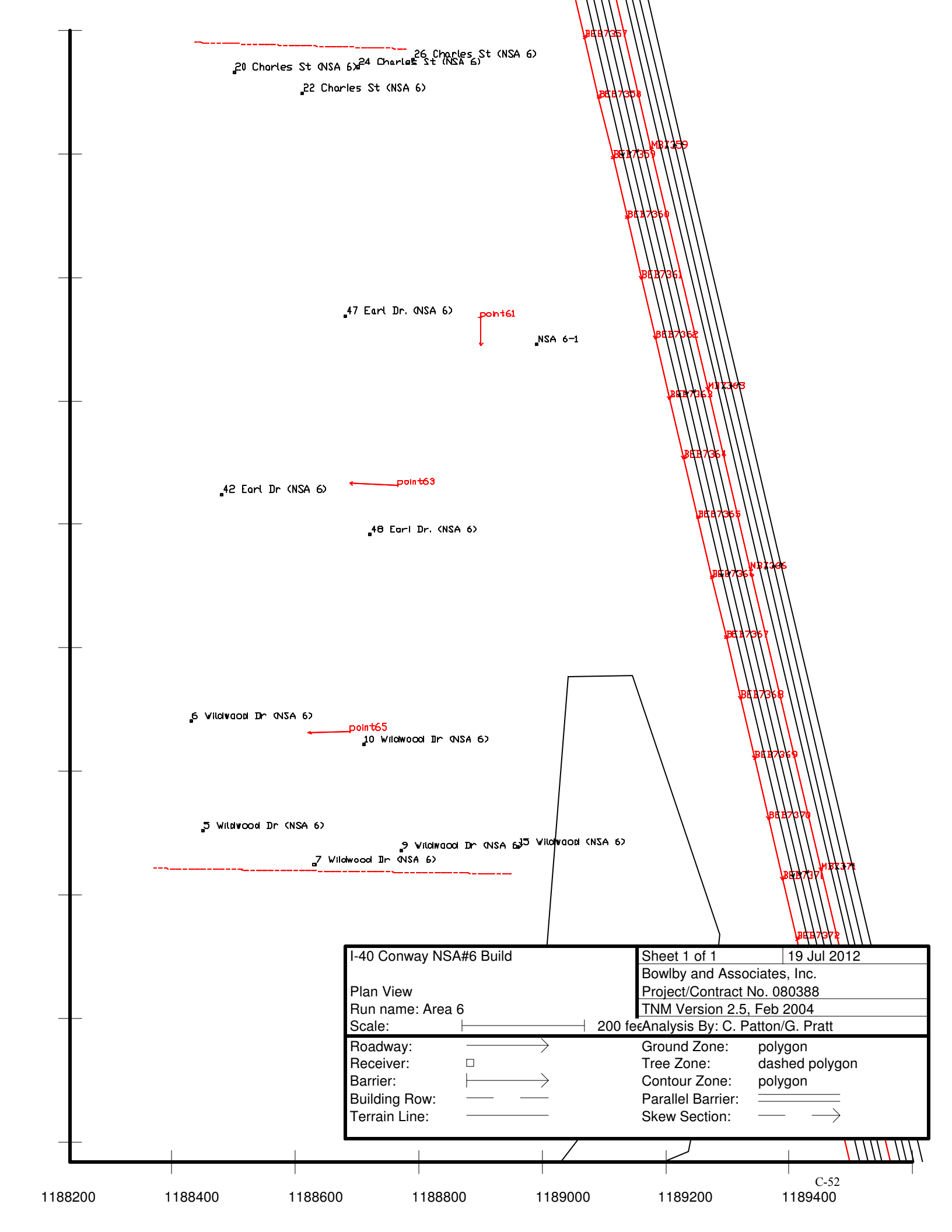
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

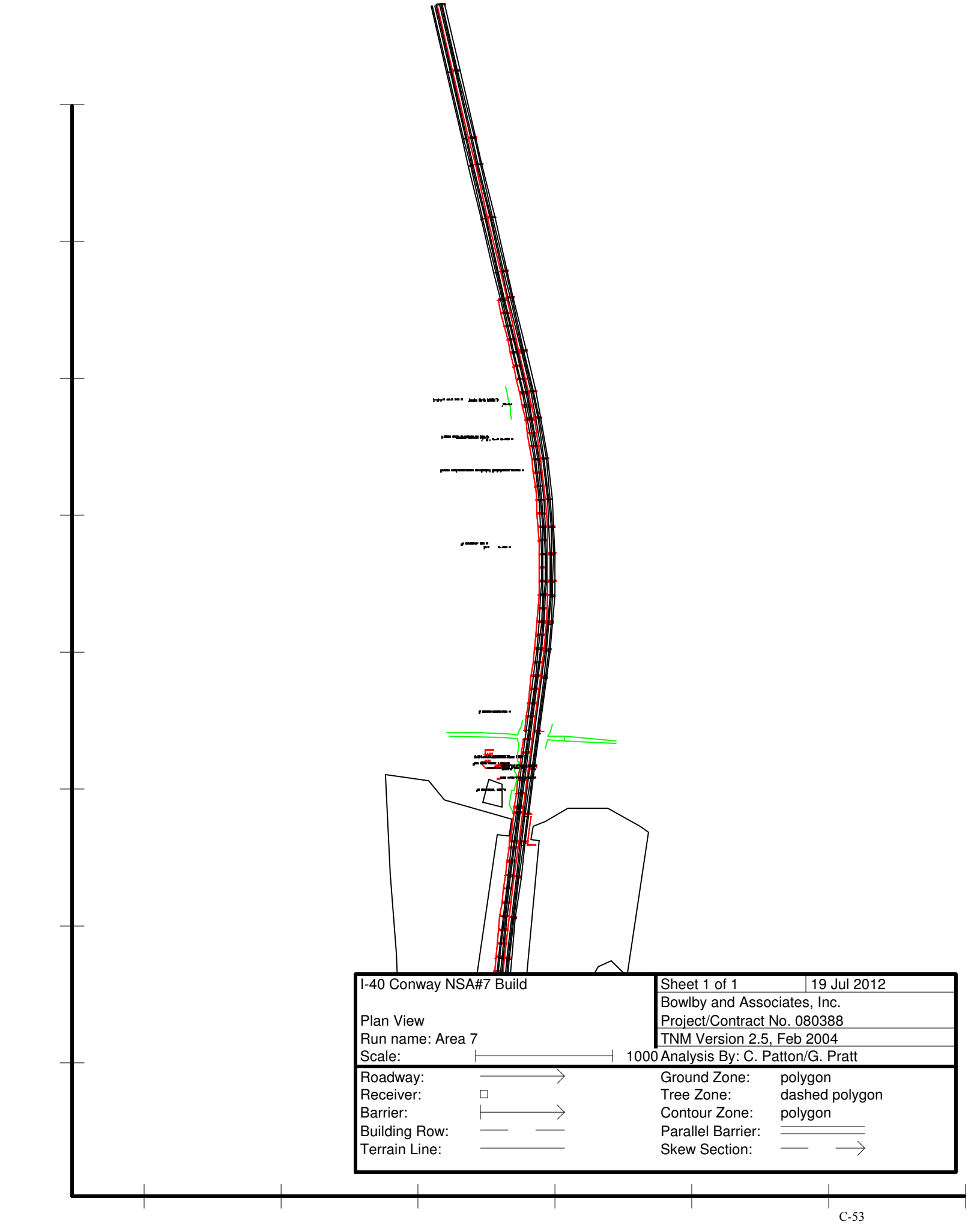


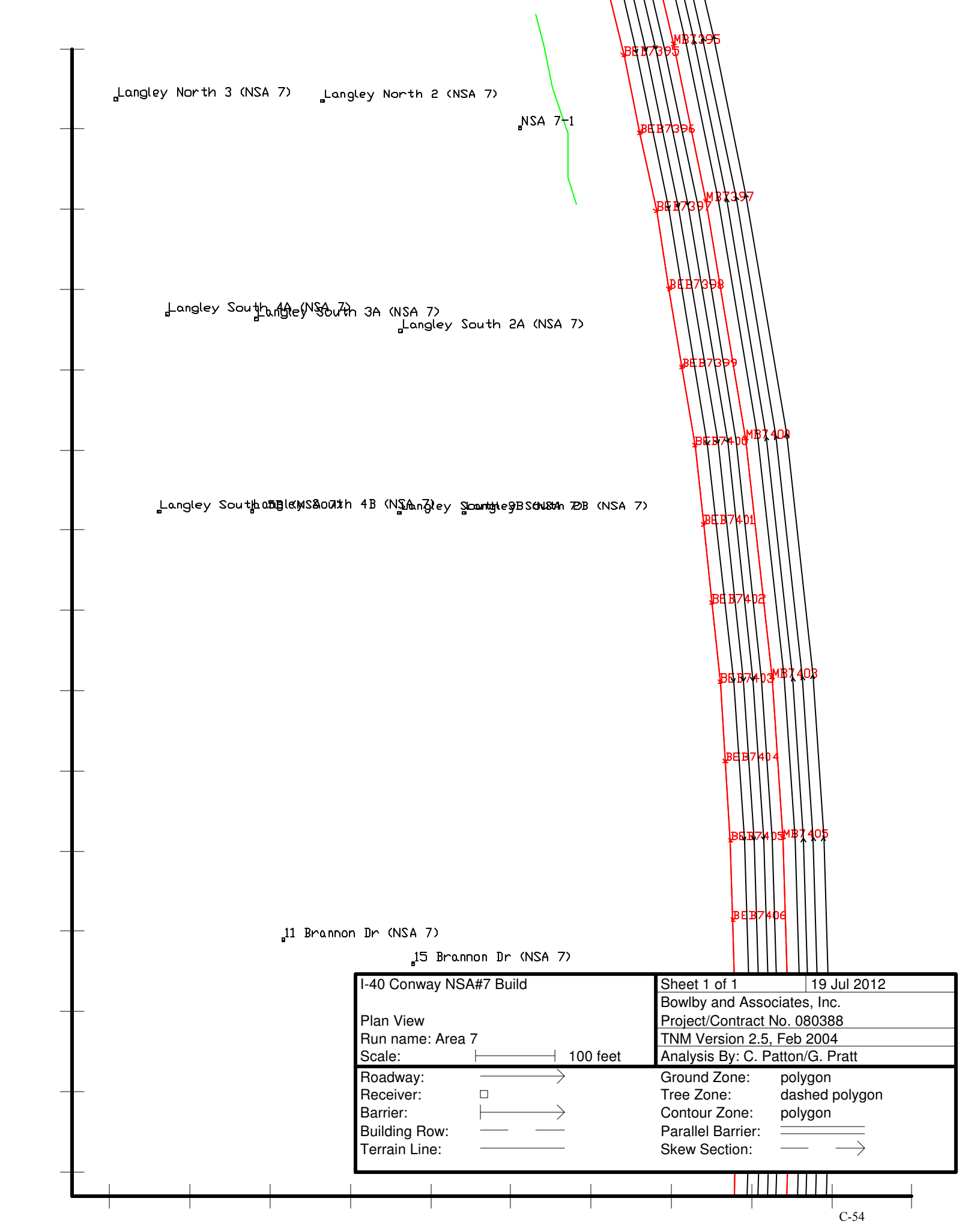
I-40 Conway NSA#6 Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 6	TNM Version 2.5, Feb 2004
Scale: 1000 feet	Analysis By: C. Patton/G. Pratt

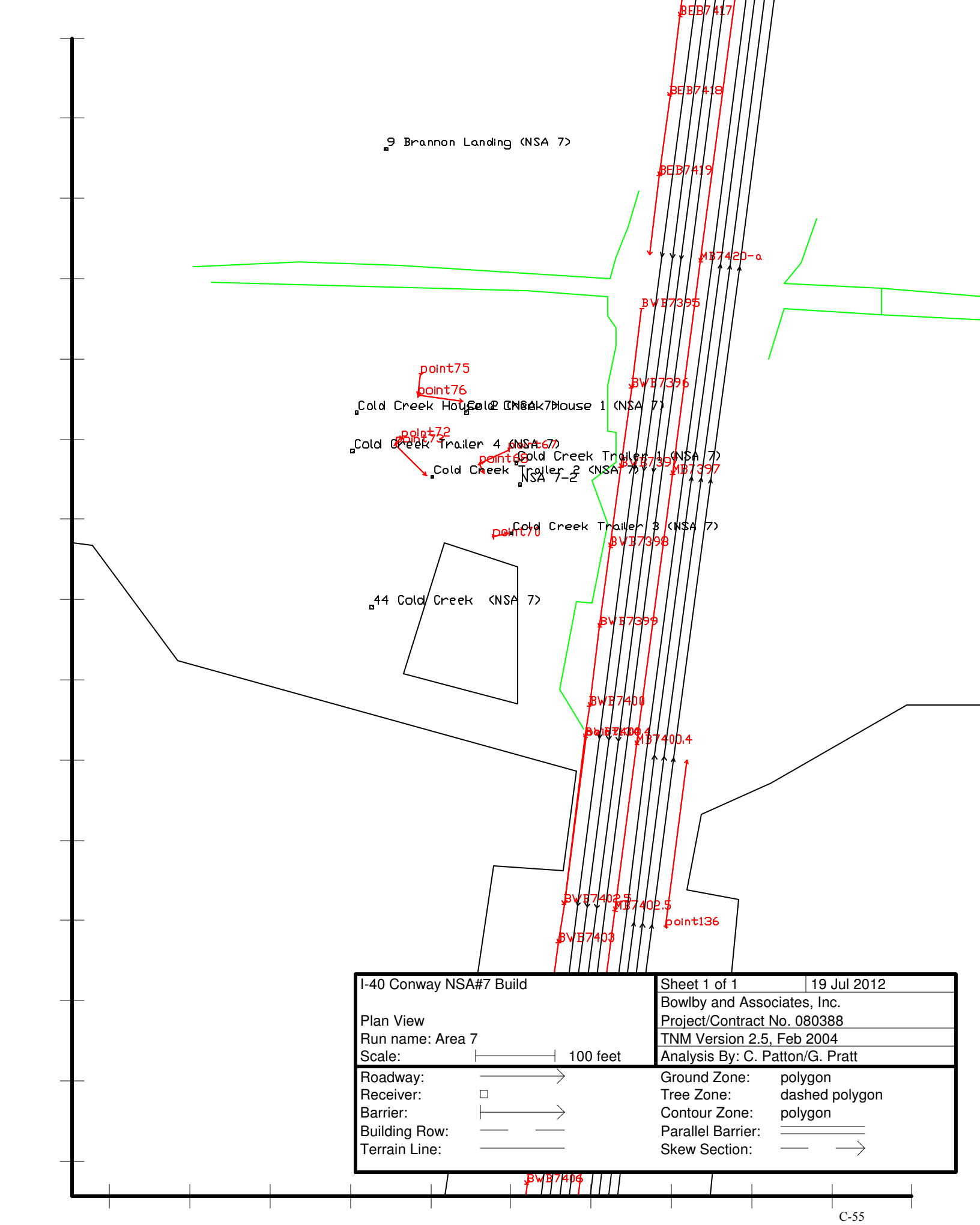
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


30 Black Rd (NSA 6)
BEB7344
WBX345
BEB7345
BEB7346
BEB7347
WBX348
BEB7348
BEB7349
BEB7350
BEB7351
17A/B Earl Dr (NSA 6)
BEB7352
19 Earl Dr (NSA 6)
WBX353
BEB7353
23 Earl Dr. (NSA 6)
BEB7354
BEB7355
23 Charles St (NSA 6)
WBX356
BEB7356
BEB7357
26 Charles St (NSA 6)
20 Charles St (NSA 6)
24 Charles St (NSA 6)
22 Charles St (NSA 6)
BEB7358
WBX359
I-40 Conway NSA#6 Build
Plan View
Run name: Area 6
Scale:
200 fee
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
7800
1188000
1188200
1188400
1188600
1188800
1189000


26 Charles St (NSA 6)
20 Charles St (NSA 6)
24 Charles St (NSA 6)
22 Charles St (NSA 6)
BEE7357
BEE7358
MBX359
BEE7359
BEE7360
BEE7361
47 Earl Dr. (NSA 6)
point61
NSA 6-1
BEE7362
MBX363
BEE7363
BEE7364
42 Earl Dr (NSA 6)
point63
BEE7365
48 Earl Dr. (NSA 6)
MBX366
BEE7366
BEE7367
BEE7368
6 Wildwood Dr (NSA 6)
point65
10 Wildwood Dr (NSA 6)
BEE7369
BEE7370
5 Wildwood Dr (NSA 6)
9 Wildwood Dr (NSA 6)
15 Wildwood (NSA 6)
7 Wildwood Dr (NSA 6)
MBX371
BEE7371
BEE7372
I-40 Conway NSA#6 Build
Plan View
Run name: Area 6
Scale:
200 fe
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1188200
1188400
1188600
1188800
1189000
1189200
1189400

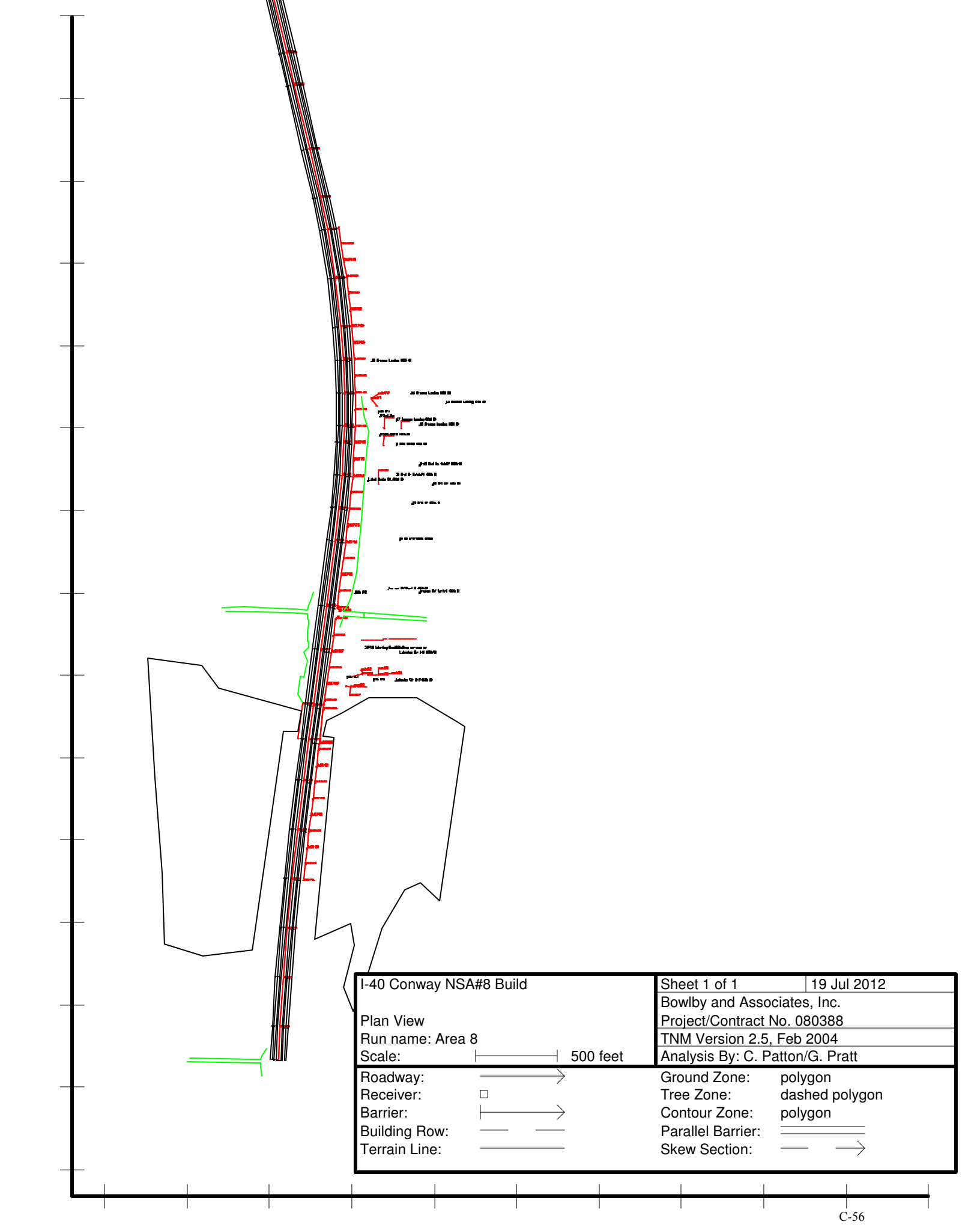

I-40 Conway NSA#7 Build
Plan View
Run name: Area 7
Scale: 1000
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1187000
1188000
1189000
1190000
1191000
1192000
1193000

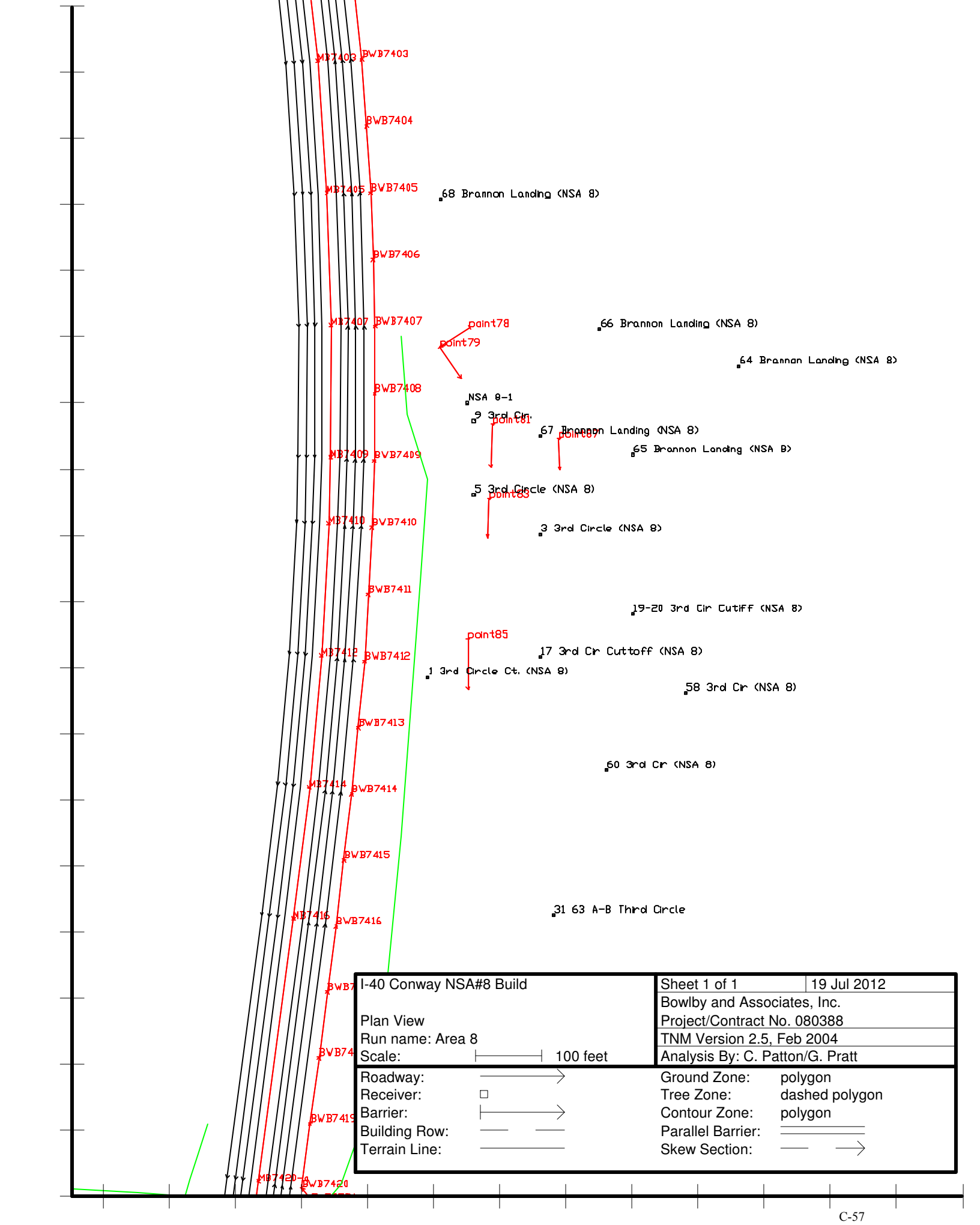

Langley North 3 (NSA 7)
Langley North 2 (NSA 7)
NSA 7-1
Langley South 4A (NSA 7)
Langley South 3A (NSA 7)
Langley South 2A (NSA 7)
Langley South 4B (NSA 7)
11 Brannon Dr (NSA 7)
15 Brannon Dr (NSA 7)
BEB7395
MB7395
BEB7396
BEB7397
MB7397
BEB7398
BEB7399
BEB7400
MB7400
BEB7401
BEB7402
BEB7403
MB7403
BEB7404
BEB7405
MB7405
BEB7406
I-40 Conway NSA#7 Build
Plan View
Run name: Area 7
Scale: 100 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
9100
1189200
1189300
1189400
1189500
1189600
1189700
1189800
1189900
1190000
1190100



I-40 Conway NSA#7 Build	Sheet 1 of 1 | 19 Jul 2012
Plan View	Bowlby and Associates, Inc.
Run name: Area 7	Project/Contract No. 080388
Scale: 100 feet	TNM Version 2.5, Feb 2004
	Analysis By: C. Patton/G. Pratt

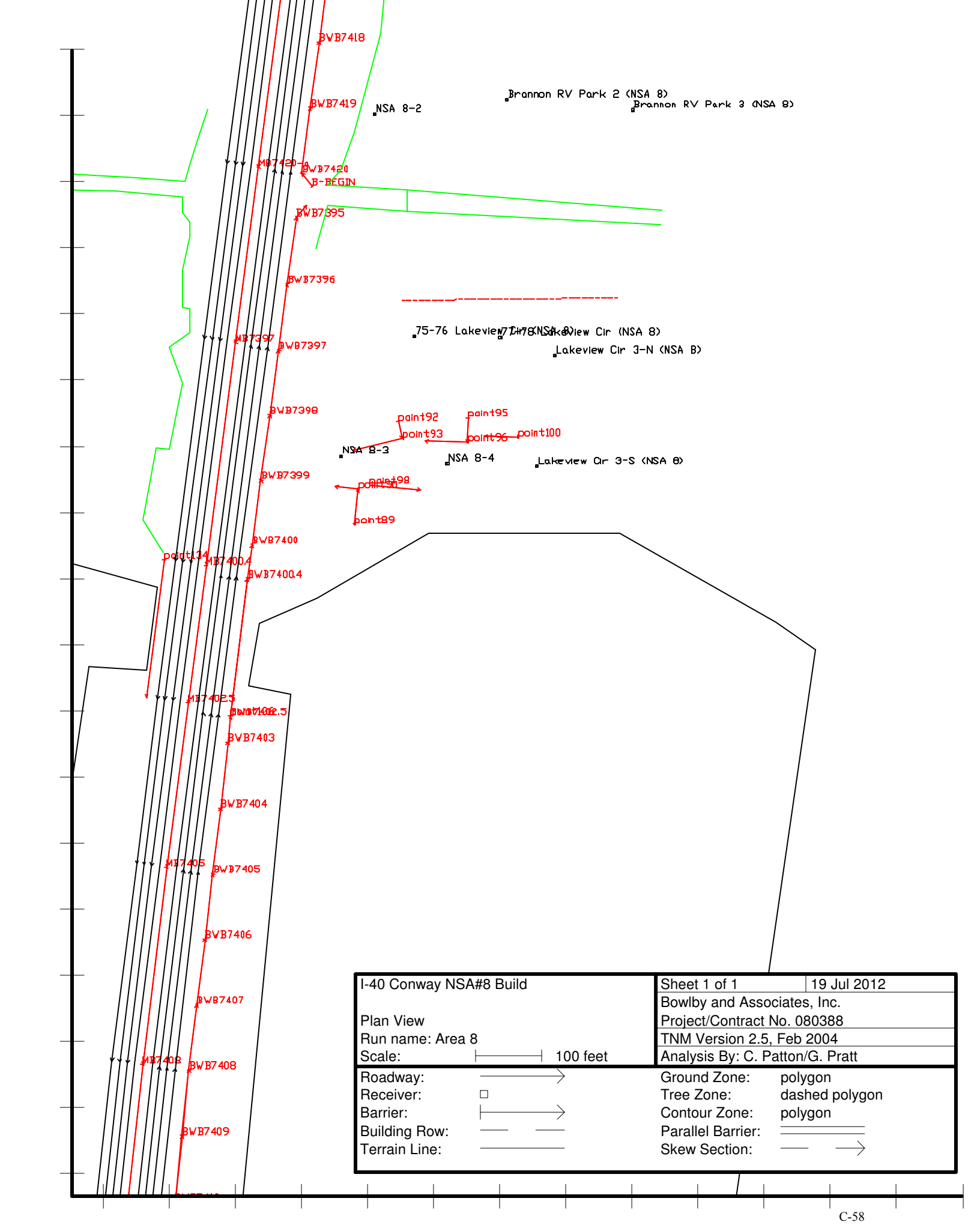
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

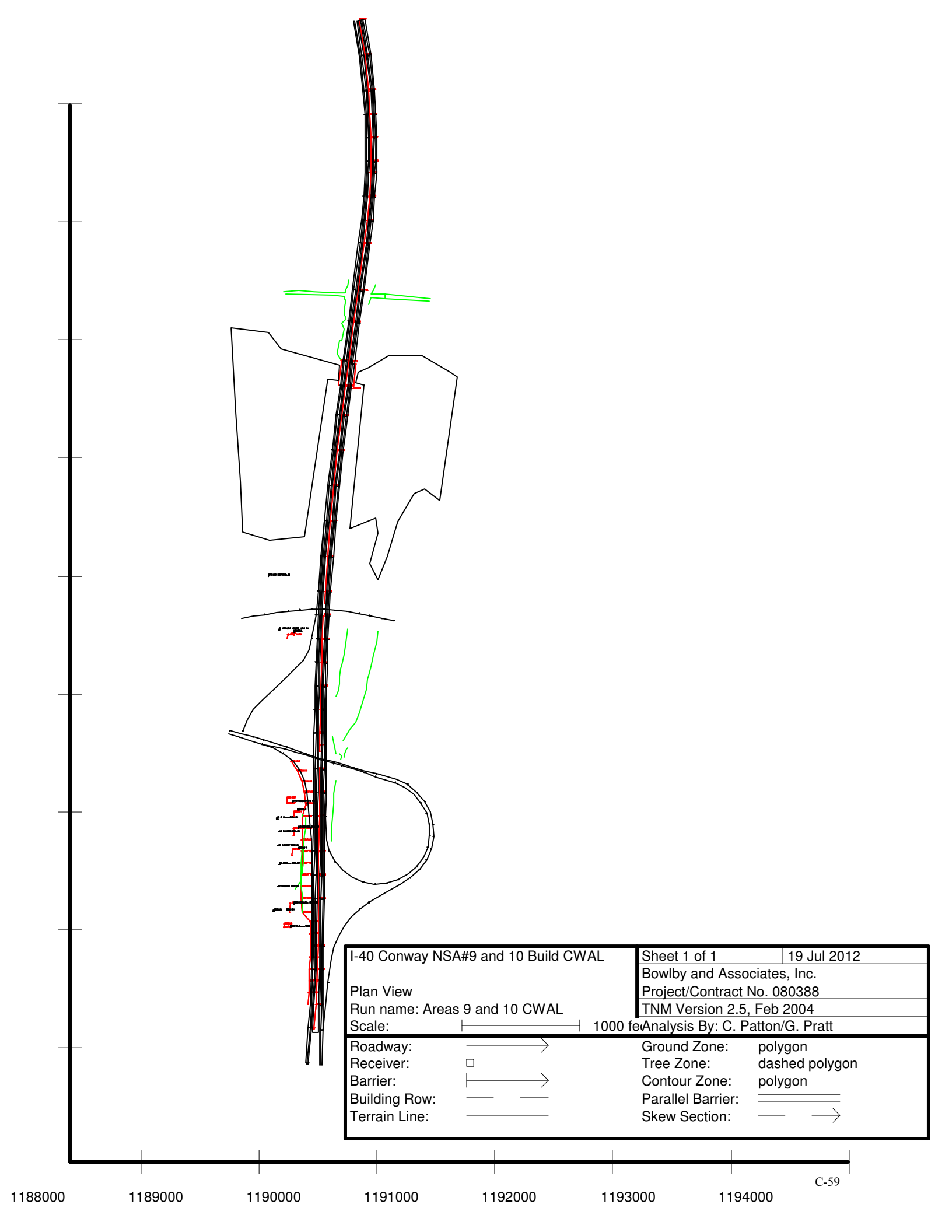

I-40 Conway NSA#8 Build
Plan View
Run name: Area 8
Scale: 500 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189000
1189500
1190000
1190500
1191000
1191500
1192000
1192500
1193000
1193500

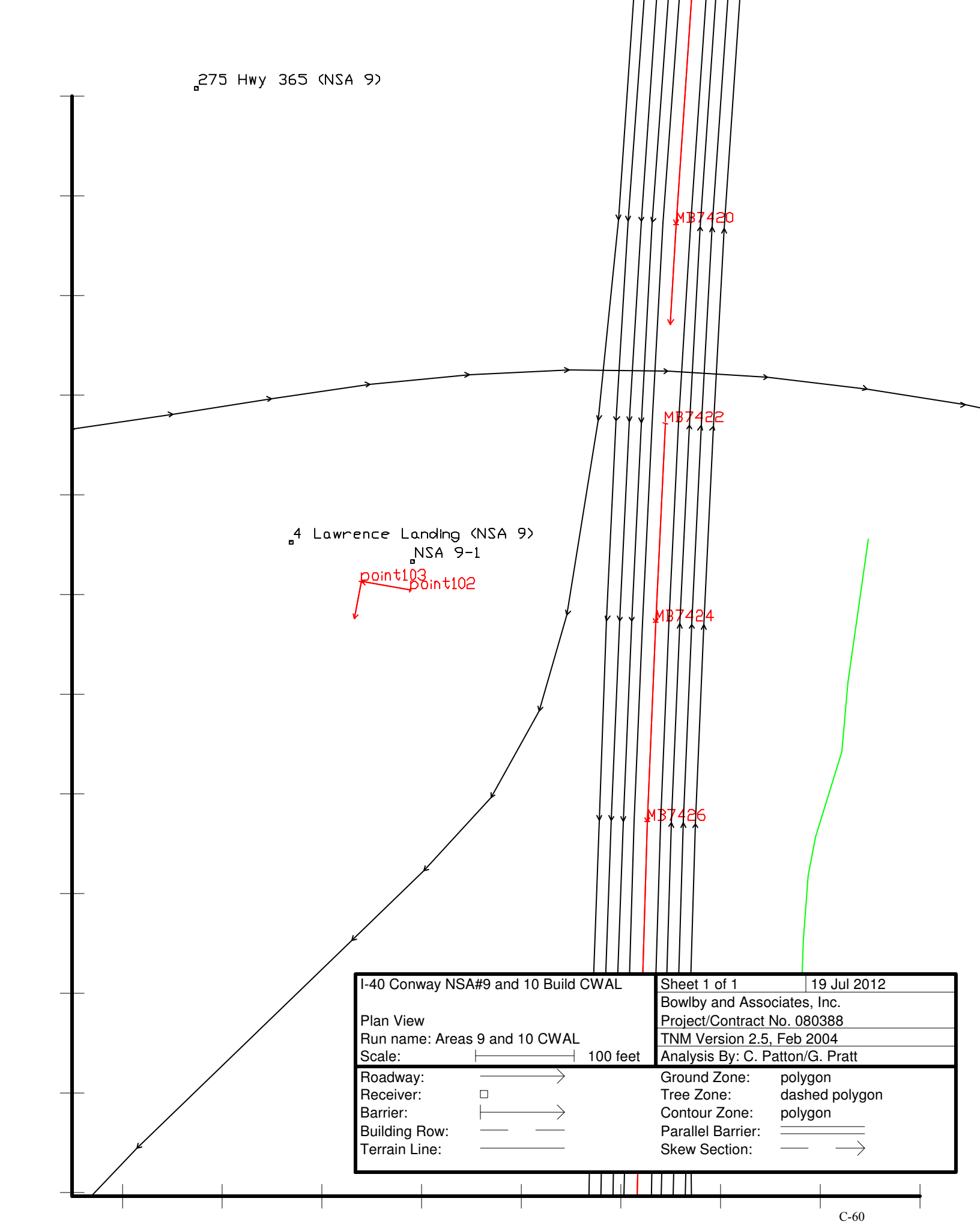


I-40 Conway NSA#8 Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Area 8	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

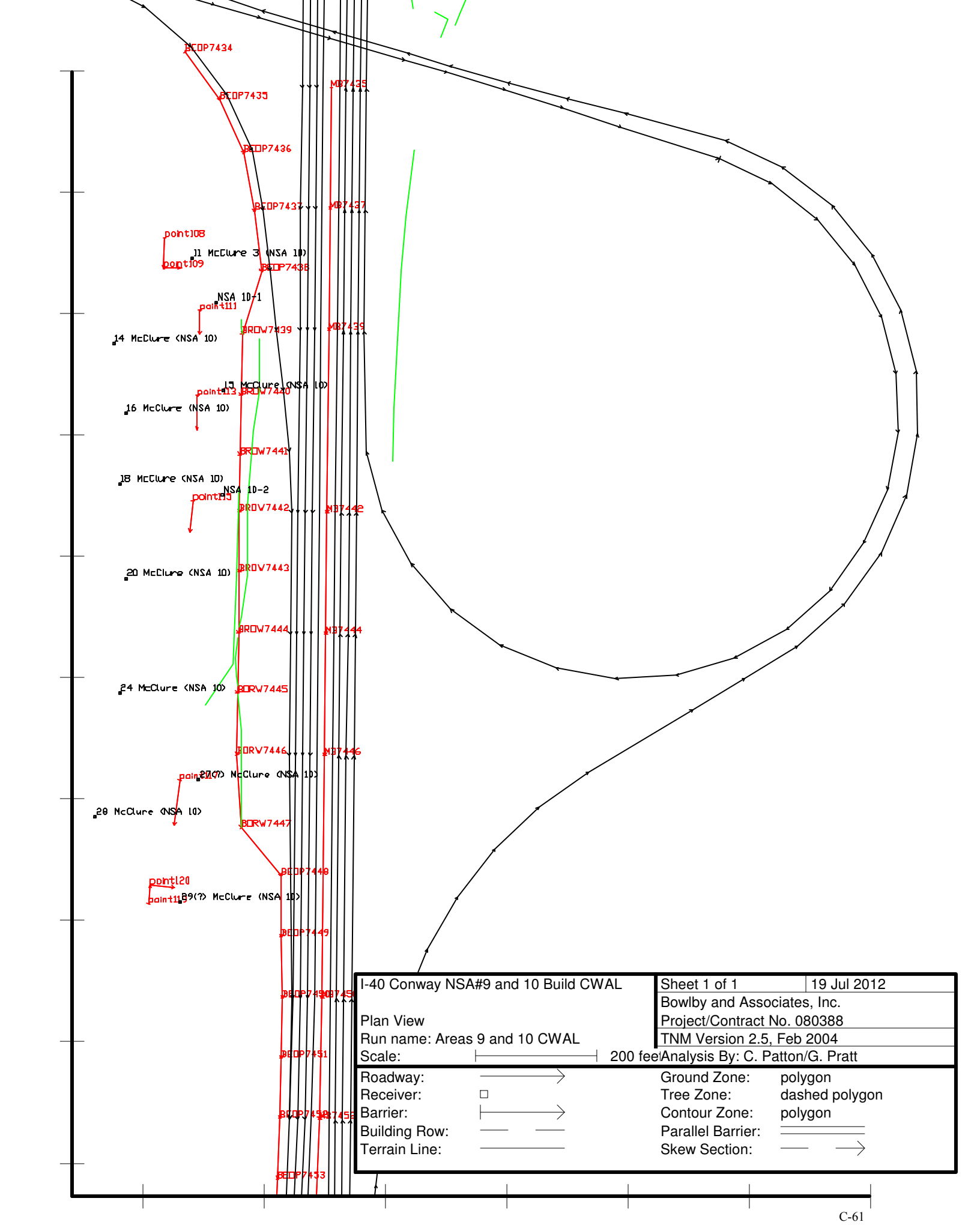

BWB7418
BWB7419
NSA 8-2
Brannon RV Park 2 (NSA 8)
Brannon RV Park 3 (NSA 8)
MB7420-B
BWB7420
B-BEGIN
BWB7395
BWB7396
75-76 Lakeview Cir (NSA 8)
Lakeview Cir 3-N (NSA 8)
MB7397
BWB7397
BWB7398
point92
point95
point93
point96
point100
NSA 8-3
NSA 8-4
Lakeview Cir 3-S (NSA 8)
BWB7399
point98
point89
BWB7400
point114
MB7400.4
BWB7400.4
MB7402.5
BWB7403
BWB7404
MB7405
BWB7405
BWB7406
BWB7407
MB7408
BWB7408
BWB7409
I-40 Conway NSA#8 Build
Plan View
Run name: Area 8
Scale: 100 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189600 1189700 1189800 1189900 1190000 1190100 1190200 1190300 1190400 1190500 1190600 1190700 1190800 1190900

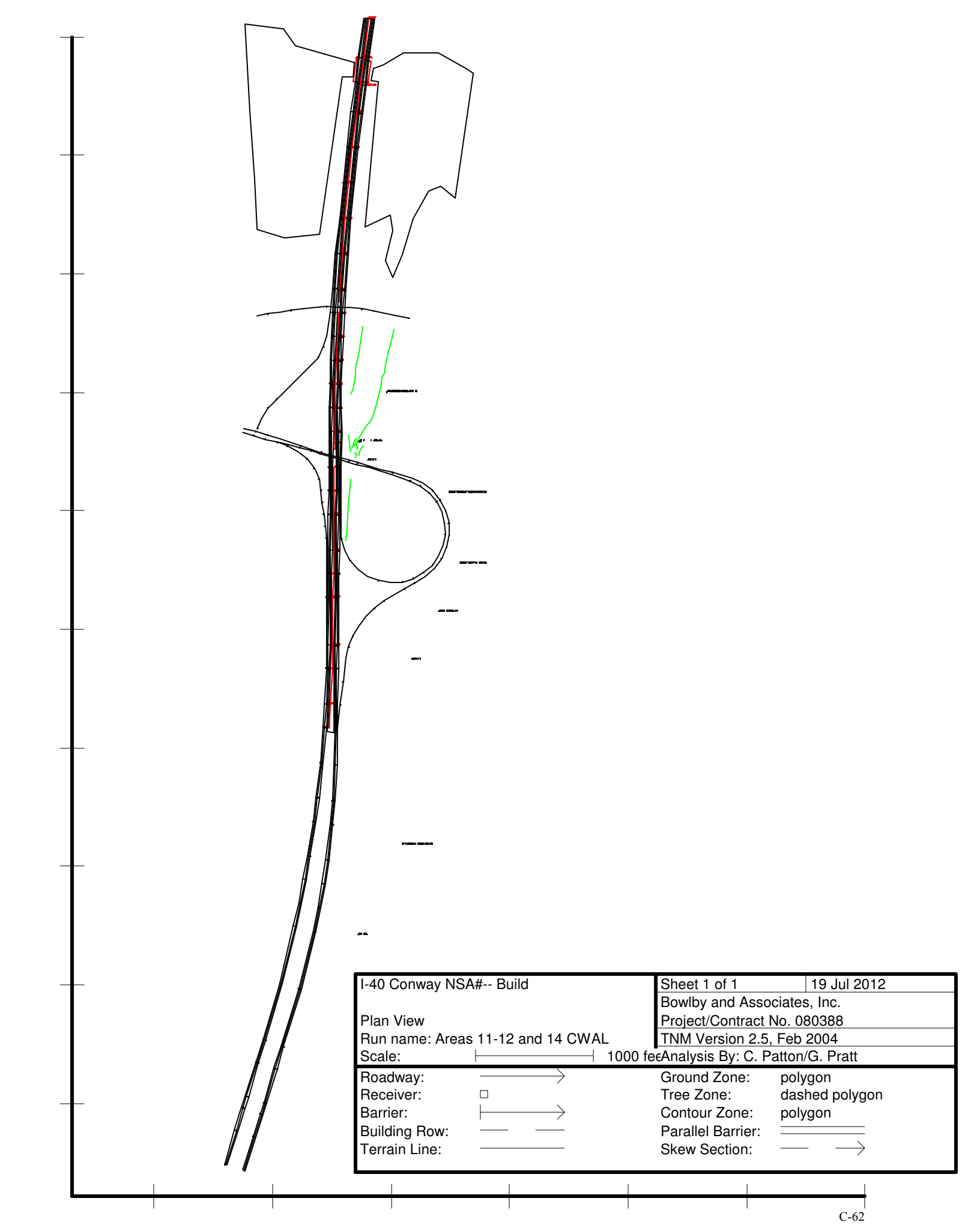

I-40 Conway NSA#9 and 10 Build CWAL
Plan View
Run name: Areas 9 and 10 CWAL
Scale: 1000 fe
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1188000
1189000
1190000
1191000
1192000
1193000
1194000



I-40 Conway NSA#9 and 10 Build CWAL	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Areas 9 and 10 CWAL	TNM Version 2.5, Feb 2004
Scale: 100 feet	Analysis By: C. Patton/G. Pratt

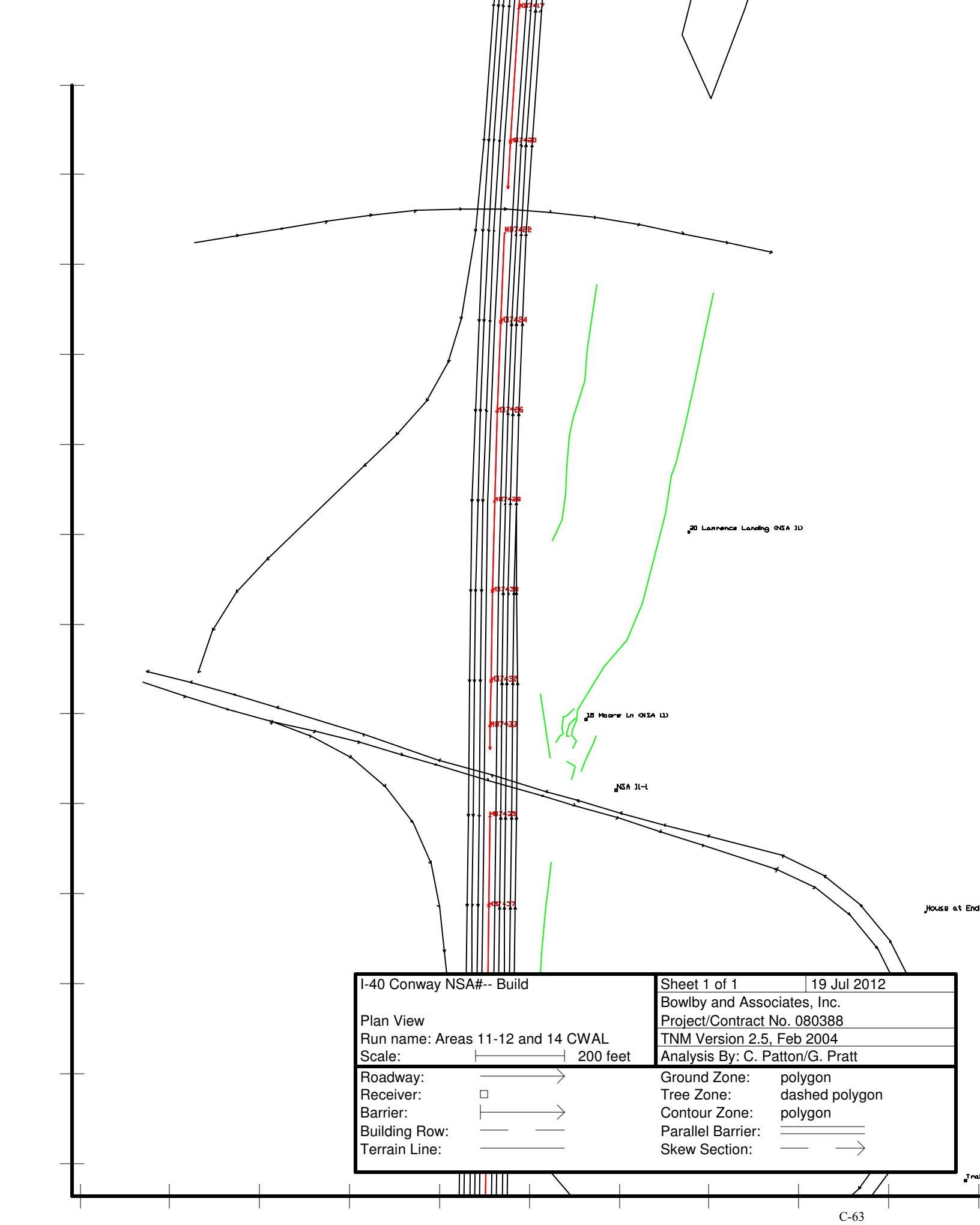
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


BEDP7434
BEDP7435
BEDP7436
BEDP7437
MP7435
MP7437
point108
11 McClure 3 (NSA 10)
point109
BEDP7438
NSA 10-1
point111
BROW7439
MP7439
14 McClure (NSA 10)
15 McClure (NSA 10)
point113
BROW7440
16 McClure (NSA 10)
BROW7441
18 McClure (NSA 10)
NSA 10-2
point115
BROV7442
MP7442
20 McClure (NSA 10)
BROV7443
BROW7444
MP7444
24 McClure (NSA 10)
BORW7445
BORV7446
MP7446
point117
27(?) McClure (NSA 10)
28 McClure (NSA 10)
BORW7447
BEDP7448
point120
point119
89(?) McClure (NSA 10)
BEDP7449
BEDP7450
MP7450
BEDP7451
BEDP7452
MP7452
BEDP7453
I-40 Conway NSA#9 and 10 Build CWAL
Plan View
Run name: Areas 9 and 10 CWAL
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1189200
1189400
1189600
1189800
1190000
1190200
1190400



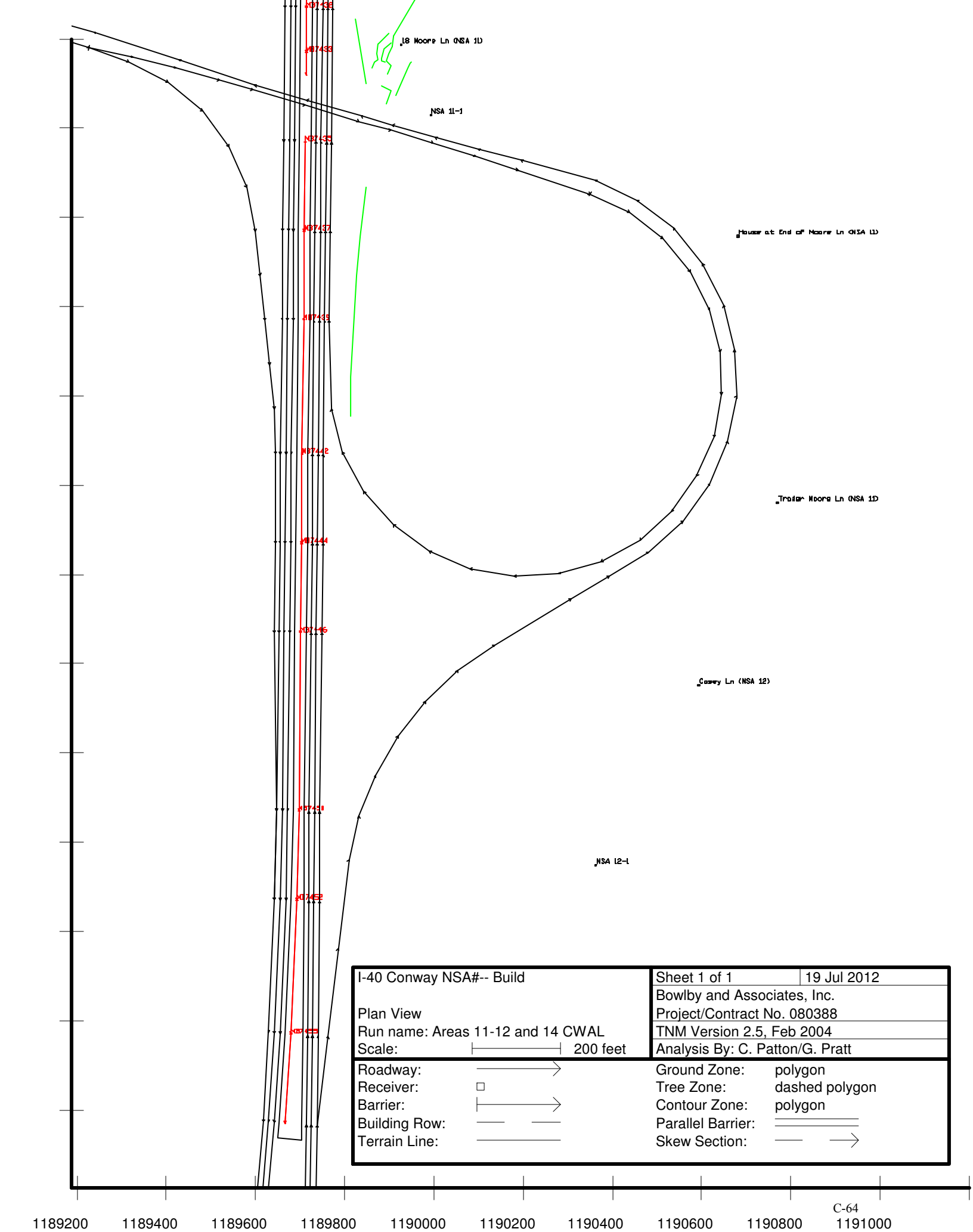
I-40 Conway NSA#-- Build		Sheet 1 of 1	19 Jul 2012
		Bowlby and Associates, Inc.	
Plan View		Project/Contract No. 080388	
Run name: Areas 11-12 and 14 CWAL		TNM Version 2.5, Feb 2004	
Scale:	1000 fee	Analysis By: C. Patton/G. Pratt	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



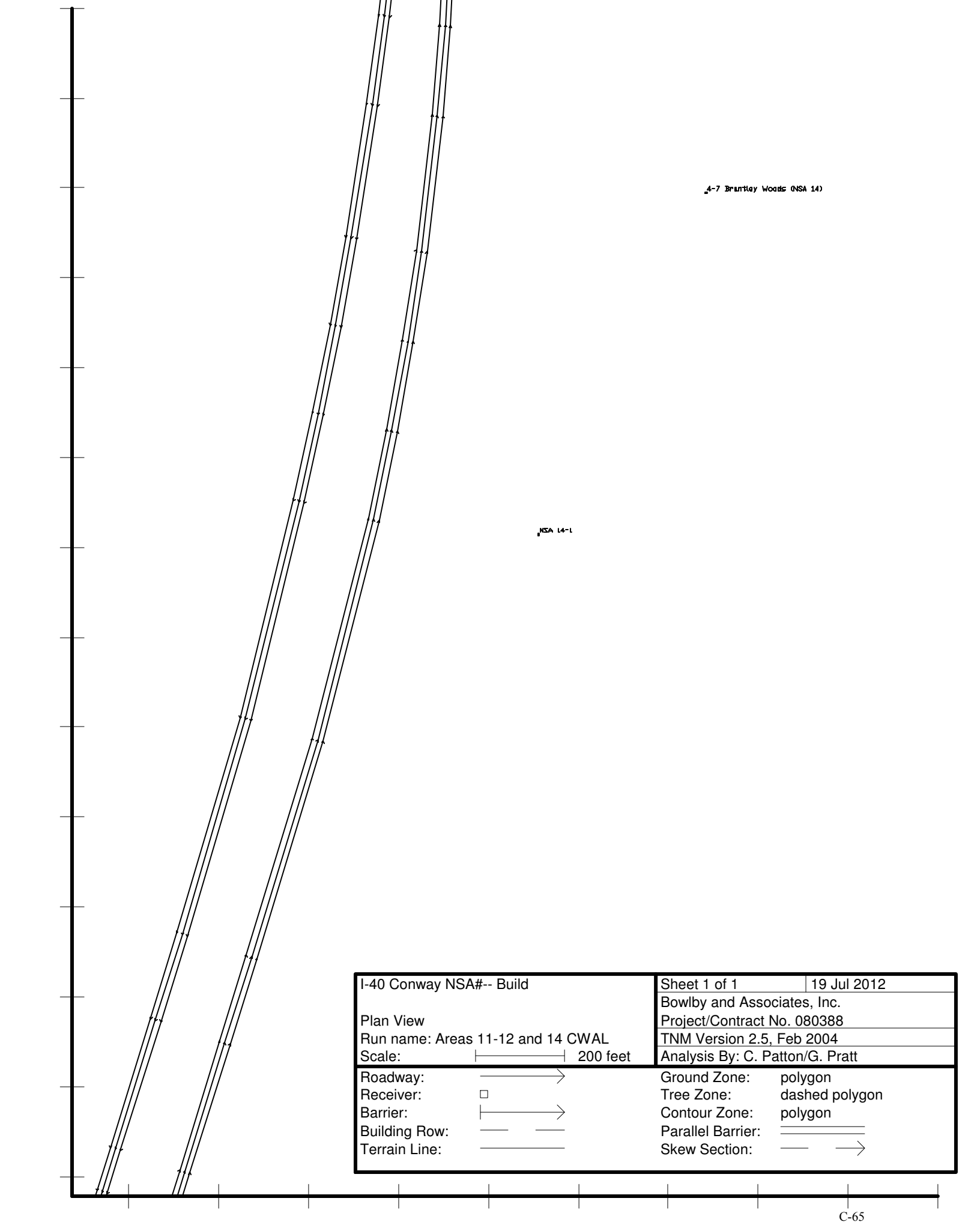
I-40 Conway NSA#-- Build	Sheet 1 of 1 | 19 Jul 2012
Plan View	Bowlby and Associates, Inc.
Run name: Areas 11-12 and 14 CWAL	Project/Contract No. 080388
Scale: 200 feet	TNM Version 2.5, Feb 2004
	Analysis By: C. Patton/G. Pratt

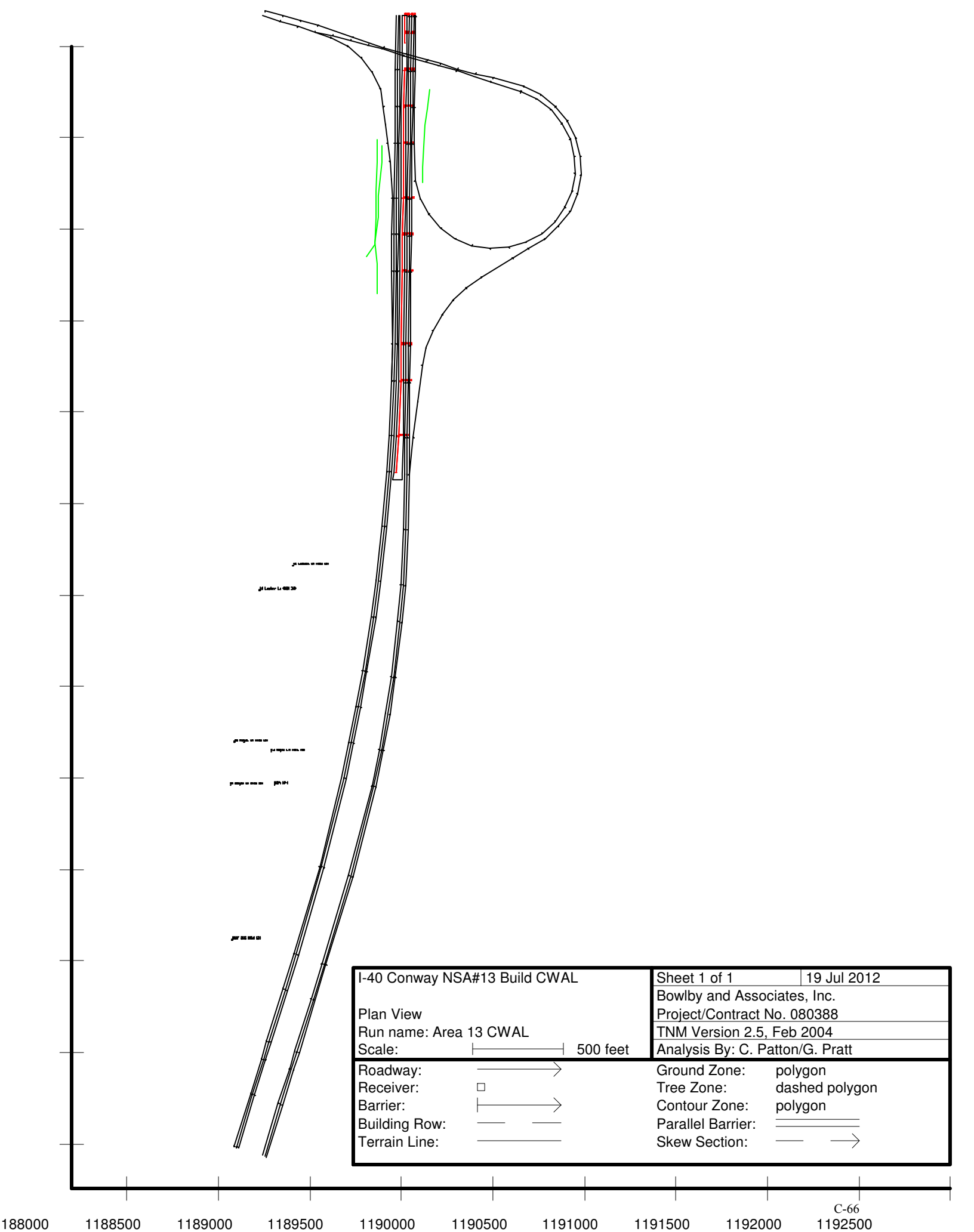
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



I-40 Conway NSA#-- Build	Sheet 1 of 1 | 19 Jul 2012
	Bowlby and Associates, Inc.
Plan View	Project/Contract No. 080388
Run name: Areas 11-12 and 14 CWAL	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: C. Patton/G. Pratt

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	


4-7 Brumley Woods (NSA 14)
NSA 14-1
I-40 Conway NSA#-- Build
Plan View
Run name: Areas 11-12 and 14 CWAL
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1188800
1189000
1189200
1189400
1189600
1189800
1190000
1190200
1190400
1190600


I-40 Conway NSA#13 Build CWAL
Plan View
Run name: Area 13 CWAL
Scale: 500 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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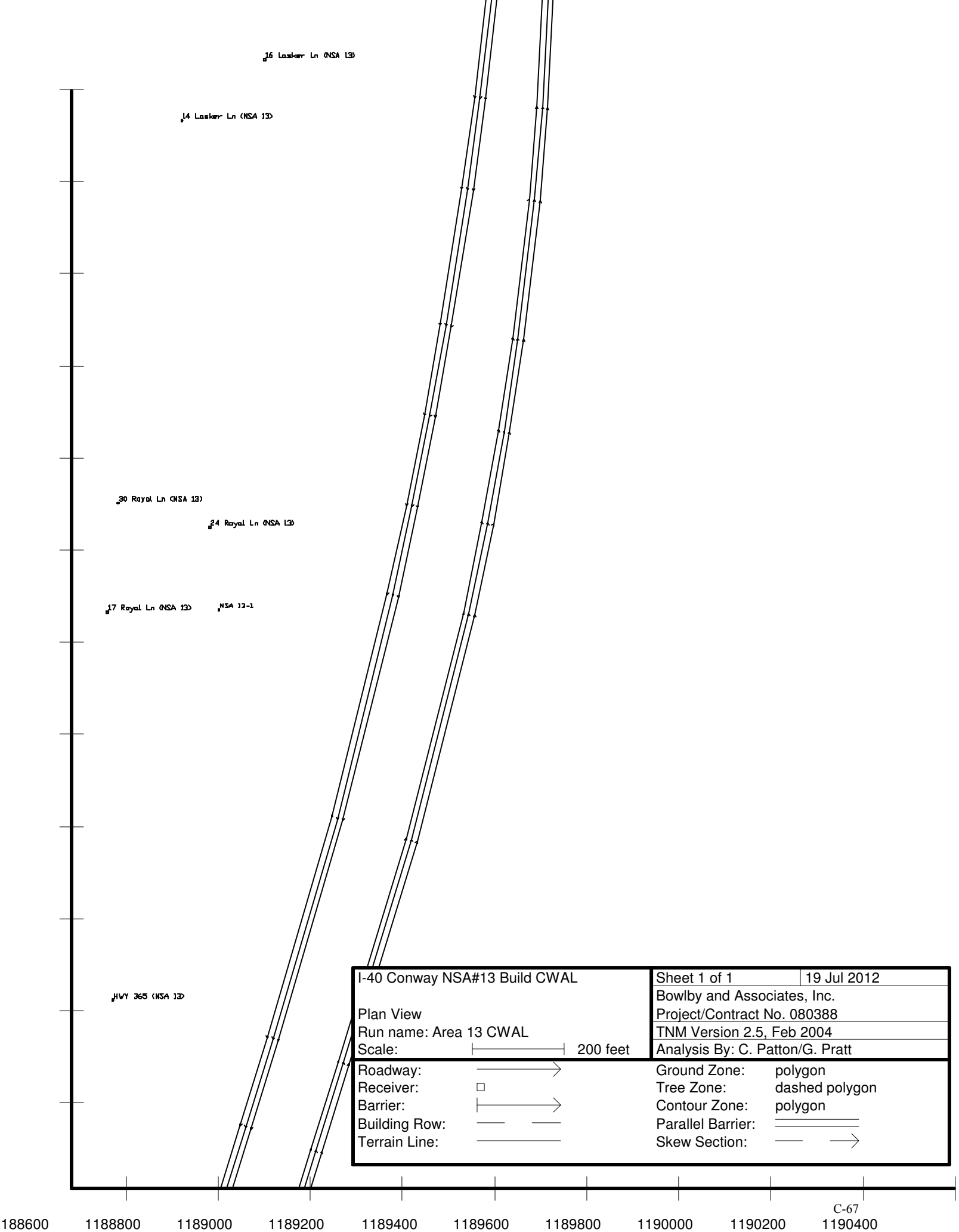
1188500
1189000
1189500
1190000
1190500
1191000
1191500
1192000
1192500


16 Lasker Ln (NSA 13)
14 Lasker Ln (NSA 13)
30 Royal Ln (NSA 13)
24 Royal Ln (NSA 13)
17 Royal Ln (NSA 13)
NSA 13-1
HWY 365 (NSA 13)
I-40 Conway NSA#13 Build CWAL
Plan View
Run name: Area 13 CWAL
Scale: 200 feet
Sheet 1 of 1
19 Jul 2012
Bowlby and Associates, Inc.
Project/Contract No. 080388
TNM Version 2.5, Feb 2004
Analysis By: C. Patton/G. Pratt
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
1188600
1188800
1189000
1189200
1189400
1189600
1189800
1190000
1190200
1190400

Appendix D – Noise Barrier Evaluation Results

Project: ***I-40 Conway***
Description: ***Area 2***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
1207-1209 Gum St (M)	76.3	76	63.4	63	13	13	Yes	Yes
1203 Gum St (M)	74	74	64.5	65	10	9	Yes	Yes
199 Angus St (M)	68.2	68	63.3	63	5	5	Yes	Yes
408-410 Shannon Cir (M)	74.3	74	65.6	66	9	9	Yes	Yes
393-395 Shannon Cir	77.8	78	66.1	66	12	12	Yes	Yes
406 Guernsey St	77.1	77	65.7	66	11	11	Yes	Yes
401 Guernsey St	75.2	75	64.8	65	10	10	Yes	Yes
1306-1308 Guernsey St	77.7	78	65.2	65	13	12	Yes	Yes
1302-1304 Guernsey St	75.6	76	63.7	64	12	12	Yes	Yes
1205 Gum St.	75.1	75	64.4	64	11	11	Yes	Yes
200 Angus St.	71	71	63.2	63	8	8	Yes	Yes
1131-1133 Gum St.	64.5	65	62.1	62	2	2	No	No
412-414 Shannon Cir.	68.5	69	61.9	62	7	7	Yes	Yes
416-418 Shannon Cir	66.2	66	60.9	61	5	5	Yes	Yes
397-399 Shannon Cir	74.6	75	63.9	64	11	11	Yes	Yes
401-403 Shannon Cir	71.9	72	62.8	63	9	9	Yes	Yes
405-407 Shannon Cir	69.3	69	62.3	62	7	7	Yes	Yes
409-411 Shannon Cir	66.8	67	61.4	61	5	5	Yes	Yes
413-415 Shannon Cir	65	65	60.4	61	5	5	No	Yes
408 Guernsey St	74.1	74	64.2	64	10	10	Yes	Yes
410 Guernsey St	71.5	72	63.8	64	8	8	Yes	Yes
412-414 Guernsey St	67.7	68	61.7	62	6	6	Yes	Yes
416-418 Guernsey St	63.8	64	59.5	60	4	4	No	No
403 Guernsey St	72.7	73	64	64	9	9	Yes	Yes
405 Guernsey St.	70.8	71	63.2	63	8	8	Yes	Yes
407 Guernsey St	68.4	68	62.3	62	6	6	Yes	Yes
409-411 Guernsey St	65.5	66	60.8	61	5	5	Yes	Yes
413-415 Guernsey St	62.8	63	58.7	59	4	4	No	No
300 Guernsey St	73.3	73	64.1	64	9	9	Yes	Yes
320-326 Herford St	66.4	66	61.5	62	5	5	Yes	Yes
400-404 Herford St	63.6	64	59.4	60	4	4	No	No
406-412 Herford St	60.7	61	57	57	4	4	No	No
1300 Guernsey St	73.5	74	64.2	64	9	9	Yes	Yes
303 Herford St	68.2	68	62.1	62	6	6	Yes	Yes
315 A&B Herford St	65.5	66	59.9	60	6	6	Yes	Yes
321-327 Herford St	62.6	63	58.5	59	4	4	No	No
204 Angus St	67.8	68	62	62	6	6	Yes	Yes
302-314 Angus St	64.2	64	59.7	60	5	4	No	No
316-318 Angus St	61.1	61	57.6	58	4	3	No	No
203 Angus St	66.1	66	62.4	62	4	4	Yes	No
205-301 Angus St	63.8	64	60.8	61	3	3	No	No
315-317 Angus St	62.5	63	59.8	60	3	3	No	No

Area: ***I-40 Conway***
Description: ***Area 2***
Scenario ***EOP Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.) [2]	Barrier Top Elevation (ft.) [2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
BAR_BEGIN	7135+00	49	FA	321	331.0	10.0	490	$19,600
7135+00	7136+00	98	FA	319.2	331.2	12.0	1,176	$47,040
7136+00	7137+00	100	FA	318.4	330.4	12.0	1,200	$48,000
7137+00	7138+00	100	FA	317.95	330.0	12.0	1,200	$48,000
7138+00	7139+00	100	FA	317.5	329.5	12.0	1,200	$48,000
7139+00	7140+00	100	FA	317.05	329.1	12.0	1,200	$48,000
7140+00	7141+00	100	FA	316.6	328.6	12.0	1,200	$48,000
7141+00	7142+00	100	FA	316.28	328.3	12.0	1,200	$48,000
7142+00	7143+00	100	FA	315.96	328.0	12.0	1,200	$48,000
7143+00	7144+00	100	FA	315.64	329.6	14.0	1,400	$56,000
7144+00	7145+00	100	FA	315.32	329.3	14.0	1,400	$56,000
7145+00	7146+00	100	FA	315	329.0	14.0	1,400	$56,000
7146+00	7147+00	100	FA	314.65	328.7	14.0	1,400	$56,000
7147+00	7148+00	100	FA	314.3	328.3	14.0	1,400	$56,000
7148+00	7149+00	100	FA	313.95	328.0	14.0	1,400	$56,000
7149+00	7150+00	100	FA	313.6	327.6	14.0	1,400	$56,000
7150+00	7151+00	100	FA	313.85	325.9	12.0	1,200	$48,000
7151+00	***Barrier End***							
	Length (ft.):	***1,647***					***21,066***	***$842,640***

Barrier Area (sq. ft.):	***21,066***
Average Height:	***12.8***
Free Standing Reflective Barrier Area	***0***
Free Standing Absorptive Barrier Area	***21,066***
Barrier Area on Structure	***0***
Barrier Cost [3]	***$842,640***
Total residences receiving 5 dB IL:	***48***
Cost per Benefitted Residence:	***$17,555***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***Yes***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $35 per square foot for free-standing reflective Type I barriers, $40 per square for free-standing absorptive barriers and $50 per square foot for barriers on structure

Project: ***I-40 Conway***
Description: ***Area 3***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
1301 Collier Dr. (M)	74.7	75	66.1	66	9	9	Yes	Yes
1307 Collier Dr. (M)	69.7	70	63.9	64	6	6	Yes	Yes
1226 N. Gum St. (M)	69.6	70	63.2	63	6	6	Yes	Yes
1304 Collier Dr. (M)	70.2	70	64.7	65	6	5	Yes	Yes
1303 Collier Dr.	73	73	65.1	65	8	8	Yes	Yes
1305 Collier Dr	71.8	72	65	65	7	7	Yes	Yes
1309-1311 Collier Dr.	68.1	68	62.7	63	5	5	Yes	Yes
1313-1315 Collier Dr.	65.4	65	61.1	61	4	4	No	No
1317-1319 Collier Dr.	64.4	64	60.3	60	4	4	No	No
1231 Gum	66.6	67	61.6	62	5	5	Yes	Yes
1230 N Gum	64.3	64	60.2	60	4	4	No	No
105 Siebenmorgen Rd	64.2	64	60.1	60	4	4	No	No
1302 Collier Dr.	70.7	71	65.3	65	5	5	Yes	Yes
1306-1308 Collier Dr.	68.1	68	62.7	63	5	5	Yes	Yes
1310-1312 Collier Dr.	66.1	66	61.1	61	5	5	Yes	Yes
1314-1316 Collier	63.8	64	59.5	60	4	4	No	No
1318-1320 Collier	62	62	58.3	58	4	4	No	No

Area: ***I-40 Conway***
Description: ***Area 3***
Scenario ***EOP Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.) [2]	Barrier Top Elevation (ft.) [2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
7149+00	7148+00	100	FA	313.5	325.5	12.0	1,200	$48,000
7148+00	7147+00	100	FA	313.92	327.9	14.0	1,400	$56,000
7147+00	7146+00	100	FA	314.35	328.4	14.0	1,400	$56,000
7146+00	7145+00	100	FA	314.78	328.8	14.0	1,400	$56,000
7145+00	7144+00	100	FA	315.2	329.2	14.0	1,400	$56,000
7144+00	7143+00	100	FA	315.56	329.6	14.0	1,400	$56,000
7143+00	7142+00	100	FA	315.92	329.9	14.0	1,400	$56,000
7142+00	7141+00	100	FA	316.28	330.3	14.0	1,400	$56,000
7141+00	7140+00	100	FA	316.64	330.6	14.0	1,400	$56,000
7140+00	7139+00	100	FA	317	331.0	14.0	1,400	$56,000
7139+00	7138+00	100	FA	317.17	331.2	14.0	1,400	$56,000
7138+00	***Barrier End***	---	FA	317.4	331.4	14.0	---	
	Length (ft.):	***1,100***					***15,200***	***$608,000***

Barrier Area (sq. ft.):	***15,200***
Average Height:	***13.8***
Free Standing Reflective Barrier Area	***0***
Free Standing Absorptive Barrier Area	***15,200***
Barrier Area on Structure	***0***
Barrier Cost [3]	***$608,000***
Total residences receiving 5 dB IL:	***14***
Cost per Benefitted Residence:	***$43,429***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***No***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $35 per square foot for free-standing reflective Type I barriers, $40 per square for free-standing absorptive barriers and $50 per square foot for barriers on structure

Project: ***I-40 Conway***
Description: ***Area 4***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
Roller-McNutt Funeral Home (M)	68.6	69	64.3	64	4	4	Yes	No
Fifth Avenue Park (M)	63.9	64	61	61	3	3	No	No
695/697 6th Ave. (M)	66.8	67	61.7	62	5	5	Yes	Yes
Oak St. Bistro Patio (NSA 4)	66.5	67	66	66	1	0	Yes	No
710 6th Ave (NSA 4)	67	67	61.6	62	5	5	Yes	Yes
677-695 6th Ave (NSA 4)	68.3	68	59.7	60	9	8	Yes	Yes
760 Maple St. (NSA 4)	68.8	69	60.1	60	9	9	Yes	Yes
612 6th Ave (NSA 4)	66.4	66	63.5	64	3	3	Yes	No
610 6th Ave (NSA 4)	64.4	64	61.6	62	3	3	No	No
732 Maple St. (NSA 4)	66.7	67	59.5	60	7	7	Yes	Yes
712-714 Maple St. (NSA 4)	64.3	64	59.7	60	5	5	No	Yes
710 Maple St. (NSA 4)	63.4	63	61.4	61	2	2	No	No
405-415 Maple St. (NSA 4)	65.4	65	63.1	63	2	2	No	No
Church BB Court	56.9	57	56.8	57	0	0	No	No
RES 8th Ave. (NSA 4)	63.6	64	62.8	63	1	1	No	No
RES E 6th St. (NSA 4)	61	61	60.8	61	0	0	No	No

Area: ***I-40 Conway***
Description: ***Area 4***
Scenario ***EOP Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.)[2]	Barrier Top Elevation (ft.)[2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
BEB2	BEB3	101	FR	308	326.0	18.0	1,818	$63,630
BEB3	BEB4	100	FR	308	326.0	18.0	1,800	$63,000
BEB4	BEB5	100	FR	308	326.0	18.0	1,800	$63,000
BEB5	BEB6	100	FR	308	326.0	18.0	1,800	$63,000
BEB6	BEB7	100	FR	308	326.0	18.0	1,800	$63,000
BEB7	BEB8	100	FR	308	326.0	18.0	1,800	$63,000
BEB8	BEB9	45	FR	308	326.0	18.0	810	$28,350
BEB9	BEB10	114	FR	308	326.0	18.0	2,052	$71,820
BEB10	BEB11	111	FR	308	326.0	18.0	1,998	$69,930
BEB11	BEB12	144	FR	308	326.0	18.0	2,592	$90,720
BEB12	BEB13	120	FR	308	326.0	18.0	2,160	$75,600
BEB13	BEB14	120	FR	308	326.0	18.0	2,160	$75,600
BEB14	BEB15	100	FR	308	326.0	18.0	1,800	$63,000
BEB15	BEB16	100	FR	308	326.0	18.0	1,800	$63,000
BEB16	BEB17	155	FR	308	322.0	14.0	2,170	$75,950
BEB17	***Barrier End***	---	FR	306.9	320.9	14.0	---	
	Length (ft.):	***1,610***					***28,360***	***$992,600***

Barrier Area (sq. ft.):	***28,360***
Average Height:	***17.6***
Free Standing Reflective Barrier Area	***28,360***
Free Standing Absorptive Barrier Area	***0***
Barrier Area on Structure	***0***
Barrier Cost [3]	***$992,600***
Total residences receiving 5 dB IL:	***9***
Cost per Benefitted Residence:	***$110,289***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***No***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $35 per square foot for free-standing reflective Type I barriers, $40 per square for free-standing absorptive barriers and $50 per square foot for barriers on structure

Project: ***I-40 Conway***
Description: ***Area 6***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
53 Earl Dr. (M)	71.1	71	60.6	61	11	10	Yes	Yes
30 Black Rd (NSA 6)	59.5	60	59	59	1	0	No	No
17A/B Earl Dr (NSA 6)	62.6	63	58.7	59	4	4	No	No
19 Earl Dr (NSA 6)	63	63	58.3	58	5	5	No	Yes
23 Earl Dr. (NSA 6)	63.7	64	58.1	58	6	5	No	Yes
23 Charles St (NSA 6)	64.1	64	57.4	58	7	7	No	Yes
26 Charles St (NSA 6)	67.5	68	59	59	9	8	Yes	Yes
24 Charles St (NSA 6)	64.4	64	56.7	57	8	7	No	Yes
22 Charles St (NSA 6)	62.9	63	56	56	7	7	No	Yes
20 Charles St (NSA 6)	61	61	54.6	55	6	6	No	Yes
47 Earl Dr. (NSA 6)	62.4	62	56.3	57	6	6	No	Yes
48 Earl Dr. (NSA 6)	61.7	62	55.2	56	7	6	No	Yes
42 Earl Dr (NSA 6)	58.5	59	53.4	54	5	5	No	Yes
15 Wildwood (NSA 6)	67	67	58.5	59	9	8	Yes	Yes
10 Wildwood Dr (NSA 6)	61.3	61	54.8	55	7	6	No	Yes
9 Wildwood Dr (NSA 6)	62.2	62	54.7	55	8	7	No	Yes
7 Wildwood Dr (NSA 6)	58.9	59	52.6	53	6	6	No	Yes
6 Wildwood Dr (NSA 6)	57.2	57	52.1	53	5	5	No	Yes
5 Wildwood Dr (NSA 6)	57.1	57	51.8	53	5	5	No	Yes

Area: ***I-40 Conway***
Description: ***Area 6***
Scenario ***EOP Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.) [2]	Barrier Top Elevation (ft.)[2]	Barrier Height (ft.)	Barrier Area (sq. ft.)
7348+00	7349+00	100	F	277.8	289.8	12.0	1,200
7349+00	7350+00	100	F	277.8	295.8	18.0	1,800
7350+00	7351+00	100	F	277.8	295.8	18.0	1,800
7351+00	7352+00	100	F	277.8	295.8	18.0	1,800
7352+00	7353+00	100	F	277.8	295.8	18.0	1,800
7353+00	7354+00	100	F	277.8	295.8	18.0	1,800
7354+00	7355+00	100	F	277.8	295.8	18.0	1,800
7355+00	7356+00	100	F	277.8	295.8	18.0	1,800
7356+00	7357+00	100	F	277.8	295.8	18.0	1,800
7357+00	7358+00	100	F	277.8	295.8	18.0	1,800
7358+00	7359+00	100	F	277.8	295.8	18.0	1,800
7359+00	7360+00	100	F	277.8	295.8	18.0	1,800
7360+00	7361+00	100	F	277.8	295.8	18.0	1,800
7361+00	7362+00	100	F	277.8	295.8	18.0	1,800
7362+00	7363+00	100	F	278.38	296.4	18.0	1,800
7363+00	7364+00	100	F	278.95	297.0	18.0	1,800
7364+00	7365+00	100	F	279.52	297.5	18.0	1,800
7365+00	7366+00	100	F	280.1	298.1	18.0	1,800
7366+00	7367+00	100	F	280.85	298.9	18.0	1,800
7367+00	7368+00	100	F	281.6	299.6	18.0	1,800
7368+00	7369+00	100	F	282.1	300.1	18.0	1,800
7369+00	7370+00	100	F	282.6	300.6	18.0	1,800
7370+00	7371+00	100	F	282.8	300.8	18.0	1,800
7371+00	7372+00	100	F	283	301.0	18.0	1,800
7372+00	7373+00	100	F	283	301.0	18.0	1,800
7373+00	7374+00	100	F	282.7	300.7	18.0	1,800
7374+00	7375+00	100	F	282.4	300.4	18.0	1,800
7375+00	7376+00	100	F	282	300.0	18.0	1,800
7376+00	7377+00	100	F	281.6	299.6	18.0	1,800
7377+00	7378+00	100	F	281.2	299.2	18.0	1,800
7378+00	7379+00	100	F	280.8	296.8	16.0	1,600
7379+00	***Barrier End***	---	F	280.4	296.4	16.0	---
	Length (ft.):	***3,100***				***Barrier Area (sq. ft.):***	***55,000***
						Average Height:	***17.7***
						Area on Retaining Wall	***0***
						Free Standing Barrier Area	***55,000***
						Barrier Area on Structure	***0***
						Barrier Cost [3]	***$1,925,000***
						Total residences receiving 5 dB IL:	***17***
						Cost per Benefitted Residence:	***$113,235***
						Allowable Cost Benefitted Residence:	***$36,000***
						Reasonable?	***No***

(1) F = free standing barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $30 per square foot for free-standing reflective Type I barriers and $40 per square for free-standing absorptive barriers.

Project: ***I-40 Conway***
Description: ***Area 7***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
Langley Trailer Park (M)	74.2	74	65.1	65	9	9	Yes	Yes
Gold Creek Landing (M)	74.3	74	64.1	64	10	10	Yes	Yes
Langley North 2 (NSA 7)	65.1	65	61.5	62	4	4	No	No
Langley North 3 (NSA 7)	60	60	57.8	58	2	2	No	No
Langley South 2A (NSA 7)	65.8	66	60.7	61	5	5	Yes	Yes
Langley South 3A (NSA 7)	61.9	62	58.4	59	4	3	No	No
Langley South 4A (NSA 7)	60	60	57.1	57	3	3	No	No
Langley South 2B (NSA 7)	66.9	67	60.5	61	6	6	Yes	Yes
Langley South 3B (NSA 7)	64.7	65	59.5	60	5	5	No	Yes
Langley South 4B (NSA 7)	61	61	57.5	58	4	3	No	No
Langley South 5B (NSA 7)	59.2	59	56.2	57	3	3	No	No
15 Brannon Dr (NSA 7)	64	64	62.1	62	2	2	No	No
11 Brannon Dr (NSA 7)	60.9	61	59.3	59	2	2	No	No
9 Brannon Landing (NSA 7)	63.7	64	63.6	64	0	0	No	No
Cold Creek House 1 (NSA 7)	68.9	69	60.9	61	8	8	Yes	Yes
Cold Creek Trailer 1 (NSA 7)	71.9	72	63.1	63	9	9	Yes	Yes
Cold Creek Trailer 2 (NSA 7)	69	69	62.1	62	7	7	Yes	Yes
Cold Creek Trailer 3 (NSA 7)	72.6	73	64	64	9	9	Yes	Yes
44 Cold Creek (NSA 7)	68.7	69	63.1	63	6	6	Yes	Yes
Cold Creek House 2 (NSA 7)	65.5	66	60.5	61	5	5	Yes	Yes
Cold Creek Trailer 4 (NSA 7)	65.6	66	60.5	61	5	5	Yes	Yes

Area: *I-40 Conway*
Description: *Area 7*
Scenario *EOP Barrier*

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.) [2]	Barrier Top Elevation (ft.) [2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
Wall 1 - S of Brandon Landing								
7395+00	7396+00	100	FA	277.3	291.3	14.0	1,400	$56,000
7396+00	7397+00	100	FA	277.35	293.4	16.0	1,600	$64,000
7397+00	7398+00	100	FA	277.4	293.4	16.0	1,600	$64,000
7398+00	7399+00	100	FA	277.43	291.4	14.0	1,400	$56,000
7399+00	7400+00	100	FA	277.46	291.5	14.0	1,400	$56,000
7400+00	7400+40	39	FA	277.49	291.5	14.0	546	$21,840
7400+40	7401+00	52	S	277.5	289.5	12.0	624	$31,200
7401+00	7401+50	52	S	277.5	289.5	12.0	624	$31,200
7401+50	7402+00	52	S	277.5	289.5	12.0	624	$31,200
7402+00	7402+50	52	S	277.5	289.5	12.0	624	$31,200
7402+50	7403+00	48	S	277.5	289.5	12.0	576	$28,800
7403+00	***Barrier End***	--						
	Length (ft.):	***795***						
Wall 2 - N of Brandon Landing								
7390+00	7391+00	100	FR	277.4	289.4	12.0	1,200	$42,000
7391+00	7392+00	100	FR	277.35	289.4	12.0	1,200	$42,000
7392+00	7393+00	100	FR	277.3	289.3	12.0	1,200	$42,000
7393+00	7394+00	100	FR	277.23	289.2	12.0	1,200	$42,000
7394+00	7395+00	100	FR	277.17	289.2	12.0	1,200	$42,000
7395+00	7396+00	99	FR	277.1	289.1	12.0	1,188	$41,580
7396+00	7397+00	99	FR	277.15	289.2	12.0	1,188	$41,580
7397+00	7398+00	99	FR	277.2	291.2	14.0	1,386	$48,510
7398+00	7399+00	99	FR	277.53	291.5	14.0	1,386	$48,510
7399+00	7400+00	99	FR	277.87	291.9	14.0	1,386	$48,510
7400+00	7401+00	99	FR	278.2	292.2	14.0	1,386	$48,510
7401+00	7402+00	99	FR	278.6	292.6	14.0	1,386	$48,510
7402+00	7403+00	99	FR	279	291.0	12.0	1,188	$41,580
7403+00	7404+00	99	FR	279.4	291.4	12.0	1,188	$41,580
7404+00	7405+00	99	FR	279.8	291.8	12.0	1,188	$41,580
7405+00	7406+00	99	FR	280.2	292.2	12.0	1,188	$41,580
7406+00	7407+00	99	FR	280.5	292.5	12.0	1,188	$41,580
7407+00	***Barrier End***	---	FR	280.8	292.8	12.0	---	
	Length (ft.):	***1,688***					***32,264***	***$1,215,050***
	Total Length (ft):	***2,483***						

Barrier Area (sq. ft.):	***32,264***
Average Height:	***13.0***
Free Standing Reflective Barrier Area	***0***
Free Standing Absorptive Barrier Area	***29,192***
Barrier Area on Structure	***3,072***
Barrier Cost [3]	***$1,215,050***
Total residences receiving 5 dB IL:	***14***
Cost per Benefitted Residence:	***$86,789***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***No***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.

Project: ***I-40 Conway***
Description: ***Area 8***
Scenario: ***EOP Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
70 Brannon Landing (M)	72.5	73	63.2	63	9	9	Yes	Yes
Brannon RV Park (M)	75.4	75	64.1	64	11	11	Yes	Yes
101 Rand Lane (M)	75.4	75	63.6	64	12	12	Yes	Yes
66 Rand Lane (M)	66	66	61.3	61	5	5	Yes	Yes
68 Brannon Landing (NSA 8)	75.5	76	65.9	66	10	10	Yes	Yes
9 3rd Cir.	71.1	71	62.6	63	8	8	Yes	Yes
5 3rd Circle (NSA 8)	71.9	72	63.1	63	9	9	Yes	Yes
1 3rd Circle Ct. (NSA 8)	76.1	76	64.4	64	12	12	Yes	Yes
66 Brannon Landing (NSA 8)	65.1	65	59.9	60	5	5	No	Yes
67 Brannon Landing (NSA 8)	65.7	66	60.2	60	6	5	Yes	Yes
3 3rd Circle (NSA 8)	66.2	66	60.2	60	6	6	Yes	Yes
17 3rd Cir Cuttoff (NSA 8)	66.4	66	59.6	60	7	7	Yes	Yes
60 3rd Cir (NSA 8)	64.7	65	59.5	60	5	5	No	Yes
31 63 A-B Third Circle	66.8	67	60.3	60	7	6	Yes	Yes
64 Brannon Landing (NSA 8)	61	61	56.8	57	4	4	No	No
65 Brannon Landing (NSA 8)	63.1	63	58.3	58	5	5	No	Yes
19-20 3rd Cir Cutiff (NSA 8)	63.7	64	58.5	59	5	5	No	Yes
58 3rd Cir (NSA 8)	62.3	62	57.5	58	5	5	No	Yes
Brannon RV Park 2 (NSA 8)	66.9	67	60.4	61	7	6	Yes	Yes
Brannon RV Park 3 (NSA 8)	62.2	62	58.2	58	4	4	No	No
75-76 Lakeview Cir (NSA 8)	70.1	70	60.4	61	10	10	Yes	Yes
77-78 Lakeview Cir (NSA 8)	64.7	65	57.9	58	7	7	No	Yes
Lakeview Cir 3-N (NSA 8)	63.4	63	58.6	59	5	5	No	Yes
Lakeview Cir 3-S (NSA 8)	65.9	66	62.3	62	4	4	Yes	No

Area: ***I-40 Conway***
Description: ***Area 8***
Scenario ***EOP Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.) [2]	Barrier Top Elevation (ft.) [2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
Wall 1 - S of Brandon Landing								
7405+00	7404+00	100	FR	277.5	289.5	12.0	1,200	$42,000
7404+00	7403+00	100	FR	277.5	289.5	12.0	1,200	$42,000
7403+00	7402+50	40	S	277.5	289.5	12.0	480	$24,000
7402+50	7402+00	52	S	277.5	289.5	12.0	624	$31,200
7402+00	7401+50	52	S	277.5	289.5	12.0	624	$31,200
7401+50	7401+00	52	S	277.5	289.5	12.0	624	$31,200
7401+00	7400+40	52	S	277.5	289.5	12.0	624	$31,200
7400+40	7400+00	52	FA	277.5	293.5	16.0	832	$33,280
7400+00	7399+00	99	FA	277.54	295.5	18.0	1,782	$71,280
7399+00	7398+00	99	FA	277.63	295.6	18.0	1,782	$71,280
7398+00	7397+00	99	FA	277.71	295.7	18.0	1,782	$71,280
7397+00	7396+00	101	FA	277.8	295.8	18.0	1,818	$72,720
7396+00	7395+00	101	FA	277.9	295.9	18.0	1,818	$72,720
7395+00	***Barrier End***	24	FA	278	288.0	10.0	240	$9,600
	Length (ft.):	***1,023***						
Wall 2 - N of Brandon Landing								
7420+00	7419+00	100	FR	277.8	287.8	10.0	1,000	$35,000
7419+00	7418+00	100	FR	278.38	290.4	12.0	1,200	$42,000
7418+00	7417+00	100	FR	278.95	291.0	12.0	1,200	$42,000
7417+00	7416+00	100	FR	279.52	291.5	12.0	1,200	$42,000
7416+00	7415+00	101	FR	280.1	292.1	12.0	1,212	$42,420
7415+00	7414+00	101	FR	280.85	292.9	12.0	1,212	$42,420
7414+00	7413+00	101	FR	281.6	293.6	12.0	1,212	$42,420
7413+00	7412+00	101	FR	282.1	294.1	12.0	1,212	$42,420
7412+00	7411+00	101	FR	282.6	294.6	12.0	1,212	$42,420
7411+00	7410+00	101	FR	282.8	294.8	12.0	1,212	$42,420
7410+00	7409+00	101	FR	283	295.0	12.0	1,212	$42,420
7409+00	7408+00	101	FR	283	295.0	12.0	1,212	$42,420
7408+00	7407+00	101	FR	282.7	294.7	12.0	1,212	$42,420
7407+00	7406+00	101	FR	282.4	294.4	12.0	1,212	$42,420
7406+00	7405+00	101	FR	282	294.0	12.0	1,212	$42,420
7405+00	7404+00	101	FR	281.6	293.6	12.0	1,212	$42,420
7404+00	7403+00	101	FR	281.2	293.2	12.0	1,212	$42,420
7403+00	7402+00	101	FR	280.8	290.8	10.0	1,010	$35,350
7402+00	***Barrier End***	---	FR	280.4	290.4	10.0	---	
	Length (ft.):	***1,814***					***36,796***	***$1,382,770***
	Total (ft):	***2,837***						

Barrier Area (sq. ft.):	***36,796***
Average Height:	***13.0***
Free Standing Reflective Barrier Area	***23,766***
Free Standing Absorptive Barrier Area	***10,054***
Barrier Area on Structure	***2,976***
Barrier Cost [3]	***$1,382,770***
Total residences receiving 5 dB IL:	***22***
Cost per Benefitted Residence:	***$62,853***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***No***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $35 per square foot for free-standing reflective Type I barriers, $40 per square for free-standing absorptive barriers and $50 per square foot for barriers on structure

Project: ***I-40 Conway***
Description: ***Area 10***
Scenario: ***EOP and ROW Barrier***
Background Noise Level (dBA): ***45***

	No Barrier Leq (dBA)		Leq with Barrier (dBA)		IL (dBA)			
Receiver	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**w/o background**	**w/ background**	**Impacted?**	**Benefited?**
NSA 10-1	71.2	71	61.7	62	10	9	Yes	Yes
NSA 10-2	65.8	66	60.4	61	5	5	Yes	Yes
11 McClure 3 (NSA 10)	67.2	67	60.8	61	6	6	Yes	Yes
15 McClure (NSA 10)	70.9	71	61.5	62	9	9	Yes	Yes
27(?) McClure (NSA 10)	74.4	74	65.1	65	9	9	Yes	Yes
29(?) McClure (NSA 10)	72.7	73	66.2	66	7	6	Yes	Yes
14 McClure (NSA 10)	61.9	62	57.9	58	4	4	No	No
16 McClure (NSA 10)	62	62	58.2	58	4	4	No	No
18 McClure (NSA 10)	60.9	61	58	58	3	3	No	No
20 McClure (NSA 10)	60.8	61	58.1	58	3	3	No	No
24 McClure (NSA 10)	62.2	62	58.7	59	4	3	No	No
28 McClure (NSA 10)	63.9	64	59.1	59	5	5	No	Yes

Area: ***I-40 Conway***
Description: ***Area 10***
Scenario ***EOP and ROW Barrier***

From	To	Segment Length (ft.)	Wall Type [1]	Barrier Base Elevation (ft.)[2]	Barrier Top Elevation (ft.)[2]	Barrier Height (ft.)	Barrier Area (sq. ft.)	Segment Cost
7436+00	7437+00	97	FR	300.6	314.6	14.0	1,358	$47,530
7437+00	7438+00	100	FR	297.6	313.6	16.0	1,600	$56,000
7438+00	7439+00	109	FR	296.3	312.3	16.0	1,744	$61,040
7439+00	7440+00	101	FR	296.1	312.1	16.0	1,616	$56,560
7440+00	7441+00	98	FR	300.1	316.1	16.0	1,568	$54,880
7441+00	7442+00	94	FR	303.2	319.2	16.0	1,504	$52,640
7442+00	7443+00	99	FR	306.3	322.3	16.0	1,584	$55,440
7443+00	7444+00	101	FR	309.5	325.5	16.0	1,616	$56,560
7444+00	7445+00	99	FR	309.7	325.7	16.0	1,584	$55,440
7445+00	7446+00	101	FR	309.8	325.8	16.0	1,616	$56,560
7446+00	7447+00	119	FR	306.5	322.5	16.0	1,904	$66,640
7447+00	7448+00	104	FR	304.2	320.2	16.0	1,664	$58,240
7448+00	7449+00	101	FR	296.4	312.4	16.0	1,616	$56,560
7449+00	7450+00	101	FR	296.4	312.4	16.0	1,616	$56,560
7450+00	7451+00	99	FR	296.2	310.2	14.0	1,386	$48,510
7451+00	***Barrier End***	---	FR	296.0	310.0	14.0	---	
	Length (ft.):	***1,523***					***23,976***	***$839,160***

Barrier Area (sq. ft.):	***23,976***
Average Height:	***15.7***
Free Standing Reflective Barrier Area	***23,976***
Free Standing Absorptive Barrier Area	***0***
Barrier Area on Structure	***0***
Barrier Cost [3]	***$839,160***
Total residences receiving 5 dB IL:	***8***
Cost per Benefitted Residence:	***$104,895***
Allowable Cost Benefitted Residence:	***$36,000***
Reasonable?	***No***

(1) FR = free standing reflective barrier; FA = free standing absorptive barrier; S = barrier on bridge structure.
(2) At beginning station.
(3) $35 per square foot for free-standing reflective Type I barriers, $40 per square for free-standing absorptive barriers and $50 per square foot for barriers on structure

Appendix E – Noise Barrier Approval and Public Involvement Information

Noise Analysis Area 2 Barrier

NOISE ABATEMENT WORKSHEET		
FEASIBILITY	Yes	No
Can a 5 dB(A) Leq (h) noise reduction be achieved for at least 1 impacted receptor?	**X**	
REASONABLENESS	Yes	No
Cost/Residence	**X**	
Resident's Desires	**X**	
Can a 9 dB(A) Leq (h) noise reduction be achieved for at least 1 benefited receptor that is impacted by the project?	**X**	
Additional Considerations	--	
DECISION	Yes	No
Are noise abatement measures feasible?	**X**	
Are noise abatement measures reasonable?	**X**	
Will a noise barrier be constructed at this site?	**X**	

REASONS FOR DECISION:

Noise abatement measures qualify as feasible, reasonable, and a barrier is recommended by the AHTD Interdisciplinary staff.

Note: Because corrections to the number of benefited receptors were made during final editing of this report, the data reflected by the attached AHTD Interdisciplinary Staff Meeting Minutes is incorrect. However, the noise abatement measures qualify as feasible, reasonable, and a barrier is recommended by the AHTD Interdisciplinary staff.

(worksheet from AHTD Policy on Highway Traffic Noise Abatement, revised June 5, 2013)

Minutes from Interdisciplinary Staff Meeting
Monday, January 27, 2014

Chairperson Lorie Tudor called the Interdisciplinary (ID) Staff Meeting to order. Members present included: Vice-Chairperson Michael Fugett, Perry Johnston, Jessie Jones, Michael Kelly, Randal Looney, Lynn Malbrough, Alan Meadors, Joanna Nelson, and Trinity Smith. Linda DeMasi, Carl Fuselier, Don Nichols, and Brenda Price were also in attendance. The following projects were considered:

JOB 061276 Redmond Rd. & Main St. Strs. & Apprs. (Jacksonville)

Lynn Malbrough presented information about the noise barrier analysis study and public involvement efforts that were conducted related to the study results for Job 061276. Of the three areas studied for a noise barrier, one area was warranted with the estimated cost per benefited receptor of $33,271 and a total estimated cost of $598,870 for the noise barrier. A neighborhood meeting was held on November 7, 2013, and two letters were sent after the meeting to the benefited receptors to solicit their response. A majority (55%) of the benefited receptors were in favor of the noise barrier.

The ID Staff recommended approval of design and construction of the proposed noise barrier for this project.

JOB 080388 Hwy. 65 – East (Widening) (I-40)

Lynn Malbrough presented information about the noise barrier analysis study and public involvement efforts that were conducted related to the study results for Job 080388. Of the fourteen areas studied for a noise barrier, one area was warranted with the estimated cost per benefited receptor of $16,853 and a total estimated cost of $842,640 for the noise barrier. A neighborhood meeting was held on July 25, 2013, and two letters were sent after the meeting to the benefited receptors to solicit their response. A majority (65%) of the benefited receptors were in favor of the noise barrier.

The ID Staff recommended approval of design and construction of the proposed noise barrier for this project.

Recommendation: The ID Staff recommends design and construction of the proposed noise barriers for Jobs 061276 and 080388.

Concurrence: Ralph J. Hall
Deputy Director and Chief Engineer

Minutes submitted by:

Lorie H. Tudor
Lorie H. Tudor, Chairperson
Interdisciplinary Staff

2/7/2014
Date

NEIGHBORHOOD MEETING SYNOPSIS FOR NOISE ANALYSIS AREA 2 BARRIER REASONABLENESS

Job Number 080388
Hwy. 65 – East (Widening) (I-40)
Faulkner County
July 25, 2013

An open forum neighborhood meeting for a proposed noise barrier, outlined in the AHTD 080388 Traffic Noise Study conducted by Bowlby and Associates, was held at the Greater Pleasant Branch Missionary Baptist Church in Conway, Arkansas. The meeting began at 6:00 p.m. on July 25, 2013.

The following information was available for inspection and comment at the Neighborhood Meeting. Small-scale copies of the displays and the flyer are attached.

- Displays included:
  - One display of aerial photography at a scale of 1 inch = 45 feet. The display illustrated the general location of the Noise Analysis Area 2 and the potential location of the noise barrier system.
  - One display depicting photographs of sample noise barriers in Arkansas as well as random examples of noise barriers from other states.
- A PowerPoint presentation prepared by Clay Patton of Bowlby and Associates was available. This presentation included information on AHTD's Noise Policy, the noise study process, and how their neighborhood was selected according to Federal guidelines and AHTD's Noise Policy for consideration of a potential noise wall.
- Draft copy of the AHTD 080388 Traffic Noise Study.
- Handouts for the public included a comment sheet and a small-scale map illustrating the general area of the impacted neighborhood and proposed noise barrier location. Copies of these are attached.

Table 1 describes the results of the public participation at the meeting.

TABLE 1

Neighborhood Participation	Totals
Attendance at meeting (including AHTD staff)	9
Total comment forms received at the meeting	0

Benefitted receptors are defined as homes that are predicted to experience a noise reduction with the proposed noise barrier to a level that meets criteria outlined in AHTD's Noise Policy (2013). Because no responses were received from property owners or residents of the benefitted receptors at the Neighborhood Meeting, a mailing list was generated and the following actions were taken. Copies of the letters are attached.

- On August 1, 2013 letters were mailed to all property owners and residents of the benefitted receptors asking them to respond to the first letter and the first comment form.
- On September 6, 2013 certified letters were mailed to property owners and residents of the benefitted receptors who did not respond to the first letters mailed.
- AHTD staff members went door to door to inform residents of the proposed noise barrier. Subsequently, the same staff returned and requested their response to the questions contained in the letter and to see if they had any further questions/concerns.

A majority of the property owners and residents identified as benefited receptors were in favor of the proposed wall, as shown in Table 2.

TABLE 2

Benefited Receptor Responses	Percentage
Yes	65
No	5
No response received	30

According to AHTD Noise Policy (2013), a result of 51% or more meets one of the three mandatory reasonableness factors for noise abatement to be considered reasonable. The response was 65% in favor of a barrier. Therefore, Noise Analysis Area 2 has met all three of the mandatory reasonableness factors per AHTD's Noise Policy (2013). Noise abatement is considered reasonable and a noise barrier is warranted.

Attachments:
Flyer
Displays
Comment Form
Handout Map (Same as display, but on 11 X 17)
First Mailing Correspondence
Second Certified Mailing Correspondence

RJ: RJ
DN: DN

LMD:ym

ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT (AHTD)
CITIZEN COMMENT FORM

AHTD NEIGHBORHOOD MEETING

AHTD JOB NUMBER 080388 – HWY. 65 – EAST (Widening)
Noise Barrier Wall
Faulkner County

LOCATION:
GREATER PLEASANT BRANCH MISSIONARY BAPTIST CHURCH
J.R. RAYNOR EDUCATION COMPLEX
601 SPRUCE STREET
CONWAY, ARKANSAS
6:00 P.M.
THURSDAY, JULY 25, 2013

Make your comments on this form and leave it with AHTD personnel at the meeting or mail it within 15 days to: Arkansas State Highway and Transportation Department, Environmental Division, Post Office Box 2261, Little Rock, Arkansas 72203-2261.
Email: environmentalpimeetings@ahtd.ar.gov.

Yes	No	
☐	☐	Are you in favor of a noise barrier wall which would reduce the amount of noise received from Interstate 40 in accordance with AHTD and FHWA guidelines?

Comments and/or suggestions regarding the noise impacts associated with the recent improvements to Interstate 40 in your neighborhood.

(Continued on back)

In reference to this survey, it is necessary for the AHTD to conduct a complete household count as verification of your answer. If you are a property owner along or adjacent to the route under consideration, please provide information below. If you are a tenant please provide your address and the property owner's name and address. Thank you.

Name: _____(*Please Print*)

Address: _____ Phone: (_____) _____-_____

_____

_____

E-mail: _____

Name: _____(*Please Print*)

Address: _____ Phone: (_____) _____-_____

_____

_____

E-mail: _____

For additional information, please visit our website at **www.arkansashighways.com**


Siebenmorgen
Siebenmorgen
40
N
Shannon
Spruce
Durham
Ingram
Pine
Jersey
Hereford
Walnut
Guernsey
Angus
Mill
Ford
Gum
N. Gum
Collier
North Creek
40
Job 080388
Neighborhood Meeting
Potential Noise Barrier Wall
I-40 Widening
Faulkner County
Potential Noise Barrier Location
0 50 100
Feet
PRELIMINARY
Subject to Revision
Public Involvement Display
July 25, 2013
AHTD- Environmental GIS - DeMasi

Examples of Noise Barrier Walls

*Examples are for Information Purposes Only

Local Example of a Noise Barrier Wall
Begins at the Corner of the Intersection of
Dave Ward Drive and Salem Road and Continues
West along Dave Ward Drive
Conway, Arkansas

Local Example of a Noise Barrier Wall
Begins at the Corner of the Intersection of
Dave Ward Drive and Salem Road and Continues
West along Dave Ward Drive
Conway, Arkansas

Local Example of a Noise Barrier Wall
I-40 North Little Rock
View from the Highway Side

Local Example of a Noise Barrier Wall
I-40 North Little Rock
View from the Community Side

Random Examples of Noise Barrier Walls from Other States


Siebenmorgen
Siebenmorgen
40
N
Shannon
Spruce
Durham
Ingram
Pine
Jersey
Hereford
Walnut
Guernsey
Gum
Angus
Mill
Neal
N Gum
Collier
North Creek
40
Job 080388
Neighborhood Meeting
Potential Noise Barrier Wall
I-40 Widening
Faulkner County
Potential Noise Barrier Location
0 50 100
Feet
PRELIMINARY
Subject to Revision
Public Involvement Display
July 25, 2013
AHTD- Environmental GIS - DeMasi

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

August 1, 2013

Resident
Address
Conway, AR 72032

Dear Resident:

The Arkansas State Highway & Transportation Department is proposing to construct a noise barrier wall to help protect your neighborhood from the traffic noise associated with the improvements along Interstate 40. The Department conducted a Neighborhood Meeting on July 25, 2013 to provide information on the proposed noise barrier wall in the Shannon Circle, Durham, Hereford, Guernsey, Angus and Gum Street areas.

We are requesting that if you would like to cast a vote for the proposed noise barrier wall, please return this letter designating a yes or no vote by Friday, August 16, 2013. (A prepaid envelope is provided for your convenience). A Neighborhood Meeting showing the noise barrier wall details will be conducted before any construction is started.

☐ Yes - I want the noise barrier wall constructed.

☐ No - I do not want the noise barrier wall constructed.

If you need any additional information or have any questions, please contact me or Karla Sims at (501) 569-2281.

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division

ARKANSAS STATE HIGHWAY
AND
TRANSPORTATION DEPARTMENT

Scott E. Bennett
Director
Telephone (501) 569-2000
Voice/TTY 711

P.O. Box 2261
Little Rock, Arkansas 72203-2261
Telefax (501) 569-2400
www.arkansashighways.com

September 6, 2013

Resident
Street Address
Conway, AR 72032

Dear Resident:

The Arkansas State Highway & Transportation Department is proposing to construct a noise barrier wall to help protect your neighborhood from the traffic noise associated with the improvements along Interstate 40. The Department conducted a Neighborhood Meeting on July 25, 2013 to provide information on a proposed noise barrier wall in an area that includes the following streets: Shannon Circle, Durham, Hereford, Guernsey, Angus and Gum Street.

Despite our earnest efforts to allow you the opportunity to participate in the decision making process of this project, we have not received a vote from your address. This is your final notice and last opportunity to cast a vote whether or not a noise barrier wall should be constructed in your neighborhood. Please return this letter designating a yes or no vote by Monday, September 23, 2013. (A prepaid envelope is provided for your convenience). If your neighborhood supports the construction of a noise barrier wall; a Neighborhood Meeting showing the proposed design will be conducted before any construction is started.

☐ Yes - I want the noise barrier wall constructed.

☐ No - I do not want the noise barrier wall constructed.

The opinions of the affected property owners, and renters will be considered to determine whether a noise barrier wall will be constructed. Please indicate if you are the owner or renter of the property listed above.

☐ Owner

☐ Renter

After the votes are tallied, the Department will evaluate the results and make the final decision whether or not if a noise wall will be constructed in your neighborhood. You will be notified of the voting results in the near future.

If you need any additional information or have any questions, please contact me or Karla Sims at (501) 569-2281.

Sincerely,

Lynn P. Malbrough
Division Head
Environmental Division