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## **APPENDIX N NOISE AND VIBRATION**

# **APPENDIX N**

## **NOISE AND VIBRATION**

**WSP, USA.**

**June 16, 2025**

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## **N-1 Noise and Vibration Methodology**

This section describes the methodologies used to analyze and assess noise impacts from construction activities, operations, and traffic, as well as vibration from construction of the Preferred Action Alternative and to design and analyze the effectiveness of noise abatement barriers.

### **N-1.1 Construction and Operation Noise Methodology**

For the Micron Campus, the peak noise time periods occur during the overlapping construction phase activities for each individual Fab as shown in Table N-1-1 through Table N-1-4.

Construction on Fab 1 is assumed to start in late 2025 with the peak of construction activities occurring in 2027. Similarly, peak construction activity for Fab 2, Fab 3 and Fab 4 are expected to occur in 2031, 2035 and 2041, respectively. The worst construction noise exposure condition occurs several times during the construction of each Fab building and happens for durations of up to 3 consecutive months during the overlapping time periods between construction phases 1 thru 4. The construction noise analysis modeling (and traffic movement assumptions) presume that once Fab 1 construction is completed, it would become operational and occupied by Micron employees while construction on Fab 2 commences. The same construction and operational process is assumed for Fab 3 and Fab 4.

For the Rail Spur, maximum noise levels would occur during a four-month from February 2025 through May 2026.

For the Childcare Site, maximum noise levels would occur during two separate three-month time periods during construction of the Childcare building in 2027 and again in 2030 during the construction of the Healthcare building. .

Stationary and mobile construction equipment for all construction phases associated with the Micron Campus are shown in Table N-1-1 through Table N-1-4 and for the Rail Spur and Childcare Sites are shown in Table N-1-5 and Table N-1-6 respectively.

Rail Spur Site operations are included in the Micron Campus construction for construction of each fab. Noise source sound power levels of the major operating equipment that would be used during operation of the Rail Spur Site and assumptions about its use are show in Table N-1-7.

Most of the construction noise sources were modeled as area noise sources because they would move around within the footprint of a given fab plant construction stage. However, heavy trucks were modeled as line sources. To get a maximum noise and vibration exposure from vibratory pile installation, pile installation was modeled as a point source. Most of the pile installation point sources were located along the southern extent of the main construction activities closest to the receptors along SR-31, and for Fab 1, some were located facing westward closer to R21 and R22.

Construction noise levels were determined at 25 representative noise sensitive properties (receivers) shown in Figure N-1-1 and Figure N-1-2. These sites were chosen because of their

proximity to the Preferred Action Alternative, thus providing an estimate of the worst-case construction noise exposure conditions.

Construction and operations noise levels were determined using the ISO 9613-2 compliant, Cadna-A program developed by a German firm DataKustik. The Cadna-A application is used extensively throughout the United States and represents the state-of-the-art, three-dimensional noise modeling, where point, line, or area noise sources can be modeled together. Cadna-A has the capabilities to account for distance attenuation, ground absorption, building shielding, elevation variations between noise sources and receptors. Additionally, the Cadna-A program utilizes the FHWA Construction Noise Handbook national construction equipment noise emission database and usage factors, which are summarized in Table N-1-8.

For all construction noise predictions, the Cadna-A model was used to determine noise levels generated from the combined effects of mobile and onsite stationary construction equipment activities, including noise generated from rail and conveyor facilities on the Rail Spur Site, and mobile heavy truck movements associated with construction on the Micron Campus and on the surrounding roadways, as shown in Table N-1-1 through Table N-1-6. The Cadna-A program incorporates the source noise emission level database from the FHWA Traffic Noise Model (TNM). Therefore, noise level estimates for heavy truck movements around the Preferred Alternative determined using the Cadna-A traffic module are analogous with those estimated noise levels using TNM. Thus, the program provides an efficient method to determine the combined effects from multiple mobile and stationary noise sources at each evaluated receptor site.

Noise from operation of the Micron Campus was determined using the sound power level data provided for the noisiest outdoor ground level and rooftop noise sources. A summary of this data is contained in Table N-1-9.

The basic formulation utilized by the Cadna-A model to determine noise level estimates is expressed by the follow equation:

$$L_{eq}(1h) \text{ in dBA} = L_{max}@50ft - 20 \text{ LOG } (D/50) + 10 \text{ LOG } (UF/100) - IL \text{ (dB)}$$

Where:

$L_{max}@50ft$  = Maximum noise emission level for the equipment at 50 feet, expressed in dBA using the SPL values shown in Table N-1-9.

D = is the distance between the equipment and the receptor in feet.

UF = is the time averaged equipment usage factor, expressed in percentage, as shown in Table N-1-9.

IL = Is the insertion loss, in decibels, of intervening shielding, such as building or major terrain features.

**Table N-1-1 Equipment by Construction Phase for Fab 1**

Phase	General Activity	Duration in Months	Calendar Time Period	Mobile Equipment (Max Vehicles/ Day) to/from site	On Site Utilized Equipment	
1	Site Establishment / Mass Excavation	6	11/25 – 5/26	550 - (Assumes ~1.2M Cu Yds)	Dump Trucks (40) Motor Graders (3) Trenchers (1) Crusher/Screenner (1)	Bulldozers / Loaders (8) Scrapers (3) Excavators (6)
2	Underground Utilities start of foundation work	6	3/26 – 9/26	550	Dump Trucks (20) Trenchers (1) Mobile lifts (10) Gas powered generators (10) Gas powered compressors (10) Crusher/Screenner (1)	Bulldozers / Loaders (8) Drilling Rigs for caisson (13) Excavators (6) Welders (8) Conveyer system (1)
2	Foundations	8	8/26 – 4/27	250	Concrete Batch Plant (1) Excavators (6) Drilling Rigs for caisson (13) Gas powered generators (10) Gas powered compressors (10) Conveyer system (1) Mobile lifts (10)	Concrete Trucks (10) Dump Trucks (15) Welders (8) Tower Cranes (6) Bulldozers / Loaders (8)
3	Building Erection	18	12/26 – 6/28	200	Concrete Batch Plant (1) Excavators (4) Mobile Crawler Cranes (10) Compressors (10) Welders (8) Mobile lifts (10)	Concrete Trucks (15) Dump Trucks (10) Generators (10) Tower Cranes (6) Conveyer system (1)
4	Final Site Work	5	4/28 – 9/28	100	Concrete Batch Plant (1) Loaders (2) Paver Machines (2) Conveyer system (1)	Concrete Trucks (4) Dump Trucks (5) Asphalt Rollers (2)

Source: Micron May 2025

Table N-1-2 Equipment by Construction Phase for Fab 2

Phase	General Activity	Duration in Months	Calendar Time Period	Mobile Equipment (Max Vehicles/Day)	Utilized Equipment
1	Site Establishment / Mass Excavation	4	9/28 – 1/29	200	Dump Trucks (40) Motor Graders (3) Trenchers (1) Conveyer system (1) Crusher/Screener (1) Bulldozers / Loaders (8) Scrapers (3) Excavators (6)
2	Underground Utilities	3	12/28-2/29	200	Dump Trucks (20) Trenchers (1) Mobile lifts (10) Gas powered generators (10) Gas powered compressors (10) Crusher/Screener (1) Bulldozers / Loaders (8) Drilling Rigs for caisson (13) Excavators (6) Welders (8) Conveyer system (1)
2	Foundations	8	1/29-8/29	200	Concrete Batch Plant (1) Excavators (6) Drilling Rigs for caisson (13) Gas powered generators (10) Gas powered compressors (10) Conveyer system (1) Concrete Trucks (10) Dump Trucks (15) Welders (8) Mobile lifts (10) Bulldozers / Loaders (8) Tower Cranes (6)
3	Building Erection	18	4/29- 11/30	200	Concrete Batch Plant (1) Excavators (4) Mobile Crawler Cranes (10) Compressors (10) Welders (8) Mobile lifts (10) Concrete Trucks (15) Dump Trucks (10) Generators (10) Tower Cranes (6) Conveyer system (1)
4	Final Site Work	5	9/30- 2/31	100	Concrete Batch Plant (1) Loaders (2) Paver Machines (2) Conveyer system (1) Concrete Trucks (4) Dump Trucks (5) Asphalt Rollers (2)

Source: Micron May 2025



**Table N-1-3 Equipment by Construction Phase for Fab 3**

Phase	General Activity	Duration in Months	Calendar Time Period	Mobile Equipment (Max Vehicles/Day)	Utilized Equipment
1	Site Establishment / Mass Excavation	5	9/33–2/34	200	Dump Trucks (40) Motor Graders (3) Trenchers (1) Conveyer system (1) Crusher/Screener (1) Bulldozers / Loaders (8) Scrapers (3) Excavators (6)
2	Underground Utilities	3	12/33–3/34	200	Dump Trucks (20) Trenchers (1) Mobile lifts (10) Gas powered generators (10) Gas powered compressors (10) Crusher/Screener (1) Bulldozers / Loaders (8) Drilling Rigs for caisson (13) Excavators (6) Welders (8) Conveyer system (1)
2	Foundations	8	1/34 – 8/34	200	Concrete Batch Plant (1) Excavators (6) Drilling Rigs for caisson (13) Gas powered generators (10) Gas powered compressors (10) Conveyer system (1) Concrete Trucks (10) Dump Trucks (15) Welders (8) Mobile lifts (10) Bulldozers / Loaders (8) Tower Cranes (6)
3	Building Erection	18	5/34 - 11/35	200	Concrete Batch Plant (1) Excavators (4) Mobile Crawler Cranes (10) Compressors (10) Welders (8) Mobile lifts (10) Concrete Trucks (15) Dump Trucks (10) Generators (10) Tower Cranes (6) Conveyer system (1)
4	Final Site Work	5	10/35- 3/36	100	Concrete Batch Plant (1) Loaders (2) Paver Machines (2) Conveyer system (1) Concrete Trucks (4) Dump Trucks (5) Asphalt Rollers (2)

Source: Micron May 2025

**Table N-1-4 Equipment by Construction Phase for Fab 4**

Phase	General Activity	Duration in Months	Calendar Time Period	Mobile Equipment (Max Vehicles/Day)	Dump Trucks (40)
1	Site Establishment / Mass Excavation	5	4/39 – 8/39	200	Dump Trucks (40) Motor Graders (3) Trenchers (1) Conveyer system (1) Crusher/Screener (1) Bulldozers / Loaders (8) Scrapers (3) Excavators (6)
2	Underground Utilities	3	7/39-9/39	200	Dump Trucks (20) Trenchers (1) Mobile lifts (10) Gas powered generators (10) Gas powered compressors (10) Crusher/Screener (1) Bulldozers / Loaders (8) Drilling Rigs for caisson (13) Excavators (6) Welders (8) Conveyer system (1)
2	Foundations	8	7/39-2/40	200	Concrete Batch Plant (1) Excavators (6) Drilling Rigs for caisson (13) Gas powered generators (10) Gas powered compressors (10) Conveyer system (1) Concrete Trucks (10) Dump Trucks (15) Welders (8) Mobile lifts (10) Bulldozers / Loaders (8) Tower Cranes (6)
3	Building Erection	18	1/40- 8/41	200	Concrete Batch Plant (1) Excavators (4) Mobile Crawler Cranes (10) Compressors (10) Welders (8) Mobile lifts (10) Concrete Trucks (15) Dump Trucks (10) Generators (10) Tower Cranes (6) Conveyer system (1)
4	Final Site Work	5	7/41- 11/41	100	Concrete Batch Plant (1) Loaders (2) Paver Machines (2) Conveyer system (1) Concrete Trucks (4) Dump Trucks (5) Asphalt Rollers (2)

Source: Micron May 2025

**Table N-1-5 Equipment by Construction Phase for Rail Spur Site**

Project Component	Duration in Months	Calendar Time Period	Utilized Equipment
Mobilization / Clearing, Grubbing, Grading, UG Utility Installations	3	11/2025-2/26	Dump Trucks (4) Bulldozers / Loaders (2) Motor Graders (1) Scrapers (1) Trenchers (1) Excavators (2) Tamping Machines / Vibrating Rollers (1)
Rail Installations	4.5	1/26-6/26	Telehandlers (2) Skidsteers (2) Excavators (2) Railroad Grapple Truck (1)
Foundation Installations / Grading	2	2/26-4/26	Concrete Pump (1) Concrete Trucks (2) Excavators (1) Drilling Rig (1) Dump Trucks (2) Mobile Crawler Cranes (1) Compressors (2) Generators (2) Welders (2)
Utility and Equipment Installations	2.5	4/26-6/26	Telehandlers (2) Skidsteers (2) Mobile Crawler Cranes (1) Stationary Cranes (1) Loaders (1) Compressors (2) Generators (2) Welders (2)
Paving / Final Site Work	2	4/26-6/26	Concrete Trucks (2) Loaders (2) Dump Trucks (2) Paver Machines (2) Asphalt Rollers (2)

Source: Micron May 2024

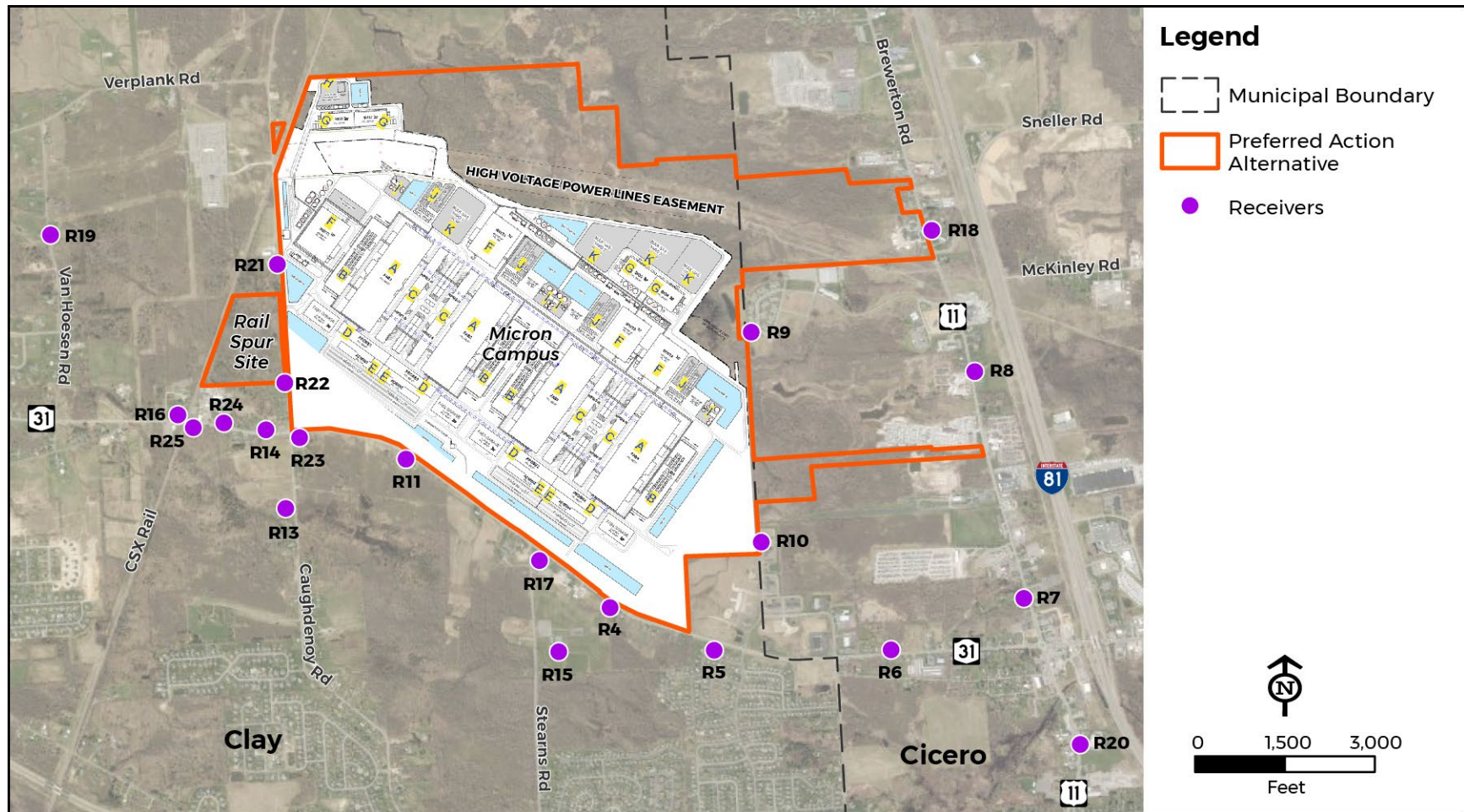
**Table N-1-6 Equipment by Construction Phase for Childcare Site**

Project Component	Duration in Months	Calendar Time Period	Utilized Equipment	
Site Prep / Mobilization	3	7/26–10/26	Dump Trucks (2) Motor Graders (1) Trenchers (1)	Bulldozers / Loaders (2) Scrapers (1) Excavators (2)
Child Care Center (25,000 gsf)	10	10/26–8/27	Concrete Pump (1) Concrete Trucks (2) Excavators (1) Drilling Rig (1) Welders (2)	Dump Trucks (2) Mobile Crawler Cranes (1) Compressors (2) Generators (2)
Sewage Disposal System, Wet Pond / Bioretention SWMA	8	8/27–4/28	Concrete Pump (1) Concrete Trucks (2) Excavators (1) Drilling Rig (1) Welders (2)	Dump Trucks (2) Mobile Crawler Cranes (1) Compressors (2) Generators (2)
Playground, Tennis/Pickball Courts, Soccer Field	8	8/27–4/28	Concrete Pump (1) Concrete Trucks (2) Excavators (1) Drilling Rig (1) Welders (2)	Dump Trucks (2) Mobile Crawler Cranes (1) Compressors (2) Generators (2)
Parking Area / Final Site Work	3	3/28–6/28	Concrete Trucks (2) Loaders (2) Asphalt Rollers (2)	Dump Trucks (2) Paver Machines (2)
Health Care Center (10,000 gsf)	12	4/30–4/31	Concrete Pump (1) Concrete Trucks (2) Drilling Rig (1) Compressors (2) Welders (2)	Dump Trucks (2) Excavators (1) Mobile Crawler Cranes (1) Generators (2)
Rec Center (5,000 gsf)	12	4/30–4/31	Concrete Pump (1) Concrete Trucks (2) Excavators (1) Drilling Rig (1) Welders (2)	Dump Trucks (2) Mobile Crawler Cranes (1) Compressors (2) Generators (2)

**Table N-1-7 Rail Spur Site Operations Noise Sources**

Equipment/Source	Source Type	Source Dimensions	Operations	Sound Power Level (dBA)	Assumptions
Rail Car Vibrator	Point	NA	3 hours/day	108	100 dBA at 6 ft
Air Brakes	Area	100,108 ft <sup>2</sup>	0.5 hours/day	127	95 dBA at 50 ft
Switcher Operations	Area	199, 556 ft <sup>2</sup>	steady state	118	80 dBA at 100 ft
Conveyor	Source Type	2550 ft	steady state	117	79 dBA at 100 ft

The Cadna-A model was used to determine the potential acoustic effectiveness of noise barriers for abating significant impacts from construction and operation of the Micron Campus, Rail Spur Site and Childcare Site. In the model, noise walls were located at the proposed Micron property right-of-way boundary. Lengths and heights of each of the barriers were optimized to provide the minimum noise reduction necessary to reduce the predicted impact to below the 6 dBA threshold for significant impact. In areas where noise level increases of 10 to 14 dBA are predicted to occur, the noise barrier lengths and heights were optimized to provide a minimum noise reduction of 10 dBA. In areas where the noise increase is predicted to be 6 to 9 dBA, the noise barrier lengths and widths were designed to achieve a noise reduction of 7 dBA.

**Figure N-1-1 Noise Modeling Locations in the Micron Campus and Rail Spur Site Construction and Operations Study Area**

R1, R2, R3 and R12 have been acquired by OCIDA and were eliminated from this analysis.



**Figure N-1-2 Noise Modeling Locations in the Childcare Site Construction and Operations Study Area**

**Table N-1-8 FHWA Construction Equipment Noise Emission Levels and Usage Factors**

Equipment Description	Usage Factor (%)	SPL L <sub>max</sub> @ 50 Feet (dBA), Slow RMS
All Other Equipment > 5HP	50	85
Auger Drill Rig	20	85
Backhoe	40	80
Bar Bender	20	80
Blasting	n/a	94
Boring Jack Power Unit	50	80
Chain Saw	20	85
Clam Shovel (dropping)	20	93
Compactor (ground)	20	80
Compressor (<350 cfm)	40	75
Compressor (>350 cfm)	40	80
Concrete Batch Plant	15	83
Concrete Mixer Truck	40	85
Concrete Pump Truck	20	82
Concrete Saw	20	90
Crane	16	85
Dozer	40	85
Drill Rig Truck	20	84
Drum Mixer	50	80
Dump Truck	40	84
Dumpster/Rubbish Remover	20	78
Excavator	40	85
Flat Bed Truck	40	84
Front End Loader	40	80
Generator	50	82
Generator (<25KVA, VMS signs)	50	70
Gradall	40	85
Grader	40	85
Grapple (on backhoe)	40	85
Horizontal Boring Hydr. Jack	25	80
Hydra Break Ram	10	90
Impact Pile Driver	20	95
Jackhammer	20	85
Man Lift	20	85
Mounted Impact Hammer (Hoe Ram)	20	90
Pavement Scarafier	20	85

Note: Not all equipment listed would be used on the Micron project.

Source: FHWA Roadway Construction Noise Model Users Guide (Report: FHWA-HEP-05054) January 2006.

[https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/rcnm/rcnm00.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/rcnm00.cfm)



**Table N-1-9 Sound Power Levels (PWL dBA) Assumed for Micron Outdoor Operations**

<b>Equipment Description</b>	<b>Building</b>	<b>Noise Source Location on Plan Layout</b>	<b>Elevation height of Noise Source (Feet)</b>	<b>Area or Point Noise Source?</b>	<b>Sound Power Level PWL dBA</b>
<b>Gas Plant Compressor</b>	Bulk Gas Yard	K	5	Point	100
<b>Cold Box Venting with Silencer</b>	Bulk Gas Yard	K	100	Point	50
<b>CDA Air Compressors</b>	CUB (Central Utilities Building)	B	5	Point	78
<b>Emergency Generators Exhaust</b>	CUB (Central Utilities Building)	B	60	Area (Roof of CUB)	40
<b>Fab Exhaust Stack (General, Acid, Caustic, Solvent)</b>	Fab Building	A	130	Area (Roof of Fab)	70
<b>Makeup Air Unit Intake</b>	Fab Building	A	20	Area (Level 2 Fab Building Wings)	65
<b>Air Handling Unit</b>	ADMIN Building	E	60	Area (Roof of Admin)	60
<b>Cooling Towers</b>	CUB (Central Utilities Building)	B	60	Area (Roof of CUB)	70
<b>Bulk Gas Purifier</b>	Bulk Gas Yard	K	5	Area	70
<b>Transformers</b>	Electrical Yard	J	5	Area	20

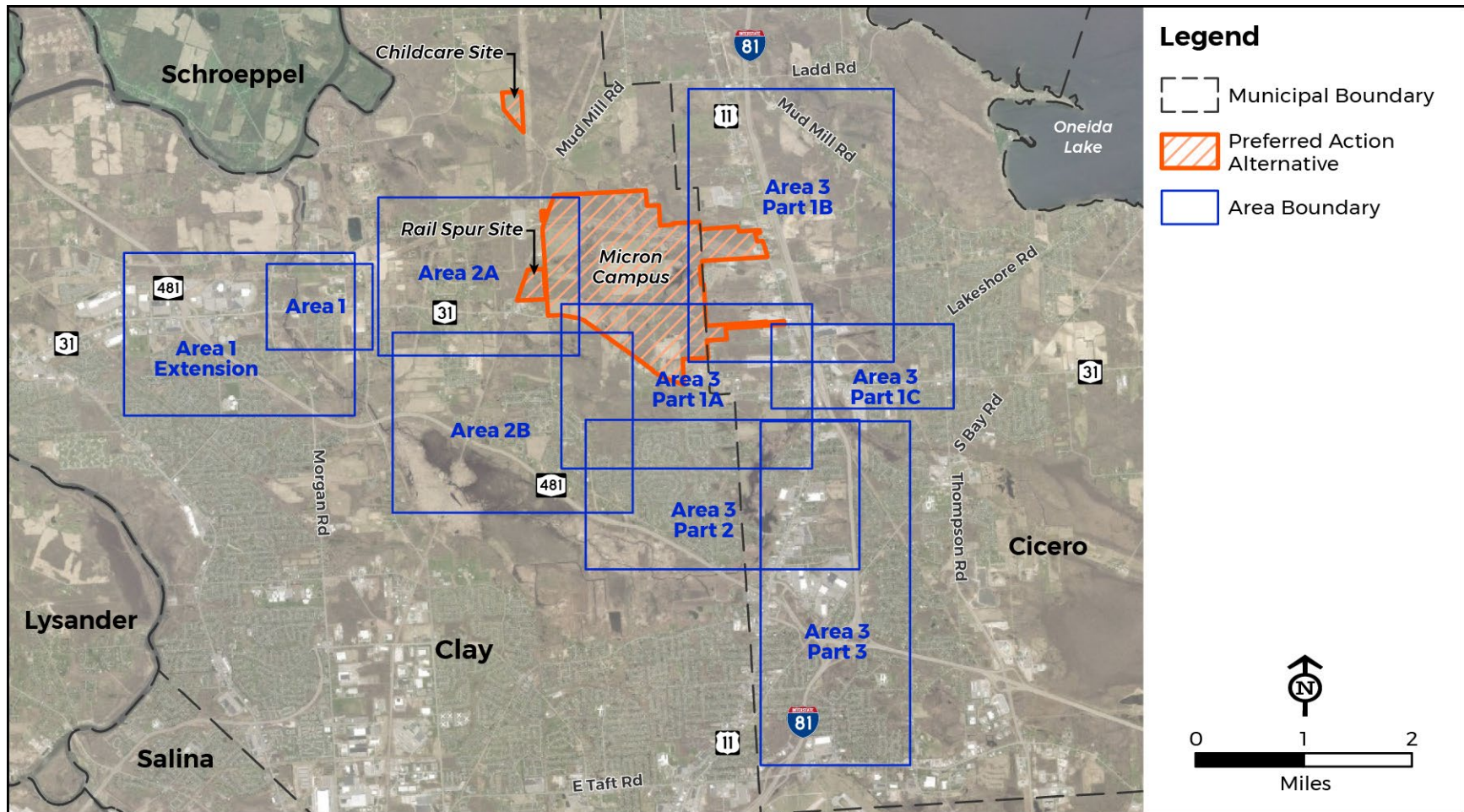
## N-1.2 Traffic Noise Methodology

Traffic noise analysis was completed using the FHWA model with inputs from the traffic analysis conducted for the Preferred Alternative. Traffic noise impacts to approximately 3,500 receivers along the local and major roadway corridors were evaluated. In most cases one TNM receiver represents one equivalent dwelling unit, but in some cases, they consist of two or more dwelling receptors. A map illustrating the boundaries of each of nine traffic noise modeling areas is depicted in Figure N-1-3. Detailed maps depicting individual TNM modeling receiver locations are contained in Section N-5.

This analysis was conducted in accordance with the NYSDOT TEM using FHWA's computer program for highway traffic noise prediction and analysis, referred to as the Traffic Noise Model (TNM version 2.5). The following modeling parameters were determined and input into the TNM to calculate an hourly  $Leq(h)$  at specific receiver locations or roadway links:

- Coordinate geometry of all roadways and (receiver) locations, which allows the program to determine distance between roadway segments and receivers. The coordinate geometry allows for the program to determine relative elevation of roadway segments and receivers.
- For each roadway segment in the model, peak hour traffic volumes by vehicle classification and vehicle travel speeds are input into the model. The traffic volumes consist of automobiles, medium trucks (2 axles), heavy trucks (3 or more axles) and buses (vehicles designed to carry 9 or more passengers). Heavy trucks generate the highest noise levels and automobile traffic the lowest.
- Ground absorption by various ground surface types within the study area are indicated in the model. These include hard sound reflecting surfaces such as paved roadways and sound absorption surfaces such as grass. The type of surface in an area determines the rate of noise level decay with distance. Hard surfaces have lower changes in noise level with a doubling of distance versus softer surfaces which show a faster decrease with distance.
- The coordinates of major geographic features, such as berms, hills, retaining walls and buildings are input into the model. These features have the potential to shield sound between the roadway noise sources and the receiver.

Figure N-1-3 Traffic Noise Modeling Study Areas



### N-1.3 Vibration Methodology

This section summarizes the analysis methodologies employed to determine vibration levels from vibration-causing construction activities such as vibratory pile installation at the Micron Campus, which is by far the greatest ground-borne vibration generating activity proposed for construction. Major vibration generating activities, such as, vibratory pile installation are not anticipated to occur at the Rail Spur and Childcare Sites. The vibration study area is the same as construction and operation noise study area shown in Figure N-1-1.

Potential structural damage to buildings from vibration generated from construction activities was determined using a spreadsheet developed following the analysis methodology described in the 2018 FTA Manual. Table N-1-10 provides a summary of vibration source levels for the highest vibration-generating construction equipment. The worst vibration generating activities occur from vibratory pile installation. Other ground borne vibration-generating equipment that would be used on the Preferred Alternative includes bulldozers, loaded trucks and caisson drilling. Vibration levels were determined at each of the 25 representative sites shown in Figure N-1-1. The results of the analysis are shown in Table N-1-13 and Table N-1-14.

Potential structural damage to buildings from vibration generated from construction activities was determined following the procedures and analysis process described in Chapter 7 of the 2018 FTA Manual by formulating the equation shown below in a spreadsheet model.

$$PPV_{equip} = PPV_{ref} \times \left(\frac{25}{D}\right)^{1.5}$$

where:

$PPV_{equip}$  = the peak particle velocity of the equipment adjusted for distance, in/sec

$PPV_{ref}$  = the source reference vibration level at 25 ft, in/sec

$D$  = distance from the equipment to the receiver, in feet

Furthermore, the following equation from the 2018 FTA Manual was used for purposes of assessing potential structural damage at nearby sensitive receptors:

$$L_{v.distance} = L_{vref} - 30 \log\left(\frac{D}{25}\right)$$

where:

$L_{v.distance}$  = the velocity level adjusted for distance, VdB

$L_{vref}$  = the source reference vibration level at 25 ft, VdB shown in Table N-1-10.

$D$  = distance from the equipment to the receiver, in feet.

**Table N-1-10 Vibration Source Levels for Construction Equipment<sup>1</sup>**

Equipment		Peak Particle Velocity at 25 feet (in/sec)	Approximate $L_v^2$ at 25 feet
Pile Driver (Impact) – <i>not proposed for use; for comparison only.</i>	Upper Range	1.518	112
	Typical	0.644	104
Pile Driver (Vibratory)	Upper Range	0.734	105
	Typical	0.170	93
Clam shovel drop (Slurry Wall)		0.202	94
Hydromill (Slurry Wall in Soil)		0.017	75
Hydromill (Slurry Wall in Rock)		0.210	94
Hoe Ram		0.089	87
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Jackhammer		0.035	79
Small Bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment Manual, FTA, 2018

<sup>1</sup> FTA damage criterion is 102 VdB for fragile buildings and 90 VdB for extremely fragile historic buildings.

<sup>2</sup>RMS Velocity in decibels (VdB) re: 1 micro-inch/second.

**Table N-1-11 Summary of Vibration Decibels (VdB) Levels and Impact Assessment for Fab 1 and Fab 2**

Receptor <sup>1</sup>	Vibration Levels (VdB) for Fab 1				Vibration Levels (VdB) for Fab 2			
	Center Position	SW Position	SE Position	Exceeds 72 VdB Human Annoyance (Yes/No)	Center Position	SW Position	SE Position	Exceeds 72 VdB Human Annoyance (Yes/No)
R4	31	31	32	No	34	34	35	No
R5	29	29	29	No	31	31	32	No
R6	26	26	26	No	28	28	28	No
R7	25	25	25	No	27	26	27	No
R8	27	26	27	No	29	28	28	No
R9	32	31	32	No	35	34	34	No
R10	30	29	30	No	32	32	33	No
R11	39	40	42	No	42	46	47	No
R13	36	38	38	No	36	39	38	No
R14	39	42	42	No	37	40	39	No
R15	31	31	32	No	33	34	35	No
R16	36	39	38	No	34	36	35	No
R17	33	34	34	No	37	38	38	No
R18	28	27	27	No	30	29	29	No
R19	33	35	34	No	31	31	31	No
R20	23	23	23	No	25	24	25	No
R21	46	50	46	No	39	40	39	No
R22	41	46	45	No	39	42	41	No
R23	39	42	43	No	38	42	41	No
R24	38	41	40	No	36	38	38	No
R25	37	39	39	No	35	37	36	No

1 R1, R2, R3 and R12 have been acquired by OCIDA and were eliminated from this analysis.

**Table N-1-12 Summary of Vibration Decibels (VdB) Levels and Impact Assessment for Fab 3 and Fab 4**

Receptor <sup>1</sup>	Vibration Levels (VdB) for Fab 3				Vibration Levels (VdB) for Fab 4			
	Center Position	SW Position	SE Position	Exceeds 72 VdB Human Annoyance (Yes/No)	Center Position	SW Position	SE Position	Exceeds 72 VdB Human Annoyance (Yes/No)
R4	36	37	39	No	40	42	43	No
R5	33	34	35	No	36	37	38	No
R6	30	30	31	No	32	32	33	No
R7	28	28	28	No	30	29	30	No
R8	31	30	30	No	32	31	32	No
R9	38	36	37	No	41	38	38	No
R10	35	35	36	No	39	38	40	No
R11	41	45	44	No	39	41	40	No
R13	35	37	36	No	33	35	34	No
R14	35	37	36	No	33	34	34	No
R15	35	36	37	No	37	39	40	No
R16	32	34	33	No	31	32	31	No
R17	39	41	43	No	42	45	46	No
R18	31	30	30	No	32	31	31	No
R19	29	29	29	No	27	28	27	No
R20	26	26	26	No	27	27	28	No
R21	35	36	35	No	32	33	32	No
R22	36	38	37	No	34	35	34	No
R23	36	38	37	No	34	36	35	No
R24	34	36	35	No	32	33	32	No
R25	33	34	34	No	31	32	31	No

1 R1, R2, R3 and R12 have been acquired by OCIDA and were eliminated from this analysis.

**Table N-1-13 Summary of Peak Particle Velocity (PPV) Levels and Impact Assessment for Fab 1 and Fab 2**

Receptor <sup>1</sup>	Peak Particle Velocity (PPV) Levels for Fab 1				Peak Particle Velocity (PPV) Levels for Fab 2			
	Center Position	SW Position	SE Position	Exceeds PPV Structural Damage Criteria (Yes/No)	Center Position	SW Position	SE Position	Exceeds PPV Structural Damage Criteria (Yes/No)
R4	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R5	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R6	0	0	0	No	0	0	0	No
R7	0	0	0	No	0	0	0	No
R8	0	0	0	No	0	0	0	No
R9	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R10	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R11	0.001	0.001	0.001	No	0.001	0.001	0.001	No
R13	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R14	0.001	0.001	0.001	No	0.001	0.001	0.001	No
R15	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R16	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R17	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R18	0	0	0	No	0	0	0	No
R19	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R20	0	0	0	No	0	0	0	No
R21	0.002	0.002	0.002	No	0.002	0.002	0.002	No
R22	0.001	0.001	0.001	No	0.001	0.001	0.001	No
R23	0.001	0.001	0.001	No	0.001	0.001	0.001	No
R24	0.001	0.001	0.001	No	0.001	0.001	0.001	No
R25	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No

<sup>1</sup> R1, R2, R3 and R12 have been acquired by OCIDA and were eliminated from this analysis.



**Table N-1-14 Summary of Peak Particle Velocity (PPV) Levels and Impact Assessment for Fab 3 and Fab 4**

Receptor <sup>1</sup>	Peak Particle Velocity (PPV) Levels for Fab 3				Peak Particle Velocity (PPV) Levels for Fab 4			
	Center Position	SW Position	SE Position	Exceeds PPV Structural Damage Criteria (Yes/No)	Center Position	SW Position	SE Position	Exceeds PPV Structural Damage Criteria (Yes/No)
R4	0.0005	0.0005	0.001	No	0.001	0.001	0.0015	No
R5	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.001	No
R6	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R7	0.0005	0	0.0005	No	0.0005	0.0005	0.0005	No
R8	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R9	0.001	0.0005	0.0005	No	0.001	0.001	0.001	No
R10	0.0005	0.0005	0.0005	No	0.001	0.001	0.001	No
R11	0.001	0.002	0.0015	No	0.001	0.001	0.001	No
R13	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R14	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R15	0.0005	0.0005	0.0005	No	0.0005	0.001	0.001	No
R16	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R17	0.001	0.001	0.0015	No	0.001	0.002	0.002	No
R18	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R19	0.0005	0.0005	0.0005	No	0	0	0	No
R20	0	0	0	No	0	0	0	No
R21	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R22	0.0005	0.001	0.0005	No	0.0005	0.0005	0.0005	No
R23	0.0005	0.001	0.0005	No	0.0005	0.0005	0.0005	No
R24	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No
R25	0.0005	0.0005	0.0005	No	0.0005	0.0005	0.0005	No

1 R1, R2, R3 and R12 have been acquired by OCIDA and were eliminated from this analysis.

## ACRONYMS AND ABBREVIATIONS

Acronym	Definition
Cadna-A	Computer Aided Noise Abatement
dB	Decibels
dBA	Decibel A-weighted level
DNL	Daytime Nighttime Equivalent Sound Level descriptor
Fab	Fabrication Building
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HUD	United States Department of Housing and Urban Development
L <sub>eq</sub>	Equivalent Noise Level
L <sub>day</sub>	Daytime noise level
L <sub>night</sub>	Nighttime noise level
LDN	Average noise level over a 24-hour period (DNL)
L10	Sound level that exceeded ten percent of the time (90 <sup>th</sup> percentile)
NAC	FHWA Noise Abatement Criteria
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
PCE	Passenger Car Equivalent
PPV	Peak Particle Velocity
PWL	Sound Power Level
RCNM	Roadway Construction Noise Model
SEQRA	State Environmental Quality Review Act
SPL	Sound Pressure Level
SPL L <sub>max</sub>	Maximum Sound Pressure Level
TEM	The Environmental Manual
TNM	FHWA Traffic Noise Model
VdB	Vibration decibel level

## REFERENCES

Federal Highway Administration. CFR 23 Part 772 – *Procedures for Abatement of Highway*

*Traffic Noise and Construction Noise*. [75 FR 39820-39838, July 13, 2010].

Federal Highway Administration. Highway Traffic Noise: Analysis and Abatement Guidance.

2011. FHWA-HEP-10-025.

Federal Highway Administration. *Roadway Construction Noise Model*. October 2018.

Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual* (FTA Report No. 0123). U.S. Department of Transportation, John A. Volpe National Transportation Systems Center. Washington, D.C. 2018.

FHWA Traffic Noise Model, ®Version 2.5. Cambridge, MA: John A. Volpe National Transportation Systems Center, Acoustics Facility. April 2004.

United States Department of Housing and Urban Development. *Noise Abatement and Control*. Title 24 CFR 51 Subpart B. April 1, 2024.

NYSDOT Transportation Environmental Manual, Chapter 4.4.18. *Noise Analysis and Procedures*. October 2022.

New York State Department of Environmental Conservation. *Assessing and Mitigating Noise Impacts*. February 2001.

Clay Town Code - *Noise Ordinance*. Chapter 152, Section 230-17 A. NY, September 4, 2024.

## N-2 Noise Measurement Data

**Table N-2-1 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area A/1**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	48.2	50.7	37.6	66.5	37.6
1–2 AM	50.7	49.5	37.5	75.3	37.5
2–3 AM	49.7	50.6	38.7	76.0	37.8
3–4 AM	53.1	55.9	40.8	73.7	39.0
4–5 AM	56.8	60.8	46.8	73.8	43.5
5–6 AM	58.9	62.1	47.1	77.3	43.6
6–7 AM	58.0	61.5	46.9	72.7	41.9
7–8 AM	57.5	60.3	45.0	80.0	39.4
8–9 AM	56.2	59.4	44.9	74.5	40.2
9–10 AM	57.0	59.9	45.3	75.1	39.9
10–11 AM	56.6	59.6	45.7	76.0	39.9
11 AM–12 PM	56.7	59.5	46.7	74.7	41.2
12–1 PM	56.1	59.2	46.3	74.7	41.6
1–2 PM	58.3	60.5	46.8	77.9	41.3
2–3 PM	58.7	61.5	47.3	77.6	41.0
3–4 PM	59.0	61.6	47.9	79.8	40.4
4–5 PM	58.3	60.4	47.9	80.6	41.9
5–6 PM	58.7	60.6	44.2	83.5	39.5
6–7 PM	58.0	61.0	44.5	79.5	39.6
7–8 PM	61.1	62.8	44.5	87.4	39.1
8–9 PM	56.3	60.6	39.5	73.0	38.0
9–10 PM	56.4	60.4	38.9	73.7	37.9
10–11 PM	54.8	57.4	39.7	79.6	37.8
11 PM–12 AM	50.7	52.1	37.9	72.3	37.6
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 8 and 9 2023.

PROJECT: MicronMEAS SITE: Area 1DATE: May 8<sup>th</sup> 2023 - May 9<sup>th</sup> 2023 STAFF: Yin, Drew  
Myat Bullinger

MEAS NO			
START TIME	<del>09:33</del>	09:33	
END TIME	May 9 <sup>th</sup> 2023	09:30	
INSTRUMENT	Larson Davis 720	S/N 0108	
BATTERY	100 %		
LEQ			
FILE NAME			
CALIBRATION	94 dB	1	1

## TRAFFIC

ROADWAY	Hwy 31		
VEH SPEED	35-45 mph		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

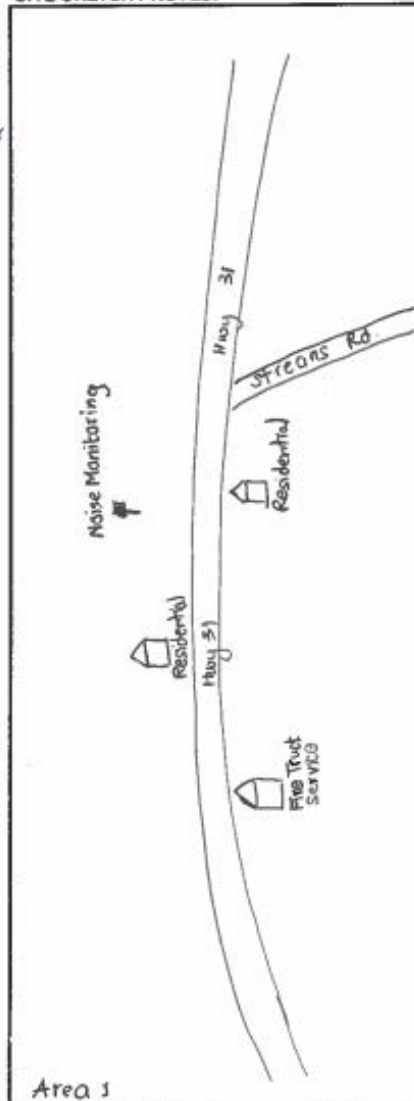
## WEATHER

GENERAL	Cloudy - Fair		
TEMP	55 mph		
% RH			
WIND SPD/DIR	15 mph		
ROAD COND.			

## SITE

LATITUDE	43°11'00" N		
LONGITUDE	-76°09'22" W		
PICTURES			

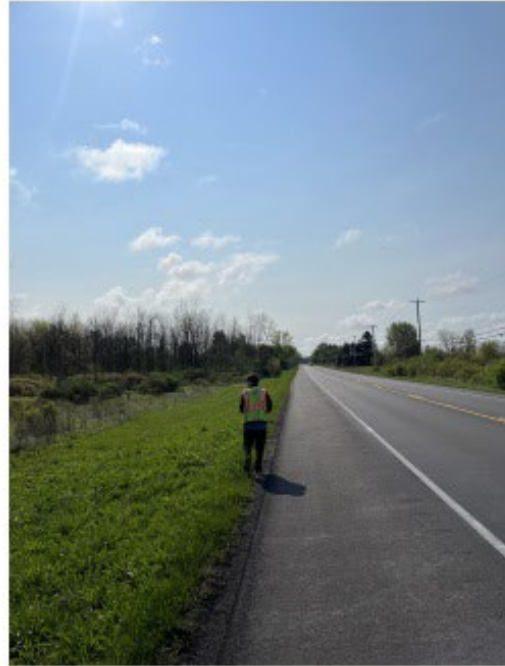
## SITE SKETCH / NOTES:



## NOISE SOURCES:

Note: ~~a few~~ a little rain around 11 am.  
Mostly weather 'cloudy'

Micron-Area 1



**Table N-2-2 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area B/2**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	39.2	39.9	38.3	52.1	37.3
1–2 AM	41.6	39.5	38.2	64.5	37.4
2–3 AM	40.5	39.6	38.0	60.9	37.2
3–4 AM	40.4	41.7	39.3	58.7	37.5
4–5 AM	46.3	44.8	41.1	69.6	38.5
5–6 AM	47.4	45.8	42.4	66.1	39.8
6–7 AM	52.9	56.2	45.2	74.0	41.0
7–8 AM	54.2	58.0	45.8	73.4	40.6
8–9 AM	53.8	58.4	45.6	69.8	38.3
9–10 AM	52.3	55.7	43.0	74.6	37.7
10–11 AM	54.8	57.7	43.8	79.1	38.2
11 AM–12 PM	55.9	58.8	46.3	79.4	38.3
12–1 PM	56.2	59.2	52.2	79.4	39.0
1–2 PM	53.4	57.3	46.7	73.2	38.9
2–3 PM	52.9	56.9	46.5	71.3	38.9
3–4 PM	53.5	58.0	46.3	70.6	39.3
4–5 PM	54.3	58.3	46.2	79.4	38.9
5–6 PM	54.0	58.1	45.5	72.9	38.2
6–7 PM	53.8	57.1	44.2	73.8	37.8
7–8 PM	50.5	55.5	40.9	66.3	37.7
8–9 PM	50.9	53.8	43.8	69.3	38.5
9–10 PM	48.0	47.0	42.1	68.5	37.5
10–11 PM	46.5	44.6	39.0	71.9	37.5
11 PM–12 AM	51.6	48.0	38.8	73.3	37.4
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 8 and 9 2023.



PROJECT: MicronMEAS SITE: Area 2DATE: Start May 8<sup>th</sup>, 2023 STAFF: Ym, DB  
End May 9<sup>th</sup>, 2023

MEAS NO			
START TIME	09:08		
END TIME	09:17		
INSTRUMENT	LD 720	S/N 0465	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94dB	/	/

## TRAFFIC

ROADWAY	Caughdenoy Road (North of R 31)		
VEH SPEED	~45 mph		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

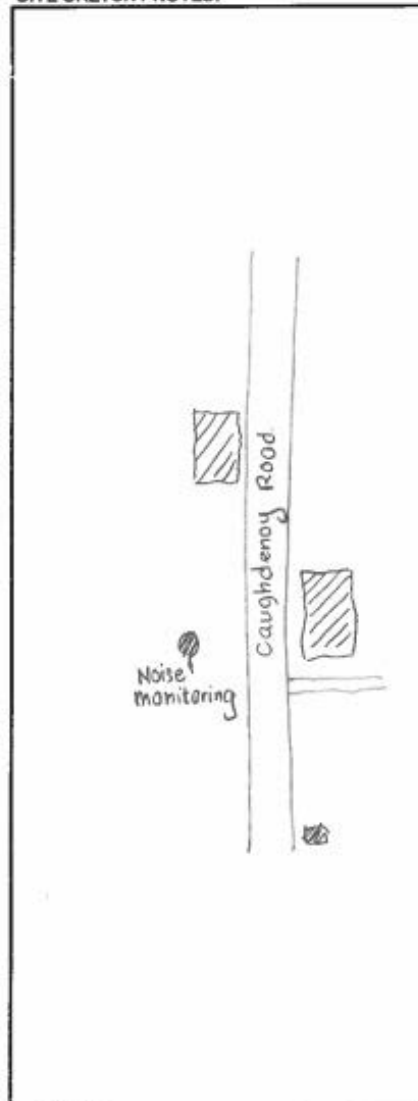
## WEATHER

GENERAL	
TEMP	58°F
% RH	70%
WIND SPD/DIR	15 mph (max)
ROAD COND.	

## SITE

LATITUDE		
LONGITUDE		
PICTURES		

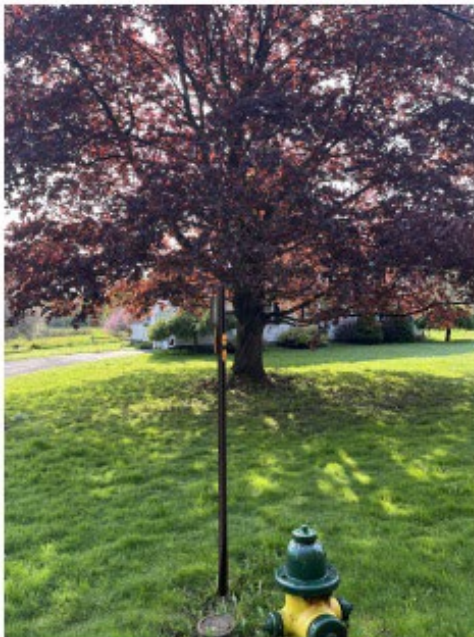
## SITE SKETCH / NOTES:



## NOISE SOURCES:

8700 Caughdenoy Rd, Clay, NY 13041.  
Device placed 100 ft from shoulder line

**Micron- Area 2**



**Table N-2-3 Summary of 24-hour Noise Measurement Data Collected at monitoring Area C/3**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	44.5	43.3	37.4	73.6	37.4
1–2 AM	40.2	40.8	37.3	57.3	37.2
2–3 AM	41.0	40.4	37.3	60.1	37.3
3–4 AM	44.9	41.5	37.5	71.4	37.4
4–5 AM	45.1	46.2	39.1	63.9	37.7
5–6 AM	50.7	52.8	46.7	64.3	43.5
6–7 AM	53.9	56.9	48.6	72.3	45.9
7–8 AM	54.9	58.1	49.5	71.5	46.8
8–9 AM	53.5	56.7	44.3	73.3	40.8
9–10 AM	52.3	55.2	42.1	73.9	39.7
10–11 AM	55.5	55.5	40.9	80.7	38.9
11 AM–12 PM	51.1	54.6	41.4	70.8	39.1
12–1 PM	50.3	54.2	41.5	64.6	39.3
1–2 PM	50.7	54.5	42.6	69.6	40.4
2–3 PM	53.3	56.3	44.9	71.4	41.6
3–4 PM	53.2	57.4	45.0	65.2	41.3
4–5 PM	54.8	57.9	45.2	77.3	42.1
5–6 PM	56.1	57.4	43.4	82.7	40.7
6–7 PM	55.3	57.4	42.2	79.0	39.9
7–8 PM	51.3	55.9	41.0	67.2	39.4
8–9 PM	52.3	57.3	40.1	67.5	38.8
9–10 PM	50.4	52.6	39.1	67.8	38.1
10–11 PM	46.2	45.8	38.5	63.6	38.0
11 PM–12 AM	44.6	44.0	38.2	65.9	37.5
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 9 and 10 2023.

PROJECT: Micron  
 MEAS SITE: Area 3  
 DATE: Start: May 9<sup>th</sup> 2023 STAFF: YM, DB  
 End: May 10<sup>th</sup> 2023

MEAS NO			
START TIME	10:33		
END TIME	10:00		
INSTRUMENT	LD 720	S/N 0103	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94 dB	/	/

## TRAFFIC

ROADWAY	Caughdenoy Road		
VEH SPEED	~ 35 mph		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

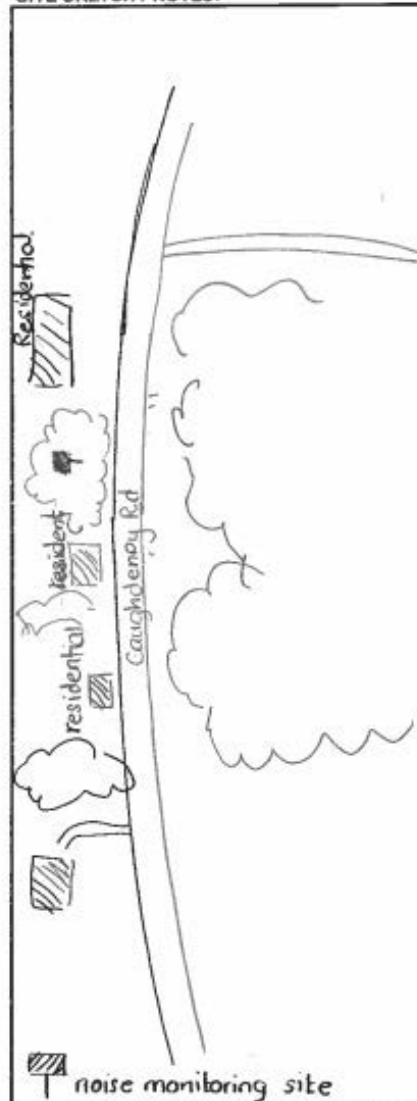
## WEATHER

GENERAL			
TEMP	56°F		
% RH			
WIND SPD/DIR	15 mph (max)		
ROAD COND.	quite rural area		

## SITE

LATITUDE	43°10'53"N	<del>43°10'53"N</del>	
LONGITUDE	-76°09'59"W		
PICTURES			

## SITE SKETCH / NOTES:



NOISE SOURCES:  
 passenger cars only use.



**Micron - Area 3**



**Table N-2-4 Summary of 24-hour Noise Measurement Data Collected at monitoring Area D/4**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	40.3	42.3	37.4	52.4	37.3
1–2 AM	41.5	42.4	37.3	61.7	37.3
2–3 AM	39.9	41.0	37.3	59.4	37.2
3–4 AM	42.2	43.7	37.5	60.4	37.4
4–5 AM	45.8	48.2	38.7	64.2	37.4
5–6 AM	50.0	52.7	46.3	62.6	43.3
6–7 AM	53.0	54.8	49.2	71.4	46.0
7–8 AM	49.8	52.3	46.1	60.1	44.3
8–9 AM	47.9	49.8	41.9	66.0	40.1
9–10 AM	47.1	46.0	40.7	67.7	39.1
10–11 AM	48.0	48.5	40.7	82.5	39.3
11 AM–12 PM	46.8	49.3	39.7	64.7	38.6
12–1 PM	46.9	47.6	39.6	68.5	38.5
1–2 PM	48.2	50.7	42.0	67.6	40.1
2–3 PM	47.2	50.3	42.1	59.5	40.3
3–4 PM	46.4	48.2	42.1	64.5	40.4
4–5 PM	47.5	48.0	41.9	74.5	40.6
5–6 PM	46.4	49.3	41.2	59.7	39.8
6–7 PM	43.4	44.4	39.8	65.5	38.5
7–8 PM	44.6	43.9	39.4	70.6	38.3
8–9 PM	46.7	43.1	39.1	71.6	37.9
9–10 PM	40.1	41.6	38.4	47.4	37.6
10–11 PM	42.4	42.0	38.3	61.7	37.7
11 PM–12 AM	42.0	43.3	38.1	62.9	37.4
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 9 and 10 2023.

PROJECT: Area 4 MicronMEAS SITE: Area 4DATE: Start: May 9<sup>th</sup> 2023 STAFF: Ym, DBEnd: May 10<sup>th</sup> 2023

MEAS NO		
START TIME	10:51	
END TIME	10:23 May 9 <sup>th</sup> 2023	
INSTRUMENT	LD720	S/N 0465
BATTERY	100%	
LEQ		
FILE NAME		
CALIBRATION	94dBA	/ /

## TRAFFIC

ROADWAY	Burnet Rd
VEH SPEED	~ 25-30 mph
AUTO	
MT	
HT	
BUS	
MOTO	
ROADWAY	
VEH SPEED	
AUTO	
MT	
HT	
BUS	
MOTO	
ROADWAY	
VEH SPEED	
AUTO	
MT	
HT	
BUS	
MOTO	

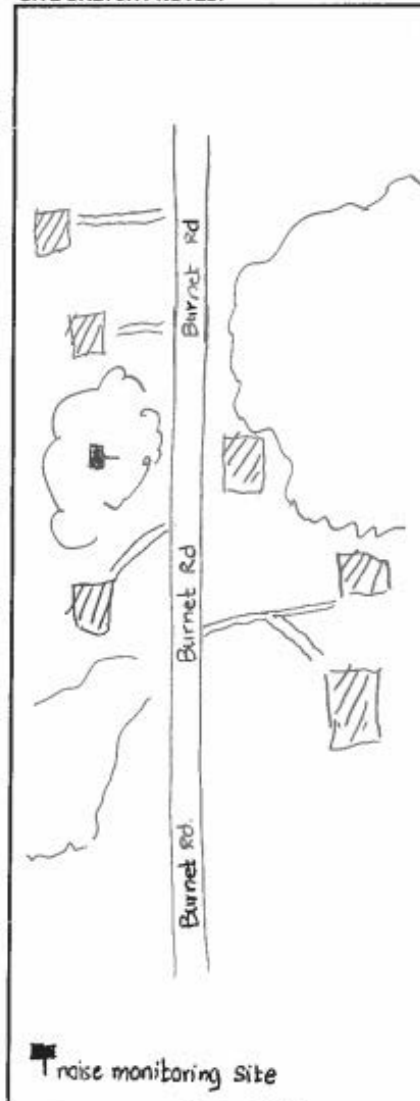
## WEATHER

GENERAL	
TEMP	56°F
% RH	
WIND SPD/DIR	15 mph (max)
ROAD COND.	quite Residential Area

## SITE

LATITUDE	43°11'09"N
LONGITUDE	-76°08'50"W
PICTURES	

## SITE SKETCH / NOTES:



NOISE SOURCES:  
placed near the residential, but  
public land use.

**Micron-Area 4**





**Table N-2-5 Summary of 24-hour Noise Measurement Data Collected at monitoring Area D/5**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	42.3	43.7	38.1	59.3	37.5
1–2 AM	40.5	41.5	38.1	59.5	37.7
2–3 AM	40.6	41.9	38.2	58.0	37.6
3–4 AM	45.3	48.3	38.4	66.0	37.7
4–5 AM	44.9	47.2	40.0	61.3	38.2
5–6 AM	51.2	55.2	44.7	61.8	41.1
6–7 AM	52.8	56.3	47.1	65.4	44.5
7–8 AM	55.7	57.7	48.7	77.8	44.5
8–9 AM	52.8	55.6	42.7	71.0	39.5
9–10 AM	48.7	52.4	40.1	66.2	38.9
10–11 AM	51.8	52.7	39.6	78.6	38.6
11 AM–12 PM	50.0	52.3	41.0	73.2	39.7
12–1 PM	55.5	52.7	40.9	83.2	39.4
1–2 PM	51.1	53.5	44.3	68.7	41.0
2–3 PM	51.4	53.7	42.2	70.8	40.1
3–4 PM	50.3	53.1	42.1	69.9	39.9
4–5 PM	52.4	53.7	41.7	79.9	39.6
5–6 PM	<b>55.5</b>	54.7	42.2	79.9	40.0
6–7 PM	53.3	54.1	41.3	78.0	38.9
7–8 PM	51.5	53.9	42.1	71.4	39.7
8–9 PM	50.3	52.8	40.4	71.6	39.0
9–10 PM	52.2	51.4	39.2	78.8	38.2
10–11 PM	44.6	46.0	38.6	60.6	38.1
11 PM–12 AM	45.5	46.1	38.5	69.8	37.8
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 9 and 10 2023.

PROJECT: MicroMEAS SITE: Area 5DATE: start May 10<sup>th</sup> 2023 STAFF: YM, DBEnd: May 11<sup>th</sup> 2023

MEAS NO	Area 5		
START TIME	10:50		
END TIME	10:50		
INSTRUMENT	LD 720	SIN 0465	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94 dBA	/	/

## TRAFFIC

ROADWAY	Stearns Rd		
VEH SPEED	30 mph		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

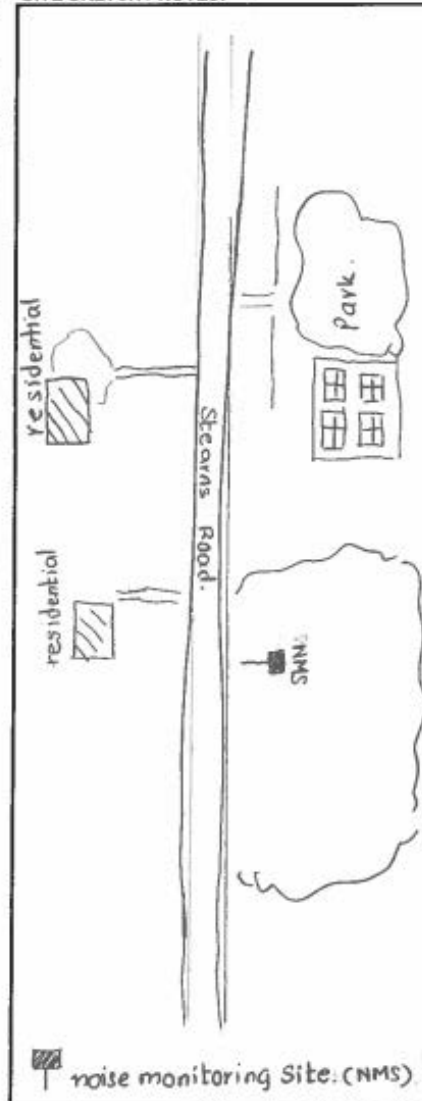
## WEATHER

GENERAL			
TEMP	56°F		
% RH			
WIND SPD/DIR	13 mph		
ROAD COND.	a little busy		

## SITE

LATITUDE	43° 10' 20" N		
LONGITUDE	-76° 09' 01" W		
PICTURES			

## SITE SKETCH / NOTES:

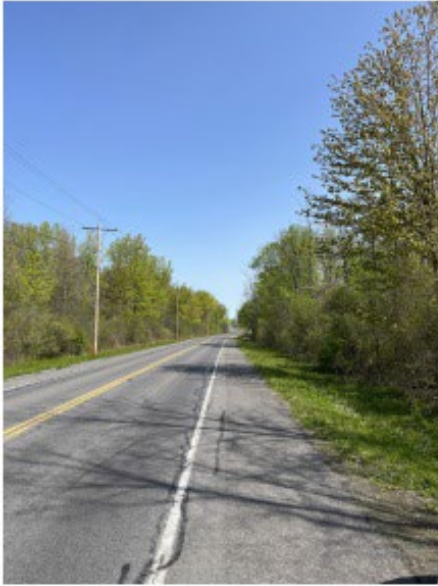


## NOISE SOURCES:

passenger car passed by in a few 3-4 min per vehical.

1000 ft. for there is a park.  
Outdoor tennis court.

**Micron-Area 5**



**Table N-2-6 Summary of 24-hour Noise Measurement Data Collected at monitoring Area F/6**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	52.3	55.3	38.6	73.5	37.8
1–2 AM	50.2	51.4	38.2	80.6	37.7
2–3 AM	48.4	48.8	37.8	71.1	37.6
3–4 AM	49.4	52.6	38.5	67.8	37.7
4–5 AM	52.7	56.0	38.6	71.1	37.7
5–6 AM	56.6	60.3	44.4	70.7	40.1
6–7 AM	58.4	61.9	48.2	77.5	43.5
7–8 AM	59.8	63.1	49.7	72.7	42.8
8–9 AM	59.8	63.2	49.0	72.9	41.6
9–10 AM	58.3	61.8	47.8	72.2	40.6
10–11 AM	58.3	61.3	48.4	72.8	41.2
11 AM–12 PM	57.2	60.7	48.5	66.9	43.3
12–1 PM	58.3	60.5	47.9	76.8	40.6
1–2 PM	56.6	59.9	47.3	69.2	40.8
2–3 PM	59.1	62.1	50.7	76.7	42.7
3–4 PM	59.0	61.8	51.7	76.6	44.2
4–5 PM	60.0	62.6	52.8	77.1	42.3
5–6 PM	60.4	61.7	51.1	81.7	43.0
6–7 PM	60.4	62.4	51.5	81.2	43.3
7–8 PM	60.0	62.5	49.8	77.7	39.7
8–9 PM	59.2	62.5	50.8	71.0	42.7
9–10 PM	59.1	61.6	45.6	81.3	40.9
10–11 PM	56.1	59.6	41.8	73.2	38.7
11 PM–12 AM	54.0	57.3	40.0	74.3	38.5
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 11 and 12 2023.

PROJECT: MicronMEAS SITE: Area 6.DATE: Start : May 11<sup>th</sup> 2023 STAFF: Ym/DB.End: May 12<sup>th</sup> 2023

MEAS NO	Area 6		
START TIME	11:46		
END TIME	11:17		
INSTRUMENT	LD 720	S/N 0108	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94dBA	/	/

## TRAFFIC

ROADWAY	Hwy 31		
VEH SPEED	35 mph.		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

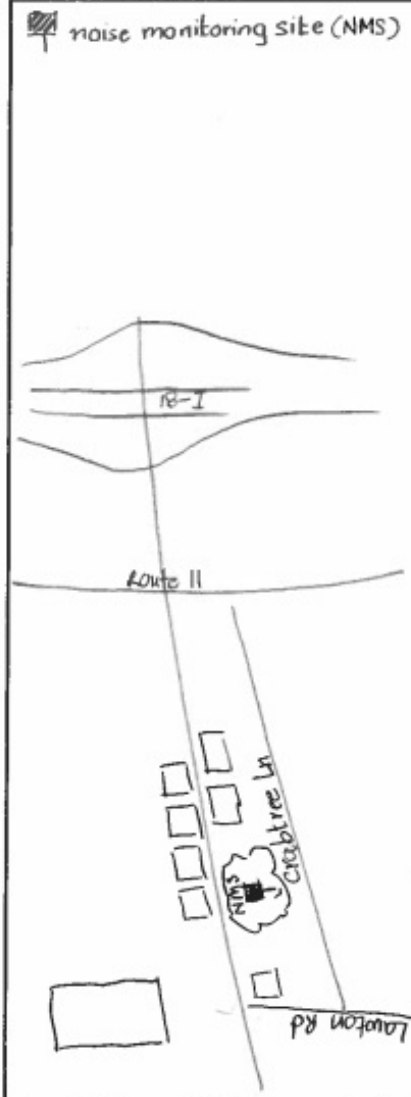
## WEATHER

GENERAL	Fair-Cloudy.		
TEMP	48°F-56°F		
% RH			
WIND SPD/DIR	13 mph		
ROAD COND.	Busy - a few construction		

SITE Road Farm.

LATITUDE	43°10'29"N		
LONGITUDE	-76°07'47"W		
PICTURES			

## SITE SKETCH / NOTES:

NOISE SOURCES:  
quite Busy road.

**Micron-Area 6**



**Table N-2-7 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area G/7**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	51.0	53.8	48.0	67.2	39.0
1–2 AM	49.4	51.8	43.5	68.6	38.5
2–3 AM	51.0	51.7	40.7	74.0	38.6
3–4 AM	53.8	57.5	41.7	66.9	40.2
4–5 AM	59.7	61.8	44.7	78.3	45.2
5–6 AM	59.1	61.7	50.3	71.7	51.5
6–7 AM	59.5	62.4	55.0	74.3	51.3
7–8 AM	58.5	61.2	53.9	73.8	47.4
8–9 AM	59.9	61.4	51.9	80.9	45.5
9–10 AM	59.2	61.4	49.3	81.1	44.8
10–11 AM	58.9	61.1	49.8	80.9	45.1
11 AM–12 PM	59.8	61.7	52.2	83.3	44.6
12–1 PM	57.9	60.2	51.4	78.5	43.9
1–2 PM	56.9	59.8	48.0	74.2	43.4
2–3 PM	58.2	61.0	48.4	76.6	43.2
3–4 PM	60.2	62.7	51.5	79.7	46.2
4–5 PM	61.4	63.6	54.6	81.1	48.6
5–6 PM	61.6	64.2	53.9	81.1	48.0
6–7 PM	60.7	63.0	51.8	79.8	47.6
7–8 PM	60.9	62.6	48.7	81.3	44.2
8–9 PM	59.2	62.8	50.5	71.7	47.2
9–10 PM	61.9	63.0	51.5	84.5	48.2
10–11 PM	57.2	59.8	50.1	81.7	46.1
11 PM–12 AM	54.7	58.3	48.2	68.0	40.9
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected May 11 and 12 2023.



PROJECT: Micron

MEAS SITE: Area 7

DATE: start: May 11<sup>th</sup>, 2023 End: May 12<sup>th</sup>, 2023 STAFF: YM/DB

MEAS NO	<u>Area 7</u>		
START TIME	<u>12:01</u>		
END TIME	<u>11:47</u>		
INSTRUMENT	<u>LD 720</u>	<u>S/N 0465</u>	
BATTERY	<u>100%</u>		
LEQ			
FILE NAME			
CALIBRATION	<u>94dBA</u>	<u>/</u>	<u>/</u>

## TRAFFIC

ROADWAY	<u>Route 11</u>		
VEH SPEED	<u>45 mph.</u>		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

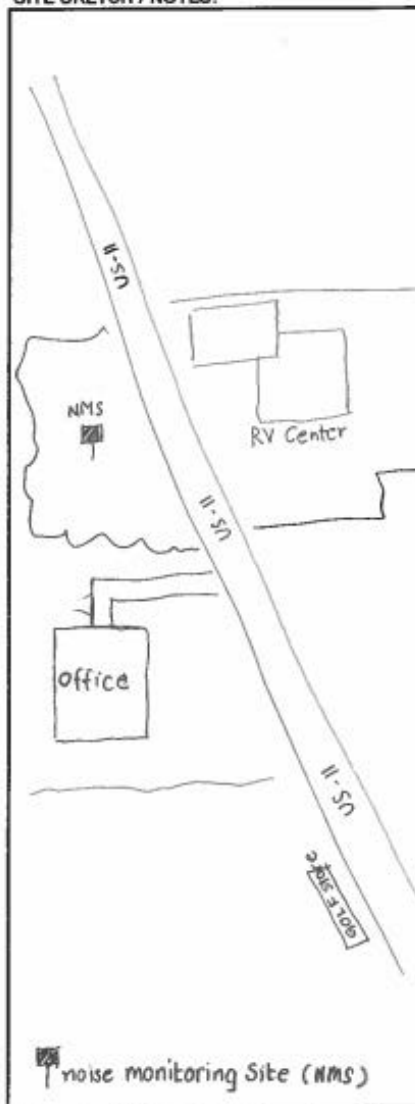
## WEATHER

GENERAL	<u>Sunny</u>		
TEMP	<u>48°F - 56°F</u>		
% RH			
WIND SPD/DIR	<u>13 mph</u>		
ROAD COND.	<u>Busy</u>		

## SITE

LATITUDE	<u>43°10'58"N</u>		
LONGITUDE	<u>-76°09'22"W</u>		
PICTURES			

## SITE SKETCH / NOTES:



NOISE SOURCES: 600 ft golf store/golf court.  
Mostly, Industrial/commercial zone.  
Busy road. ..





Micron-Area 7



**Table N-2-8 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area H/8**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	41.3	37.9	36.7	63.8	36.7
1–2 AM	39.2	37.7	36.7	62.5	36.7
2–3 AM	39.3	37.8	36.7	63.9	36.7
3–4 AM	44.4	42.8	37.0	66.8	36.8
4–5 AM	45.3	41.9	37.1	66.5	36.8
5–6 AM	51.8	55.0	38.1	74.4	37.1
6–7 AM	51.8	52.9	39.9	72.6	38.0
7–8 AM	54	57	40.3	72	38
8–9 AM	52	56	39.3	74	38
9–10 AM	53.1	56.3	38.8	75.6	37.5
10–11 AM	50.7	53.6	38.3	73.4	37.2
11 AM–12 PM	51.9	56.1	38.8	69.0	37.4
12–1 PM	51.7	56.1	41.3	69.5	37.7
1–2 PM	51.1	55.1	41.7	67.4	37.5
2–3 PM	51.4	55.3	39.5	70.0	38.1
3–4 PM	53.2	57.6	40.8	71.0	38.3
4–5 PM	55	59.1	40.3	73	37.9
5–6 PM	55	58.9	40.0	74	38.2
6–7 PM	61.7	58.7	39.5	91.5	38.2
7–8 PM	51.6	54.7	38.2	71.6	37.2
8–9 PM	49.1	51.2	37.3	66.8	37.2
9–10 PM	45.9	43.6	37.2	68.9	37.1
10–11 PM	45.3	39.9	37.1	69.4	36.9
11 PM–12 AM	41.3	38.0	37.0	61.9	36.8
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected April 30 and May 1, 2024.

PROJECT: Micron

MEAS SITE: Area 8 Childcare/healthcare facility

DATE: Start: April 30<sup>th</sup>, 2024 End: ~~April~~ May 1<sup>st</sup>, 2024

STAFF: YM/DB

MEAS NO	<u>Area 8.</u>		
START TIME	<u>08:00</u>	<u>12:15</u>	
END TIME	<u>18:02</u>		
INSTRUMENT	<u>LD 720 #0636</u>		
BATTERY	<u>100%</u>		
LEQ			
FILE NAME			
CALIBRATION	<u>9408A</u>	<u>/</u>	<u>/</u>

## TRAFFIC

ROADWAY	<u>Caughdenoy Rd.</u>		
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

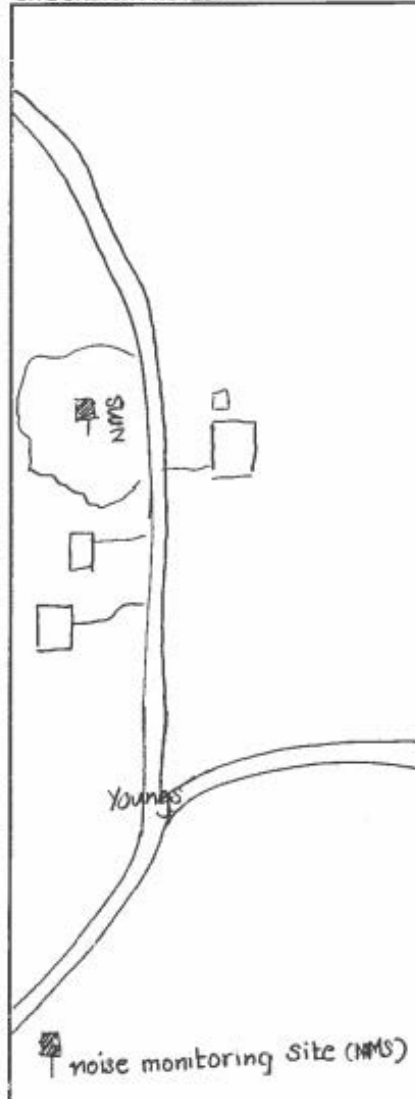
## WEATHER

GENERAL	<u>Clear sky</u> <u>Cloudy</u>		
TEMP	<u>52°F</u>		
% RH			
WIND SPD/DIR	<u>12 mph</u>		
ROAD COND.	<u>quite - less busy</u>		

## SITE

LATITUDE	<u>43°12'38"N</u>		
LONGITUDE	<u>-76°10'22"W</u>		
PICTURES			

## SITE SKETCH / NOTES:



## NOISE SOURCES:

**Micron- Area 8**



**Table N-2-9 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area I/9**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	45.2	45.8	39.2	63.6	38.6
1–2 AM	49.0	41.7	38.3	77.7	37.8
2–3 AM	43.7	43.9	39.1	63.9	38.4
3–4 AM	42.9	43.5	39.2	60.9	38.3
4–5 AM	50.0	49.0	41.3	74.0	39.4
5–6 AM	50.4	52.7	43.1	64.7	41.0
6–7 AM	54.1	58.1	47.0	68.3	45.3
7–8 AM	56	60.8	47.1	70.2	44.5
8–9 AM	55	58.9	44.1	73.0	41.6
9–10 AM	54.7	58.6	43.3	77.9	41.3
10–11 AM	53.7	58.2	42.3	70.0	39.8
11 AM–12 PM	53.1	57.9	40.5	68.7	38.7
12–1 PM	53.2	58.0	40.1	68.3	38.6
1–2 PM	52.9	57.7	39.6	68.5	38.2
2–3 PM	53.9	57.6	39.1	77.3	38.0
3–4 PM	55.7	59.6	41.1	76.5	38.6
4–5 PM	64	59.5	41.5	93.9	39.6
5–6 PM	66	60.3	40.7	97.9	39.0
6–7 PM	60.9	59.6	41.5	86.3	39.4
7–8 PM	56.3	58.7	43.4	81.2	40.8
8–9 PM	53.1	57.4	43.3	70.8	41.6
9–10 PM	50.2	52.2	41.2	68.0	39.4
10–11 PM	50.3	48.0	40.7	74.7	39.4
11 PM–12 AM	46.4	46.4	40.4	64.6	38.5
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected April 29 and April 30, 2024.

PROJECT: Micron  
 MEAS SITE: Area 9  
 DATE: Start: 04.29.2024 End: 04.30.2024. STAFF: Y.M.J.D.M

MEAS NO			
START TIME	<u>10:47</u>		
END TIME	<u>11:05</u>		
INSTRUMENT	<u>LD520 SN 0636</u>		
BATTERY	<u>100%</u>		
LEQ			
FILE NAME			
CALIBRATION	<u>94.1dBA</u>	<u>/</u>	<u>/</u>

## TRAFFIC

ROADWAY	<u>NY31</u>		
VEH SPEED	<u>40 mph.</u>		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

## WEATHER

GENERAL	<u>Cloudy.</u>		
TEMP	<u>19°C</u>		
% RH			
WIND SPD/DIR	<u>5 mph.</u>		
ROAD COND.	<u>Bumpy</u>		

## SITE

LATITUDE	<u>43°11'14"N</u>		
LONGITUDE	<u>76°10'23"W</u>		
PICTURES			

## SITE SKETCH / NOTES:



## NOISE SOURCES:

Device placed behind the church, ~~200 ft~~ 200 ft far from train track.



**Micron-Area 9**



**Table N-2-10 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area J/10**

Hour of Day	Leq(1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	46.3	49.3	58.1	63.7	38.4
1–2 AM	55.1	58.1	47.5	85.4	38.4
2–3 AM	44.5	47.5	48.8	61.6	37.7
3–4 AM	45.8	48.8	52.5	67.1	38.6
4–5 AM	49.5	52.5	59.3	74.1	39.7
5–6 AM	56.3	59.3	59.1	71.8	44.5
6–7 AM	56.1	59.1	60.0	73.2	46.5
7–8 AM	57	60.0	58.8	71.1	45
8–9 AM	56	58.8	57.3	72.6	43
9–10 AM	54.3	57.3	56.6	73.2	42.6
10–11 AM	53.6	56.6	58.1	67.7	41.9
11 AM–12 PM	58.6	61.6	61.6	88.3	41.2
12–1 PM	55.1	58.1	58.1	71.4	41.4
1–2 PM	55.7	58.7	58.7	70.7	40.5
2–3 PM	54.4	57.4	57.4	71.4	38.9
3–4 PM	55.6	58.6	58.6	76.9	41.0
4–5 PM	55	58.0	58.0	72.3	40.8
5–6 PM	65	68.2	68.2	98.2	40.9
6–7 PM	61.5	64.5	64.5	87.6	42.6
7–8 PM	62.4	65.4	65.4	94.6	42.5
8–9 PM	56.9	59.9	59.9	78.6	44.6
9–10 PM	54.1	57.1	57.1	66.2	48.5
10–11 PM	50.6	53.6	53.6	67.0	44.8
11 PM–12 AM	47.9	50.9	50.9	63.6	40.5
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected April 29 and April 30, 2024.



PROJECT: MicronMEAS SITE: Area 10DATE: Start: April 29<sup>th</sup>, 2024  
End: April 30<sup>th</sup>, 2024 STAFF: YM / DB

MEAS NO			
START TIME	11:05		
END TIME	11:06		
INSTRUMENT	LD 720	# 0524	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94 dBA	/	/

## TRAFFIC

ROADWAY	C		
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

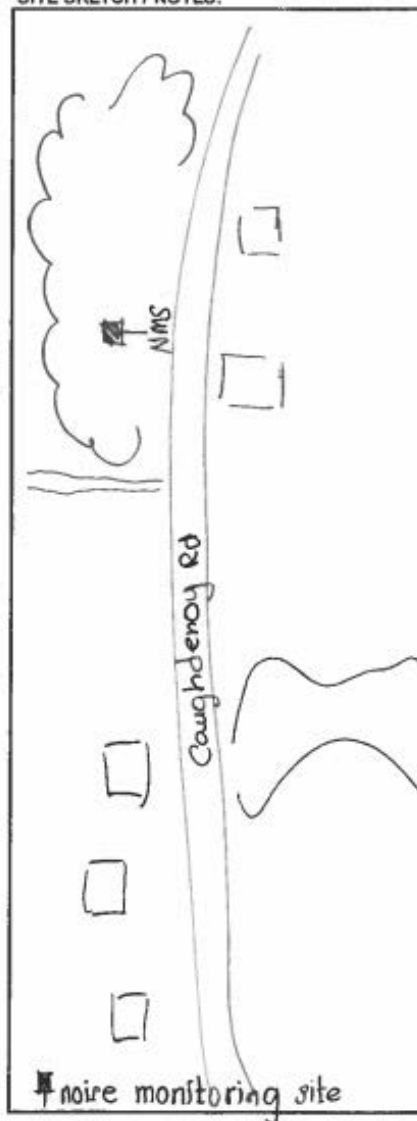
## WEATHER

GENERAL	Mostly Cloudy		
TEMP	52°F		
% RH			
WIND SPD/DIR			
ROAD COND.			

## SITE

LATITUDE	43°10'58"N		
LONGITUDE	-76°09'54"W		
PICTURES			

## SITE SKETCH / NOTES:



## NOISE SOURCES:

*(Handwritten notes in green ink, mostly illegible)*

**Micron-Area 10**



**Table N-2-11 Summary of 24-hour Noise Measurement Data Collected at Monitoring Area K/11**

Hour of Day	L <sub>eq</sub> (1h)	L <sub>10</sub>	L <sub>90</sub>	L <sub>max</sub>	L <sub>min</sub>
12–1 AM	45.2	45.8	39.2	63.6	45.2
1–2 AM	49.0	41.7	38.3	77.7	49.0
2–3 AM	43.7	43.9	39.1	63.9	43.7
3–4 AM	42.9	43.5	39.2	60.9	42.9
4–5 AM	50.0	49.0	41.3	74.0	50.0
5–6 AM	50.4	52.7	43.1	64.7	41.0
6–7 AM	54.1	58.1	47.0	68.3	45.3
7–8 AM	56	60.8	47.1	70.2	44.5
8–9 AM	55	58.9	44.1	73.0	41.6
9–10 AM	54.7	58.6	43.3	77.9	41.3
10–11 AM	53.7	58.2	42.3	70.0	39.8
11 AM–12 PM	53.1	57.9	40.5	68.7	53.1
12–1 PM	53.2	58.0	40.1	68.3	53.2
1–2 PM	52.9	57.7	39.6	68.5	52.9
2–3 PM	53.9	57.6	39.1	77.3	53.9
3–4 PM	55.7	59.6	41.1	76.5	55.7
4–5 PM	64	59.5	41.5	93.9	63.5
5–6 PM	66	60.3	40.7	97.9	65.9
6–7 PM	60.9	59.6	41.5	86.3	60.9
7–8 PM	56.3	58.7	43.4	81.2	56.3
8–9 PM	53.1	57.4	43.3	70.8	53.1
9–10 PM	50.2	52.2	41.2	68.0	50.2
10–11 PM	50.3	48.0	40.7	74.7	50.3
11 PM–12 AM	46.4	46.4	40.4	64.6	46.4
Leq (1h) is defined as the total sound energy average over the one-hour time period.					
L <sub>10</sub> is defined as the Leq(1h) noise level exceeded 10 percent of the time during the hour					
L <sub>90</sub> is defined as the Leq(1h) noise level exceeded 90 percent of the time during the hour.					
L <sub>Max</sub> is the maximum noise level recorded during the monitoring time period.					
L <sub>Minx</sub> is the minimum noise level recorded during the monitoring hour time period.					

Noise measurement data collected April 29 and April 30, 2024.

PROJECT: Micron  
 MEAS SITE: Area 11  
 DATE: Start: 29.04.2024 End: 30.04.2024 STAFF: Ym/DB

MEAS NO			
START TIME	10:47		
END TIME	11:06		
INSTRUMENT	LO720	SN 0636	
BATTERY	100%		
LEQ			
FILE NAME			
CALIBRATION	94484	/	/

## TRAFFIC

ROADWAY	Caughdonny Rd.		
VEH SPEED	30 mph.		
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			
ROADWAY			
VEH SPEED			
AUTO			
MT			
HT			
BUS			
MOTO			

## WEATHER

GENERAL	Cloudy - Rain Light		
TEMP	56°F		
% RH			
WIND SPD/DIR	14 mph		
ROAD COND.	quite, less busy		

## SITE

LATITUDE	43°11'18"N		
LONGITUDE	76°10'01"W		
PICTURES			

## SITE SKETCH / NOTES:



## NOISE SOURCES:



**Micron- Area 11**



## **N-3 Detailed Predicted Construction and Vibration Impacts**

Table N-3-1 Preferred Action Alternative Rail Spur Site Construction Noise Exposure

Receiver <sup>1</sup>	Daytime Existing Average Leq (h) dBA	Predicted Daytime Average Leq (h) dBA	Projected Increase Over Existing (dBA)	Significant Impact <sup>2</sup>		
				≥ 66 dBA Leq (h)	≥ 6 dBA or More Above Existing	Duration of Impact
R4	58	53	None	No	No	None
R5	59	52	None	No	No	None
R6	59	52	None	No	No	None
R7	60	53	None	No	No	None
R8	60	53	None	No	No	None
R9	47	41	None	No	No	None
R10	47	39	None	No	No	None
R11	58	57	None	No	No	None
R13	53	49	None	No	No	None
R14	59	58	None	No	No	None
R15	53	41	None	No	No	None
R16	58	56	None	No	No	None
R17	58	52	None	No	No	None
R18	60	54	None	No	No	None
R19	47	45	None	No	No	None
R20	60	34	None	No	No	None
R21	54	62	<b>8</b>	No	<b>Yes</b>	January -May 2026
R22	58	61	3	No	No	None
R23	59	57	None	No	No	None
R24	59	57	None	No	No	None
R25	58	57	None	No	No	None

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more

**Bold** values indicate a significant impact.

Table N-3-2 Preferred Action Alternative Combined Noise Exposure from Rail Spur Site Construction Noise and Traffic

Receptor	Daytime Existing Average Leq (h) dBA	Daytime Predicted Rail Spur Noise		Daytime Total Noise Leq (h) dBA	Predicted Increase Over Existing In (dBA)	Construction Noise Impact		Duration of Impact
		Construction Noise Leq (h)	Traffic Noise Leq (h)			≥ 66 dBA Leq (h) dBA <sup>1</sup>	≥ 6 dBA or More Above Existing	
R4	58	53	63	63	5	No	No	None
R5	59	52	62	62	3	No	No	None
R6	59	52	64	64	5	No	No	None
R7	60	53	63	63	3	No	No	None
R8	60	53	61	62	2	No	No	None
R9	47	41	39	43	None	No	No	None
R10	47	39	39	42	None	No	No	None
R11	58	57	63	64	<b>6</b>	No	<b>Yes</b>	January – May 2026
R13	53	49	60	60	<b>7</b>	No	<b>Yes</b>	January – May 2026
R14	59	58	<b>66</b>	<b>67</b>	<b>8</b>	<b>Yes</b>	<b>Yes</b>	January – May 2026
R15	53	41	44	46	None	No	No	None
R16	58	56	64	65	<b>7</b>	No	<b>Yes</b>	January – May 2026
R17	58	52	62	62	4	No	No	None
R18	60	54	59	60	None	No	No	None
R19	47	45	41	46	None	No	No	None
R20	60	34	65	65	5	No	No	None
R21	54	62	59	64	<b>10</b>	No	<b>Yes</b>	January – May 2026
R22	58	61	57	62	4	No	No	None
R23	59	57	<b>70</b>	<b>70</b>	<b>11</b>	<b>Yes</b>	<b>Yes</b>	January – May 2026
R24	59	57	65	<b>66</b>	<b>7</b>	<b>Yes</b>	<b>Yes</b>	January – May 2026
R25	58	57	<b>69</b>	<b>69</b>	<b>11</b>	<b>Yes</b>	<b>Yes</b>	January – May 2026

January – May 2026

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more

**Bold** values indicate a significant impact.



**Table N-3-3 Preferred Action Alternative Micron Campus Noise Exposure from Construction of Each Fabrication Plant**

Receiver <sup>1</sup>	Daytime Average Existing Noise Level Leq dBA	Construction Scenario	Day-time Average Noise Levels Leq dBA	Projected Increase Over Existing dBA	Impact Assessment <sup>2</sup>	
					Exceeds NYSDEC 65 Leq	Noise Levels 6 dBA or More Above Existing
R4	58	2026 Fab 1	56	None	No	No
		2029 Fab 2	57	None	No	No
		2035 Fab 3	58	None	No	No
		2041 Fab 4	60	2	No	No
R5	59	2026 Fab 1	52	None	No	No
		2029 Fab 2	54	None	No	No
		2035 Fab 3	57	None	No	No
		2041 Fab 4	58	None	No	No
R6	59	2026 Fab 1	55	None	No	No
		2029 Fab 2	56	None	No	No
		2035 Fab 3	58	None	No	No
		2041 Fab 4	59	None	No	No
R7	60	2026 Fab 1	56	None	No	No
		2029 Fab 2	53	None	No	No
		2035 Fab 3	53	None	No	No
		2041 Fab 4	52	None	No	No
R8	60	2026 Fab 1	55	None	No	No
		2029 Fab 2	54	None	No	No
		2035 Fab 3	54	None	No	No
		2041 Fab 4	54	None	No	No
R9	47	2026 Fab 1	41	None	No	No
		2029 Fab 2	46	None	No	No
		2035 Fab 3	55	<b>8</b>	No	<b>Yes</b>
		2041 Fab 4	59	<b>12</b>	No	<b>Yes</b>

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more **Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-3-3 Preferred Action Alternative Micron Campus Noise Exposure from Construction of Each Fabrication Plant, continued						
Receiver <sup>1</sup>	Daytime Average Existing Noise Level Leq dBA	Construction Scenario	Day-time Average Noise Levels Leq dBA	Projected Increase Over Existing dBA	Impact Assessment <sup>2</sup>	
					Exceeds NYSDEC 65 Leq	Noise Levels 6 dBA or More Above Existing
R10	47	2026 Fab 1	40	None	No	No
		2029 Fab 2	45	None	No	No
		2035 Fab 3	52	5	No	No
		2041 Fab 4	59	<b>12</b>	No	<b>Yes</b>
R11	58	2026 Fab 1	57	None	No	No
		2029 Fab 2	63	5	No	No
		2035 Fab 3	62	4	No	No
		2041 Fab 4	59	1	No	No
R13	53	2026 Fab 1	51	None	No	No
		2029 Fab 2	52	None	No	No
		2035 Fab 3	51	None	No	No
		2041 Fab 4	49	None	No	No
R14	59	2026 Fab 1	59	None	No	No
		2029 Fab 2	59	None	No	No
		2035 Fab 3	60	1	No	No
		2041 Fab 4	60	1	No	No
R15	53	2026 Fab 1	42	None	No	No
		2029 Fab 2	45	None	No	No
		2035 Fab 3	51	None	No	No
		2041 Fab 4	54	1	No	No
R16	58	2026 Fab 1	58	None	No	No
		2029 Fab 2	58	None	No	No
		2035 Fab 3	59	1	No	No
		2041 Fab 4	59	1	No	No

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more. **Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-3-3 Preferred Action Alternative Micron Campus Noise Exposure from Construction of Each Fabrication Plant, continued						
Receiver <sup>1</sup>	Daytime Average Existing Noise Level Leq dBA	Construction Scenario	Day-time Average Noise Levels Leq dBA	Projected Increase Over Existing dBA	Impact Assessment <sup>2</sup>	
					Exceeds NYSDEC 65 Leq	Noise Levels 6 dBA or More Above Existing
R17	58	2026 Fab 1	52	None	No	No
		2029 Fab 2	54	None	No	No
		2035 Fab 3	60	2	No	No
		2041 Fab 4	60	2	No	No
R18	60	2026 Fab 1	54	None	No	No
		2029 Fab 2	55	None	No	No
		2035 Fab 3	56	None	No	No
		2041 Fab 4	56	None	No	No
R19	47	2026 Fab 1	47	None	No	No
		2029 Fab 2	46	None	No	No
		2035 Fab 3	46	None	No	No
		2041 Fab 4	45	None	No	No
R20	60	2026 Fab 1	34	None	No	No
		2029 Fab 2	36	None	No	No
		2035 Fab 3	39	None	No	No
		2041 Fab 4	41	None	No	No
R21	54	2026 Fab 1	61	<b>7</b>	No	<b>Yes</b>
		2029 Fab 2	54	None	No	No
		2035 Fab 3	54	None	No	No
		2041 Fab 4	54	None	No	No
R22	58	2026 Fab 1	62	4	No	No
		2029 Fab 2	60	2	No	No
		2035 Fab 3	59	1	No	No
		2041 Fab 4	59	1	No	No

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more. **Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-3-3 Preferred Action Alternative Micron Campus Noise Exposure from Construction of Each Fabrication Plant, continued						
Receiver <sup>1</sup>	Daytime Average Existing Noise Level Leq dBA	Construction Scenario	Day-time Average Noise Levels Leq dBA	Projected Increase Over Existing dBA	Impact Assessment <sup>2</sup>	
					Exceeds NYSDEC 65 Leq	Noise Levels 6 dBA or More Above Existing
R23	59	2026 Fab 1	58	None	No	No
		2029 Fab 2	58	None	No	No
		2035 Fab 3	58	None	No	No
		2041 Fab 4	58	None	No	No
R24	59	2026 Fab 1	59	None	No	No
		2029 Fab 2	59	None	No	No
		2035 Fab 3	59	None	No	No
		2041 Fab 4	59	1	No	No
R25	58	2026 Fab 1	59	1	No	No
		2029 Fab 2	59	1	No	No
		2035 Fab 3	59	1	No	No
		2041 Fab 4	59	1	No	No

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more. **Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

**Table N-3-4 Preferred Action Alternative Combined Noise Exposure from Construction of All Fabrication Plants and Traffic**

Table N-3-4 Preferred Action Alternative Combined Noise Exposure from Construction of All Fabrication Plants and Traffic, continued									
Receiver <sup>1</sup>	Daytime Existing Average Leq (h) dBA	Construction Scenario	Day-time Micron Campus Noise Level (dBA)		Daytime Total Noise Level in Leq dBA	Traffic Noise As Percentage of Total Noise (%)	Construction Noise Impact Assessment		
			Construction Noise Leq	Traffic Noise Leq			Total Noise Increase dBA	Total Exceeds 65 Leq dBA	Total Increases by 6 dBA or More Above Existing
R4	58	2027 Fab 1	56	65	<b>66</b>	89%	<b>8</b>	<b>Yes</b>	<b>Yes</b>
		2031 Fab 2	57	<b>67</b>	<b>67</b>	91%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	58	<b>68</b>	<b>68</b>	91%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	60	<b>68</b>	<b>69</b>	86%	<b>11</b>	<b>Yes</b>	<b>Yes</b>
R5	59	2027 Fab 1	52	63	63	93%	4	No	No
		2031 Fab 2	54	65	65	93%	<b>6</b>	No	<b>Yes</b>
		2035 Fab 3	57	<b>66</b>	<b>67</b>	89%	<b>8</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	58	<b>66</b>	<b>67</b>	86%	<b>8</b>	<b>Yes</b>	<b>Yes</b>
R6	59	2027 Fab 1	55	64	65	89%	<b>6</b>	No	<b>Yes</b>
		2031 Fab 2	56	<b>66</b>	<b>66</b>	91%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	58	<b>67</b>	<b>68</b>	89%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	59	<b>67</b>	<b>68</b>	86%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
R7	60	2027 Fab 1	56	62	63	80%	3	No	No
		2031 Fab 2	53	<b>66</b>	<b>66</b>	95%	<b>6</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	53	<b>67</b>	<b>67</b>	96%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	52	<b>67</b>	<b>67</b>	97%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
R8	60	2027 Fab 1	55	62	63	83%	3	No	No
		2031 Fab 2	54	<b>66</b>	<b>66</b>	94%	<b>6</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	54	<b>67</b>	<b>67</b>	95%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	54	<b>67</b>	<b>67</b>	95%	<b>7</b>	<b>Yes</b>	<b>Yes</b>

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more  
**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Receiver <sup>1</sup>	Daytime Existing Average Leq (h) dBA	Construction Scenario	Day-time Micron Campus Noise Level (dBA)		Daytime Total Noise Level in Leq dBA	Traffic Noise As Percentage of Total Noise (%)	Construction Noise Impact Assessment		
			Construction Noise Leq	Traffic Noise Leq			Total Noise Increase dBA	Total Exceeds 65 Leq dBA	Total Increases by 6 dBA or More Above Existing
R9	47	2027 Fab 1	41	39	43	39%	None	No	No
		2031 Fab 2	46	40	47	20%	None	No	No
		2035 Fab 3	55	41	55	4%	<b>8</b>	No	<b>Yes</b>
		2041 Fab 4	59	41	59	2%	<b>12</b>	No	<b>Yes</b>
R10	47	2027 Fab 1	40	39	43	44%	None	No	No
		2031 Fab 2	45	41	46	28%	None	No	No
		2035 Fab 3	52	42	52	9%	5	No	No
		2041 Fab 4	59	42	59	2%	<b>12</b>	No	<b>Yes</b>
R11	58	2027 Fab 1	57	64	65	83%	<b>7</b>	No	<b>Yes</b>
		2031 Fab 2	63	<b>66</b>	<b>68</b>	67%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	62	<b>67</b>	<b>68</b>	76%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	59	<b>68</b>	<b>69</b>	89%	<b>11</b>	<b>Yes</b>	<b>Yes</b>
R13	53	2027 Fab 1	51	55	56	72%	3	No	No
		2031 Fab 2	52	58	59	80%	<b>6</b>	No	<b>Yes</b>
		2035 Fab 3	51	59	60	86%	<b>7</b>	No	<b>Yes</b>
		2041 Fab 4	49	60	60	93%	<b>7</b>	No	<b>Yes</b>
R14	59	2027 Fab 1	59	64	65	76%	<b>6</b>	No	<b>Yes</b>
		2031 Fab 2	59	<b>66</b>	<b>67</b>	83%	<b>8</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	60	<b>67</b>	<b>68</b>	83%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	60	<b>68</b>	<b>69</b>	86%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
R15	53	2027 Fab 1	42	54	54	94%	1	No	No
		2031 Fab 2	45	56	56	93%	3	No	No
		2035 Fab 3	51	57	58	80%	5	No	No
		2041 Fab 4	54	58	59	72%	<b>6</b>	No	<b>Yes</b>

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more  
**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-3-4 Preferred Action Alternative Combined Noise Exposure from Construction of All Fabrication Plants and Traffic, continued									
Receiver <sup>1</sup>	Daytime Existing Average Leq (h) dBA	Construction Scenario	Day-time Micron Campus Noise Level (dBA)		Daytime Total Noise Level in Leq dBA	Traffic Noise As Percentage of Total Noise (%)	Construction Noise Impact Assessment		
			Construction Noise Leq	Traffic Noise Leq			Total Noise Increase dBA	Total Exceeds 65 Leq dBA	Total Increases by 6 dBA or More Above Existing
R16	58	2027 Fab 1	58	<b>66</b>	<b>67</b>	86%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2031 Fab 2	58	<b>67</b>	<b>68</b>	89%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	59	<b>68</b>	<b>69</b>	89%	<b>11</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	59	<b>69</b>	<b>69</b>	91%	<b>11</b>	<b>Yes</b>	<b>Yes</b>
R17	58	2027 Fab 1	52	63	63	93%	5	No	No
		2031 Fab 2	54	<b>66</b>	<b>66</b>	94%	<b>8</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	60	<b>67</b>	<b>68</b>	83%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	60	<b>67</b>	<b>68</b>	83%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
R18	60	2027 Fab 1	54	62	63	86%	3	No	No
		2031 Fab 2	55	<b>66</b>	<b>66</b>	93%	<b>6</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	56	<b>67</b>	<b>67</b>	93%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	56	<b>67</b>	<b>67</b>	93%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
R19	47	2027 Fab 1	47	47	50	50%	3	No	No
		2031 Fab 2	46	47	50	56%	3	No	No
		2035 Fab 3	46	48	50	61%	3	No	No
		2041 Fab 4	45	48	50	67%	3	No	No
R20	60	2027 Fab 1	34	63	63	100%	3	No	No
		2031 Fab 2	36	<b>67</b>	<b>67</b>	100%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	39	<b>67</b>	<b>67</b>	100%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	41	<b>67</b>	<b>67</b>	100%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
R21	54	2027 Fab 1	61	59	63	39%	<b>9</b>	No	<b>Yes</b>
		2031 Fab 2	54	61	62	83%	<b>8</b>	No	<b>Yes</b>
		2035 Fab 3	54	62	63	86%	<b>9</b>	No	<b>Yes</b>
		2041 Fab 4	54	62	63	86%	<b>9</b>	No	<b>Yes</b>

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more  
**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-3-4 Preferred Action Alternative Combined Noise Exposure from Construction of All Fabrication Plants and Traffic, continued									
Receiver <sup>1</sup>	Daytime Existing Average Leq (h) dBA	Construction Scenario	Day-time Micron Campus Noise Level (dBA)		Daytime Total Noise Level in Leq dBA	Traffic Noise As Percentage of Total Noise (%)	Construction Noise Impact Assessment		
			Construction Noise Leq	Traffic Noise Leq			Total Noise Increase dBA	Total Exceeds 65 Leq dBA	Total Increases by 6 dBA or More Above Existing
R22	58	2027 Fab 1	62	60	64	39%	<b>6</b>	No	<b>Yes</b>
		2031 Fab 2	60	62	64	61%	<b>6</b>	No	<b>Yes</b>
		2035 Fab 3	59	63	64	72%	<b>6</b>	No	<b>Yes</b>
		2041 Fab 4	59	63	64	72%	<b>6</b>	No	<b>Yes</b>
R23	59	2027 Fab 1	58	65	<b>66</b>	83%	<b>7</b>	<b>Yes</b>	<b>Yes</b>
		2031 Fab 2	58	<b>67</b>	<b>68</b>	89%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	58	<b>68</b>	<b>68</b>	91%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	58	<b>69</b>	<b>69</b>	93%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
R24	59	2027 Fab 1	59	64	65	76%	<b>6</b>	No	<b>Yes</b>
		2031 Fab 2	59	<b>67</b>	<b>68</b>	86%	<b>9</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	59	<b>68</b>	<b>69</b>	89%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	59	<b>68</b>	<b>69</b>	89%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
R25	58	2027 Fab 1	59	64	65	76%	<b>7</b>	No	<b>Yes</b>
		2031 Fab 2	59	<b>67</b>	<b>68</b>	86%	<b>10</b>	<b>Yes</b>	<b>Yes</b>
		2035 Fab 3	59	<b>68</b>	<b>69</b>	89%	<b>11</b>	<b>Yes</b>	<b>Yes</b>
		2041 Fab 4	59	<b>68</b>	<b>69</b>	89%	<b>11</b>	<b>Yes</b>	<b>Yes</b>

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more. **Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.



Table N-3-5 Preferred Action Alternative Combined Noise Exposure from Daytime Operation of All Fabrication Plants Plus Traffic

Receivers <sup>1</sup>	Existing Daytime Average Noise Level (Leq <sub>day</sub> dBA)	Preferred Action Alternative Noise Exposure					
		Daytime Traffic Noise (Leq <sub>day</sub> dBA)	Daytime Operational Noise (Leq <sub>day</sub> dBA)	Total Daytime Noise (Leq <sub>day</sub> dBA)	Predicted Increase of 6 dBA or More	Significant Impact <sup>2</sup>	Percentage of Total Daytime Noise Attributable to Traffic
R4	58	<b>69</b>	52	69	<b>11</b>	<b>Yes</b>	100%
R5	59	65	48	65	<b>6</b>	<b>Yes</b>	100%
R6	59	<b>70</b>	42	70	<b>11</b>	<b>Yes</b>	100%
R7	60	<b>69</b>	38	69	<b>9</b>	<b>Yes</b>	100%
R8	60	<b>67</b>	42	67	<b>7</b>	<b>Yes</b>	100%
R9	47	44	52	53	<b>6</b>	<b>Yes</b>	13%
R10	47	47	52	53	<b>6</b>	<b>Yes</b>	25%
R11	58	<b>69</b>	54	69	<b>11</b>	<b>Yes</b>	100%
R13	53	63	49	63	<b>10</b>	<b>Yes</b>	100%
R14	59	<b>68</b>	53	68	<b>9</b>	<b>Yes</b>	100%
R15	53	56	49	57	4	No	40%
R16	58	<b>68</b>	54	68	<b>10</b>	<b>Yes</b>	100%
R17	58	64	52	64	<b>6</b>	<b>Yes</b>	100%
R18	60	<b>66</b>	42	66	<b>6</b>	<b>Yes</b>	100%
R19	47	44	45	48	1	No	40%
R20	60	<b>69</b>	34	69	<b>9</b>	<b>Yes</b>	100%
R21	54	63	55	64	<b>10</b>	<b>Yes</b>	79%
R22	58	63	55	64	<b>6</b>	<b>Yes</b>	79%
R23	59	<b>72</b>	53	72	<b>13</b>	<b>Yes</b>	100%
R24	59	<b>69</b>	54	69	<b>10</b>	<b>Yes</b>	100%
R25	58	<b>73</b>	54	73	<b>15</b>	<b>Yes</b>	100%

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more  
**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

**Table N-3-6 Preferred Action Alternative Combined Noise Exposure from Operation of Three Fabrication Plants, Construction of One Fabrication Plant and Traffic**

Receivers <sup>1</sup>	Existing Average Noise Levels Daytime (Leq <sub>day</sub> dBA)	Preferred Action Alternative Noise Exposure					
		Daytime Operational Noise + Fab 4 Construction Noise (Leq <sub>day</sub> dBA)	2041 Daytime Traffic Noise (Leq <sub>day</sub> dBA)	Total 2041 Daytime Noise of 3 Fab Operations + Fab 4 Construction + Traffic (Leq <sub>day</sub> dBA)	Predicted Increase of 6 dBA or More	Significant Impact <sup>2</sup>	Percentage of Total Daytime Noise Attributable to Traffic
R4	58	61	<b>69</b>	<b>70</b>	<b>12</b>	<b>Yes</b>	86%
R5	59	58	65	<b>66</b>	<b>7</b>	<b>Yes</b>	83%
R6	59	59	<b>70</b>	<b>70</b>	<b>11</b>	<b>Yes</b>	93%
R7	60	52	<b>69</b>	<b>69</b>	<b>9</b>	<b>Yes</b>	98%
R8	60	54	<b>67</b>	<b>67</b>	<b>7</b>	<b>Yes</b>	95%
R9	47	60	44	60	<b>13</b>	<b>Yes</b>	2%
R10	47	60	47	60	<b>13</b>	<b>Yes</b>	5%
R11	58	60	<b>69</b>	<b>70</b>	<b>12</b>	<b>Yes</b>	89%
R13	53	52	63	63	<b>10</b>	<b>Yes</b>	93%
R14	59	61	<b>68</b>	<b>69</b>	<b>10</b>	<b>Yes</b>	83%
R15	53	55	58	60	<b>7</b>	<b>Yes</b>	67%
R16	58	60	<b>68</b>	<b>69</b>	<b>11</b>	<b>Yes</b>	86%
R17	58	61	64	<b>66</b>	<b>8</b>	<b>Yes</b>	67%
R18	60	56	<b>66</b>	<b>66</b>	<b>6</b>	<b>Yes</b>	91%
R19	47	48	44	49	2	No	28%
R20	60	42	<b>69</b>	<b>69</b>	<b>9</b>	<b>Yes</b>	100%
R21	54	58	63	64	<b>10</b>	<b>Yes</b>	76%
R22	58	60	63	65	<b>7</b>	<b>Yes</b>	67%
R23	59	59	<b>72</b>	<b>72</b>	<b>13</b>	<b>Yes</b>	95%
R24	59	60	<b>69</b>	<b>70</b>	<b>11</b>	<b>Yes</b>	89%
R25	58	60	<b>73</b>	<b>73</b>	<b>15</b>	<b>Yes</b>	95%

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more  
**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

## N-4 Detailed Traffic Noise Model Results

1 R1, R2, R3 and R12 have been acquired by OCIDA.

2 Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more

**Bold** values indicate a significant impact. For timing and duration of impacts, see Table 3.14-5 in the Draft EIS.

Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA – AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-1	E	1	63	64	65	65	64	64	64	64	64
Area 1 Ext R-2	B	1	57	60	61	60	58	59	61	60	62
Area 1 Ext R-3	B	1	59	63	64	62	61	61	62	61	62
Area 1 Ext R-4	B	1	60	64	65	63	62	62	62	62	63
Area 1 Ext R-5	B	1	61	64	65	63	62	62	62	63	63
Area 1 Ext R-6	B	1	60	64	65	63	62	62	62	62	62
Area 1 Ext R-7	B	1	60	64	65	63	62	62	62	63	63
Area 1 Ext R-8	B	1	61	64	65	63	62	63	63	63	63
Area 1 Ext R-9	B	1	58	61	62	61	60	60	60	61	61
Area 1 Ext R-10	B	1	55	57	58	58	57	58	58	58	59
Area 1 Ext R-11	B	1	54	55	56	56	56	56	58	57	58
Area 1 Ext R-12	B	1	51	53	54	53	53	53	54	54	55
Area 1 Ext R-13	B	1	56	58	59	59	58	59	59	59	60
Area 1 Ext R-14	B	1	58	61	62	61	60	61	61	61	61
Area 1 Ext R-15	B	1	61	64	65	63	63	63	64	64	64
Area 1 Ext R-16	B	1	60	63	64	62	62	63	63	63	63
Area 1 Ext R-17	B	1	60	63	64	62	62	62	62	62	63
Area 1 Ext R-18	B	1	59	62	63	61	61	61	61	62	62
Area 1 Ext R-19	B	1	58	61	63	60	60	60	61	61	61
Area 1 Ext R-20	B	1	56	60	61	58	58	59	59	59	60
Area 1 Ext R-21	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-22	B	1	61	<b>67</b>	<b>68</b>	62	62	62	63	61	63
Area 1 Ext R-23	B	1	62	64	65	64	65	65	65	65	<b>66</b>
Area 1 Ext R-24	B	1	52	57	59	53	54	54	55	53	55
Area 1 Ext R-25	B	1	50	54	56	51	52	52	53	52	53
Area 1 Ext R-26	B	1	51	53	55	52	53	53	54	53	54
Area 1 Ext R-27	B	1	56	62	63	57	57	57	58	57	59
Area 1 Ext R-28	B	2	56	61	63	57	58	58	59	57	59
Area 1 Ext R-29	B	2	54	59	61	56	56	56	57	56	57
Area 1 Ext R-30	B	2	52	57	58	53	53	54	54	53	55
Area 1 Ext R-31	B	2	54	59	61	54	55	55	56	55	56

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-32	B	1	51	56	58	52	53	53	53	52	54
Area 1 Ext R-33	B	2	49	54	56	50	51	51	51	50	52
Area 1 Ext R-34	B	2	47	53	54	48	49	49	50	48	50
Area 1 Ext R-35	B	1	50	52	54	51	52	52	53	52	53
Area 1 Ext R-36	B	1	51	55	57	53	53	54	54	54	55
Area 1 Ext R-37	B	1	54	58	60	55	56	57	57	56	57
Area 1 Ext R-38	B	1	55	60	61	56	57	57	58	57	58
Area 1 Ext R-39	B	1	54	58	60	55	55	56	56	56	57
Area 1 Ext R-40	B	1	52	57	59	53	54	55	55	54	55
Area 1 Ext R-41	B	1	51	55	57	52	53	53	54	53	54
Area 1 Ext R-42	B	1	40	41	42	41	41	42	42	42	43
Area 1 Ext R-43	B	3	56	61	63	57	58	58	59	58	59
Area 1 Ext R-44	B	3	50	55	57	51	51	51	52	51	53
Area 1 Ext R-45	B	3	47	51	52	48	48	48	49	48	49
Area 1 Ext R-46	B	4	46	48	49	48	48	48	49	48	49
Area 1 Ext R-47	B	2	54	58	60	55	56	56	56	56	57
Area 1 Ext R-48	B	2	50	52	53	52	52	52	53	53	53
Area 1 Ext R-49	B	1	63	65	65	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 1 Ext R-50	B	2	51	55	56	53	53	53	54	53	54
Area 1 Ext R-51	B	2	51	53	55	52	52	53	53	53	54
Area 1 Ext R-52	B	1	53	54	55	55	55	55	56	56	57
Area 1 Ext R-53	B	1	54	55	56	56	56	57	59	57	59
Area 1 Ext R-54	B	1	54	55	56	56	56	57	59	57	59
Area 1 Ext R-55	B	1	56	57	58	58	58	58	61	59	61
Area 1 Ext R-56	B	1	58	59	60	60	60	61	63	61	64
Area 1 Ext R-57	B	1	60	61	62	63	63	63	65	64	<b>66</b>
Area 1 Ext R-58	B	1	63	64	65	65	65	<b>66</b>	<b>68</b>	<b>66</b>	<b>68</b>
Area 1 Ext R-59	B	1	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>69</b>	<b>67</b>	<b>69</b>
Area 1 Ext R-60	B	1	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-61	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-62	B	1	64	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-63	B	1	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-64	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-65	B	1	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-66	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-67	B	1	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>
Area 1 Ext R-68	B	1	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>69</b>	<b>67</b>	<b>69</b>
Area 1 Ext R-69	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-70	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-71	B	1	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-72	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-73	B	1	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-74	B	1	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-75	B	1	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-76	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-77	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>
Area 1 Ext R-78	B	1	63	64	65	65	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 1 Ext R-79	B	1	62	62	63	64	63	64	65	65	65
Area 1 Ext R-80	B	1	60	60	61	62	61	62	63	63	63
Area 1 Ext R-81	B	1	58	59	60	60	60	61	61	61	62
Area 1 Ext R-82	B	1	57	58	58	59	59	60	60	60	61
Area 1 Ext R-83	B	1	55	56	57	57	57	58	58	58	59
Area 1 Ext R-84	B	1	54	55	55	56	56	57	57	57	58
Area 1 Ext R-85	B	1	54	55	55	56	56	56	57	57	57
Area 1 Ext R-86	B	1	54	55	55	56	56	56	57	57	57
Area 1 Ext R-87	B	1	53	54	54	55	55	56	56	56	56
Area 1 Ext R-88	B	1	52	53	54	54	54	55	55	56	56
Area 1 Ext R-89	B	1	52	53	53	54	54	55	55	55	56
Area 1 Ext R-90	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 1 Ext R-91	B	1	64	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-92	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 1 Ext R-93	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-94	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-95	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-96	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>73</b>
Area 1 Ext R-97	B	1	<b>66</b>	<b>67</b>	<b>69</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>

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Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-98	B	1	64	65	<b>67</b>	<b>66</b>	65	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 1 Ext R-99	B	1	56	57	60	58	57	59	60	60	60
Area 1 Ext R-100	B	1	62	63	65	62	63	65	65	<b>66</b>	65
Area 1 Ext R-106	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-107	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-108	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-109	B	1	62	64	64	65	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 1 Ext R-110	B	2	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-111	B	2	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-112	B	2	64	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 1 Ext R-113	B	2	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-114	B	2	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-115	B	2	63	65	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-116	B	2	62	63	63	64	65	65	<b>66</b>	65	<b>66</b>
Area 1 Ext R-117	B	2	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-118	B	2	50	51	52	52	52	52	53	53	53
Area 1 Ext R-119	B	1	50	51	52	52	52	53	53	53	54
Area 1 Ext R-120	B	2	50	51	52	52	52	53	53	53	54
Area 1 Ext R-121	B	2	49	51	51	51	51	52	53	52	53
Area 1 Ext R-122	B	2	50	51	52	52	52	52	53	53	53
Area 1 Ext R-123	B	2	60	61	62	63	63	63	64	64	64
Area 1 Ext R-124	B	2	62	63	64	64	65	65	65	<b>66</b>	<b>66</b>
Area 1 Ext R-125	B	2	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 1 Ext R-126	B	2	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-127	B	2	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-128	B	2	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-129	B	2	56	57	57	58	58	59	59	59	60
Area 1 Ext R-130	B	1	52	53	53	54	54	55	55	55	55
Area 1 Ext R-131	B	1	51	52	53	54	54	54	55	55	55
Area 1 Ext R-132	B	1	51	52	53	54	54	55	55	55	55
Area 1 Ext R-133	B	1	51	52	53	54	54	55	55	55	55
Area 1 Ext R-134	B	1	52	53	54	54	54	55	55	55	56
Area 1 Ext R-135	B	1	53	54	56	56	55	57	57	57	57

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Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-136	B	1	58	60	62	62	60	63	63	63	63
Area 1 Ext R-137	B	1	58	59	61	62	60	62	62	63	63
Area 1 Ext R-138	B	1	60	62	64	64	62	64	65	65	65
Area 1 Ext R-139	B	1	60	62	64	64	62	65	65	65	65
Area 1 Ext R-140	B	1	60	62	64	64	63	65	65	65	65
Area 1 Ext R-141	B	1	63	65	<b>67</b>	<b>68</b>	<b>66</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 1 Ext R-142	B	1	59	61	63	63	62	64	64	64	64
Area 1 Ext R-143	B	1	58	60	62	62	60	62	63	63	63
Area 1 Ext R-144	B	1	<b>67</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-145	B	1	51	53	55	55	54	56	56	56	56
Area 1 Ext R-146	B	1	54	55	57	57	56	58	58	59	58
Area 1 Ext R-147	B	1	50	52	54	54	53	55	55	55	55
Area 1 Ext R-148	B	1	55	56	59	59	57	59	59	60	60
Area 1 Ext R-149	B	1	58	60	62	63	61	63	63	64	63
Area 1 Ext R-150	B	1	58	59	62	62	60	62	62	63	63
Area 1 Ext R-151	B	1	58	60	62	62	60	63	63	64	63
Area 1 Ext R-152	B	1	58	60	62	63	61	63	63	64	64
Area 1 Ext R-153	B	1	57	59	62	62	60	62	62	63	63
Area 1 Ext R-154	B	1	53	55	57	57	56	58	58	59	58
Area 1 Ext R-155	B	1	49	51	53	53	52	54	54	54	54
Area 1 Ext R-156	B	1	51	53	55	55	54	55	56	56	56
Area 1 Ext R-157	B	1	47	48	50	50	49	51	51	51	51
Area 1 Ext R-158	B	1	55	57	58	58	57	59	59	59	59
Area 1 Ext R-159	B	1	53	54	56	56	55	56	56	57	57
Area 1 Ext R-160	B	1	55	57	59	59	58	59	59	60	60
Area 1 Ext R-161	B	1	57	58	59	59	59	60	60	60	61
Area 1 Ext R-162	B	1	58	59	61	61	60	62	62	62	62
Area 1 Ext R-163	B	1	45	46	48	48	47	48	49	49	49
Area 1 Ext R-164	B	1	54	55	56	56	56	57	57	57	58
Area 1 Ext R-165	C/D	1	56	59	60	60	59	61	61	61	61
Area 1 Ext R-166	B	1	53	55	57	57	55	58	58	58	58
Area 1 Ext R-169	B	1	54	56	60	58	56	60	59	60	58
Area 1 Ext R-170	B	1	45	47	49	46	47	49	50	49	49

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Table N-4-1    Summary of Traffic Noise Levels for Area 1 Extension – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-171	B	1	48	50	53	51	50	53	52	53	52
Area 1 Ext R-174	B	1	53	55	58	55	55	58	58	58	57
Area 1 Ext R-176	B	1	54	56	60	59	56	60	58	59	58
Area 1 Ext R-177	B	2	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-178	E	1	58	60	62	58	60	62	62	62	62
Area 1 Ext R-180	B	1	54	56	60	59	57	60	59	60	58
Area 1 Ext R-182	B	1	60	61	65	63	62	65	64	65	63
Area 1 Ext R-184	B	1	<b>67</b>	<b>68</b>	<b>70</b>	<b>67</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-185	B	1	64	65	<b>67</b>	64	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>
Area 1 Ext R-186	B	1	58	59	62	62	60	62	63	63	63
Area 1 Ext R-187	C/D	1	54	56	57	58	56	58	58	58	58
Area 1 Ext R-188	B	1	54	55	57	55	56	58	58	58	58
Area 1 Ext R-188A	B	1	57	59	61	57	59	61	61	61	61
Area 1 Ext R-188B	B	1	58	60	62	58	60	62	62	62	63
Area 1 Ext R-189	B	2	54	55	57	54	56	58	58	58	58
Area 1 Ext R-189A	B	2	57	58	61	57	59	61	61	61	61
Area 1 Ext R-189B	B	2	58	60	62	58	60	62	62	62	62
Area 1 Ext R-190	B	2	54	55	57	55	56	58	58	58	58
Area 1 Ext R-190A	B	2	57	58	61	57	59	61	61	61	61
Area 1 Ext R-190B	B	2	58	60	62	58	60	62	62	62	62
Area 1 Ext R-191	B	2	54	55	57	56	56	58	58	58	58
Area 1 Ext R-191A	B	2	57	58	60	57	59	60	60	61	61
Area 1 Ext R-191B	B	2	58	59	62	58	60	61	62	62	62
Area 1 Ext R-192	B	2	50	52	54	51	52	54	55	54	55
Area 1 Ext R-192A	B	2	54	55	57	54	55	57	57	57	58
Area 1 Ext R-192B	B	2	55	56	58	55	56	58	59	59	59
Area 1 Ext R-193	C	6	57	58	59	57	59	60	62	60	62
Area 1 Ext R-194	C	6	54	55	56	56	56	57	58	57	59
Area 1 Ext R-195	B	1	59	61	63	63	62	64	64	64	64
Area 1 Ext R-196	C	10	45	46	48	48	47	49	49	49	49
Area 1 Ext R-197	B	1	60	62	64	64	62	64	64	65	65
Area 1 Ext R-198	B	1	62	64	65	65	65	65	<b>66</b>	<b>66</b>	<b>66</b>
Area 1 Ext R-199	B	1	55	57	59	59	57	59	60	60	60

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			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-200	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-201	B	1	52	54	55	53	53	54	56	54	56
Area 1 Ext R-202	B	1	51	53	54	53	51	52	55	52	55
Area 1 Ext R-203	B	1	51	53	54	54	52	53	56	53	56
Area 1 Ext R-204	B	1	52	54	55	54	53	53	56	54	56
Area 1 Ext R-205	B	1	51	53	54	54	52	53	56	53	56
Area 1 Ext R-206	B	1	50	52	53	53	51	52	55	52	55
Area 1 Ext R-207	B	1	50	52	53	52	51	51	54	52	54
Area 1 Ext R-208	B	1	49	50	52	51	50	50	53	51	53
Area 1 Ext R-209	B	1	48	49	50	49	48	49	51	49	51
Area 1 Ext R-210	B	1	44	44	46	44	44	45	46	45	46
Area 1 Ext R-211	B	1	46	47	48	48	47	48	49	48	49
Area 1 Ext R-212	B	1	46	47	49	48	47	48	49	48	50
Area 1 Ext R-213	B	1	45	47	48	47	46	47	49	48	49
Area 1 Ext R-214	B	1	44	45	47	45	45	46	48	46	48
Area 1 Ext R-215	B	1	45	46	47	46	45	46	48	47	48
Area 1 Ext R-216	B	1	43	44	46	43	44	45	46	45	47
Area 1 Ext R-217	B	1	41	41	43	41	41	43	43	43	43
Area 1 Ext R-218	E	1	43	44	46	44	43	45	52	46	52
Area 1 Ext R-219	E	1	46	47	49	47	47	48	50	49	50
Area 1 Ext R-220	C/D	1	54	55	58	54	55	57	57	57	57
Area 1 Ext R-221	C	10	43	44	47	44	44	46	45	46	46
Total Number of Impacts			<b>41 (0) = 41</b>	<b>51 (3) = 54</b>	<b>60 (33) = 93</b>	<b>60 (0) = 60</b>	<b>60 (0) = 60</b>	<b>65 (3) = 68</b>	<b>68 (1) = 69</b>	<b>69 (7) = 76</b>	<b>72 (4) = 76</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-1	E	1	61	64	65	<b>66</b>	62	63	63	63	<b>66</b>
Area 1 Ext R-2	B	1	56	61	63	60	57	59	61	59	64
Area 1 Ext R-3	B	1	58	64	65	63	60	61	62	61	64
Area 1 Ext R-4	B	1	59	65	<b>66</b>	64	61	62	62	61	65
Area 1 Ext R-5	B	1	59	65	<b>66</b>	64	62	63	62	62	65
Area 1 Ext R-6	B	1	59	64	<b>66</b>	64	61	62	61	61	65
Area 1 Ext R-7	B	1	59	64	<b>66</b>	64	61	62	62	61	65
Area 1 Ext R-8	B	1	60	65	<b>66</b>	64	62	63	63	62	65
Area 1 Ext R-9	B	1	57	61	63	61	59	60	59	60	63
Area 1 Ext R-10	B	1	54	57	59	58	57	58	58	58	61
Area 1 Ext R-11	B	1	53	55	57	56	55	56	57	56	61
Area 1 Ext R-12	B	1	50	53	55	54	52	53	54	53	57
Area 1 Ext R-13	B	1	55	58	60	59	58	59	59	59	63
Area 1 Ext R-14	B	1	57	62	63	62	60	61	60	60	63
Area 1 Ext R-15	B	1	60	65	<b>66</b>	64	63	64	63	63	<b>66</b>
Area 1 Ext R-16	B	1	59	64	<b>66</b>	63	62	63	62	62	65
Area 1 Ext R-17	B	1	59	64	65	63	61	62	62	62	64
Area 1 Ext R-18	B	1	58	63	65	62	61	62	61	61	63
Area 1 Ext R-19	B	1	57	63	64	61	60	61	61	60	62
Area 1 Ext R-20	B	1	56	61	63	60	59	60	59	58	60
Area 1 Ext R-21	B	1	65	<b>67</b>	<b>68</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-22	B	1	60	<b>68</b>	<b>70</b>	65	64	65	64	60	63
Area 1 Ext R-23	B	1	61	64	<b>66</b>	65	63	65	65	65	<b>66</b>
Area 1 Ext R-24	B	1	52	59	60	56	55	56	55	52	54
Area 1 Ext R-25	B	1	50	55	57	54	53	54	53	51	53
Area 1 Ext R-26	B	1	50	54	55	53	53	54	54	53	54
Area 1 Ext R-27	B	1	55	64	65	60	60	60	59	55	58
Area 1 Ext R-28	B	2	56	63	65	60	59	60	59	56	59
Area 1 Ext R-29	B	2	54	61	62	58	57	58	57	55	57
Area 1 Ext R-30	B	2	51	58	60	56	55	56	55	52	54

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-31	B	2	53	61	63	58	57	58	57	53	54
Area 1 Ext R-32	B	1	51	58	60	55	54	55	54	51	52
Area 1 Ext R-33	B	2	49	56	58	53	52	53	52	49	50
Area 1 Ext R-34	B	2	47	54	56	51	51	51	50	47	49
Area 1 Ext R-35	B	1	49	53	55	53	52	53	53	52	54
Area 1 Ext R-36	B	1	51	57	58	55	54	55	54	53	54
Area 1 Ext R-37	B	1	54	61	62	58	57	58	57	55	56
Area 1 Ext R-38	B	1	54	62	63	59	58	59	58	56	56
Area 1 Ext R-39	B	1	53	61	62	58	57	58	57	54	55
Area 1 Ext R-40	B	1	52	59	60	56	55	56	55	53	54
Area 1 Ext R-41	B	1	50	57	59	55	54	55	54	52	52
Area 1 Ext R-42	B	1	40	41	43	43	41	42	43	43	43
Area 1 Ext R-43	B	3	56	64	65	61	60	60	59	56	57
Area 1 Ext R-44	B	3	50	57	58	54	53	54	53	50	52
Area 1 Ext R-45	B	3	46	52	53	50	49	50	50	48	49
Area 1 Ext R-46	B	4	46	49	50	49	48	49	49	48	49
Area 1 Ext R-47	B	2	54	60	62	58	57	58	57	55	56
Area 1 Ext R-48	B	2	50	52	53	53	52	53	54	53	54
Area 1 Ext R-49	B	1	62	64	65	65	64	65	<b>66</b>	<b>66</b>	<b>67</b>
Area 1 Ext R-50	B	2	51	56	57	55	54	55	55	53	55
Area 1 Ext R-51	B	2	50	54	56	54	53	54	54	53	55
Area 1 Ext R-52	B	1	52	54	55	55	54	55	57	56	59
Area 1 Ext R-53	B	1	54	55	57	57	56	57	59	57	61
Area 1 Ext R-54	B	1	54	55	57	57	56	57	59	58	61
Area 1 Ext R-55	B	1	55	56	58	59	58	59	61	59	63
Area 1 Ext R-56	B	1	58	59	60	61	60	61	64	62	65
Area 1 Ext R-57	B	1	60	61	62	63	63	64	<b>66</b>	64	<b>67</b>
Area 1 Ext R-58	B	1	63	64	65	<b>66</b>	65	<b>66</b>	<b>69</b>	<b>67</b>	<b>70</b>
Area 1 Ext R-59	B	1	64	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>70</b>	<b>68</b>	<b>71</b>
Area 1 Ext R-60	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-61	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-62	B	1	65	65	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>71</b>	<b>68</b>	<b>72</b>
Area 1 Ext R-63	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-64	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>71</b>	<b>69</b>	<b>72</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-65	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-66	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-67	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>71</b>	<b>69</b>	<b>72</b>
Area 1 Ext R-68	B	1	64	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>68</b>	<b>71</b>
Area 1 Ext R-69	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-70	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-71	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-72	B	1	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-73	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-74	B	1	<b>66</b>	<b>66</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-75	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-76	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-77	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-78	B	1	64	64	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-79	B	1	62	62	64	65	65	65	<b>66</b>	<b>66</b>	<b>66</b>
Area 1 Ext R-80	B	1	60	60	62	63	62	63	64	64	64
Area 1 Ext R-81	B	1	58	59	60	61	61	62	62	62	62
Area 1 Ext R-82	B	1	57	58	59	60	59	60	61	61	61
Area 1 Ext R-83	B	1	55	56	57	58	57	58	59	59	59
Area 1 Ext R-84	B	1	54	54	56	57	56	57	58	58	58
Area 1 Ext R-85	B	1	53	54	55	56	56	57	57	57	57
Area 1 Ext R-86	B	1	53	54	56	56	56	57	57	57	57
Area 1 Ext R-87	B	1	52	53	54	55	55	56	56	56	56
Area 1 Ext R-88	B	1	52	53	54	55	54	55	56	56	56
Area 1 Ext R-89	B	1	51	52	54	54	53	55	55	55	55
Area 1 Ext R-90	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-91	B	1	63	64	65	<b>66</b>	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-92	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-93	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-94	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-95	B	1	<b>66</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-96	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-97	B	1	<b>66</b>	<b>70</b>	<b>72</b>	<b>72</b>	<b>68</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-98	B	1	64	<b>68</b>	<b>70</b>	<b>69</b>	<b>66</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>

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Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-99	B	1	55	60	62	61	58	61	62	61	62
Area 1 Ext R-100	B	1	61	<b>66</b>	<b>67</b>	<b>67</b>	64	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 1 Ext R-106	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-107	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 1 Ext R-108	B	1	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-109	B	1	62	63	64	65	64	65	<b>66</b>	<b>66</b>	<b>67</b>
Area 1 Ext R-110	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 1 Ext R-111	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-112	B	2	63	64	65	<b>66</b>	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-113	B	2	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-114	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-115	B	2	63	64	65	<b>66</b>	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 1 Ext R-116	B	2	61	62	63	64	63	64	65	65	<b>66</b>
Area 1 Ext R-117	B	2	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>
Area 1 Ext R-118	B	2	50	51	52	53	52	53	53	53	54
Area 1 Ext R-119	B	1	50	51	53	53	53	53	54	54	55
Area 1 Ext R-120	B	2	50	51	53	53	53	53	54	54	55
Area 1 Ext R-121	B	2	49	50	52	52	51	52	53	53	54
Area 1 Ext R-122	B	2	49	51	52	52	52	53	53	53	54
Area 1 Ext R-123	B	2	60	60	62	63	62	63	63	63	64
Area 1 Ext R-124	B	2	61	62	63	64	63	64	65	65	65
Area 1 Ext R-125	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-126	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 1 Ext R-127	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-128	B	2	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>69</b>
Area 1 Ext R-129	B	2	55	56	57	55	57	59	59	60	60
Area 1 Ext R-130	B	1	51	52	53	57	53	54	55	57	55
Area 1 Ext R-131	B	1	51	51	53	63	53	54	54	63	55
Area 1 Ext R-132	B	1	51	52	53	63	53	54	55	63	55
Area 1 Ext R-133	B	1	51	52	54	65	53	54	55	65	55
Area 1 Ext R-134	B	1	51	52	54	65	53	55	55	65	55
Area 1 Ext R-135	B	1	52	54	57	65	55	57	57	<b>66</b>	57
Area 1 Ext R-136	B	1	58	60	63	<b>68</b>	60	63	63	<b>69</b>	63
Area 1 Ext R-137	B	1	57	59	63	64	60	63	62	65	63

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Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-138	B	1	59	61	65	63	62	65	65	63	65
Area 1 Ext R-139	B	1	60	62	<b>66</b>	<b>72</b>	62	<b>66</b>	65	<b>72</b>	65
Area 1 Ext R-140	B	1	60	62	<b>66</b>	65	63	<b>66</b>	65	65	65
Area 1 Ext R-141	B	1	63	65	<b>69</b>	<b>68</b>	<b>66</b>	<b>69</b>	<b>68</b>	<b>67</b>	<b>68</b>
Area 1 Ext R-142	B	1	59	61	65	64	62	65	64	64	64
Area 1 Ext R-143	B	1	57	59	63	63	60	63	63	63	63
Area 1 Ext R-144	B	1	<b>66</b>	<b>68</b>	<b>72</b>	<b>72</b>	<b>69</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>72</b>
Area 1 Ext R-145	B	1	51	53	57	56	53	56	56	63	56
Area 1 Ext R-146	B	1	53	55	59	58	56	59	58	63	59
Area 1 Ext R-147	B	1	50	52	55	55	52	55	55	64	55
Area 1 Ext R-148	B	1	54	56	60	60	57	60	59	63	60
Area 1 Ext R-149	B	1	58	60	64	63	61	64	63	63	63
Area 1 Ext R-150	B	1	57	59	63	63	60	63	62	62	63
Area 1 Ext R-151	B	1	58	60	64	63	61	64	63	62	63
Area 1 Ext R-152	B	1	58	60	64	64	61	64	63	63	64
Area 1 Ext R-153	B	1	57	59	63	63	60	63	62	62	63
Area 1 Ext R-154	B	1	53	55	59	57	56	59	58	57	59
Area 1 Ext R-155	B	1	49	52	54	54	52	54	54	54	55
Area 1 Ext R-156	B	1	51	53	56	56	54	56	56	56	56
Area 1 Ext R-157	B	1	46	48	52	51	49	52	51	52	51
Area 1 Ext R-158	B	1	55	56	60	59	57	60	59	60	60
Area 1 Ext R-159	B	1	52	54	57	57	55	57	57	57	57
Area 1 Ext R-160	B	1	55	56	60	60	57	60	60	60	60
Area 1 Ext R-161	B	1	57	57	59	60	59	60	61	61	61
Area 1 Ext R-162	B	1	58	59	62	62	61	62	62	63	63
Area 1 Ext R-163	B	1	45	46	48	49	47	49	49	49	49
Area 1 Ext R-164	B	1	53	54	57	57	56	57	58	58	58
Area 1 Ext R-165	C/D	1	56	58	62	61	59	62	61	62	61
Area 1 Ext R-166	B	1	53	55	59	58	56	58	58	58	58
Area 1 Ext R-169	B	1	53	59	63	62	59	62	62	62	62
Area 1 Ext R-170	B	1	45	49	51	51	48	51	51	51	52
Area 1 Ext R-171	B	1	48	51	55	54	51	55	55	55	54
Area 1 Ext R-174	B	1	53	58	61	60	57	60	60	60	60
Area 1 Ext R-176	B	1	54	57	62	61	57	62	61	62	61

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-177	B	2	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 1 Ext R-178	E	1	58	62	64	64	61	64	63	63	64
Area 1 Ext R-180	B	1	54	58	63	61	58	62	61	62	61
Area 1 Ext R-182	B	1	61	64	<b>68</b>	<b>66</b>	63	<b>67</b>	<b>67</b>	<b>67</b>	<b>66</b>
Area 1 Ext R-184	B	1	<b>67</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>69</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>73</b>
Area 1 Ext R-185	B	1	63	<b>68</b>	<b>69</b>	<b>69</b>	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 1 Ext R-186	B	1	58	59	63	63	60	63	63	63	63
Area 1 Ext R-187	C/D	1	53	55	59	58	56	59	58	59	59
Area 1 Ext R-188	B	1	54	58	60	60	57	59	60	60	61
Area 1 Ext R-188A	B	1	57	61	63	63	60	62	62	62	63
Area 1 Ext R-188B	B	1	58	63	64	64	61	63	64	64	64
Area 1 Ext R-189	B	2	54	58	60	60	57	59	60	60	60
Area 1 Ext R-189A	B	2	57	61	63	63	60	62	62	62	63
Area 1 Ext R-189B	B	2	58	62	64	64	61	63	64	63	64
Area 1 Ext R-190	B	2	54	58	60	60	57	59	60	60	60
Area 1 Ext R-190A	B	2	57	61	63	63	60	62	62	62	63
Area 1 Ext R-190B	B	2	58	62	64	64	61	63	63	63	64
Area 1 Ext R-191	B	2	54	58	60	60	57	59	59	59	60
Area 1 Ext R-191A	B	2	57	61	63	63	60	62	62	62	63
Area 1 Ext R-191B	B	2	58	62	64	64	61	63	63	63	64
Area 1 Ext R-192	B	2	50	54	56	56	53	55	56	56	57
Area 1 Ext R-192A	B	2	54	58	59	59	56	59	59	59	60
Area 1 Ext R-192B	B	2	55	59	60	60	57	60	60	60	61
Area 1 Ext R-193	C	6	57	58	60	60	59	60	63	61	64
Area 1 Ext R-194	C	6	54	55	57	57	56	57	59	57	61
Area 1 Ext R-195	B	1	59	61	65	64	62	65	64	65	64
Area 1 Ext R-196	C	10	44	46	49	49	47	49	49	49	49
Area 1 Ext R-197	B	1	60	61	65	65	62	65	65	65	65
Area 1 Ext R-198	B	1	61	64	65	65	63	65	65	65	<b>66</b>
Area 1 Ext R-199	B	1	54	57	60	60	57	60	60	60	60
Area 1 Ext R-200	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>
Area 1 Ext R-201	B	1	51	55	57	55	52	54	56	54	60
Area 1 Ext R-202	B	1	50	53	55	54	51	52	55	52	59
Area 1 Ext R-203	B	1	50	53	55	55	52	53	56	53	59

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-2    Summary of Traffic Noise Levels for Area 1 Extension – PM ( Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 Ext R-204	B	1	51	54	56	55	52	53	56	53	60
Area 1 Ext R-205	B	1	50	53	55	54	51	53	56	53	59
Area 1 Ext R-206	B	1	50	52	54	54	51	52	55	52	59
Area 1 Ext R-207	B	1	49	52	54	53	50	51	54	52	58
Area 1 Ext R-208	B	1	48	51	53	52	49	51	53	51	57
Area 1 Ext R-209	B	1	47	49	51	51	48	49	51	50	55
Area 1 Ext R-210	B	1	44	45	47	46	44	46	47	46	49
Area 1 Ext R-211	B	1	45	48	49	49	46	48	50	48	53
Area 1 Ext R-212	B	1	45	48	50	49	46	48	50	48	53
Area 1 Ext R-213	B	1	45	47	49	49	46	47	50	48	53
Area 1 Ext R-214	B	1	44	46	48	48	45	47	48	47	52
Area 1 Ext R-215	B	1	44	47	49	48	45	47	48	47	52
Area 1 Ext R-216	B	1	43	45	47	47	44	46	47	46	50
Area 1 Ext R-217	B	1	41	43	45	45	42	44	45	45	47
Area 1 Ext R-218	E	1	43	46	48	47	46	48	53	48	54
Area 1 Ext R-219	E	1	46	48	51	50	48	50	51	50	53
Area 1 Ext R-220	C/D	1	55	58	60	59	58	60	59	60	60
Area 1 Ext R-221	C	10	44	47	49	48	46	48	47	48	48
Total Number of Impacts			34 (0) = 34	57 (1) = 58	67 (25) = 92	68 (44) = 112	54 (37) = 91	69 (97) = 166	69 (31) = 100	71 (31) = 102	75 (95) = 170

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-3 Summary of Traffic Noise Levels for Area 1 Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq(1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 R-1	B	1	57	62	60	64	59	61	62	62	62
Area 1 R-2	B	1	61	65	63	<b>68</b>	63	65	<b>66</b>	<b>66</b>	<b>66</b>
Area 1 R-3	B	1	64	<b>69</b>	<b>67</b>	<b>71</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 1 R-4	B	1	58	62	60	64	60	62	63	64	63
Area 1 R-5	B	1	53	54	56	55	54	56	56	56	56
Area 1 R-6	B	1	53	56	58	58	55	58	58	58	58
Area 1 R-7	B	1	50	53	54	54	52	55	55	55	55
Area 1 R-8	B	1	55	59	57	61	57	59	60	60	60
Area 1 R-9	B	1	49	50	49	53	51	53	55	54	56
Area 1 R-10	B	1	52	53	52	56	55	56	59	57	59
Area 1 R-11	E	1	58	59	61	60	60	64	61	62	61
Area 1 R-12	E	1	52	53	53	55	54	56	56	57	56
Area 1 R-13	B	1	52	52	53	55	54	55	56	56	57
Area 1 R-14	B	1	49	52	52	53	51	53	54	53	53
Area 1 R-15	B	1	56	57	56	60	59	60	63	61	63
Area 1 R-16	B	1	52	53	52	56	55	56	58	57	58
Area 1 R-17	B	1	56	58	57	61	59	60	63	62	63
Area 1 R-18	B	1	51	52	51	55	53	55	57	56	57
Area 1 R-19	B	1	52	53	52	56	55	56	59	57	59
Area 1 R-20	B	1	49	50	49	53	51	52	55	54	55
Area 1 R-21	B	1	54	55	54	58	57	58	61	59	61
Area 1 R-22	B	1	49	50	49	53	52	53	56	54	56
Area 1 R-23	B	1	61	63	62	<b>66</b>	64	<b>66</b>	<b>68</b>	<b>67</b>	<b>68</b>
Area 1 R-24	C	1	46	48	51	50	48	51	50	51	50
Area 1 R-25	B	1	54	56	59	58	56	60	58	59	58
Area 1 R-26	B	1	63	<b>66</b>	<b>69</b>	<b>68</b>	65	<b>69</b>	<b>68</b>	<b>68</b>	<b>67</b>
Area 1 R-27	B	1	62	65	<b>68</b>	<b>67</b>	64	<b>68</b>	<b>67</b>	<b>68</b>	<b>66</b>
Area 1 R-28	B	1	57	60	63	62	59	63	62	62	61
Area 1 R-29	B	1	53	53	60	61	62	62	62	62	62

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-3 Summary of Traffic Noise Levels for Area 1 Receivers - AM (Continuation)											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq(1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 R-30	B	1	55	57	61	60	57	61	60	61	60
Area 1 R-31	B	1	54	55	59	58	56	60	58	60	59
Total Number of Impacts			0 (0) = 0	2 (0) = 2	3 (3) = 6	5 (4) = 9	1 (1) = 2	4 (6) = 10	5 (11) = 16	5 (5) = 10	5 (11) = 16

Table N-4-4 Summary of Traffic Noise Levels for Area 1 Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq(1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 1 R-1	B	1	58	64	63	65	60	62	64	63	64
Area 1 R-2	B	1	61	<b>68</b>	<b>66</b>	<b>69</b>	64	<b>66</b>	<b>68</b>	<b>67</b>	<b>68</b>
Area 1 R-3	B	1	65	<b>71</b>	<b>70</b>	<b>72</b>	<b>68</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 1 R-4	B	1	58	65	63	<b>66</b>	61	63	64	64	64
Area 1 R-5	B	1	54	56	58	58	54	57	59	58	59
Area 1 R-6	B	1	53	58	60	58	55	59	60	59	60
Area 1 R-7	B	1	50	55	56	55	53	56	57	56	57
Area 1 R-8	B	1	55	61	60	62	58	59	61	61	61
Area 1 R-9	B	1	49	53	51	54	53	54	56	56	57
Area 1 R-10	B	1	53	56	54	58	56	57	60	59	60
Area 1 R-11	E	1	61	63	65	64	63	<b>67</b>	63	64	63
Area 1 R-12	E	1	53	56	55	57	56	58	57	58	58
Area 1 R-13	B	1	53	55	55	56	55	56	57	58	58
Area 1 R-14	B	1	50	54	55	55	51	54	56	54	56
Area 1 R-15	B	1	56	60	58	61	60	61	64	62	64
Area 1 R-16	B	1	52	56	54	57	56	57	59	59	60
Area 1 R-17	B	1	57	61	59	62	60	61	64	63	64
Area 1 R-18	B	1	51	55	53	56	55	56	59	58	59
Area 1 R-19	B	1	52	56	54	57	56	57	60	58	60
Area 1 R-20	B	1	49	53	51	54	52	53	56	55	57
Area 1 R-21	B	1	55	58	56	60	58	59	62	61	62
Area 1 R-22	B	1	50	53	51	54	53	54	57	56	58
Area 1 R-23	B	1	62	<b>66</b>	64	<b>67</b>	65	<b>66</b>	<b>69</b>	<b>68</b>	<b>69</b>
Area 1 R-24	C	1	46	50	54	52	49	53	54	53	54
Area 1 R-25	B	1	54	59	62	60	57	61	61	61	60
Area 1 R-26	B	1	63	<b>68</b>	<b>71</b>	<b>69</b>	<b>67</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>69</b>
Area 1 R-27	B	1	62	<b>67</b>	<b>70</b>	<b>68</b>	<b>66</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>68</b>
Area 1 R-28	B	1	57	62	65	63	60	64	64	64	63
Area 1 R-29	B	1	57	58	<b>66</b>	63	59	65	62	64	62
Area 1 R-30	B	1	55	60	63	61	59	63	62	62	62
Area 1 R-31	B	1	56	58	62	61	58	62	60	61	60
Total Number of Impacts			0 (0) = 0	3 (0) = 3	6 (8) = 14	6 (7) = 13	5 (3) = 8	5 (7) = 12	5 (20) = 25	5 (19) = 24	5 (20) = 25

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-5 Summary of Traffic Noise Levels for Area 2A Receivers – AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-1	B	1	65	65	<b>67</b>	<b>68</b>	<b>67</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 2A R-2	B	1	60	61	63	64	63	65	<b>67</b>	<b>66</b>	<b>67</b>
Area 2A R-3	B	1	<b>67</b>	<b>67</b>	<b>69</b>	<b>71</b>	<b>70</b>	<b>72</b>	<b>72</b>	<b>74</b>	<b>72</b>
Area 2A R-4	B	1	<b>66</b>	<b>66</b>	<b>68</b>	<b>70</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>72</b>	<b>71</b>
Area 2A R-5	B	1	<b>68</b>	<b>69</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>73</b>	<b>72</b>	<b>75</b>	<b>73</b>
Area 2A R-6	B	1	64	64	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 2A R-7	B	1	56	56	58	58	58	59	61	60	61
Area 2A R-8	B	1	58	58	61	62	61	62	64	63	64
Area 2A R-9	B	1	49	49	51	52	51	52	54	53	54
Area 2A R-10	B	1	49	49	51	50	51	52	53	53	53
Area 2A R-11	B	1	53	53	55	55	55	56	58	57	58
Area 2A R-12	B	1	48	48	50	50	50	51	54	52	54
Area 2A R-13	B	1	64	65	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>71</b>	<b>70</b>	<b>71</b>
Area 2A R-14	B	1	64	64	<b>66</b>	<b>67</b>	<b>66</b>	<b>68</b>	<b>70</b>	<b>69</b>	<b>71</b>
Area 2A R-15	B	1	38	39	39	40	40	41	42	42	43
Area 2A R-16	B	1	56	56	58	60	59	61	63	63	64
Area 2A R-17	B	1	44	44	47	48	47	49	51	51	52
Area 2A R-18	B	1	44	45	46	47	46	48	50	49	50
Area 2A R-19	B	1	45	45	47	49	48	49	51	50	51
Area 2A R-20	B	1	45	45	48	49	48	49	51	51	52
Area 2A R-21	B	1	46	46	47	48	47	49	51	50	51
Area 2A R-22	B	1	48	48	49	49	49	50	52	51	52
Area 2A R-23	B	1	53	53	56	57	56	57	59	59	60
Area 2A R-24	B	1	53	53	55	57	55	57	59	58	59
Area 2A R-25	B	1	41	41	42	41	42	43	45	44	46
Area 2A R-26	B	1	44	45	46	46	46	47	49	48	50
Area 2A R-27	B	1	44	44	47	48	47	48	51	50	52
Area 2A R-28	B	1	59	59	61	62	61	63	65	65	<b>66</b>
Area 2A R-29	B	1	63	63	65	<b>66</b>	65	<b>66</b>	<b>68</b>	<b>68</b>	<b>70</b>
Area 2A R-30	B	1	61	61	63	64	63	65	<b>67</b>	<b>66</b>	<b>69</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-5    Summary of Traffic Noise Levels for Area 2A Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-31	B	1	65	65	<b>67</b>	<b>69</b>	<b>67</b>	<b>69</b>	<b>72</b>	<b>71</b>	<b>74</b>
Area 2A R-32	B	1	55	56	58	59	58	60	<b>72</b>	61	<b>72</b>
Area 2A R-33	B	1	58	58	61	62	61	63	65	64	<b>66</b>
Area 2A R-34	B	1	58	58	61	62	61	63	65	64	<b>66</b>
Area 2A R-35	B	1	53	54	56	57	56	58	<b>71</b>	59	<b>71</b>
Area 2A R-36	B	1	59	59	61	62	62	64	64	65	65
Area 2A R-37	B	1	<b>67</b>	<b>68</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>72</b>	<b>75</b>	<b>74</b>	<b>76</b>
Area 2A R-38	B	1	46	46	49	50	49	50	53	52	53
Area 2A R-39	B	1	56	57	59	60	59	61	64	63	65
Area 2A R-40	B	1	55	55	58	59	58	59	61	60	62
Area 2A R-41	B	1	57	58	60	61	61	63	<b>71</b>	64	<b>71</b>
Area 2A R-42	B	1	48	49	50	51	50	52	54	53	54
Area 2A R-43	B	1	56	56	58	59	59	61	62	63	64
Area 2A R-44	B	1	53	53	54	56	55	57	58	60	59
Area 2A R-45	B	1	42	44	44	45	46	49	47	50	48
Area 2A R-46	B	1	43	43	45	45	45	46	46	47	47
Area 2A R-47	B	1	41	42	43	44	43	44	45	45	45
Area 2A R-48	B	1	43	43	44	45	44	45	46	46	46
Area 2A R-49	B	1	50	50	51	52	51	51	51	51	51
Area 2A R-50	B	1	40	41	42	43	42	43	44	44	45
Area 2A R-51	B	1	47	48	49	50	49	49	49	50	49
Area 2A R-52	B	1	43	43	46	47	46	47	49	49	49
Area 2A R-53	B	1	48	50	50	51	52	54	56	55	58
Area 2A R-54	B	1	54	57	56	58	58	61	61	62	63
Area 2A R-55	B	1	46	48	47	49	50	52	55	53	56
Area 2A R-56	B	1	45	49	46	48	50	52	56	53	57
Area 2A R-57	B	1	46	52	46	48	52	55	58	56	59
Area 2A R-58	B	1	45	50	45	46	51	54	55	54	65
Area 2A R-59	B	1	60	60	62	63	62	64	<b>66</b>	65	<b>66</b>
Area 2A R-60	B	1	50	50	51	52	51	54	53	57	55
Area 2A R-61	B	1	46	46	47	49	48	51	50	54	52
Area 2A R-62	B	1	47	49	48	50	50	54	49	55	50
Area 2A R-63	B	1	45	47	46	48	48	52	48	53	49
Area 2A R-64	B	1	57	57	60	61	60	62	64	63	64

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-5    Summary of Traffic Noise Levels for Area 2A Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-65	B	1	45	45	47	49	48	49	51	51	52
Area 2A R-66	B	1	47	51	47	48	51	55	54	56	55
Area 2A R-67	B	1	44	48	44	45	48	51	52	52	53
Area 2A R-68	B	1	51	57	51	52	57	61	57	61	58
Area 2A R-69	B	1	49	50	51	52	51	51	51	51	51
Area 2A R-70	B	1	59	60	62	63	63	65	<b>66</b>	<b>67</b>	<b>66</b>
Area 2A R-71	B	1	61	61	64	65	63	65	<b>67</b>	<b>67</b>	<b>68</b>
Area 2A R-72	B	1	60	60	62	63	63	65	<b>66</b>	<b>67</b>	<b>66</b>
Area 2A R-73	B	1	60	60	62	64	63	65	<b>66</b>	<b>67</b>	<b>66</b>
Area 2A R-74	C/D	1	62	63	65	<b>66</b>	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 2A R-75	B	1	61	61	63	64	63	65	<b>68</b>	<b>66</b>	<b>69</b>
Area 2A R-76	B	1	53	53	56	57	55	57	60	59	61
Area 2A R-77	B	1	62	62	65	<b>66</b>	64	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>
Area 2A R-78	B	1	61	61	64	65	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>
Area 2A R-79	B	1	64	65	<b>68</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 2A R-80	B	1	50	54	53	50	54	57	56	58	57
Area 2A R-81	B	1	52	57	52	52	57	61	58	61	59
Area 2A R-82	B	1	57	57	59	60	60	62	63	64	64
Area 2A R-83	B	1	54	54	57	58	56	58	60	59	60
Area 2A R-84	C	1	60	60	63	64	63	64	<b>66</b>	65	<b>67</b>
Area 2A R-85	C	5	49	49	51	53	52	54	56	56	57
Area 2A R-86	C	5	46	46	48	49	49	50	53	52	54
Area 2A R-87	C	5	58	59	61	62	61	64	64	65	65
Area 2A R-88	C	5	51	51	53	55	54	56	58	58	59
Area 2A R-80A	B	1	56	62	56	57	62	<b>66</b>	62	<b>66</b>	63
Total Number of Impacts			<b>4 (0) = 4</b>	<b>4 (3) = 7</b>	<b>10 (0) = 10</b>	<b>13 (0) = 13</b>	<b>10 (4) = 14</b>	<b>15 (21) = 36</b>	<b>26 (56) = 82</b>	<b>22 (57) = 79</b>	<b>29 (58) = 87</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-6 Summary of Traffic Noise Levels for Area 2A Receivers – PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-1	B	1	65	<b>67</b>	<b>70</b>	<b>70</b>	<b>68</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 2A R-2	B	1	60	63	65	<b>66</b>	65	65	<b>66</b>	<b>67</b>	<b>66</b>
Area 2A R-3	B	1	<b>67</b>	<b>70</b>	<b>72</b>	<b>72</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>73</b>	<b>72</b>
Area 2A R-4	B	1	<b>66</b>	<b>69</b>	<b>71</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>72</b>	<b>70</b>
Area 2A R-5	B	1	<b>69</b>	<b>71</b>	<b>73</b>	<b>74</b>	<b>72</b>	<b>73</b>	<b>72</b>	<b>74</b>	<b>72</b>
Area 2A R-6	B	1	64	<b>67</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>70</b>	<b>69</b>
Area 2A R-7	B	1	58	61	61	60	61	62	61	63	61
Area 2A R-8	B	1	59	62	63	63	63	64	64	65	64
Area 2A R-9	B	1	50	53	54	53	54	55	54	55	55
Area 2A R-10	B	1	50	54	54	51	54	55	53	55	54
Area 2A R-11	B	1	54	57	58	56	57	59	59	60	59
Area 2A R-12	B	1	50	53	54	51	53	55	53	55	54
Area 2A R-13	B	1	65	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 2A R-14	B	1	64	<b>67</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 2A R-15	B	1	38	41	42	41	42	42	42	43	42
Area 2A R-16	B	1	56	59	61	61	60	60	64	62	64
Area 2A R-17	B	1	45	47	49	49	48	49	52	50	52
Area 2A R-18	B	1	45	48	49	48	49	49	51	51	51
Area 2A R-19	B	1	45	48	49	49	49	50	53	51	52
Area 2A R-20	B	1	46	48	50	50	50	50	53	52	53
Area 2A R-21	B	1	47	50	50	49	50	51	52	52	52
Area 2A R-22	B	1	48	51	52	50	51	52	53	53	53
Area 2A R-23	B	1	53	55	58	58	57	58	61	60	61
Area 2A R-24	B	1	53	55	58	58	57	58	60	60	60
Area 2A R-25	B	1	42	45	46	43	45	46	45	47	46
Area 2A R-26	B	1	44	47	48	47	48	49	50	50	50
Area 2A R-27	B	1	45	47	49	49	48	49	53	51	53
Area 2A R-28	B	1	59	61	64	64	63	64	<b>66</b>	65	<b>66</b>
Area 2A R-29	B	1	63	64	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>68</b>	<b>69</b>	<b>68</b>
Area 2A R-30	B	1	62	63	65	<b>66</b>	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>66</b>

Table N-4-6    Summary of Traffic Noise Levels for Area 2A Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-31	B	1	65	<b>67</b>	<b>70</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>72</b>	<b>72</b>	<b>70</b>
Area 2A R-32	B	1	56	58	60	61	60	61	<b>72</b>	63	<b>70</b>
Area 2A R-33	B	1	59	61	63	63	62	63	65	65	65
Area 2A R-34	B	1	58	60	63	63	62	63	65	64	65
Area 2A R-35	B	1	54	56	58	58	57	58	<b>71</b>	60	<b>68</b>
Area 2A R-36	B	1	59	61	63	63	62	62	65	64	65
Area 2A R-37	B	1	<b>68</b>	<b>70</b>	<b>72</b>	<b>72</b>	<b>71</b>	<b>72</b>	<b>75</b>	<b>73</b>	<b>75</b>
Area 2A R-38	B	1	47	50	51	51	51	52	55	53	54
Area 2A R-39	B	1	57	59	61	61	60	60	65	62	64
Area 2A R-40	B	1	56	57	60	60	59	60	63	62	63
Area 2A R-41	B	1	58	60	62	62	61	62	<b>72</b>	63	<b>69</b>
Area 2A R-42	B	1	48	50	52	52	52	53	55	54	55
Area 2A R-43	B	1	56	58	60	60	59	59	62	62	62
Area 2A R-44	B	1	52	53	56	57	55	56	58	60	58
Area 2A R-45	B	1	41	43	46	47	44	45	47	49	48
Area 2A R-46	B	1	44	47	48	47	47	48	47	49	47
Area 2A R-47	B	1	42	46	46	47	46	47	45	47	45
Area 2A R-48	B	1	43	47	47	47	47	48	46	48	46
Area 2A R-49	B	1	50	54	54	55	54	55	51	55	52
Area 2A R-50	B	1	41	45	45	45	45	46	44	46	44
Area 2A R-51	B	1	48	52	52	53	52	52	49	53	50
Area 2A R-52	B	1	44	47	48	47	48	49	50	50	50
Area 2A R-53	B	1	48	49	52	52	51	52	57	55	56
Area 2A R-54	B	1	55	56	58	58	58	58	61	61	61
Area 2A R-55	B	1	46	47	49	50	49	50	56	53	54
Area 2A R-56	B	1	45	46	48	49	48	50	57	53	54
Area 2A R-57	B	1	46	47	49	50	48	51	59	55	55
Area 2A R-58	B	1	45	45	48	48	47	50	64	54	60
Area 2A R-59	B	1	60	62	64	64	64	65	<b>66</b>	<b>67</b>	<b>66</b>
Area 2A R-60	B	1	49	49	53	54	51	52	53	57	54
Area 2A R-61	B	1	45	46	49	51	48	49	50	54	51
Area 2A R-62	B	1	45	47	50	52	48	50	50	54	51

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-6    Summary of Traffic Noise Levels for Area 2A Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2A R-63	B	1	43	45	48	50	46	48	49	52	50
Area 2A R-64	B	1	57	60	62	62	61	62	64	63	64
Area 2A R-65	B	1	45	47	50	49	49	50	51	51	52
Area 2A R-66	B	1	46	47	48	49	50	53	54	58	53
Area 2A R-67	B	1	42	42	44	45	47	50	52	54	50
Area 2A R-68	B	1	51	52	53	54	53	57	57	61	55
Area 2A R-69	B	1	50	54	54	55	54	55	51	55	51
Area 2A R-70	B	1	60	62	64	64	63	63	<b>67</b>	65	<b>67</b>
Area 2A R-71	B	1	61	63	<b>66</b>	<b>66</b>	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>
Area 2A R-72	B	1	60	62	64	65	63	64	<b>67</b>	65	<b>67</b>
Area 2A R-73	B	1	60	62	65	65	63	64	<b>67</b>	<b>66</b>	<b>67</b>
Area 2A R-74	C/D	1	63	65	<b>67</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>69</b>	<b>68</b>	<b>69</b>
Area 2A R-75	B	1	61	63	65	65	64	65	<b>68</b>	<b>67</b>	<b>68</b>
Area 2A R-76	B	1	54	55	58	58	57	58	60	60	61
Area 2A R-77	B	1	62	64	<b>67</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 2A R-78	B	1	62	63	<b>66</b>	<b>66</b>	65	65	<b>68</b>	<b>67</b>	<b>68</b>
Area 2A R-79	B	1	65	<b>67</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>71</b>	<b>70</b>	<b>71</b>
Area 2A R-80	B	1	48	49	50	51	52	56	57	60	55
Area 2A R-81	B	1	51	52	53	54	54	58	59	62	58
Area 2A R-82	B	1	57	59	61	62	60	61	64	62	64
Area 2A R-83	B	1	54	56	59	59	58	59	61	61	61
Area 2A R-84	C	1	61	63	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 2A R-85	C	5	49	51	53	54	53	53	56	55	56
Area 2A R-86	C	5	46	48	50	50	49	50	53	52	53
Area 2A R-87	C	5	59	61	63	63	62	62	<b>66</b>	64	<b>66</b>
Area 2A R-88	C	5	51	53	56	56	55	55	59	57	59
Area 2A R-80A	B	1	56	57	58	59	58	62	63	<b>66</b>	62
Total Number of Impacts			4 (0) = 4	13 (0) = 13	16 (6) = 22	17 (4) = 21	10 (0) = 10	15 (0) = 15	32 (53) = 85	22 (56) = 78	32 (54) = 86

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-7 Summary of Traffic Noise Levels for Area 2B Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-1	B	1	55	57	58	58	57	58	59	60	60
Area 2B R-2	B	1	50	51	52	53	51	52	55	55	55
Area 2B R-3	B	1	60	62	63	63	63	63	65	64	65
Area 2B R-4	B	1	62	64	65	65	65	65	<b>67</b>	<b>67</b>	<b>67</b>
Area 2B R-5	B	1	59	61	62	62	61	62	64	63	65
Area 2B R-6	B	1	57	59	60	60	60	60	62	61	62
Area 2B R-7	B	1	53	54	56	56	55	56	58	58	58
Area 2B R-8	B	1	53	54	55	55	55	55	58	57	58
Area 2B R-9	B	1	47	49	50	50	49	50	51	52	51
Area 2B R-10	B	1	52	53	54	55	54	54	57	57	57
Area 2B R-11	B	1	50	51	52	53	52	53	54	55	55
Area 2B R-12	B	1	54	55	57	57	56	57	59	59	60
Area 2B R-13	B	1	53	55	56	56	55	56	58	58	58
Area 2B R-14	B	1	48	49	50	50	49	50	52	53	53
Area 2B R-15	B	1	45	46	47	47	46	47	49	50	49
Area 2B R-16	B	1	42	43	44	45	44	45	46	47	46
Area 2B R-17	B	1	44	45	47	47	46	47	48	49	49
Area 2B R-18	B	1	53	54	55	56	54	55	58	58	58
Area 2B R-19	B	1	52	54	55	55	55	55	57	57	57
Area 2B R-20	B	1	51	53	54	54	53	54	56	56	56
Area 2B R-21	B	1	52	54	55	55	55	56	57	57	58
Area 2B R-22	B	1	53	54	55	55	55	57	58	58	58
Area 2B R-23	B	1	52	54	55	55	55	56	56	57	56
Area 2B R-24	B	1	51	52	53	54	53	55	56	57	56
Area 2B R-25	B	1	51	52	53	54	54	56	55	57	56
Area 2B R-26	B	1	51	52	53	53	54	57	55	58	55
Area 2B R-27	B	1	51	53	53	53	55	58	55	59	55
Area 2B R-28	B	1	51	53	54	53	55	59	55	60	56
Area 2B R-29	B	1	49	52	52	51	54	57	53	58	54
Area 2B R-30	B	1	47	49	50	49	51	54	51	55	52
Area 2B R-31	B	1	52	54	55	55	55	56	63	57	64
Area 2B R-32	B	1	52	54	54	54	54	55	56	56	56
Area 2B R-33	B	1	52	54	54	54	54	55	56	55	56
Area 2B R-34	B	1	50	53	53	52	55	59	54	59	55
Area 2B R-35	B	1	51	53	54	54	54	54	55	55	55

Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-36	B	1	47	49	49	49	50	53	51	54	52
Area 2B R-37	B	1	48	50	50	50	52	55	52	56	53
Area 2B R-38	B	1	50	51	52	51	53	56	53	58	54
Area 2B R-39	B	1	50	52	52	52	54	57	54	59	55
Area 2B R-40	B	1	50	52	52	52	54	57	53	59	54
Area 2B R-41	B	1	48	50	50	50	52	55	52	57	53
Area 2B R-42	B	1	46	47	48	48	49	52	49	54	50
Area 2B R-43	B	1	48	51	52	50	54	58	52	59	53
Area 2B R-44	B	1	50	51	51	52	51	52	54	52	54
Area 2B R-45	B	1	43	45	46	46	47	49	47	50	48
Area 2B R-46	B	1	44	46	46	46	47	50	48	51	48
Area 2B R-47	B	1	46	48	48	48	50	53	50	55	51
Area 2B R-48	B	1	43	45	45	45	47	50	47	51	48
Area 2B R-49	B	1	46	49	50	51	52	56	50	57	52
Area 2B R-50	B	1	42	45	45	47	47	51	48	52	49
Area 2B R-51	B	1	41	42	43	44	44	47	46	48	47
Area 2B R-52	B	1	39	40	41	42	42	44	43	47	44
Area 2B R-53	B	1	39	40	41	42	42	44	43	46	44
Area 2B R-54	B	1	46	47	48	49	49	53	49	55	50
Area 2B R-55	B	1	41	42	43	44	44	47	45	49	46
Area 2B R-56	B	1	38	39	40	41	41	43	42	45	43
Area 2B R-57	B	1	38	39	40	41	41	43	42	45	43
Area 2B R-58	B	1	37	38	39	40	40	42	41	43	42
Area 2B R-59	B	1	44	46	46	48	48	51	48	53	49
Area 2B R-60	B	1	47	50	50	52	52	56	51	57	52
Area 2B R-61	B	1	40	42	43	45	44	47	44	49	45
Area 2B R-62	B	1	41	42	43	44	44	47	45	49	46
Area 2B R-63	B	1	38	39	40	42	41	43	42	45	43
Area 2B R-64	B	1	42	44	44	47	46	49	46	51	47
Area 2B R-65	B	1	41	43	44	47	46	50	45	51	47
Area 2B R-66	B	1	44	48	48	52	50	54	48	55	50
Area 2B R-67	B	1	46	49	49	54	52	56	49	56	51
Area 2B R-68	B	1	45	48	49	53	51	55	49	56	50
Area 2B R-69	B	1	40	42	43	44	43	45	44	46	45
Area 2B R-70	B	1	44	46	47	51	49	52	48	53	49
Area 2B R-71	B	1	45	48	48	49	50	54	49	55	50
Area 2B R-72	B	1	41	43	44	45	44	46	48	47	47

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-73	B	1	48	50	50	51	52	55	53	57	54
Area 2B R-74	B	1	42	44	45	47	46	49	47	50	48
Area 2B R-75	B	1	42	45	45	45	46	49	48	50	48
Area 2B R-76	B	1	48	49	50	50	51	54	53	57	54
Area 2B R-77	B	1	39	40	41	42	42	44	47	46	47
Area 2B R-78	B	1	43	45	46	46	47	51	48	51	49
Area 2B R-79	B	1	43	46	47	46	48	52	49	53	49
Area 2B R-80	B	1	48	51	51	50	53	56	53	58	54
Area 2B R-81	B	1	42	44	45	44	46	49	48	50	49
Area 2B R-82	B	1	46	49	49	48	51	54	51	56	52
Area 2B R-83	B	1	42	45	45	45	47	49	48	51	48
Area 2B R-84	B	1	42	45	46	45	47	50	49	51	48
Area 2B R-85	B	1	42	45	45	45	46	49	48	50	48
Area 2B R-86	B	1	44	46	47	46	49	52	50	53	51
Area 2B R-87	B	1	43	46	46	45	48	52	49	53	49
Area 2B R-88	B	1	45	48	49	47	51	55	51	56	51
Area 2B R-89	B	1	42	44	45	44	46	49	48	51	49
Area 2B R-90	B	1	47	50	50	49	53	57	52	57	53
Area 2B R-91	B	1	48	51	52	50	54	58	54	59	53
Area 2B R-92	B	1	49	52	52	51	54	58	54	59	55
Area 2B R-93	B	1	45	48	49	48	51	54	49	55	52
Area 2B R-94	B	1	42	45	46	45	47	50	48	52	49
Area 2B R-95	B	1	44	46	46	46	48	51	50	53	49
Area 2B R-96	B	1	41	42	43	43	44	46	47	47	48
Area 2B R-97	B	1	43	45	46	45	47	50	47	52	48
Area 2B R-98	B	1	41	43	43	43	44	47	45	49	47
Area 2B R-99	B	1	42	43	44	44	45	48	48	50	48
Area 2B R-100	B	1	44	47	47	47	49	52	50	53	49
Area 2B R-101	B	1	43	45	46	45	47	51	49	52	49
Area 2B R-102	B	1	45	48	48	47	50	53	51	54	49
Area 2B R-103	B	1	40	42	43	42	44	46	47	48	47
Area 2B R-104	B	1	42	43	44	44	45	47	48	49	48
Area 2B R-105	B	1	43	44	45	44	46	48	49	50	49
Area 2B R-106	B	1	45	47	48	47	49	53	51	54	51
Area 2B R-107	B	1	46	48	48	48	49	52	52	54	52
Area 2B R-108	B	1	53	54	55	55	54	54	55	55	55
Area 2B R-109	B	1	45	46	47	47	47	47	47	48	48

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-110	B	1	49	50	50	51	50	50	50	51	50
Area 2B R-111	B	1	53	54	55	55	54	55	55	55	55
Area 2B R-112	B	1	48	50	51	51	50	51	50	52	51
Area 2B R-113	B	1	47	49	49	50	49	49	49	50	50
Area 2B R-114	B	1	49	50	51	51	51	51	52	52	52
Area 2B R-115	B	1	47	48	48	49	49	49	49	50	50
Area 2B R-116	B	1	56	58	59	59	59	59	59	60	60
Area 2B R-117	B	1	55	56	57	57	57	57	59	58	59
Area 2B R-118	B	1	55	57	58	58	58	58	57	59	58
Area 2B R-119	B	1	47	48	49	50	49	50	50	50	50
Area 2B R-120	B	1	52	55	55	55	56	56	56	56	56
Area 2B R-121	B	1	55	57	57	58	57	58	58	59	58
Area 2B R-122	B	1	45	47	47	48	47	48	49	49	49
Area 2B R-123	B	1	51	53	53	53	53	53	54	54	55
Area 2B R-124	B	1	49	50	51	51	51	51	54	52	54
Area 2B R-125	B	1	49	51	51	51	51	52	55	52	56
Area 2B R-126	B	1	55	57	57	57	57	57	57	58	60
Area 2B R-127	B	1	56	57	58	58	58	58	61	59	60
Area 2B R-128	B	1	56	58	59	59	59	59	63	60	58
Area 2B R-129	B	1	54	56	57	57	57	57	58	58	56
Area 2B R-130	B	1	50	52	53	53	53	53	55	54	59
Area 2B R-131	B	1	55	56	56	56	56	57	59	58	55
Area 2B R-132	B	1	47	49	50	50	50	50	51	51	54
Area 2B R-133	B	1	60	62	63	63	62	63	64	64	64
Area 2B R-134	B	1	59	61	62	62	62	62	64	63	60
Area 2B R-135	B	1	50	52	52	52	52	53	54	54	53
Area 2B R-136	B	1	48	50	50	51	50	51	53	52	56
Area 2B R-137	B	1	55	57	58	58	58	58	60	59	62
Area 2B R-138	B	1	57	59	60	60	60	60	62	61	60
Area 2B R-139	B	1	56	58	59	59	59	59	59	60	58
Area 2B R-140	B	1	53	55	56	56	56	56	57	57	60
Area 2B R-141	B	1	56	57	57	57	58	58	60	59	56
Area 2B R-142	B	1	49	51	51	51	51	52	53	52	57
Area 2B R-143	B	1	55	56	56	56	57	57	59	58	58
Area 2B R-144	B	1	54	55	55	55	55	56	58	56	58
Area 2B R-145	B	1	53	55	55	55	55	56	57	56	56
Area 2B R-146	B	1	51	52	52	52	52	53	56	53	59

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-147	B	1	56	58	59	59	58	59	59	60	58
Area 2B R-148	B	1	54	56	57	57	56	57	58	58	58
Area 2B R-149	B	1	54	56	57	57	57	57	58	58	54
Area 2B R-150	B	1	49	51	52	52	51	52	53	53	49
Area 2B R-151	B	1	45	46	46	47	47	47	49	48	46
Area 2B R-152	B	1	40	41	41	42	42	42	43	43	44
Area 2B R-153	B	1	41	42	43	43	43	44	44	45	45
Area 2B R-154	B	1	41	42	43	43	43	44	45	45	44
Area 2B R-155	B	1	41	42	43	43	43	44	44	45	49
Area 2B R-156	B	1	45	46	46	47	47	47	49	48	57
Area 2B R-157	B	1	53	55	56	56	56	56	57	57	57
Area 2B R-158	B	1	53	55	56	56	56	56	57	57	55
Area 2B R-159	B	1	41	42	43	43	43	44	44	45	43
Area 2B R-160	B	1	39	40	41	41	41	42	43	43	48
Area 2B R-161	B	1	43	45	45	45	45	46	47	47	54
Area 2B R-162	B	1	52	54	55	55	55	55	56	56	55
Area 2B R-163	B	1	51	54	54	54	54	54	55	55	51
Area 2B R-164	B	1	41	42	43	43	43	44	44	45	48
Area 2B R-165	B	1	43	45	45	45	45	47	48	47	48
Area 2B R-166	B	1	43	44	45	45	45	47	47	48	54
Area 2B R-167	B	1	51	53	53	53	53	53	54	54	55
Area 2B R-168	B	1	51	53	54	54	54	54	55	55	55
Area 2B R-169	B	1	51	53	53	54	54	54	55	55	51
Area 2B R-170	B	1	44	46	47	46	48	51	48	52	50
Area 2B R-171	B	1	46	48	48	48	49	50	50	51	50
Area 2B R-172	B	1	46	48	49	49	49	49	49	50	51
Area 2B R-173	B	1	46	49	49	51	51	55	50	56	46
Area 2B R-174	B	1	42	43	44	45	44	45	46	46	47
Area 2B R-175	B	1	44	44	46	46	45	46	47	47	51
Area 2B R-176	B	1	47	48	49	50	48	49	51	50	53
Area 2B R-177	B	1	49	50	51	52	51	51	53	52	55
Area 2B R-178	B	1	52	53	54	55	53	54	55	54	55
Area 2B R-179	B	1	52	53	54	55	53	54	55	54	55
Area 2B R-180	B	1	52	53	54	54	53	54	55	54	54
Area 2B R-181	B	1	51	52	53	53	52	53	54	53	55
Area 2B R-182	B	1	52	53	54	55	54	54	55	54	54
Area 2B R-183	B	1	51	52	53	54	53	53	54	53	54

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-184	B	1	51	52	53	54	52	53	54	53	54
Area 2B R-185	B	1	51	52	53	54	52	53	54	53	61
Area 2B R-186	B	1	57	59	60	60	60	60	61	62	61
Area 2B R-187	B	1	57	59	60	60	60	60	61	62	62
Area 2B R-188	B	1	57	59	60	60	60	60	61	62	<b>70</b>
Area 2B R-189	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>67</b>
Area 2B R-190	B	1	57	58	60	60	59	60	60	61	58
Area 2B R-191	B	1	54	56	57	57	56	57	58	58	<b>71</b>
Area 2B R-192	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>67</b>
Area 2B R-193	B	1	54	56	57	57	57	57	58	58	62
Area 2B R-194	B	1	56	58	59	59	58	59	61	61	57
Area 2B R-195	B	1	53	55	56	56	55	56	57	58	64
Area 2B R-196	B	1	59	61	62	62	62	62	63	63	59
Area 2B R-197	B	1	54	55	56	57	56	56	59	59	59
Area 2B R-198	B	1	53	55	56	56	56	56	58	58	61
Area 2B R-199	B	1	55	57	58	58	57	58	60	60	58
Area 2B R-200	B	1	53	55	56	56	55	56	57	57	59
Area 2B R-201	B	1	53	54	55	56	55	56	58	58	61
Area 2B R-202	B	1	57	58	58	58	59	59	61	60	60
Area 2B R-203	B	1	56	57	57	57	58	58	60	58	57
Area 2B R-204	B	1	46	49	49	48	51	55	49	55	52
Area 2B R-205	B	1	44	47	48	48	47	48	52	49	52
Area 2B R-206	B	1	43	45	46	46	46	47	52	48	52
Area 2B R-207	B	1	43	45	46	46	46	47	52	47	52
Area 2B R-208	B	1	43	45	46	46	46	46	51	47	52
Area 2B R-209	B	1	43	44	45	46	45	46	51	47	52
Area 2B R-210	B	1	42	43	44	45	44	45	51	46	52
Area 2B R-211	B	1	42	43	44	44	44	44	51	46	49
Area 2B R-212	B	1	38	39	41	41	41	42	48	43	47
Area 2B R-213	B	1	36	37	38	39	39	40	46	41	46
Area 2B R-214	B	1	40	41	42	42	42	43	45	43	45
Area 2B R-215	B	1	38	39	40	40	40	40	44	41	45
Area 2B R-216	B	1	38	40	41	41	40	41	44	42	44
Area 2B R-217	B	1	40	42	43	43	42	43	44	44	47
Area 2B R-218	B	1	37	38	39	40	39	41	46	42	43
Area 2B R-219	B	1	38	39	40	40	40	41	43	42	51
Area 2B R-220	B	1	42	43	44	45	44	45	61	46	53

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-7    Summary of Traffic Noise Levels for Area 2b Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-221	B	1	49	51	52	52	51	52	54	53	50
Area 2B R-222	B	1	41	43	43	44	43	44	46	45	47
Area 2B R-223	B	1	39	40	41	41	41	42	46	43	46
Area 2B R-224	B	1	38	39	41	41	41	42	45	43	44
Area 2B R-225	B	1	40	42	43	43	43	43	44	44	45
Area 2B R-226	B	1	40	42	43	43	43	43	44	44	44
Area 2B R-227	B	1	40	42	43	43	43	43	44	44	44
Area 2B R-228	B	1	39	40	41	41	41	41	43	42	47
Area 2B R-229	B	1	43	45	46	46	46	46	47	47	51
Area 2B R-230	B	1	47	48	49	50	49	50	51	50	48
Area 2B R-231	B	1	47	47	48	49	48	48	47	49	55
Area 2B R-232	B	1	52	52	53	54	53	54	55	54	65
Area 2B R-233	B	1	60	61	63	63	62	63	65	64	<b>68</b>
Area 2B R-234	B	1	61	63	64	64	63	64	<b>67</b>	65	<b>66</b>
Area 2B R-235	B	1	63	64	65	65	65	65	<b>66</b>	<b>67</b>	65
Area 2B R-236	B	1	54	57	58	59	58	59	58	60	55
Area 2B R-237	B	1	51	53	53	53	53	54	55	54	51
Area 2B R-238	B	1	43	44	45	46	45	46	48	47	49
Area 2B R-239	B	1	43	44	45	45	45	45	49	46	49
Area 2B R-240	B	1	42	43	44	44	44	44	48	45	49
Area 2B R-241	B	1	41	42	43	43	43	44	48	45	48
Area 2B R-242	B	1	40	41	42	43	42	43	47	44	50
Area 2B R-116A	B	1	56	58	59	59	58	59	60	60	60
Area 2B R-121A	B	1	57	59	59	60	59	59	59	61	61
Area 2B R-126A	B	1	56	58	58	59	58	59	61	60	56
Area 2B R-166A	B	1	43	45	45	45	46	48	47	49	51
Area 2B R-45A	B	1	42	44	45	45	45	47	50	48	51
Area 2B R-151A	B	1	43	44	45	45	45	45	51	46	46
Total Number of Impacts			2 (0) = 2	2 (0) = 2	2 (0) = 2	2 (5) = 7	2 (9) = 11	2 (68) = 70	5 (50) = 55	4 (85) = 89	7 (94) = 101

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 Summary of Traffic Noise Levels for Area 2B Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-1	B	1	56	58	59	59	58	59	59	62	59
Area 2B R-2	B	1	51	52	53	54	52	54	54	57	54
Area 2B R-3	B	1	60	63	64	64	63	64	64	65	65
Area 2B R-4	B	1	63	65	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>67</b>
Area 2B R-5	B	1	59	62	62	63	62	63	64	65	64
Area 2B R-6	B	1	57	59	60	61	59	60	62	62	62
Area 2B R-7	B	1	54	56	57	57	56	57	57	59	58
Area 2B R-8	B	1	53	55	56	56	55	56	57	58	57
Area 2B R-9	B	1	48	49	50	51	49	51	50	54	50
Area 2B R-10	B	1	53	55	55	56	54	55	56	57	56
Area 2B R-11	B	1	51	52	53	54	52	54	53	56	54
Area 2B R-12	B	1	55	57	57	58	56	58	58	61	58
Area 2B R-13	B	1	54	56	57	58	56	57	57	59	57
Area 2B R-14	B	1	49	50	51	51	50	51	51	53	52
Area 2B R-15	B	1	46	47	48	48	47	48	48	50	48
Area 2B R-16	B	1	43	44	45	46	44	45	45	47	46
Area 2B R-17	B	1	45	46	47	48	46	47	48	50	48
Area 2B R-18	B	1	54	55	56	57	55	56	57	58	57
Area 2B R-19	B	1	52	54	55	56	55	55	56	57	56
Area 2B R-20	B	1	51	53	54	55	53	54	55	56	55
Area 2B R-21	B	1	52	54	55	56	54	55	57	56	57
Area 2B R-22	B	1	54	55	56	57	55	56	57	58	57
Area 2B R-23	B	1	53	55	56	56	55	56	55	58	56
Area 2B R-24	B	1	53	54	54	56	54	55	55	58	55
Area 2B R-25	B	1	53	54	54	56	54	55	55	58	55
Area 2B R-26	B	1	52	53	54	56	53	55	54	58	55
Area 2B R-27	B	1	53	53	55	56	53	55	55	59	55
Area 2B R-28	B	1	53	54	55	57	54	55	55	59	56
Area 2B R-29	B	1	51	52	54	55	52	54	53	58	54
Area 2B R-30	B	1	49	50	51	53	50	51	51	55	52

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-31	B	1	53	54	55	56	54	55	62	57	61
Area 2B R-32	B	1	51	53	54	55	54	55	55	56	55
Area 2B R-33	B	1	51	53	54	55	54	55	56	56	55
Area 2B R-34	B	1	53	53	55	57	54	56	55	58	55
Area 2B R-35	B	1	51	53	54	55	53	54	55	55	55
Area 2B R-36	B	1	48	50	51	52	50	51	51	54	51
Area 2B R-37	B	1	49	51	52	53	50	52	52	56	53
Area 2B R-38	B	1	51	52	53	55	52	53	53	58	54
Area 2B R-39	B	1	51	53	54	56	52	54	54	59	55
Area 2B R-40	B	1	51	52	54	56	52	53	54	59	55
Area 2B R-41	B	1	49	50	52	54	50	52	52	57	53
Area 2B R-42	B	1	46	48	49	51	47	49	49	54	50
Area 2B R-43	B	1	51	52	53	55	51	53	53	58	54
Area 2B R-44	B	1	50	50	51	52	51	52	54	53	54
Area 2B R-45	B	1	44	46	47	48	46	47	48	49	49
Area 2B R-46	B	1	45	46	47	49	46	47	48	50	49
Area 2B R-47	B	1	47	48	50	52	48	50	50	55	51
Area 2B R-48	B	1	44	45	47	49	45	47	47	51	48
Area 2B R-49	B	1	49	50	52	54	50	51	52	55	53
Area 2B R-50	B	1	44	46	47	49	46	47	48	51	49
Area 2B R-51	B	1	41	43	45	45	43	44	46	48	46
Area 2B R-52	B	1	40	41	43	44	41	42	43	47	44
Area 2B R-53	B	1	39	40	42	43	41	42	43	46	43
Area 2B R-54	B	1	47	48	50	52	47	49	50	54	50
Area 2B R-55	B	1	41	43	44	46	43	44	45	49	46
Area 2B R-56	B	1	38	40	41	42	40	41	42	45	43
Area 2B R-57	B	1	38	40	41	42	40	41	43	45	43
Area 2B R-58	B	1	37	39	40	41	39	40	41	43	41
Area 2B R-59	B	1	45	46	48	50	46	48	48	53	49
Area 2B R-60	B	1	49	50	52	54	50	52	52	56	53
Area 2B R-61	B	1	41	42	44	46	42	44	45	48	45
Area 2B R-62	B	1	41	42	44	46	42	44	45	48	46
Area 2B R-63	B	1	38	40	41	42	40	41	42	45	43
Area 2B R-64	B	1	43	44	46	48	44	46	47	50	47

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-65	B	1	43	44	46	47	44	45	46	50	47
Area 2B R-66	B	1	47	48	50	52	48	49	50	54	51
Area 2B R-67	B	1	49	50	51	53	49	51	51	55	52
Area 2B R-68	B	1	48	49	51	53	48	50	51	55	52
Area 2B R-69	B	1	40	42	43	44	42	43	44	45	44
Area 2B R-70	B	1	46	47	48	50	46	48	49	52	50
Area 2B R-71	B	1	47	49	50	52	48	50	50	54	51
Area 2B R-72	B	1	41	43	44	45	43	44	45	46	45
Area 2B R-73	B	1	49	50	52	54	50	54	55	57	58
Area 2B R-74	B	1	43	45	46	48	44	49	49	49	50
Area 2B R-75	B	1	43	45	46	48	45	49	50	50	51
Area 2B R-76	B	1	49	50	52	54	49	55	56	57	58
Area 2B R-77	B	1	39	41	42	43	41	46	47	47	48
Area 2B R-78	B	1	44	46	47	49	45	49	50	50	52
Area 2B R-79	B	1	45	47	48	50	46	51	52	52	53
Area 2B R-80	B	1	50	51	53	55	51	55	56	57	58
Area 2B R-81	B	1	43	45	46	47	44	49	49	49	52
Area 2B R-82	B	1	48	49	51	53	49	52	53	55	57
Area 2B R-83	B	1	43	45	46	48	45	48	49	50	52
Area 2B R-84	B	1	44	45	47	48	45	49	50	50	50
Area 2B R-85	B	1	43	45	46	48	45	49	50	49	51
Area 2B R-86	B	1	46	47	48	50	46	49	50	52	53
Area 2B R-87	B	1	45	46	48	50	46	51	51	52	52
Area 2B R-88	B	1	48	49	51	53	48	53	54	55	55
Area 2B R-89	B	1	43	45	46	48	44	49	50	50	52
Area 2B R-90	B	1	50	51	52	54	50	54	55	56	57
Area 2B R-91	B	1	51	52	54	56	51	56	57	58	59
Area 2B R-92	B	1	51	52	54	56	52	56	57	58	59
Area 2B R-93	B	1	47	49	50	52	48	52	54	54	56
Area 2B R-94	B	1	44	45	47	49	45	49	50	51	52
Area 2B R-95	B	1	45	46	48	50	46	50	51	52	52
Area 2B R-96	B	1	41	42	44	45	42	45	47	47	49
Area 2B R-97	B	1	44	45	47	49	45	51	52	51	52
Area 2B R-98	B	1	42	43	44	46	43	48	49	48	49

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-99	B	1	42	44	45	47	43	48	49	50	51
Area 2B R-100	B	1	46	47	49	51	47	51	52	53	53
Area 2B R-101	B	1	44	46	47	49	46	49	50	51	52
Area 2B R-102	B	1	47	48	50	51	48	51	52	53	54
Area 2B R-103	B	1	41	42	44	45	42	46	48	48	50
Area 2B R-104	B	1	42	43	45	46	43	47	49	49	50
Area 2B R-105	B	1	43	44	46	47	44	49	50	50	51
Area 2B R-106	B	1	46	48	49	51	47	51	52	52	53
Area 2B R-107	B	1	47	48	50	52	48	53	53	54	54
Area 2B R-108	B	1	53	57	57	58	57	58	54	58	58
Area 2B R-109	B	1	44	47	48	48	47	48	47	49	48
Area 2B R-110	B	1	49	53	53	54	53	54	51	54	51
Area 2B R-111	B	1	53	57	57	58	57	58	55	58	55
Area 2B R-112	B	1	47	50	51	51	50	51	50	51	51
Area 2B R-113	B	1	47	51	51	52	51	51	49	51	50
Area 2B R-114	B	1	49	52	52	53	52	53	51	53	52
Area 2B R-115	B	1	47	49	49	52	51	52	49	52	50
Area 2B R-116	B	1	56	58	59	60	58	59	59	60	60
Area 2B R-117	B	1	55	57	58	59	58	59	59	59	60
Area 2B R-118	B	1	55	57	58	59	57	58	57	59	59
Area 2B R-119	B	1	47	50	50	52	51	52	49	52	49
Area 2B R-120	B	1	53	54	55	59	57	58	55	58	56
Area 2B R-121	B	1	55	57	58	59	58	59	59	59	59
Area 2B R-122	B	1	45	47	48	49	48	48	48	49	49
Area 2B R-123	B	1	51	52	53	55	53	54	54	55	55
Area 2B R-124	B	1	49	50	51	53	52	53	53	53	53
Area 2B R-125	B	1	48	50	51	53	52	52	54	53	54
Area 2B R-126	B	1	54	56	57	60	58	59	59	59	62
Area 2B R-127	B	1	55	57	58	59	58	59	61	59	61
Area 2B R-128	B	1	56	59	59	60	59	60	62	60	59
Area 2B R-129	B	1	54	56	57	59	58	58	59	59	56
Area 2B R-130	B	1	50	53	53	55	54	55	56	55	60
Area 2B R-131	B	1	55	56	57	59	58	59	59	59	59
Area 2B R-132	B	1	47	49	50	52	51	51	52	52	<b>66</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-133	B	1	60	62	63	64	63	63	65	64	<b>66</b>
Area 2B R-134	B	1	59	62	63	63	62	63	65	64	64
Area 2B R-135	B	1	50	52	53	55	53	54	54	55	53
Area 2B R-136	B	1	48	50	51	52	51	51	52	52	61
Area 2B R-137	B	1	56	58	59	60	60	60	61	61	63
Area 2B R-138	B	1	57	60	60	61	60	61	62	62	60
Area 2B R-139	B	1	56	59	60	60	60	60	59	61	58
Area 2B R-140	B	1	53	55	56	58	57	58	58	59	60
Area 2B R-141	B	1	56	56	57	61	60	60	61	61	61
Area 2B R-142	B	1	49	50	51	53	52	53	53	53	59
Area 2B R-143	B	1	55	56	57	60	58	59	60	60	58
Area 2B R-144	B	1	54	55	56	58	57	58	58	58	58
Area 2B R-145	B	1	53	54	55	58	57	58	58	58	56
Area 2B R-146	B	1	52	52	53	56	55	56	56	56	59
Area 2B R-147	B	1	55	58	59	59	58	59	59	60	57
Area 2B R-148	B	1	54	56	57	58	57	57	57	58	58
Area 2B R-149	B	1	54	56	57	58	57	57	58	58	58
Area 2B R-150	B	1	49	51	52	53	52	53	53	53	49
Area 2B R-151	B	1	45	46	47	49	48	49	49	49	49
Area 2B R-152	B	1	39	41	42	43	42	43	43	44	44
Area 2B R-153	B	1	41	42	43	44	43	44	44	45	45
Area 2B R-154	B	1	41	42	43	45	44	44	45	45	44
Area 2B R-155	B	1	40	42	43	44	43	44	44	45	49
Area 2B R-156	B	1	45	46	47	50	48	49	49	50	57
Area 2B R-157	B	1	53	55	56	57	55	56	56	57	56
Area 2B R-158	B	1	52	54	55	57	55	56	56	57	57
Area 2B R-159	B	1	41	42	43	45	43	44	44	45	42
Area 2B R-160	B	1	39	40	41	43	41	42	42	43	48
Area 2B R-161	B	1	44	45	46	48	46	47	48	48	55
Area 2B R-162	B	1	51	54	55	55	54	55	55	56	55
Area 2B R-163	B	1	51	53	54	55	54	55	55	55	55
Area 2B R-164	B	1	40	42	43	44	43	44	44	45	48
Area 2B R-165	B	1	44	45	46	49	47	48	48	49	48
Area 2B R-166	B	1	44	44	45	48	46	47	48	49	54

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-167	B	1	50	52	53	54	52	53	54	54	55
Area 2B R-168	B	1	51	52	53	55	53	54	55	55	55
Area 2B R-169	B	1	51	52	53	55	54	55	55	55	55
Area 2B R-170	B	1	46	46	48	50	47	48	48	51	50
Area 2B R-171	B	1	46	47	48	51	49	50	50	52	50
Area 2B R-172	B	1	46	49	50	50	49	50	49	50	52
Area 2B R-173	B	1	48	50	51	53	49	51	51	55	55
Area 2B R-174	B	1	43	46	47	47	46	47	45	48	47
Area 2B R-175	B	1	44	48	48	49	48	49	46	49	50
Area 2B R-176	B	1	48	52	52	53	52	53	49	53	52
Area 2B R-177	B	1	50	54	54	55	54	55	51	55	54
Area 2B R-178	B	1	53	57	57	58	57	58	54	58	55
Area 2B R-179	B	1	53	57	57	58	57	58	54	58	54
Area 2B R-180	B	1	53	57	57	57	56	57	53	58	54
Area 2B R-181	B	1	52	56	56	56	55	56	53	57	55
Area 2B R-182	B	1	53	57	57	58	57	58	54	58	54
Area 2B R-183	B	1	52	56	56	57	56	57	53	57	54
Area 2B R-184	B	1	52	56	56	57	56	57	53	57	53
Area 2B R-185	B	1	52	56	56	56	55	56	53	57	60
Area 2B R-186	B	1	58	60	61	61	60	61	60	63	61
Area 2B R-187	B	1	58	60	61	62	60	61	61	64	61
Area 2B R-188	B	1	58	60	61	62	60	61	61	64	<b>70</b>
Area 2B R-189	B	1	<b>66</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 2B R-190	B	1	57	60	60	61	60	61	60	63	58
Area 2B R-191	B	1	54	57	57	58	57	58	58	59	61
Area 2B R-192	B	1	<b>67</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 2B R-193	B	1	54	56	57	58	56	57	58	59	61
Area 2B R-194	B	1	57	59	60	61	59	60	60	63	57
Area 2B R-195	B	1	54	56	57	57	56	57	57	59	64
Area 2B R-196	B	1	59	62	63	63	62	63	63	64	64
Area 2B R-197	B	1	55	57	57	58	57	58	58	60	58
Area 2B R-198	B	1	54	56	57	58	56	57	58	59	59
Area 2B R-199	B	1	56	58	59	60	58	60	59	63	56
Area 2B R-200	B	1	53	55	56	56	55	56	57	58	57

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-201	B	1	55	56	57	58	56	58	57	61	61
Area 2B R-202	B	1	57	57	58	62	61	61	62	62	61
Area 2B R-203	B	1	56	56	57	61	60	61	61	61	61
Area 2B R-204	B	1	49	49	51	53	49	51	49	55	50
Area 2B R-205	B	1	44	47	48	48	47	48	51	49	49
Area 2B R-206	B	1	43	46	47	47	46	47	51	47	49
Area 2B R-207	B	1	43	46	47	47	46	46	51	47	49
Area 2B R-208	B	1	43	45	46	46	45	46	51	47	49
Area 2B R-209	B	1	42	44	46	46	45	45	51	46	48
Area 2B R-210	B	1	41	43	45	45	44	45	51	46	48
Area 2B R-211	B	1	41	43	44	45	44	44	50	45	45
Area 2B R-212	B	1	38	40	42	42	41	42	47	43	43
Area 2B R-213	B	1	36	38	40	40	39	40	45	41	44
Area 2B R-214	B	1	39	41	42	43	42	42	45	43	42
Area 2B R-215	B	1	37	39	40	41	39	40	43	41	43
Area 2B R-216	B	1	38	40	41	41	40	41	44	42	43
Area 2B R-217	B	1	39	42	43	43	42	43	44	44	43
Area 2B R-218	B	1	37	39	40	41	40	40	45	42	42
Area 2B R-219	B	1	37	39	40	41	40	40	43	42	56
Area 2B R-220	B	1	41	43	45	45	44	45	60	46	54
Area 2B R-221	B	1	49	50	52	52	51	52	54	52	53
Area 2B R-222	B	1	41	43	44	44	43	43	45	45	44
Area 2B R-223	B	1	39	40	42	42	41	42	45	43	43
Area 2B R-224	B	1	38	40	41	42	40	41	45	43	43
Area 2B R-225	B	1	39	42	43	44	43	43	44	44	44
Area 2B R-226	B	1	40	42	43	44	43	43	44	44	44
Area 2B R-227	B	1	39	42	43	44	42	43	44	44	42
Area 2B R-228	B	1	38	40	41	41	40	41	43	42	47
Area 2B R-229	B	1	42	46	47	47	46	46	47	47	50
Area 2B R-230	B	1	49	52	52	53	52	53	50	53	49
Area 2B R-231	B	1	46	51	51	51	50	51	48	51	54
Area 2B R-232	B	1	53	56	56	57	56	57	53	58	65
Area 2B R-233	B	1	60	63	63	64	63	63	65	64	<b>67</b>
Area 2B R-234	B	1	61	64	64	65	64	64	<b>67</b>	65	<b>68</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-8 SUMMARY OF TRAFFIC NOISE LEVELS FOR AREA 2B RECEIVERS - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 2B R-235	B	1	63	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 2B R-236	B	1	55	59	59	60	59	60	58	61	55
Area 2B R-237	B	1	51	52	53	56	55	55	55	56	56
Area 2B R-238	B	1	43	45	46	46	45	46	47	47	47
Area 2B R-239	B	1	42	44	45	45	44	45	48	46	47
Area 2B R-240	B	1	41	43	44	45	44	44	47	45	46
Area 2B R-241	B	1	41	42	44	44	43	44	47	45	45
Area 2B R-242	B	1	40	42	43	43	43	43	46	45	60
Area 2B R-116A	B	1	56	58	59	60	59	59	60	60	61
Area 2B R-121A	B	1	57	59	60	60	59	60	60	61	61
Area 2B R-126A	B	1	56	58	59	60	59	60	61	61	61
Area 2B R-166A	B	1	44	44	46	48	46	47	48	49	52
Area 2B R-45A	B	1	42	45	46	46	45	45	51	47	51
Area 2B R-151A	B	1	42	44	45	46	45	46	51	47	47
Total Number of Impacts			2 (0) = 2	4 (0) = 4	4 (0) = 4	4 (2) = 6	3 (0) = 3	4 (0) = 4	5 (60) = 65	4 (88) = 92	9 (75) = 84

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-9 Summary of Traffic Noise Levels for Area 3 Part 1A Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-1	B	1	55	56	58	59	58	59	63	62	65
Area 3 Part 1A R-2	B	1	59	59	61	62	60	62	60	64	61
Area 3 Part 1A R-3	B	1	49	49	51	52	51	52	54	54	55
Area 3 Part 1A R-4	B	1	53	53	55	56	55	56	58	58	59
Area 3 Part 1A R-5	B	1	58	59	60	61	60	61	65	64	<b>66</b>
Area 3 Part 1A R-6	B	1	50	50	52	53	52	53	55	56	56
Area 3 Part 1A R-7	B	1	59	60	61	63	61	63	<b>70</b>	65	<b>71</b>
Area 3 Part 1A R-8	B	1	64	65	<b>66</b>	<b>68</b>	<b>66</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>71</b>
Area 3 Part 1A R-9	C	1	57	58	60	61	59	61	62	63	63
Area 3 Part 1A R-10	B	1	58	59	61	62	61	62	63	65	65
Area 3 Part 1A R-11	C	1	42	43	44	45	44	45	46	47	47
Area 3 Part 1A R-12	B	1	63	63	65	<b>66</b>	65	<b>66</b>	<b>70</b>	<b>69</b>	<b>71</b>
Area 3 Part 1A R-13	B	1	46	47	48	50	49	50	53	52	55
Area 3 Part 1A R-14	B	1	63	64	65	<b>67</b>	65	<b>67</b>	<b>73</b>	<b>69</b>	<b>74</b>
Area 3 Part 1A R-15	B	1	44	44	46	47	46	47	48	49	50
Area 3 Part 1A R-16	B	1	45	46	47	49	48	49	50	51	52
Area 3 Part 1A R-17	B	1	43	44	45	46	45	46	48	49	50
Area 3 Part 1A R-18	E	1	60	60	62	63	62	63	<b>66</b>	65	<b>67</b>
Area 3 Part 1A R-19	B	1	55	56	57	59	57	59	59	61	60
Area 3 Part 1A R-20	B	1	59	60	62	63	61	63	63	65	65
Area 3 Part 1A R-21	B	1	55	55	57	58	57	58	58	61	60
Area 3 Part 1A R-22	B	1	55	55	57	58	57	58	60	60	61
Area 3 Part 1A R-23	B	1	57	58	60	61	59	61	62	63	64
Area 3 Part 1A R-24	B	1	58	59	60	61	60	61	63	64	64
Area 3 Part 1A R-25	B	1	58	58	60	61	60	61	63	63	64
Area 3 Part 1A R-26	B	1	58	59	60	61	60	61	63	64	65
Area 3 Part 1A R-27	B	1	58	59	61	61	60	61	64	64	65
Area 3 Part 1A R-28	B	1	58	58	60	61	60	61	63	63	65
Area 3 Part 1A R-29	B	1	58	58	60	61	60	61	63	63	65
Area 3 Part 1A R-30	B	1	55	56	57	58	57	58	61	61	62

Table N-4-9    Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-31	B	1	57	58	59	60	59	61	62	63	64
Area 3 Part 1A R-32	B	1	58	59	61	62	61	62	63	65	65
Area 3 Part 1A R-33	B	1	59	59	61	62	61	62	64	65	65
Area 3 Part 1A R-34	B	1	58	59	61	62	61	62	64	65	65
Area 3 Part 1A R-35	B	1	59	59	61	62	61	62	64	65	<b>66</b>
Area 3 Part 1A R-36	B	1	58	59	60	62	60	62	64	64	65
Area 3 Part 1A R-37	B	1	55	56	57	58	57	58	61	61	63
Area 3 Part 1A R-38	B	1	55	55	57	58	57	58	62	61	64
Area 3 Part 1A R-39	B	1	53	54	55	56	55	56	59	59	61
Area 3 Part 1A R-40	E	1	58	59	60	62	60	62	63	64	65
Area 3 Part 1A R-41	E	1	59	60	60	62	61	61	64	63	65
Area 3 Part 1A R-42	B	1	56	57	58	59	59	60	62	62	63
Area 3 Part 1A R-43	B	1	48	50	50	48	50	50	50	49	51
Area 3 Part 1A R-44	B	1	45	46	46	45	47	47	46	46	47
Area 3 Part 1A R-45	B	1	43	45	45	44	45	45	45	46	46
Area 3 Part 1A R-46	B	1	45	47	47	46	47	47	48	48	49
Area 3 Part 1A R-47	B	1	44	45	46	45	46	46	46	47	47
Area 3 Part 1A R-48	B	1	51	52	53	51	53	53	54	53	55
Area 3 Part 1A R-49	B	1	48	49	50	49	50	50	52	51	53
Area 3 Part 1A R-50	B	1	47	48	49	49	49	49	51	51	52
Area 3 Part 1A R-51	B	1	56	57	58	58	58	59	62	61	63
Area 3 Part 1A R-52	B	1	44	46	46	44	46	46	46	46	47
Area 3 Part 1A R-53	B	1	42	44	43	42	44	44	43	43	44
Area 3 Part 1A R-54	B	1	48	50	49	48	50	50	50	49	50
Area 3 Part 1A R-55	B	1	40	42	42	40	42	42	42	42	43
Area 3 Part 1A R-56	B	1	45	46	46	45	47	47	46	46	47
Area 3 Part 1A R-57	B	1	51	52	52	51	52	52	52	51	53
Area 3 Part 1A R-58	B	1	50	52	51	51	52	52	52	51	52
Area 3 Part 1A R-59	B	1	51	53	52	51	53	53	53	52	53
Area 3 Part 1A R-60	B	1	47	49	48	48	49	49	49	48	50
Area 3 Part 1A R-61	B	1	45	46	46	45	47	47	47	47	48
Area 3 Part 1A R-62	B	1	45	46	46	46	46	46	46	46	47
Area 3 Part 1A R-63	B	1	43	44	45	43	45	45	45	45	46

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-9    Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-64	B	1	49	51	50	50	51	51	50	50	51
Area 3 Part 1A R-65	B	1	45	47	46	46	47	47	46	46	47
Area 3 Part 1A R-66	B	1	43	45	45	44	45	45	45	45	46
Area 3 Part 1A R-67	B	1	42	43	43	43	43	43	43	44	44
Area 3 Part 1A R-68	B	1	43	45	45	43	45	45	45	45	46
Area 3 Part 1A R-69	B	1	39	40	40	40	41	41	41	41	42
Area 3 Part 1A R-70	B	1	58	58	59	60	60	60	63	62	64
Area 3 Part 1A R-71	B	1	53	53	54	55	55	55	58	57	59
Area 3 Part 1A R-72	B	1	56	56	56	58	58	58	61	60	62
Area 3 Part 1A R-73	B	1	47	48	48	50	50	50	52	52	53
Area 3 Part 1A R-74	B	1	52	53	53	55	55	55	56	57	57
Area 3 Part 1A R-75	B	1	54	56	56	58	58	58	59	60	60
Area 3 Part 1A R-76	B	1	59	61	61	63	62	62	64	65	65
Area 3 Part 1A R-77	B	1	54	56	57	58	58	58	61	60	62
Area 3 Part 1A R-78	B	1	54	55	56	57	57	57	61	59	62
Area 3 Part 1A R-79	B	1	54	54	55	57	56	57	59	59	60
Area 3 Part 1A R-80	B	1	52	53	54	55	55	55	59	57	61
Area 3 Part 1A R-81	B	1	57	59	59	61	61	61	65	63	<b>66</b>
Area 3 Part 1A R-82	B	1	61	64	64	65	65	64	<b>68</b>	<b>66</b>	<b>69</b>
Area 3 Part 1A R-83	B	1	50	52	53	54	54	54	56	55	57
Area 3 Part 1A R-84	B	1	55	57	58	59	58	58	61	59	62
Area 3 Part 1A R-85	B	1	50	52	53	54	53	53	55	54	56
Area 3 Part 1A R-86	B	1	55	57	57	59	58	58	60	61	61
Area 3 Part 1A R-87	B	1	49	50	50	51	51	51	52	53	53
Area 3 Part 1A R-88	B	1	56	57	58	60	60	60	62	63	63
Area 3 Part 1A R-89	B	1	56	57	58	60	60	60	62	63	63
Area 3 Part 1A R-90	B	1	54	55	56	57	57	57	59	60	60
Area 3 Part 1A R-91	B	1	58	60	61	62	62	62	64	<b>66</b>	65
Area 3 Part 1A R-92	B	1	54	55	56	58	58	58	59	61	60
Area 3 Part 1A R-93	B	1	54	56	56	58	57	57	58	59	59
Area 3 Part 1A R-94	B	1	55	57	57	58	58	58	58	60	59
Area 3 Part 1A R-95	B	1	54	55	56	57	57	57	58	59	59
Area 3 Part 1A R-96	B	1	55	57	58	59	59	59	<b>71</b>	61	<b>72</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-9    Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-97	B	1	55	56	57	59	59	59	62	62	62
Area 3 Part 1A R-98	B	1	55	56	57	58	58	58	62	62	63
Area 3 Part 1A R-99	B	1	58	59	60	62	62	62	65	65	<b>66</b>
Area 3 Part 1A R-100	B	1	45	46	48	47	47	47	48	49	50
Area 3 Part 1A R-101	B	1	45	47	48	48	48	48	49	50	51
Area 3 Part 1A R-102	B	1	44	45	46	46	46	46	47	48	48
Area 3 Part 1A R-103	B	1	45	46	48	48	48	48	49	49	50
Area 3 Part 1A R-104	B	1	44	45	47	46	46	47	48	48	49
Area 3 Part 1A R-105	B	1	52	54	54	56	56	56	57	59	58
Area 3 Part 1A R-106	B	1	49	50	53	49	50	50	53	51	55
Area 3 Part 1A R-107	B	1	48	49	51	49	50	50	53	52	54
Area 3 Part 1A R-108	B	1	48	49	50	50	50	50	53	52	55
Area 3 Part 1A R-109	B	1	50	51	54	51	51	52	54	53	55
Area 3 Part 1A R-110	B	1	49	50	52	51	51	52	55	53	56
Area 3 Part 1A R-111	B	1	50	51	54	52	52	52	55	54	57
Area 3 Part 1A R-112	B	1	50	51	52	53	53	53	56	55	57
Area 3 Part 1A R-113	B	1	49	50	51	52	52	52	55	54	56
Area 3 Part 1A R-114	B	1	52	53	57	52	53	54	56	54	58
Area 3 Part 1A R-115	B	1	52	53	54	54	54	55	58	56	59
Area 3 Part 1A R-116	B	1	53	54	55	55	55	55	58	57	59
Area 3 Part 1A R-117	B	1	53	54	55	55	55	55	58	56	59
Area 3 Part 1A R-118	B	1	55	56	57	56	56	57	58	58	59
Area 3 Part 1A R-119	B	1	62	63	63	63	64	64	<b>66</b>	65	<b>67</b>
Area 3 Part 1A R-120	B	1	<b>66</b>	<b>66</b>	<b>70</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>
Area 3 Part 1A R-121	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>67</b>
Area 3 Part 1A R-122	B	1	46	47	49	47	47	48	48	49	51
Area 3 Part 1A R-123	B	1	47	48	50	48	48	48	49	49	52
Area 3 Part 1A R-124	B	1	48	49	52	48	49	49	50	50	48
Area 3 Part 1A R-125	B	1	42	43	44	43	43	44	44	44	45
Area 3 Part 1A R-126	B	1	42	43	46	42	43	43	43	44	50
Area 3 Part 1A R-127	B	1	47	48	51	48	47	48	48	48	49
Area 3 Part 1A R-128	B	1	45	46	48	46	46	47	47	47	48
Area 3 Part 1A R-129	B	1	44	45	48	44	45	45	46	46	50

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-9    Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-130	B	1	45	46	50	45	45	46	47	47	51
Area 3 Part 1A R-131	B	1	48	48	52	49	49	48	48	48	49
Area 3 Part 1A R-132	B	1	45	46	50	45	46	46	46	46	63
Area 3 Part 1A R-133	B	1	56	57	58	59	58	60	61	62	60
Area 3 Part 1A R-134	B	1	53	55	56	57	57	57	59	58	54
Area 3 Part 1A R-135	B	1	49	50	54	49	50	51	52	52	53
Area 3 Part 1A R-136	B	1	48	49	53	48	49	49	51	50	<b>71</b>
Area 3 Part 1A R-137	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 3 Part 1A R-138	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>70</b>	<b>74</b>	<b>73</b>
Area 3 Part 1A R-139	B	1	55	56	59	55	55	56	56	57	60
Area 3 Part 1A R-140	B	1	53	54	56	55	55	55	55	56	55
Area 3 Part 1A R-141	B	1	52	53	54	56	55	56	58	59	59
Area 3 Part 1A R-142	B	1	48	49	49	49	49	49	49	48	48
Area 3 Part 1A R-143	C	1	59	59	63	61	59	59	59	61	61
Total Number of Impacts			<b>3 (0) = 3</b>	<b>4 (0) = 4</b>	<b>5 (0) = 5</b>	<b>7 (0) = 7</b>	<b>5 (0) = 5</b>	<b>7 (0) = 7</b>	<b>12 (30) = 42</b>	<b>9 (44) = 53</b>	<b>17 (71) = 88</b>

**Bold** values indicate a significant impact.      Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-10 Summary of Traffic Noise Levels for Area 3 Part 1A Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-1	B	1	55	57	59	59	58	58	63	61	64
Area 3 Part 1A R-2	B	1	59	61	63	62	62	62	62	65	65
Area 3 Part 1A R-3	B	1	49	51	53	52	52	52	54	55	55
Area 3 Part 1A R-4	B	1	53	55	57	56	56	56	58	59	59
Area 3 Part 1A R-5	B	1	58	59	62	61	61	60	65	63	<b>66</b>
Area 3 Part 1A R-6	B	1	50	52	54	53	53	53	55	56	56
Area 3 Part 1A R-7	B	1	59	61	63	63	62	62	<b>70</b>	65	<b>71</b>
Area 3 Part 1A R-8	B	1	64	<b>66</b>	<b>68</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 1A R-9	C	1	58	59	61	61	60	61	62	64	63
Area 3 Part 1A R-10	B	1	58	60	62	62	61	61	63	64	64
Area 3 Part 1A R-11	C	1	42	44	46	45	45	46	46	49	47
Area 3 Part 1A R-12	B	1	63	64	<b>67</b>	<b>66</b>	65	65	<b>70</b>	<b>69</b>	<b>71</b>
Area 3 Part 1A R-13	B	1	46	48	50	50	49	49	53	52	54
Area 3 Part 1A R-14	B	1	63	65	<b>67</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>73</b>	<b>69</b>	<b>74</b>
Area 3 Part 1A R-15	B	1	44	45	47	47	47	47	48	50	50
Area 3 Part 1A R-16	B	1	45	47	49	49	48	48	50	51	51
Area 3 Part 1A R-17	B	1	43	45	47	46	46	46	48	49	50
Area 3 Part 1A R-18	E	1	60	61	64	63	63	63	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 1A R-19	B	1	55	57	59	59	58	58	59	61	60
Area 3 Part 1A R-20	B	1	59	61	63	63	62	62	63	65	64
Area 3 Part 1A R-21	B	1	55	57	59	58	58	58	58	61	59
Area 3 Part 1A R-22	B	1	55	57	59	58	58	58	60	61	61
Area 3 Part 1A R-23	B	1	58	59	61	61	60	61	62	64	63
Area 3 Part 1A R-24	B	1	58	60	62	62	61	61	63	65	64
Area 3 Part 1A R-25	B	1	58	60	62	61	61	61	63	64	64
Area 3 Part 1A R-26	B	1	58	60	62	62	61	61	63	65	64
Area 3 Part 1A R-27	B	1	59	60	62	62	61	62	64	65	65
Area 3 Part 1A R-28	B	1	58	60	62	61	61	61	63	64	64

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-10 Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-29	B	1	58	60	62	61	61	61	63	64	64
Area 3 Part 1A R-30	B	1	55	57	59	59	58	58	61	61	62
Area 3 Part 1A R-31	B	1	57	59	61	61	60	60	62	63	63
Area 3 Part 1A R-32	B	1	59	60	62	62	61	61	64	64	65
Area 3 Part 1A R-33	B	1	59	60	62	62	61	61	64	64	65
Area 3 Part 1A R-34	B	1	59	60	62	62	61	61	64	64	65
Area 3 Part 1A R-35	B	1	59	60	62	62	61	61	64	64	65
Area 3 Part 1A R-36	B	1	58	60	62	62	61	61	64	64	65
Area 3 Part 1A R-37	B	1	55	57	59	58	58	58	62	61	62
Area 3 Part 1A R-38	B	1	55	56	58	58	57	57	62	60	63
Area 3 Part 1A R-39	B	1	53	55	57	56	56	56	59	59	60
Area 3 Part 1A R-40	E	1	58	60	62	61	61	61	63	64	64
Area 3 Part 1A R-41	E	1	58	60	61	62	62	62	64	64	64
Area 3 Part 1A R-42	B	1	57	59	59	61	60	60	62	61	62
Area 3 Part 1A R-43	B	1	50	53	52	52	53	52	52	53	51
Area 3 Part 1A R-44	B	1	45	47	47	47	47	47	47	48	48
Area 3 Part 1A R-45	B	1	43	45	45	45	46	46	45	47	47
Area 3 Part 1A R-46	B	1	46	48	48	48	48	48	49	49	49
Area 3 Part 1A R-47	B	1	44	47	47	47	47	47	47	48	48
Area 3 Part 1A R-48	B	1	52	55	54	54	55	55	55	55	55
Area 3 Part 1A R-49	B	1	48	50	50	51	51	51	52	53	53
Area 3 Part 1A R-50	B	1	48	49	50	50	50	50	52	52	52
Area 3 Part 1A R-51	B	1	57	59	59	60	60	60	62	61	62
Area 3 Part 1A R-52	B	1	45	48	47	47	48	47	47	48	47
Area 3 Part 1A R-53	B	1	42	45	44	44	45	44	44	45	45
Area 3 Part 1A R-54	B	1	49	53	52	51	52	52	51	52	51
Area 3 Part 1A R-55	B	1	40	42	42	42	42	43	42	43	43
Area 3 Part 1A R-56	B	1	45	48	47	47	48	47	47	48	48
Area 3 Part 1A R-57	B	1	52	55	54	54	55	54	54	55	53
Area 3 Part 1A R-58	B	1	51	54	53	53	54	54	53	54	53
Area 3 Part 1A R-59	B	1	52	56	55	54	55	55	54	55	54
Area 3 Part 1A R-60	B	1	48	50	50	50	50	50	49	50	50

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-10 Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-61	B	1	45	47	47	47	47	47	47	48	48
Area 3 Part 1A R-62	B	1	45	48	47	47	48	48	47	48	48
Area 3 Part 1A R-63	B	1	44	47	47	47	47	47	47	48	46
Area 3 Part 1A R-64	B	1	49	52	51	51	51	51	50	51	52
Area 3 Part 1A R-65	B	1	45	48	47	47	48	48	47	48	48
Area 3 Part 1A R-66	B	1	44	46	46	46	46	46	45	46	46
Area 3 Part 1A R-67	B	1	41	43	43	44	43	44	43	44	44
Area 3 Part 1A R-68	B	1	43	46	45	45	46	46	45	46	46
Area 3 Part 1A R-69	B	1	39	42	41	42	42	42	41	42	42
Area 3 Part 1A R-70	B	1	57	58	60	61	60	60	62	62	62
Area 3 Part 1A R-71	B	1	52	54	55	56	56	56	58	58	58
Area 3 Part 1A R-72	B	1	55	56	57	59	58	58	60	60	60
Area 3 Part 1A R-73	B	1	47	48	49	51	50	50	52	52	52
Area 3 Part 1A R-74	B	1	52	53	54	56	55	55	56	57	56
Area 3 Part 1A R-75	B	1	55	57	58	59	58	58	59	60	59
Area 3 Part 1A R-76	B	1	59	61	62	64	63	63	64	65	63
Area 3 Part 1A R-77	B	1	55	57	57	59	58	58	61	59	61
Area 3 Part 1A R-78	B	1	54	56	57	58	57	58	60	59	61
Area 3 Part 1A R-79	B	1	54	56	56	58	57	57	59	58	58
Area 3 Part 1A R-80	B	1	52	54	54	56	55	56	59	57	59
Area 3 Part 1A R-81	B	1	57	60	60	62	61	61	65	63	64
Area 3 Part 1A R-82	B	1	61	63	64	65	65	65	<b>68</b>	<b>68</b>	<b>68</b>
Area 3 Part 1A R-83	B	1	50	52	53	54	54	54	56	56	55
Area 3 Part 1A R-84	B	1	55	56	58	59	59	59	61	62	60
Area 3 Part 1A R-85	B	1	50	52	53	54	54	54	55	56	55
Area 3 Part 1A R-86	B	1	55	57	58	60	59	59	61	61	60
Area 3 Part 1A R-87	B	1	49	50	51	52	51	51	52	53	52
Area 3 Part 1A R-88	B	1	57	59	60	62	60	60	62	61	61
Area 3 Part 1A R-89	B	1	57	59	60	61	60	60	62	61	61
Area 3 Part 1A R-90	B	1	54	56	57	59	58	58	59	59	58
Area 3 Part 1A R-91	B	1	59	62	62	64	63	63	64	64	63
Area 3 Part 1A R-92	B	1	55	57	58	59	58	58	59	59	59

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-10 Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-93	B	1	54	56	57	58	58	58	58	59	58
Area 3 Part 1A R-94	B	1	55	57	58	59	58	59	58	61	58
Area 3 Part 1A R-95	B	1	55	56	57	58	57	57	58	58	59
Area 3 Part 1A R-96	B	1	56	57	58	60	59	59	<b>72</b>	61	<b>71</b>
Area 3 Part 1A R-97	B	1	56	58	59	61	59	59	62	60	60
Area 3 Part 1A R-98	B	1	55	58	59	60	59	59	63	60	61
Area 3 Part 1A R-99	B	1	58	61	62	63	62	62	65	63	64
Area 3 Part 1A R-100	B	1	45	47	47	48	48	48	49	49	49
Area 3 Part 1A R-101	B	1	46	47	48	49	48	49	50	49	50
Area 3 Part 1A R-102	B	1	44	45	46	47	46	47	47	47	47
Area 3 Part 1A R-103	B	1	46	47	47	49	48	48	49	49	50
Area 3 Part 1A R-104	B	1	44	46	46	48	47	47	48	48	49
Area 3 Part 1A R-105	B	1	53	55	56	58	57	56	58	57	56
Area 3 Part 1A R-106	B	1	49	51	52	51	49	52	53	50	54
Area 3 Part 1A R-107	B	1	48	50	49	51	50	51	53	51	53
Area 3 Part 1A R-108	B	1	48	50	50	51	51	51	53	52	54
Area 3 Part 1A R-109	B	1	50	53	50	53	51	53	55	52	55
Area 3 Part 1A R-110	B	1	49	51	51	53	52	52	55	53	55
Area 3 Part 1A R-111	B	1	50	52	52	53	52	53	55	53	56
Area 3 Part 1A R-112	B	1	50	52	53	54	53	53	56	54	57
Area 3 Part 1A R-113	B	1	49	51	52	53	52	52	55	53	56
Area 3 Part 1A R-114	B	1	52	54	53	54	53	55	57	54	58
Area 3 Part 1A R-115	B	1	53	54	55	56	55	55	58	56	59
Area 3 Part 1A R-116	B	1	53	55	55	56	56	56	58	57	59
Area 3 Part 1A R-117	B	1	53	55	56	56	56	56	58	57	59
Area 3 Part 1A R-118	B	1	56	58	58	58	58	58	59	58	60
Area 3 Part 1A R-119	B	1	63	65	65	<b>66</b>	65	65	<b>67</b>	<b>66</b>	<b>68</b>
Area 3 Part 1A R-120	B	1	63	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>68</b>
Area 3 Part 1A R-121	B	1	<b>66</b>	<b>67</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 1A R-122	B	1	46	48	48	48	48	48	48	48	50
Area 3 Part 1A R-123	B	1	47	49	48	49	48	49	49	49	51
Area 3 Part 1A R-124	B	1	48	50	50	50	49	50	50	50	50

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-10 Summary of Traffic Noise Levels for Area 3 Part 1a Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1A R-125	B	1	42	44	44	44	43	44	44	44	45
Area 3 Part 1A R-126	B	1	42	44	42	44	42	45	44	43	49
Area 3 Part 1A R-127	B	1	46	49	47	48	47	49	49	47	48
Area 3 Part 1A R-128	B	1	45	47	46	47	46	47	47	47	48
Area 3 Part 1A R-129	B	1	44	46	44	46	45	47	47	46	49
Area 3 Part 1A R-130	B	1	45	47	46	47	46	48	48	46	50
Area 3 Part 1A R-131	B	1	46	50	47	48	47	50	50	48	48
Area 3 Part 1A R-132	B	1	45	47	45	46	45	48	48	46	62
Area 3 Part 1A R-133	B	1	56	58	60	60	59	59	62	62	59
Area 3 Part 1A R-134	B	1	53	55	56	58	57	57	60	59	53
Area 3 Part 1A R-135	B	1	49	52	49	51	50	52	53	51	52
Area 3 Part 1A R-136	B	1	48	50	48	49	48	51	52	49	<b>72</b>
Area 3 Part 1A R-137	B	1	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 1A R-138	B	1	<b>70</b>	<b>70</b>	<b>71</b>	<b>73</b>	<b>72</b>	<b>72</b>	<b>70</b>	<b>72</b>	<b>72</b>
Area 3 Part 1A R-139	B	1	55	57	56	56	55	58	57	56	60
Area 3 Part 1A R-140	B	1	54	56	56	56	55	56	55	56	57
Area 3 Part 1A R-141	B	1	52	54	56	56	55	55	58	58	62
Area 3 Part 1A R-142	B	1	49	52	51	51	52	51	51	52	52
Area 3 Part 1A R-143	C	1	59	61	61	60	61	61	61	62	62
Total Number of Impacts			2 (0) = 2	6 (0) = 6	6 (0) = 6	8 (0) = 8	5 (0) = 5	7 (0) = 7	12 (26) = 38	10 (42) = 52	14 (48) = 62

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-11 Summary of Traffic Noise Levels for Area 3 Part 1B Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-1	B	1	56	57	57	59	57	59	62	61	64
Area 3 Part 1B R-2	B	7	57	58	58	60	58	60	62	62	64
Area 3 Part 1B R-3	B	1	57	58	58	60	58	59	62	61	64
Area 3 Part 1B R-4	B	1	58	60	60	61	60	61	63	63	<b>66</b>
Area 3 Part 1B R-5	B	3	53	54	54	55	54	55	57	57	60
Area 3 Part 1B R-6	B	1	54	55	55	57	55	56	58	58	60
Area 3 Part 1B R-7	B	1	52	54	54	55	54	55	56	57	58
Area 3 Part 1B R-8	B	1	58	59	59	61	59	60	61	62	64
Area 3 Part 1B R-9	B	1	47	48	48	50	48	50	52	52	54
Area 3 Part 1B R-10	B	1	54	56	56	58	56	57	58	58	60
Area 3 Part 1B R-11	B	1	52	53	53	54	53	54	56	56	58
Area 3 Part 1B R-12	B	1	53	54	54	56	55	56	57	58	59
Area 3 Part 1B R-13	B	1	56	57	58	60	58	58	59	60	60
Area 3 Part 1B R-14	B	1	55	57	57	59	57	58	58	58	58
Area 3 Part 1B R-15	B	1	55	56	56	58	56	57	57	58	58
Area 3 Part 1B R-16	B	1	54	55	55	57	55	56	56	57	56
Area 3 Part 1B R-17	C	14	54	56	56	57	56	58	57	59	58
Area 3 Part 1B R-18	B	1	53	55	55	56	55	57	55	59	56
Area 3 Part 1B R-19	B	1	54	55	56	57	56	57	56	59	57
Area 3 Part 1B R-20	B	1	57	58	58	60	58	59	60	61	61
Area 3 Part 1B R-21	B	1	56	57	57	59	58	59	61	60	62
Area 3 Part 1B R-22	B	1	56	57	58	59	58	59	60	60	60
Area 3 Part 1B R-23	B	1	56	57	58	59	58	59	60	61	61
Area 3 Part 1B R-24	B	1	51	52	52	53	52	54	55	56	55
Area 3 Part 1B R-25	B	1	53	54	54	56	54	56	57	58	57
Area 3 Part 1B R-26	E	12	57	59	59	60	59	60	60	62	60
Area 3 Part 1B R-27	B	3	56	57	57	59	57	59	59	61	62
Area 3 Part 1B R-28	B	3	59	60	60	62	60	62	62	63	64

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-11 Summary of Traffic Noise Levels for Area 3 Part 1B Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-29	B	1	49	50	50	52	50	51	52	52	55
Area 3 Part 1B R-30	B	1	53	55	55	57	55	56	57	58	58
Area 3 Part 1B R-31	B	3	51	52	52	54	52	54	54	55	57
Area 3 Part 1B R-32	B	3	54	55	56	57	56	57	58	59	60
Area 3 Part 1B R-33	B	4	49	50	50	53	50	51	53	53	55
Area 3 Part 1B R-34	B	4	53	54	55	56	55	56	57	57	59
Area 3 Part 1B R-35	B	2	48	49	50	52	50	51	52	52	55
Area 3 Part 1B R-36	B	2	52	53	54	55	54	55	56	57	58
Area 3 Part 1B R-37	B	3	53	54	55	57	55	56	57	58	60
Area 3 Part 1B R-38	B	3	57	58	58	60	59	60	61	61	63
Area 3 Part 1B R-39	B	1	55	56	56	58	56	57	58	59	61
Area 3 Part 1B R-40	E	1	53	54	54	56	55	55	58	57	59
Area 3 Part 1B R-41	B	1	59	60	60	61	60	62	65	64	<b>67</b>
Area 3 Part 1B R-42	B	1	55	57	57	59	57	57	58	58	58
Area 3 Part 1B R-43	B	1	57	58	58	60	58	60	61	62	63
Area 3 Part 1B R-44	B	1	52	53	53	53	52	53	54	53	54
Area 3 Part 1B R-45	B	1	42	43	43	45	43	44	44	44	45
Area 3 Part 1B R-46	B	1	42	43	43	45	42	44	44	44	45
Area 3 Part 1B R-47	B	1	43	44	44	46	44	44	45	45	45
Area 3 Part 1B R-48	B	1	42	43	43	45	43	43	43	44	44
Area 3 Part 1B R-49	B	1	45	46	46	47	45	46	47	47	48
Area 3 Part 1B R-50	B	1	44	45	45	46	44	45	46	46	47
Area 3 Part 1B R-51	C	1	58	59	59	60	59	60	62	62	64
Area 3 Part 1B R-52	C	1	52	53	53	55	53	55	56	56	58
Area 3 Part 1B R-53	E	1	59	60	60	62	61	62	64	64	<b>66</b>
Area 3 Part 1B R-54	E	1	57	59	59	60	59	60	61	62	63
Area 3 Part 1B R-55	B	1	59	61	61	62	61	63	64	65	<b>67</b>
Area 3 Part 1B R-56	B	1	56	57	57	60	57	58	59	59	59
Area 3 Part 1B R-57	B	1	53	54	54	56	54	55	57	57	60
Area 3 Part 1B R-58	B	1	57	59	59	60	59	60	63	62	65
Area 3 Part 1B R-59	E	1	55	56	56	58	56	58	58	59	60
Area 3 Part 1B R-60	B	1	60	61	61	63	61	63	<b>66</b>	65	<b>68</b>
Area 3 Part 1B R-61	E	1	55	56	57	58	57	59	60	60	63
Area 3 Part 1B R-62	B	1	57	58	59	60	59	60	61	62	64
Area 3 Part 1B R-63	B	1	50	51	51	54	51	51	52	52	52
Area 3 Part 1B R-64	B	7	54	55	55	57	55	57	58	58	60
Area 3 Part 1B R-65	B	1	56	58	58	59	58	59	62	61	64

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-11 Summary of Traffic Noise Levels for Area 3 Part 1B Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-66	B	3	55	56	56	59	56	56	58	57	58
Area 3 Part 1B R-67	B	1	51	53	53	55	53	54	54	55	57
Area 3 Part 1B R-68	B	2	50	51	51	52	51	52	53	54	56
Area 3 Part 1B R-69	B	2	51	52	52	54	52	53	54	55	57
Area 3 Part 1B R-70	B	2	51	52	52	53	52	53	54	55	57
Area 3 Part 1B R-71	B	2	46	47	47	49	48	48	49	50	51
Area 3 Part 1B R-72	E	1	56	57	57	58	57	58	61	60	63
Area 3 Part 1B R-73	B	13	40	41	41	43	41	42	41	42	41
Area 3 Part 1B R-74	B	13	39	40	40	42	40	40	40	41	41
Area 3 Part 1B R-75	B	13	38	39	40	42	39	40	40	41	40
Area 3 Part 1B R-76	B	13	36	37	37	40	37	38	38	39	39
Area 3 Part 1B R-77	B	13	36	37	37	39	37	37	37	38	38
Area 3 Part 1B R-78	B	13	36	37	37	39	37	38	38	39	39
Area 3 Part 1B R-79	B	13	38	39	39	41	39	39	39	40	40
Area 3 Part 1B R-80	B	26	37	38	38	40	38	38	38	39	39
Area 3 Part 1B R-81	B	26	37	38	38	40	38	38	38	39	39
Area 3 Part 1B R-82	B	13	36	36	37	39	37	37	37	38	38
Area 3 Part 1B R-83	B	1	44	44	45	46	44	45	46	45	46
Area 3 Part 1B R-84	B	1	43	44	44	45	44	44	45	44	46
Area 3 Part 1B R-85	B	1	41	41	41	43	43	42	43	42	43
Total Number of Impacts			0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	1 (4) = 5	0 (2) = 2	5 (74) = 79

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-12 Summary of Traffic Noise Levels for Area 3 Part 1B Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-1	B	1	57	60	60	61	60	61	63	61	63
Area 3 Part 1B R-2	B	7	58	61	61	62	61	63	63	63	64
Area 3 Part 1B R-3	B	1	57	61	61	62	61	63	62	63	62
Area 3 Part 1B R-4	B	1	59	62	63	63	63	64	64	64	65
Area 3 Part 1B R-5	B	3	53	56	57	58	57	59	58	59	59
Area 3 Part 1B R-6	B	1	54	57	57	58	57	59	58	59	59
Area 3 Part 1B R-7	B	1	53	56	56	57	56	58	57	58	58
Area 3 Part 1B R-8	B	1	58	61	62	63	62	64	63	64	63
Area 3 Part 1B R-9	B	1	48	51	51	52	51	52	53	53	54
Area 3 Part 1B R-10	B	1	55	57	58	58	57	58	58	59	59
Area 3 Part 1B R-11	B	1	52	55	55	56	56	58	56	58	57
Area 3 Part 1B R-12	B	1	54	57	57	58	58	59	58	59	59
Area 3 Part 1B R-13	B	1	56	59	59	60	59	60	59	60	60
Area 3 Part 1B R-14	B	1	55	56	57	57	56	57	57	57	57
Area 3 Part 1B R-15	B	1	54	57	57	58	57	57	58	58	58
Area 3 Part 1B R-16	B	1	53	55	56	56	55	55	56	56	56
Area 3 Part 1B R-17	C	14	55	58	59	59	58	60	59	60	59
Area 3 Part 1B R-18	B	1	54	57	58	59	58	59	57	59	58
Area 3 Part 1B R-19	B	1	55	58	58	59	58	60	58	60	59
Area 3 Part 1B R-20	B	1	57	60	60	61	60	61	61	61	62
Area 3 Part 1B R-21	B	1	57	59	60	61	60	62	61	62	62
Area 3 Part 1B R-22	B	1	56	59	59	60	59	60	61	60	62
Area 3 Part 1B R-23	B	1	57	60	60	61	60	62	62	62	62
Area 3 Part 1B R-24	B	1	52	55	55	56	55	57	56	57	56
Area 3 Part 1B R-25	B	1	53	57	57	58	57	59	57	59	57
Area 3 Part 1B R-26	E	12	58	61	61	62	62	63	62	63	63
Area 3 Part 1B R-27	B	3	57	60	60	61	60	61	60	61	61
Area 3 Part 1B R-28	B	3	59	62	63	63	63	64	62	64	63
Area 3 Part 1B R-29	B	1	49	51	52	52	52	52	53	53	54
Area 3 Part 1B R-30	B	1	53	56	57	57	56	57	57	57	58

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-12 Summary of Traffic Noise Levels for Area 3 PART 1B Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-31	B	3	51	55	55	55	55	55	56	56	56
Area 3 Part 1B R-32	B	3	54	57	58	58	58	59	58	59	59
Area 3 Part 1B R-33	B	4	49	52	52	53	52	53	54	53	55
Area 3 Part 1B R-34	B	4	53	56	57	57	56	57	57	57	58
Area 3 Part 1B R-35	B	2	49	52	52	53	52	53	53	53	54
Area 3 Part 1B R-36	B	2	52	55	56	56	56	57	56	57	57
Area 3 Part 1B R-37	B	3	54	57	57	58	57	58	58	58	59
Area 3 Part 1B R-38	B	3	57	60	60	61	60	61	61	62	62
Area 3 Part 1B R-39	B	1	55	58	59	59	59	60	59	60	60
Area 3 Part 1B R-40	E	1	53	56	56	56	56	58	58	58	58
Area 3 Part 1B R-41	B	1	60	63	63	63	63	64	<b>66</b>	64	<b>66</b>
Area 3 Part 1B R-42	B	1	54	56	57	57	56	56	57	57	58
Area 3 Part 1B R-43	B	1	58	61	61	61	61	62	61	62	62
Area 3 Part 1B R-44	B	1	51	52	52	52	51	51	53	52	53
Area 3 Part 1B R-45	B	1	42	43	43	43	42	42	43	43	44
Area 3 Part 1B R-46	B	1	42	43	42	43	42	43	43	43	44
Area 3 Part 1B R-47	B	1	42	44	42	44	43	43	44	44	44
Area 3 Part 1B R-48	B	1	41	43	43	44	43	43	43	43	44
Area 3 Part 1B R-49	B	1	45	46	46	46	45	46	47	46	48
Area 3 Part 1B R-50	B	1	44	45	45	45	44	44	46	45	47
Area 3 Part 1B R-51	C	1	58	61	62	62	62	63	62	63	63
Area 3 Part 1B R-52	C	1	52	55	56	56	55	57	57	57	58
Area 3 Part 1B R-53	E	1	60	63	63	63	63	65	64	65	65
Area 3 Part 1B R-54	E	1	58	61	61	61	61	63	62	63	62
Area 3 Part 1B R-55	B	1	60	64	64	64	64	65	<b>66</b>	65	<b>66</b>
Area 3 Part 1B R-56	B	1	55	58	58	58	58	58	59	59	59
Area 3 Part 1B R-57	B	1	53	56	57	57	57	58	58	58	59
Area 3 Part 1B R-58	B	1	58	61	61	62	62	63	64	63	64
Area 3 Part 1B R-59	E	1	55	58	58	59	58	59	58	59	59
Area 3 Part 1B R-60	B	1	61	64	65	65	65	65	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 1B R-61	E	1	56	59	60	60	59	60	61	60	62
Area 3 Part 1B R-62	B	1	58	61	61	61	61	63	63	63	63
Area 3 Part 1B R-63	B	1	50	52	52	52	51	52	52	52	53

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-12 Summary of Traffic Noise Levels for Area 3 PART 1B Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1B R-64	B	7	54	57	57	58	57	58	58	59	59
Area 3 Part 1B R-65	B	1	57	60	60	61	61	62	62	62	63
Area 3 Part 1B R-66	B	3	54	56	57	57	56	56	57	57	58
Area 3 Part 1B R-67	B	1	52	54	55	56	55	57	56	57	56
Area 3 Part 1B R-68	B	2	50	53	53	54	54	56	54	56	55
Area 3 Part 1B R-69	B	2	52	54	55	56	55	57	55	57	56
Area 3 Part 1B R-70	B	2	51	54	54	55	55	57	55	57	56
Area 3 Part 1B R-71	B	2	46	49	49	50	50	51	49	51	50
Area 3 Part 1B R-72	E	1	56	59	59	60	60	62	61	62	62
Area 3 Part 1B R-73	B	13	39	41	42	42	41	42	41	42	42
Area 3 Part 1B R-74	B	13	38	40	41	41	40	40	40	41	41
Area 3 Part 1B R-75	B	13	38	40	40	40	40	40	40	40	41
Area 3 Part 1B R-76	B	13	36	38	38	39	38	38	38	39	39
Area 3 Part 1B R-77	B	13	36	37	38	38	37	37	37	38	38
Area 3 Part 1B R-78	B	13	36	38	38	38	38	38	38	39	39
Area 3 Part 1B R-79	B	13	38	39	40	40	39	40	39	40	40
Area 3 Part 1B R-80	B	26	36	38	38	39	38	38	38	39	39
Area 3 Part 1B R-81	B	26	37	38	39	39	38	38	38	39	39
Area 3 Part 1B R-82	B	13	35	37	37	38	37	37	37	38	38
Area 3 Part 1B R-83	B	1	43	45	45	44	43	43	45	44	46
Area 3 Part 1B R-84	B	1	42	44	44	43	42	43	44	43	45
Area 3 Part 1B R-85	B	1	40	42	40	41	40	41	42	41	43
Total Number of Impacts			0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	0 (0) = 0	3 (2) = 5	1 (12) = 13	3 (24) = 27

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-13 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-1	B	1	55	57	57	58	57	57	59	58	59
Area 3 Part 1C R-2	E	1	53	54	55	56	55	56	58	58	60
Area 3 Part 1C R-3	B	1	55	57	57	58	56	57	57	58	57
Area 3 Part 1C R-4	B	1	58	60	60	61	60	61	63	63	65
Area 3 Part 1C R-5	B	1	49	51	51	52	51	52	53	53	54
Area 3 Part 1C R-6	B	1	53	54	54	55	54	55	56	57	58
Area 3 Part 1C R-7	B	1	55	57	57	58	57	58	59	59	61
Area 3 Part 1C R-8	E	1	54	55	56	56	55	56	57	57	59
Area 3 Part 1C R-9	C	1	58	59	60	61	60	62	64	64	<b>68</b>
Area 3 Part 1C R-10	B	1	46	47	48	49	49	49	51	51	51
Area 3 Part 1C R-11	B	1	61	63	64	64	63	63	62	63	62
Area 3 Part 1C R-12	B	1	63	<b>66</b>	<b>66</b>	<b>66</b>	65	65	65	65	65
Area 3 Part 1C R-13	B	1	59	61	62	62	60	61	60	61	60
Area 3 Part 1C R-14	B	1	62	64	64	65	63	63	63	64	63
Area 3 Part 1C R-15	B	1	58	60	60	61	59	59	59	60	59
Area 3 Part 1C R-16	B	1	61	63	63	64	62	63	62	63	63
Area 3 Part 1C R-17	B	1	57	59	59	60	58	59	59	59	59
Area 3 Part 1C R-18	B	1	60	62	63	63	62	62	62	62	62
Area 3 Part 1C R-19	B	1	57	59	59	60	58	59	57	59	58
Area 3 Part 1C R-20	B	1	59	61	61	61	60	60	60	61	60
Area 3 Part 1C R-21	B	1	58	60	61	61	60	60	58	60	59
Area 3 Part 1C R-22	B	1	60	62	62	62	61	62	61	62	61
Area 3 Part 1C R-23	B	1	60	62	62	63	61	62	60	62	60
Area 3 Part 1C R-24	B	1	62	64	64	64	63	63	62	64	63
Area 3 Part 1C R-25	B	1	62	64	65	65	64	64	63	64	63
Area 3 Part 1C R-26	B	1	64	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	65	<b>66</b>	65
Area 3 Part 1C R-27	B	1	57	59	59	60	58	58	57	59	57
Area 3 Part 1C R-28	B	1	59	61	61	62	61	61	60	61	61
Area 3 Part 1C R-29	B	1	58	60	60	61	59	60	58	60	59
Area 3 Part 1C R-30	B	1	60	63	63	63	62	62	62	62	62
Area 3 Part 1C R-31	B	1	60	62	62	63	61	62	60	62	61
Area 3 Part 1C R-32	B	1	62	64	65	65	64	64	63	64	64
Area 3 Part 1C R-33	B	1	63	65	65	<b>66</b>	64	64	63	65	63

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-13 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-34	B	1	65	<b>67</b>	<b>67</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>
Area 3 Part 1C R-35	B	1	59	61	62	62	61	61	61	61	61
Area 3 Part 1C R-36	B	1	61	63	64	64	63	63	63	63	63
Area 3 Part 1C R-37	B	1	60	63	63	63	62	62	62	62	62
Area 3 Part 1C R-38	B	1	62	64	64	65	63	64	63	64	64
Area 3 Part 1C R-39	B	1	62	64	64	64	63	63	63	64	63
Area 3 Part 1C R-40	B	1	63	65	65	<b>66</b>	65	65	65	65	65
Area 3 Part 1C R-41	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	65	65	64	<b>66</b>	65
Area 3 Part 1C R-42	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>
Area 3 Part 1C R-43	B	1	63	65	65	65	64	64	64	65	64
Area 3 Part 1C R-44	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 1C R-45	B	1	61	63	63	64	62	63	61	63	61
Area 3 Part 1C R-46	B	1	63	<b>66</b>	<b>66</b>	<b>66</b>	65	65	65	65	65
Area 3 Part 1C R-47	B	1	59	61	62	62	61	61	60	61	60
Area 3 Part 1C R-48	B	1	62	64	64	64	63	63	63	64	63
Area 3 Part 1C R-49	B	1	58	60	61	61	60	60	59	60	59
Area 3 Part 1C R-50	B	1	60	62	63	63	62	62	61	62	62
Area 3 Part 1C R-51	B	1	52	52	53	54	53	53	55	54	56
Area 3 Part 1C R-52	B	1	55	56	56	58	56	56	58	57	59
Area 3 Part 1C R-53	B	1	52	52	53	54	53	53	55	54	56
Area 3 Part 1C R-54	B	1	55	56	56	58	56	56	58	57	59
Area 3 Part 1C R-55	B	1	53	53	54	56	54	54	57	55	58
Area 3 Part 1C R-56	B	1	56	57	57	59	57	57	59	58	60
Area 3 Part 1C R-57	B	1	56	56	56	58	56	56	60	57	60
Area 3 Part 1C R-58	B	1	58	59	59	61	59	60	62	61	62
Area 3 Part 1C R-59	B	1	53	54	54	55	54	54	56	55	56
Area 3 Part 1C R-60	B	1	58	59	59	61	59	59	62	60	62
Area 3 Part 1C R-61	B	1	55	56	56	57	56	56	59	57	59
Area 3 Part 1C R-62	B	1	51	52	52	53	52	53	55	53	55
Area 3 Part 1C R-63	B	1	53	55	55	56	55	55	57	56	57
Area 3 Part 1C R-64	B	1	58	59	60	61	60	60	61	61	62
Area 3 Part 1C R-65	E	1	55	56	56	57	56	56	59	57	60
Area 3 Part 1C R-66	B	1	57	58	59	60	59	59	62	60	62

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-13 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-67	C	1	52	53	54	55	54	54	57	55	57
Area 3 Part 1C R-68	B	10	56	57	57	58	57	58	59	59	60
Area 3 Part 1C R-69	C/D	1	51	52	53	53	52	53	54	53	54
Area 3 Part 1C R-70	B	1	58	60	60	60	60	60	61	61	60
Area 3 Part 1C R-71	B	1	55	56	56	56	56	57	57	58	56
Area 3 Part 1C R-72	C	8	59	60	60	60	60	60	61	61	60
Area 3 Part 1C R-73	B	1	57	58	58	58	58	59	59	60	58
Area 3 Part 1C R-74	B	1	51	52	52	52	52	52	52	53	52
Area 3 Part 1C R-75	B	1	52	53	54	53	54	54	54	55	54
Area 3 Part 1C R-76	B	1	58	59	60	60	60	60	61	61	60
Area 3 Part 1C R-77	B	1	57	58	58	58	58	58	59	59	58
Area 3 Part 1C R-78	B	1	55	56	56	56	57	57	58	58	57
Area 3 Part 1C R-79	E	1	62	63	63	63	63	63	64	64	63
Area 3 Part 1C R-80	E	1	56	57	57	57	57	57	58	58	57
Area 3 Part 1C R-81	B	1	47	48	48	48	48	48	49	50	49
Area 3 Part 1C R-82	E	1	52	53	54	54	53	53	53	54	53
Area 3 Part 1C R-83	B	1	54	56	57	57	56	57	58	57	59
Area 3 Part 1C R-84	B	1	53	55	55	55	55	55	55	55	56
Area 3 Part 1C R-85	B	1	49	50	50	51	50	50	51	51	52
Area 3 Part 1C R-86	B	1	47	48	49	49	48	49	49	49	50
Area 3 Part 1C R-87	B	1	56	59	59	59	59	60	60	59	60
Area 3 Part 1C R-88	B	1	47	49	49	49	49	49	50	49	50
Area 3 Part 1C R-89	B	1	46	48	48	48	48	48	49	48	49
Area 3 Part 1C R-90	B	1	46	48	48	48	48	48	49	48	49
Area 3 Part 1C R-91	E	1	48	49	50	50	49	50	52	50	52
Area 3 Part 1C R-92	B	1	46	47	48	48	48	48	49	48	50
Area 3 Part 1C R-93	B	1	45	47	48	47	48	48	50	47	50
Area 3 Part 1C R-94	B	1	48	51	52	50	51	52	54	50	55
Area 3 Part 1C R-95	C	10	54	56	57	56	56	57	58	56	58
Area 3 Part 1C R-96	B	1	45	50	50	47	50	51	55	48	55
Area 3 Part 1C R-97	B	1	57	60	60	59	60	60	61	60	61
Area 3 Part 1C R-98	B	1	54	57	57	57	57	57	58	57	58
Area 3 Part 1C R-99	B	1	45	47	48	47	47	48	49	48	49

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-13 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-100	B	1	45	47	48	47	48	48	49	48	49
Area 3 Part 1C R-101	B	1	45	46	47	47	47	47	48	47	48
Area 3 Part 1C R-102	B	1	46	47	48	48	47	48	48	48	49
Area 3 Part 1C R-103	B	1	63	64	64	64	64	64	65	<b>66</b>	64
Area 3 Part 1C R-104	B	1	57	58	58	58	58	59	60	59	59
Total Number of Impacts			<b>0 (0) = 0</b>	<b>7 (0) = 7</b>	<b>7 (0) = 7</b>	<b>9 (0) = 9</b>	<b>4 (0) = 4</b>	<b>4 (1) = 5</b>	<b>3 (3) = 6</b>	<b>6 (1) = 7</b>	<b>4 (5) = 9</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-14 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2041 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-1	B	1	54	56	57	58	56	57	58	58	60
Area 3 Part 1C R-2	E	1	54	57	57	57	57	59	59	59	60
Area 3 Part 1C R-3	B	1	55	57	57	57	56	57	56	57	58
Area 3 Part 1C R-4	B	1	59	62	62	62	63	64	64	64	64
Area 3 Part 1C R-5	B	1	50	52	52	53	52	53	53	53	55
Area 3 Part 1C R-6	B	1	53	56	56	56	56	57	57	57	58
Area 3 Part 1C R-7	B	1	56	59	59	59	58	59	60	59	61
Area 3 Part 1C R-8	E	1	54	57	57	57	56	57	58	57	59
Area 3 Part 1C R-9	C	1	59	63	63	63	63	64	<b>66</b>	64	<b>66</b>
Area 3 Part 1C R-10	B	1	47	49	49	50	50	50	51	51	53
Area 3 Part 1C R-11	B	1	62	65	65	64	63	63	62	64	65
Area 3 Part 1C R-12	B	1	64	<b>67</b>	<b>67</b>	<b>66</b>	65	65	65	<b>66</b>	<b>67</b>
Area 3 Part 1C R-13	B	1	59	62	63	62	61	61	60	61	63
Area 3 Part 1C R-14	B	1	62	65	65	64	63	64	63	64	65
Area 3 Part 1C R-15	B	1	58	61	61	60	60	60	60	60	62
Area 3 Part 1C R-16	B	1	61	64	64	64	63	63	63	63	65
Area 3 Part 1C R-17	B	1	57	60	60	59	59	59	59	59	61
Area 3 Part 1C R-18	B	1	60	63	64	63	62	62	62	63	64
Area 3 Part 1C R-19	B	1	57	60	60	59	58	58	57	59	59
Area 3 Part 1C R-20	B	1	59	62	62	61	60	61	60	61	62
Area 3 Part 1C R-21	B	1	58	61	61	60	59	60	59	60	61
Area 3 Part 1C R-22	B	1	60	63	63	62	61	62	61	62	63
Area 3 Part 1C R-23	B	1	60	63	63	62	61	61	60	62	62
Area 3 Part 1C R-24	B	1	62	65	65	64	63	63	63	64	65
Area 3 Part 1C R-25	B	1	63	<b>66</b>	<b>66</b>	65	64	64	63	65	65
Area 3 Part 1C R-26	B	1	65	<b>67</b>	<b>68</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 1C R-27	B	1	57	60	60	59	58	58	57	59	59
Area 3 Part 1C R-28	B	1	59	62	63	62	61	61	61	61	62
Area 3 Part 1C R-29	B	1	58	61	62	61	60	60	58	60	61
Area 3 Part 1C R-30	B	1	61	63	64	63	62	62	62	63	64
Area 3 Part 1C R-31	B	1	60	63	64	63	62	62	61	62	63
Area 3 Part 1C R-32	B	1	63	65	<b>66</b>	65	64	64	64	65	<b>66</b>
Area 3 Part 1C R-33	B	1	63	<b>66</b>	<b>66</b>	65	64	65	64	65	<b>66</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-14 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - PM (CONTINUATION)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-34	B	1	65	<b>68</b>	<b>68</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>68</b>
Area 3 Part 1C R-35	B	1	59	62	63	61	61	61	61	61	63
Area 3 Part 1C R-36	B	1	61	64	65	64	63	63	63	64	65
Area 3 Part 1C R-37	B	1	60	63	64	63	62	62	62	63	64
Area 3 Part 1C R-38	B	1	62	65	65	64	63	64	64	64	65
Area 3 Part 1C R-39	B	1	62	65	65	64	63	63	64	64	65
Area 3 Part 1C R-40	B	1	64	<b>66</b>	<b>67</b>	<b>66</b>	65	65	65	<b>66</b>	<b>67</b>
Area 3 Part 1C R-41	B	1	64	<b>67</b>	<b>67</b>	<b>66</b>	65	65	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 1C R-42	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>69</b>
Area 3 Part 1C R-43	B	1	63	<b>66</b>	<b>66</b>	65	64	65	65	65	<b>66</b>
Area 3 Part 1C R-44	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>69</b>
Area 3 Part 1C R-45	B	1	61	64	64	63	62	63	63	63	63
Area 3 Part 1C R-46	B	1	64	<b>67</b>	<b>67</b>	<b>66</b>	65	65	65	<b>66</b>	<b>67</b>
Area 3 Part 1C R-47	B	1	59	62	63	62	61	61	61	61	62
Area 3 Part 1C R-48	B	1	62	65	65	64	63	63	64	64	65
Area 3 Part 1C R-49	B	1	58	61	61	60	59	60	59	60	61
Area 3 Part 1C R-50	B	1	60	63	64	63	62	62	62	63	64
Area 3 Part 1C R-51	B	1	51	53	53	54	52	53	55	54	56
Area 3 Part 1C R-52	B	1	55	56	57	57	55	57	58	57	59
Area 3 Part 1C R-53	B	1	51	52	53	54	51	53	55	54	56
Area 3 Part 1C R-54	B	1	54	56	57	57	54	56	58	57	59
Area 3 Part 1C R-55	B	1	53	54	54	55	54	54	57	55	57
Area 3 Part 1C R-56	B	1	56	57	58	58	57	57	59	58	60
Area 3 Part 1C R-57	B	1	55	56	57	57	55	57	60	57	60
Area 3 Part 1C R-58	B	1	58	60	60	60	58	60	62	60	62
Area 3 Part 1C R-59	B	1	52	54	55	55	53	54	56	54	56
Area 3 Part 1C R-60	B	1	56	59	59	60	59	59	62	59	62
Area 3 Part 1C R-61	B	1	53	56	56	56	56	56	58	56	58
Area 3 Part 1C R-62	B	1	50	52	52	53	52	52	54	52	54
Area 3 Part 1C R-63	B	1	52	54	55	55	54	55	56	54	56
Area 3 Part 1C R-64	B	1	57	60	60	60	60	60	61	60	61
Area 3 Part 1C R-65	E	1	54	56	57	57	56	57	59	56	59
Area 3 Part 1C R-66	B	1	56	59	59	60	59	59	62	59	61

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-14 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - PM (CONTINUATION)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-67	C	1	51	54	54	54	54	54	56	54	56
Area 3 Part 1C R-68	B	10	55	57	58	58	57	58	58	58	59
Area 3 Part 1C R-69	C/D	1	50	52	53	53	52	53	53	52	53
Area 3 Part 1C R-70	B	1	57	60	61	61	60	60	61	61	61
Area 3 Part 1C R-71	B	1	54	56	57	57	56	57	56	57	56
Area 3 Part 1C R-72	C	8	57	60	60	61	60	60	60	60	60
Area 3 Part 1C R-73	B	1	56	58	59	59	58	59	59	59	59
Area 3 Part 1C R-74	B	1	50	52	52	53	52	52	52	53	52
Area 3 Part 1C R-75	B	1	51	54	54	54	54	54	54	54	54
Area 3 Part 1C R-76	B	1	57	60	60	61	60	60	60	60	60
Area 3 Part 1C R-77	B	1	55	58	58	59	58	58	59	59	59
Area 3 Part 1C R-78	B	1	54	57	57	58	57	57	57	57	57
Area 3 Part 1C R-79	E	1	60	63	64	64	63	64	63	64	63
Area 3 Part 1C R-80	E	1	55	57	57	58	57	57	57	58	57
Area 3 Part 1C R-81	B	1	46	48	48	49	48	48	49	49	49
Area 3 Part 1C R-82	E	1	52	54	55	54	53	54	53	54	55
Area 3 Part 1C R-83	B	1	54	56	57	57	56	57	59	59	57
Area 3 Part 1C R-84	B	1	52	54	55	55	54	55	56	52	55
Area 3 Part 1C R-85	B	1	48	51	51	51	50	51	52	49	51
Area 3 Part 1C R-86	B	1	47	49	49	49	48	49	49	48	50
Area 3 Part 1C R-87	B	1	55	59	60	59	59	59	60	59	58
Area 3 Part 1C R-88	B	1	47	49	50	49	49	49	50	48	50
Area 3 Part 1C R-89	B	1	46	48	49	48	48	48	49	47	49
Area 3 Part 1C R-90	B	1	46	48	49	48	48	48	49	47	49
Area 3 Part 1C R-91	E	1	47	49	50	50	49	50	51	49	51
Area 3 Part 1C R-92	B	1	46	48	48	48	47	48	49	47	48
Area 3 Part 1C R-93	B	1	45	48	48	47	47	48	50	46	48
Area 3 Part 1C R-94	B	1	48	51	52	51	51	51	53	53	53
Area 3 Part 1C R-95	C	10	53	56	57	57	56	56	58	54	55
Area 3 Part 1C R-96	B	1	48	50	51	48	50	50	54	54	54
Area 3 Part 1C R-97	B	1	56	60	60	60	60	60	61	60	61
Area 3 Part 1C R-98	B	1	53	57	58	57	57	57	59	58	58
Area 3 Part 1C R-99	B	1	44	47	48	48	47	48	49	44	47
Area 3 Part 1C R-100	B	1	44	47	48	48	47	48	49	47	47

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-14 Summary of Traffic Noise Levels for Area 3 Part 1C Receivers - PM (CONTINUATION)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 1C R-101	B	1	45	47	47	47	47	47	48	46	48
Area 3 Part 1C R-102	B	1	46	48	48	48	47	48	48	48	49
Area 3 Part 1C R-103	B	1	62	65	65	<b>66</b>	65	65	65	65	65
Area 3 Part 1C R-104	B	1	55	58	58	59	58	58	59	58	59
Total Number of Impacts			2 (0) = 2	4 (0) = 4	4 (0) = 4	9 (0) = 9	11 (0) = 11	12 (0) = 12	6 (4) = 10	8 (1) = 9	12 (5) = 17

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-1	B	1	52	53	54	54	53	54	53	55	54
Area 3 Part 2 R-2	B	1	50	51	51	52	50	51	51	52	51
Area 3 Part 2 R-3	B	1	54	59	60	60	58	59	58	61	58
Area 3 Part 2 R-4	B	1	48	53	54	54	53	55	53	56	53
Area 3 Part 2 R-5	B	1	45	48	49	50	48	50	49	51	49
Area 3 Part 2 R-6	B	1	47	51	52	52	51	52	51	53	51
Area 3 Part 2 R-7	B	1	44	47	48	48	47	48	47	49	48
Area 3 Part 2 R-8	B	1	44	46	47	48	46	47	47	49	47
Area 3 Part 2 R-9	B	1	43	44	45	46	44	45	45	46	46
Area 3 Part 2 R-10	B	1	43	45	45	46	45	45	45	47	46
Area 3 Part 2 R-11	B	1	44	46	47	47	46	47	47	48	47
Area 3 Part 2 R-12	B	1	43	46	47	47	46	47	46	48	47
Area 3 Part 2 R-13	B	1	43	45	46	46	45	46	46	47	47
Area 3 Part 2 R-14	B	1	46	49	50	50	49	50	49	52	50
Area 3 Part 2 R-15	B	1	45	49	50	51	49	50	49	51	49
Area 3 Part 2 R-16	B	1	42	44	45	45	44	45	44	46	45
Area 3 Part 2 R-17	B	1	43	45	46	47	45	46	46	48	46
Area 3 Part 2 R-18	B	1	42	44	45	46	44	45	45	46	45
Area 3 Part 2 R-19	B	1	45	48	49	49	48	49	48	50	49
Area 3 Part 2 R-20	B	1	44	48	48	49	48	49	48	50	48
Area 3 Part 2 R-21	B	1	45	48	49	50	49	50	49	51	49
Area 3 Part 2 R-22	B	1	46	51	52	52	51	52	51	54	51
Area 3 Part 2 R-23	B	1	48	54	55	56	54	55	54	56	54
Area 3 Part 2 R-24	B	1	48	51	53	53	52	53	52	55	52
Area 3 Part 2 R-25	B	1	49	53	54	55	53	54	53	56	53
Area 3 Part 2 R-26	B	1	45	49	51	51	50	51	49	52	50
Area 3 Part 2 R-27	B	1	42	45	46	47	45	46	46	48	46
Area 3 Part 2 R-28	B	1	52	57	58	59	57	58	57	60	57
Area 3 Part 2 R-29	B	1	53	57	58	59	57	58	57	60	57
Area 3 Part 2 R-30	B	1	52	56	58	58	56	57	56	59	57
Area 3 Part 2 R-31	B	1	52	56	58	58	56	57	56	59	57
Area 3 Part 2 R-32	B	1	51	56	57	57	54	56	55	58	56
Area 3 Part 2 R-33	B	1	49	53	54	55	51	52	53	55	53

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Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-34	B	1	46	50	51	51	48	49	50	52	50
Area 3 Part 2 R-35	B	1	48	53	54	54	49	51	51	53	52
Area 3 Part 2 R-36	B	1	51	57	58	59	57	58	57	59	57
Area 3 Part 2 R-37	B	1	52	58	59	60	58	59	58	61	58
Area 3 Part 2 R-38	B	1	53	58	60	60	58	60	58	61	58
Area 3 Part 2 R-39	B	1	53	58	60	60	58	60	58	61	58
Area 3 Part 2 R-40	B	1	53	58	59	60	58	60	58	61	58
Area 3 Part 2 R-41	B	1	53	58	59	60	58	59	58	61	58
Area 3 Part 2 R-42	B	1	53	57	59	59	57	58	57	60	58
Area 3 Part 2 R-43	B	2	53	57	58	59	55	56	57	59	58
Area 3 Part 2 R-44	B	2	52	56	57	58	54	55	57	59	57
Area 3 Part 2 R-45	B	2	51	56	57	57	53	54	56	58	57
Area 3 Part 2 R-46	B	2	50	55	56	56	52	54	55	57	56
Area 3 Part 2 R-47	B	1	47	51	52	52	48	50	52	54	52
Area 3 Part 2 R-48	B	1	50	54	55	55	51	52	55	56	55
Area 3 Part 2 R-49	B	1	50	54	55	56	51	52	55	57	56
Area 3 Part 2 R-50	B	1	45	49	50	50	47	48	49	50	49
Area 3 Part 2 R-51	B	1	46	48	49	50	48	48	49	50	50
Area 3 Part 2 R-52	B	1	45	47	48	48	47	48	49	49	49
Area 3 Part 2 R-53	B	1	46	48	49	49	48	48	49	50	50
Area 3 Part 2 R-54	B	1	46	48	49	49	48	49	50	50	50
Area 3 Part 2 R-55	B	1	48	50	51	52	49	50	51	52	52
Area 3 Part 2 R-56	B	1	47	49	50	50	49	49	50	51	51
Area 3 Part 2 R-57	B	1	48	50	51	51	50	51	52	52	52
Area 3 Part 2 R-58	B	1	44	48	49	50	45	47	49	51	49
Area 3 Part 2 R-59	B	1	49	52	53	53	51	51	52	53	53
Area 3 Part 2 R-60	B	1	47	49	50	50	50	50	51	51	51
Area 3 Part 2 R-61	B	1	47	49	49	50	49	49	50	50	51
Area 3 Part 2 R-62	B	1	46	47	48	48	48	48	49	49	50
Area 3 Part 2 R-63	B	1	46	48	49	49	48	49	50	50	50
Area 3 Part 2 R-64	B	1	45	47	48	48	47	47	48	49	49
Area 3 Part 2 R-65	B	1	47	49	50	50	49	50	51	51	51
Area 3 Part 2 R-66	B	1	49	51	52	52	51	52	53	53	53
Area 3 Part 2 R-67	B	1	43	47	48	48	44	45	48	49	48

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Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-68	B	1	47	50	51	51	49	49	51	53	52
Area 3 Part 2 R-69	B	1	48	52	53	53	49	50	53	54	53
Area 3 Part 2 R-70	B	1	54	57	58	58	56	57	58	59	59
Area 3 Part 2 R-71	B	1	51	54	55	55	53	54	55	56	56
Area 3 Part 2 R-72	B	1	53	56	57	57	55	56	57	57	57
Area 3 Part 2 R-73	B	1	51	55	56	56	53	54	55	56	56
Area 3 Part 2 R-74	B	1	53	56	57	58	56	57	58	58	58
Area 3 Part 2 R-75	B	1	54	56	57	58	56	56	58	59	58
Area 3 Part 2 R-76	B	1	54	57	57	58	55	56	58	59	58
Area 3 Part 2 R-77	B	1	54	57	58	59	56	57	58	59	59
Area 3 Part 2 R-78	B	1	53	56	57	57	55	56	57	58	58
Area 3 Part 2 R-79	B	1	59	61	62	62	62	62	63	63	64
Area 3 Part 2 R-80	B	1	64	65	<b>67</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 3 Part 2 R-81	B	1	<b>67</b>	<b>68</b>	<b>70</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>72</b>
Area 3 Part 2 R-82	B	1	50	51	52	53	52	52	55	55	55
Area 3 Part 2 R-83	B	1	47	49	50	50	49	50	52	52	52
Area 3 Part 2 R-84	B	1	49	51	53	53	50	51	53	53	53
Area 3 Part 2 R-85	B	1	49	52	54	54	50	51	54	55	54
Area 3 Part 2 R-86	B	1	47	49	50	50	49	50	50	51	51
Area 3 Part 2 R-87	B	1	53	56	56	57	55	55	58	58	58
Area 3 Part 2 R-88	B	1	45	47	48	48	47	48	49	49	49
Area 3 Part 2 R-89	B	1	45	47	48	48	47	47	48	49	49
Area 3 Part 2 R-90	B	1	47	50	51	51	48	49	51	52	51
Area 3 Part 2 R-91	B	1	42	44	45	45	44	44	45	46	46
Area 3 Part 2 R-92	B	1	44	48	49	49	45	46	48	49	49
Area 3 Part 2 R-93	B	1	47	51	52	52	48	49	51	52	51
Area 3 Part 2 R-94	B	1	44	47	48	48	46	47	49	48	49
Area 3 Part 2 R-95	B	1	46	48	49	49	48	48	50	50	50
Area 3 Part 2 R-96	B	1	47	51	53	53	48	49	51	53	52
Area 3 Part 2 R-97	B	1	44	47	48	48	46	47	48	49	49
Area 3 Part 2 R-98	B	1	46	49	50	50	47	48	50	51	50
Area 3 Part 2 R-99	B	1	47	51	52	52	48	49	52	53	52
Area 3 Part 2 R-100	B	1	47	50	51	51	48	49	51	52	51
Area 3 Part 2 R-101	B	1	47	51	52	52	48	49	52	53	52

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Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-102	B	1	49	53	54	54	49	51	53	55	53
Area 3 Part 2 R-103	B	1	48	52	54	54	49	50	52	54	53
Area 3 Part 2 R-104	B	1	46	50	51	51	47	48	51	52	51
Area 3 Part 2 R-105	B	1	44	47	48	48	46	47	49	49	49
Area 3 Part 2 R-106	B	1	45	48	49	49	46	47	48	50	49
Area 3 Part 2 R-107	B	1	47	51	52	52	48	49	51	53	51
Area 3 Part 2 R-108	B	1	46	50	52	52	47	48	50	52	50
Area 3 Part 2 R-109	B	1	47	51	53	53	48	49	51	53	52
Area 3 Part 2 R-110	B	1	46	50	52	52	47	48	50	52	50
Area 3 Part 2 R-111	B	1	41	44	45	45	42	43	44	45	44
Area 3 Part 2 R-112	B	1	44	48	49	49	45	46	48	50	49
Area 3 Part 2 R-113	B	1	46	49	51	51	46	47	50	52	50
Area 3 Part 2 R-114	B	1	46	50	51	51	47	48	51	52	51
Area 3 Part 2 R-115	B	1	46	49	51	51	46	47	50	52	50
Area 3 Part 2 R-116	B	1	43	47	48	48	44	45	48	49	48
Area 3 Part 2 R-117	B	1	46	50	51	52	47	48	50	52	51
Area 3 Part 2 R-118	B	1	50	54	55	55	50	51	53	56	54
Area 3 Part 2 R-119	B	1	42	45	46	46	43	44	46	47	46
Area 3 Part 2 R-120	B	1	44	48	49	49	45	46	48	50	48
Area 3 Part 2 R-121	B	1	41	44	45	45	42	43	45	46	45
Area 3 Part 2 R-122	B	1	42	46	47	47	43	44	46	48	47
Area 3 Part 2 R-123	B	1	47	51	53	53	48	49	51	53	51
Area 3 Part 2 R-124	B	1	43	46	47	47	44	45	46	48	47
Area 3 Part 2 R-125	B	1	44	48	49	49	45	46	48	50	49
Area 3 Part 2 R-126	B	1	47	51	52	52	48	49	51	53	51
Area 3 Part 2 R-127	B	1	49	53	54	54	49	50	52	55	53
Area 3 Part 2 R-128	B	1	48	52	53	53	48	49	52	54	52
Area 3 Part 2 R-129	B	1	46	50	52	52	47	48	50	52	50
Area 3 Part 2 R-130	B	1	45	50	51	51	46	47	49	51	50
Area 3 Part 2 R-131	B	1	44	48	49	49	44	45	47	49	48
Area 3 Part 2 R-132	B	1	43	46	47	47	44	45	47	48	47
Area 3 Part 2 R-133	B	1	46	50	51	51	47	48	49	52	50
Area 3 Part 2 R-134	B	1	40	43	44	45	41	42	44	45	44
Area 3 Part 2 R-135	B	1	46	50	52	52	47	48	49	52	50

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-136	B	1	37	39	40	40	39	39	41	41	41
Area 3 Part 2 R-137	B	1	37	39	40	40	38	39	40	41	40
Area 3 Part 2 R-138	B	1	39	41	42	42	40	41	42	43	43
Area 3 Part 2 R-139	B	1	39	41	42	42	40	40	42	43	42
Area 3 Part 2 R-140	B	1	52	53	54	54	53	54	57	57	57
Area 3 Part 2 R-141	B	1	44	48	49	50	45	47	49	51	50
Area 3 Part 2 R-142	B	1	37	39	40	40	38	39	40	41	40
Area 3 Part 2 R-143	B	1	54	57	58	58	57	57	58	59	59
Area 3 Part 2 R-144	B	1	53	54	55	55	54	55	57	57	58
Area 3 Part 2 R-145	B	1	47	48	49	50	48	49	51	51	51
Area 3 Part 2 R-146	B	1	57	60	60	61	59	60	62	61	62
Area 3 Part 2 R-147	B	1	61	63	64	64	63	64	<b>67</b>	65	<b>68</b>
Area 3 Part 2 R-148	B	1	51	54	55	56	53	54	56	56	56
Area 3 Part 2 R-149	B	1	54	58	59	59	56	57	59	59	59
Area 3 Part 2 R-150	B	1	59	62	63	63	61	62	64	63	64
Area 3 Part 2 R-151	B	1	49	51	52	52	51	51	53	53	53
Area 3 Part 2 R-152	B	1	60	62	63	63	62	62	65	64	65
Area 3 Part 2 R-153	B	1	60	62	63	63	63	63	64	64	65
Area 3 Part 2 R-154	B	1	62	64	65	65	64	65	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 2 R-155	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 2 R-156	B	1	56	59	60	60	58	58	59	60	60
Area 3 Part 2 R-157	B	1	56	59	60	61	58	59	61	61	61
Area 3 Part 2 R-158	B	1	57	60	61	61	59	60	61	62	61
Area 3 Part 2 R-159	B	1	57	60	61	61	59	60	60	62	61
Area 3 Part 2 R-160	B	1	54	56	57	57	56	57	58	58	58
Area 3 Part 2 R-161	B	1	51	55	56	56	54	55	56	56	56
Area 3 Part 2 R-162	B	1	50	54	55	55	51	52	54	56	55
Area 3 Part 2 R-163	B	1	48	51	52	53	52	53	52	55	52
Area 3 Part 2 R-164	B	1	47	49	50	51	50	51	50	53	50
Area 3 Part 2 R-165	B	1	51	52	53	54	52	53	52	54	52
Area 3 Part 2 R-166	C	1	50	52	52	53	51	51	52	53	52
Area 3 Part 2 R-167	B	1	52	53	54	55	53	54	54	55	54
Area 3 Part 2 R-168	E	8	64	65	65	<b>67</b>	64	65	65	<b>67</b>	<b>66</b>
Area 3 Part 2 R-169	B	1	61	62	62	63	61	61	62	63	62

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-15 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-170	B	1	49	50	50	51	50	50	50	51	51
Area 3 Part 2 R-171	B	1	59	60	61	62	60	61	61	62	61
Area 3 Part 2 R-172	B	1	47	48	48	49	47	48	48	49	49
Area 3 Part 2 R-173	B	1	60	61	61	63	60	61	61	62	61
Area 3 Part 2 R-174	B	1	43	44	45	46	44	45	45	46	45
Area 3 Part 2 R-175	B	1	50	51	51	53	50	51	51	52	52
Area 3 Part 2 R-176	B	1	48	50	51	51	50	51	53	53	53
Area 3 Part 2 R-177	B	1	44	48	49	49	44	46	48	50	48
Area 3 Part 2 R-178	B	1	48	52	53	53	49	50	52	54	52
Area 3 Part 2 R-179	B	1	44	46	47	47	45	46	47	48	47
Area 3 Part 2 R-138A	B	1	36	38	39	39	37	38	39	40	39
Area 3 Part 2 R-138B	B	1	41	44	45	45	42	43	44	46	44
Area 3 Part 2 R-138C	B	1	40	43	44	44	41	42	43	45	43
Area 3 Part 2 R-138D	B	1	42	45	46	46	42	43	46	47	47
Total Number of Impacts			2 (0) = 2	2 (3) = 5	3 (30) = 33	11 (42) = 53	3 (3) = 6	3 (11) = 14	5 (3) = 8	12 (78) = 90	13 (9) = 22

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-1	B	1	55	56	57	57	56	56	56	57	57
Area 3 Part 2 R-2	B	1	51	54	54	54	53	54	53	55	54
Area 3 Part 2 R-3	B	1	57	59	60	60	59	61	59	63	59
Area 3 Part 2 R-4	B	1	51	53	54	54	53	55	53	57	53
Area 3 Part 2 R-5	B	1	48	50	50	50	49	50	49	53	50
Area 3 Part 2 R-6	B	1	50	52	53	53	52	53	52	55	52
Area 3 Part 2 R-7	B	1	46	48	49	49	48	49	48	51	49
Area 3 Part 2 R-8	B	1	45	47	48	48	47	48	48	50	48
Area 3 Part 2 R-9	B	1	43	45	46	46	45	46	45	47	46
Area 3 Part 2 R-10	B	1	43	45	46	46	45	46	46	48	46
Area 3 Part 2 R-11	B	1	45	47	48	48	47	48	47	50	48
Area 3 Part 2 R-12	B	1	44	46	47	47	46	47	46	49	47
Area 3 Part 2 R-13	B	1	44	46	47	47	46	47	46	48	47
Area 3 Part 2 R-14	B	1	48	50	51	51	50	51	50	53	51
Area 3 Part 2 R-15	B	1	47	49	50	50	49	50	49	53	49
Area 3 Part 2 R-16	B	1	43	45	46	46	45	46	45	47	46
Area 3 Part 2 R-17	B	1	44	46	47	47	46	47	46	49	46
Area 3 Part 2 R-18	B	1	43	45	46	46	45	46	45	48	46
Area 3 Part 2 R-19	B	1	47	49	50	50	48	50	49	52	49
Area 3 Part 2 R-20	B	1	46	48	49	49	48	49	48	51	49
Area 3 Part 2 R-21	B	1	47	49	50	50	49	50	49	52	49
Area 3 Part 2 R-22	B	1	49	51	52	52	51	53	51	55	51
Area 3 Part 2 R-23	B	1	52	54	55	55	54	55	53	58	54
Area 3 Part 2 R-24	B	1	50	53	54	54	53	54	53	56	53
Area 3 Part 2 R-25	B	1	52	55	56	56	54	56	55	58	55
Area 3 Part 2 R-26	B	1	48	50	51	51	50	51	50	54	50
Area 3 Part 2 R-27	B	1	44	46	47	47	46	47	46	49	46
Area 3 Part 2 R-28	B	1	56	58	59	59	58	59	58	62	59
Area 3 Part 2 R-29	B	1	56	59	60	60	58	60	58	62	59
Area 3 Part 2 R-30	B	1	55	58	59	59	58	59	58	61	58
Area 3 Part 2 R-31	B	1	55	58	59	59	57	59	57	61	58
Area 3 Part 2 R-32	B	1	54	57	58	58	56	58	56	61	57
Area 3 Part 2 R-33	B	1	51	54	55	55	53	55	53	58	54

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-34	B	1	48	50	51	52	49	51	50	55	51
Area 3 Part 2 R-35	B	1	50	53	54	55	51	54	51	58	52
Area 3 Part 2 R-36	B	1	54	57	58	58	56	58	56	61	57
Area 3 Part 2 R-37	B	1	56	58	59	59	58	60	58	62	58
Area 3 Part 2 R-38	B	1	56	59	59	60	58	60	58	63	59
Area 3 Part 2 R-39	B	1	56	59	60	60	58	60	58	63	59
Area 3 Part 2 R-40	B	1	56	59	60	60	58	60	58	63	59
Area 3 Part 2 R-41	B	1	56	59	60	60	59	60	59	63	59
Area 3 Part 2 R-42	B	1	56	58	59	59	58	60	58	62	59
Area 3 Part 2 R-43	B	2	55	58	59	59	57	58	57	61	58
Area 3 Part 2 R-44	B	2	55	57	58	59	56	58	56	61	58
Area 3 Part 2 R-45	B	2	54	57	58	58	55	57	55	61	57
Area 3 Part 2 R-46	B	2	54	56	57	58	54	56	54	60	56
Area 3 Part 2 R-47	B	1	50	52	53	54	51	52	51	56	53
Area 3 Part 2 R-48	B	1	53	55	56	57	53	55	54	59	56
Area 3 Part 2 R-49	B	1	53	55	56	57	54	56	54	59	56
Area 3 Part 2 R-50	B	1	47	49	50	51	48	50	49	53	50
Area 3 Part 2 R-51	B	1	46	49	50	50	48	49	49	52	50
Area 3 Part 2 R-52	B	1	45	47	48	49	47	48	48	49	49
Area 3 Part 2 R-53	B	1	46	48	49	50	48	49	49	50	49
Area 3 Part 2 R-54	B	1	46	49	49	50	48	49	50	50	50
Area 3 Part 2 R-55	B	1	48	51	51	52	50	51	51	54	51
Area 3 Part 2 R-56	B	1	47	49	50	51	49	50	50	51	51
Area 3 Part 2 R-57	B	1	48	50	51	52	50	51	51	53	52
Area 3 Part 2 R-58	B	1	47	49	50	51	48	49	48	53	50
Area 3 Part 2 R-59	B	1	49	52	53	53	51	52	52	55	53
Area 3 Part 2 R-60	B	1	47	49	50	51	49	50	51	51	51
Area 3 Part 2 R-61	B	1	46	49	50	50	48	49	50	50	50
Area 3 Part 2 R-62	B	1	45	48	48	49	47	48	49	49	49
Area 3 Part 2 R-63	B	1	46	48	49	50	48	49	50	50	50
Area 3 Part 2 R-64	B	1	45	47	48	49	47	48	48	49	49
Area 3 Part 2 R-65	B	1	47	49	50	50	49	50	50	51	51
Area 3 Part 2 R-66	B	1	49	51	52	53	51	52	53	53	53
Area 3 Part 2 R-67	B	1	46	48	49	50	46	48	47	52	48

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-68	B	1	49	51	52	53	50	51	51	54	52
Area 3 Part 2 R-69	B	1	50	53	54	55	51	53	52	56	53
Area 3 Part 2 R-70	B	1	55	58	59	59	57	58	58	60	59
Area 3 Part 2 R-71	B	1	52	54	55	56	54	55	55	57	55
Area 3 Part 2 R-72	B	1	53	56	57	58	55	57	56	59	57
Area 3 Part 2 R-73	B	1	53	55	56	57	54	56	55	59	56
Area 3 Part 2 R-74	B	1	54	57	58	58	56	57	57	59	58
Area 3 Part 2 R-75	B	1	55	57	58	59	56	58	57	60	58
Area 3 Part 2 R-76	B	1	55	57	58	59	56	58	57	60	58
Area 3 Part 2 R-77	B	1	55	58	59	60	57	58	58	61	59
Area 3 Part 2 R-78	B	1	54	56	57	58	56	57	57	59	57
Area 3 Part 2 R-79	B	1	60	63	63	64	62	63	63	64	64
Area 3 Part 2 R-80	B	1	64	<b>67</b>	<b>68</b>	<b>68</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 3 Part 2 R-81	B	1	<b>68</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 3 Part 2 R-82	B	1	51	53	54	54	52	53	54	56	54
Area 3 Part 2 R-83	B	1	47	50	51	51	49	51	51	53	52
Area 3 Part 2 R-84	B	1	50	53	54	54	51	53	52	56	53
Area 3 Part 2 R-85	B	1	50	54	56	56	51	56	53	59	54
Area 3 Part 2 R-86	B	1	47	50	51	51	49	50	50	52	50
Area 3 Part 2 R-87	B	1	54	56	57	58	55	57	57	59	58
Area 3 Part 2 R-88	B	1	45	48	48	49	47	48	49	49	49
Area 3 Part 2 R-89	B	1	45	48	49	49	47	49	48	51	49
Area 3 Part 2 R-90	B	1	47	51	52	52	49	52	50	55	51
Area 3 Part 2 R-91	B	1	42	45	46	46	44	45	45	48	46
Area 3 Part 2 R-92	B	1	45	49	51	50	46	50	48	53	49
Area 3 Part 2 R-93	B	1	48	52	54	53	49	53	51	56	52
Area 3 Part 2 R-94	B	1	45	47	49	49	46	48	48	51	49
Area 3 Part 2 R-95	B	1	46	49	51	51	48	50	50	53	50
Area 3 Part 2 R-96	B	1	49	53	55	54	50	54	51	58	53
Area 3 Part 2 R-97	B	1	45	48	50	50	46	49	48	52	49
Area 3 Part 2 R-98	B	1	46	50	52	52	47	52	49	55	50
Area 3 Part 2 R-99	B	1	48	52	54	54	49	54	51	57	52
Area 3 Part 2 R-100	B	1	47	51	52	52	49	52	50	55	51
Area 3 Part 2 R-101	B	1	49	52	54	54	49	54	51	57	52

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-102	B	1	50	54	56	56	51	55	52	59	54
Area 3 Part 2 R-103	B	1	50	54	56	55	51	55	52	59	54
Area 3 Part 2 R-104	B	1	48	51	53	53	48	53	50	56	52
Area 3 Part 2 R-105	B	1	45	48	49	49	46	49	48	51	49
Area 3 Part 2 R-106	B	1	46	49	51	51	47	51	48	54	49
Area 3 Part 2 R-107	B	1	49	52	54	54	49	54	50	57	52
Area 3 Part 2 R-108	B	1	48	52	54	53	48	53	50	57	51
Area 3 Part 2 R-109	B	1	49	53	55	54	49	54	51	58	53
Area 3 Part 2 R-110	B	1	48	52	54	53	48	53	50	57	51
Area 3 Part 2 R-111	B	1	41	45	46	46	42	46	44	49	45
Area 3 Part 2 R-112	B	1	45	49	51	51	46	51	48	54	49
Area 3 Part 2 R-113	B	1	47	51	53	53	47	53	49	57	51
Area 3 Part 2 R-114	B	1	47	52	54	53	48	53	50	57	51
Area 3 Part 2 R-115	B	1	47	51	53	53	47	53	49	57	51
Area 3 Part 2 R-116	B	1	44	48	50	50	45	50	47	53	48
Area 3 Part 2 R-117	B	1	48	52	53	53	48	53	50	56	52
Area 3 Part 2 R-118	B	1	52	55	57	57	52	56	53	60	55
Area 3 Part 2 R-119	B	1	43	46	47	47	44	47	45	50	46
Area 3 Part 2 R-120	B	1	46	49	51	51	46	51	48	54	49
Area 3 Part 2 R-121	B	1	42	45	47	47	43	47	44	50	46
Area 3 Part 2 R-122	B	1	44	47	49	48	44	48	46	52	47
Area 3 Part 2 R-123	B	1	49	52	54	54	49	54	50	57	52
Area 3 Part 2 R-124	B	1	44	47	49	49	44	49	46	52	47
Area 3 Part 2 R-125	B	1	46	50	51	51	46	51	48	55	49
Area 3 Part 2 R-126	B	1	49	52	54	54	49	54	50	57	52
Area 3 Part 2 R-127	B	1	50	54	56	56	51	55	52	59	54
Area 3 Part 2 R-128	B	1	49	53	55	55	49	55	51	58	53
Area 3 Part 2 R-129	B	1	48	52	54	53	48	53	50	57	51
Area 3 Part 2 R-130	B	1	47	51	53	52	47	52	49	56	51
Area 3 Part 2 R-131	B	1	45	49	51	50	45	50	47	54	49
Area 3 Part 2 R-132	B	1	43	47	49	49	44	49	46	53	47
Area 3 Part 2 R-133	B	1	48	51	53	53	48	53	49	56	51
Area 3 Part 2 R-134	B	1	41	44	46	46	42	46	43	49	45
Area 3 Part 2 R-135	B	1	48	51	53	53	48	53	49	57	51

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-136	B	1	37	40	41	41	39	42	40	44	41
Area 3 Part 2 R-137	B	1	37	40	41	41	38	41	40	43	40
Area 3 Part 2 R-138	B	1	39	42	43	43	40	43	42	45	43
Area 3 Part 2 R-139	B	1	39	42	43	43	40	44	41	47	43
Area 3 Part 2 R-140	B	1	53	54	55	56	54	55	56	57	56
Area 3 Part 2 R-141	B	1	47	49	50	51	48	49	48	53	50
Area 3 Part 2 R-142	B	1	37	40	41	41	38	41	40	43	40
Area 3 Part 2 R-143	B	1	55	57	58	59	57	58	58	60	58
Area 3 Part 2 R-144	B	1	53	55	56	57	55	56	57	58	57
Area 3 Part 2 R-145	B	1	47	49	50	51	49	50	50	52	50
Area 3 Part 2 R-146	B	1	57	60	61	61	59	60	61	62	62
Area 3 Part 2 R-147	B	1	61	64	65	65	64	64	<b>67</b>	65	<b>67</b>
Area 3 Part 2 R-148	B	1	53	55	56	57	54	55	55	58	56
Area 3 Part 2 R-149	B	1	56	58	59	60	57	59	58	62	59
Area 3 Part 2 R-150	B	1	59	62	63	64	62	63	64	65	64
Area 3 Part 2 R-151	B	1	49	51	53	53	51	52	52	55	53
Area 3 Part 2 R-152	B	1	60	63	64	64	63	63	65	64	65
Area 3 Part 2 R-153	B	1	60	63	64	64	63	63	64	64	64
Area 3 Part 2 R-154	B	1	62	<b>66</b>	<b>66</b>	<b>67</b>	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 2 R-155	B	1	<b>66</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 2 R-156	B	1	56	59	60	61	58	59	59	62	59
Area 3 Part 2 R-157	B	1	57	60	61	62	59	60	60	63	61
Area 3 Part 2 R-158	B	1	58	61	61	62	60	61	60	63	61
Area 3 Part 2 R-159	B	1	58	61	61	62	60	61	60	63	61
Area 3 Part 2 R-160	B	1	54	57	58	58	56	57	58	59	58
Area 3 Part 2 R-161	B	1	52	55	56	56	54	55	55	58	56
Area 3 Part 2 R-162	B	1	53	55	56	57	53	55	53	59	55
Area 3 Part 2 R-163	B	1	50	52	53	53	52	54	52	56	52
Area 3 Part 2 R-164	B	1	49	51	51	52	51	52	51	54	51
Area 3 Part 2 R-165	B	1	53	54	55	55	54	55	54	56	55
Area 3 Part 2 R-166	C	1	52	55	55	55	53	53	53	54	55
Area 3 Part 2 R-167	B	1	54	57	57	57	55	55	55	56	57
Area 3 Part 2 R-168	E	8	<b>66</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>70</b>
Area 3 Part 2 R-169	B	1	63	65	65	<b>66</b>	64	64	64	64	65

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-16 Summary of Traffic Noise Levels for Area 3 Part 2 Receivers - PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels L <sub>eq</sub> (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 2 R-170	B	1	50	53	53	53	52	52	52	52	53
Area 3 Part 2 R-171	B	1	61	65	65	65	63	63	63	64	65
Area 3 Part 2 R-172	B	1	48	51	51	51	50	50	50	50	51
Area 3 Part 2 R-173	B	1	62	65	65	65	63	63	63	64	65
Area 3 Part 2 R-174	B	1	45	48	48	48	46	46	46	47	48
Area 3 Part 2 R-175	B	1	52	55	55	55	53	53	53	54	55
Area 3 Part 2 R-176	B	1	49	51	52	52	50	51	52	53	52
Area 3 Part 2 R-177	B	1	45	49	51	51	46	51	47	54	49
Area 3 Part 2 R-178	B	1	50	53	55	55	50	55	51	58	53
Area 3 Part 2 R-179	B	1	44	47	49	49	45	48	47	51	47
Area 3 Part 2 R-138A	B	1	36	39	41	41	37	41	39	44	40
Area 3 Part 2 R-138B	B	1	42	45	47	47	42	48	44	51	45
Area 3 Part 2 R-138C	B	1	41	44	46	46	41	47	43	50	44
Area 3 Part 2 R-138D	B	1	42	47	49	48	43	49	46	53	46
Total Number of Impacts			10 (0) = 10	11 (0) = 11	12 (14) = 26	13 (14) = 27	12 (0) = 12	12 (24) = 36	13 (0) = 13	12 (115) = 127	13 (0) = 13

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-1	B	1	70	71	71	71	71	72	72	73	73
Area 3 Part 3 R-2	B	1	65	66	67	67	67	67	68	69	69
Area 3 Part 3 R-3	B	1	63	64	64	64	64	65	65	66	66
Area 3 Part 3 R-4	B	1	68	70	70	71	71	71	71	71	71
Area 3 Part 3 R-5	B	1	64	66	66	66	66	66	67	67	67
Area 3 Part 3 R-6	B	1	64	66	66	66	66	66	67	67	67
Area 3 Part 3 R-7	B	1	60	62	62	63	62	63	63	63	63
Area 3 Part 3 R-8	B	1	58	60	60	60	60	60	61	61	61
Area 3 Part 3 R-9	B	1	70	71	71	71	71	72	72	73	73
Area 3 Part 3 R-10	B	1	70	71	71	72	72	72	72	73	73
Area 3 Part 3 R-11	B	1	70	71	71	71	71	72	72	73	73
Area 3 Part 3 R-12	B	1	70	71	72	72	72	72	73	74	74
Area 3 Part 3 R-13	B	1	70	71	71	71	71	72	72	73	73
Area 3 Part 3 R-14	B	1	69	70	71	71	71	71	72	72	72
Area 3 Part 3 R-15	B	1	69	70	70	71	71	71	71	72	72
Area 3 Part 3 R-16	B	1	69	70	70	71	71	71	71	72	72
Area 3 Part 3 R-17	B	1	68	69	69	70	70	70	70	71	71
Area 3 Part 3 R-18	B	1	67	68	68	69	69	69	69	70	70
Area 3 Part 3 R-19	B	1	66	67	68	68	68	68	69	70	70
Area 3 Part 3 R-20	B	1	65	66	66	67	67	67	67	68	68
Area 3 Part 3 R-21	B	1	66	67	67	67	67	68	68	69	69
Area 3 Part 3 R-22	B	1	65	66	66	66	67	67	67	68	68
Area 3 Part 3 R-23	B	1	64	65	66	66	66	66	67	67	67
Area 3 Part 3 R-24	B	1	63	64	65	65	65	65	65	66	66
Area 3 Part 3 R-25	B	1	62	63	64	64	64	65	65	66	66
Area 3 Part 3 R-26	B	1	59	60	60	60	61	61	61	62	62
Area 3 Part 3 R-27	B	1	67	69	70	70	70	70	70	70	70
Area 3 Part 3 R-28	B	1	68	70	71	71	71	71	71	71	71
Area 3 Part 3 R-29	B	1	67	70	70	70	70	70	70	71	71
Area 3 Part 3 R-30	B	1	63	65	66	66	66	66	66	66	67
Area 3 Part 3 R-31	C/D	1	60	62	62	63	62	63	63	63	63
Area 3 Part 3 R-32	B	2	57	58	58	59	59	59	59	60	60
Area 3 Part 3 R-33	B	1	64	65	65	66	66	66	66	67	67
Area 3 Part 3 R-34	E	1	59	60	60	60	61	61	61	62	62
Area 3 Part 3 R-35	B	1	64	66	67	67	66	66	66	66	66
Area 3 Part 3 R-36	B	1	64	66	66	67	66	66	66	66	66
Area 3 Part 3 R-37	B	1	64	66	66	67	66	66	66	66	66

Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-38	B	1	70	72	73	73	73	73	73	73	73
Area 3 Part 3 R-39	C	10	67	69	69	69	70	70	70	70	70
Area 3 Part 3 R-40	C	10	68	70	70	70	70	71	71	71	71
Area 3 Part 3 R-41	B	1	67	68	69	69	69	69	70	70	70
Area 3 Part 3 R-42	B	1	68	69	69	70	70	70	70	71	71
Area 3 Part 3 R-43	B	1	69	70	71	71	71	71	71	72	72
Area 3 Part 3 R-44	B	1	69	70	71	71	71	71	71	72	72
Area 3 Part 3 R-45	B	1	68	70	70	71	71	71	71	72	72
Area 3 Part 3 R-46	B	1	68	70	70	71	71	71	71	71	71
Area 3 Part 3 R-47	B	1	68	70	70	70	70	70	71	71	71
Area 3 Part 3 R-48	B	1	68	70	70	70	70	71	71	71	71
Area 3 Part 3 R-49	B	1	67	69	69	69	69	69	70	70	70
Area 3 Part 3 R-50	B	1	66	68	68	68	68	69	69	69	69
Area 3 Part 3 R-51	B	1	64	66	67	67	67	67	67	68	68
Area 3 Part 3 R-52	B	1	63	65	66	66	66	66	66	67	67
Area 3 Part 3 R-53	B	1	61	64	64	64	64	64	63	64	64
Area 3 Part 3 R-54	B	1	63	66	66	67	66	66	66	67	67
Area 3 Part 3 R-55	B	1	65	68	68	68	67	68	68	68	68
Area 3 Part 3 R-56	B	1	66	69	69	69	68	68	68	69	69
Area 3 Part 3 R-57	B	1	67	70	71	71	70	70	70	70	70
Area 3 Part 3 R-58	B	1	69	73	73	73	72	72	72	73	72
Area 3 Part 3 R-59	B	1	70	73	74	74	73	73	73	73	73
Area 3 Part 3 R-60	B	1	70	72	73	73	72	72	72	73	73
Area 3 Part 3 R-61	B	1	60	64	64	64	65	65	65	67	67
Area 3 Part 3 R-62	B	1	63	65	65	65	65	65	65	66	66
Area 3 Part 3 R-63	B	1	61	63	63	63	63	63	63	64	64
Area 3 Part 3 R-64	B	1	59	60	60	60	61	61	61	62	61
Area 3 Part 3 R-65	B	1	64	65	66	66	66	66	66	68	67
Area 3 Part 3 R-66	B	1	63	65	65	65	65	65	66	67	67
Area 3 Part 3 R-67	B	1	63	65	65	65	65	65	66	67	67
Area 3 Part 3 R-68	B	1	64	65	65	65	66	66	66	67	67
Area 3 Part 3 R-69	B	1	63	65	65	65	65	65	65	67	66
Area 3 Part 3 R-70	B	1	63	64	65	65	65	65	65	67	66
Area 3 Part 3 R-71	B	1	63	64	64	65	65	65	65	67	66

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Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-72	B	1	63	64	64	65	65	65	65	67	66
Area 3 Part 3 R-73	B	1	68	70	70	70	70	70	70	71	70
Area 3 Part 3 R-74	B	1	66	68	68	68	69	68	68	69	69
Area 3 Part 3 R-75	B	1	66	68	68	69	69	69	69	69	69
Area 3 Part 3 R-76	B	1	65	67	68	68	68	68	68	69	68
Area 3 Part 3 R-77	B	1	63	65	65	66	66	66	65	66	66
Area 3 Part 3 R-78	B	1	68	69	69	69	70	70	70	71	71
Area 3 Part 3 R-79	B	1	66	67	67	67	68	68	68	69	69
Area 3 Part 3 R-80	B	1	63	65	65	65	65	65	65	67	66
Area 3 Part 3 R-81	B	1	59	60	61	61	61	61	61	62	62
Area 3 Part 3 R-82	B	1	67	68	68	69	69	69	69	71	70
Area 3 Part 3 R-83	B	1	57	59	59	59	59	59	59	61	60
Area 3 Part 3 R-84	B	1	62	63	63	64	64	64	64	65	65
Area 3 Part 3 R-85	B	1	63	64	64	65	65	65	65	66	66
Area 3 Part 3 R-86	B	1	67	68	68	68	69	69	69	70	70
Area 3 Part 3 R-87	B	1	67	68	68	68	69	69	69	70	70
Area 3 Part 3 R-88	B	1	68	69	69	70	70	70	70	71	71
Area 3 Part 3 R-89	B	1	67	68	69	69	69	69	69	71	70
Area 3 Part 3 R-90	B	1	63	65	65	65	65	65	66	67	66
Area 3 Part 3 R-91	B	1	58	59	60	60	60	60	60	61	61
Area 3 Part 3 R-92	B	1	63	65	65	65	65	65	65	66	65
Area 3 Part 3 R-93	B	1	55	57	57	57	57	57	57	58	58
Area 3 Part 3 R-94	B	1	55	57	57	57	57	57	57	57	57
Area 3 Part 3 R-95	B	1	52	54	54	54	54	54	54	55	55
Area 3 Part 3 R-96	B	1	54	56	56	56	56	56	56	57	57
Area 3 Part 3 R-97	B	1	55	57	58	58	58	58	58	58	59
Area 3 Part 3 R-98	B	1	53	55	55	55	55	56	55	56	56
Area 3 Part 3 R-99	B	1	55	57	57	57	57	58	57	58	58
Area 3 Part 3 R-100	B	1	55	56	57	57	57	57	58	59	58
Area 3 Part 3 R-101	B	1	53	55	55	55	56	56	56	57	57
Area 3 Part 3 R-102	B	1	51	53	53	53	53	53	53	54	54
Area 3 Part 3 R-103	B	1	48	50	50	50	50	50	50	51	51
Area 3 Part 3 R-104	B	1	48	50	50	50	50	51	51	51	51
Area 3 Part 3 R-105	B	1	60	64	64	64	64	64	65	67	66

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Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-106	B	1	60	64	64	64	65	65	65	<b>67</b>	<b>67</b>
Area 3 Part 3 R-107	B	1	60	64	64	64	64	64	65	<b>67</b>	<b>66</b>
Area 3 Part 3 R-108	B	1	60	64	64	64	64	64	65	<b>67</b>	<b>66</b>
Area 3 Part 3 R-109	B	1	59	63	63	64	64	64	64	<b>67</b>	<b>66</b>
Area 3 Part 3 R-110	B	1	59	63	63	64	64	64	65	<b>67</b>	<b>66</b>
Area 3 Part 3 R-111	B	1	59	63	63	64	64	64	65	<b>67</b>	<b>66</b>
Area 3 Part 3 R-112	B	1	59	63	63	64	64	64	65	<b>67</b>	<b>66</b>
Area 3 Part 3 R-113	B	1	58	62	62	62	62	63	63	65	64
Area 3 Part 3 R-114	E	1	57	58	59	59	59	60	60	60	60
Area 3 Part 3 R-115	B	1	57	60	60	61	60	61	61	63	62
Area 3 Part 3 R-116	B	1	55	58	58	58	58	58	59	60	60
Area 3 Part 3 R-117	B	1	54	57	57	58	57	58	58	59	59
Area 3 Part 3 R-118	B	1	58	60	60	60	61	61	61	62	62
Area 3 Part 3 R-119	B	1	59	60	61	61	61	61	61	63	62
Area 3 Part 3 R-120	B	1	57	59	59	59	59	59	59	61	60
Area 3 Part 3 R-121	B	1	56	57	57	57	58	58	58	59	59
Area 3 Part 3 R-122	B	1	52	53	53	53	54	54	54	55	55
Area 3 Part 3 R-123	B	1	49	50	51	51	51	51	51	52	52
Area 3 Part 3 R-124	B	1	49	50	51	51	51	51	51	52	52
Area 3 Part 3 R-125	B	1	49	50	51	51	51	51	51	52	52
Area 3 Part 3 R-126	B	1	62	63	64	64	64	64	64	65	65
Area 3 Part 3 R-127	B	1	60	62	62	62	62	63	63	63	63
Area 3 Part 3 R-128	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-129	B	1	61	63	64	64	64	64	64	65	64
Area 3 Part 3 R-130	B	1	<b>68</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-131	B	1	57	58	58	58	59	59	59	60	59
Area 3 Part 3 R-132	B	1	60	62	62	62	63	63	62	63	63
Area 3 Part 3 R-133	B	1	61	63	63	63	63	63	63	64	64
Area 3 Part 3 R-134	B	1	59	60	61	61	61	61	61	62	62
Area 3 Part 3 R-135	B	1	58	59	60	60	60	60	60	61	61
Area 3 Part 3 R-136	B	1	56	58	58	58	59	59	58	59	59
Area 3 Part 3 R-137	B	1	56	58	58	58	58	58	58	59	59
Area 3 Part 3 R-138	B	1	59	61	61	61	61	61	61	62	62
Area 3 Part 3 R-139	B	1	63	65	65	65	65	65	65	<b>66</b>	<b>66</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-140	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-141	B	1	63	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>
Area 3 Part 3 R-142	B	1	64	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-143	B	1	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>
Area 3 Part 3 R-144	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-145	B	1	61	63	63	64	64	64	64	64	64
Area 3 Part 3 R-146	B	1	55	57	57	57	57	57	57	58	58
Area 3 Part 3 R-147	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-148	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-149	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-150	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-151	B	1	53	54	55	55	55	55	55	56	56
Area 3 Part 3 R-152	B	1	52	53	53	54	54	54	54	55	55
Area 3 Part 3 R-153	B	1	56	57	58	58	58	58	58	59	59
Area 3 Part 3 R-154	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-155	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-156	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-157	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-158	B	1	50	52	52	52	52	52	52	53	53
Area 3 Part 3 R-159	B	1	53	55	55	55	55	55	55	57	56
Area 3 Part 3 R-160	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-161	B	1	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-162	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-163	B	1	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-164	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>70</b>	<b>69</b>
Area 3 Part 3 R-165	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-166	B	1	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>68</b>
Area 3 Part 3 R-167	B	1	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>
Area 3 Part 3 R-168	B	1	64	65	65	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>68</b>	<b>67</b>
Area 3 Part 3 R-169	B	1	51	52	52	53	53	53	53	54	54
Area 3 Part 3 R-170	B	1	49	50	50	50	51	51	51	52	51
Area 3 Part 3 R-171	B	1	48	49	49	49	50	50	50	51	50
Area 3 Part 3 R-172	B	1	48	49	49	49	49	49	49	51	50
Area 3 Part 3 R-173	B	1	47	48	48	49	49	49	49	50	50

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Table N-4-17 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-174	B	1	47	48	49	49	49	49	49	50	50
Area 3 Part 3 R-175	B	1	47	48	49	49	49	49	49	50	50
Area 3 Part 3 R-176	B	1	50	51	52	52	52	52	52	53	53
Area 3 Part 3 R-177	B	1	47	48	48	48	48	49	49	50	49
Area 3 Part 3 R-178	B	1	48	49	49	49	49	49	49	50	50
Area 3 Part 3 R-179	B	1	48	49	49	50	50	50	50	51	51
Area 3 Part 3 R-180	B	1	48	49	50	50	50	50	50	51	51
Area 3 Part 3 R-181	B	1	47	48	48	48	48	49	49	50	49
Area 3 Part 3 R-182	B	1	47	48	48	49	49	49	49	50	50
Area 3 Part 3 R-183	B	1	49	50	51	51	51	51	51	52	52
Area 3 Part 3 R-184	B	1	50	51	51	52	52	52	52	53	52
Area 3 Part 3 R-185	B	1	55	56	57	57	57	57	57	58	58
Area 3 Part 3 R-186	B	1	56	57	58	58	58	58	58	59	59
Area 3 Part 3 R-187	B	1	58	60	60	60	60	60	60	61	61
Area 3 Part 3 R-188	B	1	62	64	64	64	64	64	64	65	65
Area 3 Part 3 R-189	B	1	55	57	57	57	57	57	57	58	57
Area 3 Part 3 R-190	B	1	53	54	54	55	55	55	54	56	55
Total Number of Impacts			78 (0) = 78	97 (0) = 97	102 (0) = 102	104 (0) = 104	106 (0) = 106	106 (0) = 106	108 (3) = 111	130 (2) = 132	129 (1) = 130

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-1	B	1	70	73	73	73	73	73	73	73	73
Area 3 Part 3 R-2	B	1	66	68	68	69	68	68	68	69	69
Area 3 Part 3 R-3	B	1	63	65	66	66	65	66	66	66	66
Area 3 Part 3 R-4	B	1	67	69	69	70	69	70	70	70	70
Area 3 Part 3 R-5	B	1	63	65	65	65	65	66	66	66	66
Area 3 Part 3 R-6	B	1	63	65	65	66	65	66	66	66	66
Area 3 Part 3 R-7	B	1	59	61	61	62	61	62	62	62	62
Area 3 Part 3 R-8	B	1	57	59	59	60	59	60	60	60	60
Area 3 Part 3 R-9	B	1	70	73	73	73	73	73	73	73	74
Area 3 Part 3 R-10	B	1	71	73	73	74	73	73	73	73	74
Area 3 Part 3 R-11	B	1	70	73	73	73	73	73	73	73	73
Area 3 Part 3 R-12	B	1	71	73	73	74	73	73	74	74	74
Area 3 Part 3 R-13	B	1	70	72	73	73	72	73	73	73	73
Area 3 Part 3 R-14	B	1	70	72	72	73	72	72	72	73	73
Area 3 Part 3 R-15	B	1	70	72	72	72	72	72	72	72	73
Area 3 Part 3 R-16	B	1	70	72	72	72	72	72	72	72	73
Area 3 Part 3 R-17	B	1	69	71	71	71	71	71	71	71	72
Area 3 Part 3 R-18	B	1	68	70	70	70	70	70	70	70	71
Area 3 Part 3 R-19	B	1	67	69	69	70	69	70	70	70	70
Area 3 Part 3 R-20	B	1	66	68	68	68	68	68	68	68	69
Area 3 Part 3 R-21	B	1	66	68	69	69	68	69	69	69	69
Area 3 Part 3 R-22	B	1	65	68	68	68	68	68	68	68	68
Area 3 Part 3 R-23	B	1	65	67	67	68	67	67	67	68	68
Area 3 Part 3 R-24	B	1	64	66	66	66	66	66	66	66	67
Area 3 Part 3 R-25	B	1	63	65	65	66	65	65	65	66	66
Area 3 Part 3 R-26	B	1	59	61	62	62	61	62	62	62	62
Area 3 Part 3 R-27	B	1	66	68	69	69	68	69	69	70	69
Area 3 Part 3 R-28	B	1	68	69	70	70	69	70	70	71	70
Area 3 Part 3 R-29	B	1	67	68	69	69	68	69	69	70	70
Area 3 Part 3 R-30	B	1	63	65	65	66	65	66	66	66	66
Area 3 Part 3 R-31	C/D	1	60	61	62	62	62	62	62	63	63
Area 3 Part 3 R-32	B	2	57	59	59	59	59	59	59	60	60
Area 3 Part 3 R-33	B	1	64	66	66	66	66	66	66	67	67



Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-34	E	1	59	61	61	61	61	62	62	62	62
Area 3 Part 3 R-35	B	1	63	65	<b>66</b>	<b>66</b>	65	65	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-36	B	1	63	65	65	<b>66</b>	65	65	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-37	B	1	63	65	<b>66</b>	<b>66</b>	65	65	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-38	B	1	<b>69</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>72</b>	<b>72</b>	<b>73</b>	<b>72</b>
Area 3 Part 3 R-39	C	10	<b>66</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>
Area 3 Part 3 R-40	C	10	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-41	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-42	B	1	<b>67</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-43	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-44	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-45	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-46	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-47	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-48	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-49	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>
Area 3 Part 3 R-50	B	1	65	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-51	B	1	64	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-52	B	1	63	65	65	<b>66</b>	65	<b>66</b>	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-53	B	1	61	63	63	64	63	64	63	64	64
Area 3 Part 3 R-54	B	1	63	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>
Area 3 Part 3 R-55	B	1	65	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>
Area 3 Part 3 R-56	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>68</b>
Area 3 Part 3 R-57	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-58	B	1	<b>69</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 3 Part 3 R-59	B	1	<b>70</b>	<b>72</b>	<b>72</b>	<b>72</b>	<b>71</b>	<b>72</b>	<b>71</b>	<b>73</b>	<b>73</b>
Area 3 Part 3 R-60	B	1	<b>69</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>72</b>	<b>72</b>
Area 3 Part 3 R-61	B	1	61	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-62	B	1	62	64	64	64	64	65	64	65	65
Area 3 Part 3 R-63	B	1	60	62	62	62	62	63	62	63	63
Area 3 Part 3 R-64	B	1	59	61	61	61	61	61	61	62	62
Area 3 Part 3 R-65	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-66	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-67	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-68	B	1	64	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-69	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-70	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-71	B	1	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>
Area 3 Part 3 R-72	B	1	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>
Area 3 Part 3 R-73	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>
Area 3 Part 3 R-74	B	1	65	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>68</b>
Area 3 Part 3 R-75	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>68</b>
Area 3 Part 3 R-76	B	1	65	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>68</b>
Area 3 Part 3 R-77	B	1	62	64	64	64	64	65	64	<b>66</b>	65
Area 3 Part 3 R-78	B	1	<b>68</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-79	B	1	<b>66</b>	<b>68</b>	<b>69</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-80	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-81	B	1	59	61	62	62	61	62	61	62	62
Area 3 Part 3 R-82	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-83	B	1	58	59	60	60	60	60	60	61	60
Area 3 Part 3 R-84	B	1	62	64	65	65	64	65	64	65	65
Area 3 Part 3 R-85	B	1	63	65	65	<b>66</b>	65	<b>66</b>	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-86	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-87	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-88	B	1	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-89	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-90	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-91	B	1	58	60	60	60	60	60	60	61	61
Area 3 Part 3 R-92	B	1	62	64	64	64	64	65	64	65	65
Area 3 Part 3 R-93	B	1	54	56	56	57	56	57	56	57	57
Area 3 Part 3 R-94	B	1	54	56	56	56	56	56	56	57	57
Area 3 Part 3 R-95	B	1	51	53	53	54	53	54	53	55	54
Area 3 Part 3 R-96	B	1	53	55	55	56	55	56	55	57	56
Area 3 Part 3 R-97	B	1	55	57	58	58	57	58	58	58	58
Area 3 Part 3 R-98	B	1	52	55	55	56	55	55	55	56	56
Area 3 Part 3 R-99	B	1	54	57	57	58	57	57	57	58	58
Area 3 Part 3 R-100	B	1	55	57	57	58	58	58	58	58	58
Area 3 Part 3 R-101	B	1	54	56	56	56	57	57	57	57	57

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-102	B	1	51	53	53	54	54	54	54	54	54
Area 3 Part 3 R-103	B	1	48	50	50	51	50	50	50	51	51
Area 3 Part 3 R-104	B	1	48	50	51	51	50	51	51	51	51
Area 3 Part 3 R-105	B	1	61	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-106	B	1	61	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>68</b>
Area 3 Part 3 R-107	B	1	60	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-108	B	1	60	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-109	B	1	59	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 3 R-110	B	1	59	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 3 R-111	B	1	59	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 3 R-112	B	1	59	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>
Area 3 Part 3 R-113	B	1	58	64	65	65	64	64	64	65	65
Area 3 Part 3 R-114	E	1	56	59	60	60	59	59	59	60	60
Area 3 Part 3 R-115	B	1	57	62	62	63	62	62	62	62	63
Area 3 Part 3 R-116	B	1	55	59	59	60	59	59	59	60	60
Area 3 Part 3 R-117	B	1	54	58	58	59	58	58	58	58	59
Area 3 Part 3 R-118	B	1	58	61	61	61	61	62	61	62	62
Area 3 Part 3 R-119	B	1	60	61	62	62	62	62	62	62	62
Area 3 Part 3 R-120	B	1	58	59	60	60	60	60	60	60	60
Area 3 Part 3 R-121	B	1	56	58	58	59	58	58	58	59	59
Area 3 Part 3 R-122	B	1	52	54	54	54	54	54	54	54	55
Area 3 Part 3 R-123	B	1	49	50	51	51	50	51	51	51	51
Area 3 Part 3 R-124	B	1	49	50	51	51	50	51	51	51	51
Area 3 Part 3 R-125	B	1	49	51	51	51	51	51	51	52	52
Area 3 Part 3 R-126	B	1	61	62	63	63	63	63	63	64	64
Area 3 Part 3 R-127	B	1	60	61	61	62	61	62	62	63	62
Area 3 Part 3 R-128	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>69</b>	<b>68</b>
Area 3 Part 3 R-129	B	1	61	63	63	63	63	64	63	64	64
Area 3 Part 3 R-130	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>
Area 3 Part 3 R-131	B	1	56	58	58	59	58	59	58	59	59
Area 3 Part 3 R-132	B	1	60	61	62	62	62	62	62	63	63
Area 3 Part 3 R-133	B	1	60	62	62	63	63	63	62	64	63
Area 3 Part 3 R-134	B	1	59	61	61	62	61	62	61	62	62
Area 3 Part 3 R-135	B	1	58	59	59	60	60	60	59	61	60

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-136	B	1	56	58	58	58	58	58	58	59	59
Area 3 Part 3 R-137	B	1	55	57	57	58	58	58	57	59	58
Area 3 Part 3 R-138	B	1	59	60	61	61	61	61	61	62	62
Area 3 Part 3 R-139	B	1	62	64	64	65	65	65	65	<b>66</b>	65
Area 3 Part 3 R-140	B	1	63	65	65	65	65	<b>66</b>	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-141	B	1	63	64	65	65	65	65	65	<b>66</b>	<b>66</b>
Area 3 Part 3 R-142	B	1	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>
Area 3 Part 3 R-143	B	1	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-144	B	1	64	65	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>66</b>
Area 3 Part 3 R-145	B	1	61	62	63	63	63	63	63	64	64
Area 3 Part 3 R-146	B	1	55	56	57	57	57	57	57	58	58
Area 3 Part 3 R-147	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-148	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-149	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-150	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-151	B	1	53	54	55	55	55	55	55	56	55
Area 3 Part 3 R-152	B	1	52	54	54	54	54	54	54	55	55
Area 3 Part 3 R-153	B	1	56	58	58	58	58	58	58	59	59
Area 3 Part 3 R-154	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-155	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-156	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-157	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-158	B	1	50	52	52	53	52	53	52	53	53
Area 3 Part 3 R-159	B	1	54	55	56	56	56	56	56	57	56
Area 3 Part 3 R-160	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-161	B	1	<b>69</b>	<b>70</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-162	B	1	<b>68</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>70</b>	<b>71</b>	<b>71</b>
Area 3 Part 3 R-163	B	1	<b>68</b>	<b>69</b>	<b>70</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-164	B	1	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>69</b>	<b>70</b>	<b>70</b>
Area 3 Part 3 R-165	B	1	<b>66</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>	<b>69</b>
Area 3 Part 3 R-166	B	1	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>	<b>68</b>
Area 3 Part 3 R-167	B	1	65	<b>67</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>67</b>	<b>68</b>	<b>68</b>
Area 3 Part 3 R-168	B	1	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Area 3 Part 3 R-169	B	1	51	53	53	53	53	53	53	54	54

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-18 Summary of Traffic Noise Levels for Area 3 Part 3 Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Area 3 Part 3 R-170	B	1	49	50	50	51	50	51	50	51	51
Area 3 Part 3 R-171	B	1	48	49	50	50	50	50	50	51	50
Area 3 Part 3 R-172	B	1	48	49	49	50	49	50	49	50	50
Area 3 Part 3 R-173	B	1	47	48	49	49	49	49	49	50	49
Area 3 Part 3 R-174	B	1	47	48	49	49	49	49	49	50	50
Area 3 Part 3 R-175	B	1	47	48	49	49	49	49	49	50	49
Area 3 Part 3 R-176	B	1	50	51	52	52	52	52	52	53	52
Area 3 Part 3 R-177	B	1	47	48	48	49	48	49	48	49	49
Area 3 Part 3 R-178	B	1	47	49	49	49	49	49	49	50	50
Area 3 Part 3 R-179	B	1	48	49	50	50	50	50	50	51	50
Area 3 Part 3 R-180	B	1	48	50	50	50	50	50	50	51	51
Area 3 Part 3 R-181	B	1	47	48	48	49	48	49	48	49	49
Area 3 Part 3 R-182	B	1	47	48	49	49	49	49	49	50	49
Area 3 Part 3 R-183	B	1	49	51	51	51	51	51	51	52	52
Area 3 Part 3 R-184	B	1	50	51	51	52	51	52	51	52	52
Area 3 Part 3 R-185	B	1	55	57	57	57	57	57	57	58	58
Area 3 Part 3 R-186	B	1	56	58	58	59	58	59	58	59	59
Area 3 Part 3 R-187	B	1	58	59	60	60	60	60	60	61	61
Area 3 Part 3 R-188	B	1	62	64	64	64	64	64	64	65	65
Area 3 Part 3 R-189	B	1	53	55	56	56	55	56	56	57	56
Area 3 Part 3 R-190	B	1	51	53	54	54	53	54	53	54	54
Total Number of Impacts			78 (0) = 78	114 (1) = 115	121 (1) = 122	123 (2) = 125	108 (2) = 110	116 (1) = 117	118 (1) = 119	128 (1) = 129	126 (2) = 128

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-19 Summary of Traffic Noise Levels for Construction Area Receivers – AM

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-11	B	1	60	62	63	64	64	<b>66</b>	<b>68</b>	<b>66</b>	<b>69</b>
Construction Site R-17A	B	1	58	60	61	63	62	64	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-17B	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-17C	B	1	59	61	62	65	63	<b>66</b>	<b>68</b>	<b>67</b>	<b>69</b>
Construction Site R-17	C	1	58	61	62	64	63	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-17D	B	1	59	60	63	65	63	<b>66</b>	<b>68</b>	<b>67</b>	<b>69</b>
Construction Site R-15	C	50	50	51	52	53	54	57	59	58	60
Construction Site R-4	B	1	61	64	65	<b>67</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-4A	B	1	60	63	65	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-4B	B	1	60	62	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-4C	B	1	61	63	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-4D	B	1	61	63	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-5	B	8	63	64	65	65	64	<b>66</b>	<b>68</b>	<b>66</b>	<b>69</b>
Construction Site R-5A	B	9	64	65	65	65	64	<b>66</b>	<b>69</b>	<b>66</b>	<b>69</b>
Construction Site R-5B	B	2	60	61	63	64	65	65	<b>66</b>	65	<b>67</b>
Construction Site R-5C	E	1	63	64	64	65	63	65	<b>66</b>	65	<b>67</b>
Construction Site R-6A	E	1	63	64	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>70</b>
Construction Site R-6C	B	2	62	63	64	65	65	65	<b>68</b>	<b>66</b>	<b>69</b>
Construction Site R-5E	B	3	50	51	51	52	50	51	50	51	51
Construction Site R-5D	B	3	53	54	54	54	55	55	56	57	57
Construction Site R-6B	B	5	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-20	B	1	61	63	64	<b>66</b>	63	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Construction Site R-20C	B	2	60	62	63	64	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>66</b>
Construction Site R-20D	B	1	61	63	64	<b>66</b>	63	<b>67</b>	<b>67</b>	<b>67</b>	<b>67</b>
Construction Site R-6	B	6	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-20A	C	10	63	63	64	64	63	63	64	<b>67</b>	<b>66</b>
Construction Site R-20B	B	2	54	55	55	54	55	56	58	57	58
Construction Site R-6D	B	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-8A	B	1	58	59	59	60	60	64	64	65	<b>66</b>

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Table N-4-19 Summary of Traffic Noise Levels for Construction Area Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-7D	B	1	60	61	61	61	62	66	<b>67</b>	67	<b>68</b>
Construction Site R-7A	B	2	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-8B	B	2	60	61	61	62	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7C	C	1	61	62	62	62	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6F	E	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-10	B	30	38	38	39	40	39	41	41	42	42
Construction Site R-10A	B	30	39	40	42	42	42	42	44	45	45
Construction Site R-10B	B	60	40	41	43	44	44	44	46	47	48
Construction Site R-6G	B	4	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-10C	B	23	42	43	45	45	46	47	48	48	49
Construction Site R-7B	B	2	57	59	60	60	60	62	63	62	64
Construction Site R-6H	B	4	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7F	C	10	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-7E	C	10	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-8	B	1	60	61	61	62	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6K	B	4	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7	B	1	61	62	62	62	62	66	<b>67</b>	67	<b>68</b>
Construction Site R-6L	B	2	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7G	B	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6J	B	1	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6I	B	7	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-8C	B	3	60	61	61	62	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-8D	B	32	54	56	56	57	57	57	59	58	60
Construction Site R-7H	B	1	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-6E	B	3	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6N	B	2	63	64	65	65	65	<b>66</b>	Site Taken	<b>67</b>	Site Taken
Construction Site R-6M	B	1	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-21	B	1	53	54	55	57	59	61	62	62	63
Construction Site R-19A	B	1	43	43	44	44	45	45	46	47	47
Construction Site R-19	B	1	45	45	46	46	47	48	48	49	49
Construction Site R-19B	B	2	43	43	44	44	45	45	46	47	47
Construction Site R-21A	B	2	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-22	B	1	53	54	55	57	59	62	63	63	64
Construction Site R-23	B	1	60	62	63	65	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>

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Table N-4-19 Summary of Traffic Noise Levels for Construction Area Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-13A	B	1	52	53	55	56	54	55	57	58	60
Construction Site R-13	B	1	53	54	56	57	55	56	59	60	61
Construction Site R-23B	B	1	59	60	61	62	63	65	<b>66</b>	<b>67</b>	<b>68</b>
Construction Site R-23A	B	1	61	62	63	64	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>
Construction Site R-21B	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-23C	B	1	58	59	60	61	62	64	65	<b>66</b>	<b>67</b>
Construction Site R-14	B	1	60	61	62	64	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-14A	B	1	59	60	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-14B	B	1	59	60	62	63	64	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>
Construction Site R-14C	E	1	60	61	62	64	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-24	B	2	61	62	64	<b>66</b>	64	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-24A	B	3	62	63	65	<b>66</b>	64	<b>66</b>	<b>66</b>	<b>68</b>	<b>69</b>
Construction Site R-24B	B	3	61	63	64	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-24C	E	10	62	63	65	<b>66</b>	64	65	<b>66</b>	<b>68</b>	<b>69</b>
Construction Site R-25	B	3	61	63	64	<b>66</b>	65	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-16	C	1	62	64	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>69</b>	<b>68</b>	<b>69</b>
Construction Site R-16A	C	5	62	63	64	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-16B	C	5	60	61	62	63	65	65	<b>67</b>	<b>66</b>	<b>67</b>
Construction Site R-16C	B	1	62	63	64	65	<b>66</b>	<b>67</b>	<b>69</b>	<b>68</b>	<b>69</b>
Construction Site R-11A	B	1	60	62	64	65	63	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-11B	B	1	62	63	64	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-11C	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-9B	B	26	37	38	39	39	37	38	39	40	41
Construction Site R-9A	B	26	38	38	39	41	38	40	41	40	42
Construction Site R-9	B	26	39	39	40	42	40	41	42	42	43
Construction Site R-9C	B	72	37	38	39	40	38	40	41	40	42
Construction Site R-15	C	1	52	53	53	54	54	56	57	58	59
Construction Site R-15A	B	1	52	53	53	54	54	56	57	58	59
Construction Site R-15B	B	1	50	51	51	52	52	54	55	56	57
Construction Site R-8E	B	32	56	57	58	59	59	62	62	63	64
Construction Site R-18	B	12	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18A	B	1	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18B	B	1	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18C	B	14	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.



Table N-4-19 Summary of Traffic Noise Levels for Construction Area Receivers – AM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - AM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-18D	B	10	60	61	62	63	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-18E	B	1	60	61	62	63	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-18F	B	1	59	60	60	61	61	61	64	64	<b>66</b>
Construction Site R-18G	B	1	59	60	60	61	61	61	64	64	<b>66</b>
Total Number of Impacts			<b>5 (4) = 9</b>	<b>9 (5) = 14</b>	<b>23 (5) = 28</b>	<b>38 (4) = 42</b>	<b>25 (5) = 30</b>	<b>42 (18) = 60</b>	<b>68 (43) = 111</b>	<b>112 (53) = 165</b>	<b>136 (174) = 310</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-20 Summary of Traffic Noise Levels for construction Area Receivers – PM											
TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-11	B	1	60	61	63	63	63	<b>66</b>	<b>67</b>	<b>66</b>	<b>68</b>
Construction Site R-17A	B	1	58	60	61	63	62	64	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-17B	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-17C	B	1	59	61	63	65	63	<b>66</b>	<b>68</b>	<b>67</b>	<b>69</b>
Construction Site R-17	C	1	59	61	63	65	63	<b>66</b>	<b>68</b>	<b>67</b>	<b>69</b>
Construction Site R-17D	B	1	58	61	63	65	63	<b>66</b>	<b>68</b>	<b>67</b>	<b>69</b>
Construction Site R-15	C	50	50	51	52	53	54	57	58	58	59
Construction Site R-4	B	1	61	65	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-4A	B	1	60	63	<b>66</b>	<b>67</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-4B	B	1	60	63	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-4C	B	1	61	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-4D	B	1	61	64	65	<b>66</b>	<b>66</b>	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-5	B	8	63	64	65	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-5A	B	9	64	65	65	65	64	<b>66</b>	<b>67</b>	<b>66</b>	<b>68</b>
Construction Site R-5B	B	2	60	61	63	64	65	65	<b>66</b>	65	<b>67</b>
Construction Site R-5C	E	1	63	64	64	65	63	65	<b>66</b>	65	<b>67</b>
Construction Site R-6A	E	1	63	64	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>69</b>	<b>69</b>	<b>69</b>
Construction Site R-6C	B	2	62	63	64	65	65	65	<b>67</b>	<b>66</b>	<b>68</b>
Construction Site R-5E	B	3	50	52	51	51	52	52	51	53	52
Construction Site R-5D	B	3	53	55	55	55	56	56	57	58	58
Construction Site R-6B	B	1	62	63	64	65	65	65	<b>67</b>	<b>66</b>	<b>68</b>
Construction Site R-20	B	1	60	62	63	<b>65</b>	63	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Construction Site R-20C	B	2	59	61	63	64	64	65	<b>66</b>	<b>66</b>	<b>66</b>
Construction Site R-20D	B	1	60	62	63	<b>65</b>	63	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Construction Site R-6	B	6	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-20A	C	10	63	65	65	64	65	65	64	64	65
Construction Site R-20B	B	2	54	56	56	56	56	56	57	57	59

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-20 Summary of Traffic Noise Levels for Construction Area Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-6D	B	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-8A	B	1	58	60	61	62	62	64	65	65	65
Construction Site R-7D	B	1	60	61	61	61	62	66	<b>67</b>	67	<b>68</b>
Construction Site R-7A	B	2	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-8B	B	1	60	62	63	64	64	<b>66</b>	<b>68</b>	<b>67</b>	<b>68</b>
Construction Site R-7C	C	1	60	61	61	61	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6F	E	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-10	B	30	38	38	39	40	39	41	41	42	42
Construction Site R-10A	B	30	38	39	41	41	41	41	43	44	44
Construction Site R-10B	B	60	40	41	43	44	44	44	46	46	48
Construction Site R-6G	B	4	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-10C	B	23	41	42	44	44	45	44	47	47	49
Construction Site R-7B	B	2	57	59	60	60	60	62	63	62	64
Construction Site R-6H	B	4	61	63	64	64	65	65	<b>67</b>	<b>66</b>	<b>68</b>
Construction Site R-7F	C	10	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-7E	C	10	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-8	B	1	60	61	62	63	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6K	B	4	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7	B	1	60	61	61	61	62	66	<b>67</b>	67	<b>68</b>
Construction Site R-6L	B	2	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-7G	B	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6J	B	1	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6I	B	7	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-8C	B	3	61	62	62	63	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>67</b>
Construction Site R-8D	B	32	56	58	58	59	59	60	62	63	64
Construction Site R-7H	B	1	59	60	60	60	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-6E	B	3	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-6N	B	2	63	64	65	65	65	<b>66</b>	Site Taken	<b>67</b>	Site Taken
Construction Site R-6M	B	1	63	64	65	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-21	B	1	53	54	55	57	59	61	62	62	63
Construction Site R-19A	B	1	42	42	43	43	44	45	45	46	46
Construction Site R-19	B	1	44	44	45	45	46	47	47	48	48
Construction Site R-19B	B	2	42	42	43	43	44	45	45	46	46
Construction Site R-21A	B	2	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-20 Summary of Traffic Noise Levels for Construction Area Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-22	B	1	53	54	55	57	59	62	63	63	64
Construction Site R-23	B	1	61	62	63	64	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>
Construction Site R-13A	B	1	51	52	54	55	53	54	57	58	59
Construction Site R-13	B	1	52	53	55	57	54	55	58	59	60
Construction Site R-23B	B	1	60	61	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-23A	B	1	61	62	63	64	65	<b>67</b>	<b>68</b>	<b>69</b>	<b>70</b>
Construction Site R-21B	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-23C	B	B	58	59	60	61	62	64	65	<b>66</b>	<b>67</b>
Construction Site R-14	B	1	59	60	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-14A	B	1	59	60	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-14B	B	1	59	60	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-14C	E	1	59	60	62	63	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-24	B	2	62	63	65	<b>66</b>	64	<b>66</b>	<b>66</b>	<b>68</b>	<b>69</b>
Construction Site R-24A	B	3	62	63	65	<b>66</b>	64	<b>66</b>	<b>66</b>	<b>68</b>	<b>69</b>
Construction Site R-24B	B	3	63	64	65	<b>66</b>	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-24C	E	10	62	63	65	<b>66</b>	64	65	<b>66</b>	<b>68</b>	<b>69</b>
Construction Site R-25	B	3	61	62	65	<b>66</b>	64	<b>68</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-16	C	1	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>68</b>	<b>69</b>
Construction Site R-16A	C	5	62	63	64	65	64	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-16B	C	5	60	61	62	63	65	65	<b>67</b>	<b>66</b>	<b>67</b>
Construction Site R-16C	B	1	62	63	64	65	<b>66</b>	<b>67</b>	<b>68</b>	<b>68</b>	<b>69</b>
Construction Site R-11A	B	1	60	61	63	63	63	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-11B	B	1	62	63	64	65	65	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-11C	B	1	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken	Site Taken
Construction Site R-9B	B	26	37	38	39	39	38	39	40	41	41
Construction Site R-9A	B	26	38	38	39	41	38	40	41	40	42
Construction Site R-9	B	26	39	39	40	42	39	41	42	41	43
Construction Site R-9C	B	72	38	38	39	41	38	40	41	40	42
Construction Site R-15	C	1	53	54	54	55	55	57	58	59	60
Construction Site R-15A	B	1	53	54	54	55	55	57	58	59	60
Construction Site R-15B	B	1	50	51	51	52	52	54	55	56	57
Construction Site R-8E	B	32	57	58	59	60	60	63	63	64	65
Construction Site R-18	B	12	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18A	B	1	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

Table N-4-20 Summary of Traffic Noise Levels for Construction Area Receivers – PM (Continuation)

TNM Receiver ID	Land Use Activity Category	Total Dwelling Units	TNM Noise Levels Leq (1h) dBA - PM								
			Existing Baseline Conditions	2027 No Action Alternative	2031 No Action Alternative	2041 No Action Alternative	2027 Preferred Action Alternative	2031 Preferred Action Alternative	2031 Traffic Mitigation Scenario C	2041 Preferred Action Alternative	2041 Traffic Mitigation Scenario C
Construction Site R-18B	B	1	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18C	B	14	61	62	63	64	62	<b>66</b>	<b>67</b>	<b>67</b>	<b>68</b>
Construction Site R-18D	B	10	60	61	62	63	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-18E	B	1	60	61	62	63	61	65	<b>66</b>	<b>66</b>	<b>67</b>
Construction Site R-18F	B	1	59	60	60	61	61	61	64	64	<b>66</b>
Construction Site R-18G	B	1	59	60	60	61	61	61	64	64	<b>66</b>
Total Number of Impacts			<b>6 (4) = 10</b>	<b>17 (4) = 21</b>	<b>42 (4) = 46</b>	<b>45 (6) = 51</b>	<b>44 (4) = 48</b>	<b>73 (18) = 91</b>	<b>95 (63) = 158</b>	<b>93 (151) = 244</b>	<b>87 (107) = 194</b>

**Bold** values indicate a significant impact. Significant noise impact occurs when noise level exceeds 65 Leq dBA at the receiver or the noise level at the receiver increases by 6 dBA or more.

## N-5 Traffic Noise Model Receptor Locations



**Map Index to Figures in this Attachment**  
See Attachment N-4 for Noise Level Predictions for Each Receptor Point

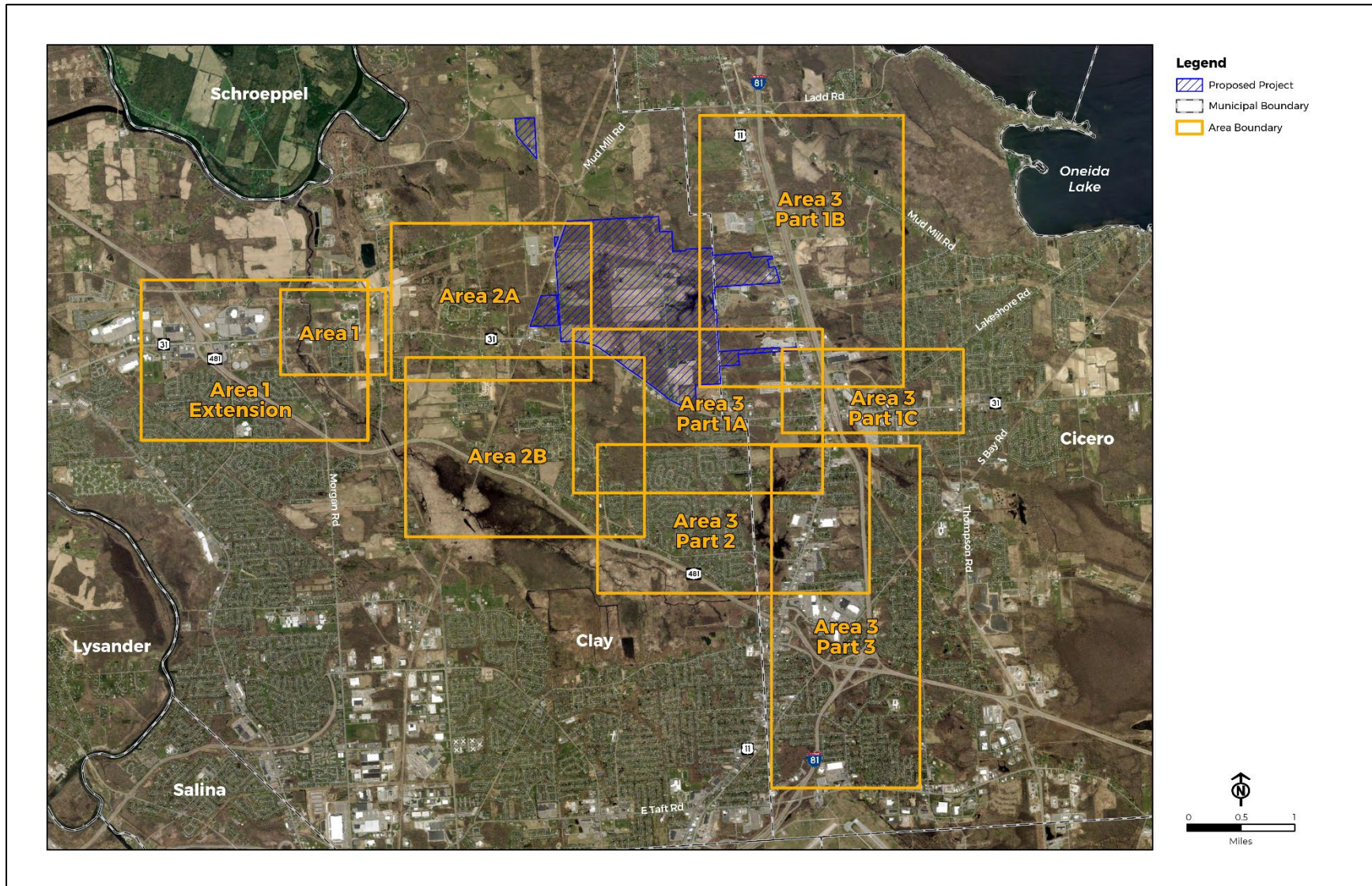




Figure N-5-1 Noise Receivers Series A-1 Area 1





Figure N-5-2 Noise Receivers Series B-1 Area 1 Extension

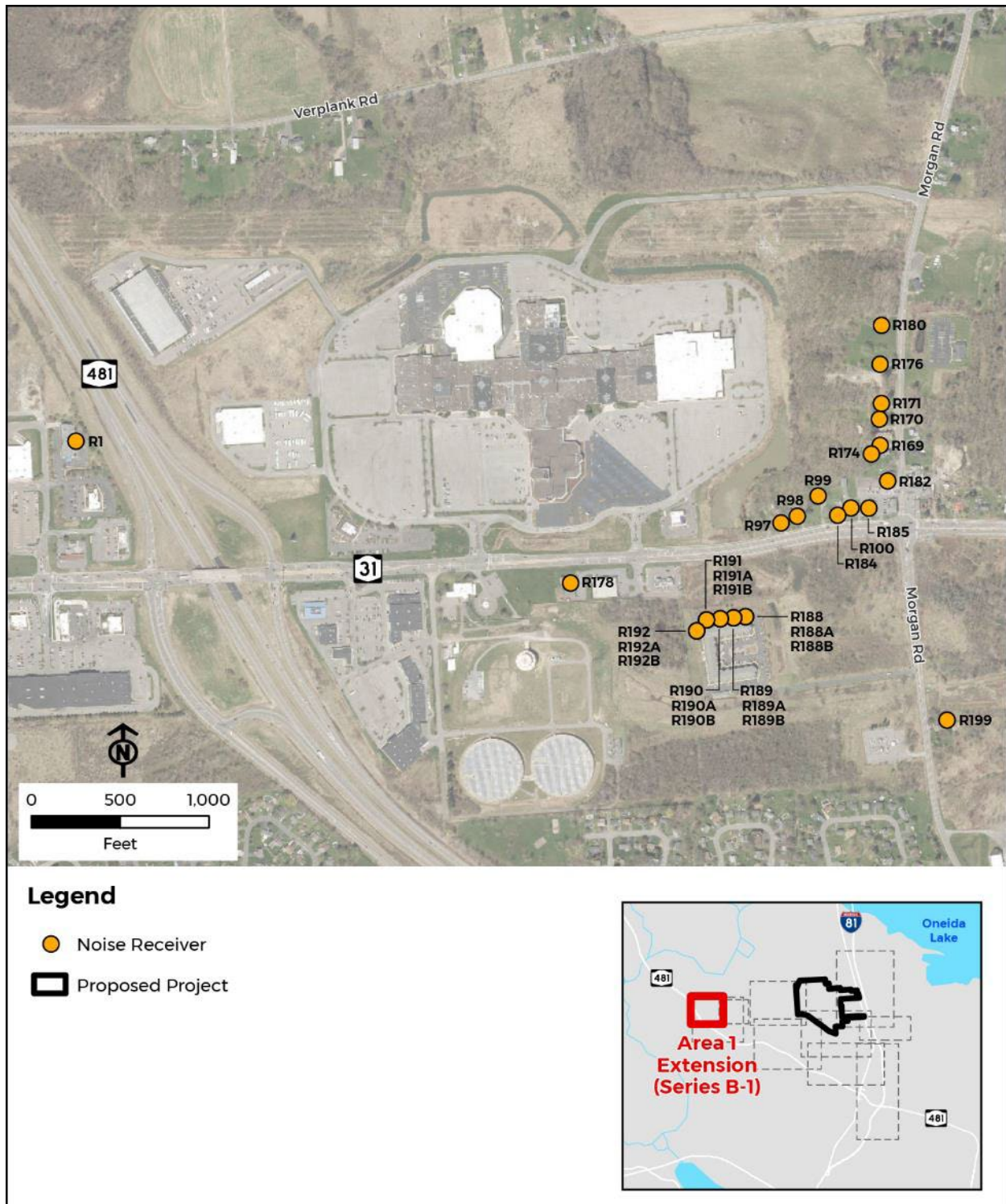




Figure N-5-3 Noise Receivers Series B-2 Area 1 Extension

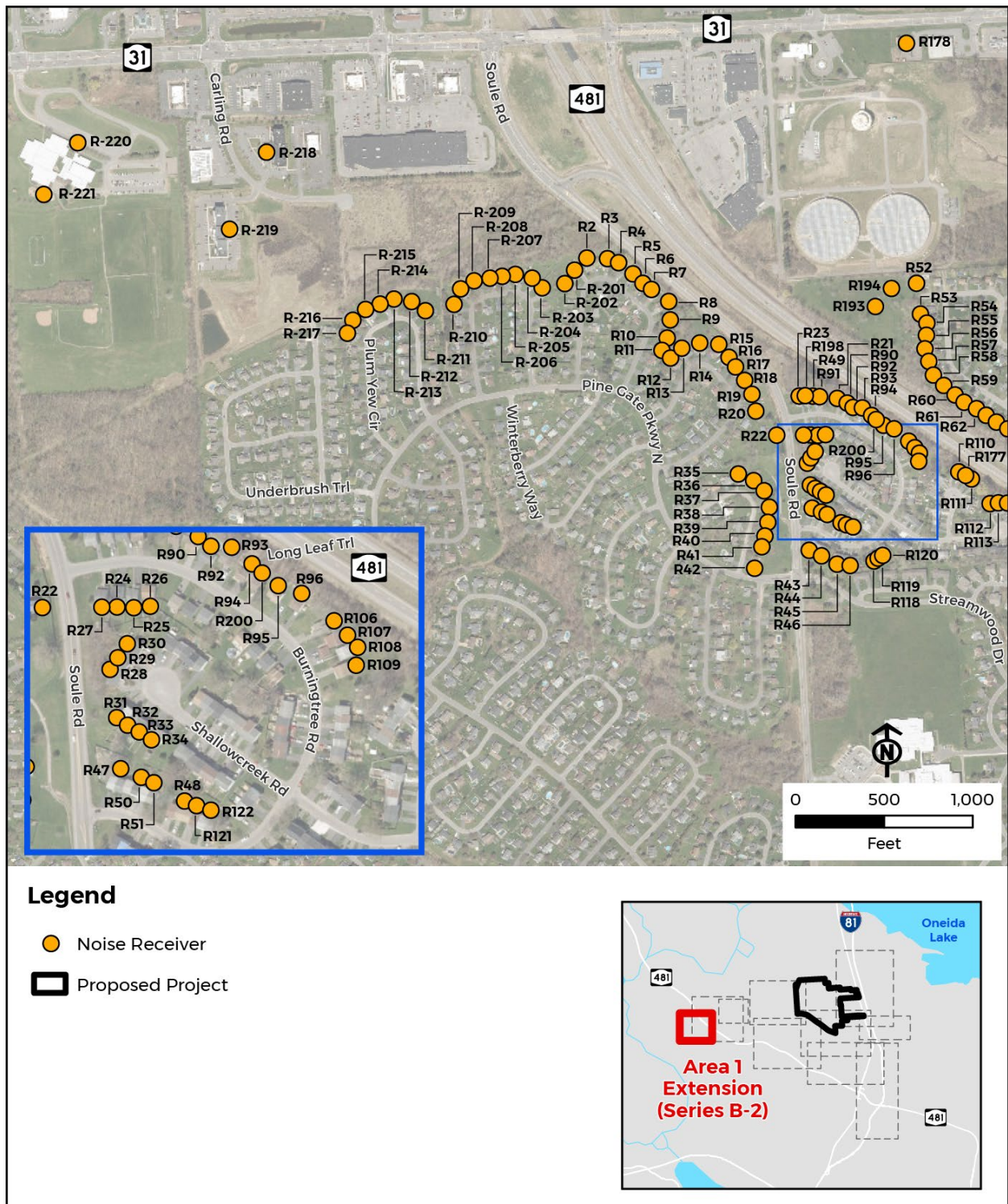




Figure N-5-4 Noise Receivers Series B-3 Area 1 Extension

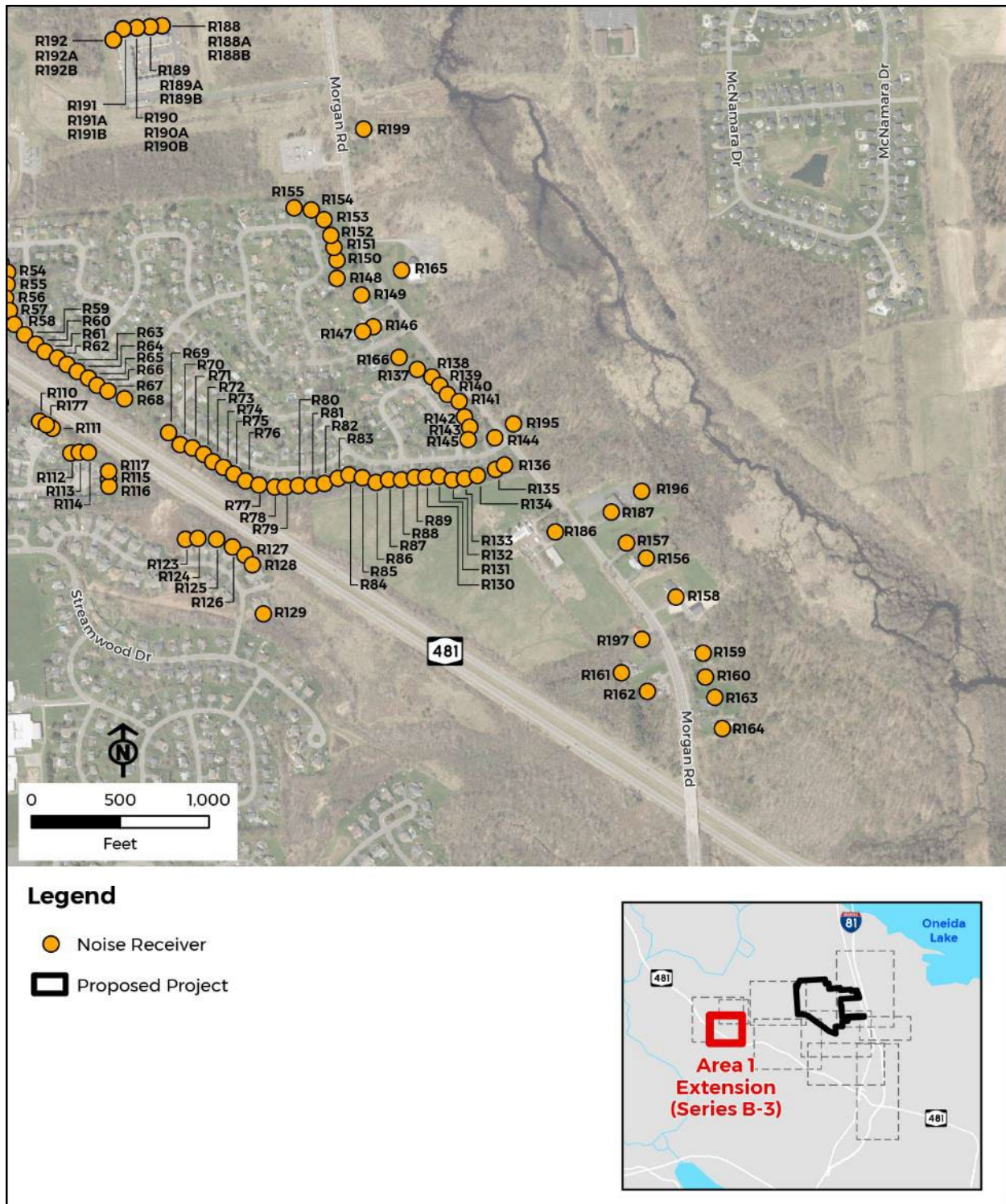


Figure N-5-5 Noise Receivers Series C-1 Area 2A

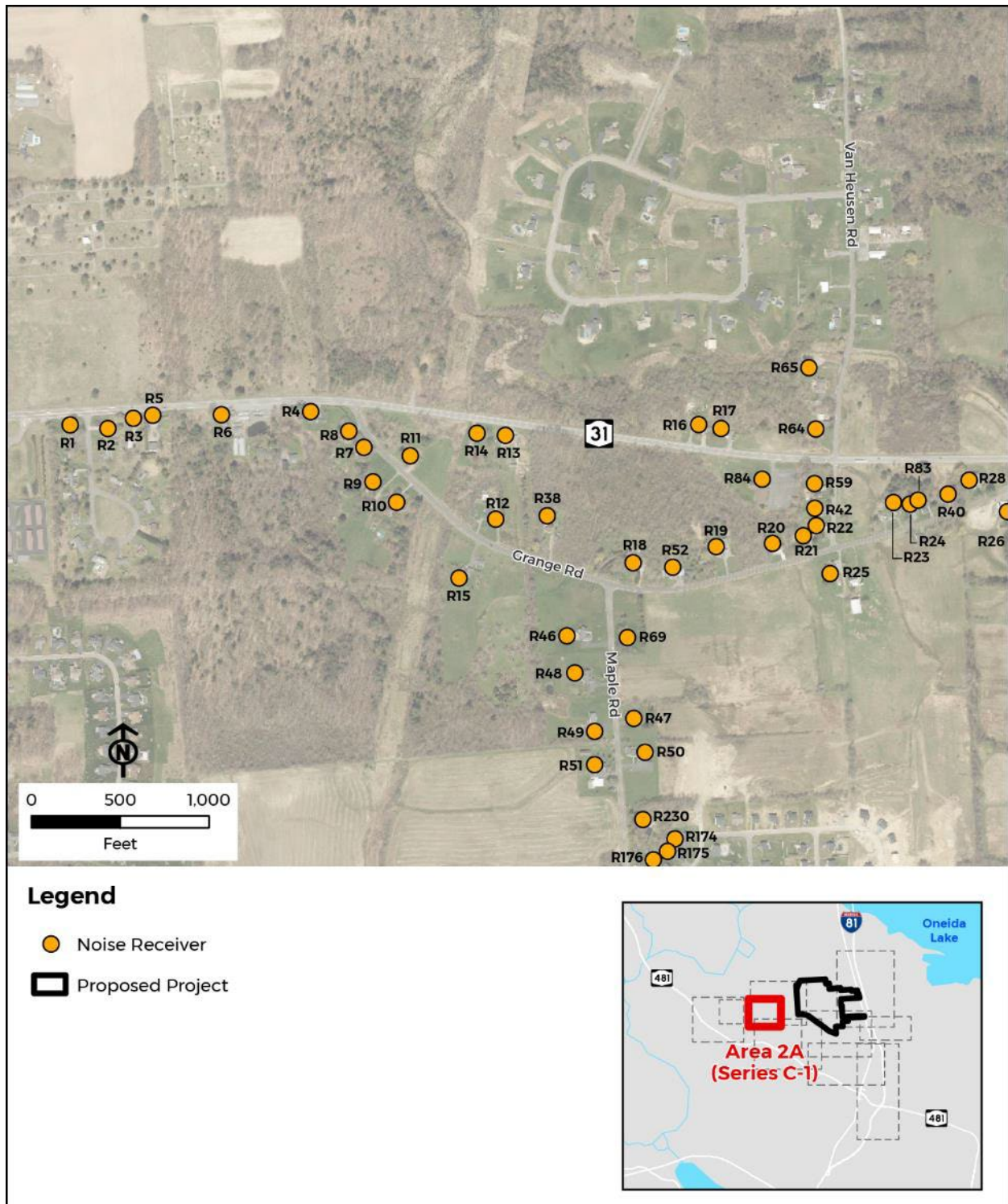
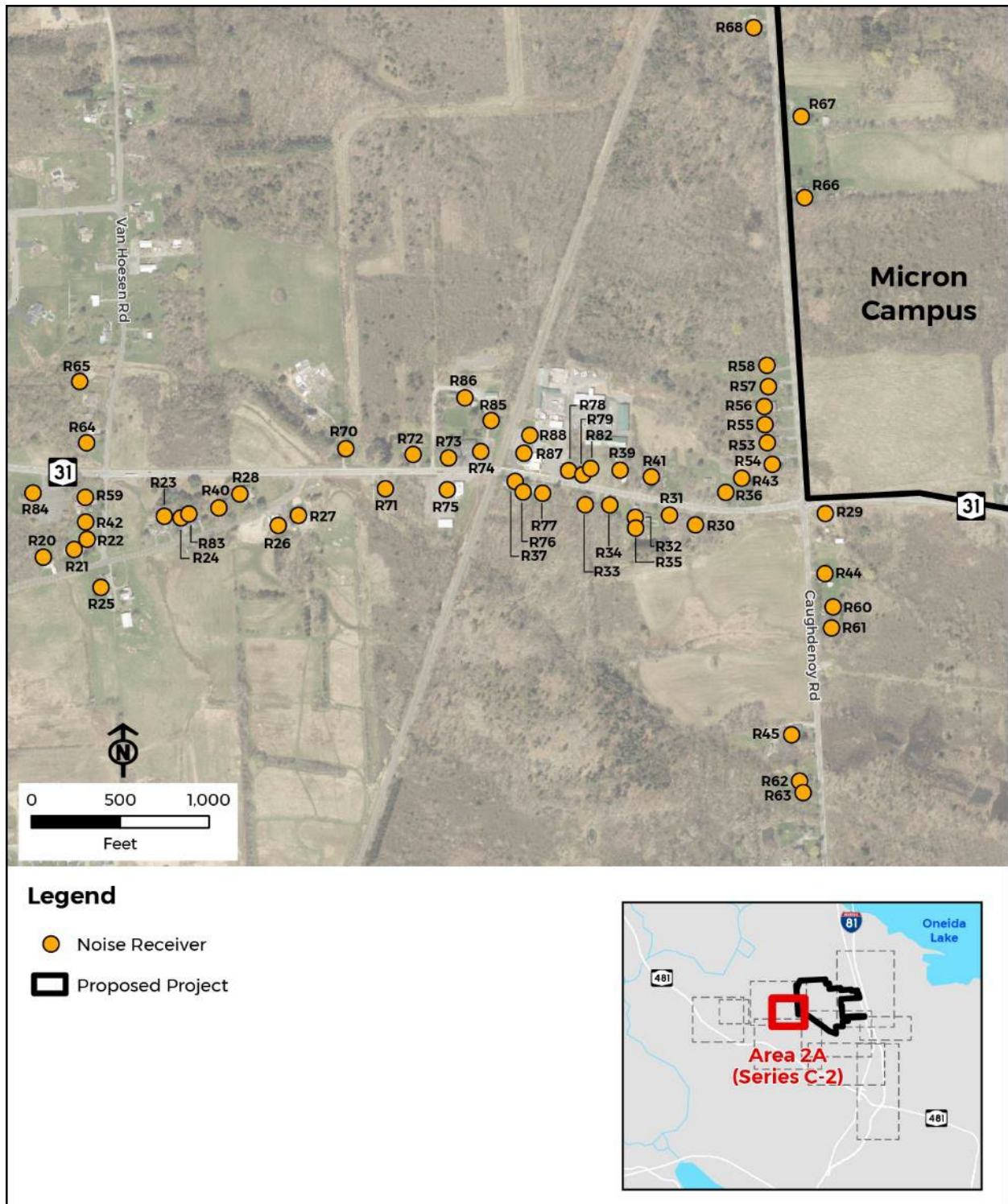




Figure N-5-6 Noise Receivers Series C-2 Area 2A



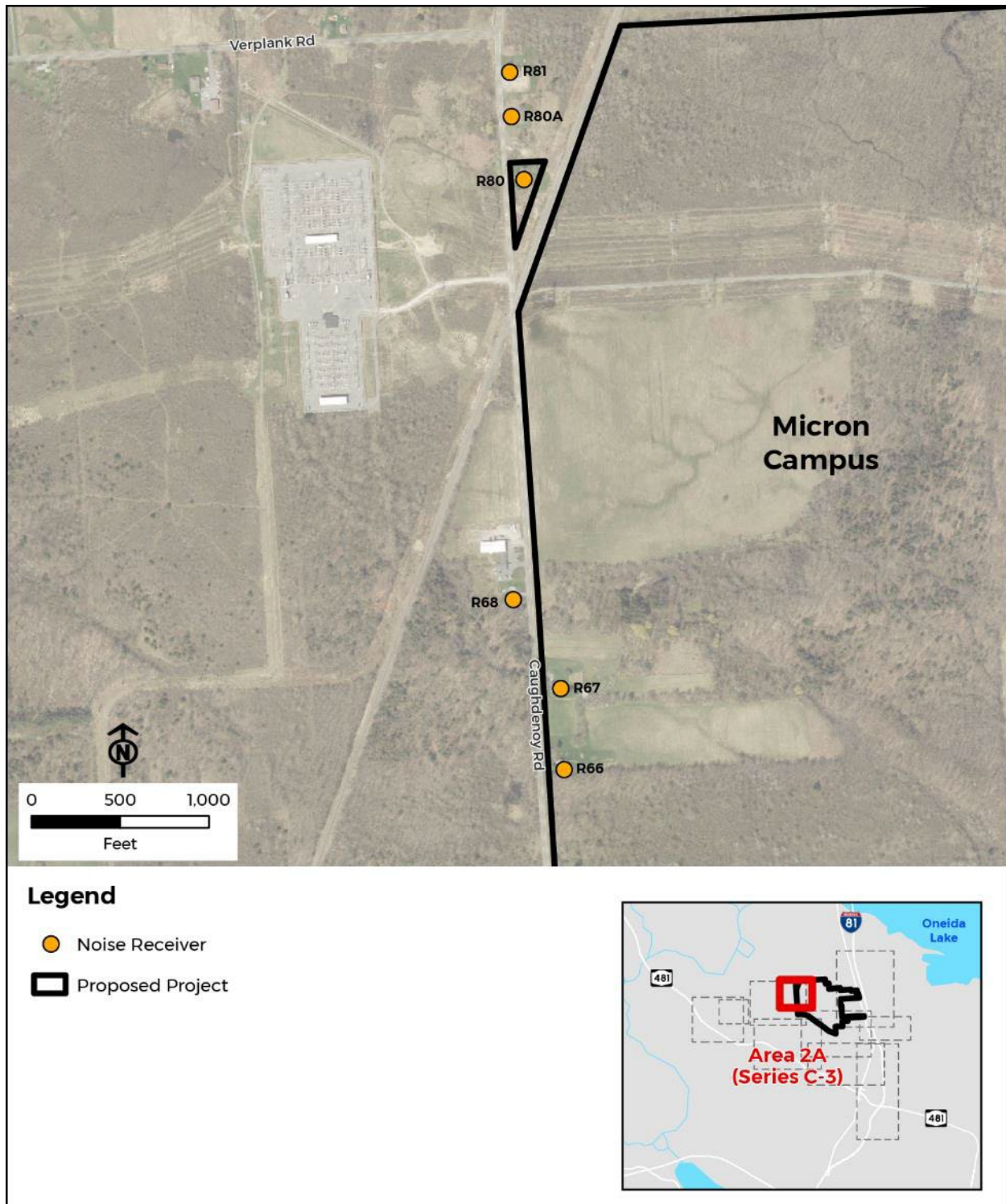
**Figure N-5-7 Noise Receivers Series C-3 Area 2A**



Figure N-5-8 Noise Receivers Series D-1 Area 2B

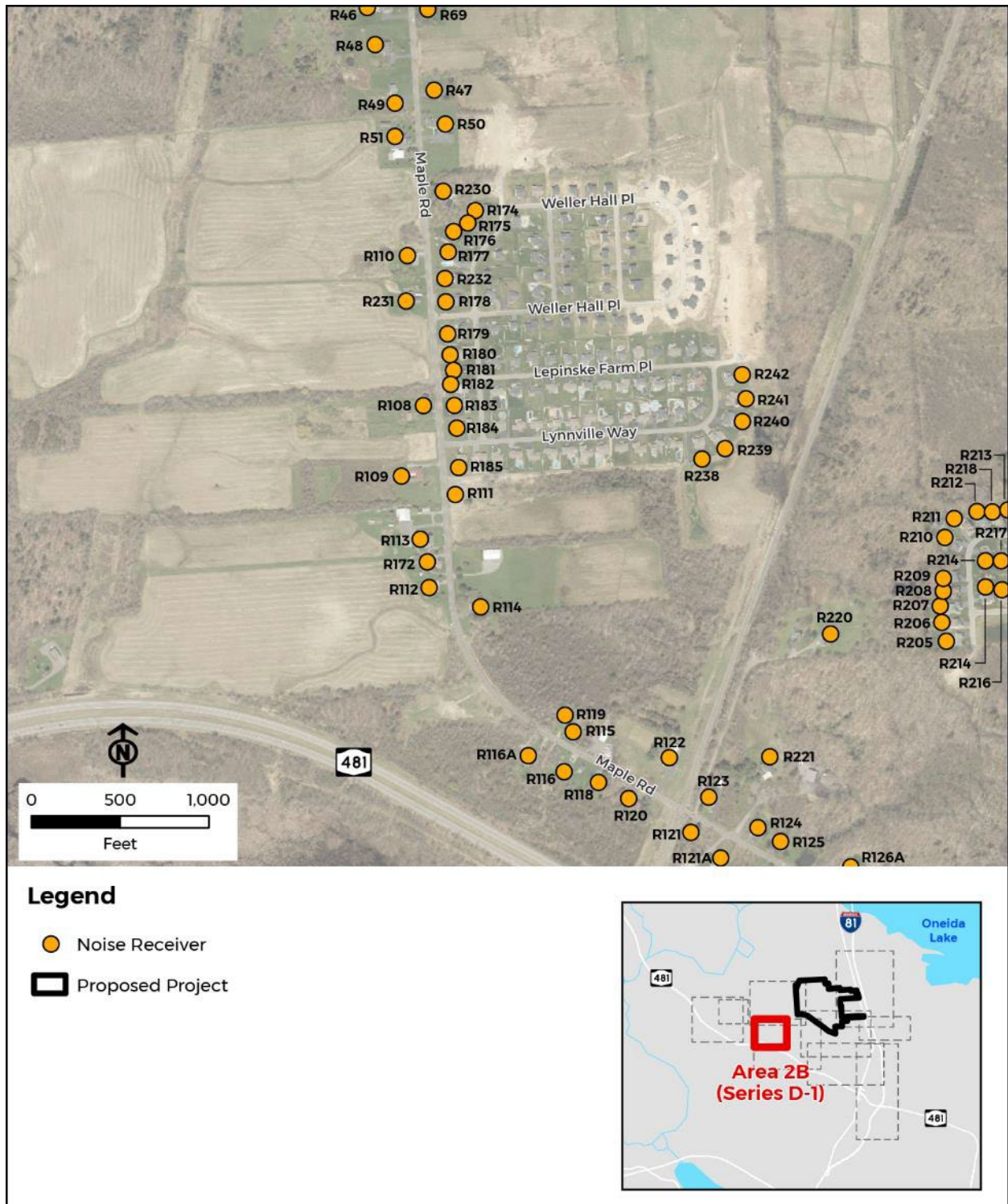


Figure N-5-9 Noise Receivers Series D-2 Area 2B

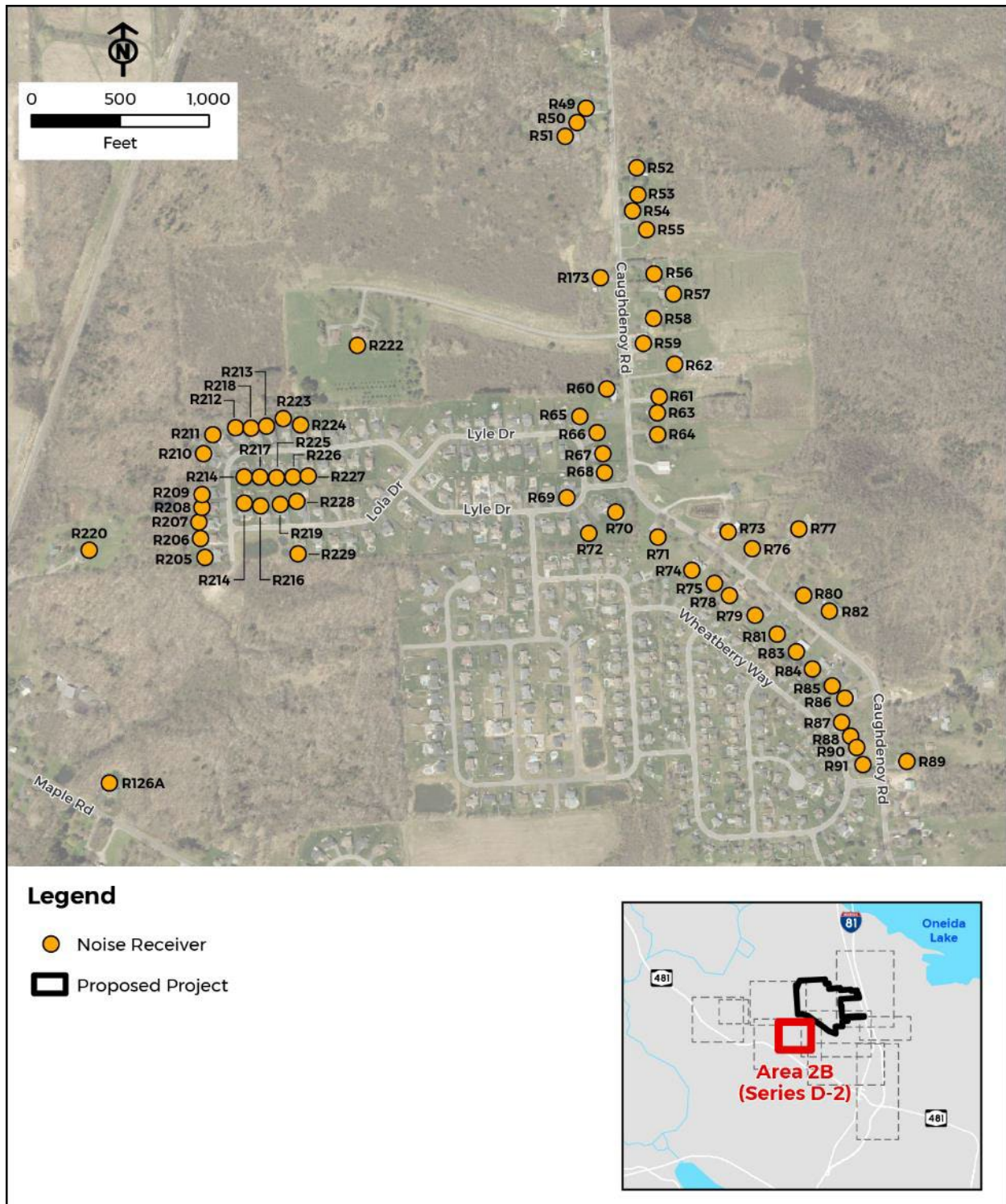




Figure N-5-10 Noise Receivers Series D-3 Area 2B

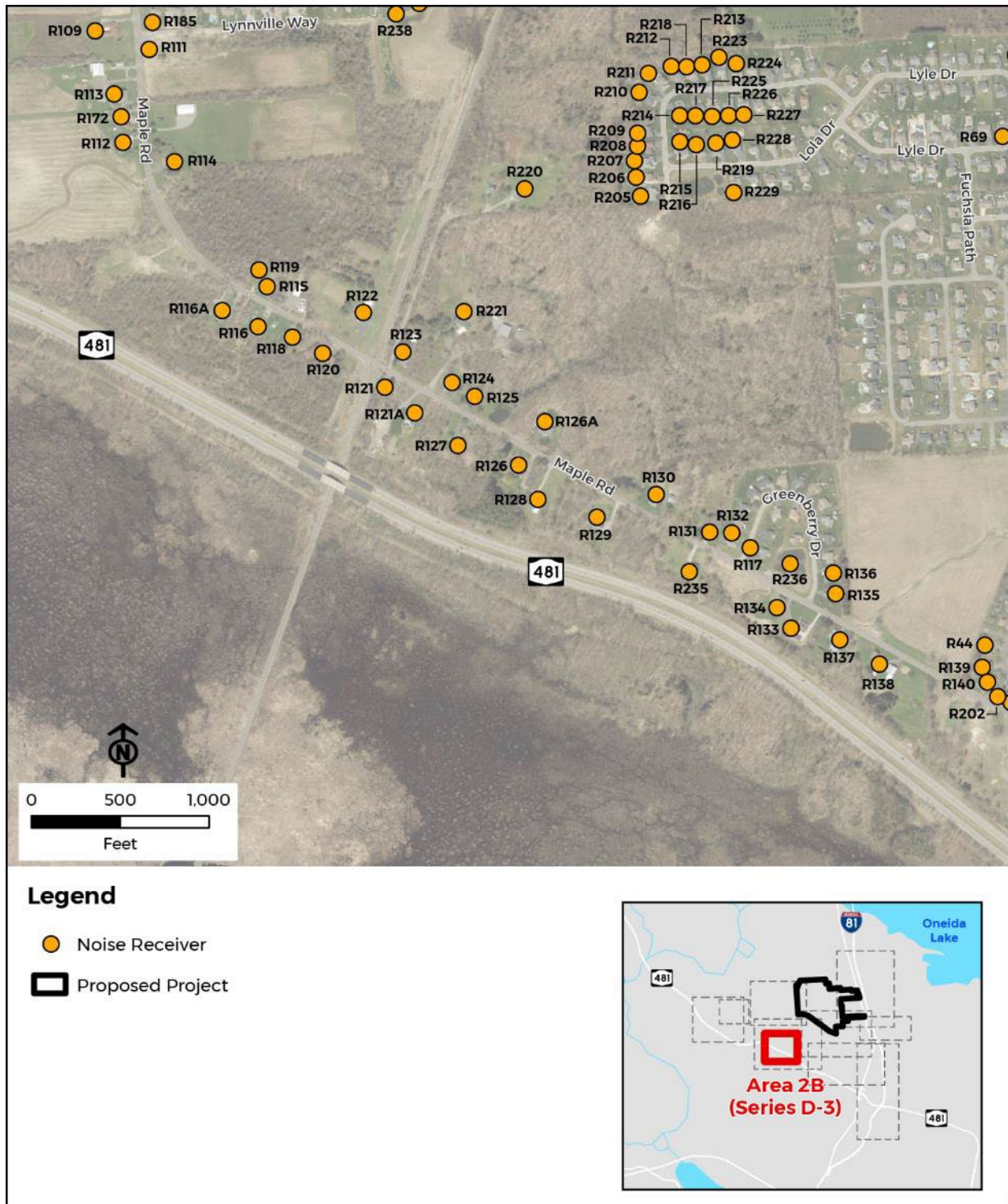


Figure N-5-11 Noise Receivers Series D-4 Area 2B





Figure N-5-12 Noise Receivers Series D-4 Area 2B

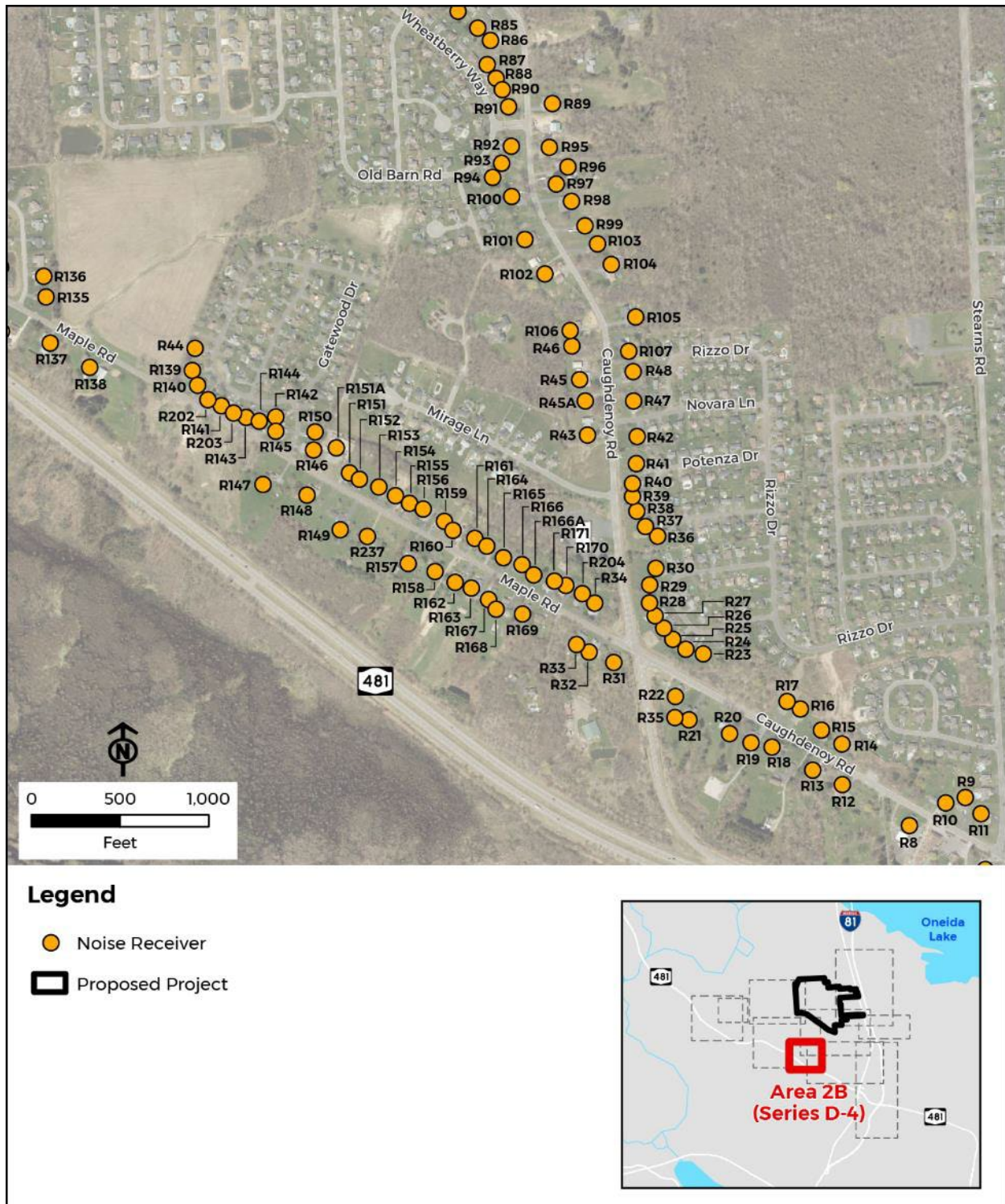


Figure N-5-13 Noise Receivers Series E-1 Area 3 Part 1A

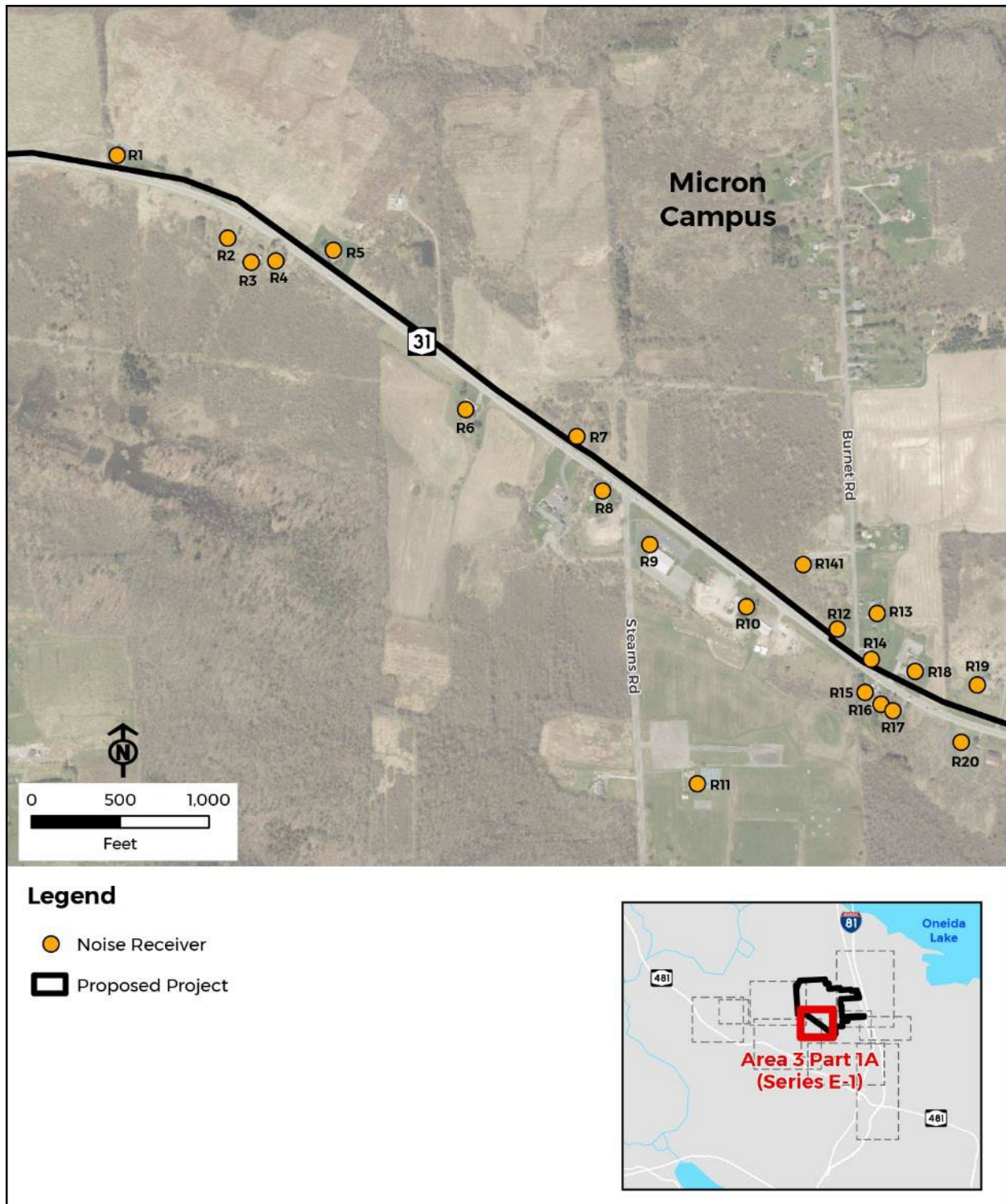
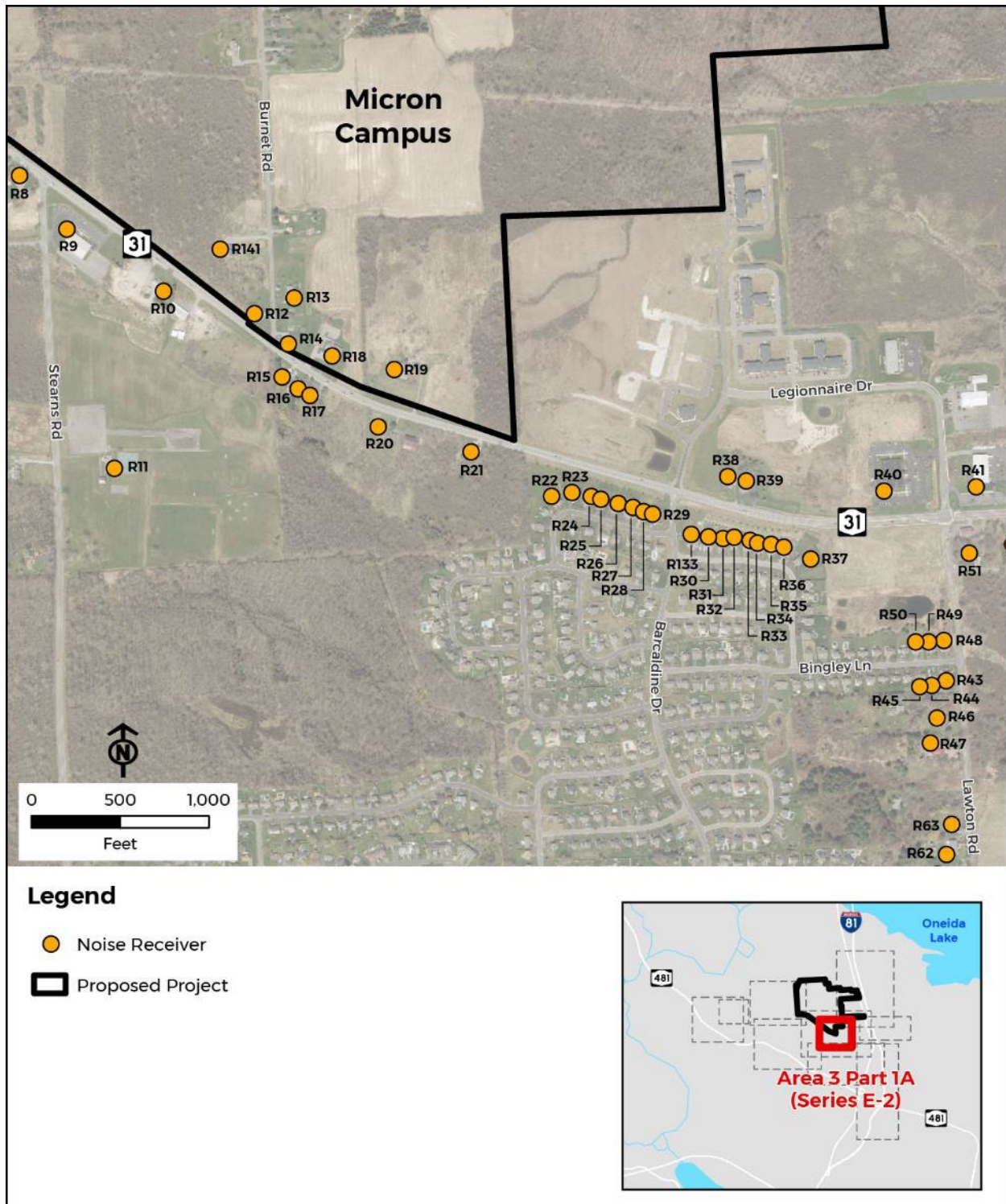




Figure N-5-14 Noise Receivers Series E-2 Area 3 Part 1A



**Figure N-5-15 Noise Receivers Series E-3 Area 3 Part 1A**

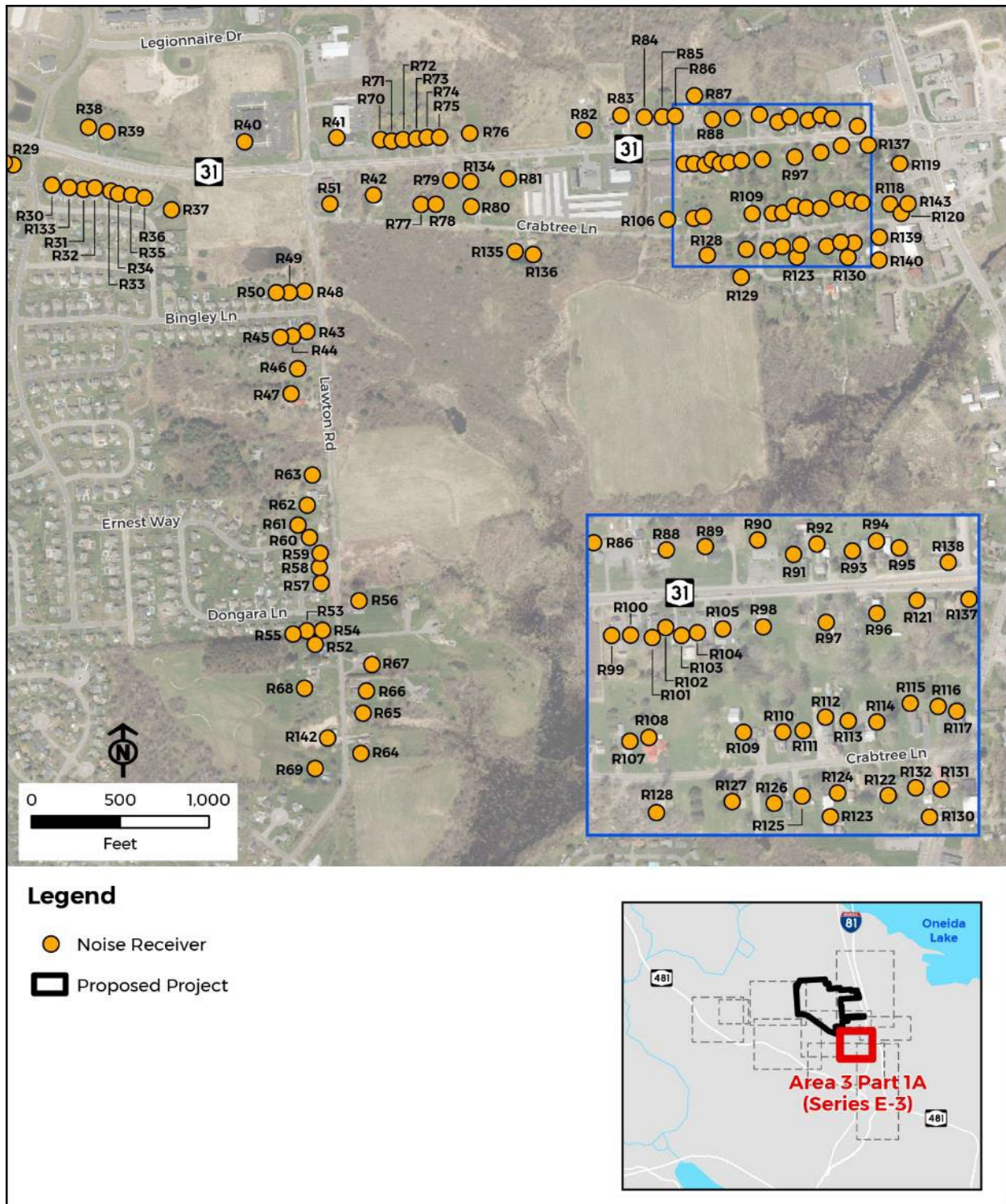




Figure N-5-16 Noise Receivers Series F-1 Area 3 Part 1B



Figure N-5-17 Noise Receivers Series F-2 Area 3 Part 1B

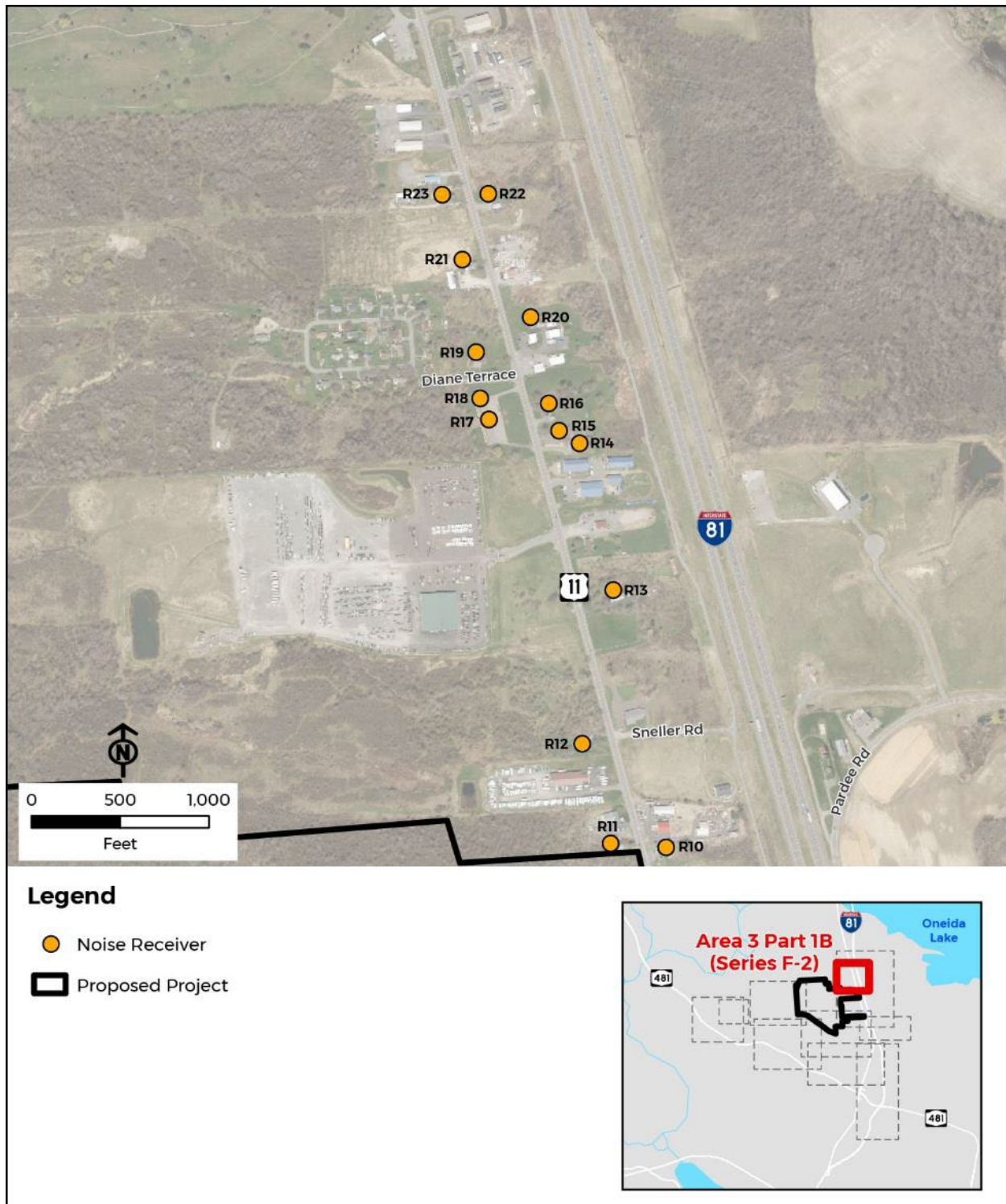




Figure N-5-18 Noise Receivers Series F-3 Area 3 Part 1B

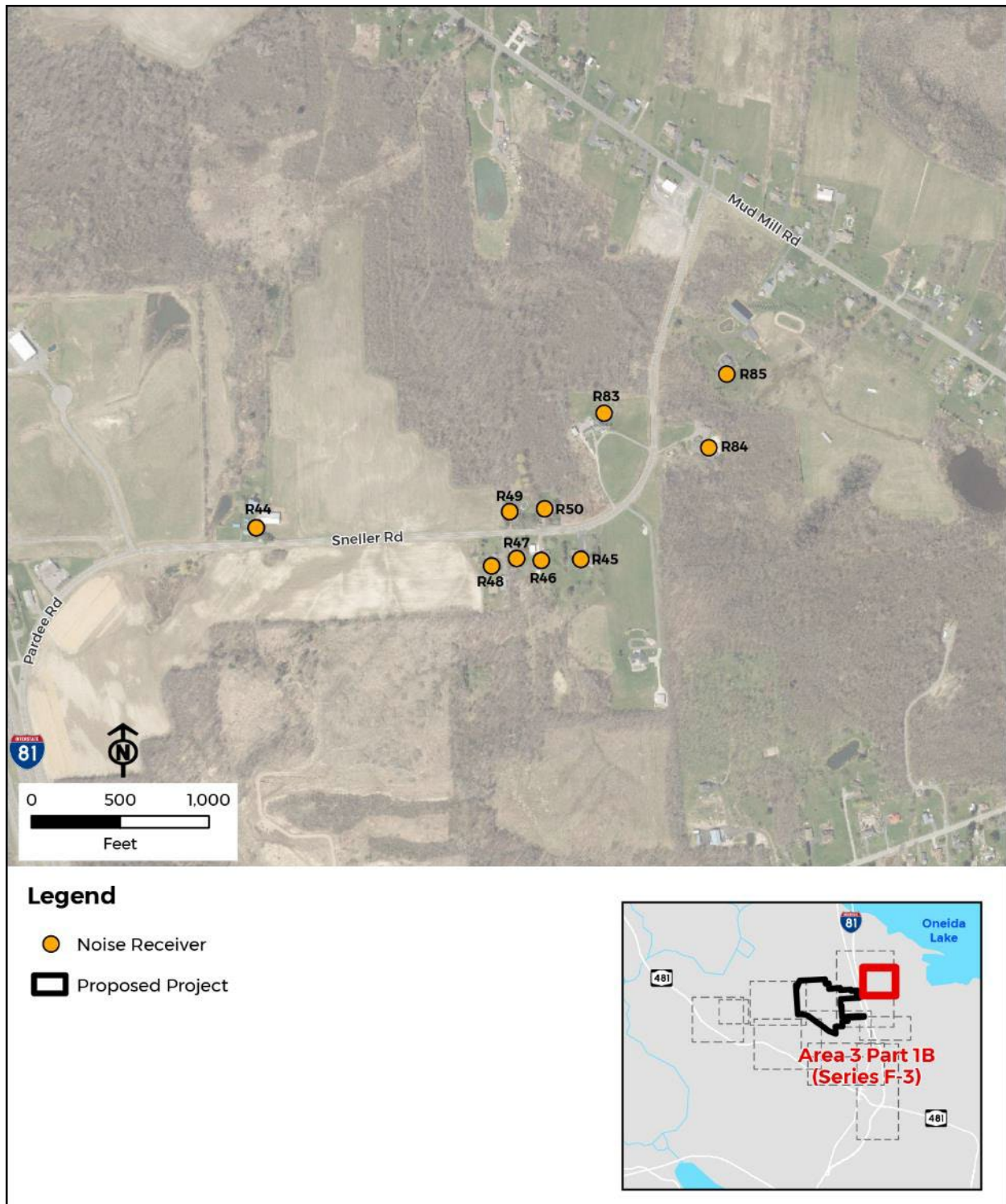


Figure N-5-19 Noise Receivers Series F-4 Area 3 Part 1B

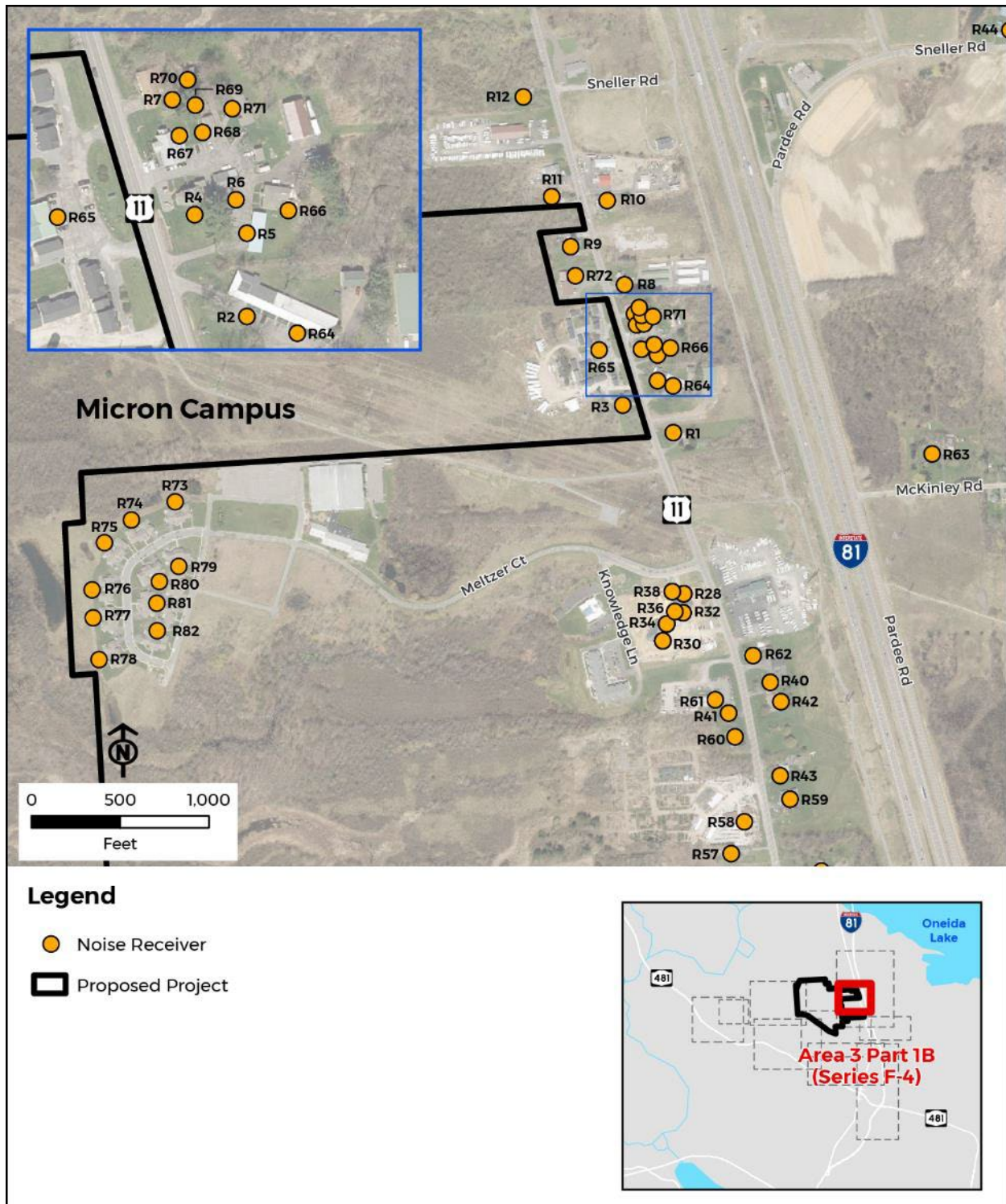




Figure N-5-20 Noise Receivers Series F-5 Area 3 Part 1B



Figure N-5-21 Noise Receivers Series G-1 Area 3 Part 1C

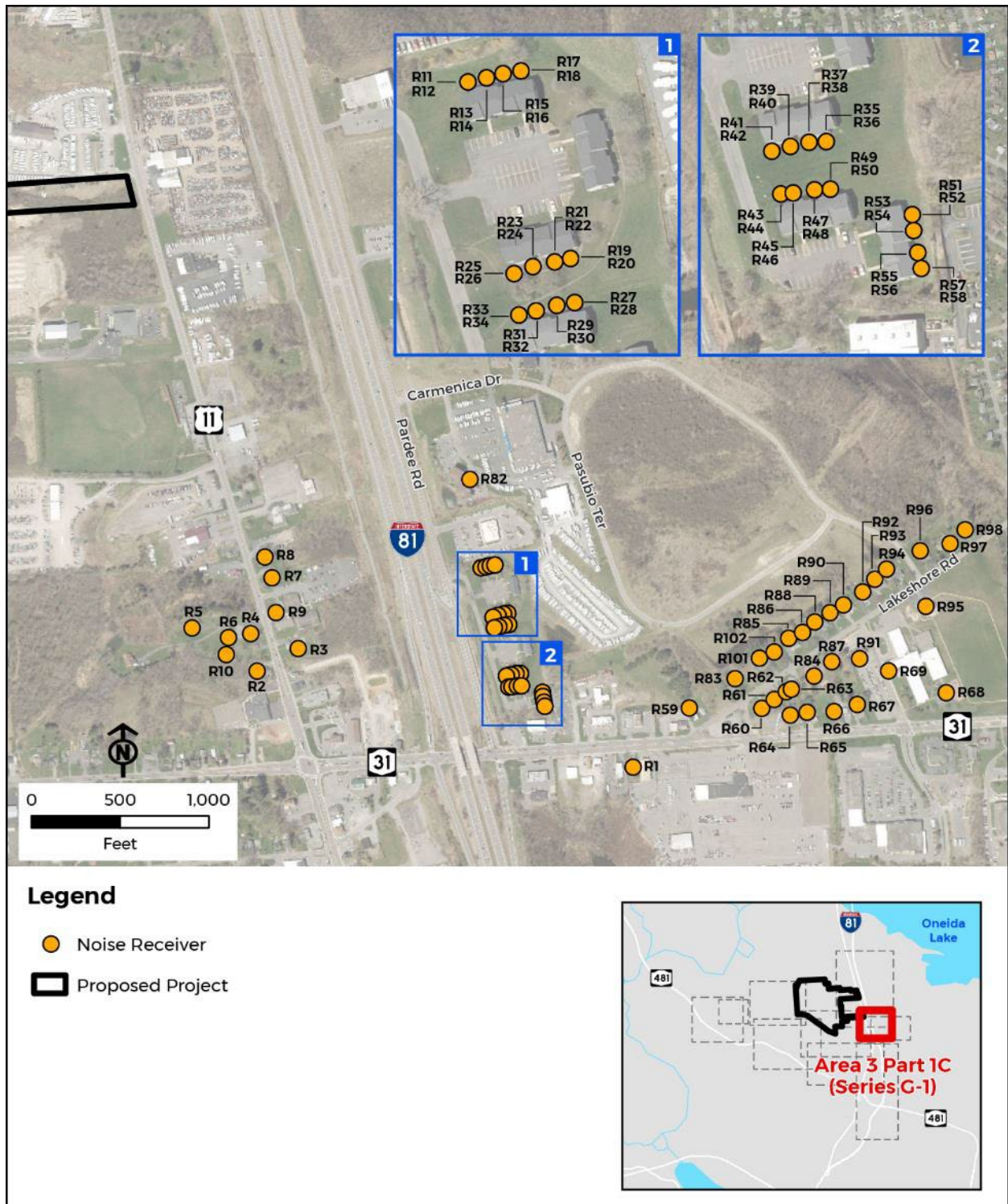




Figure N-5-22 Noise Receivers Series G-2 Area 3 Part 1C

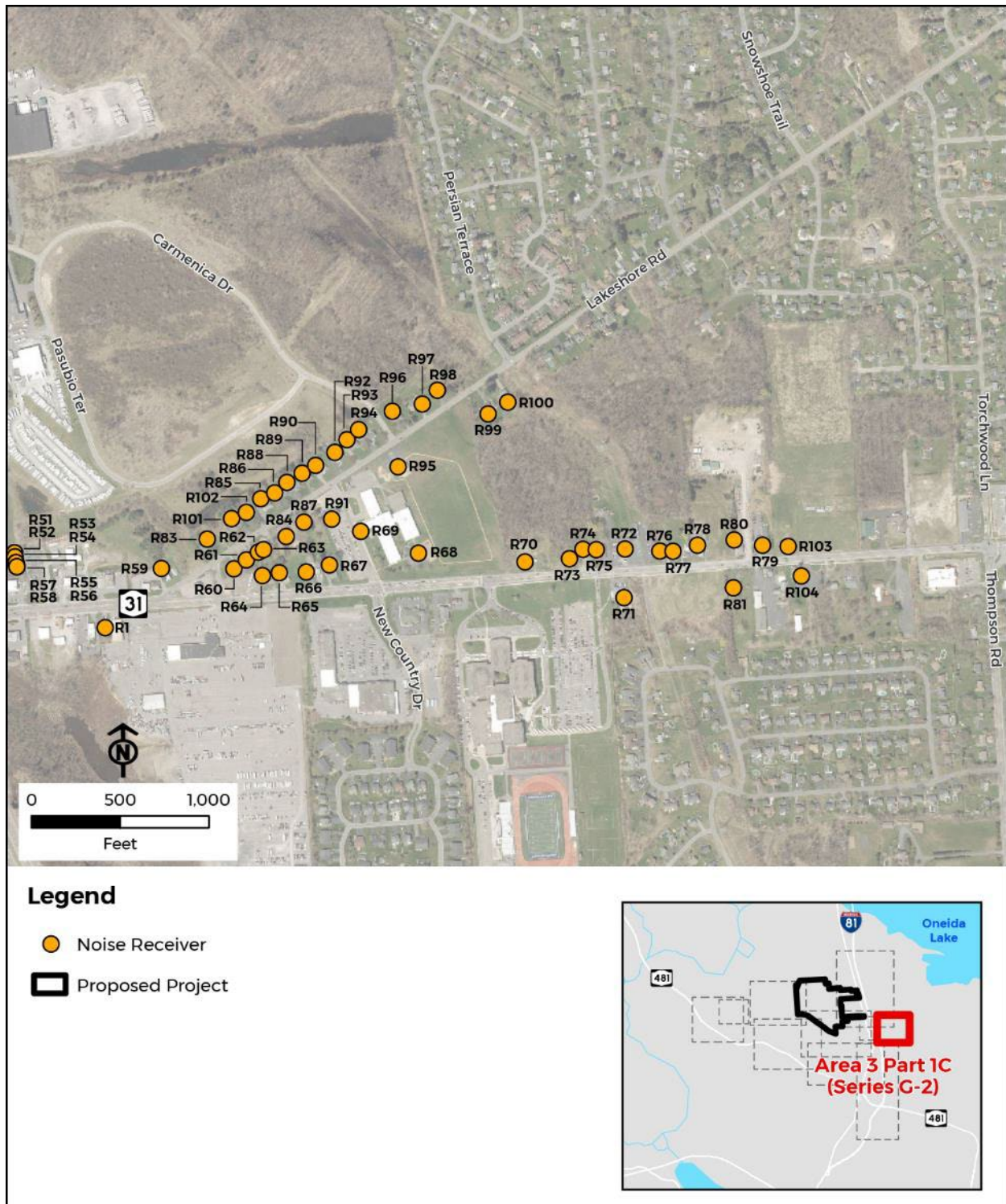




Figure N-5-23 Noise Receivers Series H-1 Area 3 Part 2





**Figure N-5-24 Noise Receivers Series H-2 Area 3 Part 2**





Figure N-5-25 Noise Receivers Series H-3 Area 3 Part 2

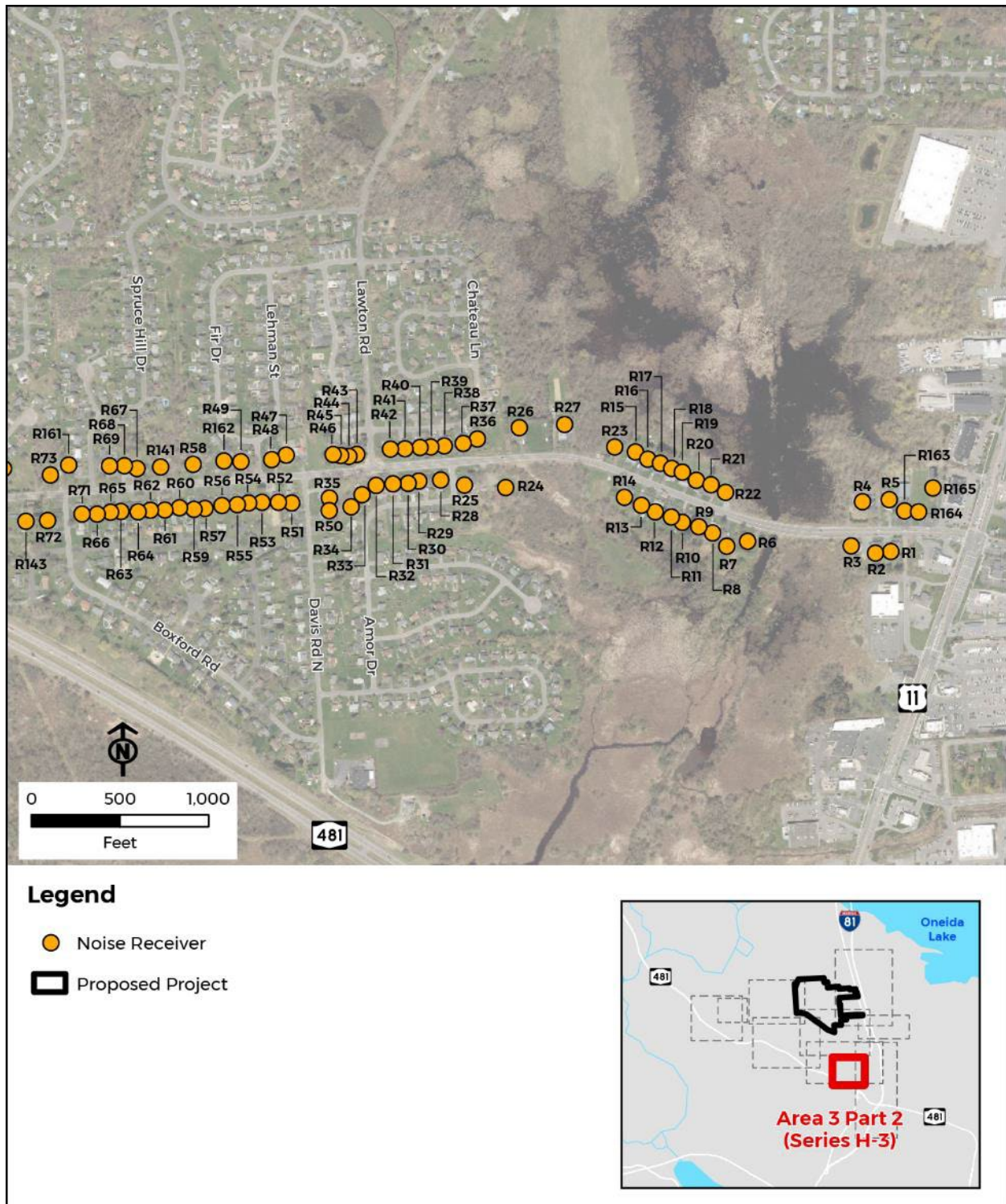


Figure N-5-26 Noise Receivers Series H-4 Area 3 Part 2





Figure N-5-27 Noise Receivers Series I-1 Area 3 Part 3



Figure N-5-28 Noise Receivers Series I-2 Area 3 Part 3





Figure N-5-29 Noise Receivers Series I-3 Area 3 Part 3

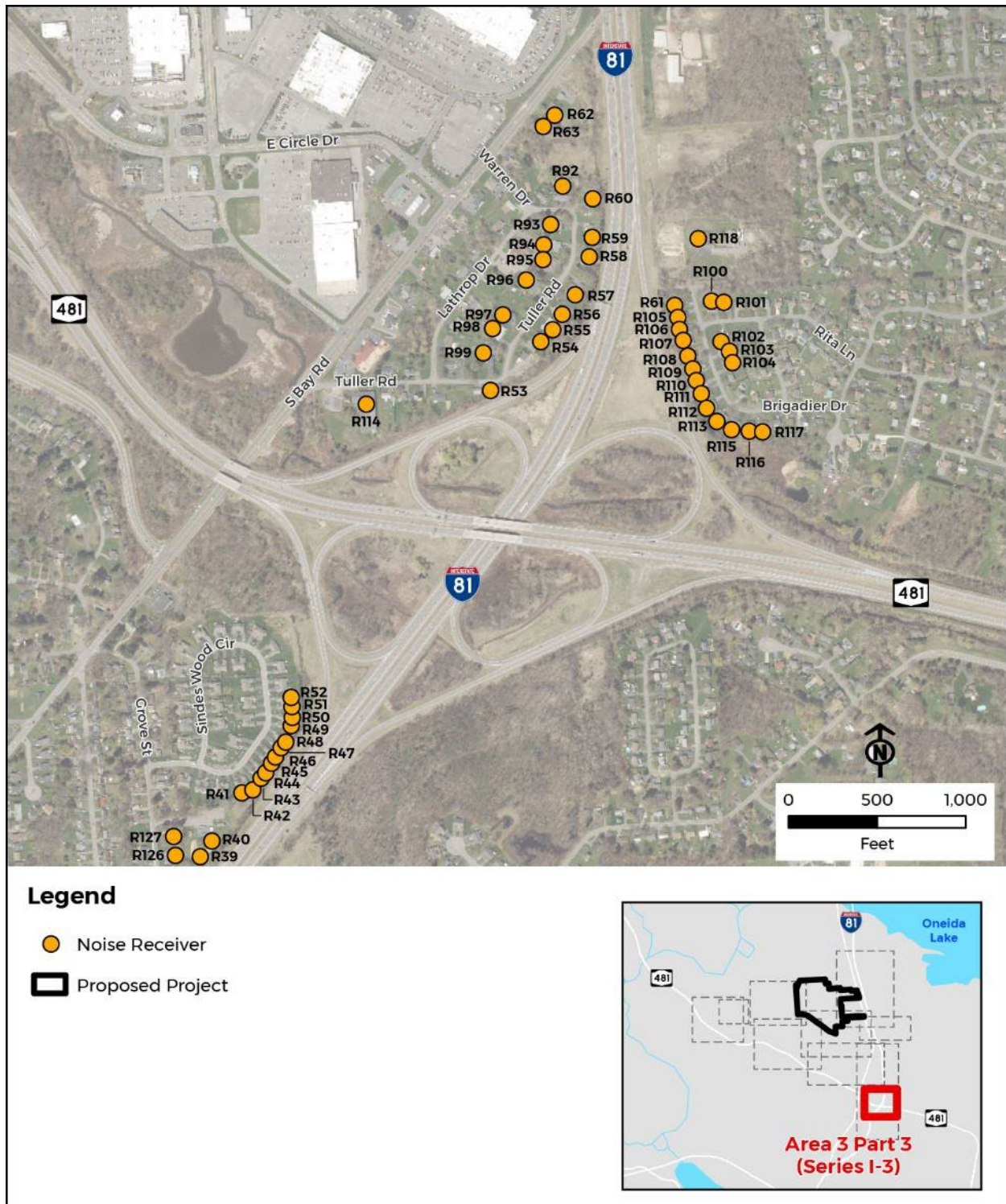




Figure N-5-30 Noise Receivers Surrounding Micron Campus

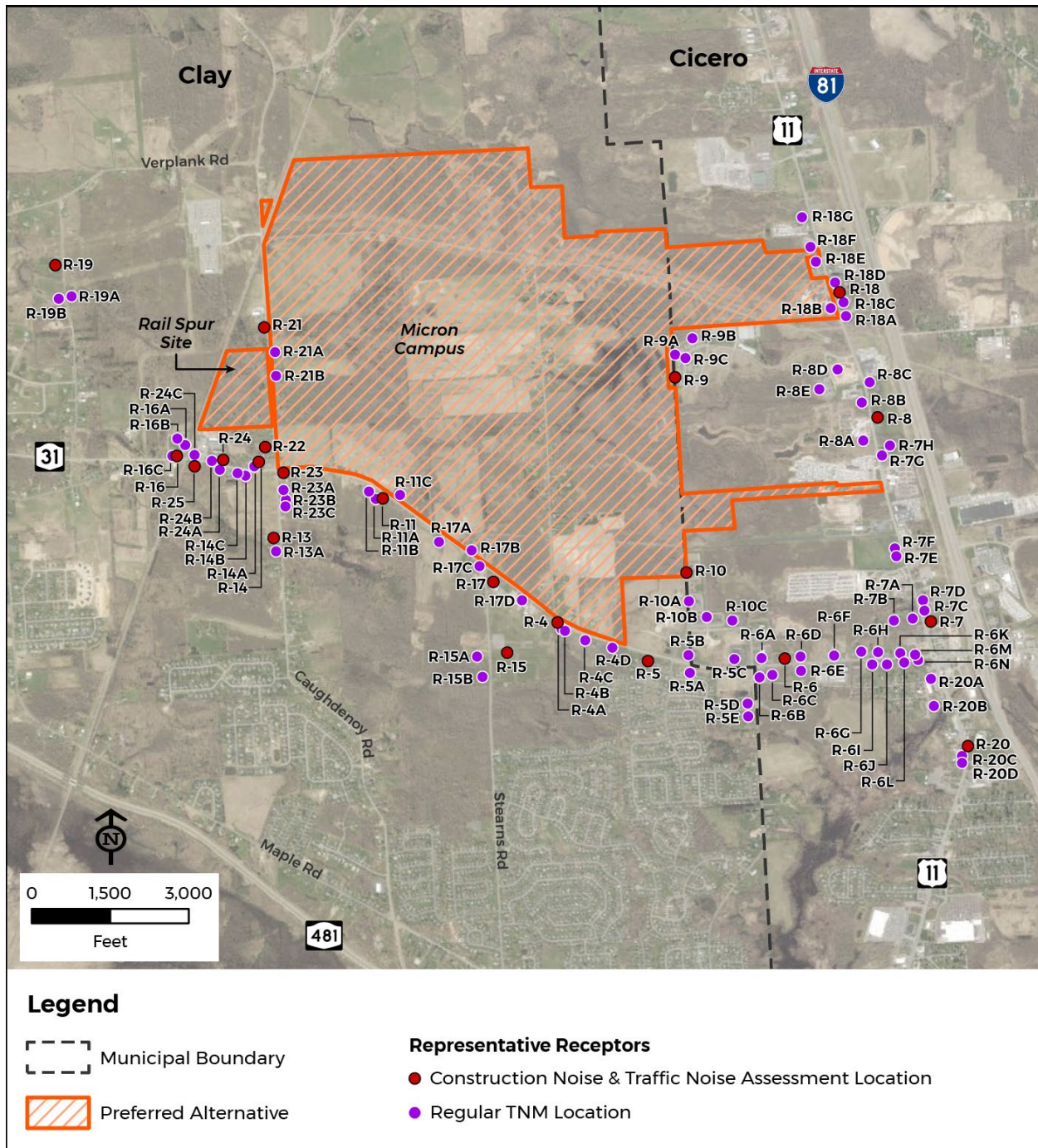




Figure N-5-31 Noise Receivers Series I-4 Area 3 Part 3



## **APPENDIX O**

### **VISUAL EFFECTS AND COMMUNITY CHARACTER**

## **Appendix O-1**

### **Visual Effects and Community Character Methodology**

## **O-1 Visual Effects and Community Character Methodology**

### **O-1.1 Study Area and Methodology**

This section defines the study area for visual effects and community character and explains the methodology used to describe the affected environment. This section also explains the evaluation methods used to determine the direct and indirect effects of the Preferred Action Alternative on visual effects and community character.

#### **Study Area**

The study area for visual effects and community character includes: (1) the area within a five-mile radius around the proposed Micron Campus site, consistent with the Final SEQRA Scope (see Appendix A-2); and (2) the areas within quarter-mile radii around the Rail Spur Site, the Childcare Site, the Clay Substation expansion area, GRS 147, the OCWA Terminal Campus, the OCWA LOWTP, and the IWWTP, given that these other components of the Proposed Project and Connected Actions would primarily involve smaller-scale development with more limited off-site visibility. The remaining components of the Connected Actions would be of limited above-ground height or would be buried underground (e.g., the natural gas line and the wastewater conveyance), and therefore are not included in the visual effects analysis.

#### **Affected Environment**

Section 3.13 (Visual Effect and Community Character) analyzes the potential visual effects of the components of the Proposed Project and Connected Actions noted above within the study area, their potential effects on designated aesthetic resources, and their potential effects on community character. These three parts of the analysis are explained below.

#### **Visual Effects**

First, the EIS includes a broad analysis of the potential visual effects of the Preferred Action Alternative from the standpoint of an average viewer positioned at various vantage points or “viewpoints” within range of the Proposed Project and Connected Action components noted above. This broad analysis is intended to provide a general sense of how the more visible Proposed Project and Connected Action components would “look” once they are fully constructed.

#### **Designated Aesthetic Resources**

Second, the EIS separately analyzes the potential aesthetic impacts of the identified Proposed Project and Connected Action components on designated aesthetic resources, which are specific locations that have been formally “designated” or “inventoried” as part of Federal or State programs as having national or statewide importance based on their aesthetic qualities.



This part of analysis in Section 3.13 (Visual Effect and Community Character) of the EIS has been conducted in accordance with NYSDEC Program Policy DEP-00-2.<sup>22</sup> DEP-00-2 applies only to designated aesthetic resources, which are locations that have been formally designated at the Federal or State level and that are visited because of their beauty. Although not all designated aesthetic resources are historic properties that are listed or eligible for inclusion in the National Register of Historic Places (NRHP) or the New York State Register of Historic Places (NYSRHP), and not every historic property is a designated aesthetic resource, some historic properties are designated aesthetic resources. For example, Niagara Falls is a designated aesthetic resource because it is both visited by people drawn to its natural beauty and is formally designated as a State park.

DEP-00-2 defines an “aesthetic impact” as “a detrimental effect on the perceived beauty of a place or structure” where a project’s visibility “clearly interfere[s] with or reduce[s] the public’s enjoyment or appreciation of the appearance of a significant place or structure”, i.e., of a designated aesthetic resource. Further, DEP-00-2 defines a “significant aesthetic impact” (i.e., one that would be a significant effect under SEQRA) as an aesthetic impact “that cause[s] a diminishment of the public enjoyment and appreciation of an inventoried resource, or one that impairs the character or quality of such a place.” To evaluate whether an aesthetic impact is significant, agencies consider the “magnitude” (severity, size, or extent) and “importance” (how many people would be impacted or affected) of a proposed action. However, NYSDEC notes that “[t]he fact that a project is large, by itself, should not be a trigger” for significance.

Therefore, just because a Proposed Project or Connected Action component could be visible from a viewpoint at a particular designated aesthetic resource would not necessarily mean that the component would have a significant aesthetic impact on that designated aesthetic resource. Instead, such determinations must be made based on the designated aesthetic resource’s context within the surrounding landscape and the similarity of structures or features around it, the resource’s distance from project components, and the extent to which visibility of any project components from the standpoint of the resource would diminish public enjoyment and appreciation of the resource or impair the character or quality of the resource.

The analysis of both general visual effects as well as potential effects on designated aesthetic resources is limited to the study area described above.

### **Community Character**

Although there is some overlap between the concept of visual effects and the concept of community character, and both are discussed in Section 3.13 (Visual Effect and Community Character), the EIS analyzes the potential effects of the Proposed Project and Connected Actions on community character not based on DEP-00-2, but rather in accordance with the SEQR Handbook, which notes that, “community character relates not only to the built and natural environments of a community, but also to how people function within and perceive that community”; the Handbook also notes that because this concept is difficult to define by

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<sup>22</sup> NYSDEC Program Policy DEP-00-2, “Assessing and Mitigating Visual and Aesthetic Impacts” (revised 2019). As noted in the policy, where NYSDEC is an involved agency in a SEQRA review, as is the case for this EIS, NYSDEC may suggest the use of the policy by the lead agency. OCIDA agreed to use the policy for purposes of analyzing the effects of the Preferred Action Alternative on designated aesthetic resources.

quantitative measures, agencies may rely on municipal planning documents and zoning “as expressions of the community’s desired future state or character . . . generally, through the exercise of their zoning and planning powers, municipalities are given the job of defining their own character” (NYSDEC, 2020, p. 84).

### **O-1.2 Proposed Project**

Consistent with the methodology outlined above, the Final SEQRA Scope, and the 2021 WPCP SGEIS, and based on a review of online databases and other sources, a total of 19 designated aesthetic resources were identified within the Proposed Project portion of the study area, listed in Table O-1.

**Table O-1 Designated Aesthetic Resources (Proposed Project)**

#	Designated Resources
<b>Listed or Eligible for Inclusion in National or State Registers of Historic Places</b>	
1	Schroepel House
2	NYS Barge Canal Historic District (including Erie Canalway National Heritage Corridor)
3	Stone Arabia School Museum
4	Property on Brewerton Rd
<b>Local</b>	
5	Oneida Shores County Park
6	Three Mile Bay Wildlife Management Area (WMA)
7	Hamlin Marsh WMA
8	Riverwalk Nature Trail
9	Cicero Swamp WMA
10	Meltzer Park
11	Plank Road Park
12	Santaro Ballfields at Legacy Sports Park / Clay Park North
13	Town of Clay Green Area / Clay Central Park / Hamlin Marsh
14	The Greens at Beaumont
15	Lock 23 State Canal Park
16	Fort Brewerton Park
17	Heritage Park

18	Cherrington Park
19	Clay Historical Park

Second, a list of viewpoints in the study area to support an analysis of potential effects on both the designated aesthetic resources and other (undesignated) locations of interest or importance for purposes of the broader visual effects analysis were identified. This broader list of viewpoints includes viewpoints at each designated aesthetic resource, as well as a wider array of viewpoints at various other locations, including electrical and power substations, local roads, major thoroughfares, commercial and office spaces, public parks, religious institutions, schools, residential areas, cemeteries, and golf courses. Some of these viewpoints were previously included in the SGEIS and others were added specifically for purposes of this EIS. As shown in Table O-2, a total of 76 viewpoints were identified (including viewpoints at designated aesthetic resources, identified in the table with an asterisk (\*)). No viewpoints were identified at Three Mile Bay WMA or Riverwalk Nature Trail due to distance from the Micron Campus and/or lack of public access. The NYS Barge Canal Historic District is represented by several viewpoints in the table (#s 36, 64, 65, 12, 37, 38, 39, 40, 46, and 42).

**Table O-2 Selected Viewpoints (Proposed Project)**

#	Viewpoint Location	Use
<b>Viewpoints from SGEIS</b>		
1	Entry to Clay Substation on Caughdenoy Rd	Utility
3 <sup>23</sup>	SW corner of NYS Route 31 and Caughdenoy Rd intersection	Road
4	Caughdenoy Rd – south of site	Road
5	Maple Rd and Caughdenoy Rd	Road
6	5755 Boulia Dr	Residential
7*	Meltzer Park parking lot	Park
8	Immanuel Church parking lot	Roadway
9	Town of Clay Offices entrance on NYS Route 31	Public Offices
10	SW corner of Morgan Rd and NYS Route 31	Commercial
11	Entry to Great Northern Mall on Morgan Rd	Commercial
12	Henry Clay Blvd extension south of Glosky Island	Roadway
13	NE corner of Henry Clay Blvd and Orchard Rd	Roadway

<sup>23</sup> There is no Viewpoint #2 in this analysis in order to maintain the numbering used in the SGEIS, which similarly did not include a Viewpoint #2.

14	SE corner of Orchard Rd and Orangeport Rd	Open Field
15	Intersection of Jacob Ln and Bear Springs Rd	Residential
16	Intersection of Orangeport Rd and Peregrin Ln	Residential
17	Calvary Church off of Mud Mill Rd	Church
18	Brewerton Elementary School – south side of entryway	Public School
19*	East entry of Plank Road Park in parking lot of Mud Mill Rd	Public Park
20	Driveway of Airplane Enterprises – off Verplank Rd	Commercial
21	4592 Verplank Rd	Residential
22*	Parking lot of Santaro Memorial Park – off Henry Clay Blvd	Public Park
23*	Parking lot of Hamlin Marsh WMA – off Henry Clay Blvd	Public Park
24*	Town of Clay Green Area – off Henry Clay Blvd	Public Park
25	Intersection of Lehman St and Caughdenoy Rd	Roadway
26	Pine Plains Cemetery – off Henry Clay Blvd	Public Cemetery
27	Intersection of Route 11 and Caughdenoy Rd	Commercial
28	Hayes Airfield	Roadway
29	Northern Onondaga Library – on Knowledge Ln	Public Library
30*	Parking lot of The Greens at Beaumont golf club	Golf Course
31	Intersection of Mud Mill Rd and Sneller Rd – east of I-81	Roadway
32	Along Sneller Rd – east of I-81	Roadway
33	NYS Route 31 in front of plaza – across from school	Commercial
34	Heron Marsh	Open Field
35	Meltzer Court	Residential
36*	Schroeppel House	Historic
37*	Lock 23 State Canal Park	Public Park
38	Winter Harbor Marina	Commercial
39	Riveredge Airpark	Commercial
40*	Fort Brewerton Park	Public Park

41	Central Square Middle School	Public School
42	Lakeshore Baptist Church	Church
43*	Stone Arabia School Museum	Historic
44*	Heritage Park	Public Park
45	Bear Road Elementary School – off Chestnut St	Public School
46*	Oneida Shores County Park – from parking lot off Ladd Rd	Public Park
47	Gillette Rd Middle School off South Bay Rd	Public School
48	Believers Chapel off Island Rd just west of Cicero Swamp WMA	Church
49	Intersection of South Bay Rd and East Pine Grove Rd – SE corner	Residential
50	Soule Road Middle School – off Soule Rd	Public School
51	Morgan Road Elementary School	Public School
52	Bear Rd at Sandy Ln	Residential/Roadway
53	Buckley Road Baptist Church – off Buckley Rd	Church
<b>New Viewpoints</b>		
54	Brewerton Rd and Meltzer Court	Roadway
55	Parking lot of Spring Village Apartments – on Knowledge Ln	Residential
56	American Homes of Syracuse – entrance off Brewerton Rd	Commercial
57	Entry to Adesa Syracuse – off Route 11	Commercial
58	Syracuse Sports Center – off Meltzer Court	Facility
59	Cottages at Garden Grove	Residential
60	Cicero United Methodist Church	Church
61	Parking lot at Cicero Golf Store off Route 11	Commercial / Open Field
62	Intersection of Verplank Rd and Morgan Rd	Roadway
63*	Entry to Santaro Park Ballfields – off Henry Clay Blvd	Public Park
64	Intersection of Morgan Rd and Oak Orchard Rd	Roadway
65	Entry to Oak Orchard site – off Oak Orchard Rd	Roadway
66	Parking lot of Freight Yard Brewing – off NYS Route 31	Commercial



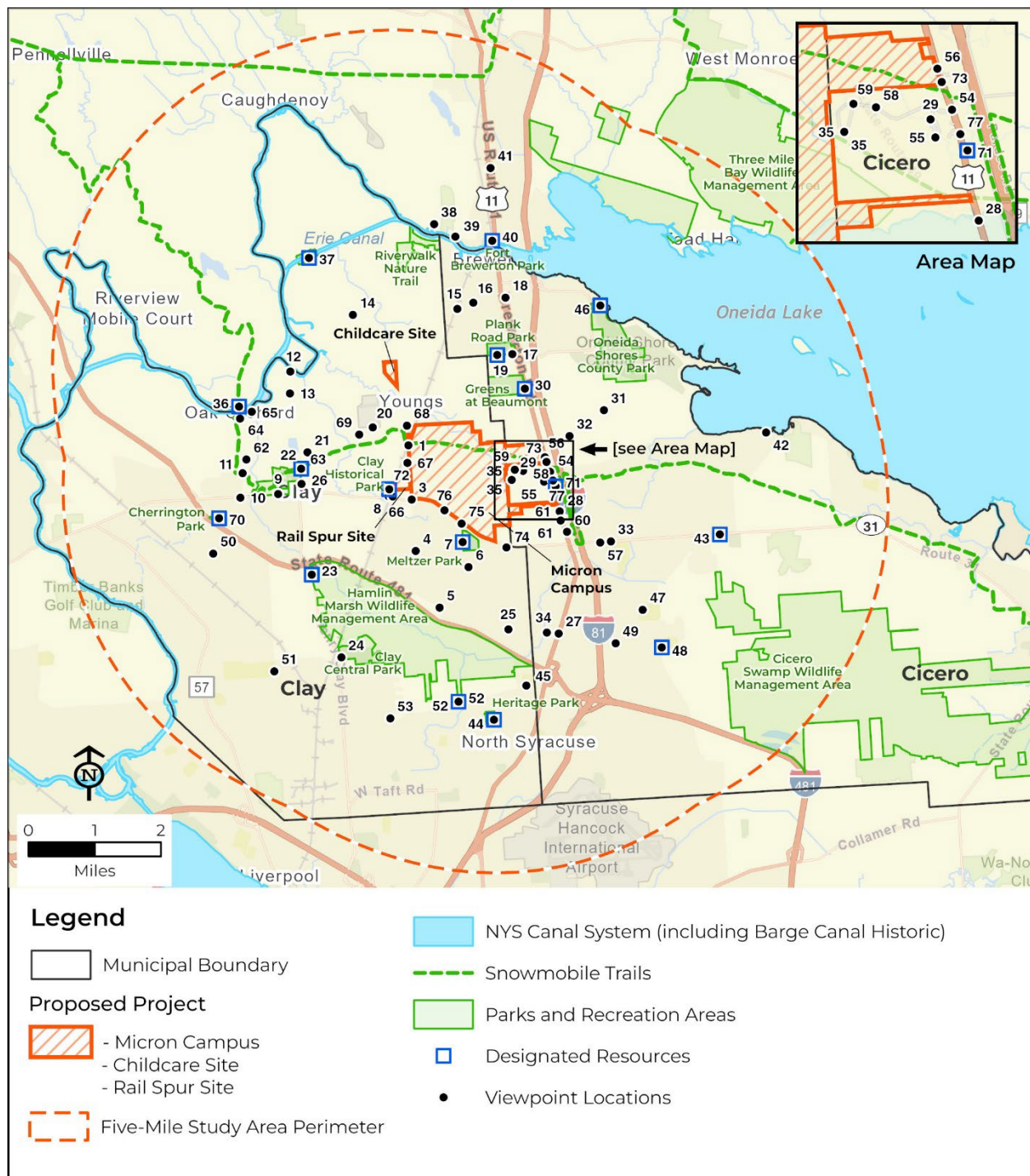
67	Parking lot of Jerome Fire Equipment – off Caughdenoy Rd	Commercial
68	Verplank Rd and Caughdenoy Rd intersection	Roadway
69	Verplank Rd and Van Hoesen Rd intersection	Roadway
70*	Cherrington Park	Public Park
71*	Property on Brewerton Rd	Eligible for State / National Register
72*	Clay Historical Park	Public Park
73	Route 11 and the transmission lines near McKinley Rd	Roadway
74	Barcaldine Dr. and NYS Route 31	Roadway
75	Stearns road and NYS Route 31	Roadway
76	NYS Route 31 near 5158 NYS Route 31	Roadway
77	Route 11 near CJ's Car America	Roadway

Sources: WPCP Draft SGEIS, May 2021; April 2023 AKRF site visits. Note: \* = designated aesthetic resource.

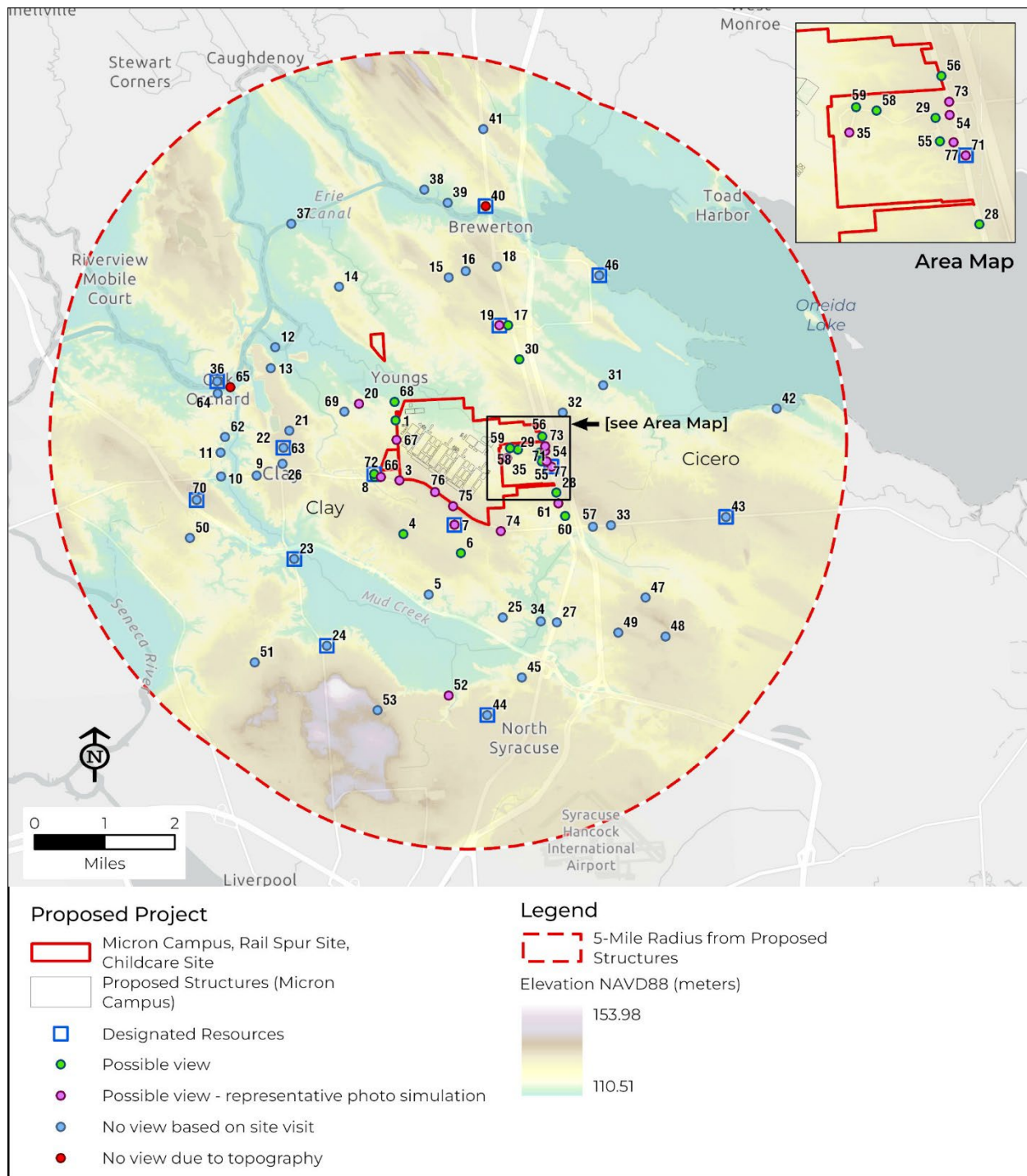
Next, an Esri GIS “bare earth” viewshed analysis was conducted to screen the viewpoints for theoretical, potential visibility of the Micron Campus. This GIS analysis conservatively accounted for existing ground elevation (i.e., ridgelines), elevation of the Micron Campus, and proposed building heights without considering existing or proposed vegetation or structures that may break actual line-of-sight. Due to the relatively flat topography, this analysis only screened out two viewpoints that would not have line-of-sight to the Micron Campus.

Figure O-1 on the next page shows a map of the 76 viewpoints. Figure O-2 on the following page shows the elevation results from the viewshed analysis. The two viewpoints that were screened out are shown in red: Viewpoint 40 (Fort Brewerton Park, a designated aesthetic resource) and Viewpoint 65.

**Figure O-1 Proposed Project Study Area and Viewpoints**



Sources: World Street Map; Esri; HERE; Garmin; SafeGraph; METI/NASA; USGS; USEPA; NPS; USDA; NYS.

**Figure O-2 Viewshed Analysis**

Elevation NAVD88 (meters):

Light Gray Base: Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Light Gray Reference: Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Sources: World Street Map: Esri; HERE; Garmin; SafeGraph; METI/NASA; USGS; USEPA; NPS; USDA; NYS.

Finally, site visits were conducted to evaluate the potential visibility of the Micron Campus from all remaining viewpoints. Based on site visit photographs taken at each viewpoint (which are included in Appendix O-3), it was determined that the Micron Campus would not be visible from a number of the remaining viewpoints due to factors such as thick vegetation or atmospheric interference, and therefore excluded them from further analysis; those excluded viewpoints are shown in blue in Figure O-2.

For the remaining list of viewpoints, the potential lines of sight to the Proposed Project or Connected Action structures were reviewed, and a representative sample of 17 of these viewpoints was selected to prepare photo simulations of how the relevant Proposed Project structures (or Connected Action structures – see below) would appear from those viewpoints based on 3D renderings of the relevant structures and visual simulations using GIS, computer-aided design, and graphic editing software.<sup>24</sup> A standard 6-foot-tall observer height was used to represent a standardized viewer perspective from the viewpoints. The results of these photo simulations are shown in the photo simulation figures in Section 3.13 (Visual Effect and Community Character). For additional information on how certain viewpoints for representative photo simulations were selected, see Appendix O-2.

### **O-1.3 Connected Actions**

A total of 5 designated aesthetic resources within a quarter-mile radius of the Connected Actions were identified: three within a ¼-mile radius of the Oak Orchard site (Schroeppel House, New York State Barge Canal Historic District, and the Erie Canalway National Heritage Corridor<sup>25</sup>); one within a ¼-mile radius of GRS 147 (Clay Park North); and one within a ¼-mile radius of the OCWA Terminal Campus (Cherrington Park). Seven viewpoints were identified for these potential views of the Connected Actions (including some viewpoints previously identified for the Proposed Project). These additional viewpoints were selected either because they were located at one of the designated aesthetic resources or because they were located at an open space resource used by the public where one of the Connected Actions would potentially be visible. In addition, a viewpoint from Morgan Square Senior Apartments was added based on a potential view of the OCWA Terminal Campus from that location. These viewpoints are included in Section 3.13 (Visual Effect and Community Character) in Figures 3.13-2 and 3.13-3.

### **References**

New York State Department of Environmental Conservation (NYSDEC). (2020). The SEQR Handbook, Fourth Edition, 2020. Division of Environmental Permits.  
[https://www.dec.ny.gov/docs/permits\\_ej\\_operations\\_pdf/seqrhandbook.pdf](https://www.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf).

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<sup>24</sup> Esri ArcGIS Pro 3.3, Bentley MicroStation 2023, and Adobe Photoshop 2024.

<sup>25</sup> The Erie Canalway National Heritage Corridor is within the larger NYS Barge Canal Historic District.

## **Appendix O-2**

### **Supplemental Information: Affected Environment**

## O-2 Supplemental Information: Affected Environment

This section provides additional context on the existing character of the areas surrounding the proposed Micron Campus site and the selection process for viewpoint photo simulations.

### Immediately East of Micron Campus Site

The area immediately east of the proposed Micron Campus in the Town of Cicero consists primarily of low-lying and heavily vegetated wetlands. Moving east along the U.S. Route 11 commercial corridor are a senior living facility and several multifamily developments. U.S. Route 11 has predominantly changed to commercial uses. Although several single-family homes in the corridor may have partial views of the Micron Campus, there is generally dense vegetation between corridor commercial developments and the Micron Campus site. The viewpoints in this area are listed in Table O-3. Residents near the proposed Micron Campus could experience a longer-duration change in visibility from the Proposed Project compared to workers and visitors transiting the commercial corridor and drivers on Route 11 or I-81.

Most views of the Micron Campus from Route 11 would be partially screened by buildings or vegetation. Viewpoint 35, located at the senior living facility, was chosen for a photo simulation because it is the viewpoint in this area closest to the proposed Micron Campus site. Viewpoint 71 was chosen for a photo simulation because the building is a designated aesthetic resource and is representative of other viewpoints along Route 11 and farther east in the study area. Viewpoints 61, 73, and 77 were chosen for photo simulations because of their higher potential for open views of the Micron Campus.

**Table O-3 Viewpoints Immediately East of Micron Campus Site**

#	Location	Use
28	Hayes Airfield	Roadway
29	Northern Onondaga Library – on Knowledge Ln	Public Library
<b>35</b>	Meltzer Court	Residential
54	Brewerton Rd and Meltzer Court	Roadway
55	Parking lot of Spring Village Apartments on Knowledge Ln	Residential
56	American Homes of Syracuse entrance off Brewerton Rd	Commercial
58	Syracuse Sports Center off Meltzer Court	Sports Facility
59	Cottages at Garden Grove	Residential
60	Cicero United Methodist Church	Church
<b>61</b>	Parking lot at Cicero Golf Store off Route 11	Commercial / Open Field
<b>71*</b>	Property on Brewerton Rd	Eligible for NYSRHP / NRHP



<b>73</b>	Route 11 and transmission lines near McKinley Rd	Roadway
<b>77</b>	Route 11 near CJ's Car America	Roadway

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: bold = photo simulation; \* = designated aesthetic resource.

### 1-5 Miles East of Micron Campus Site

Northeast of the Micron Campus site and east of I-81 is a mix of farmland, heavily vegetated and vacant land, and residential subdivisions. This area also includes the NYS Route 31 commercial corridor. The area is generally flat, with the easternmost sections sloping gently down toward Oneida Shores County Park and Oneida Lake. None of the viewpoints in this area, listed in Table O-4, would have unobstructed views of the Micron Campus, due to distance and dense intervening vegetation. Therefore, no photo simulations were created for these viewpoints.

**Table O-4 Viewpoints 1-5 Miles East of Micron Campus Site**

#	Location	Use
31	Intersection of Mud Mill Rd and Sneller Rd – east of I-81	Roadway
32	Along Sneller Rd – east of I-81	Roadway
33	NYS Route 31 in front of plaza – across from school	Commercial
42	Lakeshore Baptist Church	Church
43*	Stone Arabia School Museum	Historic
46*	Oneida Shores County Park – from parking lot off Ladd Rd	Public Park
47	Gillette Rd Middle School off South Bay Rd	Public School
48	Believers Chapel off Island Rd / just West of Cicero Swamp WMA	Church
49	Intersection of South Bay Rd and East Pine Grove Rd – SE corner	Residential
57	Entry to Adesa Syracuse off Route 11	Commercial

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: \* = designated aesthetic resource.

### North of Micron Campus Site

The area immediately north of the Micron Campus site is a low-density area with large residential lots, wetlands, and farmland, with intermittent residential subdivisions approximately 2 miles farther north. Beyond the subdivisions, the land starts to gently slope down toward the Oneida River. Although none of the viewpoints in this area, listed in Table O-5, would have unobstructed views of the Micron Campus, due to distance and intervening vegetation, a photo simulation was created for Viewpoint 19, located 1.5 miles from the Micron Campus site, to provide an example of how the Micron Campus would appear at that distance partially screened by intervening trees and vegetation.

**Table O-5 Viewpoints North of Micron Campus Site**

#	Location	Use
14	SE corner of Orchard Rd and Orangeport Rd	Open Field
15	Intersection of Jacob Ln and Bear Springs Rd	Residential
16	Intersection of Orangeport Rd and Peregrin Ln	Residential
17	Calvary Church off of Mud Mill Rd	Church
18	Brewerton Elementary School – south side of entryway	Public School
<b>19*</b>	East entry of Plank Rd Park – parking lot of Mud Mill Rd	Public Park
30*	Parking Lot of Skyline Country Club	Golf Course
37*	Lock 23 State Canal Park	Public Park
38	Winter Harbor Marina	Commercial
39	Riveredge Airpark	Commercial
40*	Fort Brewerton Park	Public Park
41	Central Square Middle School	Public School

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: bold = photo simulation; \* = designated aesthetic resource.

### **Immediately West of Micron Campus Site**

Lands to the west of the Micron Campus site are a mix of low-density residential uses with farmland and dense vegetation, along with a few industrial uses, such as the Clay Substation, large electrical lines, and the CSX Railroad. This area also includes public and institutional uses, such as houses of worship and the Clay Historical Park off NYS Route 31. Residents and employees at local businesses in the area and viewers on Caughdenoy Road and NYS Route 31 would have partial to unscreened and open views of the Micron Campus. The viewpoints in this area are listed in Table O-6. Viewpoints 3 and 67 were chosen for representative photo simulations because they are immediately adjacent to the Micron Campus site, with open views similar to others along Caughdenoy Road. Viewpoints 20 and 66 were chosen to represent rural viewpoints further to the northwest and the view from properties farther down NYS Route 31, respectively. Viewpoint 72 was chosen to represent a view of the Rail Spur Site from Clay Historic Park.

**Table O-6 Viewpoints Immediately West of Micron Campus Site**

#	Location	Use
1	Entry to substation on Caughdenoy Rd	Utility
<b>3</b>	SW corner of NYS Route 31 and Caughdenoy Rd	Road

8	Immanuel Church parking lot	Roadway
<b>20</b>	Driveway of Airplane Enterprises off Verplank Rd	Commercial
<b>66</b>	Parking lot of Freight Yard Brewing off NYS Route 31	Commercial
<b>67</b>	Parking lot of Jerome Fire Equipment off Caughdenoy Rd	Commercial
68	Verplank Rd and Caughdenoy Rd intersection	Roadway
69	Verplank Rd and Van Hoesen Rd intersection	Roadway
<b>72*</b>	Clay Historic Park	Public Park

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: bold = photo simulation; \* = designated aesthetic resource.

### 1-5 Miles West of Micron Campus Site

More substantial commercial development occurs to the west of the Micron Campus site along NYS Route 31, along with community parkland and sports fields such as Clay Park North, and areas of undeveloped, vegetated land. The area north toward the Oneida River becomes less developed, with low-density residential uses, farmland, wetlands, and public utilities, including the Oak Orchard site and a solar farm. None of the viewpoints in this area, listed in Table O-7, would have unobstructed views of the Micron Campus, due primarily to low-lying areas obstructing sightlines, dense vegetative screening, or intervening existing buildings. Therefore, no photo simulations were created for these viewpoints.

**Table O-7 Viewpoints 1-5 Miles West of Micron Campus Site**

#	Location	Use
9	Town of Clay Offices entrance on NYS Route 31	Public Offices
10	SW corner of Morgan Rd and NYS Route 31	Commercial
11	Entry to Great Northern Mall on Morgan Rd	Commercial
12	Henry Clay Blvd extension south of Glosky Island	Roadway
13	NE corner of Henry Clay Blvd and Orchard Rd	Roadway
21	4592 Verplank Rd	Residential
22*	Parking lot of Santaro Memorial Park off Henry Clay Blvd	Public Park
26	Pine Plains Cemetery – off Henry Clay Blvd	Public Cemetery
36*	Schroeppel House	Historic
50	Soule Road Middle School – off Soule Rd	Public School
62	Intersection of Verplank Rd and Morgan Rd	Roadway

63*	Entry to Santaro Park Ballfields off Henry Clay Blvd (Clay Park North)	Public Park
64	Intersection of Morgan Rd and Oak Orchard Rd	Roadway
65	Entry to Oak Orchard site – off Oak Orchard Rd	Roadway
70*	Cherrington Park	Park

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: \* = designated aesthetic resource.

### Immediately South of Micron Campus Site

NYS Route 31 is a commuter corridor that runs along the southern boundary of the proposed Micron Campus site and connects to I-81 less than a mile away. The area south of NYS Route 31 includes low-density residential development, several large vacant lots, large residential properties, a multifamily development, and smaller lot subdivisions. The area is relatively flat and slopes gently down toward NYS Route 481. The eastern portion of the area toward the Route 11 commercial corridor includes low-lying areas near wetlands. Some residents in the area would have partial to open views of the Micron Campus. Viewers at Meltzer Park, a designated aesthetic resource, also may have views of the Micron Campus. The viewpoints in this area are listed in Table O-8. Viewpoint 7 (Meltzer Park) was chosen for a representative photo simulation because of its proximity to the Micron Campus site. Viewpoints 74, 75, and 76 also were chosen for photo simulations because of their proximity to and potential open views of the Micron Campus.

**Table O-8 Viewpoints Immediately South of Micron Campus Site**

#	Location	Use
4	Caughdenoy Rd – south of Micron Campus site	Road
5	Maple Rd and Caughdenoy Rd	Road
6	5755 Boulia Dr	Residential
<b>7*</b>	Meltzer Park parking lot	Park
25	Intersection of Lehman St and Caughdenoy Rd	Roadway
27	Intersection of Route 11 and Caughdenoy Rd	Commercial
34	Heron Marsh	Open Field
<b>74</b>	Barcaldine Dr and NYS Route 31	Roadway
<b>75</b>	Stearns Rd and NYS Route 31	Roadway
<b>76</b>	NYS Route 31 near 5158 NYS Route 31	Roadway

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: bold = photo simulation; \* = designated aesthetic resource.

## South of NYS Route 481

The area immediately south of NYS Route 481 is flat, low-lying, and contains the Hamlin Marsh. Farther south, the land starts to slope back up, and includes smaller lot subdivisions, as well as Clay Central Park and Heritage Park. Bear Road runs along the south side of Hamlin Marsh and has some of the highest points in the area. The viewpoints in this area are listed in Table O-9. Viewpoint 52 was chosen for a representative photo simulation because it is adjacent to the Hamlin Marsh WMA, a designated aesthetic resource, and because its higher elevation would include an unobstructed view of the Micron Campus.

**Table O-9 Viewpoints South of NYS Route 481**

#	Location	Use
23*	Parking lot of Hamlin WMA – off Henry Clay Blvd	Public Park
24*	Town of Clay Green Area – off Henry Clay Blvd	Public Park
44*	Heritage Park	Public Park
45	Bear Rd. Elementary School off Chestnut St	Public School
51	Morgan Road Elementary School	Public School
<b>52</b>	Bear Rd at Sandy Ln	Residential/Roadway
53	Buckley Road Baptist Church – off Buckley Rd	Church

Sources: WPCP Draft SGEIS, May 2021; April 2023 site visit. Notes: bold = photo simulation; \* = designated aesthetic resource.

## References

JMT of New York, Inc. (2021). White Plains Commerce Park (WPCP) Draft Supplementary Generic Environmental Impact Statement (SGEIS). Prepared for the Onondaga County Industrial Development Agency. May 2021.

## **Appendix O-3**

### **Site Visit Viewpoint Photographs**





**Figure O-4 Viewpoints 1 & 3**



**Viewpoint 1**

Photo view direction



Snow Owl Snowmobile Trail (a designated resource) - Entry to substation on Caughdenoy Road



**Viewpoint 3**

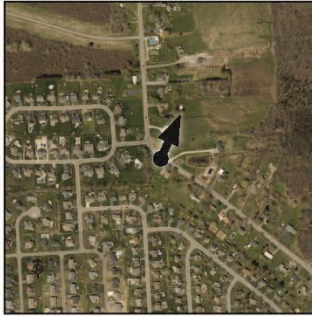
Photo view direction



Intersection of NYS Route 31 and Caughdenoy Road



**Figure O-5 Viewpoints 4 & 5**

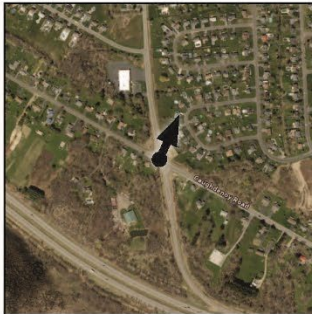


**Viewpoint 4**

Photo view direction



Caughdenoy Road – south of Micron Campus



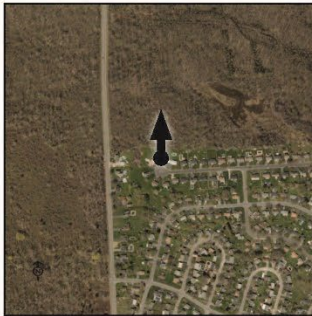
**Viewpoint 5**

Photo view direction



Intersection of Maple Road and Caughdenoy Road

**Figure O-6 Viewpoints 6 & 7**



**Viewpoint 6**

Photo view direction



5755 Boulia Drive



**Viewpoint 7**

Photo view direction



Meltzer Park parking lot - a designated resource off Stearns Road



**Figure O-7 Viewpoints 8 & 9**



**Viewpoint 8**  
Photo view direction



Immanuel Church Parking Lot - off NYS Route 31



**Viewpoint 9**  
Photo view direction



Town of Clay Offices entrance on NYS Route 31

**Figure O-8 Viewpoints 10 & 11**



**Viewpoint 10**  
Photo view direction



Intersection of Morgan Road and NYS Route 31



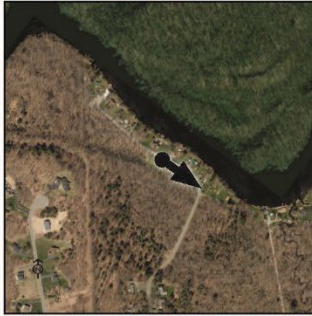
**Viewpoint 11**  
Photo view direction



Entry to Great Northern Mall on Morgan Road



**Figure O-9 Viewpoints 12 & 13**

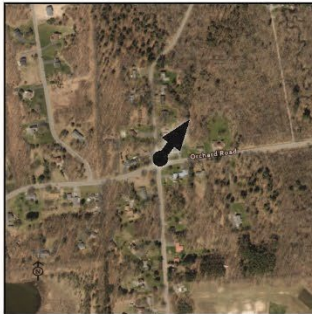


**Viewpoint 12**

Photo view direction



Henry Clay Boulevard Extension - south of Glosky Island



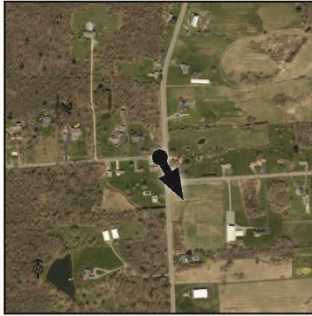
**Viewpoint 13**

Photo view direction



Intersection of Henry Clay Boulevard and Orchard Road

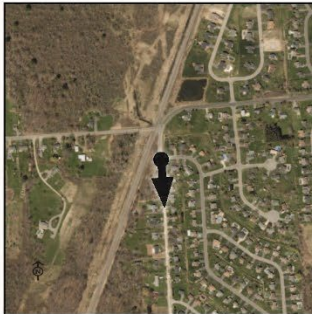
**Figure O-10 Viewpoints 14 & 15**



**Viewpoint 14**  
Photo view direction



Intersection of Orchard Road and Orangeport Road



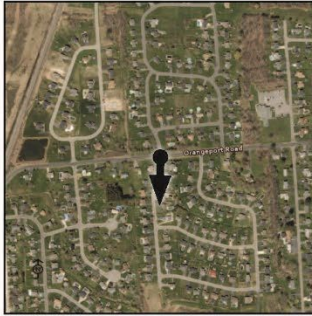
**Viewpoint 15**  
Photo view direction



Intersection of Jacob Lane and Bear Springs Road



**Figure O-11 Viewpoints 16 & 17**



**Viewpoint 16**

Photo view direction



Intersection of Orangeport Road and Peregrin Lane



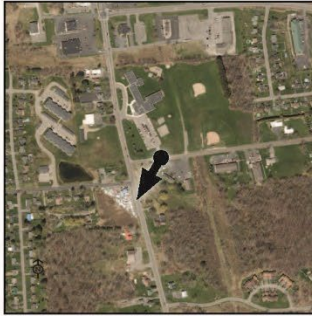
**Viewpoint 17**

Photo view direction



Calvary Church - off of Mud Mill Road

**Figure O-12 Viewpoints 18 & 19**

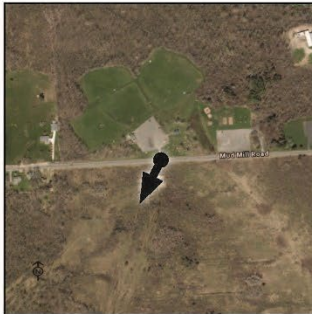


**Viewpoint 18**

Photo view direction



Brewerton Elementary School – southside of entryway on Miller Road



**Viewpoint 19**

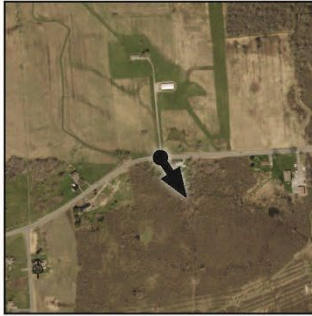
Photo view direction



Plank Road Park - a designated resource off Mud Mill Road



**Figure O-13 Viewpoints 20 & 21**



**Viewpoint 20**  
Photo view direction



Driveway of Airline Enterprises – off Verplank Road



**Viewpoint 21**  
Photo view direction



4592 Verplank Road



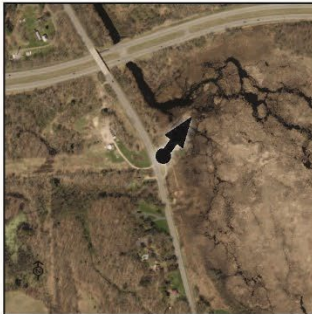
**Figure O-14 Viewpoints 22 & 23**



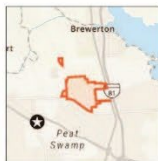
**Viewpoint 22**  
Photo view direction



Parking lot of Santaro Memorial Park - off Henry Clay Boulevard

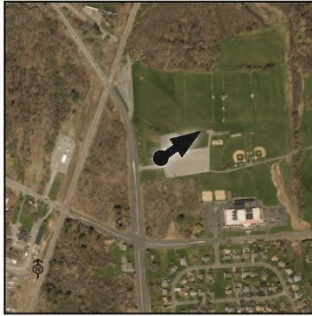


**Viewpoint 23**  
Photo view direction



Hamlin Wildlife Management Area - a designated resource off Henry Clay Boulevard

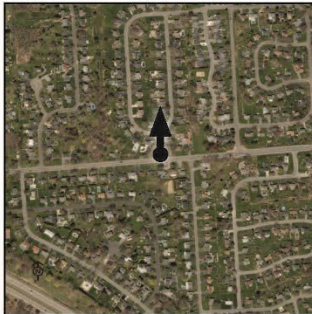
**Figure O-15 Viewpoints 24 & 25**



**Viewpoint 24**  
Photo view direction



Town of Clay Green Area - off Henry Clay Boulevard



**Viewpoint 25**  
Photo view direction



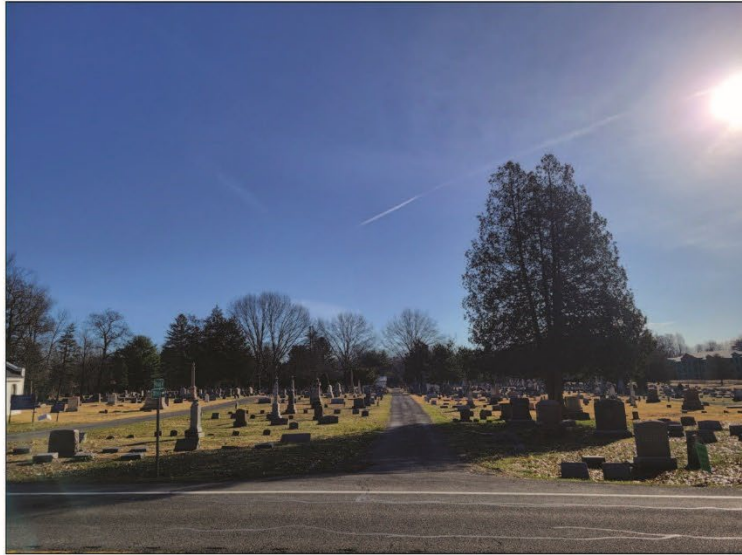
Intersection of Lehman St and Caughdenoy Road



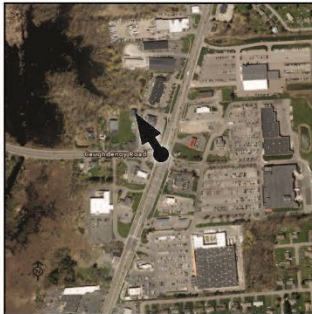
**Figure O-16 Viewpoints 26 & 27**



**Viewpoint 26**  
Photo view direction



Pine Plains Cemetery – off Henry Clay Boulevard



**Viewpoint 27**  
Photo view direction



Intersection of U.S Route 11 and Caughdenoy Road

**Figure O-17 Viewpoints 28 & 29**



**Viewpoint 28**  
Photo view direction



Hayes Airfield - off U.S. Route 11



**Viewpoint 29**  
Photo view direction



Northern Onondaga Library – on Knowledge Lane



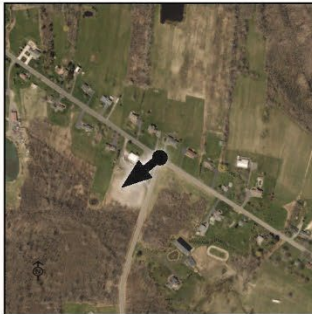
**Figure O-18 Viewpoints 30 & 31**



**Viewpoint 30**  
Photo view direction



Greens at Beaumont Golf Club - a designated resource on U.S. Route 11



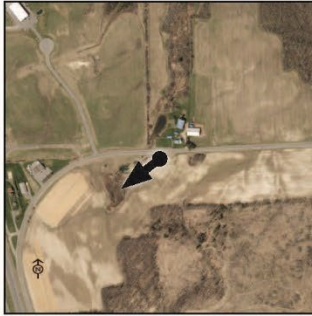
**Viewpoint 31**  
Photo view direction



Intersection of Mud Mill Road and Sneller Road – east of I-81



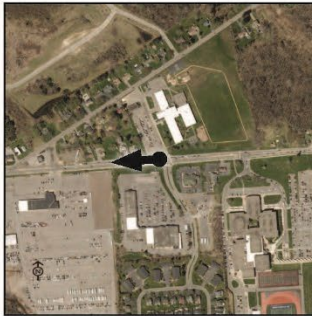
**Figure O-19 Viewpoints 32 & 33**



**Viewpoint 32**  
Photo view direction



Along Sneller Road - east of I-81

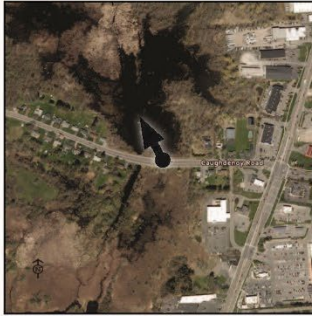


**Viewpoint 33**  
Photo view direction



Intersection of NYS Route 31 and New Country Drive – across from school

**Figure O-20 Viewpoints 34 & 35**



**Viewpoint 34**  
Photo view direction



Heron Marsh on Caughtdenoy Road - near U.S. Route 11



**Viewpoint 35**  
Photo view direction



The Cottages at Garden Grove - Meltzer Court



**Figure O-21 Viewpoints 36 & 37**



**Viewpoint 36**  
Photo view direction



Schroeppel House - a designated resource off of Morgan Road

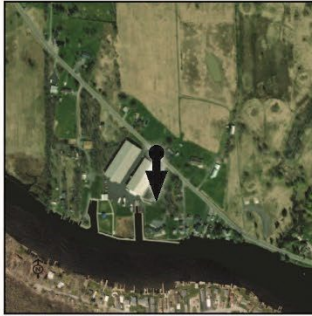


**Viewpoint 37**  
Photo view direction



Lock 23 State Canal Park - a designated resource off Lock Road

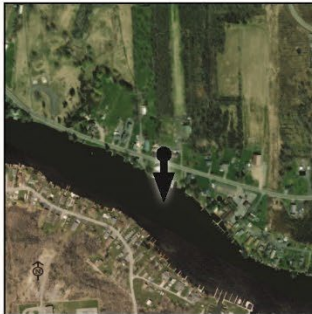
**Figure O-22 Viewpoints 38 & 39**



**Viewpoint 38**  
Photo view direction



Winter Harbor Marina - on County Route 37



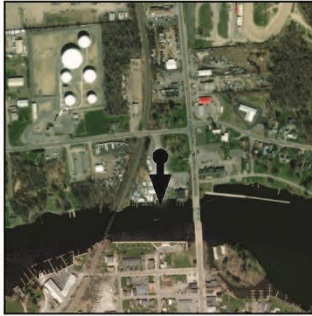
**Viewpoint 39**  
Photo view direction



Riveredge Airpark - on County Route 37



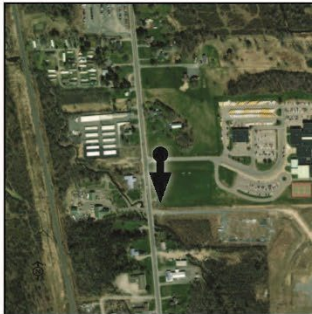
**Figure O-23 Viewpoints 40 & 41**



**Viewpoint 40**  
Photo view direction



Fort Brewerton Park - a designated resource on dockside Drive



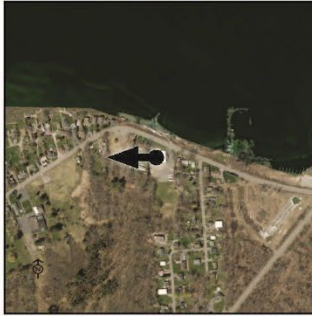
**Viewpoint 41**  
Photo view direction



Central Sq. Middle School - off U.S. Route 11



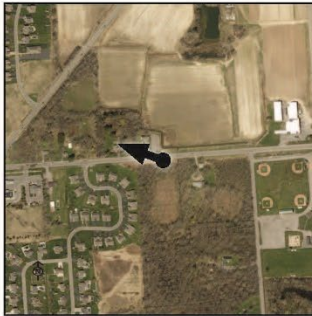
**Figure O-24 Viewpoints 42 & 43**



**Viewpoint 42**  
Photo view direction



Lakeshore Baptist Church - on Lakeshore Road

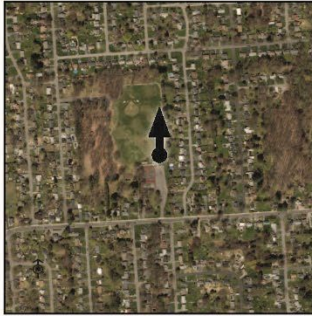


**Viewpoint 43**  
Photo view direction



Stone Arabia School Museum - a designated resource on NYS Route 31

**Figure O-25 Viewpoints 44 & 45**

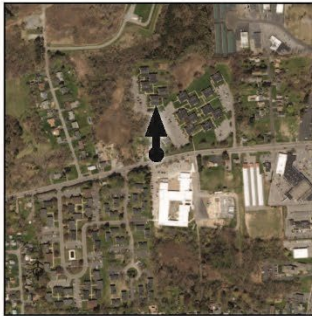


**Viewpoint 44**

Photo view direction



Heritage Park - a designated resource off Chestnut Street



**Viewpoint 45**

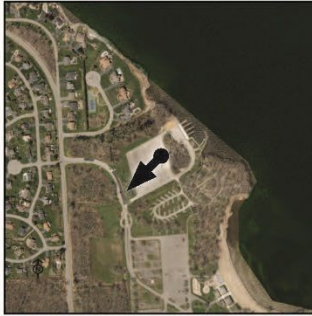
Photo view direction



Bear Road Elementary School off Chestnut Street



**Figure O-26 Viewpoints 46 & 47**



**Viewpoint 46**

Photo view direction



Oneida Shores County Park – a designated resource off Ladd Road



**Viewpoint 47**

Photo view direction



Gillette Road Middle School - off South Bay Road

**Figure O-27 Viewpoints 48 & 49**

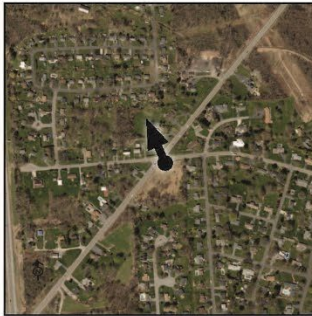


**Viewpoint 48**

Photo view direction



Believers Chapel off Island Road Just West of Cicero Swamp Wildlife Management Area - a designated resource



**Viewpoint 49**

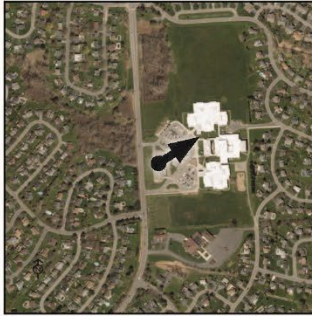
Photo view direction



Intersection of South Bay Road and East Pine Grove Road



**Figure O-28 Viewpoints 50 & 51**



**Viewpoint 50**  
Photo view direction



Soule Road Middle School - off Soule Road



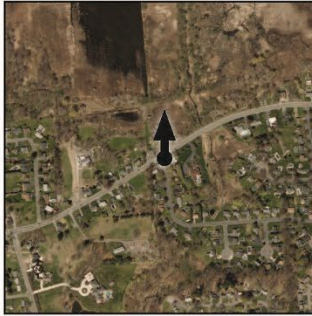
**Viewpoint 51**  
Photo view direction



Morgan Road Elementary School - off Wetzel Road



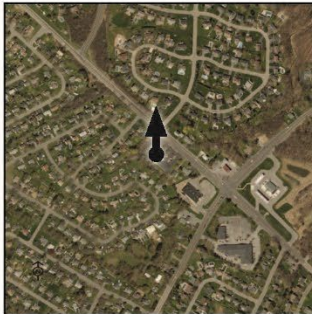
**Figure O-29 Viewpoints 52 & 53**



**Viewpoint 52**  
Photo view direction



Hamlin Marsh Wildlife Management Area - a designated resource near the intersection of Bear Road and Sandy Lane



**Viewpoint 53**  
Photo view direction



Buckley Road Baptist Church - off Buckley Road

**Figure O-30 Viewpoints 54 & 55**



**Viewpoint 54**  
Photo view direction



Intersection of Brewerton Road and Meltzer Court



**Viewpoint 55**  
Photo view direction



Parking Lot of Spring Village Apts - on Knowledge Lane



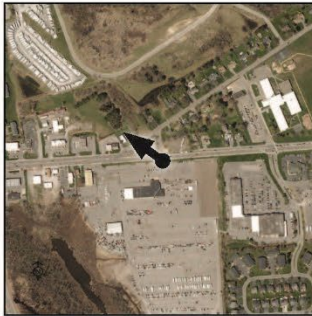
**Figure O-31 Viewpoints 56 & 57**



**Viewpoint 56**  
Photo view direction



American Homes of Syracuse - off U.S Route 11

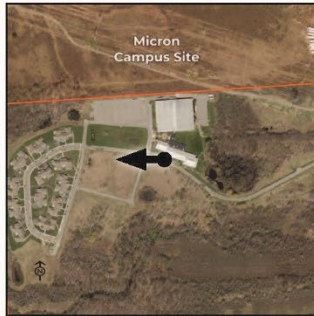


**Viewpoint 57**  
Photo view direction



Adesa Syracuse - off U.S. Route 11

**Figure O-32 Viewpoints 58 & 59**



**Viewpoint 58**  
Photo view direction



Syracuse Sports Center - off Meltzer Court



**Viewpoint 59**  
Photo view direction



Cottages at Garden Grove - on Meltzer Court

**Figure O-33 Viewpoints 60 & 61**



**Viewpoint 60**  
Photo view direction



Cicero United Methodist Church - on U.S. Route 11



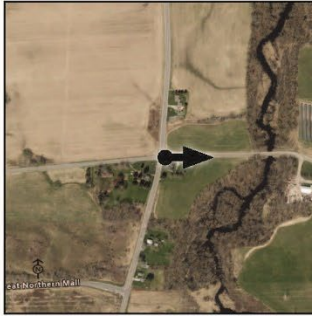
**Viewpoint 61**  
Photo view direction



Cicero Golf Store - off U.S. Route 11



**Figure O-34 Viewpoints 62 & 63**



**Viewpoint 62**  
Photo view direction



Intersection of Verplank Road and Morgan Road



**Viewpoint 63**  
Photo view direction



Santaro Park Ballfields - a designated resource off Henry Clay Boulevard

**Figure O-35 Viewpoints 64 & 65**



**Viewpoint 64**  
Photo view direction



Intersection of Morgan Road and Oak Orchard Road



**Viewpoint 65**  
Photo view direction



Oak Orchard Sewage Treatment - off Oak Orchard Road



**Figure O-36 Viewpoints 66 & 67**



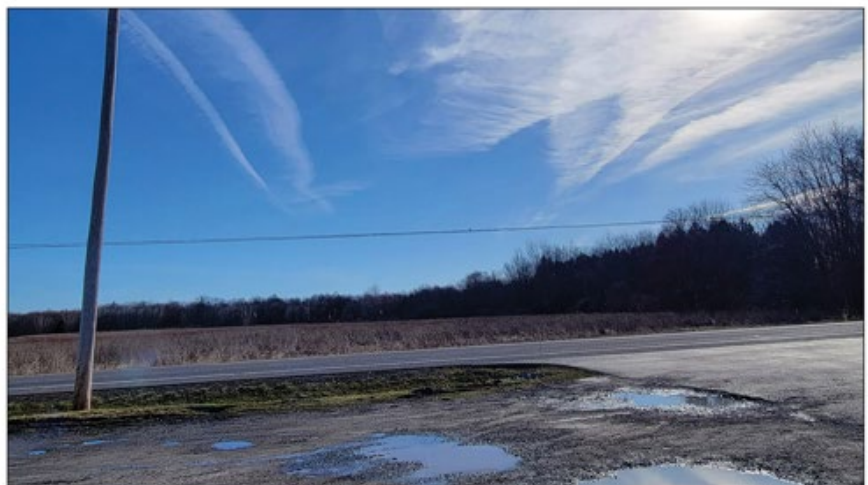
**Viewpoint 66**  
Photo view direction



Freight Yard Brewing - off NYS Route 31



**Viewpoint 67**  
Photo view direction



Jerome Fire Equipment - off Caughdenoy Road

**Figure O-37 Viewpoints 68 & 69**



**Viewpoint 68**

Photo view direction



Verplank Road. and Caughtenoy Road Intersection



**Viewpoint 69**

Photo view direction



Verplank Road. and Van Hoesen Road Intersection



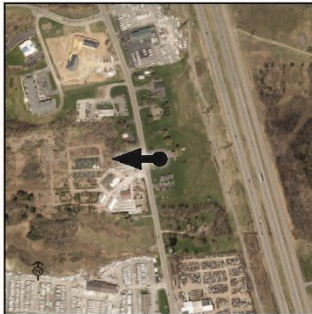
**Figure O-38 Viewpoints 70 & 71**



**Viewpoint 70**  
Photo view direction



Cherrington Park - a designated resource off Trotwood Lane



**Viewpoint 71**  
Photo view direction



8642 Brewerton Road - a residence eligible for listing on the State/  
National Register of Historic Places



**Figure O-39 Viewpoints 72 & 73**



**Viewpoint 72**  
Photo view direction



Clay Historical Park - a designated resource off NYS Route 31



**Viewpoint 73**  
Photo view direction



U.S. Route 11 and the transmission lines near McKinley Road

**Figure O-40 Viewpoints 74 & 75**



**Viewpoint 74**  
Photo view direction



Intersection of Barcaldine Drive and NYS Route 31



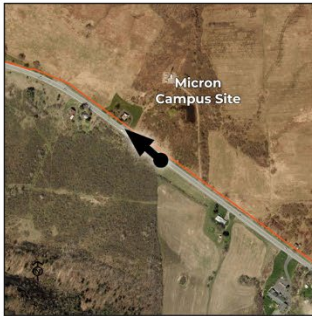
**Viewpoint 75**  
Photo view direction



Intersection of Stearns road and NYS Route 31



**Figure O-41 Viewpoints 76 & 77**



**Viewpoint 76**  
Photo view direction



NYS Route 31 near 5158 NYS Route 31



**Viewpoint 77**  
Photo view direction



CJ's Car America - off U.S. Route 11

## **APPENDIX P**

### **COMMUNITY FACILITIES, OPEN SPACE, AND RECREATION**

## **Appendix P-1**

### **Community Facilities, Open Space, and Recreation Methodology**



## P-1 Methodology and Study Areas

This section defines the study areas for community facilities, open space, and recreation. Section 3.14 (Community Facilities, Open Space, and Recreation) analyzes the direct and indirect effects of the alternatives on community facilities, open space, and recreation as shown in Table P-1 below.<sup>26</sup>

**Table P-1 Community Facilities, Open Space, and Recreation Study Areas**

Resource	Direct and (Non-Growth Inducing) Indirect Effects	Growth Inducing Effects
Police, Fire, EMS, and Schools	Towns of Clay and Cicero	Five-County Region
Healthcare Facilities	Onondaga County	Five-County Region
Open Space and Recreation	1-mile radius from the WPCP	Onondaga County

For police and fire services, EMS, and schools, the Towns of Clay and Cicero were selected as the relevant study area for direct and (non-growth inducing) indirect effects because the Proposed Project would be primarily served by, and potentially gradually affect, those types of community facilities within those two municipalities as a result of activities associated with the long-term build-out and operation of the proposed Micron Campus, Rail Spur Site, and Childcare Site. Police, fire, and EMS (and healthcare facilities, discussed below) may experience increased demands for their services, such as calls for first responders in the event of construction or operation incidents. Section P-2 of this appendix provides additional information on existing police, fire, and EMS facility capacity and staffing and service levels.

As noted in Section 3.14.3.2, because 2,700 of the projected 4,200 construction workers are within the commuter shed for the Proposed Project, and only 1,400 of the 1,500 in-migrating construction workers would locate within the regional study area (including approximately 100 locating in the Towns of Clay and Cicero (local study area)) (see Section 3.15 (Socioeconomic Conditions) and Appendix Q) there would be minimal effects from Proposed Project construction activities on the school districts serving the Towns of Clay and Cicero. The anticipated in-migrating workers for operation and the indirect effects on school districts in the five-county region due to demand from induced population growth are discussed together under Growth Inducing Effects in Section 3.14.3.2. Appendix P-3 provides additional context and data on area school districts relevant to that analysis.

For healthcare facilities, Onondaga County was selected as the relevant study area for direct and (non-growth inducing) indirect effects because there are very few such facilities in the Towns of Clay and Cicero, and because the Proposed Project would potentially need to rely on (and could affect) healthcare facility capacity in the broader Onondaga County area, including in

<sup>26</sup> As noted in Section 3.14.2, the Connected Actions would not directly displace community facilities and would generate only a nominal increase in employees over their long-term operation. Therefore, Section 3.14 (Community Facilities, Open Space, and Recreation) and this appendix do not further evaluate the effects of the Connected Actions on community facilities, but do consider their effects on open space and recreation.

the City of Syracuse, and not just the Towns of Clay and Cicero.

For open space and recreational resources, the area within a 1-mile radius of the WPCP was selected as the relevant study area for direct and (non-growth inducing) indirect effects because the Proposed Project would potentially displace, encroach on, or adversely affect parks and other open spaces primarily within that area. These resources generally include open spaces that are accessible to the public on a regular basis for active and passive recreation, such as parks, walking paths, and trails, whether publicly owned, or privately owned with access to the public. The Proposed Project and Connected Actions could potentially cause losses to these resources through direct encroachment or closure, alter the uses of the resources so that they no longer serve the same user population, limit their public access, or cause increases in noise, air emissions, or odors that could affect their usefulness and recreational value.

For growth inducing effects, the above study areas shift, consistent with the overarching growth inducing effects methodology and study area in Appendix C of this EIS, to the five-county region, with the exception that, for open space and recreational resources, the growth inducing effects study area is limited to Onondaga County, because areas outside of Onondaga County would not be anticipated to experience induced growth at a scale likely to result in significant effects on those resources.

The analysis in Section 3.14 was developed through research into community facilities in the study areas via state databases and online research of the various service providers, including police, fire, EMS, and healthcare facility websites. Open space and recreational resources were identified through field observations, online research, and review of prior environmental documents, as well as information from state and local parks and recreation agencies.

## **Appendix P-2 Healthcare Facilities**

## **P-2 Healthcare Facilities**

As noted in Section 3.14.2.2, there is an existing network of healthcare facilities in Onondaga County operated by nonprofit and private entities that provide services on a fee-for-service model. This section provides additional information on healthcare facilities in the broader five-county region, including nonprofit hospitals with emergency departments, clinics with emergency departments, private urgent care centers, and private practices and specialist offices.

There are four nonprofit hospitals in Onondaga County, all of which are located in the City of Syracuse, roughly ten miles away from the WPCP. There are also two nonprofit hospitals in Madison County, one in Cayuga County, one in Oswego County, and none in Cortland County.

St. Joseph's Hospital Health Center in Syracuse is a Level 3 Perinatal Center, SAFE Designated Hospital, and Primary Stroke Center (NYS Health Profiles). It has 451 beds and serves approximately 20,000 inpatients, 53,000 emergency services patients, and more than 787,000 outpatients a year (St. Joseph's Health, 2022). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 311 minutes, with 5 percent of patients leaving before being seen.

University Hospital SUNY Health Science Center (Upstate University Hospital) in Syracuse is an AIDS Center, Burn Center, Comprehensive Stroke Center, Level 1 Adult Trauma Center, and SAFE Designated Hospital (NYS Health Profiles). It has 438 beds and serves approximately 67,000 adult emergency services patients and 27,000 pediatric emergency services patients a year (Upstate Medical University, n.d.). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 291 minutes, with 3 percent of patients leaving before being seen. To address existing long wait times and overcrowding, Upstate University Hospital plans to expand its undersized emergency room, which is the only Level 1 Trauma Center in Central New York. The new emergency room would increase the number of trauma center beds from 35 to 120 to better serve both the existing population and anticipated regional growth (Dowty, 2024).

Upstate University Hospital at Community General (Upstate Community Hospital) in Syracuse is a Level 1 Perinatal Center (NYS Health Profiles). It has 314 beds and serves approximately 33,000 emergency services patients annually (Upstate Community Hospital, n.d.).

Crouse Hospital in Syracuse is a Comprehensive Stroke Center and Regional Perinatal Center (NYS Health Profiles). It has 465 beds and serves approximately 23,000 inpatients, 56,000 emergency services patients, and more than 600,000 outpatients a year (Crouse Hospital, 2025). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 200 minutes, with 1 percent of patients leaving before being seen.

Oneida Health Hospital in Oneida is a Level 1 Perinatal Center and SAFE Designated Hospital (NYS Health Profiles). It has 101 beds, and its emergency department serves an average of 21,000 patients a year (Oneida, 2025). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 187 minutes with 2 percent of patients leaving before being seen.

Community Memorial Hospital in Hamilton is a SAFE Designated Hospital (NYS Health Profiles). It has 25 beds and serves approximately 93,000 outpatients, 10,000 emergency room

patients, and admitted 2,000 patients annually (Community Memorial, 2025). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 124 minutes.

Auburn Community Hospital in Auburn is a Primary Stroke Center and Level 1 Perinatal Care Center with 99 total beds (NYS Health Profiles). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 233 minutes, with 5 percent of patients leaving before being seen.

Oswego Hospital in Oswego is a Level 1 Perinatal Center with 132 total beds (NYS Health Profiles). NYS Health Profiles reports the median time from emergency room arrival to departure for discharge at 189 minutes, with 9 percent of patients leaving before being seen.

In addition to hospitals, the five-county region is served by clinics with emergency rooms, private urgent care centers, primary care facilities, and specialists' offices. The U.S. Department of Health and Human Services designates health professional shortage areas (HPSAs), which are geographic areas where there are insufficient health care providers to meet the health care needs of that population. Staffing shortages in the healthcare industry can mean longer wait times in an emergency room, months-long waits to see a primary care physician or specialist, and an inability to obtain a primary care provider.

According to the HRSA Map Tool, in Onondaga County, portions of the City of Syracuse and the Onondaga Nation (referred to on the HRSA Map Tool as Indian Village) are currently MUAs. In Oswego County, the Oswego Service Area, which covers most of the northern and eastern portion of the county, is identified as an MUA (HRSA Map Tool). In Cayuga County, the Fleming Town Service Area and Cato Town Service Area are identified as MUAs (HRSA Map Tool). In Cortland County, the Cincinnatus Town Service Area and Cold Spring Town Service Area are identified as MUAs (HRSA Map Tool). There are no MUAs in Madison County (HRSA Map Tool). Across the five-county region, shortage areas include primary care physicians, dentists, and mental health professionals serving low-income and Medicaid-eligible populations (HPSA Find, n.d.).

Rural communities can face additional challenges in attracting health professionals due to population decline, aging populations, and a shrinking labor force. In the five-county region, Onondaga, Madison, and Oswego Counties are considered non-rural, and Cayuga and Cortland Counties are considered rural. The Health Foundation for Western & Central New York and New York Statewide Senior Action Council, Inc. conducted a focus group study on Central New York that assessed barriers and solutions to accessing healthcare. That report found that "the lack of medical services, providers, reliable transportation and a decreasing number of physicians in rural communities leaves residents vulnerable and isolated from receiving care." (Health Foundation of Western and Central New York, 2019).

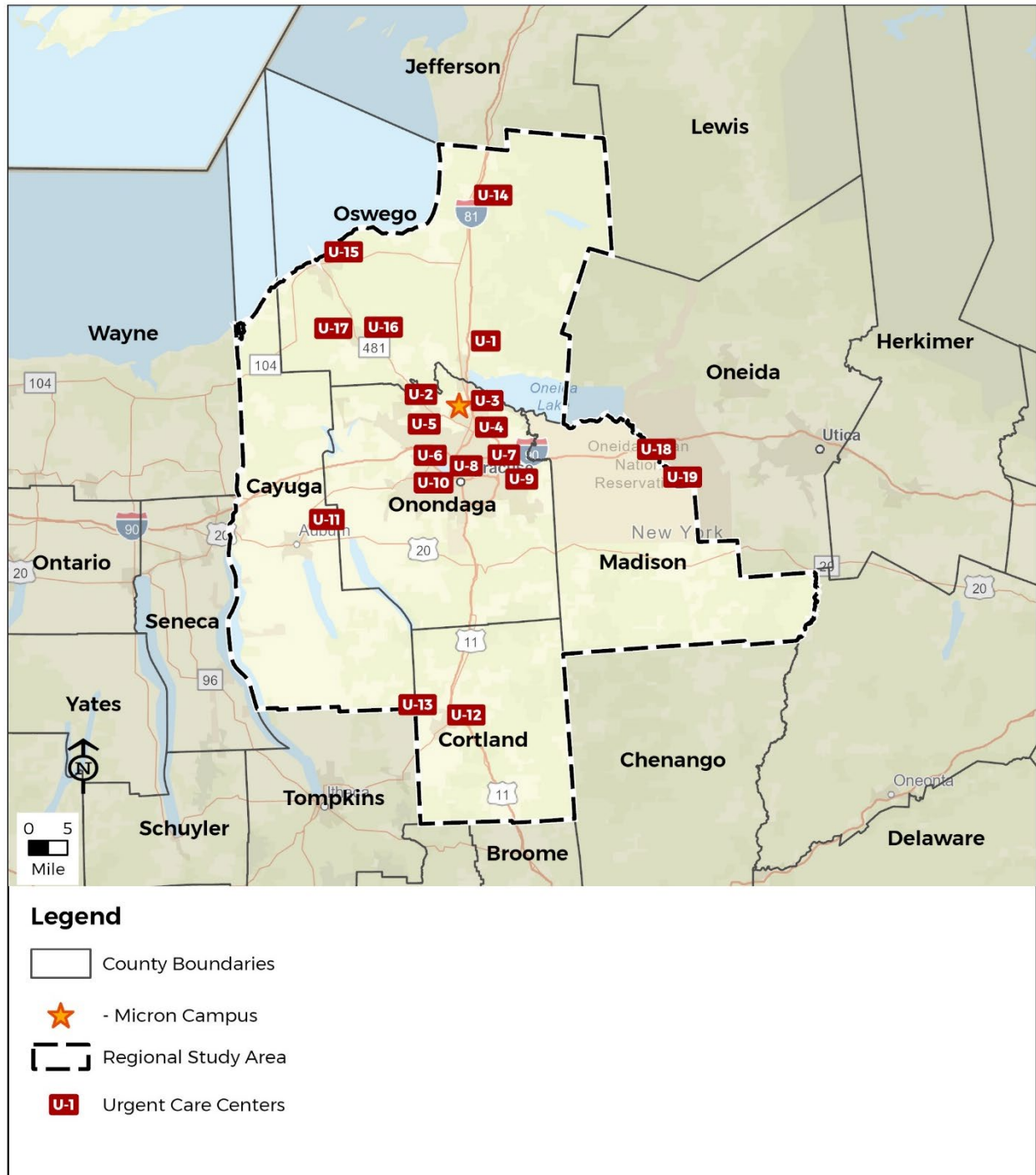


**Figure P-1 Hospitals and Clinics with Emergency Departments in Five-County Region**



Sources: NYSDOH and online search engines.

**Figure P-2 Urgent Care Centers in Five-County Region**



Sources: NYSDOH and online search engines.

**Table P-2 Hospitals**

<b>Map</b>	<b>Facility Name</b>	<b>Address</b>	<b>Beds</b>
H-1	St. Joseph's Hospital Health Center	301 Prospect Ave, Syracuse, NY 13203	451
H-2	Upstate University Hospital	750 East Adams St, Syracuse, NY 13210	438
H-3	Upstate Community Hospital	4900 Broad Rd, Syracuse, NY 13215	314
H-4	Crouse Hospital	736 Irving Ave, Syracuse, NY 13210	465
H-5	Auburn Community Hospital	17 Lansing St, Auburn, NY 13210	99
H-6	Oneida Health Hospital	321 Genesee St, Oneida, NY 13421	101
H-7	Community Memorial Hospital, Inc.	150 Broad St, Hamilton, NY 13346	25
H-8	Oswego Hospital	110 W Sixth St, Oswego, NY 13126	132

Source: NYS Health Profiles.

**Table P-3 Clinics with an Emergency Department**

<b>Map</b>	<b>Facility Name</b>	<b>Address</b>
C-1	Fingerlakes Medical Care Center	303 Grant Ave, Auburn, NY 13021
C-2	Urgent Medical Care of Skaneateles	803 West Genesee St, Skaneateles, NY 13152
C-3	Cortland Regional Medical Center	134 Homer Ave, Cortland, NY 13045
C-4	Samaritan Family Health Center	830 Washington St, Watertown, NY 13601
C-5	Central Square Medical Health Center	3045 East Ave, Central Square, NY 13036

Source: NYS Health Profiles.

**Table P-4 Urgent Care Centers**

<b>Map</b>	<b>Facility Name</b>	<b>Address</b>
U-1	Central Square Urgent Care	3045 East Ave, Central Square, NY 13036
U-2	WellNow Urgent Care	3840 NY-31, Bayberry, NY 13090
U-3	Drakos Urgent Care	5586 Legionnaire Dr, Cicero, NY 13039
U-4	WellNow Urgent Care	7851 Brewerton Rd #1, Cicero, NY 13039
U-5	WellNow Urgent Care	7375 Oswego Rd, Liverpool, NY 13090
U-6	WellNow Urgent Care	4995 Wintersweet Dr, Liverpool, NY 13088

U-7	WellNow Urgent Care	6227 Thompson Rd, Syracuse, NY 13206
U-8	WellNow Urgent Care	1600 Erie Blvd E, Syracuse, NY 13210
U-9	WellNow Urgent Care	6870 E Genesee St, Fayetteville, NY 13066
U-10	Quick Care	819 S Salina St, Syracuse, NY 13202
U-11	WellNow Urgent Care	271 Grant Ave, Auburn, NY 13021
U-12	WellNow Urgent Care	1092 NY-222, Cortland, NY 13045
U-13	Cortland Urgent Care	1129 Commons Ave, Cortland, NY 13045
U-14	Pulaski Urgent Care	3858 NY-13, Pulaski, NY 13142
U-15	WellNow Urgent Care	200 E 1st St, Oswego, NY 13126
U-16	Fulton Urgent Care	510 S 4th St Suite 600, Fulton, NY 13069
U-17	WellNow Urgent Care	514 S 2nd St, Fulton, NY 13069
U-18	Quick Care	603 Seneca St, Oneida, NY 13421
U-19	WellNow Urgent Care	109 Genesee St, Oneida, NY 13421

Source: Online search engines.

## **Appendix P-3**

### **School Growth Projections**



### P-3 School Growth Projections

This section provides supporting information and data for the induced growth analysis of school districts in Section 3.14.3.2. Specifically, the estimated changes shown in Table 3.14-7 of the numbers and percentages of school-aged children (SAC) (K-5, middle school, and high school aged children) that would be projected to occur over the 21-year period from 2020 to 2041 due to induced growth were derived as explained below.

First, estimates of the current numbers of SAC per household were generated from merged U.S. Census Bureau ACS 2022 5-year estimates and person- and household-level Public Use Microdata Sample (PUMS) data, filtered for households with one or more working aged household members, in Public Use Microsample Areas (PUMAs) corresponding to the five-county region (PUMAs 00701, 00702, 00703, 00704, 00600, and 01500), Onondaga County (PUMAs 00701, 00702, 00703, and 00704), and the Cicero-Clay-Lysander-Van Buren area (PUMA 00702). In addition, the percent of households with SAC and children of all ages was calculated for those three areas. These estimates of the current numbers and percentages of SAC in these areas are shown in Table P-5 and Table P-6 below.

**Table P-5 Estimated Current School Aged Children (SAC) per Household**

Category	Households	Children	Avg. SAC per Household
<b>Five-County Region</b>			
K-5	158,514	47,742	0.30
Middle School	158,514	25,524	0.16
High School	158,514	41,305	0.26
<b>Total</b>	<b>158,514</b>	<b>114,571</b>	<b>0.72</b>
<b>Onondaga County</b>			
K-5	110,723	34,198	0.31
Middle School	110,723	17,851	0.16
High School	110,723	28,976	0.26
<b>Total</b>	<b>110,723</b>	<b>81,025</b>	<b>0.73</b>
<b>Cicero-Clay-Lysander-Van Buren</b>			
K-5	28,450	8,669	0.30
Middle School	28,450	4,920	0.17
High School	28,450	7,496	0.26
<b>Total</b>	<b>28,450</b>	<b>21,085</b>	<b>0.74</b>

Source: U.S. Census Bureau ACS 2022 5-year estimates and PUMS data.

**Table P-6 Percent of Households with Children Aged K-12 and All Ages**

Area	K-12	All Ages
Study Area (Five-County Region)	41.3%	51.0%
Onondaga County	40.2%	50.3%
Cicero-Clay-Lysander-Van Buren	41.6%	51.0%

Source: U.S. Census Bureau ACS 2022 5-year estimates and PUMS data.

Second, estimated increases in the numbers of SAC per household, relative to the estimates reflected in the tables above, that would be likely to occur due to induced household growth were calculated based on induced growth estimates and data in the 2022 REMI Study and growth projections from the SMTc. This resulted in low and high estimates for K-5, middle school, and high school SAC populations for the five-county region. For additional context, estimates specific to the Towns of Clay and Cicero were also generated. These induced growth projections were generated for the years 2035 and 2041. These results are shown in Table P-7 and Table P-8 below.

**Table P-7 Estimated Increases in School Aged Children in 2035**

Locality	K-5		Middle School		High School		Total	
	Low	High	Low	High	Low	High	Low	High
Onondaga	1,245	1,782	650	930	1,055	1,510	2,949	4,222
Clay/Cicero	328	470	186	267	284	406	798	1,143
Oswego	89	268	48	144	77	232	214	644
Cayuga	50	151	27	81	43	131	120	362
Madison	47	140	25	75	40	121	112	336
Cortland	29	87	15	46	25	75	69	208
<b>Total</b>	<b>1,460</b>	<b>2,428</b>	<b>765</b>	<b>1,276</b>	<b>1,241</b>	<b>2,069</b>	<b>3,465</b>	<b>5,773</b>

**Table P-8 Estimated Increases in School Aged Children in 2041**

	K-5		Middle School		High School		Total	
	Low	High	Low	High	Low	High	Low	High
Onondaga	1,620	2,300	846	1,201	1,373	1,949	3,839	5,449
Clay/Cicero	427	606	242	344	369	524	1,039	1,475

Oswego	159	434	85	232	138	375	382	1,040
Cayuga	89	244	48	130	77	211	214	584
Madison	83	226	44	121	72	196	199	543
Cortland	51	140	27	75	44	121	123	336
<b>Total</b>	<b>2,003</b>	<b>3,343</b>	<b>1,050</b>	<b>1,758</b>	<b>1,704</b>	<b>2,852</b>	<b>4,758</b>	<b>7,953</b>

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## **APPENDIX Q**

### **Socioeconomic Conditions**



## **Appendix Q-1**

### **Socioeconomic Conditions Assessment Methodology**

## **Q-1 Socioeconomic Conditions Methodology**

This section defines the study areas used for the socioeconomic conditions analysis in Section 3.15 and explains the methodology, data, and sources of information used to describe the affected environment in Section 3.15.2 and evaluate direct and indirect effects on socioeconomic conditions under the No Action Alternative and the Preferred Action Alternative in Section 3.15.3. The growth inducing effects of the Preferred Action Alternative are described under Growth Inducing Effects in Section 3.15.3.2.

### **Q-1.1 Local and Regional Study Areas**

A study area relevant to analyzing socioeconomic conditions is the area within which a project is most likely to affect population, housing, and economic activities. The Preferred Action Alternative would directly affect socioeconomic conditions in the Town of Clay and the Town of Cicero, as the Proposed Project footprint intersects both towns. The area encompassing these towns was therefore selected as the local study area for Section 3.15 (see Figure 3.15-1).

The Proposed Project also would indirectly affect socioeconomic conditions in a broader region. The outer boundary of this regional area would be shaped by the anticipated Micron employee commuter shed, where existing and new residents who would work at the Proposed Project would be most likely to reside and, in turn, would be most likely to indirectly influence surrounding socioeconomic conditions. Based on existing commuter patterns, most Micron employees would likely reside within an approximately 45-minute travel distance from the Proposed Project.<sup>27</sup> In addition, According the REMI Study, 85 percent of induced job growth and 90 percent of induced residential growth from Micron establishing a four-fab semiconductor manufacturing facility in Onondaga County would occur within the five-county region (REMI, 2022).<sup>28</sup>

Based on these factors, the five-county region was selected as the regional study area for analyzing socioeconomic conditions (see Figure 3.15-2). The regional study area is the same as the growth inducing effects study area described in Appendix C of the EIS. The local study area encompasses all Proposed Project and Connected Action components except for the water supply improvements, which would be encompassed within the regional study area.

### **Q-1.2 Analysis Framework**

Using the data sources specified below, Section 3.15 identifies existing conditions and trends with respect to demographics, housing, labor and economic activities, and community fiscal health to establish a baseline for evaluating the incremental effects of the alternatives on socioeconomic conditions as follows:

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<sup>27</sup> According to U.S. Census Bureau (USCB) ACS 2022 estimates, approximately 90 percent of the working labor force in the regional study area would have commute times of 45 minutes or less.

<sup>28</sup> A copy of the REMI Study is included in Appendix C-2.

- **No Action Alternative** – Section 3.15 describes the anticipated socioeconomic conditions in the future without development of the Proposed Project or Connected Actions, based on the existing socioeconomic conditions and trends identified in the affected environment.
- **Preferred Action Alternative** – Section 3.15 describes the anticipated socioeconomic conditions development of the Proposed Project and Connected Actions in three future analysis years:
  - ▶ 2027 – This year, when Phase 1 of the Micron Campus construction would occur, was selected to describe potential short-term effects on labor supply and housing markets.
  - ▶ 2035 – This year was selected to describe potential medium-term effects when Fabs 1 and 2 would be in operation and construction of Fab 3 would be underway.
  - ▶ 2041 – This year was selected to describe longer-term effects when all four fabs would be in operation.

The Proposed Project would generate thousands of new jobs both on-site and off-site through business-to-business supply chain services, and would stimulate local and regional development through induced residential and worker spending. Section 3.15 evaluates growth inducing effects holistically in combination with other present or reasonably foreseeable actions regardless of what agency or person would undertake those other actions.

### Q-1.3 Data Sources

Many sources of information are used for a socioeconomic assessment. Table Q-1 describes key data sources and how they are used. Other sources are referenced in text and specified in Section 3.15.

**Table Q-1 Data Sources**

<b>Data Source</b>	<b>Description</b>
USCB Decennial Census	100% survey-based Census data used to present population and housing trends since 1950.
ACS 5-year estimates	Sample Census data that estimates residential demographics, housing, and workers. The 2006-2010 5-year estimates were used as benchmarks against the recent 2019-2023 5-year estimates.
USCB Center for Economic Studies Longitudinal Employer-Household Dynamics (LEHD)	The LEHD program creates statistics on employment, earnings, and job flows at detailed levels of geography and industry and for different demographic groups and uses this data to create partially synthetic data on worker residential patterns. LEHD data was used to identify the types of jobs held by residents and workers in the study areas and to support projections of the places of residence for Proposed Project-generated workers and induced residential growth.
NYSDOL Quarterly Census of Employment and Wages (QCEW)	QCEW provides quarterly employment and wage data reported by employers covered under the New York State Unemployment Insurance Law and was used to estimate business establishments by industry and average industry wages.

ESD / REMI Study	The REMI Study, sponsored by ESD, estimates the economic and fiscal effects of the Proposed Project based on econometric modeling, using preliminary project information and industry assumptions. Section 3.15 relies in part on the REMI Study to evaluate direct, indirect, and induced job and residential growth, as well as local and regional tax revenue projections.
Syracuse Metropolitan Transportation Council (SMTC)	SMTC is the metropolitan planning organization for the greater Syracuse area. SMTC provided local projections based on known development projects and transportation patterns used to refine Proposed Project-generated population growth projections.
OCIDA	OCIDA is a government organization that provides information and services to relocating companies, expanding companies, and local businesses. Section 3.15 used information from OCIDA (cited in text where applicable).
Office of the New York State Comptroller (NYSOSC)	NYSOSC provides independent fiscal oversight of State and local finances. Section 3.15 uses NYSOSC FSMS data, which measures levels of fiscal stress (difficulty in maintaining budgetary solvency) for both local governments and school districts by applying an entity's reported annual financial information to a set of standard financial indicators.
Micron	Micron provided direct construction and operational job estimates, information on worker in-migration rates from its Boise, ID facility, and information on the Proposed Project's planned community investments in New York State.
Primary and Secondary Research Sources	Section 3.15 uses primary and secondary research sources (cited in text where applicable), including the Town of Clay budget, real estate websites, town and county comprehensive plans, and other studies relevant to socioeconomic conditions in the study areas.

#### Q-1.4 Evaluation Methods

Section 3.15 evaluates socioeconomic effects as follows:

- **Direct effects** – Effects of the Proposed Project or Connected Actions that could potentially displace residents, businesses, or community amenities.
- **Indirect effects** – Proposed Project or Connected Action off-site influences on demographics, housing, business conditions, or municipal fiscal health. Proposed Project or Connected Action construction activities or on-site operations also could place demands on or community services or increase the cost of services for others. Conversely, the Proposed Project or Connected Actions could introduce new infrastructure, community amenities, or local community investments benefitting an area. These activities could positively or negatively affect municipal fiscal health and taxing jurisdictions.
- **Geographic Allocation of Effects** – Proposed Project and Connected Action operations could create increased demands for workers and housing as a result of workers moving to the area seeking jobs. This in-migration could affect housing and labor markets and place additional demands on local municipal services, including schools. Accordingly, Section 3.15 considers the potential geographic allocation of such effects based on projections of new households within the study areas and quantified estimates of potential new

populations in local communities, as a method to evaluate potential new demands on municipalities.

The Proposed Project would introduce new job opportunities, grow local economies, generate additional tax revenues and PILOT, and, over the 20-year term of the Green CHIPS CIF, would invest \$500 million in local and regional initiatives that advance identified community needs. Section 3.15 gives appropriate weight to these anticipated social and economic benefits as part of the SEQRA analysis, which is necessary to support decision-making and findings that must balance social and economic considerations against environmental effects that cannot be avoided or mitigated.

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## **Appendix Q-2**

### **Supplemental Information: Affected Environment**

## Q-2 Supplemental Information: Affected Environment

This section provides supplemental information on the affected environment within the local and regional study areas.

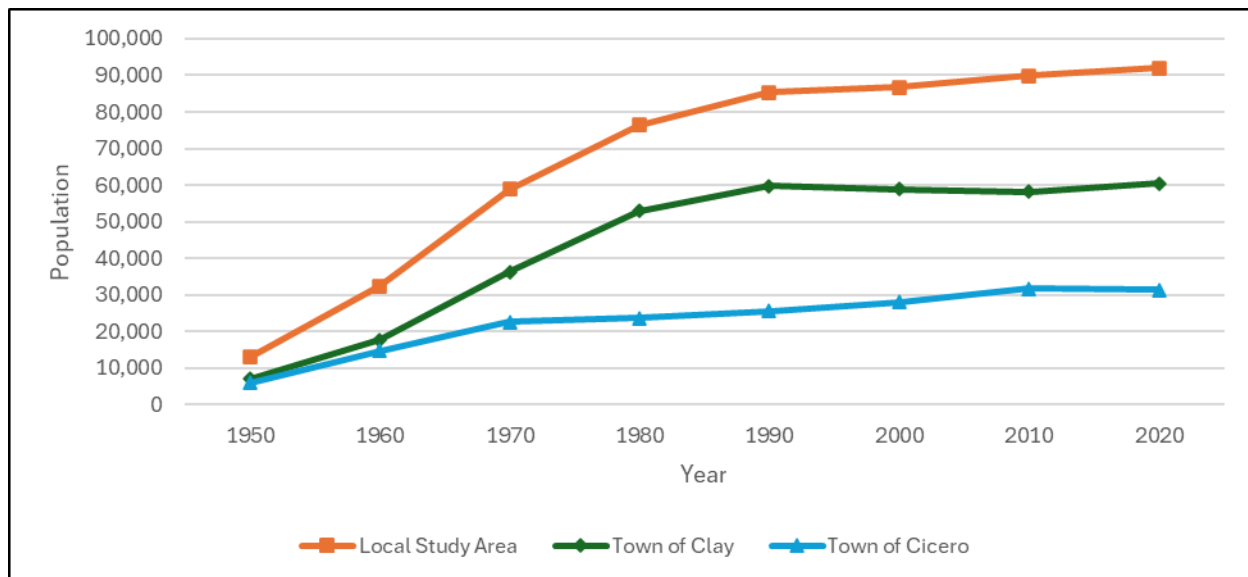
### Q-2.1 Population and Demographics

#### Q-2.1.1 Local Study Area

##### Population

As shown in Figure Q-1 and Table Q-2 below, the local study area population increased rapidly between the 1950s to the 1980s but has seen a slower growth rate since 1990.

**Figure Q-1 Local Study Area Population Growth 1950-2020**



Source: USCB Decennial Census 1950-2020.

**Table Q-2 Local Study Area Population 1950-2020**

Area	1950	1960	1970	1980	1990	2000	2010	2020
Town of Clay	7,001	17,760	36,274	52,838	59,749	58,805	58,206	60,527
Town of Cicero	5,956	14,725	22,539	23,648	25,560	27,982	31,682	31,435
Local Study Area	12,957	32,485	58,813	76,486	85,309	86,787	89,838	91,962

Source: USCB Decennial Census 1950-2020.

In 2023, the local study area had an estimated population of 91,301 residents. The population increased by approximately 2.6 percent between 2010 and 2023, which was slightly higher than the overall 1.7 percent growth rate in Onondaga County (see Table Q-3).

**Table Q-3 Local Study Area Population 2010-2023**

Area	2010	2023	% Change 2010-2023
Town of Clay	58,206	60,083	3.2%
Town of Cicero	31,632	31,218	-1.3%
Local Study Area	89,838	91,301	1.6%
Onondaga County	467,026	471,611	1.0%

Source: USCB Decennial Census 2010 and ACS 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

### Households

The local study area contained an estimated 37,778 households in 2023, an 8.1 percent increase since 2010 (see Table Q-4). In 2023, the average household size in the local study area was 2.42 persons (2.38 in the Town of Clay and 2.46 in the Town of Cicero).

**Table Q-4 Local Study Area Household Sizes 2010-2023**

Area	2010		2023		% Change 2010-2023	
	Households	Avg. Size	Households	Avg. Size	Households	Avg. Size
Town of Clay	22,684	2.56	25,143	2.38	10.8%	-7.0%
Town of Cicero	12,252	2.52	12,635	2.46	3.1%	-2.4%
Local Study Area	34,936	2.54	37,778	2.42	8.1%	-4.7%
Onondaga County	183,542	2.45	194,963	2.31	6.2%	-5.7%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

### Household Income

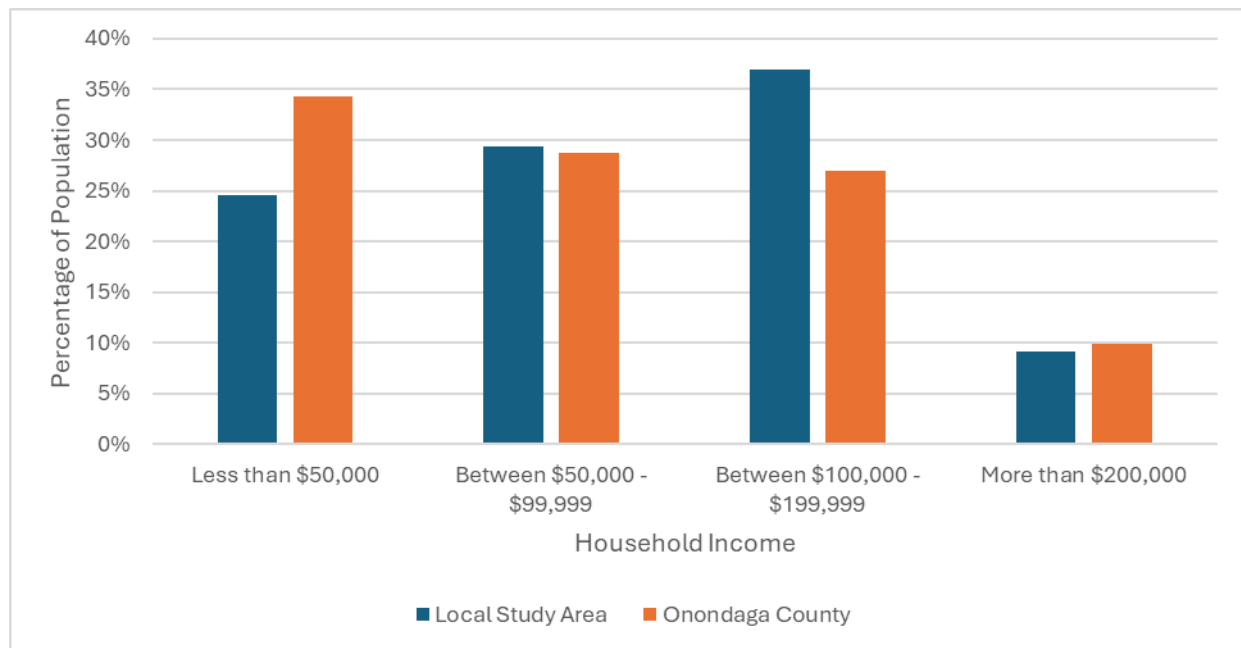
Average household income refers to the sum of all incomes earned by members of a household, divided by the number of households, whereas median household income is defined as the middle-income value when all household incomes are arranged in order. As shown in Table Q-5, in 2023 the local study area had an average household income of \$105,650 and a median household income of \$88,167. In 2022, about 16 percent of households were considered low-income, defined as a household income greater than 130 percent of the U.S. Department of Health and Human Services Poverty Guideline, but at or below 60 percent of the State median income.

**Table Q-5 Local Study Area Household Incomes 2010-2023**

Area	2010		2023		% Change 2010-2023	
	Average	Median	Average	Median	Average	Median
Town of Clay	\$101,097	\$87,214	\$101,349	\$89,837	0.2%	3.0%
Town of Cicero	\$102,706	\$91,467	\$114,208	\$98,005	11.2%	7.1%
Local Study Area	\$101,661	\$88,167	\$105,650	\$90,592	3.9%	2.8%
Onondaga County	\$93,173	\$71,063	\$99,134	\$74,740	6.4%	5.2%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Notes: All dollar values are presented in 2023 dollars. Onondaga County is presented for purposes of comparison.

As shown in Figure Q-2, relative to Onondaga County as a whole, the local study area has a larger proportion of households earning over \$100,000 (46.1 percent of households) and a lower proportion of households earning under \$50,000 annually (24.6 percent of households). Thus, the local study area is higher-income than Onondaga County overall.

**Figure Q-2 Local Study Area Household Income Distribution**

Source: ACS 2019-2023 5-year estimates.

## Poverty Status

UCSB defines “living in poverty” or poverty status in the ACS as “total income less than the official poverty threshold” (USCB, 2025). USCB calculates poverty by monetary income thresholds updated annually based on the U.S. BLS Consumer Price Index for All Urban Consumers (CPI-U) and assigns those thresholds to families by geography and family size and age



composition. If a family's total income is below the poverty threshold for its geography, size, and age composition, then all family members are considered to be living in poverty.

As shown in Table Q-6, the percentage of those younger than 18 in the local study area living in poverty more than doubled between 2010 and 2023, from 5.5 percent to 15.0 percent (a 272 percent increase). Child poverty in New York State has increasingly become a concern, with nearly one in five children in the state living in poverty in 2022 (NYSOSC, 2024).

**Table Q-6 Local Study Area Residents Living in Poverty**

Area	2010		2023	
	Under 18	18 and Older	Under 18	18 and Older
Town of Clay	5.0%	4.5%	12.9%	7.4%
Town of Cicero	6.5%	6.2%	18.8%	6.5%
Local Study Area	5.5%	5.1%	15.0%	7.1%
Onondaga County	19.2%	11.9%	21.3%	11.9%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

### Race and Ethnicity

As shown in Table Q-7, roughly 86 percent of the population in the local study area identifies as not Hispanic or Latino and white alone, although this percentage has decreased since 2010. Of the population in the local study area identifying as Hispanic or Latino, 0.9 percent identify as white alone. The largest minority group identifies as two or more races, although black or African American alone is the largest single race minority group.

**Table Q-7 Local Study Area Population, Race, and Ethnicity 2010-2023**

Category	2010 (% of Total)	2023 (% of Total)	% Change 2010-2023
<b>Total population on which data were collected</b>			
Total population	88,962 (100%)	91,301 (100%)	2.6%
<b>Not Hispanic or Latino</b>			
Not Hispanic or Latino	87,281 (98.1%)	87,421 (95.8%)	0.2%
White alone	80,916 (91%)	77,954 (85.4%)	-3.7%
Black or African American alone	2,910 (3.3%)	2,905 (3.2%)	-0.2%
American Indian and Alaska Native alone	451 (0.5%)	74 (0.1%)	-83.6%
Asian alone	1,768 (2.0%)	2,070 (2.3%)	17.1%

Native Hawaiian and Other Pacific Islander alone	9 (0.0%)	20 (0.0%)	122.2%
Some other race alone	13 (0.0%)	223 (0.2%)	1615.4%
Two or more races	1,214 (1.4%)	4,175 (4.6%)	243.9%
<b>Hispanic or Latino</b>			
Hispanic or Latino	1,681 (1.9%)	3,880 (4.4%)	130.8%
White alone	1,202 (1.4%)	778 (0.9%)	-35.3%
Black or African American alone	109 (0.1%)	75 (0.1%)	-31.2%
American Indian and Alaska Native alone	0 (0.0%)	62 (0.1%)	N/A
Asian alone	28 (0.0%)	0 (0.0%)	-100.0%
Native Hawaiian and Other Pacific Islander alone	0 (0.0%)	46 (0.1%)	N/A
Some other race alone	240 (0.3%)	907 (1.0%)	277.9%
Two or more races	102 (0.1%)	2,012 (2.2%)	1872.5%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Columns may not sum due to rounding. "Hispanic or Latino" is an ethnic category in which one can identify as one or more races. This table presents races of individuals who identify as Hispanic or Latino separate from those who identify as not Hispanic or Latino.

### Poverty Status by Race and Ethnicity

Table Q-8 through Table Q-10 show detailed race and ethnicity information for residents living in poverty in the local study area. The percentage of residents younger than 18 living in poverty in the Town of Clay increased from 5.0 percent to 12.8 percent (a 256 percent increase), and in the Town of Cicero the increase was even more pronounced (from 6.5 percent to 17.1 percent, or a 263 percent increase). Although non-Hispanic whites make up the largest shares of the overall population in the local study area, a greater percentage of minority populations, such as those identifying as black or African American alone, are living in poverty. As shown in Table Q-8, the local study area population identifying as Pacific Islander is a small percentage of the overall population, but almost three fourths of that group (63.6 percent) live in poverty.

**Table Q-8 Local Study Area Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population in area	94,173 (100%)	-	-
White alone	78,042 (82.8%)	5,813	8.1%

Black or African American alone	2,955 (3.1%)	707	23.9%
American Indian and Alaska Native alone	136 (0.1%)	0	0.0%
Asian alone	2,050 (2.1%)	185	1.1%
Native Hawaiian and Other Pacific Islander alone	66 (0.7%)	42	63.6%
Some other race alone	1,116 (1.1%)	161	14.4%
Two or more races	6,025 (6.4%)	989	16.4%
Hispanic or Latino	3,783 (4.02%)	752	19.9%
White alone, not Hispanic or Latino	77,264 (82.04%)	5,692	7.4%

Source: ACS 2019-2023 5-year estimates.

**Table Q-9 Town of Clay Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population in Town	62,908 (100%)	-	-
White alone	49,778 (79.1%)	3,527	7.1%
Black or African American alone	2,393 (3.8%)	553	23.1%
American Indian and Alaska Native alone	68 (0.1%)	0	0.0%
Asian alone	1,409 (2.3%)	178	12.5%
Native Hawaiian and Other Pacific Islander alone	66 (0.1%)	42	63.6%
Some other race alone	950 (1.5%)	149	15.7%
Two or more races	4,879 (7.8%)	634	13.0%
Hispanic or Latino	3,355 (5.3%)	717	21.4%
White alone, not Hispanic or Latino	49,108 (78.1%)	3,420	7.0%

Source: ACS 2019-2023 5-year estimates.

**Table Q-10 Town of Cicero Residents Living in Poverty 2023**

<b>Category</b>	<b>Population for Whom Poverty Status Is Determined</b>	<b>Population Below Poverty Level</b>	<b>% Below Poverty Level</b>
Total population in Town	31,265 (100%)	-	-
White alone	28,246 (90.4%)	2,286	8.1%
Black or African American alone	562 (1.8%)	154	27.4%
American Indian and Alaska Native alone	68 (0.2%)	0	0.0%
Asian alone	631 (2.0%)	7	1.1%
Native Hawaiian and Other Pacific Islander alone	0	0	0.0%
Some other race alone	166 (0.5%)	12	7.2%
Two or more races	1,146 (3.7%)	355	31.0%
Hispanic or Latino	428 (1.4%)	35	8.2%
White alone, not Hispanic or Latino	28,156 (90.1%)	2,272	8.1%

Source: ACS 2019-2023 5-year estimates.

**Q-2.1.2 Regional Study Area****Population**

As shown in Table Q-11, the regional study area population increased rapidly between the 1950s to the 1980s but has seen a slower growth rate since 1990.

**Table Q-11 Regional Study Area Population 1950-2020**

<b>Area</b>	<b>1950</b>	<b>1960</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>
Regional Study Area	572,408	678,836	759,840	771,685	791,140	780,716	781,939	785,114
Onondaga County	341,719	423,028	472,746	463,920	468,973	458,336	467,026	476,516
Oswego County	77,181	86,118	100,897	113,901	121,771	122,377	122,109	117,525

Madison County	46,214	54,635	62,864	65,150	69,120	69,441	73,442	68,016
Cayuga County	70,136	73,942	77,439	79,894	82,313	81,963	70,026	76,248
Cortland County	37,158	41,113	45,894	48,820	48,963	48,599	49,336	46,809
New York State	14,830,192	16,782,304	18,236,967	17,558,072	17,990,455	18,976,457	19,378,102	20,201,249

Source: USCB Decennial Census 1950-2020.

As shown in Table Q-12, the regional study area includes approximately 779,000 residents. Except for Onondaga County, which includes the area's largest metropolitan area, counties in the region have experienced a decline in overall population since 2010. As detailed in Table Q-12, the regional study area experienced significant population growth between 1950 and 1970, consistent with State trends. Since 1990, although the State has continued to experience steady population growth, the regional study area population has remained steady.

**Table Q-12 Regional Study Area Population 2010-2023**

Area	2010	2023	% Change 2010-2023
Onondaga County	467,026	471,611	1.0%
Oswego County	122,109	117,945	-3.4%
Madison County	73,431	67,572	-8.0%
Cayuga County	80,026	75,464	-5.7%
Cortland County	49,336	46,401	-5.9%
Regional Study Area	791,928	778,993	-1.6%
New York State	19,378,096	19,872,319	2.6%

Source: USCB Decennial Census 2010 and ACS 2023 5-year estimates. Note: New York State is presented for purposes of comparison.

## Households

As shown in Table Q-13, the regional study area included 317,760 households in 2023, a 3.8 percent increase since 2010. The majority of regional study area households are located in Onondaga County (61 percent, or 194,963 households).



**Table Q-13 Regional Study Area Household Sizes 2010-2023**

Area	2010		2023		% Change 2010-2023	
	Households	Avg. Size	Households	Avg. Size	Households	Avg. Size
Onondaga County	183,542	2.45	194,963	2.31	6.2%	-5.7%
Oswego County	45,749	2.55	47,132	2.40	3.0%	-5.9%
Madison County	26,851	2.52	25,563	2.42	-4.8%	-4.0%
Cayuga County	32,038	2.34	31,334	2.29	-2.2%	-2.1%
Cortland County	17,901	2.57	18,768	2.28	4.8%	-11.3%
Regional Study Area	306,081	2.50	317,760	2.34	3.8%	-6.4%
New York State	7,205,740	2.59	7,668,956	2.51	6.4%	-3.1%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

Some data sources suggest the potential for regional population decline. For example, the Cornell Program on Applied Demographics predicts an overall decline in population throughout all counties in the regional study area through 2040 and a nearly 2 percent population decline in Onondaga County from an estimated 466,395 residents in 2024 to 457,256 residents by 2040.<sup>29</sup>

By contrast, according to SMTC MPA data,<sup>30</sup> the Syracuse MPA is already projected to experience household growth not associated with or induced by the Proposed Project, with projected increases of approximately 8,000 households by 2040 (a 3.7 percent increase over 2020 Census estimates).

The EIS conservatively assumes that the population growth projected in the SMTC MPA data will occur in the regional study area under the No Action Alternative (i.e., even without the Proposed Project).

### Household Income

As shown in Table Q-14, regional study area average and median annual household incomes in 2023 were lower than the State average and median. Although there has been real income growth in the regional study area since 2010, it has not kept pace with New York State's overall income growth rates over the same period.

<sup>29</sup> Cornell Program on Applied Demographics County Projections to 2040.

<sup>30</sup> The MPA includes all of Onondaga County, the Town of Sullivan in Madison County, the Towns of Hasting, Schroepfel, and West Monroe in Oswego County, and a portion of the Town of Granby in Oswego County.

**Table Q-14 Regional Study Area Household Incomes 2010-2023**

Area	2010		2023		% Change 2010-2023	
	Average	Median	Average	Median	Average	Median
Onondaga County	\$93,173	\$71,063	\$99,134	\$74,740	6.4%	5.2%
Oswego County	\$79,077	\$63,571	\$88,158	\$68,461	11.5%	7.7%
Madison County	\$90,259	\$74,806	\$96,461	\$73,141	6.9%	-2.2%
Cayuga County	\$81,066	\$67,893	\$86,559	\$66,583	6.8%	-1.9%
Cortland County	\$80,617	\$63,578	\$82,947	\$67,527	2.9%	6.2%
Regional Study Area	\$88,809	\$69,225	\$95,095	\$71,924	7.1%	3.9%
New York State	\$112,710	\$77,973	\$125,909	\$84,578	11.7%	8.5%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Notes: All dollar values are presented in 2023 dollars. New York State is presented for purposes of comparison.

Overall, regional study area household incomes are lower compared to households in New York State. The regional study area has a greater percentage of households in the lower income brackets shown in Table Q-15 (i.e., less than \$50,000 and between \$50,000 and \$99,000) and a lower percentage of regional households are in higher income brackets (between \$100,000-\$199,000 and more than \$200,000).

**Table Q-15 Regional Study Area Household Income Distribution 2023**

Area	Total Households	Less than \$50,000	\$50,000–\$99,000	\$100,000–\$199,000	More than \$200,000
Onondaga County	194,963	34.3%	28.8%	27.0%	9.9%
Oswego County	47,132	37.3%	29.5%	27.2%	6.1%
Madison County	25,563	33.6%	30.6%	27.4%	8.5%
Cayuga County	31,334	37.5%	31.7%	24.7%	6.1%
Cortland County	18,768	36.1%	33.7%	24.3%	6.0%
Regional Study Area	317,760	35.3%	29.7%	26.7%	8.6%
New York State	7,668,956	31.7%	25.2%	26.9%	16.4%

Source: ACS 2019-2023 5-year estimates. Note: All dollar values are presented in 2023 dollars. New York State is presented for purposes of comparison.

### Poverty Status

The percentage of the regional study area population living in poverty increased between 2010 and 2023 (see Table Q-16). Syracuse had the highest child poverty rate (48.4 percent) among

all U.S. cities as of the 2020 Census.<sup>31</sup> There are numerous local, regional, national, and even global factors that have contributed to this increase in poverty, including slowing employment with industries leaving the area, a high inflationary environment, lapsing support programs, and low exposure to economic opportunity (NYSOSC, 2022). Onondaga and Oswego Counties have higher shares of their population under 18 living in poverty compared with New York State as a whole (21.3 percent and 25.7 percent, respectively). Oswego, Cayuga, Cortland Counties have a higher percentage of adults living in poverty than in the State. Madison County has a lesser percentage of adults and those under 18 living in poverty than in the State (9.0 percent and 12.7 percent, respectively).

**Table Q-16 Regional Study Area Residents Living in Poverty**

Area	2010		2023	
	Under 18	18 and Older	Under 18	18 and Older
Onondaga County	19.2%	11.9%	21.3%	11.9%
Oswego County	20.0%	13.8%	25.7%	14.1%
Madison County	13.6%	8.6%	12.7%	9.0%
Cayuga County	20.4%	9.7%	18.7%	12.5%
Cortland County	15.7%	13.7%	11.7%	13.1%
Regional Study Area	18.7%	11.8%	20.5%	12.1%
New York State	19.9%	12.4%	18.2%	12.5%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

## Race and Ethnicity

As shown in Table Q-17, about 81 percent of the regional study area population identifies as white alone. The largest minority group is black or African American alone.

**Table Q-17 Regional Study Area Population, Race, and Ethnicity 2010-2023**

Category	2010 (% of Total)	2023 (% of Total)	% Change 2010-2023
<b>Total population on which data were collected</b>			
Total population	788,694 (100%)	778,993 (100%)	-1.2%
<b>Not Hispanic or Latino</b>			
Not Hispanic or Latino	764,665 (97.0%)	742,132 (95.3%)	-2.9%
White alone	676,950 (85.8%)	628,787 (80.7%)	-7.1%

<sup>31</sup> USCB Decennial Census, 2020.

Black or African American alone	53,566 (6.8%)	53,450 (6.9%)	-0.2%
American Indian and Alaska Native alone	4,351 (0.6%)	2,345 (0.3%)	-46.1%
Asian alone	16,091 (2.0%)	21,409 (2.8%)	33.0%
Native Hawaiian and Other Pacific Islander alone	182 (0.0%)	91 (0.0%)	-50.0%
Some other race alone	802 (0.1%)	3,027 (0.4%)	277.4%
Two or more races	12,723 (1.6%)	33,023 (4.2%)	159.6%
<b>Hispanic or Latino</b>			
Hispanic or Latino	24,029 (3.0%)	36,861 (4.7%)	53.4%
White alone	14,017 (1.8%)	9,300 (1.2%)	-33.7%
Black or African American alone	1,933 (0.2%)	3,171 (0.4%)	64.0%
American Indian and Alaska Native alone	358 (0.0%)	707 (0.1%)	97.5%
Asian alone	102 (0.0%)	56 (0.0%)	-45.1%
Native Hawaiian and Other Pacific Islander alone	205 (0.0%)	244 (0.0%)	19.0%
Some other race alone	5,231 (0.7%)	9,035 (1.2%)	72.7%
Two or more races	2,183 (0.3%)	14,348 (1.8%)	557.3%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: This table presents races of individuals who identify as Hispanic or Latino separate from those who identify as not Hispanic or Latino.

### Poverty Status by Race and Ethnicity

Table Q-18 through Table Q-23 show residents living in poverty by race and ethnicity in the regional study area and in each county in the regional study area.

**Table Q-18 Regional Study Area Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population within area	774,153 (100%)	-	-
White alone	611,985 (79.1%)	68,741	11.2%

Black or African American alone	51,797 (6.7%)	17,964	34.7%
American Indian and Alaska Native alone	2,816 (0.4%)	787	28.0%
Asian alone	17,491 (2.3%)	2,911	16.6%
Native Hawaiian and Other Pacific Islander alone	317 (0.0%)	100	31.6%
Some other race alone	10,623 (1.4%)	2,917	27.5%
Two or more races	45,831 (5.9%)	9,503	20.7%
Hispanic or Latino	33,293 (4.3%)	9,689	29.1%
White alone, not Hispanic or Latino	603,871 (78%)	66,404	11.0%

Source: ACS 2019-2023 5-year estimates.

**Table Q-19 Onondaga County Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population within area	477,241 (100%)	-	-
White alone	344,613 (72.2%)	33,789	9.8%
Black or African American alone	48,765 (10.2%)	16,997	34.9%
American Indian and Alaska Native alone	2,359 (0.5%)	662	28.1%
Asian alone	15,752 (3.3%)	2,659	16.9%
Native Hawaiian and Other Pacific Islander alone	261 (0.1%)	54	20.7%
Some other race alone	7,733 (1.6%)	1,836	23.7%
Two or more races	31,954 (6.7%)	6,887	21.6%
Hispanic or Latino	25,804 (5.4%)	7,436	28.8%
White alone, not Hispanic or Latino	388,673 (71.0%)	32,019	9.5%

Source: ACS 2019-2023 5-year estimates.



**Table Q-20 Oswego County Residents Living in Poverty 2023**

<b>Category</b>	<b>Population for Whom Poverty Status Is Determined</b>	<b>Population Below Poverty Level</b>	<b>% Below Poverty Level</b>
Total population within area	115,301 (100%)	-	-
White alone	105,481 (91.5%)	16,421	15.6%
Black or African American alone	599 (0.5%)	303	50.6%
American Indian and Alaska Native alone	132 (0.1%)	81	61.4%
Asian alone	736 (0.6%)	146	19.8%
Native Hawaiian and Other Pacific Islander alone	45 (0.0%)	42	93.3%
Some other race alone	1,021 (0.9%)	394	38.6%
Two or more races	4,481 (3.9%)	1,211	27.0%
Hispanic or Latino	2,806 (2.4%)	1,076	38.4%
White alone, not Hispanic or Latino	104,516 (90.6%)	16,203	15.5%

Source: ACS 2019-2023 5-year estimates.

**Table Q-21 Madison County Residents Living in Poverty 2023**

<b>Category</b>	<b>Population for Whom Poverty Status Is Determined</b>	<b>Population Below Poverty Level</b>	<b>% Below Poverty Level</b>
Total population within area	63,238 (100%)	-	-
White alone	57,692 (91.2%)	5,380	9.3%
Black or African American alone	576 (0.9%)	165	28.7%
American Indian and Alaska Native alone	232 (0.4%)	32	13.8%
Asian alone	204 (0.3%)	18	8.8%
Native Hawaiian and Other Pacific Islander alone	0 (0.0%)	0	0.0%

Some other race alone	395 (0.6%)	117	29.6%
Two or more races	2,942 (4.7%)	321	10.9%
Hispanic or Latino	1,197 (1.9%)	209	17.5%
White alone, not Hispanic or Latino	57,353 (90.7%)	5,298	9.2%

Source: ACS 2019-2023 5-year estimates.

**Table Q-22 Cayuga County Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population within area	74,183 (100%)	-	-
White alone	64,934 (87.9%)	8,244	12.7%
Black or African American alone	1,177 (1.6%%)	404	34.3%
American Indian and Alaska Native alone	54 (0.1%)	1	1.9%
Asian alone	447 (0.6%)	34	7.6%
Native Hawaiian and Other Pacific Islander alone	7 (0.0%)	0	0.0%
Some other race alone	1,026 (1.4%)	403	39.3%
Two or more races	4,364 (5.9%)	828	19.0%
Hispanic or Latino	2,174 (2.9%)	547	25.2%
White alone, not Hispanic or Latino	64,312 (86.7%)	8,114	12.6%

Source: ACS 2019-2023 5-year estimates.

**Table Q-23 Cortland County Residents Living in Poverty 2023**

Category	Population for Whom Poverty Status Is Determined	Population Below Poverty Level	% Below Poverty Level
Total population within area	44,190 (100%)	-	-
White alone	39,265 (88.9%)	4,907	12.5%
Black or African American alone	680 (1.5%)	95	14.0%
American Indian and Alaska Native alone	39 (0.1%)	11	28.2%
Asian alone	352 (0.8%)	54	15.3%
Native Hawaiian and Other Pacific Islander alone	4 (0.0%)	4	100.0%
Some other race alone	448 (1.0%)	167	37.3%
Two or more races	2,090 (4.7%)	256	12.3%
Hispanic or Latino	1,312 (3.0%)	421	32.1%
White alone, not Hispanic or Latino	39,017 (88.3%)	4,770	12.2%

Source: ACS 2019-2023 5-year estimates.

**Q-2.2 Real Property, Housing, Relocation, and Displacement****Q-2.2.1 Local Study Area**

In 2023, the local study area included roughly 19 percent of the housing units in Onondaga County (see Table Q-24).

**Table Q-24 Local Study Area Housing Units**

Category	Local Study Area		Onondaga County	
	2010	2023	2010	2023
Total Housing Units	37,287	39,586	202,357	211,683
Occupied	95.8%	95.4%	92.7%	92.1%
Vacant	4.2%	4.6%	7.3%	7.9%

Source: ACS 2006-2010 and 2019-2023 5-year estimates.

Approximately three-quarters of the local study area housing units are single-family detached homes (see Table Q-25).

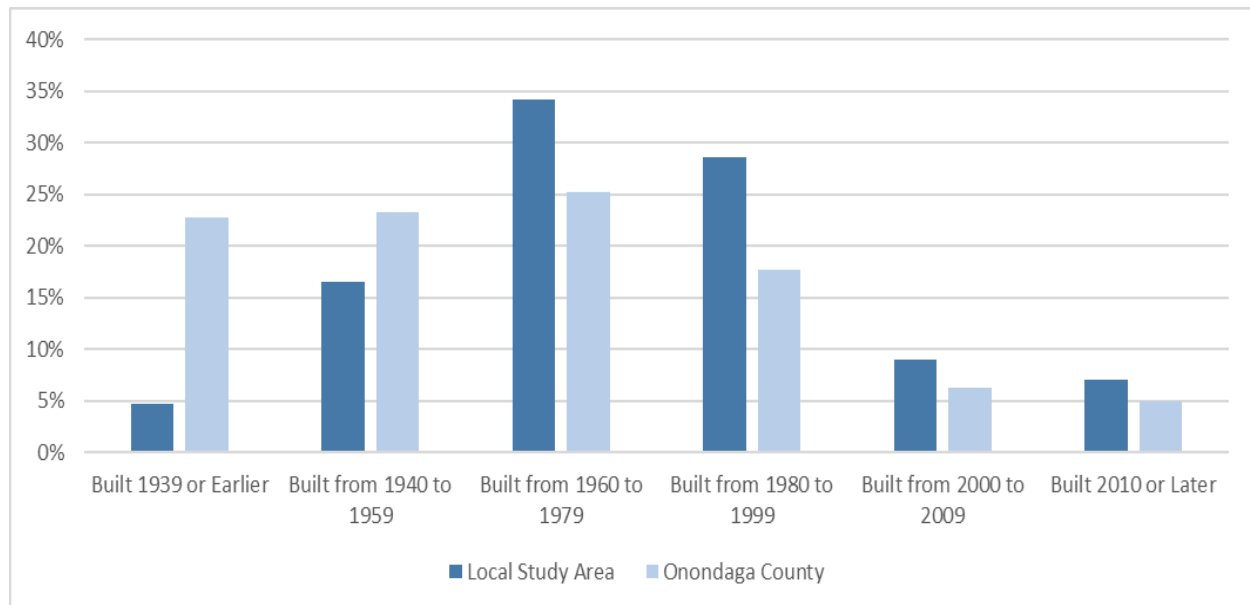
**Table Q-25 Local Study Area Housing Unit Types**

Unit Type	Local Study Area		Onondaga County	
	2010	2023	2010	2023
1 Unit	77.4%	77.9%	65.5%	67.2%
Detached	73.0%	72.8%	61.9%	63.3%
Attached	4.4%	5.1%	3.6%	3.9%
2 to 4 Units	4.7%	3.5%	14.9%	13.2%
5 to 49 Units	14.5%	15.1%	13.9%	13.2%
50 Units or More	2.0%	2.3%	4.3%	5.1%
Other	1.4%	1.2%	1.3%	1.3%

Source: ACS 2006-2010 and 2019-2023 5-year estimates.

As shown in Figure Q-3 and Table Q-26, about one-third of the housing units in the local study area were built in the 1960s and 1970s, creating a slightly younger housing stock compared to Onondaga County as a whole.

**Figure Q-3 Local Study Area Year Housing Unit Built**



Source: ACS 2019-2023 5-year estimates.

**Table Q-26 Local Study Area Year Housing Unit Built**

Area	Median Year	1939 or Earlier	1940 to 1959	1960 to 1979	1980 to 1999	2000 to 2009	2010 or Later
Town of Clay	1977	3.5%	14.5%	40.1%	27.4%	7.4%	7.0%
Town of Cicero	1980	7.0%	20.4%	22.8%	30.7%	12.2%	6.9%
Local Study Area	1979	4.7%	16.5%	34.2%	28.6%	9.0%	7.0%
Onondaga County	1963	22.8%	23.2%	25.2%	17.7%	6.2%	4.9%

Source: ACS 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

In 2022, approximately three-quarters of occupied units in the local study area were owner-occupied, with a slight reduction since 2010 (see Table Q-27).

**Table Q-27 Local Study Area Renter vs. Owner-Occupied Units 2010-2023**

Area	2010		2023	
	Owner Occupied	Renter Occupied	Owner Occupied	Renter Occupied
Town of Clay	73.3%	26.7%	71.7%	28.3%
Town of Cicero	80.4%	19.6%	80.7%	19.3%
Local Study Area	75.8%	24.2%	74.7%	25.3%
Onondaga County	66.0%	34.0%	65.7%	34.3%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

In 2023, there were an estimated 1,808 vacant housing units in the local study area. As shown in Table Q-28, of these units, approximately 15 percent were rental vacancies, 23.4 percent were seasonal vacancies, and 6.4 percent were vacant listings for sale.

**Table Q-28 Local Study Area Vacancy Status 2010 and 2023**

Type of Vacancy	Local Study Area		Onondaga County	
	2010	2023	2010	2023
Total	1,425	1,808	18,329	16,720
For Rent	36.7%	14.8%	30.9%	20.8%
Rented, Not Occupied	5.3%	7.1%	4.4%	5.6%
For Sale Only	11.2%	6.4%	9.8%	8.2%
Sold, Not Occupied	3.3%	4.7%	4.9%	4.7%



For Seasonal, Recreational, or Occasional Use	17.5%	23.4%	10.7%	16.3%
For Migrant Workers	0.0%	0.0%	0.0%	0.1%
Other Vacant	26.0%	43.7%	39.2%	44.4%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Other vacant is a classification for all other types of vacancies, such as a housing unit held for occupancy by a caretaker or janitor, or held for personal reasons of the owner.

As shown in Table Q-29, the average and median gross rents in the local study area in 2023 were both just over \$1,100 per month, slightly higher than Onondaga County overall.

**Table Q-29 Local Study Area Average and Median Gross Rents**

Area	Average Gross Rent			Median Gross Rent		
	2010	2023	% Change	2010	2023	% Change
Town of Clay	\$1,117	\$1,229	10.0%	\$1,071	\$1,185	10.6%
Town of Cicero	\$977	\$871	-10.8%	\$1,012	\$984	-2.8%
Local Study Area	\$1,077	\$1,138	5.7%	\$1,060	\$1,143	7.8%
Onondaga County	\$1,007	\$1,082	7.4%	\$993	\$1,067	7.5%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Notes: All dollar values are presented in 2023 dollars. Onondaga County is presented for purposes of comparison.

About 42 percent of local study area renters are considered rent burdened, and about 17 percent of renters are severely rent burdened. As shown in Table Q-30, these rates are slightly below those for Onondaga County.

**Table Q-30 Local Study Area Rent Burdened Households**

Category	Local Study Area		Onondaga County	
	Estimate	% of Total	Estimate	% of Total
Total Renter Households	9,560	-	66,950	-
30 to 49 Percent	2,356	24.6%	14,033	21.0%
50 Percent or More	1,639	17.1%	17,380	26.0%

Source: ACS 2019-2023 5-year estimates. Notes: According to U.S. Department of HUD guidelines, a household is rent burdened if it pays more than 30 percent of its gross income toward rent and is severely rent burdened if it pays 50 percent or more of its gross income toward rent. Onondaga County is presented for purposes of comparison.

Table Q-31 presents the monthly owner costs as a percentage of household income for those with and without a mortgage in the local study area. Homeowners in the local study area were less mortgage burdened in 2023 than in 2010.

**Table Q-31 Local Study Area Monthly Owner Costs as % of Household Income**

Category	2010		2023	
	Units w/ Mortgage	Units w/o Mortgage	Units w/ Mortgage	Units w/o Mortgage
Housing Units	19,691	6,778	18,233	9,985
Less than 30 Percent	75.1%	84.7%	82.8%	88.1%
30 Percent or More	24.6%	14.6%	16.9%	11.4%
50 Percent or More	7.3%	5.9%	6.8%	5.7%
Not Computed	0.2%	0.7%	0.3%	0.6%

Source: ACS 2006-2010 and 2018-2023 5-year estimates.

Table Q-32 presents the median home value for the local study area and Onondaga County. In 2023, the median home value in the local study area was \$193,560, which was similar to that of Onondaga County (\$185,300).

**Table Q-32 Local Study Area Median Home Value, Owner-Occupied Units**

Area	2010	2022	% Change
Town of Clay	\$183,983	\$190,800	3.7%
Town of Cicero	\$198,006	\$204,800	3.4%
Local Study Area	\$186,063	\$193,560	4.0%
Onondaga County	\$174,447	\$185,300	6.2%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: All dollar values are presented in 2023 dollars.

As shown in Table Q-33, January 2025 median sale prices for homes showed increased performance against those in January 2024, with the Town of Clay seeing an increase in median sale prices and sale volumes while the Town of Cicero experienced a slight increase in sale prices with a decrease in sale volumes.<sup>32</sup>

<sup>32</sup> Year-over-year percentages are based on transactions in April 2023 and April 2024, and do not necessarily reflect annual year-to-year trends.

**Table Q-33 Local Study Area Housing Market Trends**

Area	Median Sale Price (Jan. 2025)	Change in Median Sale Price Year-Over-Year (Jan. 2025 vs. Jan. 2024)	Homes Sold (Jan. 2025)	Change in Homes Sold Year-Over-Year (Jan. 2025 vs. Jan. 2024)
Town of Clay	\$270,000	+21.3%	36	+50.0%
Town of Cicero	\$273,750	+6.5%	24	-14.3%
Onondaga County	\$239,000	+13.8%	299	+0.0%
City of Syracuse	\$139,500	-0.7%	74	- 15.9%

Source: Redfin.com; compiled by AKRF Jan. 2025. Note: Redfin.com provides Jan. 2025 data and offers comparisons to Jan. 2024.

The local study area will be experiencing growth in housing stock; identified planned projects are expected to generate an estimated over 4,000 new residential units. One of the largest planned projects is within the Town of Cicero: Lakeshore Village, a 602-unit multi-family housing development, will contain a variety of housing options, such as apartments, condominiums, single-family homes, and townhomes. Other planned residential and mixed-used projects anticipated in the local study area will introduce single-family homes and a mix of townhomes and apartments, as well as commercial retail, office space, and restaurants. In addition to these known projects, there is general growth and development anticipated within the local study area over the next two decades. Based on SMTC projections, up to 6,800 new households could be introduced within the Towns of Clay and Cicero by 2041. This predicted population growth is consistent with historic population trends for the area.

#### **Q-2.2.2 Regional Study Area**

Most of the housing units in the regional study area are concentrated in Onondaga County. The regional study area's housing stock is aging, both in smaller communities and metropolitan centers including Syracuse. Average and median gross rent in the regional study area is lower than that of New York State as a whole, and median house value has increased over the past decade. The region experienced a 2.9 percent increase in total housing units between 2010 and 2023 (see Table Q-34). All counties in the region increased the number of housing units except Madison County, which decreased by 3.4 percent since 2010.

**Table Q-34 Regional Study Area Housing Units 2010-2023**

Area	2010	2023	% Change 2010–2023
Onondaga County	202,357	211,683	4.6%
Oswego County	53,598	54,697	2.1%
Madison County	31,753	30,676	-3.4%
Cayuga County	36,489	36,768	0.8%
Cortland County	20,577	20,842	1.3%

Regional Study Area	344,774	354,666	2.9%
New York State	8,108,092	8,539,536	5.3%

Source: ACS 2006-2010 and 2019-2023 5-year estimates.

Table Q-35 shows the age of the housing stock in the regional study area. The regional study area has a younger housing stock than New York State overall. Of the counties within the regional study area, Cayuga County has the highest percentage of housing built in 1939 or earlier while Oswego County has the newest housing stock with approximately 38 percent being constructed in 1980 or later.

**Table Q-35 Regional Study Area Year Housing Unit Built**

Area	Median Year	1939 or Earlier	1940 to 1959	1960 to 1979	1980 to 1999	2000 to 2009	2010 or Later
Onondaga County	1963	22.8%	23.2%	25.2%	17.7%	6.2%	4.9%
Oswego County	1971	28.0%	13.1%	21.0%	25.7%	7.3%	4.9%
Madison County	1964	31.3%	14.9%	19.9%	20.8%	8.3%	4.6%
Cayuga County	1958	36.1%	15.3%	20.0%	17.6%	6.7%	4.4%
Cortland County	1961	33.9%	15.1%	24.9%	18.4%	4.7%	3.0%
Regional Study Area	1963	26.4%	19.6%	23.6%	19.3%	6.5%	4.7%
New York State	1958	30.5%	22.2%	22.1%	13.7%	6.3%	5.3%

Source: ACS 2019-2022 5-year estimates.

As shown in Table Q-36, approximately two-thirds of housing units in the regional study area are owner-occupied; Madison County has the largest percentage of owner-occupied units.

**Table Q-36 Regional Study Area Renter vs. Owner-Occupied Units 2010-2023**

Area	2010		2023	
	Owner Occupied	Renter Occupied	Owner Occupied	Renter Occupied
Onondaga County	66.0%	34.1%	65.7%	34.3%
Oswego County	73.6%	26.4%	73.9%	26.1%
Madison County	76.1%	23.9%	78.4%	21.6%
Cayuga County	71.8%	28.2%	71.9%	28.1%
Cortland County	66.3%	33.7%	66.4%	33.6%
Regional Study Area	68.6%	31.4%	68.6%	31.4%

New York State	55.2%	44.8%	54.3%	45.7%
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Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

The regional study area had 36,906 vacant units in 2023 (see Table Q-37). The distribution of vacancy types in the regional study area is comparable to that of New York State.

**Table Q-37 Regional Study Area Vacancy Status 2023**

Area	Total	For Rent	Rented, No Occupied	For Sale	Sold, Not Occupied	For Seasonal, Recreational, or Occasional Use	For Migrant Workers	Other Vacant
Cayuga County	5,434	3.8%	1.7%	4.8%	6.5%	49.4%	0.5%	33.3%
Cortland County	2,074	11.3%	8.2%	6.9%	11.0%	28.2%	0.0%	34.4%
Madison County	5,113	3.1%	1.7%	4.1%	4.6%	47.6%	0.7%	38.2%
Onondaga County	16,720	20.8%	5.6%	8.2%	4.7%	16.3%	0.1%	44.4%
Oswego County	7,565	6.4%	2.7%	7.4%	1.3%	49.2%	0.0%	33.1%
Regional Study Area	36,906	12.4%	4.1%	6.9%	4.6%	32.9%	0.2%	39.0%
New York State	870,580	16.1%	4.6%	5.5%	4.5%	35.5%	0.1%	33.7%

Source: ACS 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

The average and median gross rent in the regional study area is lower than that of New York State (see Table Q-38). The counties in the regional study area have seen mixed growth in average and median rents, but all were at or below the growth rates for New York State between 2010 and 2023.

**Table Q-38 Regional Study Area Average and Median Gross Rents**

Area	Average Gross Rent			Median Gross Rent		
	2010	2023	% Change	2010	2023	% Change
Onondaga County	\$1,007	\$1,082	7.4%	\$993	\$1,067	7.45%
Oswego County	\$880	\$944	7.3%	\$933	\$943	1.07%
Madison County	\$908	\$853	-6.1%	\$969	\$891	-8.05%



Cayuga County	\$865	\$884	2.2%	\$882	\$895	1.47%
Cortland County	\$858	\$940	9.6%	\$919	\$911	-0.87%
Regional Study Area	\$962	\$1,026	6.7%	\$968	\$1,017	5.06%
New York State	\$1,479	\$1,742	17.8%	\$1,370	\$1,576	15.04%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: All dollar values are presented in 2023 dollars. New York State is presented for purposes of comparison.

Like the local study area, most regional study area owner-occupied households with or without a mortgage spend less than 30 percent of their household income on monthly owner costs (see Table Q-39).

**Table Q-39 Regional Study Area Monthly Owner Costs as % of Household Income**

	2010 (Regional)		2023 (Regional)		2010 (NYS)		2023 (NYS)	
	Units w/ Mortgage	Units w/o Mortgage	Units w/ Mortgage	Units w/o Mortgage	Units w/ Mortgage	Units w/o Mortgage	Units w/ Mortgage	Units w/o Mortgage
Housing Units:	136,066	73,982	127,769	90,121	2,597,200	1,379,988	2,436,230	1,728,563
Less than 30 Percent	71.7%	82.7%	78.1%	84.9%	58.5%	76.9%	67.0%	79.7%
30 Percent or More	28.0%	16.7%	21.5%	14.0%	41.12%	22.3%	32.5%	19.1%
50 Percent or More	9.6%	6.3%	8.7%	6.7%	17.8%	10.0%	14.6%	9.6%
Not Computed	0.3%	0.6%	0.4%	1.1%	0.4%	0.8%	0.5%	1.3%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

As shown in Table Q-40, approximately 45 percent of renter households in the region are rent burdened, allocating 30 percent or more of their household income to housing costs.

**Table Q-40 Regional Study Area Rent Burdened Households**

Category	Regional Study Area		New York State	
	No.	%	No.	%
Total Renter Households	99,870	-	3,504,163	-
30 to 49 Percent	20,846	20.9%	783,729	22.4%
50 Percent or More	24,692	24.7%	922,344	26.3%

Source: ACS 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

In 2023, the median house value in the region was \$172,455, an 11 percent increase from 2010, with Onondaga County having the highest value at \$185,300 (see Table Q-41). Despite home value increases throughout the regional study area, the regional median home values were less than half of New York State overall.

**Table Q-41 Regional Study Area Median House Value**

Area	2010	2023	% Change 2010–2022
Onondaga County	\$174,447	\$185,300	6.2%
Oswego County	\$123,403	\$139,600	13.1%
Madison County	\$156,638	\$176,800	12.9%
Cayuga County	\$137,987	\$164,200	19.0%
Cortland County	\$133,360	\$158,100	18.6%
Regional Study Area	\$155,464	\$172,455	10.9%
New York State	\$426,162	\$403,000	-5.4%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: All values are in 2023 dollars. New York State is presented for purposes of comparison.

As shown in Table Q-42, the regional study area has seen positive recent trends in median sale prices, with Oswego and Cayuga Counties seeing the largest increases. All counties in the regional study area except for Onondaga County experienced an increase in the number of homes sold year-over-year, with Oswego County seeing the highest increase.

**Table Q-42 Regional Study Area Housing Market Trends**

Area	Median Sale Price (Jan. 2025)	Change in Median Sale Price Year-Over-Year (Jan. 2025 vs. Jan. 2024)	Homes Sold (Jan. 2025)	Change in Homes Sold Year-Over-Year (Jan. 2025 vs. Jan. 2024)
Onondaga County	\$239,000	+13.8%	299	+0.0%
Oswego County	\$199,250	+ 22.6%	68	+ 44.7%
Madison County	\$242,500	+15.5%	40	+ 21.2%
Cayuga County	\$199,999	+33.3%	43	+ 10.3%
Cortland County	\$160,500	+ 13.3%	24	+ 33.3%

Source: Redfin.com; compiled by AKRF Jan. 2025. Note: Redfin.com provides Jan. 2025 data and offers comparisons to Jan. 2024.

Table Q-43 presents an aggregated summary of housing market trends in the regional study area and Seneca County over the last three years. The housing market has slowed down, with fewer listings and sales in 2023 than in 2021, however, the median sale price has increased overall.

**Table Q-43 Historic Housing Market Trends**

<b>Year</b>	<b>New Listings (YTD)*</b>	<b>Closed Sales (YTD)</b>	<b>Days on Mkt. Until Sale (YTD)</b>	<b>Median Sales Price (YTD)</b>	<b>Avg. Sales Price (YTD)</b>	<b>% List Price Received (YTD)</b>	<b>Months Supply of Inventory</b>
2021	8,649	6,272	27	\$170,000	\$204,937	101.4%	1.9
2022	7,826	6,044	23	\$185,000	\$228,501	102.7%	1.9
2023	6,511	4,641	25	\$200,000	\$241,629	102.8%	2.5

Source: CNYrealtor.com; compiled by AKRF. Note: \*YTD data is through August of given year and is from the Greater Syracuse Association of Realtors, which aggregates data for 2021-2023 for an area comprising Onondaga, Oswego, Madison, Cayuga, Oneida, and Seneca Counties.

A 2015 report issued by the Central New York Regional Economic Development Council (CNYREDC) observed that “the Central New York region faces stark, serious, and persistent challenges” and that “the region’s housing stock is aging, especially in smaller communities. In Madison County, 43 percent of the housing stock was built before 1939. This number rises to 44 percent in the city of Syracuse, 56.8 percent in the city of Cortland, 56.6 percent in the city of Auburn, and 56.2 percent in the city of Oswego” (CNYREDC, 2015, p. 19).

As observed in Plan Onondaga, “Onondaga County is experiencing many similar housing and demographic trends to those occurring nationally. The County’s housing market is characterized as soft, similar to many areas across upstate New York where lower housing demand and stagnant property values have limited housing growth . . . [The County] has experienced slow to stable population growth, aging housing stock, and increasing percentages of older adults . . . [and] is comprised of a wide variety of neighborhoods that vary in condition, housing types, the built environment, and demographic composition . . . while the housing market in Onondaga County has historically been regarded as affordable, the cost of housing continues to rise” (Onondaga County, 2023, p. 102-103).

The City of Syracuse observed in its Comprehensive Plan 2040, “the City contains some of the County’s oldest neighborhoods where 48 percent of the housing was built before 1939”; one component of the plan’s “vision for the future” is that the “City will foster and support a vibrant economy and a culturally diverse community with a variety of housing and neighborhood types”, suggesting that the City of Syracuse would be able to absorb new housing (City of Syracuse, 2012, p. 14, 19).

A similarly aging housing stock was observed in the Cortland County Consolidated Housing Plan: “Cortland County has an older housing stock, a large percentage of which is considered substandard”; the plan notes that the supply of affordable housing in the county is not meeting current demand, establishes objectives to address the issue: “Objective #1: Improve the condition of the existing housing stock in the community”; “Objective #2: Increase the level of homeownership”; “Objective #3: Increase access to affordable, quality rental properties” (Cortland County, 2017, p. 51, 57-61).

## Q-2.3 Labor Force and Business Conditions

### Q-2.3.1 Local Study Area

The local study area is located in close proximity to the City of Syracuse, a major metropolitan area in Central New York, and approximately 25 percent of those who live in the local study area work in Syracuse. Local study area residents are employed across a variety of industries, with a notable concentration in service industries. As observed in Plan Onondaga, “over 80 percent of Onondaga County’s employers have fewer than 20 workers” (Onondaga County, 2023, p. 13). The County economy is largely comprised of small, local businesses.

In 2023, approximately two-thirds of all local study area residents 16 years and older, slightly more than 50,000 residents, were members of the labor force (see Table Q-44). The local study area has a higher labor force participation rate and a lower unemployment rate than Onondaga County.

**Table Q-44 Local Study Area Employment**

Category	Local Study Area		Onondaga County	
	2010	2023	2010	2023
Pop. 16 and older	70,037	73,926	368,475	383,092
In Labor Force	50,456 (72.0%)	50,249 (68.0%)	237,600 (64.5%)	241,238 (63.0%)
Armed Forces	116 (0.2%)	171 (0.2%)	486 (0.1%)	637 (0.2%)
Civilian	50,340 (71.9%)	50,078 (67.7%)	237,114 (64.4%)	240,601 (62.7%)
Employed	47,734 (68.2%)	47,941 (64.9%)	221,848 (60.2%)	228,336 (59.6%)
Unemployed	2,606 (3.7%)	2,137 (2.9%)	15,266 (4.1%)	12,265 (3.2%)
Not in Labor Force	19,581 (28.0%)	23,677 (32.0%)	130,875 (35.5%)	141,854 (37.0%)

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

The local study area has a wide distribution of workers by different age groups, and nearly half of workers are between the ages of 25 and 44 (see Table Q-45). The percentage of workers aged 60 years and over has increased since 2010, consistent with trends in Onondaga County.

**Table Q-45 Local Study Area Workers by Age**

Category	Local Study Area		Onondaga County	
	2010	2023	2010	2023
16 to 19 Years	4.2%	2.7%	4.4%	3.4%
20 to 24 Years	8.5%	8.0%	9.7%	9.2%

25 to 44 Years	43.5%	43.4%	41.3%	42.2%
45 to 54 Years	26.1%	20.7%	25.6%	19.4%
55 to 59 Years	9.8%	9.6%	9.6%	9.7%
60 to 64 Years	5.1%	9.1%	5.6%	9.2%
65 Years and Older	2.8%	6.5%	3.8%	7.0%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

As shown in Table Q-46, the rate of educational attainment for residents 25 years and older in the local study area is similar to that of Onondaga County.

**Table Q-46 Local Study Area Educational Attainment**

Area	Less Than High School	High School	Some College or Higher	Bachelor's Degree or Higher
Local Study Area	5.7%	94.3%	69.2%	35.9%
Onondaga County	8.3%	91.7%	67.4%	38.1%

Source: ACS 2019-2023 5-year estimates. Note: Onondaga County is presented for purposes of comparison.

A 2022 CNYREDC report observed that “the current state labor force is getting older. Since 2011, the number of employees between the age of 45 and 54 has significantly decreased while the number of 55+ has increased” (CNYREDC, 2022, p. 15). As observed in Plan Onondaga, “Onondaga County is similar to other upstate New York counties in that the population is older and aging. The median age is 39 and roughly 30% of households have someone 65 years or older residing in them”; the County, similar to Upstate New York generally, has experienced “increasing percentages of older adults” in the population (Onondaga County, 2023, p. 102, 105).

As shown in Table Q-47, the top five employment sectors for the local residential labor force, i.e., in which local study area residents are employed, are healthcare, education, retail trade, manufacturing, and accommodation and food services. Table Q-48 presents the full listing organized by NAICS sector.

**Table Q-47 Local Study Area Top 5 Jobs of Local Residents 2022**

Industry	Percentage of Labor Force
Health Care and Social Assistance	15.4%
Educational Services	13.1%
Retail Trade	11.3%
Manufacturing	8.4%
Accommodation and Food Services	8.0%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.



**Table Q-48 Local Study Area Top Jobs of Local Residents by Industry 2022**

Industry	Local Study Area		Onondaga County	
	No.	%	No.	%
Total Employees	42,329	-	192,320	-
Agriculture, Forestry, Fishing and Hunting	80	0.2%	722	0.4%
Mining, Quarrying, and Oil and Gas Extraction	10	0.0%	46	0.0%
Utilities	492	1.2%	1,766	0.9%
Construction	1,732	4.1%	7,574	3.9%
Manufacturing	3,573	8.4%	15,029	7.8%
Wholesale Trade	2,217	5.2%	8,388	4.4%
Retail Trade	4,770	11.3%	20,420	10.6%
Transportation and Warehousing	2,079	4.9%	8,435	4.4%
Information	710	1.7%	3,168	1.6%
Finance and Insurance	1,896	4.5%	7,442	3.9%
Real Estate and Rental and Leasing	591	1.4%	2,617	1.4%
Professional, Scientific, and Technical Services	2,892	6.8%	12,102	6.3%
Management of Companies and Enterprises	643	1.5%	2,967	1.5%
Administration and Support, Waste Management, and Remediation	1,968	4.6%	10,537	5.5%
Educational Services	5,566	13.1%	28,868	15.0%
Health Care and Social Assistance	6,502	15.4%	30,604	15.9%
Arts, Entertainment, and Recreation	422	1.0%	2,177	1.1%
Accommodation and Food Services	3,375	8.0%	15,346	8.0%
Other Services (excluding Public Administration)	1,362	3.2%	6,117	3.2%
Public Administration	1,449	3.4%	7,995	4.2%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022. Note: Onondaga County is presented for purposes of comparison.

As shown in Table Q-49, the top five employment sectors in the local study area for all workers in the study area (regardless of whether they also are local residents) are retail trade, healthcare, accommodation and food services, manufacturing, and transportation. The local

residential labor force and all workers employed in the local study area overlap in the retail trade, accommodation and food services, healthcare and social assistance, and manufacturing sectors; the differences are that more local residents are employed in the educational services sector, whereas among all workers in the local study area, more are employed in transportation and warehousing than education. Table Q-50 presents the full list organized by NAICS industry sector.

**Table Q-49 Local Study Area Top 5 Jobs of All Workers 2022**

Industry	Percent of Labor Force
Retail Trade	21.8%
Accommodation and Food Services	11.3%
Health Care and Social Assistance	10.1%
Manufacturing	9.1%
Transportation and Warehousing	7.6%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.

**Table Q-50 Local Study Area Top Jobs of All Workers by Industry 2022**

Industry	Local Study Area		Onondaga County	
	No.	%	No.	%
Total Employees	31,981	-	229,481	-
Agriculture, Forestry, Fishing and Hunting	15	0.0%	751	0.3%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	15	0.0%
Utilities	896	2.8%	2,421	1.1%
Construction	1,923	6.0%	10,341	4.5%
Manufacturing	2,904	9.1%	19,475	8.5%
Wholesale Trade	1,775	5.6%	11,971	5.2%
Retail Trade	6,966	21.8%	23,615	10.3%
Transportation and Warehousing	2,423	7.6%	11,120	4.8%
Information	315	1.0%	3,611	1.6%
Finance and Insurance	674	2.1%	8,352	3.6%
Real Estate and Rental and Leasing	535	1.7%	3,119	1.4%
Professional, Scientific, and Technical Services	1,444	4.5%	14,428	6.3%

Management of Companies and Enterprises	65	0.2%	3,624	1.6%
Administration and Support, Waste Management, and Remediation	1,035	3.2%	12,348	5.4%
Educational Services	2,357	7.4%	35,225	15.3%
Health Care and Social Assistance	3,243	10.1%	36,559	15.9%
Arts, Entertainment, and Recreation	256	0.8%	2,370	1.0%
Accommodation and Food Services	3,603	11.3%	16,823	7.3%
Other Services (excluding Public Administration)	1,245	3.9%	7,205	3.1%
Public Administration	307	1.0%	6,108	2.7%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022. Note: Onondaga County is presented for purposes of comparison.

According to Plan Onondaga, the “largest employers in the County include Syracuse University, SUNY Upstate Medical University, the Syracuse City School District, National Grid, the United States Army, Lockheed Martin, and Crouse Hospital (Onondaga County, 2023, p. 12). These major employers align with the most popular labor force sectors for Onondaga County residents. As the City of Syracuse is a major economy within Onondaga County, many businesses and workers are located there. The Town of Clay is the next most populous municipal district within the County and employs workers across a similar distribution of industries to Onondaga County, as compared to the Town of Cicero, where approximately one-quarter of the resident labor force is employed in the retail trade sector.

Over time, the Town of Clay economy has become less dependent on agricultural industries. As noted in the Town of Clay Local Waterfront Revitalization Plan, “While many acres of land remain in agricultural use, the importance of agriculture as a viable means of commerce in the Town greatly diminished through the 1900s, particularly over the last 30 years. While many parcels of land remain zoned for agricultural use, relatively few acres remain commercially agricultural” (Town of Clay, 2012). Many workers are part of service sectors or work in manufacturing and professional, scientific, and technical services. Recently, the Town of Clay was selected for a new, state-of-the-art Amazon distribution center. The fulfillment center is anticipated to be the company’s second largest facility in the world and will further establish the Town of Clay as a regional economic center (Town of Clay, 2022).

### **Q-2.3.2 Regional Study Area**

The regional study area is experiencing similar trends to the local study area, with an aging, shrinking workforce and a net export of talent. CNYREDC’s 2015 report observed that “among higher degree holders, the region is a net exporter of talent, with many individuals who obtain postgraduate degrees leaving after graduation” (CNYREDC, 2015, p. 19). Retail trade has the largest number of businesses and the median annual wage cost in the regional study area is competitive with national levels. The region has experienced a slight decline in its labor force since 2010 (see Table Q-51).

**Table Q-51 Regional Study Area Employment Status 16 Years and Older**

Category	2010		2023	
	Regional	NYS	Regional	NYS
In Labor Force	399,640	9,808,150	393,198	10,226,460
Armed Forces	0.1%	0.2%	0.2%	0.2%
Civilian	63.4%	63.5%	61.5%	62.8%
Employed	58.9%	58.8%	58.3%	58.9%
Unemployed	4.5%	4.8%	3.2%	3.9%
Not in Labor Force	36.5%	36.3%	38.3%	37.0%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

As shown in Table Q-52, the regional study area and New York State workforces largely consist of workers within the 25- to 44-year-old age brackets (approximately 40 and 44 percent, respectively). The percentage of workers aged 65 years and over has increased for both geographies, suggesting more individuals are working beyond the retirement age.

**Table Q-52 Regional Study Area Workers by Age**

Age Group	2010		2023	
	Regional	NYS	Regional	NYS
16 to 19 Years	4.6%	3.2%	3.9%	2.6%
20 to 24 Years	9.8%	8.9%	9.4%	8.0%
25 to 44 Years	40.7%	45.1%	40.8%	44.6%
45 to 54 Years	26.0%	24.0%	19.7%	20.2%
55 to 59 Years	9.6%	9.0%	10.1%	9.9%
60 to 64 Years	5.5%	5.6%	9.1%	7.9%
65 Years and Over	3.9%	4.1%	7.0%	6.8%

Source: ACS 2006-2010 and 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

Most regional study area residents aged 25 or older received some college education or more. As shown in Table Q-53, the regional study area has a greater percentage of individuals with a high school diploma (91.3 percent) compared to New York State (87.9 percent). However, New York State has a higher percentage of the population with a college degree or higher compared to the regional study area.

**Table Q-53 Regional Study Area Educational Attainment Age 25 and Older 2023**

Area	Less Than High School	High School	Some College or Higher	Bachelor's Degree or Higher
Regional Study Area	8.7%	91.3%	63.2%	32.8%
Onondaga County	8.3%	91.7%	67.4%	38.1%
Oswego County	10.0%	90.0%	53.3%	21.9%
Madison County	6.7%	93.3%	59.5%	28.0%
Cayuga County	11.1%	88.9%	57.9%	23.9%
Cortland County	9.1%	90.9%	59.2%	28.3%
New York State	12.1%	87.9%	63.3%	39.6%

Source: ACS 2019-2023 5-year estimates. Note: New York State is presented for purposes of comparison.

The regional study area employs workers across a variety of industries, with a large concentration of jobs in service industries. The retail trade industry has the largest number of business establishments. The overall workforce is aging; the percentage of workers aged 65 years and older has increased for the region and New York State since 2010, suggesting more individuals are working beyond the retirement age. The median annual wage cost in the regional study area is competitive with national levels.

As with the local study area, the regional study area employs residents across a variety of industries, with a concentration of jobs in the service industries. Table Q-54 shows the top five employment sectors in which regional study area residents were employed in 2022. Table Q-55 shows the full list organized by NAICS industry sector.

**Table Q-54 Regional Study Area Top 5 Jobs of Regional Residents 2022**

Industry	Percentage of Labor Force
Healthcare and Social Assistance	15.1%
Educational Services	14.3%
Retail Trade	10.8%
Manufacturing	9.4%
Accommodation and Food Services	8.3%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.



**Table Q-55 Regional Study Area Top Jobs of Regional Residents by Industry 2022**

Industry	Regional Study Area	
	No.	%
Total Employees	317,576	-
Agriculture, Forestry, Fishing and Hunting	2,444	0.8%
Mining, Quarrying, and Oil and Gas Extraction	240	0.1%
Utilities	3,708	1.2%
Construction	13,804	4.3%
Manufacturing	29,934	9.4%
Wholesale Trade	13,246	4.2%
Retail Trade	34,216	10.8%
Transportation and Warehousing	13,005	4.1%
Information	4,679	1.5%
Finance and Insurance	11,586	3.6%
Real Estate and Rental and Leasing	3,975	1.3%
Professional, Scientific, and Technical Services	17,863	5.6%
Management of Companies and Enterprises	4,238	1.3%
Administration and Support, Waste Management, and Remediation	15,089	4.8%
Educational Services	45,569	14.3%
Health Care and Social Assistance	48,040	15.1%
Arts, Entertainment, and Recreation	3,367	1.1%
Accommodation and Food Services	26,366	8.3%
Other Services (excluding Public Administration)	9,995	3.1%
Public Administration	16,212	5.1%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.

Regional study area businesses employ workers across a variety of industry sectors, with a concentration of jobs in the service industries. Table Q-56 shows the top five employment sectors within the regional study area; Table Q-57 shows the full list organized by NAICS industry sector.

Of the estimated 318,293 workers employed in the regional study area in 2022, approximately 75 percent lived within the regional study area.<sup>33</sup>

**Table Q-56 Regional Study Area Top 5 Jobs of All Workers 2022**

Industry	Percentage of Labor Force
Educational Services	16.1%
Healthcare and Social Assistance	15.1%
Retail Trade	10.8%
Manufacturing	9.5%
Accommodation and Food Services	8.0%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.

**Table Q-57 Regional Study Area Top Jobs of All Workers by Industry 2022**

Industry	Regional Study Area	
	No.	%
Total Employees	318,293	-
Agriculture, Forestry, Fishing and Hunting	2,665	0.8%
Mining, Quarrying, and Oil and Gas Extraction	155	0.0%
Utilities	4,348	1.4%
Construction	14,318	4.5%
Manufacturing	30,259	9.5%
Wholesale Trade	14,145	4.4%
Retail Trade	34,397	10.8%
Transportation and Warehousing	13,054	4.1%
Information	4,083	1.3%
Finance and Insurance	9,980	3.1%
Real Estate and Rental and Leasing	3,760	1.2%
Professional, Scientific, and Technical Services	16,913	5.3%

<sup>33</sup> USCB OnTheMap Inflow/Outflow Analysis data, primary jobs, 2022.

Management of Companies and Enterprises	3,995	1.3%
Administration and Support, Waste Management, and Remediation	14,655	4.6%
Educational Services	51,103	16.1%
Health Care and Social Assistance	48,066	15.1%
Arts, Entertainment, and Recreation	3,275	1.0%
Accommodation and Food Services	25,398	8.0%
Other Services (excluding Public Administration)	9,792	3.1%
Public Administration	13,932	4.4%

Source: USCB LEHD Program OnTheMap Home Area Profile Analysis data, primary jobs, 2022.

As shown in Table Q-58, the retail trade industry has the largest number of business establishments in the region. Retail trade businesses are the third most common businesses in New York State. Other sectors that have a high concentration of establishments in the regional study area include construction, other services (excluding public administration), health care and social assistance, accommodation and food services, and professional, scientific, and technical services.

**Table Q-58 Regional Establishments and Wages by Industry 2023**

Industry	Establishments	Avg. Annual Emp.	Avg. Wage 2023
Agriculture, Forestry, Fishing and Hunting	287	3,002	\$46,599
Mining, Quarrying, and Oil and Gas Extraction	18	156	\$75,795
Construction	1,914	14,101	\$77,716
Manufacturing	737	30,433	\$81,073
Wholesale Trade	934	13,433	\$84,869
Retail Trade	2,383	36,938	\$39,089
Transportation and Warehousing	633	17,288	\$50,529
Information	299	3,691	\$69,837
Finance and Insurance	951	9,854	\$96,460
Real Estate and Rental and Leasing	692	4,155	\$57,389
Professional, Scientific, and Technical Services	1,767	16,506	\$87,737

Management of Companies and Enterprises	142	4,407	\$100,761
Administration and Support, Waste Management, and Remediation	1,176	15,948	\$50,701
Educational Services	513	46,045	\$71,163
Health Care and Social Assistance	1,867	52,710	\$65,365
Arts, Entertainment, and Recreation	382	4,996	\$26,733
Accommodation and Food Services	1,773	27,508	\$26,416
Other Services (excluding Public Administration)	1,871	10,769	\$41,394
Public Administration	414	18,339	\$74,622

Source: NYSDOL QCEW, 2024. Note: Average wages are presented in 2023 dollars.

According to the Vision CNY: Central New York Regional Sustainability Plan Comprehensive Economic Development Strategy (June 2020), as of 2020, Central New York’s labor force “has remained stable over the past ten years [and] [t]he median annual wage cost in the five-county area is estimated to equal \$43,820 which is competitive with national levels and below major metropolitan areas in the northeast.” (p. 6).

The 2022 CNYREDC Report states that “strategic growth in the following four areas will create revenue generation coupled with the undisputed multiplier effect in regional jobs and income, while providing significant goods and service revenue generation well beyond our geographic footprint”, identifying the four areas as: (1) Agribusiness; (2) High-Tech Manufacturing; (3) Research and Development at Institutions of Higher Education; and (4) Smart Systems Clusters (CNYREDC, 2022, p. 17).

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## **Appendix Q-3**

### **Supplemental Information: Environmental Consequences**

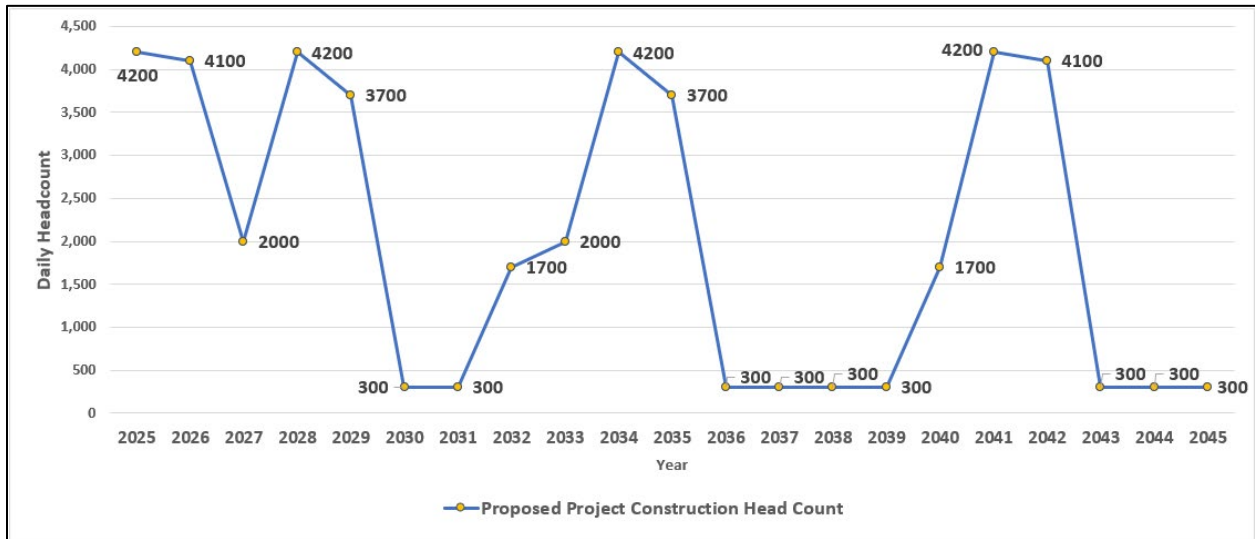
### Q-3 Supplemental Information: Environmental Consequences

This section provides supplemental information related to the analysis of the environmental consequences of the Proposed Project, as discussed in Section 3.15.3.

#### Q-3.1 Proposed Project Construction Effects

Micron estimates that construction of the Proposed Project would require approximately 4,200 construction workers on-site daily at the peaks of the construction schedule. Figure Q-4 depicts projected on-site construction worker demand over the approximately 20-year period from 2025 to full operational capacity in 2045.

**Figure Q-4 On-Site Micron Campus Construction Jobs 2025-2045\***



Source: Micron, Sept. 2024. Note: \*Construction job estimates shown in this figure are representative of the on-site construction associated with the Micron Campus and Rail Spur Site. The Childcare Site would require an additional approximately 125 on-site construction workers daily during peak construction periods.

In addition to laborers who support general construction tasks, materials handling, and site preparation, the construction of Fabs involves numerous specialized trades, including:

- **Electricians:** Responsible for electrical installations, wiring, and ensuring power distribution within the facility.
- **Mechanical Workers:** Handle HVAC (heating, ventilation, and air conditioning) systems, plumbing, and mechanical equipment installation.
- **Welders:** Join metal components, fabricate structures, and create secure connections.
- **Pipe Fitters:** Install and maintain piping systems for water, gas, and other utilities.
- **Concrete Workers:** Construct foundations, floors, and structural elements using concrete.
- **Carpenters:** Build wooden structures, formwork, and interior finishes.

- Steelworkers: Erect steel structures, including beams and columns.

Micron, Onondaga County, OCIDA, and ESD have taken the following steps to realize local economic opportunities from construction activity:

- Micron has entered into a Project Labor Agreement with local trade unions, which establishes a framework for labor-management cooperation and stability throughout the construction. This agreement outlines the use of the Center for Military Recruitment, Assessment and Veterans Employment and its “Helmets to Hardhats” program.<sup>34</sup> It also requires contractors to donate one cent per hour for each craft hour worked on the project to the Pathways for Apprenticeship program, part of Syracuse Build, to promote representation of minorities and women in the project workforce.
- As part of Micron’s commitment to increase supplier diversity, Micron would aim for 30 percent of the Proposed Project’s eligible construction spend and 20 percent of its eligible ongoing annual operating spend to be awarded to companies owned by individuals from traditionally underrepresented communities, with priority given to New York State Certified Minority/Women Owned Business Enterprises and Service-Disabled Veteran Owned Businesses. Micron would encourage construction contractors and subcontractors to use Syracuse Build as a first-source model to identify candidates for hiring from disadvantaged populations.
- Micron has also committed to working with state and local partners and construction contractors and subcontractors to establish a target percentage of the construction workforce to be from disadvantaged populations. Micron would encourage contractors to conduct focused recruiting and pipeline development activities to strive, in good faith, to meet the target, and Micron would require contractors to report their results.
- Micron is among the first signatories to U.S. Department of Commerce CHIPS Women in Construction Framework, which establishes best practices to double the number of women in construction over the next decade.

The bulk of Micron on-site manufacturing jobs would fall into three categories, each with a mix of specific jobs and skillsets:

- Leadership (~10%): directors, managers, and supervisors. Typical qualifications for managers are a Bachelor of Arts or Bachelor of Science degree or equivalent training and experience and five years of leadership experience. Typical qualifications for supervisors are an Associate of Arts or Associate of Science degree or Production Operations Management Certificate or equivalent training and experience. For directors, a Bachelor of Arts or Science degree or equivalent training and experience and eight years of leadership experience is required.

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<sup>34</sup> Center for Military Recruitment, Assessment and Veterans Employment, Helmets to Hardhats, <https://helmetstohardhats.org/>.

- Engineering & Professional (~44%): the bulk of needed roles are equipment engineers and process engineers. Engineering roles require a Bachelor of Science in Engineering or a relevant discipline; Micron provides specific on-the-job training for the role's function.
- Technicians (~36%): the bulk of needed roles are equipment technicians and process technicians. Technician roles require the same minimum qualifications; Micron provides specific on-the-job training for the role's function. The qualifications are an Associate of Arts or Science degree or completion of a Micron Apprenticeship Program, another approved certification, or a combination of certifications under development with Micron community college partners or equivalent training and experience.

The overall scale of the Proposed Project's construction (4,200 workers on-site during peak periods) and its specialized construction and equipment installation needs (e.g., cleanroom specialists) would place challenges on a labor market already experiencing shortages in skilled trade labor. Nationally, the construction industry has faced significant shortages of skilled labor for nearly two decades, having never fully recovered from the loss of over 1 million workers during the Great Recession. There has been difficulty attracting younger workforce members to the skilled trades, particularly given emphasis on a college educational experience over vocational and apprenticeship schools (Huang, 2024).

Specific to fab construction, as noted in a 2023 McKinsey & Company report, prior to the CHIPS Act, large-scale fab construction has not occurred in the United States in more than 20 years, so there are fewer builders who possess the experience, capabilities, and expertise to deliver these specialized projects (McKinsey & Company, 2023).

Micron anticipates that the Proposed Project's construction labor needs would be partially met by existing labor force participants residing within a reasonable commuting distance of the Micron Campus. Out of all occupations, construction workers tend to have the longest commute times, averaging approximately 33 minutes, compared to 27 minutes for all occupations.<sup>35</sup> Within the regional study area, approximately four percent of all workers commute over 60 minutes, with some commuting 90 minutes or longer. Therefore, the outer limits of a construction worker commuter shed may be expected to extend as far as 90 miles from the Micron Campus (see Figure Q-5 on the next page). In 2021, approximately 47,000 construction industry workers resided in this commuter shed.<sup>36</sup>

A vast majority of construction workers are expected to have more reasonable day-to-day commute times offered by home locations within this assessment's regional study area (shown in red outline in Figure Q-5). In 2021, the regional study area had approximately 13,300 residents working in the construction industry, and nearly 14,000 construction workers were active in the

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<sup>35</sup> ACS 2014 data.

<sup>36</sup> USCB OnTheMap Home Area Profile Analysis data.

region. These numbers have fluctuated over time in line with national industry trends, but overall have grown by 13 and 20 percent, respectively, since 2002.<sup>37</sup>

Micron consulted the North America's Building Trades Union (NABTU)<sup>38</sup> to estimate the number of workforce participants from the commuter shed who may be available for construction of the Proposed Project. Based on projected availability of union labor when accounting for other projects, including the Syracuse I-81 project's construction, it is estimated that approximately 2,700 workforce participants from the commuter shed might be available for construction of the Proposed Project. Given the scale of the Proposed Project's construction combined with the need for specialized construction skill sets, the Proposed Project would require an additional approximately 1,500 construction industry workers who currently reside outside the commuter shed. Based on Census data on commuting distances and housing densities, it is estimated that approximately 1,400 of those 1,500 in-migrating construction workers would locate within the regional study area (including approximately 100 locating within the local study area), with the remaining approximately 100 in-migrating construction workers locating outside of the regional study area but within the commuter shed.

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<sup>37</sup> USCB OnTheMap Home Area Profile Analysis and Work Area Profile Analysis data. In 2002, approximately 11,500 regional study area residents worked in the construction industry, and approximately 11,600 construction workers were active in the region.

<sup>38</sup> NABTU is a labor organization representing more than 3 million skilled craft professionals in the United States and Canada and is composed of 14 national and international unions and over 330 provincial, state, and local building and construction trade councils (*see* <https://nabtu.org/>).



**Figure Q-5 Outer Limits of Construction Worker Commuter Shed**



Source: World Street Map: Esri; HERE; Garmin; FAO; NOAA; USGS; USEPA; NPS.

### **Q-3.2 Proposed Project Operational Effects**

Micron, Onondaga County, OCIDA, ESD, and other important actors have already taken the following steps to realize local economic opportunities from the Proposed Project's operations:

- Onondaga County has provided a \$10 million grant to Syracuse University (matched by the University) to launch the Syracuse University Center for Advanced Semiconductor Manufacturing. The center is part of a more than \$100 million investment in strategically transforming science, technology, engineering, and math and expanding the College of Engineering and Computer Science (ECS) at Syracuse University over the next five years. Housed in the University's Center for Science and Technology and situated within ECS, the new center would position the University and Central New York as a global leader in research and education on the intelligent manufacturing of semiconductors (Syracuse University News, 2024).
- Micron is partnering with Syracuse University's D'Aniello Institute for Veteran and Military Families, supporting veteran skill development for advanced manufacturing jobs and transitions into Micron and other industry roles. Micron aspires to hire more than 1,500 veterans in the region over two decades (Micron, 2022).
- Onondaga Community College has started construction on a \$15 million clean room, expected to open in 2025, and launched a new degree program that could lead to technician jobs at Micron (Onondaga Community College, 2024).
- Micron is expanding strategic partnerships with other regional universities including Clarkson, Rensselaer Polytechnic Institute, and Cornell. The strong network of northeastern universities would enhance the company's existing partnership with Rochester Institute of Technology and further increase representation of students throughout the engineering and science pipeline. These programs expand equitable access to education, increase retention and prepare all students—especially students from underrepresented groups and rural areas—for productive and fulfilling engineering careers.
- Micron has established an internship program to prepare students for full-time positions as engineers, scientists, and other critical roles in the semiconductor industry.
- Micron, OCIDA, ESD, and the County have agreed to a community benefits investment fund of \$500 million ("Green CHIPS Community Fund") for Central New York communities that shall be used to develop the local workforce, invest in education throughout Central New York, promote affordable housing, and provide additional benefits to Central New York communities. In April 2023, Governor Kathy Hochul and Micron announced the members of the Micron Community Engagement Committee, including representatives from Central New York and Micron that will support the company's community investment strategy (Micron, 2023).<sup>39</sup>

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<sup>39</sup> As noted in the press release, the Committee is made up of local stakeholders to ensure meaningful, ground-up participation and discussion of Micron's implementation and impacts to the larger region and will also include five

The scale of the Proposed Project and the highly specialized nature of some jobs would necessitate hiring from outside of the regional labor pool, leading to in-migration of new workers and their families. The place-of-residence of these new worker households was estimated using regional commuting distances and housing densities, Micron in-migration rates from other projects, and data from SMTC. As shown in Table Q-59, by 2035 (Fabs 1-3 are expected to be operational by the end of 2035), approximately 700 new (in-migrating) Micron worker households are projected to locate in the Towns of Clay and Cicero. Approximately 2,600 new Micron households are projected within Onondaga County, including over 800 within the City of Syracuse. The regional study area would receive a projected 3,800 new households with in-migrating Micron workers, accounting for both construction and operational jobs and including those in the local study area. By 2041, when all four fabs would be operational, there would be 770 new households due to construction and permanent operational workers in the local study area, and more than 2,900 new Micron households in other communities in Onondaga County, including approximately 940 in Syracuse. By 2041, the regional study area would receive a projected 4,200 new households (accounting for both construction and operational jobs).

**Table Q-59 Projected Micron Worker Household Growth in 2035 and 2041**

Area	2035		2041	
	New Worker Households	% Change Since 2000	New Worker Households	% Change Since 2000
Regional Study Area	3,800	1.2%	4,200	1.3%
Onondaga County	2,604	1.3%	2,919	1.5%
Clay	428	1.7%	480	1.9%
Cicero	260	2.0%	291	2.3%

Source: AKRF projections based on data from the REMI Study and SMTC. Note: The increase in household units is calculated from baseline 2020 household unit data.

ex-officio members. The formation of this group is a critical component of the Community Investment Framework agreement made between New York State and Micron in October 2022.

## References

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## **APPENDIX R ENVIRONMENTAL JUSTICE**



## **Appendix R-1**

### **Supplemental Methodology and Summary of Public Outreach**

## **R-1 Supplemental Methodology and Summary of Public Outreach**

### **R-1.1 Methodology and Guidance**

The environmental justice analysis is based on the following state guidance, policies, and proposed regulations:

- New York State Department of Environmental Conservation (NYSDEC), “Environmental Justice Siting Law Interim Guidance” (December 2024)
- NYSDEC, Commissioner Policy (CP)-29, “Environmental Justice and Permitting” (March 2003)
- NYSDEC, Division of Environmental Permits, (DEP) 24-1, “Permitting and Disadvantaged Communities” (May 2024)
- NYSDEC’s Proposed Amendments to 6 NYCRR Part 617 (Full EAF).

Several resources were utilized for the analysis presented in Section 3.16, including the New York State Disadvantaged Communities Criteria Map, which identifies census tracts throughout New York State that meet the disadvantaged community criteria as defined by the Climate Justice Working Group (CJWG), and NYSDEC’s Disadvantaged Communities Assessment Tool (DACAT).<sup>40</sup>

Minority and low-income communities were initially identified based on a review of NYSDEC’s ArcGIS Webmap of Potential EJ Areas as designated in the 2020 updates. Data on race and ethnicity and poverty was then gathered for the block groups in the study area and for the reference counties and New York State as a whole, from the U.S. Census Bureau (American Community Survey [ACS] 2019-2023 5-Year Estimates).

The environmental justice analysis consisted of the following basic steps:

- 1) Identify study area where environmental justice concerns will be considered
- 2) Map environmental justice communities and collect data
- 3) Assess potential impacts to environmental justice communities based on other technical analyses, including whether there would be a disproportionate pollution burden
- 4) Summarize the benefits of the Preferred Action Alternative for environmental justice communities
- 5) Summarize outreach to environmental justice communities.

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<sup>40</sup> The Climate Act charged the CJWG with the development of criteria to identify disadvantaged communities to ensure that overburdened communities benefit from the State’s clean energy programs.

**R-1.2 Disadvantaged Communities**

See Table R-1 through Table R-4 for detailed information on the study area's disadvantaged communities, including their levels of burdens and vulnerabilities compared to the rest of the census tracts in the state (i.e., percentiles).

**R-1.3 Minority and Low-Income Populations by Census Tract and Block Group**

See Table R-5 for a breakdown of the race, ethnicity, and income characteristics for each block group in the study area and for the study area as a whole.

**Table R-1 Disadvantaged Communities, Part 1**

DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Benzene	PM 2.5	Truck Traffic	Vehicular Traffic	Wastewater Discharge	Housing Vacancy Rate
36011040300	C	Port Byron village	R	No	No	4,116	1,655	58	76	85	78	47	38	46	8	13	80	24	67	78
36067011700	On	Baldwinsville village	S	No	No	3,639	1,640	56	74	83	85	38	41	42	17	12	71	26	79	34
36067014600	On	De Witt	S	No	No	4,763	1,652	65	81	88	88	46	42	46	30	4	79	48	63	69
36067014300	On	East Syracuse village	S	No	No	2,955	1,391	67	82	89	89	47	43	46	36	5	75	34	68	77
36067013701	On	Galeville	S	No	No	4,808	2,107	71	85	92	93	46	46	46	45	11	90	60	70	22
36067012000	On	Jordan village	R	No	No	5,741	2,298	62	78	86	89	40	43	43	8	11	87	18	75	71
36067012800	On	Lakeland	S	No	No	2,970	1,224	58	76	84	97	21	50	34	27	12	90	58	74	10
36067013600	On	Liverpool village	S	No	No	3,073	1,430	53	72	82	65	48	35	47	43	11	82	66	79	52
36067014400	On	Lyncourt	S	No	No	2,357	942	79	89	96	94	55	47	50	40	7	82	42	72	85
36067014000	On	Mattydale	S	No	No	3,429	1,313	55	73	83	74	45	37	46	44	11	93	72	64	84
36067016200	On	Nedrow	S	No	No	2,335	885	57	75	84	44	62	31	53	9	5	91	17	0	38
36067940000	On	Nedrow	R	Yes	Yes	156	127	0	0	0	15	0	25	0	3	4	91	23	0	0
36067012900	On	Solvay village	S	No	No	2,458	963	74	86	93	82	64	39	54	29	11	9	13	57	81
36067000100	On	Syracuse city	U	No	No	740	486	70	84	91	95	38	48	43	44	10	90	97	68	93

DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Benzene	PM 2.5	Truck Traffic	Vehicular Traffic	Waste-water Discharge	Housing Vacancy Rate
36067000200	On	Syracuse city	U	No	No	3,481	1,353	83	92	100	39	90	30	70	45	11	39	52	59	89
36067000400	On	Syracuse city	U	No	No	4,139	1,586	66	81	88	36	74	30	59	44	11	11	36	50	50
36067000501	On	Syracuse city	U	No	No	2,408	888	93	97	109	56	97	33	76	47	10	83	90	67	92
36067000600	On	Syracuse city	U	No	No	3,133	1,338	88	95	104	28	97	28	76	46	11	11	35	62	89
36067000700	On	Syracuse city	U	No	No	1,621	605	78	89	96	19	90	26	70	46	10	5	25	58	86
36067000800	On	Syracuse city	U	No	No	3,009	1,000	77	88	95	19	89	26	69	46	10	7	33	52	85
36067001000	On	Syracuse city	U	No	No	4,133	2,024	69	83	90	52	73	32	58	43	8	14	32	62	79
36067001400	On	Syracuse city	U	No	No	3,099	852	83	92	100	18	95	26	74	47	10	7	28	64	95
36067001500	On	Syracuse city	U	No	No	2,777	844	77	88	95	12	91	24	71	47	9	8	23	61	92
36067001600	On	Syracuse city	U	No	No	3,449	1,896	79	89	96	34	86	29	67	47	9	62	85	54	74
36067001701	On	Syracuse city	U	No	No	2,189	919	63	79	87	37	71	30	57	44	8	44	85	34	90
36067001702	On	Syracuse city	U	No	No	2,615	1,081	70	84	91	53	73	33	58	43	7	67	75	51	76



DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Benzene	PM 2.5	Truck Traffic	Vehicular Traffic	Waste-water Discharge	Housing Vacancy Rate
36067001800	On	Syracuse city	U	No	No	3,048	1,444	63	80	87	44	70	31	56	41	7	73	59	57	4
36067001900	On	Syracuse city	U	No	No	4,070	1,970	62	79	86	54	64	33	53	39	6	73	70	64	38
36067002000	On	Syracuse city	U	No	No	2,001	919	90	96	106	60	92	34	72	37	10	11	29	65	85
36067002101	On	Syracuse city	U	No	No	2,546	1,101	96	98	113	82	94	40	74	45	9	84	78	66	94
36067002300	On	Syracuse city	U	No	No	1,509	794	95	98	112	60	98	34	78	49	9	88	96	63	96
36067002400	On	Syracuse city	U	No	No	2,026	839	83	92	100	21	94	26	73	46	8	32	94	36	83
36067002700	On	Syracuse city	U	No	No	1,866	917	70	84	91	19	83	26	65	34	9	4	42	64	82
36067003000	On	Syracuse city	U	No	No	1,705	697	96	98	113	51	100	32	81	46	8	27	52	62	88
36067003200	On	Syracuse city	U	No	No	3,298	1,551	75	87	94	64	74	35	59	49	8	82	95	51	50
36067003400	On	Syracuse city	U	No	No	1,393	672	71	84	91	37	78	30	61	46	8	66	80	0	95
36067003500	On	Syracuse city	U	No	No	2,437	1,063	77	88	95	36	84	30	65	42	7	58	50	0	87
36067003601	On	Syracuse city	U	No	No	2,512	893	81	90	98	35	88	29	68	38	6	74	37	50	77

DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Benzene	PM 2.5	Truck Traffic	Vehicular Traffic	Waste-water Discharge	Housing Vacancy Rate
36067003602	On	Syracuse city	U	No	No	2,244	890	55	74	83	49	58	32	51	36	6	78	36	60	78
36067003800	On	Syracuse city	U	No	No	2,301	801	89	95	105	54	93	33	72	26	8	28	33	38	88
36067003900	On	Syracuse city	U	No	No	3,037	1,055	85	93	101	10	99	23	78	31	7	12	21	44	97
36067004000	On	Syracuse city	U	No	No	1,387	464	93	97	109	31	100	29	80	41	8	19	36	61	96
36067004200	On	Syracuse city	U	No	No	2,245	840	93	97	108	67	93	36	73	44	7	79	90	0	68
36067004301	On	Syracuse city	U	No	No	1,502	470	86	94	102	27	95	28	74	43	7	88	97	0	93
36067005100	On	Syracuse city	U	No	No	2,257	845	76	87	94	15	90	25	70	46	7	4	42	0	94
36067005200	On	Syracuse city	U	No	No	2,070	711	77	88	95	21	88	26	68	30	7	11	26	0	92
36067005300	On	Syracuse city	U	No	No	1,930	515	88	95	104	33	96	29	75	29	7	86	83	0	93
36067005400	On	Syracuse city	U	No	No	2,376	831	86	94	103	30	95	28	74	46	6	76	82	0	95
36067005500	On	Syracuse city	U	No	No	3,563	1,820	81	91	98	40	87	30	68	34	6	87	67	0	81
36067005700	On	Syracuse city	U	No	No	1,801	738	53	72	82	3	79	20	62	27	6	10	31	0	85

DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Benzene	PM 2.5	Truck Traffic	Vehicular Traffic	Waste-water Discharge	Housing Vacancy Rate
36067005800	On	Syracuse city	U	No	No	1,982	658	81	91	98	9	96	23	75	40	6	5	26	0	96
36067005900	On	Syracuse city	U	No	No	1,591	567	85	93	101	27	94	28	73	38	6	78	78	0	91
36067006000	On	Syracuse city	U	No	No	3,577	1,531	65	81	88	23	77	27	61	15	6	22	25	0	70
36067006101	On	Syracuse city	U	No	No	3,850	1,466	83	92	99	21	94	26	73	20	5	88	67	0	86
36067006102	On	Syracuse city	U	No	No	1,842	1,305	67	82	89	31	76	29	60	16	5	97	56	0	77
36075021101	Os	Fulton city	S	No	No	3,370	1,393	71	84	91	75	65	37	54	19	8	32	41	76	88
36075021102	Os	Fulton city	S	No	No	2,294	929	78	88	96	70	75	36	59	19	8	49	47	77	78
36075021104	Os	Fulton city	S	No	No	2,771	1,174	65	81	88	68	61	36	52	17	8	36	37	79	75
36075021200	Os	Fulton city	R	No	No	6,522	2,518	78	88	96	77	72	38	58	10	8	11	4	71	18
36075021601	Os	Oswego city	S	No	No	2,597	1,324	80	90	97	86	69	41	56	17	7	20	43	79	73
36075021602	Os	Oswego city	S	No	No	3,360	1,168	79	89	96	77	73	38	58	17	7	9	32	70	74
36075021603	Os	Oswego city	S	No	No	3,939	1,669	56	74	83	64	52	35	48	16	7	11	14	78	66

DAC Tract	County <sup>1</sup>	City_Town	R, S, U <sup>2</sup>	Tribal Designation	HH Low Count Flag	Population	Households	Rank in State	Rank in Rest of State (Outside NYC)	Combined Score	Burden Percentile	Vulnerability Percentile	Burden Score	Vulnerability Score	Ben-zene	PM 2.5	Truck Traffic	Vehicular Traffic	Waste-water Dis-charge	Housing Vacancy Rate
36075021604	Os	Oswego city	S	No	No	3,955	1,809	79	89	96	77	73	38	58	17	7	27	41	79	84
36075021605	Os	Oswego city	S	No	No	3,619	1,524	83	92	100	95	60	48	52	17	7	25	45	73	78

Source: NYS Final Disadvantaged Communities Map (2023)

Notes: Scores/percentiles compared to rest of census tracts in state.

1 Counties: C=Cayuga; On=Onondaga; Os=Oswego

2 R-rural; S=suburban; U=urban

**Table R-2 Disadvantaged Communities, Part 2**

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>Indus- trial Land Use</b>	<b>Active Land- fills</b>	<b>Major Oil Storage Facil- ities</b>	<b>Muni- cipal Waste Com- buster s</b>	<b>Powe r Gene- ration Facil- ities</b>	<b>RMP Sites</b>	<b>Reme- diation Sites</b>	<b>Scrap Metal Proces- s-ing</b>	<b>Agri- - cultu- ral Land Use</b>	<b>Coasta l Flood and Storm Risk</b>	<b>Extrem e Heat Pro- jections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Floodin g Risk</b>	<b>Low Vegeta- tive Land Cover</b>
36011040300	C	Port Byron village	12	0	0	0	0	11	0	0	91	0	56	97	61	5
36067011700	On	Baldwinsville village	33	0	0	0	0	55	0	0	84	0	56	90	69	27
36067014600	On	De Witt	60	0	0	0	26	95	57	0	38	0	45	71	70	42
36067014300	On	East Syracuse village	92	0	0	0	52	100	57	0	17	0	48	71	67	51
36067013701	On	Galeville	89	0	0	0	0	78	92	0	44	0	56	65	81	44
36067012000	On	Jordan village	38	0	0	0	0	58	57	0	95	0	56	93	63	12
36067012800	On	Lakeland	88	0	0	0	27	91	96	75	45	0	56	87	81	43
36067013600	On	Liverpool village	0	0	0	0	0	72	79	0	0	0	56	72	21	37
36067014400	On	Lyncourt	95	0	41	0	17	99	94	75	41	0	52	55	50	47
36067014000	On	Mattydale	0	0	0	0	0	57	0	0	12	0	56	68	59	34
36067016200	On	Nedrow	86	0	0	0	0	49	0	0	77	0	56	75	8	27
36067940000	On	Nedrow	0	0	0	0	0	25	0	0	60	0	56	86	0	12



<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>Indus- trial Land Use</b>	<b>Active Land- fills</b>	<b>Major Oil Storage Facil- ities</b>	<b>Muni- cipal Waste Com- buster s</b>	<b>Powe r Gene- ration Facil- ities</b>	<b>RMP Sites</b>	<b>Reme- diation Sites</b>	<b>Scrap Metal Proces- s-ing</b>	<b>Agri- - cultu- ral Land Use</b>	<b>Coasta l Flood and Storm Risk</b>	<b>Extrem e Heat Pro- jections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Floodin g Risk</b>	<b>Low Vegeta- tive Land Cover</b>
36067012900	On	Solvay village	98	0	0	0	55	99	96	0	35	0	56	73	41	54
36067000100	On	Syracuse city	73	0	0	0	0	68	100	0	32	0	56	58	75	59
36067000200	On	Syracuse city	62	0	0	0	0	69	0	0	0	0	56	52	0	58
36067000400	On	Syracuse city	0	0	0	0	0	80	0	0	54	0	56	62	0	48
36067000501	On	Syracuse city	28	0	0	0	0	71	0	0	0	0	56	24	0	76
36067000600	On	Syracuse city	63	0	0	0	0	75	0	0	0	0	56	43	0	64
36067000700	On	Syracuse city	0	0	0	0	0	81	0	0	0	0	56	47	0	64
36067000800	On	Syracuse city	0	0	0	0	0	83	0	0	0	0	56	54	0	55
36067001000	On	Syracuse city	80	0	0	0	10	98	79	0	6	0	56	64	0	53
36067001400	On	Syracuse city	0	0	0	0	0	78	0	0	0	0	56	26	0	73

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>Indus- trial Land Use</b>	<b>Active Land- fills</b>	<b>Major Oil Storage Facil- ities</b>	<b>Muni- cipal Waste Com- buster s</b>	<b>Powe r Gene- ration Facil- ities</b>	<b>RMP Sites</b>	<b>Reme- diation Sites</b>	<b>Scrap Metal Proces- s-ing</b>	<b>Agri- - cultu- ral Land Use</b>	<b>Coasta l Flood and Storm Risk</b>	<b>Extrem e Heat Pro- jections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Floodin g Risk</b>	<b>Low Vege- tative Land Cover</b>
36067001500	On	Syracuse city	0	0	0	0	0	83	0	0	0	0	56	25	0	60
36067001600	On	Syracuse city	33	0	0	0	0	81	0	0	0	0	56	10	0	67
36067001701	On	Syracuse city	52	0	0	0	0	89	0	0	0	0	56	43	0	52
36067001702	On	Syracuse city	0	0	0	0	0	92	0	0	32	0	56	53	0	48
36067001800	On	Syracuse city	78	0	0	0	0	96	0	0	0	0	56	62	0	54
36067001900	On	Syracuse city	28	0	0	0	56	99	0	0	0	0	56	65	0	50
36067002000	On	Syracuse city	84	0	0	0	0	97	87	75	0	0	56	62	0	58
36067002101	On	Syracuse city	60	0	0	0	0	82	79	0	0	0	56	40	38	67
36067002300	On	Syracuse city	38	0	0	0	0	76	57	0	0	0	56	3	0	78
36067002400	On	Syracuse city	0	0	0	0	0	82	0	0	0	0	56	14	0	61

DAC Tract	County 1	City_ Town	Indus- trial Land Use	Active Land- fills	Major Oil Storage Facil- ities	Muni- cipal Waste Com- buster s	Powe r Gene- ration Facil- ities	RMP Sites	Reme- diation Sites	Scrap Metal Proces- s-ing	Agri- - cultu- ral Land Use	Coasta l Flood and Storm Risk	Extrem e Heat Pro- jections (Days Above 90 Degrees in 2050)	Drive Time to Urgent /Critical Care	Inland Floodin g Risk	Low Vegeta- tive Land Cover
36067002700	On	Syracuse city	0	0	0	0	0	90	0	0	0	0	56	56	0	49
36067003000	On	Syracuse city	82	0	0	0	0	56	100	0	0	0	56	30	9	66
36067003200	On	Syracuse city	60	0	0	0	0	45	57	0	9	0	56	11	10	92
36067003400	On	Syracuse city	73	0	0	0	0	87	79	0	0	0	56	3	0	68
36067003500	On	Syracuse city	90	0	0	0	0	90	98	0	0	0	56	28	0	57
36067003601	On	Syracuse city	47	0	0	0	0	92	0	0	7	0	53	44	0	54
36067003602	On	Syracuse city	0	0	0	0	49	95	57	0	0	0	56	59	0	47
36067003800	On	Syracuse city	0	0	0	0	0	71	0	0	58	0	56	44	58	47
36067003900	On	Syracuse city	0	0	0	0	0	53	0	0	0	0	56	37	13	52
36067004000	On	Syracuse city	73	0	0	0	0	60	57	0	0	0	56	23	11	60

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>Indus- trial Land Use</b>	<b>Active Land- fills</b>	<b>Major Oil Storage Facil- ities</b>	<b>Muni- cipal Waste Com- buster s</b>	<b>Powe r Gene- ration Facil- ities</b>	<b>RMP Sites</b>	<b>Reme- diation Sites</b>	<b>Scrap Metal Proces- sing</b>	<b>Agri- - cultu- ral Land Use</b>	<b>Coasta l Flood and Storm Risk</b>	<b>Extrem e Heat Pro- jections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Floodin g Risk</b>	<b>Low Vegeta- tive Land Cover</b>
36067004200	On	Syracuse city	88	0	0	0	0	50	87	0	8	0	56	13	55	65
36067004301	On	Syracuse city	0	0	0	0	0	45	0	0	13	0	56	3	0	74
36067005100	On	Syracuse city	0	0	0	0	0	48	0	0	12	0	56	45	30	46
36067005200	On	Syracuse city	28	0	0	0	0	55	0	0	0	0	56	39	66	50
36067005300	On	Syracuse city	76	0	0	0	0	48	0	0	0	0	56	19	25	55
36067005400	On	Syracuse city	0	0	0	0	0	53	0	0	0	0	56	47	0	62
36067005500	On	Syracuse city	82	0	0	0	0	63	0	0	23	0	52	58	0	41
36067005700	On	Syracuse city	0	0	0	0	0	47	0	0	9	0	56	49	6	31
36067005800	On	Syracuse city	0	0	0	0	0	52	0	0	0	0	56	49	26	46
36067005900	On	Syracuse city	0	0	0	0	0	57	0	0	0	0	56	52	0	55

<b>DAC Tract</b>	<b>County<sub>1</sub></b>	<b>City_Town</b>	<b>Industrial Land Use</b>	<b>Active Land-fills</b>	<b>Major Oil Storage Facilities</b>	<b>Municipal Waste Combustors</b>	<b>Power Generation Facilities</b>	<b>RMP Sites</b>	<b>Remediation Sites</b>	<b>Scrap Metal Processing</b>	<b>Agricultural Land Use</b>	<b>Coastal Flood and Storm Risk</b>	<b>Extreme Heat Projections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Flooding Risk</b>	<b>Low Vegetative Land Cover</b>
36067006000	On	Syracuse city	21	0	0	0	0	53	0	75	56	0	56	66	9	22
36067006101	On	Syracuse city	0	0	0	0	0	64	0	0	0	0	56	58	0	43
36067006102	On	Syracuse city	12	0	0	0	0	78	0	0	27	0	56	69	0	32
36075021101	Os	Fulton city	68	0	0	0	0	98	87	0	48	0	46	20	72	43
36075021102	Os	Fulton city	86	0	0	0	0	99	87	0	40	0	46	5	60	46
36075021104	Os	Fulton city	89	0	0	0	0	100	0	0	48	0	46	38	66	37
36075021200	Os	Fulton city	49	0	0	17	0	81	57	91	86	0	49	83	68	4
36075021601	Os	Oswego city	0	0	71	0	53	89	0	0	37	95	52	33	27	57
36075021602	Os	Oswego city	47	0	70	0	53	94	0	0	55	79	61	26	0	41
36075021603	Os	Oswego city	12	0	0	0	2	78	0	0	63	50	53	54	44	29



<b>DAC Tract</b>	<b>County<sup>1</sup></b>	<b>City_Town</b>	<b>Industrial Land Use</b>	<b>Active Landfills</b>	<b>Major Oil Storage Facilities</b>	<b>Municipal Waste Combustors</b>	<b>Power Generation Facilities</b>	<b>RMP Sites</b>	<b>Remediation Sites</b>	<b>Scrap Metal Processing</b>	<b>Agricultural Land Use</b>	<b>Coastal Flood and Storm Risk</b>	<b>Extreme Heat Projections (Days Above 90 Degrees in 2050)</b>	<b>Drive Time to Urgent /Critical Care</b>	<b>Inland Flooding Risk</b>	<b>Low Vegetative Land Cover</b>
36075021604	Os	Oswego city	12	0	0	0	16	81	0	0	69	63	9	61	58	31
36075021605	Os	Oswego city	92	0	30	0	52	94	57	75	60	92	2	85	36	41

Source: NYS Final Disadvantaged Communities Map (2023)

Notes: Scores/percentiles are compared to rest of census tracts in state.

<sup>1</sup> Counties: C=Cayuga; On=Onondaga; Os=Oswego

**Table R-3 Disadvantaged Communities, Part 3**

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>% Asia n</b>	<b>% Blac k</b>	<b>Redlinin g</b>	<b>% Latin o</b>	<b>Limite d Englis h Profi- ciency</b>	<b>% Native American/Indig e-nous</b>	<b>% Belo w 80% AMI</b>	<b>% Below Federa l Povert y</b>	<b>% w/o Colleg e Degre e</b>	<b>% Single Paren t House -hold</b>	<b>Unem - plov- ment Rate</b>	<b>Asthm a ED Visits</b>	<b>COP D ED Visits</b>
3601104030 0	C	Port Byron village	2	16	0	19	0	53	50	36	95	62	19	19	79
3606701170 0	On	Baldwinsville village	34	28	0	17	0	88	64	44	54	69	26	9	47
3606701460 0	On	De Witt	61	66	2	47	80	73	54	69	21	78	44	22	42
3606701430 0	On	East Syracuse village	4	33	33	11	0	17	63	66	87	62	8	22	42
3606701370 1	On	Galeville	36	51	34	8	53	19	65	38	75	35	33	30	50
3606701200 0	On	Jordan village	8	13	0	16	13	78	24	56	68	63	68	9	47
3606701280 0	On	Lakeland	1	35	0	12	32	40	43	27	74	53	68	19	46
3606701360 0	On	Liverpool village	29	62	0	30	18	94	57	46	52	74	87	30	50
3606701440 0	On	Lyncourt	66	55	33	7	37	49	28	38	90	49	94	22	42
3606701400 0	On	Mattydale	28	47	62	25	24	0	55	74	93	70	6	15	55

DAC Tract	County 1	City_ Town	% Asian	% Black	Redlinin g	% Latin o	Limite d Englis h Profi- ciency	% Native American/Indig e-nous	% Belo w 80% AMI	% Below Federa l Povert y	% w/o Colleg e Degre e	% Single Paren t House -hold	Unem - ploy- ment Rate	Asthm a ED Visits	COP D ED Visits
3606701620 0	On	Nedrow	22	73	76	13	14	99	59	53	86	54	91	15	52
3606794000 0	On	Nedrow	0	0	0	0	0	0	0	0	0	0	0	0	0
3606701290 0	On	Solvay village	20	71	33	36	44	98	76	69	80	90	52	19	46
3606700010 0	On	Syracuse city	47	66	62	27	0	42	45	33	7	7	0	79	97
3606700020 0	On	Syracuse city	62	80	21	53	9	40	82	86	90	85	85	79	97
3606700040 0	On	Syracuse city	64	73	14	53	51	24	72	70	55	28	86	60	78
3606700050 1	On	Syracuse city	90	78	80	56	71	35	95	90	93	96	98	79	97
3606700060 0	On	Syracuse city	81	77	24	38	68	96	80	87	98	76	83	79	97
3606700070 0	On	Syracuse city	89	71	33	44	77	96	79	94	94	94	91	60	78
3606700080 0	On	Syracuse city	75	82	19	61	58	28	88	92	93	89	88	60	78
3606700100 0	On	Syracuse city	10	79	27	24	0	49	81	93	64	86	23	67	87
3606700140 0	On	Syracuse city	93	83	68	16	89	13	98	99	96	92	100	79	97

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>% Asian</b>	<b>% Black</b>	<b>Redlinin g</b>	<b>% Latin o</b>	<b>Limite d Englis h Profi- ciency</b>	<b>% Native American/Indig e-nous</b>	<b>% Belo w 80% AMI</b>	<b>% Below Federa l Povert y</b>	<b>% w/o Colleg e Degre e</b>	<b>% Single Paren t House -hold</b>	<b>Unem - ploy- ment Rate</b>	<b>Asthm a ED Visits</b>	<b>COP D ED Visits</b>
36067001500	On	Syracuse city	90	78	24	45	82	97	94	88	94	89	50	63	92
36067001600	On	Syracuse city	51	77	5	39	54	81	88	90	71	21	77	63	92
36067001701	On	Syracuse city	47	73	26	21	48	100	71	82	40	84	42	67	87
36067001702	On	Syracuse city	53	76	24	48	58	88	66	75	79	82	40	67	87
36067001800	On	Syracuse city	51	67	23	43	34	92	71	78	43	82	52	57	74
36067001900	On	Syracuse city	44	64	24	18	34	84	54	63	51	63	73	57	74
36067002000	On	Syracuse city	49	62	72	37	30	73	94	84	93	80	79	60	83
36067002101	On	Syracuse city	24	69	100	51	30	86	88	99	81	55	98	60	83
36067002300	On	Syracuse city	83	79	74	36	72	96	97	99	80	77	99	79	97
36067002400	On	Syracuse city	64	74	73	69	71	97	86	96	70	86	67	63	92
36067002700	On	Syracuse city	36	66	64	43	18	95	70	83	57	83	73	60	83
36067003000	On	Syracuse city	15	85	100	91	71	99	100	99	97	99	98	90	99

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>% Asian</b>	<b>% Black</b>	<b>Redlinin g</b>	<b>% Latin o</b>	<b>Limite d Englis h Profi- ciency</b>	<b>% Native American/Indig e-nous</b>	<b>% Belo w 80% AMI</b>	<b>% Below Federa l Povert y</b>	<b>% w/o Colleg e Degre e</b>	<b>% Single Paren t House -hold</b>	<b>Unem - ploy- ment Rate</b>	<b>Asthm a ED Visits</b>	<b>COP D ED Visits</b>
36067003200	On	Syracuse city	76	75	78	27	38	92	86	92	14	3	81	79	97
36067003400	On	Syracuse city	75	83	70	40	46	49	91	99	18	90	53	40	60
36067003500	On	Syracuse city	67	82	26	52	29	92	81	98	38	60	95	40	60
36067003601	On	Syracuse city	23	92	16	64	67	89	90	93	66	98	97	57	74
36067003602	On	Syracuse city	54	87	14	33	55	50	67	78	38	51	56	46	15
36067003800	On	Syracuse city	6	85	28	81	61	82	91	95	97	100	84	65	87
36067003900	On	Syracuse city	23	90	29	65	65	48	94	99	97	98	82	90	99
36067004000	On	Syracuse city	19	86	74	79	76	93	91	99	99	94	99	90	99
36067004200	On	Syracuse city	24	94	76	65	59	0	100	100	100	100	100	73	94
36067004301	On	Syracuse city	82	79	75	46	42	87	100	100	86	87	99	73	94
36067005100	On	Syracuse city	0	94	21	71	40	14	84	89	93	99	71	74	88
36067005200	On	Syracuse city	1	95	29	38	8	87	67	91	96	96	97	90	99



<b>DAC Tract</b>	<b>County</b> <b>1</b>	<b>City_</b> <b>Town</b>	<b>%</b> <b>Asian</b>	<b>%</b> <b>Black</b>	<b>Redlinin</b> <b>g</b>	<b>%</b> <b>Latin</b> <b>o</b>	<b>Limite</b> <b>d</b> <b>Englis</b> <b>h</b> <b>Profi-</b> <b>ciency</b>	<b>% Native</b> <b>American/Indig</b> <b>e-nous</b>	<b>%</b> <b>Belo</b> <b>w</b> <b>80%</b> <b>AMI</b>	<b>%</b> <b>Below</b> <b>Federa</b> <b>l</b> <b>Povert</b> <b>y</b>	<b>%</b> <b>w/o</b> <b>Colleg</b> <b>e</b> <b>Degre</b> <b>e</b>	<b>%</b> <b>Single</b> <b>Paren</b> <b>t</b> <b>House</b> <b>-hold</b>	<b>Unem</b> <b>-</b> <b>ploy-</b> <b>ment</b> <b>Rate</b>	<b>Asthm</b> <b>a ED</b> <b>Visits</b>	<b>COP</b> <b>D ED</b> <b>Visits</b>
36067005300	On	Syracuse city	6	98	68	47	48	94	96	99	98	99	100	73	94
36067005400	On	Syracuse city	0	95	62	34	22	84	89	93	96	96	97	74	88
36067005500	On	Syracuse city	68	86	27	28	46	94	83	93	37	92	84	73	94
36067005700	On	Syracuse city	0	88	18	42	24	98	73	85	64	92	89	65	87
36067005800	On	Syracuse city	4	92	32	66	32	95	89	97	96	99	100	74	88
36067005900	On	Syracuse city	37	91	62	52	50	92	89	88	97	88	97	67	92
36067006000	On	Syracuse city	39	82	22	2	0	91	72	63	89	83	91	65	87
36067006101	On	Syracuse city	6	88	62	38	4	96	93	96	84	97	97	67	92
36067006102	On	Syracuse city	84	73	0	17	47	81	84	90	43	12	5	67	92
36075021101	Os	Fulton city	0	1	0	15	0	60	80	86	88	83	41	39	95
36075021102	Os	Fulton city	14	17	0	52	0	44	82	95	97	64	94	39	95
36075021104	Os	Fulton city	16	0	0	14	0	52	57	74	74	58	91	39	95

DAC Tract	County <sup>1</sup>	City_Town	% Asian	% Black	Redlining	% Latino	Limited English Proficiency	% Native American/Indigenous	% Below 80% AMI	% Below Federal Poverty	% w/o College Degree	% Single Parent Household	Unemployment Rate	Asthma ED Visits	COPD ED Visits
36075021200	Os	Fulton city	9	9	0	31	9	47	69	83	85	79	87	39	95
36075021601	Os	Oswego city	20	47	0	37	6	61	80	86	37	77	62	59	99
36075021602	Os	Oswego city	32	15	0	24	4	82	76	97	73	69	99	59	99
36075021603	Os	Oswego city	39	17	0	25	26	29	38	70	36	67	65	59	99
36075021604	Os	Oswego city	11	36	0	26	12	65	69	79	74	70	90	59	99
36075021605	Os	Oswego city	29	47	0	13	11	1	60	83	70	71	85	59	99

Source: NYS Final Disadvantaged Communities Map (2023)

Notes: Scores/percentiles compared to rest of census tracts in state.

<sup>1</sup> Counties: C=Cayuga; On=Onondaga; Os=Oswego

**Table R-4 Disadvantaged Communities, Part 4**

<b>DAC Tract</b>	<b>County 1</b>	<b>City_ Town</b>	<b>Disable d House- holds</b>	<b>Low Birth Weigh t</b>	<b>MI (Heart Attack ) Rates</b>	<b>Health Insuranc e Rate</b>	<b>% Age Ove r 65</b>	<b>Prematur e Deaths</b>	<b>% w/o Interne t Access</b>	<b>Energ y Afford -ability</b>	<b>Home s Built Before 1960</b>	<b>Mobil e Home s</b>	<b>Housin g Cost Burden</b>	<b>% Renter- Occupie d Homes</b>
3601104030 0	C	Port Byron village	77	29	89	85	60	67	78	94	28	96	7	22
3606701170 0	On	Baldwinsville village	78	40	55	49	92	35	51	58	31	0	23	58
3606701460 0	On	De Witt	25	64	58	32	44	57	28	26	40	0	42	46
3606701430 0	On	East Syracuse village	93	64	58	54	53	57	89	58	65	17	25	63
3606701370 1	On	Galeville	80	65	63	40	77	28	77	58	57	1	51	38
3606701200 0	On	Jordan village	89	40	55	34	77	35	69	83	33	87	16	22
3606701280 0	On	Lakeland	34	34	44	41	83	12	32	26	23	58	3	23
3606701360 0	On	Liverpool village	78	65	63	48	55	28	32	26	23	0	38	57
3606701440 0	On	Lyncourt	72	64	58	80	55	57	65	58	70	80	4	31
3606701400 0	On	Mattydale	80	30	26	61	37	30	75	58	66	14	19	49
3606701620 0	On	Nedrow	86	30	62	62	31	13	78	58	81	0	99	7

DAC Tract	County 1	City_ Town	Disabl ed House- holds	Low Birth Weigh t	MI (Heart Attack ) Rates	Health Insuranc e Rate	% Age Ove r 65	Prematur e Deaths	% w/o Interne t Access	Energ y Afford -ability	Home s Built Before 1960	Mobil e Home s	Housin g Cost Burden	% Renter- Occupie d Homes
3606794000 0	On	Nedrow	0	0	0	0	0	0	0	0	0	0	0	0
3606701290 0	On	Solvay village	86	34	44	52	27	12	80	58	77	0	14	71
3606700010 0	On	Syracuse city	47	91	76	2	82	97	68	6	28	0	7	89
3606700020 0	On	Syracuse city	94	91	76	85	19	97	94	83	94	0	47	67
3606700040 0	On	Syracuse city	60	70	42	63	68	89	72	58	90	14	57	33
3606700050 1	On	Syracuse city	73	92	88	80	7	99	100	98	82	0	24	93
3606700060 0	On	Syracuse city	99	92	88	69	50	99	98	94	60	55	46	85
3606700070 0	On	Syracuse city	49	70	42	90	6	89	98	83	81	0	44	76
3606700080 0	On	Syracuse city	78	70	42	75	20	89	71	83	87	0	75	67
3606700100 0	On	Syracuse city	88	42	64	41	54	81	66	58	55	0	73	77
3606700140 0	On	Syracuse city	72	92	88	37	16	99	95	98	83	0	62	80
3606700150 0	On	Syracuse city	86	83	67	69	9	61	97	94	88	0	39	74

DAC Tract	County 1	City_ Town	Disabl d House- holds	Low Birth Weigh t	MI (Heart Attack ) Rates	Health Insuranc e Rate	% Age Ove r 65	Prematur e Deaths	% w/o Interne t Access	Energ y Afford -ability	Home s Built Before 1960	Mobil e Home s	Housin g Cost Burden	% Renter- Occupie d Homes
36067001600	On	Syracuse city	100	83	67	87	98	61	98	58	36	3	64	98
36067001701	On	Syracuse city	83	42	64	35	44	81	58	58	81	0	25	58
36067001702	On	Syracuse city	50	42	64	27	22	81	60	58	78	0	47	54
36067001800	On	Syracuse city	73	62	50	30	24	70	40	58	95	0	36	64
36067001900	On	Syracuse city	61	62	50	43	46	70	79	58	91	0	41	45
36067002000	On	Syracuse city	93	88	83	88	29	96	93	83	91	0	91	69
36067002101	On	Syracuse city	100	88	83	95	12	96	99	94	96	0	52	84
36067002300	On	Syracuse city	95	91	76	46	27	97	98	94	64	0	85	93
36067002400	On	Syracuse city	95	83	67	44	12	61	97	94	69	22	60	81
36067002700	On	Syracuse city	98	88	83	71	48	96	87	58	86	0	17	70
36067003000	On	Syracuse city	83	98	90	40	15	100	99	98--	49	0	69	93
36067003200	On	Syracuse city	52	91	76	63	1	97	72	26	24	0	15	98

DAC Tract	County 1	City_ Town	Disabl d House- holds	Low Birth Weigh t	MI (Heart Attack ) Rates	Health Insuranc e Rate	% Age Ove r 65	Prematur e Deaths	% w/o Interne t Access	Energ y Afford -ability	Home s Built Before 1960	Mobil e Home s	Housin g Cost Burden	% Renter- Occupie d Homes
3606700340 0	On	Syracuse city	12	74	45	29	0	93	39	94	44	22	87	93
3606700350 0	On	Syracuse city	89	74	45	73	7	93	90	94	64	0	38	87
3606700360 1	On	Syracuse city	69	62	50	59	19	70	76	83	58	0	91	66
3606700360 2	On	Syracuse city	79	72	15	51	33	16	73	58	47	2	56	59
3606700380 0	On	Syracuse city	89	93	55	23	16	82	97	98	55	0	88	71
3606700390 0	On	Syracuse city	98	98	90	63	2	100	97	98	72	35	79	84
3606700400 0	On	Syracuse city	94	98	90	75	6	100	96	100	60	0	79	84
3606700420 0	On	Syracuse city	82	100	79	23	3	91	99	98	49	0	44	97
3606700430 1	On	Syracuse city	91	100	79	30	2	91	97	98	12	0	79	98
3606700510 0	On	Syracuse city	68	96	63	60	20	93	97	98	72	21	65	69
3606700520 0	On	Syracuse city	99	98	90	31	16	100	95	83	87	0	30	71
3606700530 0	On	Syracuse city	49	100	79	41	33	91	93	98	73	0	65	76



DAC Tract	County 1	City_ Town	Disabl d House- holds	Low Birth Weigh t	MI (Heart Attack ) Rates	Health Insuranc e Rate	% Age Ove r 65	Prematur e Deaths	% w/o Interne t Access	Energ y Afford -ability	Home s Built Before 1960	Mobil e Home s	Housin g Cost Burden	% Renter- Occupie d Homes
3606700540 0	On	Syracuse city	95	96	63	79	25	93	99	99	92	0	84	69
3606700550 0	On	Syracuse city	84	100	79	47	4	91	89	83	29	0	71	90
3606700570 0	On	Syracuse city	45	93	55	60	38	82	87	58	78	0	54	41
3606700580 0	On	Syracuse city	74	96	63	52	16	93	97	98	98	30	76	60
3606700590 0	On	Syracuse city	92	81	94	70	30	15	96	98	60	20	82	59
3606700600 0	On	Syracuse city	88	93	55	51	39	82	89	58	77	31	39	51
3606700610 1	On	Syracuse city	99	81	94	46	96	15	98	94	50	30	93	71
3606700610 2	On	Syracuse city	99	81	94	49	99	15	95	58	12	0	54	95
3607502110 1	Os	Fulton city	92	64	93	45	43	77	74	94	75	0	36	53
3607502110 2	Os	Fulton city	85	64	93	67	37	77	48	94	50	0	62	63
3607502110 4	Os	Fulton city	94	64	93	38	37	77	75	83	60	54	20	58
3607502120 0	Os	Fulton city	84	64	93	31	46	77	61	94	20	96	90	26

DAC Tract	County 1	City_ Town	Disabl d House- holds	Low Birth Weigh t	MI (Heart Attack ) Rates	Health Insuranc e Rate	% Age Ove r 65	Prematur e Deaths	% w/o Interne t Access	Energ y Afford -ability	Home s Built Before 1960	Mobil e Home s	Housin g Cost Burden	% Renter- Occupie d Homes
3607502160 1	Os	Oswego city	41	60	100	60	19	24	48	83	67	11	66	66
3607502160 2	Os	Oswego city	31	60	100	69	16	24	46	83	47	51	84	69
3607502160 3	Os	Oswego city	74	60	100	33	53	24	57	58	49	42	50	40
3607502160 4	Os	Oswego city	86	60	100	66	73	24	84	83	53	5	47	60
3607502160 5	Os	Oswego city	71	60	100	43	35	24	23	83	85	1	52	51

Source: NYS Final Disadvantaged Communities Map (2023)

Notes: Scores/percentiles compared to rest of census tracts in state.

<sup>1</sup> Counties: C=Cayuga; On=Onondaga; Os=Oswego

**Table R-5 Minority and Low-Income Populations by Census Tract and Block Group**

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		Y/N
Cayuga County																		
402.01	1	810	736	92.0%	0	0.0%	0	0.0%	0	2.1%	24	1.9%	50	4.0%	74	8.0%	13.1%	N
402.01	2	685	631	92.7%	0	0.0%	0	0.0%	1	0.1%	36	4.6%	17	2.7%	54	7.3%	19.8%	N
402.01	3	1,138	994	88.5%	0	0.0%	11	0.9%	0	0.0%	131	10.3%	2	0.3%	144	11.5%	10.9%	N
402.02	1	966	869	95.4%	0	0.0%	0	0.0%	0	0.0%	39	4.6%	58	0.0%	97	4.6%	15.3%	N
402.02	2	1,082	1,065	96.8%	0	0.0%	0	1.2%	4	0.6%	3	0.7%	10	0.7%	17	3.2%	5.3%	N
Madison County																		
304.03	1	1,652	1,596	90.3%	2	0.2%	0	1.5%	0	0.0%	35	6.5%	19	1.6%	56	9.7%	1.3%	N
304.03	3	1,342	1,228	93.0%	0	0.0%	6	0.7%	0	0.0%	81	5.7%	27	0.6%	114	7.0%	4.9%	N
304.04	2	1,266	1,212	97.5%	0	0.0%	20	0.8%	0	0.0%	12	0.0%	22	1.7%	54	2.5%	14.4%	N
Onondaga County																		
City of Syracuse																		
1	1	1,082	850	82.5%	92	7.8%	48	3.0%	18	1.2%	17	0.5%	57	5.0%	232	17.5%	13.2%	N
2	1	2,323	1,241	48.0%	293	27.9%	265	9.4%	198	0.5%	298	7.3%	28	7.0%	1,082	52.0%	31.3%	Y
2	2	1,321	755	52.5%	475	40.5%	16	2.2%	0	0.0%	75	4.8%	0	0.0%	566	47.5%	43.9%	Y
3	1	592	361	67.1%	99	14.0%	73	8.1%	0	0.0%	23	1.2%	36	9.6%	231	32.9%	10.4%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
3	2	1,007	349	36.2%	436	46.5%	154	7.7%	0	0.0%	38	4.3%	30	5.3%	658	63.8%	24.3%	Y
4	1	1,699	1,370	84.5%	124	7.4%	132	3.5%	0	0.0%	7	0.4%	66	4.1%	329	15.5%	7.3%	N
4	2	1,166	574	51.1%	209	15.4%	28	4.6%	0	0.0%	355	28.9%	0	0.0%	592	48.9%	12.9%	N
4	3	1,045	589	64.8%	128	12.1%	54	9.4%	0	0.0%	136	0.0%	138	13.7%	456	35.2%	10.4%	N
5.01	1	1,061	488	32.6%	215	33.1%	63	18.7%	0	0.0%	23	2.5%	272	13.1%	573	67.4%	47.0%	Y
5.01	2	1,001	313	28.5%	508	33.9%	76	27.9%	0	0.0%	72	6.5%	32	3.2%	688	71.5%	44.9%	Y
6	1	1,490	831	61.0%	198	12.5%	229	14.1%	0	0.0%	16	0.0%	216	12.4%	659	39.0%	11.3%	N
6	2	541	220	54.5%	163	22.9%	41	6.0%	0	0.0%	117	16.6%	0	0.0%	321	45.5%	40.5%	Y
6	3	781	206	24.4%	437	62.5%	76	5.7%	0	0.0%	62	7.4%	0	0.0%	575	75.6%	58.7%	Y
7	1	706	183	40.3%	115	23.2%	70	7.4%	0	0.0%	165	15.4%	173	13.6%	523	59.7%	36.6%	Y
7	2	967	164	23.3%	141	32.5%	376	38.5%	0	0.0%	34	5.6%	252	0.0%	803	76.7%	21.3%	Y
8	1	1,768	547	38.6%	364	16.2%	189	14.2%	0	0.0%	457	16.6%	211	14.3%	1,221	61.4%	30.0%	Y
8	2	1,642	687	31.0%	343	41.2%	311	9.8%	0	0.0%	273	17.0%	28	0.9%	955	69.0%	41.4%	Y
9	1	843	638	82.4%	44	5.6%	49	4.3%	0	0.0%	53	5.0%	59	2.7%	205	17.6%	26.1%	Y
9	2	1,398	1,170	78.4%	44	5.1%	0	0.0%	0	0.0%	132	12.9%	52	3.6%	228	21.6%	3.6%	N
9	3	1,203	1,040	89.3%	0	0.0%	45	1.8%	0	0.0%	14	3.3%	104	5.7%	163	10.7%	3.8%	N
10	1	1,106	493	53.1%	528	40.4%	17	0.6%	0	0.0%	24	2.2%	44	3.7%	613	46.9%	16.1%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
10	2	996	722	61.6%	0	3.1%	0	0.0%	0	0.0%	0	5.1%	274	30.3%	274	38.4%	18.7%	N
10	3	1,080	416	57.5%	523	36.7%	80	3.4%	0	0.0%	40	2.4%	21	0.0%	664	42.5%	34.9%	Y
10	4	806	467	61.6%	77	20.7%	0	0.0%	0	0.0%	152	10.2%	110	7.5%	339	38.4%	21.0%	N
14	1	1,171	114	11.3%	634	46.8%	381	39.6%	0	0.0%	42	2.4%	0	0.0%	1,057	88.7%	49.0%	Y
14	2	1,842	630	29.7%	503	31.7%	626	35.2%	0	0.0%	19	1.3%	64	2.1%	1,212	70.3%	50.3%	Y
14	3	359	150	45.4%	103	16.6%	85	30.2%	0	0.0%	7	4.8%	14	3.1%	209	54.6%	10.2%	Y
15	1	1,380	715	59.9%	207	13.1%	117	11.1%	0	0.0%	83	7.2%	258	8.7%	665	40.1%	25.0%	Y
15	2	1,119	167	17.9%	443	27.3%	245	41.9%	0	0.9%	244	6.0%	20	5.9%	952	82.1%	41.2%	Y
16	1	1,765	1,259	62.1%	270	17.3%	130	8.5%	0	1.3%	38	2.0%	68	8.8%	506	37.9%	26.1%	Y
16	2	1,623	612	33.6%	449	30.8%	101	5.8%	23	2.6%	108	3.7%	330	23.5%	1,011	66.4%	28.2%	Y
17.01	1	1,320	770	72.1%	486	21.3%	29	1.4%	15	4.1%	0	0.0%	20	1.1%	550	27.9%	29.1%	Y
17.01	2	1,176	757	63.7%	179	24.6%	73	0.0%	0	0.0%	61	4.8%	106	6.8%	419	36.3%	15.1%	N
17.02	1	831	605	47.8%	71	36.9%	14	1.0%	0	0.0%	63	5.5%	78	8.9%	226	52.2%	8.1%	N
17.02	2	1,820	1,005	56.2%	116	6.0%	130	10.8%	0	5.0%	62	8.1%	507	13.9%	815	43.8%	26.1%	Y
18	1	888	652	68.1%	126	18.4%	0	0.0%	0	0.0%	61	7.7%	49	5.8%	236	31.9%	29.2%	Y
18	2	799	512	80.1%	0	0.0%	190	13.7%	0	0.0%	45	1.9%	52	4.3%	287	19.9%	8.0%	N
18	3	1,120	972	66.5%	71	13.0%	38	4.1%	0	3.6%	34	5.7%	5	7.2%	148	33.5%	12.0%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
19	1	668	543	60.1%	0	21.8%	0	0.0%	0	0.0%	118	16.0%	7	2.1%	125	39.9%	3.7%	N
19	2	754	481	70.5%	192	19.7%	0	0.0%	0	0.0%	59	6.4%	22	3.4%	273	29.5%	11.1%	N
19	3	1,304	1,179	85.4%	0	2.4%	18	2.9%	0	0.0%	107	9.4%	0	0.0%	125	14.6%	23.0%	Y
19	4	1,195	825	85.9%	238	4.5%	8	0.0%	0	0.0%	124	9.5%	0	0.0%	370	14.1%	5.8%	N
19	5	581	406	78.5%	27	0.0%	0	0.0%	0	0.0%	131	19.5%	17	2.0%	175	21.5%	6.3%	N
20	1	973	581	58.0%	191	19.9%	0	0.0%	20	3.2%	81	9.2%	100	9.8%	392	42.0%	18.7%	N
20	2	1,093	726	79.7%	138	7.6%	0	0.0%	0	0.0%	193	9.7%	36	3.0%	367	20.3%	35.2%	Y
21.01	1	676	271	39.7%	293	45.7%	0	10.0%	60	0.0%	51	3.7%	1	0.7%	405	60.3%	45.3%	Y
21.01	2	1,234	794	48.7%	230	29.6%	0	0.0%	58	2.4%	64	6.3%	88	13.1%	440	51.3%	40.5%	Y
21.01	3	495	380	67.0%	57	20.5%	0	0.0%	0	0.0%	41	10.0%	17	2.5%	115	33.0%	48.7%	Y
23	1	913	185	20.2%	574	64.8%	120	11.7%	34	3.3%	0	0.0%	0	0.0%	728	79.8%	61.7%	Y
23	2	788	461	60.6%	221	26.0%	50	6.4%	6	1.4%	44	3.3%	6	2.4%	327	39.4%	35.9%	Y
24	1	1,126	417	26.4%	268	17.6%	51	2.9%	29	4.2%	31	20.2%	330	28.7%	709	73.6%	56.1%	Y
24	2	1,130	485	58.3%	183	22.6%	1	0.1%	0	0.0%	87	11.3%	374	7.6%	645	41.7%	15.1%	N
27	1	666	445	57.8%	161	35.1%	0	0.0%	0	0.0%	15	2.4%	45	4.7%	221	42.2%	43.7%	Y
27	2	1,131	795	73.8%	70	3.5%	0	0.0%	0	3.3%	65	6.0%	201	13.3%	336	26.2%	16.0%	N
29.01	1	1,905	1,770	87.7%	18	2.1%	7	1.0%	8	0.7%	25	1.4%	77	7.1%	135	12.3%	16.0%	N



Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
29.01	2	918	808	93.9%	33	0.0%	4	0.8%	0	0.0%	41	1.7%	32	3.6%	110	6.1%	16.0%	N
30	1	891	180	22.7%	214	22.9%	9	0.9%	31	3.7%	0	0.0%	457	49.9%	711	77.3%	50.9%	Y
30	2	1,037	111	8.6%	618	69.0%	12	1.2%	0	0.0%	83	6.6%	213	14.7%	926	91.4%	28.4%	Y
32	1	1,753	1,280	69.4%	211	14.5%	92	5.2%	19	1.5%	6	0.7%	145	8.7%	473	30.6%	20.6%	N
32	2	1,300	477	44.9%	288	22.3%	270	18.0%	38	2.7%	21	0.5%	206	11.5%	823	55.1%	45.7%	Y
34	1	520	295	62.8%	114	17.3%	34	8.6%	0	0.0%	4	0.8%	73	10.5%	225	37.2%	55.9%	Y
34	2	1,255	438	32.9%	172	23.3%	271	15.8%	0	0.0%	38	1.9%	336	26.1%	817	67.1%	30.1%	Y
35	1	1,814	996	55.1%	399	27.9%	18	3.5%	25	1.7%	112	3.9%	264	7.8%	818	44.9%	33.9%	Y
35	2	365	95	21.1%	222	38.2%	15	6.3%	0	0.0%	5	1.3%	28	33.2%	270	78.9%	40.8%	Y
36.01	1	1,140	272	18.6%	546	44.0%	18	0.7%	0	0.4%	40	2.5%	264	33.8%	868	81.4%	25.8%	Y
36.01	2	841	279	23.7%	370	61.4%	0	0.0%	0	0.0%	117	8.8%	75	6.1%	562	76.3%	36.0%	Y
36.02	1	1,413	343	16.2%	660	45.9%	151	15.7%	7	0.3%	146	11.9%	106	9.9%	1,070	83.8%	30.6%	Y
36.02	2	1,189	410	31.2%	437	49.8%	67	5.0%	1	0.0%	107	4.8%	167	9.2%	779	68.8%	3.8%	Y
38	1	1,056	281	19.7%	228	38.6%	0	0.0%	0	0.0%	192	12.2%	355	29.5%	775	80.3%	56.8%	Y
38	2	1,001	214	28.8%	367	30.5%	1	0.1%	0	0.0%	155	14.3%	264	26.2%	787	71.2%	62.1%	Y
39	1	1,515	276	18.9%	674	40.4%	33	2.3%	18	1.5%	157	8.9%	357	28.1%	1,239	81.1%	77.9%	Y
39	2	1,023	146	18.8%	620	45.2%	0	0.0%	27	4.4%	113	10.4%	117	21.2%	877	81.2%	39.7%	Y

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
39	3	1,074	321	36.6%	284	22.0%	13	0.0%	2	0.2%	267	17.2%	187	23.9%	753	63.4%	35.2%	Y
40	1	1,275	338	22.2%	241	26.5%	0	0.0%	0	1.7%	54	5.5%	642	44.1%	937	77.8%	58.4%	Y
42	1	1,384	5	1.4%	1,021	75.7%	0	0.0%	0	0.0%	111	5.2%	247	17.7%	1,379	98.6%	88.5%	Y
42	2	1,214	188	15.0%	503	50.2%	10	1.1%	0	0.0%	134	4.3%	379	29.4%	1,026	85.0%	61.7%	Y
43.01	1	1,841	881	48.4%	576	26.3%	228	15.8%	0	0.0%	72	4.3%	84	5.2%	960	51.6%	60.5%	Y
43.02	1	724	351	43.3%	46	8.1%	191	29.3%	0	0.0%	8	1.2%	128	18.1%	373	56.7%	50.8%	Y
43.02	2	2,574	1,725	67.9%	190	6.0%	460	19.6%	32	0.0%	23	1.2%	144	5.2%	849	32.1%	100.0%	Y
43.02	3	663	465	71.1%	111	19.8%	75	9.1%	0	0.0%	0	0.0%	12	0.0%	198	28.9%	57.6%	Y
43.02	4	3,667	2,326	59.9%	208	6.8%	842	23.7%	0	0.0%	103	2.9%	188	6.7%	1,341	40.1%	0.0%	N
44.01	1	482	392	88.0%	29	2.1%	0	0.0%	0	0.0%	39	6.1%	22	3.8%	90	12.0%	45.4%	Y
44.01	2	738	632	79.3%	11	4.5%	39	5.5%	0	0.0%	24	4.8%	32	6.0%	106	20.7%	44.5%	Y
44.01	3	1,812	1,152	61.6%	279	15.7%	114	3.5%	0	0.0%	207	11.4%	60	7.9%	660	38.4%	22.1%	N
45	1	570	312	59.2%	112	24.8%	3	2.7%	68	0.0%	63	12.9%	12	0.3%	258	40.8%	10.9%	N
45	2	493	414	84.3%	32	7.2%	47	8.1%	0	0.0%	0	0.0%	0	0.4%	79	15.7%	42.2%	Y
45	3	933	669	79.7%	119	8.6%	92	8.6%	0	0.0%	53	3.1%	0	0.0%	264	20.3%	41.8%	Y
46	1	1,659	1,114	65.2%	271	14.6%	73	5.2%	0	0.0%	150	11.4%	51	3.6%	545	34.8%	13.7%	N
46	2	974	653	67.9%	261	25.3%	0	0.0%	25	1.9%	0	0.0%	35	4.9%	321	32.1%	8.3%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
46	3	675	608	88.7%	67	11.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	67	11.3%	4.7%	N
46	4	996	798	71.7%	51	4.6%	13	1.2%	0	0.0%	91	14.8%	43	7.6%	198	28.3%	0.0%	N
46	5	472	207	51.1%	212	34.0%	5	2.6%	0	0.0%	29	9.1%	19	3.3%	265	48.9%	1.4%	N
48	2	680	616	91.2%	27	5.3%	0	0.0%	0	0.0%	29	1.4%	8	2.1%	64	8.8%	5.6%	N
50	1	1,357	633	42.5%	416	32.5%	19	3.9%	0	0.0%	127	8.5%	162	12.6%	724	57.5%	13.5%	Y
52	1	1,524	35	4.1%	1,221	80.4%	0	0.0%	0	0.0%	21	1.7%	247	13.8%	1,489	95.9%	24.8%	Y
52	2	400	40	2.3%	351	90.4%	0	0.0%	0	0.0%	0	5.4%	9	2.0%	360	97.7%	13.9%	Y
53	1	663	33	4.0%	503	74.8%	0	0.0%	0	0.0%	0	0.0%	127	21.2%	630	96.0%	0.0%	Y
53	2	1,361	232	15.7%	962	64.9%	8	0.4%	0	0.0%	144	15.3%	15	3.7%	1,129	84.3%	42.4%	Y
54	1	1,333	122	8.9%	965	70.8%	0	0.0%	45	4.4%	139	10.4%	62	5.5%	1,211	91.1%	64.1%	Y
54	2	1,113	128	12.3%	894	78.4%	0	0.0%	0	0.6%	39	0.1%	52	8.6%	985	87.7%	34.2%	Y
55	1	510	268	47.9%	91	24.6%	70	6.7%	0	0.0%	46	8.5%	35	12.3%	242	52.1%	28.9%	Y
55	2	1,256	565	35.9%	300	33.5%	42	2.5%	27	2.5%	134	12.7%	188	13.0%	691	64.1%	17.9%	Y
55	3	1,675	749	53.9%	638	28.7%	160	9.2%	0	0.0%	43	1.6%	85	6.5%	926	46.1%	16.9%	N
56.01	1	1,603	1,274	72.0%	11	4.2%	120	10.8%	0	0.0%	69	4.1%	129	9.0%	329	28.0%	11.5%	N
56.02	1	4,578	2,874	59.2%	406	9.0%	789	19.8%	26	0.2%	109	1.9%	374	10.0%	1,704	40.8%	57.1%	Y
58	1	539	214	14.1%	302	77.1%	0	0.0%	0	0.0%	15	7.3%	8	1.5%	325	85.9%	46.1%	Y

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
58	2	464	82	25.0%	203	42.2%	0	0.0%	0	0.0%	65	12.4%	114	20.4%	382	75.0%	37.9%	Y
58	3	1,137	258	19.5%	329	43.2%	0	0.0%	0	0.0%	508	32.3%	42	5.0%	879	80.5%	55.6%	Y
59	1	996	130	10.9%	760	73.5%	0	0.0%	0	0.0%	96	14.8%	10	0.8%	866	89.1%	29.1%	Y
59	2	747	121	18.9%	264	36.6%	0	0.0%	0	0.0%	325	37.1%	37	7.3%	626	81.1%	14.3%	Y
60	1	757	395	46.0%	74	5.9%	85	21.6%	0	0.0%	21	0.7%	182	25.8%	362	54.0%	27.1%	Y
61.01	1	2,104	961	48.0%	1,036	41.5%	0	0.0%	25	1.3%	62	4.2%	20	5.0%	1,143	52.0%	44.6%	Y
61.01	2	516	221	32.0%	278	61.0%	0	1.7%	0	0.9%	17	4.4%	0	0.0%	295	68.0%	28.3%	Y
61.01	3	1,758	517	15.1%	1,077	74.2%	0	0.0%	0	0.4%	24	1.4%	140	9.0%	1,241	84.9%	28.4%	Y
61.02	1	904	629	72.3%	164	17.1%	25	2.1%	0	0.0%	24	0.0%	62	8.4%	275	27.7%	25.5%	Y
61.02	2	1,182	442	44.7%	165	8.6%	388	33.7%	0	0.0%	78	7.3%	109	5.8%	740	55.3%	18.2%	Y
61.03	1	1,802	1,359	81.2%	72	4.4%	55	4.2%	0	0.0%	148	4.3%	168	6.0%	443	18.8%	1.7%	N
61.03	2	409	310	72.6%	92	23.4%	2	4.0%	0	0.0%	5	0.0%	0	0.0%	99	27.4%	35.6%	N
<b><i>Town of Cicero</i></b>																		
101	1	1,031	1,005	99.2%	0	0.0%	0	0.0%	0	0.0%	12	0.8%	14	0.0%	26	0.8%	5.4%	N
101	2	1,684	1,436	86.9%	29	1.5%	43	2.3%	0	0.0%	62	3.0%	114	6.3%	248	13.1%	4.9%	N
102	1	1,029	957	96.2%	0	0.0%	0	0.0%	0	0.0%	28	0.8%	44	3.0%	72	3.8%	1.2%	N
102	2	1,110	1,093	98.3%	0	0.0%	2	0.2%	0	0.0%	15	1.5%	0	0.0%	17	1.7%	0.0%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
102	3	1,766	1,612	97.0%	146	1.8%	8	0.5%	0	0.0%	0	0.0%	0	0.8%	154	3.0%	1.8%	N
102	4	2,345	1,924	85.6%	0	0.0%	50	0.0%	0	0.0%	315	12.1%	56	2.3%	421	14.4%	41.8%	Y
103.01	1	515	471	90.8%	0	0.0%	0	0.0%	0	0.0%	44	9.2%	0	0.0%	44	9.2%	2.0%	N
103.01	2	580	533	93.2%	0	0.0%	5	0.0%	0	0.0%	42	6.8%	0	0.0%	47	6.8%	18.5%	N
103.01	3	1,381	1,239	88.3%	109	5.1%	11	4.1%	0	0.0%	22	1.3%	0	1.3%	142	11.7%	6.4%	N
103.01	4	842	814	95.5%	0	0.0%	0	0.0%	0	2.5%	0	0.0%	28	2.0%	28	4.5%	10.0%	N
103.01	5	1,931	1,882	95.0%	1	1.2%	48	0.9%	0	0.0%	0	0.0%	0	2.9%	49	5.0%	16.7%	N
103.21	1	979	940	95.9%	13	0.6%	0	0.0%	0	0.0%	0	0.0%	26	3.5%	39	4.1%	1.3%	N
103.21	2	2,162	1,903	91.0%	59	0.0%	89	3.9%	0	0.0%	111	5.1%	0	0.0%	259	9.0%	0.0%	N
103.22	1	1,529	1,392	92.7%	13	0.0%	95	6.7%	7	0.0%	7	0.6%	15	0.0%	137	7.3%	2.8%	N
103.22	2	1,187	1,057	87.0%	0	0.0%	61	4.0%	0	0.0%	69	8.3%	0	0.7%	130	13.0%	0.9%	N
103.22	3	649	546	91.7%	5	0.3%	64	8.1%	21	0.0%	13	0.0%	0	0.0%	103	8.3%	0.7%	N
104	1	1,729	1,689	98.2%	0	0.1%	16	0.5%	0	0.0%	23	1.1%	1	0.1%	40	1.8%	10.6%	N
104	2	2,256	2,030	92.3%	30	1.3%	95	3.2%	0	0.0%	47	1.5%	54	1.8%	226	7.7%	4.6%	N
105	1	1,240	1,143	93.8%	8	0.8%	20	1.4%	0	0.0%	37	2.4%	32	1.6%	97	6.2%	2.4%	N
105	2	1,054	1,009	95.7%	6	1.2%	5	0.7%	0	0.0%	34	1.6%	0	0.8%	45	4.3%	5.0%	N
106	1	891	839	97.9%	0	0.0%	3	0.4%	0	0.0%	17	1.6%	32	0.0%	52	2.1%	9.0%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
106	2	1,295	1,248	96.8%	24	2.0%	0	0.0%	0	0.0%	23	1.2%	0	0.0%	47	3.2%	11.3%	N
107	1	793	705	87.7%	41	5.8%	7	0.0%	0	0.0%	31	5.1%	9	1.4%	88	12.3%	12.4%	N
107	2	1,240	1,030	92.7%	87	0.5%	9	0.8%	4	0.6%	97	4.2%	13	1.2%	210	7.3%	10.2%	N
<b><i>Town of Clay</i></b>																		
108	1	714	670	84.0%	28	2.1%	0	0.0%	0	0.0%	16	2.7%	0	11.1%	44	16.0%	25.2%	Y
108	2	1,303	1,177	89.6%	0	0.0%	2	0.0%	0	0.0%	121	10.4%	3	0.0%	126	10.4%	13.9%	N
108	3	1,941	1,511	97.8%	0	0.0%	8	0.8%	0	0.0%	97	1.4%	325	0.0%	430	2.2%	12.0%	N
108	4	736	580	83.4%	34	3.8%	42	3.8%	0	0.0%	49	5.1%	31	3.8%	156	16.6%	15.8%	N
109	1	1,091	993	91.9%	0	0.7%	0	0.0%	0	0.0%	98	7.4%	0	0.0%	98	8.1%	15.5%	N
109	2	1,363	1,288	98.0%	5	0.3%	11	1.4%	0	0.0%	0	0.0%	59	0.3%	75	2.0%	14.6%	N
110.11	1	792	758	96.1%	23	2.1%	0	0.0%	0	0.0%	7	1.2%	4	0.6%	34	3.9%	19.8%	N
110.11	2	476	404	87.7%	0	0.0%	30	6.0%	0	0.0%	0	0.0%	42	6.3%	72	12.3%	6.3%	N
110.11	3	1,107	958	86.6%	14	3.0%	0	0.0%	0	0.0%	11	1.3%	124	9.1%	149	13.4%	11.7%	N
110.11	4	1,215	842	73.0%	73	5.5%	60	3.5%	0	0.0%	132	12.5%	108	5.5%	373	27.0%	4.1%	N
110.12	1	973	906	78.4%	0	1.4%	67	10.8%	0	0.0%	0	2.7%	0	6.6%	67	21.6%	7.6%	N
110.12	2	1,475	1,368	92.3%	2	0.1%	0	0.0%	0	0.0%	6	0.6%	99	6.9%	107	7.7%	1.9%	N
110.12	3	1,453	956	67.3%	260	17.5%	55	4.4%	4	1.4%	74	2.8%	104	6.7%	497	32.7%	4.8%	N



Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
110.21	1	767	727	79.4%	5	14.0%	14	1.1%	0	0.0%	21	2.9%	0	2.5%	40	20.6%	23.7%	Y
110.21	2	2,092	1,954	88.6%	50	2.8%	32	3.3%	0	0.0%	8	1.6%	48	3.6%	138	11.4%	14.4%	N
110.22	1	1,375	1,276	94.9%	22	0.6%	4	0.2%	0	0.0%	40	2.9%	33	1.4%	99	5.1%	11.2%	N
110.22	2	1,634	1,511	93.6%	19	0.5%	11	0.5%	0	0.0%	93	5.4%	0	0.0%	123	6.4%	5.8%	N
111.01	1	1,176	1,129	90.5%	0	0.0%	0	8.1%	17	1.4%	0	0.0%	30	0.0%	47	9.5%	2.3%	N
111.01	2	1,099	671	65.2%	0	0.0%	0	0.0%	0	0.0%	255	19.1%	173	15.7%	428	34.8%	12.9%	N
111.01	3	1,510	1,382	85.7%	0	6.2%	88	5.2%	0	0.0%	40	2.1%	0	0.9%	128	14.3%	8.6%	N
111.01	4	318	201	66.7%	77	9.2%	0	19.8%	0	0.0%	40	4.3%	0	0.0%	117	33.3%	0.0%	N
111.01	5	1,290	995	89.6%	140	8.7%	112	0.0%	0	0.0%	22	0.0%	21	1.6%	295	10.4%	10.9%	N
111.02	1	1,141	309	32.1%	226	15.7%	10	0.8%	0	0.0%	8	1.2%	588	50.3%	832	67.9%	53.8%	Y
111.02	2	1,578	928	52.5%	323	23.2%	56	3.3%	0	0.0%	20	1.0%	251	20.0%	650	47.5%	5.7%	N
111.02	3	835	480	46.8%	160	31.6%	113	16.4%	0	0.0%	63	4.5%	19	0.6%	355	53.2%	8.5%	Y
112.01	1	966	719	71.8%	43	5.8%	0	0.0%	0	0.0%	80	9.1%	124	13.3%	247	28.2%	23.5%	Y
112.01	2	979	922	94.8%	0	0.0%	0	0.0%	9	0.8%	17	1.4%	31	2.9%	57	5.2%	34.0%	Y
112.01	3	1,296	1,158	89.8%	0	0.0%	45	5.1%	0	0.0%	93	5.1%	0	0.0%	138	10.2%	0.8%	N
112.01	4	1,067	936	84.3%	22	4.1%	0	0.0%	0	0.0%	0	0.3%	109	11.3%	131	15.7%	8.2%	N
112.02	1	1,800	1,622	90.5%	0	0.0%	62	2.4%	9	0.0%	38	3.4%	69	3.6%	178	9.5%	3.3%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
112.02	2	1,675	1,176	77.8%	135	3.5%	59	3.1%	3	0.0%	111	3.8%	191	11.8%	499	22.2%	0.5%	N
112.02	3	704	677	96.6%	0	0.0%	18	2.8%	0	0.0%	9	0.6%	0	0.0%	27	3.4%	14.1%	N
112.31	1	1,117	997	94.2%	10	2.5%	40	0.0%	0	0.0%	47	1.4%	23	1.9%	120	5.8%	3.4%	N
112.31	2	1,890	1,534	81.7%	75	3.7%	0	0.0%	0	0.0%	211	12.1%	70	2.5%	356	18.3%	6.7%	N
112.31	3	1,785	1,308	76.3%	84	7.0%	48	4.7%	0	0.0%	99	4.2%	246	7.8%	477	23.7%	14.5%	N
112.32	1	1,581	1,141	68.2%	65	3.9%	3	0.2%	0	0.0%	285	22.9%	87	4.9%	440	31.8%	9.2%	N
112.32	2	1,293	1,158	88.8%	11	0.9%	58	3.8%	0	0.0%	29	2.3%	37	4.2%	135	11.2%	2.5%	N
112.32	3	1,469	1,373	88.9%	15	1.6%	0	0.0%	0	0.0%	75	8.9%	6	0.6%	96	11.1%	0.5%	N
112.41	1	607	432	82.2%	131	10.0%	19	0.0%	0	0.0%	25	7.9%	0	0.0%	175	17.8%	0.7%	N
112.41	2	1,884	1,652	86.4%	60	3.2%	57	2.5%	0	0.2%	55	3.5%	60	4.0%	232	13.6%	1.8%	N
112.42	1	700	396	61.7%	0	0.0%	42	0.0%	0	0.0%	261	38.3%	1	0.0%	304	38.3%	0.5%	N
112.42	2	827	751	93.3%	0	0.0%	14	0.0%	0	0.0%	11	2.2%	51	4.5%	76	6.7%	4.4%	N
112.42	3	2,137	1,813	82.3%	88	6.8%	90	5.2%	0	0.0%	41	1.7%	105	4.0%	324	17.7%	0.6%	N
112.42	4	2,773	2,094	87.0%	53	2.4%	62	3.7%	0	0.0%	548	4.4%	16	2.5%	679	13.0%	2.6%	N
113	1	704	678	94.3%	0	0.0%	0	0.0%	0	0.0%	15	3.0%	11	2.8%	26	5.7%	0.0%	N
113	2	1,310	1,260	96.1%	0	0.0%	0	0.0%	0	0.0%	50	3.9%	0	0.0%	50	3.9%	2.1%	N
113	3	572	562	86.9%	0	0.0%	0	0.0%	0	0.0%	10	13.1%	0	0.0%	10	13.1%	6.7%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
113	4	1,493	1,124	75.9%	81	6.0%	107	6.7%	0	0.0%	38	3.2%	143	8.2%	369	24.1%	3.2%	N
<b><i>Town of Lysander</i></b>																		
114.01	1	704	629	89.3%	0	0.0%	57	8.1%	0	0.0%	0	0.0%	18	2.6%	75	10.7%	0.0%	N
114.01	2	1,383	1,259	91.0%	64	4.6%	0	0.0%	1	0.1%	23	1.7%	36	2.6%	124	9.0%	20.8%	N
114.01	3	945	939	99.4%	3	0.3%	0	0.0%	0	0.0%	0	0.0%	3	0.3%	6	0.6%	7.5%	N
114.01	4	2,023	2,000	98.9%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	23	1.1%	23	1.1%	0.9%	N
114.01	5	2,030	2,004	98.7%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	26	1.3%	26	1.3%	1.0%	N
114.02	1	967	939	97.1%	0	0.0%	0	0.0%	0	0.0%	28	2.9%	0	0.0%	28	2.9%	19.6%	N
114.02	2	743	679	91.4%	0	0.0%	0	0.0%	0	0.0%	39	5.2%	25	3.4%	64	8.6%	8.5%	N
114.02	3	1,333	1,264	94.8%	0	0.0%	0	0.0%	0	0.0%	33	2.5%	36	2.7%	69	5.2%	0.0%	N
114.02	4	1,091	1,058	97.0%	1	0.1%	1	0.1%	1	0.1%	23	2.1%	7	0.6%	33	3.0%	2.8%	N
115	1	2,001	1,646	82.3%	23	1.1%	212	10.6%	0	0.0%	18	0.9%	102	5.1%	355	17.7%	0.0%	N
115	2	2,055	1,519	73.9%	172	8.4%	36	1.8%	0	0.0%	287	14.0%	41	2.0%	536	26.1%	13.7%	N
115	3	1,748	1,592	91.1%	8	0.5%	37	2.1%	0	0.0%	111	6.4%	0	0.0%	156	8.9%	1.9%	N
115	4	490	437	89.2%	0	0.0%	53	10.8%	0	0.0%	0	0.0%	0	0.0%	53	10.8%	6.3%	N
116	1	745	745	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	9.5%	N
116	2	1,972	1,745	88.5%	4	0.2%	0	0.0%	0	0.0%	192	9.7%	31	1.6%	227	11.5%	2.2%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
116	3	2,245	1,903	84.8%	0	0.0%	61	2.7%	0	0.0%	163	7.3%	118	5.3%	342	15.2%	2.6%	N
116	4	547	547	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	13.9%	N
<b><i>Town of Van Buren</i></b>																		
117	1	2,934	2,668	85.9%	103	3.3%	17	0.1%	0	0.0%	38	0.8%	108	9.9%	266	14.1%	15.5%	N
117	2	1,433	1,349	93.8%	12	0.9%	0	0.0%	9	0.7%	44	3.0%	19	1.7%	84	6.2%	6.9%	N
118	1	1,115	1,067	94.4%	0	0.0%	0	0.0%	0	0.0%	48	5.6%	0	0.0%	48	5.6%	2.2%	N
118	2	1,255	1,026	89.9%	0	0.0%	30	1.9%	0	0.0%	62	1.2%	137	7.0%	229	10.1%	11.9%	N
118	3	1,401	1,364	99.1%	0	0.0%	0	0.0%	0	0.0%	9	0.9%	28	0.0%	37	0.9%	9.8%	N
118	4	862	459	70.1%	138	5.8%	5	0.5%	0	0.0%	67	5.0%	193	18.5%	403	29.9%	10.8%	N
118	5	1,366	1,277	90.2%	0	0.0%	0	0.0%	0	0.0%	89	9.8%	0	0.0%	89	9.8%	13.2%	N
119	1	1,234	1,207	98.4%	2	0.0%	0	0.0%	0	0.0%	25	1.6%	0	0.0%	27	1.6%	5.7%	N
119	2	972	896	90.2%	0	0.0%	0	0.0%	0	0.0%	21	1.4%	55	8.4%	76	9.8%	1.0%	N
119	3	1,080	1,080	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	N
119	4	594	584	98.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	10	1.4%	10	1.4%	2.7%	N
<b><i>Town of Elbridge</i></b>																		
120	1	320	320	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	N
120	2	1,688	1,551	95.8%	20	0.0%	8	0.3%	0	0.0%	70	2.8%	39	1.1%	137	4.2%	10.6%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		Y/N
Town of Camillus																		
121	1	1,582	1,397	89.7%	19	1.5%	0	0.0%	29	2.3%	96	4.2%	41	2.3%	185	10.3%	9.9%	N
121	2	1,033	940	96.5%	4	0.6%	0	0.0%	0	0.0%	37	0.7%	52	2.2%	93	3.5%	2.4%	N
121	3	1,739	1,534	90.4%	28	2.0%	87	4.7%	0	0.0%	55	1.2%	35	1.7%	205	9.6%	4.0%	N
124	4	1,062	880	98.2%	0	0.0%	0	0.0%	0	0.0%	176	1.3%	6	0.5%	182	1.8%	18.9%	N
125	1	825	612	75.3%	90	10.5%	0	0.0%	1	0.1%	29	3.1%	93	10.9%	213	24.7%	7.9%	N
126	1	627	598	98.1%	0	0.0%	6	0.0%	0	0.0%	0	0.0%	23	1.9%	29	1.9%	8.8%	N
127	1	688	633	87.9%	50	6.3%	0	0.0%	0	0.0%	0	0.0%	5	5.7%	55	12.1%	2.8%	N
127	2	1,392	1,206	89.1%	11	0.0%	0	0.3%	0	0.0%	39	0.0%	136	10.6%	186	10.9%	12.9%	N
Town of Geddes																		
128	1	1,019	824	87.0%	70	6.0%	0	0.0%	0	0.0%	10	0.0%	115	7.0%	195	13.0%	0.9%	N
128	2	615	533	89.1%	0	0.0%	70	9.9%	0	0.0%	12	1.0%	0	0.0%	82	10.9%	5.8%	N
128	3	1,047	866	89.5%	17	0.0%	0	0.0%	12	1.0%	135	7.9%	17	1.6%	181	10.5%	3.6%	N
129	1	1,151	802	76.0%	207	14.3%	0	0.0%	0	0.0%	70	6.5%	72	3.2%	349	24.0%	8.7%	N
129	2	1,051	858	82.0%	2	0.4%	0	0.0%	22	2.3%	4	3.1%	165	12.1%	193	18.0%	18.7%	N
130	1	883	825	97.4%	0	0.0%	0	0.0%	0	0.0%	10	1.3%	48	1.3%	58	2.6%	0.0%	N
130	2	1,087	929	77.1%	59	22.9%	0	0.0%	0	0.0%	6	0.0%	93	0.0%	158	22.9%	43.7%	Y

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
130	3	1,647	1,487	93.3%	0	0.0%	56	2.2%	0	0.0%	35	1.3%	69	3.2%	160	6.7%	5.8%	N
130	4	771	704	88.8%	0	1.7%	31	1.4%	3	0.3%	0	0.0%	33	7.8%	67	11.2%	8.4%	N
131	1	913	755	85.0%	21	0.3%	12	1.1%	0	0.0%	124	13.5%	1	0.0%	158	15.0%	2.3%	N
131	2	1,084	995	92.6%	0	0.0%	0	0.0%	0	0.0%	6	1.7%	83	5.7%	89	7.4%	3.8%	N
131	3	1,430	1,338	86.4%	0	2.7%	9	0.6%	0	0.0%	55	8.7%	28	1.7%	92	13.6%	1.3%	N
132	1	1,082	926	81.1%	104	3.7%	0	0.8%	15	1.2%	0	2.6%	37	10.6%	156	18.9%	10.1%	N
132	2	2,137	1,792	82.6%	199	11.9%	13	0.7%	6	0.5%	70	3.4%	57	1.0%	345	17.4%	3.7%	N
<b><i>Town of Salina</i></b>																		
133	1	724	557	89.6%	4	0.8%	122	2.4%	0	0.0%	30	3.2%	11	3.9%	167	10.4%	20.3%	N
133	2	946	724	78.4%	71	6.8%	124	10.7%	0	0.0%	19	2.8%	8	1.2%	222	21.6%	23.2%	Y
133	3	934	824	92.1%	0	0.0%	0	0.0%	0	0.0%	21	0.5%	89	7.4%	110	7.9%	3.7%	N
134	1	557	501	91.2%	12	2.4%	0	0.0%	0	0.0%	44	6.5%	0	0.0%	56	8.8%	14.7%	N
134	2	2,308	2,040	94.1%	210	3.5%	11	0.5%	0	0.0%	47	1.9%	0	0.0%	268	5.9%	4.1%	N
134	3	974	966	99.1%	0	0.0%	8	0.9%	0	0.0%	0	0.0%	0	0.0%	8	0.9%	0.0%	N
134	4	1,407	1,116	85.1%	71	2.7%	1	0.1%	0	0.0%	106	5.6%	113	6.5%	291	14.9%	14.0%	N
135	1	1,100	814	83.3%	68	7.0%	39	0.0%	0	0.0%	91	9.7%	88	0.0%	286	16.7%	7.4%	N
135	2	2,409	1,907	80.0%	10	0.0%	243	10.8%	0	0.0%	13	0.0%	236	9.2%	502	20.0%	2.2%	N



Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
135	3	1,232	1,015	85.7%	18	0.9%	138	9.2%	0	0.0%	32	1.8%	29	2.4%	217	14.3%	8.0%	N
135	4	441	419	89.0%	0	2.9%	0	0.0%	0	0.0%	0	2.5%	22	5.6%	22	11.0%	2.9%	N
136	1	776	744	83.4%	0	0.0%	28	1.8%	0	0.0%	4	14.8%	0	0.0%	32	16.6%	3.6%	N
136	2	1,104	897	83.3%	46	4.6%	57	4.8%	0	0.0%	38	2.4%	66	4.8%	207	16.7%	21.8%	N
136	3	1,300	1,157	87.4%	54	4.7%	0	0.0%	0	0.0%	16	1.6%	73	6.3%	143	12.6%	28.5%	Y
137.01	1	778	656	85.9%	56	7.9%	15	0.0%	0	0.0%	51	6.2%	0	0.0%	122	14.1%	7.9%	N
137.01	2	1,980	1,818	81.6%	14	2.2%	25	7.1%	0	0.0%	23	7.6%	100	1.5%	162	18.4%	3.7%	N
137.01	3	514	507	98.3%	0	0.0%	0	0.0%	0	0.0%	7	1.7%	0	0.0%	7	1.7%	18.1%	N
137.01	4	928	875	97.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	53	2.4%	53	2.4%	0.0%	N
138	1	1,099	955	88.6%	5	0.5%	7	0.6%	0	0.0%	44	2.6%	88	7.7%	144	11.4%	13.1%	N
138	2	946	848	91.5%	6	0.2%	0	0.0%	0	0.0%	86	7.7%	6	0.5%	98	8.5%	9.5%	N
139	1	1,822	1,447	77.1%	0	0.5%	147	7.2%	19	0.8%	182	12.0%	27	2.5%	375	22.9%	8.9%	N
139	2	887	814	86.8%	0	0.0%	43	6.7%	11	0.0%	19	2.3%	0	4.2%	73	13.2%	15.1%	N
140	1	1,326	1,289	93.2%	0	0.0%	0	0.0%	0	0.0%	20	1.2%	17	5.6%	37	6.8%	7.0%	N
140	2	1,444	1,003	75.2%	134	0.0%	47	3.7%	0	0.0%	125	10.4%	135	10.7%	441	24.8%	6.7%	N
140	3	553	234	42.4%	44	11.7%	97	22.0%	0	0.0%	77	6.5%	101	17.3%	319	57.6%	14.3%	Y
142	1	1,034	869	87.2%	20	0.0%	14	1.5%	35	3.8%	96	7.5%	0	0.0%	165	12.8%	9.5%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
142	2	1,655	1,096	71.9%	100	9.0%	203	2.4%	16	1.9%	210	12.4%	30	2.4%	559	28.1%	5.6%	N
142	3	1,767	1,001	66.3%	504	14.4%	146	8.1%	0	0.0%	71	5.6%	45	5.5%	766	33.7%	31.3%	Y
<b><i>Town of De Witt</i></b>																		
143	1	1,241	951	84.1%	58	4.6%	14	0.9%	0	0.0%	85	3.6%	133	6.8%	290	15.9%	12.8%	N
143	2	711	608	90.2%	0	0.0%	18	4.1%	0	0.0%	21	3.3%	64	2.4%	103	9.8%	8.7%	N
143	3	1,087	1,039	94.9%	0	0.0%	4	0.4%	0	0.0%	31	3.2%	13	1.5%	48	5.1%	8.3%	N
144	1	924	920	96.2%	4	0.3%	0	0.0%	0	0.0%	0	3.6%	0	0.0%	4	3.8%	9.3%	N
144	2	469	283	72.4%	128	21.8%	18	4.2%	0	0.0%	27	1.6%	13	0.0%	186	27.6%	26.5%	Y
144	3	795	655	82.2%	0	0.0%	13	1.7%	0	0.0%	127	16.1%	0	0.0%	140	17.8%	7.7%	N
145	1	703	575	87.7%	58	11.1%	0	0.0%	0	0.0%	34	1.3%	36	0.0%	128	12.3%	2.6%	N
145	2	2,444	2,024	85.1%	74	5.6%	151	2.0%	19	1.0%	115	2.9%	61	3.4%	420	14.9%	13.2%	N
145	3	874	796	92.0%	0	0.0%	0	0.0%	0	0.0%	62	5.5%	16	2.4%	78	8.0%	8.7%	N
146	1	2,506	989	38.4%	591	22.5%	134	6.4%	55	0.0%	268	13.4%	469	19.3%	1,517	61.6%	15.0%	Y
146	2	1,191	913	75.0%	72	9.8%	124	9.4%	8	0.5%	19	1.2%	55	4.2%	278	25.0%	6.8%	N
146	3	532	521	95.6%	10	2.0%	1	0.2%	0	0.0%	0	2.2%	0	0.0%	11	4.4%	5.3%	N
146	4	556	478	63.5%	0	26.4%	30	2.0%	0	0.0%	24	5.3%	24	2.8%	78	36.5%	1.3%	N
147	1	837	787	99.4%	0	0.0%	5	0.6%	0	0.0%	45	0.0%	0	0.0%	50	0.6%	0.6%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
147	2	1,338	987	70.0%	217	16.4%	52	3.9%	0	0.0%	82	9.8%	0	0.0%	351	30.0%	1.1%	N
147	3	1,111	687	82.0%	301	0.0%	64	8.0%	19	2.6%	15	2.2%	25	5.2%	424	18.0%	20.1%	N
147	4	1,326	749	67.0%	21	1.8%	348	19.1%	0	0.0%	208	12.1%	0	0.1%	577	33.0%	0.9%	N
147	5	1,424	1,097	80.7%	69	4.4%	138	7.6%	0	0.0%	120	7.3%	0	0.0%	327	19.3%	11.5%	N
148	1	566	516	90.5%	0	0.0%	0	0.0%	0	0.0%	11	0.0%	39	9.5%	50	9.5%	0.0%	N
148	3	1,372	1,165	82.9%	18	2.0%	99	7.9%	0	0.0%	56	4.7%	34	2.5%	207	17.1%	3.9%	N
148	2	1,732	1,365	82.8%	167	9.6%	127	6.2%	0	0.0%	64	0.8%	9	0.6%	367	17.2%	11.6%	N
149	1	2,034	1,583	78.8%	176	10.0%	36	0.4%	9	1.0%	137	5.7%	93	4.0%	451	21.2%	7.1%	N
<b><i>Town of Manlius</i></b>																		
150	3	1,653	1,456	84.0%	3	1.3%	49	4.5%	0	0.0%	107	9.1%	38	0.9%	197	16.0%	1.1%	N
154	1	1,685	1,303	73.6%	12	0.0%	44	3.6%	0	0.0%	135	4.0%	191	18.8%	382	26.4%	6.0%	Y
154	2	1,735	1,699	97.6%	0	0.0%	14	1.1%	0	0.0%	22	1.3%	0	0.0%	36	2.4%	5.5%	N
154	3	1,149	1,099	89.3%	0	0.0%	0	7.0%	22	1.6%	23	1.7%	5	0.3%	50	10.7%	6.0%	N
154	4	1,235	1,235	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3.3%	N
155	1	1,581	1,402	85.9%	36	2.4%	95	8.0%	0	0.0%	34	2.7%	14	1.0%	179	14.1%	3.4%	N
155	2	1,218	1,080	94.0%	26	1.5%	13	0.9%	0	0.0%	99	3.5%	0	0.0%	138	6.0%	2.7%	N
156.01	1	1,030	928	92.1%	29	1.5%	0	0.0%	0	0.0%	56	4.4%	17	2.0%	102	7.9%	3.7%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
156.01	2	1,098	1,054	99.3%	14	0.4%	6	0.0%	0	0.0%	24	0.3%	0	0.0%	44	0.7%	1.1%	N
<b><i>Town of Onondaga</i></b>																		
161	1	2,595	1,599	65.1%	225	7.5%	632	22.9%	2	0.2%	121	4.2%	16	0.2%	996	34.9%	2.7%	Y
<b>Oswego County</b>																		
204	1	1,651	1,569	97.3%	4	0.0%	10	0.7%	0	0.0%	47	2.0%	21	0.0%	82	2.7%	14.3%	N
204	2	1,223	1,199	96.7%	0	0.0%	0	0.9%	0	0.0%	24	2.4%	0	0.0%	24	3.3%	1.3%	N
204	3	2,095	2,068	97.6%	9	0.5%	0	0.0%	0	0.0%	15	1.8%	3	0.1%	27	2.4%	18.7%	N
204	4	311	287	90.8%	15	2.5%	0	4.0%	0	0.0%	9	2.7%	0	0.0%	24	9.2%	6.9%	N
205.01	2	955	896	91.3%	0	0.0%	1	1.0%	0	0.0%	45	6.7%	13	1.1%	59	8.7%	11.0%	N
205.02	2	1,723	1,558	91.4%	4	1.0%	9	0.2%	2	0.1%	106	4.8%	44	2.5%	165	8.6%	7.8%	N
206	2	4,008	3,682	89.8%	0	0.0%	0	0.0%	1	0.0%	90	2.6%	235	7.5%	326	10.2%	9.7%	N
207.03	1	1,116	1,045	94.6%	0	0.0%	0	0.0%	0	0.0%	71	5.4%	0	0.0%	71	5.4%	14.8%	N
207.03	2	1,189	1,142	95.4%	0	0.0%	0	0.0%	4	0.4%	7	0.6%	36	3.6%	47	4.6%	4.7%	N
207.03	3	1,460	1,397	97.0%	0	0.0%	16	1.2%	0	0.0%	32	0.6%	15	1.3%	63	3.0%	4.9%	N
207.03	4	1,273	1,218	91.8%	0	0.0%	18	1.1%	3	0.3%	34	3.3%	0	3.5%	55	8.2%	29.8%	Y
207.04	1	731	666	94.9%	0	0.0%	0	0.0%	0	0.0%	65	5.1%	0	0.0%	65	5.1%	6.0%	N
207.04	2	1,402	1,371	96.1%	0	0.0%	0	1.4%	0	0.0%	16	1.1%	15	1.3%	31	3.9%	5.5%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
207.05	1	750	721	97.4%	0	0.0%	0	0.0%	0	0.0%	26	2.6%	3	0.0%	29	2.6%	31.3%	Y
207.05	2	1,198	1,123	95.3%	0	0.0%	0	0.1%	0	0.0%	75	4.6%	0	0.0%	75	4.7%	20.9%	N
207.06	1	1,537	1,500	97.0%	2	0.7%	2	0.2%	1	0.1%	26	1.9%	6	0.1%	37	3.0%	17.2%	N
207.06	2	870	868	99.8%	0	0.0%	0	0.0%	0	0.0%	2	0.2%	0	0.0%	2	0.2%	17.0%	N
207.07	1	1,893	1,799	96.3%	8	0.0%	0	0.0%	0	0.0%	31	1.5%	55	2.2%	94	3.7%	11.5%	N
208	1	1,908	1,654	85.9%	0	0.0%	0	0.0%	0	0.0%	69	4.3%	185	9.8%	254	14.1%	24.3%	Y
208	2	1,556	1,458	84.8%	7	7.1%	3	0.3%	0	0.0%	26	2.4%	62	5.4%	98	15.2%	34.1%	Y
209.01	1	1,090	1,013	94.3%	3	0.1%	0	0.0%	0	0.0%	27	1.4%	47	4.2%	77	5.7%	11.2%	N
209.01	2	1,303	1,212	93.3%	0	0.0%	0	0.0%	0	0.0%	73	5.2%	18	1.5%	91	6.7%	28.4%	Y
209.03	1	876	713	84.0%	0	0.0%	0	0.0%	0	0.0%	117	11.5%	46	4.5%	163	16.0%	38.4%	Y
209.03	2	631	619	98.4%	0	0.0%	0	0.0%	0	0.0%	9	1.6%	3	0.0%	12	1.6%	3.7%	N
209.03	3	1,018	983	95.3%	19	2.7%	0	0.0%	0	0.0%	0	0.0%	16	2.0%	35	4.7%	13.8%	N
209.04	1	761	725	100.0%	0	0.0%	0	0.0%	0	0.0%	20	0.0%	16	0.0%	36	0.0%	0.0%	N
209.04	2	1,143	1,079	91.5%	0	0.0%	0	0.8%	0	0.0%	62	6.9%	2	0.9%	64	8.5%	7.8%	N
209.05	1	1,131	1,073	98.3%	0	0.0%	58	0.4%	0	0.0%	0	0.0%	0	1.3%	58	1.7%	0.9%	N
210.01	1	1,059	1,040	99.6%	0	0.0%	0	0.0%	0	0.0%	19	0.4%	0	0.0%	19	0.4%	1.9%	N
210.01	2	1,483	1,392	91.6%	5	0.9%	0	0.0%	0	0.0%	11	0.7%	75	6.7%	91	8.4%	18.5%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
210.02	1	2,076	2,029	97.5%	0	0.0%	0	0.0%	0	0.0%	35	1.8%	12	0.7%	47	2.5%	13.3%	N
210.03	1	1,032	966	92.6%	0	0.0%	0	0.0%	0	0.0%	26	2.7%	40	4.7%	66	7.4%	16.9%	N
211.01	1	591	443	71.3%	43	5.6%	0	0.0%	0	0.0%	40	8.9%	65	14.2%	148	28.7%	23.0%	N
211.01	2	398	328	90.5%	7	0.8%	0	0.0%	0	0.0%	15	3.0%	48	5.8%	70	9.5%	30.8%	Y
211.01	3	1,318	1,179	86.9%	17	1.3%	0	0.0%	0	0.0%	27	0.4%	95	11.4%	139	13.1%	37.9%	Y
211.01	4	1,082	1,038	98.2%	16	1.1%	0	0.0%	0	0.0%	28	0.7%	0	0.0%	44	1.8%	13.6%	N
211.02	1	1,699	1,514	89.4%	32	0.9%	0	0.3%	0	0.0%	112	6.3%	41	3.0%	185	10.6%	42.4%	Y
211.02	2	654	528	70.5%	0	0.0%	0	0.0%	0	0.4%	40	9.0%	86	20.1%	126	29.5%	40.4%	Y
211.03	1	1,329	1,270	95.0%	0	1.0%	6	0.6%	1	0.1%	52	3.3%	0	0.0%	59	5.0%	11.1%	N
211.03	2	1,609	1,577	98.6%	20	1.1%	0	0.0%	0	0.0%	8	0.0%	4	0.3%	32	1.4%	9.1%	N
211.04	1	630	580	93.4%	0	0.0%	0	0.0%	2	0.0%	48	6.6%	0	0.0%	50	6.6%	21.0%	N
211.04	2	1,010	898	99.2%	8	0.0%	0	0.0%	4	0.0%	0	0.0%	100	0.8%	112	0.8%	1.4%	N
211.04	3	1,019	912	94.0%	14	0.0%	17	2.9%	0	0.0%	25	1.9%	51	1.2%	107	6.0%	34.2%	Y
212.01	1	1,130	1,123	99.6%	0	0.0%	0	0.0%	5	0.4%	0	0.0%	2	0.0%	7	0.4%	24.9%	Y
212.02	1	1,152	1,013	97.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	139	2.5%	139	2.5%	30.3%	Y
212.02	2	1,482	1,391	89.4%	0	0.0%	88	10.2%	0	0.0%	0	0.0%	3	0.4%	91	10.6%	11.1%	N
212.03	1	1,949	1,820	97.0%	13	0.5%	0	0.0%	2	0.2%	22	1.3%	92	1.1%	129	3.0%	8.7%	N



Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
212.03	2	797	777	100.0%	0	0.0%	0	0.0%	0	0.0%	17	0.0%	3	0.0%	20	0.0%	2.7%	N
213	1	1,309	1,257	94.1%	2	0.1%	2	0.1%	2	0.0%	29	4.7%	17	0.9%	52	5.9%	14.2%	N
213	2	1,223	1,163	94.0%	0	0.0%	0	0.0%	0	0.0%	29	2.3%	31	3.6%	60	6.0%	13.2%	N
213	3	1,969	1,691	87.0%	0	0.0%	29	1.6%	70	3.8%	130	5.6%	49	2.0%	278	13.0%	26.9%	Y
214.01	1	1,803	1,769	98.4%	3	0.2%	0	0.0%	0	0.0%	8	0.0%	23	1.3%	34	1.6%	16.7%	N
214.01	2	2,802	2,383	88.8%	83	2.8%	47	1.7%	0	0.0%	105	1.6%	184	5.2%	419	11.2%	7.7%	N
214.01	3	421	364	97.4%	12	2.6%	45	0.0%	0	0.0%	0	0.0%	0	0.0%	57	2.6%	48.1%	Y
214.01	4	3,254	1,893	56.5%	522	16.0%	130	4.1%	8	0.3%	81	1.0%	620	22.1%	1,361	43.5%	17.6%	Y
214.02	1	1,740	1,588	92.6%	6	0.1%	14	0.4%	0	0.0%	87	4.3%	45	2.6%	152	7.4%	8.3%	N
215.01	1	1,589	1,446	90.2%	0	0.0%	30	1.8%	0	0.0%	57	4.7%	56	3.3%	143	9.8%	10.2%	N
215.01	2	1,348	1,278	95.6%	0	0.2%	0	0.0%	0	0.2%	50	3.7%	20	0.2%	70	4.4%	9.7%	N
215.03	1	1,061	919	87.5%	1	0.1%	0	0.0%	0	0.0%	64	5.2%	77	7.2%	142	12.5%	1.7%	N
215.03	2	1,225	1,173	94.3%	0	0.0%	12	0.9%	0	0.0%	37	3.2%	3	1.5%	52	5.7%	3.6%	N
215.04	2	1,570	1,447	96.9%	0	0.0%	0	0.0%	0	0.0%	109	3.1%	14	0.0%	123	3.1%	8.5%	N
215.05	1	2,150	1,957	90.5%	71	0.2%	24	1.1%	0	0.0%	86	5.9%	12	2.4%	193	9.5%	13.5%	N
216.01	1	586	496	87.3%	0	0.0%	0	0.0%	0	0.0%	60	6.3%	30	6.4%	90	12.7%	13.8%	N
216.01	3	807	685	83.1%	0	2.7%	32	3.2%	0	0.0%	47	5.1%	43	5.8%	122	16.9%	14.6%	N

Census Tract	Block Group	Total Population	White		Black		Asian		Indigenous Nations		Other		Hispanic		Total Minority		Poverty Rate (%)	EJ Community Y/N
			#	%	#	%	#	%	#	%	#	%	#	%	#	%		
216.02	1	1,737	1,541	90.6%	19	1.2%	70	3.4%	0	0.0%	75	2.8%	32	2.0%	196	9.4%	33.1%	Y
216.02	2	1,194	963	86.1%	90	4.4%	37	2.3%	0	0.0%	40	3.5%	64	3.7%	231	13.9%	44.6%	Y
216.03	1	849	707	87.0%	0	0.0%	50	1.3%	0	0.0%	92	10.5%	0	1.3%	142	13.0%	22.1%	N
216.03	2	1,373	1,303	91.4%	0	0.0%	0	1.1%	0	0.0%	33	1.3%	37	6.2%	70	8.6%	10.4%	N
216.03	3	1,211	1,203	98.5%	0	0.0%	8	0.4%	0	0.0%	0	1.1%	0	0.0%	8	1.5%	5.7%	N
216.04	1	1,532	1,298	92.7%	0	0.0%	33	1.3%	13	0.3%	32	3.4%	156	2.2%	234	7.3%	20.9%	N
216.04	2	1,541	1,498	95.8%	0	0.1%	8	0.8%	0	0.0%	23	2.9%	12	0.4%	43	4.2%	25.6%	Y
216.04	3	1,911	1,706	89.6%	23	1.4%	37	2.5%	0	0.0%	65	4.1%	80	2.5%	205	10.4%	16.4%	N
216.05	1	1,211	1,113	93.1%	0	0.0%	0	0.0%	0	0.0%	12	1.3%	86	5.7%	98	6.9%	41.2%	Y
216.05	2	622	579	92.6%	0	0.0%	17	4.1%	0	0.0%	9	2.3%	17	0.9%	43	7.4%	22.5%	Y
216.05	3	402	389	95.8%	0	0.0%	0	0.0%	0	0.0%	9	3.6%	4	0.6%	13	4.2%	14.6%	N
216.05	4	1,023	723	81.1%	5	0.0%	0	0.0%	0	0.0%	144	18.9%	151	0.0%	300	18.9%	39.0%	Y
Study Area		291,420	203,079	69.7%	38,605	13.2%	12,554	4.3%	1,040	0.4%	16,753	5.7%	19,389	6.7%	88,341	30.3%	17.8%	N/A

Source: U.S. Census Bureau, American Community Survey (ACS) 2023 5-Year Estimates

The racial and ethnic categories provided are further defined as: White (White alone, not Hispanic or Latino); Black (Black or African American alone, not Hispanic or Latino); Asian. Total minority population includes all persons other than Non-Hispanic White. Poverty rate refers to the percentage of the population living below poverty level.

## **R-1.4 Summary of Public Outreach**

The Proposed Project has included a robust public outreach program. The Proposed Project also includes opportunities for public comment through the environmental review process, including scoping. Scoping includes a public opportunity to comment on purpose and need, alternatives, and topics to be covered in the environmental impact statement (EIS). A public scoping meeting pursuant to SEQRA was held on October 11, 2023 and a Final Scope was issued on December 14, 2023. Subsequently, a public scoping meeting was held on March 19, 2024, at the Town of Clay Town Hall Board Room. Additionally, a public hearing and public comment period on this Draft EIS will allow the public to provide input on the Proposed Project. Using the public comment as input, the Lead Agencies will prepare a final EIS (FEIS) to clarify or update the technical analyses. The FEIS will include a summary Response to Comments sections documenting how public comments was addressed. The Record of Decision (ROD) documents the Lead Agency's conclusions (or findings) relative to environmental impacts and mitigation. Publication of the ROD completes the federal environmental review process. In addition, a Findings Statement will complete the SEQRA process.

A series of stakeholder focus groups were held to provide stakeholders with information on key topics identified from the scoping meeting; socialize early analysis results and potential mitigation; and answer questions and establish relationships with local stakeholders. Outreach was conducted to a variety of community-based organizations with representation from potential environmental justice populations including minority populations, refugee and immigrants, LGBTQ populations, low-income populations, people with disabilities, and at-risk youth groups. Separate Focus Groups were held with a number of environmental and climate advocacy organizations.

The Project also includes coordination with the Onondaga Nation and other Indigenous Nations.

### **R-1.4.1 Pre-Scoping Environmental Justice Outreach**

Micron conducted two environmental justice focus groups, in addition to a public open house (Syracuse Open House on August 1, 2023) prior to the scoping period to provide an opportunity for community members to learn more about the Proposed Project and the upcoming environmental review process. Micron representatives along with technical team members attended both focus groups and engaged in dialogue with attendees, answered questions and solicited feedback.

#### **8/1/2023 Environmental Justice Focus Group**

The purpose of the environmental justice focus group held on August 1, 2023 was to provide an overview of the Proposed Project and next steps for environmental review, solicit feedback from environmental justice communities on Proposed Project elements prior to scoping, and gain understanding of community priorities. This environmental justice focus group had over 30 attendees from various environmental and community-based organizations in the greater Syracuse metro area. The Proposed Project team presented information about the Proposed Project and environmental review process, followed by two discussions with representatives from Micron

participating and answering questions and soliciting feedback from the community. Key Issues discussed included onsite energy usage, wetland mitigation, transportation, water quality and usage, housing, childcare, jobs, and public outreach during environmental review.

***Organizations Invited:***

100 Black Men of Syracuse, BIPOC  
 Access CNY, Senior and Disabled persons  
 ARISE, Senior and Disabled persons  
 Alliance for Clean Energy-NY, Environmental  
 Catholic Charities, Low Income  
 Citizen's Climate Lobby – Syracuse, Environmental  
 Clean Communities of CNY, Environmental  
 Climate Change Awareness & Action, Environmental  
 CNY Solidarity Coalition,  
 Dunbar Center, BIPOC  
 Haudensosaunee Environmental Task Force, BIPOC/Environmental  
 GreeningUSA, Environmental  
 Interfaith Works, Immigrant and Refugee  
 Jubilee Homes, Low Income  
 La Liga Spanish Action League Onondaga County, BIPOC/Spanish Speaking  
 New York Civil Liberties Union - CNY Chapter,  
 New York League of Conservation Voters, Environmental  
 Onondaga Environmental Institute, Environmental  
 (Refugee and Immigrant Self Empowerment (RISE), Immigrant and Refugee  
 Sierra Club - Central and Northern NY, Environmental  
 SAGE Upstate, LGBTQ  
 Samaritan Center, Low Income  
 SUNY Environmental Science & Forestry, Environmental  
 Syracuse NAACP, BIPOC  
 Syracuse Peace Council, BIPOC, Immigrant and Refugee, LGBTQ organizations  
 Urban Jobs Task Force, BIPOC, Low Income  
 YWCA of Onondaga County, Women and Children, Low Income

***Attendees (31 total participants)***

Paul Joslyn, Access CNY  
 Tania Anderson, ARISE  
 Dylan Seaver, Atlantic States Legal Foundation  
 Cassidy McMann, Atlantic States Legal Foundation  
 Mike Melara, Catholic Charities  
 Tom Colabufo Central Square School District  
 Kevin Schwab, CenterState Corporation for Economic Opportunity

Zac Bellinger, Citizen's Climate Lobby – Syracuse  
Martha Viglietta, Citizen's Climate Lobby – Syracuse  
Yvonne Chu, Climate Change Awareness & Action  
Peter Wirth, Climate Change Awareness & Action  
Peter McCarthy, CNY Solidarity Coalition  
Scott Kushner, GreeningUSA  
John Przepiora, GreeningUSA  
Walt Dixie, Jubilee Homes  
Elisa Morales, La Liga Spanish Action League Onondaga County  
Julie Melancon, NYS DEC  
Kevin Balduzzi, NYS DEC  
Gregory Michel, Onondaga Earth Corps  
Babette Barker, Onondaga Earth Corps  
Ed Michalenko, Onondaga Environmental Institute  
Haji Adnan, RISE (Refugee and Immigrant Self Empowerment)  
Rhea Jezer, Sierra Club - Central and Northern NY  
Deka Dancil, NYCLU  
Aggie Lane, Urban Jobs Task Force  
David Bottar, CNYRPDB  
Hazel Powless, Haudenosaunee Environmental Task Force  
Nate Butera, National Grid  
Travis Glazier, National Grid  
Rich Puchalski, Syracuse United Neighbors  
Steve Gull, Not identified

**9/14/2023 Environmental Justice Focus Group**

Another environmental justice focus group was held on September 14, 2023, to provide an overview of the Proposed Project and next steps for environmental review, solicit feedback from environmental justice communities on project elements prior to scoping, and gain understanding of community priorities.

***Organizations invited:***

La Casita Cultural Center, Spanish-language  
La Liga - The Spanish Action League of Onondaga County, Spanish-language  
Syracuse NAACP, BIPOC  
100 Black Men of Syracuse, BIPOC  
Refugee and Immigrant Self Empowerment (RISE), Immigrant and Refugee  
Syracuse Peace Council, BIPOC, Immigrant and Refugee, LGBTQ organizations  
Northside Urban Partnership (Northside UP) BIPOC  
Somali Bantu Community Association of Onondaga County, Immigrant and Refugee  
Center for Community Alternatives, BIPOC

Neighbors of the Onondaga Nation, BIPOC, Indigenous  
Dunbar Center, BIPOC  
New American Women's Empowerment, Immigrant and Refugee  
Syracuse Community Connections, BIPOC, Immigrant and Refugee, LGBTQ organizations  
Southside Community Coalition, BIPOC, Immigrant and Refugee, LGBTQ organizations  
SAGE Upstate, BIPOC, Immigrant and Refugee, LGBTQ organizations  
Transgender Alliance, LGBTQ organizations  
Eastern Farmworkers, Low-income  
Catholic Charities of Onondaga County, Low-income  
Jubilee Homes, Low-income  
Samaritan Center, Low-income  
Workers Center of Central New York, Low-income  
Interfaith Works CNY, BIPOC, Immigrant and Refugee  
Onondaga County Division on Aging and Youth, Seniors and disabled persons  
Access CNY, Seniors and disabled persons  
Arise NY, Seniors and disabled persons  
YWCA of Onondaga County, Women and children, Low Income

***Attendees (13 total participants):***

Paul Joslyn, Access CNY  
Tania Anderson, ARISE  
Kate Holmes, Low-Income and Refugee Services  
Linda Brown Roberson, NYS NAACP  
Haji Adnan, Refugee and Immigrant Self Empowerment  
Tyla Wore, Urban Jobs Task Force  
Hazel Powless, Onondaga Nation  
Fanny Villarreal, YWCA Syracuse & Onondaga County  
Serge Ilambo, Refugee and Immigrant Self-Empowerment  
Larry Williams, Syracuse Community Connections  
Jimmy Monto Syracuse District 5 Councilor, LGBTQ+ Victory Fund  
Tim Penix, Micron Community Engagement Committee Vice Chair  
Elisa Morales, La Liga Spanish Action League Onondaga County



**R-1.4.2 Additional Micron led outreach events to Environmental Justice Communities**

<b>Outreach Initiative</b>	<b>Date</b>	<b>Purpose</b>	<b>Location</b>
CenterState Meet & Greet with Micron Technology	10/24/2022	Meet and greet with Micron executives and business leaders to learn more about the company, hosted by CenterState CEO's Racial equality and Inclusion team – invite sent to Onondaga Nation	Century Club Syracuse NY
CenterState Meet & Greet with Micron Technology	10/25/2022	Meet and greet with Micron executives and business leaders to learn more about the company, hosted by CenterState CEO's Racial equality and Inclusion team – invite sent to Onondaga Nation	Guadalajara's Mexican Grill Syracuse, NY
CenterState Meet & Greet with Micron Technology	10/26/2022	Meet and greet with Micron executives and business leaders to learn more about the company, hosted by CenterState CEO's Racial equality and Inclusion team – invite sent to Onondaga Nation	Landmark Theatre Syracuse, NY
Community Meetings with Onondaga Nation	January 2023- August 2023 (three meetings)	Learn more about the cultural norms of the Onondaga Nation	Onondaga Nation
STEM education community engagement	3/15/2023	Community engagement meeting/Intro to Micron and STEM education with families in CNY	Liverpool Public Library
Women's History Month Community event (collaboration with SCSD, city council, Mayor's office)	3/16/2023	Celebration of women in tech and discussion about Micron/hands on activities	Syracuse City School District Professional Development Center
Community celebration of girls in tech	6/24/2023	Culminating community celebration of Girls Going Tech in CNY	Museum of Science and Technology
Tribal Nations Meeting	07/14/2023	Tribal Nations Informal Consultation meeting	333 W Washington St. Syracuse, NY
Chip Camp	07/2023	Provide students opportunity to become familiar with Micron and Semiconductor industry, 10 students from Onondaga Nation attended	Onondaga Community College Syracuse, NY
Micron 101 (collaboration with Syracuse University and OnPoint for College)	7/29/2023	Half-day session with community members discussing Micron and the Micron Foundation	Community Folk Art Center

<b>Outreach Initiative</b>	<b>Date</b>	<b>Purpose</b>	<b>Location</b>
Museum of Science and Technology	7/31/2023	Ribbon cutting for Micron exhibit	Museum of Science and Technology
Clay Site walking through with Tribal Nations	8/11/2023	Site walk through with Tribal Nations representatives	4936 Verplank Road, Clay, NY
Community Engagement Committee Focus Group - Oswego County Micron Steering Committee	9/15/2023	Gather feedback on priorities for Micron's \$500 million community investment led by CEC member Kristi Eck	Virtual
Who is Micron? What is a semiconductor?	9/16	Community education effort in Auburn, NY designed to expand our messaging and partnerships for youth focused programming	Harriett Tubman Memorial AME Zion Church (Auburn, NY)
Oswego County PreK-16 Action Group	9/18	Leadership forum to discuss Micron and ongoing collaboration	CiTiBOCES
OCMBOCES leadership meeting	9/19	Leadership forum to discuss Micron and ongoing collaboration	OCMBOCES

Additionally, NY Governor Kathy Hochul and Micron formed the Central New York Community Engagement Committee (CEC) consisting of diverse stakeholders, including community members and representatives of local government, community-based organizations, philanthropic organizations, educational institutions, faith-based organizations, tribal organizations, veterans' organizations, and the business community. The CEC will help Micron and ESD identify community priorities and ensure meaningful, ground-up participation for directing community investments. The CEC has reached 12,752 Central New Yorkers, engaged 316 community organizations and hosted 50 events.

Micron continues to consider the input received during these public outreach events as the development of the Proposed Project advances. Public outreach, including to environmental justice populations, will continue throughout the NEPA/SEQRA environmental review process, as well as during construction, as appropriate.