

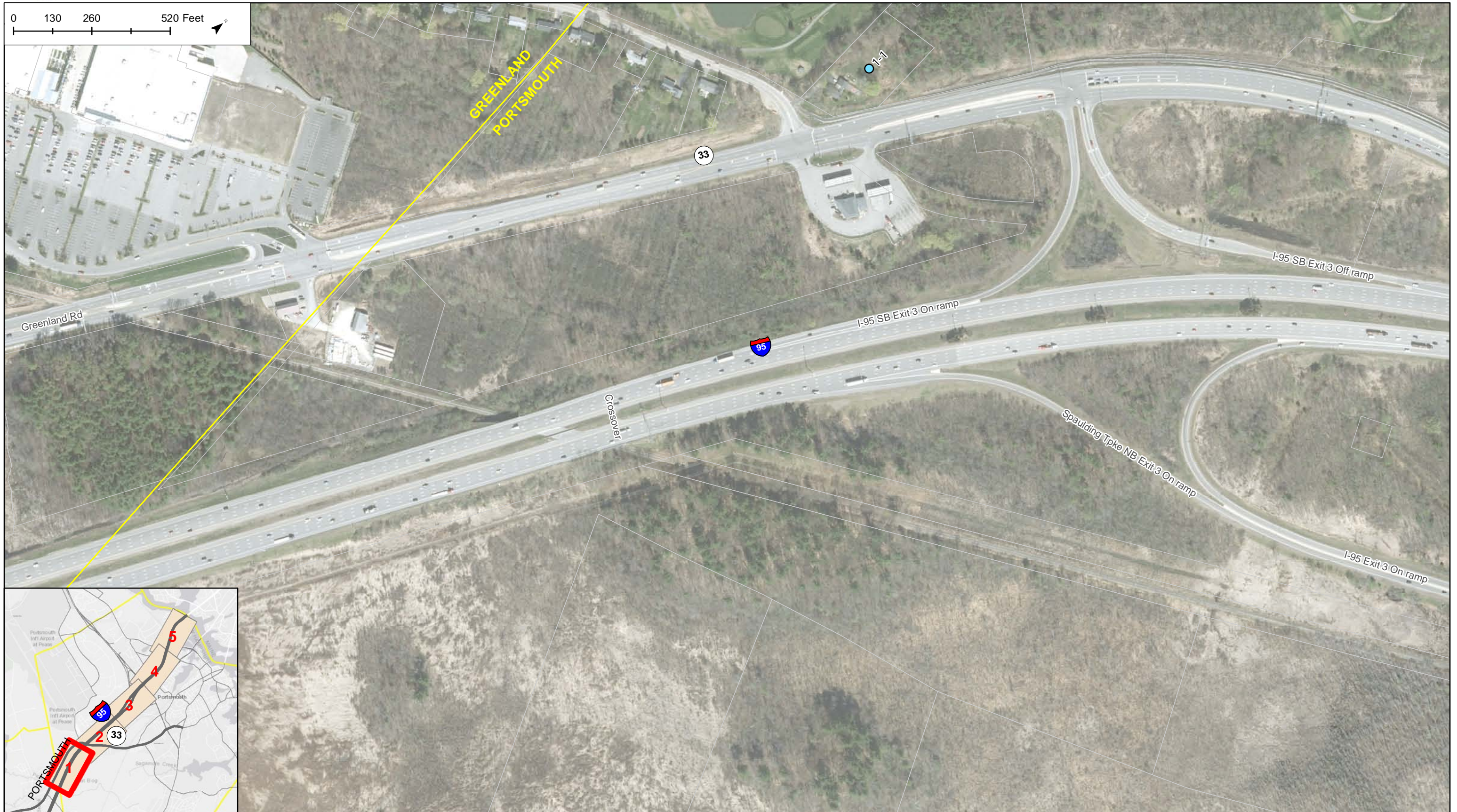
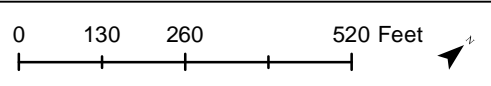
Spaulding Turnpike
(Type II)

Interstate 95
(Type I)

0 750 1,500 3,000
Feet

1 inch = 1,500 feet

1:18,000



- Category B (Below NAC)
- Category B (Exceed NAC)
- Category C (Below NAC)
- Category C (Exceed NAC)
- Category D (Below NAC)
- Category E (Below NAC)
- Category F
- Category G
- Monitoring Locations
- ▬ Existing Noise Barrier

Traffic Noise Analysis
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Figure 2
Existing Exterior
Sound Levels

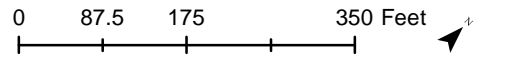


**Area 2 - Sherburne Rd/
Greenland Rd**
 Length: 1,700
 Height: 25
 Area: 42,330 s.f.
 Impacts: 12
 Benefits: 13
 Insertion Loss: 9-13 dB(A)
 Effectiveness: 3,256
 Criterion: 1,700



**Traffic Noise Analysis
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**Figure 7
Build - Study Area 2
Sherburne Road (I-95 NB)**

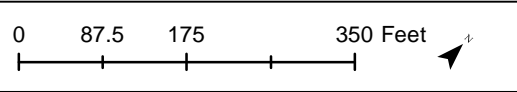


Area 3 - Pannaway Manor
 Length: 2,500 ft
 Height: 21 ft
 Area: 52,260 s.f.
 Impacts: 33
 Benefits: 70
 Insertion Loss: 8-14 dB(A)
 Effectiveness: 747
 Criterion: 1,700

- Impact & Benefit
- No Impact & Benefit
- Impact & No Benefit
- Not Impact & No Benefit
- Category F
- Category G
- Existing Noise Barrier
- Noise Barrier (Feasible and Reasonable)
- Noise Barrier (Not Feasible and Reasonable)

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Figure 8
 Build - Study Area 3
 Pannaway Manor (I-95 SB)

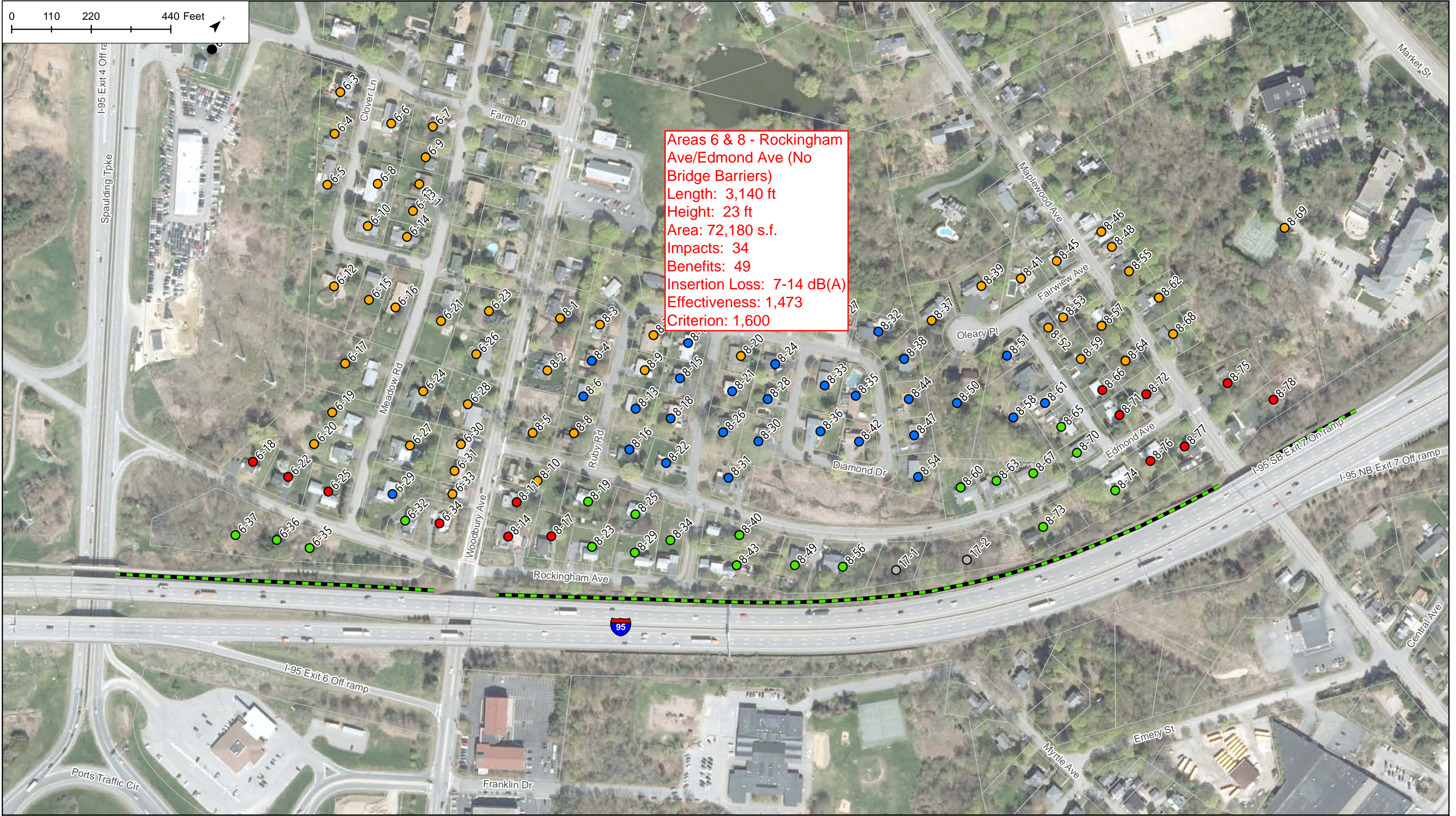
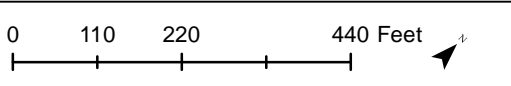


Area 4 - Coakley Rd
 Length: 1,400 ft
 Height: 25 ft
 Area: 35,000 s.f.
 Impacts: 4
 Benefits: 10
 Insertion Loss: 7-10 dB(A)
 Effectiveness: 3,500
 Criterion: 1,700

- Impact & Benefit
- No Impact & Benefit
- Impact & No Benefit
- No Impact & No Benefit
- Category F
- Category G
- Existing Noise Barrier
- Noise Barrier (Feasible and Reasonable)
- Noise Barrier (Not Feasible and Reasonable)

Traffic Noise Analysis
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Figure 9
 Build - Study Area 4
 Coakley Road (I-95 NB)

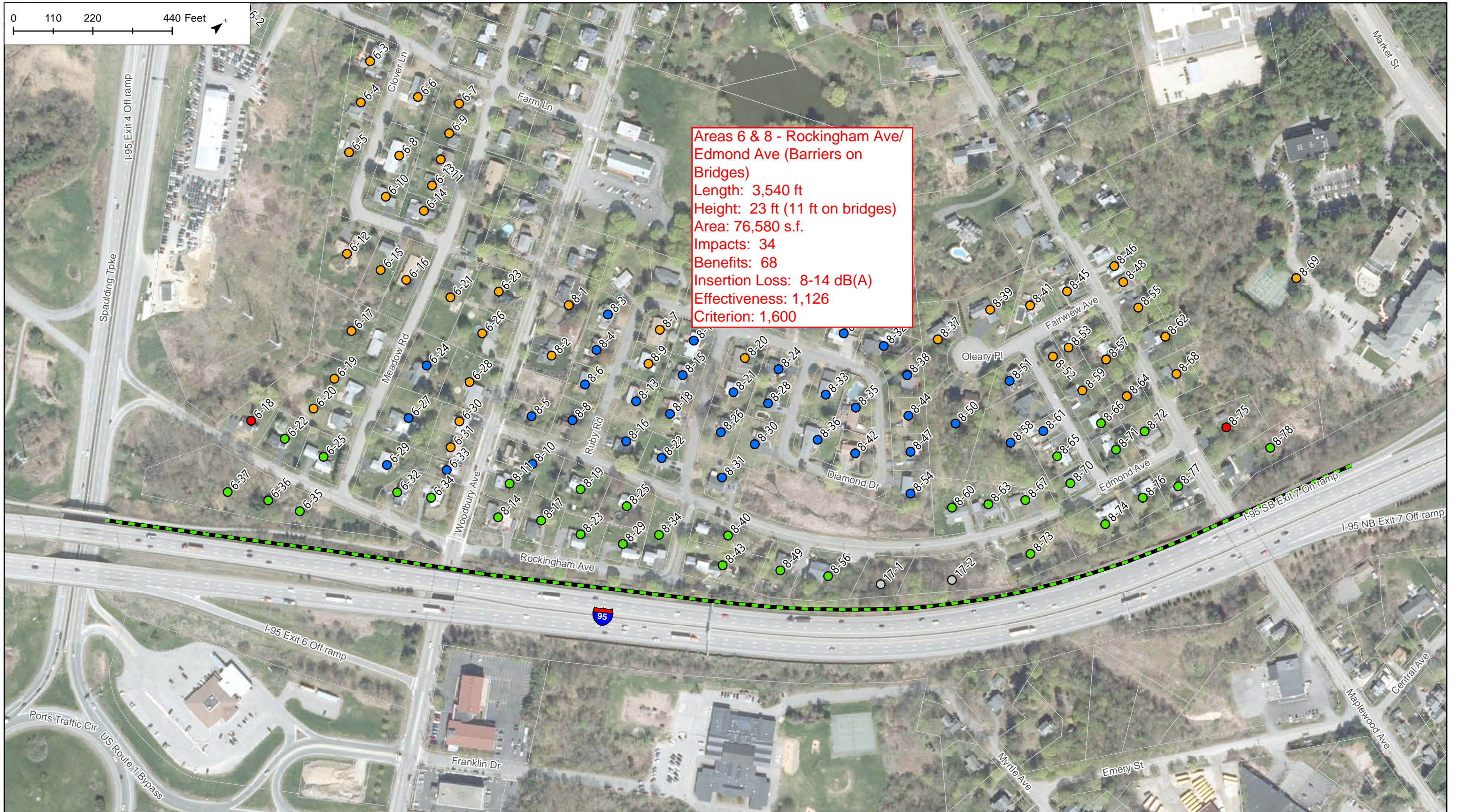
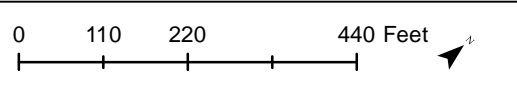


Areas 6 & 8 - Rockingham Ave/Edmond Ave (No Bridge Barriers)
 Length: 3,140 ft
 Height: 23 ft
 Area: 72,180 s.f.
 Impacts: 34
 Benefits: 49
 Insertion Loss: 7-14 dB(A)
 Effectiveness: 1,473
 Criterion: 1,600

- Impact & Benefit
- No Impact & Benefit
- Impact & No Benefit
- No Impact & No Benefit
- Category F
- Category G
- Existing Noise Barrier
- Noise Barrier (Feasible and Reasonable)
- Noise Barrier (Not Feasible and Reasonable)

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Figure 10
 Build - Study Areas 6 & 8
 Maplewood Avenue to US-4 (I-95 SB)

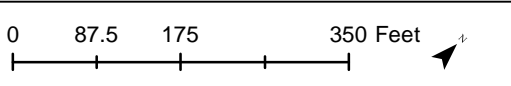


**Areas 6 & 8 - Rockingham Ave/
Edmond Ave (Barriers on
Bridges)**
 Length: 3,540 ft
 Height: 23 ft (11 ft on bridges)
 Area: 76,580 s.f.
 Impacts: 34
 Benefits: 68
 Insertion Loss: 8-14 dB(A)
 Effectiveness: 1,126
 Criterion: 1,600

- | | | |
|---|--|---|
| ● Impact & Benefit | ● No Impact & No Benefit | Existing Noise Barrier |
| ● No Impact & Benefit | ● Category F | Noise Barrier (Feasible and Reasonable) |
| ● Impact & No Benefit | ○ Category G | Noise Barrier (Not Feasible and Reasonable) |

**Traffic Noise Analysis
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**Figure 11
Build - Study Areas 6 & 8
Maplewood Avenue to US-4 (I-95 SB)**

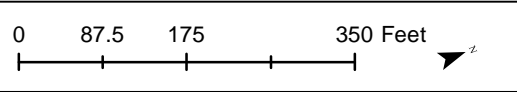


Area 7, 9 & 10 - New Franklin School/Central Ave/Cutts Ave
 Length: 5,620 ft
 Height: 25 ft
 Area: 132,400 s.f.
 Impacts: 29
 Benefits: 60
 Insertion Loss: 7-10 dB(A)
 Effectiveness: 2,207
 Criterion: 1,600

- Impact & Benefit
- No Impact & Benefit
- Impact & No Benefit
- No Impact & No Benefit
- Category F
- Category G
- Existing Noise Barrier
- Noise Barrier (Feasible and Reasonable)
- Noise Barrier (Not Feasible and Reasonable)

Traffic Noise Analysis
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Figure 12
 Build - Study Area 7
 Woodbury to Maplewood Avenue (I-95 NB)

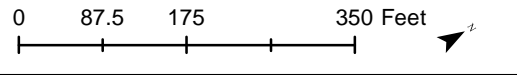


Area 7, 9 & 10 - Central Ave/New Franklin School/Cutts Ave
 Length: 5,620 ft
 Height: 25 ft
 Area: 132,400 s.f.
 Impacts: 29
 Benefits: 60
 Insertion Loss: 7-10 dB(A)
 Effectiveness: 2,207
 Criterion: 1,600

- | | | |
|---|--|---|
| ● Impact & Benefit | ● No Impact & No Benefit | Existing Noise Barrier |
| ● No Impact & Benefit | ● Category F | Noise Barrier (Feasible and Reasonable) |
| ● Impact & No Benefit | ○ Category G | Noise Barrier (Not Feasible and Reasonable) |

Traffic Noise Analysis
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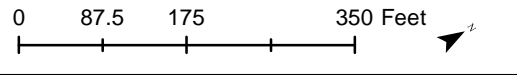
Figure 13
 Build - Study Area 9
 South of Market Street (I-95 NB)



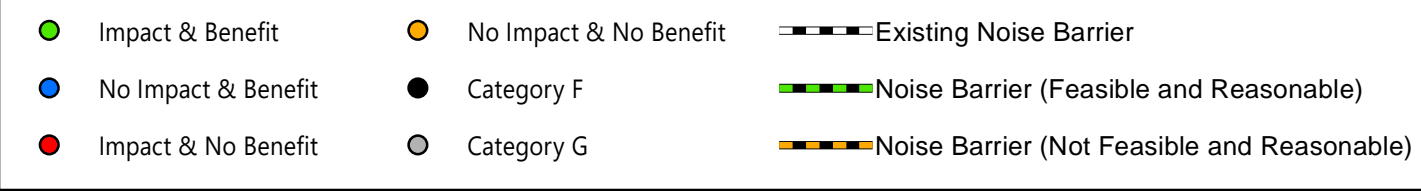
- | | | |
|---|--|---|
| ● Impact & Benefit | ● No Impact & No Benefit | Existing Noise Barrier |
| ● No Impact & Benefit | ● Category F | Noise Barrier (Feasible and Reasonable) |
| ● Impact & No Benefit | ○ Category G | Noise Barrier (Not Feasible and Reasonable) |

**Traffic Noise Analysis
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 Portsmouth, New Hampshire**

Figure 14
 Build - Study Area 10
 North of Market Street (I-95 NB)

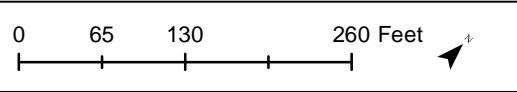


Area 11 - Kearsarge Way
 Length: 1,300 ft
 Height: 25 ft
 Area: 32,500 s.f.
 Impacts: 2
 Benefits: 0
 Insertion Loss: 4 dB(A)
 Effectiveness: N/A
 Criterion: 1,700



Traffic Noise Analysis
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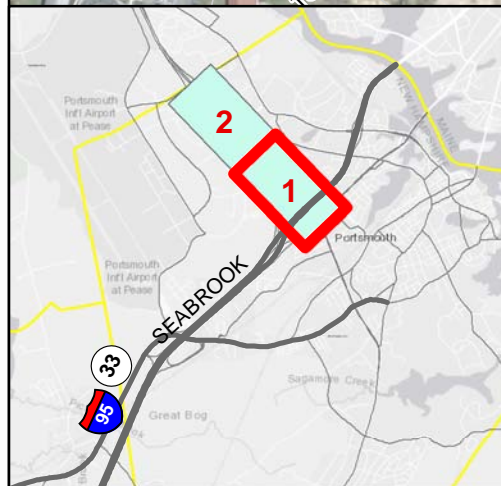
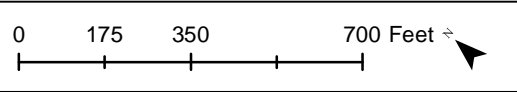
Figure 15
 Build - Study Area 11 Exit 7 Off-Ramp (I-95 SB)



- | | | |
|---|--|---|
| ● Impact & Benefit | ● No Impact & No Benefit | Existing Noise Barrier |
| ● No Impact & Benefit | ● Category F | Noise Barrier (Feasible and Reasonable) |
| ● Impact & No Benefit | ● Category G | Noise Barrier (Not Feasible and Reasonable) |

**Traffic Noise Analysis
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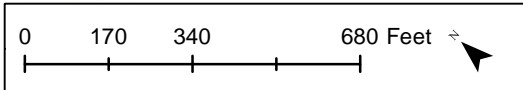
Figure 16
Build - Study Area 12
North of Market Street (I-95 SB)



- | | | | | |
|--|---|--|--|---------------------|
| ● Category B (Below NAC) | ● Category C (Exceed NAC) | ● Category F | ■ Monitoring Locations | Existing Sound Wall |
| ● Category B (Exceed NAC) | ● Category D (Below NAC) | ● Category G | Sound Wall (Feasible and Reasonable) | |
| ● Category C (Below NAC) | ● Category E (Below NAC) | In Type I Study | Sound Wall (Not Feasible and Reasonable) | |

**Traffic Noise Analysis
Type II Study
Portsmouth, New Hampshire**

**Figure 2
Existing
Noise Levels**



Area 16 - Corporate Dr.
 Length: 600 ft
 Height: 17 ft
 Area: 10,200 s.f.
 Impacts: 4 (Tony Rahn Park)
 Benefits: 4
 Insertion Loss: 7.2 dB(A)
 Effectiveness: 2,550
 Criterion: 1,500

- Category B (Below NAC)
- Category B (Exceed NAC)
- Category C (Below NAC)
- Category C (Exceed NAC)
- Category D (Below NAC)
- Category E (Below NAC)
- Category F
- Category G
- In Type I Study
- Monitoring Locations
- Existing Sound Wall
- Sound Wall (Feasible and Reasonable)
- Sound Wall (Not Feasible and Reasonable)

**Traffic Noise Analysis
 Type II Study
 Portsmouth, New Hampshire**

Figure 3
 Existing
 Noise Levels