Traffic Noise Report

Central Tri-State Tollway Master Plan
95th Street (MP 17.5) to Cermak Road (MP 29.5)

Contract RR-14-4223

Associated contracts covered as part of this noise report:

Contract RR-14-4221 (Mile-Long Bridge)
Contract RR-14-4222 (BNSF Railroad Bridge)

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1. INTRODUCTION

1.1. Project Description

The Illinois State Toll Highway Authority (Tollway) is undertaking a proposed project to improve the Central Tri-State Tollway (I-294), from 95th Street to Cermak Road (22nd Street). The location of the proposed project is shown in Figure 1.

This Traffic Noise Study evaluates the 12.0 miles of the Central Tri-State Tollway (I-294) under the South Section Master Plan Study (Contract RR-14-4223). It also includes the areas encompassing the separate Mile-Long Bridge Master Plan Study (Contract RR-14-4221) and the Burlington Northern and Santa Fe Railroad Bridge Master Plan Study (Contract RR-14-4222). The project limits are from 95th Street on the south end (MP 17.5) to Cermak Road (22nd Street) on the north end (MP 29.5). A related project evaluated by a separate noise study is being undertaken immediately to the north, from Cermak Road to Balmoral Avenue (Contract RR-14-4224).

The Central Tri-State Tollway (I-294) serves as a major regional corridor and carries the heaviest amount of passenger and commercial traffic on the Tollway system. The current state of the Central Tri-State Tollway (I-294) is in need of repair. The Central Tri-State Tollway (I-294) also currently experiences heavy congestion, particularly between I-55 (Stevenson Expressway) and I-88 (Reagan Memorial Tollway). Today, this section of I-294 consists of eight lanes, four in each direction, with additional auxiliary lanes at system interchanges and toll plazas.

The proposed project is considered to be a complete reconstruction of the Central Tri-State Tollway (I-294) within the existing roadway's alignment. The proposed project would replace older infrastructure and provide additional lanes in each direction as necessary to relieve congestion and accommodate projected traffic volumes.

Major project elements include reconstructing the mainline pavement, widening along congested sections, correcting existing deficiencies where practical, and adding a widened inside shoulder to add operational flexibility. The proposed project would reconstruct the Mile-Long Bridge across the Des Plaines River valley, and improve major interchanges with I-88 (Reagan Memorial Tollway), I-55 (Stevenson Expressway), and Archer Avenue (Illinois Route 171). Other project elements include upgrading the curves, profiles, drainage, and sight distances to current standards.

The South Section Master Plan Study has evaluated eight alternatives to quantify impacts, cost, constructability, and ability to accommodate projected traffic in the design year. The Recommended Alternative is Alternative 8 Refined (Alt 8R), which would most efficiently and effectively address congestion, increase capacity, and replace and/or rehabilitate aged infrastructure. Alt 8R is a hybrid reconstruction with a varying number of general purpose lanes (different sections of the mainline would have four, five, or six lanes in each direction), plus a flex lane (widened inside shoulder) to provide the Tollway with future flexibility for a variety of potential uses for the median lane.

Figure 1 : Project Location Map

1.2. Existing Land Use

The Central Tri-State Tollway (I-294) corridor is located within a densely developed area of suburban Chicago. The major land use along the corridor is residential, which includes both single-family and multifamily residences. Other developed land uses include schools, parks, churches, commercial uses, and industrial land.

Other land uses consist of forest preserves, golf courses, parks and recreational facilities, floodplain parcels, and stormwater facilities. Twenty-three publicly owned or accessible properties have been identified in the project corridor. Major natural areas include the Illinois & Michigan Canal National Heritage Corridor, Dorothy and Sam Dean Nature Sanctuary, Prairie View Park, Arie Crown Forest, and the Bemis Woods Forest Preserve. Other public parks include active recreational facilities such as baseball and soccer fields, tennis and basketball courts, child playgrounds, and golf courses.

2. NOISE BACKGROUND AND REGULATIONS

2.1. Noise Background

Noise is defined as unwanted sound, which is produced by the vibration of sound pressure waves. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels (dB). Decibels are a logarithmic unit, which expresses the ratio of sound pressure level to a standard reference scale. The decibel scale has an audible range of 0 to 120 and is used to show the amount of sound pressure at a given location from the general environment of specific sources.

Sound is composed of various frequencies that are measured in cycles per second or Hertz (Hz). The human ear can detect a wide range of frequencies from 20 to 20,000 Hz, but is most sensitive to sounds over a frequency range of 200 to 5,000 Hz. The human ear does not respond in a uniform manner to different frequency sounds. A sound pressure level of 70 dB will be perceived as much louder at 1,000 Hz than at 100 Hz. To account for this, various weighting methods have been developed to reflect human sensitivity to noise. The purpose of a weighting method is to de-emphasize the frequency ranges in which the human ear is less sensitive. The most commonly used measure of noise levels is the A-weighted sound level (dB(A)). The dB(A) sound level is widely used for transportation-related noise measurements and specifications for community noise ordinances and standards. The dB(A) has been shown to be highly correlated to human response to noise.

Because of the logarithmic decibel scale, the noise level in dB(A) does not increase linearly with acoustical energy. A doubling of the number of similar noise sources, such as the number of vehicles on a roadway, will increase sound levels by 3 dB(A). A source emitting a sound level of 60 dB(A) combined with another sound source of 60 dB(A) results in a combined sound level of 63 dB(A), not 120 dB(A). An increase of 26 percent in traffic volumes will increase traffic sound levels by 1 dB(A).

Loudness, compared to physical sound measurement, refers to how people judge a sound and varies from person to person. Studies of traffic noise have shown that an increase of 3 dB(A), such as from a doubling of traffic volumes, will be barely detectable by the human ear. A listener often judges an increase of 5 dB(A) to be readily noticeable and an increase of 10 dB(A) to be twice as loud. A change of sound level of 2 dB(A) or less will not be perceptible. Therefore, traffic volumes must at least double to result in a barely perceptible sound increase of 3 dB(A).

In addition to noise fluctuating in frequency, environmental noise will fluctuate in intensity from moment to moment. Over a period of time there will be quiet moments and peak levels resulting from noisy, identifiable sources (trucks, aircraft, etc.). Because of these fluctuations, it is common practice to average these noise-level fluctuations over a specified period of time. The equivalent sound level, or L_{eq}, is widely accepted as a valid measure of traffic noise. The L_{eq} is equal to the equivalent steady state noise level which, in a stated time period, would contain the same acoustical energy as the time-varying noise levels that actually occurred during the same time period. The hourly value of L_{eq}, based upon the peak-hour percentage of the annual average daily traffic, is referred to as $L_{eq}(h)$. Surveys have shown that L_{eq} properly predicts annoyance, and this descriptor is commonly used for traffic noise measurement, prediction, and impact assessment.

2.2. Noise Policies and Criteria

The Tollway has established its *Traffic Noise Study and Abatement Policy* (TNSAP) to evaluate traffic noise throughout the implementation of projects proposed as part of the Tollway's capital improvement programs (Tollway, 2012). The Tollway's noise policies are based largely on the traffic noise criteria and procedures established by the Federal Highway Administration (FHWA) and codified in 23 CFR 772.

This noise analysis has been performed in accordance with the Tollway policy that applies to Type I projects. A Type I project is described by the TNSAP as "a proposed project for the construction of a roadway in a new location or the physical alteration of an existing roadway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes."

The Tollway utilizes Noise Abatement Criteria (NAC) as developed by the FHWA, to assess potential traffic noise impacts and to determine where noise abatement needs to be evaluated. NAC include Activity Categories based on different land uses and their sensitivities to traffic noise. The NAC have been developed from research on highway traffic noise, and are based on noise levels associated with interference of speech communications. Table 2.1 presents the NAC and Activity Categories.

Table 2.1
Noise Abatement Criteria (NAC): Hourly A-Weighted Sound Level in Decibels (dB(A))

Activity Category	$L_{eq}(h)$	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	67	Exterior	Residential.
C	67	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational 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	72	Exterior	Hotels, motels, offices, restaurant/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.
Use of interior noise levels shall be limited (on a case-by-case basis) to land uses within Activity Category D where exterior noise levels are not applicable, i.e., where there are no exterior activities to be affected by traffic noise, or where exterior activities are far from or physically shielded from the roadway in a manner that prevents an impact on exterior activities.			

The Noise Abatement Criteria (NAC) are noise impact thresholds for considering abatement. Abatement must be considered when predicted traffic noise levels for the design year approach (i.e., are within 1 decibel of) or exceed the noise abatement criteria, or when the predicted traffic noise levels are substantially higher (i.e., are more than 14 decibels greater) than the existing noise level. The NAC are not attenuation design criteria or targets. The goal of noise abatement measures is to achieve a substantial reduction in future noise levels. The noise reductions may or may not result in future noise levels at or below the NAC (Tollway, 2014).

The noise-sensitive receptors along the Central Tri-State Tollway (I-294) are mostly residential, along with schools, parks, and churches, which fall under Activity Category B and Activity Category C with an outdoor NAC of 67 dB(A) (Table 2.1). In these areas, a predicted traffic noise level of 66 dB(A) would "approach" the NAC and would be considered a noise impact.

3. COMMON NOISE ENVIRONMENTS AND NOISE RECEPTORS

Noise-sensitive receptors generally include residences, picnic areas, recreation areas, playgrounds, active sports areas, parks, motels, hotels, schools, churches, libraries, hospitals and other land uses detailed in Table 2.1. A noise sensitive receptor is a location with identified outdoor human activity (Tollway 2014).

This Traffic Noise Study has reviewed land uses along the project corridor and compared them to the Activity Categories in Table 2.1. Land uses were identified within 600 feet of existing centerline of the Central Tri-State Tollway (I-294), to accommodate any shifts in alignments from the potential alternatives (approximately 500 feet from proposed edge of shoulder). Highway traffic noise impacts are not typical for receptors more than 500 feet from heavily traveled roadways.

Once the sensitive land uses have been identified, they were grouped into common noise environments (CNEs). CNEs are groupings of land uses within the same Activity Category in Table 2.1 that are physically adjacent and are exposed to similar noise sources and levels.

For each CNE, one receptor represents the traffic noise for other similar locations within the CNE. Representative receptors are generally closest to the roadway and have the probability of the highest traffic noise levels within the CNE. CNEs and representative receptors have been identified by field investigations, aerial photographs, coordination with project engineers, and traffic noise modeling.

Once the representative receptor has been selected for each CNE, the analysis location at the receptor was determined for the traffic noise evaluation. The receptor location generally was placed in an area of active outdoor human use, on the side of the building facing the Central Tri-State Tollway (I-294). Examples of receptor locations include back yards, front yards, decks, patios, and picnic tables.

For parks, trails, and recreation facilities, receptors are locations of anticipated public gathering. Gathering places can include benches, playgrounds, tennis courts, ballfields, trail kiosks, and golf greens and tees boxes. The forest preserves along the corridor often do not have public gathering places near Tollway facilities. Forest preserves are evaluated as undeveloped land (Activity Category G in Table 2.1), and not considered for noise abatement unless public gathering places have been identified within the 500 feet from the Central Tri-State Tollway (I-294). For a complete discussion of receptor selection in parks, trails, and recreation facilities, see Appendix E, for the technical memorandum.

The CNEs and representative receptors for the proposed project are described in Table 3.1 below. There are almost 70 CNEs identified along the project corridor. The CNEs and representative receptors are shown in Appendix A.

Table 3.1: Common Noise Environments (CNE)

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
1	Single-family residences West of I-294 and north of 95th Street NAC B= 67 dB(A)	1-1: Single-family residence, W 93rd Street
2	Multifamily residences East of I-294 and north of 95th Street Interchange NAC B = 67 dB(A)	2-1: Multifamily residences, Falcon Ridge Drive and 92nd Street
3	Martin Park West of I-294 at 89th Place and 78th Avenue NAC C = 67 dB(A)	3-1: Martin Park pond access area, 89th Place

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
4	Residential area West of I-294 and east of Roberts Road NAC B = 67 dB(A)	4-1: Multifamily residence (third floor), east end of 89th Street
5	Jesus Name Pentecostal Church West of I-294, S Roberts Road and W 88th Street NAC C = 67 dB(A)	5-1: Jesus Name Pentecostal Church, S Roberts Road
6	Pocket Park West of I-294, S Roberts Road and W 87th Street NAC C = 67 dB(A)	6-1: Pocket Park, S Roberts Road and W 87th Street
7	Residential area East of I-294 and south of 87th Street NAC B = 67 dB(A)	7-1: Multi-family residence (third floor), 87th Place
8A	Residential area West of I-294 and south of W 87th Street NAC B = 67 dB(A)	8A-1: Multifamily residence (3rd floor), W 87th Street
8B	Offices West of I-294 and south of W 87th Street NAC E = 72 dB(A)	8B-1: Office building, Roberts Road
9	Single-family residences East of I-294 and north of W 87th Street NAC B = 67 dB(A)	9-1: Single-family residence, S 79th Court and W 87th St
10	Pillars Social Services Center West of I-294 and north of W 87th Street NAC C = 67 dB(A)	10-1: Pillars Social Services Center, W 87th Street
11	Multifamily residences West of I-294 and north of W 87th Street NAC B = 67 dB(A)	11-1: Multifamily residence (3rd floor), W 87th Street
12	Roberts Park Station East of I-294 and east of Roberts Road NAC C = 67 dB(A)	12-1: Roberts Park Station, S. Robert Road
13	Multifamily residences East of I-294 and west of Roberts Road NAC B = 67 dB(A)	13-1: Multifamily residence (2nd floor), S. Roberts Road
14	Gladness V Player Primary Center East of I-294 and west of Robert Road NAC C = 67 dB(A)	14-1: Player School, 85th Place and S. Roberts Road
15	Residential area East of I-294 and south of Toll Plaza NAC B = 67 dB(A)	15-1: Multi-family residences, 84th Place and S 82nd Avenue
16	Prairie View Park West of I-294, at 82nd Avenue & 85th Street NAC C = 67 dB(A)	16-1: Prairie View Park play apparatus, 82nd Avenue & 85th Street
17	Single-family residences West of I-294 and south of Toll Plaza NAC B = 67 dB(A)	17-1: Single-family residence, north end of 84th Court
18	Single-family residences East of I-294 and north of Toll Plaza NAC B = 67 dB(A)	18-1: Single-family residence, west end of 82nd Street

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
19	Single-family residences East of I-294 and east of Cork Avenue NAC B = 67 dB(A)	19-1: Single-family residence, 81st Street and S 86th Court
20	Office use South of I-294 and east of S 88th Avenue NAC E = 72 dB(A)	20-1: Office building, S 88th Avenue and Industrial Drive
21	Rosary Hill West of I-294 at W 81st Street NAC C = 67 dB(A)	21-1: Rosary Hill outdoor garden, W 81st Street
22	Single-family residences east of I-295, between Archer and 88th/Cork NAC B = 67 dB(A)	22-1: Single-family residence, W 79th Place
23	Single-family residences West of I-294 and south of Archer Road NAC B = 67 dB(A)	23-1: Single-family residence, Oak Ridge Drive
24	Restaurant/office area North of I-294 and west of Archer Avenue NAC E = 72 dB(A)	24-1: Convenience store and restaurant, Cronin Avenue and 79th Street
25	Residential Area North of I-294 and west of Archer Avenue NAC B = 67 dB(A)	25-1: Single-family residence, at 79th Street and Garden Lane
26	Sterling Estates Mobile Home Park North of I-294 and east of LaGrange Road NAC B = 67 dB(A)	26-1: Single-family residence, at W 79th Street and Testa Drive
26B	Sterling Estates community playground North of I-294 and east of LaGrange Road NAC C = 67 dB(A)	26B-1: Sterling Estates playground, Sterling Street and Hickory Lane
27	Single-Family Residences South of I-294 and west of LaGrange Road NAC B = 67 dB(A)	27-1: Single-family residence, at north end of Rust Street
28	John Husar I&M Canal Trail West of I-294 Mile-Long Bridge NAC C = 67 dB(A)	None. No point of anticipated gathering along linear trail within project limits(1)
29	John Husar I&M Canal Trail East of I-294 Mile-Long Bridge NAC C = 67 dB(A)	None. No point of anticipated gathering along linear trail within project limits(1)
30	Residential area North of I-294 and east of 5th Avenue Cutoff NAC B = 67 dB(A)	30-1: Single-family residence, 5th Avenue Cutoff
32	Single-Family Residences North of I-294 and east of NE exit ramp to I-55 NAC B = 67 dB(A)	32-1: Single-family residence, at south end of Pleasantdale Drive
33	Residential area South of I-294 and east of Willows Spring Road NAC B = 67 dB(A)	33-1: Multifamily residence, Willow Springs Road
34	Restaurant/bar North of I-294 and east of Willow Springs Road NAC E = 72 dB(A)	34-1: Restaurant/bar, east of Willow Springs Road

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
35	Edgewood Valley Country Club Golf Course Southwest corner I-294 and Willow Springs Road NAC C = 67 dB(A)	35-1: Golf hole closest to I-294
36	Single-family residences North of I-294 and west of Willow Springs Road NAC B = 67 dB(A)	36-1: Single-family residence, at west end of 71st Place
37	Townhouse Residences East of I-294 and south of I-55 NAC B = 67 dB(A)	37-1: Townhouse residence, at east end of 72nd Street
38	Single-family residences East of I-294 and north of I-55 NAC B = 67 dB(A)	38-1: Single-family residence, at Golfview Drive and 71st Street
39	Flagg Creek Golf Course North of I-294 and east of Wolf Road NAC C = 67 dB(A)	39-1: Golf hole closest to I-294
40	Residential area North of I-294 and west of Wolf Road NAC B = 67 dB(A)	40-1: Single-family residence, south end of Vine Street
41	Commercial area North of I-294 and west of Wolf Road NAC E = 72 dB(A)	41-1: Office, west of Wolf Road
42	Chicagoland Roofers Training Facility Southern corner of I-294 and Joliet Road NAC E = 72 dB(A)	42-1: Office building main entrance, facing Joliet Road
43	Single-family residences East of I-294, between Joliet and Plainfield Roads NAC B = 67 dB(A)	43-1: Single-family residence, Keokuk Road
44	Single-family residences West of I-294 and south of Plainfield Road NAC B = 67 dB(A)	44-1: Single-family residence, St. James Court
45	Garywood Park West of I-294 and north of Plainfield Road NAC C = 67 dB(A)	45-1: Garywood Park play apparatus, at Garywood Drive
46	Residential area West of I-294 and north of Plainfield Road NAC B = 67 dB(A)	46-1: Single-family residence, Tomlin Drive
47	Timber Trails residences East of Tollway and north of Plainfield Road NAC B = 67 dB(A)	47-1: Townhouse residence, Flagg Creek Lane
48	Woods Pool West of Tollway and adjacent to Oasis NAC C = 67 dB(A)	48-1: Woods Pool tennis courts, Tomlin Drive
49	Residential area West of Tollway and south of 55th Street NAC B = 67 dB(A)	49-1: Townhouse residence, Tartan Ridge Road
50	Single-family residences East of I-294 and south of 55th Street NAC B = 67 dB(A)	50-1: Single-family residence, Ridgewood Drive and Maple Lane

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
51	Single-family residences West of I-294 and north of 55th Street NAC B = 67 dB(A)	51-1: Single-family residence, Harding Road
51B	Woodland Park West of I-294 and north of 55th Street NAC C = 67 dB(A)	51B-1: Pair of park benches in Woodland Park, near Woodland Avenue and Harding Road
52	Residential area East of I-294 and north of 55th Street NAC B = 67 dB(A)	52-1: Townhouse residences, Commonwealth Avenue
53	Brook Park West of I-294 and north of 55th Street NAC C = 67 dB(A)	53-1: Brook Park ballfield, 3rd Street and Columbia Road
54	Single-family residences West of I-294 and south of 47th Street NAC B = 67 dB(A)	54-1: Single-family residence, Columbia Road
55	Veeck Park West of I-294 and north of 47th Street NAC C= 67 dB(A)	55-1: Veeck Park skate park
56	Spring Rock Park east of the Tri-State and north of 47th Street NAC C = 67 dB(A)	56-1: Spring Rock Park, football/soccer field
57	Residential area West of I-294 and north of BNSF railroad tracks NAC B = 67 dB(A)	57-1: Single-family residence, E. Hickory St and Mills Street
58A	Peirce Park West of I-294 and north of BNSF railroad tracks NAC C= 67 dB(A)	58A-1: Peirce Park ballfield, E. Walnut Street
58B	Hinsdale Adventist Academy West of I-294 and north of BNSF railroad tracks NAC C= 67 dB(A)	58B-1: Outdoor garden, Hinsdale Adventist Academy, E. Hickory Street
59	Western Springs Recreation Center East of I-294 and north of BNSF rail tracks NAC C = 67 dB(A)	59-1: Outdoor area on west side of Western Spring Recreation Center, facing I-294
60	Residential area West of I-294 and south of Ogden Avenue NAC B = 67 dB(A)	60-1: Single-family residence, Mills Street
61	Single-family residences East of I-294 and south of Ogden Avenue NAC B = 67 dB(A)	61-1: Single-family residence, west end of Walnut Street
62	Ball field- Forest Preserve West of I-294 and north of Ogden Avenue NAC C = 67 dB(A)	None(1). Abandoned ball field (no longer in active use)
63	Residential area West of I-294 and north of Ogden Avenue NAC B = 67 dB(A)	63-1: Single-family residence, Hawthorne Lane
64	Dean Nature Sanctuary West of I-294 and along Salt Creek NAC C = 67 dB(A)	64-1: Dean Nature Sanctuary, trail area/interpretive display

CNE	CNE Description, Location, and Noise Abatement Criteria (NAC) Activity Category	Representative Receptors
65	Single-family residences West of I-294 and south of 31st Street NAC B = 67 dB(A)	65-1: Single-family residence, Canterberry Lane
66	Meadowlark Golf Course East of I-294 and south of 31st Street NAC C = 67 dB(A)	66-1: Meadowlark Golf Course, golf hole tee box
67	Single-family residences West of I-294 and north of 31st Street NAC B = 67 dB(A)	67-1: Single-family residence, Hunt Club Lane
68	Chicago Highlands Golf Course East of I-294 and north of 31st Street NAC C = 67 dB(A)	68-1: Highlands Golf Course, golf hole green
Notes: (1) For parks, trails, and recreation facilities, receptors are locations of anticipated public gathering. Linear trails and forest preserves, without defined locations of frequent human use or gathering within project study limits, do not have representative receptors.		

4. NOISE MONITORING

4.1. Field Noise Measurement Methodology

TranSystems conducted a series of site visits in April, May, and June 2016 to identify noise-sensitive receptors and to measure the existing noise environment at representative locations within the study area. The purposes of the noise measurements are to describe the existing environment, to identify major sources of sound in the project area, and to validate the TNM computer-modeling techniques.

Existing traffic noise was measured with a Larson Davis Model LxT, which is a Type 1 sound level meter (SLM). The meter settings were a "fast" response time and "A" weighting. The L_{eq} traffic noise levels were recorded over 10 to 15-minute noise sampling periods, consistent with the Tollway's noise policies (Tollway 2014). An acoustic calibrator was used to calibrate the meter at the beginning of each day of measurements. During each noise measurement, the noise meter was tripod-mounted and the microphone located at approximately five feet (average ear height) above ground surface. A foam windscreen (supplied by the manufacturer) was used during all sound measurements.

4.2. Monitoring Results

The noise measurement locations along the Central Tri-State Tollway (I-294) are summarized in Table 4.1 and are shown in Appendix A. The field measurement data sheets are provided in Appendix D. The noise measurements in Table 4.1 have been rounded to the nearest whole decibel.

Table 4.1: Existing Noise Level Measurements

Monitoring Site	Description and Location	Measured Noise Level L_{eq} (dB(A))
2*	Multi-family residences Falcon Ridge Drive and 92nd Street	68
3	Martin Park, pond access area 89th Place and 78th Avenue	64
5	Jesus Name Pentecostal Church S Roberts Road and W 88th Street	62
6	Pocket Park, S Roberts Road and W 87th Street	69
15	Multi-family residences, 84th Place and S 82nd Avenue	69
16	Prairie View Park play apparatus, 82nd Avenue & 85th Street	68
17	single-family residence, north end of 84th Court	67
18	single-family residence, west end of 82nd Street	64

Monitoring Site	Description and Location	Measured Noise Level L_{eq} (dB(A))
20*	office building, S 88th Avenue and Industrial Drive	76
21	Rosary Hill outdoor garden West 81st Street	66
24	Quick-Pick Market, Cronin Avenue and 79th Street	68
26A	Sterling Estates Mobile Home Park, residence at 79th St and Testa Drive	67
26B	Sterling Estates community park, Sterling Street and Hickory Lane	65
27	single-family residence, north end of Rust Street	63
30*	single-family residence, 5th Avenue Cutoff	73
32	single-family residence, Pleasantdale Drive	67
37	Townhouse residences, east end of 72nd Street	72
43	single-family residence, Keokuk Road	59
47*	townhouse residence, Flagg Creek Lane	67
48	Woods Pool tennis courts, Tomlin Drive	57
52*	townhouse residences, Commonwealth Avenue	66
56*	Spring Rock Park, football/soccer field	69
61	single-family residence, west end of Walnut Street	65
64	Dean Nature Sanctuary, trail area and interpretive display	68
67	single-family residence, east end of Hunt Club Lane	65
Noise measurement sites in Table 4.1 marked with asterisk (#*) were near the noise receptor analysis site, where public access was available.		

Traffic noise was measured at locations where CNEs are close to the Central Tri-State Tollway (I-294). The measurement locations were near the mainline lanes and ramps, in places where traffic noise from the Central Tri-State Tollway (I-294) is dominant. The measured L_{eq} ranged from 57 to 76 dB(A) (Table 4.1).

The lower measured sound levels typically occurred at locations with existing noise walls or farther from the Central Tri-State Tollway (I-294). Higher measured noise levels typically occurred at locations near the right-of-way directly overlooking the mainline lanes and ramps that do not have existing noise abatement walls.

5. NOISE ANALYSIS METHODOLOGY

5.1. Traffic Noise Model (TNM)

Traffic noise levels have been predicted with the FHWA Traffic Noise Model (TNM), Version 2.5. TNM is the computer program recommended by FHWA for highway traffic noise prediction and analysis. TNM computes highway traffic noise at nearby receptors and evaluates various heights and locations of highway noise barriers.

Traffic noise levels depend primarily on the number of automobiles and trucks, speeds, and distances of receivers from the roadway. TNM also considers the effects of intervening structures, terrain, vegetation, pavement type, grades, intersections, and atmospheric conditions. The noise model does not include noises from sources other than traffic.

TNM computes traffic noise based on measurements of sound levels from thousands of vehicles operating under different conditions. This database includes vehicles cruising at various speeds, idling vehicles, acceleration, several pavement types, and up-hill grades. The two components of vehicle noise are tire/pavement noise and engine/exhaust noise. The relative contributions of each component depend on the noise frequency, vehicle type, and throttle condition.

5.2. Traffic Volumes, Composition, and Speeds

The traffic data used in this noise analyses have been provided by the Tollway and are based on actual 2015 traffic counts on the Central Tri-State Tollway (I-294). Traffic conditions have been evaluated for the weekday AM peak hour, for 2015 existing and 2040 design-year conditions. Traffic data are presented in Appendix C.

The TNM noise model uses three vehicle types: automobiles, medium trucks and heavy trucks. The percentages of automobiles (A), medium trucks (MT), and heavy trucks (MT) were assigned to each ramp and mainline based on the Tollway automatic traffic counts (Appendix C).

Traffic speeds are based on the operational speed data available for the Central Tri-State Tollway (I-294). The operational speeds for the noise analyses are 65 miles per hour (mph) for automobiles and medium trucks and 60 mph for heavy trucks on the mainline lanes of the Central Tri-State Tollway (I-294). Speeds on the system ramps range from 25 to 55 mph, and are based on posted advisory speeds. Operational speeds and peak-hour traffic volumes will yield the worst traffic noise for the proposed project[1].

Traffic was not modeled on the proposed wide inside shoulders, sometimes known as the “Flex Lanes”. The intention is that these will only carry traffic during periods of congestion. As the speed of traffic will be well below free flow speed during these congested periods, the generated traffic noise would be greatly reduced from the modeled worst-case levels.

The noise analyses also included traffic from major roadways crossing the Central Tri-State Tollway (I-294). These roadways with high traffic volumes are LaGrange Road, I-55 and its major ramps, the I-88 ramps, Ogden Avenue, and the 95th Street ramps. The noise analyses did not include traffic on smaller cross

[1] Operational speeds are defined as the typical free-flow speed of traffic using the facility, which may be greater than the posted speed limit. Advisory speeds are speeds that a roadway authority posts in advance of a roadway feature which requires a slower speed than the typical mainline speed for the facility to safely navigate. In the case of the Central Tri-State Tollway (I-294), advisory speeds are typically posted in advance of entrance and exit ramps with curves tighter than drivers will experience on the mainline tollway.

streets where local street traffic volumes, speeds, and heavy-truck volumes would be low compared to the Central Tri-State Tollway (I-294). The contribution of traffic noise from local roadways would be negligible at receptors within 500 feet of the Central Tri-State Tollway (I-294).

5.3. Project Setting and Noise Propagation Environment

The project area is a highly developed urban area of suburban Chicago. The major land use is residential, consisting primarily of single-family homes and low-rise multifamily buildings. The major noise source is traffic on the mainline lanes and ramps of the Central Tri-State Tollway (I-294). Other sources of transportation noise are traffic on the numerous side streets, the BNSF railroad and other railroads throughout the corridor, and overhead aircraft approaching or departing from O'Hare and Midway airport.

Noise propagation is influenced by the adjacent terrain, numerous structures, and the alignment of the Central Tri-State Tollway (I-294). The profile of the roadway varies along the project corridor. Some areas of the roadway are in a depressed cut and below the grade of the adjacent receptors, some are on a filled embankment above the grade of adjacent receptors, and some are at approximately the same level as the adjacent receptors. The terrain outside the Central Tri-State Tollway (I-294) right-of-way is relatively flat.

5.4. TNM Model (Validation)

The TNM model validation process verifies the accuracy of the TNM model runs used to predict the existing noise levels for the proposed project. The model validation process compares the noise measurement results to the TNM-predicted existing traffic noise levels. The noise measurements generally should be within a reasonable range from the TNM-predicted noise levels for the model to be validated. While the Tollway *TNSAP* does not specify an acceptable range for noise measurements to be considered validated, having the noise measurement be within ±3 dB(A) of the corresponding TNM-prediction is used by some other agencies with noise abatement policies, including the Illinois Department of Transportation (IDOT 2017).

Table D.1 in Appendix D compares the TNM-predicted L_{eq} for the existing conditions to the corresponding measured L_{eq} at each noise measurement site along the Central Tri-State Tollway (I-294). Of the 25 presented noise measurements in Table D.1, 21 were within 3 dB(A) of the TNM-predicted existing noise conditions. Of the four measurements that are not within 3 dB(A) of the TNM-predicted noise measurement, one was affected by additional noise from side-street traffic that was not captured within the TNM model. The remaining three sites were shielded from the Central Tri-State Tollway (I-294) by terrain features which proved difficult to represent within the TNM model.

The 21 monitored sites that were within 3 dB(A) of their predicted noise levels represent a wide range of land uses, topographical situations, traffic conditions, and abatement presence, within the 12-mile Central Tri-State Tollway (I-294) corridor. As the sites whose predicted noise levels fall outside of this range have reasonable explanations for not being within 3 dB(A), it is reasonable to consider the model validated.

6. TNM RESULTS

Table 6.1 presents the predicted traffic L_{eq} levels at representative receptors along the Central Tri-State Tollway (I-294). Appendix A shows the receptor locations analyzed along the Central Tri-State Tollway (I-294).

Table 6.1: Predicted Traffic Noise Levels

CNE/ Receptor	Location	Activity Category/ NAC $L_{eq}h$ dB(A)	2015 AM Predicted Existing $L_{eq}h$ dB(A) with Existing Wall	2015 AM Predicted Existing $L_{eq}h$ dB(A) With No Wall	2040 AM Predicted No-Build $L_{eq}h$ dB(A)	2040 AM Proposed $L_{eq}h$ dB(A) Assumes No Walls	2040 Proposed minus Existing With No Wall (dB(A)) (G-E)	2040 Proposed minus Existing with existing wall (dB(A)) (G-D)
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
1-1	Single-family residence, W 93rd Street	B / 67	65	79(1) (2)	67	82	3	17
2-1	Multifamily residences, Falcon Ridge Drive	B / 67	No wall	69	71	71	2	--
3-1	Martin Park, 89th Place & 78th Avenue	C / 67	63	78	65	80	2	17
4-1	Multifamily residence (third floor), 89th Street	B / 67	69	80	71	82	2	13
5-1	Jesus Name Pentecostal Church, S Roberts Road	C / 67	61	70	63	72	2	11
6-1	Pocket Park, S Roberts Road and W 87th Street	C / 67	67	71	68	73	2	6
7-1	Multi-family residence (third floor), 87th Place	B / 67	67	76	69	78	2	11
8A-1	Multifamily residence (third floor), W 87th Street	B / 67	71	77	73	79	2	8
8B-1	Office building, Roberts Road	E / 72	66	70	67	72	2	6
9-1	Single-family residence, S 79th Court and W 87th St	B / 67	61	71	64	73	2	12
10-1	Pillars Social Services Center, W 87th Street	C / 67	66	72	67	74	2	8
11-1	Multifamily residence (3rd floor), W 87th Street	B / 67	63	73	65	75	2	12
12-1	Roberts Park Station, S. Robert Road	C / 67	61	70	63	73	3	12
13-1	Multifamily residence (2nd floor), S. Roberts Road	B / 67	62	77	64	80	3	18
14-1	Player School, 85th Place and S. Roberts Road	C / 67	63	75	65	78	3	15
15-1	Multi-family residences, 84th Place & S 82nd Ave	B / 67	67	78	69	81	3	14
16-1	Prairie View Park, 82nd Avenue & 85th Street	C / 67	65	76	66	78	2	13

CNE/ Receptor	Location	Activity Category/ NAC $L_{eq}h$ dB(A)	2015 AM Predicted Existing $L_{eq}h$ dB(A) with Existing Wall	2015 AM Predicted Existing $L_{eq}h$ dB(A) With No Wall	2040 AM Predicted No-Build $L_{eq}h$ dB(A)	2040 AM Proposed $L_{eq}h$ dB(A) Assumes No Walls	2040 Proposed minus Existing With No Wall (dB(A)) (G-E)	2040 Proposed minus Existing with existing wall (dB(A)) (G-D)
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
17-1	Single-family residence, 84th Court	B / 67	64	79	67	82	3	18
18-1	Single-family residence, 82nd Street	B / 67	65	72	67	75	3	10
19-1	Single-family residence, 81st Street and 86th Ct	B / 67	62	80	65	83	3	21
20-1	Office building, S 88th Avenue and Industrial Drive	E / 72	No wall	70	73	72	2	--
21-1	Rosary Hill outdoor garden, West 81st Street	C / 67	No wall	68	70	70	2	--
22-1	Single-family residence, W 79th Place	B / 67	63	65	64	68	3	5
23-1	Single-family residence, Oak Ridge Drive	B / 67	No wall	67	69	70	3	--
24-1	Convenience store and restaurant, Cronin Avenue and 79th Street	E / 72	No wall	71	73	74	3	--
25-1	Single-family residence 79th St and Garden Lane	B / 67	No wall	71	73	73	2	--
26-1	Sterling Estates residence, at 79th St and Testa Drive	B / 67	No wall	71	73	72	1	--
26B-1	Sterling Estates playground, Sterling Street and Hickory Lane	C / 67	No wall	70	72	72	2	--
27-1	Single-family residence Rust Street	B / 67	64	68	64	70	2	6
28-1	John Husar I&M Canal Trail West of I-294 MLB Bridge	C / 67	N/A(3)	N/A(3)	N/A(3)	N/A(3)	N/A(3)	N/A(3)
29-1	John Husar I&M Canal Trail East of I-294 MLB Bridge	C / 67	N/A(3)	N/A(3)	N/A(3)	N/A(3)	N/A(3)	N/A(3)
30-1	Single-family residence, 5th Avenue Cutoff	B / 67	No wall	77	79	80	3	--
32-1	Single-family residence, Pleasantdale Drive	B / 67	No wall	66	68	71	5	--
33-1	Multifamily residence, Willow Springs Road	B / 67	No wall	78	80	79	1	--
34-1	Restaurant/bar Willow Springs Rd	E / 72	No wall	70	71	72	2	--
35-1	Golf Course, I-294 and Willow Springs Rd	C / 67	No wall	67	68	69	2	--

CNE/ Receptor	Location	Activity Category/ NAC $L_{eq}h$ dB(A)	2015 AM Predicted Existing $L_{eq}h$ dB(A) with Existing Wall	2015 AM Predicted Existing $L_{eq}h$ dB(A) With No Wall	2040 AM Predicted No-Build $L_{eq}h$ dB(A)	2040 AM Proposed $L_{eq}h$ dB(A) Assumes No Walls	2040 Proposed minus Existing With No Wall (dB(A)) (G-E)	2040 Proposed minus Existing with existing wall (dB(A)) (G-D)
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
36-1	Single-family residence West end of 71st Place	B / 67	72	77	72	79	2	7
37-1	Townhouse Residences 72nd Street	B / 67	No wall	75	74	77	2	--
38-1	Single-family residence, Golfview Dr and 71st St	B / 67	No wall	70	70	72	2	--
39-1	Golf Course East of Wolf Road	C / 67	66	68	68	71	3	5
40-1	Single-family residence Vine Street	B / 67	63	71	66	74	3	11
41-1	Office West of Wolf Road	E / 72	65	70	68	72	2	7
42-1	Roofers Training Facility I-294 and Joliet Road	E / 72	No wall	69	72	71	2	--
43-1	Single-family residence Keoluk Road	B / 67	62	66	63	68	2	6
44-1	Single-family residence St. James Court	B / 67	65	76	67	78	2	13
45-1	Garywood Park Garywood Drive	C / 67	62	68	64	70	2	8
46-1	Single-family residence Tomlin Drive	B / 67	65	77	67	79	2	14
47-1	Townhouse residence Flagg Creek Lane	B / 67	No wall	69	72	72	3	--
48-1	Woods Pool Tomlin Drive	C / 67	61	67	63	70	3	9
49-1	Townhouse residence Tartan Ridge Road	B / 67	67	75	69	77	2	10
50-1	Single-family residence Ridgewood Drive	B / 67	62	71	64	74	3	12
51-1	Single-family residence Harding Road	B / 67	65	79	67	81	2	16
51B-1	Pair of park benches, near Woodland Avenue and Harding Road	C / 67	66	77	67	80	3	14
52-1	Townhouse residence, Commonwealth Avenue	B / 67	67	78	69	81	3	14
53-1	Brook Park ballfield 3rd St and Columbia Rd	C / 67	67	77	69	80	3	13
54-1	Single-family residence Columbia Road	B / 67	64	77	66	80	3	16
55-1	Veeck Park skate park, 47th Street	C / 67	No wall	74	76	75	1	--

CNE/ Receptor	Location	Activity Category/ NAC $L_{eq}h$ dB(A)	2015 AM Predicted Existing $L_{eq}h$ dB(A) with Existing Wall	2015 AM Predicted Existing $L_{eq}h$ dB(A) With No Wall	2040 AM Predicted No-Build $L_{eq}h$ dB(A)	2040 AM Proposed $L_{eq}h$ dB(A) Assumes No Walls	2040 Proposed minus Existing With No Wall (dB(A)) (G-E)	2040 Proposed minus Existing with existing wall (dB(A)) (G-D)
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
56-1	Spring Rock Park, football/soccer field	C / 67	No wall	69	71	74	5	--
57-1	Single-family residence, E. Hickory St and Mills Street	B / 67	61	68	63	71	3	10
58A-1	Peirce Park ballfield, E. Walnut Street	C / 67	68	80	70	82	2	14
58B-1	Hinsdale Adventist Academy, E. Hickory Street	C / 67	65	75	67	78	3	13
59-1	Western Spring Recreation Center, outdoor area facing I-294	C / 67	57	60	59	62	2	5
60-1	Single-family residence, Mills Street	B / 67	65	76	67	78	2	13
61-1	Single-family residence, west end of Walnut Street	B / 67	65	78	67	80	2	15
62-1	Abandoned Ball field, Forest Preserve	C / 67	N/A(3)	N/A(3)	71	N/A(3)	N/A(3)	N/A(3)
63-1	Single-family residence, Hawthorne Lane	B / 67	68	71	71	72	1	4
64-1	Trail /interpretive display, Dean Nature Sanctuary	C / 67	67	72	70	73	1	6
65-1	Single-family residence, Canterberry Lane	B / 67	65	75	66	77	2	12
66-1	Meadowlark Golf Course, south of 31st Street	C / 67	No wall	74	76	76	2	--
67-1	Single-family residence, Hunt Club Lane	B / 67	65	77	67	79	2	14
68-1	Highlands Golf Course, north of 31st Street	C / 67	No wall	55	57	57	2	--

Notes:
1. Proposed traffic noise levels in bold will approach (within 1 dB(A)) or exceed the NAC. For Category B (residences) and Category C (parks and recreation facilities), 66 dB(A) is considered an impact.
2. Existing traffic L_{eq} levels (Column C and Column D) are predicted with TNM computer model, with traffic based on peak-hour 2015 traffic volumes and free-flow operational speeds, comparable to how the predicted peak-hour 2040 under the Proposed Project (Column G) were modeled. Real-world peak noise levels may vary from day to day with normal variations in traffic volume and speed.
3. Linear trails and forest preserves, without defined locations of frequent human use or gathering within project study limits, do not have representative receptors.

6.1. Existing Year 2015

Traffic L_{eq} levels for the year 2015 Existing Conditions have been determined with the same TNM computer-modeling techniques and assumptions as for the proposed project. The L_{eq} levels for the 2015 Existing Conditions were predicted from the peak-hour traffic volumes and operational speeds on the Central Tri-State Tollway (I-294) (see Appendix C). Predicting existing L_{eq} levels provides a baseline for comparison of potential noise impacts, particularly at receptors without sound-level measurements. Modeling existing conditions based on peak-hour volumes is a valid technique to determine existing conditions at locations where existing traffic sound levels are predominantly from the adjacent roadways.

The project corridor includes areas with and without existing noise walls. The TNM modeling of existing noise levels includes any existing noise wall or earth berm along the Central Tri-State Tollway (I-294).

The predicted traffic L_{eq} levels for the 2015 Existing Conditions are presented in Table 6.1, Column D. For receptors with existing noise walls, Table 6.1, Column E presents the predicted 2015 Existing Conditions as if the existing noise walls along the Central Tri-State Tollway (I-294) did not exist.

The higher traffic noise levels occur at receptors located next to the right-of-way without existing noise walls. Lower traffic noise levels occur at receptors located farther from the roadway or where shielded by existing noise walls.

The predicted traffic L_{eq} levels for the 2015 Existing Conditions in Table 6.1, Column D differ from the measured L_{eq} levels in Table 4.1. The predicted existing L_{eq} levels have been based on peak-hour traffic volumes and operational speeds, which were different from the traffic conditions during the sound-level measurements. Measured noise levels are only valid for the specific point in time and conditions when the noise measurements were taken.

6.2. Proposed Build 2040

Under the proposed Central Tri-State Tollway (I-294) project, the 2040 design-year traffic L_{eq} levels are presented in Table 6.1, Column G. Predicted traffic L_{eq} levels that approach, meet, or exceed the FHWA NAC will result in traffic noise impacts under the proposed project. Receptors with traffic noise impacts under the proposed project are identified in Column G of Table 6.1 with **bolded** numbers. Under the proposed project, 66 of the 71 receptors analyzed will approach, meet, or exceed the FHWA NAC (without any noise walls).

Compared to the predicted 2015 Existing Conditions, future traffic L_{eq} under the proposed project will increase between 1 and 4 dB(A) (see Table 6.1, Column H). The 1 to 5 dB(A) increases in traffic noise levels under the proposed project will be below the Tollway's criterion for a substantial increase of greater than 14 dB(A) at all receptors along the proposed project. Traffic noise under Build conditions will increase compared with existing because of additional lanes that widen the roadway and higher future traffic volumes.

7. ABATEMENT ANALYSIS

The abatement analysis identifies potential noise abatement measures for areas with traffic noise impacts under the proposed Central Tri-State Tollway (I-294) project. This Traffic Noise Study has evaluated noise abatement under Tollway and FHWA policies for the consideration of traffic noise abatement (Tollway, 2014 and FHWA, 2011).

7.1. Noise Barrier Analyses

Noise barriers could reduce future traffic noise under the proposed project. The effectiveness of a noise barrier depends on its height and length, its location relative to the roadway and receiver, intervening structures, and terrain of the project site. To be effective, a noise barrier must block the "line of sight" between the highest point of a noise source and the receiver. It must be long enough to prevent sounds from passing around the ends, have no openings such as driveways, and be dense enough so that noise would not be transmitted through it.

Noise barriers usually are either walls or earth berms. Berms require a wide space, and adequate space for berms would not be available within the Central Tri-State Tollway (I-294) project area because of adjacent development and limited available right-of-way. Therefore this Traffic Noise Study has evaluated noise walls as the means of noise abatement. Berms that already exist within the project corridor were assumed to remain in place under the proposed project, if the existing berms would not interfere with the preferred alternative.

Potential noise walls have been evaluated with TNM under Tollway and FHWA procedures (Tollway, 2014 and FHWA, 2011). TNM modeling can determine potential traffic noise reductions from different wall locations, heights, and lengths. Potential noise walls have been evaluated at each location, considering the site-specific topography, intervening terrain, distance between the roadway and receivers, roadway configurations, and projected future traffic volumes and speeds.

7.2. Feasibility

Feasibility is a combination of acoustic and engineering considerations, of whether a meaningful reduction in traffic noise levels could be achieved at a particular location. The traffic noise reduction design goal is 8 dB(A) or more at a minimum of one receptor location. The Tollway noise policies require a minimum acceptable noise reduction at the first row of receptors to be 5 dB(A) at a minimum of one receptor location. If a minimum 5 dB(A) noise reduction cannot be achieved, then a noise barrier will not be considered to be feasible (Tollway 2014).

The engineering factors include safety, drainage, utilities, terrain, maintenance, and access. The constructability factor determines whether a noise barrier could actually be constructed using routine standard construction methods and techniques. Feasibility also considers whether a structure could support the load of a noise wall. In addition, a noise barrier cannot be constructed in a location that inhibits or complicates proper maintenance.

One of the most important elements in the physical location and design of noise abatement is drainage. Directing water along, under, or away from a noise abatement structure can be expensive, and could cause construction and long-term maintenance problems.

7.3. Reasonableness

For those potential noise walls found to be feasible, the next step is to evaluate their reasonableness. The reasonableness evaluation determines the cost-effectiveness of potential noise abatement. This considers for each noise barrier the construction cost, number of benefited receptors, and cost-effectiveness (cost per benefited receptor).

Key assumptions for the evaluation of reasonableness under Tollway noise policies (Tollway 2014) include:

- The estimated cost of construction for noise barriers is $30 per square-foot. The cost of right-of-way acquisition (including easements) and other associated costs also should be included.
- A benefited receptor is considered any sensitive receptor that receives at least a 5 dB(A) traffic noise reduction as a result of the noise barrier, regardless of whether the receptor was identified as impacted.
- In the case of multi-unit dwellings (i.e., condominiums, townhouses, apartments and duplexes), each residential unit is counted as one receptor. Upper floor units can be counted as benefited receptors if the noise barrier provides at least a 5 dB(A) traffic noise reduction at each upper floor residence.
- The cost-effective evaluation is based on a base value of $30,000 per benefited receptor. Adjustment factors covered below can increase this amount to a maximum value of $45,000 per benefited receptor.

The cost-per-benefited receptor is determined by dividing the noise barrier's construction cost by the number of benefited receptors. If the cost-per-benefited receptor is less than the adjusted allowable cost per benefited receptor, then the noise abatement measure achieves the cost-effective reasonableness criterion. Generally, the evaluation should provide traffic noise reductions to as many impacted receptors as possible and/or provide as much noise reduction as possible while remaining within the economic reasonability criterion.

The cost-per-benefited receptor determination also can include several adjustment factors. These factors are the relationship of future noise levels to abatement criterion, noise level change from the existing condition to the future build condition, and antiquity. The adjustment factors can be added to the base value to increase the cost-per-benefited receptor value up a total cost of $45,000. The potential value for each adjustment factor is shown below in Table 7.1, Table 7.2, and Table 7.3. The calculated adjustment factors are shown for each receptor as part of Appendix F, Columns U, V, and W.

Table 7.1: Future Noise Levels Adjustment Values

Predicted Build Noise Level Above Noise Abatement Criterion	Dollars Added to Base Value Cost per Benefited Receptor
Less than 3 dB(A)	$0
4 to 5 dB(A)	$1,000
6 to 8 dB(A)	$2,000
Greater than 8 dB(A)	$5,000

Table 7.2: Noise Level Change Adjustment

Noise Level Change from Existing Noise Condition to Future Build Noise Condition	Dollars Added to Base Value Cost per Benefited Receptor
Less than 3 dB(A)	$0
4 to 5 dB(A)	$1,000
6 to 8 dB(A)	$2,000
Greater than 8 dB(A)	$5,000

Table 7.3: Antiquity Adjustment

Project is on a new alignment OR the receptor existed prior to the original construction of the highway	Dollars Added to Base Value Cost per Benefited Receptor
No for both	$0
Yes for either	$5,000

Table 7.1 presents the feasibility and reasonableness evaluations of potential noise barriers for the proposed Central Tri-State Tollway (I-294) project. Potential noise wall locations are depicted in Appendix B.

Table 7.4: Noise Barrier Summary Table

Wall Number	CNEs	Existing Noise Wall?	Potential Noise Barrier Location	Barrier Height (feet)	Barrier Length (feet)	Barrier Construction Cost[1]	Maximum Noise Reduction L_{eq} dB(A)	Total Benefited[2] Receptors	Noise Barrier Cost per Benefited Receptor[3]	Adjusted Allowable Cost per Benefited Receptor[4]	Finding[5][6]
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
1	1,3,4,5, 6,8,10, 11,16,17	yes	West of SB I-294, Toll Plaza to 95th St	16/20	11,261	$6,616,000	16	436	$15,174	$33,443	Cost effective
2	2	no	East of NB I-294, North of 95th Street	16	2,187	$1,050,000	8	24	$43,750	$31,167	Not cost-effective
15	7,9,12, 13,14,15	yes	East of NB I-294, Toll Plaza to Roberts Rd	19	4,785	$2,727,000	16	235	$11,604	$32,740	Cost effective
18	18, 19	yes	East of NB I-294, east of Cork Ave	14/18	3,946	$1,943,000	17	100	$19,430	$32,730	Cost effective
20	20	no	West of SB I-294, east of S 88th Ave	10	741	$222,000	5	1	$222,000	$31,000	Not cost effective
21	21, 23	no	West of SB I-294, 88th Ave to Archer Rd	16	2,182	$1,047,000	10	96	$10,906	$30,000	Cost effective
22	22	yes	East of NB I-294, Archer to Cork Ave	11	648	$214,000	3	0	--	$30,000	Not feasible
26	24, 25, 26	no	East of NB I-294, Archer to LaGrange	12	3,603	$1,297,000	9	120	$10,808	$30,600	Cost effective
27	27	yes	West of SB I-294, West of LaGrange	16	1,316	$632,000	8	13	$48,615	$31,077	Not cost effective
30	30	yes	East of NB I-294, NB ramp from 75th	12-14-18-20	1,133	$578,000	8	6	$96,333	$32,833	Not cost effective
32	32	no	East of NB I-294, Along ramp to I-55	12	516	$186,000	8	9	$20,677	$30,750	Cost effective[7]
33	33	no	West of SB I-294, 75th St Exit to Willow Springs Rd	12/16	2,311	$941,000	13	28	$33,607	$33,214	Not cost-effective
34	34	no	East of NB I-294, East of Willow Springs Road	8	540	$130,000	6	1	$130,000	$30,000	Not cost effective

Wall Number	CNEs	Existing Noise Wall?	Potential Noise Barrier Location	Barrier Height (feet)	Barrier Length (feet)	Barrier Construction Cost[1]	Maximum Noise Reduction L_{eq} dB(A)	Total Benefited[2] Receptors	Noise Barrier Cost per Benefited Receptor[3]	Adjusted Allowable Cost per Benefited Receptor[4]	Finding[5][6]
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
36	36	yes	East of NB I-294, West of Willow Springs Road	12	656	$236,000	9	3	$78,667	$34,000	Not cost effective
37	37	no	West of SB I-294, south of I-55	18	1,080	$583,000	11	31	$18,806	$32,194	Cost effective
38A Option 1	38	no	outside shoulder of NB I-294 Mainline	26	1,788	$1,395,000	4	0	--	$31,000	Not feasible
38B Option 2	38	no	along right-of-way east of I-294 Ramp to I-55	24	271	$195,000	6	1	$195,000	$31,000	Not cost effective
42	42	no	West of SB I-294, at Joliet Road overpass	8	646	$155,000	5	1	$155,000	$31,000	Not cost effective
43	39, 40, 41, 43	yes	East of NB I-294, Wolf Rd to Plainfield Rd	16/20/14	5,487	$2,721,000	13	67	$40,612	$31,701	Not cost-effective
44	44	yes	West of SB I-294, South of Plainfield Road	14/16	1,501	$680,000	11	15	$45,333	$31,933	Not cost effective
46	45, 46, 48	yes	West of SB I-294, north of Plainfield Road	16/20/16 /12	3,975	$1,888,000	13	67	$28,179	$32,597	Cost effective
47	47	no	East of NB I-294, north of Plainfield Rd	16/12	3,815	$1,675,000	8	44	$38,068	$30,682	Not cost effective
49	49	yes	West of SB I-294, south of 55th Street	10/14/20	1,713	$899,000	11	41	$21,927	$32,220	Cost effective
50	50	yes	East of NB I-294, south of 55th Street	18	1,709	$923,000	10	20	$46,150	$31,450	Not cost effective
51	51, 53, 54	yes	West of SB I-294, 47th to 55th	14-18	5,264	$2,679,000	14	81	$33,074	$33,395	Not cost effective
52	52	yes	East of NB I-294, north of 55th Street	18	4.589	$2,478,000	12	171	$14,491	$33,316	Cost effective
55	55	no	West of SB I-294, North of 47th Street	16	817	$392,000	10	5	$78,400	$31,400	Not cost effective
56A Option 1	56	no	East of NB I-294, North of 47th Street	16	854	$410,000	8	5	$82,000	$31,000	Not cost effective

Wall Number	CNEs	Existing Noise Wall?	Potential Noise Barrier Location	Barrier Height (feet)	Barrier Length (feet)	Barrier Construction Cost[1]	Maximum Noise Reduction L_{eq} dB(A)	Total Benefited[2] Receptors	Noise Barrier Cost per Benefited Receptor[3]	Adjusted Allowable Cost per Benefited Receptor[4]	Finding[5][6]
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
56B Option 2	56	no	East of NB I-294, North of 47th Street	18	501	$271,000	8	3	$90,333	$31,000	Not cost effective
60	57, 58, 60	yes	West of SB I-294, south of Ogden	16	4,155	$1,995,000	12	126	$15,833	$32,810	Cost effective
61	61	yes	East of NB I-294, South of Ogden Ave	14/16/20	3,144	$1,693,000	14	98	$17,276	$33,418	Cost effective
63	63, 64, 65	yes	West of SB I-294, south of 31st Street	12/20	4,002	$1,783,000	12	36	$49,528	$31,056	Not cost effective
66	66	no	East of NB I-294, south of 31st Street	14	2,042	$858,000	9	5	$171,600	$31,600	Not cost effective
67	67	yes	West of SB I-294, 31st St to Cermak Rd	17/17/20	5,294	$2,942,000	11	40	$73,550	$31,700	Not cost effective

Notes:

1. The Tollway Noise policy defines noise barrier construction cost as $30 per square-foot for a noise wall. Some if the proposed noise walls vary in height across their length, so the estimated construction cost shown may differ from a simple length times height calculation from the table. For a graphical depiction of the proposed noise walls, see Appendix B.
2. A benefited receptor is defined as receiving at least a 5 dB(A) traffic noise reduction.
3. Total noise barrier cost divided by total number of benefited receptors.
4. The Adjusted Allowable Cost per Benefitted Receptor is calculated by the average of all the Adjusted Allowable Cost for all receptors benefitted by the wall. See Appendix F, Columns R through Z for individual receptor Allowable Costs, and Table 7.1 through
5. Table 7.3 for cost adjustment factors.
6. Walls were evaluated first for feasibility, than reasonability, and finally cost-effectiveness as a subset of reasonability. Only the result of the highest level evaluated is reported. For instance, if a wall was found not to be feasible, then its cost-effectiveness was not evaluated. Conversely, if a wall was found not to be cost-effective, it can be inferred that it was first found to be feasible and otherwise reasonable.
7. Reasonability Criterion is passed if Noise Barrier Cost per Benefited Receptor is less than the Adjusted Allowable Cost per Benefited Receptor when evaluated independently. See Section 7.4, Existing Walls, for the effect of existing noise walls on the analysis, and Section 7.5, Cost Averaging, for a discussion of noise walls when their value is averaged across the corridor.
8. Wall 32's total benefited receptor value assumes the construction of a noise abatement wall along I-55 by IDOT as part of the I-55 Managed Lane project.

7.4. Existing Noise Walls

Many areas within the Central Tri-State Tollway (I-294) corridor include existing noise walls. The presence of an existing noise barrier complicates the noise abatement analysis. Typical noise policies, including the Tollway's, are written with the implicit assumption that noise abatement walls do not already exist. The discussion of how to equitably adapt the Tollway's *Traffic Noise Study and Abatement Policy* to the Central Tri-State Tollway (I-294), where noise abatement walls are already present for a majority of the corridor, can be found throughout Appendix E, notably in the minutes of 2/8/2017.

The proposed project is anticipated to require the replacement of the existing noise walls along the Central Tri-State Tollway (I-294). Most existing noise walls would be relocated to accommodate the widening of the roadway and ramps. Other noise walls would be reconstructed to provide a consistent aesthetic appearance throughout the Illinois Tollway system.

The Tollway has decided that for an existing noise wall to be relocated or reconstructed as part of the Central Tri-State Tollway (I-294) project, a replacement noise wall will be provided at approximately the same size as the existing noise wall, where physically feasible. At a minimum, the replacement noise barrier would be approximately the same height above the adjacent roadway as the existing noise barrier. If a noise barrier were to be moved down a slope, then the height of the noise barrier would be increased to maintain the effective height above the roadway. In addition, the replacement noise barrier would be approximately the same length as the existing noise barrier.

Noise abatement walls planned to replace existing noise barriers will not be required to meet the reasonableness criteria, including the cost-benefit analysis. This includes the height and length of these walls, which might be greater than the minimum required by Tollway policy in order to approximate the existing wall. However, these walls will be included in the cost-averaging calculations in Section 7.5.

All of the existing noise walls are assumed to be relocated or reconstructed along the Central Tri-State Tollway (I-294). Final design might identify existing noise walls that would not be physically impacted by the proposed project. Situations where an existing noise wall could be retained should be evaluated on a case-by-case basis during final design. See Section 12 on page 38 for further information on retention of existing noise walls.

7.5. Cost Averaging

Cost averaging of noise abatement among common noise environments (CNEs) is a technique used by some states and agencies when conducting the reasonableness evaluation. Under cost averaging, the noise wall costs are considered cumulatively, across CNEs, to determine if any noise barrier found to be not cost effective standing alone (Table 7.1) could be cost effective cumulatively when the total benefits and costs of noise walls across the project are evaluated. Cost averaging can provide an opportunity for noise abatement at CNEs that do not achieve the cost-effective criterion on an individual basis, which would equitably consider noise barriers along the entire Central Tri-State Tollway (I-294) corridor. The Tollway's decision process for whether and how to use cost averaging as part of the Central Tri-State Tollway (I-294) project is included as part of Appendix E, minutes of 3/8/2017.

For a single noise abatement measure to be considered as part of a cost averaging evaluation, the estimated build cost of noise abatement per benefited receptor may not exceed two times the allowable noise abatement cost-per-benefited receptor, unless the wall is replacing an existing noise wall. See Column H in Table 7.5.

After each CNE has been evaluated independently (Table 7.4), the walls are ranked in order of ascending ratio of the cost of the wall per benefitted receptor divided by allowable cost of the wall per benefitted receptor (Table 7.5). Walls that meet the conditions for recommendation (see note 7 in Table 7.5 are included in the cumulative costs and benefits.

Noise abatement measures achieve the cost reasonableness criterion cumulatively if the cumulative estimated noise wall cost per benefited receptor is less than cumulative adjusted allowable cost per benefited receptor. Table 7.5 presents the barrier cost-averaging analysis for the proposed Central Tri-State Tollway (I-294) project.

Table 7.5 : Central Tri-State Tollway (I-294): Noise Barrier Cost Averaging
Sorted by Ratio of Cost per Receptor/Allowable Cost per Receptor (Column H)

Wall	Total Receptors Modeled	Benefitted Receptors [1]	Receptor adjusted allowable cost per benefitted receptor[2]	Does Wall Replace Existing Wall?[5]	Noise Wall Cost[3]	Cost per Benefitted Receptor[4]	Ratio of Cost per Receptor/ Allowable Cost[5]	Cumulative Cost[6]	Cumulative Benefitted[6] Receptors	Cumulative Allowable Cost of Noise Wall[6]	Is Wall Recommended for Construction?[7]
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
26	176	120	$30,600	NO	$1,297,000	$10,808	0.35	$1,297,000	120	$3,672,000	YES
15	240	235	$32,740	YES	$2,727,000	$11,604	0.35	$4,024,000	355	$11,365,900	YES
21	96	96	$30,000	NO	$1,047,000	$10,906	0.36	$5,071,000	451	$14,245,900	YES
52	171	171	$33,316	YES	$2,478,000	$14,491	0.43	$7,549,000	622	$19,942,936	YES
1	437	436	$33,443	YES	$6,616,000	$15,174	0.45	$14,165,000	1,058	$34,524,084	YES
60	126	126	$32,810	YES	$1,995,000	$15,833	0.48	$16,160,000	1,184	$38,658,144	YES
61	100	98	$33,418	YES	$1,693,000	$17,276	0.52	$17,853,000	1,282	$41,933,108	YES
37	52	31	$32,194	NO	$583,000	$18,806	0.58	$18,436,000	1,313	$42,931,122	YES
18	108	100	$32,730	YES	$1,943,000	$19,430	0.59	$20,379,000	1,413	$46,204,122	YES
32	21	9	$30,750	NO	$186,000	$20,667	0.67	$20,565,000	1,422	$46,480,872	YES
49	42	41	$32,220	YES	$899,000	$21,927	0.68	$21,464,000	1,463	$47,801,892	YES
46	68	67	$32,597	YES	$1,888,000	$28,179	0.86	$23,352,000	1,530	$49,985,891	YES
51	83	81	$33,395	YES	$2,679,000	$33,074	0.99	$26,031,000	1,611	$52,690,886	YES
33	79	28	$33,214	NO	$941,000	$33,607	1.01	$26,972,000	1,639	$53,620,878	YES
47	44	44	$30,682	NO	$1,675,000	$38,068	1.24	$28,647,000	1,683	$54,970,886	YES
43	77	67	$31,701	YES	$2,721,000	$40,612	1.28	$31,368,000	1,750	$57,094,853	YES
2	24	24	$31,167	NO	$1,050,000	$43,750	1.40	$32,418,000	1,774	$57,842,861	YES
44	18	15	$31,933	YES	$680,000	$45,333	1.42	$33,098,000	1,789	$58,321,856	YES
50	20	20	$31,450	YES	$923,000	$46,150	1.47	$34,021,000	1,809	$58,950,856	YES
27	31	13	$31,077	YES	$632,000	$48,615	1.56	$34,653,000	1,822	$59,354,857	YES
63	36	36	$31,056	YES	$1,783,000	$49,528	1.59	$36,436,000	1,858	$60,472,873	YES
36	6	3	$34,000	YES	$236,000	$78,667	2.31	$36,672,000	1,861	$60,574,873	YES
67	49	40	$31,700	YES	$2,942,000	$73,550	2.32	$39,614,000	1,901	$61,842,873	YES
55	5	5	$31,400	NO	$392,000	$78,400	2.50	$39,614,000	-	-	NO
56	5	5	$31,000	NO	$410,000	$81,984	2.64	$39,614,000	-	-	NO
30	10	6	$32,833	YES	$578,000	$96,333	2.93	$40,192,000	1,907	$62,039,871	YES
34	5	1	$30,000	NO	$130,000	$130,000	4.33	$40,192,000	-	-	NO

Wall	Total Receptors Modeled	Benefitted Receptors (1)	Receptor adjusted allowable cost per benefitted receptor(2)	Does Wall Replace Existing Wall?(5)	Noise Wall Cost(3)	Cost per Benefitted Receptor(4)	Ratio of Cost per Receptor/ Allowable Cost(5)	Cumulative Cost(6)	Cumulative Benefitted(6) Receptors	Cumulative Allowable Cost of Noise Wall(6)	Is Wall Recommended for Construction?(7)
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
42	1	1	$31,000	NO	$155,000	$155,000	5.00	$40,192,000	-	-	NO
66	5	5	$31,600	NO	$858,000	$171,600	5.43	$40,192,000	-	-	NO
38	2	1	$31,000	NO	$195,000	$195,000	6.29	$40,192,000	-	-	NO
22	6	0	$30,000	YES	$214,000	$214,000	7.13	$40,406,000	1,907	$62,039,871	YES
20	1	1	$31,000	NO	$222,000	$222,000	7.16	$40,406,000	-	-	NO
TOTAL	2,144	1,926	N/A	N/A	$42,768,000	N/A	N/A	$40,406,000	1,907	$62,039,871	

Notes:

1. A benefited receptor is defined as receiving at least a 5 dB(A) traffic noise reduction.
2. See Appendix F, Columns T through Z for the adjusted allowable cost calculations.
3. Noise wall cost based on $30 per square foot construction cost.
4. Total noise wall cost divided by total number of benefited receptors.
5. Walls that have a Ratio of Cost per Benefitted Receptor / Allowable Cost of less than 2.0, OR are replacing existing walls and therefore automatically considered reasonable, are included in the calculation of Cumulative Cost, Cumulative Benefitted Receptors, and Cumulative Allowable Cost.
6. Cumulative columns (Columns I, J, and K) are additive for walls that are recommended for construction (Column L). Walls that are not recommended for construction do not add their costs or benefits to these columns. See Note 7 below for more information on when a wall is recommended.
7. Walls are recommended for construction if one of the three following conditions is satisfied:
    a. They are replacing an existing wall (See Column E in Table 7.5 and Section 7.4).
    b. They have been found feasible, reasonable, and cost-effective. See Column L in Table 7.4 for this evaluation.
    c. They are feasible, reasonable, and
        i. have a Ratio of Cost per Benefitted Receptor / Allowable Cost less than 2.0 (Column H), and
        ii. the cumulative cost of the wall and all walls below it when ordered by Column H is less than the cumulative allowable cost- ie, when Column I is less than Column K for the wall.
8. Wall 22 benefits zero receptors, which makes it impossible to calculate the Ratio of Cost per Receptor/Allowable Cost (column H.) To bypass this issue, a value of one benefitted receptor was used to calculate the value for Column H for Wall 22, in order to rank it with the other walls in Table 7.5. This false receptor was not used elsewhere, and was not included in the cumulative calculations (Column J).

7.6. Likelihood Statement

Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified in Table 7.4 and Table 7.5, and are shown on the plan and profile sheets included in Appendix B. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and any public involvement processes.

7.7. Coordination with Local Government Officials for Undeveloped Lands

The Central Tri-State Tollway (I-294) corridor is highly developed. Most parcels have been developed with residences, schools, parks, churches, commercial uses, and industrial land. Other lands along the corridor include forest preserves, golf courses, parks and recreational facilities, floodplain parcels, and stormwater facilities. Undeveloped lands have not been identified along the Central Tri-State Tollway (I-294).

8. RAILROAD NOISE

The BNSF Railroad Bridge over I-294 will be rebuilt to accommodate the wider cross-section of the proposed Central Tri-State Tollway (I-294). The preliminary design for this has been done as part of a separate contract, RR-14-4222. This section covers the noise analysis requirement for contract RR-14-4222.

Noise impacts for railroads are typically reviewed using the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment*. The concepts in the manual are similar to the FHWA's noise manual which the Tollway's *Traffic Noise Study and Abatement Policy* is based from, but it differs in numerous important ways to account for the different characteristics of roadway noise and rail noise.

For this project, it was determined that no rail-specific noise study would be required. This was based on the following factors:

1. The number of tracks would not change from the existing to the proposed condition.
2. The number of trains using the tracks each day would not be impacted by the project.
3. The speed of the trains passing through would not be changed by the project.
4. The alignment of the tracks would not be changed by the project.
5. The profile of the tracks would not be substantially changed, and would not create a meaningful change in the noise environment.
6. The use or non-use of train horns would not be affected by the project.
7. The Central Tri-State Tollway (I-294) is the dominant source of noise in the area around the BNSF Railroad Bridge.

These factors indicate that the amount of noise from the railroad will not be meaningfully different before and after the new bridge construction. It was therefore determined that a railroad noise study was not needed.

9. NOISE DURING CONSTRUCTION

During construction, the noise environment is different than during normal operation of the roadway. In addition to noise from construction activities themselves, existing noise abatement may be temporarily removed and traffic may be shifted closer to noise receptors.

9.1. Construction Noise

Construction noise varies greatly depending on the equipment being used, the condition of the equipment, and the activities being conducted. Noise levels also depend on the time and duration of the construction activity. Noise from stationary and mobile construction equipment is primarily from the engine and exhaust. Mobile construction equipment rarely travels at high speeds where wind noise and tire noise are critical.

Trucks and machinery used for construction of the proposed project will produce noise that may affect some land uses and activities during the construction period. Residences, businesses, and public institutions along the alignment will at times experience perceptible construction noise from implementation of the proposed project. Potential construction noise will be most noticeable at locations near construction activities, and during nighttime construction.

Any potential construction noise impacts will be considered temporary or short-term impacts. Construction activities may include reasonable abatement measures to avoid excessive construction noise impacts. Abatement of construction noise could be accomplished by construction staging, sequencing of operations, or alternative construction methods. Typically, the construction methods to be used for a project are determined in the final engineering design. To minimize or eliminate the effect of construction noise, noise restrictions have been incorporated into the Illinois Tollway's Supplemental Specifications to the Illinois Department of Transportations' Standard Specifications for Road and Bridge Construction as Article 107.35.

9.2. Traffic Noise During Construction

As part of the construction of the project, existing noise walls will need to be removed, exposing receptors behind them to increased noise. While the replacement noise walls will be placed as early as possible, construction staging and retaining wall construction may cause receptors that have noise abatement in the existing and proposed conditions to be unshielded for up to a year or more.

Construction staging will be determined as part of the final engineering design and will vary dramatically across the corridor according to terrain. The impact caused by removing the existing walls will vary from receptor to receptor, and can be approximated by reviewing the per-receptor existing noise with and without walls analysis available in Appendix F.

10. PARALLEL BARRIERS

Sound wave reflections between parallel noise walls can theoretically reduce the noise wall performance, inhibiting the ability to attain the desired noise reduction. Accepted practice to determine the likelihood of parallel barriers causing reflections that reduce noise wall performance is to review the width-to-height ratio of the barriers on either side of the roadway. A ratio of 20:1 or less – that is, 10-foot high noise walls 200 feet apart or less- is considered to be a possibility of performance reduction, while a ratio of 10:1 or less – 10-foot high noise walls 100 feet apart or less – is considered to have a greater possibility of having reduced noise wall performance.

The width-to-height ratios were calculated for the Central Tri-State Tollway (I-294) project. As seen in Table 10.1, the ratios for the parallel barriers are all above the 10:1 demarcation, with many being above 20:1. This indicates that the noise wall performance reduction caused by sound wave reflection is unlikely to be noticeable. Additionally, the typical solution for parallel barrier noise wall performance reduction is to increase the height of the noise walls. The proposed noise wall heights along the Central Tri-State Tollway (I-294) are typically defined by the Tollway policy requirement to replace existing walls with new walls of similar height. During the modeling, it was determined that these heights are typically in excess of the minimum required heights to meet Tollway feasibility and reasonability criteria. As such, additional height above and beyond the minimum required is built-in to almost all walls along the corridor, providing extra abatement to ensure that any minimal noise wall performance reduction from the parallel barriers is already mitigated.

Absorptive noise walls, another method to mitigate noise wall performance reduction caused by sound wave reflections between parallel noise walls, are not recommended because of concerns over the long-term maintenance of the absorptive material.

Table 10.1: Parallel Proposed Barriers Width-To-Height Ratio

Area with Parallel Barriers No.(1)	Beginning Station	Ending Station	Southbound Wall Average Height (feet)	Northbound Wall Average Height (feet)	Average Distance Walls Are Apart (feet)	Ratio of Width / Average Wall Height F/((D+E)/2)
(A)	(B)	(C)	(D)	(E)	(F)	(G)
A	933+00	954+84	20	16	214.3	11.9
B	974+69	1022+47	19	19	211.5	11.1
C	1026+15	1041+02	20	15.5	281.5	15.9
D	1062+51	1069+70	15.1	11	309.7	23.7
E	5101+65	5112+96	16	12	229.3	16.4
F	1195+66	1197+72	16	12	453.1	32.4
G	1214+97	1217+46	18	12	345.9	23.1
H	1276+90	1291+48	15.1	14	323.8	22.3
I	1293+27	1318+45	17.8	16	272.1	16.1
J	1329+78	1345+62	17.3	18	366.1	20.7
K	1347+71	1393+06	16.8	18	223.1	12.8
L	1416+69	1428+77	16	20	222.6	12.4
M	1436+06	1450+86	16	16.7	396.2	24.2
Notes:	1. These areas by their nature cover multiple CNEs and Barriers, and are labeled alphabetically as opposed to numerically to clarify that they are independent of CNE and Noise Wall numbering. For additional clarity, see Appendix B for a graphical depiction of the recommended noise walls, as well as the location of the noted Stations.					

11. ALTERNATIVES MODELED

At the time the noise study began, the expected recommended improvements were known as Alternative 7 – Flex Lane Hybrid. In general, Alternative 7 recommended a widening of the mainline Central Tri-State Tollway (I-294) to five lanes in each direction with a flex lane (wider inside shoulder) for operational flexibility. It was this alternative that was used to build the proposed TNM-software noise model for the Central Tri-State Tollway (I-294) project.

Subsequent to the majority of the modeling work being completed, the recommended alternative evolved to Alternative 8 – Roadway Widening and Flex Lane Hybrid. This alternative was identical to Alternative 7 except that from the I-88 ramps to the I-55 ramps the Central Tri-State Tollway (I-294) would be widened to six lanes in each direction instead of five. Later, Alternative 8 was adapted into Alternative 8R ("Refined"), but this did not change the proposed typical section, so throughout this section it will be referred to simply as Alternative 8.

To review if the extensive modeling and analysis done using Alternative 7 was still accurate, an Alternative 8 model was built in TNM, and the results of selected walls in the area where the models differed were compared against the results of the Alternative 7 model, both with and without the recommended walls. The analysis focused on the area where Alternative 8 differed from Alternative 7, which was between I-88 and I-55 through Western Springs, Hinsdale, and Oak Brook. A summary of the average results of this comparison is presented below in Table 11.1. A complete discussion can be found in Appendix E, *Comparison of TNM models representing CTST Alternative 7 and Alternative 8.*

Table 11.1: Modeled Alternatives Comparison

Wall	Alt 8 result – Alt 7 result If No Wall Average of All Receivers dB(A)	Alt 8 reduction – Alt 7 reduction from recommended Wall Average of All Receivers dB(A)	Alt 8 result – Alt 7 result With recommended Wall Average of All Receivers dB(A)
(A)	(B)	(C)	(D)
50	0.8	0.6	0.3
51	0.2	0.2	0.0
52	0.4	0.4	0.0
60	0.5	0.3	0.1
61	0.3	0.2	0.1

The results of the comparison showed that on average, Alternative 8 resulted in unshielded noise levels between 0 and 1 decibel higher than Alternative 7, as traffic moved one lane (12 feet) closer to the receptors – see Column B in Table 11.1 above. However, as the traffic noise levels increased, so did the efficiency of the recommended noise abatement walls, as the reductions in noise levels increased almost as much the noise levels (see Column C in Table 11.1). Therefore, the final noise that would be experienced by the receptors in an Alternative 8 scenario is not meaningfully different than would be experienced in the originally modeled Alternative 7 scenario (see Column D in Table 11.1).

With the recommended walls in place, the average noise experienced by the receptors is either the same or within tenths of a decibel. As studies of traffic noise have shown that an increase of 3 dB(A) will be barely detectable by the human ear, this level of differentiation is virtually impossible for humans to detect. As such, it can be stated with reasonable confidence that, with the recommended walls in place, Alternative 8 will not change the perceived noise levels over those that would have been experienced with Alternative 7. As such, the decisions and modeling done for Alternative 7 remain valid, and the recommendations for wall heights and lengths can be carried forward into the Master Plan with confidence.

12. CHANGES DURING DESIGN

A the time of this report, the recommendation is that all existing noise abatement walls along the Central Tri-State Tollway (I-294) will be removed and replaced with new noise abatement walls of equal or greater height and length. See Section 7.4 for greater detail on the removal and replacement of existing noise walls. For many of these walls, their removal is required to accommodate the widened cross section of the mainline roadway. There are various locations, however, where the existing walls could conceivably be left in place without interfering with the new roadway cross section. These sections are also expected to be replaced to provide a consistent aesthetic appearance throughout the Illinois Tollway system.

As the design of the roadway progresses, there may be locations where the designer identifies that the cost to remove and replace an existing noise abatement wall that is not structurally or acoustically deficient is greatly in excess of the estimated cost of replacement wall – for instance, if replacing the noise abatement wall would require replacing a structural retaining wall that is not otherwise planned to be removed.

For these locations, the designer may, in coordination with Tollway staff, choose to leave the existing wall in place if it is determined that the recommended proposed wall would only replicate the existing noise abatement, as opposed to meaningfully increasing the height or length of the noise abatement along the Central Tri-State Tollway (I-294).

Locations where the recommended noise abatement walls are not implemented in favor of maintaining existing noise abatement walls because of cost, aesthetic, construction staging, or other reasons should be documented for potential inclusion to a future addendum to this report.

13. REFERENCES

Code of Federal Regulations (CFR) Title 23, Part 772, U.S. Department of Transportation, Federal Highway Administration (FHWA), Procedures for Abatement of Highway Traffic Noise and Construction Noise. Washington, D.C.

Illinois State Toll Highway Authority (Tollway). 2014. Traffic Noise Study and Abatement Policy.

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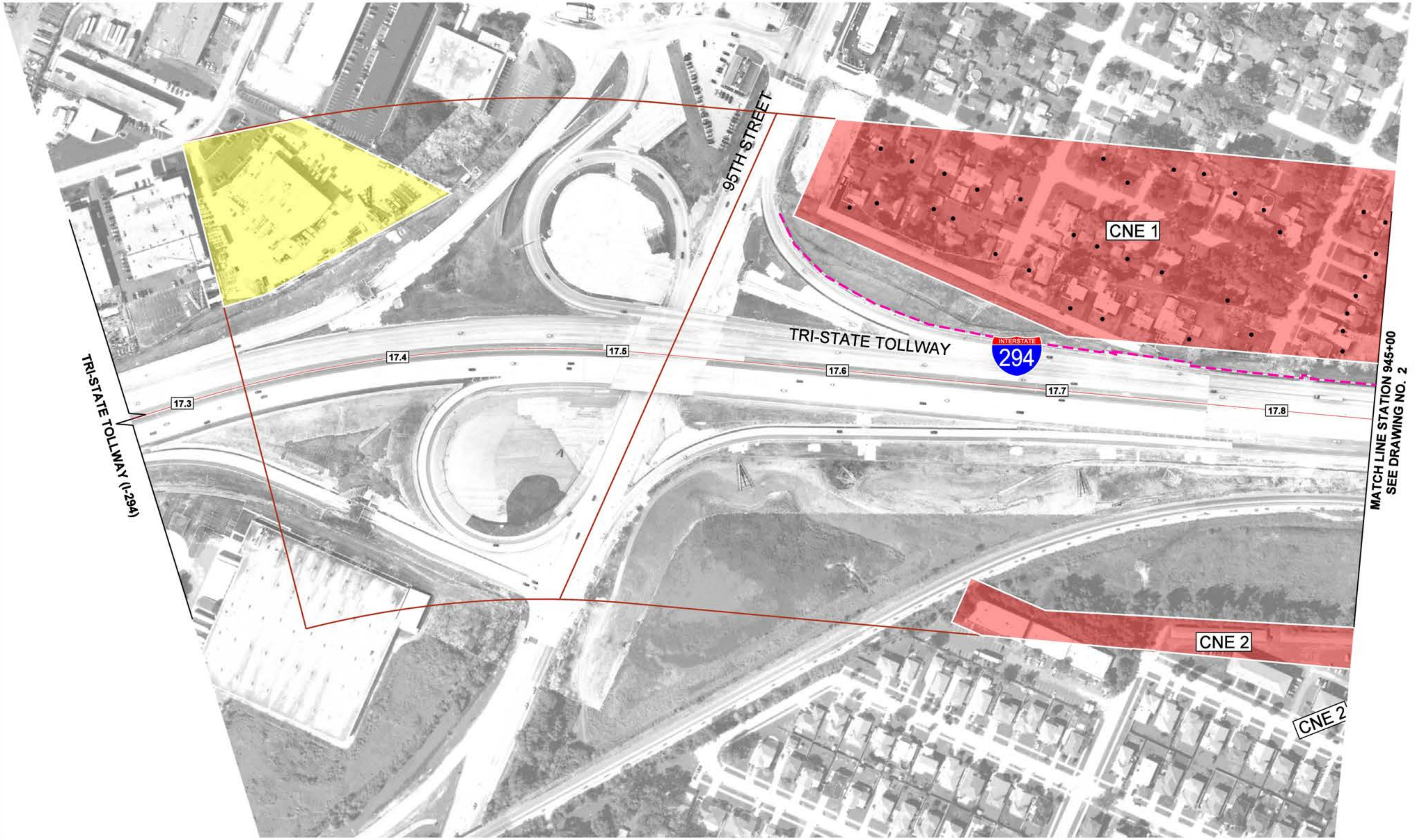
U.S. Department of Transportation, Federal Highway Administration. May, 1996. Measurement of Highway-Related Noise. Report No. FHWA-PD-96-046. Washington, D.C.

Appendix A

Noise Activity Category and Receptor Map



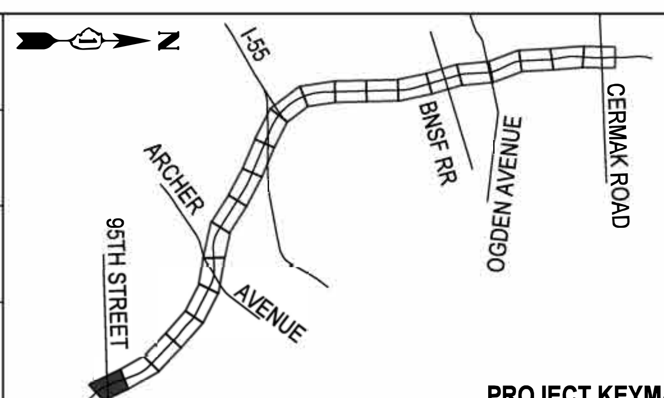
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

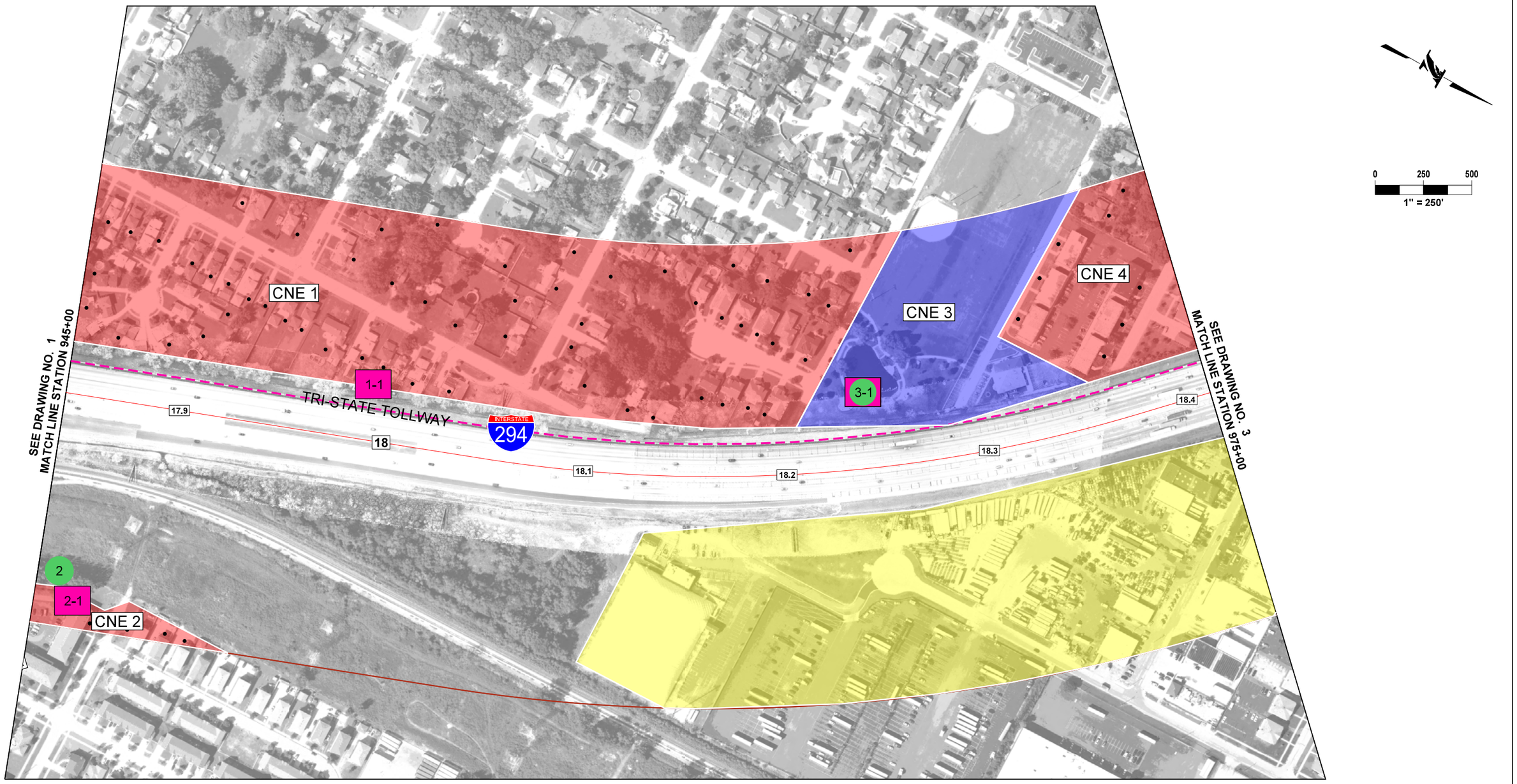
- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 1

DRAWING NO. 1 OF 22



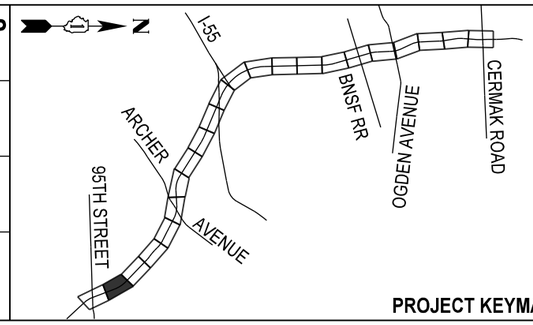
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 2
DRAWING NO. 2 OF 22

SEE DRAWING NO. 2
MATCH LINE STATION 975+00

MATCH LINE STATION 1005+00
SEE DRAWING NO. 4

0 250 500
1" = 250'

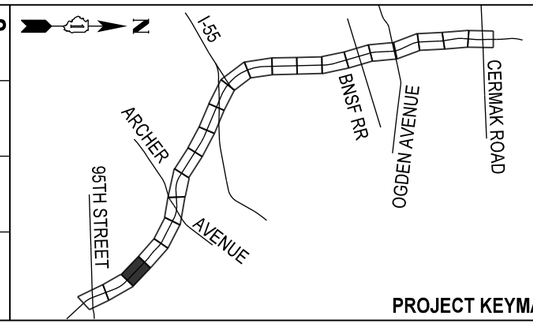
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

1046 — PROPOSED ALIGNMENT

1046 — EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

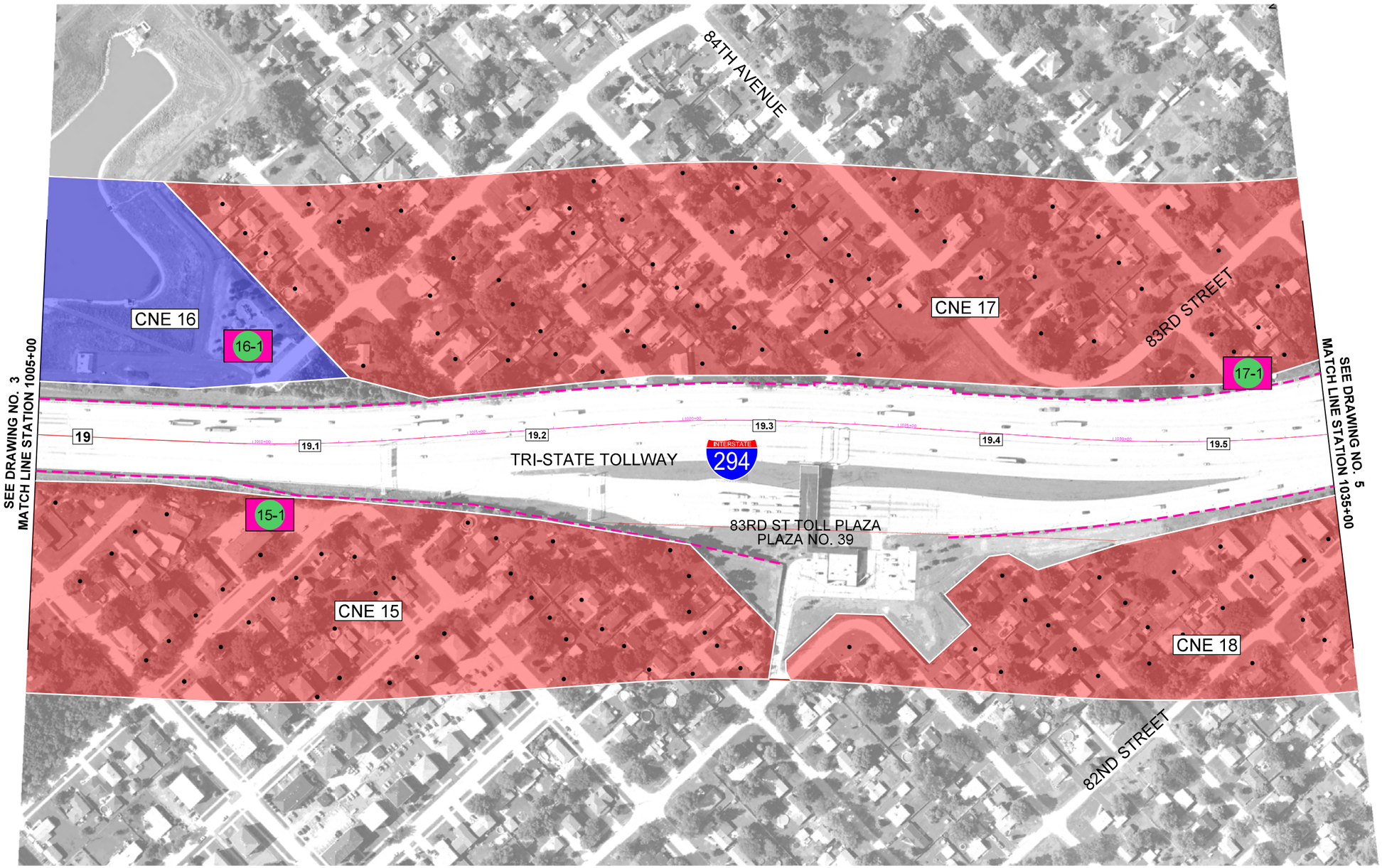
18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO.
$NAW2-03
DRAWING NO.
3 OF 22

bjohnson
Mar 22, 2018
c:\trans\tems\pw_local\transcorp:pw1b_bjohnson\d0586582\v223-SHT-NAW-03.dgn



0 250 500
1" = 250'

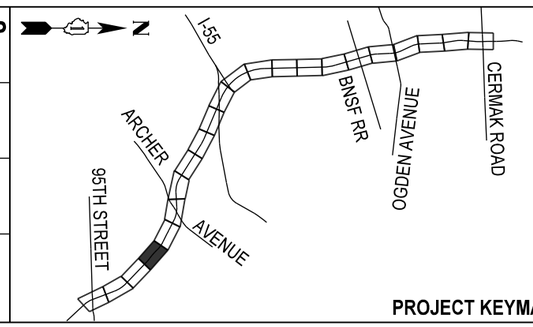
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- 1046 — PROPOSED ALIGNMENT
- 1046 — EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 4
DRAWING NO. 4 OF 22

0 250 500
1" = 250'

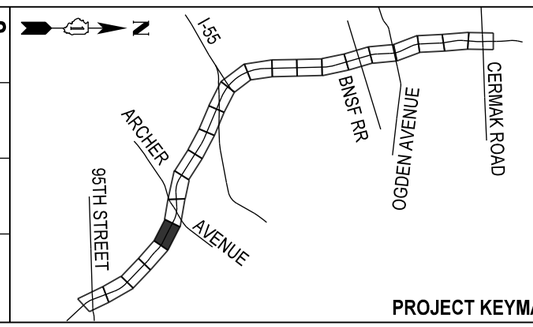
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

1046 — PROPOSED ALIGNMENT

1046 — EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

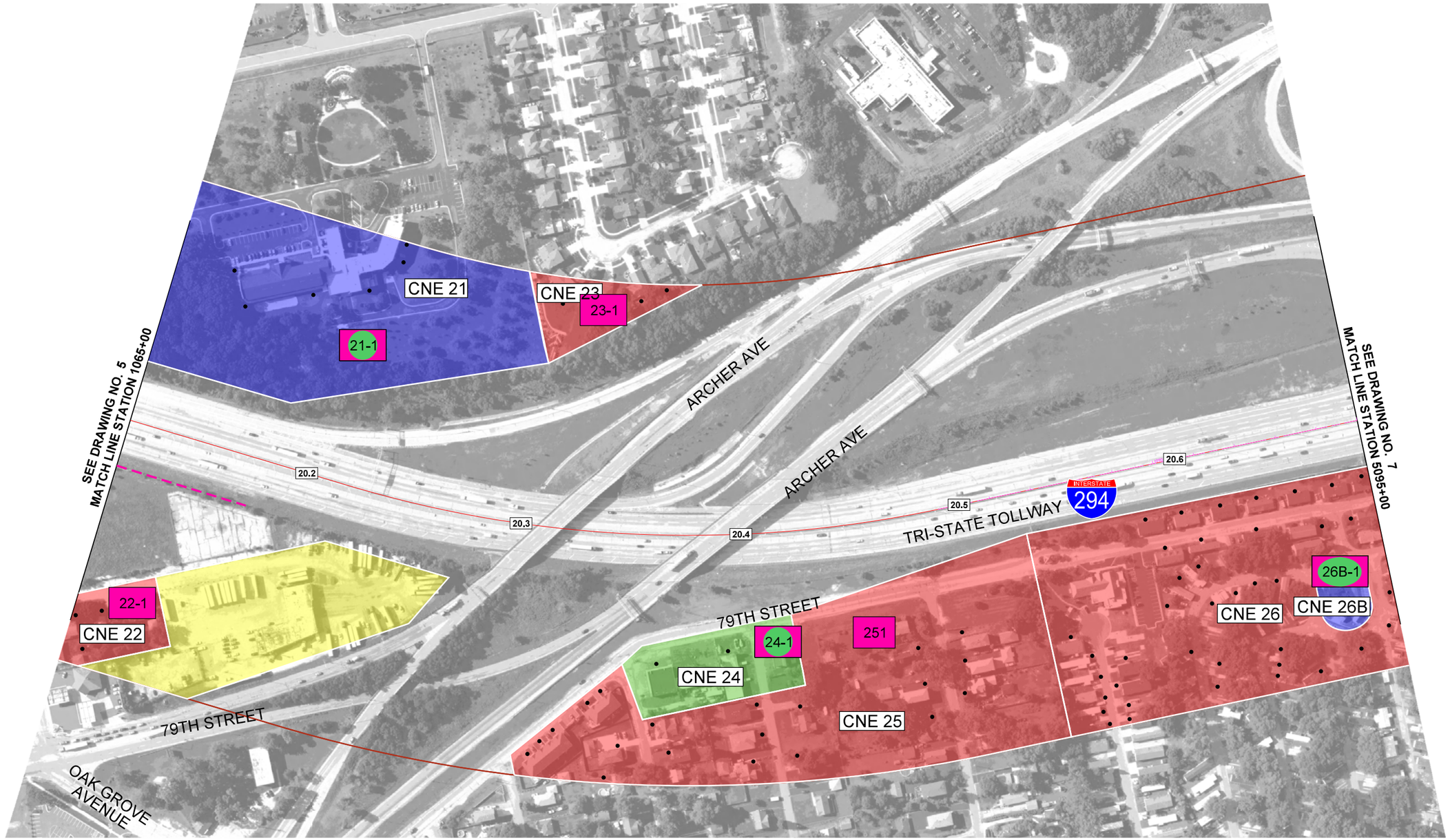
18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 5
DRAWING NO. 5 OF 22

bjholman
3/22/2018
c:\transystems\pw_local\transystemscorp-pw1\bjholman\d0506502\t223-SHT-NAW-05.dgn



0 250 500
1" = 250'

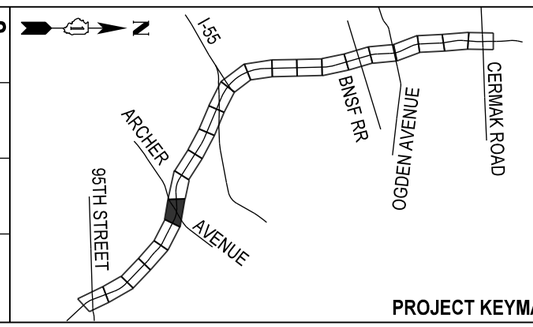
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 NOISE MONITORING LOCATION

1-1 WORST CASE MODELED RECEPTOR

1-1 JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

OTHER MODELED RECEPTOR

CNE 01 COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

PROPOSED ALIGNMENT

EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

18 TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 6
DRAWING NO. 6 OF 22

bjholman
3/26/2018
c:\transystems\px.local\transupcorp-pw1\bjholman\d0586582\4223-SHT-NAW-06.dgn

ARCHER AVE

CNE 27

27-1

CANADIAN NATIONAL RAILROAD

CNE 28

JOHN HUSAR I&M CANAL TRAIL

21

INTERSTATE 294

TRI-STATE TOLLWAY

20.9

20.8

20.7

21.1

21.2

MATCH LINE STATION 5095+00
SEE DRAWING NO. 6

26-1

CNE 26

LAGRANGE AVENUE (US 12-20-45)

CNE 29

CHICAGO SHIP & SANITARY CANAL

MATCH LINE STATION 5125+00
SEE DRAWING NO. 8

ILLINOIS & MICHIGAN CANAL

0 250 500
1" = 250'

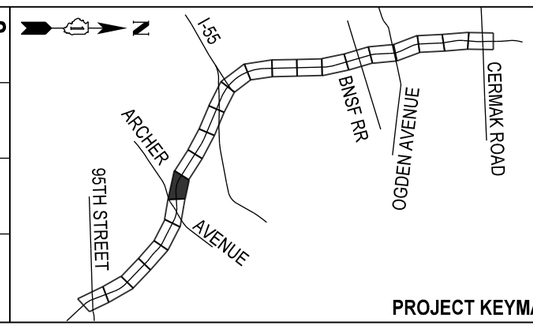
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

PROPOSED ALIGNMENT

EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 7
DRAWING NO. 7 OF 22

bjhuiman
3/22/2018
c:\transystems\pw_local\transystemcorp-pw1\bjhuiman\d0586582\4223-SHT-NAW-07.dgn

SEE DRAWING NO. 7
MATCH LINE STATION 5125+00

MATCH LINE STATION 5155+00
SEE DRAWING NO. 9

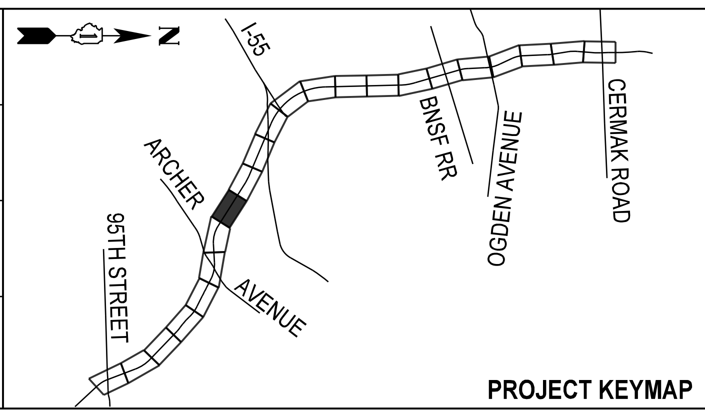
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

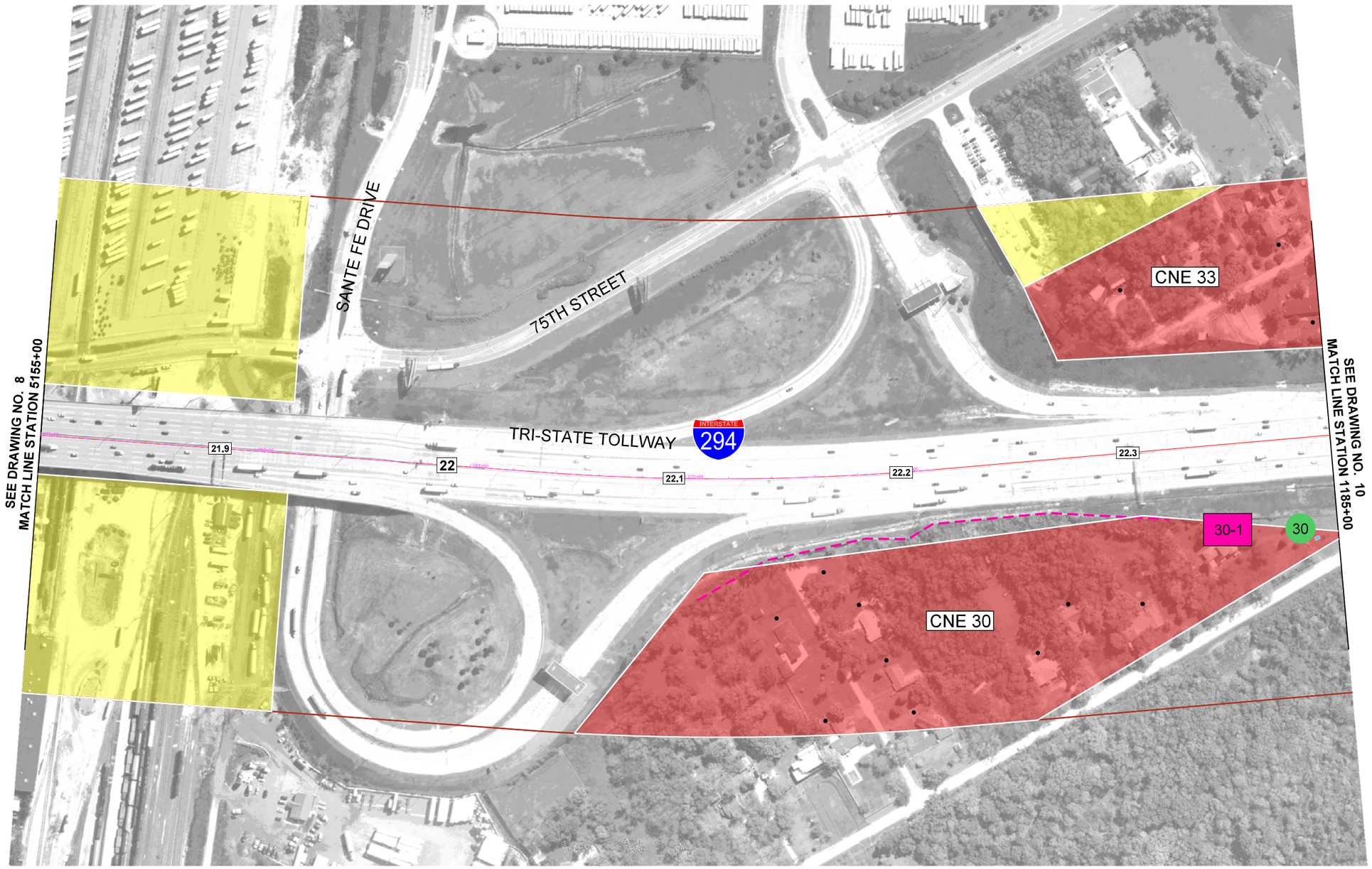
- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 8

DRAWING NO. 8 OF 22



0 250 500
1" = 250'

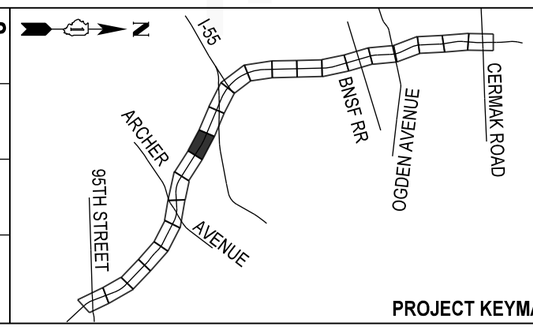
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

PROPOSED ALIGNMENT

EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

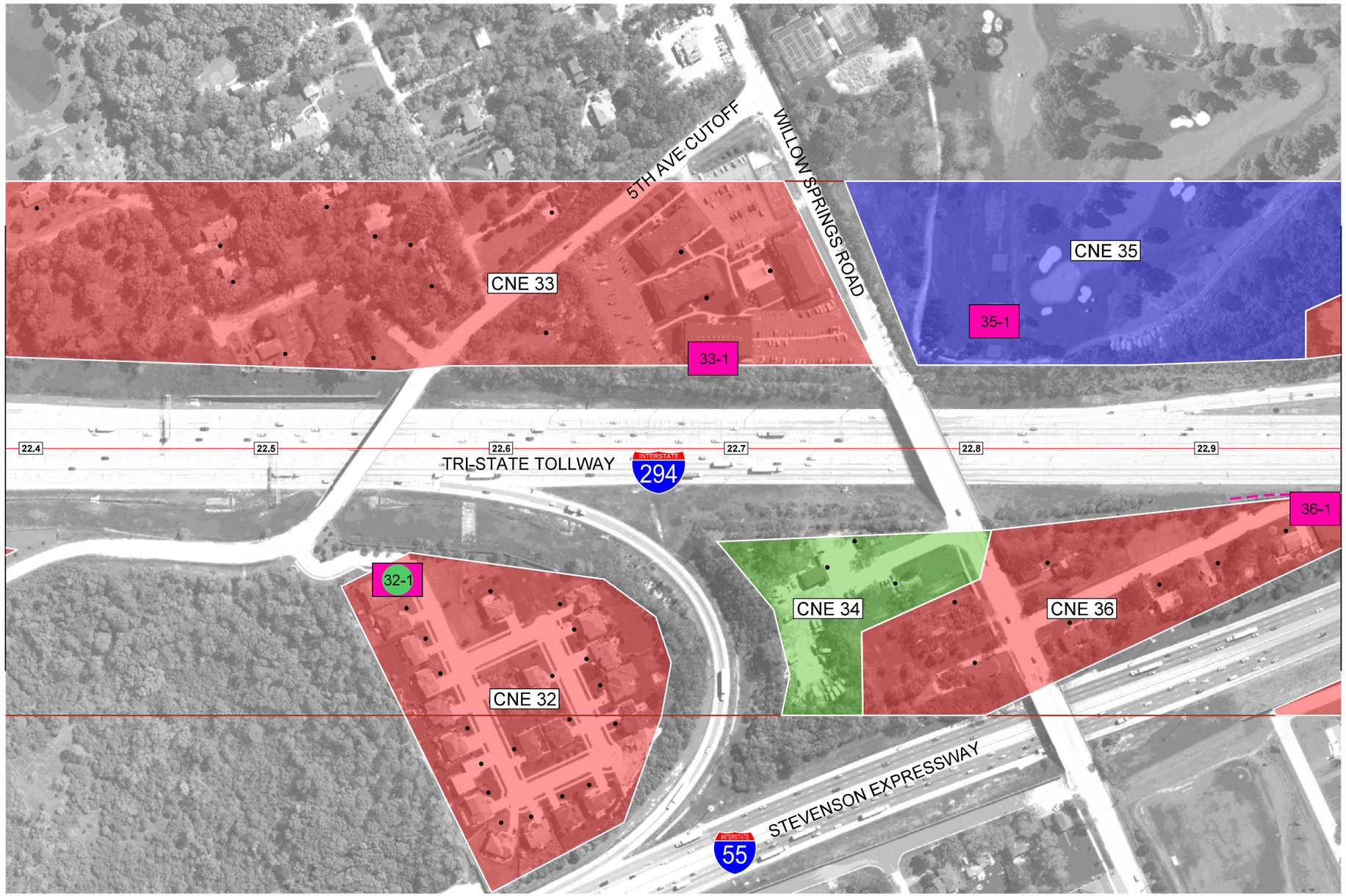
18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 9
DRAWING NO. 9 OF 22

bjholman
3/22/2018
c:\transystems\pw_local\transystemscorp-pw1\bjholman\d0506502\4223-SHT-NAW-09.dgn



SEE DRAWING NO. 9
MATCH LINE STATION 1185+00

MATCH LINE STATION 1215+00
SEE DRAWING NO. 11

0 250 500
1" = 250'

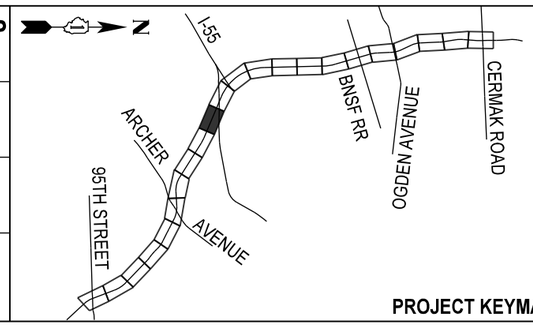
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

1046 PROPOSED ALIGNMENT

1046 EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

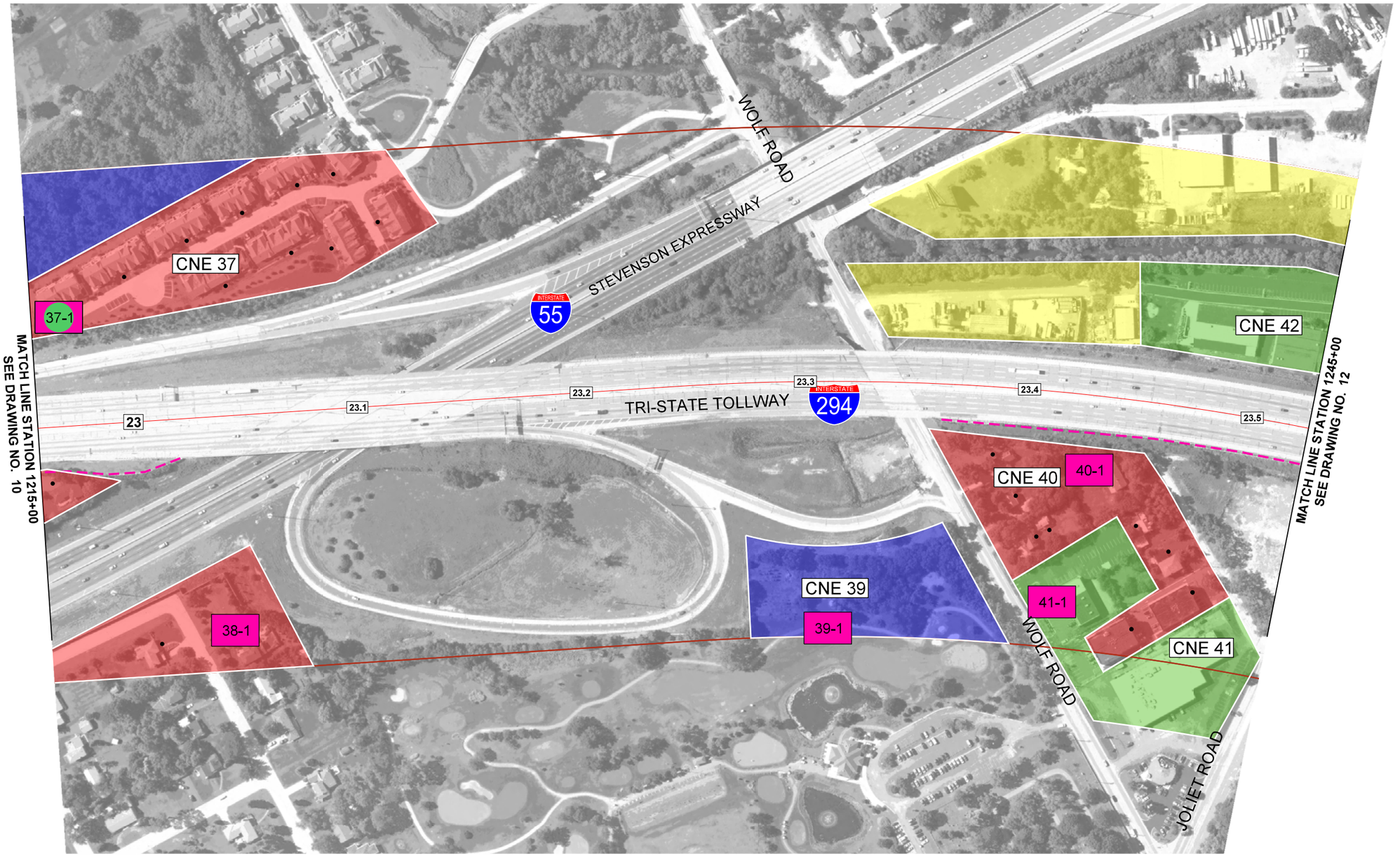
18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 10
DRAWING NO. 10 OF 22

bjhilman
3/22/2018
c:\transystems\pw_local\transuscorp-pw1\bjhilman\d0586582\4223-SHT-NAW-10.dgn



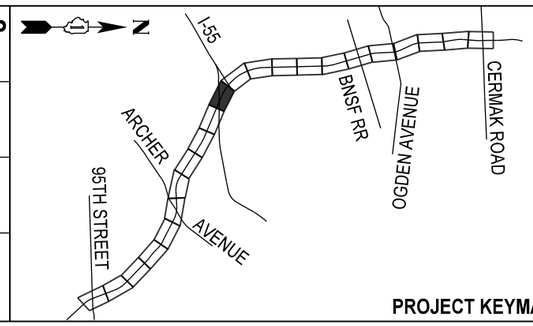
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

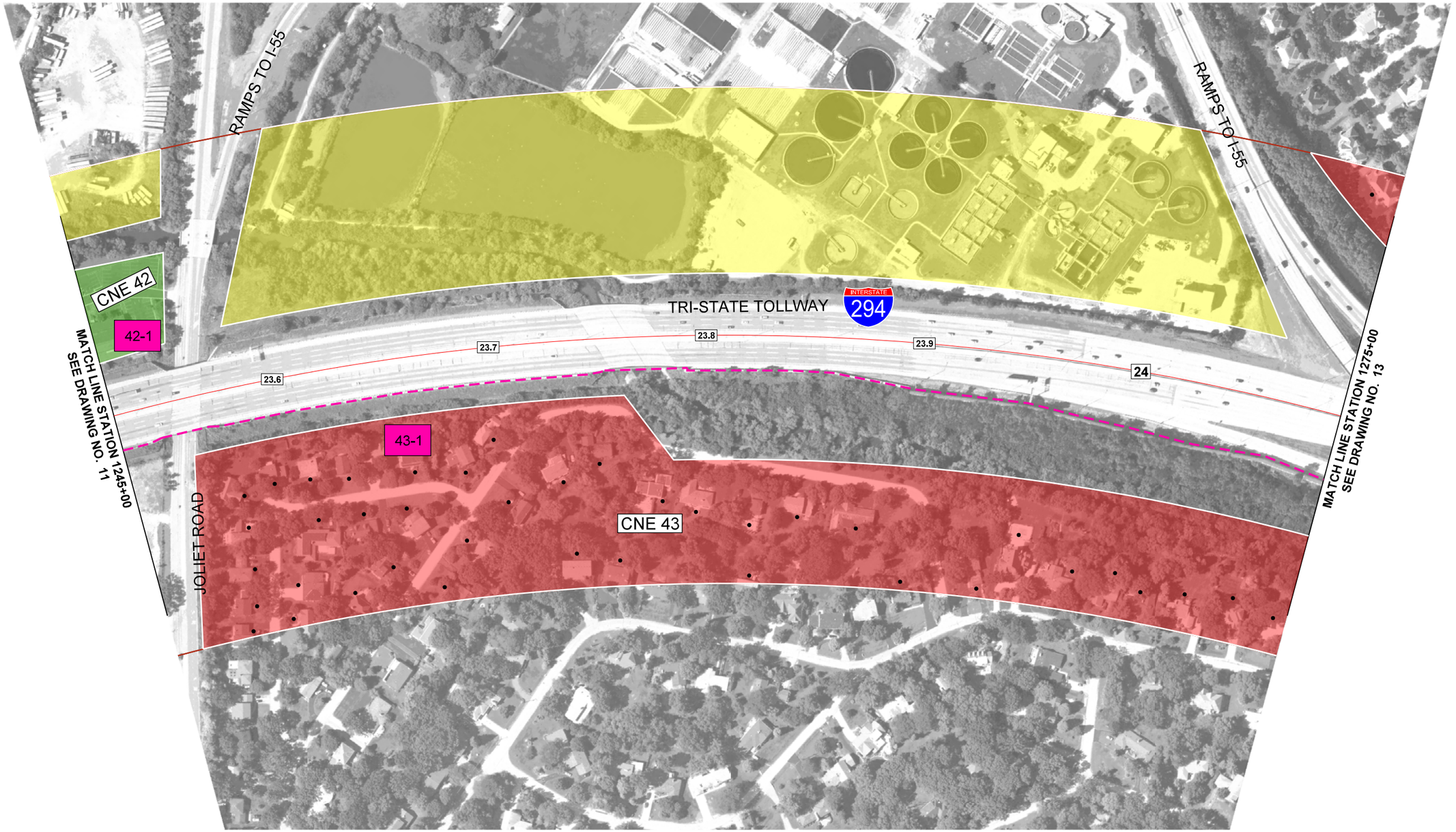
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 11
DRAWING NO. 11 OF 22



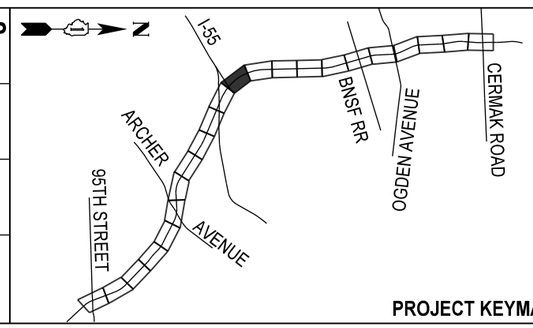
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- 1046 — PROPOSED ALIGNMENT
- 1046 — EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 12
DRAWING NO. 12 OF 22

0 250 500
1" = 250'

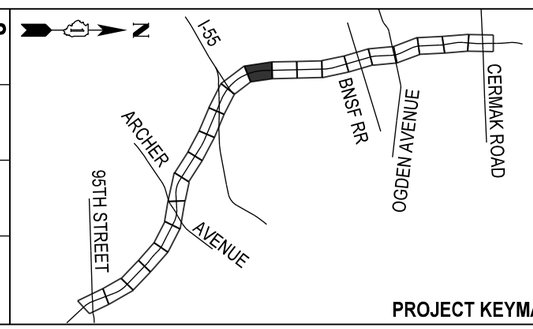
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 13
DRAWING NO. 13 OF 22

SEE DRAWING NO. 13
MATCH LINE STATION 1305+00

MATCH LINE STATION 1335+00
SEE DRAWING NO. 15

0 250 500
1" = 250'

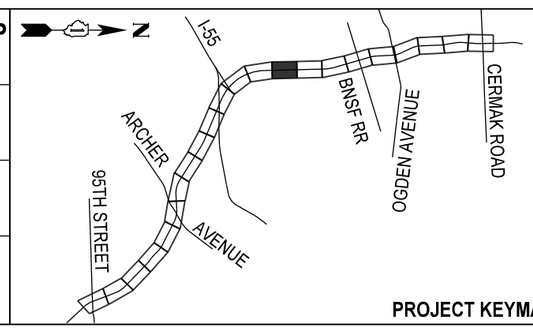
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

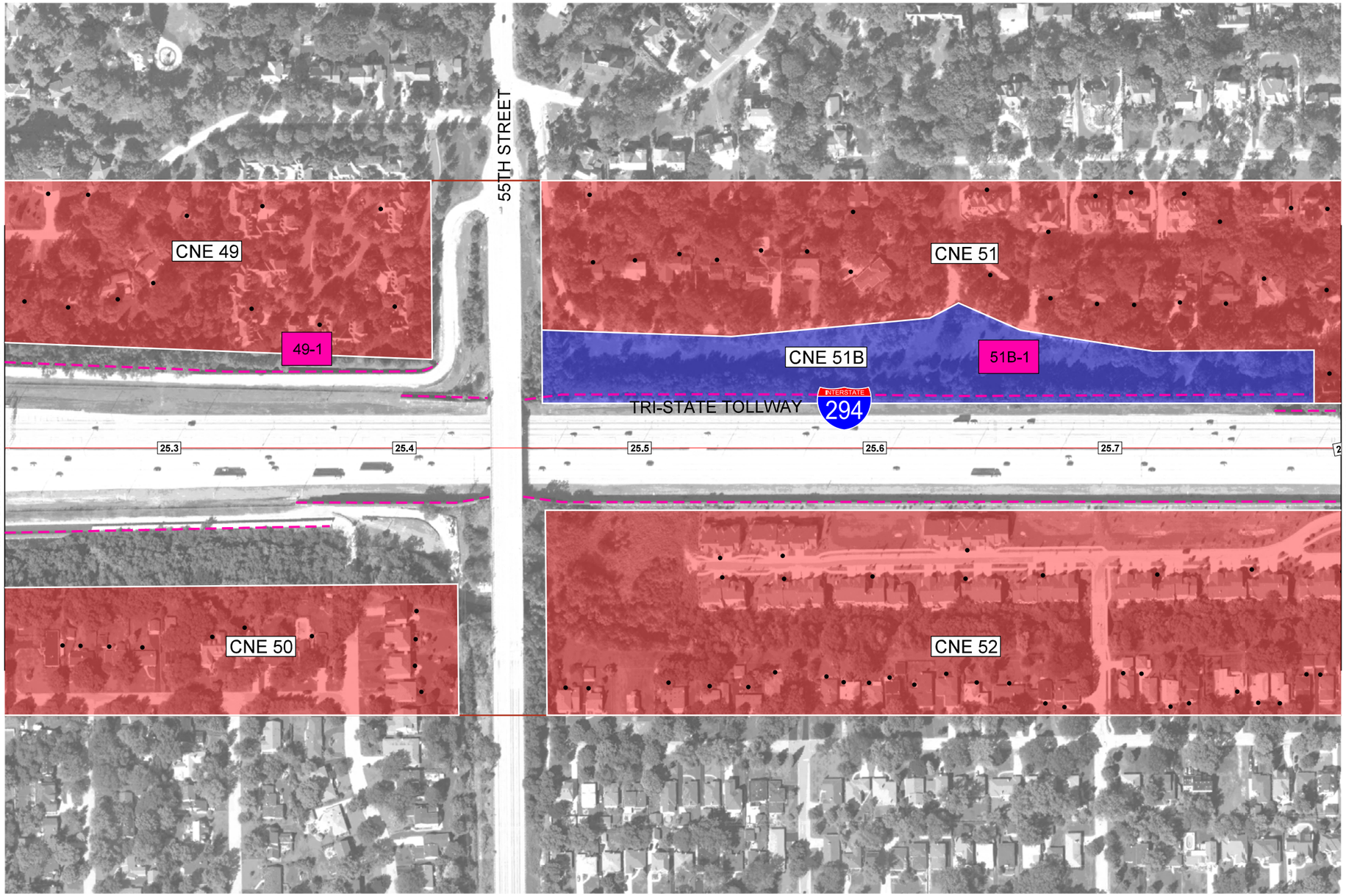
NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 14
DRAWING NO. 14 OF 22



0 250 500

1" = 250'

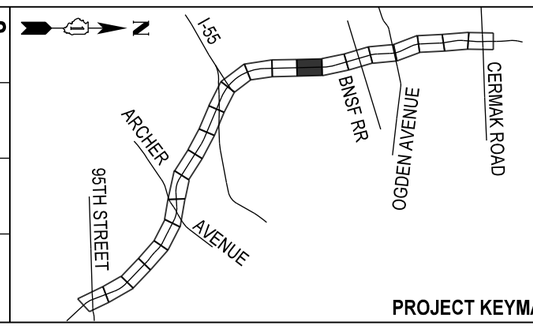
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

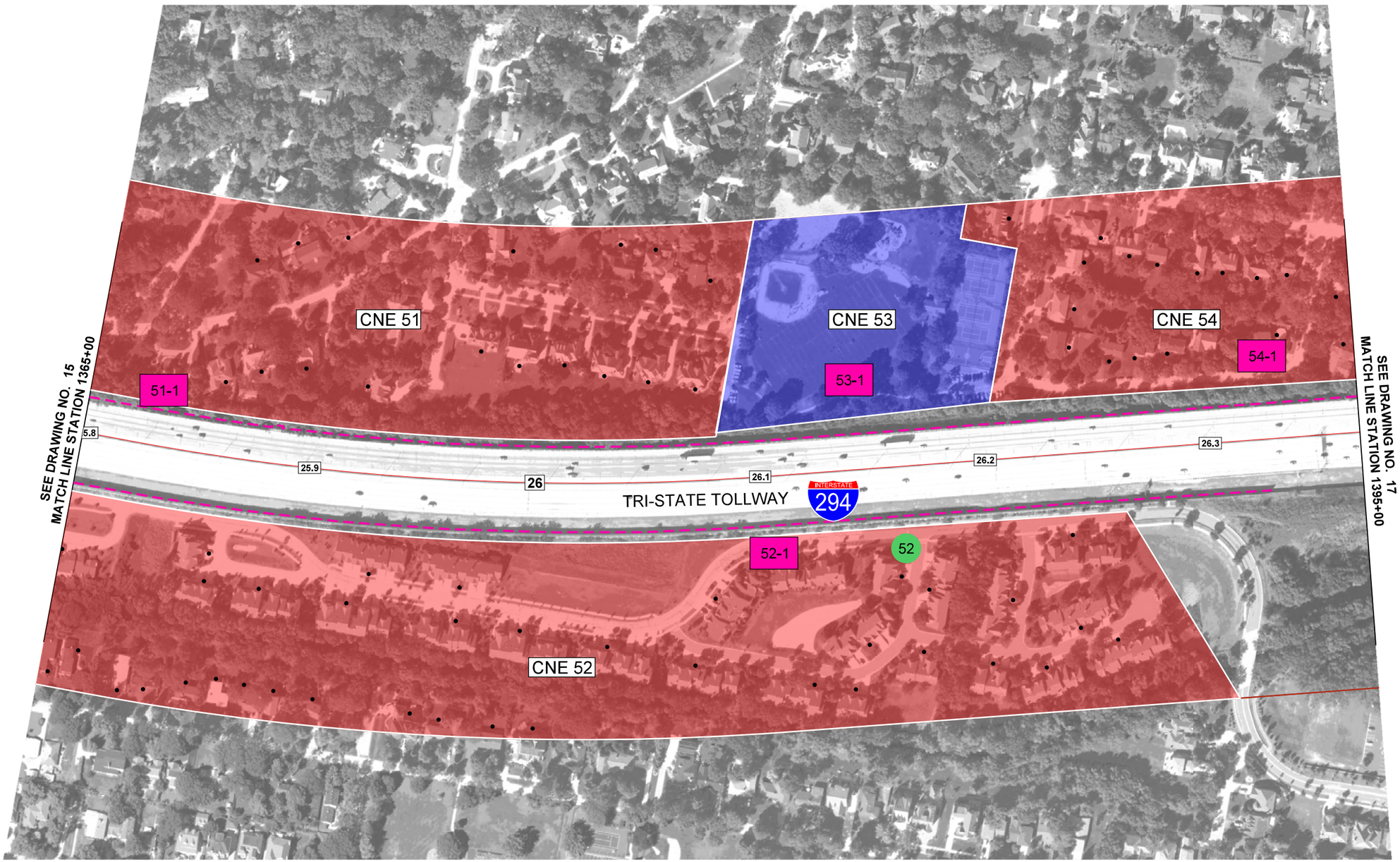
- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT

- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 15
DRAWING NO. 15 OF 22



0 250 500
1" = 250'

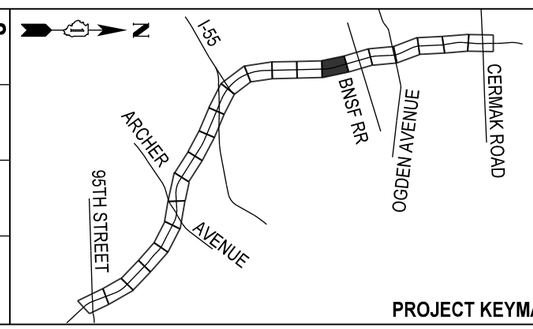
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 16
DRAWING NO. 16 OF 22

SEE DRAWING NO. 23

SEE DRAWING NO. 16
MATCH LINE STATION 1395+00

MATCH LINE STATION 1425+00
SEE DRAWING NO. 18

0 250 500
1" = 250'

SEE DRAWING NO. 24

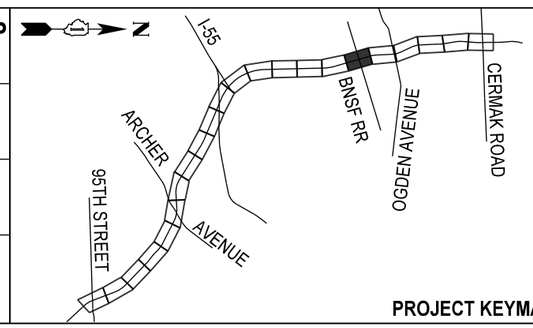
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

PROPOSED ALIGNMENT

EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

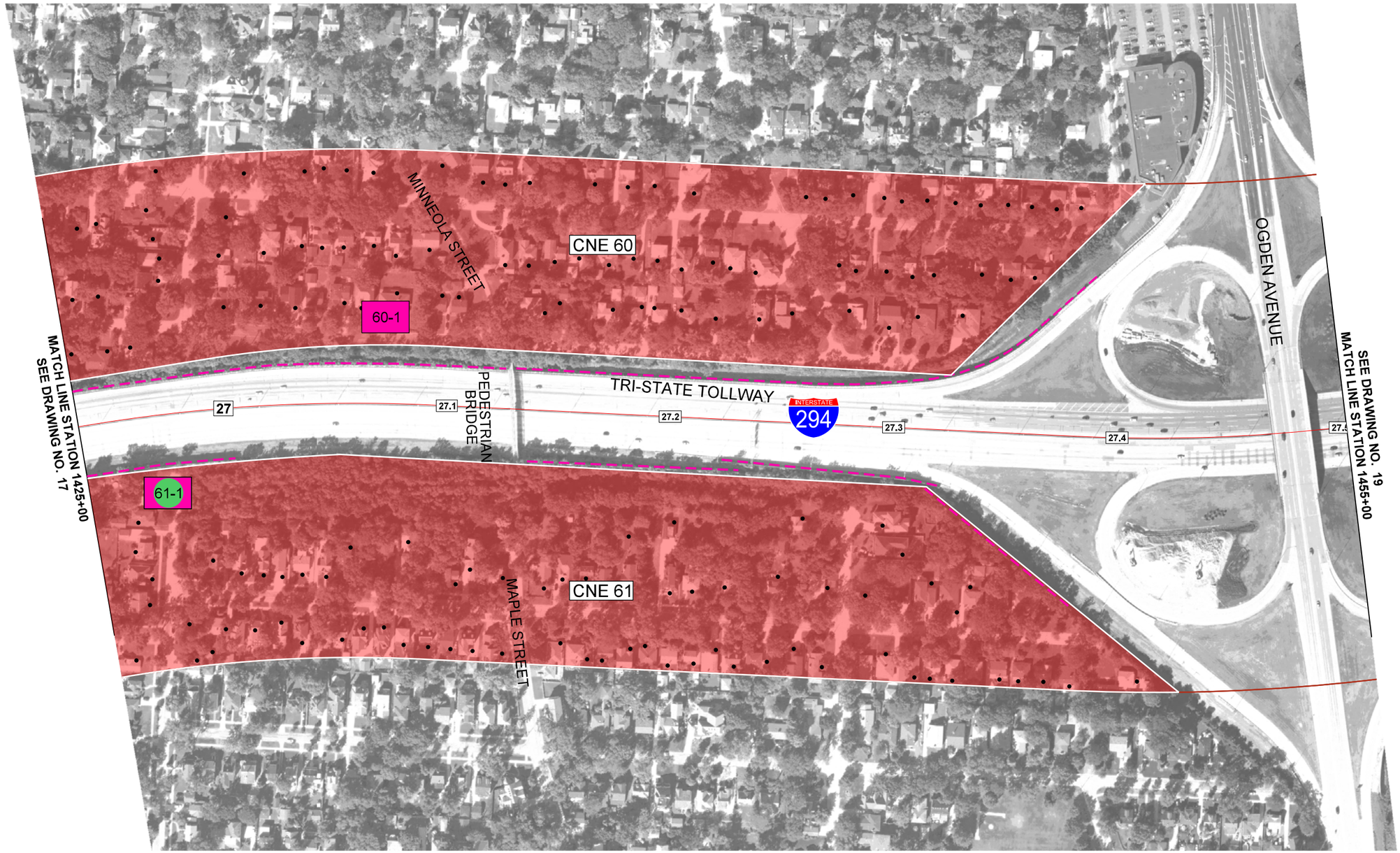
18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 17
DRAWING NO. 17 OF 22

by jholman
2018-03-28
c:\transystems\pw_local\transystemscorp.pw\bjholman\d0586582\4223-Sht-NAW-17.dgn



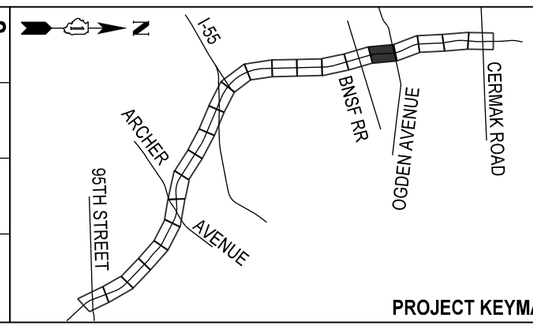
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

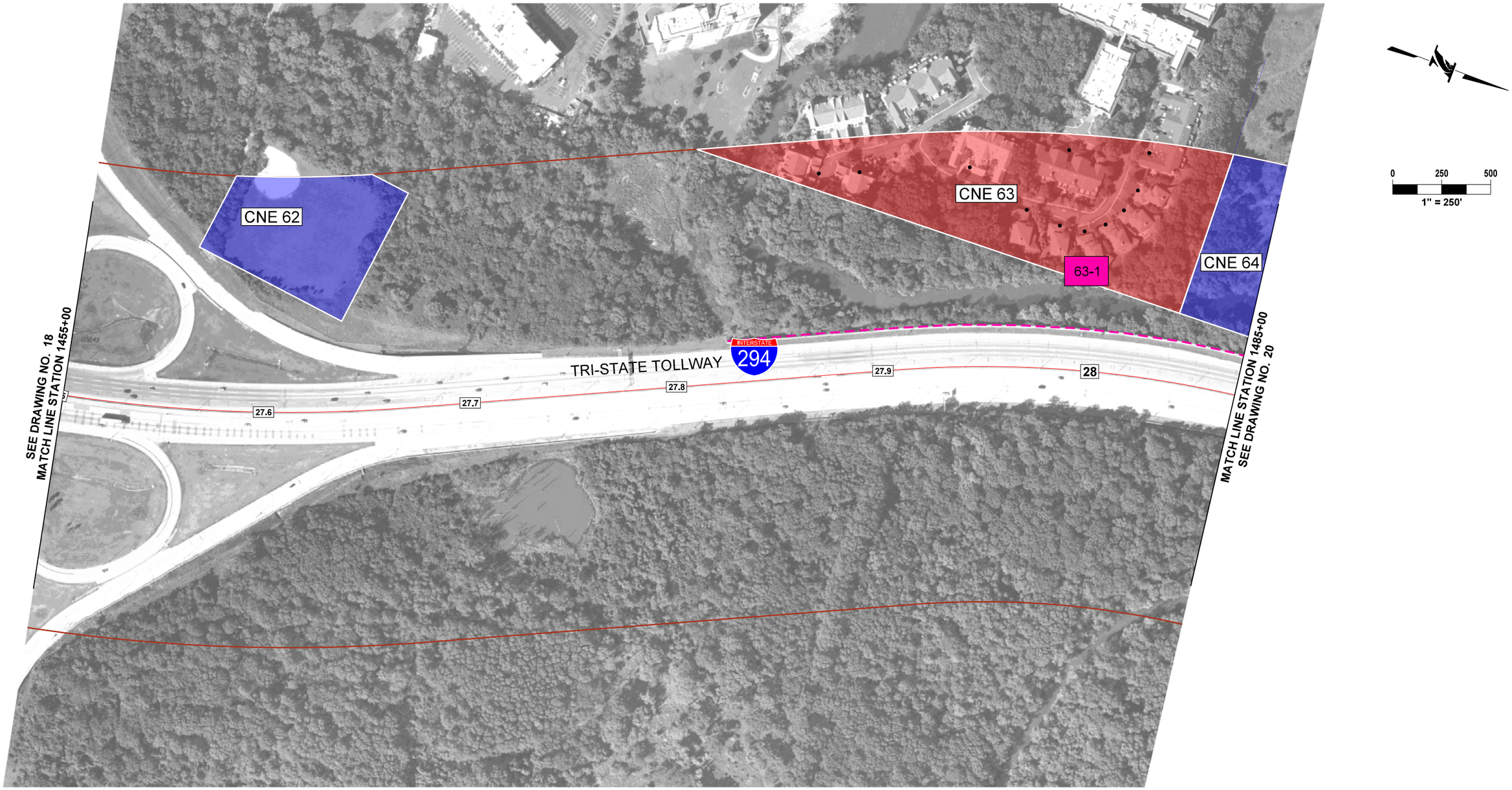
- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 18
DRAWING NO. 18 OF 22

bjholman
3/22/2018
c:\transystems\px_local\transystemscorp-pw1\bjholman\d0586582\4223-SHT-NAW-18.dgn



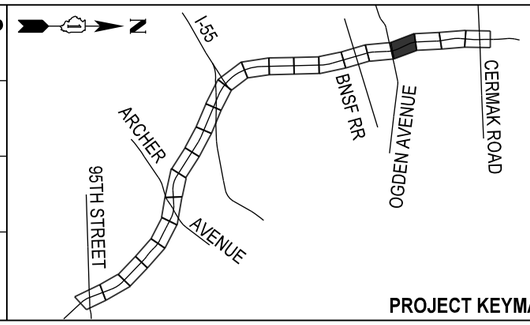
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

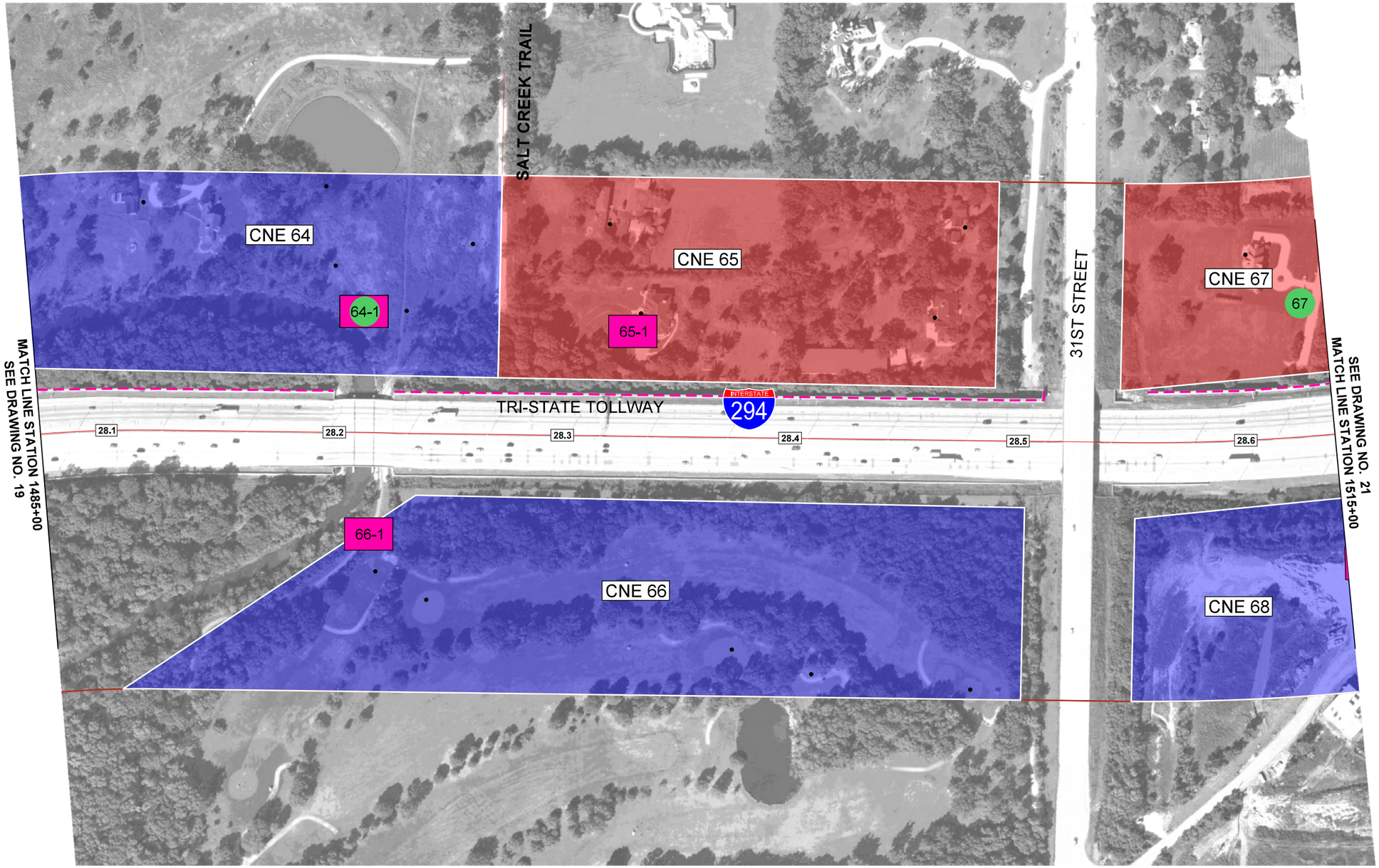
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 19
DRAWING NO. 19 OF 22



0 250 500

1" = 250'

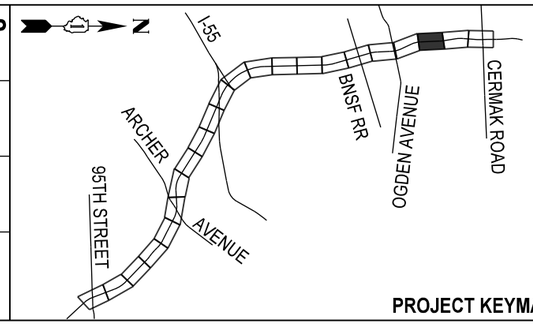
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

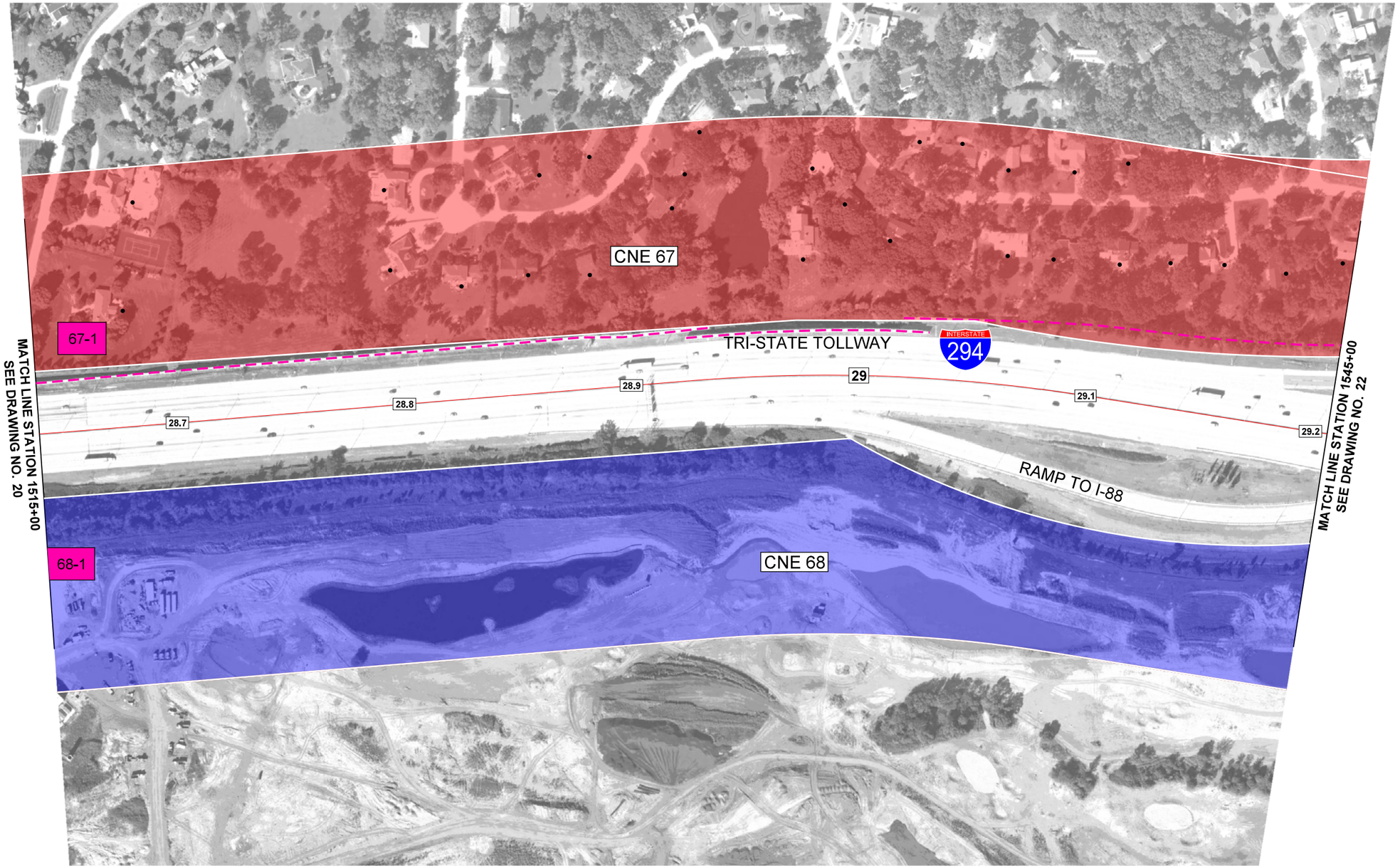
- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 20
DRAWING NO. 20 OF 22



0 250 500

1" = 250'

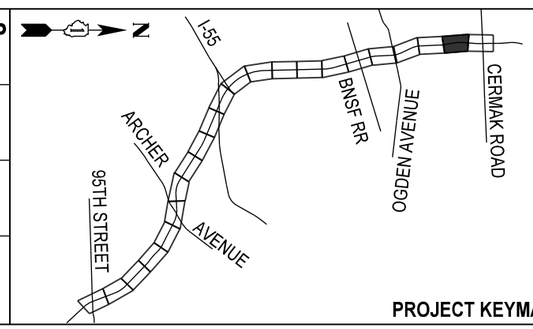
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

1 — NOISE MONITORING LOCATION

1-1 — WORST CASE MODELED RECEPTOR

1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR

• — OTHER MODELED RECEPTOR

CNE 01 — COMMON NOISE ENVIRONMENT

EXISTING NOISE WALL

1046 — PROPOSED ALIGNMENT

1046 — EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)

18 — TOLLWAY MILEPOST

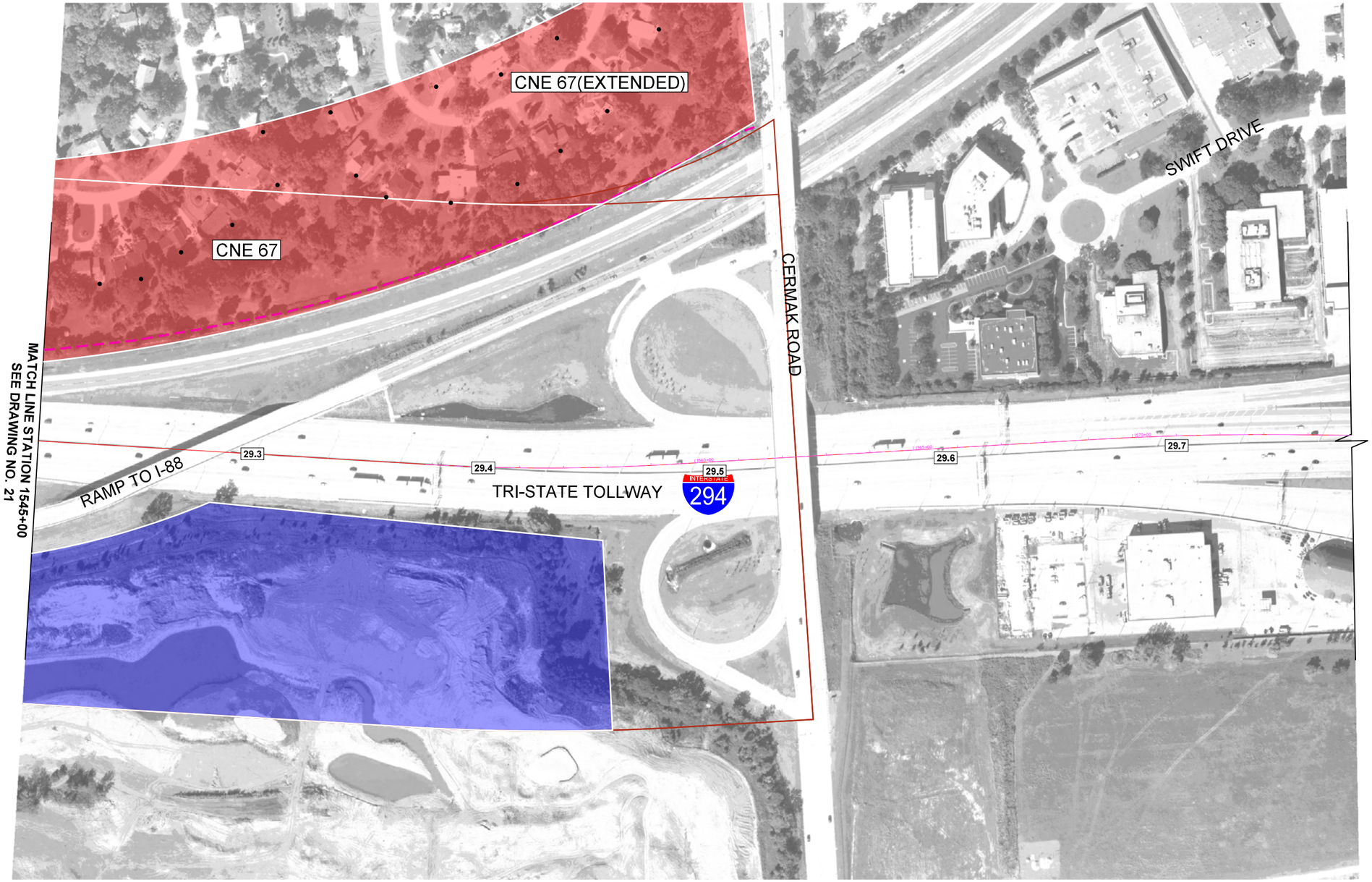
APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 21

DRAWING NO. 21 OF 22

bjholmen
3/22/2018
d:\transystems\pw_local\transystemscorp-pw1\bjholmen\d0506582\1223-SHT-NAW-21.dgn



0 250 500

1" = 250'

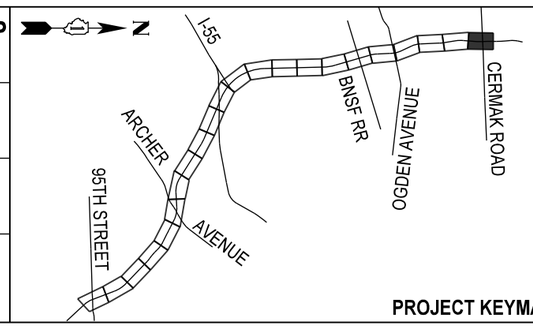
NOISE ACTIVITY CATEGORY AND RECEPTOR MAP

CONTRACT NO. RR-14-4223

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

DRAWN BY	BAW	SCALE	1"=250'
CHECKED BY	BJH	DATE	MARCH 22, 2018



PROJECT KEYMAP

LEGEND

NOISE ACTIVITY CATEGORY

- NAC A
- NAC B
- NAC C
- NAC D
- NAC E
- NAC F

- 1 — NOISE MONITORING LOCATION
- 1-1 — WORST CASE MODELED RECEPTOR
- 1-1 — JOINT MONITORING SITE & REPRESENTATIVE RECEPTOR
- • — OTHER MODELED RECEPTOR
- CNE 01 — COMMON NOISE ENVIRONMENT
- EXISTING NOISE WALL
- PROPOSED ALIGNMENT
- EXISTING ALIGNMENT (SHOWN WHERE DIFFERENT)
- 18 — TOLLWAY MILEPOST

APPENDIX A

SEE CORRESPONDING SHEET IN APPENDIX B FOR PROPOSED NOISE WALL LOCATION AND SIZES

SHEET NO. 22
DRAWING NO. 22 OF 22

bjholman
3/26/2018
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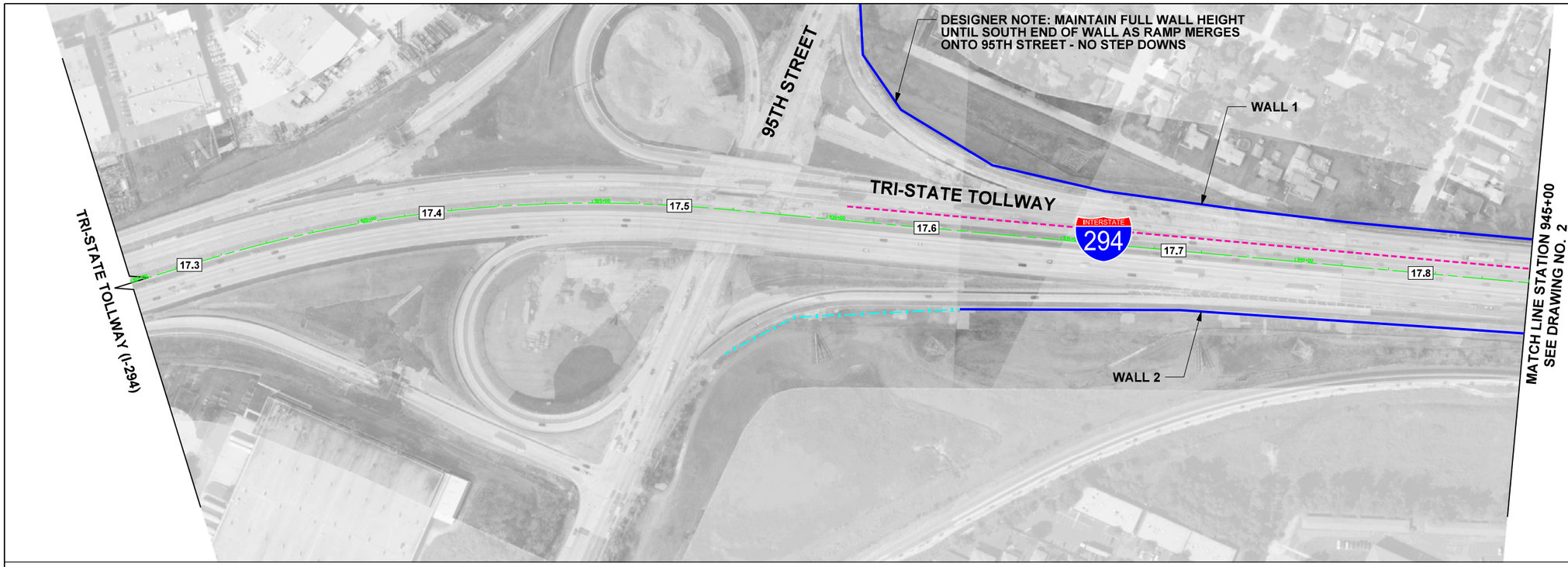
Appendix B

Recommended Noise Abatement Wall Plan and Profile

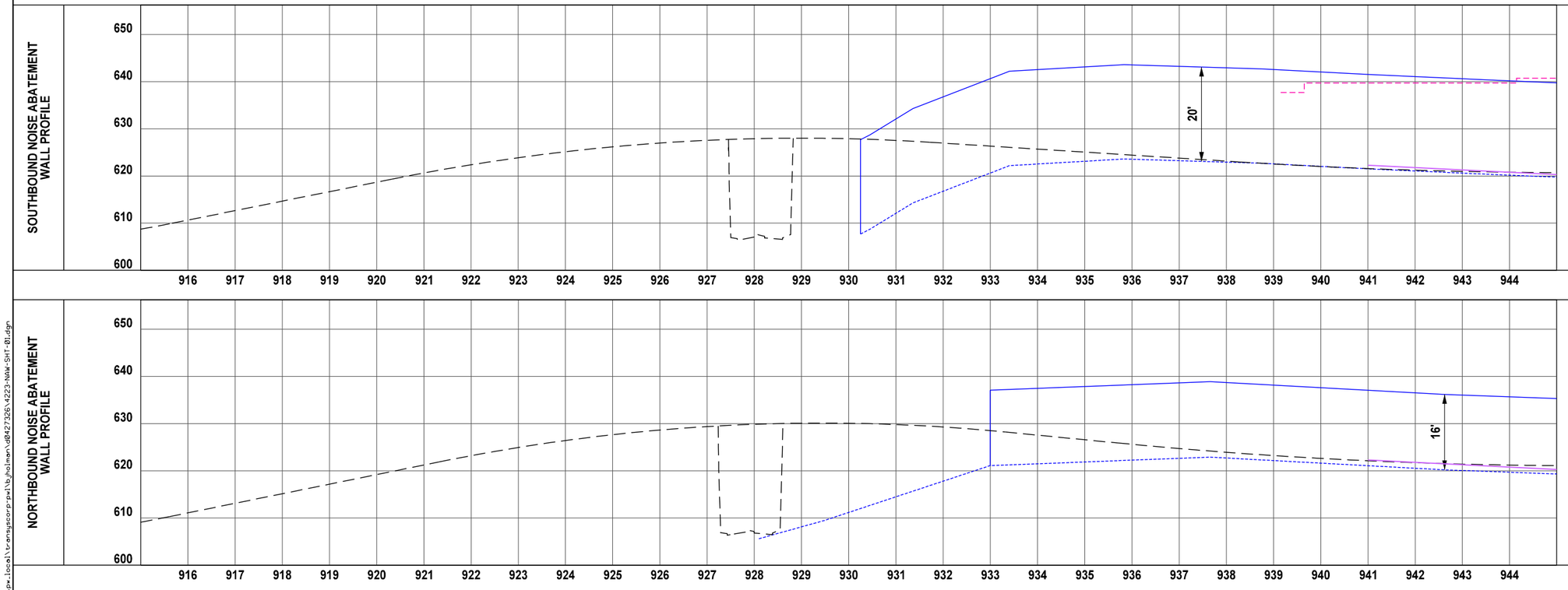


0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

IT IS UNDERSTOOD THAT THE FINAL LOCATION AND HEIGHT OF THE NOISE WALLS SHOWN IN THE DESIGN CONTRACT MAY VARY FROM THAT MODELED IN THE NOISE REPORT AS THE DESIGN MATURES.

THE PRIMARY CONCERN SHOULD BE THAT THE PROPOSED TOP OF NOISE WALL IS AT OR ABOVE THAT SHOWN IN THE PROFILE.

THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

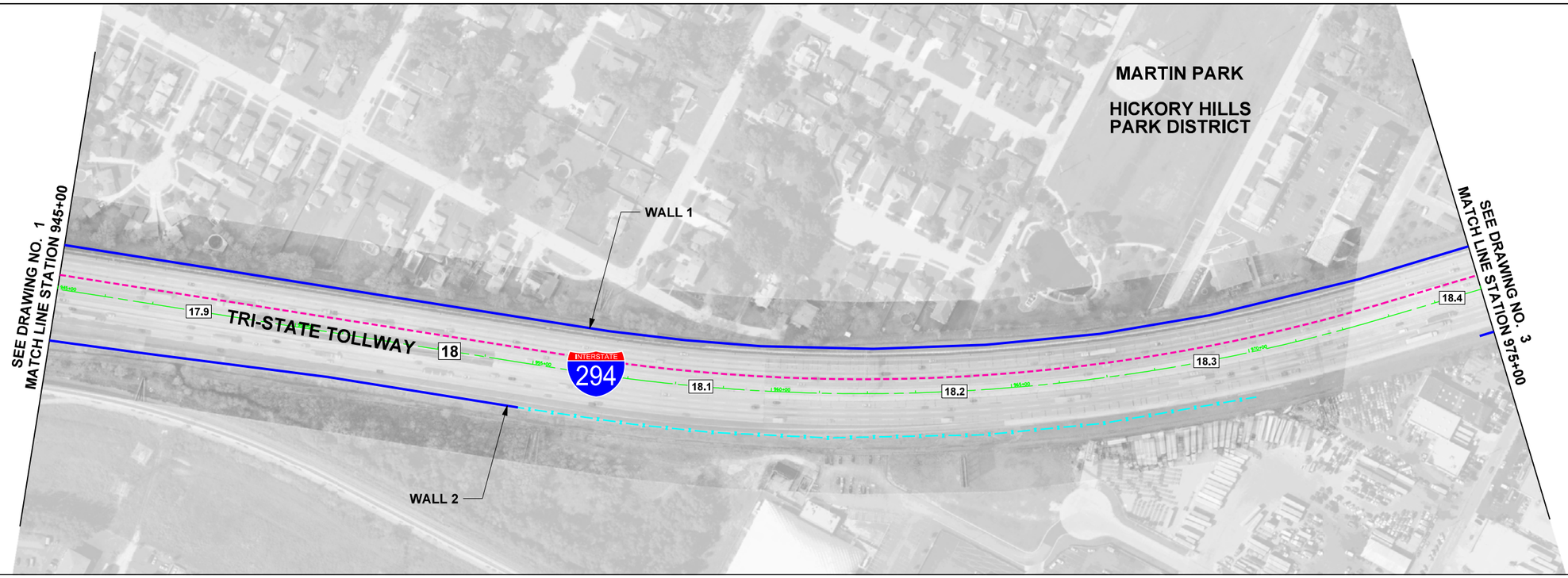
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 1 OF 22

bjholman
3/27/2018
c:\transystems\ow_local\transystemscorp.pw:\bjholman\d0427326\4223-NAW-SHT-01.dgn



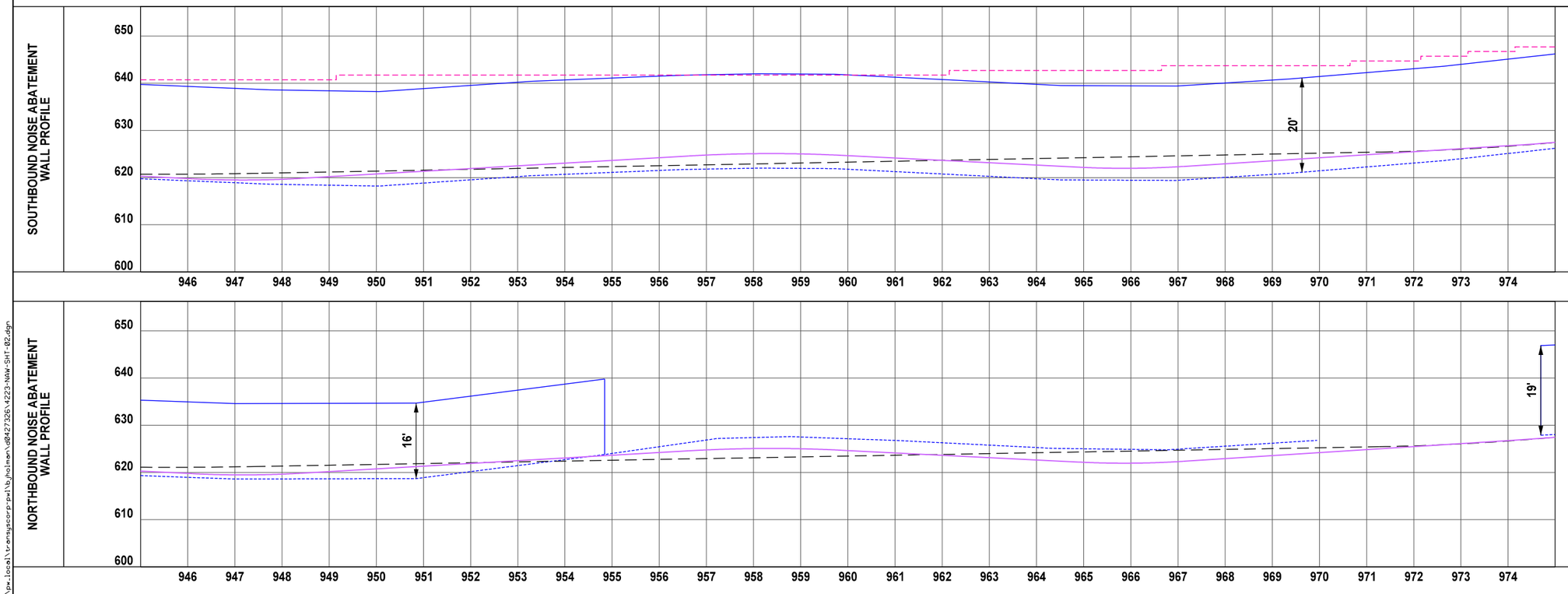
0 125 250

1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

IT IS UNDERSTOOD THAT THE FINAL LOCATION AND HEIGHT OF THE NOISE WALLS SHOWN IN THE DESIGN CONTRACT MAY VARY FROM THAT MODELED IN THE NOISE REPORT AS THE DESIGN MATURES.

THE PRIMARY CONCERN SHOULD BE THAT THE PROPOSED TOP OF NOISE WALL IS AT OR ABOVE THAT SHOWN IN THE PROFILE.

THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

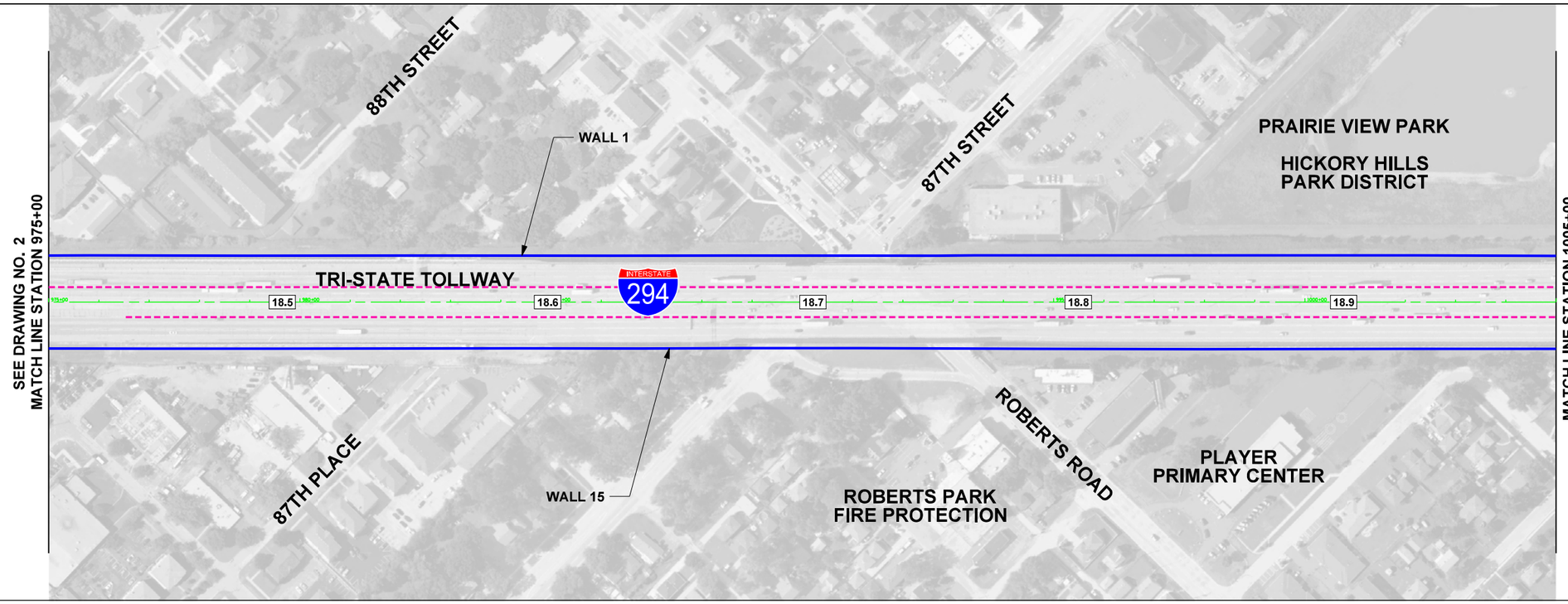
CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 2 OF 22

bjholman
3/27/2018
c:\transystems\ow_local\transystemscorp-pw1\bjholman\d0427326\4223-NAW-SHT-02.dgn



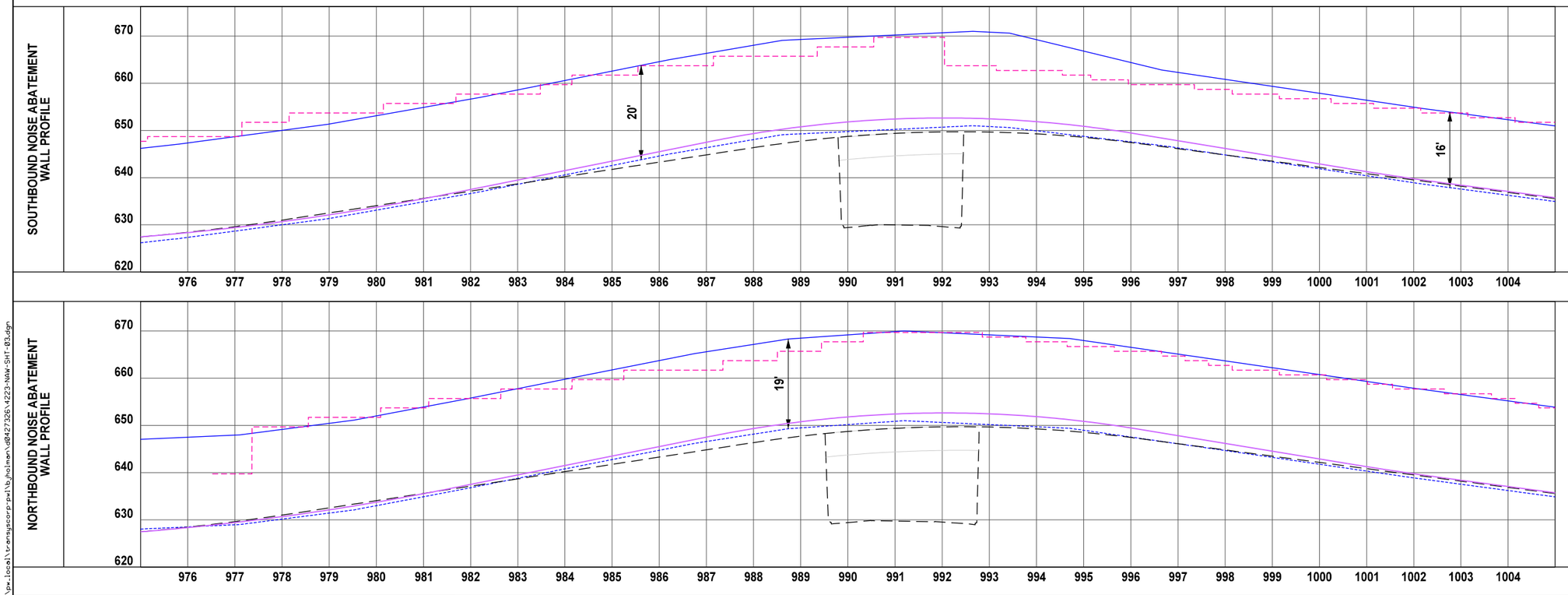
PLAN VIEW

0 125 250

1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

IT IS UNDERSTOOD THAT THE FINAL LOCATION AND HEIGHT OF THE NOISE WALLS SHOWN IN THE DESIGN CONTRACT MAY VARY FROM THAT MODELED IN THE NOISE REPORT AS THE DESIGN MATURES.

THE PRIMARY CONCERN SHOULD BE THAT THE PROPOSED TOP OF NOISE WALL IS AT OR ABOVE THAT SHOWN IN THE PROFILE.

THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 3 OF 22

bjholman
3/27/2018
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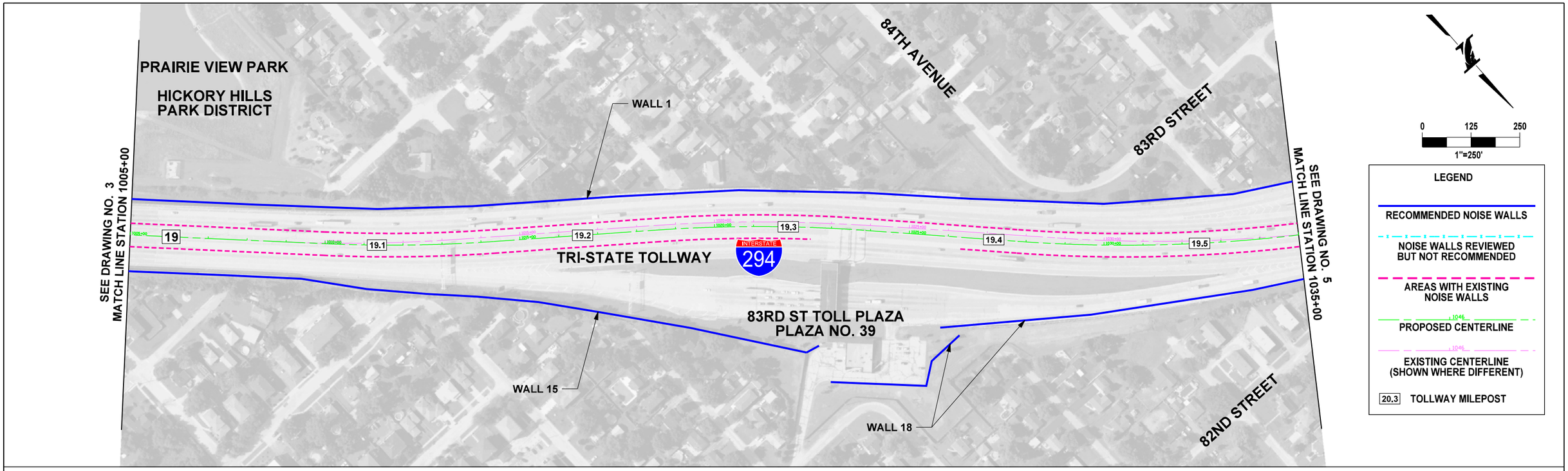
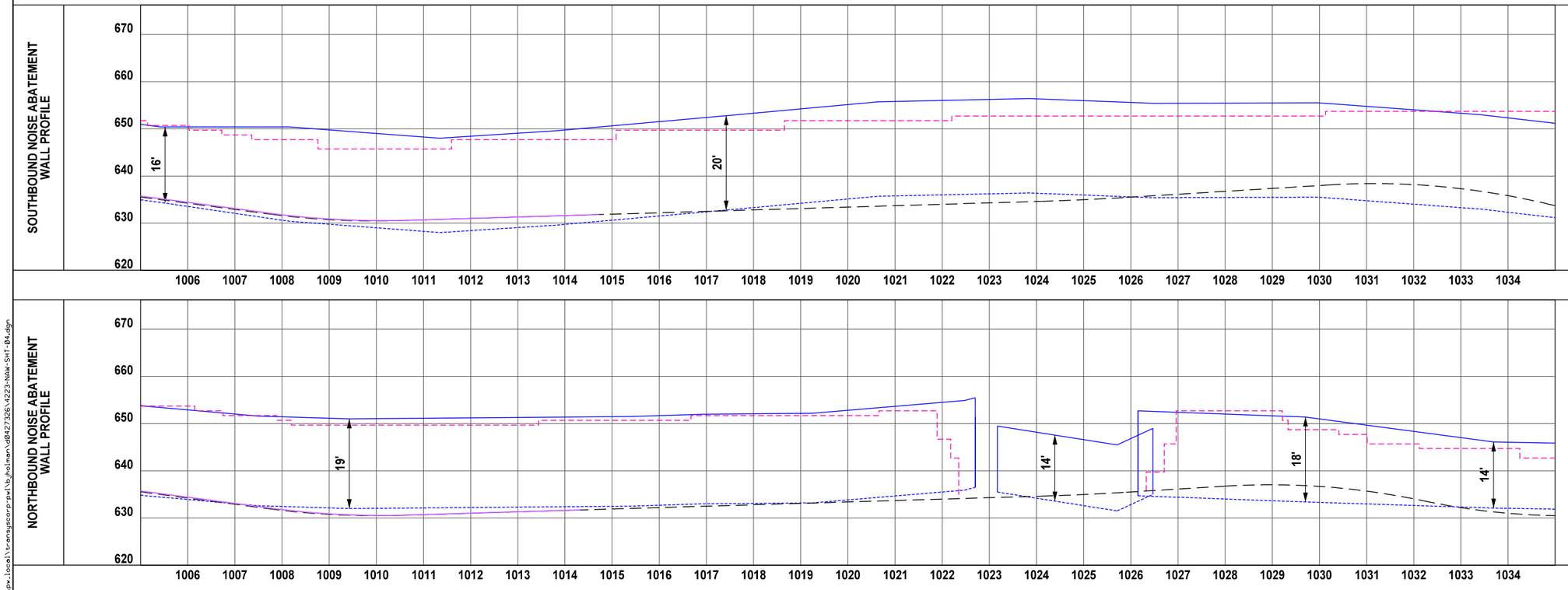


PLAN VIEW



NOTE TO DESIGNERS

IT IS UNDERSTOOD THAT THE FINAL LOCATION AND HEIGHT OF THE NOISE WALLS SHOWN IN THE DESIGN CONTRACT MAY VARY FROM THAT MODELED IN THE NOISE REPORT AS THE DESIGN MATURES.

THE PRIMARY CONCERN SHOULD BE THAT THE PROPOSED TOP OF NOISE WALL IS AT OR ABOVE THAT SHOWN IN THE PROFILE.

THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

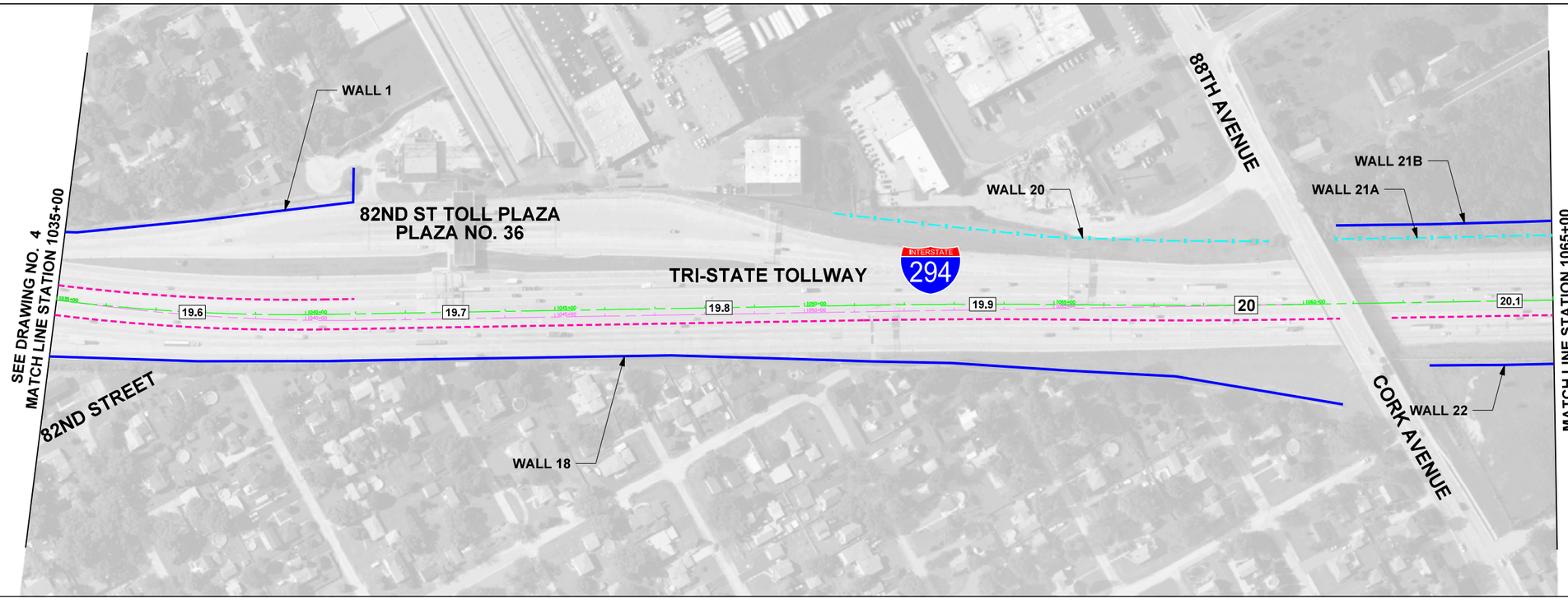
DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

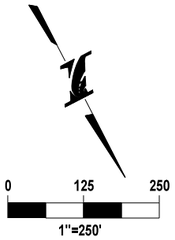
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 4 OF 22





LEGEND

RECOMMENDED NOISE WALLS

NOISE WALLS REVIEWED BUT NOT RECOMMENDED

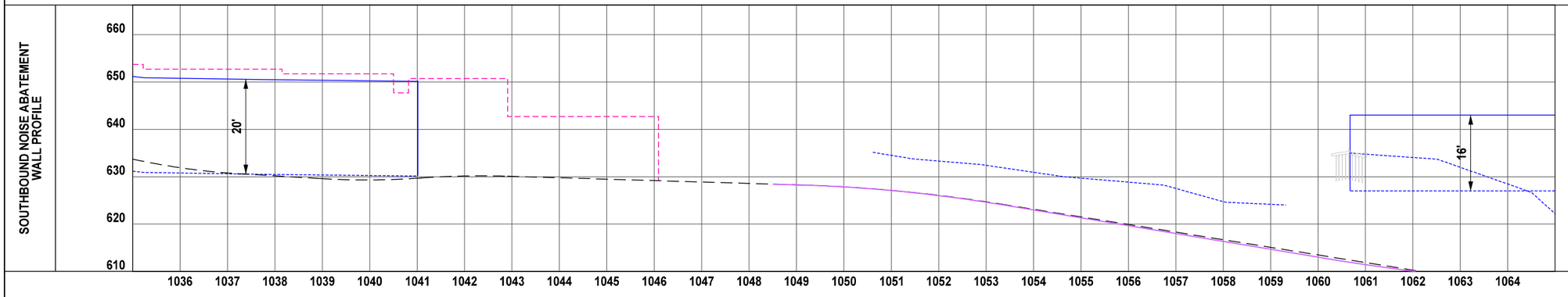
AREAS WITH EXISTING NOISE WALLS

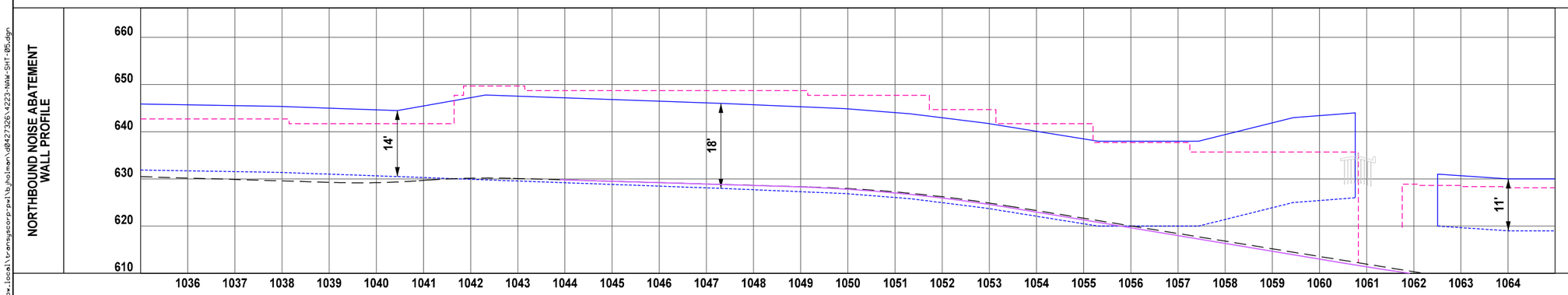
1046 PROPOSED CENTERLINE

1046 EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)

20.3 TOLLWAY MILEPOST

PLAN VIEW





LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 5 OF 22

bjholman
3/21/2018
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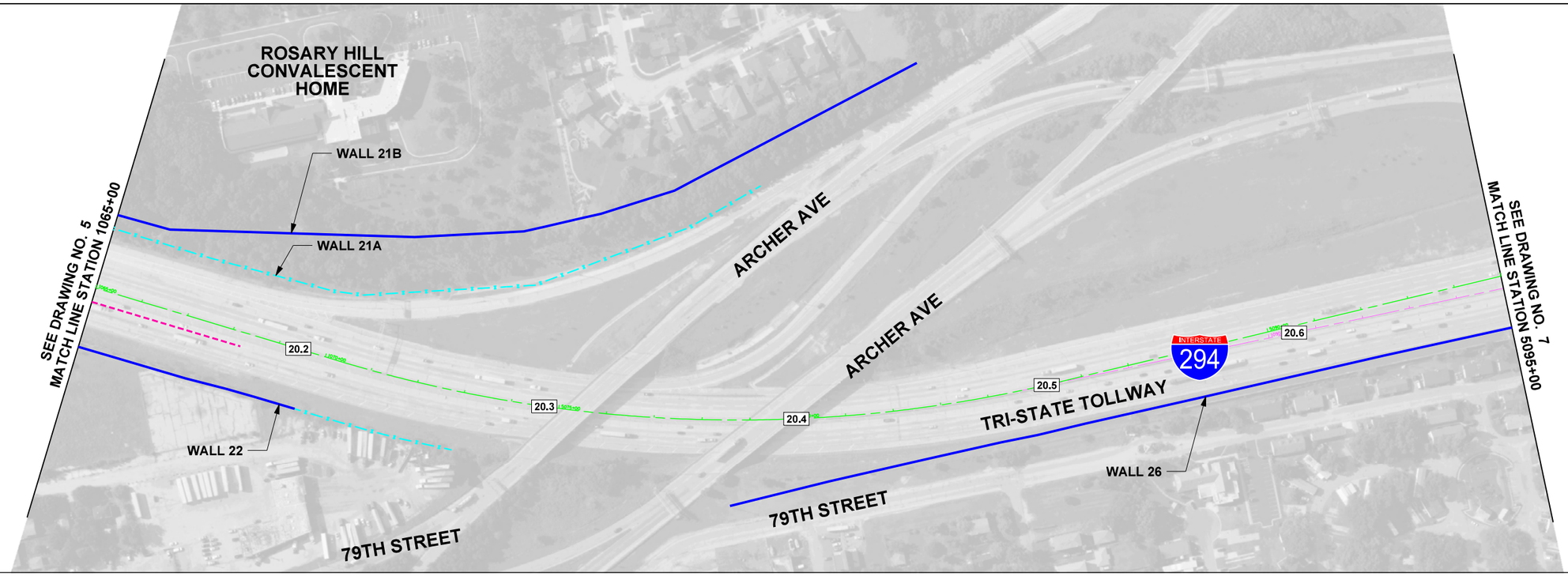


0 125 250

1"=250'

LEGEND

RECOMMENDED NOISE WALLS

NOISE WALLS REVIEWED BUT NOT RECOMMENDED

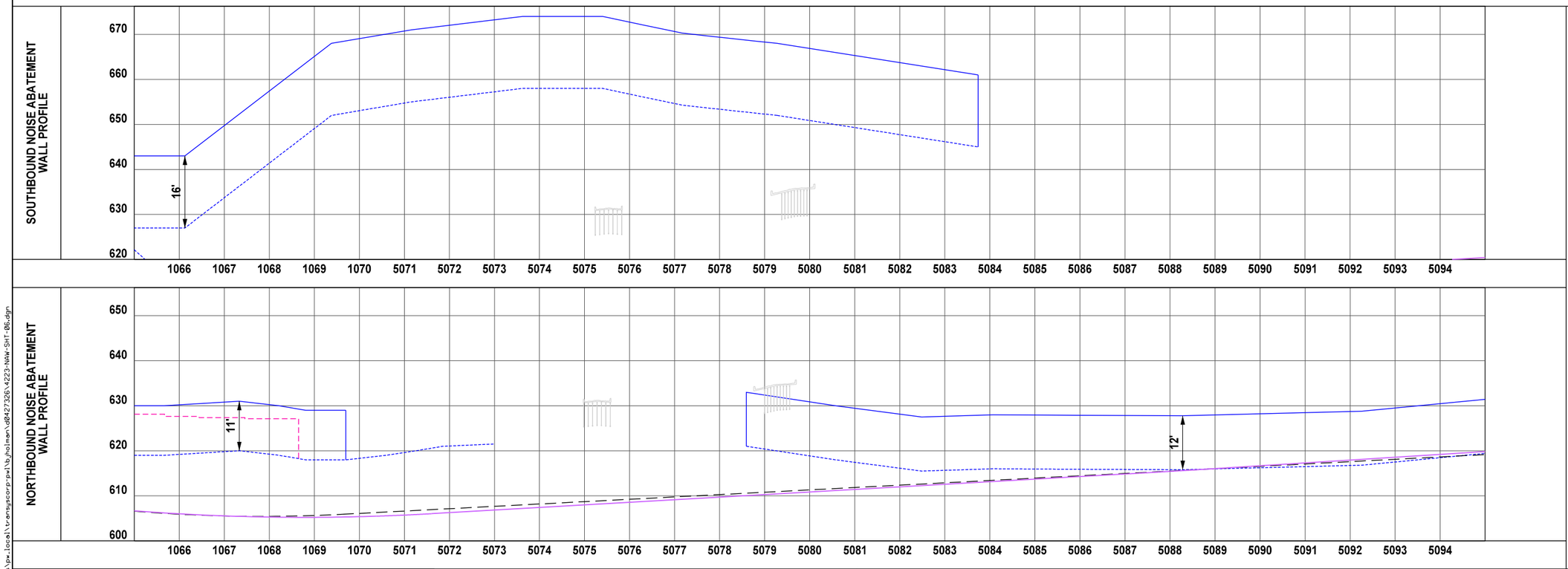
AREAS WITH EXISTING NOISE WALLS

PROPOSED CENTERLINE

EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)

20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 6 OF 22

bjholman
3/21/2018
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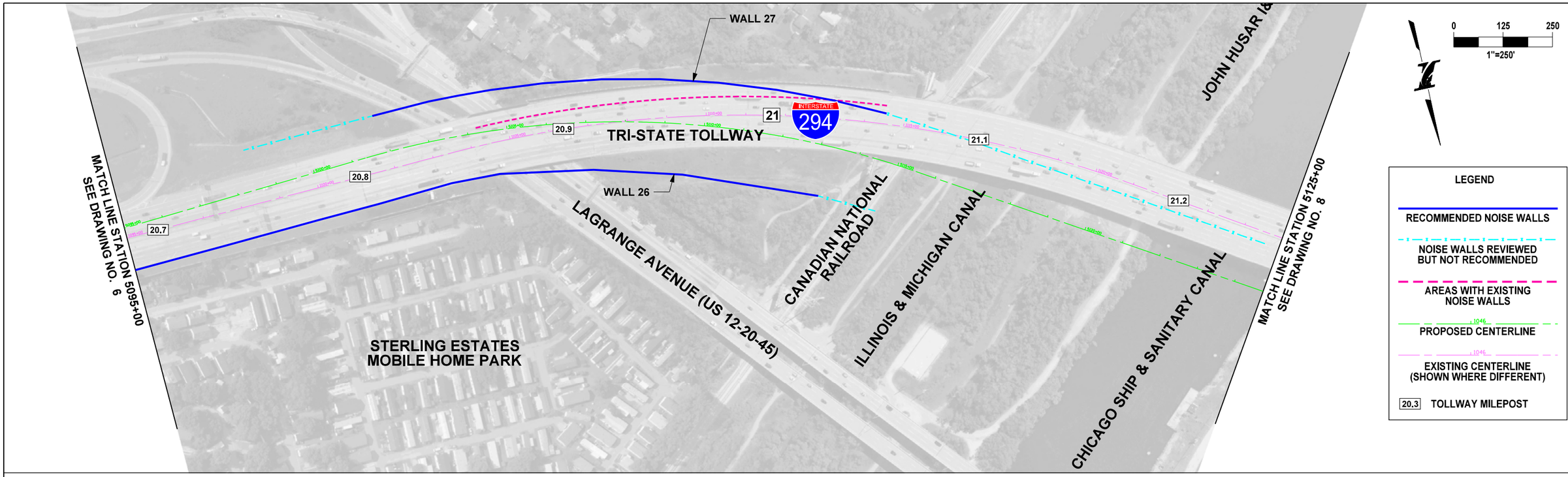
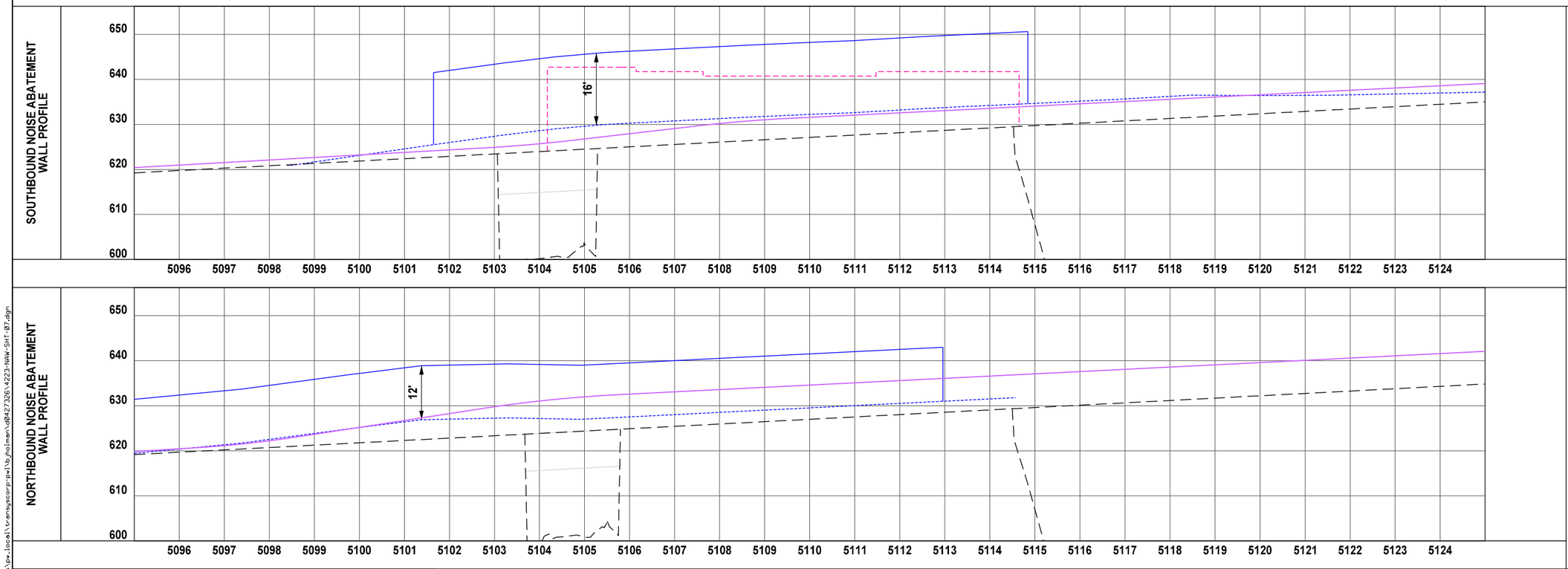


PLAN VIEW



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 7 OF 22

0 125 250

1"=250'

LEGEND

RECOMMENDED NOISE WALLS

NOISE WALLS REVIEWED BUT NOT RECOMMENDED

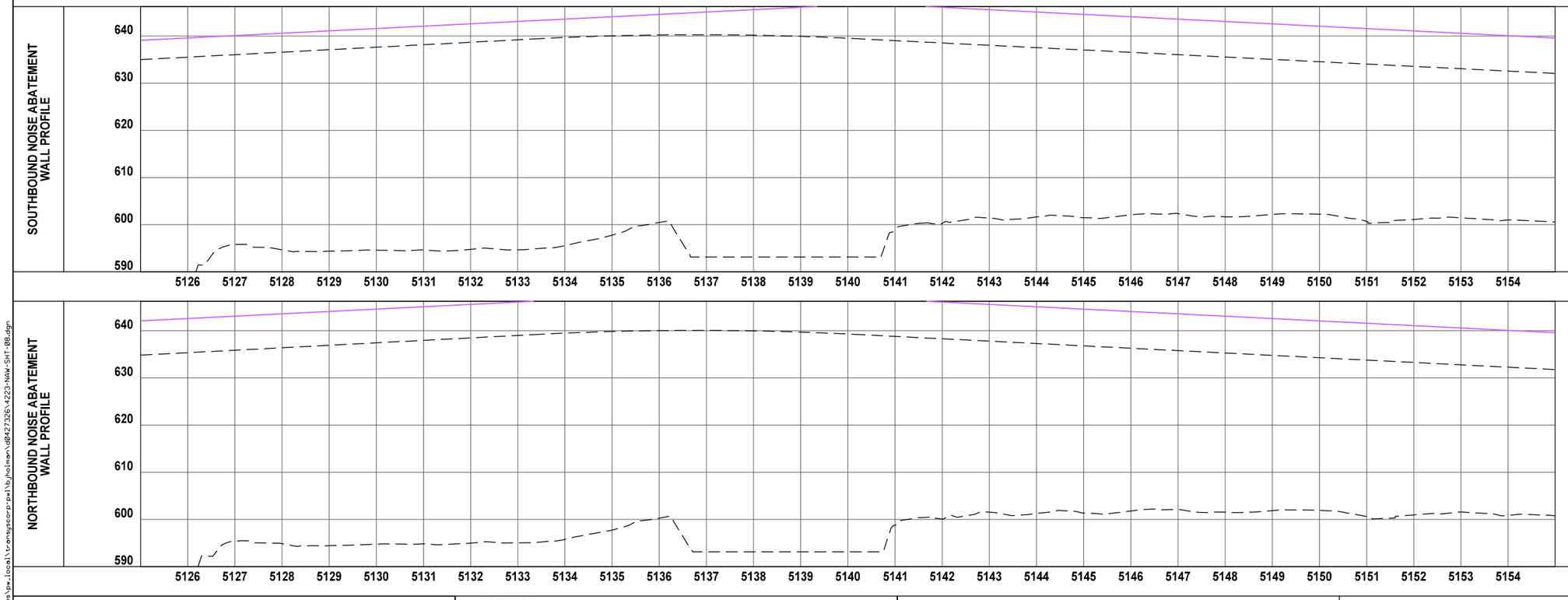
AREAS WITH EXISTING NOISE WALLS

1046 PROPOSED CENTERLINE

1046 EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)

20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

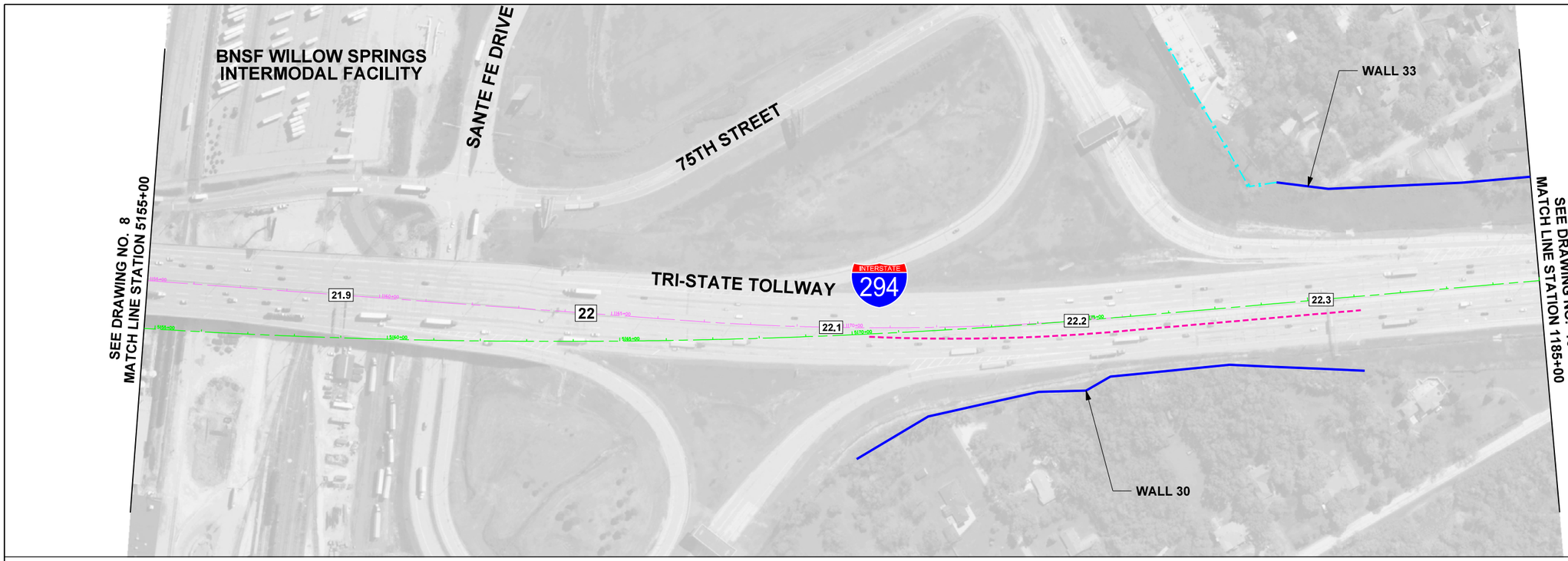
TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

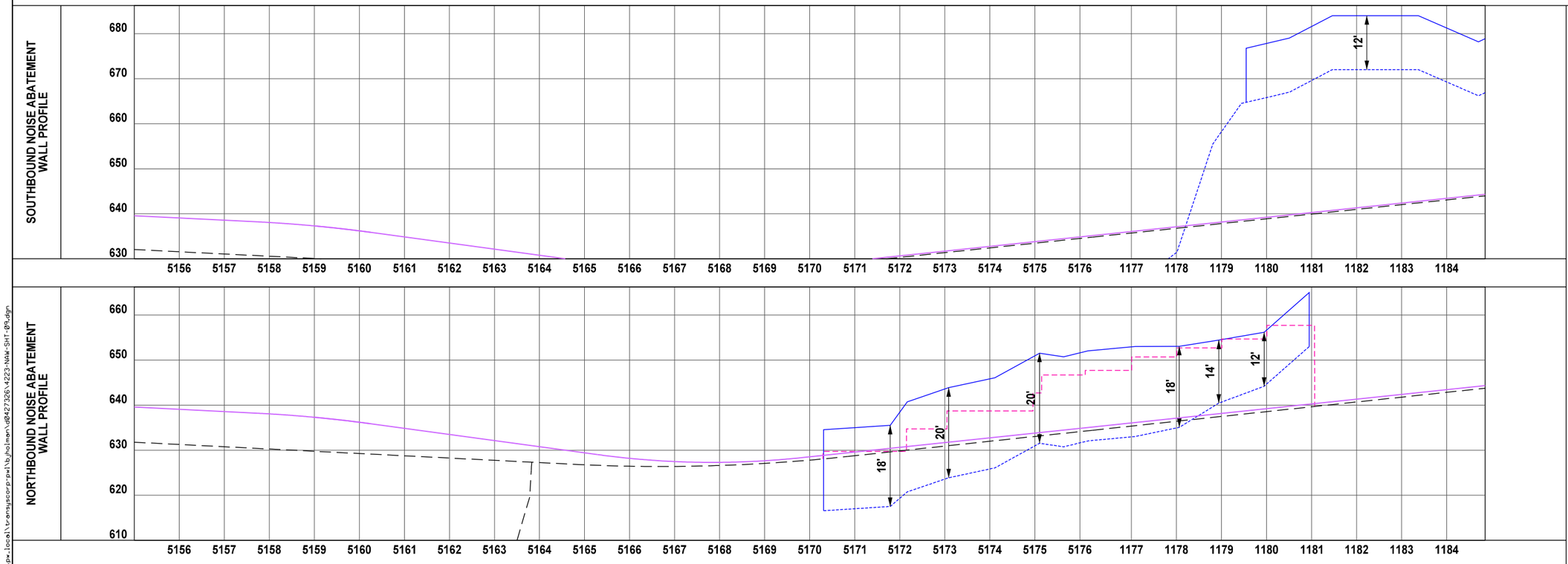
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 8 OF 22



PLAN VIEW



LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 9 OF 22

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3/27/2018
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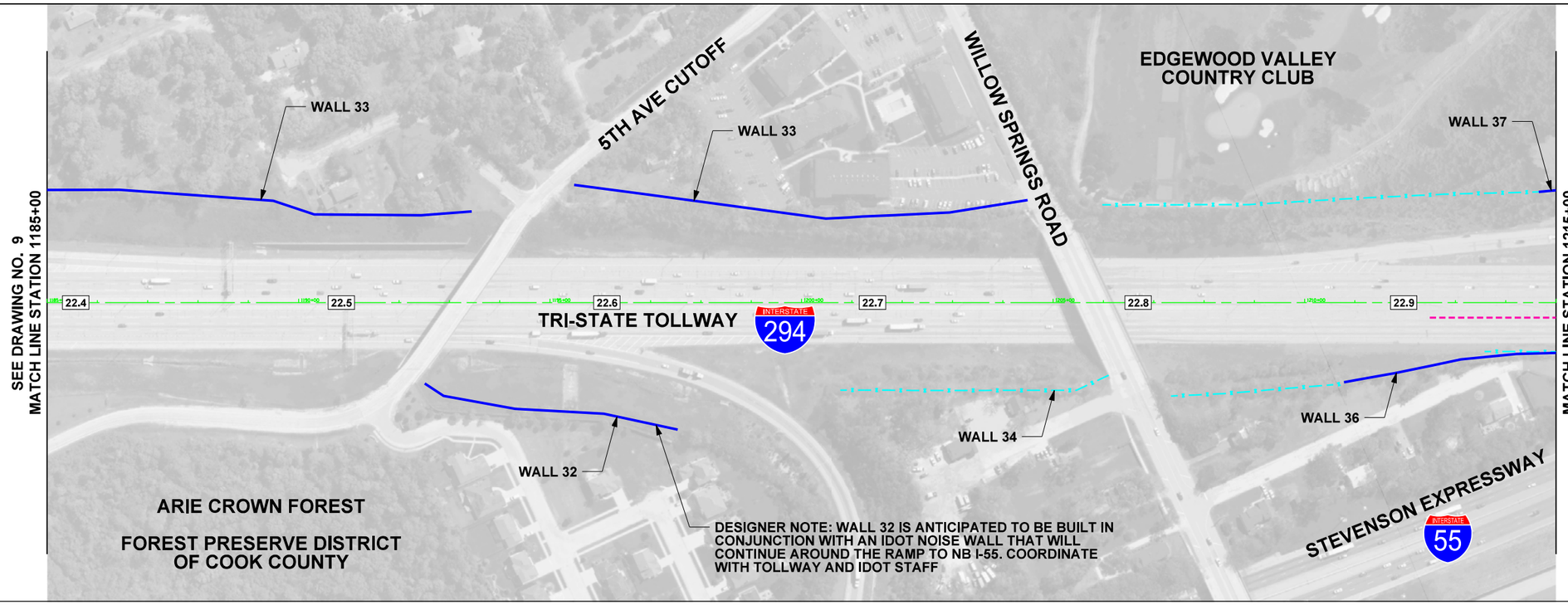
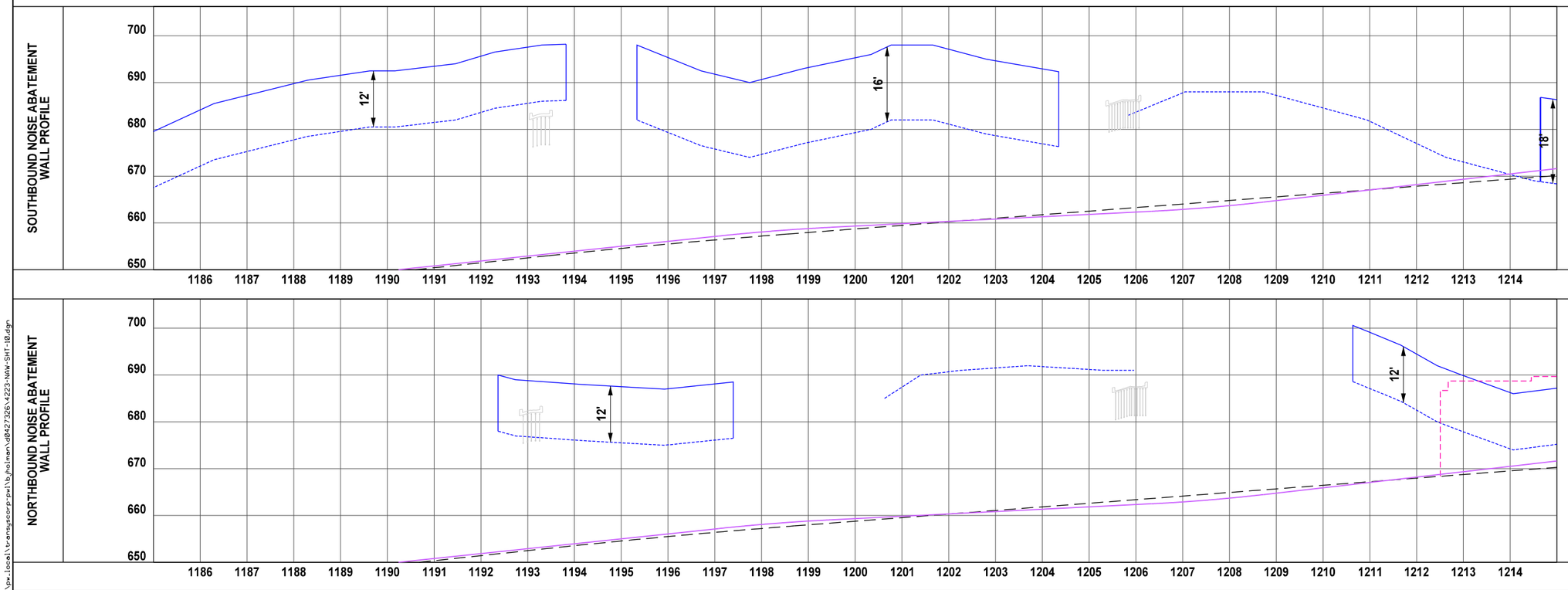


0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

IT IS UNDERSTOOD THAT THE FINAL LOCATION AND HEIGHT OF THE NOISE WALLS SHOWN IN THE DESIGN CONTRACT MAY VARY FROM THAT MODELED IN THE NOISE REPORT AS THE DESIGN MATURES.

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THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

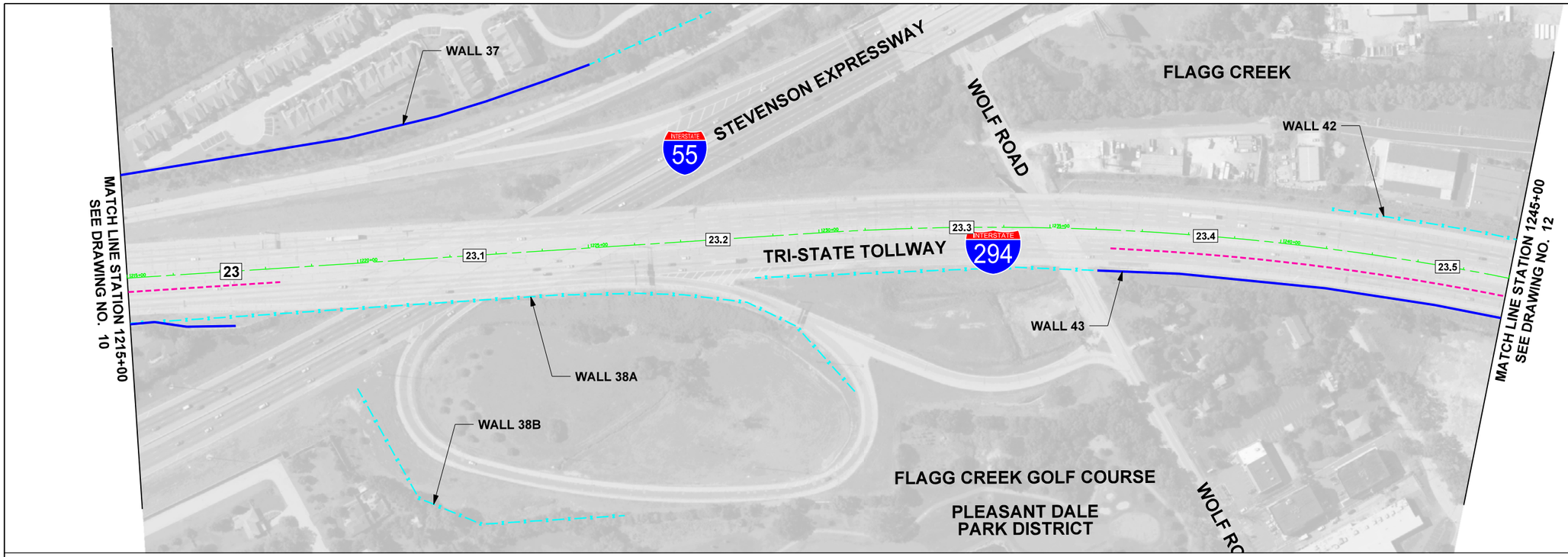
DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 10 OF 22

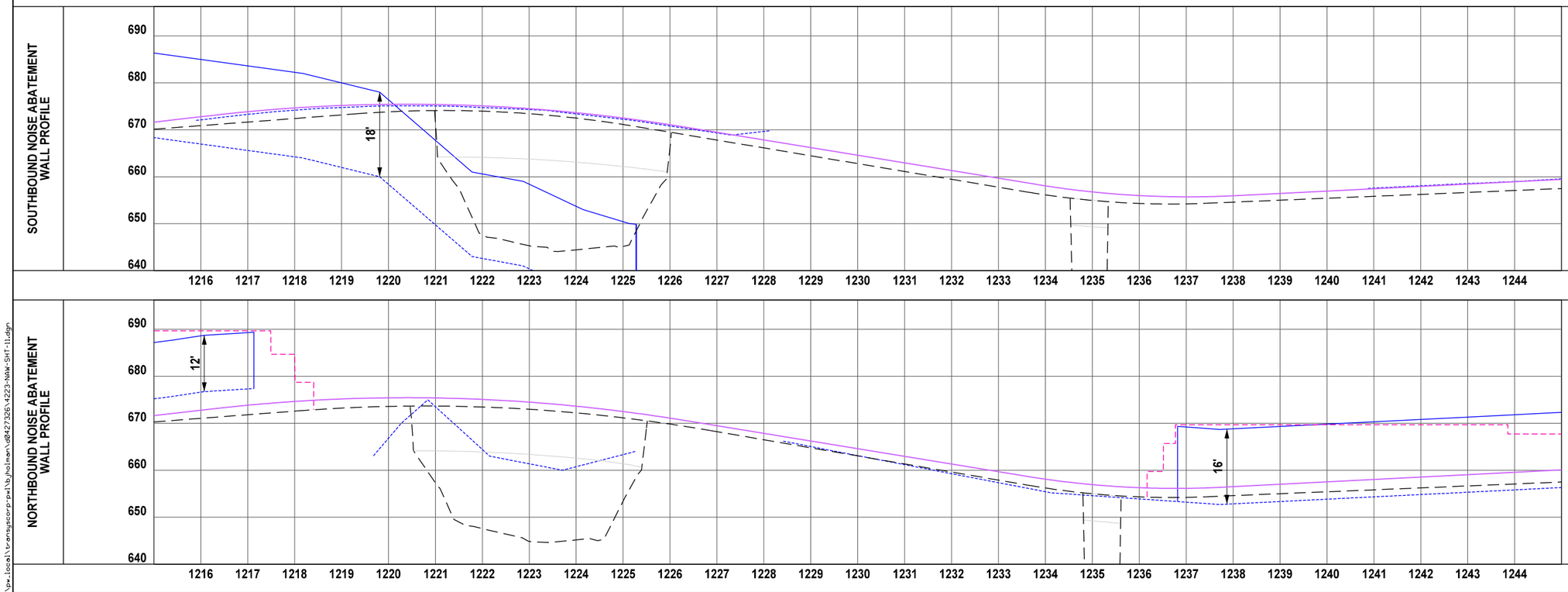


0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- 1046 PROPOSED CENTERLINE
- 1046 EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

PLAN VIEW



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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THE DESIGNER CONTROLS THE FINAL SAWTOOTH LAYOUT OF NOISE WALL PANELS AND ANY TRANSITIONS AT THE END OF THE NOISE WALLS

DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 11 OF 22

bjholman
3/27/2018
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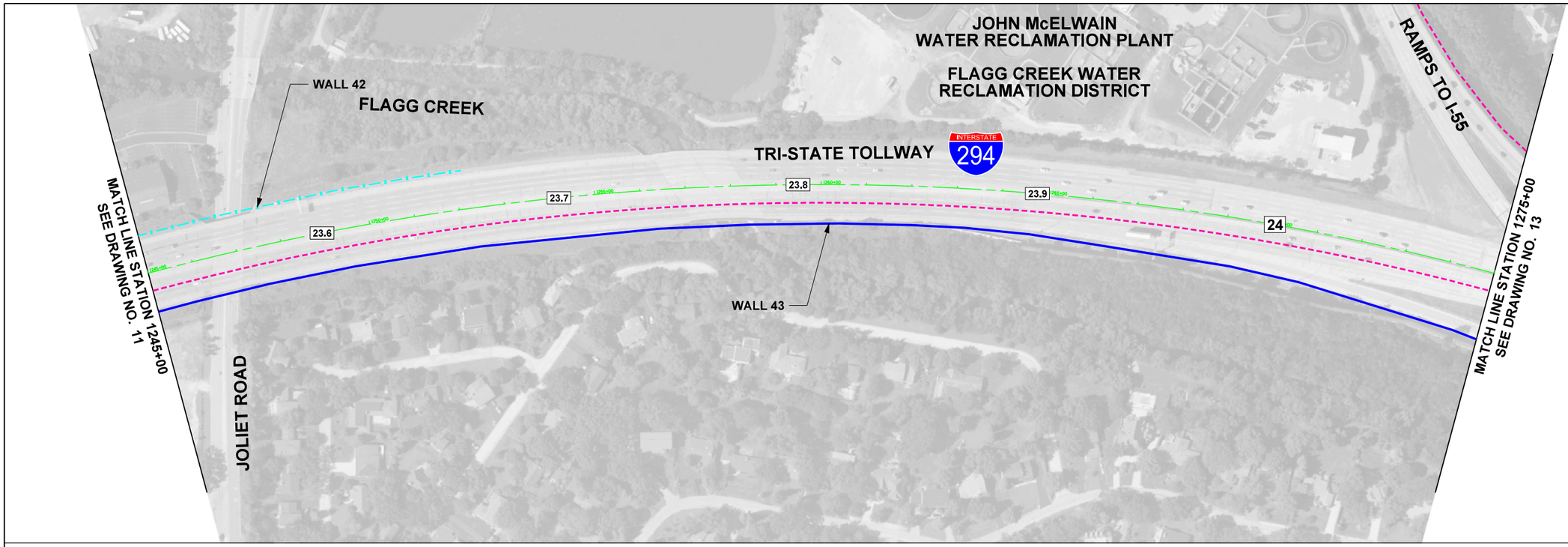
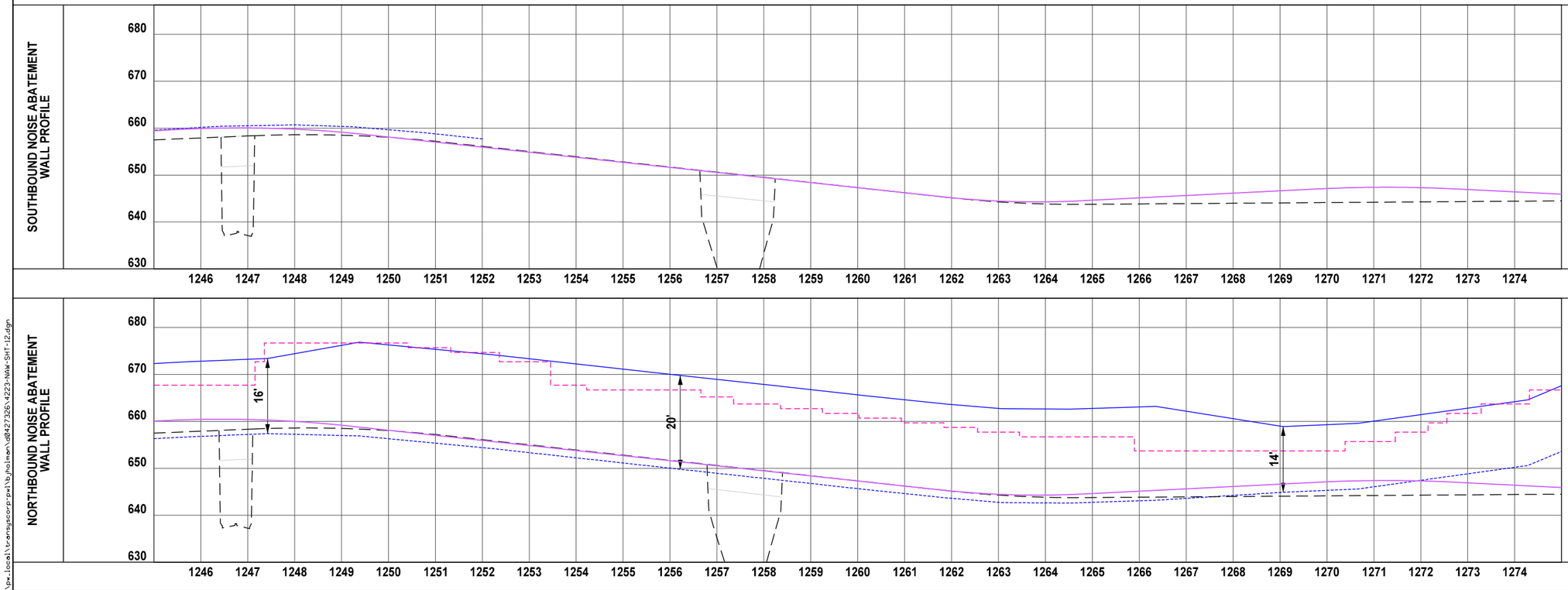


PLAN VIEW



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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 12 OF 22

bjholman
3/27/2018
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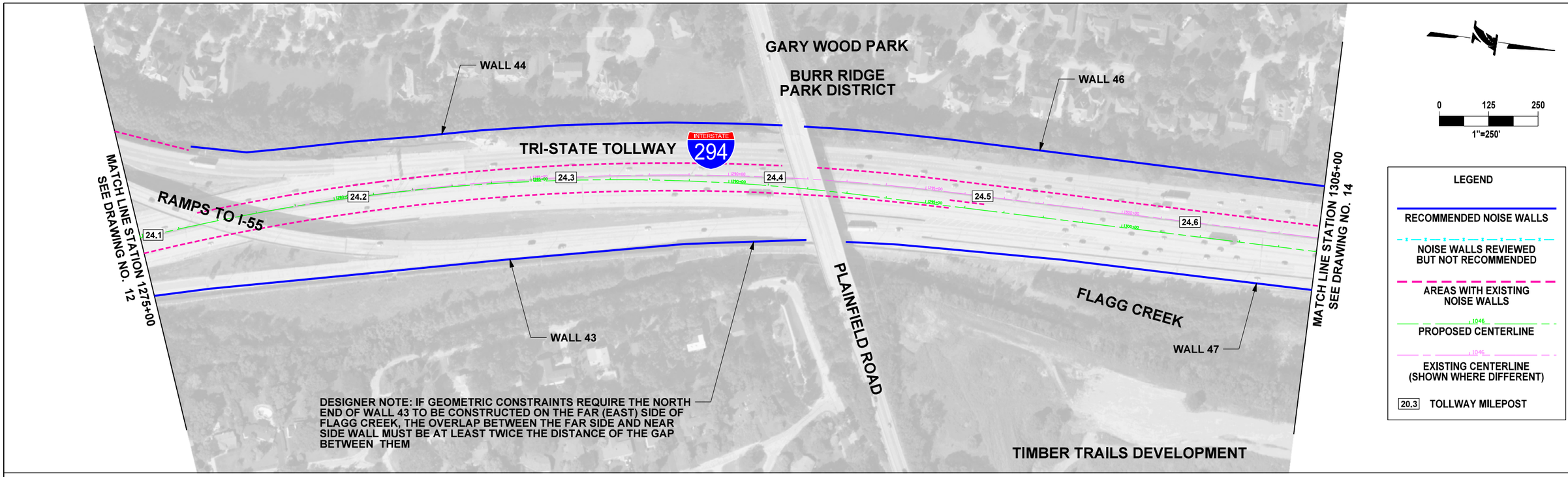
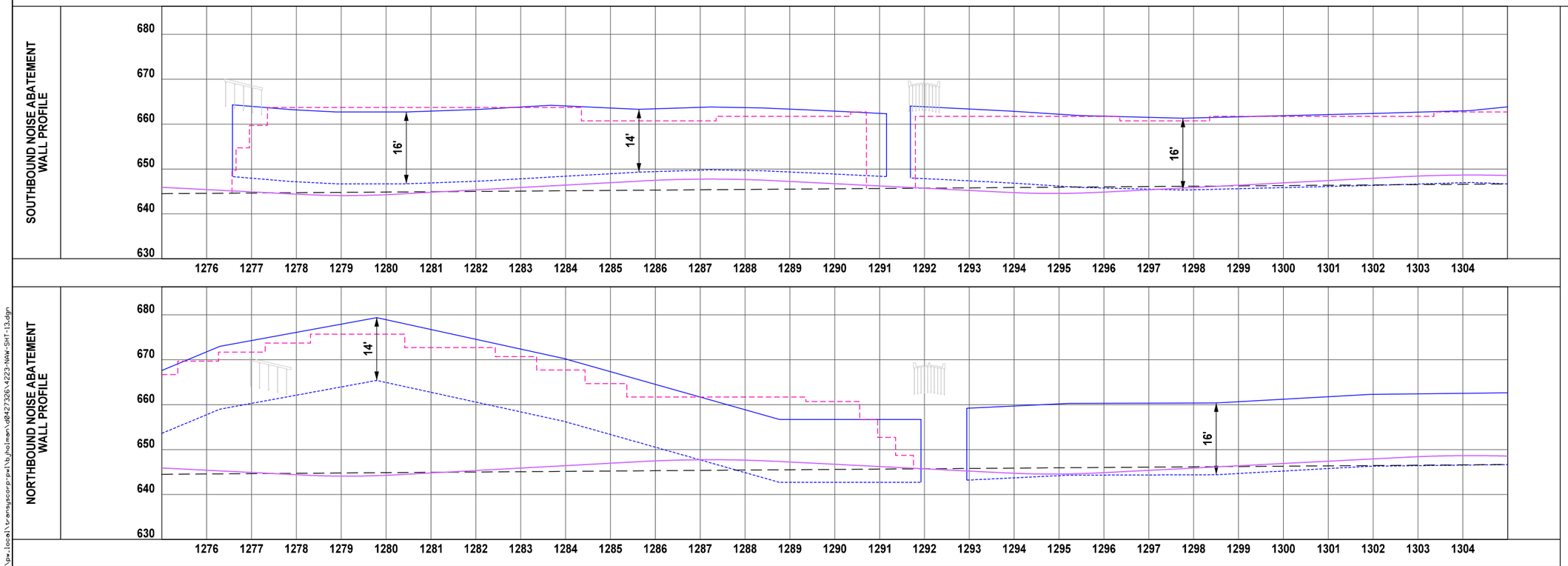


PLAN VIEW



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

NOTE TO DESIGNERS

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

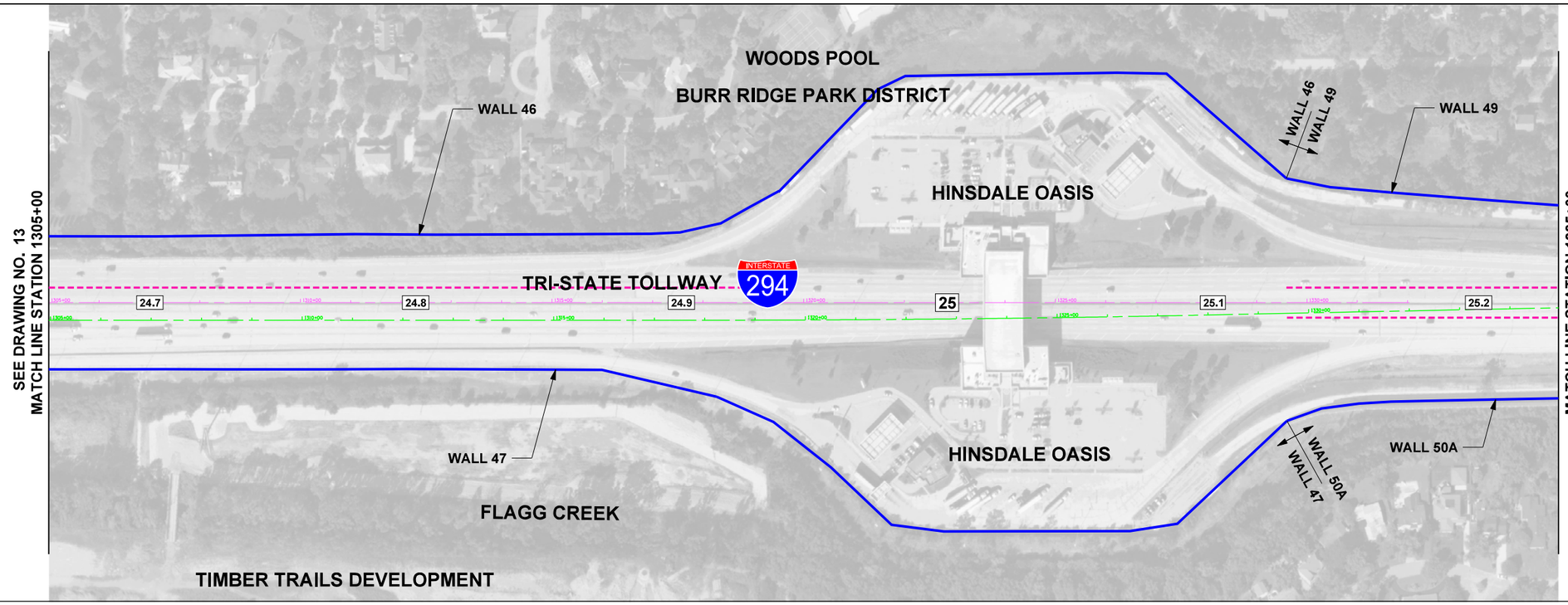
TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 13 OF 22

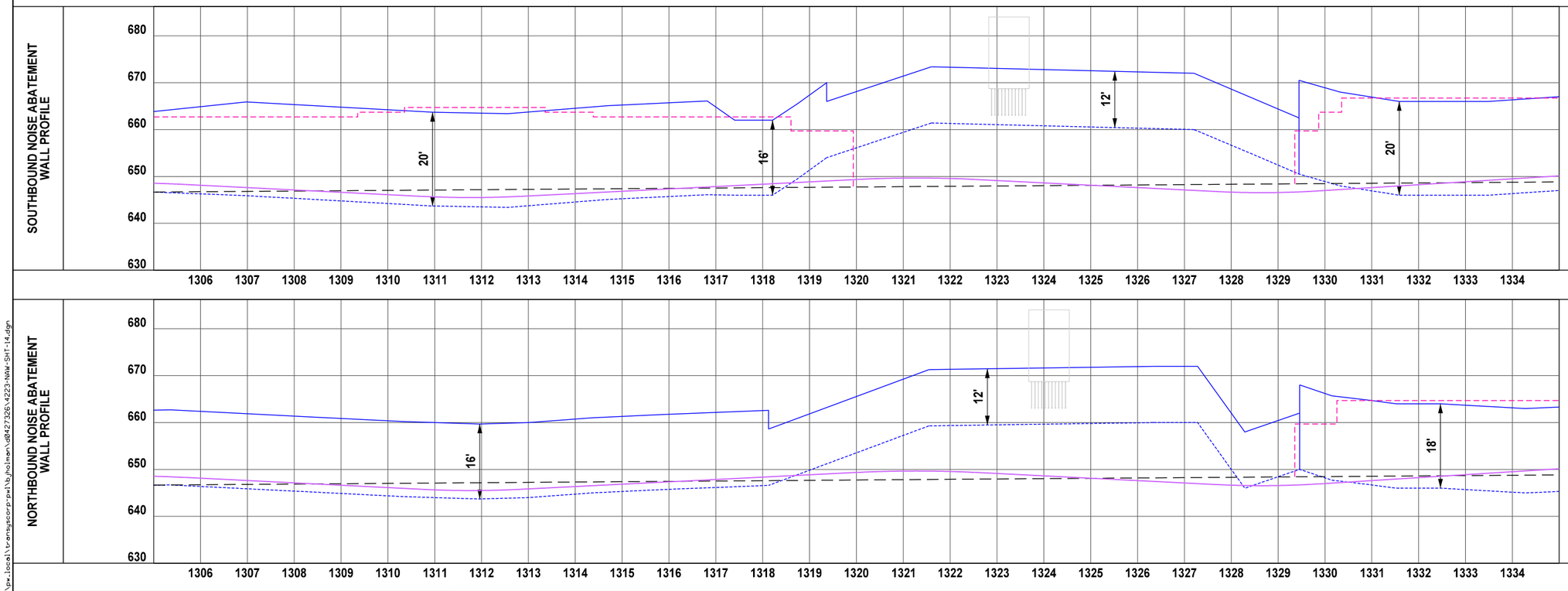


PLAN VIEW

0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST



LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

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bjholman
3/27/2018
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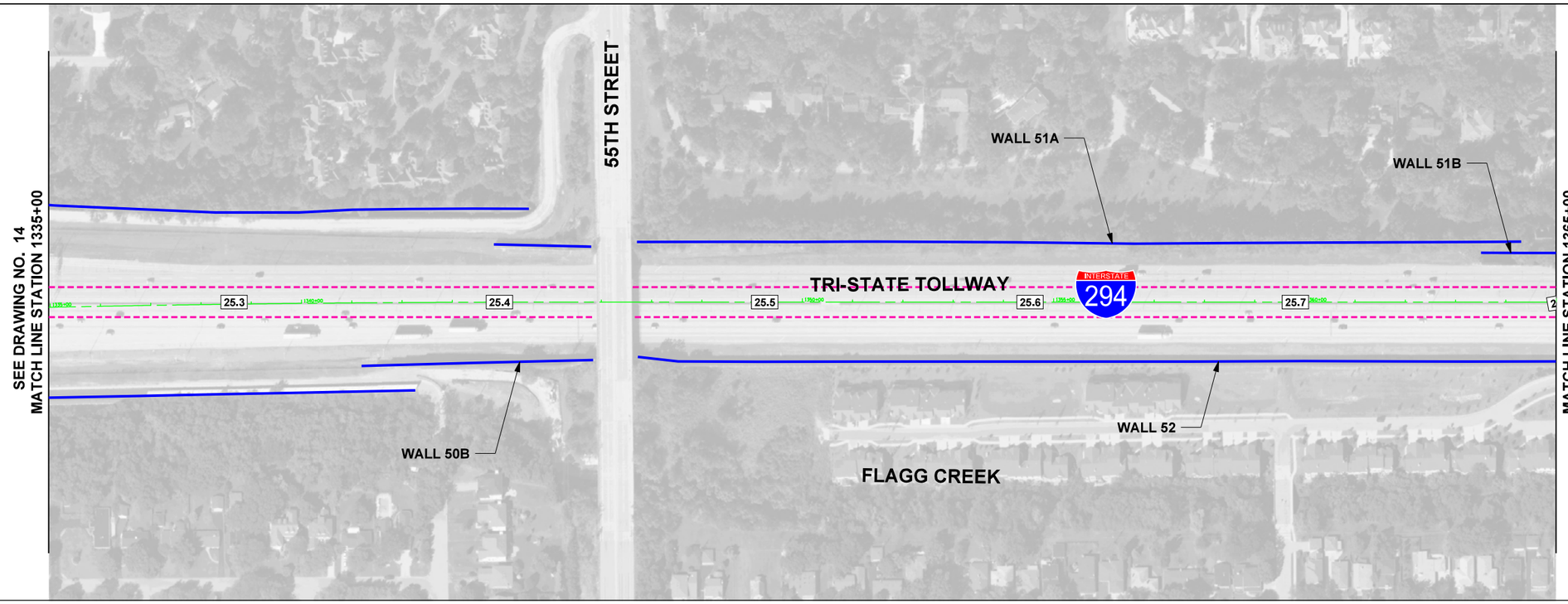
DRAWN BY BJH SCALE 1"=250'
CHECKED BY MJS DATE MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

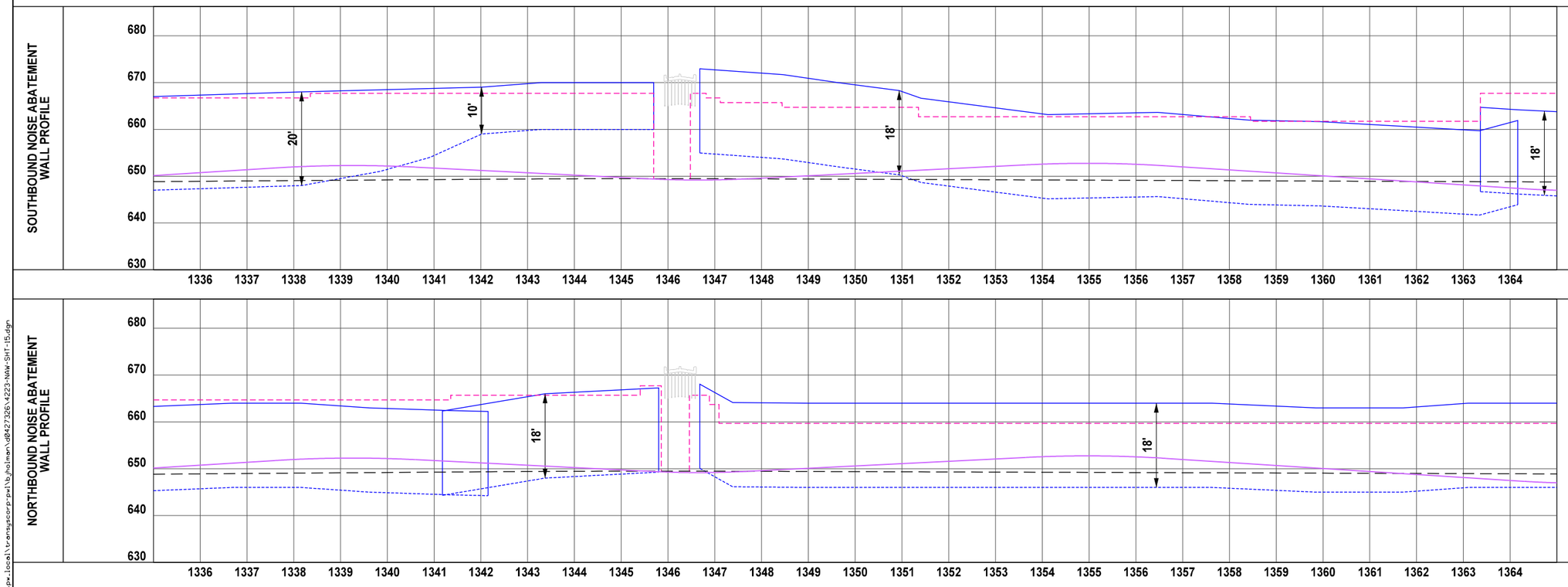
TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT

APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE



PLAN VIEW



0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- PROPOSED CENTERLINE
- EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

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DRAWN BY	BJH	SCALE	1"=250'
CHECKED BY	MJS	DATE	MARCH 23, 2018

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

TranSystems
1475 E. WOODFIELD ROAD
SUITE 600
SCHAUMBURG, IL 60173

CONTRACT NO. RR-14-4223 : NOISE REPORT
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 15 OF 22

bjholman
3/27/2018
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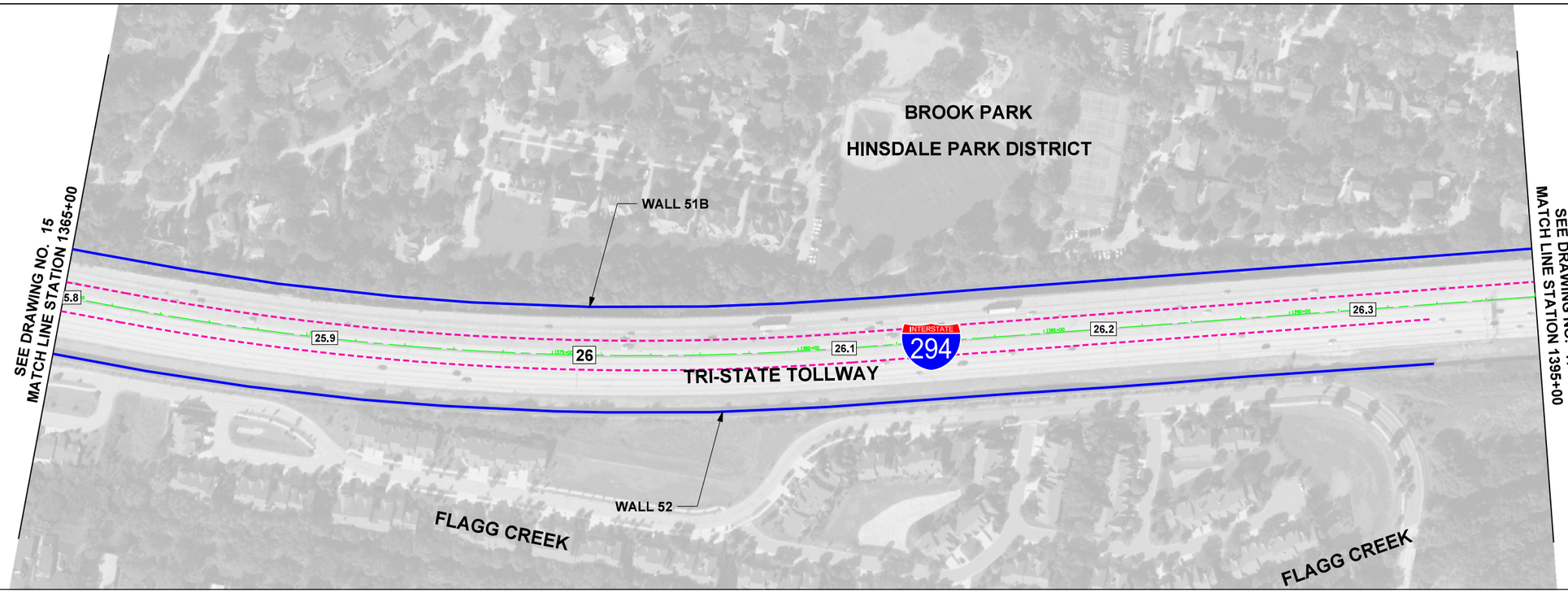
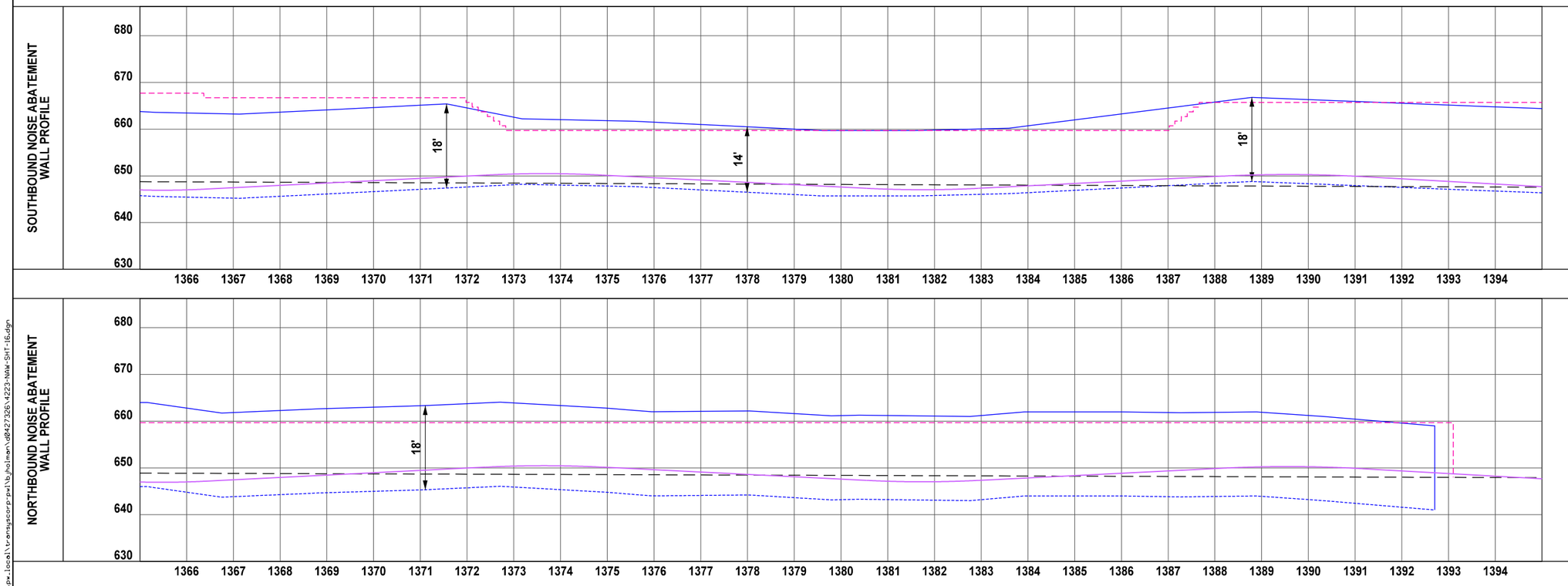


PLAN VIEW



0 125 250
1"=250'

LEGEND

- RECOMMENDED NOISE WALLS
- NOISE WALLS REVIEWED BUT NOT RECOMMENDED
- AREAS WITH EXISTING NOISE WALLS
- 1046 PROPOSED CENTERLINE
- 1046 EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)
- 20.3 TOLLWAY MILEPOST

LEGEND

- RECOMMENDED NOISE WALLS
- TOP OF EXISTING NOISE WALLS
- PROPOSED NOISE WALL BASE
- EXISTING TOLLWAY PGL
- PROPOSED TOLLWAY PGL

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DRAWING NO. 16 OF 22

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3/27/2018
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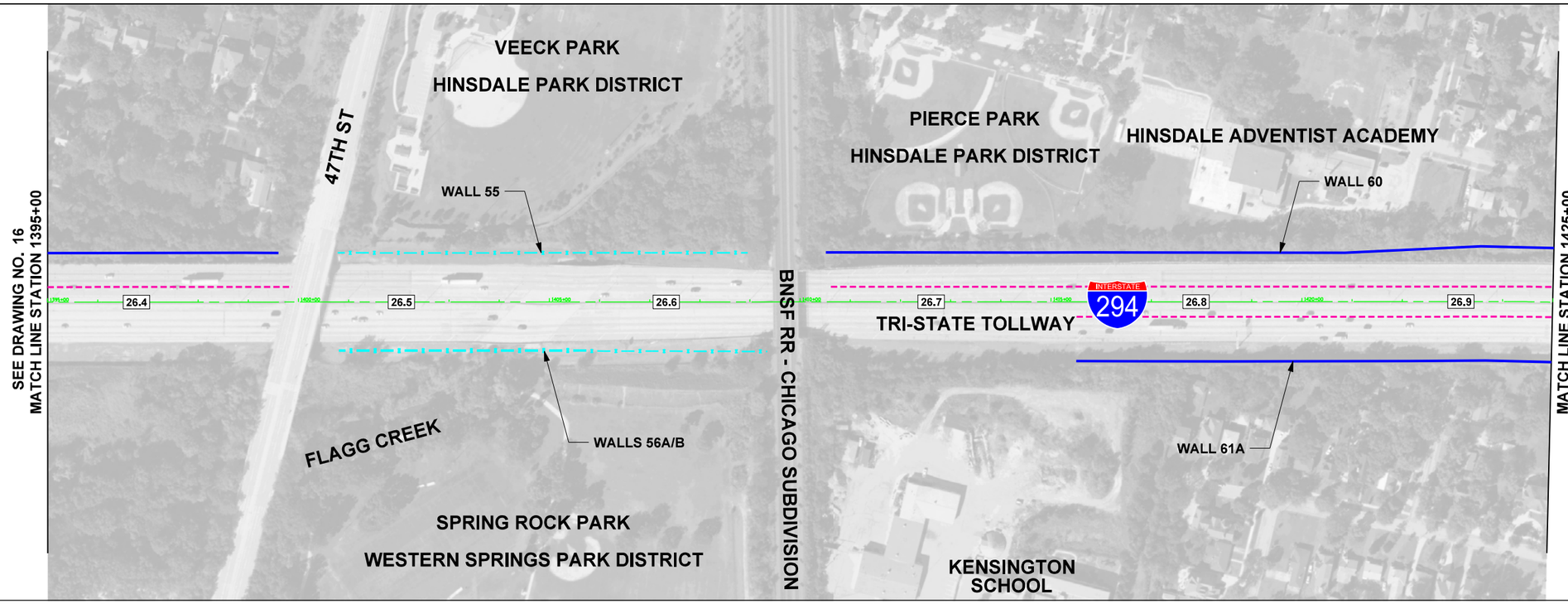


PLAN VIEW

0 125 250
1"=250'

LEGEND

RECOMMENDED NOISE WALLS

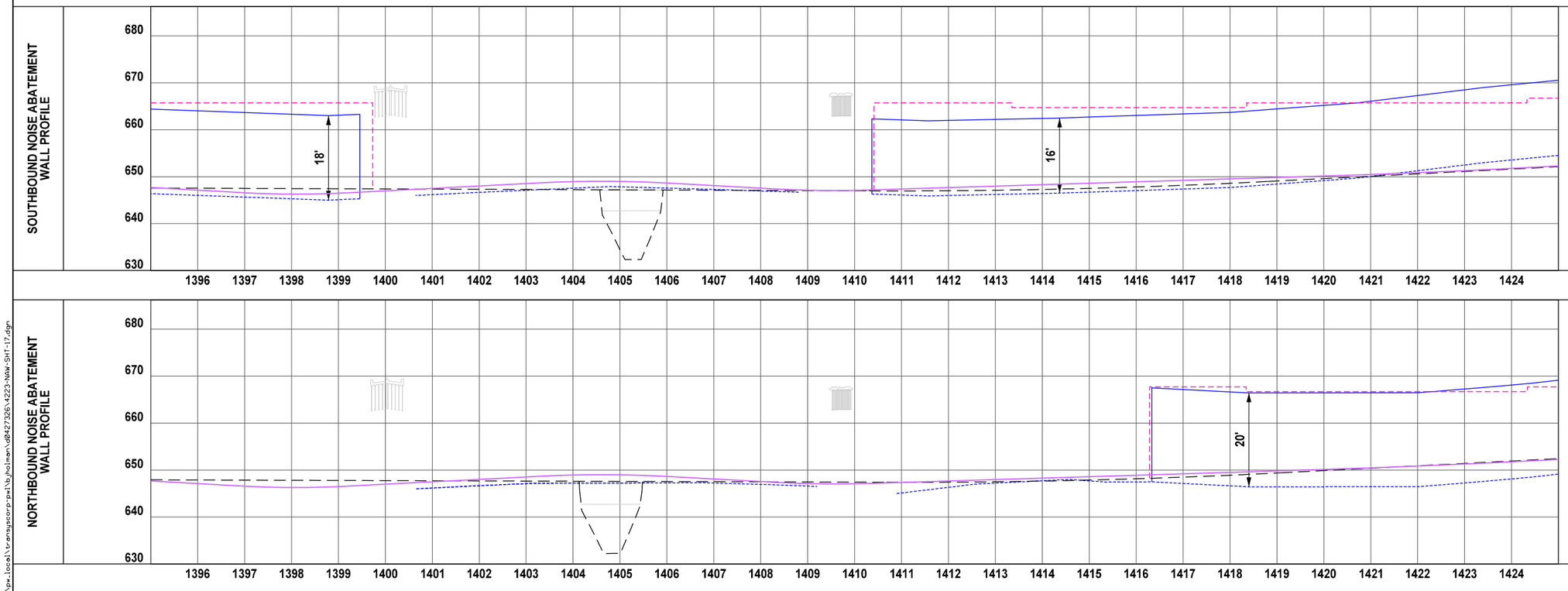
NOISE WALLS REVIEWED BUT NOT RECOMMENDED

AREAS WITH EXISTING NOISE WALLS

1046 PROPOSED CENTERLINE

1046 EXISTING CENTERLINE (SHOWN WHERE DIFFERENT)

20.3 TOLLWAY MILEPOST



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

EXISTING TOLLWAY PGL

PROPOSED TOLLWAY PGL

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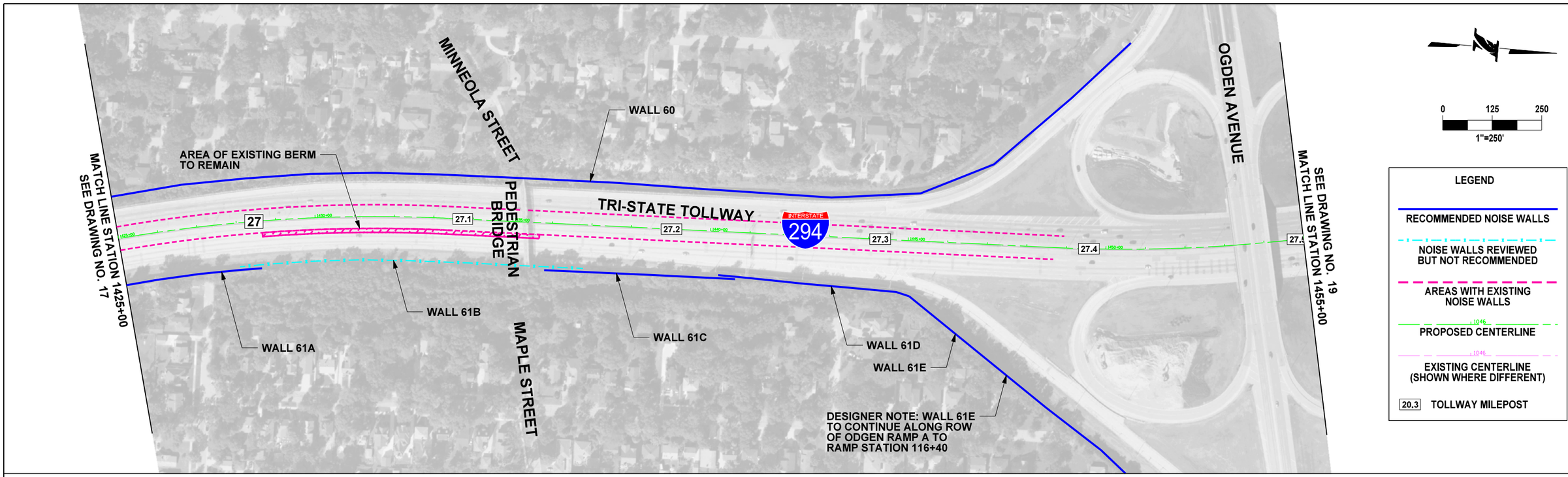
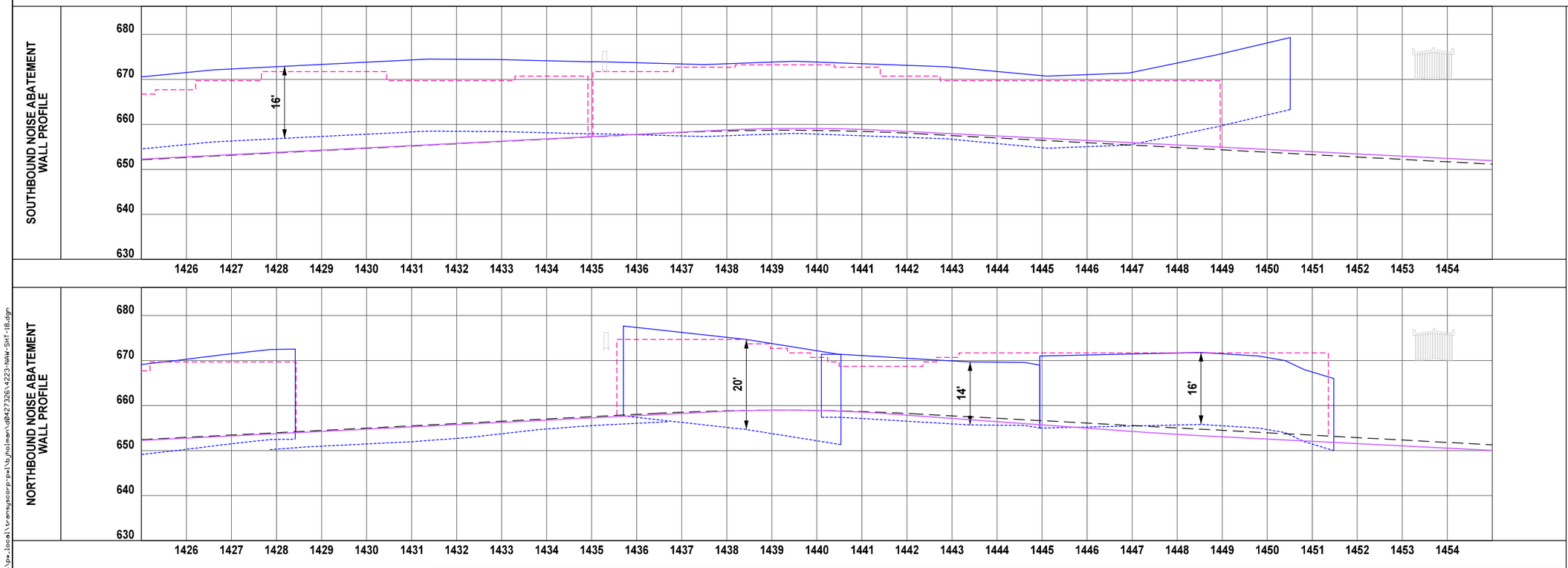
DRAWING NO. 17 OF 22



PLAN VIEW



LEGEND

RECOMMENDED NOISE WALLS

TOP OF EXISTING NOISE WALLS

PROPOSED NOISE WALL BASE

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PROPOSED TOLLWAY PGL

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APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B

DRAWING NO. 18 OF 22

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3/21/2018
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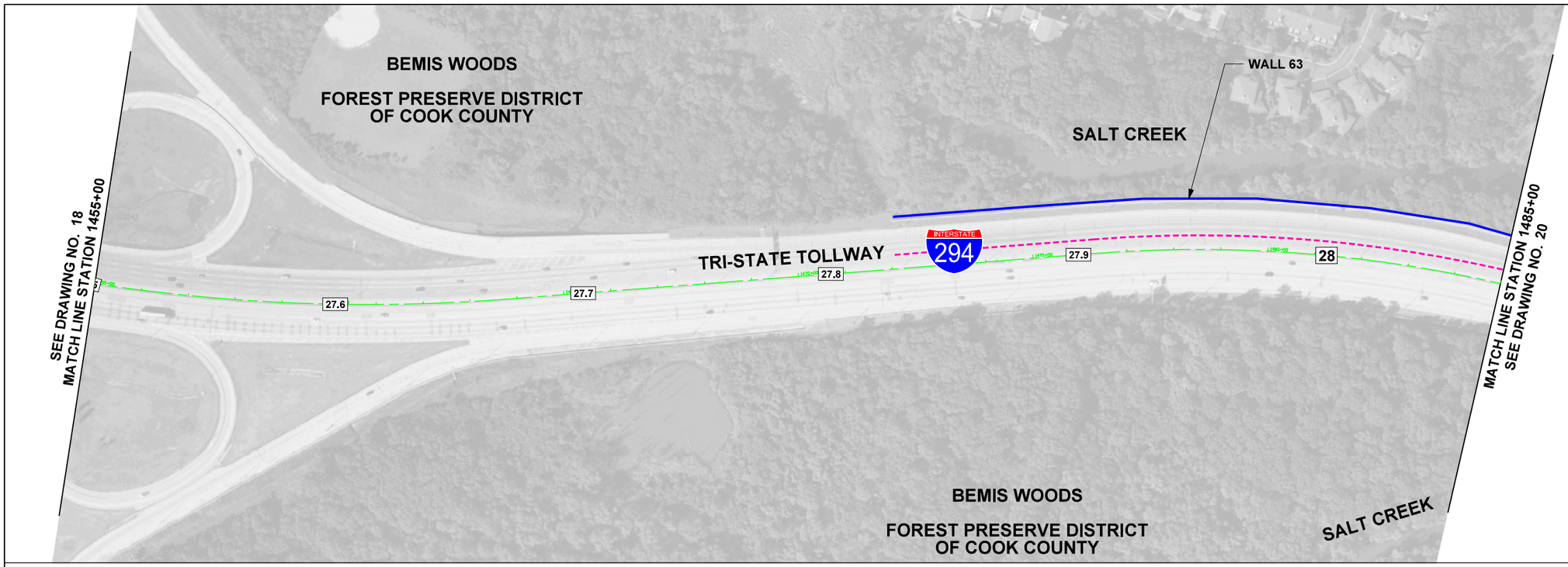

0 125 250
1"=250'

LEGEND

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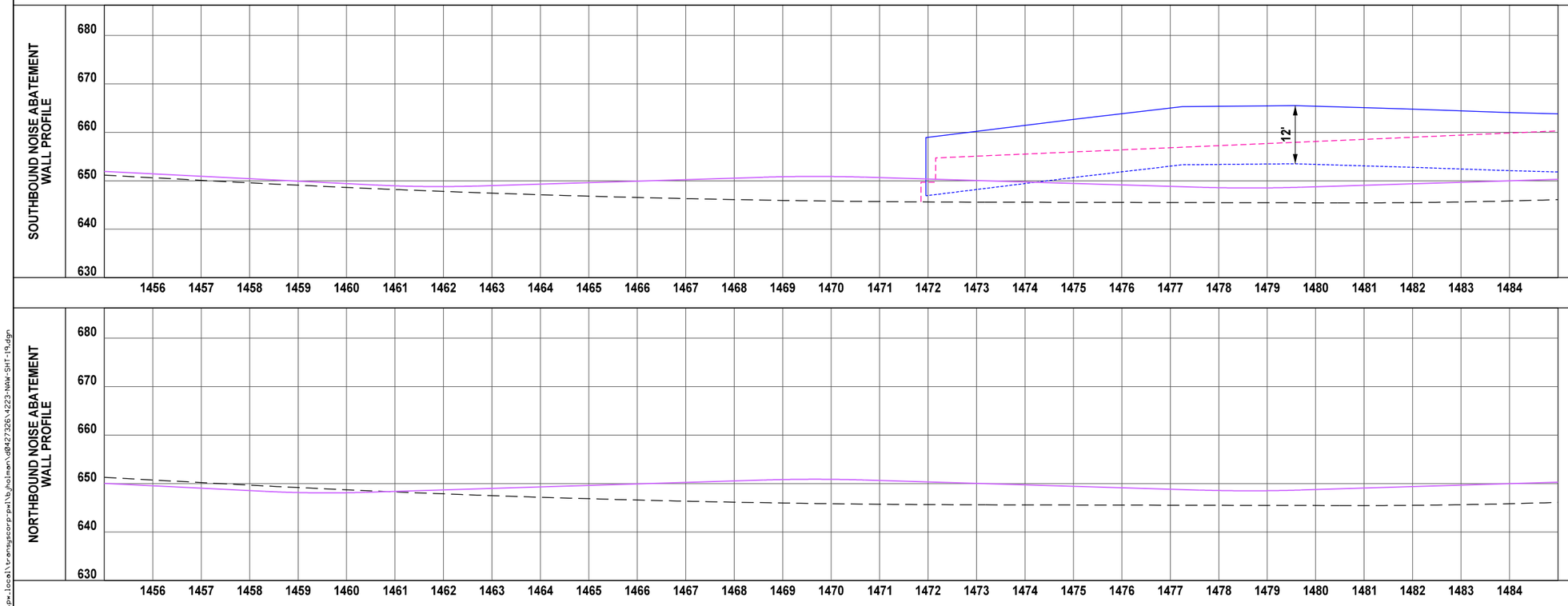
PLAN VIEW



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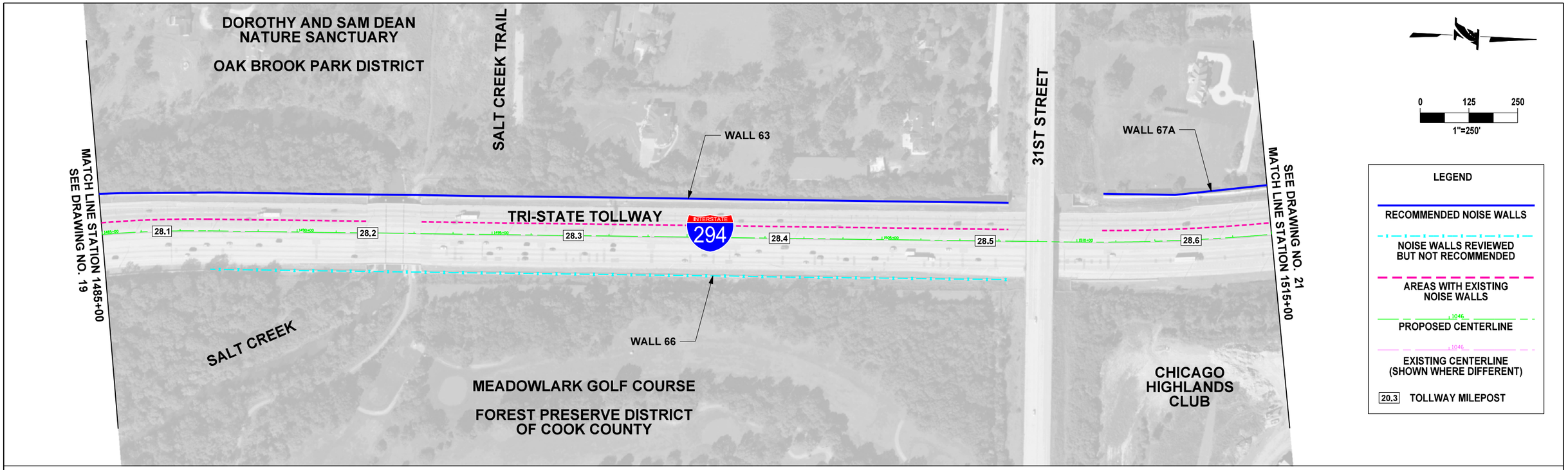
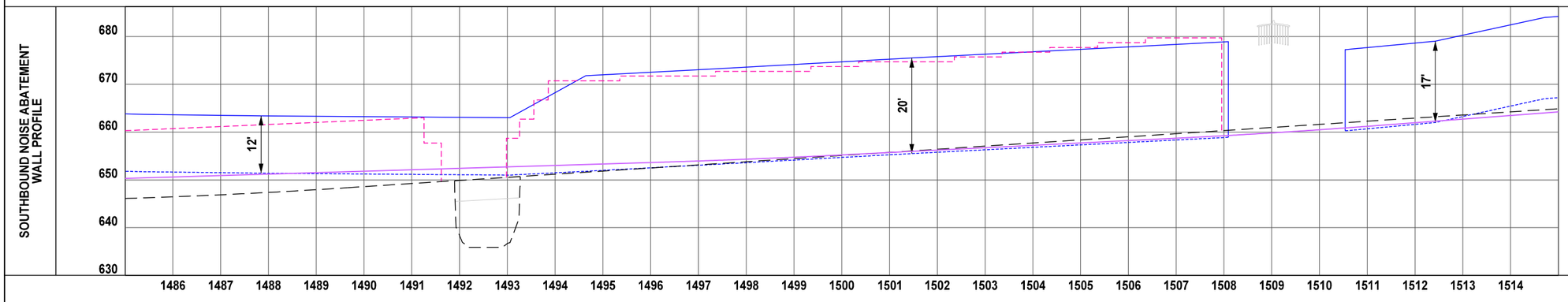
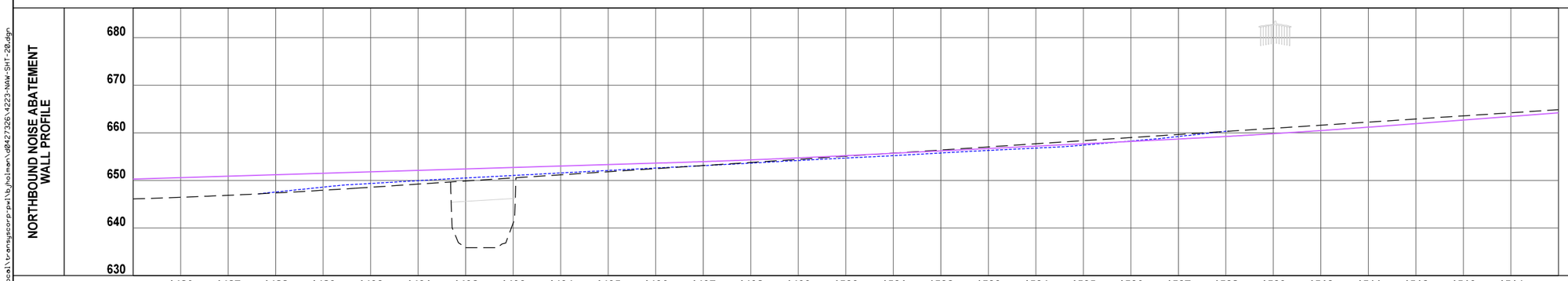
APPENDIX B: NOISE ABATEMENT WALL PLAN AND PROFILE

APPENDIX B
DRAWING NO. 19 OF 22



PLAN VIEW





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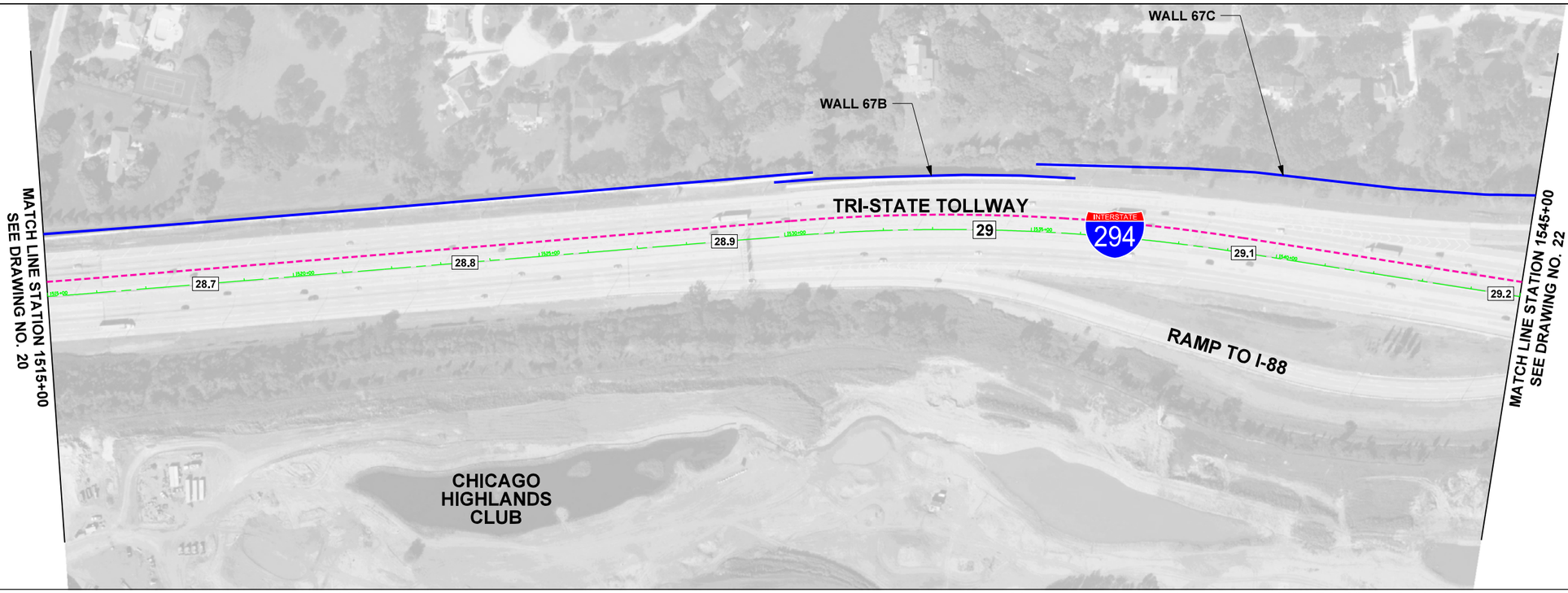
APPENDIX B

DRAWING NO. 20 OF 22



0 125 250

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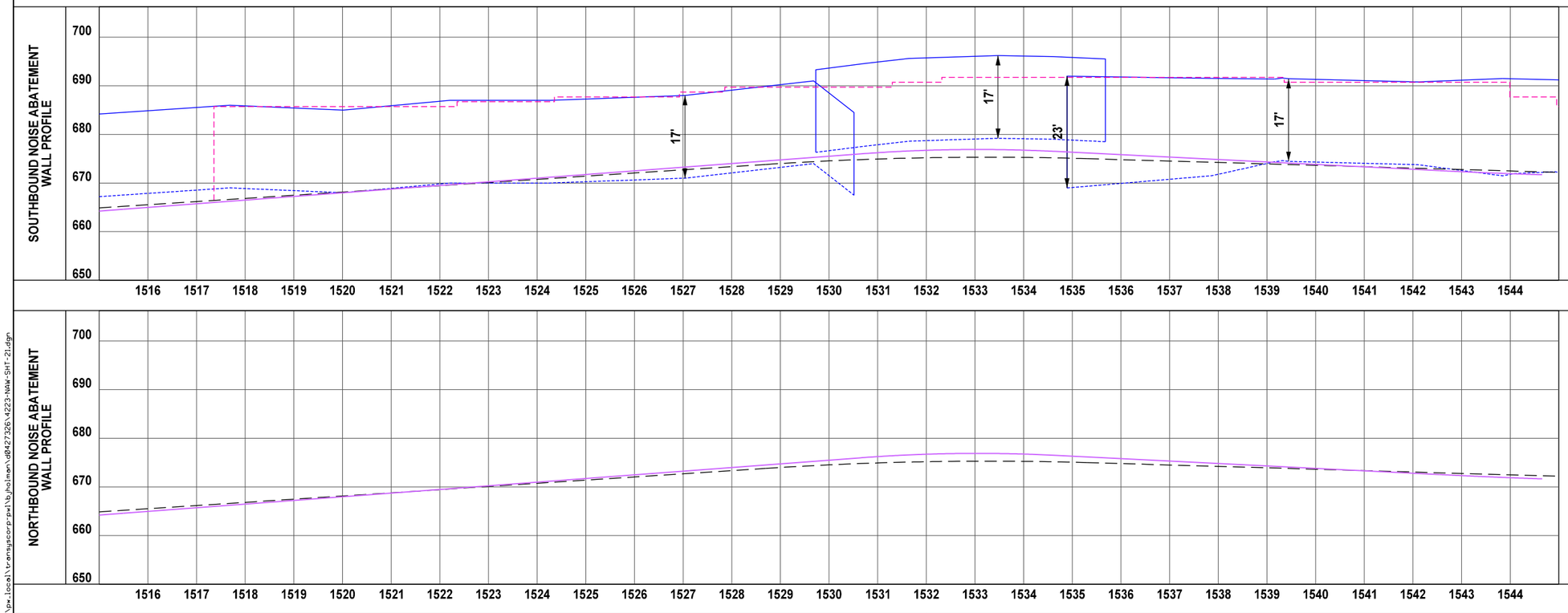

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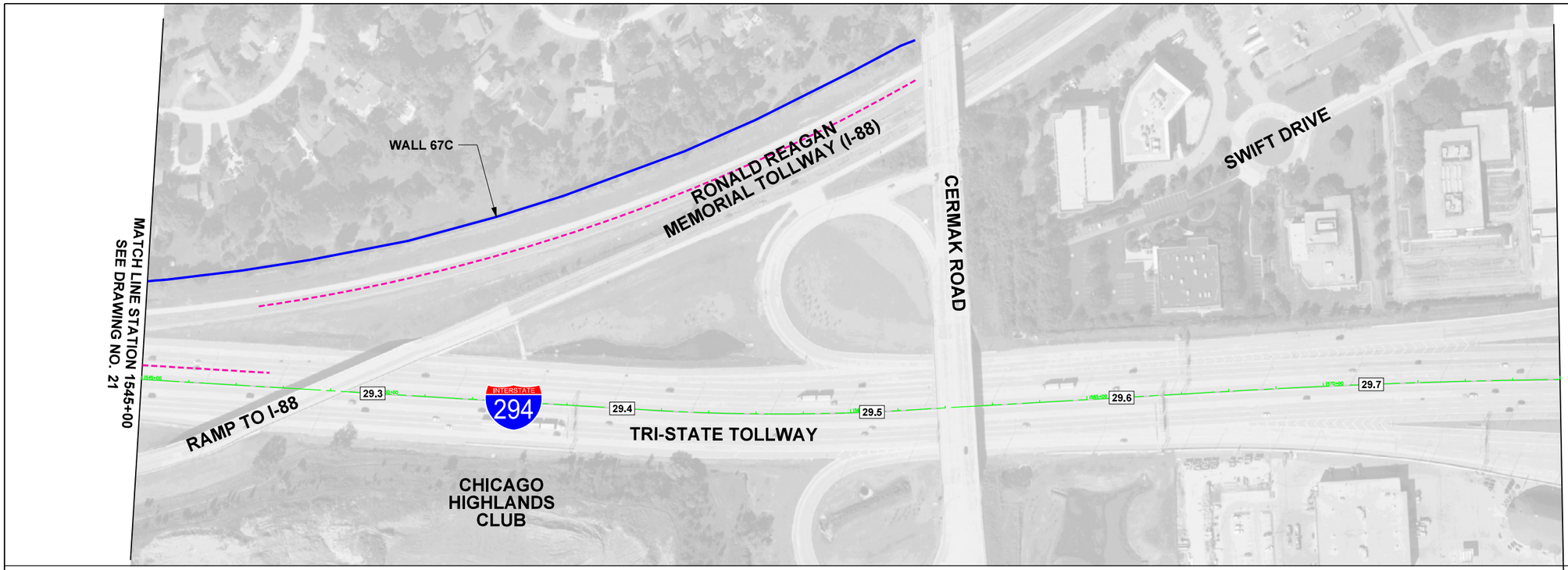
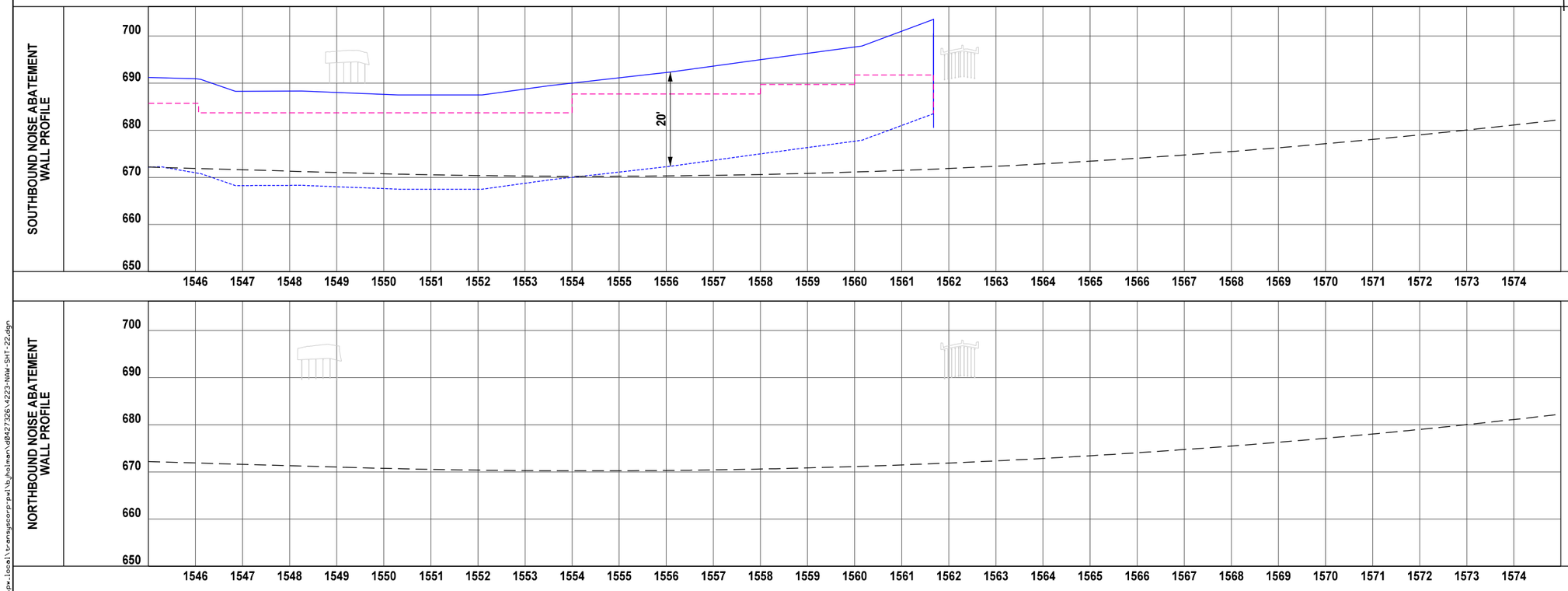


PLAN VIEW



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APPENDIX B

DRAWING NO. 22 OF 22

Appendix C
Traffic Data

Noise Analysis Study Figure C.1
Traffic Input Summary - 2015 Existing

Central Tri-State Tollway (Interstate 294)			Traffic Noise Model (TNM)										2015 Existing Conditions
Noise Analysis Study			Traffic Input Summary										7/28/2016
TNM Roadway Section Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Central Tri-State Tollway (I-294)													
1	Southbound		4	65	65	60	88	2	10	4,631	1,019	23	116
1	Northbound		4	65	65	60	88	2	10	5,053	1,112	25	126
2	Southbound		4	65	65	60	88	2	10	6,187	1,361	31	155
2	Northbound		4	65	65	60	88	2	10	7,693	1,692	38	192
3	Southbound		4	65	65	60	88	2	10	5,921	1,303	30	148
3	Northbound		4	65	65	60	88	2	10	7,935	1,746	40	198
4	Southbound		4	65	65	60	88	2	10	3,366	741	17	84
4	Northbound		4	65	65	60	88	2	10	5,778	1,271	29	144
5	Southbound		4	65	65	60	88	2	10	4,474	984	22	112
5	Northbound		4	65	65	60	88	2	10	6,695	1,473	33	167
6	Southbound	Mainline Open Tolling	4	65	65	60	88	2	10	4,665	1,026	23	117
6	Northbound	Mainline Open Tolling	4	65	65	60	88	2	10	6,159	1,355	31	154
6	Southbound	Cash Tolls	1	55	55	55	88	2	10	298	262	6	30
6	Northbound	Cash Tolls	1	55	55	55	88	2	10	536	472	11	54
7	Southbound		4	65	65	60	88	2	10	4,963	1,092	25	124
7	Northbound		4	65	65	60	88	2	10	6,695	1,473	33	167
I-55 Ramps and Mainline													
		SB I-294 to I-55	2	55	55	55	88	2	10	2,555	1,124	26	128
		I-55 to NB I-294	2	55	55	55	88	2	10	2,158	950	22	108
		NB I-55 to SB I-294	1	55	55	55	88	2	10	1,085	955	22	109
		NB I-294 to SB I-55	1	30	30	30	88	2	10	680	598	14	68
		NB I-294 to NB I-55	1	35	35	35	88	2	10	395	348	8	40
	Southbound	I-55 Mainline	all lanes	60	60	60	86	2	12	5,433	4,672	109	652
	Northbound	I-55 Mainline	all lanes	60	60	60	86	2	12	4,750	4,085	95	570
I-88 Ramps													
	EB to SB	Ramps to I-88	2	55	55	55	83.2	2.0	14.8	1,556	647	16	115
	NB to WB	Ramps to I-88	2	55	55	55	88.2	2.0	9.8	2,640	1,164	26	129

Noise Analysis Study Figure C.1
Traffic Input Summary - 2015 Existing

Central Tri-State Tollway (Interstate 294)			Traffic Noise Model (TNM)										2015 Existing Conditions
Noise Analysis Study			Traffic Input Summary										7/28/2016
TNM Roadway Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Ogden Avenue													
		Ogden SW	1	45	45	45	93	2	5	325	302	7	16
		Ogden SE (loop)	1	30	30	30	88	2	10	664	584	13	66
		Ogden ES	1	45	45	45	93	2	5	391	364	8	20
		Ogden EN (loop)	1	30	30	30	91	2	7	348	317	7	24
		Ogden NE	1	45	45	45	93	2	5	360	335	7	18
		Ogden NW (loop)	1	30	30	30	96	2	2	1,039	997	21	21
		Ogden WN	1	45	45	45	93	2	5	791	736	16	40
		Ogden WS (loop)	1	30	30	30	90	2	8	318	286	6	25
75th Street Ramps													
		75th SB Exit	1	45	45	45	75	5	25	180	135	9	45
		75th SB Entrance	1	30	30	30	75	5	25	204	153	10	51
		75th NB Exit	1	25	25	25	50	5	45	126	63	6	57
		75th NB Entrance	1	45	45	45	75	5	25	282	212	14	71
LaGrange Road													
		LaGrange SB	3	55	55	55	88	2	10	2,522	740	17	84
		LaGrange NB	3	55	55	55	88	2	10	4,349	1,276	29	145
		NB Archer Rd to SB I-294	1	55	55	55	88	2	10	56	49	1	6
95th Street													
		95th SB to WB (1)	1	45	45	45	92	2	6	205	189	4	12
		95th SB to EB (loop) (2)	1	30	30	30	92	2	6	1,447	1,331	29	87
		95th (1) + (2)	1	55	55	55	92	2	6	1,652	1,520	33	99
		95th SB Entrance	1	45	45	45	92	2	6	526	484	11	32
		95th WB to NB Entrance	1	45	45	45	96	2	2	1,747	1,677	35	35

Noise Analysis Study Figure C.2
Traffic Input Summary - 2040 No-Build

Central Tri-State Tollway (Interstate 294)			Traffic Noise Model (TNM)										2040 No-Build
Noise Analysis Study			Traffic Input Summary										5/2/2017
TNM Roadway Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Central Tri-State Tollway (I-294)													
1	Southbound		4	65	65	60	81.4	2.0	16.6	6,259	1,274	31	260
1	Northbound		4	65	65	60	83.3	2.0	14.7	6,915	1,440	35	254
2	Southbound		4	65	65	60	81.7	2.0	16.3	8,331	1,702	42	339
2	Northbound		4	65	65	60	85.1	2.0	12.9	10,503	2,235	53	339
3	Southbound		4	65	65	60	80.9	2.0	17.1	7,815	1,581	39	334
3	Northbound		4	65	65	60	85.3	2.0	12.7	10,610	2,263	53	337
4	Southbound		4	65	65	60	79.5	2.0	18.5	5,188	1,031	26	240
4	Northbound		4	65	65	60	85.4	2.0	12.6	7,856	1,677	39	247
5	Southbound		4	65	65	60	82.1	2.0	15.9	6,938	1,424	35	276
5	Northbound		4	65	65	60	85.6	2.0	12.4	9,262	1,982	46	287
6	Southbound	Mainline Open Tolling	4	65	65	60	81.1	2.0	16.9	7,293	1,479	36	308
6	Northbound	Mainline Open Tolling	4	65	65	60	85.6	2.0	12.4	9,262	1,982	46	287
6	Southbound	Cash Tolls	1	55	55	55	81.1	2.0	16.9	298	242	6	50
6	Northbound	Cash Tolls	1	55	55	55	85.6	2.0	12.4	536	459	11	66
7	Southbound		4	65	65	60	81.1	2.0	16.9	7,293	1,479	36	308
7	Northbound		4	65	65	60	85.6	2.0	12.4	9,262	1,982	46	287
I-55 Ramps and Mainline													
		SB I-294 to I-55	2	55	55	55	83.6	2.0	14.4	2,627	1,098	26	189
		I-55 to NB I-294	2	55	55	55	84.9	2.0	13.1	2,754	1,169	28	180
		NB I-55 to SB I-294	1	55	55	55	87.7	2.0	10.3	2,018	1,770	40	208
		NB I-294 to SB I-55	1	30	30	30	85.9	2.0	12.1	1,255	1,078	25	152
		NB I-294 to NB I-55	1	35	35	35	75.0	2.0	23.0	479	359	10	110
	Southbound	I-55 Mainline	all lanes	60	60	60	85.2	2.0	12.8	7,030	5,990	141	900
	Northbound	I-55 Mainline	all lanes	60	60	60	85.2	2.0	12.8	5,761	4,908	115	737
I-88 Ramps													
	EB to SB	Ramps to I-88	2	55	55	55	82.4	2.0	15.6	2,072	854	21	162
	NB to WB	Ramps to I-88	2	55	55	55	88.6	2.0	9.4	3,588	1,589	36	169

Noise Analysis Study Figure C.2
Traffic Input Summary - 2040 No-Build

Central Tri-State Tollway (Interstate 294)			Traffic Noise Model (TNM)										2040 No-Build
Noise Analysis Study			Traffic Input Summary										5/2/2017
TNM Roadway Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Ogden Avenue													
		Ogden SW	1	45	45	45	95.1	2.0	2.9	453	431	9	13
		Ogden SE (loop)	1	30	30	30	89.4	2.0	8.6	859	768	17	74
		Ogden ES	1	45	45	45	91.1	2.0	6.9	478	435	10	33
		Ogden EN (loop)	1	30	30	30	97.0	2.0	1.0	395	383	8	4
		Ogden NE	1	45	45	45	94.5	2.0	3.5	368	348	7	13
		Ogden NW (loop)	1	30	30	30	96.1	2.0	1.9	1,171	1,125	23	22
		Ogden WN	1	45	45	45	94.5	2.0	3.5	1,036	979	21	36
		Ogden WS (loop)	1	30	30	30	88.6	2.0	9.4	318	282	6	30
75th Street Ramps													
		75th SB Exit	1	45	45	45	71.2	2.0	27.0	448	319	9	121
		75th SB Entrance	1	30	30	30	66.9	2.0	31.1	180	120	4	56
		75th NB Exit	1	25	25	25	62.2	2.0	35.8	176	109	4	63
		75th NB Entrance	1	45	45	45	86.7	2.0	11.3	504	437	10	57
LaGrange Road													
		LaGrange SB	3	55	55	55	88	2	12	2,522	740	17	101
		LaGrange NB	3	55	55	55	88	2	12	4,349	1,276	29	174
		NB Archer Rd to SB I-294	1	55	55	55	88	2	12	56	49	1	7
Cork Avenue													
		Northbound exit to Cork	1	45	45	45	85	5	10	330	281	17	33
		Southbound exit to Cork	1	45	45	45	85	5	10	170	145	9	17
95th Street													
		95th SB to WB (1)	1	45	45	45	95.3	2.0	2.7	297	283	6	8
		95th SB to EB (loop) (2)	1	30	30	20	76.9	2.0	21.1	422	325	8	89
		95th (1) + (2)	1	55	55	55	84.5	2.0	13.5	719	608	14	97
		95th SB Entrance	1	45	45	45	81.8	2.0	16.2	666	545	13	108
		95th WB to NB Entrance	1	45	45	45	28.8	2.0	69.2	1,620	467	32	1,121

Noise Analysis Study Figure C.3
Traffic Input Summary - 2040 Proposed

Central Tri-State Tollway (Interstate 294)			Traffic Noise Model (TNM)										2040 Proposed
Noise Analysis Study			Traffic Input Summary										5/2/2017
TNM Roadway Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Central Tri-State Tollway (I-294)													
1	Southbound		4	65	65	60	81.4	2.0	16.6	6,259	1,274	31	260
1	Northbound		4	65	65	60	83.3	2.0	14.7	6,915	1,440	35	254
2	Southbound		5	65	65	60	81.7	2.0	16.3	8,331	1,361	33	272
2	Northbound		5	65	65	60	85.1	2.0	12.9	10,503	1,788	42	271
3	Southbound		5	65	65	60	80.9	2.0	17.1	7,815	1,264	31	267
3	Northbound		5	65	65	60	85.3	2.0	12.7	10,610	1,810	42	269
4	Southbound		4	65	65	60	79.5	2.0	18.5	5,188	1,031	26	240
4	Northbound		4	65	65	60	85.4	2.0	12.6	7,856	1,677	39	247
5	Southbound		5	65	65	60	82.1	2.0	15.9	6,938	1,139	28	221
5	Northbound		5	65	65	60	85.6	2.0	12.4	9,262	1,586	37	230
6	Southbound	Mainline Open Tolling	5	65	65	60	81.1	2.0	16.9	7,293	1,183	29	247
6	Northbound	Mainline Open Tolling	5	65	65	60	85.6	2.0	12.4	9,262	1,586	37	230
6	Southbound	Cash Tolls	1	55	55	55	81.1	2.0	16.9	298	242	6	50
6	Northbound	Cash Tolls	1	55	55	55	85.6	2.0	12.4	536	459	11	66
7	Southbound		5	65	65	60	81.1	2.0	16.9	7,293	1,183	29	247
7	Northbound		5	65	65	60	85.6	2.0	12.4	9,262	1,586	37	230
8	Southbound		4	65	65	60	81.1	2.0	16.9	7,293	1,479	36	308
8	Northbound		4	65	65	60	85.6	2.0	12.4	9,262	1,982	46	287
I-55 Ramps and Mainline													
		SB I-294 to I-55	2	55	55	55	83.6	2.0	14.4	2,627	1,098	26	189
		I-55 to NB I-294	2	55	55	55	84.9	2.0	13.1	2,754	1,169	28	180
		NB I-55 to SB I-294	1	55	55	55	87.7	2.0	10.3	2,018	1,770	40	208
		NB I-294 to SB I-55	1	30	30	30	85.9	2.0	12.1	1,255	1,078	25	152
		NB I-294 to NB I-55	1	35	35	35	75.0	2.0	23.0	479	359	10	110
	Southbound	I-55 Mainline	all lanes	60	60	60	85.2	2.0	12.8	7,030	5,990	141	900
	Northbound	I-55 Mainline	all lanes	60	60	60	85.2	2.0	12.8	5,761	4,908	115	737
I-88 Ramps													
	EB to SB	Ramps to I-88	2	55	55	55	82.4	2.0	15.6	2,072	854	21	162
	NB to WB	Ramps to I-88	2	55	55	55	88.6	2.0	9.4	3,588	1,589	36	169

Noise Analysis Study Figure C.3
Traffic Input Summary - 2040 Proposed

Central Tri-State Tollway (Interstate 294)		Traffic Noise Model (TNM)											2040 Proposed
Noise Analysis Study		Traffic Input Summary											5/2/2017
TNM Roadway Number	Direction	Roadway	No. Lanes	Autos Speed (mph)	Medium Trucks Speed (mph)	Heavy Trucks Speed (mph)	Autos percent	Medium Trucks percent	Heavy Trucks percent	AM Design Hour Volume (vph)	Autos per Lane (vph)	Medium Trucks per Lane (vph)	Heavy Trucks per Lane (VPH)
Ogden Avenue													
		Ogden SW	1	45	45	45	95.1	2.0	2.9	453	431	9	13
		Ogden SE (loop)	1	30	30	30	89.4	2.0	8.6	859	768	17	74
		Ogden ES	1	45	45	45	91.1	2.0	6.9	478	435	10	33
		Ogden EN (loop)	1	30	30	30	97.0	2.0	1.0	395	383	8	4
		Ogden NE	1	45	45	45	94.5	2.0	3.5	368	348	7	13
		Ogden NW (loop)	1	30	30	30	96.1	2.0	1.9	1,171	1,125	23	22
		Ogden WN	1	45	45	45	94.5	2.0	3.5	1,036	979	21	36
		Ogden WS (loop)	1	30	30	30	88.6	2.0	9.4	318	282	6	30
75th Street Ramps													
		75th SB Exit	1	45	45	45	71.2	2.0	27.0	448	319	9	121
		75th SB Entrance	1	30	30	30	66.9	2.0	31.1	180	120	4	56
		75th NB Exit	1	25	25	25	62.2	2.0	35.8	176	109	4	63
		75th NB Entrance	1	45	45	45	86.7	2.0	11.3	504	437	10	57
LaGrange Road													
		LaGrange SB	3	55	55	55	88	2	12	2,522	740	17	101
		LaGrange NB	3	55	55	55	88	2	12	4,349	1,276	29	174
		NB Archer Rd to SB I-294	1	55	55	55	88	2	12	56	49	1	7
Cork Avenue													
		Northbound exit to Cork	1	45	45	45	85	5	10	330	281	17	33
		Southbound exit to Cork	1	45	45	45	85	5	10	170	145	9	17
95th Street													
		95th SB to WB (1)	1	45	45	45	95.3	2.0	2.7	297	283	6	8
		95th SB to EB (loop) (2)	1	30	30	20	76.9	2.0	21.1	422	325	8	89
		95th (1) + (2)	1	55	55	55	84.5	2.0	13.5	719	608	14	97
		95th SB Entrance	1	45	45	45	81.8	2.0	16.2	666	545	13	108
		95th WB to NB Entrance	1	45	45	45	28.8	2.0	69.2	1,620	467	32	1,121

Appendix D

Traffic Noise Validation

1. Traffic Noise Model (TNM) Validation

1.1. Introduction

Validation of the existing traffic noise model is a crucial part of a Traffic Noise Study which allows the study team, reviewer, and public to have confidence in the accuracy of the Existing Noise Model that is compared to the Proposed Noise Model. Noise is evaluated at various locations along the project corridor, and compared to the same locations the existing noise model. Differences between the measured noise level and the predicted TNM noise level of 3 dB(A) or less are considered validated.

Existing traffic noise was measured with a Larson Davis Model LxT, which is a Type 1 sound level meter (SLM). The meter settings were a "fast" response time and "A" weighting. The L_{eq} traffic noise levels were recorded over 10- to 15-minute noise sampling periods, consistent with the Tollway's noise policies (Tollway 2014). An acoustic calibrator was used to calibrate the meter at the beginning of each day of measurements. During each noise measurement, the noise meter was tripod-mounted and the microphone located at approximately five feet (average ear height) above ground surface. A foam windscreen (supplied by the manufacturer) was used during all sound measurements.

Measurements were taken in April, May, and June 2016.

1.2. TNM Validation Table

Table D.1 : TNM Validation

Receptor	Description and Location	Measured Noise Level L_{eq} (dB(A))	TNM-Predicted Existing Conditions Noise Level L_{eq} (dB(A))	Difference Between Modeled And Existing Noise Levels	Comments
2-1	Multi-family residences Falcon Ridge Drive and 92nd Street	68.0	71.0	3.0	Within +/- 3 dB(A)
3-1	Martin Park, pond access area 89th Place and 78th Avenue	63.7	63.3	-0.4	Within +/- 3 dB(A)
5-1	Jesus Name Pentecostal Church S Roberts Road and W 88th Street	61.6	59.3	-2.3	Within +/- 3 dB(A)
6-1	Pocket Park, S Roberts Road and W 87th Street	68.6	62.6	-6.0	Noise measurement includes side-street traffic on Roberts Road
15-1	Multi-family residences, 84th Place and S 82nd Avenue	69.2	66.8	-2.4	Within +/- 3 dB(A)

Receptor	Description and Location	Measured Noise Level L_{eq} (dB(A))	TNM-Predicted Existing Conditions Noise Level L_{eq} (dB(A))	Difference Between Modeled And Existing Noise Levels	Comments
16-1	Prairie View Park play apparatus, 82nd Avenue & 85th Street	68.2	64.8	-3.4	Within +/- 3 dB(A)
17-1	single-family residence, north end of 84th Court	67.0	64.3	-2.7	Within +/- 3 dB(A)
18-1	single-family residence, west end of 82nd Street	64.3	64.8	0.5	Within +/- 3 dB(A)
20-1	office building, S 88th Avenue and Industrial Drive	75.5	76.1	0.6	Within +/- 3 dB(A)
21-1	Rosary Hill outdoor garden West 81st Street	66.2	68.6	2.4	Within +/- 3 dB(A)
24-1	Quick-Pick Market, Cronin Avenue and 79th Street	67.8	70.6	2.8	Within +/- 3 dB(A)
26-A	Sterling Estates Mobile Home Park, residence at 79th St and Testa Drive	67.1	70.5	3.4	
26-B	Sterling Estates community park, Sterling Street and Hickory Lane	65.4	69.4	4.0	
27-1	single-family residence, north end of Rust Street	62.9	64.2	1.3	Within +/- 3 dB(A)
30-1	single-family residence, 5th Avenue Cutoff	72.8	75.6	2.8	Within +/- 3 dB(A)
32-1	single-family residence, Pleasantdale Drive	66.9	66.7	-0.2	Within +/- 3 dB(A)
37-1	Townhouse residences, east end of 72nd Street	72.0	75.0	3.0	Within +/- 3 dB(A)
43-1	single-family residence, Keokuk Road	59.2	60.9	1.7	Within +/- 3 dB(A)
47-1	townhouse residence, Flagg Creek Lane	66.8	68.5	1.7	Within +/- 3 dB(A)

Receptor	Description and Location	Measured Noise Level L_{eq} (dB(A))	TNM-Predicted Existing Conditions Noise Level L_{eq} (dB(A))	Difference Between Modeled And Existing Noise Levels	Comments
48-1	Woods Pool tennis courts, Tomlin Drive	57.2	62.6	5.4	
52-1	townhouse residences, Commonwealth Avenue	65.6	67.2	1.6	Within +/- 3 dB(A)
56-1	Spring Rock Park, football/soccer field	68.7	69.2	0.5	Within +/- 3 dB(A)
61-1	single-family residence, west end of Walnut Street	64.7	65.4	0.7	Within +/- 3 dB(A)
64-1	Dean Nature Sanctuary, trail area and interpretive display	67.6	68.0	0.4	Within +/- 3 dB(A)
67-1	single-family residence, east end of Hunt Club Lane	64.5	65	0.5	Within +/- 3 dB(A)

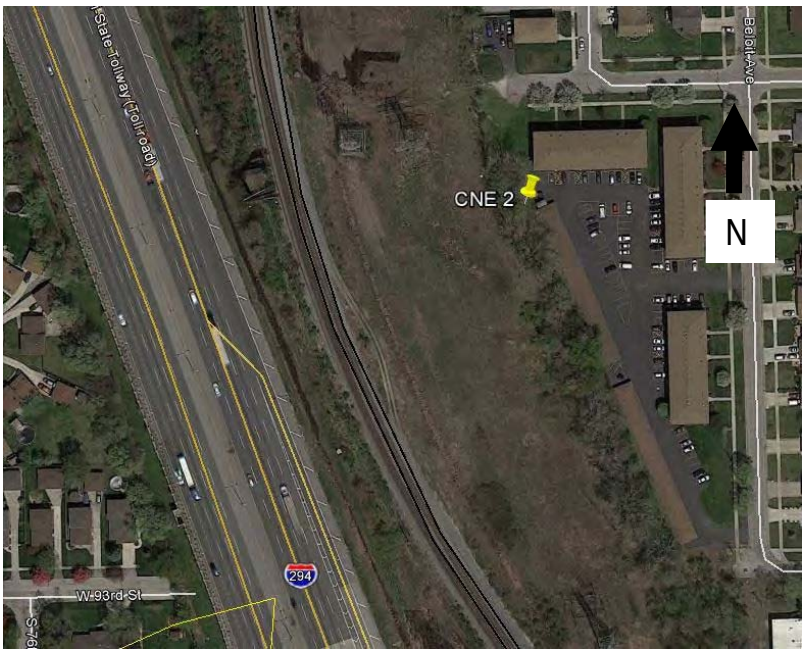
1.3. Site Locations information

The data sheets and output from the Larson Davis Model LxT for each site are included in this appendix. Things to note include:

- Traffic was manually counted where site lines were not blocked by existing retaining walls or other terrain features
- Some receivers were able to obtain traffic counts from the Tollway's automated iPass system or video count systems.
- Some sites measured later did not obtain traffic counts for the time of the measurement, as initial modeling showed that noise levels along the CTST were highly insensitive to traffic volumes. As traffic speeds were found to be a greater determinate, noise monitoring was only conducted when traffic was in a free-flow condition.

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 2(B)

Field Location: Lxt 064

Date: June 16, 2016

Time: 10:02 AM

Weather:
75°, Cloudy Winds 3-6 mph, gusting to 8-9 mph, From NW

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
63.7	68.0	77.6

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 02

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.064
User	BJH
Job Description	
Location	CTST CNE 2-B
Measurement Description	
Start Time	Thursday, 2016 June 16 10:04:01
Stop Time	Thursday, 2016 June 16 10:19:01
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

June 16 Monitoring

Overall Data

LAeq		68.0	dB
LAFmax	2016 Jun 16 10:04:04	77.6	dB
LApeak (max)	2016 Jun 16 10:04:04	95.9	dB
LAFmin	2016 Jun 16 10:08:03	63.7	dB
LCeq		76.2	dB
LAeq		68.0	dB
LCeq - LAeq		8.2	dB
LAIeq		68.9	dB
LAeq		68.0	dB
LAIeq - LAeq		0.9	dB
LAE		97.5	dB
EA		626.5	µPa²h
EA8		20.05	mPa²h
EA40		100.2	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		69.8	dBA
LAF10.00		69.3	dBA
LAF33.30		68.3	dBA
LAF50.00		67.8	dBA
LAF66.60		67.3	dBA
LAF90.00		66.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	52.9	52.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 3

Field Location: Lxt02

Date: April 14, 2016

Time: 10:25 AM

Weather:
Clear, wind < 5mph

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
59.0	63.7	70.9

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

2 planes flew over during measurement. Probably landing at Midway. Did not seem to be loud enough to affect measurement.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 03

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.033
User	BJH
Job Description	P401140088
Location	Central TriState CNE 03
Measurement Description	
Start Time	Thursday, 2016 April 14 10:25:44
Stop Time	Thursday, 2016 April 14 10:40:44
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		63.7	dB
LAFmax	2016 Apr 14 10:38:47	70.9	dB
LApeak (max)	2016 Apr 14 10:38:47	82.7	dB
LAFmin	2016 Apr 14 10:31:56	59.0	dB
LCeq		74.0	dB
LAeq		63.7	dB
LCeq - LAeq		10.3	dB
LAIeq		64.4	dB
LAeq		63.7	dB
LAIeq - LAeq		0.7	dB
LAE		93.3	dB
EA		236.1	µPa²h
EA8		7.556	mPa²h
EA40		37.78	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00	65.9	dBA
LAF10.00	65.3	dBA
LAF33.30	64.1	dBA
LAF50.00	63.5	dBA
LAF66.60	62.8	dBA
LAF90.00	61.5	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	48.7	48.7	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight	A Weighting		
Peak Weight	A Weighting		
Detector	Fast		
Preamp	PRMLxT1		
Microphone Correction	Off		
Integration Method	Linear		

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 5

Field Location: Lxt34

Date: April 14, 2016

Time: 10:44 AM

Weather: Clear, calm, still winds

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
53.9	51.3	74.8

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Paused measurement for aircraft flyovers – total monitoring time less than 15 minutes.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 05

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.034
User	BJH
Job Description	P401140088
Location	Central TriState CNE 05
Measurement Description	
Start Time	Thursday, 2016 April 14 10:49:04
Stop Time	Thursday, 2016 April 14 11:04:04
Duration	00:15:00.0
Run Time	00:12:35.9
Pause	00:02:24.1
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		61.3	dB
LAFmax	2016 Apr 14 10:50:57	74.8	dB
LApeak (max)	2016 Apr 14 10:50:56	86.3	dB
LAFmin	2016 Apr 14 11:00:14	53.9	dB
LCeq		72.5	dB
LAeq		61.3	dB
LCeq - LAeq		11.2	dB
LAIeq		62.6	dB
LAeq		61.3	dB
LAIeq - LAeq		1.3	dB
LAE		90.1	dB
EA		113.3	µPa²h
EA8		4.316	mPa²h
EA40		21.58	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		64.6	dBA
LAF10.00		62.1	dBA
LAF33.30		60.3	dBA
LAF50.00		59.5	dBA
LAF66.60		58.8	dBA
LAF90.00		57.7	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	45.5	45.5	dBA

Settings

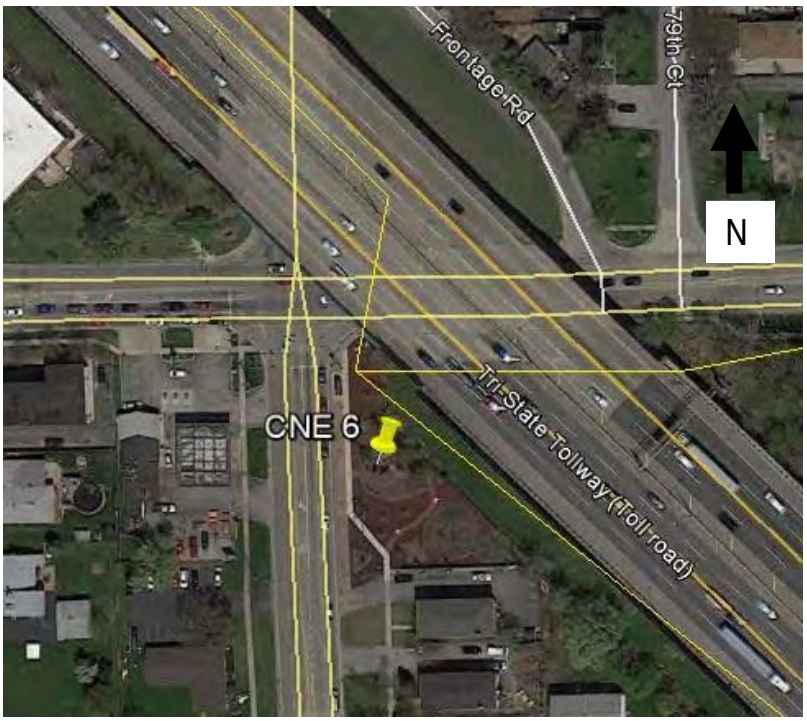
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 6

Field Location: Lxt35

Date: April 14, 2016

Time: 11:14 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

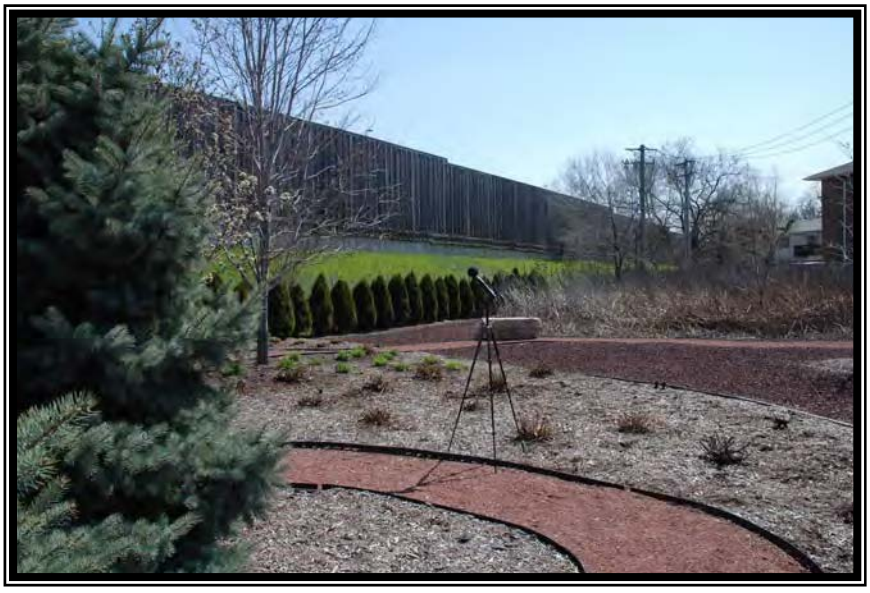
L_{MIN}	L_{EQ}	L_{MAX}
62.0	68.6	79.0

Roadway	Classification	
Roberts Rd Northbound	**Autos**	159
	Busses	
	Med. Trucks	10
	Hvy. Trucks	9
	M.C.	1

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 06



General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.035
User	BJH
Job Description	P401140088
Location	Central TriState CNE 06
Measurement Description	
Start Time	Thursday, 2016 April 14 11:14:35
Stop Time	Thursday, 2016 April 14 11:29:35
Duration	00:15:00.0
Run Time	00:14:22.0
Pause	00:00:38.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

See Scanned Data sheets for location of measurements

Overall Data

LAeq		68.6	dB
LAFmax	2016 Apr 14 11:28:35	79.0	dB
LApeak (max)	2016 Apr 14 11:28:38	94.1	dB
LAFmin	2016 Apr 14 11:25:33	62.0	dB
LCeq		81.8	dB
LAeq		68.6	dB
LCeq - LAeq		13.2	dB
LAIeq		69.5	dB
LAeq		68.6	dB
LAIeq - LAeq		0.9	dB
LAE		98.0	dB
EA		697.2	µPa²h
EA8		23.29	mPa²h
EA40		116.5	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		73.2	dBA
LAF10.00		71.5	dBA
LAF33.30		68.1	dBA
LAF50.00		66.9	dBA
LAF66.60		66.1	dBA
LAF90.00		64.8	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	53.4	53.4	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 15

Field Location: Lxt38

Date: April 14, 2016

Time: 1:26PM

Weather:
Clear & calm

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
65.0	69.2	80.4

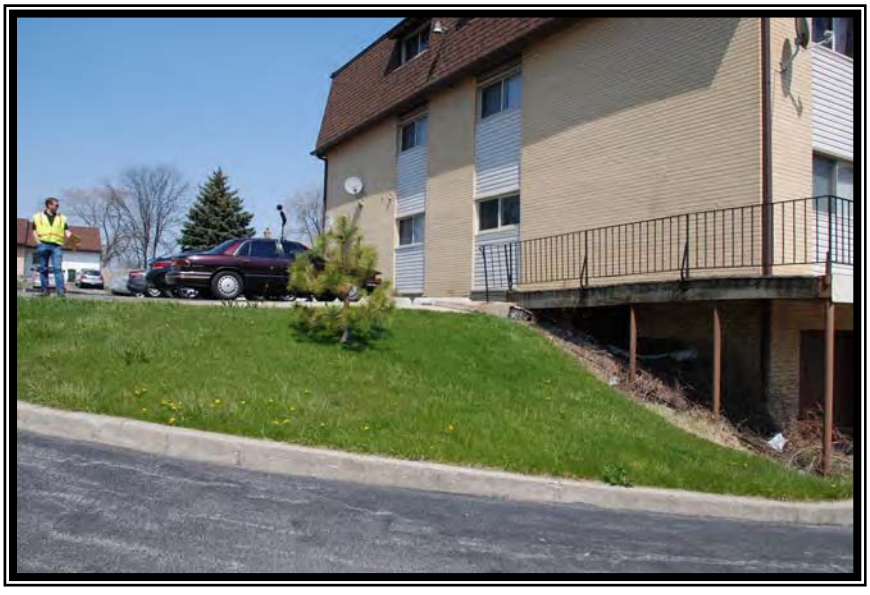
Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Paused measurement for a loud overhead plane & a car starting in adjacent parking lot.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 15



General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.038
User	BJH
Job Description	P401140088
Location	Central TriState CNE 15
Measurement Description	
Start Time	Thursday, 2016 April 14 13:26:37
Stop Time	Thursday, 2016 April 14 13:41:37
Duration	00:15:00.0
Run Time	00:13:58.8
Pause	00:01:01.2
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		69.2	dB
LAFmax	2016 Apr 14 13:37:27	80.4	dB
LApeak (max)	2016 Apr 14 13:37:27	93.2	dB
LAFmin	2016 Apr 14 13:26:57	65.0	dB
LCeq		77.9	dB
LAeq		69.2	dB
LCeq - LAeq		8.7	dB
LAIeq		70.0	dB
LAeq		69.2	dB
LAIeq - LAeq		0.8	dB
LAE		98.4	dB
EA		768.0	µPa²h
EA8		26.37	mPa²h
EA40		131.8	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		70.9	dBA
LAF10.00		70.5	dBA
LAF33.30		69.5	dBA
LAF50.00		68.9	dBA
LAF66.60		68.4	dBA
LAF90.00		67.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	53.8	53.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Fast
Preamp	PRMLxT1
Microphone Correction	Off
Integration Method	Linear

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 16

Field Location: Lxt36

Date: April 14, 2016

Time: 11:48 AM

Weather:
Slight wind

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
63.5	68.2	76.4

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Slight noise from overhead planes & children playing on playground

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 16

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.036
User	BJH
Job Description	P401140088
Location	Central TriState CNE 16
Measurement Description	
Start Time	Thursday, 2016 April 14 11:48:55
Stop Time	Thursday, 2016 April 14 12:03:55
Duration	00:15:00.0
Run Time	00:13:51.0
Pause	00:01:09.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

See Scanned Data sheets for location of measurements

Overall Data

LAeq		68.2	dB
LAFmax	2016 Apr 14 11:58:59	76.4	dB
LApeak (max)	2016 Apr 14 12:02:02	87.5	dB
LAFmin	2016 Apr 14 11:56:41	63.5	dB
LCeq		76.4	dB
LAeq		68.2	dB
LCeq - LAeq		8.1	dB
LAIeq		69.1	dB
LAeq		68.2	dB
LAIeq - LAeq		0.9	dB
LAE		97.4	dB
EA		613.1	µPa²h
EA8		21.25	mPa²h
EA40		106.2	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		70.7	dBA
LAF10.00		70.0	dBA
LAF33.30		68.4	dBA
LAF50.00		67.8	dBA
LAF66.60		67.2	dBA
LAF90.00		66.0	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	52.8	52.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 17

Field Location: Lxt 37

Date: April 14, 2016

Time: 12:12 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.9	67.0	72.4

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Almost no other noise except from tollway. Wind is mostly still.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 17

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.037
User	BJH
Job Description	P401140088
Location	Central TriState CNE 17
Measurement Description	
Start Time	Thursday, 2016 April 14 12:13:53
Stop Time	Thursday, 2016 April 14 12:28:53
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		67.0	dB
LAFmax	2016 Apr 14 12:26:26	72.4	dB
LApeak (max)	2016 Apr 14 12:18:57	94.1	dB
LAFmin	2016 Apr 14 12:17:38	60.9	dB
LCeq		75.9	dB
LAeq		67.0	dB
LCeq - LAeq		8.9	dB
LAIeq		67.6	dB
LAeq		67.0	dB
LAIeq - LAeq		0.6	dB
LAE		96.5	dB
EA		498.7	µPa²h
EA8		15.96	mPa²h
EA40		79.80	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		69.1	dBA
LAF10.00		68.7	dBA
LAF33.30		67.5	dBA
LAF50.00		66.8	dBA
LAF66.60		66.1	dBA
LAF90.00		64.5	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	51.9	51.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 18

Field Location: Lxt40

Date: April 14, 2016

Time: 1:52 PM

Weather:
Clear, calm, slight breeze

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
58.1	64.3	74.2

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Wind started gusting, probably around 10-15 mph from east, but meter seemed sheltered enough.

Stopped measurement early at 11:32 minutes because resident started mowing his lawn, and the tractor was a loud noise source directly adjacent to the meter.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 18

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.040
User	BJH
Job Description	P401140088
Location	Central TriState CNE 18
Measurement Description	
Start Time	Thursday, 2016 April 14 13:54:47
Stop Time	Thursday, 2016 April 14 14:06:20
Duration	00:11:32.9
Run Time	00:10:43.0
Pause	00:00:49.9
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		64.3	dB
LAFmax	2016 Apr 14 14:05:29	74.2	dB
LApeak (max)	2016 Apr 14 14:00:42	89.0	dB
LAFmin	2016 Apr 14 14:01:34	58.1	dB
LCeq		75.1	dB
LAeq		64.3	dB
LCeq - LAeq		10.7	dB
LAIeq		65.1	dB
LAeq		64.3	dB
LAIeq - LAeq		0.8	dB
LAE		92.4	dB
EA		193.7	µPa²h
EA8		8.677	mPa²h
EA40		43.38	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		66.7	dBA
LAF10.00		66.2	dBA
LAF33.30		64.8	dBA
LAF50.00		64.0	dBA
LAF66.60		63.2	dBA
LAF90.00		61.6	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	47.8	47.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 20

Field Location: Lxt065

Date: June 16, 2016

Time: 10:53 AM

Weather: 78° F, winds 5-7 mph from NW, gusting 1012 mph

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

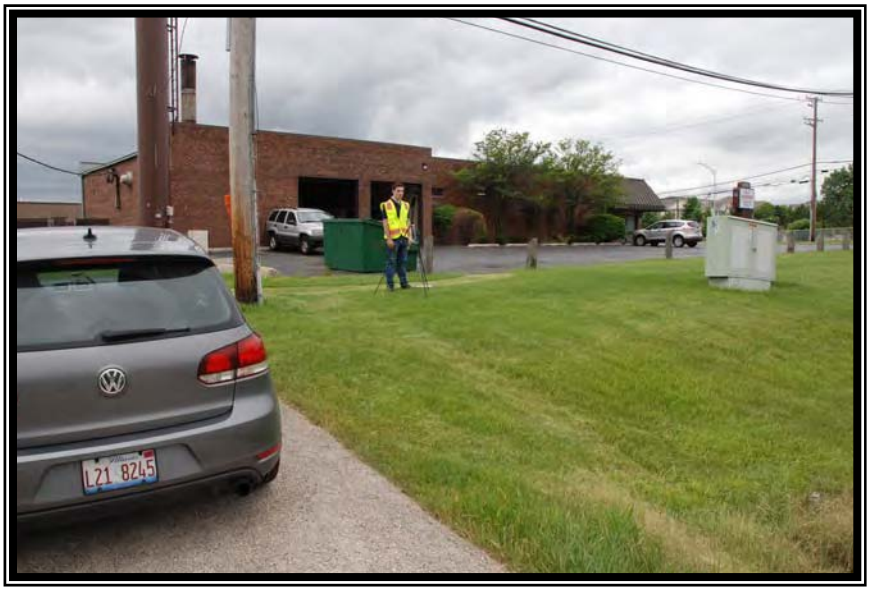
L_{MIN}	L_{EQ}	L_{MAX}
68.5	75.5	83.4

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 20



General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.065
User	BJH
Job Description	
Location	CTST CNE 20
Measurement Description	
Start Time	Thursday, 2016 June 16 10:54:14
Stop Time	Thursday, 2016 June 16 11:09:14
Duration	00:15:00.0
Run Time	00:14:40.3
Pause	00:00:19.7
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

June 16 Monitoring

Overall Data

LAeq		75.5	dB
LAFmax	2016 Jun 16 10:54:19	83.4	dB
LApeak (max)	2016 Jun 16 10:54:19	100.9	dB
LAFmin	2016 Jun 16 10:56:01	68.5	dB
LCeq		82.0	dB
LAeq		75.5	dB
LCeq - LAeq		6.4	dB
LAIeq		76.3	dB
LAeq		75.5	dB
LAIeq - LAeq		0.7	dB
LAE		105.0	dB
EA		3.501	mPa^2h
EA8		114.5	mPa^2h
EA40		572.7	mPa^2h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		77.9	dBA
LAF10.00		77.3	dBA
LAF33.30		76.0	dBA
LAF50.00		75.3	dBA
LAF66.60		74.5	dBA
LAF90.00		73.0	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.13	%
TWA (Projected)	---	42.1	dBA
TWA (t)	---	17.0	dBA
Lep (t)	60.4	60.4	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 21

Field Location: Lxt41

Date: April 14, 2016

Time: 2:21 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
62.7	66.2	71.8

Roadway	Classification	
Northbound I-294	Autos	979
	Busses	
	Med. Trucks	52
	Hvy. Trucks	182
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 21

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.041
User	BJH
Job Description	P401140088
Location	Central TriState CNE 21
Measurement Description	
Start Time	Thursday, 2016 April 14 14:22:11
Stop Time	Thursday, 2016 April 14 14:37:11
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		66.2	dB
LAFmax	2016 Apr 14 14:26:59	71.8	dB
LApeak (max)	2016 Apr 14 14:31:11	83.4	dB
LAFmin	2016 Apr 14 14:34:54	62.7	dB
LCeq		77.7	dB
LAeq		66.2	dB
LCeq - LAeq		11.5	dB
LAIeq		66.8	dB
LAeq		66.2	dB
LAIeq - LAeq		0.6	dB
LAE		95.8	dB
EA		419.9	µPa²h
EA8		13.44	mPa²h
EA40		67.18	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		67.6	dBA
LAF10.00		67.3	dBA
LAF33.30		66.6	dBA
LAF50.00		66.1	dBA
LAF66.60		65.7	dBA
LAF90.00		64.9	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	51.2	51.2	dBA

Settings

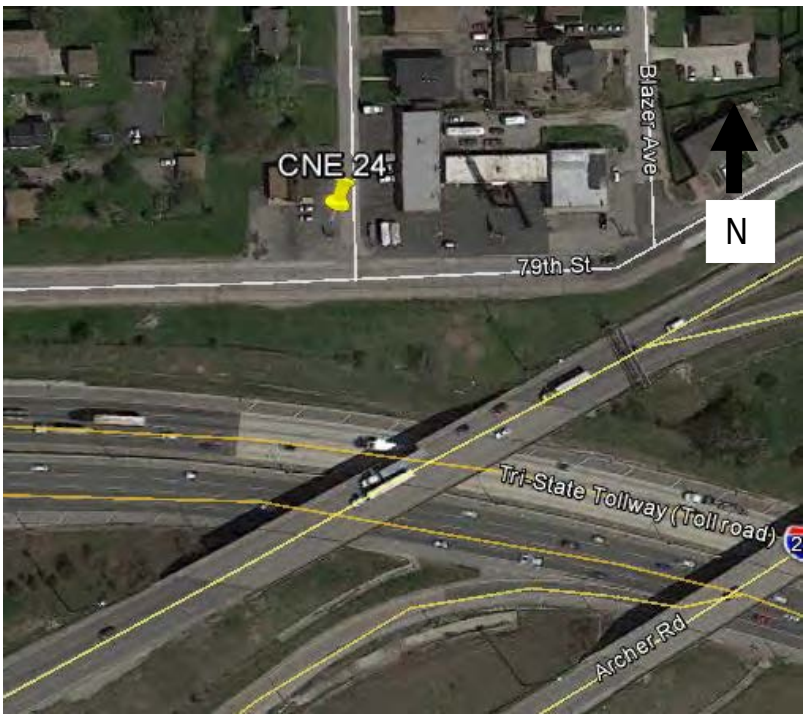
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 24

Field Location: Lxt42

Date: April 14, 2016

Time: 2:56 PM

Weather:
Clear, mostly calm

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.1	67.8	80.2

Roadway	Classification	
Northbound I-294	Autos	834
	Busses	
	Med. Trucks	57
	Hvy. Trucks	192
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 24

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.042
User	BJH
Job Description	P401140088
Location	Central TriState CNE 24
Measurement Description	
Start Time	Thursday, 2016 April 14 14:57:52
Stop Time	Thursday, 2016 April 14 15:12:52
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		67.8	dB
LAFmax	2016 Apr 14 15:12:21	80.2	dB
LApeak (max)	2016 Apr 14 15:12:21	101.5	dB
LAFmin	2016 Apr 14 15:04:15	60.1	dB
LCeq		79.6	dB
LAeq		67.8	dB
LCeq - LAeq		11.7	dB
LAIeq		69.0	dB
LAeq		67.8	dB
LAIeq - LAeq		1.2	dB
LAE		97.4	dB
EA		604.3	µPa²h
EA8		19.34	mPa²h
EA40		96.68	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		70.6	dBA
LAF10.00		69.9	dBA
LAF33.30		68.2	dBA
LAF50.00		67.3	dBA
LAF66.60		66.4	dBA
LAF90.00		64.6	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	52.8	52.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h

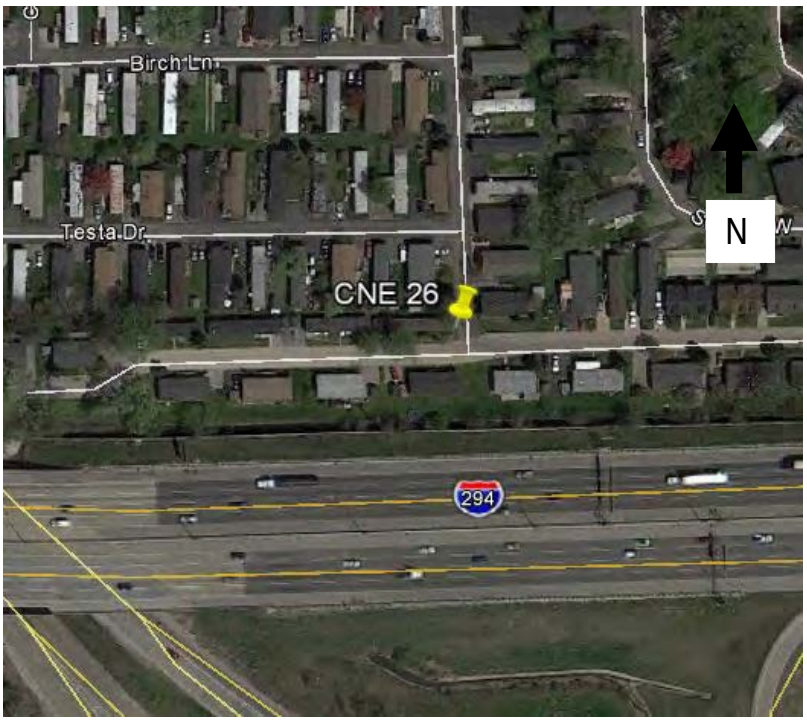
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Fast
Preamp	PRMLxT1
Microphone Correction	Off
Integration Method	Linear

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 26

Field Location: Lxt043

Date: April 14, 2016

Time: 3:23 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.9	67.1	82.5

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 26A

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.043
User	BJH
Job Description	P401140088
Location	Central TriState CNE 26
Measurement Description	
Start Time	Thursday, 2016 April 14 15:24:47
Stop Time	Thursday, 2016 April 14 15:39:47
Duration	00:15:00.0
Run Time	00:14:25.7
Pause	00:00:34.3
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		67.1	dB
LAFmax	2016 Apr 14 15:29:11	82.5	dB
LApeak (max)	2016 Apr 14 15:28:37	98.2	dB
LAFmin	2016 Apr 14 15:34:05	60.9	dB
LCeq		76.4	dB
LAeq		67.1	dB
LCeq - LAeq		9.3	dB
LAIeq		68.3	dB
LAeq		67.1	dB
LAIeq - LAeq		1.1	dB
LAE		96.5	dB
EA		497.1	µPa²h
EA8		16.54	mPa²h
EA40		82.68	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		69.5	dBA
LAF10.00		68.3	dBA
LAF33.30		66.5	dBA
LAF50.00		65.7	dBA
LAF66.60		64.9	dBA
LAF90.00		63.7	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.14	%
TWA (Projected)	---	42.4	dBA
TWA (t)	---	17.1	dBA
Lep (t)	51.9	51.9	dBA

Settings

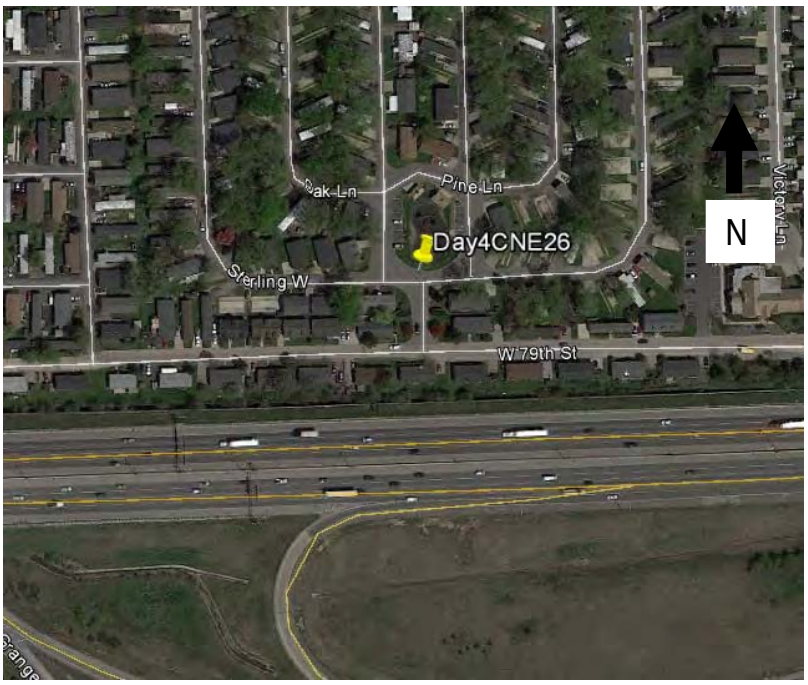
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 26(B)

Field Location: Lxt066

Date: June 16, 2016

Time: 11:24 PM

Weather: Cloudy. 81°F. Winds Calm, ~ 4mph, may be faster above houses & tollway

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.5	65.4	76.8

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 26B

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.066
User	BJH
Job Description	
Location	CTST CNE 26-B
Measurement Description	
Start Time	Thursday, 2016 June 16 11:25:36
Stop Time	Thursday, 2016 June 16 11:40:36
Duration	00:15:00.0
Run Time	00:14:49.7
Pause	00:00:10.3
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

June 16 Monitoring

Overall Data

LAeq		65.4	dB
LAFmax	2016 Jun 16 11:26:39	76.8	dB
LApeak (max)	2016 Jun 16 11:38:50	92.9	dB
LAFmin	2016 Jun 16 11:39:18	60.5	dB
LCeq		73.7	dB
LAeq		65.4	dB
LCeq - LAeq		8.3	dB
LAIeq		66.2	dB
LAeq		65.4	dB
LAIeq - LAeq		0.8	dB
LAE		94.9	dB
EA		343.3	µPa²h
EA8		11.11	mPa²h
EA40		55.57	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		67.8	dBA
LAF10.00		67.0	dBA
LAF33.30		65.4	dBA
LAF50.00		64.8	dBA
LAF66.60		64.2	dBA
LAF90.00		63.0	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	50.3	50.3	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h

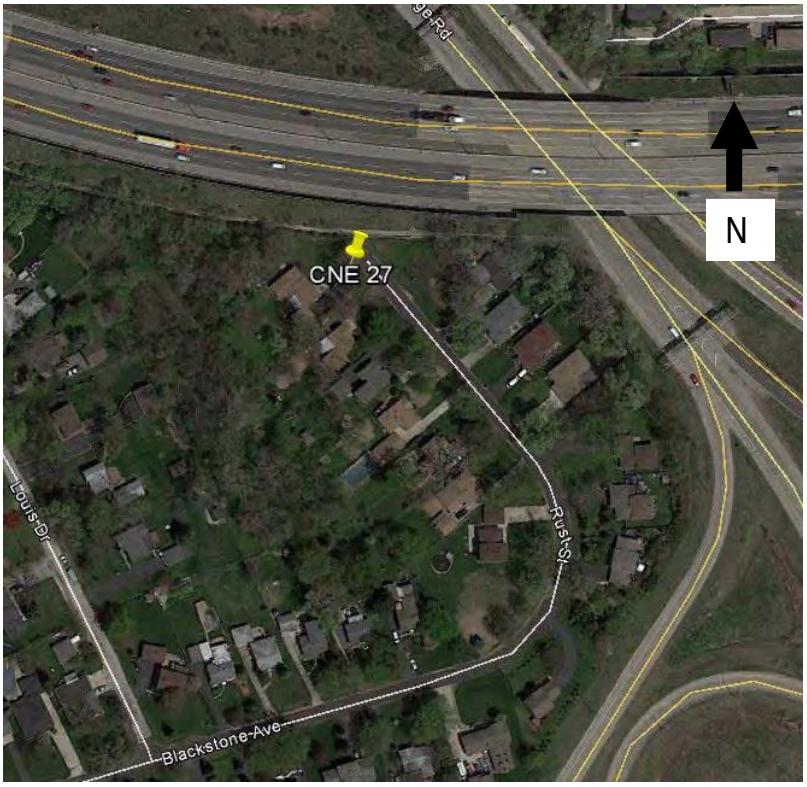
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Fast
Preamp	PRMLxT1
Microphone Correction	Off
Integration Method	Linear

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 27

Field Location: Lxt 45

Date: April 15, 2016

Time: 9:53 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
58.7	62.9	71.2

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Subjectively, most noise seemed to be coming from unshielded bridge over LaGrange Road, as well as LaGrange Road itself.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 27

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.045
User	BJH
Job Description	P401140088
Location	Central TriState CNE 27
Measurement Description	
Start Time	Friday, 2016 April 15 09:53:29
Stop Time	Friday, 2016 April 15 10:08:29
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		62.9	dB
LAFmax	2016 Apr 15 09:55:39	71.2	dB
LApeak (max)	2016 Apr 15 09:55:39	90.0	dB
LAFmin	2016 Apr 15 09:55:06	58.7	dB
LCeq		75.9	dB
LAeq		62.9	dB
LCeq - LAeq		13.0	dB
LAIeq		63.7	dB
LAeq		62.9	dB
LAIeq - LAeq		0.7	dB
LAE		92.5	dB
EA		196.9	µPa²h
EA8		6.300	mPa²h
EA40		31.50	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		64.6	dBA
LAF10.00		64.2	dBA
LAF33.30		63.3	dBA
LAF50.00		62.8	dBA
LAF66.60		62.3	dBA
LAF90.00		61.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	47.9	47.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Fast
Preamp	PRMLxT1
Microphone Correction	Off
Integration Method	Linear

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 30

Field Location: Lxt067

Date: June 16, 2016

Time: 11:56 AM

Weather: Overcast, 82°F, Wind ~3mph from Wm, gusting 6-7.

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
67.3	72.8	78.5

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 30

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.067
User	BJH
Job Description	
Location	CTST CNE 30
Measurement Description	
Start Time	Thursday, 2016 June 16 11:57:31
Stop Time	Thursday, 2016 June 16 12:12:31
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

June 16 Monitoring

Overall Data

LAeq		72.8	dB
LAFmax	2016 Jun 16 11:57:38	78.5	dB
LApeak (max)	2016 Jun 16 11:57:38	93.1	dB
LAFmin	2016 Jun 16 12:00:05	67.3	dB
LCeq		79.9	dB
LAeq		72.8	dB
LCeq - LAeq		7.1	dB
LAIeq		73.5	dB
LAeq		72.8	dB
LAIeq - LAeq		0.7	dB
LAE		102.3	dB
EA		1.906	mPa^2h
EA8		61.01	mPa^2h
EA40		305.0	mPa^2h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		74.8	dBA
LAF10.00		74.3	dBA
LAF33.30		73.2	dBA
LAF50.00		72.6	dBA
LAF66.60		72.1	dBA
LAF90.00		70.8	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	57.8	57.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 32

Field Location: Lxt046

Date: April 15, 2016

Time: 10:25 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
57.3	630	68.2

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

After monitoring session, moved noise meter closer to highway for rough estimate. Noise increases dramatically as the meter approached the fence, hovering around ~70 dB(A).

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 32

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.046
User	BJH
Job Description	P401140088
Location	Central TriState CNE 32
Measurement Description	
Start Time	Friday, 2016 April 15 10:25:40
Stop Time	Friday, 2016 April 15 10:40:40
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		63.0	dB
LAFmax	2016 Apr 15 10:31:56	68.2	dB
LApeak (max)	2016 Apr 15 10:33:33	81.9	dB
LAFmin	2016 Apr 15 10:28:27	57.3	dB
LCeq		77.0	dB
LAeq		63.0	dB
LCeq - LAeq		14.0	dB
LAIeq		63.6	dB
LAeq		63.0	dB
LAIeq - LAeq		0.6	dB
LAE		92.5	dB
EA		199.8	µPa²h
EA8		6.392	mPa²h
EA40		31.96	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		65.1	dBA
LAF10.00		64.5	dBA
LAF33.30		63.3	dBA
LAF50.00		62.7	dBA
LAF66.60		62.2	dBA
LAF90.00		61.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	48.0	48.0	dBA

Settings

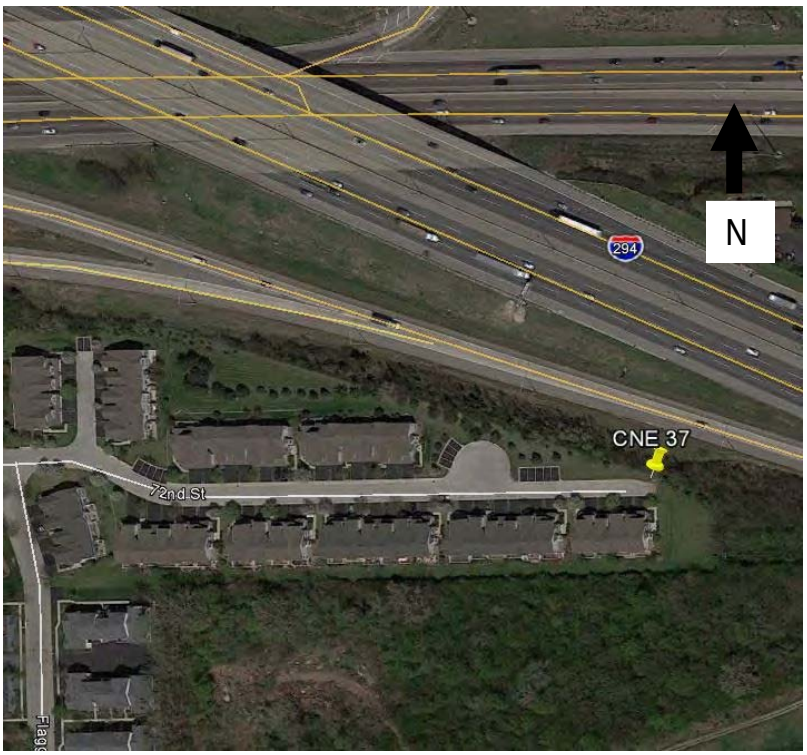
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 37

Field Location: Lxt047

Date: April 15, 2016

Time: 11:16 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
63.4	72.0	81.2

Roadway	Classification	
Southbound I-294	**Autos**	519
	Busses	
	Med. Trucks	22
	Hvy. Trucks	171
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 37

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.047
User	BJH
Job Description	P401140088
Location	Central TriState CNE 37
Measurement Description	
Start Time	Friday, 2016 April 15 11:16:23
Stop Time	Friday, 2016 April 15 11:31:23
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		72.0	dB
LAFmax	2016 Apr 15 11:24:33	81.2	dB
LApeak (max)	2016 Apr 15 11:24:33	93.4	dB
LAFmin	2016 Apr 15 11:17:20	63.4	dB
LCeq		80.8	dB
LAeq		72.0	dB
LCeq - LAeq		8.8	dB
LAIeq		72.7	dB
LAeq		72.0	dB
LAIeq - LAeq		0.8	dB
LAE		101.5	dB
EA		1.573	mPa^2h
EA8		50.34	mPa^2h
EA40		251.7	mPa^2h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00	74.5	dBA
LAF10.00	73.9	dBA
LAF33.30	72.4	dBA
LAF50.00	71.7	dBA
LAF66.60	70.9	dBA
LAF90.00	69.1	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.00	%
TWA (Projected)	---	14.9	dBA
TWA (t)	---	-10.1	dBA
Lep (t)	56.9	56.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h

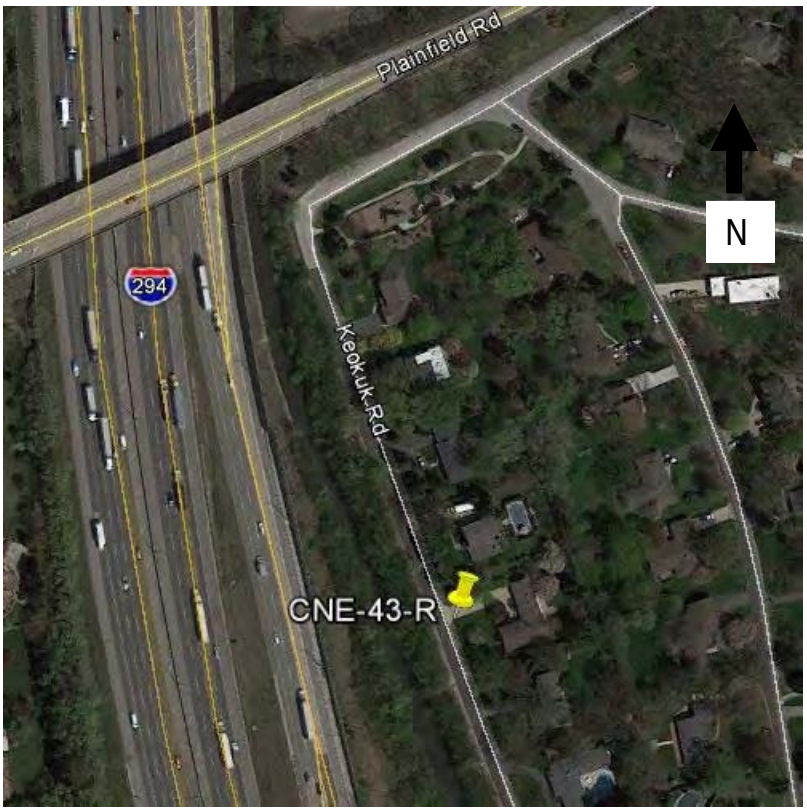
RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Fast
Preamp	PRMLxT1
Microphone Correction	Off
Integration Method	Linear

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 43-R

Field Location: Lxt048

Date: April 15, 2016

Time: 11:59 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
54.5	59.2	69.2

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 43

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.048
User	BJH
Job Description	P401140088
Location	Central TriState CNE 43-R
Measurement Description	
Start Time	Friday, 2016 April 15 12:00:10
Stop Time	Friday, 2016 April 15 12:15:10
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

See scanned data sheets to relate location to monitoring session

Overall Data

LAeq		59.2	dB
LAFmax	2016 Apr 15 12:03:44	69.2	dB
LApeak (max)	2016 Apr 15 12:03:44	90.7	dB
LAFmin	2016 Apr 15 12:12:42	54.5	dB
LCeq		75.7	dB
LAeq		59.2	dB
LCeq - LAeq		16.5	dB
LAIeq		60.2	dB
LAeq		59.2	dB
LAIeq - LAeq		0.9	dB
LAE		88.8	dB
EA		83.81	µPa²h
EA8		2.682	mPa²h
EA40		13.41	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		61.1	dBA
LAF10.00		60.6	dBA
LAF33.30		59.6	dBA
LAF50.00		59.1	dBA
LAF66.60		58.5	dBA
LAF90.00		57.2	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	44.2	44.2	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 47

Field Location: Lxt070

Date: June 16, 2016

Time: 1:26

Weather: Partly cloudy, 80°F, wind from NW, ~4mph, gusting 9-11

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
63.6	66.8	74.3

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 47

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.070
User	BJH
Job Description	
Location	CTST CNE 47 Far
Measurement Description	
Start Time	Thursday, 2016 June 16 13:26:44
Stop Time	Thursday, 2016 June 16 13:35:39
Duration	00:08:54.9
Run Time	00:08:54.9
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

June 16 Monitoring

Overall Data

LAeq		66.8	dB
LAFmax	2016 Jun 16 13:35:37	74.3	dB
LApeak (max)	2016 Jun 16 13:26:49	91.8	dB
LAFmin	2016 Jun 16 13:27:15	63.6	dB
LCeq		74.1	dB
LAeq		66.8	dB
LCeq - LAeq		7.2	dB
LAIeq		67.7	dB
LAeq		66.8	dB
LAIeq - LAeq		0.8	dB
LAE		94.1	dB
EA		285.6	µPa²h
EA8		15.38	mPa²h
EA40		76.89	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		68.8	dBA
LAF10.00		68.1	dBA
LAF33.30		67.1	dBA
LAF50.00		66.6	dBA
LAF66.60		66.1	dBA
LAF90.00		65.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	49.5	49.5	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 48

Field Location: LxT049

Date: April 15, 2016

Time: 1:35 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
50.3	57.2	64.8

Roadway	Classification	
	Autos	
	Busses	
	Med. Trucks	
	Hvy. Trucks	
	M.C.	

Additional Comments:

Sounded “louder” than would have expected compared to measurements with similar readings. May have to do with prominence of tollway & oasis noise; may be that trucks idling provide different frequencies than are typically picked up by A-weighted readings.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 48

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.049
User	BJH
Job Description	P401140088
Location	Central TriState CNE 48
Measurement Description	
Start Time	Friday, 2016 April 15 13:37:14
Stop Time	Friday, 2016 April 15 13:52:14
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		57.2	dB
LAFmax	2016 Apr 15 13:38:51	64.8	dB
LApeak (max)	2016 Apr 15 13:45:28	82.4	dB
LAFmin	2016 Apr 15 13:50:57	50.3	dB
LCeq		73.6	dB
LAeq		57.2	dB
LCeq - LAeq		16.4	dB
LAIeq		58.0	dB
LAeq		57.2	dB
LAIeq - LAeq		0.8	dB
LAE		86.7	dB
EA		52.24	µPa²h
EA8		1.672	mPa²h
EA40		8.359	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		59.8	dBA
LAF10.00		59.1	dBA
LAF33.30		57.4	dBA
LAF50.00		56.6	dBA
LAF66.60		56.0	dBA
LAF90.00		54.6	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	42.1	42.1	dBA

Settings

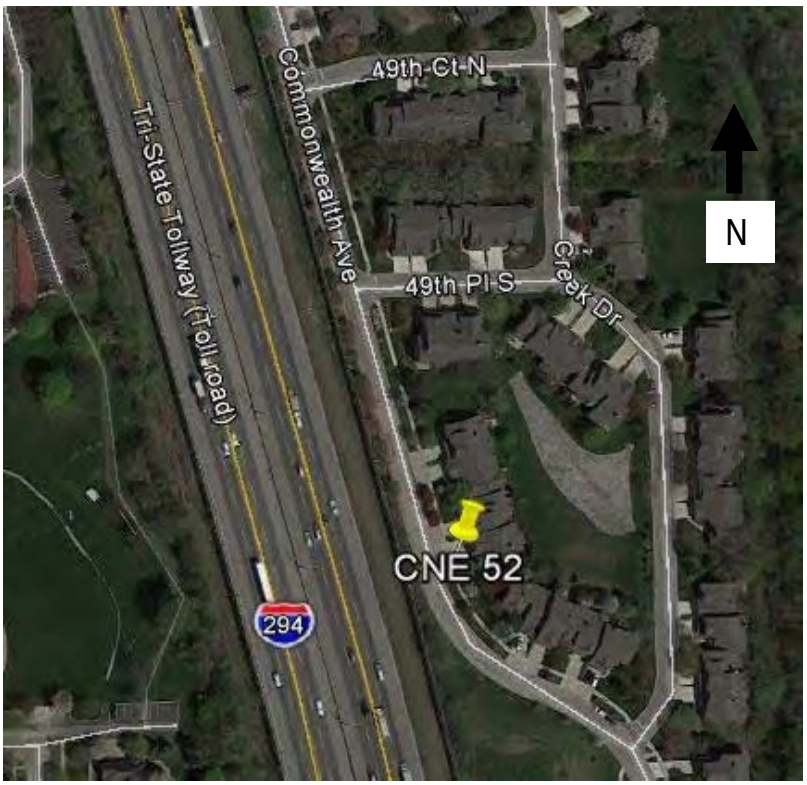
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 52

Field Location: Lxt050

Date: April 15, 2016

Time: 2:20 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.7	65.6	73.9

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 52

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.050
User	BJH
Job Description	P401140088
Location	Central TriState CNE 52
Measurement Description	
Start Time	Friday, 2016 April 15 14:20:59
Stop Time	Friday, 2016 April 15 14:35:59
Duration	00:15:00.0
Run Time	00:14:58.6
Pause	00:00:01.4
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		65.6	dB
LAFmax	2016 Apr 15 14:27:46	73.9	dB
LApeak (max)	2016 Apr 15 14:27:46	84.9	dB
LAFmin	2016 Apr 15 14:29:26	60.7	dB
LCeq		77.2	dB
LAeq		65.6	dB
LCeq - LAeq		11.6	dB
LAIeq		66.3	dB
LAeq		65.6	dB
LAIeq - LAeq		0.7	dB
LAE		95.1	dB
EA		363.4	µPa²h
EA8		11.65	mPa²h
EA40		58.23	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		67.8	dBA
LAF10.00		67.3	dBA
LAF33.30		65.9	dBA
LAF50.00		65.3	dBA
LAF66.60		64.7	dBA
LAF90.00		63.6	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	50.6	50.6	dBA

Settings

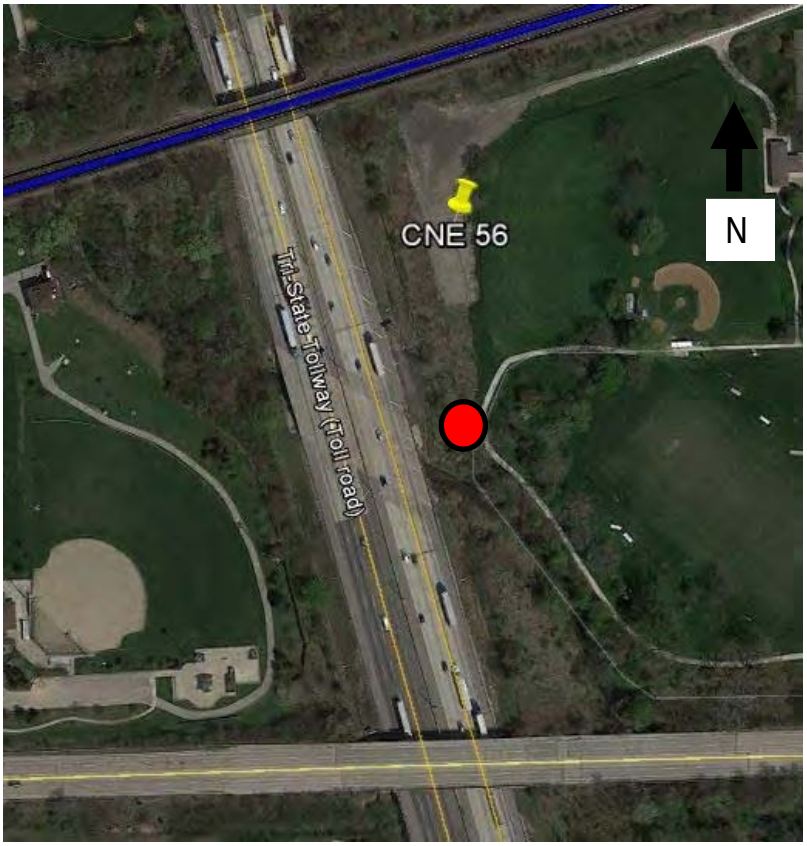
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 56

Field Location: Lxt059

Date: May 18, 2016

Time: 2:27 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

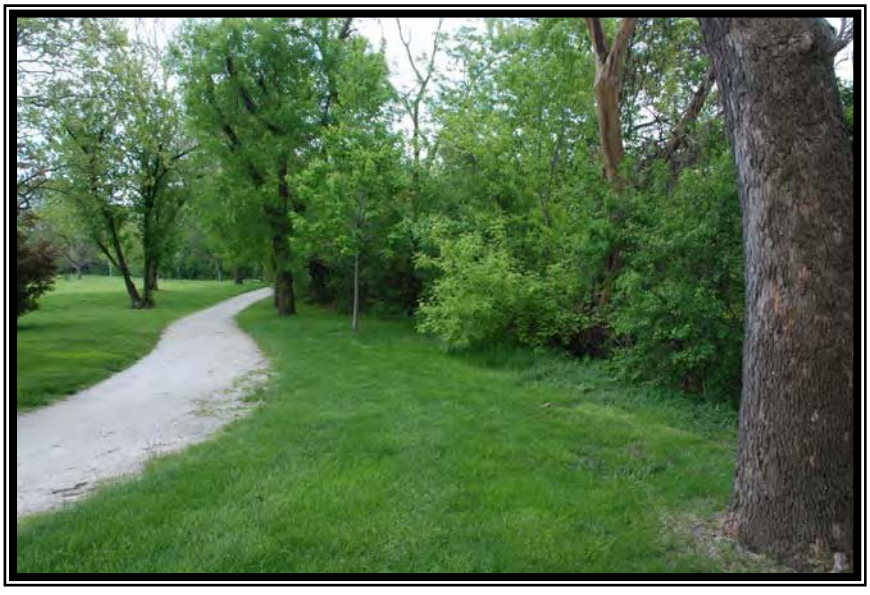
L_{MIN}	L_{EQ}	L_{MAX}
68.6	75.3	80.6

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 56



General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.059
User	BJH
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 May 18 13:27:44
Stop Time	Wednesday, 2016 May 18 13:32:44
Duration	00:05:00.6
Run Time	00:05:00.6
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Download - Day 3 Tollway Noise Monitoring

Overall Data

LAeq		75.3	dB
LAFmax	2016 May 18 13:31:39	80.6	dB
LApeak (max)	2016 May 18 13:31:39	92.0	dB
LAFmin	2016 May 18 13:30:28	68.6	dB
LCeq		83.2	dB
LAeq		75.3	dB
LCeq - LAeq		7.9	dB
LAIeq		76.1	dB
LAeq		75.3	dB
LAIeq - LAeq		0.8	dB
LAE		100.1	dB
EA		1.137	mPa^2h
EA8		108.9	mPa^2h
EA40		544.5	mPa^2h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		78.0	dBA
LAF10.00		77.4	dBA
LAF33.30		75.9	dBA
LAF50.00		74.9	dBA
LAF66.60		74.0	dBA
LAF90.00		72.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.02	%
TWA (Projected)	---	27.4	dBA
TWA (t)	---	-5.5	dBA
Lep (t)	55.5	55.5	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 61

Field Location:

Date: May 18, 2016

Time: 11:00 AM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

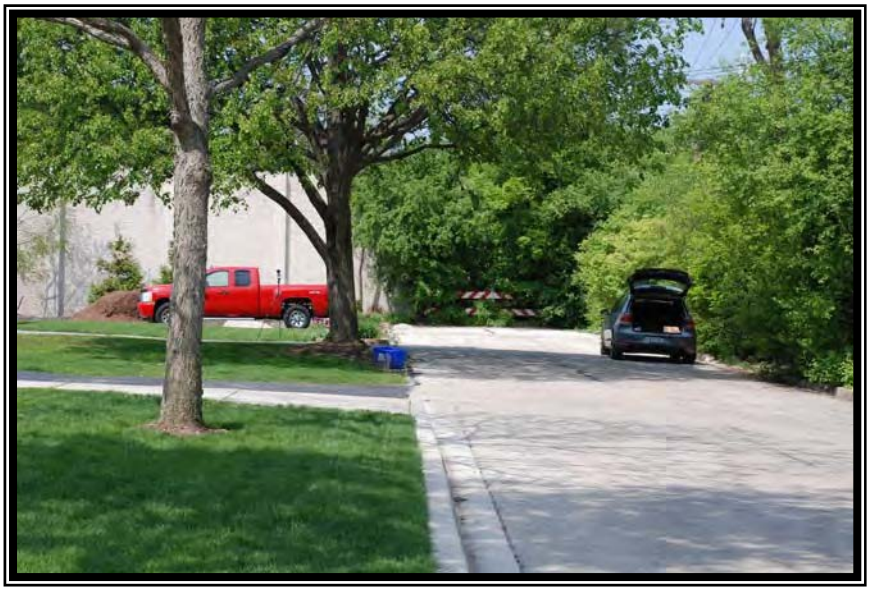
L_{MIN}	L_{EQ}	L_{MAX}
60.4	64.7	71.5

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 61



General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.055
User	BJH
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 May 18 11:00:10
Stop Time	Wednesday, 2016 May 18 11:15:10
Duration	00:15:00.0
Run Time	00:14:43.9
Pause	00:00:16.1
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

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Overall Data

LAeq		64.7	dB
LAFmax	2016 May 18 11:05:57	71.5	dB
LApeak (max)	2016 May 18 11:05:57	83.9	dB
LAFmin	2016 May 18 11:04:23	60.4	dB
LCeq		77.1	dB
LAeq		64.7	dB
LCeq - LAeq		12.3	dB
LAIeq		65.4	dB
LAeq		64.7	dB
LAIeq - LAeq		0.6	dB
LAE		94.2	dB
EA		291.4	µPa²h
EA8		9.496	mPa²h
EA40		47.48	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		66.2	dBA
LAF10.00		65.9	dBA
LAF33.30		65.1	dBA
LAF50.00		64.6	dBA
LAF66.60		64.2	dBA
LAF90.00		63.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	---	%
Projected Dose	---	---	%
TWA (Projected)	---	---	dBA
TWA (t)	---	---	dBA
Lep (t)	49.6	49.6	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale

Location: CNE 64

Field Location: Lxt061

Date: May 18, 2016

Time: 2:19 PM

Weather:

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.7	67.6	80.7

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

The noise meter output sheet for Lxt061 is 0.1 dB(A) off on Leq because it was accidently restarted for a brief period before the run was saved and recorded to memory.

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 64

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.061
User	BJH
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 May 18 14:20:13
Stop Time	Wednesday, 2016 May 18 14:48:39
Duration	00:16:21.2
Run Time	00:16:19.8
Pause	00:00:01.4
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Download - Day 3 Tollway Noise Monitoring

Overall Data

LAeq		67.5	dB
LAFmax	2016 May 18 14:48:34	83.4	dB
LApeak (max)	2016 May 18 14:48:34	107.5	dB
LAFmin	2016 May 18 14:47:32	55.3	dB
LCeq		79.3	dB
LAeq		67.5	dB
LCeq - LAeq		11.8	dB
LAIeq		70.1	dB
LAeq		67.5	dB
LAIeq - LAeq		2.6	dB
LAE		97.4	dB
EA		608.3	µPa²h
EA8		17.88	mPa²h
EA40		89.40	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		70.2	dBA
LAF10.00		69.4	dBA
LAF33.30		67.9	dBA
LAF50.00		67.1	dBA
LAF66.60		66.1	dBA
LAF90.00		64.3	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.00	%
TWA (Projected)	---	15.5	dBA
TWA (t)	---	-8.9	dBA
Lep (t)	52.8	52.8	dBA

Settings

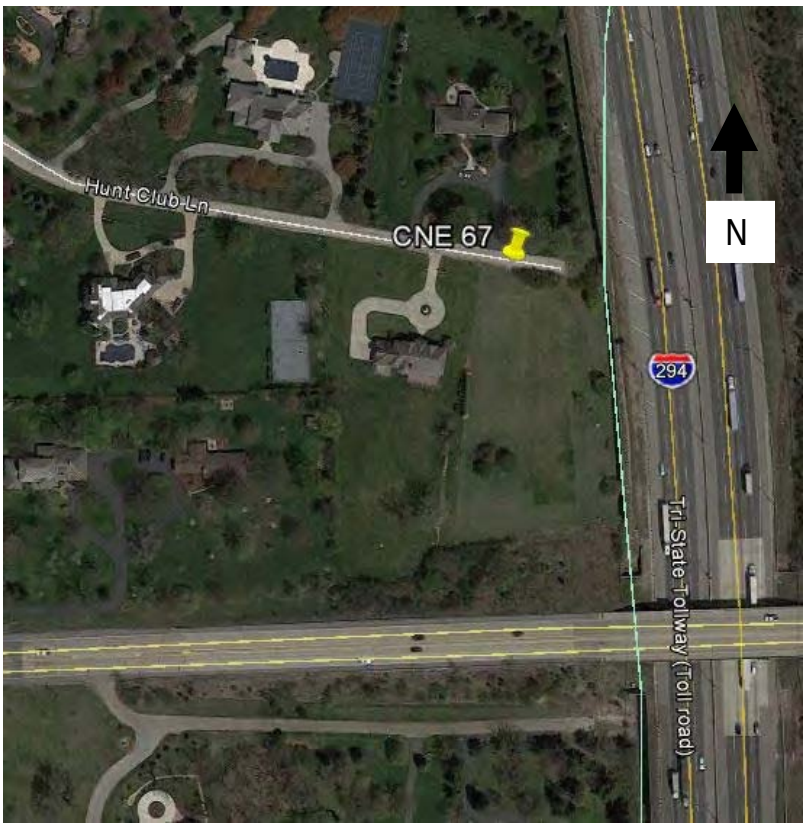
Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Central Tri-State Tollway Contract 4223 Noise Monitoring Data Sheet

Not to scale



Location: CNE 67

Field Location: Lxt062

Date: May 18, 2016

Time: 2:48 PM

Weather: ~70°F, wind from NE, 3-6 mph

Noise Meter Location:

State Plane Coordinates

Sound Measurements (L_{eq})

L_{MIN}	L_{EQ}	L_{MAX}
60.4	64.5	88.7

Roadway	Classification		
	Autos		
	Busses		
	Med. Trucks		
	Hvy. Trucks		
	M.C.		

Additional Comments:

Appendix D:
Traffic Noise Model (TNM) Validation—Noise Validation Monitoring Site Pictures

Site 67

General Information

Serial Number	03192
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.062
User	BJH
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 May 18 14:50:03
Stop Time	Wednesday, 2016 May 18 15:05:03
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	Friday, 2015 November 06 11:17:42
Post Calibration	None
Calibration Deviation	---

Note

Download - Day 3 Tollway Noise Monitoring

Overall Data

LAeq		64.5	dB
LAFmax	2016 May 18 14:50:15	88.7	dB
LApeak (max)	2016 May 18 14:50:15	109.6	dB
LAFmin	2016 May 18 15:04:22	60.4	dB
LCeq		74.7	dB
LAeq		64.5	dB
LCeq - LAeq		10.2	dB
LAIeq		68.4	dB
LAeq		64.5	dB
LAIeq - LAeq		4.0	dB
LAE		94.0	dB
EA		280.7	µPa²h
EA8		8.983	mPa²h
EA40		44.92	mPa²h
# Overloads		0	
Overload Duration		0.0	s

Statistics

LAF5.00		66.2	dBA
LAF10.00		65.7	dBA
LAF33.30		64.5	dBA
LAF50.00		64.0	dBA
LAF66.60		63.6	dBA
LAF90.00		62.6	dBA
LAF > 85.0 dB (Exceedence Counts / Duration)		1 / 0.3	s
LAF > 115.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)		0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)		0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.00	%
Projected Dose	---	0.02	%
TWA (Projected)	---	28.3	dBA
TWA (t)	---	3.3	dBA
Lep (t)	49.4	49.4	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	80.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Fast	
Preamp		PRMLxT1	
Microphone Correction		Off	
Integration Method		Linear	

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	06 Nov 2015 11:17:42	-50.1
PRMLxT1	05 Nov 2015 05:08:51	-50.3
PRMLxT1	04 Nov 2015 14:39:41	-50.2
PRMLxT1	04 Nov 2015 13:08:39	-49.0
PRMLxT1	26 Sep 2013 15:07:38	-50.2
PRMLxT1	15 Jul 2013 10:46:14	-49.7
PRMLxT1	15 Jul 2013 10:45:51	-49.8
PRMLxT1	24 Jan 2013 14:13:03	-50.6
PRMLxT1	24 Jan 2013 12:19:59	-50.3
PRMLxT1	23 Jan 2013 15:20:17	-50.6
PRMLxT1	23 Jan 2013 14:49:24	-50.7

Appendix E

Internal Coordination

Capital Program

MEETING MINUTES

PROJECT NUMBER/NAME: 4224MP I-294 Cermak to Balmoral Ave Study

MEETING PURPOSE: MM_Hanson_SJM_4224-CTST-NoiseCoordination_02092017

MEETING DATE/TIME: 2/8/2017 10:30:00 AM

CHAIRPERSON: Panther, Reed / Seals, Kevin

LOCATION: Tollway Annex - Jane Addams Conference Room, 2200 Western Court, Suite 120, Lisle, IL

ATTENDEES:

Name	Organization	Attended?
kseals@hanson-inc.com	Hanson Professional Services, Inc.	Yes
bcross@prairieengineers.com	Prairie Engineers	Yes
jbushur@hanson-inc.com	Hanson Professional Services, Inc.	Yes
mfaraj@getipass.com	Illinois Tollway	Yes
bjholman@transystems.com	TranSystems Corporation	Yes
aholmes@quiggengineering.com	Quigg Engineering, Inc.	Yes
smclaughlin@hanson-inc.com	Hanson Professional Services, Inc.	Yes
jnelson@hanson-inc.com	Hanson Professional Services, Inc.	Yes
nnutter@getipass.com	Illinois Tollway	Yes
rpanther@getipass.com	Illinois Tollway	Yes
mjsmith@transystems.com	TranSystems Corporation	Yes
bwagner@getipass.com	Illinois Tollway	Yes
swiduch@hanson-inc.com	Hanson Professional Services, Inc.	No

PREPARED BY: Widuch, Stephanie

ISSUE DATE: 3/1/2017 4:44:00 PM

CURRENT STATE: Published

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	Due Date
Introductions / 31.1	Introductions were made.	N/A	N/A
CNE and Receptor Selection / Agenda Item 1 & 2 / 31.2	Matt Smith and Brian Holman updated the group on 4223's noise analysis summary and the methodology and logic used to make their decisions on barriers. There are 68 CNE's that were previously reviewed by the DCM. About 50% of the corridor, about 12 miles, are protected by noise abatement.	N/A	N/A

Capital Program

MEETING MINUTES

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	**Due Date**
Review Noise Abatement Recommendations / Agenda Item 3 / 31.3	DCM is to provide a uniform approach for 4223 and 4224 for wall replacement so that there is coordination between cost analysis and construction budgets. Both 4223 and 4224 need to provide costs to the Tollway. **Action Item 001: 4223 and 4224 provide costs for replacing affected walls in the corridor (i.e. impacted by design, past design life) and also a cost for replacing all walls in the corridor.**	Action Item 001 Smith, Matt McLaughlin, Steve	 03.10.2017
Review Noise Abatement Recommendations / Agenda Item 3 / 31.4	Placing a barrier (Wall #21) in front of Rosary Hill was discussed. A wall will probably be needed, especially if the Archer Avenue ramp moves closer to the receptors. The Tollway has been attempting to establish communication, which will be needed to address the potential wall location, tree removal and viewpoint solicitation. **Action Item 002: The Tollway will forward emails to their contact at the Village of Justice.** If this doesn't work Tollway will contact the property directly.	Action Item 002 Panther, Reed	 02.23.2017
Review Noise Abatement Recommendations / Agenda Item 3 / 31.5	Wall #27, located on the Mile Long Bridge was discussed. Mo explained the complications of extending the wall onto the bridge for construction, accessibility and maintenance. The wall extending onto the MLB provided protection for several additional homes, but the wall was still not cost feasible. It was stated that if some of the benefitted receptors would be purchased as part of the project to provide storage for drainage that they wouldn't be considered for noise abatement. It was not clear if the drainage impacts were significant enough to require displacement. The Tollway will analyze this location further to determine if the wall should end at the bridge abutment or extend on to the bridge. **Action Item 003: TranSystems will provide an exhibit to Bryan and Reed of this area for their analysis.**	Action Item 003 Holman, Brian	 02.24.2017
Review Noise Abatement Recommendations / Agenda Item 3 / 31.6	Wall 55 & 56. Keep the wall decisions at a technical level based on the Noise Manual guidance for DSE's and DCM's. The Tollway will decide on noise policy deviations on a case by case basis, including the areas adjacent to parks, communities, and areas of previous noise complaints.	N/A	N/A
Review Noise Abatement Recommendations / Agenda Item 4 / 31.7	Bryan Wagner stated that no walls will be lowered along the corridor. The existing walls along the corridor in several cases are larger than they need to be but will not be lowered/shortened as part of the rebuild for the I-294 CTST project.	N/A	N/A

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Capital Program
MEETING MINUTES

PROJwECT NUMBER/NAME: 4223MP I-294 95th Street to Cermak Study

MEETING PURPOSE: Discussion of Noise Walls

MEETING DATE/TIME: 3/8/2017

CHAIRPERSON: Matt Smith

LOCATION: Conference Room 219B

ATTENDEES:

Name	Initials	E-mail	Organization	Attended?
Bryan Wagner	BW	bwagner@getipass.com	Tollway	Yes
Reed Panther	RP	rpanther@getipass.com	Tollway	Yes
Matt Smith	MS	mjsmith@transystems.com	TranSystems	Yes
Brian Holman	BH	bjholman@transystems.com	TranSystems	Yes
Bryan Cross	BC	bcross@prairieengineers.com	Prairie Engineers	On Phone
Mohamad Faraj	MF	mfaraj@getipass.com	Tollway	Yes

PREPARED BY: Brian Holman

ISSUE DATE: 3/14/2017

CURRENT STATE: Draft

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	Due Date
Item No. 1/ Meeting –--- Purpose	MS opened the meeting. He noted that the noise abatement for contract 4223 had been discussed at an earlier meeting on February 8th, 2017. At that meeting the general concept of the abatement along the corridor was presented. Most of the planned noise walls were agreed on, but there were several walls where questions had been raised about the best approach. The purpose of this meeting was to discuss these walls and come to a consensus on the recommendations for the noise report.		

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	**Due Date**
Item No. 2/ Mile Long Bridge	It was discussed whether to extend Wall 27, the noise wall shielding homes on the southbound side of the Mile Long Bridge's (MLB) south end, onto the MLB itself. At the Tollway's request after the February 8th meeting, a detailed analysis had been conducted showing the noise reductions available if the wall was extended for different lengths onto the MLB. MF noted that not only would the wall extension onto the MLB incur significant additional structural costs, but its presence would create issues with maintenance and inspections. The additional reach required to get over the wall would prevent 75-foot booms from inspecting the full width of the deck. Additionally, there are high-voltage ComEd electrical lines overhead in this area, and there is a recorded history of electrical arcing with maintenance vehicles. This problem would be exacerbated by lifting booms over walls. An alternate solution, installing permanent inspection catwalks under the bridge, is not possible because of CN Railway clearance requests. Because of the additional structural costs, maintenance concern, and potential safety problems for Tollway staff, BW decided that the costs of extending the wall onto the MLB were greater than the benefits, and that Wall 27's north end would be at the south abutment of the MLB. MF, RP, BH, and MS concurred with this decision. **Action Item 001: Document the decision to not extend Wall 27 onto the MLB and inform contract 4221 of the decision.**	Action Item 001 BH MS	 03.24.2017
Item No. 2/ Rosary Hill	Rosary Hill, labeled in the noise study as CNE 21, was discussed. RP had recently forwarded TranSystems a response from the Village of Justice to a request for information about the number of residents and uses of the facility. This information has allowed TranSystems to analyze the cost/benefit ratio of noise walls for the facility. BH noted that the shoulder wall option was reviewed, but that no wall was tall enough to benefit Rosary Hill. A wall along the right-of-way line at the top of the ridge would benefit some communal areas, like the garden in the rear, but might not benefit areas closer to the building itself. Additionally, a wall at the ROW would require the removal of existing trees that shield the facility from the roadway. BW stated that the garden was an acceptable spot for the analysis, and that Rosary Hill would be contacted later in the process to request if they preferred to have the wall or maintain their existing situation.	None.	

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	**Due Date**
Item No. 2/ 75th Street	The existing noise wall near the northbound 75th Street interchange on ramp is too low and benefits only one receptor. BH reviewed TranSystems' recommendation for the proposed replacement, which will be at the roadway shoulder as opposed to the existing wall which is located on the far side of the ditch. The proposed wall will also be taller than the existing wall. These changes result in an increase in the elevation of the top of the wall, benefitting four houses instead of one. Because this wall is significantly above the cost-benefit threshold in the Tollway noise policy, BH requested confirmation that the Tollway was accepting of this decision. BW stated that this plan was acceptable, but that the wall (Wall 30B) should extend as far south as it could without affecting sight distance along the northbound on-ramp. This will minimize public concern over potentially placing less length of wall than exists today. Other wall concepts (Walls 30A and 30C) which would extend significantly beyond the existing wall limits were noted to still not be recommended because of cost-benefit ratios above the cutoffs in Tollway policy. **Action Item 002: TranSystems to extend Wall 30B as far south as sight distance will allow.**	Action Item 002 BH	By Noise Report Submittal
Item No. 3/ I-55 Area	The area between I-55 and the Tollway near Willow Springs Road was discussed. The three CNEs in this area are 32, 34, and 36. BH explained that I-55 managed lanes project is planning to place noise walls along I-55 for all of these CNEs. The preliminary evaluation of noise walls along the tollway had not recommended noise walls along I-294 because the noise from I-55 was dominant, but the CNEs had been reevaluated treating the planned I-55 noise walls as existing. However, even with the I-55 noise walls the I-294 noise walls were still above the Tollway's noise policy threshold for cost-per-receptor. MS noted that there could be public image concerns if IDOT was willing to place noise walls along I-55 but the Tollway did not place any along I-294. BW agreed, and requested that TranSystems use cost-averaging to bring in the wall 32, and do a more granular per-receptor analysis of walls 34 and 36 similar to how CNE 27 was reviewed for MLB. BW requested that TranSystems to consider cost-averaging across the corridor, using double the Tollway's standard cost-per-receptor as the maximum cutoff for cost averaging, similar to IDOT's noise policy. The cost-per-receptor for walls across the corridor were reviewed and the number that would be brought in were counted and found reasonable. **Action Item 003: TranSystems to provide the Tollway with exhibit and cost-to-benefit breakdowns for CNEs 32, 34, and 36 similar to that done for CNE 27 (MLB)**	Action Item 003: BH	03.24.2017

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	Due Date
Item No. 4/ Public Concerns	MS reviewed Hinsdale's publicly stated concerns about the CTST expansion and how they related to noise, including their stated intention to hire an outside consultant to review the Tollway's studies. MS noted that design and coordination had continued after the construction of the noise model and that there were differences between the likely final design of the road and the version modeled in the noise analysis. A sensitivity analysis showed that the difference between the primary noise model and one adapted to the current design was well below the level of audible differentiation, so the anticipated final noise abatement wall design would not be different. However, because of the potential for public controversy on the noise abatement for the project, TranSystems wanted the Tollway to be aware of the situation and decide if they wanted to noise abatement wall design to be confirmed in an updated model. BW and RP agreed that the final result would not be changed by the update, and agreed that there was the potential for the differences in the model to contribute to public controversy. **Action Item 004: Tollway staff to have internal discussions about the desire to confirm noise analysis in an updated model and inform TranSystems of the results of these discussions**	Action Item 004 RP BW	03.31.2017
Item No. 5/ Oasis & Parks	BH noted that the Hinsdale Oasis had been excluded from the noise study, since the driving areas will not be significantly altered. Therefore the current condition of no walls behind the Oasis will continue unless negotiations alter that. RP concurred. Veeck and Spring Rock parks were discussed. The addition of cost-averaging was noted to bring the wall at Spring Rock in Western Springs in, but that Veeck Park will be over the maximum cost-per-receptor value allowed by cost-averaging. BW noted that the selection of receptors in the parks should be checked prior to the final report. **Action Item 005: TranSystems to review and confirm selection of receptors in Veeck and Spring Rock Parks.**	Action Item 005: BH	03.24.2017

Topic/ Item No.	Item Description	Action Item Subject	
		Responsibility	Due Date
Item No. 6/ Oak Brook	MS discussed Wall 67 and explained that part will have to be removed because of the roadway expansion, but that part of it could potentially stay. Additionally, the north end of the wall runs along the ramp from eastbound I-88 to southbound I-294 and is north of the limits of project construction, although it is still south of the Cermak Road limit of the study. Oak Brook had previously commissioned a noise monitoring study in response to resident complaints that the wall was too low after a previous reconstruction of the I-88 ramps. BW indicated that the entire wall should be removed and replaced, and that TranSystems should consider increasing the height of the north end of the wall in response to Oak Brook concerns. To mitigate an extreme cost-to-benefit ratio BH requested if the 500-foot limit of noise analysis could start from the edge of the I-88 ramp instead of the Tollway Mainline, and BW agreed with this decision. BW requested that the cost differential between replacing the existing wall with a similar wall and increasing the height should be reported to the Tollway **Action Item 006: TranSystems to provide the Tollway with the cost differential between replacing the existing Wall 67 with a similar wall and increasing the height of the north end along the I-88 ramp.**	Action Item 006: BH	 03.31.2017
Item No. 7/ Final notes.	The meeting was recapped, and it was noted that research should be conducted on strategies to minimize traffic noise during construction between the removal of the existing noise walls and the construction of the proposed noise walls. BW suggested this could include temporary curtains. **Action Item 007: Research potential methods for mitigating traffic noise during construction between the removal of existing noise abatement walls and the construction of permanent replacements.** The meeting adjourned at 12:45 PM.	Action Item 007: BH	 03.31.2017

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees

Memorandum

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To:	Brian Wagner, Illinois Tollway Reed Panther, Illinois Tollway Kevin Seals, DCM	From:	Matt Smith, P.E. Brian Holman, P.E. Tim Krause
Date:	November 4, 2016	Subject:	Potential Tollway Noise Policy updates: Cost-Reasonability of Noise Abatement Walls Along Recreational Facilities Roadway Study on the Tri-State Tollway (I-294) M.P. 17.5 (95th Street) to M.P. 29.5 (Cermak Road) Contract RR-14-4223

Purpose

As part of the preparation of the Master Plan for the Central Tri-State (I-294) Corridor, TranSystems, in conjunction with the DCM and the Illinois Tollway, is preparing a Noise Study. The study will determine the impact of noise from the rebuilt roadway on the adjacent land uses and to recommend noise abatement in line with the *Traffic Noise Study and Abatement Policy* (*Noise Policy*) in the Tollway's *Environmental Studies Manual.* During the preparation of the Noise Study TranSystems requested clarification on the cost-effectiveness evaluation of noise abatement walls shielding parks, playgrounds, pools, golf courses, forest preserves, and similar recreational lands; a category land use referred to by the *Noise Policy* as "Category C".

The current *Noise Policy* is unclear with its recommended approach to the valuation of these recreational lands. Discussions with the Tollway revealed that previous studies had used an ad-hoc approach to these properties which led to inconsistencies. The Tollway requested that TranSystems research how other states and agencies have approached this issue, and report back with potential methodologies.

This memorandum summarizes the results of the research on the noise policies of different state Departments of Transportation (DOT) and other independent tollway and turnpike agencies and how they approach the cost-effectiveness evaluation of noise abatement walls shielding recreational land.

Existing Illinois Tollway Noise Policy Summary

The Tollway's current noise policy was issued April, 2012, and is based largely on the regulatory material found in *Title 23 Code of Federal Regulations Part 772* (*23 CFR Part 772*), which is published in manual form with technical guidance in the Federal Highway Administration (FHWA) document *Highway Traffic Noise: Analysis and Abatement Guidance.* The federal regulations require that all state DOTs have a noise policy based off of this guidance.

According to the *Noise Policy* for a wall to be constructed it is required to be found feasible, reasonable, and cost-effective by a noise study. Feasible means that it can be constructed and meets minimum values for noise-blocking effectiveness.

Reasonable requires that it block a defined amount of noise from reaching a number of receptors. Cost-effective requires the ratio of the cost of the wall to the number of befitted receptors must meet a predetermined value.

The most critical part of this methodology is the determination of cost-effectiveness, as this will often be the determining factor in whether or not a noise abatement wall is constructed. A key point of this analysis is determining how many receptors there are. Receptors are defined as a point location where outdoor human activity takes place. This is generally simple to calculate for residential structures, as each dwelling with outdoor access (front porch, back patio, balcony, shared pool, etc.) is defined as one receptor. However, the determination of the number of receptors at recreational properties is difficult to define.

Recreational lands are more complicated to evaluate than residential or commercial property types because the way that people use the recreational properties are very different. Some parks are small and heavily improved with playgrounds and other recreational items, while some are primarily large, unimproved fields for unstructured recreation. The number of visitors and the time they use the parks can vary dramatically from property to property. For some properties, such as sports fields, it may be relatively simple to estimate the number of people who use a property in a given time period, while it may be practically impossible to determine an average usage rate for a playground without long term monitoring. Typically, usage rates are obtained from the property owner/ agency of jurisdiction if monitoring is not done. These factors lead to two opposed, but equally important guidelines:

1. The potential number of benefited receptors on recreational properties needs to be clearly defined in the *Noise Policy* to avoid differing policy interpretations with recreational property owners who may desire noise walls.
2. The definition of the potential number of benefited receptors on recreational properties needs to be flexible enough to appropriately analyze the wide range of recreational properties and facility types within the noise impact zone of the Tollway's system.

Other Highway Agency Approaches to Recreational Lands

To establish a best-practice for the valuation of Category C recreational lands, other highway agencies noise policies were reviewed. Twenty-five state DOTs were reviewed, focusing first on Illinois's neighboring states, then large states likely to have better developed noise policies, and finally a selection of states representing all regions of the country. Twelve independent toll or turnpike agencies policies were also reviewed. Of the 12 independent tollway agencies, only two had readily available noise policies online, while the others either use their state DOT's policy or do not have enough of a construction program to justify a policy. Of these two agencies, only the Maine Turnpike Authority's policy was developed to current CFR standards. As such, the 25 state DOTs will be the primary source of analysis in this memo.

Each state DOT approached the valuation of Category C recreational lands differently. Four general methods emerged:

- Method 1: Evaluation by Size (Area or Frontage)
    - This method would value the parkland as if it were a subdivision of single-family residences, dividing the size of the parkland by an average size of a single-family lot to assign a number of receptors. There were two distinct subcategories. Some states used the area of the parkland within 500 feet of the roadway divided by an average residential lot area, while others used just the linear frontage of the parkland along the roadway divided by an average residential lot width. States that used the Area method were Arizona, Michigan, Montana, Pennsylvania, Texas and Virginia. States using the Frontage method were Georgia, Minnesota, Mississippi, and Missouri. These methods are described in the FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* manual as "Equivalent Number of Residences".

There were additional complexities involved in the evaluation by size. Some states evaluated the parks at a single location determined by the noise analyst that was representative of multiple receptors, while others distributed the receptors across the parks in a grid according to a defined formula.

- Method 2: Evaluation by Activity Locations
  - This method places one receptor at each area of human activity or gathering location that is affected by highway noise. For instance, a park with a playground, a picnic area, and a soccer field could count as three receptors, one for each distinct activity location. States that used the Activity Locations method were California, Colorado, Louisiana, New York, and Wisconsin. Additionally, this is the method used by the Illinois Department of Transportation (IDOT). See section 4.2.1.2 of the IDOT *Highway Traffic Noise Assessment Manual.*

- Method 3: Evaluation by Usage Rate
  - This method treats the usage of the park as a basis for evaluating the number of benefitted receptors that a property is worth. A typical equation would look something like the one shown below:

$$\left(\frac{Number\ of\ people\ using\ the\ park\ per\ day}{2.75\ people\ in\ a\ typical\ household}\right) X \left(\frac{Average\ time\ a\ person\ uses\ the\ park}{24\ hours\ in\ a\ day}\right)$$

States that use the Usage Rate method were Florida, Washington, Connecticut, Indiana, Kentucky, Massachusetts, and Ohio. This method is described in the FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance* manual as "The Florida Method."

For the North Tri-State Tollway Master Plan (Contract I-05-5410) *Noise Analysis Technical Memorandum*, TranSystems used this methodology to evaluate The Grove, a historical nature preserve and community park in the Village of Glenview along northbound I-294 between Milwaukee Avenue and Lake Avenue. This evaluation resulted in the construction of an earthen berm along I-294 to shield The Grove. Note that in this case the methodology determined the abatement not to be cost effective, but it was still placed based on *"the unique nature of this area, its designation as a National Historic Landmark, and consideration of other reasonableness factors"*, as well as a donation of land from The Grove to construct the berm.

- Method 4: Undefined Methodology
  - In this instance, the state DOT's noise policy does not clearly define a methodology for evaluating the worth of recreational land for the cost-effectiveness of noise walls. States in this category are North Carolina and Utah. Additionally, 10 of the 12 independent toll or turnpike agencies researched either did not have a noise policy or fell back on their respective state DOT policy. These agencies were the Kansas Turnpike Authority, the Kentucky Public Transportation Infrastructure Authority, MTA Bridge and Tunnel (the former Triborough Bridge Authority), New York State Bridge Authority, New York State Thruway Authority, North Carolina Turnpike Authority, North Texas Tollway Authority, Ohio Turnpike and Infrastructure Commission, Pennsylvania Turnpike Commission, and the West Virginia Parkways Authority.

Benefits and Concerns with Different Approaches

- Method 1: Evaluation by Size (Area or Frontage)
    - The benefit of evaluating a recreational property by its size (area or frontage) is that it is easy to calculate from an aerial photograph. This allows properties to be evaluated in a clear and concise way that requires minimal subjective interpretation, minimizing potential for claims a property is being treated unfairly. By using a standard residential lot size as the reference, it ensures that no recreational property is valued less than a single-family residential subdivision of equivalent size.
    - The consistency of this methodology is also its greatest weakness. There are many recreational properties of sizes or designs that may struggle to justify a wall in this methodology. This lack of flexibility could create a situation where an agency is forced to choose between denying a desired wall to a property or violating its own noise policy and constructing a wall based solely on public outcry, creating an unwelcome precedent.
    - Establishing an average single family lot size is difficult because of the wide variety of lot sizes that exist, even within the boundaries of a single project. Additionally, using a standard single-family residential lot size may be an inappropriate methodology in very urban or very rural areas, because residences in these areas may not correlate to a typical single-family home residential lot.
    - The Area method may be more appropriate for less densely developed areas where typical residential receptors further from the roadway are expected to receive more benefit from noise abatement, while the Frontage method may be more appropriate for densely developed areas where the first row of typical residential receptors are spaced closely enough to provide unintentional noise abatement for receptors further from the roadway, even in the absence of noise walls or berms.

- Method 2: Evaluation by Activity Locations
    - The benefit of the Activity Locations methodology is that a recreational property can be analyzed for receptor equivalency with an aerial photograph, or with field verification. It adheres closely to the original concept of the federal noise policy, with each receptor being a defined location of outdoor human activity, as opposed to an arbitrary point in space. Additionally, it ensures that small but heavily utilized recreational areas are less likely to be undervalued.
    - There is still an amount of subjectivity from the noise analyst in the number and placement of receptors. Examples of this include:
        - In picnic areas, does each table get a receptor, or can one receptor cover the entire picnic area?
        - How far away from the jungle gym do the swings have to be to justify a separate receptor?
        - Does the soccer field's receptor go on the roadway side of the field where players stand, or the far side where the bleachers are?

      Additionally, many recreational lands are unimproved open spaces. These open spaces may have great environmental value for casual sports, meditation, or enjoyment of nature, but according to the Activity Locations methodology these cannot be expected to receive noise shielding as there are no defined locations for human activity.

- Method 3: Evaluation by Usage Rate
    - The Usage Rate method avoids many of the concerns inherent in Methods 1 and 2 by not evaluating the property's physical characteristics; instead evaluating the way that people use the property.
    - However, for many properties it is very difficult to establish the usage rate. Many recreational lands are used on a seasonal basis, are open access, or their usage varies greatly on a day-to-day basis. Accurate assessment of the average usage rate without extensive studies can be very difficult, rendering this method little more than the noise analyst's professional judgement. Also, the equations used to correlate

recreational land with residential properties have multiple assumptions in them, such as the average size of a household, how many hours a day the residents are in the house and benefiting from the noise abatement, etc.

- Method 4: Undefined Methodology
  - Not having a defined methodology, effectively maintaining the Tollway's status quo, means the noise analyst can evaluate each property on its own merits and select or create a methodology that is most appropriate, altering the chosen methodology as necessary to respond to public input. This method gives the Tollway added flexibility when conducting noise studies.
  - The lack of a defined methodology opens the agency to accusations of influence, environmental justice concerns, and other issues of unfairness. The underlying idea behind the federal noise regulations is to establish a consistent methodology that can be applied in an objective manner across a broad range of land uses.

Example of a Public Park along the Central Tri-State Tollway

Veeck Park in the Village of Hinsdale was chosen as an example to present the range of results from applying the different methodologies. In the ongoing Central Tri-State Tollway Noise Study, Veeck Park is known as Common Noise Environment (CNE) 55. It was selected because it is isolated from other noise receptors by the BNSF Railroad embankment to the north and the 47th Street embankment to the south. Its wall will be approved or denied based solely on the park, and not influenced by the presence of adjacent residential receptors like many of the public lands along the Central Tri-State.

Figure 1 : Veeck Park

Figure 1 to the left shows Veeck Park located alongside I-294, with the BNSF Railroad tracks to the north and 47th Street / Chicago Avenue to the south.

- Method 1 : Evaluation by Size (Area or Frontage)

  The red and blue squares in Figure 2 on the next page show the locations of receptors placed to evaluate the park by size. The blue squares represent the benefitted receptors for the Frontage Method, while both

the red and blue squares represent the benefitted receptors for the Area Method. They are placed in columns every 150 feet from I-294, and every 90 feet along it, roughly corresponding to an average residential lot size in Hinsdale near the park. These receptors can be thought of as the back doors of houses in a theoretical subdivision built on the park property.

Figure 2: Veeck Park with Method 1 receptors (Area and Frontage)

When analyzed in the Traffic Noise Model (TNM) software, a wall 16 feet high and 817 feet long along the tollway was found to benefit most of the park. To calculate the cost-benefit ratio using the Frontage method, the values in the Tollway *Noise Policy* with the six blue front row receptors gives:

$$\frac{817\ feet\ X\ 16\ feet\ X\ \frac{\$30}{Square\ Foot}}{6\ Benefitted\ Receptors} = \$65{,}360/_{Benefitted\ Receptor}$$

This value is well above the cutoff of $30,000 per benefitted receptor allowed by the Tollway *Noise Policy*.

However, using the Area method which includes the benefits to all the receptors, both blue and red, 21 receptors are benefitted and the cost ratio becomes $18,674 per benefitted receptor. This value is below the cutoff and the wall would be considered reasonable.

- Method 2 : Evaluation by Activity Location

  Figure 3 below shows 5 locations with yellow circles. These indicate areas within 500 feet of the tollway edge of pavement where activities take place in accordance with the Activity Location method. These locations are two soccer fields, a playground, a skate park, and the baseball diamond's outfield.

Figure 3: Veeck Park with Method 2 receptors (Activity Location)

When analyzed in the Traffic Noise Model (TNM) software, a wall 16 feet high and 817 feet long along the Tollway benefits all five of the analysis locations. Using the values given in the Tollway *Noise Policy* gives the result of $78,432 per benefitted receptor. This is greater than the $30,000 per benefitted receptor value that is allowed for cost-effectiveness, meaning that this noise abatement wall would not be found reasonable.

- Method 3 : Evaluation by Usage Rate

  The Usage Rate method is dependent on the average usage rate of the facility. By making some reasonable assumptions the number of average daily users needed to make the wall cost effective can be established. Applying a typical usage rate calculation shown below, with an assumed average usage time for the facility of 2 hours works out to an average of 431 park users a day needed to justify an 817-foot long, 16-foot high wall. With 190 parking spaces available, it is likely that this park meets or exceeds this value during days of high usage, such as weekend soccer tournaments when there would be multiple games and parking turnover. However, whether the park meets the usage rate required for cost-effectiveness on an average daily basis is uncertain.

$$\left(\frac{Number\ of\ people\ using\ the\ park\ per\ day}{2.75\ people\ in\ a\ typical\ household}\right) X \left(\frac{Average\ time\ a\ person\ uses\ the\ park}{24\ hours\ in\ a\ day}\right)$$

- Method 4: Undefined Methodology

  As part of the outreach program to communities along the Central Tri-State Tollway, the Village of Hinsdale has requested that Veeck Park receive noise abatement. Without a defined methodology for evaluating the cost effectiveness of noise abatement, it has historically often been easier for the Tollway to individually consider these requests and chose a methodology or a set of assumptions that cost-justifies the wall. Though this method provides the Tollway with flexibility to evaluate each scenario individually, it fails to ensure consistency between projects.

Recommendations for the Tollway *Noise Policy*

It is recommended that some defined methodology for recreational properties be added to the Tollway's *Noise Policy.* The lack of a defined methodology undermines the assumption of an objectivity that forms the basis of the current noise abatement best practices.

Because of the variety of recreational facilities that may be encountered, it is difficult to create a one-size-fits-all solution to the cost-effectiveness evaluation for noise walls. This is not an unusual situation for recreational lands in noise policies. As an example, a passage in the Virginia DOT noise manual reads:

> *Some Category C land use activity areas may be considered of higher value than others. The value placed on an area is subjective and can include such factors as frequency of use and public opinion. The context and intensity of the land use should be considered.*

With these issues in mind, it is difficult to provide a clear choice of methodology. In the absence of an obvious choice, the best option is to follow the lead of the independent toll agencies reviewed and fall back on the method used by the state DOT. For IDOT this is the Activity Location Method. The Tollway *Noise Policy* could reference the IDOT noise manual to ensure coherence between the two policies.

To deal with unique situations where the Activity Method does not accurately represent the value that the public may place on noise abatement at a recreational facility, it is also recommended that a procedure be included in the Tollway *Noise Policy* to formalize the subjective analysis of value. This procedure would likely be a short memo or report documenting the coordination with local agencies, communication with the public, a discussion of the subjective and objective benefits of the noise abatement as compared to the costs, and a sign off sheet from the appropriate Tollway authorities. A prototype of this sort of "override" procedure was used in the noise analysis for the Grove in the North Tri-State Tollway Master Plan (Contract I-05-5410), where it was stated *"the unique nature of this area, its designation as a National Historic Landmark, and consideration of other reasonableness factors"* justified the abatement, as opposed to a direct benefit to quantifiable human outdoor activity.

Memorandum

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To:	Brian Wagner, Illinois Tollway Reed Panther, Illinois Tollway Bryan Cross, DCM	From:	Matt Smith, P.E. Brian Holman, P.E. Tim Krause
Date:	April 18, 2017	Subject:	Selection of Noise Receptors in Veeck Park and Spring Rock Park Roadway Study on the Tri-State Tollway (I-294) M.P. 17.5 (95th Street) to M.P. 29.5 (Cermak Road) Contract RR-14-4223

Purpose & Introduction

As part of the preparation of the Master Plan for the Central Tri-State Tollway (CTST), TranSystems is conducting a noise study to determine the impacts caused by roadway noise from the Central Tri-State and the appropriate mitigations in line with Tollway policy. The present Tollway noise policy does not address the valuation of recreational lands when evaluating the cost-to-benefited-receptor ratio of noise abatement walls. This issue was addressed in a previous memo to the Tollway, (*Potential Tollway Noise Policy Updates: Cost-Reasonability of Noise Abatement Walls Along Recreational Facilities; November 4, 2016).* The recommendation of this memo was to evaluate recreational facilities in line with the Illinois Department of Transportation's (IDOT) policy in the *Highway Traffic Noise Assessment Manual* (HTNAM), which assigns one noise receptor to each area of human activity or gathering location. Typical examples of these locations are a playground, picnic area, or soccer field. At subsequent meetings with Tollway staff on February 8th and March 8th of 2017 this methodology was found acceptable by Tollway staff.

For most recreational properties along the CTST corridor, the selection of receptors does not materially affect the final decision on the existence or size of the noise abatement wall. Most recreational facilities have existing noise abatement walls shielding them that exceed the minimum height to meet Tollway policy, and these walls will be replaced in kind in the proposed condition; see the meeting minutes for March 8th, 2017. Other recreational lands, namely as the Bemis Woods Forest Preserve, do not have areas of human activity or gathering within the noise analysis area that extends 500 feet from the Tollway. Four golf courses are within the CTST corridor, but golf courses have easily definable areas for receptors, namely the tee boxes and greens.

However, there are two critical recreational properties in the corridor that do not have existing noise walls. Both properties are subject to interpretation on receptor selection and are separated by terrain features from residential areas that would allow them to use the residential receptor's density to meet cost-benefit ratios. These properties are Spring Rock Park in the Village of Western Springs, and Veeck Park in the Village of Hinsdale. These parks are located on opposite sides of the CTST between 47th Street and the BNSF Railroad. The purpose of this memo is to provide detailed information on the selection of noise receptors at these two parks as requested on the March 8th coordination meeting.

Veeck Park

Veeck Park is owned by the Village of Hinsdale Park District. It is on the west side of the CTST, between 47th Street and the BNSF Railroad. Both 47th Street and the BNSF Railroad are on embankments over the CTST. These embankments isolate the park's traffic noise environment from the residential areas north and south of it that have existing noise abatement walls. The 13 acre park has one playground, three soccer fields, a skate park, and one baseball diamond. A small building housing a concession stand (open for baseball and softball games) and bathrooms is on site. There is also a wastewater treatment facility in the northeast corner of the park. The facility includes a one million gallon underground storage tank designed to control the flow of runoff into the Flagg Creek interceptor sewer.

Five noise receptors have been identified within the 500-foot limit of noise analysis[1] from the highway. The location of these receptors are shown on an aerial map of Veeck Park in Attachment A of this memo. These receptors are

1. Skate Park: The skate park is a self-contained area of human gathering, and is represented by one receptor. The receptor was located towards the east side of the skate park, nearest the Tollway.
2. Baseball Diamond: The baseball diamond covers a large area and encompasses several activities and categories of users with permanent elements where people would be expected to gather, including the infield, the outfield, the dugout areas, and the bleachers. However, in line with the IDOT HTNAM's guidance that discrete points of anticipated gathering that all serve a common purpose should be combined into one receptor (eg, "group of picnic tables"), the baseball field was counted as only one receptor. To counterbalance this, it was decided to place the representative receptor in the middle of right-field. This made it more likely that the receptor would both be impacted by traffic noise and more likely to receive a benefit from a potential noise wall, even if the majority of users of the field were typically further from the CTST than the receptor location.
3. East Soccer Field: The smallest of three soccer fields in Veeck Park is represented by one receptor. The receptor was located on the eastern sideline of the field, to represent the worst-case traffic noise scenario for users, such as coaches and spectators. Note that the soccer field is drawn on the aerial exhibit as it existed in the summer of 2016.
4. Center Soccer Field: This soccer field is the center field of the three soccier fields in Veeck Park. It is represented by one receptor in the southeast corner to represent the worst-case traffic noise scenario for users, such as coaches and spectators. Only approximately three percent of the field is within the 500-foot limit of noise analysis, but a representative receptor for the field was included in the analysis to ensure that all activities in the park that could reasonably be within the limit were acknowledged. Note that the soccer field is drawn on the aerial exhibit as it existed in the summer of 2016.
5. Playground: The playground was represented by one receptor, directly in line with the guidance of the HTNAM. Similar to the Center Soccer Field, only a small amount of the playground falls within the 500-foot limit of noise analysis, but the playground was included in the analysis to ensure that all activities in the park that could reasonably be within the limit were acknowledged. The receptor is placed at the easternmost corner of the playground.

Items in the park that were determined to not require a representative noise receptor included:

- The concession and bathroom building: It was determined that the lack of permanent seating or other similar gathering locations indicated that this was not a location of frequent human outdoor use, but rather a supporting element of the other receptors in the park. Users of the skate park, baseball diamond, etc. would most often approach the structure, conduct their business, and return to the other activities.

[1] See the "Adjacent Land Use" definition in Appendix C: *Traffic Noise Study and Abatement Policy* of the Tollway *Environmental Studies Manual, October 2012.* When the noise evaluation process began, there were many different alternatives of different widths proposed. Therefore, a 600-foot limit from the existing CTST centerline was used in lieu of 500-feet from the proposed edge of shoulder to ensure continuity among the alternatives being evaluated. In the area being evaluated, this limit is 496.5 feet from the proposed edge of shoulder of the widest alternative, Alternative 8R. Extending the limit by 3.5 feet would not affect the results presented in this memo.

- The screening building for wastewater equipment: This structure does not support recreational uses and is not an area of frequent outdoor human use.
- Access road to the screening building: While this road may be used as a walking path, linear trails without defined locations of anticipated gathering, such as trail heads or information boards, are specifically not included in the HTNAM as locations that should have representative receptors.
- Parking Lot: Because of their utilitarian nature, parking lots are not evaluated as part of noise analyses.
- West Soccer Field: This facility is wholly outside of the 500-foot limit of noise analysis, including any areas that spectators or coaches might be expected to congregate. Occasional visits by users of the west field to the concession and bathroom building within the 500-foot limit would not require a representative receptor for the field, as the area of frequent human use (the playing field) is outside the 500-foot limit.

Spring Rock Park

Spring Rock Park is owned by the Western Springs Park District. It is on the east side of the CTST, between 47th Street and the BNSF Railroad. Both 47th Street and the BNSF Railroad are on embankments over the CTST. These embankments isolate the park's traffic noise environment from the residential areas north and south of it that have existing noise abatement walls. The 42 acre park is the largest park in Western Springs and has two playgrounds, seven tennis courts, two basketball courts, five baseball diamonds, a roller hockey rink, two soccer fields, and a football field. There is a running and walking trail around the perimeter of the park, and several picnic tables, including a covered area. A small building housing a concession stand (open for baseball and softball games) and bathrooms is also on site.

North of Flagg Creek an existing 15-foot high berm separates the park from the CTST. The berm extends about 1,000 feet between the railroad and creek and provides noise abatement; there is no existing noise wall or other noise abatement between 47th Street and Flagg Creek.

Five noise receptors have been identified within the 500-foot limit of noise analysis[2] from the highway. The location of these receptors are shown on an aerial map of Spring Rock Park in Attachment B of this memo. These receptors are:

1. Open Field: The large open field behind the berm does not have many permanent features, and in different aerials has been either lined as a soccer field or unmarked for unstructured usage. However, the occasional marking of it as a playing field and continual maintenance as a large open field indicates that it is a point of anticipated gathering for human outdoor use. Note that the soccer field is drawn on the aerial exhibit as it existed in the summer of 2015. The representative receptor is placed near the southwest corner near the one permanent feature of the field, a trash can.
2. Football Field: This field has the field-goal uprights typical of a football field, but the presence of soccer goals during field visits indicates that this is a multi-use facility. The field is lighted. The various users of the field- players on the field, coaches on the sideline, spectators in the bleachers- are combined into one representative receptor in accordance with the guidance of the HTNAM. The representative receptor is located near the bleachers on the west side of the field, closest to the CTST.
3. Baseball Field: The baseball diamond encompasses several activities and categories of users with permanent elements where people would be expected to gather, including the infield, the outfield, the dugout areas, and the bleachers. However, in line with other sporting fields and HTNAM guidance, these are all represented by one representative receptor. This receptor is located near the bleachers on the west side of the field, closest to the CTST.

[2] See the "Adjacent Land Use" definition in Appendix C: *Traffic Noise Study and Abatement Policy* of the Tollway *Environmental Studies Manual, October 2012.* When the noise evaluation process began, there were many different alternatives of different widths proposed. Therefore, a 600-foot limit from the existing CTST centerline was used in lieu of 500-feet from the proposed edge of shoulder to ensure continuity among the alternatives being evaluated. In the area being evaluated, this limit is 496.5 feet from the proposed edge of shoulder of the widest alternative, Alternative 8R. Extending the limit by 3.5 feet would not affect the results presented in this memo.

4. Small Soccer Field (South): This field is represented by one receptor. The receptor was located on the south western sideline of the field, to represent the worst-case traffic noise scenario for users, such as coaches and spectators. Note that the soccer field is drawn on the aerial exhibit as it existed in the summer of 2016.
5. Small Soccer Field (North): This field is represented by one receptor. The receptor was located on the south western sideline of the field, to represent the worst-case traffic noise scenario for users, such as coaches and spectators. Note that the soccer field is drawn on the aerial exhibit as it existed in the summer of 2016.

Other areas of human outdoor activity in the park were not included as representative receptors in the noise analysis. For the majority of these locations, it is because they were fully outside the 500-foot limit of the noise analysis. This includes the other four baseball and softball fields, seven tennis courts, two sand volleyball courts, picnic areas, two pavilions, three sports activity storage facilities, two basketball courts, two horseshoe pits, and a playground.

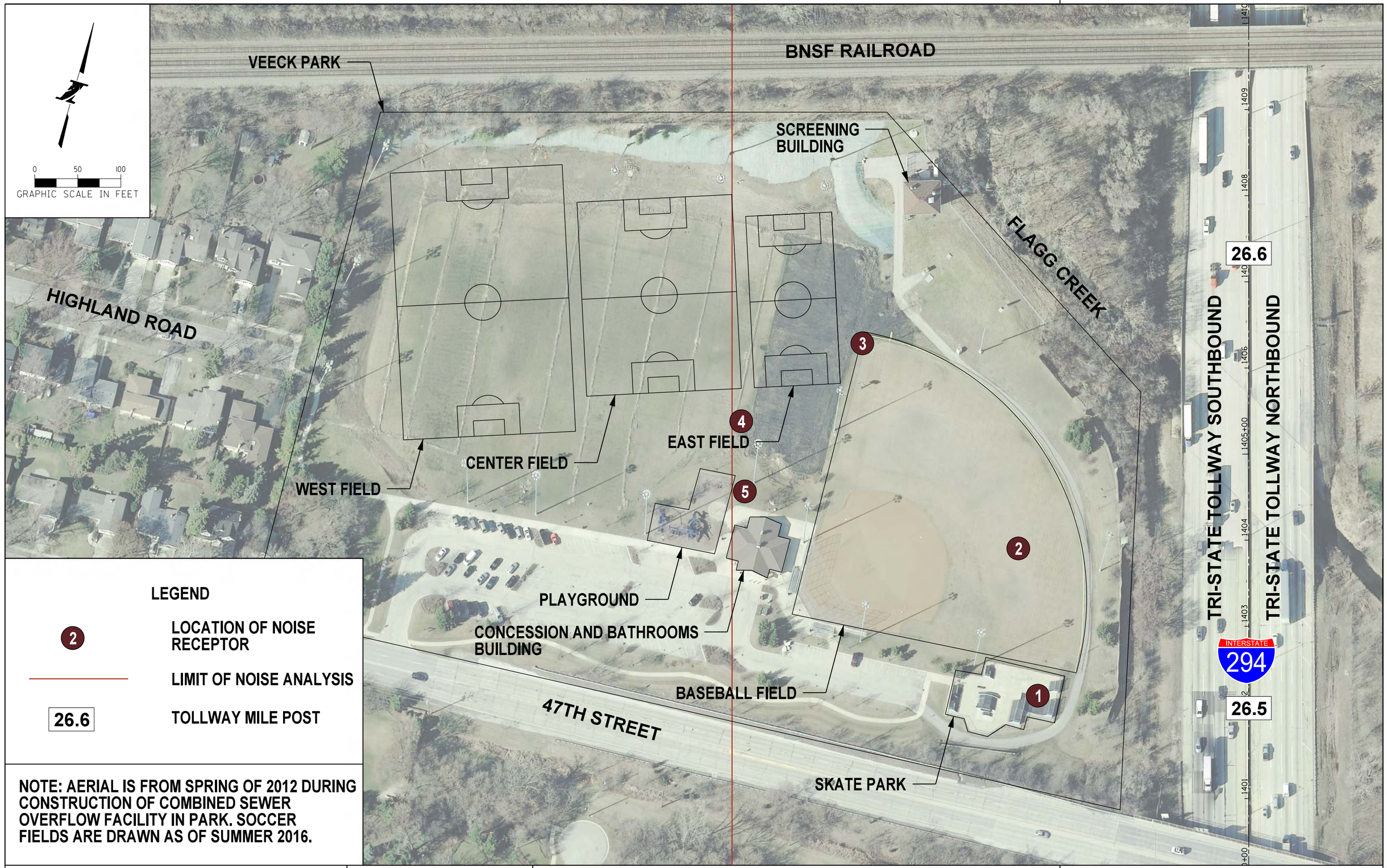
The walking path around the park deserves special note, as it is within the 500-foot limit of noise analysis, but does not have a representative receptor in the analysis. Linear trails without defined locations of anticipated gathering, such as trail heads or information boards, are specifically not included in the HTNAM as locations that should have representative receptors. Therefore the walking by itself it is not a candidate for noise mitigation as there are no points of anticipated gathering along it within the 500-foot limit, such as benches or information boards.

Conclusions

Veeck Park and Spring Rock Park each have five potentially benefitted representative receptors. The majority of these receptors are sport fields, which have been determined to have one representative receptor per field. These receptors will be evaluated in the Traffic Noise Model software (TNM), and those that receive a 5 dB(A) reduction or more from potential noise walls will be used in the calculation of the cost-benefit analysis for noise abatement wall reasonability.

Attachments

Attachment A	Aerial Map of Veeck Park Receptor Locations
Attachment B	Aerial Map of Spring Rock Park Receptor Locations
Attachment C	Photographs of Veeck Park
Attachment D	Photographs of Spring Rock Park
Attachment E	Table 4-1 from the IDOT HTNAM, Potentially Benefitted Receptor Units



LEGEND

2	LOCATION OF NOISE RECEPTOR
———	LIMIT OF NOISE ANALYSIS
26.6	TOLLWAY MILE POST

NOTE: AERIAL IS FROM SPRING OF 2012 DURING CONSTRUCTION OF COMBINED SEWER OVERFLOW FACILITY IN PARK. SOCCER FIELDS ARE DRAWN AS OF SUMMER 2016.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

April 18, 2017

ATTACHMENT A

VEECK PARK RECEPTOR LOCATIONS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

April 18, 2017

ATTACHMENT B

SPRING ROCK PARK RECEPTOR LOCATIONS

$USER$
$DATE/TIME$
$DGN-SPEC$

Veeck Park: Looking West from Southwest corner

Veeck Park: Looking Northeast from Southwest corner

Veeck Park: Looking North from Southwest corner

Attachment C – Veeck Park Pictures

Veeck Park: Looking Northeast from Southwest corner

Veeck Park: Looking West from East side (Near CTST)

Veeck Park: Looking Southeast from Northeast corner

Attachment C – Veeck Park Pictures

Veeck Park: Looking South from Northeast corner

Veeck Park: Looking Southwest from Northeast corner

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Northeast from Receptor 3, past the baseball field towards the Small Soccer Fields

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Southeast from Receptor 3, past the baseball field towards the Football Field

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking North from the top of the Existing Berm towards the BNSF Tracks

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Northeast from the top of the Existing Berm

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking East from the top of the Existing Berm, towards the baseball field

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Southeast from the top of the Existing Berm, towards the Football Field and the Walking Path

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking South from the top of the Existing Berm towards the Walking Path

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Southwest from the top of the Existing Berm, towards the walking path and the CTST

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking southeast along the Walking Path

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking Northeast from Receptor 2, towards the Football Field and the Baseball Field

Attachment D – Spring Rock Park Pictures

Spring Rock Park: Looking west from Receptor 2, towards the Walking Path and the CTST

Table 4-1 – Potential Benefited Receptor Units*

Receptor Type	Potential Benefited Receptor Unit(s)
Single-family Residence	Each residential unit
Multi-family Residence	Each residential unit with access to the exterior common area or with exterior use areas, such as a patio or balcony
Nursing Home	Each residential unit with access to the exterior common area
School	Each classroom
Hospital	Each hospital room with a bed(s)
Hotel/Motel	Each hotel/motel room
Cemetery	Each point of anticipated gathering (*i.e.* bench, information board)
Places of Worship	Each point of anticipated gathering (*i.e.* bench, patio, gazebo)
Parks	Each gazebo, group of picnic tables, playground
Trails and Trail Heads	Each point of anticipated gathering (*i.e.* bench, information board)
Libraries	Each point of anticipated gathering (*i.e.* bench, patio, gazebo)
Business	Each business unit
Undeveloped Lands	Each unit with a building permit

* To be considered benefited, each receptor unit location must receive at least a 5 dB(A) traffic noise reduction to be considered as part of the cost-effective evaluation.

Memorandum

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To:	Brian Wagner, Illinois Tollway Reed Panther, Illinois Tollway Bryan Cross, DCM	From:	Matt Smith, P.E. Brian Holman, P.E. Tim Krause
Date:	December 1, 2017	Subject:	Comparison of TNM models representing CTST Alternative 7 and Alternative 8 Roadway Study on the Tri-State Tollway (I-294) M.P. 17.5 (95th Street) to M.P. 29.5 (Cermak Road) Contract RR-14-4223

Purpose & Introduction

As part of the preparation of the Master Plan for the Central Tri-State Tollway (CTST), TranSystems is conducting a noise study to determine the impacts caused by roadway noise from the Central Tri-State and the appropriate mitigations in line with Tollway policy. At the time the noise study began, the expected recommended improvements were known as Alternative 7 – Flex Lane Hybrid. The horizontal and vertical coordinates of each lane-centerline and other acoustically important elements of this proposed roadway were extracted from CAD and placed into a model in software known as Traffic Noise Model (TNM), version 2.5, the standard noise-modeling software for roadway noise modeling in the United States.

As the design of the overall CTST progressed, it was decided that Alternative 7 provided an insufficient decrease in 2040 traffic congestion, so Alternative 8, which provided one additional lane between I-88 and I-55 was selected as the recommended alternative. However, at the time this decision was finalized the noise study had progressed through the construction and analysis of the model, and was well into selecting recommended noise abatement wall heights and lengths. Later, Alternative 8 was adapted into Alternative 8R ("Refined"), but this did not change the proposed typical section, so throughout this memo it will be referred to simply as Alternative 8.

To see if the results of the noise modeling effort remained accurate, a model of Alternative 8 was constructed in TNM, focusing on the area where it differed from Alternative 7, which was, generally speaking, between I-88 and I-55 through Western Springs, Hinsdale, and Oak Brook. The recommended walls that were selected as part of the Alternative 7 effort were then included, with adjustments as necessary to push them further out when they would have interfered with the wider Alternative. The receivers behind selected noise walls in the area modeled were then reviewed for their noise levels both with and without the recommended walls. The results of these are compared below in Table 3, Table 4, Table 5, and Table 6.

Final Noise Levels

As expected, receptors experience more traffic noise from Alternative 8. Table 1 below shows the summary of the averages of the differences of noise levels experienced by receivers behind the five modeled walls.

Table 1: Summary of Alternative 8 versus Alternative 7 Results

Wall	Alt 8 result – Alt 7 result If No Wall Average of All Receivers dB(A)	Alt 8 result – Alt 7 result With recommended Wall Average of All Receivers dB(A)	Alt 8 reduction – Alt 7 reduction from recommended Wall Average of All Receivers dB(A)
(A)	(B)	(C)	(D)
50	0.8	0.3	0.6
51	0.2	0.0	0.2
52	0.4	0.0	0.4
60	0.5	0.1	0.3
61	0.3	0.1	0.2

In a scenario where no walls are placed alongside the future Central Tri-State Tollway (I-294), receptors would experience an average noise increase of less than 1 decibel (column B). Three decibels is generally accepted as the threshold where a change in noise level is considered being barely perceivable… for instance, a person would be able to detect a change in noise level from 63 dB(A) to 66 dB(A), but a change from 70 dB(A) to 71 dB(A) would not be noticed. Therefore, a typical observer would not be able to differentiate the difference in noise levels between the two Alternatives. However, the TNM model consistently shows that the additional lane width that places the closest traffic 12-feet closer to the noise sensitive receivers increases the noise level at those receivers between 0 and 1 decibel.

When the Alternative 8 model is run with noise walls of the recommended length and height as developed as part of the Alternative 7 analysis, a second pattern emerges in that as the traffic moves close to the noise sensitive receptors, the noise abatement walls become more efficient at blocking noise. This is in line with expectations, as noise abatement walls function best when they are placed close to the source of the noise, directly blocking the line of sight between traffic and the receiver. Column D in Table 1 shows that the average reduction from the noise abatement walls increases in the Alternative 8 scenario over that provided in the Alternative 7 scenario by 0.2 to 0.6, depending on the wall location. Column C shows the final change in noise, showing that with the recommended walls in place the noise sensitive receivers will experience traffic noise that is, on average, the same to 0.3 decibels greater than with the Alternative 7 scenario.

Benefitted Receptors

The key value used when establishing the cost-benefit ratio of a noise wall is the number of benefited receptors, which is the number of noise-sensitive receptors that experience a 5 dB(A) or more reduction from the wall. A comparison of the benefitted receptors is shown below in Table 2.

Table 2: Number of Benefitted Receivers

Wall	Alternative 7 - Number of Benefitted Receptors	Alt 8 result – Number of Benefitted Receptors
(A)	(B)	(C)
50	20	20
51	75	75
52	72	73
60	104	104
61	98	98

Note that the number of benefitted receptors shown in this table may not equal those shown in the final noise report, as that will include account for modeled noise receptors that represent multiple receivers (such as outdoor amenities that represent multiple apartments in a complex) while, this is a direct comparison of modeled receptors.

The number of benefitted receptors remains the same for all walls examined, except wall 52 which actually gains one benefitted receptor. This result is not unexpected, as the recommended walls modeled for Alternative 7 were largely based on being similarly sized replacements for the existing walls, and generally provide 8 to 12 decibels of noise reduction from an unshielded condition. As Table 1 showed, the recommended walls are as or more effective in the Alternative 8 model than the Alternative 7 model, so the number of receivers benefited would be expected to be the same or greater.

Wall Selection

The most extensive effort accomplished as part of the noise modeling process was the selection of the recommended wall heights. The modeling revealed that the existing walls typically exceeded the minimum heights required by Tollway noise policy. Through extensive discussions with Tollway staff, it was decided that replacing the existing walls with new walls of roughly similar heights would be the most appropriate balancing of cost-benefit ratios.

The concern when Alternative 8 was selected as the recommended alternative was that moving the traffic closer to the receivers would create an increase in the final noise experienced by receivers along the Central Tri-State Tollway (I-294). The comparison modeling showed that while the unshielded noise levels would increase slightly, though below the typical level of perception, the noise levels with the recommended noise walls in place were effectively identical, to within tenths of a decibel. It was therefore concluded that the walls selected as the recommended walls for the Alternative 7 model were also appropriate for Alternative 8.

Conclusion

If no walls are placed, Alternative 8 will result in slightly greater noise at receivers along the Central Tri-State Tollway as compared to Alternative 7. This increase is due to moving traffic closer to the receivers, but the increase is below that typically considered to be perceivable by humans, being on average less than 1 decibel.

However, with the recommended walls in place, the average noise experienced by the receptors is either the same or within tenths of a decibel. This level of differentiation is virtually impossible for humans to detect, and is well within the minute-to-minute variation in noise levels caused by changes in wind speed and direction, traffic volume and composition, and other random events. As such, it can be stated with reasonable confidence that, with the recommended walls in place, Alternative 8 will not change the perceived noise levels over those that would have been experienced with Alternative 7. As such, the decisions and modeling done for Alternative 7 remain valid, and the recommendations for wall heights and lengths can be carried forward into the Master Plan with confidence.

Modeled Wall Results

All values in the tables below are in dB(A).

Table 3: Wall 50 - CNE 50

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
50-01-001	73.6	65.6	8	74.4	66	8.4	0.8	0.4	0.4
50-01-002	73.6	64.9	8.7	74.2	65.2	9	0.6	0.3	0.3
50-01-003	73.1	64.5	8.6	73.8	64.9	8.9	0.7	0.4	0.3
50-01-004	73.9	64.8	9.1	74.6	65.2	9.4	0.7	0.4	0.3
50-01-005	73.4	64.5	8.9	74.1	64.9	9.2	0.7	0.4	0.3
50-01-006	72.6	64.1	8.5	73.5	64.4	9.1	0.9	0.3	0.6
50-01-007	72.6	64.1	8.5	73.5	64.4	9.1	0.9	0.3	0.6
50-01-008	72.7	64.1	8.6	73.7	64.4	9.3	1	0.3	0.7
50-01-009	72.7	64.1	8.6	73.7	64.3	9.4	1	0.2	0.8
50-01-010	73.3	64.3	9	74.4	64.5	9.9	1.1	0.2	0.9
50-01-011	73.2	64.1	9.1	74.2	64.3	9.9	1	0.2	0.8
50-01-012	73.7	64.2	9.5	74.7	64.4	10.3	1	0.2	0.8
50-01-013	73.1	64	9.1	74	64.1	9.9	0.9	0.1	0.8
50-01-014	71.6	63.7	7.9	72.5	63.7	8.8	0.9	0	0.9
50-01-015	70.6	63.7	6.9	71.4	63.7	7.7	0.8	0	0.8
50-01-016	69	63	6	69.9	63.1	6.8	0.9	0.1	0.8
50-02-001	72.5	64.8	7.7	73.2	65.3	7.9	0.7	0.5	0.2
50-02-002	71.1	63.8	7.3	71.8	64.3	7.5	0.7	0.5	0.2
50-02-003	69.9	62.9	7	70.6	63.4	7.2	0.7	0.5	0.2
50-02-004	67.2	61.8	5.4	67.8	61.7	6.1	0.6	-0.1	0.7
50-01-001	73.6	65.6	8	74.4	66	8.4	0.8	0.4	0.4
50-01-002	73.6	64.9	8.7	74.2	65.2	9	0.6	0.3	0.3
						Mean	0.8	0.3	0.6
						Max	1.1	0.5	0.9
						Median	0.85	0.3	0.65

Table 4: Wall 51 – CNEs 51, 53, 54

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
53-01 Brook Park	79.6	68.7	10.9	79.8	69.1	10.7	0.2	0.4	-0.2
51-01-001	75.3	67.8	7.5	75.7	68	7.7	0.4	0.2	0.2
51-01-002	73.6	67.3	6.3	74	67.4	6.6	0.4	0.1	0.3
51-01-003	73.1	66.9	6.2	73.5	67	6.5	0.4	0.1	0.3
51-01-004	73.2	66.3	6.9	73.6	66.5	7.1	0.4	0.2	0.2
51-01-005	73.8	66.1	7.7	74.2	66.3	7.9	0.4	0.2	0.2
51-01-006	79.6	66.9	12.7	80	66.9	13.1	0.4	0	0.4
51-01-007	78.9	66.5	12.4	79.2	66.6	12.6	0.3	0.1	0.2
51-01-008	79.6	66.8	12.8	79.9	66.8	13.1	0.3	0	0.3
51-01-009	81	68.1	12.9	81.4	67.8	13.6	0.4	-0.3	0.7
51-01-010	81	67.9	13.1	81.4	67.6	13.8	0.4	-0.3	0.7
51-01-011 new 51-1 SFR	81.3	67.3	14	81.6	67.5	14.1	0.3	0.2	0.1
51-02-001	74.7	65.6	9.1	75	65.9	9.1	0.3	0.3	0
51-02-002	74.6	64.3	10.3	74.9	64.6	10.3	0.3	0.3	0
51-02-003	75.2	64.7	10.5	75.6	64.8	10.8	0.4	0.1	0.3
51-02-004	75.9	65.5	10.4	76.1	65.5	10.6	0.2	0	0.2
51-02-005	76.7	66.5	10.2	76.8	66.5	10.3	0.1	0	0.1
51-02-006	76.7	66.8	9.9	76.8	66.8	10	0.1	0	0.1
51-02-007	76.8	67	9.8	76.9	66.9	10	0.1	-0.1	0.2
51-02-008	76.6	67.1	9.5	76.8	66.9	9.9	0.2	-0.2	0.4
51-02-009	76.3	66.8	9.5	76.4	66.7	9.7	0.1	-0.1	0.2
51-02-010	74.9	66.2	8.7	74.9	66	8.9	0	-0.2	0.2
51-02-011	74.2	67.5	6.7	74.2	66.6	7.6	0	-0.9	0.9
51-02-012	73.1	67.6	5.5	73.2	67.2	6	0.1	-0.4	0.5
51-02-013	73	67.6	5.4	73	67.4	5.6	0	-0.2	0.2
51-02-014	72.9	67.5	5.4	72.9	67.4	5.5	0	-0.1	0.1
51-02-015	72.1	67	5.1	72.1	67	5.1	0	0	0
51-02-016	71.7	67	4.7	71.6	67	4.6	-0.1	0	-0.1
51-02-017	71.9	68.5	3.4	72	68.9	3.1	0.1	0.4	-0.3
51-03-001	71.8	63.8	8	72.1	64.2	7.9	0.3	0.4	-0.1
51-03-002	70.2	62.6	7.6	70.6	63	7.6	0.4	0.4	0
51-03-003	70	62.5	7.5	70.4	62.8	7.6	0.4	0.3	0.1
51-03-004	70.3	62.2	8.1	70.7	62.5	8.2	0.4	0.3	0.1
51-03-005	71.7	62.3	9.4	72	62.5	9.5	0.3	0.2	0.1
51-03-006	72.4	62.7	9.7	72.7	62.9	9.8	0.3	0.2	0.1
51-03-007	73.4	63.5	9.9	73.7	63.6	10.1	0.3	0.1	0.2
51-03-008	75.4	65.6	9.8	75.6	65.8	9.8	0.2	0.2	0
51-03-009	72.5	63.3	9.2	72.6	63.3	9.3	0.1	0	0.1
51-03-010	72.5	63.6	8.9	72.7	63.5	9.2	0.2	-0.1	0.3
51-03-011	73.1	64.9	8.2	73.2	64.8	8.4	0.1	-0.1	0.2

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
51-03-012	72	64.1	7.9	72.1	63.9	8.2	0.1	-0.2	0.3
51-03-013	71.9	64.3	7.6	72	64	8	0.1	-0.3	0.4
51-03-014	72	64.4	7.6	72.1	64.1	8	0.1	-0.3	0.4
51-03-015	73.2	65.2	8	73.3	64.9	8.4	0.1	-0.3	0.4
51-03-016	71.3	63.8	7.5	71.4	63.4	8	0.1	-0.4	0.5
51-03-017	71.5	65.2	6.3	71.5	64.4	7.1	0	-0.8	0.8
51-03-018	69.3	66.2	3.1	69.4	66.5	2.9	0.1	0.3	-0.2
54-01-001	79.3	73.1	6.2	79.6	72.7	6.9	0.3	-0.4	0.7
54-01-002	78.3	70.6	7.7	78.5	70.1	8.4	0.2	-0.5	0.7
54-01-003	77.6	68.2	9.4	77.9	67.8	10.1	0.3	-0.4	0.7
54-01-004	77	66.7	10.3	77.2	66.4	10.8	0.2	-0.3	0.5
54-01-005	77	65.7	11.3	77.3	65.4	11.9	0.3	-0.3	0.6
54-01-006	76.6	65.2	11.4	76.9	65.1	11.8	0.3	-0.1	0.4
54-01-007	79.6	66.4	13.2	79.8	66	13.8	0.2	-0.4	0.6
54-01-008	78.8	65.6	13.2	79.1	65.6	13.5	0.3	0	0.3
54-01-009	78.1	65.2	12.9	78.3	65.4	12.9	0.2	0.2	0
54-01-010	79.6	65.8	13.8	79.8	66.2	13.6	0.2	0.4	-0.2
54-01-011 new 54-1 SFR	79.8	65.9	13.9	80	66.4	13.6	0.2	0.5	-0.3
54-01-012	79.8	66	13.8	80.1	66.5	13.6	0.3	0.5	-0.2
54-01-013	78.7	65.9	12.8	78.9	66.4	12.5	0.2	0.5	-0.3
54-02-001	75.3	64.1	11.2	75.6	64.1	11.5	0.3	0	0.3
54-02-002	75.4	63.9	11.5	75.6	64	11.6	0.2	0.1	0.1
54-02-003	75	63.6	11.4	75.3	63.8	11.5	0.3	0.2	0.1
54-02-004	75	63.5	11.5	75.2	63.7	11.5	0.2	0.2	0
54-02-005	74.4	63.2	11.2	74.6	63.5	11.1	0.2	0.3	-0.1
54-02-006	74	62.9	11.1	74.2	63.3	10.9	0.2	0.4	-0.2
54-02-007	74.1	63.1	11	74.4	63.6	10.8	0.3	0.5	-0.2
54-02-008	76.4	64.6	11.8	76.6	65	11.6	0.2	0.4	-0.2
54-03-001	70.9	64.2	6.7	70.8	64	6.8	-0.1	-0.2	0.1
54-03-002	71.4	64.2	7.2	71.3	64.1	7.2	-0.1	-0.1	0
54-03-003	71.1	63.5	7.6	71	63.4	7.6	-0.1	-0.1	0
54-03-004	71.5	63.5	8	71.6	63.5	8.1	0.1	0	0.1
54-03-005	71.5	63.1	8.4	71.6	63.1	8.5	0.1	0	0.1
54-03-006	71.6	62.9	8.7	71.6	62.9	8.7	0	0	0
54-03-007	71.2	62.2	9	71.1	62.2	8.9	-0.1	0	-0.1
54-03-008	73.1	62.4	10.7	73.3	62.8	10.5	0.2	0.4	-0.2
54-03-009	71.9	61.9	10	72.2	62.4	9.8	0.3	0.5	-0.2
						Mean	0.2	0.0	0.2
						Max	0.4	0.5	0.9
						Median	0.2	0	0.1

Table 5: Wall 52 - CNE 52

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
52-01-001 MFR-5	80.6	68.7	11.9	80.8	68.9	11.9	0.2	0.2	0
52-01-002 MFR-3"	78	67.4	10.6	78.2	67.4	10.8	0.2	0	0.2
52-01-003 MFR-4 [52-01]"	80.1	68.4	11.7	80.3	68.5	11.8	0.2	0.1	0.1
52-01-004 MFR-4"	76.4	67.4	9	76.8	67.5	9.3	0.4	0.1	0.3
52-01-005 MFR-4"	74.4	67.3	7.1	77.4	67.5	9.9	3	0.2	2.8
52-01-006 MFR-4"	75.3	67.5	7.8	78.3	67.6	10.7	3	0.1	2.9
52-01-007 MFR-2"	78.8	67.7	11.1	79	67.7	11.3	0.2	0	0.2
52-01-008 MFR-4 [52-2]"	79.3	67.7	11.6	79.5	67.4	12.1	0.2	-0.3	0.5
52-01-009 MFR-3"	79	67.7	11.3	79.1	67.7	11.4	0.1	0	0.1
52-01-010 MFR-2"	78.8	67.8	11	78.9	68	10.9	0.1	0.2	-0.1
52-02-001 MFR-4"	74.5	67.2	7.3	74.4	67.3	7.1	-0.1	0.1	-0.2
52-02-002 MFR-5"	76.2	67.1	9.1	76.2	67.2	9	0	0.1	-0.1
52-02-003 MFR-4"	77	67.1	9.9	77.1	67.1	10	0.1	0	0.1
52-02-004 MFR-4"	73.7	65.6	8.1	73.6	65.6	8	-0.1	0	-0.1
52-03-001 MFR-4"	73.8	67.4	6.4	73.6	67.5	6.1	-0.2	0.1	-0.3
52-03-002 MFR-3"	72.2	65.6	6.6	71.9	65.8	6.1	-0.3	0.2	-0.5
52-03-003 MFR-3"	72.6	65.4	7.2	72.5	65.5	7	-0.1	0.1	-0.2
52-03-004 MFR-3"	73.4	65.5	7.9	73.4	65.6	7.8	0	0.1	-0.1
52-03-005 MFR-2"	71.4	64.3	7.1	71.2	64.4	6.8	-0.2	0.1	-0.3
52-03-006 MFR-4"	71.6	64.5	7.1	71.5	64.6	6.9	-0.1	0.1	-0.2
52-03-007 MFR-4"	70.9	64.9	6	71.6	65.1	6.5	0.7	0.2	0.5
52-03-008 MFR-5"	72.5	66.3	6.2	73.1	66.4	6.7	0.6	0.1	0.5
52-03-009 MFR-5"	72.1	66.3	5.8	73.5	66.6	6.9	1.4	0.3	1.1
52-03-010 MFR-4"	72.8	66.5	6.3	74.1	66.6	7.5	1.3	0.1	1.2
52-03-011 MFR-5"	73.6	66.4	7.2	75	66.5	8.5	1.4	0.1	1.3
52-03-012 MFR-4"	76	66.7	9.3	76.1	66.8	9.3	0.1	0.1	0
52-03-013 MFR-2"	75.7	66.5	9.2	75.9	66.5	9.4	0.2	0	0.2
52-03-014 MFR-4"	77.6	66.6	11	77.9	66.5	11.4	0.3	-0.1	0.4
52-03-015 MFR-5"	78	66.8	11.2	78.2	66.7	11.5	0.2	-0.1	0.3
52-03-016 MFR-5"	77.9	66.9	11	77.9	66.7	11.2	0	-0.2	0.2
52-03-017 MFR-4"	77.9	67	10.9	77.9	66.8	11.1	0	-0.2	0.2
52-03-018 MFR-5"	77.6	67	10.6	77.7	66.8	10.9	0.1	-0.2	0.3
52-03-019 MFR-4"	77.8	67.3	10.5	77.8	67.2	10.6	0	-0.1	0.1
52-03-020 MFR-4"	77.5	67	10.5	77.6	67	10.6	0.1	0	0.1
52-03-021 MFR-2"	77.4	67.2	10.2	77.5	67.3	10.2	0.1	0.1	0
52-04-001"	67.3	62.8	4.5	68.4	63	5.4	1.1	0.2	0.9
52-04-002"	67.4	62.8	4.6	68.3	63	5.3	0.9	0.2	0.7
52-04-003"	67.5	62.7	4.8	68.4	62.9	5.5	0.9	0.2	0.7
52-04-004"	67.7	62.8	4.9	68.6	62.9	5.7	0.9	0.1	0.8
52-04-005"	68.4	62.9	5.5	69.1	63	6.1	0.7	0.1	0.6
52-04-006"	68.7	62.9	5.8	69.3	63	6.3	0.6	0.1	0.5
52-04-007"	69.1	63	6.1	69.6	63	6.6	0.5	0	0.5

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
52-04-008"	69.4	63.1	6.3	70	63.1	6.9	0.6	0	0.6
52-04-009"	69.4	62.8	6.6	69.7	62.8	6.9	0.3	0	0.3
52-04-010"	69.3	62.4	6.9	69.6	62.4	7.2	0.3	0	0.3
52-04-011"	69.3	62.2	7.1	69.5	62.2	7.3	0.2	0	0.2
52-04-012"	71	63.1	7.9	71.2	63	8.2	0.2	-0.1	0.3
52-04-013"	70.2	62.4	7.8	70.5	62.3	8.2	0.3	-0.1	0.4
52-04-014"	71.4	63	8.4	71.7	63	8.7	0.3	0	0.3
52-04-015"	71.5	63.1	8.4	71.7	63	8.7	0.2	-0.1	0.3
52-04-016"	70.5	62.3	8.2	70.6	62.2	8.4	0.1	-0.1	0.2
52-04-017"	70.6	62.3	8.3	70.8	62.2	8.6	0.2	-0.1	0.3
52-04-018"	71.1	62.6	8.5	71.3	62.5	8.8	0.2	-0.1	0.3
52-04-019"	70.7	62.3	8.4	70.9	62.2	8.7	0.2	-0.1	0.3
52-04-020"	70.5	62.3	8.2	70.7	62.1	8.6	0.2	-0.2	0.4
52-04-021"	72	63.2	8.8	72.3	63.1	9.2	0.3	-0.1	0.4
52-04-022"	72	63.3	8.7	72.3	63.1	9.2	0.3	-0.2	0.5
52-04-023"	70.5	62.4	8.1	70.8	62.3	8.5	0.3	-0.1	0.4
52-04-024"	70.5	62.5	8	70.8	62.3	8.5	0.3	-0.2	0.5
52-04-025"	71.2	63.1	8.1	71.6	62.9	8.7	0.4	-0.2	0.6
52-04-026"	71.3	63.2	8.1	71.8	63.1	8.7	0.5	-0.1	0.6
52-04-027"	71.5	63.5	8	72.1	63.4	8.7	0.6	-0.1	0.7
52-04-028"	70.9	63.2	7.7	71.5	63.2	8.3	0.6	0	0.6
52-04-029"	71.3	63.4	7.9	71.9	63.4	8.5	0.6	0	0.6
52-04-030"	71.1	63.3	7.8	71.8	63.3	8.5	0.7	0	0.7
52-04-031"	71.1	63.4	7.7	71.7	63.3	8.4	0.6	-0.1	0.7
52-04-032"	71.2	63.5	7.7	71.9	63.5	8.4	0.7	0	0.7
52-04-033"	71.5	63.7	7.8	72.1	63.8	8.3	0.6	0.1	0.5
52-04-034"	70.9	63.4	7.5	71.4	63.5	7.9	0.5	0.1	0.4
52-04-035"	70.9	63.6	7.3	71.4	63.8	7.6	0.5	0.2	0.3
52-04-036"	70.9	63.9	7	71.5	64.1	7.4	0.6	0.2	0.4
52-04-037"	70.3	64.1	6.2	70.8	64.5	6.3	0.5	0.4	0.1
52-04-038"	70.2	64.2	6	70.5	64.6	5.9	0.3	0.4	-0.1
52-01-001 MFR-5	80.6	68.7	11.9	80.8	68.9	11.9	0.2	0.2	0
52-01-002 MFR-3"	78	67.4	10.6	78.2	67.4	10.8	0.2	0	0.2
52-01-003 MFR-4 [52-01]"	80.1	68.4	11.7	80.3	68.5	11.8	0.2	0.1	0.1
52-01-004 MFR-4"	76.4	67.4	9	76.8	67.5	9.3	0.4	0.1	0.3
						Mean	0.4	0.0	0.4
						Max	3.0	0.4	2.9
						Median	0.3	0	0.3

Table 6: Wall 60 - CNEs 57, 58, 60

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
58A-1 Peirce Park ballfield	81.6	69.3	12.3	82.2	69.5	12.7	0.6	0.2	0.4
58B-1 Hinsdale Academy-garden	77.7	66.1	11.6	77.4	66.3	11.1	-0.3	0.2	-0.5
57-01-001 new 57-1 SFR	71.1	62.1	9	71.6	62.4	9.2	0.5	0.3	0.2
57-01-002	70.4	61.7	8.7	71	62	9	0.6	0.3	0.3
57-01-003	70.2	61.7	8.5	70.8	62	8.8	0.6	0.3	0.3
57-01-004	70.2	61.9	8.3	70.8	62.2	8.6	0.6	0.3	0.3
60-01-001	76.7	65.3	11.4	76.7	65.3	11.4	0	0	0
60-01-002	77.2	65.4	11.8	77.1	65.4	11.7	-0.1	0	-0.1
60-01-003	78.2	65.8	12.4	78.1	65.8	12.3	-0.1	0	-0.1
60-01-004	76.7	65.1	11.6	76.7	65.1	11.6	0	0	0
60-01-005	77.6	65.6	12	77.6	65.7	11.9	0	0.1	-0.1
60-01-006	78.3	66.2	12.1	78.4	66.4	12	0.1	0.2	-0.1
60-01-007 new 60-1 SFR	78.3	66.3	12	78.6	66.5	12.1	0.3	0.2	0.1
60-01-008	77.7	66	11.7	78.1	66.2	11.9	0.4	0.2	0.2
60-01-009	77.4	65.9	11.5	77.9	66.1	11.8	0.5	0.2	0.3
60-01-010	77.3	65.8	11.5	77.9	66	11.9	0.6	0.2	0.4
60-01-011	77.5	65.9	11.6	78.2	66.1	12.1	0.7	0.2	0.5
60-01-012	77	65.7	11.3	77.7	65.9	11.8	0.7	0.2	0.5
60-01-013	77.9	66.1	11.8	78.6	66.3	12.3	0.7	0.2	0.5
60-01-014	73.5	64.6	8.9	75.1	64.8	10.3	1.6	0.2	1.4
60-01-015	72.8	64.3	8.5	73.8	64.6	9.2	1	0.3	0.7
60-01-016	73.4	64.4	9	74.4	64.6	9.8	1	0.2	0.8
60-01-017	74.8	65.1	9.7	75.1	65.3	9.8	0.3	0.2	0.1
60-01-018	73.9	64.8	9.1	73.9	64.9	9	0	0.1	-0.1
60-01-019	74.2	65	9.2	74	65.1	8.9	-0.2	0.1	-0.3
60-01-020	74.1	65	9.1	74.3	65.1	9.2	0.2	0.1	0.1
60-01-021	73.9	64.9	9	74.1	65.1	9	0.2	0.2	0
60-01-022	77.9	66.2	11.7	78.6	66.5	12.1	0.7	0.3	0.4
60-01-023	77.8	66.2	11.6	78.8	66.5	12.3	1	0.3	0.7
60-01-024	77.4	66.1	11.3	78.1	66.4	11.7	0.7	0.3	0.4
60-01-025	78.1	66.4	11.7	78.4	66.6	11.8	0.3	0.2	0.1
60-01-026	78.2	66.2	12	78.7	66.3	12.4	0.5	0.1	0.4
60-02-001	73.3	63.1	10.2	73.2	63.2	10	-0.1	0.1	-0.2
60-02-002	70.3	62.7	7.6	70.4	62.8	7.6	0.1	0.1	0

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
60-02-003	73.5	63.5	10	73.6	63.5	10.1	0.1	0	0.1
60-02-004	74.2	63.9	10.3	74.3	63.9	10.4	0.1	0	0.1
60-02-005	74.6	64	10.6	74.6	64	10.6	0	0	0
60-02-006	74.2	63.8	10.4	74.2	63.9	10.3	0	0.1	-0.1
60-02-007	73.5	63.7	9.8	73.7	63.7	10	0.2	0	0.2
60-02-008	72.6	63.4	9.2	72.8	63.5	9.3	0.2	0.1	0.1
60-02-009	74.5	64	10.5	74.6	64.1	10.5	0.1	0.1	0
60-02-010	74.8	64.1	10.7	74.9	64.2	10.7	0.1	0.1	0
60-02-011	74.5	64	10.5	74.7	64.1	10.6	0.2	0.1	0.1
60-02-012	75	64.5	10.5	75.3	64.6	10.7	0.3	0.1	0.2
60-02-013	74.3	64	10.3	74.6	64.1	10.5	0.3	0.1	0.2
60-02-014	73.9	63.8	10.1	74.4	63.9	10.5	0.5	0.1	0.4
60-02-015	74.3	64.1	10.2	74.7	64.2	10.5	0.4	0.1	0.3
60-02-016	73.5	63.8	9.7	74.1	63.9	10.2	0.6	0.1	0.5
60-02-017	73.5	63.9	9.6	74.2	64	10.2	0.7	0.1	0.6
60-02-018	73.1	63.9	9.2	74.2	64	10.2	1.1	0.1	1
60-02-019	72.4	63.7	8.7	73.7	63.9	9.8	1.3	0.2	1.1
60-02-020	69.9	62.7	7.2	70.8	62.9	7.9	0.9	0.2	0.7
60-02-021	70.1	62.9	7.2	70.7	63	7.7	0.6	0.1	0.5
60-02-022	69.9	62.7	7.2	70.6	62.8	7.8	0.7	0.1	0.6
60-02-023	70.4	62.8	7.6	70.9	62.9	8	0.5	0.1	0.4
60-02-024	70.1	62.7	7.4	70.5	62.8	7.7	0.4	0.1	0.3
60-02-025	69.9	62.7	7.2	70.3	62.8	7.5	0.4	0.1	0.3
60-02-026	70.2	63	7.2	70.7	63.1	7.6	0.5	0.1	0.4
60-02-027	70.3	63	7.3	70.7	63.1	7.6	0.4	0.1	0.3
60-02-028	72.3	63.9	8.4	72.8	64	8.8	0.5	0.1	0.4
60-02-029	72.6	64.2	8.4	73	64.3	8.7	0.4	0.1	0.3
60-02-030	72.9	64.2	8.7	73.4	64.3	9.1	0.5	0.1	0.4
60-02-031	73.2	64	9.2	74.5	64.2	10.3	1.3	0.2	1.1
60-02-032	73.3	63.9	9.4	74.6	64	10.6	1.3	0.1	1.2
60-02-033	72.7	63.4	9.3	73.4	63.6	9.8	0.7	0.2	0.5
60-03-001	68.6	61.1	7.5	68.6	61.2	7.4	0	0.1	-0.1
60-03-002	69.1	61.3	7.8	69	61.4	7.6	-0.1	0.1	-0.2
60-03-003	69.1	61.3	7.8	69	61.4	7.6	-0.1	0.1	-0.2
60-03-004	69.2	61.4	7.8	69.2	61.4	7.8	0	0	0
60-03-005	69.3	61.5	7.8	69.5	61.5	8	0.2	0	0.2
60-03-006	69.3	61.4	7.9	69.4	61.5	7.9	0.1	0.1	0
60-03-007	68.8	61.3	7.5	68.9	61.3	7.6	0.1	0	0.1
60-03-008	68.4	61.3	7.1	68.7	61.4	7.3	0.3	0.1	0.2
60-03-009	68.4	61.2	7.2	68.7	61.3	7.4	0.3	0.1	0.2
60-03-010	68.1	61.2	6.9	68.8	61.2	7.6	0.7	0	0.7
60-03-011	68	61.2	6.8	68.6	61.3	7.3	0.6	0.1	0.5
60-03-012	67.8	61.2	6.6	68.5	61.2	7.3	0.7	0	0.7
60-03-013	68.4	61.2	7.2	69.4	61.3	8.1	1	0.1	0.9
60-03-014	69.4	61.2	8.2	69.7	61.3	8.4	0.3	0.1	0.2
60-03-015	69.9	61.3	8.6	70.2	61.5	8.7	0.3	0.2	0.1
60-03-016	69.5	61.2	8.3	69.8	61.3	8.5	0.3	0.1	0.2

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
60-03-017	68.7	61.1	7.6	69.3	61.2	8.1	0.6	0.1	0.5
60-03-018	68.2	61.1	7.1	69.2	61.2	8	1	0.1	0.9
60-03-019	67.9	60.9	7	69	61.1	7.9	1.1	0.2	0.9
60-03-020	67	60.4	6.6	67.9	60.5	7.4	0.9	0.1	0.8
60-03-021	66.8	60.5	6.3	67.7	60.6	7.1	0.9	0.1	0.8
60-03-022	66.8	60.4	6.4	67.5	60.5	7	0.6	0.1	0.6
60-03-023	66.7	60.3	6.4	67.3	60.4	6.9	0.6	0.1	0.5
60-03-024	66.8	60.4	6.4	67.4	60.5	6.9	0.6	0.1	0.5
60-03-025	66.9	60.4	6.5	67.3	60.5	6.8	0.4	0.1	0.3
60-03-026	68.7	61.8	6.9	69.1	61.9	7.2	0.4	0.1	0.3
60-03-027	68.6	61.5	7.1	69	61.6	7.4	0.4	0.1	0.3
60-03-028	69.9	62.4	7.5	70.3	62.6	7.7	0.4	0.2	0.2
60-03-029	71	63.2	7.8	71.4	63.3	8.1	0.4	0.1	0.3
60-03-030	67	60.2	6.8	67.3	60.4	6.9	0.3	0.2	0.1
60-03-031	69.1	61.7	7.4	69.5	61.9	7.6	0.4	0.2	0.2
60-03-032	69.4	61.9	7.5	69.9	62	7.9	0.5	0.1	0.4
60-03-033	69.5	61.6	7.9	70.4	61.7	8.7	0.9	0.1	0.8
60-03-034	69	61.2	7.8	70.2	61.3	8.9	1.2	0.1	1.1
60-03-035	69.6	61.3	8.3	70.6	61.5	9.1	1	0.2	0.8
60-03-036	71.2	62.5	8.7	71.8	62.7	9.1	0.6	0.2	0.4
60-03-037	70.2	61.5	8.7	71.3	61.7	9.6	1.1	0.2	0.9
60-03-038	69.5	60.8	8.7	70.4	61.1	9.3	0.9	0.3	0.6
60-03-039	70	61	9	70.6	61.2	9.4	0.6	0.2	0.4
						Mean	0.5	0.1	0.3
						Max	1.6	0.3	1.4
						Median	0.45	0.1	0.3

Table 7: Wall 61 – CNE 61

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
61-01-001 AAAAA	78.7	68.2	10.5	78.8	68.2	10.6	0.1	0	0.1
61-01-002	78.8	67.5	11.3	78.9	67.6	11.3	0.1	0.1	0
61-01-003	77.9	67.1	10.8	78.3	67.3	11	0.4	0.2	0.2
61-01-004	76.5	67	9.5	76.9	67.3	9.6	0.4	0.3	0.1
61-01-005 / near 61-1	80.2	67.3	12.9	80.8	67.5	13.3	0.6	0.2	0.4
61-01-006	77.8	66	11.8	78.4	66.2	12.2	0.6	0.2	0.4
61-01-007	80.3	66.8	13.5	80.9	67.1	13.8	0.6	0.3	0.3
61-01-008	79	66.5	12.5	79.5	66.7	12.8	0.5	0.2	0.3
61-01-009	79.5	67	12.5	79.8	67.1	12.7	0.3	0.1	0.2
61-01-010	77.6	65.2	12.4	77.9	65.3	12.6	0.3	0.1	0.2
61-01-011	77.8	65.4	12.4	78.1	65.6	12.5	0.3	0.2	0.1
61-01-012	78.2	65.5	12.7	78.5	65.8	12.7	0.3	0.3	0
61-01-013	78.6	65.8	12.8	78.9	66	12.9	0.3	0.2	0.1
61-01-014	77.9	64.6	13.3	78.2	64.7	13.5	0.3	0.1	0.2
61-02-001	75	66.2	8.8	75.1	66.3	8.8	0.1	0.1	0
61-02-002	73.4	65.4	8	73.5	65.7	7.8	0.1	0.3	-0.2
61-02-003	75.2	66.7	8.5	75.3	66.7	8.6	0.1	0	0.1
61-02-004	76.6	66.8	9.8	76.6	66.8	9.8	0	0	0
61-02-005	74.5	66.5	8	74.6	66.5	8.1	0.1	0	0.1
61-02-006	74.9	66.9	8	74.9	66.9	8	0	0	0
61-02-007	75.2	66.3	8.9	75.3	66.4	8.9	0.1	0.1	0
61-02-008	74.3	65.4	8.9	74.4	65.5	8.9	0.1	0.1	0
61-02-009	73.8	65.1	8.7	74.1	65.2	8.9	0.3	0.1	0.2
61-02-010	73.6	65.1	8.5	73.9	65.2	8.7	0.3	0.1	0.2
61-02-011	73.4	65.3	8.1	73.8	65.5	8.3	0.4	0.2	0.2
61-02-012	73.1	65.3	7.8	73.5	65.4	8.1	0.4	0.1	0.3
61-02-013	73.3	65.5	7.8	73.7	65.7	8	0.4	0.2	0.2
61-02-014	72.8	65.5	7.3	73.2	65.7	7.5	0.4	0.2	0.2
61-02-015	71.9	64.8	7.1	72.2	65	7.2	0.3	0.2	0.1
61-02-016 / near M61-I	70.9	63.9	7	71.3	64	7.3	0.4	0.1	0.3
61-02-017	69.8	63.5	6.3	70.2	63.7	6.5	0.4	0.2	0.2
61-02-018	69.1	62.9	6.2	69.5	63.1	6.4	0.4	0.2	0.2
61-02-019	67.1	63	4.1	67.5	63.2	4.3	0.4	0.2	0.2
61-02-020	67	63	4	67.3	63.1	4.2	0.3	0.1	0.2
61-02-021	67.7	62.7	5	68.2	62.8	5.4	0.5	0.1	0.4
61-02-022	68.3	62.8	5.5	68.7	62.9	5.8	0.4	0.1	0.3
61-02-023	68.9	62.8	6.1	69.5	62.8	6.7	0.6	0	0.6
61-02-024	69.9	63	6.9	70.4	63.1	7.3	0.5	0.1	0.4
61-02-025	71	63.3	7.7	71.6	63.4	8.2	0.6	0.1	0.5
61-02-026	73	63.8	9.2	73.6	63.9	9.7	0.6	0.1	0.5
61-02-027	75.8	64.8	11	76.3	64.8	11.5	0.5	0	0.5

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
61-02-028	76.8	65.3	11.5	77.2	65.4	11.8	0.4	0.1	0.3
61-02-029	76.3	65	11.3	76.7	65.1	11.6	0.4	0.1	0.3
61-02-030	75	64	11	75.4	64.1	11.3	0.4	0.1	0.3
61-02-031	75.5	64.3	11.2	75.9	64.4	11.5	0.4	0.1	0.3
61-02-032	75.8	64.3	11.5	76.2	64.4	11.8	0.4	0.1	0.3
61-02-033	75.4	63.9	11.5	75.8	64	11.8	0.4	0.1	0.3
61-03-001	69.1	61.6	7.5	69.1	61.6	7.5	0	0	0
61-03-002	69.6	63	6.6	69.5	63	6.5	-0.1	0	-0.1
61-03-003	69.8	63.2	6.6	69.8	63.2	6.6	0	0	0
61-03-004	69.8	63.2	6.6	70	63.3	6.7	0.2	0.1	0.1
61-03-005	70	63.3	6.7	70	63.3	6.7	0	0	0
61-03-006	70.1	63.2	6.9	70.2	63.2	7	0.1	0	0.1
61-03-007	70.3	63.2	7.1	70.3	63.2	7.1	0	0	0
61-03-008	70.4	63.2	7.2	70.4	63.2	7.2	0	0	0
61-03-009	71.6	64.3	7.3	71.6	64.3	7.3	0	0	0
61-03-010	71	64	7	71.1	64.1	7	0.1	0.1	0
61-03-011	71.6	64.1	7.5	71.7	64.1	7.6	0.1	0	0.1
61-03-012	70.9	63.5	7.4	71	63.6	7.4	0.1	0.1	0
61-03-013	70.5	63	7.5	70.6	63	7.6	0.1	0	0.1
61-03-014	71.2	63.4	7.8	71.3	63.5	7.8	0.1	0.1	0
61-03-015	70.5	62.9	7.6	70.6	62.9	7.7	0.1	0	0.1
61-03-016	70.2	62.7	7.5	70.4	62.8	7.6	0.2	0.1	0.1
61-03-017	70.9	63.3	7.6	71.1	63.4	7.7	0.2	0.1	0.1
61-03-018	70.6	63.2	7.4	70.9	63.3	7.6	0.3	0.1	0.2
61-03-019	69.9	62.8	7.1	70.1	62.9	7.2	0.2	0.1	0.1
61-03-020	69.7	62.8	6.9	70	62.9	7.1	0.3	0.1	0.2
61-03-021	70	63.1	6.9	70.3	63.2	7.1	0.3	0.1	0.2
61-03-022	68.5	61.9	6.6	68.7	62	6.7	0.2	0.1	0.1
61-03-023	68.1	61.7	6.4	68.3	61.8	6.5	0.2	0.1	0.1
61-03-024	67.9	61.6	6.3	68	61.7	6.3	0.1	0.1	0
61-03-025	67.6	61.5	6.1	67.8	61.6	6.2	0.2	0.1	0.1
61-03-026	67.3	61.4	5.9	67.6	61.5	6.1	0.3	0.1	0.2
61-03-027	67.5	61.8	5.7	67.8	61.9	5.9	0.3	0.1	0.2
61-03-028	67.4	61.7	5.7	67.8	61.8	6	0.4	0.1	0.3
61-03-029	67.4	61.4	6	67.7	61.5	6.2	0.3	0.1	0.2
61-03-030	67.8	61.4	6.4	68.2	61.5	6.7	0.4	0.1	0.3
61-03-031	68.6	62	6.6	69.1	62.1	7	0.5	0.1	0.4
61-03-032	69	61.9	7.1	69.6	61.9	7.7	0.6	0	0.6
61-03-033	69.7	61.8	7.9	70.3	61.9	8.4	0.6	0.1	0.5
61-03-034	69.2	61.2	8	69.8	61.3	8.5	0.6	0.1	0.5
61-03-035	69.2	61	8.2	69.7	61	8.7	0.5	0	0.5
61-03-036	70.7	62	8.7	71.3	62	9.3	0.6	0	0.6
61-03-037	73.7	63.6	10.1	74.3	63.7	10.6	0.6	0.1	0.5
61-03-038	72.4	62.8	9.6	72.9	62.9	10	0.5	0.1	0.4
61-03-039	70.1	61.2	8.9	70.6	61.2	9.4	0.5	0	0.5
61-03-040	73.4	63.4	10	73.9	63.5	10.4	0.5	0.1	0.4
61-03-041	74	63.5	10.5	74.5	63.6	10.9	0.5	0.1	0.4

Receptor	Alternative 7 Results			Alternative 8 Results			Comparison		
	If No Wall	With Wall	Reduction	If No Wall	With Wall	Reduction	If No Wall E-B	With Wall F-C	Reduction G-D
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
61-04-001	70.3	61.2	9.1	70.9	61.3	9.6	0.6	0.1	0.5
61-04-002	70.7	61.4	9.3	71.3	61.5	9.8	0.6	0.1	0.5
61-04-003	70.9	61.6	9.3	71.5	61.7	9.8	0.6	0.1	0.5
61-04-004	71.1	61.6	9.5	71.6	61.7	9.9	0.5	0.1	0.4
61-04-005	71.3	61.7	9.6	71.9	61.8	10.1	0.6	0.1	0.5
61-04-006	71.4	61.6	9.8	71.9	61.7	10.2	0.5	0.1	0.4
61-04-007	71.6	61.7	9.9	72.2	61.8	10.4	0.6	0.1	0.5
61-04-008	71.8	61.8	10	72.4	61.9	10.5	0.6	0.1	0.5
61-04-009	70.8	61.1	9.7	71.4	61.2	10.2	0.6	0.1	0.5
61-04-010	72.1	61.8	10.3	72.6	61.9	10.7	0.5	0.1	0.4
61-04-011	70.7	60.9	9.8	71.4	61.1	10.3	0.7	0.2	0.5
61-04-012	69.5	60.2	9.3	70.2	60.3	9.9	0.7	0.1	0.6
						Mean	0.3	0.1	0.2
						Max	0.7	0.3	0.6
						Median	0.4	0.1	0.2

Appendix F

Cost Per Benefitted Receptor Adjustment Evaluation

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	01-01-026	1,127,549.50	1,840,787.88	610.9	932+06	-391	1	4.92	70.1	67.4	2.7	67.4	71	63.7	7.3	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-021	1,127,390.00	1,840,793.50	611.3	932+68	-538	1	4.92	68.1	66.5	1.6	66.5	68.8	63.3	5.5	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	01-01-025	1,127,511.75	1,840,842.13	611.9	932+70	-407	1	4.92	69.9	67.6	2.3	67.6	70.9	63.8	7.1	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	01-02-020	1,127,384.50	1,840,874.00	611.8	933+45	-515	1	4.92	68.7	66.3	2.4	66.3	69.7	63.3	6.4	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	01-01-024	1,127,464.88	1,840,971.00	612.5	934+08	-406	1	4.92	70.2	67	3.2	67.0	70.9	63.5	7.4	63.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	01-02-019	1,127,377.63	1,840,956.88	612.5	934+25	-492	1	4.92	69.2	66.3	2.9	66.3	70.4	63.2	7.2	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	01-01-023	1,127,464.88	1,841,022.25	612.7	934+56	-388	1	4.92	70.6	67	3.6	67.0	71.3	63.5	7.8	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-018	1,127,377.63	1,841,044.50	612.6	935+07	-462	1	4.92	69.6	66.3	3.3	66.3	71	63	8.0	63.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-022	1,127,497.13	1,841,150.75	613.4	935+64	-312	1	4.92	72.8	67	5.8	67.0	72.9	63.8	9.1	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-017	1,127,353.00	1,841,147.88	613.2	936+13	-448	1	4.92	70	66	4.0	66.0	71.7	62.9	8.8	62.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-01-021	1,127,497.13	1,841,239.88	613.5	936+48	-281	1	4.92	73.5	66.9	6.6	66.9	73.8	63.9	9.9	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-02-016	1,127,374.63	1,841,300.00	613.6	937+47	-374	1	4.92	71.5	66.1	5.4	66.1	73	63.1	9.9	63.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-020	1,127,535.88	1,841,368.63	612.9	937+55	-199	1	4.92	74	66.2	7.8	66.2	74.6	64.6	10.0	64.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-03-023	1,127,179.25	1,841,283.88	613.2	938+01	-563	1	4.92	68.6	63.7	4.9	63.7	71.3	61.6	9.7	61.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-015	1,127,374.63	1,841,362.13	613.7	938+05	-352	1	4.92	72	65.9	6.1	65.9	73.5	63.3	10.2	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-019	1,127,525.50	1,841,449.00	613.5	938+34	-181	1	4.92	74.8	66	8.8	66.0	75.3	64.9	10.4	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-022	1,127,205.63	1,841,361.13	613.5	938+64	-511	1	4.92	69.4	63.9	5.5	63.9	72.2	61.9	10.3	61.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-014	1,127,370.00	1,841,440.13	614	938+80	-329	1	4.92	72.7	65.5	7.2	65.5	74.2	63.5	10.7	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-02-013	1,127,362.63	1,841,528.38	613.7	939+65	-305	1	4.92	73.5	64.7	8.8	64.7	74.5	63.6	10.9	63.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-03-021	1,127,129.25	1,841,447.00	614.1	939+71	-552	1	4.92	69.1	62.7	6.4	62.7	71.9	61.4	10.5	61.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-03-020	1,127,107.13	1,841,516.50	614.2	940+44	-548	1	4.92	69.1	62.2	6.9	62.2	72	61.3	10.7	61.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-01-018	1,127,478.50	1,841,657.00	614.4	940+45	-151	1	4.92	76.3	64.3	12.0	64.3	77.1	65.6	11.5	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-019	1,127,116.50	1,841,603.88	614.5	941+23	-509	1	4.92	69.7	62	7.7	62.0	72.7	61.6	11.1	61.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-012	1,127,355.00	1,841,699.38	614.3	941+28	-252	1	4.92	74.9	63.9	11.0	63.9	77.1	64.3	12.8	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-017	1,127,403.75	1,841,786.25	615.2	941+92	-176	1	4.92	77.3	64.7	12.6	64.7	81	65.5	15.5	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-018	1,127,122.50	1,841,683.00	615.1	941+95	-475	1	4.92	70.6	61.9	8.7	61.9	73.4	61.9	11.5	61.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-03-017	1,127,153.00	1,841,740.88	614.9	942+38	-426	1	4.92	71.3	62.1	9.2	62.1	74.3	62.3	12.0	62.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-02-011	1,127,300.50	1,841,979.75	617.7	944+10	-204	1	4.92	77.1	64	13.1	64.0	79.8	65.5	14.3	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	R 1-1 SFR [01-01-016] new	1,127,344.75	1,842,000.13	618	944+13	-155	1	4.92	78.9	64.8	14.1	64.8	81.6	66.4	15.2	66.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-016	1,127,258.13	1,841,970.63	617.6	944+16	-247	1	4.92	75.7	63.4	12.3	63.4	78.5	64.8	13.7	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-015	1,127,211.25	1,841,970.63	617.8	944+32	-291	1	4.92	74.5	62.9	11.6	62.9	77.3	64.2	13.1	64.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-012	1,127,022.38	1,841,900.25	617.6	944+33	-492	1	4.92	70.4	60.8	9.6	60.8	73.3	61.6	11.7	61.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-03-014	1,127,159.75	1,841,970.63	617.8	944+51	-339	1	4.92	73.4	62.3	11.1	62.3	76.2	63.5	12.7	63.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-013	1,127,099.38	1,841,970.63	617.5	944+72	-395	1	4.92	72.1	61.6	10.5	61.6	75	63.6	11.4	63.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-011	1,127,022.38	1,841,957.75	617.8	944+87	-472	1	4.92	70.7	60.8	9.9	60.8	73.6	61.8	11.8	61.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-02-010	1,127,242.88	1,842,073.88	618.5	945+18	-225	1	4.92	76.3	63.5	12.8	63.5	79.1	65.3	13.8	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-009	1,127,155.50	1,842,048.38	618.2	945+25	-316	1	4.92	73.9	62.4	11.5	62.4	76.7	63.9	12.8	63.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-010	1,127,022.38	1,842,013.13	617.7	945+39	-453	1	4.92	71	60.8	10.2	60.8	73.9	62	11.9	62.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-03-009	1,127,016.38	1,842,076.63	618.3	946+00	-436	1	4.92	71.3	60.8	10.5	60.8	74.2	62.2	12.0	62.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-015	1,127,269.50	1,842,184.00	619.3	946+12	-161	1	4.92	78.6	64.5	14.1	64.5	81.3	66.6	14.7	66.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-008	1,127,000.00	1,842,151.13	617.5	946+76	-425	1	4.92	71.4	60.6	10.8	60.6	74.3	62.2	12.1	62.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-014	1,127,219.75	1,842,307.00	619	947+44	-164	1	4.92	78.4	64.2	14.2	64.2	81	66.4	14.6	66.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-008	1,127,007.25	1,842,255.00	618.6	947+70	-381	1	4.92	72.3	61	11.3	61.0	75.1	62.8	12.3	62.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-007	1,127,013.25	1,842,313.38	618.6	948+23	-355	1	4.92	72.8	61.2	11.6	61.2	75.5	63.1	12.4	63.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-013	1,127,157.63	1,842,373.00	618.5	948+28	-199	1	4.92	77	63.4	13.6	63.4	79.7	65.6	14.1	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-006	1,127,007.25	1,842,362.88	618.6	948+71	-343	1	4.92	73.1	61.3	11.8	61.3	75.8	63.3	12.5	63.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-007	1,126,807.88	1,842,290.50	617.2	948+74	-556	1	4.92	69.2	58.8	10.4	58.8	72	60.5	11.5	60.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-005	1,127,076.75	1,842,400.38	618.1	948+82	-265	1	4.92	75	62.3	12.7	62.3	77.6	64.4	13.2	64.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-004	1,127,015.88	1,842,428.00	618.1	949+29	-312	1	4.92	73.8	61.6	12.2	61.6	76.4	63.6	12.8	63.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-02-003	1,127,009.88	1,842,474.00	618.4	949+74	-302	1	4.92	74	61.7	12.3	61.7	76.7	63.8	12.9	63.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-006	1,126,807.88	1,842,454.50	617.8	950+27	-498	1	4.92	70	59.2	10.8	59.2	72.8	61.1	11.7	61.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-02-002	1,127,017.38	1,842,537.38	618.6	950+31	-272	1	4.92	74.8	62.1	12.7	62.1	77.4	64.2	13.2	64.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	01-02-001	1,127,017.38	1,842,585.88	618.4	950+77	-255	1	4.92	75.2	62.3	12.9	62.3	77.8	64.4	13.4	64.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-012	1,127,030.63	1,842,665.00	617.5	951+46	-215	1	4.92	76.4	62.7	13.7	62.7	79	64.8	14.2	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-04-009	1,126,792.50	1,842,613.25	618.5	951+81	-456	1	4.92	70.8	59.6	11.2	59.6	73.5	61.6	11.9	61.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-05-011	1,126,688.88	1,842,637.63	617.9	952+41	-545	1	4.92	69.3	58.6	10.7	58.6	72	60.5	11.5	60.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-01-011	1,127,002.88	1,842,758.13	618.3	952+43	-208	1	4.92	76.6	62.9	13.7	62.9	79.2	65	14.2	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-005	1,126,796.75	1,842,729.88	618.4	952+89	-411	1	4.92	71.6	60.1	11.5	60.1	74.3	62.1	12.2	62.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-010	1,126,996.75	1,842,818.00	618.3	953+01	-193	1	4.92	77.2	63.2	14.0	63.2	79.7	65.2	14.5	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-004	1,126,796.75	1,842,828.13	617.5	953+81	-376	1	4.92	72.3	60.4	11.9	60.4	75	62.4	12.6	62.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-010	1,126,607.00	1,842,757.00	617.9	953+81	-579	1	4.92	68.9	58.2	10.7	58.2	71.6	60.1	11.5	60.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-01-009	1,126,996.75	1,842,904.25	618.6	953+82	-162	1	4.92	78.4	63.8	14.6	63.8	80.9	65.8	15.1	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-03-003	1,126,810.63	1,842,926.00	617.6	954+68	-329	1	4.92	73.4	61.1	12.3	61.1	76	63	13.0	63.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-008	1,126,967.13	1,842,996.38	619.3	954+78	-158	1	4.92	78.7	64	14.7	64.0	81.1	66	15.1	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-009	1,126,613.75	1,842,961.88	618.6	955+71	-501	1	4.92	70.2	59.1	11.1	59.1	72.9	61	11.9	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-03-002	1,126,771.25	1,843,052.50	618.3	956+01	-321	1	4.92	73.7	61.3	12.4	61.3	76.3	63.2	13.1	63.2	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
1	01-04-008	1,126,678.88	1,843,028.63	619.1	956+13	-416	1	4.92	71.7	60.1	11.6	60.1	74.4	62.1	12.3	62.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-05-008	1,126,598.75	1,843,105.88	619.1	957+27	-462	1	4.92	71	59.6	11.4	59.6	73.6	61.6	12.0	61.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-05-007	1,126,493.88	1,843,099.38	618.4	957+68	-561	1	4.92	69.4	58.5	10.9	58.5	72	60.4	11.6	60.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-03-001	1,126,711.13	1,843,214.38	619	957+89	-316	1	4.92	74.1	61.6	12.5	61.6	76.5	63.4	13.1	63.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-04-007	1,126,645.63	1,843,207.88	619.1	958+12	-378	1	4.92	72.7	60.7	12.0	60.7	75.1	62.6	12.5	62.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-007	1,126,780.88	1,843,293.75	619.1	958+37	-220	1	4.92	76.8	63	13.8	63.0	79	64.8	14.2	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-006	1,126,502.13	1,843,212.75	618.5	958+84	-507	1	4.92	70.3	59.1	11.2	59.1	72.8	61.1	11.7	61.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-01-006	1,126,780.88	1,843,421.38	619.2	959+58	-165	1	4.92	78.9	64.1	14.8	64.1	80.9	65.8	15.1	65.8	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
1	01-01-005	1,126,764.88	1,843,488.75	620.1	960+29	-149	1	4.92	79.7	64.7	15.0	64.7	81.6	66.4	15.2	66.4	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
1	01-05-005	1,126,421.00	1,843,327.88	618.8	960+45	-529	1	4.92	70	58.9	11.1	58.9	72.5	60.9	11.6	60.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-04-006	1,126,452.63	1,843,437.88	620.8	961+39	-449	1	4.92	71.5	60	11.5	60.0	73.8	62	11.8	62.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-004	1,126,658.88	1,843,572.50	619.6	961+58	-203	1	4.92	77.5	63.5	14.0	63.5	79.5	65.3	14.2	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-04-005	1,126,452.63	1,843,515.50	620.5	962+15	-411	1	4.92	72.2	60.4	11.8	60.4	74.5	62.5	12.0	62.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-003	1,126,646.88	1,843,628.00	620.7	962+16	-186	1	4.92	78.1	63.9	14.2	63.9	80.1	65.9	14.2	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-004	1,126,320.38	1,843,474.38	620.6	962+51	-546	1	4.92	69.9	58.8	11.1	58.8	72.2	60.9	11.3	60.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-04-004	1,126,445.13	1,843,569.00	620.4	962+71	-390	1	4.92	72.6	60.7	11.9	60.7	74.9	62.8	12.1	62.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-01-002	1,126,621.88	1,843,689.50	621	962+84	-176	1	4.92	78.5	64	14.5	64.0	80.4	66.2	14.2	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-04-003	1,126,445.13	1,843,615.88	620.4	963+16	-366	1	4.92	73.1	61	12.1	61.0	75.3	63.1	12.2	63.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-01-001	1,126,615.38	1,843,735.00	620.6	963+29	-158	1	4.92	79.2	64.3	14.9	64.3	81.2	66.6	14.6	66.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-003	1,126,311.38	1,843,570.38	621.9	963+51	-503	1	4.92	70.5	59.4	11.1	59.4	72.9	61.5	11.4	61.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	01-04-002	1,126,445.13	1,843,662.38	620.5	963+59	-341	1	4.92	73.7	61.3	12.4	61.3	75.9	63.5	12.4	63.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-04-001	1,126,440.13	1,843,756.88	620.6	964+49	-294	1	4.92	74.8	62	12.8	62.0	76.9	64.2	12.7	64.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	01-05-002	1,126,289.00	1,843,680.75	621.7	964+71	-462	1	4.92	71.2	59.9	11.3	59.9	73.6	62	11.6	62.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-05-001	1,126,289.00	1,843,739.50	621.4	965+26	-429	1	4.92	71.8	60.3	11.5	60.3	74.1	62.4	11.7	62.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	01-06-001	1,126,136.75	1,843,717.25	622.6	966+07	-566	1	4.92	69.5	58.7	10.8	58.7	71.9	60.8	11.1	60.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-02-007 MFR 1st	1,126,076.25	1,844,183.13	624.3	970+58	-318	4	4.92	73.9	61.8	12.1	61.8	76.3	63.9	12.4	63.9	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-02-007 MFR 2nd	1,126,076.25	1,844,183.13	624.3	970+58	-318	4	14.92	75.2	63.3	11.9	63.3	77.3	65.9	11.4	65.9	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-02-007 MFR 3rd	1,126,076.25	1,844,183.13	624.3	970+58	-318	4	24.92	75.9	64.5	11.4	64.5	77.7	68.3	9.4	68.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-03-008 MFR 1st	1,125,957.25	1,844,179.13	624.4	971+45	-407	4	4.92	72	60.6	11.4	60.6	74.5	62.6	11.9	62.6	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
1	04-03-008 MFR 2nd	1,125,957.25	1,844,179.13	624.4	971+45	-407	4	14.92	73.6	62	11.6	62.0	75.8	64.4	11.4	64.4	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-03-008 MFR 3rd	1,125,957.25	1,844,179.13	624.4	971+45	-407	4	24.92	74.1	63	11.1	63.0	76	66	10.0	66.0	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-04-010 MFR 1st	1,125,856.25	1,844,177.75	624.3	972+24	-480	4	4.92	70.6	59.6	11.0	59.6	73.2	61.6	11.6	61.6	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	04-04-010 MFR 2nd	1,125,856.25	1,844,177.75	624.3	972+24	-480	4	14.92	72.5	61.1	11.4	61.1	74.7	63.4	11.3	63.4	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
1	04-04-010 MFR 3rd	1,125,856.25	1,844,177.75	624.3	972+24	-480	4	24.92	72.9	62	10.9	62.0	75	64.6	10.4	64.6	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-01-008 MFR 1st	1,126,050.13	1,844,424.25	624.1	972+62	-168	4	4.92	78.4	64.1	14.3	64.1	80.7	66.3	14.4	66.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-01-008 MFR 2nd	1,126,050.13	1,844,424.25	624.1	972+62	-168	4	14.92	79.5	65.4	14.1	65.4	81.3	68.2	13.1	68.2	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	R 4-1 [04-01 008 MFR 3rd] new	1,126,050.13	1,844,424.25	624.1	972+62	-168	4	24.92	79.7	69	10.7	69.0	81.5	74.1	7.4	74.1	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-02-006 MFR 1st fl	1,125,955.75	1,844,424.38	624.1	973+32	-233	4	4.92	76.1	62.8	13.3	62.8	78.5	64.9	13.6	64.9	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-02-006 MFR 2nd fl	1,125,955.75	1,844,424.38	624.1	973+32	-233	4	14.92	77.3	64.3	13.0	64.3	79.2	66.8	12.4	66.8	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-02-006 MFR 3rd fl	1,125,955.75	1,844,424.38	624.1	973+32	-233	4	24.92	77.8	65.7	12.1	65.7	79.5	69.7	9.8	69.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-04-009 SFR	1,125,727.88	1,844,254.75	624.1	973+79	-514	1	4.92	69.9	59.1	10.8	59.1	72.6	61	11.6	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-03-007 MFR 1st	1,125,849.88	1,844,416.00	624.5	974+03	-313	4	4.92	73.9	61.7	12.2	61.7	76.4	63.6	12.8	63.6	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-03-007 MFR 2nd	1,125,849.88	1,844,416.00	624.5	974+03	-313	4	14.92	75.2	63.1	12.1	63.1	77.3	65.3	12.0	65.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-03-007 MFR 3rd	1,125,849.88	1,844,416.00	624.5	974+03	-313	4	24.92	75.9	64.1	11.8	64.1	77.7	66.8	10.9	66.8	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-04-008 SFR	1,125,653.00	1,844,254.75	624.1	974+33	-565	1	4.92	69.1	58.5	10.6	58.5	71.7	60.3	11.4	60.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-03-006 SFR	1,125,697.88	1,844,413.50	624.5	975+11	-420	1	4.92	71.6	60.1	11.5	60.1	74.2	62	12.2	62.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-01-007 MFR 1st fl	1,125,813.00	1,844,612.38	624.8	975+65	-196	4	4.92	77.2	63.2	14.0	63.2	79.7	65.2	14.5	65.2	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-01-007 MFR 2nd fl	1,125,813.00	1,844,612.38	624.8	975+65	-196	4	14.92	78.3	64.4	13.9	64.4	80.3	66.7	13.6	66.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-01-007 MFR 3rd fl	1,125,813.00	1,844,612.38	624.8	975+65	-196	4	24.92	78.7	66.4	12.3	66.4	80.5	69.5	11.0	69.5	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	04-04-007 SFR	1,125,534.63	1,844,363.63	624.2	975+94	-569	1	4.92	69	58.4	10.6	58.4	71.6	60.2	11.4	60.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-02-005 SFR	1,125,691.88	1,844,576.50	625.8	976+28	-306	1	4.92	74	61.6	12.4	61.6	76.6	63.5	13.1	63.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-03-005 SFR	1,125,581.38	1,844,582.00	626.5	977+11	-379	1	4.92	72.4	60.6	11.8	60.6	75	62.5	12.5	62.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-04-006 SFR	1,125,441.25	1,844,549.25	626.5	977+90	-499	1	4.92	70	59.2	10.8	59.2	72.8	61	11.8	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-04-005 SFR	1,125,433.25	1,844,635.63	627.2	978+55	-442	1	4.92	71.1	59.8	11.3	59.8	73.8	61.6	12.2	61.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-01-006 MFR 1st fl	1,125,513.88	1,844,786.13	627.1	979+01	-278	8	4.92	74.6	61.8	12.8	61.8	77.3	63.7	13.6	63.7	1	8	$30,000	$5,000	$0	$0	$35,000	$280,000	$280,000
1	04-01-006 MFR 2nd fl	1,125,513.88	1,844,786.13	627.1	979+01	-278	8	14.92	75.8	63.2	12.6	63.2	78.1	65.2	12.9	65.2	1	8	$30,000	$5,000	$0	$0	$35,000	$280,000	$280,000
1	04-01-006 MFR 3rd fl	1,125,513.88	1,844,786.13	627.1	979+01	-278	8	24.92	76.5	64	12.5	64.0	78.4	66.3	12.1	66.3	1	8	$30,000	$5,000	$0	$0	$35,000	$280,000	$280,000
1	04-03-004 SFR	1,125,427.63	1,844,735.13	627.4	979+28	-374	1	4.92	72.4	60.6	11.8	60.6	75.1	62.4	12.7	62.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	04-02-004 SFR	1,125,423.63	1,844,821.63	628.3	979+91	-315	1	4.92	73.7	61.3	12.4	61.3	76.4	63.2	13.2	63.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-03-003 SFR	1,125,270.75	1,844,816.13	629.4	980+98	-424	1	4.92	71.3	60.1	11.2	60.1	74.1	61.8	12.3	61.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-04-004 SFR	1,125,162.50	1,844,739.88	629.5	981+23	-554	1	4.92	68.9	58.9	10.0	58.9	71.8	60.4	11.4	60.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-01-005 SFR	1,125,372.25	1,845,019.50	629.2	981+65	-207	1	4.92	76.2	62.6	13.6	62.6	78.6	64.5	14.1	64.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-04-003 SFR	1,125,075.63	1,844,800.88	630.9	982+28	-570	1	4.92	68.6	59.1	9.5	59.1	71.5	60.4	11.1	60.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	04-02-003 SFR	1,125,241.25	1,845,007.75	631.7	982+51	-306	1	4.92	73.8	61.6	12.2	61.6	76.5	63.3	13.2	63.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-01-004 SFR	1,125,234.00	1,845,126.38	632.4	983+39	-226	1	4.92	75.4	62.6	12.8	62.6	78.6	64.3	14.3	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-03-002 SFR	1,125,135.63	1,845,039.38	632.6	983+50	-357	1	4.92	72.5	61.3	11.2	61.3	74.9	62.7	12.2	62.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-01-003 SFR	1,125,155.00	1,845,260.25	631.6	984+88	-184	1	4.92	73.5	62.9	10.6	62.9	75.3	64.6	10.7	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-04-002 MFR 1st fl	1,124,929.38	1,845,135.75	631.5	985+65	-430	3	4.92	69.4	62.4	7.0	62.4	71.8	62.7	9.1	62.7	1	3	$30,000	$1,000	$0	$0	$31,000	$93,000	$93,000
1	04-04-002 MFR 2nd fl	1,124,929.38	1,845,135.75	631.5	985+65	-430	3	14.92	72.9	63.5	9.4	63.5	75.3	63.6	11.7	63.6	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	04-04-002 MFR 3rd fl	1,124,929.38	1,845,135.75	631.5	985+65	-430	3	24.92	73.5	64.2	9.3	64.2	75.8	64.3	11.5	64.3	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	04-02-002 SFR	1,125,030.13	1,845,259.63	630.4	985+78	-270	1	4.92	71.3	62.5	8.8	62.5	73.2	63.3	9.9	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-04-001 MFR 1st fl	1,124,929.38	1,845,234.00	631.6	986+33	-359	3	4.92	70.1	63	7.1	63.0	72	63.2	8.8	63.2	1	3	$30,000	$1,000	$0	$0	$31,000	$93,000	$93,000
1	04-04-001 MFR 2nd fl	1,124,929.38	1,845,234.00	631.6	986+33	-359	3	14.92	74.1	64.2	9.9	64.2	76.5	64.2	12.3	64.2	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	04-04-001 MFR 3rd fl	1,124,929.38	1,845,234.00	631.6	986+33	-359	3	24.92	74.8	65	9.8	65.0	77	64.8	12.2	64.8	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	04-01-002 Duplex	1,125,010.38	1,845,437.75	630.5	987+16	-155	2	4.92	71.8	63.5	8.3	63.5	74.1	64.3	9.8	64.3	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
1	04-03-001 MFR 1st fl	1,124,924.13	1,845,383.25	631.4	987+40	-255	1	4.92	71.3	64	7.3	64.0	73.3	63.9	9.4	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-03-001 MFR 2nd fl	1,124,924.13	1,845,383.25	631.4	987+40	-255	1	14.92	76.4	65.3	11.1	65.3	78.8	64.7	14.1	64.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-03-001 MFR 3rd fl	1,124,924.13	1,845,383.25	631.4	987+40	-255	1	24.92	77.1	66.6	10.5	66.6	79.2	65.5	13.7	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	R 3-1 Martin Park	1,126,438.38	1,843,929.13	619.57	96601.17	-197.56	8	4.92	77.5	63.3	14.2	63.3	79.6	65.5	14.1	65.5	1	8	$30,000	$5,000	$0	$0	$35,000	$280,000	$280,000
1	R 5-1 church	1,124,997.88	1,845,012.00	631.46	98430.05	-471.6	1	4.92	69.5	61	8.5	61.0	72	61.8	10.2	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	R 6-1 Pocket Park	1,124,838.50	1,845,625.25	631.16	98969.34	-138.96	1	4.92	71.4	67	4.4	67.0	72.9	65.2	7.7	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	R 8B-1 office	1,124,715.75	1,845,447.50	631.82	98935.04	-352.24	1	4.92	69.9	65.8	4.1	65.8	72	65.8	6.2	65.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	R 10-1 Pillars Social Services	1,124,596.00	1,845,866.50	634.87	99311.34	-132.47	1	4.92	72.3	66.1	6.2	66.1	73.8	64.8	9	64.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R* x *H*	$30,000	$	$	$	*T* + *U* + *V* + *W*	*X* x *S*	*Y* x *R*
1	R 16-1 Prairie View Park	1,123,324.50	1,846,952.75	631.46	100981	-227.5	5	4.92	76.1	64.9	11.2	64.9	78.2	65.5	12.7	65.5	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
1	8A-02-005 SFR	1,124,725.13	1,845,203.00	631.5	987+59	-522	1	4.92	68.3	63.7	4.6	63.7	70	63.7	6.3	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	04-02-001 MFR 1st fl	1,124,920.50	1,845,439.75	631.8	987+82	-216	1	4.92	71.9	64.5	7.4	64.5	73.8	64.3	9.5	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-02-001 MFR 2nd fl	1,124,920.50	1,845,439.75	631.8	987+82	-216	1	14.92	77.5	65.8	11.7	65.8	79.8	64.9	14.9	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-02-001 MFR 3rd fl	1,124,920.50	1,845,439.75	631.8	987+82	-216	1	24.92	78.1	67.6	10.5	67.6	80.2	65.9	14.3	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	8A-02-004 townhouses	1,124,753.63	1,845,316.38	629.5	988+17	-421	6	4.92	69.3	66.2	3.1	66.2	71	66.2	4.8	66.2	1	6	$30,000	$1,000	$0	$0	$31,000	$186,000	$186,000
1	04-01-001 MFR 1st fl	1,124,913.25	1,845,500.88	631.5	988+29	-177	1	4.92	71.8	64.9	6.9	64.9	73.9	64.6	9.3	64.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	04-01-001 MFR 2nd fl	1,124,913.25	1,845,500.88	631.5	988+29	-177	1	14.92	78.3	66.2	12.1	66.2	78.8	65.1	13.7	65.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	04-01-001 MFR 3rd fl	1,124,913.25	1,845,500.88	631.5	988+29	-177	1	24.92	79.2	69.2	10.0	69.2	81.4	66.3	15.1	66.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	8A-02-003 SFR	1,124,578.63	1,845,340.50	633.9	989+60	-524	1	4.92	68.1	62.9	5.2	62.9	70.3	61.6	8.7	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	8A-02-002 SFR	1,124,578.63	1,845,515.38	636.5	990+81	-398	1	4.92	69.9	65.2	4.7	65.2	72.1	62.9	9.2	62.9	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
1	8A-02-001 SFR	1,124,578.63	1,845,584.50	637.4	991+29	-348	1	4.92	70.7	66.3	4.4	66.3	72.8	63.7	9.1	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	8A-02-006 SFR	1,124,379.63	1,845,471.75	636.7	991+95	-567	1	4.92	68.1	62.6	5.5	62.6	70.9	61.4	9.5	61.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
1	8A-01-001 MFR 1st fl	1,124,578.63	1,845,699.00	635.4	992+08	-265	3	4.92	71.8	68.1	3.7	68.1	74	67.6	6.4	67.6	1	3	$30,000	$2,000	$0	$0	$32,000	$96,000	$96,000
1	8A-01-001 MFR 2nd fl	1,124,578.63	1,845,699.00	635.4	992+08	-265	3	14.92	76.4	69.4	7.0	69.4	78.6	68.1	10.5	68.1	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	R 8A [8A-01-001 MFR 3rd fl] new	1,124,578.63	1,845,699.00	635.4	992+08	-265	3	24.92	77.1	71.2	5.9	71.2	79	68.4	10.6	68.4	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
1	11-01-003 MFR 1st	1,124,022.88	1,845,937.25	629.3	997+74	-478	12	4.92	67.2	61.5	5.7	61.5	70.6	62.6	8.0	62.6	1	12	$30,000	$0	$0	$0	$30,000	$360,000	$360,000
1	11-01-003 MFR 2nd	1,124,022.88	1,845,937.25	629.3	997+74	-478	12	14.92	71.5	62.9	8.6	62.9	74.5	63.3	11.2	63.3	1	12	$30,000	$2,000	$0	$0	$32,000	$384,000	$384,000
1	11-01-003 MFR 3rd	1,124,022.88	1,845,937.25	629.3	997+74	-478	12	24.92	72.7	63.7	9.0	63.7	75.1	63.9	11.2	63.9	1	12	$30,000	$5,000	$0	$0	$35,000	$420,000	$420,000
1	11-01-003 MFR 4th	1,124,022.88	1,845,937.25	629.3	997+74	-478	12	34.92	73.3	65	8.3	65.0	75.4	64.7	10.7	64.7	1	12	$30,000	$5,000	$0	$0	$35,000	$420,000	$420,000
1	11-01-002 MFR 1st fl	1,123,930.88	1,845,896.75	626.6	998+13	-571	4	4.92	65.7	60.6	5.1	60.6	69.3	62.1	7.2	62.1	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000
1	11-01-002 MFR 2nd fl	1,123,930.88	1,845,896.75	626.6	998+13	-571	4	14.92	69.6	62.1	7.5	62.1	73.1	62.8	10.3	62.8	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
1	11-01-002 MFR 3rd fl	1,123,930.88	1,845,896.75	626.6	998+13	-571	4	24.92	71.4	62.8	8.6	62.8	73.9	63.3	10.6	63.3	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
1	11-01-001 MFR 1st fl	1,123,957.38	1,846,002.25	627.7	998+66	-476	4	4.92	67	60.9	6.1	60.9	70.5	62.3	8.2	62.3	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000
1	11-01-001 MFR 2nd fl	1,123,957.38	1,846,002.25	627.7	998+66	-476	4	14.92	71.4	62.5	8.9	62.5	74.5	63.1	11.4	63.1	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	R 11-1 [11-01-001 MFR 3rd fl] new	1,123,957.38	1,846,002.25	627.7	998+66	-476	4	24.92	72.7	63.3	9.4	63.3	75.1	63.7	11.4	63.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
1	17-07-009	1,123,153.25	1,846,664.63	625.5	1009+05	-554	1	4.92	68.7	59.3	9.4	59.3	71.7	61.2	10.5	61.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-06-009	1,123,158.38	1,846,750.13	626.8	1009+61	-489	1	4.92	69.9	60.2	9.7	60.2	72.4	61.9	10.5	61.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-04-013	1,123,153.00	1,846,816.50	627.7	1010+12	-444	1	4.92	70.8	60.9	9.9	60.9	72.9	62.4	10.5	62.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-03-016	1,123,156.25	1,846,923.25	627.3	1010+91	-364	1	4.92	72.4	61.9	10.5	61.9	73.6	63.1	10.5	63.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-07-008	1,123,003.00	1,846,796.63	629.8	1011+24	-561	1	4.92	68.8	59.5	9.3	59.5	71.2	61.3	9.9	61.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-07-007	1,122,976.88	1,846,873.75	631.2	1012+06	-520	1	4.92	69.5	60	9.5	60.0	71.8	61.7	10.1	61.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-01-011	1,123,154.75	1,847,162.38	633.9	1012+62	-185	1	4.92	77.7	65.8	11.9	65.8	79.7	66.4	13.3	66.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-008	1,122,939.00	1,846,930.75	634.3	1012+82	-501	1	4.92	70	60.5	9.5	60.5	72.3	62.1	10.2	62.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-07-006	1,122,851.63	1,846,873.75	636.2	1013+19	-600	1	4.92	68.5	59.3	9.2	59.3	71	61.1	9.9	61.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-07-005	1,122,851.63	1,846,949.25	638.5	1013+74	-541	1	4.92	69.4	60.2	9.2	60.2	72.1	61.8	10.3	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-04-012	1,122,930.75	1,847,142.00	632.9	1014+36	-340	1	4.92	73	62.4	10.6	62.4	75.2	63.6	11.6	63.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-015	1,122,975.38	1,847,219.50	629.4	1014+47	-251	1	4.92	75.2	63.3	11.9	63.3	77.1	64.3	12.8	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-013	1,122,983.63	1,847,291.38	630.3	1014+84	-189	1	4.92	77.4	64.5	12.9	64.5	79.7	65.5	14.2	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-007	1,122,832.88	1,847,112.25	640.7	1014+96	-423	1	4.92	71.5	62	9.5	62.0	74.1	63.3	10.8	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-05-010	1,122,787.13	1,847,219.88	634.7	1015+98	-365	1	4.92	72.5	61.9	10.6	61.9	74.9	63.1	11.8	63.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-01-010	1,122,893.38	1,847,374.00	626.7	1016+06	-178	1	4.92	77.2	63.7	13.5	63.7	79.3	64.9	14.4	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-04-011	1,122,799.50	1,847,283.25	627.8	1016+26	-307	1	4.92	73	61.9	11.1	61.9	74.8	63	11.8	63.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-07-004	1,122,625.63	1,847,139.63	639.5	1016+78	-526	1	4.92	69.5	59.9	9.6	59.9	72	61.4	10.6	61.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-03-014	1,122,792.38	1,847,372.88	628.4	1016+86	-240	1	4.92	74.9	62.9	12.0	62.9	77	63.9	13.1	63.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-012	1,122,801.25	1,847,436.00	630	1017+17	-184	1	4.92	77.4	64.1	13.3	64.1	79.7	65.1	14.6	65.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-006	1,122,553.63	1,847,202.63	639	1017+73	-520	1	4.92	69.5	59.8	9.7	59.8	71.9	61.2	10.7	61.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-05-009	1,122,585.25	1,847,250.88	636.8	1017+77	-462	1	4.92	70.3	60.4	9.9	60.4	72.6	61.7	10.9	61.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-04-010	1,122,646.38	1,847,359.75	631.1	1017+94	-339	1	4.92	72	61.6	10.4	61.6	74	62.7	11.3	62.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-01-009	1,122,746.00	1,847,538.75	631.5	1018+23	-136	1	4.92	80	65.1	14.9	65.1	82.2	66.1	16.1	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-005	1,122,470.00	1,847,192.25	638.6	1018+34	-579	1	4.92	68.4	59	9.4	59.0	70.5	60.5	10.0	60.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-03-013	1,122,640.25	1,847,505.50	630.2	1018+85	-226	1	4.92	74.6	63.1	11.5	63.1	76.6	64	12.6	64.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-008	1,122,479.13	1,847,303.00	637.2	1018+88	-485	1	4.92	69.7	60	9.7	60.0	71.8	61.3	10.5	61.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-02-011	1,122,634.50	1,847,557.25	631.1	1019+20	-189	1	4.92	76.6	63.8	12.8	63.8	78.4	64.7	13.7	64.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-04-009	1,122,494.00	1,847,427.75	630.1	1019+47	-378	1	4.92	70.1	60.8	9.3	60.8	71.8	61.8	10.0	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-03-012	1,122,487.63	1,847,505.50	628.5	1019+96	-322	1	4.92	70.5	61.3	9.2	61.3	72.3	62.3	10.0	62.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-07-003	1,122,302.25	1,847,314.00	633.3	1020+15	-587	1	4.92	66.9	58.3	8.6	58.3	68.5	59.7	8.8	59.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-03-011	1,122,479.63	1,847,568.50	628.6	1020+39	-278	1	4.92	71.2	61.9	9.3	61.9	73.4	62.7	10.7	62.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-01-008	1,122,559.38	1,847,677.00	631.7	1020+48	-144	1	4.92	78.8	64.5	14.3	64.5	80.4	65.3	15.1	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-007	1,122,306.13	1,847,492.13	631.5	1021+14	-449	1	4.92	68.4	59.8	8.6	59.8	70	60.8	9.2	60.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-02-010	1,122,448.38	1,847,662.50	629.6	1021+19	-227	1	4.92	72	62.7	9.3	62.7	74.7	63.3	11.4	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-06-004	1,122,229.25	1,847,423.25	631.8	1021+25	-552	1	4.92	66.8	58.7	8.1	58.7	68.5	59.8	8.7	59.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-07-002	1,122,167.25	1,847,415.13	632.3	1021+61	-599	1	4.92	66.2	58.1	8.1	58.1	67.9	59.4	8.5	59.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-01-007	1,122,433.25	1,847,744.00	636.5	1021+81	-177	1	4.92	77.9	64.9	13.0	64.9	80.2	65.5	14.7	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-07-001	1,122,144.75	1,847,474.38	637.9	1022+10	-570	1	4.92	67.5	58.8	8.7	58.8	69	60.1	8.9	60.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-04-008	1,122,214.00	1,847,576.13	637.3	1022+26	-448	1	4.92	69.6	60.3	9.3	60.3	71.2	61.3	9.9	61.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-03-010	1,122,244.75	1,847,620.00	638.7	1022+32	-395	1	4.92	71.4	61.3	10.1	61.3	73.6	62.1	11.5	62.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-06-003	1,122,159.50	1,847,541.38	641.5	1022+40	-511	1	4.92	69.4	59.8	9.6	59.8	71.9	60.9	11.0	60.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-05-006	1,122,153.88	1,847,647.75	644.1	1023+09	-438	1	4.92	70.9	61.2	9.7	61.2	73.6	62.1	11.5	62.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-02-009	1,122,294.63	1,847,810.88	640.9	1023+21	-223	1	4.92	76.2	64.7	11.5	64.7	78.7	65.2	13.5	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-009	1,122,207.63	1,847,729.75	642.8	1023+26	-342	1	4.92	73	62.7	10.3	62.7	75.5	63.3	12.2	63.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-04-007	1,122,137.63	1,847,711.38	644.3	1023+59	-404	1	4.92	71.6	61.8	9.8	61.8	74.3	62.6	11.7	62.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-01-006	1,122,272.00	1,847,900.25	641.5	1023+96	-175	1	4.92	77.9	66.1	11.8	66.1	80.4	66.7	13.7	66.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-008	1,122,139.00	1,847,783.75	643.4	1024+07	-352	1	4.92	72.8	62.6	10.2	62.6	75.4	63.2	12.2	63.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-002	1,121,942.63	1,847,647.13	647.4	1024+48	-588	1	4.92	68.7	59.5	9.2	59.5	71.3	60.9	10.4	60.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-02-008	1,122,126.00	1,847,877.75	643.8	1024+83	-295	1	4.92	74.3	63.8	10.5	63.8	76.8	64.7	12.1	64.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
1	17-05-005	1,121,951.13	1,847,737.63	649	1025+06	-518	1	4.92	69.8	60.7	9.1	60.7	72.5	61.9	10.6	61.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-04-006	1,121,949.25	1,847,833.88	651.5	1025+76	-452	1	4.92	71.1	62.1	9.0	62.1	73.8	63.3	10.5	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-03-007	1,121,941.13	1,847,952.63	646.7	1026+66	-374	1	4.92	72.7	62.8	9.9	62.8	75.3	64	11.3	64.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-006	1,121,846.00	1,848,033.50	642.7	1027+92	-385	1	4.92	72.4	62.2	10.2	62.2	75.1	63.6	11.5	63.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-007	1,121,921.38	1,848,141.88	638.8	1028+17	-255	1	4.92	75.5	63.8	11.7	63.8	78.1	65.2	12.9	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-06-001	1,121,707.38	1,847,938.25	647.5	1028+27	-550	1	4.92	69.6	60.5	9.1	60.5	72.3	62.2	10.1	62.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-02-006	1,121,841.00	1,848,236.63	639	1029+50	-242	1	4.92	75.9	64	11.9	64.0	78.6	65.6	13.0	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-004	1,121,673.38	1,848,060.88	648.1	1029+54	-485	1	4.92	70.7	61.6	9.1	61.6	73.5	63.4	10.1	63.4	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
1	17-04-005	1,121,677.50	1,848,137.63	648	1030+09	-425	1	4.92	71.9	62.4	9.5	62.4	74.7	64.3	10.4	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-03-005	1,121,677.50	1,848,218.00	648.3	1030+68	-365	1	4.92	73.1	63.5	9.6	63.5	75.9	65.4	10.5	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-003	1,121,506.63	1,848,115.63	647.2	1031+41	-554	1	4.92	69.7	60.9	8.8	60.9	72.5	63.1	9.4	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-01-005	1,121,722.25	1,848,447.50	636.4	1031+90	-160	1	4.92	78.5	64.9	13.6	64.9	81.4	67.4	14.0	67.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-004	1,121,625.13	1,848,404.50	639.7	1032+42	-255	1	4.92	75.4	63.8	11.6	63.8	78.4	66.2	12.2	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-04-004	1,121,484.50	1,848,268.75	645.2	1032+71	-448	1	4.92	71.4	62.1	9.3	62.1	74.3	64.4	9.9	64.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-02-005	1,121,612.63	1,848,468.75	636.2	1032+94	-212	1	4.92	76.6	63.9	12.7	63.9	79.6	66.3	13.3	66.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-004	1,121,532.50	1,848,463.63	636.5	1033+59	-264	1	4.92	74.9	63	11.9	63.0	78	65.3	12.7	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-003	1,121,436.13	1,848,421.63	638	1034+17	-355	1	4.92	72.8	62.2	10.6	62.2	75.9	64.6	11.3	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-01-004	1,121,529.13	1,848,551.25	634.2	1034+17	-195	1	4.92	77.1	63.6	13.5	63.6	80.1	65.5	14.6	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-01-003	1,121,430.88	1,848,551.25	634.1	1035+03	-252	1	4.92	75.2	62.8	12.4	62.8	78.3	65.3	13.0	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-03-003	1,121,268.25	1,848,478.00	634.7	1036+06	-403	1	4.92	71.6	61.7	9.9	61.7	74.9	64.2	10.7	64.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-04-003	1,121,209.75	1,848,434.25	634.8	1036+36	-471	1	4.92	70.4	61.8	8.6	61.8	73.5	64.3	9.2	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-02-002	1,121,271.38	1,848,554.25	634	1036+49	-337	1	4.92	73	62	11.0	62.0	76.3	64.6	11.7	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-002	1,121,111.88	1,848,417.00	632.4	1037+21	-537	1	4.92	69.2	61.4	7.8	61.4	72.3	64.3	8.0	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-01-002	1,121,223.13	1,848,656.75	632.6	1037+52	-274	1	4.92	74.7	62.2	12.5	62.2	77.9	65.3	12.6	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-04-002	1,121,103.63	1,848,501.00	630.1	1037+79	-469	1	4.92	70.2	61.7	8.5	61.7	73.2	64.2	9.0	64.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-03-002	1,121,091.50	1,848,586.63	629.3	1038+39	-401	1	4.92	71.4	62.5	8.9	62.5	74.3	64.9	9.4	64.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
1	17-01-001	1,121,123.38	1,848,699.25	629.6	1038+68	-287	1	4.92	74.1	61.4	12.7	61.4	77	64.4	12.6	64.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-02-001	1,121,100.00	1,848,657.25	629.4	1038+68	-335	1	4.92	72.9	61.7	11.2	61.7	75.8	64.2	11.6	64.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
1	17-05-001	1,120,944.63	1,848,490.00	627.9	1039+33	-556	1	4.92	68	62.7	5.3	62.7	70.7	64.7	6.0	64.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
1	17-04-001	1,120,941.50	1,848,590.13	628.3	1039+90	-469	1	4.92	69.9	64.5	5.4	64.5	72.4	66.9	5.5	66.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
1	17-03-001	1,120,909.88	1,848,652.75	627.4	1040+52	-427	1	4.92	70.3	66.4	3.9	66.4	72.9	68.7	4.2	68.7	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
2	R 2-1 MFR 1st floor [02 01-004]	1,127,948.00	1,842,485.25	619.2	946+54	580	5	4.92	69.2			69.2	71.3	63.3	8.0	63.3	1	5	$30,000	$1,000	$0	$0	$31,000	$155,000	$155,000
2	02-01-004 2nd floor	1,127,948.00	1,842,485.25	619.2	946+54	580	5	14.92	71.2			71.2	73.7	66.6	7.1	66.6	1	5	$30,000	$2,000	$0	$0	$32,000	$160,000	$160,000
2	02-01-004 3rd floor	1,127,948.00	1,842,485.25	619.2	946+54	580	5	24.92	71.7			71.7	74	67.9	6.1	67.9	1	5	$30,000	$2,000	$0	$0	$32,000	$160,000	$160,000
2	02-01-003	1,127,914.88	1,842,577.25	619.6	947+52	581	3	4.92	69.1			69.1	71.3	63.6	7.7	63.6	1	3	$30,000	$1,000	$0	$0	$31,000	$93,000	$93,000
2	02-01-002	1,127,875.50	1,842,667.25	618.2	948+50	576	3	4.92	68.8			68.8	70	62.8	7.2	62.8	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
2	02-01-001	1,127,866.25	1,842,720.75	617.9	949+04	587	3	4.92	68.4			68.4	69.4	62.6	6.8	62.6	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
15	07-05-006 MFR 1st fl	1,126,241.75	1,845,300.50	623.3	977+31	597	2	4.92	64	61.7	2.3	61.7	69.7	62.6	7.1	62.6	1	2	$30,000	$0	$1,000	$0	$31,000	$62,000	$62,000
15	07-05-006 MFR 2nd fl	1,126,241.75	1,845,300.50	623.3	977+31	597	2	14.92	69.9	67.2	2.7	67.2	72.7	67.2	5.5	67.2	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	07-05-006 MFR 3rd fl	1,126,241.75	1,845,300.50	623.3	977+31	597	2	24.92	71	68	3.0	68.0	73.4	68.7	4.7	68.7	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	07-05-005 MFR 1st fl	1,126,182.25	1,845,300.50	623.4	977+74	556	2	4.92	64.7	62	2.7	62.0	70.5	63	7.5	63.0	1	2	$30,000	$0	$1,000	$0	$31,000	$62,000	$62,000
15	07-05-005 MFR 2nd fl	1,126,182.25	1,845,300.50	623.4	977+74	556	2	14.92	70.5	67.4	3.1	67.4	73.3	67.3	6.0	67.3	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
15	07-05-005 MFR 3rd fl	1,126,182.25	1,845,300.50	623.4	977+74	556	2	24.92	71.5	68.2	3.3	68.2	73.9	68.7	5.2	68.7	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	07-05-004 4 units	1,126,025.75	1,845,368.00	624	979+34	496	4	4.92	65.8	61.7	4.1	61.7	71.5	62.6	8.9	62.6	1	4	$30,000	$1,000	$1,000	$0	$32,000	$128,000	$128,000
15	07-05-003 MFR 1st fl	1,125,931.38	1,845,378.25	625.2	980+09	439	2	4.92	67	62.1	4.9	62.1	72.7	63	9.7	63.0	1	2	$30,000	$1,000	$1,000	$0	$32,000	$64,000	$64,000
15	07-05-003 MFR 2nd fl	1,125,931.38	1,845,378.25	625.2	980+09	439	2	14.92	72.4	66.5	5.9	66.5	75.2	67	8.2	67.0	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-05-003 MFR 3rd fl	1,125,931.38	1,845,378.25	625.2	980+09	439	2	24.92	73.3	67.3	6.0	67.3	75.6	67.7	7.9	67.7	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-05-002 MFR 1st fl	1,125,866.75	1,845,378.25	625.3	980+56	394	2	4.92	68.1	62.5	5.6	62.5	73.4	63.2	10.2	63.2	1	2	$30,000	$2,000	$1,000	$0	$33,000	$66,000	$66,000
15	07-05-002 MFR 2nd fl	1,125,866.75	1,845,378.25	625.3	980+56	394	2	14.92	73.1	66.4	6.7	66.4	75.9	66.9	9.0	66.9	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-05-002 MFR 3rd fl	1,125,866.75	1,845,378.25	625.3	980+56	394	2	24.92	74.1	67.2	6.9	67.2	76.3	67.6	8.7	67.6	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-04-003 MFR 1st fl	1,125,820.38	1,845,375.00	625	980+87	359	2	4.92	68.9	62.7	6.2	62.7	73.5	63.4	10.1	63.4	1	2	$30,000	$2,000	$1,000	$0	$33,000	$66,000	$66,000
15	07-04-003 MFR 2nd fl	1,125,820.38	1,845,375.00	625	980+87	359	2	14.92	73.7	66.3	7.4	66.3	76.5	66.8	9.7	66.8	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-04-003 MFR 3rd fl	1,125,820.38	1,845,375.00	625	980+87	359	2	24.92	74.8	67.2	7.6	67.2	76.9	67.5	9.4	67.5	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-03-002 MFR 1st fl	1,125,747.88	1,845,374.13	625.7	981+39	309	2	4.92	70.2	63.1	7.1	63.1	73.5	64	9.5	64.0	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	07-03-002 MFR 2nd fl	1,125,747.88	1,845,374.13	625.7	981+39	309	2	14.92	74.8	66.2	8.6	66.2	77.5	66.7	10.8	66.7	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-03-002 MFR 3rd fl / new 7-1	1,125,747.88	1,845,374.13	625.7	981+39	309	2	24.92	76	67.1	8.9	67.1	78	67.5	10.5	67.5	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
15	07-02-003 MFR 1st fl	1,125,699.75	1,845,432.75	626.8	982+14	318	4	4.92	70.1	63	7.1	63.0	73.2	63.9	9.3	63.9	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
15	07-02-003 MFR 2nd fl	1,125,699.75	1,845,432.75	626.8	982+14	318	4	14.92	74.6	65.6	9.0	65.6	77.4	66.2	11.2	66.2	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
15	07-02-003 MFR 3rd fl	1,125,699.75	1,845,432.75	626.8	982+14	318	4	24.92	75.8	66.5	9.3	66.5	77.8	67	10.8	67.0	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
15	07-01-003 townhouses	1,125,559.00	1,845,439.75	630.4	983+21	225	5	4.92	73.7	63.7	10.0	63.7	75.7	64.8	10.9	64.8	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
15	07-05-001 SFR	1,125,774.88	1,845,717.00	627.1	983+57	575	1	4.92	65	59.5	5.5	59.5	69	61.2	7.8	61.2	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
15	07-04-002 SFR	1,125,670.00	1,845,630.38	628.2	983+72	440	1	4.92	67.7	61.2	6.5	61.2	70.9	62.5	8.4	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	07-02-002 townhouses	1,125,559.00	1,845,536.75	629.4	983+88	295	6	4.92	71.1	62.6	8.5	62.6	73.5	63.6	9.9	63.6	1	6	$30,000	$2,000	$0	$0	$32,000	$192,000	$192,000
15	07-01-002 townhouses	1,125,434.00	1,845,536.75	628.7	984+78	209	3	4.92	73.3	62.7	10.6	62.7	74.4	64.2	10.2	64.2	1	3	$30,000	$2,000	$0	$0	$32,000	$96,000	$96,000
15	07-04-001 SFR	1,125,583.50	1,845,701.25	630.2	984+84	431	1	4.92	68.2	61.6	6.6	61.6	71	63	8.0	63.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	07-03-001 SFR	1,125,493.50	1,845,654.88	630.4	985+17	335	1	4.92	70.3	61.8	8.5	61.8	72.5	62.9	9.6	62.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	09-04-006	1,125,551.00	1,845,905.25	629.4	986+48	556	1	4.92	66.4	60.2	6.2	60.2	68.8	61.5	7.3	61.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	07-02-001 SFR	1,125,325.63	1,845,713.50	631.2	986+79	262	1	4.92	72.7	61.7	11.0	61.7	73.5	65.2	8.3	65.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
15	09-03-005	1,125,446.63	1,845,871.75	628.9	987+01	460	1	4.92	67.6	61.1	6.5	61.1	69.8	62.3	7.5	62.3	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	07-01-001 SFR	1,125,208.50	1,845,712.63	628.9	987+63	180	1	4.92	71.9	62	9.9	62.0	73.7	63.9	9.8	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	09-04-005	1,125,448.13	1,845,975.63	629.5	987+71	536	1	4.92	66.6	59.4	7.2	59.4	69.1	61.6	7.5	61.6	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-05-006	1,125,446.50	1,846,021.25	629.8	988+04	568	1	4.92	66.3	59.1	7.2	59.1	68.7	60.8	7.9	60.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	09-03-004	1,125,371.75	1,845,966.75	630.3	988+20	477	1	4.92	67.6	59.9	7.7	59.9	69.9	61.5	8.4	61.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-01-005	1,125,222.88	1,845,834.88	629.5	988+37	278	1	4.92	71.5	61	10.5	61.0	72.7	65.2	7.5	65.2	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-04-004	1,125,370.13	1,846,006.88	630.4	988+49	504	1	4.92	67.2	59.6	7.6	59.6	69.6	60.9	8.7	60.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-05-005	1,125,370.75	1,846,066.25	629.7	988+90	548	1	4.92	66.4	59	7.4	59.0	68.9	60.5	8.4	60.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-06-004	1,125,360.50	1,846,123.88	628.7	989+37	582	1	4.92	65.7	58.8	6.9	58.8	68.2	60.1	8.1	60.1	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-02-002	1,125,180.88	1,845,946.88	629.6	989+45	330	1	4.92	70.6	60.4	10.2	60.4	71.9	62.1	9.8	62.1	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-03-003	1,125,124.63	1,846,015.00	629.7	990+32	340	1	4.92	70	60.1	9.9	60.1	71.8	61.9	9.9	61.9	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-01-004 / new 9-1 SFR	1,124,989.88	1,845,932.25	628.9	990+72	187	1	4.92	71.2	61.4	9.8	61.4	73.3	63.5	9.8	63.5	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
15	09-03-002	1,125,118.25	1,846,098.25	629.7	990+94	396	1	4.92	69	59.6	9.4	59.6	70.9	61.4	9.5	61.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-01-003	1,125,017.63	1,845,996.88	629.7	990+97	253	1	4.92	70.9	60.8	10.1	60.8	72.8	63.3	9.5	63.3	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-04-003	1,125,114.00	1,846,142.00	630.3	991+28	425	1	4.92	68.5	59.4	9.1	59.4	70.6	61.2	9.4	61.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-01-002	1,124,979.75	1,846,055.00	629.5	991+65	269	1	4.92	70.6	60.6	10.0	60.6	72.6	62.6	10.0	62.6	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-05-004	1,125,114.13	1,846,199.88	630.4	991+68	467	1	4.92	67.7	59.1	8.6	59.1	69.9	60.8	9.1	60.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	09-06-003	1,125,109.00	1,846,264.25	630.5	992+16	510	1	4.92	66.8	58.8	8.0	58.8	69.2	60.5	8.7	60.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-06-002	1,125,108.00	1,846,329.13	630.5	992+62	556	1	4.92	66.1	58.4	7.7	58.4	68.5	60.1	8.4	60.1	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-01-001	1,124,862.13	1,846,319.63	630.7	994+33	379	1	4.92	68.9	59.6	9.3	59.6	71.2	61.6	9.6	61.6	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
15	09-05-003	1,124,993.00	1,846,459.50	632.2	994+35	570	1	4.92	66	58.2	7.8	58.2	68.3	60	8.3	60.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	09-04-002	1,124,927.50	1,846,453.00	633	994+78	520	1	4.92	66.9	58.5	8.4	58.5	69.2	60.4	8.8	60.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-02-001	1,124,840.75	1,846,395.63	631.3	995+01	419	1	4.92	68.3	59.2	9.1	59.2	70.7	61.3	9.4	61.3	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	13-01-002 (4 units)	1,124,656.38	1,846,232.00	629.6	995+21	173	4	14.92	75.6	62.2	13.4	62.2	77.4	64.3	13.1	64.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
15	09-05-002	1,124,938.13	1,846,537.25	634.5	995+28	589	1	4.92	65.8	58.1	7.7	58.1	69	60	9.0	60.0	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-03-001	1,124,820.75	1,846,466.88	634	995+64	457	1	4.92	68.2	59.1	9.1	59.1	70.4	61.1	9.3	61.1	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-04-001	1,124,852.00	1,846,538.38	635.3	995+91	530	1	4.92	67	58.7	8.3	58.7	70.4	60.5	9.9	60.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	13-01-001 (6 units) new 13-1	1,124,598.13	1,846,310.25	630.7	996+17	189	6	14.92	76.9	62.4	14.5	62.4	80.2	64.6	15.6	64.6	1	6	$30,000	$5,000	$0	$0	$35,000	$210,000	$210,000
15	09-05-001	1,124,818.25	1,846,595.50	636.6	996+55	548	1	4.92	67.2	58.4	8.8	58.4	70.7	60.4	10.3	60.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
15	09-06-001	1,124,841.13	1,846,628.63	636.6	996+61	587	1	4.92	66.5	58.1	8.4	58.1	70.1	60.1	10.0	60.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	12-1 Fire Station	1,124,792.63	1,846,238.38	628.84	994+27	272	1	4.92	70.4	60.6	9.8	60.6	72.6	62.6	10.0	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	14-1 Player School	1,124,288.75	1,846,692.63	639.58	1001+05	252	1	4.92	75	62.7	12.3	62.7	78.2	64.9	13.3	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-07-004 MFR	1,124,622.00	1,846,786.63	641.7	999+29	550	4	4.92	68.5	58.6	9.9	58.6	71.9	60.8	11.1	60.8	1	4	$30,000	$1,000	$0	$0	$31,000	$124,000	$124,000
15	15-06-009 MFR	1,124,498.50	1,846,783.75	643.6	1000+16	463	4	4.92	70.2	59.8	10.4	59.8	73.5	62	11.5	62.0	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
15	15-05-010 SFR	1,124,412.38	1,846,778.00	644.2	1000+74	399	1	4.92	71.5	60.8	10.7	60.8	74.7	63	11.7	63.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-04-010 SFR	1,124,329.13	1,846,786.50	643.7	1001+40	347	1	4.92	72.5	61.6	10.9	61.6	75.8	63.8	12.0	63.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-03-009 SFR	1,124,257.00	1,846,783.50	642.7	1001+90	295	1	4.92	73.8	62.4	11.4	62.4	77	64.6	12.4	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-07-003 SFR	1,124,431.88	1,846,973.00	644.6	1001+95	553	1	4.92	68.4	58.8	9.6	58.8	71.7	61	10.7	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R* x *H*	$30,000	$	$	$	*T* + *U* + *V* + *W*	*X* x *S*	*Y* x *R*
15	15-06-008 SFR	1,124,314.88	1,846,935.13	642.5	1002+54	445	1	4.92	70.2	60.1	10.1	60.1	73.6	62.3	11.3	62.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-02-009 SFR	1,124,142.63	1,846,768.50	639.7	1002+63	205	1	4.92	76.4	64	12.4	64.0	79.6	66.1	13.5	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-05-009 SFR	1,124,234.00	1,846,935.38	642.3	1003+12	389	1	4.92	71.3	60.9	10.4	60.9	74.7	63.2	11.5	63.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-03-008 SFR	1,124,179.13	1,846,888.13	640.9	1003+19	317	1	4.92	73	62	11.0	62.0	76.3	64.2	12.1	64.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-07-002 SFR	1,124,303.63	1,847,112.13	638.9	1003+84	565	1	4.92	67.9	58.3	9.6	58.3	71.2	60.5	10.7	60.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-04-009 SFR	1,124,138.50	1,846,956.88	639.1	1003+96	339	1	4.92	72.4	61.5	10.9	61.5	75.7	63.7	12.0	63.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-06-007 SFR	1,124,242.88	1,847,111.25	638.7	1004+27	522	1	4.92	68.5	58.8	9.7	58.8	71.9	61	10.9	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-01-009 SFR	1,123,952.50	1,846,871.25	638.1	1004+71	148	1	4.92	78.8	65.2	13.6	65.2	81.9	67.9	14.0	67.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-02-008 SFR	1,124,010.63	1,846,943.25	631	1004+79	240	1	4.92	73.9	62.2	11.7	62.2	78.2	64.5	13.7	64.5	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
15	15-05-008 SFR	1,124,151.75	1,847,107.75	637.2	1004+91	457	1	4.92	69.6	59.6	10.0	59.6	73	61.7	11.3	61.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-01-008 SFR	1,123,901.75	1,846,930.75	629.4	1005+49	156	1	4.92	76.8	63.4	13.4	63.4	81.2	66	15.2	66.0	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
15	15-04-008 SFR	1,123,978.63	1,847,105.38	631.9	1006+14	335	1	4.92	71.9	61	10.9	61.0	75.3	63.1	12.2	63.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-03-007 SFR	1,123,881.25	1,847,105.38	628.6	1006+84	268	1	4.92	72.5	61.6	10.9	61.6	76.5	63.8	12.7	63.8	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
15	15-02-007 SFR	1,123,806.75	1,847,103.50	628.5	1007+37	215	1	4.92	74.5	62.5	12.0	62.5	78.3	64.6	13.7	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-05-007 MFR	1,123,984.38	1,847,344.88	631.5	1007+76	512	6	4.92	67.9	58.6	9.3	58.6	71	60.5	10.5	60.5	1	6	$30,000	$1,000	$0	$0	$31,000	$186,000	$186,000
15	15-01-007 SFR	1,123,724.88	1,847,121.25	629.5	1008+08	171	1	4.92	77.3	64	13.3	64.0	80.3	65.6	14.7	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-04-007 MFR	1,123,915.13	1,847,345.75	631.6	1008+26	465	6	4.92	68.7	59.3	9.4	59.3	71.7	61.1	10.6	61.1	1	6	$30,000	$1,000	$0	$0	$31,000	$186,000	$186,000
15	15-06-006 1st	1,123,950.13	1,847,440.13	632.1	1008+66	557	3	4.92	67.1	58.2	8.9	58.2	70	60.1	9.9	60.1	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
15	15-06-006 2nd	1,123,950.13	1,847,440.13	632.1	1008+66	557	3	14.92	69.7	60.7	9.0	60.7	72.4	62.2	10.2	62.2	1	3	$30,000	$1,000	$0	$0	$31,000	$93,000	$93,000
15	15-06-006 3rd	1,123,950.13	1,847,440.13	632.1	1008+66	557	3	24.92	70.8	61.6	9.2	61.6	73.2	63	10.2	63.0	1	3	$30,000	$2,000	$0	$0	$32,000	$96,000	$96,000
15	15-03-006 MFR	1,123,828.88	1,847,342.25	630.5	1008+86	403	6	4.92	69.5	60.1	9.4	60.1	72.5	61.8	10.7	61.8	1	6	$30,000	$1,000	$0	$0	$31,000	$186,000	$186,000
15	15-02-006 MFR	1,123,741.88	1,847,338.00	631.9	1009+46	339	6	4.92	70.7	61.3	9.4	61.3	73.8	62.7	11.1	62.7	1	6	$30,000	$2,000	$0	$0	$32,000	$192,000	$192,000
15	15-05-006 SFR	1,123,833.38	1,847,435.63	628.5	1009+47	473	1	4.92	67.3	59	8.3	59.0	70.6	60.7	9.9	60.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-04-006 SFR	1,123,747.13	1,847,435.25	633.6	1010+08	413	1	4.92	69.1	60.4	8.7	60.4	71.9	61.8	10.1	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-01-006 / 15-01 1st fl	1,123,623.38	1,847,335.50	628.5	1010+28	256	3	4.92	71.3	62.3	9.0	62.3	74.3	63.3	11.0	63.3	1	3	$30,000	$2,000	$0	$0	$32,000	$96,000	$96,000
15	15-01-006 / 15-01 2nd fl	1,123,623.38	1,847,335.50	628.5	1010+28	256	3	14.92	74.9	64.3	10.6	64.3	77.2	64.9	12.3	64.9	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R* x *H*	$30,000	$	$	$	*T* + *U* + *V* + *W*	*X* x *S*	*Y* x *R*
15	15-01-006 / 15-01 3rd fl	1,123,623.38	1,847,335.50	628.5	1010+28	256	3	24.92	76.7	66.4	10.3	66.4	78.7	66.3	12.4	66.3	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
15	15-03-005 SFR	1,123,668.50	1,847,431.50	635	1010+58	357	1	4.92	70	61.5	8.5	61.5	72.7	62.6	10.1	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-02-005 SFR	1,123,596.13	1,847,430.13	638.3	1011+06	307	1	4.92	71.2	63	8.2	63.0	73.8	63.6	10.2	63.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-07-001 1st fl	1,123,741.38	1,847,670.38	627.9	1011+52	583	2	4.92	65.6	58.3	7.3	58.3	68.2	60	8.2	60.0	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
15	15-07-001 2nd fl	1,123,741.38	1,847,670.38	627.9	1011+52	583	2	14.92	68.4	60.7	7.7	60.7	71.1	62.2	8.9	62.2	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-07-001 3rd fl	1,123,741.38	1,847,670.38	627.9	1011+52	583	2	24.92	69.8	61.7	8.1	61.7	72.1	63.1	9.0	63.1	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-01-006 SFR	1,123,515.50	1,847,427.00	643	1011+60	251	1	4.92	73.8	65.4	8.4	65.4	76	65.2	10.8	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-05-005 SFR	1,123,606.38	1,847,577.50	630	1011+88	424	1	4.92	67.7	60.1	7.6	60.1	70.4	61.3	9.1	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-06-005 1st fl	1,123,673.38	1,847,671.00	626.4	1011+97	539	2	4.92	64.8	58.5	6.3	58.5	68.2	60.1	8.1	60.1	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
15	15-06-005 2nd fl	1,123,673.38	1,847,671.00	626.4	1011+97	539	2	14.92	68.8	60.9	7.9	60.9	71.5	62.2	9.3	62.2	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-06-005 3rd fl	1,123,673.38	1,847,671.00	626.4	1011+97	539	2	24.92	70.2	61.9	8.3	61.9	72.5	63.2	9.3	63.2	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-04-005 SFR	1,123,549.50	1,847,575.50	629.3	1012+26	385	1	4.92	67.9	60.6	7.3	60.6	70.7	61.7	9.0	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-01-005 SFR	1,123,461.88	1,847,482.63	644.7	1012+32	258	1	4.92	73.8	65.8	8.0	65.8	75.7	65.4	10.3	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-03-004 SFR	1,123,480.63	1,847,578.13	631.3	1012+76	343	1	4.92	68.8	61.6	7.2	61.6	71.4	62.4	9.0	62.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-06-004 1st fl	1,123,593.38	1,847,756.38	625.9	1012+99	553	2	4.92	64.3	58.6	5.7	58.6	67.8	60.4	7.4	60.4	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
15	15-06-004 2nd fl	1,123,593.38	1,847,756.38	625.9	1012+99	553	2	14.92	68.8	61	7.8	61.0	71.2	62.5	8.7	62.5	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-06-004 3rd fl	1,123,593.38	1,847,756.38	625.9	1012+99	553	2	24.92	70	62.1	7.9	62.1	72.3	63.5	8.8	63.5	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-02-004 SFR	1,123,426.00	1,847,579.25	633.2	1013+15	310	1	4.92	69.7	62.3	7.4	62.3	72.3	63.1	9.2	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
15	15-05-004 1st fl	1,123,506.25	1,847,753.13	625.8	1013+57	496	2	4.92	64.6	59.2	5.4	59.2	68.1	60.7	7.4	60.7	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
15	15-05-004 2nd fl	1,123,506.25	1,847,753.13	625.8	1013+57	496	2	14.92	69.6	61.4	8.2	61.4	72	62.7	9.3	62.7	1	2	$30,000	$1,000	$0	$0	$31,000	$62,000	$62,000
15	15-05-004 3rd fl	1,123,506.25	1,847,753.13	625.8	1013+57	496	2	24.92	70.9	62.6	8.3	62.6	73.2	63.9	9.3	63.9	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	15-04-004 1st fl	1,123,422.63	1,847,753.88	628.6	1014+16	445	2	4.92	67.2	60.1	7.1	60.1	70.4	61.6	8.8	61.6	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
15	15-04-004 2nd fl	1,123,422.63	1,847,753.88	628.6	1014+16	445	2	14.92	70.9	62.1	8.8	62.1	73.1	63.3	9.8	63.3	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	15-04-004 3rd fl	1,123,422.63	1,847,753.88	628.6	1014+16	445	2	24.92	72	63.5	8.5	63.5	74.2	64.7	9.5	64.7	1	2	$30,000	$2,000	$0	$0	$32,000	$64,000	$64,000
15	15-01-004 SFR	1,123,212.13	1,847,596.25	637.8	1014+87	192	1	4.92	77.3	65.3	12.0	65.3	79.5	66.1	13.4	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-01-003 SFR	1,123,186.50	1,847,666.50	635.9	1015+49	232	1	4.92	75.6	64	11.6	64.0	77.8	65.5	12.3	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-02-003 SFR	1,123,214.75	1,847,750.63	634.2	1015+78	316	1	4.92	72.5	62.4	10.1	62.4	75	64.1	10.9	64.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
15	15-03-003 SFR	1,123,215.50	1,847,824.50	630.2	1016+22	376	1	4.92	70.4	61	9.4	61.0	73.1	62.8	10.3	62.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
15	15-04-003 SFR	1,123,214.25	1,847,887.25	625.1	1016+61	425	1	4.92	65.5	60	5.5	60.0	68.5	61.9	6.6	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-01-002 SFR	1,123,091.75	1,847,759.00	634.8	1016+81	249	1	4.92	75.4	63	12.4	63.0	77.6	64.9	12.7	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-06-003 SFR	1,123,283.50	1,848,015.88	622.8	1016+83	569	1	4.92	63.4	59	4.4	59.0	66.2	60.9	5.3	60.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-05-003 SFR	1,123,218.63	1,847,950.13	622.9	1016+95	478	1	4.92	64.3	59.5	4.8	59.5	67.2	61.4	5.8	61.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-02-002 SFR	1,123,131.25	1,847,904.88	629.3	1017+38	389	1	4.92	68	60.8	7.2	60.8	73	62.7	10.3	62.7	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
15	15-03-002 SFR	1,123,140.25	1,847,987.25	624.3	1017+80	460	1	4.92	64.7	60	4.7	60.0	67.6	62	5.6	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-04-002 SFR	1,123,127.75	1,848,050.63	623.1	1018+28	503	1	4.92	63.9	59.8	4.1	59.8	66.7	61.8	4.9	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-05-002 SFR	1,123,120.00	1,848,129.88	623.1	1018+88	561	1	4.92	63.3	59.8	3.5	59.8	66.1	61.9	4.2	61.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
15	15-01-001 SFR	1,122,900.63	1,847,953.75	633.1	1019+59	287	1	4.92	74.4	60.7	13.7	60.7	76.8	62.2	14.6	62.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
15	15-03-001 SFR	1,122,961.88	1,848,090.25	624.8	1020+02	431	1	4.92	64.9	60.8	4.1	60.8	67.7	63	4.7	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
15	15-02-001 SFR	1,122,907.38	1,848,027.38	629	1020+04	348	1	4.92	68.1	60.4	7.7	60.4	73.3	62.2	11.1	62.2	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
15	15-06-002 SFR	1,123,050.25	1,848,203.88	623.3	1020+07	575	1	4.92	63.4	60.6	2.8	60.6	66	62.7	3.3	62.7	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
15	15-04-001 SFR	1,122,966.25	1,848,150.50	623.7	1020+42	480	1	4.92	64.2	61	3.2	61.0	66.8	63	3.8	63.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
15	15-05-001 SFR	1,122,964.88	1,848,192.00	623.4	1020+74	511	1	4.92	64	61.3	2.7	61.3	66.5	63.2	3.3	63.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
15	15-06-001 SFR	1,122,958.25	1,848,267.00	623.1	1021+37	563	1	4.92	63.5	61.3	2.2	61.3	66	63.4	2.6	63.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	18-04-019	1,122,735.50	1,848,396.63	621.3	1024+23	503	1	4.92	64.5	64	0.5	64.0	66.7	66.1	0.6	66.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	18-04-018	1,122,519.38	1,848,592.75	620.5	1027+15	487	1	4.92	65.6	62.8	2.8	62.8	68	64.9	3.1	64.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	18-01-014	1,122,359.63	1,848,505.75	620.9	1027+65	313	1	4.92	66.7	62	4.7	62.0	69.2	63.9	5.3	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-04-017	1,122,508.88	1,848,671.75	620.6	1027+78	535	1	4.92	65.1	62.2	2.9	62.2	67.5	64.3	3.2	64.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	18-02-012	1,122,357.00	1,848,583.75	620.4	1028+19	366	1	4.92	66.9	62	4.9	62.0	69.3	64	5.3	64.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-03-015	1,122,355.13	1,848,662.75	620.5	1028+70	421	1	4.92	66.7	62.1	4.6	62.1	69	63.9	5.1	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-04-016	1,122,345.50	1,848,745.00	619.7	1029+27	474	1	4.92	65.8	61.7	4.1	61.7	68.4	63.7	4.7	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-01-013	1,122,192.63	1,848,657.25	621.2	1029+75	306	1	4.92	68.3	61.9	6.4	61.9	70.5	63.9	6.6	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-04-015	1,122,345.50	1,848,827.38	619.8	1029+76	535	1	4.92	65.1	61.4	3.7	61.4	67.7	63.3	4.4	63.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	18-02-011	1,122,186.38	1,848,741.38	620.7	1030+31	364	1	4.92	67.8	62.2	5.6	62.2	70.2	63.9	6.3	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-03-014	1,122,184.38	1,848,818.38	620.7	1030+78	421	1	4.92	67	62	5.0	62.0	69.4	63.7	5.7	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-04-014	1,122,237.13	1,848,883.88	620.7	1030+81	505	1	4.92	65.8	61.7	4.1	61.7	68.4	63.4	5.0	63.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-02-010	1,122,054.00	1,848,762.13	620.9	1031+35	294	1	4.92	69.2	62.4	6.8	62.4	71.7	64.2	7.5	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-03-013	1,122,134.38	1,848,884.88	620.8	1031+51	439	1	4.92	66.9	62.1	4.8	62.1	69.3	63.5	5.8	63.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-03-012	1,122,024.00	1,848,899.38	620.1	1032+36	381	1	4.92	67.6	62.4	5.2	62.4	70.2	63.8	6.4	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-01-012	1,121,933.88	1,848,788.63	621.5	1032+38	238	1	4.92	70.6	63.2	7.4	63.2	72.7	64.8	7.9	64.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-04-013	1,122,056.38	1,849,041.00	619.8	1032+92	513	1	4.92	65.7	61.4	4.3	61.4	68.5	62.9	5.6	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-02-009	1,121,925.63	1,848,888.13	621.5	1033+01	312	1	4.92	69.5	63	6.5	63.0	71.9	64.6	7.3	64.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-03-011	1,121,901.88	1,849,042.50	621.1	1034+03	421	1	4.92	67.5	62.3	5.2	62.3	70.1	63.7	6.4	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-01-011	1,121,809.00	1,848,940.38	621.4	1034+17	284	1	4.92	70.3	63.4	6.9	63.4	72.7	64.9	7.8	64.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-04-012	1,121,895.13	1,849,110.88	620.9	1034+43	473	1	4.92	66.9	62.1	4.8	62.1	69.2	63.2	6.0	63.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
18	18-01-010	1,121,734.13	1,848,940.38	621.2	1034+74	241	1	4.92	71.1	63.8	7.3	63.8	73.6	65.4	8.2	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	18-05-009	1,121,824.13	1,849,188.00	620.6	1035+34	496	1	4.92	66.4	61.7	4.7	61.7	68.8	62.9	5.9	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-01-009	1,121,652.25	1,848,940.38	621.3	1035+38	195	1	4.92	71.8	64.3	7.5	64.3	74.5	65.9	8.6	65.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	18-03-010	1,121,679.63	1,849,036.50	621	1035+67	290	1	4.92	70.1	63.5	6.6	63.5	72.5	64.9	7.6	64.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-06-008	1,121,816.13	1,849,262.63	620.3	1035+76	554	1	4.92	65.7	61.1	4.6	61.1	68	62.2	5.8	62.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-04-011	1,121,676.25	1,849,144.50	620.3	1036+23	379	1	4.92	68.1	62.5	5.6	62.5	70.6	63.9	6.7	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-05-008	1,121,733.75	1,849,276.38	620.4	1036+43	521	1	4.92	66.1	61.4	4.7	61.4	68.4	62.5	5.9	62.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-02-008	1,121,499.88	1,849,062.25	621.2	1037+22	216	1	4.92	71.8	64.4	7.4	64.4	74	65.8	8.2	65.8	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
18	18-06-007	1,121,672.88	1,849,362.38	620.4	1037+28	562	1	4.92	65.3	60.9	4.4	60.9	68.3	61.9	6.4	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	18-03-009	1,121,510.75	1,849,163.88	621	1037+62	309	1	4.92	69.6	63.4	6.2	63.4	71.9	64.6	7.3	64.6	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
18	18-04-010	1,121,540.50	1,849,231.88	621.6	1037+70	382	1	4.92	68.7	62.6	6.1	62.6	70.8	63.8	7.0	63.8	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-01-008 near 18-1	1,121,406.38	1,849,064.13	621.4	1038+00	170	1	4.92	72.6	64.9	7.7	64.9	74.9	66.3	8.6	66.3	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
18	18-05-007	1,121,494.75	1,849,363.63	620.9	1038+64	474	1	4.92	66.8	61.3	5.5	61.3	69.9	62.6	7.3	62.6	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-02-007	1,121,345.50	1,849,144.88	621.9	1038+88	211	1	4.92	72.1	64.7	7.4	64.7	74.3	65.9	8.4	65.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	18-06-006	1,121,499.38	1,849,475.50	621.3	1039+08	575	1	4.92	65.7	60.4	5.3	60.4	68.7	61.6	7.1	61.6	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-03-008	1,121,342.88	1,849,235.38	622.3	1039+30	289	1	4.92	70.9	63.7	7.2	63.7	72.8	64.9	7.9	64.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-04-009	1,121,369.88	1,849,351.38	622.6	1039+58	404	1	4.92	69	62.2	6.8	62.2	72	63.4	8.6	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-06-005	1,121,410.00	1,849,539.25	622.1	1040+02	590	1	4.92	65.4	60	5.4	60.0	68.7	61.3	7.4	61.3	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-05-006	1,121,335.13	1,849,471.75	622.2	1040+34	496	1	4.92	67.1	60.8	6.3	60.8	70.5	62.2	8.3	62.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
18	18-01-007	1,121,164.63	1,849,140.00	623.3	1040+40	123	1	4.92	74.6	65.6	9.0	65.6	77.4	67.1	10.3	67.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-02-006	1,121,173.63	1,849,226.50	623.2	1040+70	204	1	4.92	73.3	64.7	8.6	64.7	75.7	66.1	9.6	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-03-007	1,121,171.13	1,849,291.25	623.2	1041+01	261	1	4.92	72.3	63.7	8.6	63.7	76.1	65.2	10.9	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-01-006	1,121,107.38	1,849,172.25	623.6	1041+05	126	1	4.92	75.3	65.5	9.8	65.5	78	67	11.0	67.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-04-008	1,121,165.38	1,849,380.63	623.4	1041+46	339	1	4.92	71	62.5	8.5	62.5	74.7	64.1	10.6	64.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	18-05-005	1,121,167.25	1,849,460.38	622.9	1041+79	411	1	4.92	69.2	61.4	7.8	61.4	72.9	63.1	9.8	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	18-06-004	1,121,154.88	1,849,549.63	622.6	1042+30	486	1	4.92	67.2	60.3	6.9	60.3	71.2	62.1	9.1	62.1	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	18-03-006	1,121,070.75	1,849,387.75	624	1042+34	303	1	4.92	72.5	62.6	9.9	62.6	76	64.5	11.5	64.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-02-005	1,121,011.00	1,849,305.00	624.2	1042+51	202	1	4.92	75.9	63.8	12.1	63.8	79.2	65.9	13.3	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-04-007	1,121,065.25	1,849,467.38	623.8	1042+74	372	1	4.92	70.2	61.9	8.3	61.9	74.3	63.5	10.8	63.5	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
18	18-04-006	1,121,000.75	1,849,546.88	623.4	1043+67	415	1	4.92	69	60.7	8.3	60.7	73.4	62.9	10.5	62.9	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
18	18-01-005	1,120,839.75	1,849,320.88	623.6	1044+11	141	1	4.92	76.7	63.5	13.2	63.5	82.1	66.4	15.7	66.4	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-02-004	1,120,831.25	1,849,439.75	623.5	1044+71	243	1	4.92	73.5	62.3	11.2	62.3	78.2	65	13.2	65.0	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-03-005	1,120,837.50	1,849,523.75	623.2	1045+03	321	1	4.92	71.1	61.3	9.8	61.3	76	63.9	12.1	63.9	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-01-004	1,120,739.00	1,849,383.75	623.6	1045+29	152	1	4.92	76.8	63.4	13.4	63.4	81.1	66.4	14.7	66.4	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-04-005	1,120,861.38	1,849,681.25	622.5	1045+52	473	1	4.92	67.6	59.5	8.1	59.5	72.3	62	10.3	62.0	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	18-02-003	1,120,730.75	1,849,477.13	623.3	1045+78	232	1	4.92	73.4	62.3	11.1	62.3	78.6	65.1	13.5	65.1	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-05-004	1,120,864.38	1,849,784.63	622.6	1045+95	567	1	4.92	66.2	58.6	7.6	58.6	70.5	60.9	9.6	60.9	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
18	18-03-004	1,120,728.25	1,849,534.50	623.4	1046+06	283	1	4.92	72.2	61.7	10.5	61.7	77	64.4	12.6	64.4	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-04-004	1,120,686.75	1,849,650.88	622	1046+95	368	1	4.92	69.3	60.5	8.8	60.5	74.7	63.2	11.5	63.2	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
18	18-01-003	1,120,566.25	1,849,447.50	623.6	1047+12	133	1	4.92	77.6	63.4	14.2	63.4	82.7	66.7	16.0	66.7	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-04-003	1,120,672.25	1,849,760.25	622.7	1047+56	460	1	4.92	68.5	59.6	8.9	59.6	72.9	62.1	10.8	62.1	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	18-01-002	1,120,524.38	1,849,486.13	623.6	1047+67	149	1	4.92	77.5	63.5	14.0	63.5	81.8	66.5	15.3	66.5	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-05-003	1,120,662.38	1,849,821.63	622.5	1047+92	511	1	4.92	67.5	59	8.5	59.0	72	61.5	10.5	61.5	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	18-03-003	1,120,575.75	1,849,654.75	622	1047+96	323	1	4.92	70.9	61.1	9.8	61.1	76	63.8	12.2	63.8	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-06-003	1,120,674.00	1,849,896.38	622	1048+15	583	1	4.92	66.1	58.2	7.9	58.2	70.6	60.7	9.9	60.7	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
18	18-01-001	1,120,449.50	1,849,497.00	623.8	1048+39	125	1	4.92	80.4	63.5	16.9	63.5	83.2	66.6	16.6	66.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-03-002	1,120,484.88	1,849,654.75	622.7	1048+77	282	1	4.92	72.9	62.1	10.8	62.1	77.2	64.4	12.8	64.4	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-04-002	1,120,506.88	1,849,799.50	622.2	1049+22	422	1	4.92	69.4	60.1	9.3	60.1	73.8	62.6	11.2	62.6	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
18	18-02-001	1,120,390.75	1,849,653.75	623.1	1049+61	240	1	4.92	75	63.7	11.3	63.7	78.7	65.2	13.5	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-05-002	1,120,482.25	1,849,896.00	621.6	1049+87	497	1	4.92	68	59.2	8.8	59.2	72.2	61.6	10.6	61.6	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	18-06-002	1,120,483.88	1,849,982.75	621.1	1050+24	576	1	4.92	66.5	58.3	8.2	58.3	70.7	60.7	10.0	60.7	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
18	18-03-001	1,120,387.00	1,849,799.13	621.9	1050+29	368	1	4.92	70.8	61	9.8	61.0	75	63.3	11.7	63.3	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
18	18-04-001	1,120,409.00	1,849,900.25	621.6	1050+54	469	1	4.92	68.5	59.6	8.9	59.6	72.8	62	10.8	62.0	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
18	18-05-001	1,120,407.25	1,849,970.50	620.6	1050+87	531	1	4.92	67	58.8	8.2	58.8	71.4	61.2	10.2	61.2	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	19-01-006	1,120,234.75	1,849,651.75	623.5	1051+00	169	1	4.92	78.5	65.4	13.1	65.4	81.3	66.6	14.7	66.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	18-06-001	1,120,396.75	1,850,045.50	620.3	1051+30	593	1	4.92	65.9	58.1	7.8	58.1	70.2	60.5	9.7	60.5	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
18	19-01-005 / new 19-1	1,120,122.50	1,849,666.50	623.5	1052+08	132	1	4.92	80.3	62.4	17.9	62.4	83.1	66.2	16.9	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-02-008	1,120,165.75	1,849,808.63	622.4	1052+34	278	1	4.92	73.9	62	11.9	62.0	77.3	64.8	12.5	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-03-006	1,120,188.75	1,849,862.13	621.9	1052+37	336	1	4.92	71.9	61.2	10.7	61.2	75.7	63.9	11.8	63.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-03-005	1,120,139.25	1,849,922.63	621.9	1053+11	368	1	4.92	71	60.8	10.2	60.8	74.7	63.5	11.2	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	19-05-004	1,120,228.50	1,850,130.13	620	1053+26	593	1	4.92	65.8	58.1	7.7	58.1	69.9	60.5	9.4	60.5	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
18	19-02-007	1,120,090.63	1,849,881.88	622.3	1053+36	309	1	4.92	72.7	61.6	11.1	61.6	76.3	64.5	11.8	64.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-04-008	1,120,146.75	1,850,038.75	620.8	1053+58	474	1	4.92	68.1	59.4	8.7	59.4	72.1	62	10.1	62.0	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
18	19-01-004	1,120,017.00	1,849,803.25	622.3	1053+66	206	1	4.92	76.4	63.1	13.3	63.1	79.6	66.1	13.5	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-03-004	1,120,082.88	1,849,950.63	621.7	1053+75	367	1	4.92	70.9	60.8	10.1	60.8	74.6	63.5	11.1	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	19-04-007	1,120,069.63	1,850,027.75	621.3	1054+24	429	1	4.92	69.1	60.1	9.0	60.1	72.9	62.7	10.2	62.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	19-01-003	1,119,853.38	1,849,830.25	621.5	1055+25	154	1	4.92	78.5	62.4	16.1	62.4	81.6	65.4	16.2	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-04-006	1,119,994.25	1,850,113.25	620.1	1055+33	470	1	4.92	67.5	59.5	8.0	59.5	71.3	61.9	9.4	61.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	19-05-003	1,119,996.88	1,850,203.13	619.9	1055+74	550	1	4.92	66	58.7	7.3	58.7	69.7	60.9	8.8	60.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-02-006	1,119,846.63	1,849,946.38	621.2	1055+86	253	1	4.92	74.2	62.5	11.7	62.5	77.4	65	12.4	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-02-005	1,119,846.63	1,849,999.63	620.9	1056+10	300	1	4.92	72.2	61.9	10.3	61.9	75.6	64.3	11.3	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-03-003	1,119,878.50	1,850,094.63	620.3	1056+26	399	1	4.92	68.8	60.5	8.3	60.5	72.5	62.8	9.7	62.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	19-04-005	1,119,901.75	1,850,183.63	620.5	1056+46	489	1	4.92	66.9	59.5	7.4	59.5	70.6	61.6	9.0	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-02-004	1,119,751.88	1,850,081.13	620.9	1057+29	328	1	4.92	70.7	61.7	9.0	61.7	74.2	63.7	10.5	63.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	19-01-002	1,119,704.00	1,849,998.25	621.4	1057+34	233	1	4.92	74.6	63	11.6	63.0	77.3	65	12.3	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
18	19-03-002	1,119,716.38	1,850,160.38	621.1	1057+96	383	1	4.92	68.6	61.1	7.5	61.1	72.3	62.9	9.4	62.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	19-04-004	1,119,789.00	1,850,311.13	620	1058+00	550	1	4.92	65.1	59.6	5.5	59.6	68.6	61.2	7.4	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-04-003	1,119,659.63	1,850,337.63	619.7	1059+23	515	1	4.92	65	60.2	4.8	60.2	68.3	61.3	7.0	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-01-001	1,119,499.25	1,850,107.63	621.1	1059+62	238	1	4.92	72	63.1	8.9	63.1	73.6	64	9.6	64.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
18	19-02-003	1,119,505.88	1,850,152.75	620.6	1059+76	281	1	4.92	69.6	62.4	7.2	62.4	72	63.4	8.6	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
18	19-02-002	1,119,491.00	1,850,296.50	620.1	1060+53	403	1	4.92	66.6	63	3.6	63.0	68.6	62.1	6.5	62.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-04-002	1,119,482.13	1,850,407.00	619.3	1061+10	498	1	4.92	64.6	61.7	2.9	61.7	67	61.5	5.5	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-05-002	1,119,486.25	1,850,495.88	619.3	1061+46	580	1	4.92	63.8	61.2	2.6	61.2	66.5	62.5	4.0	62.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	19-02-001	1,119,384.13	1,850,296.50	620.1	1061+49	356	1	4.92	67.4	65.5	1.9	65.5	68.5	64.6	3.9	64.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	19-03-001	1,119,425.63	1,850,402.00	619.9	1061+58	469	1	4.92	65.5	63.1	2.4	63.1	67.1	62.1	5.0	62.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
18	19-04-001	1,119,398.00	1,850,489.00	619.4	1062+22	534	1	4.92	65	63.1	1.9	63.1	66.4	62.9	3.5	62.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
18	19-05-001	1,119,388.63	1,850,545.50	619.3	1062+55	581	1	4.92	64.4	62.7	1.7	62.7	65.9	62.6	3.3	62.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
20	20-1 main entrance	1,119,426.13	1,849,481.13	636.43	1057+43	-354	1	4.92	68.2			68.2	71.6	66.6	5.0	71.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
21	21-01-007 unknown building	1,118,990.63	1,849,649.75	643.8	1062+14	-399	0	4.92	63.4			63.4	66.4	66.4	0.0	66.4	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	21-01-001	1,118,605.13	1,849,822.00	660.5	1066+36	-415	0	4.92	59.5			59.5	62.6	61.7	0.9	61.7	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	21-01-002 NE Corner	1,118,594.00	1,849,911.25	660.2	1066+86	-340	92	4.92	67			67.0	69.9	65	4.9	65.0	1	92	$30,000	$0	$0	$0	$30,000	$2,760,000	$2,760,000
21	21-01-003 center facing north	1,118,428.75	1,849,911.25	660.2	1068+34	-414	0	4.92	58.9			58.9	62.4	60.8	1.6	60.8	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	21-01-004	1,118,294.63	1,849,923.75	653.8	1069+59	-462	0	4.92	54.9			54.9	58.1	58.3	0.0	58.3	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	21-01-006	1,118,188.13	1,849,830.25	653.1	1070+13	-593	0	4.92	56.5			56.5	59.7	60	0.0	60.0	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	21-01-005	1,118,202.63	1,849,870.50	653.6	1070+18	-551	0	4.92	55.7			55.7	58.9	59.2	0.0	59.2	0	0	$30,000	$0	$0	$0	$30,000	$0	$0
21	23-01-004 SFR	1,117,842.88	1,850,032.25	659.3	5075+00	-535	1	4.92	62.6			62.6	65	59.9	5.1	59.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
21	23-01-003 SFR	1,117,768.50	1,850,057.75	658.5	5075+97	-531	1	4.92	66			66.0	68.2	60	8.2	60.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
21	R 23-1 SFR [23-01-002] new	1,117,656.63	1,850,057.75	657.2	5077+31	-558	1	4.92	67.1			67.1	69.5	60	9.5	60.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
21	23-01-001 SFR	1,117,592.25	1,850,042.25	656.4	5078+05	-586	1	4.92	66.9			66.9	69.2	62.1	7.1	62.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
22	22-01-004	1,119,200.13	1,850,561.38	621.7	1064+31	511	1	4.92	65.1	63.7	1.4	63.7	68.3	67.2	1.1	67.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
22	22-02-002	1,119,201.25	1,850,637.13	621.1	1064+64	580	1	4.92	64	62.8	1.2	62.8	67.2	66.2	1.0	66.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
22	22-01-003	1,119,118.75	1,850,572.38	620.6	1065+09	485	1	4.92	64.8	63.2	1.6	63.2	67.4	65.6	1.8	65.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
22	22-02-001	1,119,116.63	1,850,654.63	620.8	1065+47	558	1	4.92	63.5	62	1.5	62.0	66.3	64.8	1.5	64.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
22	22-01-002	1,119,055.38	1,850,572.38	619.9	1065+66	457	1	4.92	64.6	62.7	1.9	62.7	67.2	64.9	2.3	64.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
22	R 22-1 SFR [22-01-001]	1,118,940.88	1,850,579.50	619.5	1066+71	412	1	4.92	64.8	62.6	2.2	62.6	67.6	65	2.6	65.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	25-01-006 north building 2 units	1,118,107.75	1,851,081.63	618.64	5075+47	546	2	4.92	62.1			62.1	64.8	62.8	2.0	62.8	0	0	$30,000	$0	$0	$0	$30,000	$60,000	$0
26	25-01-005 north building1 unit	1,118,074.38	1,851,056.25	619.1	5075+68	513	1	4.92	62.3			62.3	65.1	63	2.1	63.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	25-01-004 north building 2 units	1,118,038.50	1,851,035.13	619.01	5075+93	483	2	4.92	62.3			62.3	65	62.6	2.4	62.6	0	0	$30,000	$0	$0	$0	$30,000	$60,000	$0
26	25-01-003 south building 2 units	1,117,945.63	1,850,985.25	620.05	5076+60	411	2	4.92	64			64.0	66.5	64	2.5	64.0	0	0	$30,000	$0	$0	$0	$30,000	$60,000	$0
26	25-01-002 south building 1 unit	1,117,910.50	1,850,962.38	620.22	5076+85	380	1	4.92	64.5			64.5	67.3	64.9	2.4	64.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	25-03-006 SFR	1,117,937.25	1,851,168.00	617	5077+03	587	1	4.92	61.6			61.6	64.3	61.1	3.2	61.1	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
26	25-02-003 MFR	1,117,891.50	1,851,098.63	617	5077+28	509	3	4.92	62.4			62.4	65.3	61.9	3.4	61.9	0	0	$30,000	$0	$0	$5,000	$35,000	$105,000	$0
26	25-03-005 SFR	1,117,800.88	1,851,062.50	617.39	5077+97	455	1	4.92	63.8			63.8	66.6	62.9	3.7	62.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	24-01-003 Commercial	1,117,767.13	1,850,920.75	620.73	5078+02	309	1	4.92	69.2			69.2	71.6	69.5	2.1	69.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	25-04-005 SFR	1,117,774.00	1,851,135.25	617	5078+31	521	1	4.92	63.1			63.1	65.8	62	3.8	62.0	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
26	24-01-002 Commercial	1,117,592.63	1,850,919.38	617.22	5079+58	279	1	4.92	69.2			69.2	72.1	66.1	6.0	66.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	25-04-006 SFR	1,117,577.25	1,851,190.38	610	5080+03	546	1	4.92	63.2			63.2	65.3	60.9	4.4	60.9	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
26	25-03-004 MFR	1,117,546.25	1,851,057.25	613.45	5080+15	410	2	4.92	65.4			65.4	68.2	63.1	5.1	63.1	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R* x *H*	$30,000	$	$	$	*T* + *U* + *V* + *W*	*X* x *S*	*Y* x *R*
26	25-04-004 MFR	1,117,545.38	1,851,130.13	610.52	5080+23	482	2	4.92	64.2			64.2	66.4	61.8	4.6	61.8	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
26	24-01-001/near 24-1	1,117,467.63	1,850,927.00	616.98	5080+72	272	1	4.92	70.5			70.5	73.5	66.4	7.1	66.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	25-04-003 MFR	1,117,471.25	1,851,194.25	610	5080+92	538	2	4.92	64			64.0	66	61.3	4.7	61.3	1	2	$30,000	$0	$0	$0	$30,000	$60,000	$60,000
26	25-03-003 SFR	1,117,444.63	1,851,079.13	611.15	5081+05	421	1	4.92	65.9			65.9	68.1	62.9	5.2	62.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
26	25-01-001/ new 25-1 SFR	1,117,232.50	1,850,932.75	610.55	5082+87	263	1	4.92	70.6			70.6	72.5	66	6.5	66.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	25-02-002 SFR	1,117,142.13	1,850,988.50	604.6	5083+70	318	1	4.92	68.7			68.7	70	64.4	5.6	64.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	25-03-002 MFR	1,117,140.63	1,851,075.63	601.92	5083+71	405	3	4.92	66.3			66.3	68.1	62.9	5.2	62.9	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
26	25-04-002 SFR	1,117,136.88	1,851,156.75	600.99	5083+74	486	1	4.92	64.9			64.9	66.8	61.9	4.9	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	25-04-001 SFR	1,117,050.25	1,851,113.75	600.6	5084+49	444	1	4.92	65.8			65.8	67.9	62.6	5.3	62.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	25-03-001 MFR	1,117,036.50	1,851,037.00	602.18	5084+63	368	3	4.92	67.5			67.5	69.4	63.7	5.7	63.7	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
26	25-02-001 MFR	1,117,032.50	1,850,968.88	603.53	5084+69	300	3	4.92	69.4			69.4	70.7	64.8	5.9	64.8	1	3	$30,000	$0	$0	$0	$30,000	$90,000	$90,000
26	26-03-032	1,116,777.38	1,851,023.88	599.37	5087+12	371	1	4.92	67.9			67.9	70.3	63.9	6.4	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-031	1,116,730.38	1,851,213.75	597	5087+46	564	1	4.92	65.2			65.2	67.3	61.9	5.4	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-031	1,116,734.38	1,851,076.88	597.86	5087+51	427	1	4.92	66.9			66.9	69.4	63.3	6.1	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-033	1,116,719.88	1,851,244.88	597	5087+54	595	1	4.92	64.9			64.9	66.9	61.6	5.3	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-029	1,116,720.38	1,851,180.75	597	5087+58	531	1	4.92	65.4			65.4	67.7	62.2	5.5	62.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-022	1,116,722.25	1,851,129.88	597.65	5087+60	480	1	4.92	66.2			66.2	68.5	62.7	5.8	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-021	1,116,689.13	1,851,156.88	597.79	5087+91	510	1	4.92	65.8			65.8	68.2	62.5	5.7	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-032	1,116,671.75	1,851,241.38	597	5088+03	595	1	4.92	65.2			65.2	67	61.7	5.3	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-030	1,116,667.75	1,851,207.75	597	5088+09	562	1	4.92	65.3			65.3	67.5	62	5.5	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-030	1,116,656.25	1,851,095.50	598.16	5088+28	450	1	4.92	66.8			66.8	69.2	63.2	6.0	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-017	1,116,554.13	1,850,776.25	600.6	5089+51	139	1	4.92	72.1			72.1	73.4	65.9	7.5	65.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-03-029	1,116,537.38	1,850,989.13	597.47	5089+53	352	1	4.92	68.8			68.8	71.1	64.3	6.8	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-033	1,116,519.13	1,850,851.00	599.31	5089+81	216	1	4.92	71			71.0	73	65.6	7.4	65.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-04-020	1,116,498.88	1,851,107.38	596.33	5089+84	473	1	4.92	66.9			66.9	69.4	63.1	6.3	63.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-028	1,116,497.13	1,850,927.88	597.04	5089+98	294	1	4.92	69.6			69.6	72	64.7	7.3	64.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-027	1,116,450.75	1,851,200.25	597	5090+26	569	1	4.92	66.1			66.1	68	62.3	5.7	62.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-016	1,116,466.25	1,850,774.25	599.53	5090+39	143	1	4.92	72			72.0	73.2	65.8	7.4	65.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-05-028	1,116,437.25	1,851,146.63	596.97	5090+43	516	1	4.92	66.6			66.6	68.9	62.9	6.0	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-027	1,116,447.63	1,850,908.50	597.21	5090+48	278	1	4.92	70			70.0	72.3	64.9	7.4	64.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-03-026	1,116,430.38	1,851,001.38	595.79	5090+59	372	1	4.92	68.6			68.6	70.9	64	6.9	64.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-032	1,116,430.50	1,850,846.00	598.67	5090+70	217	1	4.92	71.1			71.1	73.1	65.6	7.5	65.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-03-025	1,116,370.13	1,850,986.38	595.99	5091+21	361	1	4.92	68.8			68.8	71.2	64.2	7.0	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-01-015	1,116,372.00	1,850,773.00	599.7	5091+33	148	1	4.92	72.3			72.3	73.4	65.8	7.6	65.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-03-024	1,116,321.13	1,850,971.00	596.16	5091+70	349	1	4.92	69.1			69.1	71.4	64.3	7.1	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-025	1,116,304.13	1,851,198.75	597	5091+72	577	1	4.92	66.5			66.5	68.4	62.5	5.9	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-026	1,116,296.13	1,851,173.13	597	5091+82	552	1	4.92	66.6			66.6	68.8	62.7	6.1	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-019	1,116,286.25	1,851,136.88	596.88	5091+94	516	1	4.92	66.9			66.9	69.3	63	6.3	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-031	1,116,296.38	1,850,843.50	598.53	5092+04	223	1	4.92	71			71.0	73	65.5	7.5	65.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-01-014	1,116,283.38	1,850,769.50	598.9	5092+22	150	1	4.92	71.6			71.6	73.8	65.8	8.0	65.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-03-023	1,116,268.75	1,850,973.75	596.57	5092+23	355	1	4.92	69.1			69.1	71.5	64.3	7.2	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
26	26-05-024	1,116,200.50	1,851,205.25	597	5092+75	590	1	4.92	66.7			66.7	68.5	62.5	6.0	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-013	1,116,189.75	1,850,769.50	598.11	5093+15	156	1	4.92	71.2			71.2	73.7	65.5	8.2	65.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-02-030	1,116,139.88	1,850,863.13	598.27	5093+59	253	1	4.92	70.6			70.6	72.6	65.2	7.4	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26B-1 Playground [M=65.4]	1,116,112.00	1,850,971.13	597.79	5093+79	363	1	4.92	69.5			69.5	71.7	64.4	7.3	64.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-023	1,116,095.75	1,851,168.13	597	5093+82	560	1	4.92	66.9			66.9	69.1	62.9	6.2	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-012	1,116,099.63	1,850,769.50	599.22	5094+05	162	1	4.92	72.6			72.6	74.2	65.7	8.5	65.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-02-029	1,116,068.38	1,850,856.63	598.25	5094+30	251	1	4.92	70.7			70.7	72.6	65.2	7.4	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-022	1,116,021.50	1,851,124.13	597.36	5094+59	521	1	4.92	67.5			67.5	69.8	63.2	6.6	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-011	1,116,026.50	1,850,760.75	598.85	5094+78	158	1	4.92	71.1			71.1	73.6	65.4	8.2	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-04-018	1,116,006.63	1,851,046.25	597.14	5094+79	445	1	4.92	68.6			68.6	70.8	63.8	7.0	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-022	1,115,983.38	1,850,957.50	596.48	5095+08	358	1	4.92	69.4			69.4	71.6	64.3	7.3	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-04-017	1,115,941.50	1,851,068.75	596.6	5095+43	471	1	4.92	68.3			68.3	70.5	63.7	6.8	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-021	1,115,940.50	1,850,954.88	596.5	5095+51	358	1	4.92	69.4			69.4	71.6	64.3	7.3	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-028	1,115,935.63	1,850,839.13	598.38	5095+64	243	1	4.92	70.7			70.7	72.5	65.2	7.3	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-020	1,115,905.38	1,851,175.25	595	5095+72	580	1	4.92	66.9			66.9	69.1	62.8	6.3	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-021	1,115,905.38	1,851,136.25	597	5095+74	541	1	4.92	67.5			67.5	69.7	63.3	6.4	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-009	1,115,929.25	1,850,760.75	598.74	5095+75	165	1	4.92	72			72.0	73.5	65.4	8.1	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-01-010	1,115,919.25	1,850,760.75	598.69	5095+85	166	1	4.92	72			72.0	73.5	65.4	8.1	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-04-016	1,115,884.50	1,851,086.75	596.58	5095+98	493	1	4.92	68.1			68.1	70.3	63.6	6.7	63.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-020	1,115,881.75	1,850,954.88	595.91	5096+10	362	1	4.92	69.3			69.3	71.4	64.2	7.2	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-027	1,115,881.13	1,850,836.63	598.18	5096+18	244	1	4.92	70.5			70.5	72.4	65.1	7.3	65.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-019	1,115,845.75	1,851,178.75	595	5096+31	588	1	4.92	66.9			66.9	69.1	62.9	6.2	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-018	1,115,844.75	1,851,140.25	595	5096+35	549	1	4.92	67.3			67.3	69.5	63.2	6.3	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-019	1,115,833.75	1,850,961.00	596.2	5096+57	371	1	4.92	69.3			69.3	71.3	64.3	7.0	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-01-008	1,115,844.50	1,850,760.75	598.55	5096+60	171	1	4.92	72.1			72.1	73.2	65.3	7.9	65.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
26	26-05-017	1,115,770.25	1,851,168.75	595	5097+07	583	1	4.92	67.1			67.1	69.3	63.2	6.1	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-015	1,115,770.75	1,851,055.75	596.02	5097+14	470	1	4.92	68.5			68.5	70.5	63.8	6.7	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-016	1,115,766.25	1,851,107.63	596.03	5097+15	522	1	4.92	68			68.0	70	63.6	6.4	63.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-007	1,115,761.50	1,850,760.75	598.26	5097+43	176	1	4.92	72.2			72.2	72.8	65.3	7.5	65.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-026	1,115,741.50	1,850,832.50	598.29	5097+58	249	1	4.92	70.6			70.6	72.3	65.1	7.2	65.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-014	1,115,707.63	1,851,113.25	595.57	5097+73	531	1	4.92	68			68.0	69.9	63.8	6.1	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-013	1,115,708.63	1,851,072.75	595.81	5097+75	491	1	4.92	68.4			68.4	70.3	63.9	6.4	63.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-015	1,115,702.63	1,851,159.38	595	5097+75	578	1	4.92	67.3			67.3	69.4	63.4	6.0	63.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-025	1,115,705.00	1,850,831.25	597.8	5097+95	250	1	4.92	70.5			70.5	72.1	65.1	7.0	65.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-03-018	1,115,690.63	1,850,934.88	596.6	5098+02	355	1	4.92	69.7			69.7	71.3	64.6	6.7	64.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-01-006	1,115,700.88	1,850,755.25	598.74	5098+04	175	1	4.92	72.2			72.2	72.9	65.4	7.5	65.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-024	1,115,667.13	1,850,831.88	597.64	5098+32	253	1	4.92	70.4			70.4	72.1	65.1	7.0	65.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-01-005	1,115,589.75	1,850,755.25	598.51	5099+15	182	1	4.92	72.2			72.2	72.5	65.4	7.1	65.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-023 (near 26-01)	1,115,577.88	1,850,836.13	597.32	5099+21	264	1	4.92	70.4			70.4	72	65.3	6.7	65.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-03-017	1,115,555.38	1,850,965.00	595.65	5099+35	394	1	4.92	69.4			69.4	70.9	64.8	6.1	64.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-011	1,115,541.25	1,851,134.88	594	5099+38	564	1	4.92	67.8			67.8	69.7	64.2	5.5	64.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-05-012	1,115,536.75	1,851,186.38	594	5099+39	616	1	4.92	67.1			67.1	69.3	63.7	5.6	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-014	1,115,544.00	1,851,048.13	595.14	5099+41	477	1	4.92	68.6			68.6	70.4	64.6	5.8	64.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-013	1,115,538.88	1,851,010.50	595.35	5099+48	440	1	4.92	69			69.0	70.7	64.9	5.8	64.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-012	1,115,507.50	1,851,061.63	595.3	5099+76	493	1	4.92	68.7			68.7	70.4	64.7	5.7	64.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-022	1,115,512.13	1,850,869.88	596.84	5099+84	302	1	4.92	70.4			70.4	71.6	65.4	6.2	65.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-03-016	1,115,489.88	1,850,956.75	595.8	5100+01	390	1	4.92	69.6			69.6	71	65.2	5.8	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-01-004	1,115,498.13	1,850,750.25	597.35	5100+06	183	1	4.92	70.6			70.6	72	65.5	6.5	65.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-010	1,115,469.50	1,851,161.50	594	5100+08	595	1	4.92	67.7			67.7	69.6	64.3	5.3	64.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-04-011	1,115,463.00	1,851,054.75	595.49	5100+21	489	1	4.92	68.8			68.8	70.5	65.1	5.4	65.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
26	26-02-021	1,115,458.13	1,850,870.00	597.01	5100+38	305	1	4.92	70.6			70.6	71.7	65.9	5.8	65.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-009	1,115,437.50	1,851,149.75	594	5100+40	586	1	4.92	67.8			67.8	69.7	64.5	5.2	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-015	1,115,447.38	1,850,962.75	595.46	5100+43	399	1	4.92	69.7			69.7	71	65.5	5.5	65.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-020	1,115,426.50	1,850,869.38	596.76	5100+70	307	1	4.92	70.6			70.6	71.7	66.1	5.6	66.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-04-010	1,115,404.38	1,851,052.50	595.53	5100+80	491	1	4.92	69			69.0	70.6	65.3	5.3	65.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-014	1,115,404.88	1,850,961.25	595.19	5100+85	400	1	4.92	69.7			69.7	71	65.7	5.3	65.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-008	1,115,388.00	1,851,152.25	594	5100+89	592	1	4.92	67.9			67.9	69.7	64.8	4.9	64.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-003	1,115,406.50	1,850,742.00	597.54	5100+98	181	1	4.92	69.7			69.7	71.5	66	5.5	66.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-04-009	1,115,365.75	1,851,054.75	595.49	5101+18	496	1	4.92	69			69.0	70.6	65.6	5.0	65.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-019	1,115,371.00	1,850,866.25	596.53	5101+25	307	1	4.92	70.7			70.7	71.8	66.6	5.2	66.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-007	1,115,343.25	1,851,151.75	594	5101+34	594	1	4.92	68.1			68.1	69.8	65.1	4.7	65.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-03-013	1,115,353.25	1,850,959.75	595.14	5101+37	402	1	4.92	69.9			69.9	71.1	66.2	4.9	66.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-04-008	1,115,323.63	1,851,057.75	595.38	5101+66	501	1	4.92	69.1			69.1	70.7	66	4.7	66.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-02-018	1,115,325.50	1,850,867.13	596.7	5101+76	311	1	4.92	71			71.0	72	67.2	4.8	67.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-05-006	1,115,303.00	1,851,147.75	594	5101+88	592	1	4.92	68.3			68.3	69.9	65.4	4.5	65.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
26	26-01-002	1,115,317.38	1,850,742.00	598.66	5101+92	186	1	4.92	71.1			71.1	72.4	67.1	5.3	67.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-03-012	1,115,307.63	1,850,959.75	595.23	5101+92	404	1	4.92	70.1			70.1	71.3	66.7	4.6	66.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-02-017	1,115,293.50	1,850,865.38	597.08	5102+13	311	1	4.92	71.3			71.3	72.1	67.5	4.6	67.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
26	26-04-007	1,115,269.00	1,851,059.25	595.32	5102+36	505	1	4.92	69.3			69.3	70.8	66.5	4.3	66.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-03-011	1,115,263.25	1,850,959.63	595.6	5102+46	406	1	4.92	70.4			70.4	71.5	67.4	4.1	67.4	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-05-005	1,115,259.50	1,851,144.38	594	5102+46	590	1	4.92	68.4			68.4	70	66	4.0	66.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-02-016	1,115,243.63	1,850,861.88	597.12	5102+71	308	1	4.92	71.7			71.7	72.5	68.6	3.9	68.6	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-006	1,115,226.50	1,851,058.25	595.58	5102+91	505	1	4.92	69.6			69.6	70.9	67.1	3.8	67.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-01-001	1,115,224.50	1,850,742.00	600.02	5102+93	188	1	4.92	73.3			73.3	73.3	69	4.3	69.0	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-03-010	1,115,220.25	1,850,958.13	595.75	5102+98	404	1	4.92	70.8			70.8	71.8	67.9	3.9	67.9	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-05-004	1,115,216.88	1,851,149.50	594	5103+04	596	1	4.92	68.6			68.6	70.1	66.3	3.8	66.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-02-015	1,115,202.38	1,850,861.50	597.72	5103+19	308	1	4.92	72.2			72.2	72.9	69.4	3.5	69.4	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-005	1,115,182.88	1,851,056.25	595.58	5103+47	502	1	4.92	69.9			69.9	71.2	68	3.2	68.0	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-03-009	1,115,171.38	1,850,951.63	595.81	5103+57	397	1	4.92	71.2			71.2	72.1	68.9	3.2	68.9	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-014	1,115,163.75	1,850,860.38	597.5	5103+63	306	1	4.92	72.6			72.6	73.3	70.3	3.0	70.3	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-05-003	1,115,172.75	1,851,149.88	594	5103+63	595	1	4.92	68.8			68.8	70.2	66.6	3.6	66.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-03-008	1,115,138.50	1,850,967.13	595.67	5103+98	411	1	4.92	71.2			71.2	72.2	69.3	2.9	69.3	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-004	1,115,140.88	1,851,033.25	595.72	5103+99	477	1	4.92	70.5			70.5	71.6	68.5	3.1	68.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-013	1,115,118.13	1,850,857.25	597.51	5104+15	301	1	4.92	73.2			73.2	73.9	71.4	2.5	71.4	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-05-002	1,115,124.13	1,851,147.25	594	5104+29	590	1	4.92	68.9			68.9	70.3	67.1	3.2	67.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-03-007	1,115,091.50	1,850,970.00	595.47	5104+55	411	1	4.92	71.4			71.4	72.4	69.9	2.5	69.9	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-003	1,115,093.25	1,851,062.25	594.93	5104+62	504	1	4.92	70.2			70.2	71.3	68.5	2.8	68.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-012	1,115,070.13	1,850,853.50	597.53	5104+70	294	1	4.92	73.9			73.9	74.5	72.7	1.8	72.7	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-05-001	1,115,086.50	1,851,144.38	594	5104+79	585	1	4.92	69.1			69.1	70.4	67.5	2.9	67.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-03-006	1,115,047.13	1,850,948.75	595.43	5105+07	387	1	4.92	71.9			71.9	72.8	70.6	2.2	70.6	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-002	1,115,047.75	1,851,037.75	595.28	5105+17	475	1	4.92	70.8			70.8	71.9	69.4	2.5	69.4	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-011	1,115,011.13	1,850,879.00	596.69	5105+41	313	1	4.92	73.7			73.7	74.4	72.7	1.7	72.7	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-03-005	1,115,009.13	1,850,978.63	595.46	5105+56	412	1	4.92	71.8			71.8	72.7	70.7	2.0	70.7	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-04-001	1,115,003.13	1,851,144.00	594	5105+90	576	1	4.92	69.5			69.5	70.7	68.2	2.5	68.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
26	26-03-004	1,114,983.38	1,851,019.25	595.12	5105+94	449	1	4.92	71.3			71.3	72.3	70.3	2.0	70.3	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-010	1,114,958.75	1,850,896.88	596.43	5106+04	325	1	4.92	73.6			73.6	74.4	73	1.4	73.0	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-02-009	1,114,934.00	1,850,929.63	596.06	5106+38	354	1	4.92	73.1			73.1	73.9	72.5	1.4	72.5	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-03-003	1,114,923.38	1,851,075.50	594.2	5106+79	496	1	4.92	70.7			70.7	71.8	69.9	1.9	69.9	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-008	1,114,898.88	1,850,971.75	596.34	5106+87	389	1	4.92	72.6			72.6	73.5	72.2	1.3	72.2	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-03-002	1,114,901.25	1,851,102.63	594	5107+14	519	1	4.92	70.4			70.4	71.5	69.8	1.7	69.8	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-007	1,114,878.00	1,851,009.38	596.13	5107+21	423	1	4.92	72.1			72.1	73	71.7	1.3	71.7	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
26	26-03-001	1,114,879.88	1,851,133.00	594	5107+48	544	1	4.92	70.1			70.1	71.3	69.6	1.7	69.6	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-006	1,114,853.75	1,851,047.38	595.71	5107+59	455	1	4.92	71.6			71.6	72.6	71.3	1.3	71.3	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-005	1,114,826.75	1,851,085.25	595.93	5108+03	487	1	4.92	71.3			71.3	72.3	71.1	1.2	71.1	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
26	26-02-004	1,114,807.25	1,851,115.00	595	5108+35	511	1	4.92	70.9			70.9	71.9	70.8	1.1	70.8	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-003	1,114,781.75	1,851,150.25	595	5108+79	539	1	4.92	70.6			70.6	71.6	70.5	1.1	70.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-002	1,114,748.88	1,851,190.63	598	5109+35	569	1	4.92	70.8			70.8	71.9	70.8	1.1	70.8	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
26	26-02-001	1,114,727.63	1,851,234.75	595	5109+79	605	1	4.92	69.9			69.9	71	70	1.0	70.0	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
27	27-02-011	1,115,107.50	1,850,201.00	603.54	5103+94	-355	1	4.92	71.4	70.8	0.6	70.8	73.3	70.9	2.4	70.9	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
27	27-03-006	1,115,060.13	1,850,042.13	604	5104+26	-517	1	4.92	67.8	66.8	1.0	66.8	70.6	67.3	3.3	67.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-03-007	1,115,060.13	1,850,116.75	603.73	5104+30	-442	1	4.92	69.1	68.1	1.0	68.1	71.6	68.5	3.1	68.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
27	27-01-013	1,115,061.13	1,850,318.75	601.71	5104+40	-240	1	4.92	73.3	72.8	0.5	72.8	74.8	72.7	2.1	72.7	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
27	27-01-012	1,115,004.13	1,850,363.88	601.55	5104+95	-200	1	4.92	72.8	71.8	1.0	71.8	74.2	71.5	2.7	71.5	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
27	27-03-005	1,114,943.63	1,850,091.75	603	5105+25	-477	1	4.92	68.1	66.4	1.7	66.4	70.6	66.8	3.8	66.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-01-011	1,114,962.00	1,850,392.88	601.38	5105+37	-175	1	4.92	72.1	70.6	1.5	70.6	73.1	68.8	4.3	68.8	0	0	$30,000	$2,000	$0	$0	$32,000	$32,000	$0
27	27-03-004	1,114,889.00	1,850,135.25	602.85	5105+74	-439	1	4.92	68.3	66.2	2.1	66.2	71	66.9	4.1	66.9	0	0	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$0
27	27-02-010	1,114,861.13	1,850,201.00	601.93	5106+05	-378	1	4.92	68.9	66.2	2.7	66.2	71.4	66.9	4.5	66.9	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
27	27-01-010	1,114,868.88	1,850,439.00	601.19	5106+29	-141	1	4.92	69.8	66.8	3.0	66.8	69.4	64.5	4.9	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-02-009	1,114,808.50	1,850,252.63	601.44	5106+57	-335	1	4.92	68.9	65.7	3.2	65.7	71.5	65.7	5.8	65.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
27	27-01-009	1,114,772.63	1,850,304.00	601.01	5106+96	-290	1	4.92	68.8	65.2	3.6	65.2	71.6	64.9	6.7	64.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
27	27-01-008	1,114,719.63	1,850,355.00	600.68	5107+51	-250	1	4.92	68.9	64.5	4.4	64.5	71.6	64.2	7.4	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
27	27-01-007	1,114,668.50	1,850,427.75	599.19	5108+10	-190	1	4.92	68.3	63.5	4.8	63.5	70.5	63	7.5	63.0	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
27	27-02-008	1,114,454.00	1,850,072.13	597	5109+13	-587	1	4.92	65.4	62.1	3.3	62.1	68.3	64	4.3	64.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-01-006	1,114,445.50	1,850,304.25	598.58	5109+74	-367	1	4.92	67.6	62.4	5.2	62.4	70.2	64	6.2	64.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-02-007	1,114,397.00	1,850,155.75	597	5109+76	-523	1	4.92	66	62.2	3.8	62.2	69	64	5.0	64.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-01-005	1,114,351.75	1,850,238.13	599.24	5110+32	-459	1	4.92	66.8	62.5	4.3	62.5	69.8	64.5	5.3	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-01-004	1,114,318.88	1,850,338.50	597	5110+87	-375	1	4.92	67.5	62.2	5.3	62.2	70	64.5	5.5	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-01-003	1,114,248.63	1,850,391.25	595.72	5111+59	-350	1	4.92	67.3	62	5.3	62.0	70	64.8	5.2	64.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-02-006	1,114,159.63	1,850,172.00	597	5111+61	-587	1	4.92	65.6	62.6	3.0	62.6	68.5	65.2	3.3	65.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-01-002	1,114,245.25	1,850,435.00	595.51	5111+76	-311	1	4.92	67.1	61.7	5.4	61.7	70.2	64.5	5.7	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-02-005	1,114,129.25	1,850,228.25	596.93	5112+00	-546	1	4.92	66	62.7	3.3	62.7	68.9	65.6	3.3	65.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-01-001	1,114,176.50	1,850,473.25	595.09	5112+45	-303	1	4.92	66.9	61.8	5.1	61.8	70.1	65.1	5.0	65.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
27	27-02-004	1,114,063.63	1,850,282.25	595.52	5112+67	-523	1	4.92	66	62.9	3.1	62.9	68.9	65.9	3.0	65.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-02-003	1,113,980.63	1,850,334.88	595.19	5113+46	-511	1	4.92	66	63.4	2.6	63.4	68.9	66.4	2.5	66.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-03-003	1,113,860.38	1,850,223.88	593	5113+91	-665	1	4.92	65	63.5	1.5	63.5	67.7	66	1.7	66.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-02-002	1,113,901.88	1,850,499.75	594.24	5114+69	-402	1	4.92	67.1	65.4	1.7	65.4	69.4	67.5	1.9	67.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-02-001	1,113,824.88	1,850,450.13	591.55	5115+04	-484	1	4.92	66.1	64.6	1.5	64.6	68.5	67	1.5	67.0	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
27	27-03-002	1,113,745.25	1,850,366.25	592.62	5115+25	-597	1	4.92	65.5	64.5	1.0	64.5	68.3	67.1	1.2	67.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
27	27-03-001	1,113,665.00	1,850,309.63	592	5115+58	-687	1	4.92	65.1	64.3	0.8	64.3	67.6	66.6	1.0	66.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
30	30-03-001	1,108,818.13	1,854,385.13	656.8	1177+81	445	1	4.92	71.1	68.2	2.9	68.2	73.5	68.9	4.6	68.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
30	30-02-002	1,108,702.75	1,854,318.00	649.9	1178+61	338	1	4.92	73	67.9	5.1	67.9	75.5	68.5	7.0	68.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
30	30-02-001	1,108,550.00	1,854,398.63	654.6	1180+33	353	1	4.92	71.4	67.3	4.1	67.3	74	69	5.0	69.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
30	R30-1 [30-01-001]	1,108,333.25	1,854,323.75	655.8	1182+03	199	1	4.92	77.1	76.9	0.0	77.1	79.9	79.7	0.0	79.7	0	0	$30,000	$5,000	$0	$0	$35,000	$35,000	$0
30	30-01-003	1,109,316.00	1,854,029.75	624.2	5171+75	318	1	4.92	71.5	70.4	1.1	70.4	72.1	67.5	4.6	67.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
30	30-03-003	1,109,327.63	1,854,293.25	632.2	5172+71	563	1	4.92	68.2	66.8	1.4	66.8	69.4	67.8	1.6	67.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
30	30-01-004 [new 30-02?]	1,109,169.25	1,853,986.63	626.9	5172+89	218	1	4.92	74	69.7	4.3	69.7	75	66.7	8.3	66.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
30	30-01-002	1,109,132.50	1,854,091.88	630.6	5173+64	300	1	4.92	73.8	70.3	3.5	70.3	74.6	68.1	6.5	68.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
30	30-02-003	1,109,136.63	1,854,235.38	637.3	5174+16	433	1	4.92	71.3	68.9	2.4	68.9	72.9	68.9	4.0	68.9	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
30	30-03-002	1,109,137.13	1,854,372.00	640.1	5174+69	558	1	4.92	68.8	66.7	2.1	66.7	70.6	67.6	3.0	67.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
31	31-02-005	1,108,254.38	1,853,731.00	665.2	1180+44	-377	1	4.92	69.4			69.4	70	69.9	0.0	70.0	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
31	31-02-004	1,108,059.00	1,853,776.88	675.2	1182+42	-411	1	4.92	66.4			66.4	68.6	68.1	0.5	68.6	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
31	31-02-003	1,107,879.75	1,853,810.38	666.6	1184+20	-451	1	4.92	60.6			60.6	63.3	62.7	0.6	63.3	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
31	31-01-003	1,107,894.50	1,854,006.63	668.1	1184+83	-264	1	4.92	74.8			74.8	76.1	65	11.1	76.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
31	31-03-006	1,107,706.63	1,853,787.50	660.5	1185+70	-539	1	4.92	57.7			57.7	60.4	60.4	0.0	60.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
31	31-03-005	1,107,360.50	1,854,026.00	680.5	1189+82	-455	1	4.92	61.7			61.7	63.8	62.5	1.3	63.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
31	31-02-002	1,107,365.50	1,854,112.00	687.3	1190+11	-374	1	4.92	65.1			65.1	67	64.5	2.5	67.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
31	31-01-002 [new 31-01]	1,107,320.88	1,854,306.63	682.8	1191+28	-212	1	4.92	75.3			75.3	76.2	65.9	10.3	76.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
31	31-03-004	1,107,106.13	1,854,039.13	690.6	1192+22	-542	1	4.92	62.2			62.2	64.5	63.9	0.6	64.5	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
31	31-01-001	1,107,142.00	1,854,392.38	685.5	1193+26	-203	1	4.92	76.8			76.8	77.6	73.1	4.5	77.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
31	31-03-003	1,107,031.88	1,854,142.25	689.7	1193+30	-476	1	4.92	63.3			63.3	65.5	65.3	0.0	65.5	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
31	31-03-002	1,106,966.25	1,854,191.25	688.5	1194+10	-457	1	4.92	64.3			64.3	66.2	66	0.0	66.2	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
31	31-02-001	1,106,958.63	1,854,294.88	686.6	1194+57	-364	1	4.92	66.8			66.8	68.8	68.7	0.0	68.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
31	31-03-001	1,106,645.38	1,854,248.13	682.8	1197+27	-530	1	4.92	64.3			64.3	66.2	66.2	0.0	66.2	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
32	R 32-1 SFR [32-01-003]	1,107,287.50	1,854,895.13	680	1193+89	317	1	4.92	70	66.4	3.6	66.4	71.2	65.6	5.6	65.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
32	32-02-002	1,107,293.13	1,854,938.88	680.8	1194+01	359	1	4.92	67.9	65.4	2.5	65.4	69	64.4	4.6	64.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
32	32-03-002	1,107,280.13	1,855,018.75	681.1	1194+44	428	1	4.92	66	65	1.0	65.0	66.1	63	3.1	63.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-04-005	1,107,280.13	1,855,103.63	681.3	1194+77	506	1	4.92	65.5	65.2	0.0	65.5	64	62.1	1.9	62.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-05-004	1,107,272.50	1,855,240.75	681.8	1195+38	629	1	4.92	66.6	66.5	0.0	66.6	62.5	61.7	0.8	61.7	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-06-006	1,107,275.13	1,855,326.38	682.9	1195+69	709	1	4.92	68.7	68.6	0.0	68.7	62.8	62.3	0.5	62.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-06-005	1,107,285.63	1,855,392.00	683.9	1195+85	773	1	4.92	70.5	70.5	0.0	70.5	63.5	63.2	0.0	63.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-01-002	1,107,104.63	1,854,977.63	679.9	1195+89	321	1	4.92	71.8	67.3	4.5	67.3	73.6	65.4	8.2	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
32	32-04-003	1,107,200.63	1,855,206.88	681.2	1195+91	570	1	4.92	66.5	66.4	0.0	66.5	62.7	61.6	1.1	61.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-06-004	1,107,285.63	1,855,465.50	684.1	1196+13	841	1	4.92	72.8	72.8	0.0	72.8	64.1	63.9	0.0	63.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-05-003	1,107,194.50	1,855,324.88	682.5	1196+42	676	1	4.92	69.1	69.1	0.0	69.1	62.7	62.2	0.5	62.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-06-003	1,107,218.25	1,855,479.50	684.1	1196+81	828	1	4.92	73.8	73.8	0.0	73.8	64.1	63.9	0.0	63.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-04-002	1,107,051.13	1,855,206.88	680.3	1197+28	511	1	4.92	67	66.9	0.0	67.0	63.1	62.1	1.0	62.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-01-001	1,106,972.38	1,855,065.13	680.4	1197+45	350	1	4.92	71.7	70.9	0.8	70.9	69.8	64.4	5.4	64.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
32	32-06-002	1,107,136.13	1,855,464.63	683.5	1197+51	782	1	4.92	73.9	73.9	0.0	73.9	63.8	63.6	0.0	63.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-05-002	1,107,053.75	1,855,311.75	682	1197+67	609	1	4.92	69.4	69.4	0.0	69.4	62.8	62.3	0.5	62.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-02-001	1,106,965.25	1,855,130.25	681	1197+77	407	1	4.92	68.4	68.2	0.0	68.4	65.4	63.2	2.2	63.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-03-001	1,106,965.50	1,855,201.63	681.1	1198+05	473	1	4.92	67.6	67.5	0.0	67.6	63.5	62.5	1.0	62.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-06-001	1,107,070.50	1,855,464.63	683.6	1198+11	756	1	4.92	74.3	74.3	0.0	74.3	63.8	63.6	0.0	63.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-04-001	1,106,960.25	1,855,268.00	681.8	1198+36	532	1	4.92	68.6	68.5	0.0	68.6	63	62.3	0.7	62.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
32	32-05-001	1,106,962.88	1,855,360.75	682	1198+70	619	1	4.92	70.9	70.9	0.0	70.9	62.8	62.5	0.0	62.5	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
33	33-02 SFR [33-01-002]	1,106,763.00	1,854,492.13	677	1197+14	-259	1	4.92	70.4			70.4	73.3	63.9	9.4	63.9	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
33	33-02-003 1st floor	1,106,412.75	1,854,443.00	670.8	1200+18	-441	4	4.92	61			61.0	62.8	61.6	1.2	61.6	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-003 2nd floor	1,106,412.75	1,854,443.00	670.8	1200+18	-441	4	14.92	64.4			64.4	66.6	63.6	3.0	63.6	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-003 3rd floor	1,106,412.75	1,854,443.00	670.8	1200+18	-441	4	24.92	67.5			67.5	69.9	66.2	3.7	66.2	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-003 4th floor	1,106,412.75	1,854,443.00	670.8	1200+18	-441	4	34.92	70.5			70.5	72.7	68.5	4.2	68.5	0	0	$30,000	$1,000	$0	$0	$31,000	$124,000	$0
33	33-02-002 1st floor	1,106,400.50	1,854,560.13	675.2	1200+75	-338	4	4.92	63.4			63.4	65.4	62.9	2.5	62.9	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-002 2nd floor	1,106,400.50	1,854,560.13	675.2	1200+75	-338	4	14.92	68.4			68.4	70.9	65.3	5.6	65.3	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R* x *H*	$30,000	$	$	$	*T* + *U* + *V* + *W*	*X* x *S*	*Y* x *R*
33	33-02-002 3rd floor	1,106,400.50	1,854,560.13	675.2	1200+75	-338	4	24.92	72.4			72.4	74.5	68.8	5.7	68.8	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
33	33-02-002 4th floor	1,106,400.50	1,854,560.13	675.2	1200+75	-338	4	34.92	74.4			74.4	76.2	70.8	5.4	70.8	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
33	33-01-001 1st floor	1,106,438.63	1,854,692.00	676.5	1200+91	-202	4	4.92	68.4			68.4	69.5	63.7	5.8	63.7	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000
33	R 33-1 / 33-01-001 2nd floor	1,106,438.63	1,854,692.00	676.5	1200+91	-202	4	14.92	77.5			77.5	79.2	65.8	13.4	65.8	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
33	33-01-001 3rd floor	1,106,438.63	1,854,692.00	676.5	1200+91	-202	4	24.92	78.4			78.4	80.4	75.9	4.5	75.9	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
33	33-01-001 4th floor	1,106,438.63	1,854,692.00	676.5	1200+91	-202	4	34.92	78.5			78.5	80.4	80.4	0.0	80.4	0	0	$30,000	$5,000	$0	$0	$35,000	$140,000	$0
33	33-02-001 1st floor	1,106,245.00	1,854,560.13	674.5	1202+18	-399	4	4.92	62.5			62.5	64.9	63.4	1.5	63.4	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-001 2nd floor	1,106,245.00	1,854,560.13	674.5	1202+18	-399	4	14.92	66.4			66.4	68.8	66	2.8	66.0	0	0	$30,000	$0	$0	$0	$30,000	$120,000	$0
33	33-02-001 3rd floor	1,106,245.00	1,854,560.13	674.5	1202+18	-399	4	24.92	69.6			69.6	72.1	69.1	3.0	69.1	0	0	$30,000	$1,000	$0	$0	$31,000	$124,000	$0
33	33-02-001 4th floor	1,106,245.00	1,854,560.13	674.5	1202+18	-399	4	34.92	72.3			72.3	74.4	70.4	4.0	70.4	0	0	$30,000	$2,000	$0	$0	$32,000	$128,000	$0
34	34-1 Tavern/R31	1,106,387.13	1,855,223.63	695.9	1203+46	268	1	4.92	70.1			70.1	71.7	69.8	1.9	71.7	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
34	36-01-005/R36	1,106,307.88	1,855,193.25	694.1	1204+07	209	1	4.92	73.8			73.8	75.7	70	5.7	75.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
34	36-01-004/R35	1,106,260.75	1,855,316.63	698.2	1204+99	304	1	4.92	70			70	70.8	69.9	0.9	70.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
34	36-01-003/R34	1,106,154.38	1,855,407.13	699.1	1206+32	346	1	4.92	70.6			70.6	70.9	70.8	0.0	70.9	0	0	$30,000	$0	$0	$5,000	$35,000	$35,000	$0
34	36-02-005/R41	1,106,165.88	1,855,550.25	704.5	1206+77	482	1	4.92	75.5			75.5	71.8	71.8	0.0	71.8	0	0	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$0
36	36-01-002/R33	1,105,928.00	1,855,407.13	699	1208+40	257	1	4.92	71.4	71.2	0.0	71.4	72.9	72.5	0.4	72.5	0	0	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$0
36	36-02-004/R40	1,105,934.63	1,855,550.25	699.9	1208+90	392	1	4.92	74.8	74.7	0.0	74.8	72.7	72.1	0.6	72.1	0	0	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$0
36	36-02-003/R39	1,105,715.75	1,855,550.25	692	1210+92	306	1	4.92	74.9	74.5	0.4	74.5	72.7	70	2.7	70.0	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
36	36-02-002/R38	1,105,575.88	1,855,557.38	686.7	1212+23	258	1	4.92	75.7	74.8	0.9	74.8	74.7	70	4.7	70.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
36	R36-1[36-02-001/R37]	1,105,407.13	1,855,550.38	679.4	1213+76	186	1	4.92	76.7	72.2	4.5	72.2	78.6	70.1	8.5	70.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
36	36-01-001/R32 to be acquired	1,105,247.63	1,855,559.50	678.5	1215+26	132	1	4.92	80.3	73.3	7.0	73.3	82.7	71.8	10.9	71.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
37	R 35-1 Golf Course	1,105,824.25	1,854,861.88	683.72	1207+23	-285	2	4.92	67.4			67.4	68.6	68.6	0.0	68.6	0	0	$30,000	$0	$0	$0	$30,000	$60,000	$0

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
37	37-02-007 [same as 37-01]	1,105,029.25	1,855,208.13	665.9	1215+90	-277	4	4.92	74.4			74.4	76.2	65.7	10.5	65.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
37	37-02-006	1,104,879.13	1,855,201.13	662	1217+26	-342	6	4.92	71.9			71.9	73.6	66	7.6	66.0	1	6	$30,000	$2,000	$0	$0	$32,000	$192,000	$192,000
37	37-02-005	1,104,709.50	1,855,191.50	657.3	1218+78	-417	6	4.92	70.9			70.9	72.3	67.3	5.0	67.3	1	6	$30,000	$1,000	$0	$0	$31,000	$186,000	$186,000
37	37-01-003	1,104,675.38	1,855,327.50	658.8	1219+62	-305	6	4.92	73.4			73.4	74.5	66.3	8.2	66.3	1	6	$30,000	$2,000	$0	$0	$32,000	$192,000	$192,000
37	37-02-004	1,104,563.50	1,855,191.50	653	1220+12	-474	4	4.92	70.7			70.7	72.1	69.1	3.0	69.1	0	0	$30,000	$1,000	$0	$0	$31,000	$124,000	$0
37	37-01-002	1,104,502.38	1,855,327.50	654	1221+22	-373	6	4.92	73.6			73.6	74.4	70.5	3.9	70.5	0	0	$30,000	$2,000	$0	$0	$32,000	$192,000	$0
37	37-02-003	1,104,418.50	1,855,191.50	648	1221+46	-531	5	4.92	70.8			70.8	72.1	70	2.1	70.0	0	0	$30,000	$1,000	$0	$0	$31,000	$155,000	$0
37	37-01-001	1,104,413.25	1,855,360.75	646.1	1222+17	-377	5	4.92	73.8			73.8	74.6	67.7	6.9	67.7	1	5	$30,000	$2,000	$0	$0	$32,000	$160,000	$160,000
37	37-02-002	1,104,331.00	1,855,206.38	644.9	1222+32	-551	4	4.92	71.1			71.1	72.3	70.5	1.8	70.5	0	0	$30,000	$1,000	$0	$0	$31,000	$124,000	$0
37	37-02-001	1,104,288.25	1,855,354.25	643.7	1223+29	-432	4	4.92	73.9			73.9	74.7	70.1	4.6	70.1	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
38	38-01-002	1,105,187.25	1,856,012.25	694.5	1217+59	525	1	4.92	68.7			68.7	72	71.5	0.5	72.0	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
38	R 38-01	1,105,017.63	1,856,061.63	683.69	1219+34	504	1	4.92	69.7			69.7	71.5	65.7	5.8	71.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
42	42-01 Roofers	1,102,360.00	1,856,702.88	635.11	1246+04	-173	1	4.92	69.2			69.2	71.3	66.3	5.0	71.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	R 39-1 Golf Course	1,103,770.38	1,856,684.13	644.57	1233+62	580	1	4.92	67.5	66.2	1.3	66.2	70.8	69.4	1.4	69.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	R 41-1 office	1,103,271.75	1,856,866.50	646.6	1239+40	493	1	4.92	69.8	65.3	4.5	65.3	72.4	67.1	5.3	67.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	40-01-002 SFR	1,103,241.63	1,856,493.13	633.3	1237+61	159	1	4.92	71.1	65.3	5.8	65.3	73.4	66.3	7.1	66.3	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
43	40-02-004 SFR	1,103,237.13	1,856,604.25	635.4	1238+24	252	1	4.92	71.2	65.4	5.8	65.4	73.3	67.1	6.2	67.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	40-02-003 SFR	1,103,237.13	1,856,711.75	637.2	1238+83	344	1	4.92	70.4	64.8	5.6	64.8	72.6	67.3	5.3	67.3	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
43	40-02-002 SFR	1,103,202.63	1,856,711.75	636.5	1239+14	325	1	4.92	70.8	64.5	6.3	64.5	72.7	66.9	5.8	66.9	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
43	R 40-1 SFR new [40-01-001]	1,103,045.50	1,856,669.50	635	1240+29	205	1	4.92	71.1	63.4	7.7	63.4	73.5	65.5	8.0	65.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	40-02-001 SFR	1,103,016.38	1,856,794.88	637.4	1241+27	293	1	4.92	72	63.2	8.8	63.2	73	65.2	7.8	65.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	40-03-002 MFR 2nd floor	1,103,135.13	1,857,006.88	643.4	1241+51	535	4	14.92	70.7	65	5.7	65.0	73.2	66.6	6.6	66.6	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
43	40-03-002 MFR 3rd floor	1,103,135.13	1,857,006.88	643.4	1241+51	535	4	24.92	71.5	66.1	5.4	66.1	73.7	67.6	6.1	67.6	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
43	40-03-003 SFR	1,102,975.50	1,856,883.25	640.8	1242+16	342	1	4.92	70.7	63.1	7.6	63.1	73	65.1	7.9	65.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	40-03-001 MFR 2nd floor	1,102,967.88	1,856,994.38	641.1	1242+92	428	4	14.92	71.9	64.5	7.4	64.5	74.5	66.1	8.4	66.1	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
43	40-03-001 MFR 3rd floor	1,102,967.88	1,856,994.38	641.1	1242+92	428	4	24.92	73	66	7.0	66.0	75.1	67.2	7.9	67.2	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
43	43-03-008	1,102,762.75	1,857,355.50	647	1247+13	587	1	4.92	67.5	60.7	6.8	60.7	70.5	62.1	8.4	62.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-03-007	1,102,709.25	1,857,326.00	645.1	1247+38	530	1	4.92	67.8	60.7	7.1	60.7	71.3	62.1	9.2	62.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-03-006	1,102,640.88	1,857,268.13	643.7	1247+53	441	1	4.92	68.9	61	7.9	61.0	72.5	62.6	9.9	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-02-012	1,102,569.75	1,857,195.63	642.7	1247+61	340	1	4.92	70.5	61.5	9.0	61.5	72.5	63.1	9.4	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
43	43-01-032	1,102,514.75	1,857,141.00	642.5	1247+67	263	1	4.92	72.1	62.2	9.9	62.2	73.5	63.9	9.6	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-03-005	1,102,680.38	1,857,415.00	645.9	1248+26	578	1	4.92	67.5	60.3	7.2	60.3	70.7	61.9	8.8	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-031	1,102,447.50	1,857,181.75	641.6	1248+48	249	1	4.92	71.8	61.8	10.0	61.8	73.4	63.6	9.8	63.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-03-004	1,102,608.50	1,857,374.63	649.5	1248+56	500	1	4.92	68.9	61.5	7.4	61.5	72.2	63	9.2	63.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-030	1,102,387.00	1,857,244.00	641.5	1249+39	255	1	4.92	71.9	61.4	10.5	61.4	73.4	63.3	10.1	63.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-02-011	1,102,453.25	1,857,319.50	644.5	1249+41	356	1	4.92	70.7	61.2	9.5	61.2	74.1	62.9	11.2	62.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-03-003	1,102,540.63	1,857,496.13	652.3	1250+01	545	1	4.92	68.4	61.2	7.2	61.2	71.6	62.6	9.0	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-029	1,102,329.50	1,857,317.75	641.3	1250+36	270	1	4.92	72	61.1	10.9	61.1	73.3	63	10.3	63.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-02-010	1,102,376.25	1,857,398.13	644.8	1250+58	361	1	4.92	70.9	60.9	10.0	60.9	74.3	62.7	11.6	62.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-03-002	1,102,435.25	1,857,532.50	655	1251+13	498	1	4.92	69.4	61.5	7.9	61.5	72.4	62.9	9.5	62.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-02-009	1,102,302.88	1,857,472.50	643.3	1251+70	363	1	4.92	70.7	60.6	10.1	60.6	74	62.3	11.7	62.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-01-028	1,102,220.75	1,857,436.00	639.7	1252+04	279	1	4.92	72.1	60.8	11.3	60.8	73	62.6	10.4	62.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-03-001	1,102,399.38	1,857,660.25	649.7	1252+40	564	1	4.92	68	60.1	7.9	60.1	70.9	61.5	9.4	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-02-008	1,102,277.13	1,857,635.38	649.1	1253+14	459	1	4.92	69.9	60.6	9.3	60.6	72.8	62	10.8	62.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-027	1,102,147.75	1,857,534.25	639.4	1253+32	295	1	4.92	71.8	60.7	11.1	60.7	72.9	62.3	10.6	62.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-026	1,102,043.88	1,857,540.25	637.9	1254+11	224	1	4.92	72.4	61.5	10.9	61.5	73.6	62.9	10.7	62.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-02-007	1,102,142.38	1,857,659.88	641.9	1254+33	378	1	4.92	70.6	60.4	10.2	60.4	73.9	61.8	12.1	61.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-01-025	1,102,023.88	1,857,737.00	638.1	1255+79	341	1	4.92	70.3	60.5	9.8	60.5	73.8	61.7	12.1	61.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-02-006	1,102,142.38	1,857,866.63	650.4	1256+00	515	1	4.92	68.9	60.3	8.6	60.3	71.5	61.4	10.1	61.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	R 43-1 SFR new [43-01-024]	1,101,936.00	1,857,779.88	639	1256+74	302	1	4.92	71.7	61	10.7	61.0	75.2	62.1	13.1	62.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
43	43-02-005	1,102,092.38	1,857,960.13	649.6	1257+14	538	1	4.92	68.4	60	8.4	60.0	71	61.1	9.9	61.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-023	1,101,916.38	1,857,955.75	640.3	1258+32	399	1	4.92	70.7	60.1	10.6	60.1	73.1	61.2	11.9	61.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
43	43-01-022	1,101,888.50	1,858,035.75	640.3	1259+18	427	1	4.92	70	60	10.0	60.0	72.4	61	11.4	61.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-021	1,101,836.25	1,858,157.63	641.5	1260+58	459	1	4.92	68.9	59.9	9.0	59.9	71.5	60.7	10.8	60.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-02-004	1,101,933.88	1,858,231.00	641.9	1260+59	581	1	4.92	66.8	59	7.8	59.0	69.4	59.9	9.5	59.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-020	1,101,751.25	1,858,238.50	641	1261+83	437	1	4.92	69.2	60.2	9.0	60.2	71.6	60.8	10.8	60.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
43	43-01-019	1,101,688.00	1,858,368.38	640.1	1263+38	458	1	4.92	68.3	60.1	8.2	60.1	70.8	60.5	10.3	60.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-02-003	1,101,726.13	1,858,531.50	639.4	1264+65	579	1	4.92	66	59.4	6.6	59.4	68.4	60.5	7.9	60.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-02-002	1,101,628.75	1,858,688.38	638	1266+71	578	1	4.92	65.5	59.3	6.2	59.3	67.7	59.6	8.1	59.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-018	1,101,463.38	1,858,692.25	638.4	1267+65	436	1	4.92	67.4	60.5	6.9	60.5	69.7	60.8	8.9	60.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-017	1,101,456.13	1,858,848.38	637.5	1269+18	504	1	4.92	65.9	59.6	6.3	59.6	68	60.3	7.7	60.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-016	1,101,396.75	1,858,933.75	636.5	1270+31	491	1	4.92	65.8	59.3	6.5	59.3	67.5	60.4	7.1	60.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-015	1,101,396.75	1,859,010.25	636.7	1271+06	525	1	4.92	65.1	58.9	6.2	58.9	66.7	60.1	6.6	60.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-014	1,101,336.38	1,859,099.00	637	1272+23	508	1	4.92	64.9	58.8	6.1	58.8	66.3	60.2	6.1	60.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-013	1,101,273.50	1,859,197.63	638.3	1273+49	491	1	4.92	64.9	58.8	6.1	58.8	66	60.3	5.7	60.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-012	1,101,253.63	1,859,304.00	638.3	1274+65	514	1	4.92	64.1	58.4	5.7	58.4	64.9	59.9	5.0	59.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-011	1,101,200.75	1,859,419.38	637.7	1276+04	508	1	4.92	62.8	57.4	5.4	57.4	63.6	59.3	4.3	59.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-010	1,101,156.25	1,859,513.75	637.8	1277+18	499	1	4.92	61	56.7	4.3	56.7	62	58.7	3.3	58.7	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-009	1,101,156.25	1,859,600.38	637.7	1278+08	528	1	4.92	61	56.9	4.1	56.9	61.6	58.6	3.0	58.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-008	1,101,116.88	1,859,705.25	637.8	1279+33	523	1	4.92	60.6	57.2	3.4	57.2	61.8	58.8	3.0	58.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-007	1,101,047.88	1,859,870.63	638.3	1281+32	504	1	4.92	62.1	58.9	3.2	58.9	63.3	59.9	3.4	59.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-006	1,100,980.63	1,859,955.63	638.6	1282+41	460	1	4.92	62.2	58.9	3.3	58.9	63.3	60.3	3.0	60.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
43	43-01-005 [near M43B]	1,100,925.50	1,860,231.88	639.7	1285+52	464	1	4.92	65.6	62.2	3.4	62.2	68	63.1	4.9	63.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-004	1,100,851.50	1,860,323.88	639.7	1286+65	407	1	4.92	66.3	63.2	3.1	63.2	69.4	64.3	5.1	64.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-003	1,100,823.00	1,860,414.25	640.3	1287+67	392	1	4.92	67.4	64.1	3.3	64.1	70.3	65.5	4.8	65.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
43	43-01-002	1,100,790.63	1,860,596.75	640.5	1289+68	381	1	4.92	69.3	66.3	3.0	66.3	71.8	68	3.8	68.0	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
43	43-01-001	1,100,739.13	1,860,641.75	641.4	1290+21	334	1	4.92	70.5	67.1	3.4	67.1	72.9	69.3	3.6	69.3	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
43	43-02-001	1,100,916.13	1,860,697.63	640.2	1290+66	515	1	4.92	67.7	65.2	2.5	65.2	70.3	66.8	3.5	66.8	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
44	44-01-009	1,100,292.25	1,858,878.88	647.9	1274+40	-537	1	4.92	66.4	64.9	1.5	64.9	67.3	65.3	2.0	65.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
44	44-01-008	1,100,312.00	1,859,003.63	648.3	1275+40	-471	1	4.92	67.4	65.4	2.0	65.4	68.9	65.7	3.2	65.7	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
44	44-01-007	1,100,301.63	1,859,143.13	647.2	1276+64	-431	1	4.92	68.5	65.2	3.3	65.2	70.4	65.6	4.8	65.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-01-006	1,100,304.88	1,859,212.25	646.4	1277+23	-404	1	4.92	69.3	65	4.3	65.0	71.3	65.5	5.8	65.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
44	44-02-009	1,100,158.13	1,859,177.75	646.8	1277+39	-554	1	4.92	66.6	63.7	2.9	63.7	68.3	64.3	4.0	64.3	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
44	44-02-008	1,100,106.13	1,859,252.63	648.4	1278+19	-578	1	4.92	66.9	63	3.9	63.0	68.4	63.7	4.7	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-02-007	1,100,093.88	1,859,386.00	649.6	1279+36	-548	1	4.92	68.2	62.8	5.4	62.8	69.7	63.8	5.9	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-02-006	1,100,087.50	1,859,500.00	649.6	1280+36	-521	1	4.92	69	62.7	6.3	62.7	70.3	63.7	6.6	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-02-005	1,100,028.25	1,859,711.38	649.2	1282+35	-523	1	4.92	69.1	62.1	7.0	62.1	70.2	63.1	7.1	63.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-01-005	1,100,259.50	1,859,799.00	647.5	1282+62	-278	1	4.92	74.7	63.2	11.5	63.2	76.5	65.8	10.7	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
44	44-01-004	1,100,252.13	1,859,890.13	646.9	1283+48	-264	1	4.92	75	63.2	11.8	63.2	76.8	65.8	11.0	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
44	44-02-004	1,100,012.88	1,859,917.25	649.3	1284+20	-492	1	4.92	69.8	62.5	7.3	62.5	70.9	63.3	7.6	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
44	44-01-003	1,100,246.13	1,860,017.13	646.6	1284+67	-243	1	4.92	75.5	63.6	11.9	63.6	77.2	66.1	11.1	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
44	44-01-002	1,100,215.75	1,860,133.50	646.7	1285+82	-252	1	4.92	75.3	64.5	10.8	64.5	76.9	66.4	10.5	66.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
44	44-02-003	1,100,044.38	1,860,124.50	647.4	1286+01	-422	1	4.92	71.1	63.3	7.8	63.3	71.4	63.8	7.6	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
44	R 44-1 SFR new [44-01-001]	1,100,228.25	1,860,217.50	646.7	1286+59	-225	1	4.92	76.1	64.9	11.2	64.9	77.9	66.8	11.1	66.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
44	44-02-002	1,100,026.88	1,860,265.25	647.9	1287+32	-417	1	4.92	71.1	63.6	7.5	63.6	71.6	63.9	7.7	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
44	44-02-001	1,100,054.00	1,860,379.00	646.9	1288+33	-375	1	4.92	71.9	64.5	7.4	64.5	72	64.5	7.5	64.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-018	1,100,104.38	1,860,798.25	644.8	1292+20	-289	1	4.92	74	70.2	3.8	70.2	75.6	71.3	4.3	71.3	0	0	$30,000	$5,000	$0	$0	$35,000	$35,000	$0
46	45-1 Garywood Park	1,099,854.25	1,860,823.50	646	1292+53	-538	4	4.92	68.1	62.4	5.7	62.4	69.7	63.4	6.3	63.4	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000
46	46-02-017	1,100,004.63	1,860,989.00	646.4	1294+07	-383	1	4.92	72.5	65.7	6.8	65.7	74.2	66.8	7.4	66.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
46	46-01-017 new 46-1	1,100,153.75	1,861,129.25	644.9	1295+44	-230	1	4.92	77.1	65.2	11.9	65.2	79.6	66.9	12.7	66.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-01-016	1,100,125.38	1,861,238.13	646.1	1296+53	-256	1	4.92	76.4	65.2	11.2	65.2	78.7	66.9	11.8	66.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-016	1,099,845.13	1,861,275.00	649.4	1296+97	-535	1	4.92	69.9	62.6	7.3	62.6	72	64	8.0	64.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-015	1,100,133.00	1,861,336.25	646	1297+51	-246	1	4.92	76.8	65.3	11.5	65.3	79.1	67	12.1	67.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-015	1,099,829.38	1,861,358.13	648.6	1297+80	-549	1	4.92	69.7	62.2	7.5	62.2	71.9	63.6	8.3	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-014	1,100,122.75	1,861,433.88	647	1298+49	-254	1	4.92	76.6	65.3	11.3	65.3	78.8	67.1	11.7	67.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-014	1,099,864.38	1,861,512.88	648.7	1299+34	-510	1	4.92	70.6	62.7	7.9	62.7	72.7	64.2	8.5	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-013	1,100,107.13	1,861,567.75	646.6	1299+83	-266	1	4.92	76.2	64.9	11.3	64.9	78.4	66.7	11.7	66.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-013	1,099,842.50	1,861,578.50	649.2	1300+00	-531	1	4.92	70.3	62.4	7.9	62.4	72.4	63.9	8.5	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-012	1,100,131.63	1,861,654.25	646.5	1300+69	-240	1	4.92	77.1	65.3	11.8	65.3	79.4	67.1	12.3	67.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-012	1,099,828.50	1,861,667.75	650	1300+90	-543	1	4.92	70.1	62.1	8.0	62.1	72.2	63.7	8.5	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-011	1,100,112.38	1,861,747.00	646.2	1301+62	-257	1	4.92	76.5	64.9	11.6	64.9	78.7	66.7	12.0	66.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-01-010	1,100,097.25	1,861,848.50	646.2	1302+64	-270	1	4.92	76.2	64.6	11.6	64.6	78.3	66.4	11.9	66.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-03-006	1,099,770.25	1,861,918.50	649.2	1303+42	-595	1	4.92	69.4	61	8.4	61.0	71.5	62.6	8.9	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-011	1,100,048.63	1,861,950.00	645.5	1303+67	-316	1	4.92	74.8	63.6	11.2	63.6	76.8	65.4	11.4	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-094	1,099,760.75	1,862,046.75	648.4	1304+70	-601	1	4.92	69.4	60.6	8.8	60.6	71.4	62.2	9.2	62.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-010	1,100,038.38	1,862,069.13	646.9	1304+86	-323	1	4.92	74.7	63.6	11.1	63.6	76.6	65.4	11.2	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-03-005	1,099,750.75	1,862,091.38	648.1	1305+15	-610	1	4.92	69.2	60.4	8.8	60.4	71.3	62	9.3	62.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-009	1,100,088.75	1,862,328.25	648.7	1307+44	-266	1	4.92	76.4	64.9	11.5	64.9	78.5	66.1	12.4	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-009	1,099,818.00	1,862,332.88	648.6	1307+55	-537	1	4.92	70.3	60.9	9.4	60.9	72.3	62.4	9.9	62.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-008	1,099,818.00	1,862,421.25	648.8	1308+43	-535	1	4.92	70.4	60.9	9.5	60.9	72.3	62.4	9.9	62.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-008	1,100,088.75	1,862,435.00	648	1308+51	-264	1	4.92	76.5	64.9	11.6	64.9	78.6	66	12.6	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-02-007	1,099,824.63	1,862,501.75	649.2	1309+24	-526	1	4.92	70.5	61	9.5	61.0	72.5	62.5	10.0	62.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-007	1,100,088.75	1,862,538.25	648.5	1309+54	-261	1	4.92	76.6	65	11.6	65.0	78.7	66.2	12.5	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-01-006	1,100,068.38	1,862,634.38	649	1310+50	-279	1	4.92	76	64.7	11.3	64.7	78.1	66.1	12.0	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-01-005	1,100,068.38	1,862,729.75	648.6	1311+46	-277	1	4.92	76.1	64.5	11.6	64.5	78.2	66.1	12.1	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-03-004	1,099,760.50	1,862,783.00	647.9	1312+06	-584	1	4.92	69.5	60	9.5	60.0	71.4	61.7	9.7	61.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-006	1,099,846.13	1,862,797.13	648.5	1312+18	-498	1	4.92	70.9	61.1	9.8	61.1	72.8	62.8	10.0	62.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
46	46-01-004	1,100,068.38	1,862,837.13	647.6	1312+53	-275	1	4.92	76.1	64.4	11.7	64.4	78.1	65.9	12.2	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
46	46-03-003	1,099,753.00	1,862,927.25	646.5	1313+51	-588	1	4.92	69.3	59.8	9.5	59.8	71.2	61.5	9.7	61.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-005	1,099,851.13	1,862,937.75	646.3	1313+59	-489	1	4.92	70.8	61.1	9.7	61.1	72.7	62.7	10.0	62.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-01-003 MFR-4	1,100,076.38	1,862,995.50	645.1	1314+11	-263	4	4.92	76.3	64.2	12.1	64.2	78.2	65.5	12.7	65.5	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
46	46-01-002 MFR-6	1,099,992.13	1,863,111.63	645.3	1315+29	-344	6	4.92	73.8	63.1	10.7	63.1	75.7	64.4	11.3	64.4	1	6	$30,000	$5,000	$0	$0	$35,000	$210,000	$210,000
46	46-03-002	1,099,763.38	1,863,147.25	646.9	1315+70	-572	1	4.92	69	60.1	8.9	60.1	70.9	61.7	9.2	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
46	46-02-004	1,099,824.75	1,863,166.38	647.2	1315+88	-510	1	4.92	70.1	61	9.1	61.0	72	62.5	9.5	62.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-003	1,099,828.50	1,863,234.75	647.7	1316+56	-505	1	4.92	69.9	61.1	8.8	61.1	71.8	62.7	9.1	62.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-03-001	1,099,737.38	1,863,312.13	648.4	1317+36	-594	1	4.92	68	60	8.0	60.0	69.9	61.7	8.2	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
46	46-01-001 MFR-4	1,100,012.00	1,863,323.75	646.3	1317+41	-319	4	4.92	74	63.5	10.5	63.5	75.8	65	10.8	65.0	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
46	46-02-002	1,099,853.00	1,863,353.63	648	1317+75	-477	1	4.92	69.7	61.5	8.2	61.5	71.7	63.1	8.6	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
46	46-02-001 MFR-4	1,099,925.13	1,863,440.63	647.5	1318+62	-403	4	4.92	70.6	62.7	7.9	62.7	72.6	64.7	7.9	64.7	1	4	$30,000	$1,000	$0	$0	$31,000	$124,000	$124,000
46	48-01 Woods Pool [57.2 dBA]	1,099,835.75	1,863,571.88	648.44	1320+00	-488	8	4.92	67.3	61	6.3	61.0	69.5	63.3	6.2	63.3	1	8	$30,000	$0	$0	$0	$30,000	$240,000	$240,000
47	47-01-044	1,100,921.63	1,861,529.63	652	1299+25	547	1	4.92	68.6	68.1	0.0	68.6	70.7	63.3	7.4	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-043	1,100,892.75	1,861,599.00	652	1299+95	520	1	4.92	69.1	68.7	0.0	69.1	71.2	63.6	7.6	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-042	1,100,864.13	1,861,637.75	652	1300+35	492	1	4.92	69.5	69.2	0.0	69.5	71.6	64	7.6	64.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-041	1,100,849.63	1,861,660.50	652	1300+58	478	1	4.92	69.8	69.5	0.0	69.8	71.9	64.2	7.7	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-040	1,100,840.00	1,861,682.38	652	1300+80	469	1	4.92	69.9	69.7	0.0	69.9	72	64.3	7.7	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-039	1,100,804.75	1,861,774.38	652	1301+73	436	1	4.92	70.5	70.3	0.0	70.5	72.6	64.6	8.0	64.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-038	1,100,806.38	1,861,797.75	652	1301+96	438	1	4.92	70.4	70.3	0.0	70.4	72.6	64.6	8.0	64.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-037	1,100,805.50	1,861,831.00	652	1302+29	438	1	4.92	70.4	70.3	0.0	70.4	72.6	64.5	8.1	64.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-036	1,100,809.13	1,861,860.13	652	1302+59	442	1	4.92	70.3	70.2	0.0	70.3	72.5	64.4	8.1	64.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-035	1,100,816.88	1,861,925.75	652	1303+24	452	1	4.92	70.1	70.1	0.0	70.1	72.3	64.2	8.1	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-034	1,100,833.50	1,861,961.13	652	1303+59	469	1	4.92	69.8	69.7	0.0	69.8	72.1	64	8.1	64.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-033	1,100,836.38	1,861,985.38	652	1303+83	473	1	4.92	69.7	69.7	0.0	69.7	72	63.9	8.1	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-032	1,100,836.38	1,862,012.00	652	1304+10	473	1	4.92	69.7	69.6	0.0	69.7	72	63.9	8.1	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-031	1,100,838.38	1,862,074.13	652	1304+72	477	1	4.92	69.6	69.5	0.0	69.6	71.9	63.8	8.1	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-030	1,100,837.88	1,862,103.63	652	1305+01	477	1	4.92	69.6	69.5	0.0	69.6	71.9	63.8	8.1	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-029	1,100,837.88	1,862,129.38	652	1305+27	478	1	4.92	69.5	69.5	0.0	69.5	71.9	63.8	8.1	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-028	1,100,842.63	1,862,156.50	652	1305+54	483	1	4.92	69.4	69.3	0.0	69.4	71.9	63.9	8.0	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-027	1,100,838.38	1,862,194.25	652	1305+92	480	1	4.92	69.4	69.4	0.0	69.4	71.9	63.7	8.2	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-026	1,100,845.50	1,862,252.25	652	1306+50	488	1	4.92	69.2	69.1	0.0	69.2	71.8	63.6	8.2	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-025	1,100,843.75	1,862,285.50	652	1306+83	487	1	4.92	69.2	69.1	0.0	69.2	71.8	63.6	8.2	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	R 47-01-024 [new 47-1]	1,100,846.88	1,862,316.25	652	1307+14	491	1	4.92	69.1	69	0.0	69.1	71.7	63.6	8.1	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-023	1,100,844.00	1,862,348.13	652	1307+46	489	1	4.92	69.1	69	0.0	69.1	71.8	63.9	7.9	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-022	1,100,846.00	1,862,450.50	652	1308+48	493	1	4.92	68.9	68.8	0.0	68.9	71.6	63.6	8.0	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-021	1,100,851.75	1,862,506.25	652	1309+03	501	1	4.92	68.7	68.7	0.0	68.7	71.5	63.5	8.0	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-020	1,100,858.50	1,862,536.25	652	1309+33	508	1	4.92	68.6	68.5	0.0	68.6	71.4	63.5	7.9	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-019	1,100,858.50	1,862,603.25	652	1310+00	510	1	4.92	68.5	68.5	0.0	68.5	71.4	63.5	7.9	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-018	1,100,864.13	1,862,634.25	652	1310+31	516	1	4.92	68.4	68.3	0.0	68.4	71.3	63.4	7.9	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-017	1,100,864.13	1,862,662.88	652	1310+60	517	1	4.92	68.3	68.3	0.0	68.3	71.2	63.4	7.8	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-016	1,100,864.13	1,862,690.00	652	1310+87	517	1	4.92	68.3	68.3	0.0	68.3	71.2	63.4	7.8	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-015	1,100,864.13	1,862,770.13	652	1311+67	519	1	4.92	68.2	68.1	0.0	68.2	71.1	63.4	7.7	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
47	47-01-014	1,100,870.00	1,862,798.25	652	1311+95	526	1	4.92	68	68	0.0	68.0	71	63.3	7.7	63.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
47	47-01-013	1,100,870.00	1,862,825.38	652	1312+22	527	1	4.92	68	68	0.0	68.0	70.9	63.3	7.6	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-012	1,100,870.00	1,862,861.75	652	1312+58	527	1	4.92	67.9	67.9	0.0	67.9	70.9	63.3	7.6	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-011	1,100,870.00	1,862,889.75	652	1312+86	528	1	4.92	67.9	67.9	0.0	67.9	70.8	63.3	7.5	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-010	1,100,877.25	1,862,953.50	652	1313+50	537	1	4.92	67.6	67.6	0.0	67.6	70.6	63.2	7.4	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-009	1,100,877.25	1,862,987.00	652	1313+83	538	1	4.92	67.5	67.5	0.0	67.5	70.5	63.2	7.3	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-008	1,100,877.25	1,863,013.13	652	1314+10	538	1	4.92	67.5	67.5	0.0	67.5	70.5	63.2	7.3	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-007	1,100,877.25	1,863,045.63	652	1314+42	539	1	4.92	67.4	67.4	0.0	67.4	70.4	63.2	7.2	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-006	1,100,863.25	1,863,092.50	652	1314+89	526	1	4.92	67.5	67.5	0.0	67.5	70.5	63.5	7.0	63.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-005	1,100,863.25	1,863,149.25	652	1315+46	528	1	4.92	67.3	67.3	0.0	67.3	70.3	63.7	6.6	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-004	1,100,863.25	1,863,211.25	652	1316+08	529	1	4.92	67.1	67.1	0.0	67.1	70.1	63.7	6.4	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-003	1,100,863.25	1,863,320.63	652	1317+17	532	1	4.92	66.5	66.5	0.0	66.5	69.6	63.8	5.8	63.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-002	1,100,872.88	1,863,381.63	652	1317+78	543	1	4.92	66	66	0.0	66.0	69.2	63.7	5.5	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
47	47-01-001	1,100,872.88	1,863,456.88	652	1318+51	545	1	4.92	65.3	65.3	0.0	65.3	68.5	63.2	5.3	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-02-011	1,099,694.75	1,864,370.25	649.8	1328+11	-582	1	4.92	65.4	61.3	4.1	61.3	67.4	63.4	4.0	63.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
49	49-02-010	1,099,722.50	1,864,517.38	650	1329+51	-547	1	4.92	67	61.1	5.9	61.1	69.1	63.3	5.8	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-012	1,099,930.13	1,864,551.00	647	1329+76	-338	1	4.92	70.7	63.7	7.0	63.7	72.9	65.7	7.2	65.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
49	49-02-009	1,099,709.75	1,864,645.75	650.4	1330+75	-555	1	4.92	67.8	60.9	6.9	60.9	69.8	62.8	7.0	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-011	1,099,935.75	1,864,675.38	648.1	1330+97	-328	1	4.92	72.8	62.9	9.9	62.9	74.8	64.6	10.2	64.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
49	49-02-008	1,099,709.75	1,864,741.38	650.4	1331+67	-552	1	4.92	68.3	60.8	7.5	60.8	70.3	62.5	7.8	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-010	1,099,935.75	1,864,825.88	648.2	1332+48	-324	1	4.92	73.5	62.6	10.9	62.6	75.4	64.8	10.6	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-02-007	1,099,692.88	1,864,858.75	650.3	1332+87	-566	1	4.92	68.4	60.4	8.0	60.4	70.4	62.3	8.1	62.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-009	1,099,943.50	1,864,912.25	648.9	1333+34	-314	1	4.92	73.9	62.8	11.1	62.8	75.8	65.1	10.7	65.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-01-008	1,099,936.63	1,865,010.38	648.6	1334+32	-319	1	4.92	73.7	62.7	11.0	62.7	75.7	64.9	10.8	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-02-006	1,099,692.88	1,865,046.25	649.7	1334+74	-562	1	4.92	68.6	60.2	8.4	60.2	70.8	62	8.8	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-007	1,099,924.13	1,865,122.00	648.9	1335+44	-329	1	4.92	73.3	62.7	10.6	62.7	75.5	64.8	10.7	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-02-005	1,099,681.25	1,865,169.25	649.9	1335+97	-570	1	4.92	68.4	60	8.4	60.0	70.6	61.8	8.8	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-006	1,099,935.13	1,865,220.38	650.1	1336+42	-315	1	4.92	73.7	62.9	10.8	62.9	75.9	64.9	11.0	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-02-004	1,099,681.25	1,865,259.13	651.7	1336+87	-568	1	4.92	68.3	60.2	8.1	60.2	70.7	61.9	8.8	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
49	49-01-005	1,099,914.13	1,865,331.13	651.7	1337+54	-334	1	4.92	73.3	63	10.3	63.0	75.5	64.9	10.6	64.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
49	49-01-004	1,099,875.75	1,865,410.00	653.3	1338+33	-370	1	4.92	72.2	62.8	9.4	62.8	74.5	64.5	10.0	64.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
49	49-02-003	1,099,723.13	1,865,481.75	654.8	1339+09	-521	1	4.92	68.7	61	7.7	61.0	71.2	62.6	8.6	62.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
49	49-01-003 MFR-5	1,099,928.25	1,865,632.13	664.4	1340+54	-312	5	4.92	74.3	66.6	7.7	66.6	76.5	67.4	9.1	67.4	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
49	49-02-002 MFR-7	1,099,697.25	1,865,650.75	660.2	1340+78	-543	7	4.92	68.1	61.2	6.9	61.2	70.4	62.7	7.7	62.7	1	7	$30,000	$0	$0	$0	$30,000	$210,000	$210,000
49	R 49-1 [49-01-002] MFR-3 new	1,099,960.38	1,865,785.75	664.1	1342+07	-277	3	4.92	75	67.2	7.8	67.2	77.3	68.1	9.2	68.1	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
49	49-02-001 MFR-6	1,099,697.25	1,865,916.63	667.6	1343+44	-536	6	4.92	68.1	63.4	4.7	63.4	70.4	65.8	4.6	65.8	1	6	$30,000	$0	$0	$0	$30,000	$180,000	$180,000
49	49-01-001 MFR-3	1,099,915.50	1,865,953.25	666.7	1343+76	-317	3	4.92	73.4	67.4	6.0	67.4	76	69	7.0	69.0	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
50	50-02-004"	1,100,833.38	1,864,539.00	642.1	1329+26	564	1	4.92	63.5	59.3	4.2	59.3	67.2	61.8	5.4	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
50	50-01-016"	1,100,778.63	1,864,585.75	644.4	1329+77	511	1	4.92	65.8	60.6	5.2	60.6	69	63	6.0	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
50	50-01-015"	1,100,706.63	1,864,635.63	643.5	1330+31	441	1	4.92	67.6	61.3	6.3	61.3	70.6	63.7	6.9	63.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
50	50-01-014"	1,100,703.00	1,864,708.63	644.2	1331+06	440	1	4.92	68.7	61.5	7.2	61.5	71.6	63.7	7.9	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
50	50-01-013"	1,100,654.38	1,864,777.88	644.4	1331+79	393	1	4.92	70.6	61.9	8.7	61.9	73.1	64	9.1	64.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-012/50-1 new SFR"	1,100,634.13	1,864,897.50	643.6	1333+03	376	1	4.92	70.5	61.9	8.6	61.9	73.7	64.2	9.5	64.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-011"	1,100,660.75	1,864,958.25	643.9	1333+63	404	1	4.92	70	61.7	8.3	61.7	73.2	64.1	9.1	64.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column Y Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	R x H	$30,000	$	$	$	T + U + V + W	X x S	Y x R
50	50-01-010"	1,100,660.75	1,865,015.25	644.4	1334+20	405	1	4.92	70.6	61.8	8.8	61.8	73.3	64.3	9.0	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-009"	1,100,694.00	1,865,226.00	644.5	1336+30	443	1	4.92	69.3	61.5	7.8	61.5	72.7	64.1	8.6	64.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
50	50-01-008"	1,100,694.00	1,865,266.50	644.6	1336+70	444	1	4.92	69.4	61.4	8.0	61.4	72.7	64.1	8.6	64.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
50	50-01-007"	1,100,694.00	1,865,330.88	644.5	1337+35	446	1	4.92	69	61.4	7.6	61.4	72.6	64.1	8.5	64.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
50	50-01-006"	1,100,694.00	1,865,405.38	644.5	1338+09	448	1	4.92	68.8	61.3	7.5	61.3	72.6	64.1	8.5	64.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
50	50-01-005"	1,100,666.75	1,865,561.63	645.5	1339+66	424	1	4.92	71	61.7	9.3	61.7	73.4	64.5	8.9	64.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-004"	1,100,644.25	1,865,633.63	645.7	1340+38	404	1	4.92	71.5	61.9	9.6	61.9	73.9	64.8	9.1	64.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-003"	1,100,686.75	1,865,706.63	646.7	1341+10	448	1	4.92	70.5	61.6	8.9	61.6	73.1	64.5	8.6	64.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-01-002"	1,100,659.63	1,865,785.13	646.5	1341+90	423	1	4.92	70.9	61.8	9.1	61.8	73.6	64.9	8.7	64.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
50	50-02-002"	1,100,720.50	1,866,018.13	644.3	1344+21	489	1	4.92	66.3	60.4	5.9	60.4	71.1	63.8	7.3	63.8	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
50	50-02-001"	1,100,660.88	1,866,018.13	645	1344+22	429	1	4.92	68.3	61.4	6.9	61.4	72.5	64.8	7.7	64.8	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
50	50-01-001"	1,100,597.63	1,866,018.50	643.2	1344+24	366	1	4.92	69.3	62.2	7.1	62.2	73.6	65.6	8.0	65.6	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
50	50-02-003"	1,100,778.75	1,866,033.88	643.9	1344+35	548	1	4.92	64.8	59.5	5.3	59.5	69.9	62.9	7.0	62.9	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
51	51-03-018	1,099,654.13	1,866,384.63	667.7	1348+13	-568	1	4.92	65.7	62.9	2.8	62.9	69.3	66.2	3.1	66.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
51	51-02-017	1,099,805.38	1,866,395.75	667.3	1348+21	-417	1	4.92	68.4	66	2.4	66.0	71.9	68.5	3.4	68.5	0	0	$30,000	$1,000	$0	$0	$31,000	$31,000	$0
51	51-02-016	1,099,798.63	1,866,489.88	666.2	1349+15	-421	1	4.92	68	64.5	3.5	64.5	71.7	67	4.7	67.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-015	1,099,782.25	1,866,589.25	666.6	1350+15	-435	1	4.92	68.6	64.6	4.0	64.6	72.1	67	5.1	67.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-014	1,099,793.25	1,866,673.75	666	1350+99	-422	1	4.92	69.4	65	4.4	65.0	72.9	67.5	5.4	67.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-013	1,099,769.63	1,866,772.13	665.4	1351+98	-443	1	4.92	69.5	64.6	4.9	64.6	73	67.6	5.4	67.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-02-012	1,099,769.63	1,866,875.63	662.6	1353+01	-441	1	4.92	69.8	64.1	5.7	64.1	73.1	67.6	5.5	67.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-02-011	1,099,812.63	1,866,974.75	657.5	1353+99	-396	1	4.92	70.7	63.5	7.2	63.5	74.2	67.5	6.7	67.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-03-017	1,099,678.38	1,866,976.63	657.5	1354+04	-530	1	4.92	67.9	61.1	6.8	61.1	71.5	65.2	6.3	65.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-03-016	1,099,621.38	1,867,275.88	653	1357+05	-579	1	4.92	68.3	60.4	7.9	60.4	71.3	63.8	7.5	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-010	1,099,812.63	1,867,287.88	650.6	1357+12	-388	1	4.92	71.8	63.1	8.7	63.1	74.9	66.2	8.7	66.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-03-015	1,099,712.50	1,867,415.88	652.2	1358+43	-485	1	4.92	70.3	62	8.3	62.0	73.2	65.2	8.0	65.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-02-009	1,099,861.50	1,867,424.38	648.5	1358+48	-336	1	4.92	73.4	63.7	9.7	63.7	76.3	66.8	9.5	66.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-014	1,099,629.63	1,867,519.75	653.2	1359+48	-565	1	4.92	69.2	60.9	8.3	60.9	72	64.4	7.6	64.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-008	1,099,871.75	1,867,529.00	648.1	1359+52	-323	1	4.92	73.9	63.9	10.0	63.9	76.6	67.1	9.5	67.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-013	1,099,619.50	1,867,599.38	653.1	1360+28	-574	1	4.92	69.2	60.8	8.4	60.8	71.9	64.3	7.6	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-007	1,099,871.75	1,867,612.38	647.6	1360+35	-321	1	4.92	74	63.9	10.1	63.9	76.8	67	9.8	67.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-02-006	1,099,863.88	1,867,715.00	647.5	1361+38	-326	1	4.92	73.9	63.7	10.2	63.7	76.7	66.8	9.9	66.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-012	1,099,619.50	1,867,718.75	652.5	1361+48	-571	1	4.92	69.4	60.7	8.7	60.7	72	64.1	7.9	64.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-03-011	1,099,680.25	1,867,800.50	652.6	1362+28	-508	1	4.92	70.4	61.5	8.9	61.5	73.1	64.9	8.2	64.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-02-005	1,099,863.88	1,867,818.25	646.6	1362+41	-324	1	4.92	74	63.3	10.7	63.3	76.7	66.5	10.2	66.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-008	1,099,805.63	1,867,902.50	647	1363+27	-380	1	4.92	72.7	62.4	10.3	62.4	75.4	65.6	9.8	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-010	1,099,645.88	1,867,959.38	649.7	1363+88	-539	1	4.92	69.9	60.5	9.4	60.5	72.5	63.6	8.9	63.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-004	1,099,828.00	1,868,043.50	646.7	1364+67	-354	1	4.92	73.3	62.4	10.9	62.4	75.9	65.5	10.4	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-009	1,099,645.88	1,868,040.88	648.2	1364+69	-537	1	4.92	70	60.2	9.8	60.2	72.5	63.3	9.2	63.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-01-011 new 51-1 SFR	1,100,015.25	1,868,054.38	644.7	1364+74	-167	1	4.92	78.7	64.5	14.2	64.5	81.3	67.3	14.0	67.3	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
51	51-01-010	1,100,003.75	1,868,292.13	645.3	1367+14	-172	1	4.92	78.4	65.5	12.9	65.5	81	67.9	13.1	67.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-01-009	1,099,998.00	1,868,387.88	646.7	1368+13	-173	1	4.92	78.6	65.6	13.0	65.6	81	68.1	12.9	68.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-007	1,099,704.13	1,868,400.88	646.8	1368+46	-466	1	4.92	71.1	60.6	10.5	60.6	73.4	63.5	9.9	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-01-008	1,099,957.00	1,868,464.38	645.2	1368+95	-209	1	4.92	77.2	64.5	12.7	64.5	79.6	66.8	12.8	66.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-006	1,099,645.50	1,868,486.00	646.9	1369+43	-518	1	4.92	70.1	59.9	10.2	59.9	72.4	62.7	9.7	62.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-01-007	1,099,928.13	1,868,565.75	646	1370+02	-230	1	4.92	76.7	64.3	12.4	64.3	78.9	66.5	12.4	66.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-005	1,099,608.50	1,868,598.25	646.1	1370+70	-545	1	4.92	69.4	59.6	9.8	59.6	71.7	62.3	9.4	62.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	51-02-003	1,099,789.50	1,868,661.63	645.5	1371+18	-358	1	4.92	72.9	62.1	10.8	62.1	75.2	64.7	10.5	64.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-01-006	1,099,939.38	1,868,715.38	644.6	1371+56	-203	1	4.92	77.3	64.8	12.5	64.8	79.6	66.9	12.7	66.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-02-002	1,099,766.75	1,868,741.25	644.8	1372+05	-371	1	4.92	72.2	61.9	10.3	61.9	74.6	64.3	10.3	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-02-001	1,099,804.25	1,868,957.50	645.8	1374+27	-303	1	4.92	71.9	63.7	8.2	63.7	74.7	65.6	9.1	65.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-03-004	1,099,559.50	1,868,982.50	644.7	1374+98	-540	1	4.92	68	59.9	8.1	59.9	70.3	62.2	8.1	62.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
51	51-01-005	1,099,819.13	1,869,051.88	645.5	1375+22	-272	1	4.92	70.9	64.4	6.5	64.4	73.8	66.1	7.7	66.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-01-004	1,099,795.63	1,869,154.88	646.2	1376+33	-275	1	4.92	70.3	64.6	5.7	64.6	73.2	66.3	6.9	66.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-01-003	1,099,801.00	1,869,251.13	645.9	1377+30	-250	1	4.92	70.4	65	5.4	65.0	73.1	66.9	6.2	66.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-03-003	1,099,492.38	1,869,225.38	647.5	1377+76	-557	1	4.92	67.7	60.2	7.5	60.2	70	62.5	7.5	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
51	51-01-002	1,099,793.75	1,869,354.50	645.8	1378+37	-234	1	4.92	70.9	65.3	5.6	65.3	73.6	67.3	6.3	67.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	51-03-002	1,099,486.88	1,869,307.88	647.2	1378+66	-543	1	4.92	68	60.5	7.5	60.5	70.2	62.6	7.6	62.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
51	51-01-001	1,099,787.25	1,869,465.88	646.1	1379+51	-213	1	4.92	72.9	65.8	7.1	65.8	75.3	67.8	7.5	67.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	51-03-001	1,099,531.38	1,869,447.75	647.3	1380+02	-465	1	4.92	69.5	61.8	7.7	61.8	71.8	63.8	8.0	63.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	53-01 Brook Park	1,099,690.63	1,869,815.00	648.17	1383+19	-210	7	4.92	77.3	67.2	10.1	67.2	79.6	68.7	10.9	68.7	1	7	$30,000	$5,000	$0	$0	$35,000	$245,000	$245,000
51	54-03-009	1,099,244.63	1,870,100.88	646.3	1387+18	-559	1	4.92	69.6	60.5	9.1	60.5	71.9	61.9	10.0	61.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-01-013	1,099,510.75	1,870,300.75	646.2	1388+36	-247	1	4.92	76.3	64.7	11.6	64.7	78.7	65.9	12.8	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-008	1,099,420.13	1,870,294.38	645.7	1388+55	-336	1	4.92	73.9	63.2	10.7	63.2	76.4	64.6	11.8	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-007	1,099,308.75	1,870,294.38	645.7	1388+86	-443	1	4.92	71.6	61.7	9.9	61.7	74.1	63.1	11.0	63.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	54-01-012	1,099,523.00	1,870,399.50	644.1	1389+27	-208	1	4.92	77.4	64.5	12.9	64.5	79.8	66	13.8	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-03-008	1,099,244.63	1,870,320.88	644.9	1389+29	-497	1	4.92	70.6	60.8	9.8	60.8	73.1	62.4	10.7	62.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	54-01-011 new 54-1 SFR	1,099,503.13	1,870,456.25	644	1389+87	-211	1	4.92	77.3	64.3	13.0	64.3	79.8	65.9	13.9	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-006	1,099,272.25	1,870,394.63	644.8	1389+93	-450	1	4.92	71.5	61.3	10.2	61.3	74	62.9	11.1	62.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	54-02-005	1,099,278.38	1,870,463.00	643.8	1390+56	-425	1	4.92	72	61.5	10.5	61.5	74.4	63.2	11.2	63.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
51	54-01-010	1,099,476.88	1,870,528.75	643.8	1390+64	-216	1	4.92	77.2	64.1	13.1	64.1	79.6	65.8	13.8	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-004	1,099,278.38	1,870,558.75	643.3	1391+48	-398	1	4.92	72.5	61.7	10.8	61.7	75	63.5	11.5	63.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-01-009	1,099,400.63	1,870,599.75	644.3	1391+54	-270	1	4.92	75.6	63.4	12.2	63.4	78.1	65.2	12.9	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-003	1,099,265.38	1,870,616.25	643.3	1392+07	-395	1	4.92	72.6	61.8	10.8	61.8	75	63.6	11.4	63.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-002	1,099,260.13	1,870,697.50	643.2	1392+87	-377	1	4.92	72.9	62.1	10.8	62.1	75.4	63.9	11.5	63.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-01-008	1,099,381.13	1,870,770.63	642.7	1393+23	-241	1	4.92	76.3	63.3	13.0	63.3	78.8	65.6	13.2	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-02-001	1,099,239.13	1,870,764.50	642.9	1393+57	-379	1	4.92	72.9	62.1	10.8	62.1	75.3	64.1	11.2	64.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-01-006	1,099,265.13	1,870,887.25	643.1	1394+68	-319	1	4.92	74.2	63.1	11.1	63.1	76.6	65.2	11.4	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-01-007	1,099,370.00	1,870,927.50	641.8	1394+77	-207	1	4.92	75.3	63.6	11.7	63.6	79.6	66.4	13.2	66.4	1	1	$30,000	$5,000	$1,000	$5,000	$41,000	$41,000	$41,000
51	54-01-005	1,099,265.13	1,870,952.88	643	1395+31	-301	1	4.92	74.6	63.5	11.1	63.5	77	65.7	11.3	65.7	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
51	54-03-007	1,098,984.38	1,870,906.38	643.8	1395+64	-584	1	4.92	68.9	60.3	8.6	60.3	71.2	62.2	9.0	62.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-03-006	1,098,995.00	1,870,980.88	644.2	1396+33	-553	1	4.92	69.2	60.9	8.3	60.9	71.6	62.9	8.7	62.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-01-004	1,099,233.88	1,871,066.50	644.5	1396+48	-299	1	4.92	74.6	64.9	9.7	64.9	77	66.7	10.3	66.7	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
51	54-03-005	1,098,985.00	1,871,027.88	644.6	1396+81	-549	1	4.92	69.2	61.1	8.1	61.1	71.5	63.1	8.4	63.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-03-004	1,098,974.50	1,871,085.75	645.2	1397+39	-543	1	4.92	69.1	61.4	7.7	61.4	71.5	63.5	8.0	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-01-003	1,099,233.88	1,871,165.38	644.7	1397+43	-272	1	4.92	75.2	66.4	8.8	66.4	77.6	68.2	9.4	68.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-03-003	1,098,948.63	1,871,152.50	644.5	1398+11	-549	1	4.92	68.7	61.4	7.3	61.4	71.1	63.5	7.6	63.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-01-002	1,099,233.88	1,871,267.75	644.8	1398+42	-243	1	4.92	75.8	68.7	7.1	68.7	78.3	70.6	7.7	70.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-03-002	1,098,965.13	1,871,217.00	644.3	1398+68	-515	1	4.92	68.9	62.1	6.8	62.1	71.4	64.2	7.2	64.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
51	54-01-001	1,099,253.13	1,871,333.25	644.5	1398+99	-206	1	4.92	76.9	71.2	5.7	71.2	79.3	73.1	6.2	73.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
51	54-03-001	1,098,944.13	1,871,272.50	644.2	1399+27	-520	1	4.92	68.5	62	6.5	62.0	70.9	64.2	6.7	64.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-04-038	1,100,761.50	1,866,357.38	643.4	1347+59	538	1	4.92	64.3	61.3	3.0	61.3	70.2	64.2	6.0	64.2	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-037	1,100,761.50	1,866,408.75	643.3	1348+10	539	1	4.92	64.5	61.4	3.1	61.4	70.3	64.1	6.2	64.1	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-036	1,100,744.63	1,866,587.88	642.6	1349+90	527	1	4.92	65.3	61.6	3.7	61.6	70.9	63.9	7.0	63.9	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-035	1,100,750.25	1,866,680.50	642.7	1350+82	535	1	4.92	65.3	61.5	3.8	61.5	70.9	63.6	7.3	63.6	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-01-010 MFR-2	1,100,462.13	1,866,697.00	647.7	1351+06	247	2	4.92	75.8	67	8.8	67.0	78.8	67.8	11.0	67.8	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
52	52-03-021 MFR-2	1,100,505.50	1,866,702.88	647.1	1351+11	291	2	4.92	74.5	66.2	8.3	66.2	77.4	67.2	10.2	67.2	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
52	52-04-034	1,100,750.25	1,866,767.25	642.8	1351+69	537	1	4.92	65.4	61.5	3.9	61.5	70.9	63.4	7.5	63.4	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-033	1,100,715.75	1,866,826.75	642.9	1352+29	504	1	4.92	66.2	62	4.2	62.0	71.5	63.7	7.8	63.7	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
52	52-01-009 MFR-3	1,100,454.00	1,866,837.25	647.1	1352+46	242	3	4.92	76.1	66.9	9.2	66.9	79	67.7	11.3	67.7	1	3	$30,000	$5,000	$0	$0	$35,000	$105,000	$105,000
52	52-03-020 MFR-4	1,100,505.50	1,866,841.75	647.5	1352+50	294	4	4.92	74.5	66.1	8.4	66.1	77.5	67	10.5	67.0	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-032	1,100,722.38	1,866,942.00	642.7	1353+45	513	1	4.92	66	62	4.0	62.0	71.2	63.5	7.7	63.5	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-031	1,100,734.13	1,866,981.00	643	1353+83	526	1	4.92	65.8	61.9	3.9	61.9	71.1	63.4	7.7	63.4	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-030	1,100,734.13	1,867,037.88	643.1	1354+40	527	1	4.92	65.8	61.9	3.9	61.9	71.1	63.3	7.8	63.3	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-019 MFR-4	1,100,495.38	1,867,040.00	648.5	1354+48	289	4	4.92	74.8	66.5	8.3	66.5	77.8	67.3	10.5	67.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-029	1,100,721.13	1,867,083.88	642.9	1354+86	515	1	4.92	66	62.1	3.9	62.1	71.3	63.4	7.9	63.4	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-028	1,100,736.00	1,867,139.63	642.6	1355+42	532	1	4.92	65.6	61.8	3.8	61.8	70.9	63.2	7.7	63.2	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-027	1,100,709.75	1,867,210.63	643	1356+13	507	1	4.92	66.3	62.3	4.0	62.3	71.5	63.5	8.0	63.5	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-018 MFR-5	1,100,495.38	1,867,248.88	647.5	1356+57	294	5	4.92	74.6	66.3	8.3	66.3	77.6	67	10.6	67.0	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
52	52-01-008 MFR-4 [52-2]	1,100,431.38	1,867,251.25	646.2	1356+61	230	4	4.92	76.6	67	9.6	67.0	79.3	67.7	11.6	67.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-026	1,100,727.63	1,867,279.50	643	1356+82	527	1	4.92	65.9	62.1	3.8	62.1	71.3	63.2	8.1	63.2	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-025	1,100,727.63	1,867,352.63	642.6	1357+55	528	1	4.92	65.6	62	3.6	62.0	71.2	63.1	8.1	63.1	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-017 MFR-4	1,100,483.63	1,867,422.38	647.6	1358+31	286	4	4.92	74.9	66.5	8.4	66.5	77.9	67	10.9	67.0	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-024	1,100,771.00	1,867,434.75	642.5	1358+36	574	1	4.92	64.7	61.7	3.0	61.7	70.5	62.5	8.0	62.5	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-023	1,100,778.00	1,867,477.75	642.9	1358+79	582	1	4.92	64.8	61.7	3.1	61.7	70.5	62.4	8.1	62.4	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-022	1,100,699.00	1,867,607.75	643.4	1360+11	506	1	4.92	66.2	62.5	3.7	62.5	72	63.3	8.7	63.3	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-021	1,100,699.00	1,867,648.75	643.3	1360+52	507	1	4.92	66.1	62.5	3.6	62.5	72	63.2	8.8	63.2	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-016 MFR-5	1,100,475.75	1,867,679.00	647.7	1360+87	284	5	4.92	75	66.6	8.4	66.6	77.9	66.9	11.0	66.9	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
52	52-04-020	1,100,771.38	1,867,715.75	643	1361+17	581	1	4.92	64.7	61.9	2.8	61.9	70.5	62.3	8.2	62.3	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-019	1,100,762.88	1,867,757.13	643.1	1361+58	573	1	4.92	64.8	62	2.8	62.0	70.7	62.3	8.4	62.3	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-018	1,100,734.00	1,867,864.88	643.4	1362+67	547	1	4.92	65.3	62.4	2.9	62.4	71.1	62.6	8.5	62.6	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-015 MFR-5	1,100,459.25	1,867,890.75	647.6	1362+99	273	5	4.92	75.3	66.8	8.5	66.8	78	66.8	11.2	66.8	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
52	52-04-017	1,100,758.00	1,867,912.38	643.5	1363+14	572	1	4.92	64.8	62.1	2.7	62.1	70.6	62.3	8.3	62.3	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-016	1,100,758.00	1,867,960.88	643.6	1363+62	573	1	4.92	64.7	62.1	2.6	62.1	70.5	62.3	8.2	62.3	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-015	1,100,691.50	1,868,019.13	643.9	1364+22	508	1	4.92	66	62.9	3.1	62.9	71.5	63.1	8.4	63.1	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-014	1,100,691.50	1,868,050.13	644	1364+53	509	1	4.92	66	63	3.0	63.0	71.4	63	8.4	63.0	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-03-014 MFR-4	1,100,459.25	1,868,094.13	647	1365+03	278	4	4.92	74.8	66.5	8.3	66.5	77.6	66.6	11.0	66.6	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-013	1,100,746.38	1,868,120.00	644.1	1365+22	566	1	4.92	64.9	62.3	2.6	62.3	70.2	62.4	7.8	62.4	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-012	1,100,683.50	1,868,179.75	643.8	1365+83	504	1	4.92	65.9	62.9	3.0	62.9	71	63.1	7.9	63.1	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
52	52-04-011	1,100,755.88	1,868,287.75	643.8	1366+83	579	1	4.92	64.3	62.1	2.2	62.1	69.3	62.2	7.1	62.2	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-010	1,100,741.00	1,868,347.00	644.5	1367+37	567	1	4.92	64.7	62.3	2.4	62.3	69.3	62.4	6.9	62.4	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-009	1,100,705.13	1,868,441.50	644.2	1368+25	536	1	4.92	65	62.7	2.3	62.7	69.4	62.8	6.6	62.8	1	1	$30,000	$0	$1,000	$5,000	$36,000	$36,000	$36,000
52	52-03-013 MFR-2	1,100,464.25	1,868,434.13	646.6	1368+32	295	2	4.92	72.7	66.1	6.6	66.1	75.7	66.5	9.2	66.5	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
52	52-01-007 MFR-2	1,100,398.75	1,868,432.13	647.3	1368+34	230	2	4.92	76.5	67.3	9.2	67.3	78.8	67.7	11.1	67.7	1	2	$30,000	$5,000	$0	$0	$35,000	$70,000	$70,000
52	52-04-008	1,100,681.88	1,868,508.88	644.1	1368+88	517	1	4.92	65.3	62.8	2.5	62.8	69.4	63.1	6.3	63.1	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-04-007	1,100,681.88	1,868,576.13	643.5	1369+49	522	1	4.92	65.1	62.5	2.6	62.5	69.1	63	6.1	63.0	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
52	52-03-012 MFR-4	1,100,455.25	1,868,563.13	648	1369+55	295	4	4.92	74	66.6	7.4	66.6	76	66.7	9.3	66.7	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-006	1,100,681.88	1,868,646.13	643.4	1370+13	528	1	4.92	64.9	62.4	2.5	62.4	68.7	62.9	5.8	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-04-005	1,100,681.88	1,868,739.75	643.7	1370+99	538	1	4.92	64.8	62.4	2.4	62.4	68.4	62.9	5.5	62.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
52	52-03-011 MFR-5	1,100,445.75	1,868,770.75	647	1371+52	307	5	4.92	72.1	66	6.1	66.0	73.6	66.4	7.2	66.4	1	5	$30,000	$2,000	$0	$0	$32,000	$160,000	$160,000
52	52-01-006 MFR-4	1,100,368.25	1,868,807.63	646.9	1371+96	234	4	4.92	75.4	67	8.4	67.0	75.3	67.5	7.8	67.5	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-04-004	1,100,667.50	1,868,969.13	642.4	1373+08	552	1	4.92	64.2	61.8	2.4	61.8	67.7	62.8	4.9	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-04-003	1,100,667.50	1,869,038.25	642.3	1373+70	562	1	4.92	64	61.7	2.3	61.7	67.5	62.7	4.8	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-03-010 MFR-4	1,100,433.50	1,869,029.75	647.7	1373+97	330	4	4.92	71.9	65.7	6.2	65.7	72.8	66.5	6.3	66.5	1	4	$30,000	$1,000	$0	$0	$31,000	$124,000	$124,000
52	52-01-005 MFR-4	1,100,355.00	1,869,022.13	646.5	1374+01	251	4	4.92	73.9	66.5	7.4	66.5	74.4	67.3	7.1	67.3	1	4	$30,000	$2,000	$0	$0	$32,000	$128,000	$128,000
52	52-04-002	1,100,657.00	1,869,165.00	642.5	1374+86	573	1	4.92	63.9	61.5	2.4	61.5	67.4	62.8	4.6	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-03-009 MFR-5	1,100,425.00	1,869,181.00	647.2	1375+39	347	5	4.92	70.8	65.2	5.6	65.2	72.1	66.3	5.8	66.3	1	5	$30,000	$1,000	$0	$0	$31,000	$155,000	$155,000
52	52-04-001	1,100,642.13	1,869,257.75	642	1375+71	575	1	4.92	63.9	61.4	2.5	61.4	67.3	62.8	4.5	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
52	52-03-008 MFR-5	1,100,419.38	1,869,389.25	648	1377+32	384	5	4.92	70.8	65.1	5.7	65.1	72.5	66.3	6.2	66.3	1	5	$30,000	$1,000	$0	$0	$31,000	$155,000	$155,000
52	52-03-007 MFR-4	1,100,419.38	1,869,600.13	644	1379+23	433	4	4.92	67.2	63.6	3.6	63.6	70.9	64.9	6.0	64.9	1	4	$30,000	$0	$0	$0	$30,000	$120,000	$120,000
52	52-01-004 MFR-4	1,100,256.25	1,869,613.88	646.5	1379+74	278	4	4.92	74.3	66.2	8.1	66.2	76.4	67.4	9.0	67.4	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-01-003 MFR-4 [52-01]	1,100,129.25	1,869,773.63	645.6	1381+57	199	4	4.92	77.6	67.2	10.4	67.2	80.1	68.4	11.7	68.4	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
52	52-03-006 MFR-4	1,100,405.50	1,869,882.25	645.1	1381+84	495	4	4.92	66.6	63.2	3.4	63.2	71.6	64.5	7.1	64.5	1	4	$30,000	$1,000	$1,000	$0	$32,000	$128,000	$128,000
52	52-03-005 MFR-2	1,100,396.00	1,869,978.88	644.8	1382+79	513	2	4.92	66.2	63.1	3.1	63.1	71.4	64.3	7.1	64.3	1	2	$30,000	$1,000	$1,000	$0	$32,000	$64,000	$64,000
52	52-02-004 MFR-4	1,100,287.25	1,869,989.00	644.7	1383+19	411	4	4.92	68.5	64.3	4.2	64.3	73.7	65.6	8.1	65.6	1	4	$30,000	$2,000	$1,000	$0	$33,000	$132,000	$132,000
52	52-01-002 MFR-3	1,100,115.38	1,870,029.25	644.7	1384+06	257	3	4.92	73.6	66.3	7.3	66.3	78	67.4	10.6	67.4	1	3	$30,000	$5,000	$1,000	$0	$36,000	$108,000	$108,000
52	52-03-004 MFR-3	1,100,277.13	1,870,116.50	645	1384+45	437	3	4.92	68.1	64.2	3.9	64.2	73.4	65.5	7.9	65.5	1	3	$30,000	$2,000	$1,000	$0	$33,000	$99,000	$99,000
52	52-02-003 MFR-4	1,100,132.13	1,870,098.63	644.7	1384+68	293	4	4.92	72.2	65.9	6.3	65.9	77	67.1	9.9	67.1	1	4	$30,000	$5,000	$1,000	$0	$36,000	$144,000	$144,000
52	52-03-003 MFR-3	1,100,270.50	1,870,280.50	643.9	1386+04	476	3	4.92	66.8	63.8	3.0	63.8	72.6	65.4	7.2	65.4	1	3	$30,000	$1,000	$1,000	$0	$32,000	$96,000	$96,000
52	52-02-002 MFR-5	1,100,115.38	1,870,295.25	644.2	1386+62	332	5	4.92	70.6	65.7	4.9	65.7	76.2	67.1	9.1	67.1	1	5	$30,000	$5,000	$1,000	$0	$36,000	$180,000	$180,000
52	52-03-002 MFR-3	1,100,253.38	1,870,405.00	642.7	1387+28	495	3	4.92	66.2	63.6	2.6	63.6	72.2	65.6	6.6	65.6	1	3	$30,000	$1,000	$2,000	$0	$33,000	$99,000	$99,000
52	52-01-001 MFR-5	1,099,937.63	1,870,400.50	644.6	1388+12	190	5	4.92	77	67.4	9.6	67.4	80.6	68.7	11.9	68.7	1	5	$30,000	$5,000	$0	$0	$35,000	$175,000	$175,000
52	52-02-001 MFR-4	1,100,145.88	1,870,464.13	645	1388+15	408	4	4.92	69.4	65.4	4.0	65.4	74.5	67.2	7.3	67.2	1	4	$30,000	$2,000	$1,000	$0	$33,000	$132,000	$132,000
52	52-03-001 MFR-4	1,100,154.75	1,870,554.88	644.8	1389+00	442	4	4.92	68.5	65.3	3.2	65.3	73.8	67.4	6.4	67.4	1	4	$30,000	$2,000	$1,000	$0	$33,000	$132,000	$132,000
55	R 55-1 Skate Park [55-01-002] #B1	1,099,126.50	1,871,630.13	648	1402+20	-245	1	4.92	74			74.0	75.2	65.7	9.5	75.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
55	55-01-001 ball diamond #B2	1,099,057.00	1,871,787.88	647.8	1403+90	-268	1	4.92	72.3			72.3	74	64.9	9.1	74.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
55	55-03-002-playground #B5	1,098,733.63	1,871,762.75	647.5	1404+57	-585	1	4.92	63.3			63.3	64.5	59.7	4.8	64.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
55	55-03-001-Center soccer field #B4	1,098,706.88	1,871,839.88	647.2	1405+38	-589	1	4.92	62.8			62.8	64.1	59.3	4.8	64.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
55	55-02-001-East soccer field #B3	1,098,816.63	1,871,966.00	646.6	1406+29	-449	1	4.92	64.6			64.6	66.2	61.5	4.7	66.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
56	R56-1 56-02-002/56S football field #B2	1,099,672.00	1,871,855.25	639.9	1402+83	342	1	4.92	69.3			69.3	74	65.9	8.1	74.0	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
56	56-02-001 Ballpark #B3 near 56-F	1,099,676.38	1,872,154.25	642.7	1405+69	429	1	4.92	67.1			67.1	71.2	63.8	7.4	71.2	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
56	56-01-001/M56-01 open field #B1	1,099,456.00	1,872,198.25	642.4	1406+73	230	1	4.92	67.3			67.3	70.8	64.1	6.7	70.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
56	56-03-002 South soccer field #B4	1,099,731.25	1,872,283.88	643.3	1406+78	518	1	4.92	64.4			64.4	68.3	62	6.3	68.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
56	56-03-001-North soccer field #B5	1,099,705.50	1,872,387.13	643.6	1407+85	522	1	4.92	63.3			63.3	67	61.3	5.7	67.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	58A-1 Peirce Park ballfield	1,098,891.50	1,872,767.63	648.66	1413+77	-153	4	4.92	79.5	67.8	11.7	67.8	81.6	69.3	12.3	69.3	1	4	$30,000	$5,000	$0	$0	$35,000	$140,000	$140,000
60	57-01-004	1,098,461.13	1,872,733.88	646.4	1414+65	-575	1	4.92	65.5	60.4	5.1	60.4	70.2	61.9	8.3	61.9	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
60	57-01-003	1,098,444.25	1,872,784.13	646.3	1415+18	-578	1	4.92	65.3	60.2	5.1	60.2	70.2	61.7	8.5	61.7	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
60	57-01-002	1,098,434.63	1,872,839.63	646.9	1415+74	-571	1	4.92	66	60.3	5.7	60.3	70.4	61.7	8.7	61.7	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
60	57-01-001 new 57-1 SFR	1,098,450.25	1,872,914.13	647.9	1416+41	-536	1	4.92	67.8	60.7	7.1	60.7	71.1	62.1	9.0	62.1	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-03-039	1,098,299.13	1,873,294.88	646.8	1420+49	-574	1	4.92	64.9	59.6	5.3	59.6	70	61	9.0	61.0	1	1	$30,000	$0	$1,000	$5,000	$36,000	$36,000	$36,000
60	60-03-038	1,098,262.88	1,873,410.50	647.3	1421+70	-577	1	4.92	64.9	59.5	5.4	59.5	69.5	60.8	8.7	60.8	1	1	$30,000	$0	$1,000	$5,000	$36,000	$36,000	$36,000
60	60-03-037	1,098,303.13	1,873,466.50	647.6	1422+13	-523	1	4.92	66.1	60.2	5.9	60.2	70.2	61.5	8.7	61.5	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
60	58B-1 Hinsdale Academy-garden	1,098,617.25	1,873,621.25	646.1	1422+74	-178	20	4.92	74.9	65.1	9.8	65.1	77.7	66.1	11.6	66.1	1	20	$30,000	$5,000	$0	$0	$35,000	$700,000	$700,000

Receivers sorted by Wall (Column A) and Station (Column F)
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Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
60	60-02-033	1,098,428.63	1,873,593.63	646.9	1423+00	-366	1	4.92	68.9	62.2	6.7	62.2	72.7	63.4	9.3	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-03-036	1,098,364.63	1,873,581.88	646.6	1423+06	-431	1	4.92	67.2	61.2	6.0	61.2	71.2	62.5	8.7	62.5	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
60	60-03-035	1,098,266.75	1,873,581.88	648.1	1423+34	-525	1	4.92	66.1	60	6.1	60.0	69.6	61.3	8.3	61.3	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-01-026	1,098,594.38	1,873,696.50	647.7	1423+52	-179	1	4.92	76.7	65.5	11.2	65.5	78.2	66.2	12.0	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-02-032	1,098,428.63	1,873,681.50	649	1423+84	-342	1	4.92	71.5	62.8	8.7	62.8	73.3	63.9	9.4	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-025	1,098,598.13	1,873,786.50	648.3	1424+37	-150	1	4.92	78.9	66	12.9	66.0	78.1	66.4	11.7	66.4	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
60	60-03-034	1,098,229.25	1,873,686.75	649	1424+41	-532	1	4.92	66.3	59.9	6.4	59.9	69	61.2	7.8	61.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-02-031	1,098,428.63	1,873,754.88	649.1	1424+51	-322	1	4.92	71.9	63	8.9	63.0	73.2	64	9.2	64.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-033	1,098,260.25	1,873,721.75	648.6	1424+63	-493	1	4.92	66.6	60.3	6.3	60.3	69.5	61.6	7.9	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-024	1,098,556.75	1,873,856.75	649.5	1425+12	-171	1	4.92	77.9	65.6	12.3	65.6	77.4	66.1	11.3	66.1	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
60	60-02-030	1,098,428.63	1,873,847.88	649	1425+34	-298	1	4.92	72.1	63.2	8.9	63.2	72.9	64.2	8.7	64.2	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
60	60-03-032	1,098,260.25	1,873,843.75	648.8	1425+68	-462	1	4.92	67.1	60.6	6.5	60.6	69.4	61.9	7.5	61.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-02-029	1,098,415.63	1,873,907.38	649.3	1425+91	-296	1	4.92	72.2	63.2	9.0	63.2	72.6	64.2	8.4	64.2	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
60	60-01-023	1,098,542.38	1,873,940.50	650.4	1425+93	-165	1	4.92	78.4	65.6	12.8	65.6	77.8	66.2	11.6	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-031	1,098,245.25	1,873,887.75	648.7	1426+09	-466	1	4.92	66.8	60.5	6.3	60.5	69.1	61.7	7.4	61.7	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-01-022	1,098,528.75	1,873,993.63	650.8	1426+46	-166	1	4.92	78.3	65.4	12.9	65.4	77.9	66.2	11.7	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-027	1,098,202.50	1,874,002.50	649.2	1427+17	-483	1	4.92	66.6	60.2	6.4	60.2	68.6	61.5	7.1	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-028	1,098,269.00	1,874,024.50	649.9	1427+24	-414	1	4.92	68.6	61.2	7.4	61.2	69.9	62.4	7.5	62.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-028	1,098,366.00	1,874,045.63	650.6	1427+26	-315	1	4.92	71.5	62.8	8.7	62.8	72.3	63.9	8.4	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-03-029	1,098,313.50	1,874,043.38	650.4	1427+33	-366	1	4.92	70	61.9	8.1	61.9	71	63.2	7.8	63.2	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-03-030	1,098,108.88	1,874,017.00	647.8	1427+46	-572	1	4.92	64.4	58.9	5.5	58.9	67	60.2	6.8	60.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-027	1,098,294.25	1,874,182.50	649.4	1428+61	-360	1	4.92	69.4	61.8	7.6	61.8	70.3	63	7.3	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-021	1,098,414.25	1,874,204.88	651.2	1428+64	-238	1	4.92	73.9	64	9.9	64.0	73.9	64.9	9.0	64.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-026	1,098,202.50	1,874,191.88	649	1428+83	-449	1	4.92	67	60.5	6.5	60.5	68.7	61.8	6.9	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-025	1,098,095.75	1,874,224.88	647.6	1429+26	-550	1	4.92	64.6	59.1	5.5	59.1	66.9	60.4	6.5	60.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-020	1,098,403.38	1,874,291.75	651.6	1429+46	-236	1	4.92	74.2	64	10.2	64.0	74.1	65	9.1	65.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-02-026	1,098,278.50	1,874,288.13	649.3	1429+59	-360	1	4.92	69.4	61.9	7.5	61.9	70.2	63	7.2	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-019	1,098,401.25	1,874,373.88	650.9	1430+23	-227	1	4.92	74.4	64.1	10.3	64.1	74.2	65	9.2	65.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-02-025	1,098,254.38	1,874,376.50	648.3	1430+42	-372	1	4.92	69	61.6	7.4	61.6	69.9	62.7	7.2	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-024	1,098,078.25	1,874,367.25	647	1430+52	-548	1	4.92	64.6	59.1	5.5	59.1	66.8	60.4	6.4	60.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-024	1,098,254.38	1,874,424.50	648.2	1430+85	-367	1	4.92	69	61.8	7.2	61.8	70.1	62.7	7.4	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-023	1,098,067.13	1,874,411.75	646.7	1430+91	-555	1	4.92	64.5	59.1	5.4	59.1	66.7	60.3	6.4	60.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-023	1,098,248.75	1,874,475.13	648.8	1431+32	-368	1	4.92	69.4	61.9	7.5	61.9	70.4	62.8	7.6	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-018	1,098,379.50	1,874,488.38	650.5	1431+32	-236	1	4.92	73.8	64.3	9.5	64.3	73.9	64.8	9.1	64.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-022	1,098,067.13	1,874,466.13	646.5	1431+39	-549	1	4.92	64.7	59.1	5.6	59.1	66.8	60.4	6.4	60.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-017	1,098,388.00	1,874,529.75	651.3	1431+71	-224	1	4.92	74.8	64.8	10.0	64.8	74.8	65.1	9.7	65.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-021	1,098,067.13	1,874,529.63	646.4	1431+94	-544	1	4.92	65	59.3	5.7	59.3	66.8	60.5	6.3	60.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-022	1,098,239.00	1,874,545.75	647.6	1431+96	-371	1	4.92	68.9	61.8	7.1	61.8	69.9	62.7	7.2	62.7	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-02-021	1,098,257.75	1,874,599.50	647.2	1432+44	-349	1	4.92	69.2	62.2	7.0	62.2	70.1	62.9	7.2	62.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-016	1,098,345.50	1,874,610.13	650.4	1432+49	-261	1	4.92	72.8	64.2	8.6	64.2	73.4	64.4	9.0	64.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-02-020	1,098,236.88	1,874,677.25	647.1	1433+16	-365	1	4.92	68.7	62.2	6.5	62.2	69.9	62.7	7.2	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-020	1,098,036.38	1,874,690.13	647.3	1433+35	-565	1	4.92	64.6	59.3	5.3	59.3	67	60.4	6.6	60.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-015	1,098,341.75	1,874,717.00	649.4	1433+50	-259	1	4.92	72.1	64.3	7.8	64.3	72.8	64.3	8.5	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-01-014	1,098,341.75	1,874,756.38	650.4	1433+89	-257	1	4.92	72.6	64.8	7.8	64.8	73.5	64.6	8.9	64.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-019	1,098,067.50	1,874,789.38	648.2	1434+33	-530	1	4.92	65.4	59.9	5.5	59.9	67.9	60.9	7.0	60.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-018	1,098,067.50	1,874,841.88	648.8	1434+86	-528	1	4.92	66	60.1	5.9	60.1	68.2	61.1	7.1	61.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-019	1,098,256.88	1,874,858.50	650.8	1434+95	-338	1	4.92	70.6	63.6	7.0	63.6	72.4	63.7	8.7	63.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
60	60-03-017	1,098,058.50	1,874,899.25	649.8	1435+43	-535	1	4.92	66.4	60.1	6.3	60.1	68.7	61.1	7.6	61.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-018	1,098,253.25	1,874,914.13	652	1435+50	-340	1	4.92	71.4	63.8	7.6	63.8	73.1	63.9	9.2	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-013	1,098,361.50	1,874,961.88	655.4	1435+94	-230	1	4.92	76.7	67.4	9.3	67.4	77.9	66.1	11.8	66.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-02-017	1,098,239.25	1,874,974.38	652.6	1436+11	-351	1	4.92	71.6	63.4	8.2	63.4	73.5	63.9	9.6	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-012	1,098,335.13	1,874,995.00	655.2	1436+28	-255	1	4.92	75.8	66.2	9.6	66.2	77	65.7	11.3	65.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-02-016	1,098,225.75	1,875,031.25	652.7	1436+68	-362	1	4.92	71.5	63	8.5	63.0	73.5	63.8	9.7	63.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-016	1,098,048.25	1,875,052.88	650.4	1436+97	-539	1	4.92	66.3	59.8	6.5	59.8	69.5	61.2	8.3	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
60	60-02-015	1,098,235.00	1,875,102.50	653.4	1437+39	-350	1	4.92	72.6	63.2	9.4	63.2	74.3	64.1	10.2	64.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-011	1,098,339.38	1,875,121.13	655.5	1437+54	-245	1	4.92	76.1	65.1	11.0	65.1	77.5	65.9	11.6	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-015	1,098,048.25	1,875,130.75	650.6	1437+75	-536	1	4.92	66.3	59.8	6.5	59.8	69.9	61.3	8.6	61.3	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
60	60-02-014	1,098,215.00	1,875,158.88	653	1437+96	-368	1	4.92	71.9	62.5	9.4	62.5	73.9	63.8	10.1	63.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-010	1,098,326.88	1,875,188.63	655.6	1438+22	-255	1	4.92	75.7	64.5	11.2	64.5	77.3	65.8	11.5	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-014	1,098,039.75	1,875,193.75	649.4	1438+38	-542	1	4.92	65.8	59.6	6.2	59.6	69.4	61.2	8.2	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-009	1,098,326.88	1,875,218.25	655.7	1438+51	-254	1	4.92	75.7	64.5	11.2	64.5	77.4	65.9	11.5	65.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-02-013	1,098,215.00	1,875,215.88	654.1	1438+53	-366	1	4.92	72.5	62.7	9.8	62.7	74.3	64	10.3	64.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-02-012	1,098,230.50	1,875,274.25	655.4	1439+11	-348	1	4.92	73.2	63	10.2	63.0	75	64.5	10.5	64.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-01-008	1,098,326.88	1,875,282.38	656.2	1439+15	-251	1	4.92	75.9	64.4	11.5	64.4	77.7	66	11.7	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-013	1,098,049.00	1,875,287.88	647.6	1439+32	-529	1	4.92	65.3	59.6	5.7	59.6	68.4	61.2	7.2	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-011	1,098,207.75	1,875,346.63	653.8	1439+84	-368	1	4.92	72.2	62.3	9.9	62.3	74.5	64	10.5	64.0	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
60	60-01-007 new 60-1 SFR	1,098,339.00	1,875,364.63	656.2	1439+97	-236	1	4.92	76.4	64.6	11.8	64.6	78.3	66.3	12.0	66.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-02-010	1,098,217.50	1,875,388.63	653.3	1440+26	-356	1	4.92	72.2	62.4	9.8	62.4	74.8	64.1	10.7	64.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-02-009	1,098,222.75	1,875,449.00	651.1	1440+86	-349	1	4.92	69.7	62.2	7.5	62.2	74.5	64	10.5	64.0	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
60	60-01-006	1,098,331.63	1,875,467.25	655.9	1441+00	-239	1	4.92	76.3	64.6	11.7	64.6	78.3	66.2	12.1	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-01-005	1,098,310.75	1,875,543.38	653.5	1441+77	-257	1	4.92	75.3	64	11.3	64.0	77.6	65.6	12.0	65.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-012	1,098,034.38	1,875,552.00	645.5	1441+96	-533	1	4.92	64.4	59.5	4.9	59.5	67.8	61.2	6.6	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-011	1,098,034.38	1,875,598.00	645.6	1442+42	-531	1	4.92	64.4	59.6	4.8	59.6	68	61.2	6.8	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-008	1,098,187.88	1,875,644.00	648.5	1442+82	-376	1	4.92	68.4	61.8	6.6	61.8	72.6	63.4	9.2	63.4	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
60	60-03-010	1,098,020.25	1,875,662.38	646.1	1443+07	-543	1	4.92	64.5	59.6	4.9	59.6	68.1	61.2	6.9	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-004	1,098,292.88	1,875,677.25	650.7	1443+11	-270	1	4.92	72.5	63.5	9.0	63.5	76.7	65.1	11.6	65.1	1	1	$30,000	$5,000	$1,000	$0	$36,000	$36,000	$36,000
60	60-02-007	1,098,197.63	1,875,684.63	649.2	1443+22	-364	1	4.92	69.1	62.1	7.0	62.1	73.5	63.7	9.8	63.7	1	1	$30,000	$2,000	$1,000	$0	$33,000	$33,000	$33,000
60	60-03-009	1,098,020.25	1,875,736.00	646.3	1443+81	-540	1	4.92	64.6	59.7	4.9	59.7	68.4	61.2	7.2	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-006	1,098,192.75	1,875,756.63	650.3	1443+95	-366	1	4.92	70.3	62.3	8.0	62.3	74.2	63.8	10.4	63.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-01-003	1,098,324.50	1,875,774.25	651.8	1444+07	-234	1	4.92	75.5	64.3	11.2	64.3	78.2	65.8	12.4	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-008	1,098,024.63	1,875,778.25	646.3	1444+23	-534	1	4.92	64.6	59.8	4.8	59.8	68.4	61.3	7.1	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-005	1,098,200.13	1,875,818.75	650.7	1444+56	-357	1	4.92	71.2	62.5	8.7	62.5	74.6	64	10.6	64.0	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
60	60-01-002	1,098,292.88	1,875,839.88	651.9	1444+74	-263	1	4.92	75.1	63.9	11.2	63.9	77.2	65.4	11.8	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-007	1,098,017.25	1,875,837.75	646.7	1444+83	-539	1	4.92	64.9	59.9	5.0	59.9	68.8	61.3	7.5	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-004	1,098,191.38	1,875,869.00	650.6	1445+07	-363	1	4.92	71.2	62.5	8.7	62.5	74.2	63.9	10.3	63.9	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-006	1,098,017.25	1,875,904.75	647.5	1445+50	-536	1	4.92	65.4	60.1	5.3	60.1	69.3	61.4	7.9	61.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-01-001	1,098,280.63	1,875,944.88	652.3	1445+79	-271	1	4.92	75	63.8	11.2	63.8	76.7	65.3	11.4	65.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
60	60-03-005	1,098,017.25	1,875,964.50	648.1	1446+09	-533	1	4.92	65.7	60.3	5.4	60.3	69.3	61.5	7.8	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-003	1,098,180.00	1,875,981.75	650.3	1446+20	-370	1	4.92	70.9	62.2	8.7	62.2	73.5	63.5	10.0	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-004	1,098,010.75	1,876,028.88	649	1446+74	-537	1	4.92	66.2	60.3	5.9	60.3	69.2	61.4	7.8	61.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-002	1,098,186.25	1,876,050.63	646.7	1446+89	-361	1	4.92	67.6	61.4	6.2	61.4	70.3	62.7	7.6	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-003	1,098,010.75	1,876,085.38	649.6	1447+30	-535	1	4.92	66.4	60.5	5.9	60.5	69.1	61.3	7.8	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-02-001	1,098,176.88	1,876,106.88	651.8	1447+45	-368	1	4.92	71.3	62.2	9.1	62.2	73.3	63.1	10.2	63.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
60	60-03-002	1,098,010.75	1,876,143.88	650.8	1447+89	-533	1	4.92	67	61	6.0	61.0	69.1	61.3	7.8	61.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
60	60-03-001	1,098,002.75	1,876,201.38	651.4	1448+47	-539	1	4.92	66.9	61.6	5.3	61.6	68.6	61.1	7.5	61.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-01-014	1,099,163.63	1,873,253.00	647.1	1417+67	244	1	4.92	75.5	62.9	12.6	62.9	77.9	64.6	13.3	64.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-01-013	1,099,136.75	1,873,291.88	646.7	1418+12	229	1	4.92	76.2	64.6	11.6	64.6	78.6	65.8	12.8	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-012	1,099,456.00	1,873,417.13	646.5	1418+43	571	1	4.92	67.4	58.7	8.7	58.7	69.5	60.2	9.3	60.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-01-012	1,099,136.75	1,873,344.13	646.9	1418+62	244	1	4.92	75.8	64.3	11.5	64.3	78.2	65.5	12.7	65.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-011	1,099,396.63	1,873,423.13	646.4	1418+66	515	1	4.92	68.5	59.5	9.0	59.5	70.7	60.9	9.8	60.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-04-010	1,099,340.63	1,873,416.13	647.5	1418+75	460	1	4.92	69.7	60.3	9.4	60.3	72.1	61.8	10.3	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-01-011	1,099,136.75	1,873,397.13	647.2	1419+13	259	1	4.92	75.3	64.1	11.2	64.1	77.8	65.4	12.4	65.4	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-01-010	1,099,130.75	1,873,447.13	647	1419+63	267	1	4.92	75.1	64	11.1	64.0	77.6	65.2	12.4	65.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-009	1,099,381.88	1,873,530.00	647.2	1419+72	531	1	4.92	68.6	59.6	9.0	59.6	70.8	61.1	9.7	61.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-033	1,099,192.38	1,873,506.38	647.6	1420+03	342	1	4.92	72.9	62.5	10.4	62.5	75.4	63.9	11.5	63.9	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
61	61-02-032	1,099,169.75	1,873,543.88	648.1	1420+45	331	1	4.92	73.3	62.9	10.4	62.9	75.8	64.3	11.5	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-008	1,099,324.13	1,873,595.75	648.5	1420+52	494	1	4.92	69.4	60.3	9.1	60.3	71.8	61.8	10.0	61.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-04-007	1,099,324.13	1,873,647.25	648.9	1421+01	508	1	4.92	69.2	60.2	9.0	60.2	71.6	61.7	9.9	61.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-01-009	1,099,033.13	1,873,593.00	648	1421+30	214	1	4.92	77.1	65.1	12.0	65.1	79.5	67	12.5	67.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-02-031	1,099,155.25	1,873,638.63	649	1421+40	344	1	4.92	73	63	10.0	63.0	75.5	64.3	11.2	64.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-006	1,099,324.13	1,873,693.25	649.2	1421+45	521	1	4.92	69	60.1	8.9	60.1	71.4	61.6	9.8	61.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-02-030	1,099,162.38	1,873,690.63	649.5	1421+88	365	1	4.92	72.4	62.7	9.7	62.7	75	64	11.0	64.0	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-04-005	1,099,310.00	1,873,751.75	649.8	1422+05	524	1	4.92	69	60.2	8.8	60.2	71.3	61.7	9.6	61.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-04-004	1,099,310.00	1,873,796.75	650	1422+49	537	1	4.92	68.8	60.1	8.7	60.1	71.1	61.6	9.5	61.6	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-04-003	1,099,302.25	1,873,842.75	650.3	1422+95	542	1	4.92	68.7	60.1	8.6	60.1	70.9	61.6	9.3	61.6	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-041	1,099,163.38	1,873,814.50	650.3	1423+07	401	1	4.92	71.5	62.2	9.3	62.2	74	63.5	10.5	63.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-02-029	1,099,077.00	1,873,802.88	650.4	1423+20	315	1	4.92	73.8	63.6	10.2	63.6	76.3	65	11.3	65.0	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-01-008	1,098,981.50	1,873,795.38	648.8	1423+39	221	1	4.92	76.8	64.8	12.0	64.8	79	66.5	12.5	66.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-04-002	1,099,297.13	1,873,896.38	650.6	1423+48	552	1	4.92	68.5	60	8.5	60.0	70.7	61.4	9.3	61.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-028	1,099,039.38	1,873,850.50	650	1423+76	292	1	4.92	74.4	63.8	10.6	63.8	76.8	65.3	11.5	65.3	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-04-001	1,099,300.00	1,873,949.75	650.5	1423+98	570	1	4.92	68.2	59.7	8.5	59.7	70.3	61.2	9.1	61.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-01-007	1,098,925.00	1,873,855.00	648.8	1424+12	183	1	4.92	78.2	65.2	13.0	65.2	80.3	66.8	13.5	66.8	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-03-040	1,099,139.38	1,873,970.50	652.7	1424+70	421	1	4.92	70.9	62	8.9	62.0	73.4	63.4	10.0	63.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-03-039	1,099,262.88	1,874,073.50	650.4	1425+48	566	1	4.92	67.9	59.7	8.2	59.7	70.1	61.2	8.9	61.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-027	1,099,008.38	1,874,049.13	652	1425+90	314	1	4.92	73.5	63.4	10.1	63.4	75.8	64.8	11.0	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-038	1,099,129.88	1,874,094.00	652.1	1426+07	442	1	4.92	70	61.5	8.5	61.5	72.4	62.8	9.6	62.8	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
61	61-01-006	1,098,938.88	1,874,049.50	652.6	1426+08	246	1	4.92	75.6	64.5	11.1	64.5	77.8	66	11.8	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-037	1,099,068.75	1,874,094.00	652.2	1426+23	383	1	4.92	71.3	62.3	9.0	62.3	73.7	63.6	10.1	63.6	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-01-005 / near 61-1	1,098,865.00	1,874,087.25	652.6	1426+64	182	1	4.92	78.2	65.9	12.3	65.9	80.2	67.3	12.9	67.3	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-036	1,099,166.75	1,874,190.75	651.6	1427+06	499	1	4.92	68.4	60.5	7.9	60.5	70.7	62	8.7	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-035	1,099,250.50	1,874,216.00	651.6	1427+15	586	1	4.92	67.1	59.4	7.7	59.4	69.2	61	8.2	61.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-034	1,099,227.38	1,874,250.75	652.4	1427+61	570	1	4.92	67.1	59.7	7.4	59.7	69.2	61.2	8.0	61.2	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-026	1,099,012.25	1,874,233.25	652.9	1427+87	356	1	4.92	70.6	62.3	8.3	62.3	73	63.8	9.2	63.8	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-03-033	1,099,170.88	1,874,277.50	653.1	1428+03	520	1	4.92	67.5	60.3	7.2	60.3	69.7	61.8	7.9	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-025	1,099,036.25	1,874,302.88	653.2	1428+58	391	1	4.92	68.7	61.7	7.0	61.7	71	63.3	7.7	63.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-03-032	1,099,167.25	1,874,346.38	654.3	1428+83	528	1	4.92	66.8	60.2	6.6	60.2	69	61.9	7.1	61.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-024	1,099,036.25	1,874,355.13	652.6	1429+16	400	1	4.92	67.5	61.3	6.2	61.3	69.9	63	6.9	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-031	1,099,143.75	1,874,406.50	654.5	1429+56	513	1	4.92	66.3	60.3	6.0	60.3	68.6	62	6.6	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-023	1,099,036.25	1,874,399.38	652.2	1429+65	406	1	4.92	66.5	61	5.5	61.0	68.9	62.8	6.1	62.8	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-030	1,099,187.50	1,874,459.63	654.5	1430+10	564	1	4.92	65.6	59.6	6.0	59.6	67.8	61.4	6.4	61.4	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-022	1,099,026.88	1,874,446.13	652.8	1430+18	403	1	4.92	65.9	61	4.9	61.0	68.3	62.8	5.5	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-021	1,099,026.88	1,874,502.38	653.3	1430+80	409	1	4.92	65.4	60.9	4.5	60.9	67.7	62.7	5.0	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-029	1,099,171.25	1,874,553.00	654.7	1431+21	558	1	4.92	65	59.6	5.4	59.6	67.4	61.4	6.0	61.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-020	1,098,952.88	1,874,553.50	653.7	1431+45	341	1	4.92	64.5	61	3.5	61.0	67	63	4.0	63.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
61	61-03-028	1,099,140.38	1,874,601.38	654.8	1431+81	532	1	4.92	65	59.8	5.2	59.8	67.4	61.7	5.7	61.7	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-027	1,099,133.63	1,874,648.63	655	1432+36	528	1	4.92	65.1	59.8	5.3	59.8	67.5	61.8	5.7	61.8	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-026	1,099,170.75	1,874,698.50	655.3	1432+92	568	1	4.92	64.9	59.5	5.4	59.5	67.3	61.4	5.9	61.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-019	1,098,928.13	1,874,688.00	653.8	1432+94	325	1	4.92	64.7	60.9	3.8	60.9	67.1	63	4.1	63.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
61	61-03-025	1,099,170.75	1,874,756.50	655.8	1433+56	571	1	4.92	65.1	59.5	5.6	59.5	67.6	61.5	6.1	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-024	1,099,170.75	1,874,809.50	656.2	1434+09	573	1	4.92	65.5	59.6	5.9	59.6	67.9	61.6	6.3	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-018	1,099,017.38	1,874,808.25	653.9	1434+14	420	1	4.92	66.6	60.9	5.7	60.9	69.1	62.9	6.2	62.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-017	1,098,980.00	1,874,839.00	653.8	1434+46	384	1	4.92	67.3	61.4	5.9	61.4	69.8	63.5	6.3	63.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-023	1,099,170.75	1,874,861.88	656.5	1434+62	575	1	4.92	65.8	59.7	6.1	59.7	68.1	61.7	6.4	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-016 / near M61-I	1,098,992.88	1,874,918.00	654.8	1435+25	400	1	4.92	68.3	61.7	6.6	61.7	70.9	63.9	7.0	63.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-022	1,099,170.75	1,874,932.00	656.6	1435+32	578	1	4.92	66.1	59.9	6.2	59.9	68.5	61.9	6.6	61.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-015	1,099,008.88	1,875,016.75	657.6	1436+23	420	1	4.92	69.3	62.7	6.6	62.7	71.9	64.8	7.1	64.8	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
61	61-02-014	1,098,984.00	1,875,058.50	658.2	1436+65	396	1	4.92	70.1	63.4	6.7	63.4	72.8	65.5	7.3	65.5	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-03-021	1,099,134.25	1,875,067.00	659.9	1436+68	547	1	4.92	67.5	61.2	6.3	61.2	70	63.1	6.9	63.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-013	1,098,976.75	1,875,113.63	657.9	1437+21	391	1	4.92	70.7	63.5	7.2	63.5	73.3	65.5	7.8	65.5	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-03-020	1,099,166.38	1,875,133.13	661.2	1437+33	582	1	4.92	67.3	60.9	6.4	60.9	69.7	62.8	6.9	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-012	1,098,993.88	1,875,152.50	658.9	1437+59	410	1	4.92	70.5	63.3	7.2	63.3	73.1	65.3	7.8	65.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-03-019	1,099,166.38	1,875,168.38	661	1437+68	583	1	4.92	67.4	60.9	6.5	60.9	69.9	62.8	7.1	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-01-004	1,098,869.25	1,875,205.50	655.8	1438+17	288	1	4.92	73.9	64.9	9.0	64.9	76.5	67	9.5	67.0	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-02-011	1,098,993.88	1,875,211.88	660.3	1438+18	412	1	4.92	70.8	63.4	7.4	63.4	73.4	65.3	8.1	65.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-03-018	1,099,132.88	1,875,232.63	660.7	1438+33	552	1	4.92	68	61.5	6.5	61.5	70.6	63.2	7.4	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-017	1,099,123.25	1,875,266.63	660.5	1438+68	544	1	4.92	68.3	61.6	6.7	61.6	70.9	63.3	7.6	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-010	1,098,993.88	1,875,313.88	659.5	1439+20	416	1	4.92	70.8	63.4	7.4	63.4	73.6	65.1	8.5	65.1	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-01-003	1,098,826.38	1,875,309.50	655.2	1439+23	249	1	4.92	75.2	65	10.2	65.0	77.9	67.1	10.8	67.1	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-016	1,099,164.38	1,875,323.75	660.1	1439+23	587	1	4.92	67.6	61.1	6.5	61.1	70.2	62.7	7.5	62.7	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-009	1,098,985.63	1,875,365.88	658.2	1439+73	410	1	4.92	70.9	63.5	7.4	63.5	73.8	65.1	8.7	65.1	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-03-015	1,099,154.38	1,875,384.25	660.2	1439+84	580	1	4.92	67.9	61.4	6.5	61.4	70.5	62.9	7.6	62.9	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-014	1,099,117.50	1,875,433.88	660.4	1440+35	545	1	4.92	68.7	62.1	6.6	62.1	71.2	63.4	7.8	63.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-02-008	1,098,968.88	1,875,441.50	658.6	1440+49	397	1	4.92	71.4	64	7.4	64.0	74.3	65.4	8.9	65.4	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-03-013	1,099,153.13	1,875,479.50	660.5	1440+79	582	1	4.92	68.1	61.8	6.3	61.8	70.5	63	7.5	63.0	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-03-012	1,099,134.88	1,875,556.38	661.9	1441+57	567	1	4.92	68.7	62.5	6.2	62.5	70.9	63.5	7.4	63.5	1	1	$30,000	$0	$0	$5,000	$35,000	$35,000	$35,000
61	61-02-007	1,098,932.75	1,875,564.63	659.6	1441+73	365	1	4.92	72.4	65.5	6.9	65.5	75.2	66.3	8.9	66.3	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
61	61-03-011	1,099,098.88	1,875,616.88	661.8	1442+19	533	1	4.92	69.4	63.3	6.1	63.3	71.6	64.1	7.5	64.1	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
61	61-01-002	1,098,790.75	1,875,610.63	654.5	1442+25	225	1	4.92	75.4	66.6	8.8	66.6	78.8	67.5	11.3	67.5	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-010	1,099,136.00	1,875,686.75	663.7	1442+87	573	1	4.92	68.9	63.4	5.5	63.4	71	64	7.0	64.0	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
61	61-02-006	1,098,948.75	1,875,683.50	662.6	1442+91	386	1	4.92	72.3	66.7	5.6	66.7	74.9	66.9	8.0	66.9	1	1	$30,000	$2,000	$0	$5,000	$37,000	$37,000	$37,000
61	61-02-005	1,098,958.75	1,875,774.00	661.6	1443+81	400	1	4.92	72.1	66.6	5.5	66.6	74.5	66.5	8.0	66.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-01-001	1,098,790.75	1,875,800.13	657.3	1444+14	233	1	4.92	76.3	69.3	7.0	69.3	78.7	68.2	10.5	68.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-009	1,099,092.25	1,875,834.50	661.8	1444+37	535	1	4.92	69.5	64.1	5.4	64.1	71.6	64.3	7.3	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
61	61-02-004	1,098,855.00	1,875,853.13	656.5	1444+65	299	1	4.92	74.3	67.3	7.0	67.3	76.6	66.8	9.8	66.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-008	1,099,140.88	1,875,906.38	659.9	1445+06	587	1	4.92	68.5	62.7	5.8	62.7	70.4	63.2	7.2	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-003	1,098,916.25	1,875,927.38	660.2	1445+36	363	1	4.92	73.1	67.1	6.0	67.1	75.2	66.7	8.5	66.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-007	1,099,140.88	1,875,943.00	659.9	1445+43	588	1	4.92	68.4	62.8	5.6	62.8	70.3	63.2	7.1	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-006	1,099,140.88	1,875,996.25	659.8	1445+96	591	1	4.92	68.4	62.8	5.6	62.8	70.1	63.2	6.9	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-02-002	1,098,979.13	1,875,993.00	659.7	1445+99	429	1	4.92	71.6	65.6	6.0	65.6	73.4	65.4	8.0	65.4	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
61	61-02-001	1,098,917.13	1,876,019.25	659.9	1446+28	368	1	4.92	73.1	66.4	6.7	66.4	75	66.2	8.8	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
61	61-03-005	1,099,128.25	1,876,106.88	659.8	1447+07	582	1	4.92	68.4	63.4	5.0	63.4	70	63.3	6.7	63.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-004	1,099,128.25	1,876,151.38	659.8	1447+52	584	1	4.92	68.5	64	4.5	64.0	69.8	63.2	6.6	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-003	1,099,124.50	1,876,210.75	659.7	1448+11	583	1	4.92	68.3	64.8	3.5	64.8	69.8	63.2	6.6	63.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-002	1,099,129.63	1,876,272.75	659.6	1448+72	590	1	4.92	68.2	65.9	2.3	65.9	69.6	63	6.6	63.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
61	61-03-001	1,099,104.25	1,876,430.88	657.9	1450+10	575	1	4.92	67.3	66.6	0.7	66.6	69.1	61.6	7.5	61.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	63-01-008	1,097,255.25	1,878,476.25	646	1474+73	-514	1	4.92	68.2	66.5	1.7	66.5	70	64.8	5.2	64.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	63-01-007	1,097,215.63	1,878,572.13	647.1	1475+77	-510	1	4.92	67.4	65.2	2.2	65.2	68.9	63.4	5.5	63.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	63-02-003 MFR=6	1,097,104.88	1,878,831.25	645.4	1478+24	-508	6	4.92	65.8	63.5	2.3	63.5	66.7	61.5	5.2	61.5	1	6	$30,000	$0	$0	$0	$30,000	$180,000	$180,000
63	63-01-006	1,097,155.63	1,879,005.13	645.3	1479+50	-401	1	4.92	69.4	66.6	2.8	66.6	70.1	63.6	6.5	63.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	63-01-005	1,097,163.38	1,879,098.25	646.6	1480+27	-365	1	4.92	71	68.1	2.9	68.1	71.4	64.7	6.7	64.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
63	63-02-002 MFR=6	1,096,974.63	1,879,053.00	646.4	1480+37	-559	6	4.92	65.8	64	1.8	64.0	67.2	61.5	5.7	61.5	1	6	$30,000	$0	$0	$0	$30,000	$180,000	$180,000
63	63-01-004 63-1 new SFR	1,097,154.88	1,879,162.75	646.4	1480+84	-355	1	4.92	71.3	68.2	3.1	68.2	71.5	64.8	6.7	64.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
63	63-01-003	1,097,119.88	1,879,206.75	646.6	1481+30	-377	1	4.92	70.7	67.8	2.9	67.8	71.1	64.3	6.8	64.3	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
63	63-01-002	1,097,069.50	1,879,237.75	646.8	1481+67	-418	1	4.92	69.4	66.7	2.7	66.7	70	63.4	6.6	63.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	63-01-001	1,097,009.50	1,879,253.25	647.4	1481+93	-472	1	4.92	68.2	65.6	2.6	65.6	69	62.6	6.4	62.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
63	63-02-001 MFR=6	1,096,910.00	1,879,247.13	647.8	1482+08	-570	6	4.92	66.2	63.9	2.3	63.9	67.3	61.4	5.9	61.4	1	6	$30,000	$0	$0	$0	$30,000	$180,000	$180,000
63	64-01-003	1,096,862.00	1,879,877.75	650	1487+38	-528	1	4.92	69.4	66.2	3.2	66.2	70.7	63.1	7.6	63.1	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
63	64-01-002	1,096,803.13	1,880,299.00	638.5	1491+55	-570	1	4.92	64.3	62.4	1.9	62.4	68.3	61.4	6.9	61.4	1	1	$30,000	$0	$1,000	$0	$31,000	$31,000	$31,000
63	64-01-004	1,096,985.63	1,880,330.38	644.5	1491+79	-386	1	4.92	69.6	66.8	2.8	66.8	73.3	64.2	9.1	64.2	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
63	64-01-001/old 64-01	1,097,088.00	1,880,403.13	638.5	1492+48	-281	1	4.92	71.7	68	3.7	68.0	72.8	64.7	8.1	64.7	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
63	64-01-005/new 64-1 [67.6]	1,097,081.50	1,880,500.00	640.7	1493+45	-283	1	4.92	72.3	67.3	5.0	67.3	73.4	64.8	8.6	64.8	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
63	64-01-006	1,096,918.75	1,880,645.13	642.4	1494+96	-440	1	4.92	67.1	62.9	4.2	62.9	72.3	62.6	9.7	62.6	1	1	$30,000	$1,000	$1,000	$0	$32,000	$32,000	$32,000
63	65-02-002	1,096,856.13	1,880,959.75	648.6	1498+13	-491	1	4.92	69	61.1	7.9	61.1	71.9	62	9.9	62.0	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
63	65-01-002 / new 65-1 SFR	1,097,059.25	1,881,042.13	653.3	1498+88	-284	1	4.92	75.2	64.5	10.7	64.5	77.3	65	12.3	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
63	65-01-001	1,097,033.38	1,881,722.75	657.4	1505+69	-283	1	4.92	74.6	65.2	9.4	65.2	76.8	67.2	9.6	67.2	1	1	$30,000	$5,000	$0	$5,000	$40,000	$40,000	$40,000
63	65-02-001	1,096,821.00	1,881,781.88	655.5	1506+36	-493	1	4.92	69.5	62.2	7.3	62.2	71	63.8	7.2	63.8	1	1	$30,000	$1,000	$0	$5,000	$36,000	$36,000	$36,000
66	66-01-005 tee box (new 66-1)	1,097,688.25	1,880,459.00	647.1	1492+80	321	1	4.92	73.6			73.6	75.7	66.3	9.4	75.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
66	66-01-004 green	1,097,747.63	1,880,580.25	648	1493+99	385	1	4.92	71.5			71.5	73.6	65	8.6	73.6	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
66	66-01-003 green	1,097,826.00	1,881,293.00	652.9	1501+08	492	1	4.92	69.1			69.1	71	62.8	8.2	71.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
66	66-01-002 tee box	1,097,873.50	1,881,480.00	651.7	1502+93	547	1	4.92	66.9			66.9	69.2	61.5	7.7	69.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
66	66-01-001 tee box	1,097,889.88	1,881,849.63	660.8	1506+62	577	1	4.92	65.9			65.9	67.8	61.7	6.1	67.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-021 duplicates M67-1	1,096,850.00	1,882,433.50	664.4	1513+14	-429	1	4.92	71	63.9	7.1	63.9	72.3	65.8	6.5	65.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-01-020 close to M67-1	1,096,954.75	1,882,833.13	669.6	1517+16	-269	1	4.92	75	64.1	10.9	64.1	77.2	66	11.2	66.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-013	1,096,702.50	1,882,836.63	666.1	1517+59	-517	1	4.92	69.7	60.7	9.0	60.7	70.4	62.2	8.2	62.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-019	1,096,813.50	1,883,444.25	673.9	1523+41	-312	1	4.92	74	63.6	10.4	63.6	76.3	65.7	10.6	65.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-012	1,096,629.50	1,883,415.63	674	1523+42	-498	1	4.92	70.2	61.1	9.1	61.1	72	63	9.0	63.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-01-018	1,096,838.00	1,883,612.00	673.7	1525+03	-261	1	4.92	75.4	64.1	11.3	64.1	77.7	66.6	11.1	66.6	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-01-017	1,096,800.25	1,883,764.00	673.4	1526+59	-274	1	4.92	74.9	63.7	11.2	63.7	77.2	66.2	11.0	66.2	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-011	1,096,567.25	1,883,772.00	674.4	1527+04	-503	1	4.92	69.7	60.8	8.9	60.8	71.6	62.8	8.8	62.8	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-01-016	1,096,788.88	1,883,906.50	671.9	1528+02	-263	1	4.92	74.9	63.4	11.5	63.4	77.1	65.8	11.3	65.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-010	1,096,516.25	1,883,884.38	672.5	1528+23	-536	1	4.92	68.6	60	8.6	60.0	70.4	61.9	8.5	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-015	1,096,747.38	1,884,016.50	670.8	1529+17	-287	1	4.92	73.5	62.7	10.8	62.7	75.7	65	10.7	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-009	1,096,620.25	1,884,084.63	665	1530+04	-401	1	4.92	67.7	60.5	7.2	60.5	69.7	62.6	7.1	62.6	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-02-008	1,096,539.38	1,884,108.00	668.5	1530+37	-478	1	4.92	67.5	59.9	7.6	59.9	69.7	62	7.7	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-02-007	1,096,439.38	1,884,134.50	666	1530+73	-573	1	4.92	65.1	58.6	6.5	58.6	67.3	60.7	6.6	60.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-014	1,096,715.25	1,884,396.50	667.4	1532+79	-268	1	4.92	71.1	62.2	8.9	62.2	72.5	63.9	8.6	63.9	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-02-006	1,096,503.38	1,884,402.13	668.8	1533+01	-479	1	4.92	66.3	59.8	6.5	59.8	69.4	61.8	7.6	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-013	1,096,580.38	1,884,483.50	670.3	1533+68	-396	1	4.92	68.5	60.9	7.6	60.9	71.6	63	8.6	63.0	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-01-012	1,096,656.63	1,884,594.75	671	1534+66	-314	1	4.92	70.4	61.9	8.5	61.9	74.2	64.1	10.1	64.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-02-005	1,096,423.00	1,884,645.25	670.3	1535+19	-546	1	4.92	65.6	59.3	6.3	59.3	68.1	61.5	6.6	61.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Reciever Information									Existing Noise Levels				Proposed Noise Levels						Cost Adjustment						
A	*B*	*C*	*D*	*E*	*F*	*G*	*H*	*I*	*J*	*K*	*L*	*M*	*N*	*O*	*P*	*Q*	*R*	*S*	*T*	*U*	*V*	*W*	*X*	*Y*	*Z*
Wall	Receiver TNM Name	X-Coordinate (Easting)	Y-Coordinate (Northing)	Z	Station	Offset	Dwelling Units Per Receiver	Height Above Ground	If No Wall	With Wall (If Exists)	Reduction From Wall	Existing Condition Noise Level	No Wall	With Wall	Reduction From Wall	Proposed Condition Noise Level	Is Receptor Benefitted by Future Wall?	Benefited Dwelling Units	Base Value	Future Noise Levels Adjust-ment	Noise Level Change Adjustment	Antiquity Adjustment	Total Value	Total Value Multiplied By Dwelling Units	Column *Y* Multiplied by Number Beneftited
#	CNE-Row-###	Feet (IL State Plane)	Feet (IL State Plane)	Feet NAVD88	Project Station	Feet +/-=R/L	#	Feet	db(A)	dB(A)	db(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	1=Yes 0=No	*R x H*	$30,000	$	$	$	*T + U + V + W*	*X x S*	*Y x R*
67	67-02-004	1,096,419.63	1,884,744.75	670.6	1536+06	-547	1	4.92	65.6	59.4	6.2	59.4	68.2	61.7	6.5	61.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-02-003	1,096,472.63	1,884,855.63	671.3	1537+04	-495	1	4.92	66.7	60.1	6.6	60.1	69.7	62.4	7.3	62.4	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-011	1,096,670.63	1,884,869.13	670.8	1537+20	-298	1	4.92	70.8	62.3	8.5	62.3	74.7	64.7	10.0	64.7	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-01-010	1,096,670.63	1,884,975.75	671.7	1538+19	-302	1	4.92	71.5	62.6	8.9	62.6	75.1	64.7	10.4	64.7	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-02-002	1,096,465.50	1,885,008.88	673.4	1538+39	-509	1	4.92	67.7	60.6	7.1	60.6	70.5	62.7	7.8	62.7	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-02-001	1,096,435.75	1,885,131.38	674.6	1539+47	-547	1	4.92	67.7	60.7	7.0	60.7	70.4	62.5	7.9	62.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67-01-009	1,096,670.63	1,885,129.50	674.8	1539+64	-313	1	4.92	73.1	63.3	9.8	63.3	76	65	11.0	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-01-008/ 33 Sheffield Ln	1,096,658.25	1,885,246.88	676.3	1540+80	-334	1	4.92	72.8	63.5	9.3	63.5	75.7	65	10.7	65.0	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-01-007	1,096,652.88	1,885,371.88	675.4	1542+04	-350	1	4.92	72.4	63.5	8.9	63.5	75.2	64.8	10.4	64.8	1	1	$30,000	$5,000	$0	$0	$35,000	$35,000	$35,000
67	67-01-006	1,096,662.00	1,885,515.75	671.7	1543+48	-352	1	4.92	72.1	63.2	8.9	63.2	74.7	64.3	10.4	64.3	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-01-005	1,096,628.13	1,885,645.00	672.5	1544+74	-396	1	4.92	71.3	63.9	7.4	63.9	73.7	64.5	9.2	64.5	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-01-004	1,096,669.50	1,885,785.75	672.4	1546+18	-366	1	4.92	72.2	64.4	7.8	64.4	74.5	65	9.5	65.0	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-01-003	1,096,660.25	1,885,880.13	672	1547+11	-383	1	4.92	71.9	64.4	7.5	64.4	74.4	65.1	9.3	65.1	1	1	$30,000	$2,000	$0	$0	$32,000	$32,000	$32,000
67	67-01-002	1,096,601.13	1,885,972.75	672.7	1547+99	-449	1	4.92	70.4	64.7	5.7	64.7	72.8	65.4	7.4	65.4	1	1	$30,000	$1,000	$0	$0	$31,000	$31,000	$31,000
67	67-01-001	1,096,541.00	1,886,090.75	668.4	1549+12	-518	1	4.92	67.4	63.2	4.2	63.2	69.8	64.3	5.5	64.3	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-01-012	1,096,330.38	1,886,165.00	672	1549+69	-734	1	4.92	64.7	62.1	2.6	62.1	67.5	63.4	4.1	63.4	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-011	1,096,451.88	1,886,195.63	668.2	1550+09	-616	1	4.92	65.4	62.8	2.6	62.8	68	63.9	4.1	63.9	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-010	1,096,288.75	1,886,319.75	672	1551+20	-788	1	4.92	63.8	61.9	1.9	61.9	66.2	63.1	3.1	63.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-009	1,096,434.00	1,886,375.25	668.8	1551+87	-648	1	4.92	65.4	62.7	2.7	62.7	67.6	63.7	3.9	63.7	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-008/ 21 Croydon Ln	1,096,484.50	1,886,443.00	668.9	1552+59	-603	1	4.92	66.6	62.7	3.9	62.7	68.7	63.5	5.2	63.5	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-02-003	1,096,234.88	1,886,562.00	672	1553+57	-861	1	4.92	63.1	61.4	1.7	61.4	65.3	62.2	3.1	62.2	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-007	1,096,500.13	1,886,590.13	669.4	1554+06	-599	1	4.92	67.7	61.8	5.9	61.8	69.8	62.8	7.0	62.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-02-002	1,096,209.88	1,886,710.38	672	1555+03	-898	1	4.92	62.9	60.9	2.0	60.9	65.1	61.6	3.5	61.6	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-006 worst case	1,096,460.38	1,886,742.88	670.6	1555+56	-651	1	4.92	67.7	61.6	6.1	61.6	70	62.2	7.8	62.2	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-02-001	1,096,129.50	1,886,839.63	672	1556+41	-988	1	4.92	62.1	60.1	2.0	60.1	64.1	61	3.1	61.0	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-005	1,096,386.63	1,886,842.88	672.7	1556+64	-731	1	4.92	66.6	61.8	4.8	61.8	68.8	61.9	6.9	61.9	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-01-004	1,096,298.13	1,886,951.25	675.1	1557+90	-825	1	4.92	65.9	61.8	4.1	61.8	67.9	61.8	6.1	61.8	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-01-003	1,096,239.00	1,887,020.00	675.6	1558+72	-885	1	4.92	65.3	61.7	3.6	61.7	67.3	62	5.3	62.0	1	1	$30,000	$0	$0	$0	$30,000	$30,000	$30,000
67	67X-01-002	1,096,114.00	1,887,072.50	676.4	1559+38	-1011	1	4.92	63.3	61.1	2.2	61.1	65.5	62.1	3.4	62.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0
67	67X-01-001	1,095,987.88	1,887,097.25	677.8	1559+71	-1137	1	4.92	61.7	59.9	1.8	59.9	64	61.1	2.9	61.1	0	0	$30,000	$0	$0	$0	$30,000	$30,000	$0

Receivers sorted by Wall (Column A) and Station (Column F)
See Appendix A For Reciever Locations and Appendix B for Noise Abatement Wall Plan Profile

Appendix G

TNM Model

(Data CD or electronic ZIP file)

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