

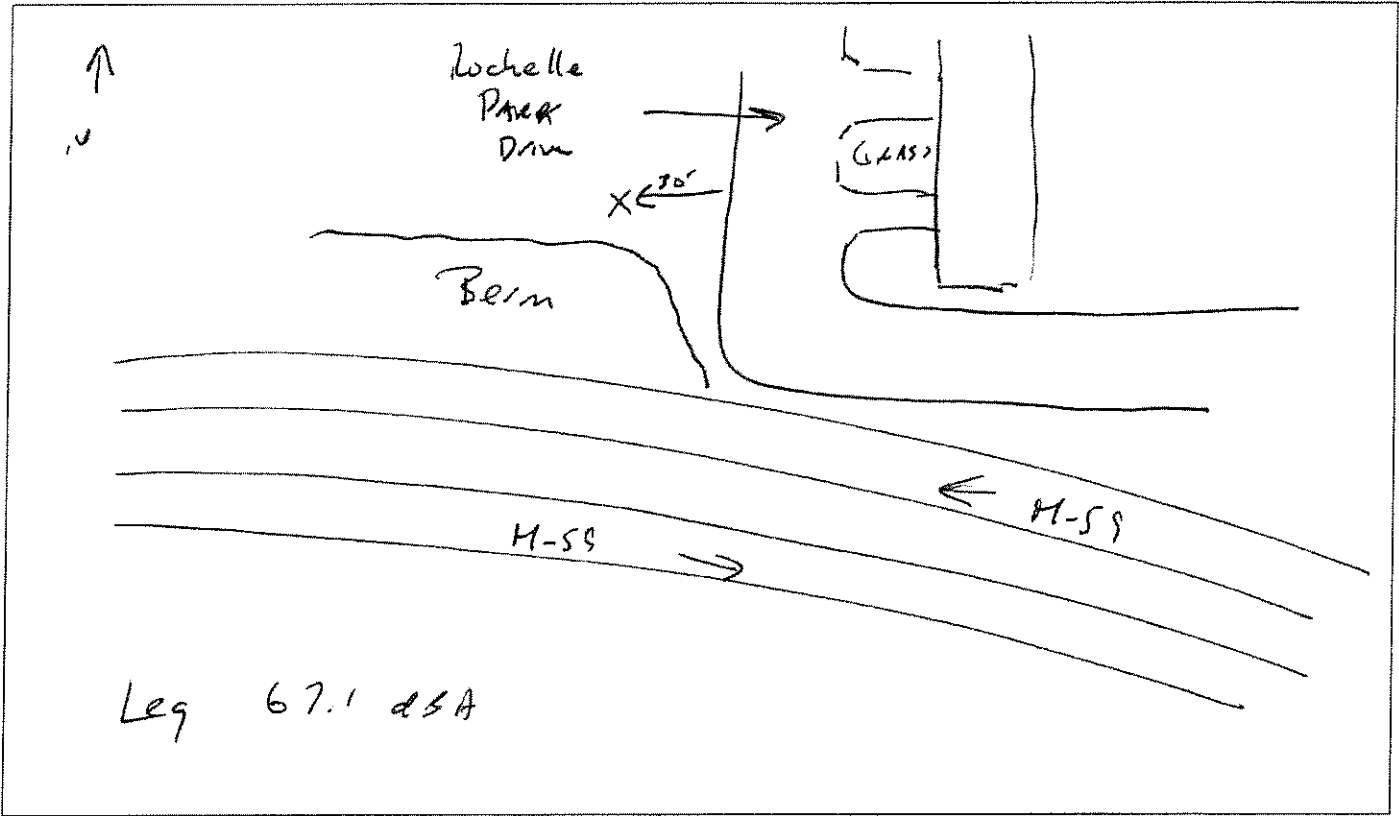
**APPENDIX C**  
**The noise measurement field data sheets and photos**  
**The printouts of TMN noise model data including roadway inputs, receiver**  
**inputs, barrier inputs and sound level results**  
**CD**

PROJECT: M-59 (Creston to Key) JOB #: 45410-05-001-011 BY: J/CJ  
 SITE: #1 DATE: 10-30-07 TIME: 8:00 AM  
 CALIBRATION: 113.8 dB at 1000 Hz dB.  
 RESPONSE: FAST (SLOW) WEIGHTING: (A) C / LIN.

TRAFFIC DATA	
ROAD (Name/Dir)	<u>M-59 North Visible</u>
AUTOS	
MED TRKS	
HVY TRKS	
BUS	
MOTORCYCLE	
SPEED	

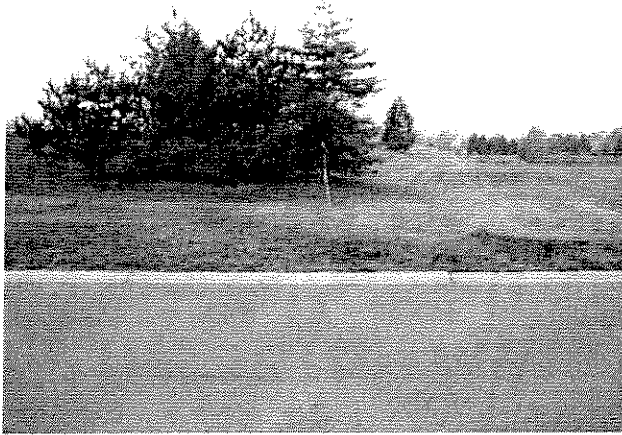
EQUIPMENT	
INSTRUMENT	
SLM MANUFACTURER	<u>NORSONIC</u>
SLM MODEL	<u>TYPE 118</u>
SLM	<u>SIN 31361</u>
PREAMPLIFIER	<u>1206 SIN 30396</u>
MICROPHONE	<u>1225 SIN 48094</u>
CALIBRATOR	<u>1251 SIN 30820</u>

SITE SKETCH



WEATHER DATA: CLOUD COVER hazy TEMP \_\_\_\_\_ WIND SPEED (MPH) Calm DIRECTION \_\_\_\_\_  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES M-59  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES \_\_\_\_\_

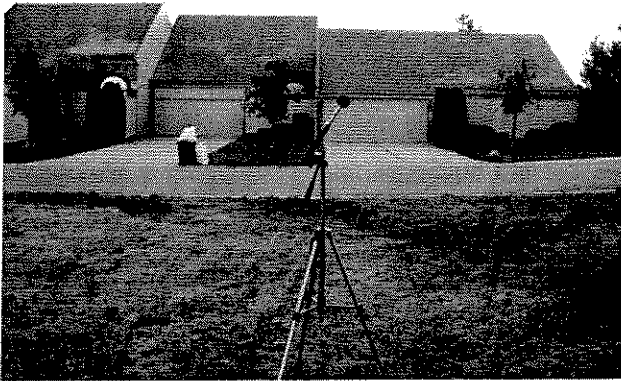
Field Site 1  
Rochelle Park Drive



Looking west across Rochelle Park Drive.



Looking south towards M-59.



Looking east across Rochelle Park Drive towards residence.



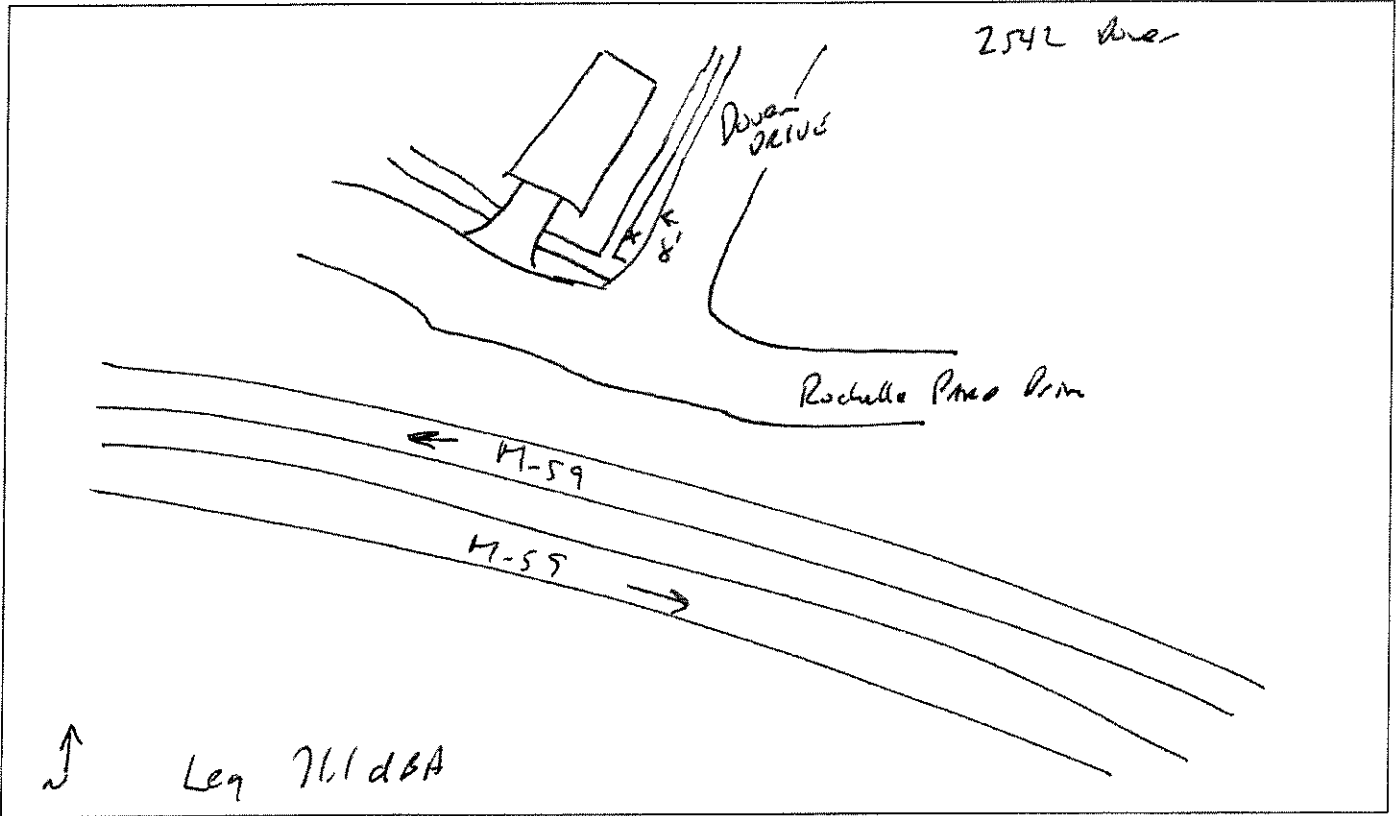
# NOISE MEASUREMENT DATA SHEET

PROJECT: M-59 JOB #: 45410 BY: JRJ  
 SITE: #2 DATE: 10-30-07 TIME: 8:45 AM  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST / (SLOW) WEIGHTING: (A) C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	M-59 EB	M-59 WB
AUTOS	592	1112
MED TRKS	28	24
HVY TRKS	32	28
BUS		
MOTORCYCLE		
SPEED	70(A) 60(7)	70(A) 60(7)

EQUIPMENT	
INSTRUMENT	See Site
SLM MANUFACTURER	#1
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

**SITE SKETCH**

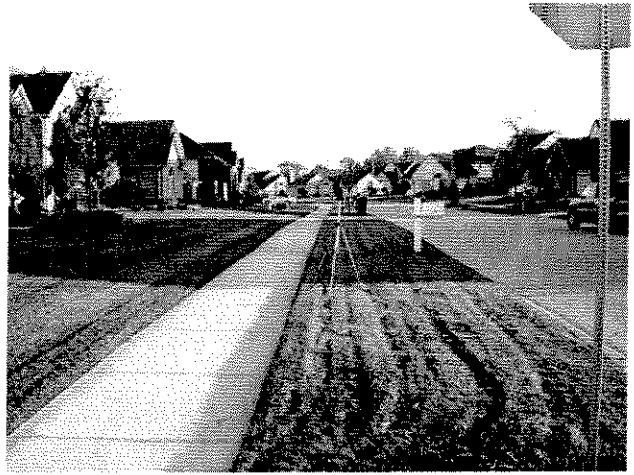


WEATHER DATA	CLOUD COVER <u>Clean</u>	TEMP _____	WIND SPEED (MPH) <u>Calm</u>	DIRECTION _____
BACKGROUND NOISE	_____			
MAJOR SOURCES	<u>M-59</u>			
UNUSUAL EVENTS	_____			
OTHER NOTES	_____			

Field Site 2  
2542 Dover Drive



Looking northwest across Dover Drive.



Looking northeast along sidewalk.



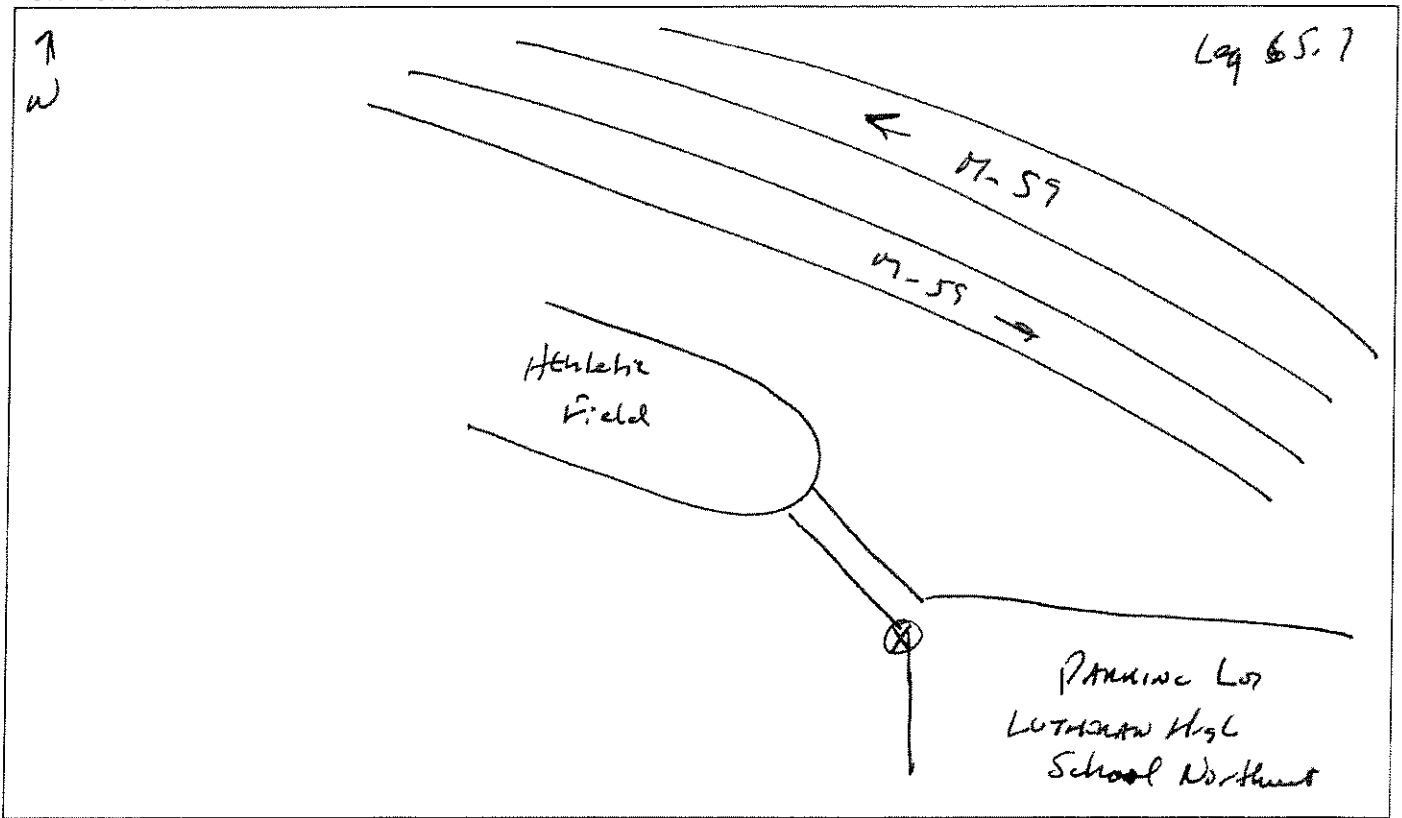
Looking towards M-59, across Rochelle Park Drive.

PROJECT: M-59 Chokyo JOB #: 45410 BY: JRJ  
 SITE: #3 DATE: 10-30-07 TIME: 8:58 AM  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST (SLOW) WEIGHTING: (A) C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>638</u>	<u>876</u>
MED TRKS	<u>16</u>	<u>14</u>
HVY TRKS	<u>22</u>	<u>42</u>
BUS		<u>2</u>
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Sheet</u>
SLM MANUFACTURER	<u>#1</u>
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH

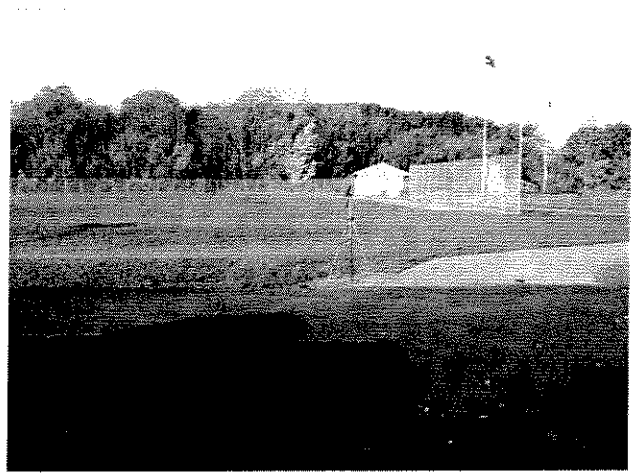


WEATHER DATA CLOUD COVER Clear TEMP WIND SPEED (MPH) 0-2 DIRECTION SW  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES M-59  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES \_\_\_\_\_

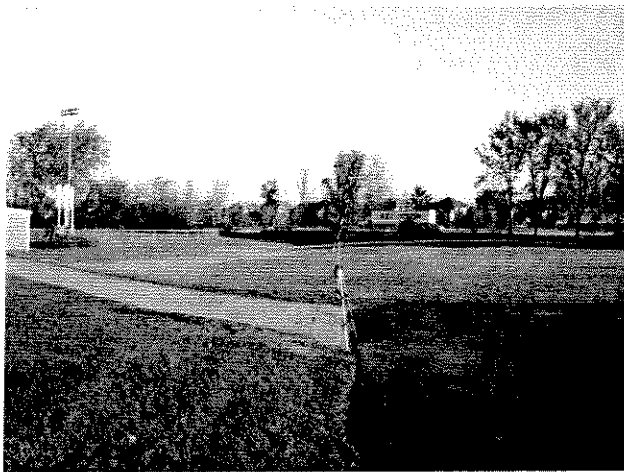
Field Site 3  
Lutheran High School Northwest, Athletic Field



Look south-southeast towards high school.



Looking west towards athletic field.



Looking north towards M-59.

PROJECT: M-59 Cross the Lake JOB #: 45410 BY: JMS

SITE: #4 DATE: 10-30-07 TIME: 10:09:33

CALIBRATION: \_\_\_\_\_ dB.

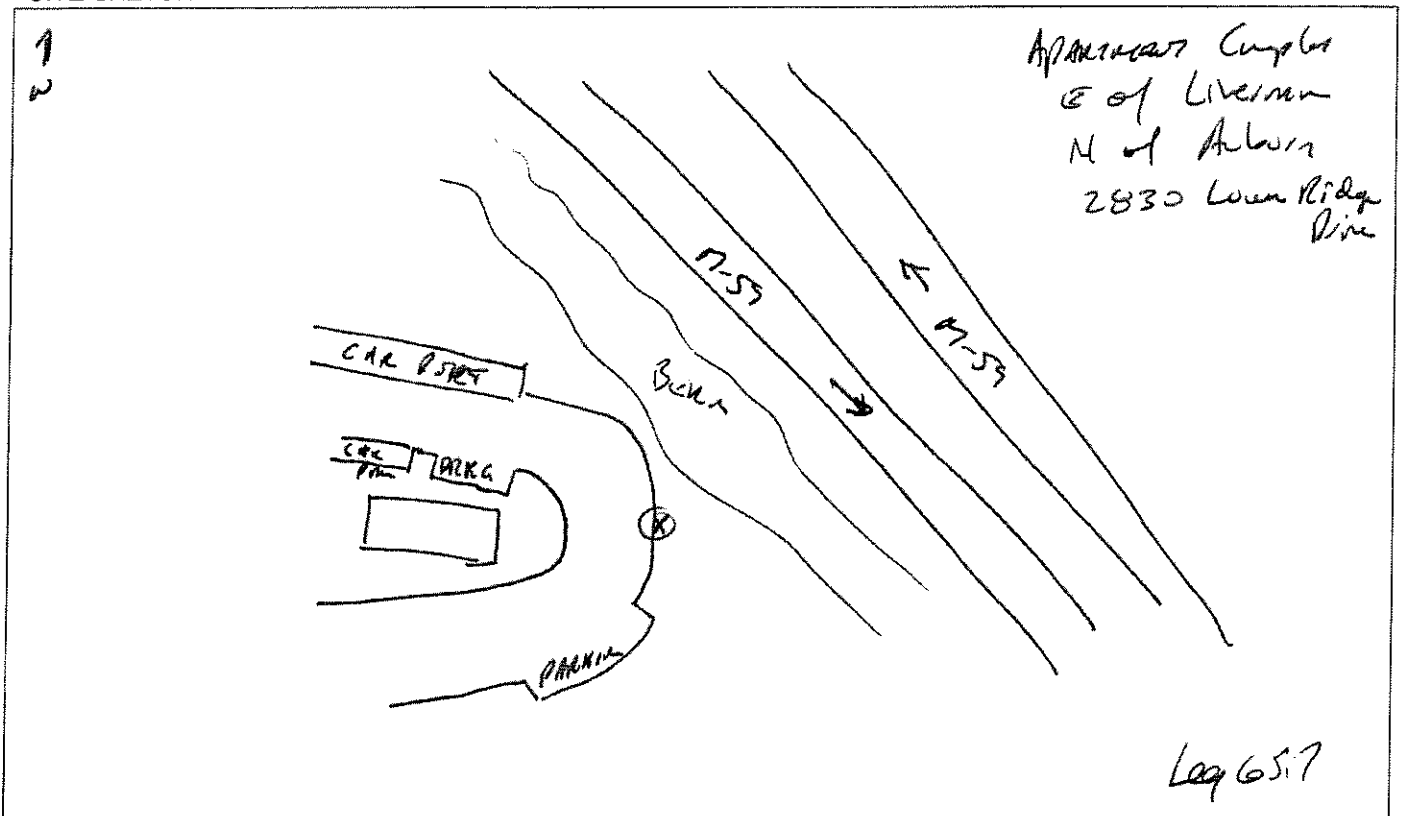
RESPONSE: FAST (SLOW)

WEIGHTING: A / C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>810</u>	<u>878</u>
MED TRKS	<u>44</u>	<u>24</u>
HVY TRKS	<u>30</u>	<u>38</u>
BUS		<u>4</u>
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Sheet #1</u>
SLM MANUFACTURER	<u>#1</u>
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH



WEATHER DATA CLOUD COVER Clean TEMP \_\_\_\_\_ WIND SPEED (MPH) 2 DIRECTION S

BACKGROUND NOISE \_\_\_\_\_

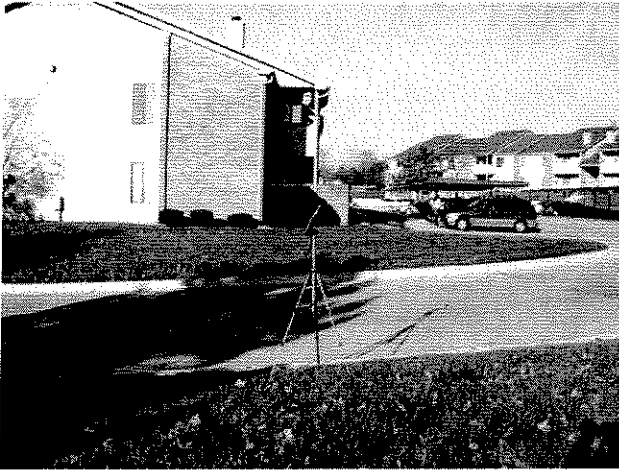
MAJOR SOURCES M-59

UNUSUAL EVENTS \_\_\_\_\_

OTHER NOTES \_\_\_\_\_



Field Site 4  
Pine Ridge Apartment Homes, 2830 Lower Ridge Drive



Looking west northwest towards apartment bldg.



Looking north northeast towards M-59.

# HNTB

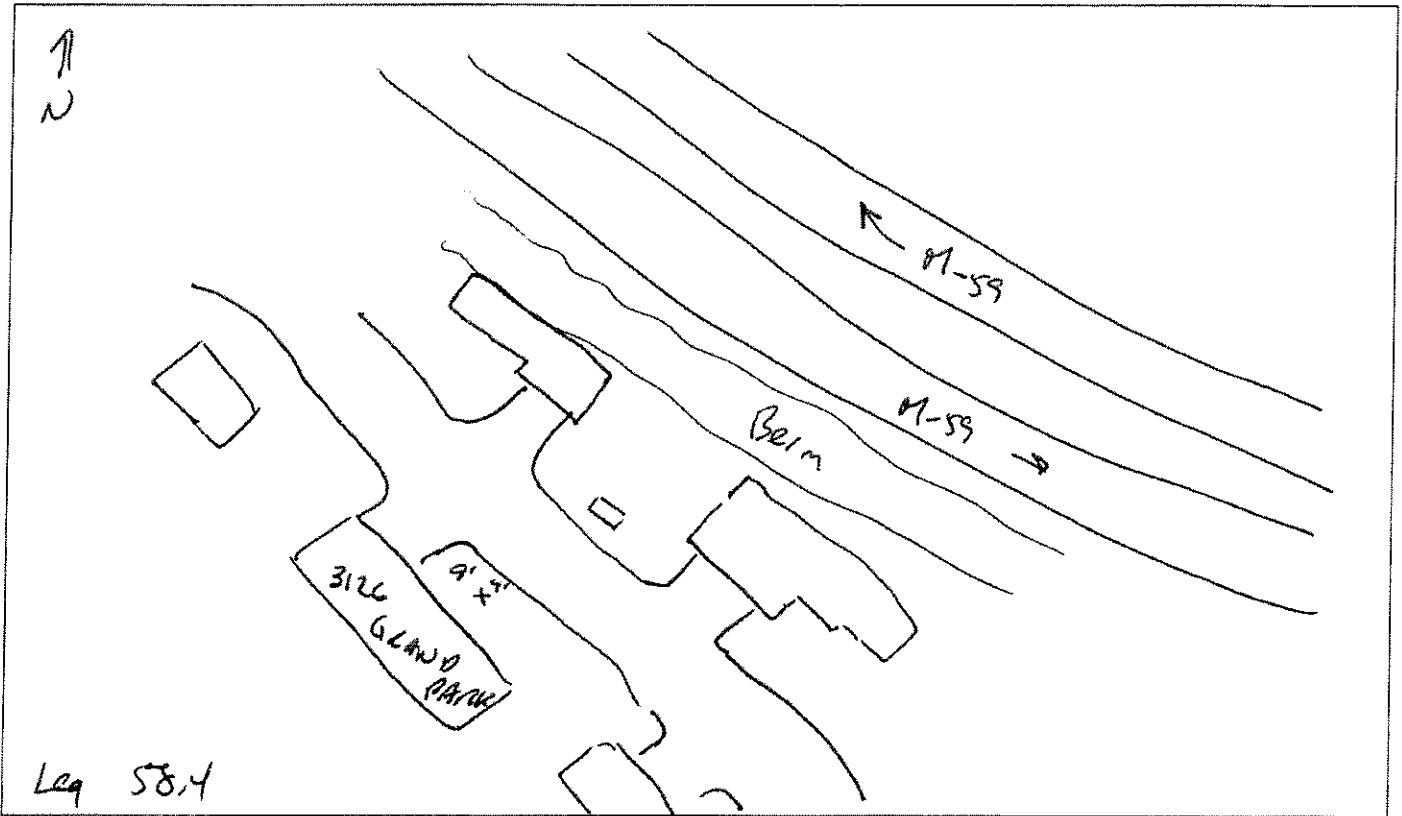
## NOISE MEASUREMENT DATA SHEET

PROJECT: M-59 Corridor JOB #: 4340 BY: JRJ  
 SITE: #5 DATE: 10-30-07 TIME: 10:12 AM  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST / SLOW WEIGHTING: A / C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>Could Not See</u>	
AUTOS	<u>TRAFFIC</u>	
MED TRKS		
HVY TRKS		
BUS		
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Skt #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH

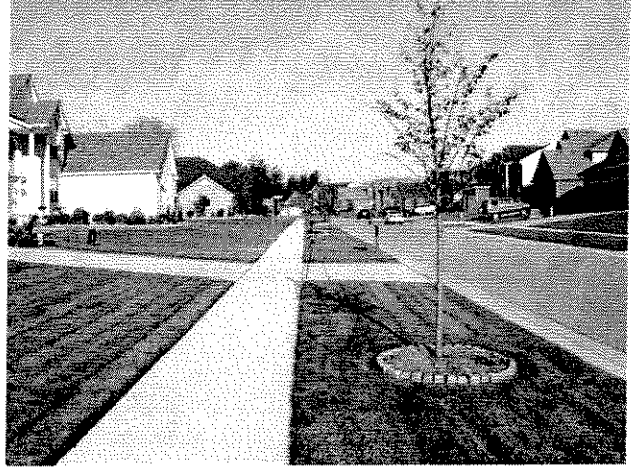


WEATHER DATA CLOUD COVER Clean TEMP \_\_\_\_\_ WIND SPEED (MPH) 2-3 DIRECTION S-SW  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES M-59  
 UNUSUAL EVENTS Garage door 4:18 ET  
 OTHER NOTES Auto in Grand Park 8:08 ET 18:20 ET Small plane  
18:34 ET Small plane

Field Site 5  
3126 Grand Park



Looking west southwest across Grand Park.



Looking north northwest along Grand Park.



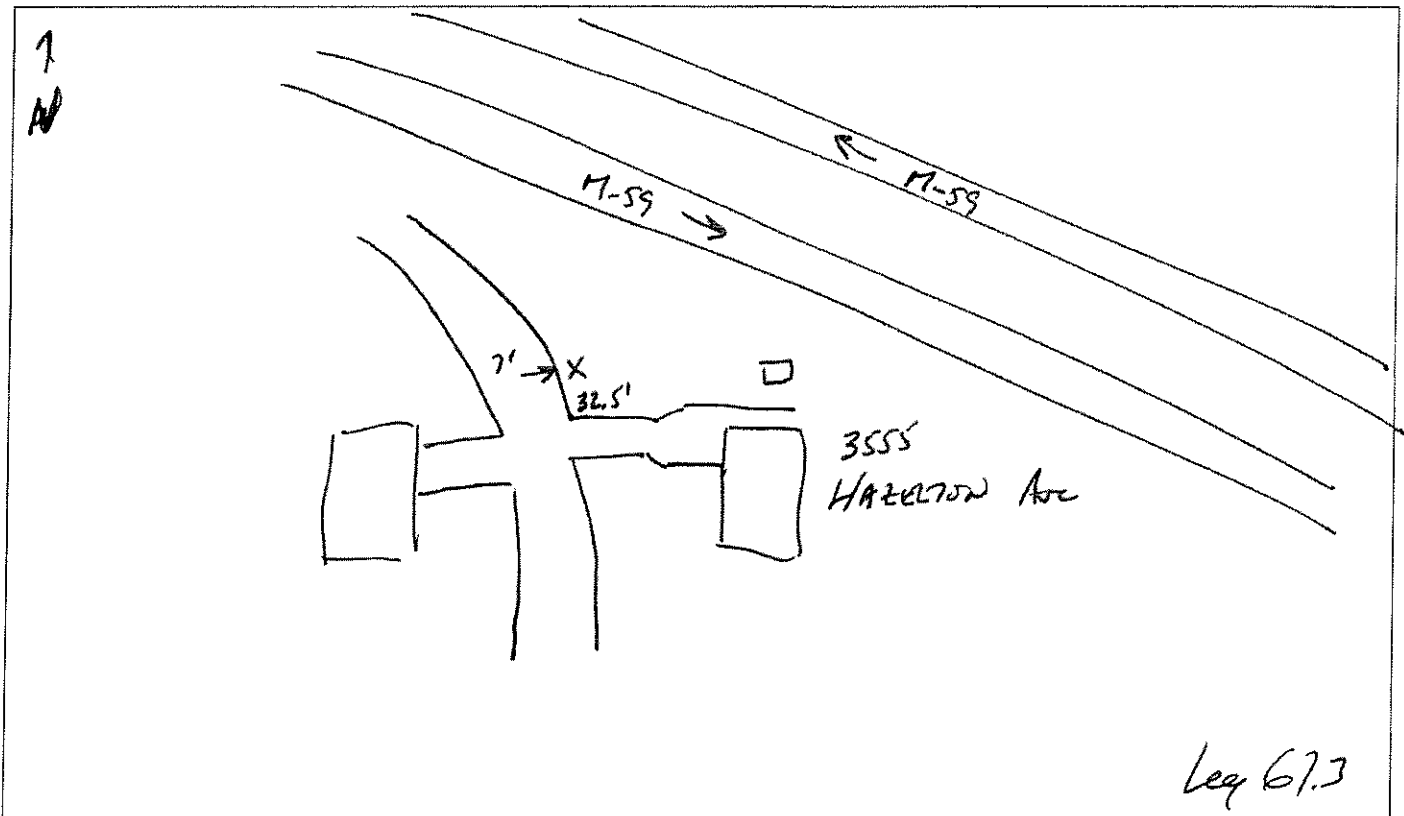
Looking east northeast across Grand Park towards M-59.

PROJECT: M59 G1 to Hwy JOB #: 45410 BY: JRW  
 SITE: #6 DATE: 10.30.07 TIME: 11:12 AM  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST / SLOW WEIGHTING: A / C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 CR</u>	<u>M-59 WB</u>
AUTOS	<u>752</u>	<u>606</u>
MED TRKS	<u>28</u>	<u>16</u>
HVY TRKS	<u>30</u>	<u>40</u>
BUS		
MOTORCYCLE		
SPEED		

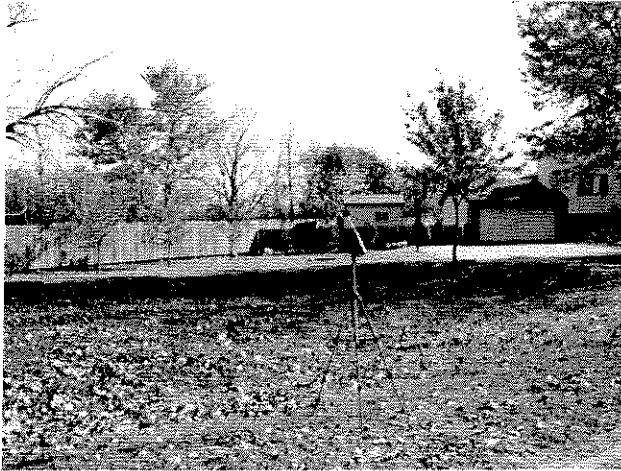
EQUIPMENT	
INSTRUMENT	<u>See Sheet #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S / N
PREAMPLIFIER	S / N
MICROPHONE	S / N
CALIBRATOR	S / N

SITE SKETCH



WEATHER DATA      CLOUD COVER Clean      TEMP \_\_\_\_\_      WIND SPEED (MPH) 2-3      DIRECTION S-SW  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES      M-59  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES \_\_\_\_\_

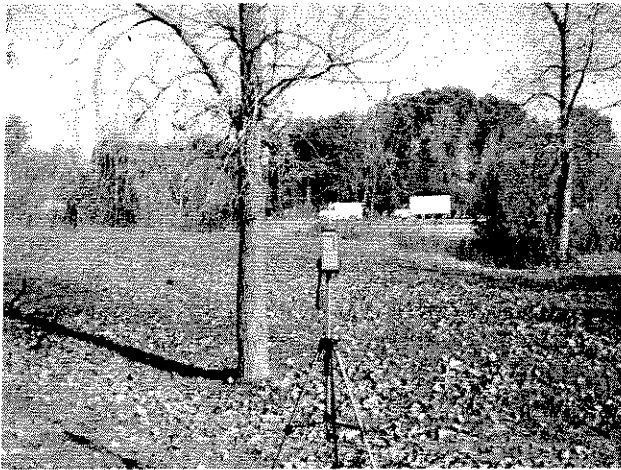
Field Site 6  
3555 Hazelton Avenue



Looking east towards 3555 Hazelton Avenue.



Looking north northwest along Hazelton Avenue.



Looking east northeast towards M-59.

# HNTB

## NOISE MEASUREMENT DATA SHEET

PROJECT: M-59 Gr to Ry JOB #: 45410 BY: JRS

SITE: # 7 DATE: 10-30-07 TIME: 1:01 pm

CALIBRATION: \_\_\_\_\_ dB.

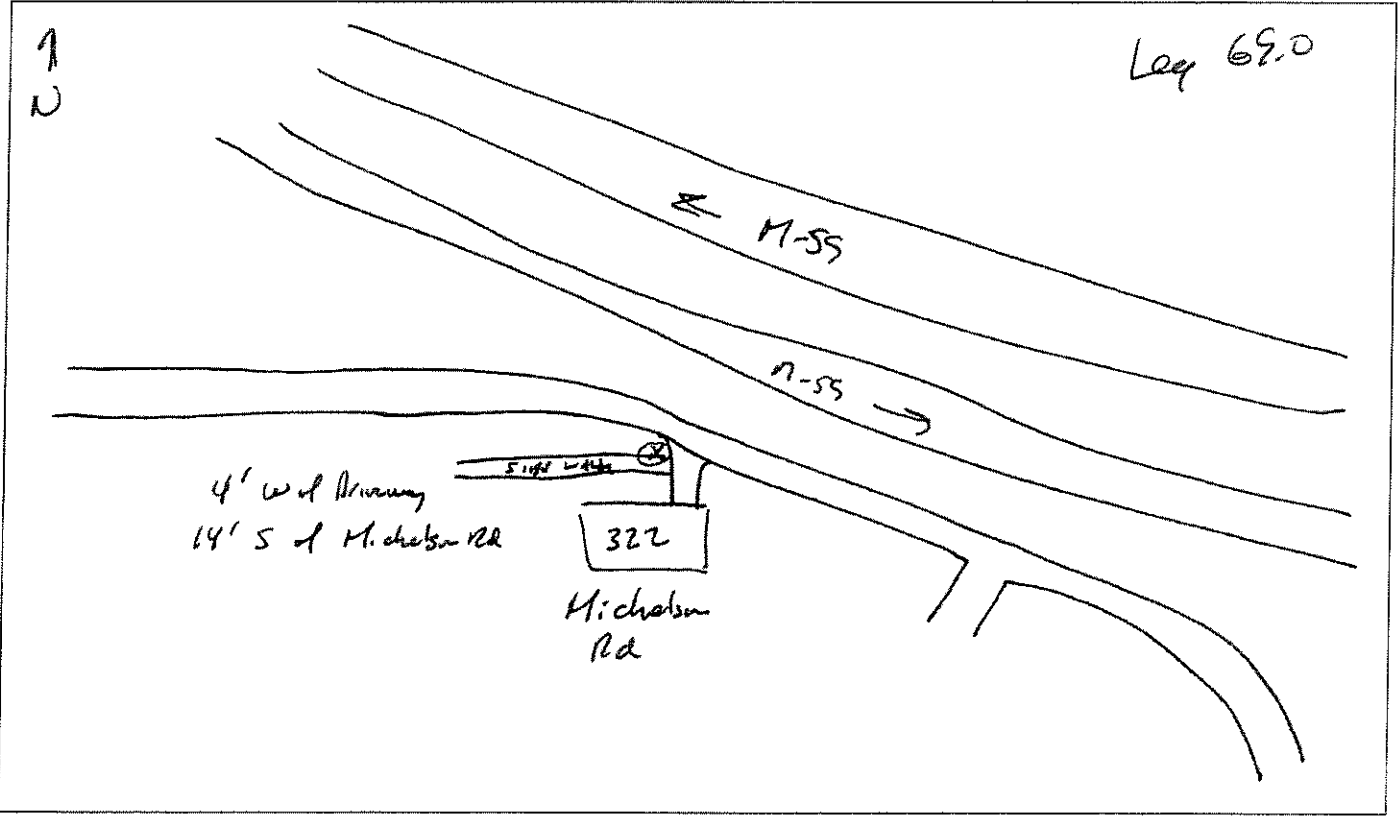
RESPONSE: FAST / SLOW

WEIGHTING: (A) / C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>752</u>	<u>606</u>
MED TRKS	<u>28</u>	<u>14</u>
HVY TRKS	<u>30</u>	<u>40</u>
BUS		
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Skt #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH



WEATHER DATA CLOUD COVER Clean TEMP \_\_\_\_\_ WIND SPEED (MPH) 2-3 DIRECTION S-SW

BACKGROUND NOISE \_\_\_\_\_

MAJOR SOURCES M-59

UNUSUAL EVENTS 6:05 ET Loud Truck on M-59

OTHER NOTES \_\_\_\_\_

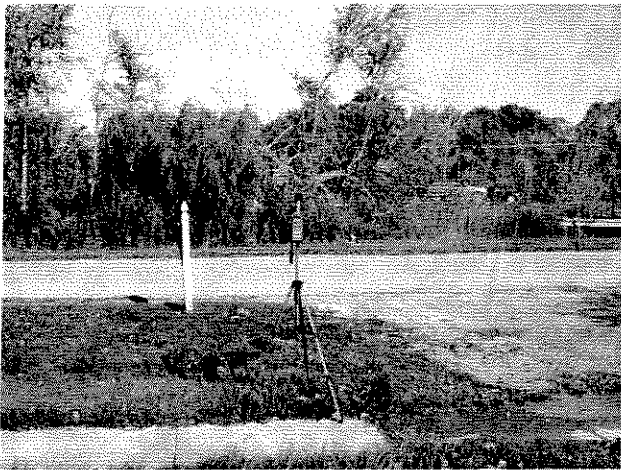
Field Site 7  
322 Michelson Road



Looking south across Michelson Road.



Looking east along sidewalk.



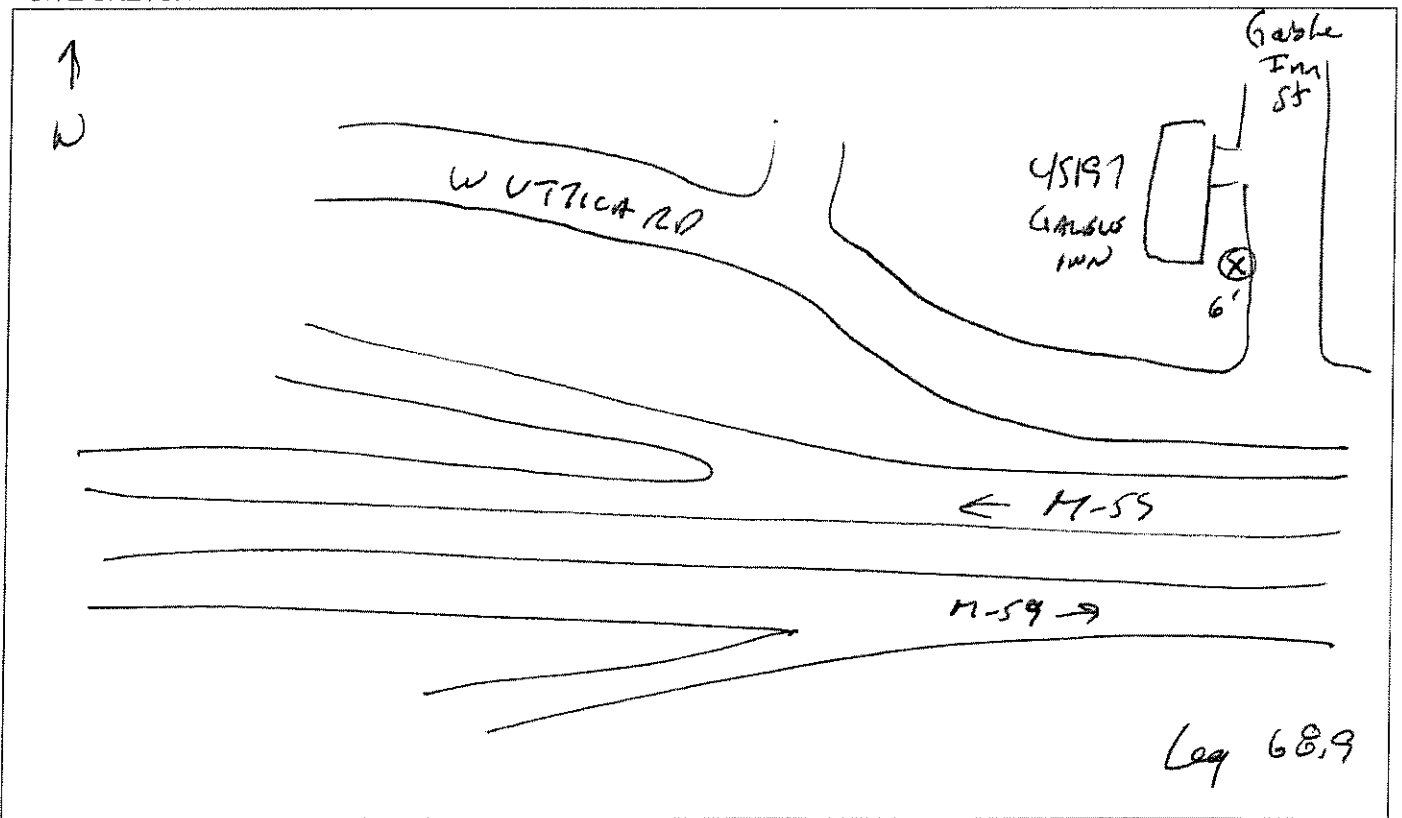
Looking north towards M-59.

PROJECT: M-59 C, E, R JOB #: 45410 BY: JRJ  
 SITE: #8 DATE: 10-30-07 TIME: 12:46 pm  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST SLOW WEIGHTING: A/C/LIN

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>692</u>	<u>658</u>
MED TRKS	<u>22</u>	<u>18</u>
HVY TRKS	<u>40</u>	<u>32</u>
BUS		
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Sheet #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH



WEATHER DATA \_\_\_\_\_ CLOUD COVER Scattered TEMP \_\_\_\_\_ WIND SPEED (MPH) 3-4 DIRECTION S-SW  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES M-59  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES \_\_\_\_\_



Field Site 8  
45197 Gable Inn



Looking west across Gable Inn Street.



Looking northwest across Gable Inn Street.



Looking south towards M-59 and W. Utica Road.

PROJECT: M-59 G to Ky JOB #: 45410 BY: JW

SITE: #9 DATE: 10-30-07 TIME: 12:36 pm

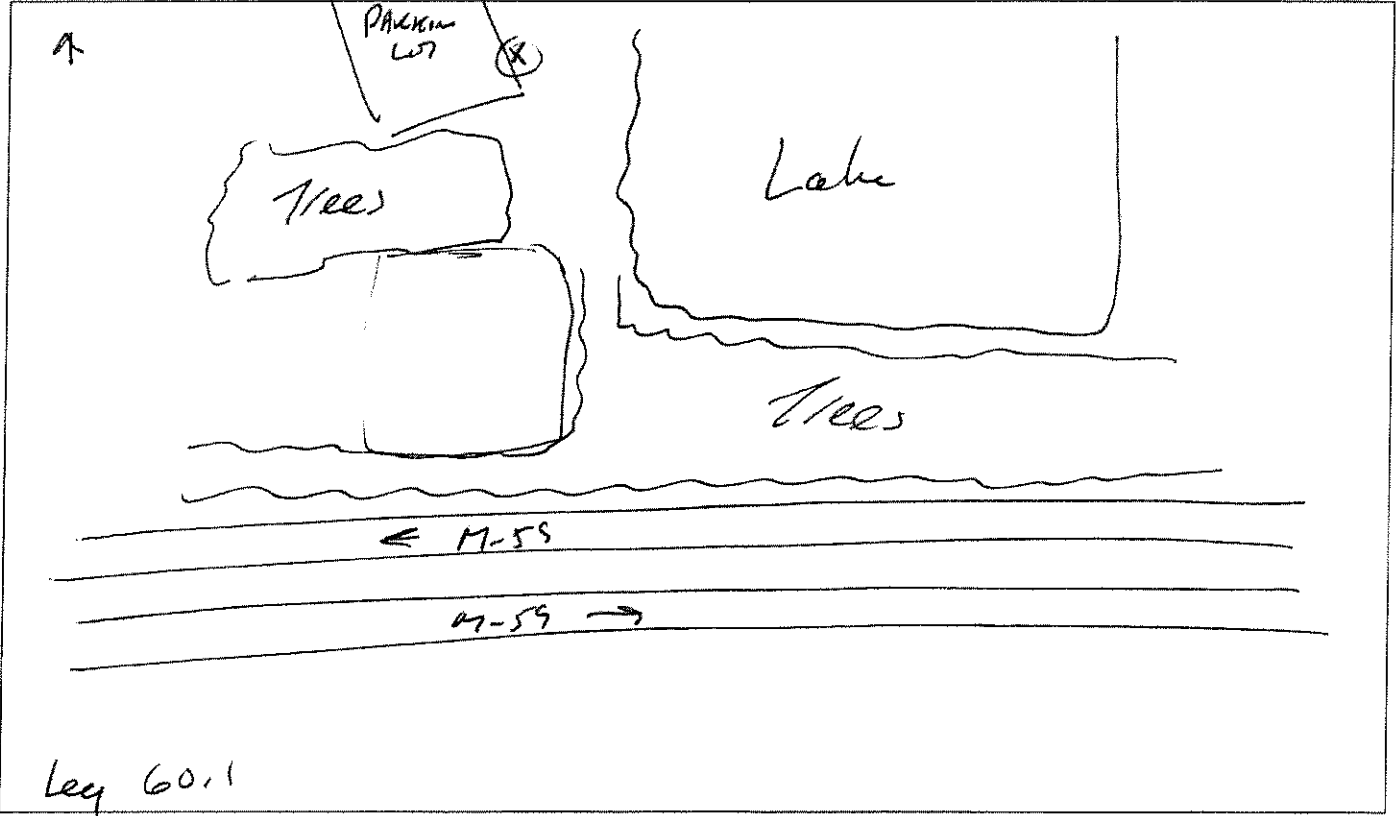
CALIBRATION: \_\_\_\_\_ dB. 10 mm result

RESPONSE: FAST / SLOW WEIGHTING: A / C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>Could not count traffic.</u>	
AUTOS		
MED TRKS		
HVY TRKS		
BUS		
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Sht #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH



WEATHER DATA CLOUD COVER Scattered TEMP \_\_\_\_\_ WIND SPEED (MPH) 3-4 DIRECTION S-SW

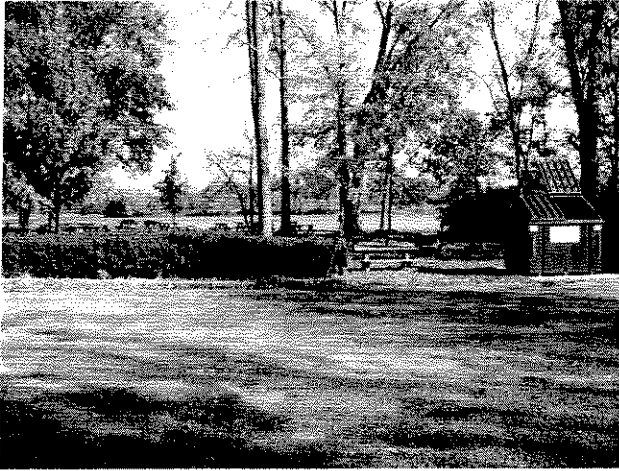
BACKGROUND NOISE \_\_\_\_\_

MAJOR SOURCES M-59

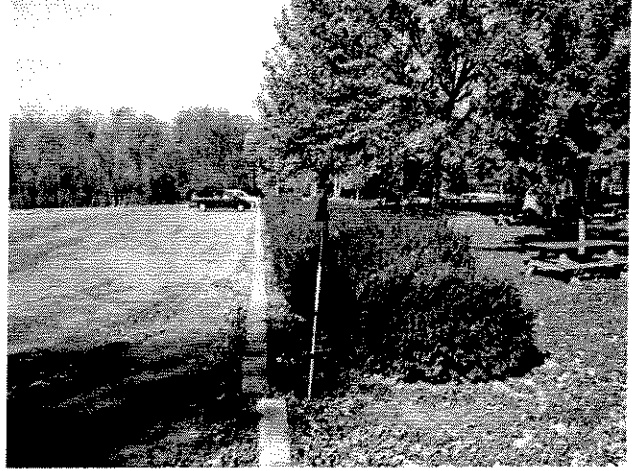
UNUSUAL EVENTS \_\_\_\_\_

OTHER NOTES \_\_\_\_\_

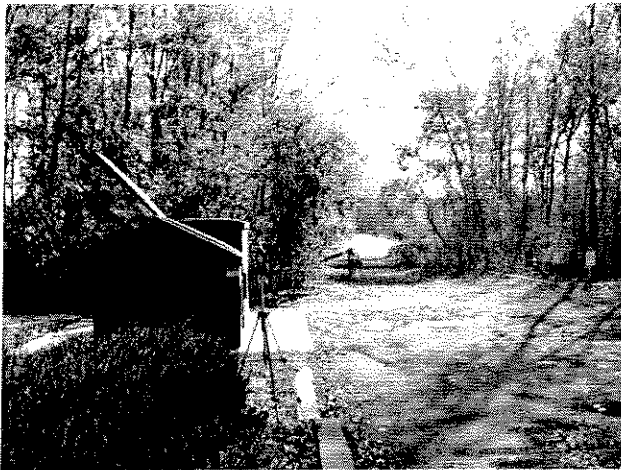
Field Site 9  
Spencer Park Picnic Area



Looking north northeast towards lake.



Looking north northwest along parking lot.



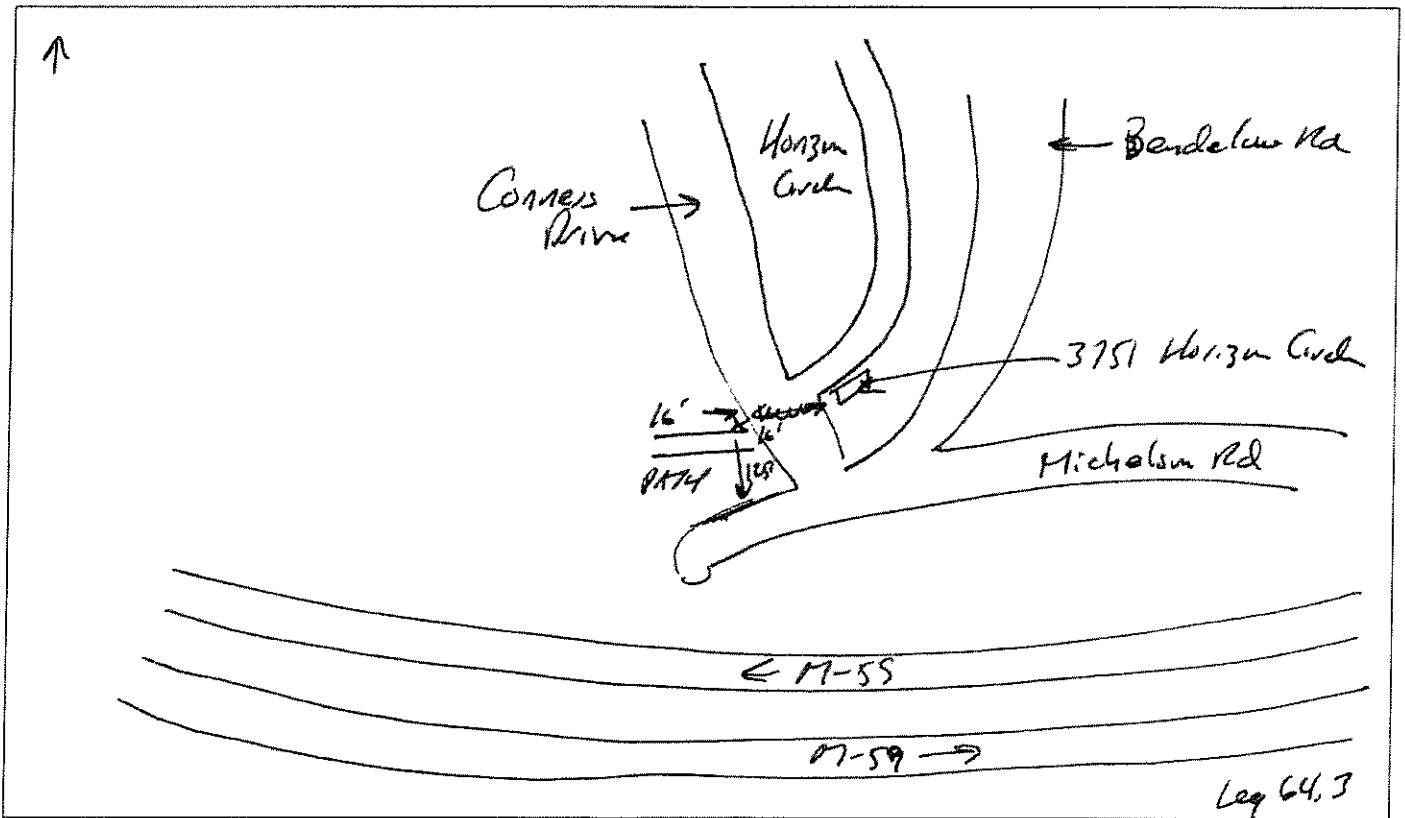
Looking south southeast towards M-59.

PROJECT: M-59 G to Ly JOB #: 45410 BY: JRJ  
 SITE: #10 DATE: 10-30-07 TIME: 13:48 pm  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST / SLOW WEIGHTING: A/C / LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>Could not Count traffic</u>	
AUTOS		
MED TRKS		
HVY TRKS		
BUS		
MOTORCYCLE		
SPEED		

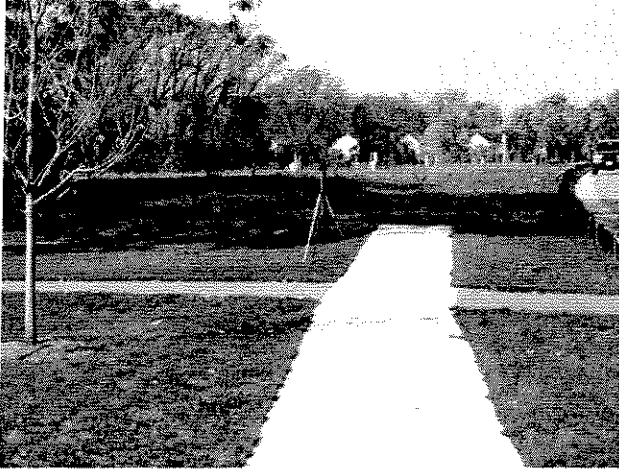
EQUIPMENT	
INSTRUMENT	<u>Sea Sled #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH

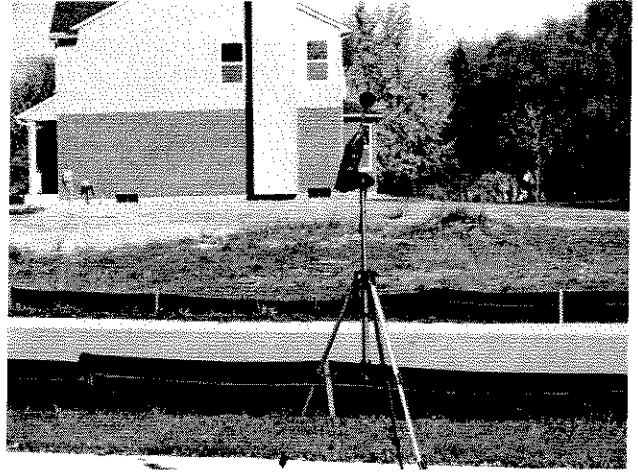


WEATHER DATA \_\_\_\_\_ CLOUD COVER Scattered TEMP \_\_\_\_\_ WIND SPEED (MPH) 3-4 DIRECTION S-Sw  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES M-59  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES \_\_\_\_\_

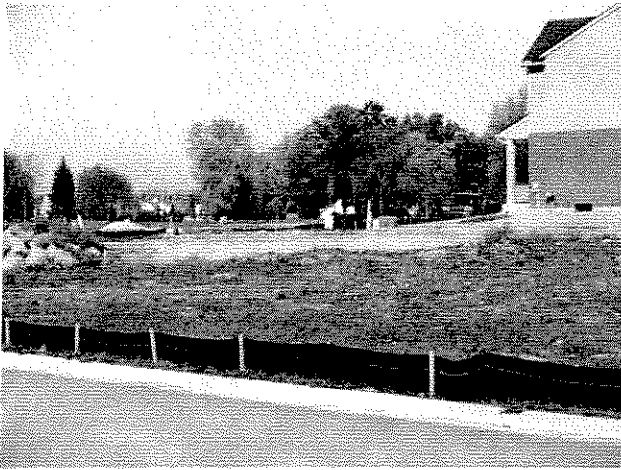
Field Site 10  
3751 Hogan Circle



Looking north northwest along Conners Drive.



Looking across Conners Drive.



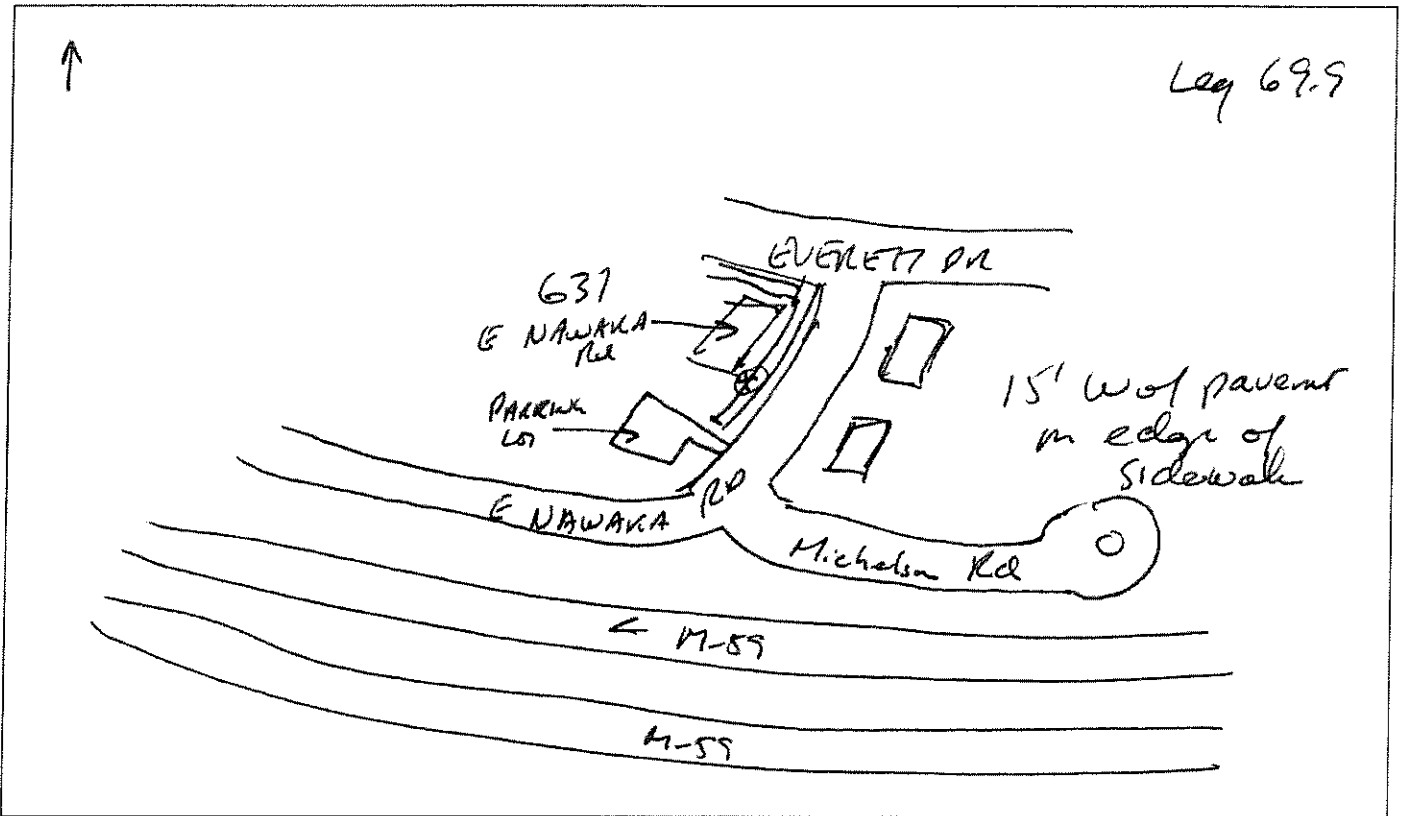
Looking across Conners Drive towards Bendelow Road.

PROJECT: M-59 C to Ry JOB #: 45410 BY: JRW  
 SITE: #11 DATE: 10-30-07 TIME: 14:25  
 CALIBRATION: \_\_\_\_\_ dB.  
 RESPONSE: FAST (SLOW) WEIGHTING: A/C/LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>1062</u>	<u>840</u>
MED TRKS	<u>32</u>	<u>22</u>
HVY TRKS	<u>22</u>	<u>20</u>
BUS		
MOTORCYCLE		
SPEED		

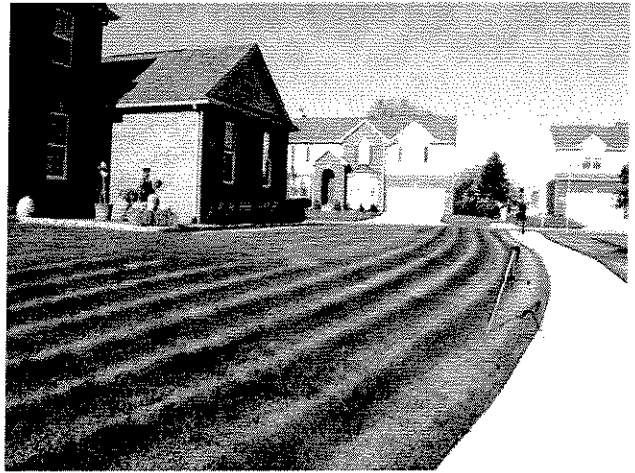
EQUIPMENT	
INSTRUMENT	<u>See Skt #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH

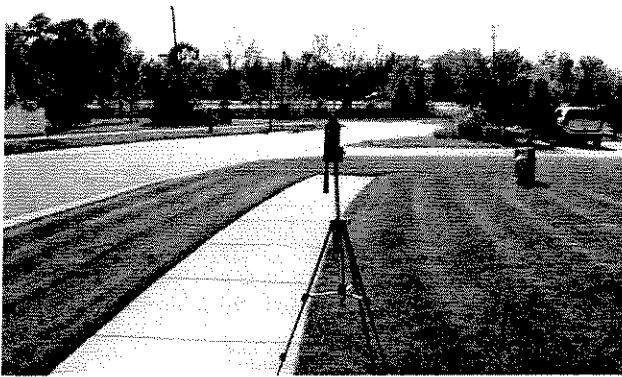


WEATHER DATA Southwest to S CLOUD COVER clear to w TEMP \_\_\_\_\_ WIND SPEED (MPH) 2-4 DIRECTION SSW  
 BACKGROUND NOISE \_\_\_\_\_  
 MAJOR SOURCES \_\_\_\_\_  
 UNUSUAL EVENTS \_\_\_\_\_  
 OTHER NOTES Some local traffic on E. Nawaka Rd including a Medium Truck + 2 school buses. M-59 still controlled leg noise level

Field Site 11  
637 E. Nawakwa Road



Looking west northwest across E. Nawakwa Road. Looking north northeast along sidewalk.



Looking west southwest towards M-59.

PROJECT: M-59 G to Ky JOB #: 45410 BY: JRJ

SITE: #12 DATE: 10-30-07 TIME: 15:04 pm

CALIBRATION: \_\_\_\_\_ dB.

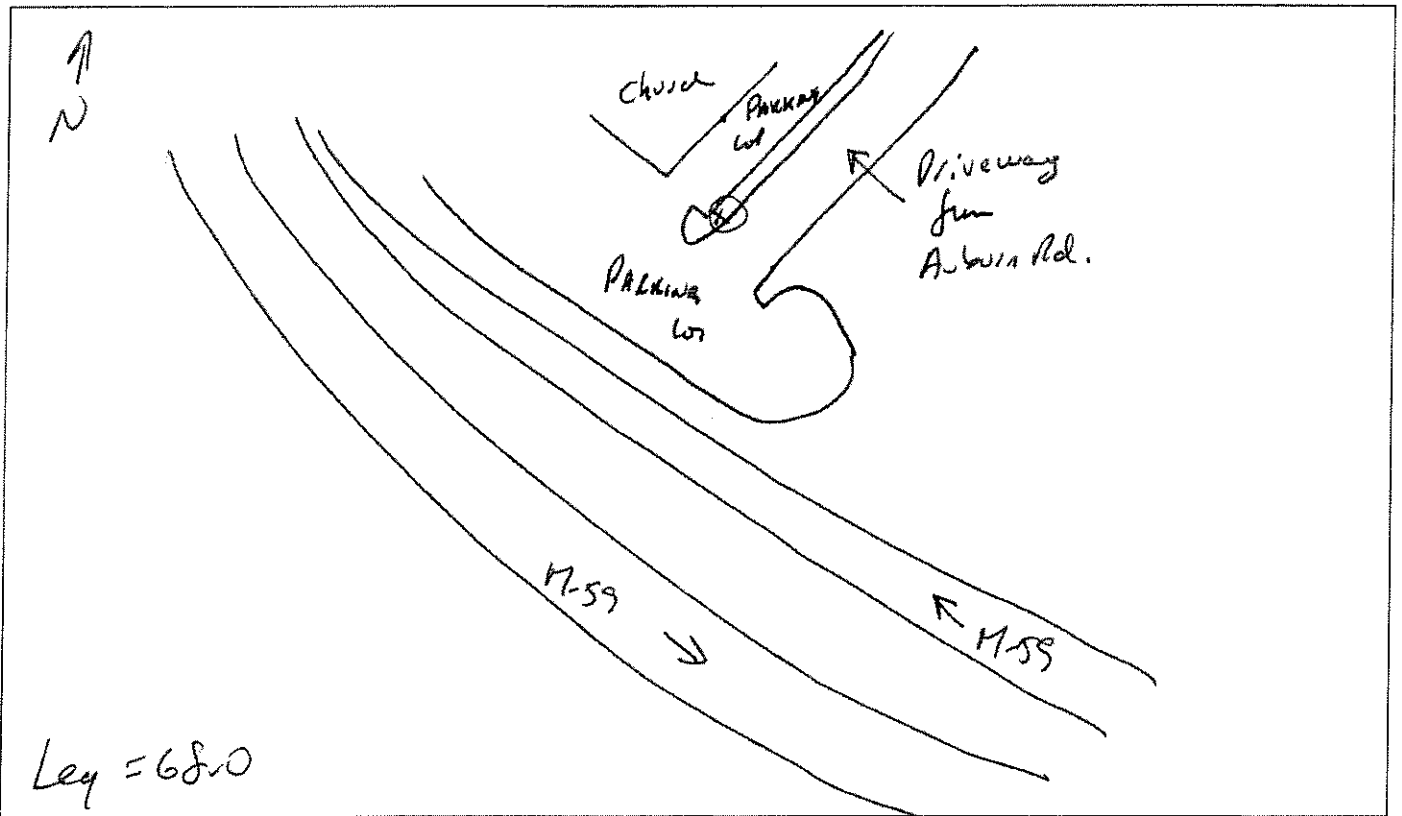
RESPONSE: FAST SLOW

WEIGHTING: A/C/LIN.

TRAFFIC DATA		
ROAD (Name/Dir)	<u>M-59 EB</u>	<u>M-59 WB</u>
AUTOS	<u>1078</u>	<u>924</u>
MED TRKS	<u>16</u>	<u>14</u>
HVY TRKS	<u>32</u>	<u>32</u>
BUS	<u>2</u>	
MOTORCYCLE		
SPEED		

EQUIPMENT	
INSTRUMENT	<u>See Skt #1</u>
SLM MANUFACTURER	
SLM MODEL	
SLM	S/N
PREAMPLIFIER	S/N
MICROPHONE	S/N
CALIBRATOR	S/N

SITE SKETCH



Leq = 68.0

WEATHER DATA Scattered to S CLOUD COVER clear LNW TEMP \_\_\_\_\_ WIND SPEED (MPH) 3-4 DIRECTION S-SW

BACKGROUND NOISE \_\_\_\_\_

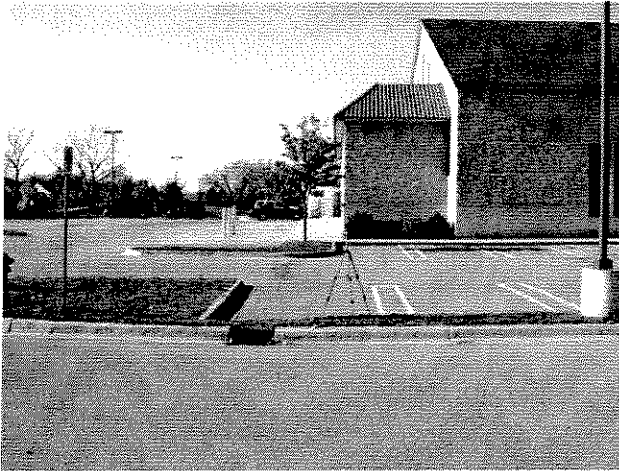
MAJOR SOURCES M-59

UNUSUAL EVENTS \_\_\_\_\_

OTHER NOTES \_\_\_\_\_



Field Site 12  
St. Paul Albanian Catholic Church



Looking northwest across parking lot.



Looking southwest towards M-59.











### M-59, Crooks Road to Ryan Road Noise Analysis

2082 Report				2084 Report																											
Rec. ID	DU in TMM	DGN Receiver ID's	Report Column	Receiver ID's in TMM		New Rec ID for Report	Land Use	Report DU	NAC	TMM Results			Rounded Noise Levels			Existing		Future		No Build minus Existing	Future minus Existing	Future minus NAC	Impact	Impacted DU							
				Existing	No-Build					Build	Existing	No-Build	Build	Activity Category B	Activity Category C	Activity Category B	Activity Category C														
Rec. 263	2	Rec. 263	Report N297	Rec. 263	Report N297	N297	Apts.	2	67	58.9	59.1	60.6	57	59	61				2	4	-6										
Rec. 264	1	Rec. 264	Report N298	Rec. 264	Report N298	N298	Apts.	1	67	58.8	61.1	62.5	59	61	63				2	4	-4										
Rec. 265	2	Rec. 265	Report N299	Rec. 265	Report N299	N299	Res.	2	67	59.9	62.2	62.9	58	62	63				2	3	-4										
Rec. 266	3	Rec. 266	Report N300	Rec. 266	Report N300	N300	Res.	3	67	60.5	62.8	63.8	61	63	64				3	3	-3										
Rec. 267	3	Rec. 267	Report N301	Rec. 267	Report N301	N301	Res.	3	67	62.5	64.8	66.1	63	65	66			x 3	2	3	-1	1	3								
Rec. 268	4	Rec. 268	Report N302	Rec. 268	Report N302	N302	Res.	4	67	65.1	67.4	69.0	65	67	69			x 4	2	4	2	1	4								
Rec. 269	5	Rec. 269	Report N303	Rec. 269	Report N303	N303	Res.	5	67	66.1	68.3	69.7	66	68	69				2	3	-8										
Rec. 270	4	Rec. 270	Report N304	Rec. 270	Report N304	N304	Res.	4	67	67.9	69.1	71.6	66	68	72				2	4	-6										
Rec. 271	4	Rec. 271	Report N305	Rec. 271	Report N305	N305	Res.	4	67	61.1	63.3	65.1	61	63	65				2	4	-2										
Rec. 272	5	Rec. 272	Report N306	Rec. 272	Report N306	N306	Res.	5	67	65.2	67.4	68.8	65	67	69			x 5	2	4	2	1	11								
Rec. 273	4	Rec. 273	Report N307	Rec. 273	Report N307	N307	Res.	4	67	58.2	60.4	60.9	58	60	61				2	3	-6										
Rec. 274	4	Rec. 274	Report N308	Rec. 274	Report N308	N308	Res.	4	67	61.3	63.5	65.4	63	64	65				3	4	-2										
Rec. 275	4	Rec. 275	Report N309	Rec. 275	Report N309	N309	Res.	4	67	64.4	66.6	68.3	64	67	67			x 4	3	5	0	1	4								
Rec. 276	3	Rec. 276	Report N310	Rec. 276	Report N310	N310	Res.	3	67	58.9	61.2	61.8	59	61	62				2	3	-6										
Rec. 277	2	Rec. 277	Report N311	Rec. 277	Report N311	N311	Res.	2	67	63.3	65.7	66.3	63	66	66			x 2	3	3	-1	1	2								
Rec. 278	1	Rec. 278	Report N312	Rec. 278	Report N312	N312	Res.	1	67	64.0	66.3	66.3	64	66	66			x 1	2	2	-1	1	1								
Rec. 279	4	Rec. 279	Report N313	Rec. 279	Report N313	N313	Res.	4	67	66.0	67.3	69.2	65	67	68			x 4	2	3	1	1	4								
Rec. 280	3	Rec. 280	Report N314	Rec. 280	Report N314	N314	Res.	3	67	59.7	62.0	63.2	60	62	63				2	3	-4										
Rec. 281	4	Rec. 281	Report N315	Rec. 281	Report N315	N315	Res.	4	67	62.1	64.5	65.1	62	65	65				3	3	-2										
Rec. 282	2	Rec. 282	Report N316	Rec. 282	Report N316	N316	Res.	2	67	60.3	62.7	63.5	60	63	64				3	4	-3										
Rec. 283	1	Rec. 283	Report N317	Rec. 283	Report N317	N317	Res.	1	67	57.4	59.7	60.2	57	60	60				1	1	-7										
Rec. 284	2	Rec. 284	Report N318	Rec. 284	Report N318	N318	Res.	2	67	56.1	58.4	58.5	56	58	59				2	3	-5										
Rec. 285	4	Rec. 285	Report N319	Rec. 285	Report N319	N319	Res.	4	67	57.7	60.0	60.5	56	60	61				2	3	-6										
Rec. 286	3	Rec. 286	Report N320	Rec. 286	Report N320	N320	Res.	3	67	54.8	57.1	57.2	55	57	57				2	2	-10										
Rec. 287	4	Rec. 287	Report N321	Rec. 287	Report N321	N321	Res.	4	67	54.2	56.4	56.4	54	56	56				2	2	-11										
Rec. 288	3	Rec. 288	Report N322	Rec. 288	Report N322	N322	Res.	3	67	59.3	61.4	62.0	59	61	62				2	3	-5										
Rec. 289	2	Rec. 289	Report N323	Rec. 289	Report N323	N323	Res.	2	67	57.3	59.4	60.0	57	59	60				2	3	-7										
Rec. 290	3	Rec. 290	Report N324	Rec. 290	Report N324	N324	Res.	3	67	55.5	57.6	57.8	56	58	58				2	2	-8										
Rec. 291	1	Rec. 291	Report N325	Rec. 291	Report N325	N325	Res.	1	67	58.4	60.7	61.1	58	61	61				2	3	-9										
Rec. 292	3	Rec. 292	Report N326	Rec. 292	Report N326	N326	Res.	3	67	57.8	60.1	60.5	58	60	60				2	3	-9										
				Total Number of Receivers:		338																									
																			78	150	1	4	121	238	1	4	2	5	11	122	242

\*NRK - Not Used in Report

Number of Receivers that Approach or Exceed NAC for B	Number of Receivers that Approach or Exceed NAC for B or C	Number of Receivers that Approach or Exceed NAC for C	Number of Receivers that Approach or Exceed NAC for B	Number of Receivers that Approach or Exceed NAC for B or C	Number of Receivers that Approach or Exceed NAC for C	Number of Receivers that Approach or Exceed NAC for B or C	Number of Receivers that Approach or Exceed NAC for C	Number of Receivers that Approach or Exceed NAC for B or C	Number of Receivers that Approach or Exceed NAC for C	Number of Receivers that Approach or Exceed NAC for B or C	Number of Receivers that Approach or Exceed NAC for C	Minimum Increase over Existing Maximum Increase over Existing	MAX Increase over Existing	MAX Noise Level above NAC	Number of Receivers Impacted	Number of DU Impacted