New Grafton bridge

Post-construction operational noise report

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CLARENCE RIVER CROSSING, GRAFTON

Operational Noise Compliance Report

14 December 2020

Transport for NSW

TJ502-04F03 Operational Noise Compliance Report (r2)

35 1982-2017 ACOUSTIC ENGINEERING EXCELLENCE

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Executive Summary

The Clarence River Bridge Crossing project in Grafton involved the construction of a new bridge crossing over the Clarence River in Grafton to improve traffic flow for the areas to the south and north of the river, with the existing bridge being retained to provide a crossing for local traffic.

Key features of the new Clarence River Crossing (new Grafton bridge) project include a new 525-metre long bridge, 70 metres downstream from the existing road and rail bridge, to provide a second crossing of the Clarence River. The new bridge connects to the existing road network in Grafton and South Grafton. Construction of the project started in November 2016, and it was opened to traffic in December 2019.

During the pre-construction phase of the project, predictive noise modelling was carried out to determine the likely road traffic noise levels expected from the project. The results of the noise modelling for the project were presented in the detailed noise modelling and assessment report (ref. TJ502-01F07 (r7) Noise Modelling & Assessment, dated 29 March 2018).

Noise Criteria

The operational noise requirements for the Clarence River Bridge Crossing project were developed in accordance with the Minister's Conditions of Approval, the Environment Protection Authority's (EPA's) 'Road Noise Policy' (RNP) and Transport for NSW's 'Environmental Noise Management Manual' (ENMM).

Noise Monitoring

Prior to the commencement of the traffic noise monitoring, a review of traffic data at key locations along the project was conducted and it was determined that traffic volumes had returned to the same levels as those before COVID restrictions began. Therefore, traffic noise monitoring was carried out accordingly.

Long term unattended traffic noise monitoring was carried out at seven (7) locations and short term attended noise measurements were carried out at six (6) locations through consultation with Transport for NSW (TfNSW) and the community. The results of the noise monitoring have been processed in accordance with the procedures contained in the RNP and ENMM and are presented within the body of this report.

Noise Modelling and Mitigation Review

Road traffic noise levels for the Clarence River Bridge Crossing project were calculated based on the Calculation of Road Traffic Noise (CoRTN) prediction algorithms using the 'As Built' noise model and design traffic volumes presented in the detailed noise modelling and assessment report. Scenarios modelled for the post construction noise assessment include the 'Year of Opening' (2019) and 'Design Year' (2029) for both day and night time periods. Post construction road traffic noise levels modelled

were compared against the previously determined noise levels contained in the detailed noise modelling and assessment report.

Conclusion

Noise mitigation treatment was determined for 55 properties during the design stage of the project. A comparison of the post construction modelled traffic noise levels against the previously determined traffic noise levels presented in the detailed noise modelling and assessment report found differences of less than +2dB(A). This result confirmed that no additional noise mitigation treatment is required, in accordance with the ENMM.

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1 Introduction

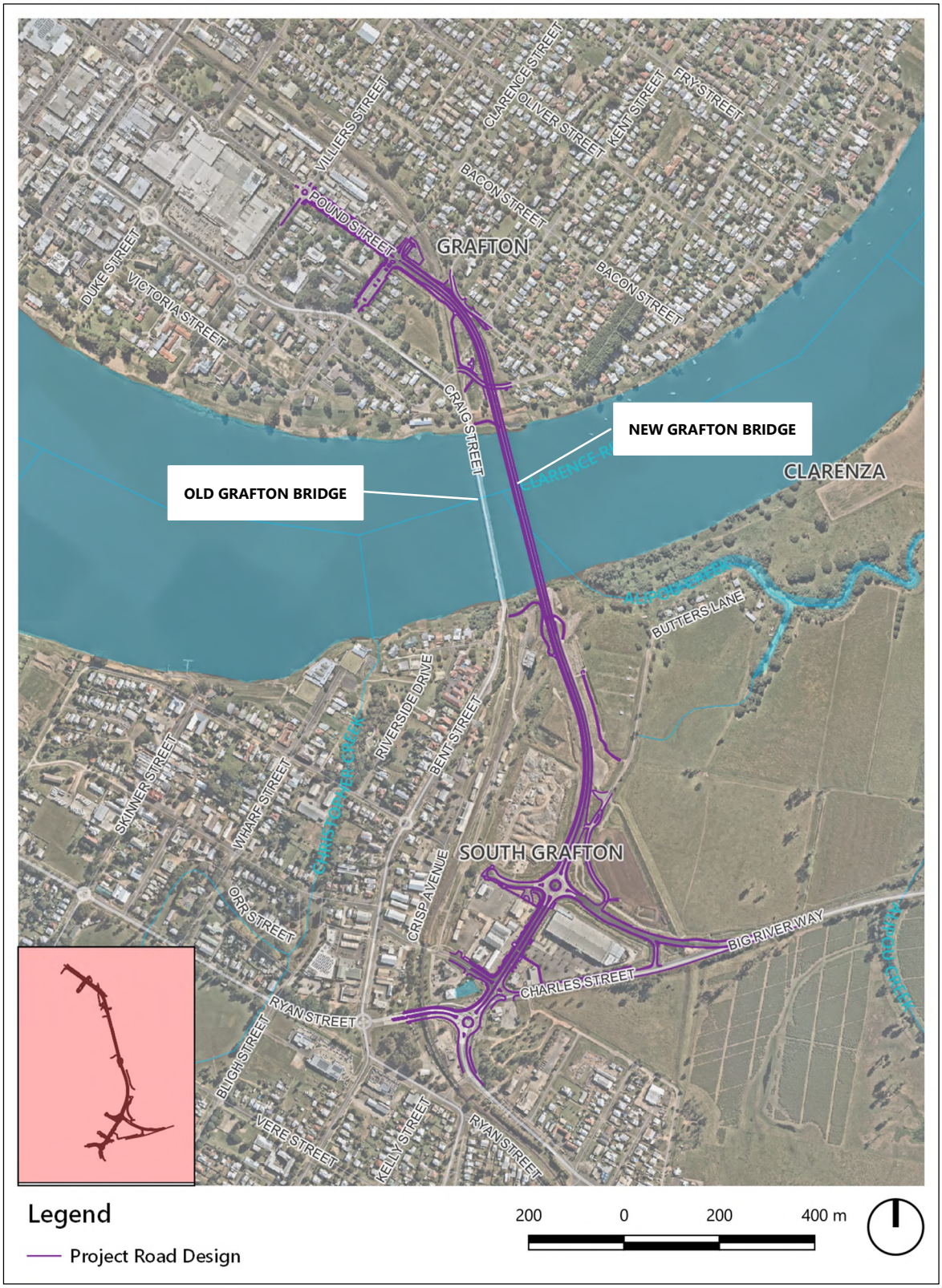
1.1 Project Description

The Clarence River Bridge Crossing project in Grafton received project approval in December 2014. The project involved the construction of a new bridge crossing over the Clarence River in Grafton to improve traffic flow for the areas to the south and north of the river, with the existing bridge being retained to provide a crossing for local traffic.

Key features of the new Clarence River Crossing (new Grafton Bridge) project include a new 525 metre long bridge, 70 metres downstream from the existing road and rail bridge, to provide a second crossing of the Clarence River. The new bridge connects to the existing road network in Grafton and South Grafton. Construction of the project started in November 2016, and it was opened to traffic in December 2019.

Figure 1 illustrates the site, surrounds and project area for the project.

Figure 1 – Site, Surrounds and Project Area



1.2 Purpose and Objectives

The purpose of this report is to review traffic noise levels from the Clarence River Bridge Crossing project and compare them against the predicted noise levels from the detailed noise modelling and assessment report (ref. TJ502-01F07 (r7) Noise Modelling & Assessment, dated 29 March 2018) prepared by Renzo Tonin & Associates, to assess the adequacy of the recommended and applied road traffic noise mitigation measures. This report also fulfils the requirements of Condition E3 of the Minister's Conditions of Approval (MCoA) for the project (refer to Section 2).

1.3 Process for Assessment

The post construction noise assessment process used in this report is summarised as follows:

1. Measurement of traffic noise at representative noise sensitive receivers along the project. This included long-term unattended noise monitoring at seven (7) noise-sensitive locations as well as short-term attended noise measurements at six (6) other noise-sensitive locations, simultaneously with traffic counting surveys along the project
2. The noise model developed as part of the detailed noise modelling and assessment used to predict traffic noise impacts due to the project was updated with the 'as-built' road design and validated
3. Evaluation of compliance against the NSW 'Road Noise Policy' (RNP)
4. Evaluation of the mitigation measures determined during detailed design stage in accordance with the Environmental Noise Management Manual (ENMM).

Where operational traffic noise levels are found to be greater than the traffic noise levels modelled from the detailed noise modelling and assessment noise model by more than 2dB(A), then the following steps are carried out:

1. An examination of the prediction methodology
2. A review of the suitability and adequacy of the installed noise mitigation measures
3. An assessment of additional feasible and reasonable mitigation measures at those locations.

The ENMM requires the assessment and measurement of road traffic noise before and after opening the project and the prediction of traffic noise levels 10 years after opening. The detailed noise modelling and assessment report was prepared using an opening year of 2019 and a design year of 2029 (ie. 10 years after opening). Given that the project opened in December 2019, the traffic volumes and traffic speeds for the opening year (2019) and 10 years after opening (2029) used in the prediction model are applicable.

The primary objectives of this Operational Noise Compliance Report (ONCR) are to:

- Present the results and outcomes of operational noise monitoring in accordance with MCoA E3, and the post construction noise monitoring requirements set out in Practice Note viii of the ENMM
- Compare 'as-built' noise results against noise level outputs from the detailed noise modelling and assessment used to review and design the noise mitigation measures required by MCoA D11 and documents specified under MCoA A2
- Identify areas of exceedance and non-conformance where additional feasible and reasonable noise mitigation measures may be warranted.

The assessment has been carried out with reference to the following documents:

- Condition E3 of the Ministers Conditions of Approval (MCoA) (DP&I, 2011)
- NSW Road Noise Policy (RNP) (DECCW, 2011)
- Environmental Noise Management Manual (ENMM) (RTA 2001)
- Transport for NSW Procedure – Preparing a Post Construction Noise Assessment Report (Roads and Maritime, June 2014)
- Australian Standard AS 2702 - Acoustic Methods of Measurement of Road Traffic Noise
- Noise Model Validation Guideline (Roads and Maritime, 2018)
- Clarence River Bridge Crossing – Detailed Noise Modelling & Assessment for At-Property Treatment (Renzo Tonin & Associates, March 2018)
- Design and Construction of Additional Crossing of the Clarence River at Grafton – Operational Noise Report (100% Design) (ONR) (Fulton Hogan)
- Appendix 4 and Appendix 9 of the Roads & Maritime Services Scope of Work and Technical Criteria (SWTC).

The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001. Appendix A contains a glossary of acoustic terms used in this report.

2 Environmental and Legal Obligations

2.1 Minister's Conditions of Approval

Table 2.1 summarises the Minister's Conditions of Approval (MCoA) that require consideration during preparation of this ONCR. The conditions of approval listed below are those issued by the Minister for Planning in December 2014 with a reference to where each condition is addressed in this report.

Table 2.1 – Minister's Conditions of Approval

MCoA No.	MCoA Details	Reference in this document
E3.	The Proponent shall undertake operational noise monitoring, to compare actual noise performance of the SSI against noise performance predicted in the review of noise mitigation measures required by condition D11 within 12 months of the commencement of operation of the SSI, or as otherwise agreed by the Secretary. The Proponent shall subsequently prepare an Operational Noise Compliance Report to document this monitoring. The Report shall include, but not necessarily be limited to:	This document
a)	noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under condition D11 and documents listed in condition A2;	Section 4
b)	a review of the operational noise levels in terms of criteria and noise goals established in the *NSW Road Noise Policy 2011*;	Section 2.2
c)	methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;	Section 4
d)	details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared;	Appendix E
e)	any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;	Section 7
f)	an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of feasible and reasonable mitigation measures; and	Section 7
g)	identification of any additional feasible and reasonable measures to those identified in the review of noise mitigation measures required by condition D11, that would be implemented with the objective of meeting the criteria outlined in the *NSW Road Noise Policy 2011*, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.	Section 7
	The Proponent shall provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in a) above or as otherwise agreed by the Secretary.	This document

2.2 Project Noise Level Objectives

During the detailed noise modelling and assessment, noise level objectives for this project were established as per the RNP, in accordance with the requirements of MCoA D11. Other relevant environmental documents for the project (outlined in Section 1.3) were also considered during the development of the operational noise mitigation measures.

Under the RNP, the project is classed as a freeway or arterial road because it is a road that handles through traffic bound for another locality and has characteristically heavy and continuous traffic flows.

Based on the RNP's definition, the project is a 'new freeway / arterial road' because the southern approach and the new bridge are constructed in a new road corridor and the northern approach is located along a road previously classified as a local road which had its classification changed to an arterial road.

2.2.1 Residential Land Uses

The relevant noise criteria for residential receivers impacted by the project are summarised in Table 2.2 below.

Table 2.2 – Noise Criteria for Residential Receivers

Road Category	Type of Project/Land Use	Assessment Criteria, dB(A)	
		Day (7:00am-10:00pm)	Night (10:00pm-7:00am)
Freeway/ arterial/ sub-arterial roads	Existing residences affected by noise from new freeway / arterial / sub-arterial road corridors	$L_{Aeq,15hour}$ 55 (external)	$L_{Aeq,9hour}$ 50 (external)

Source: NSW Road Noise Policy

2.2.2 Relative Increase Criteria

The traffic noise impact from the project would need to also comply with the 'Relative Increase Criteria' as discussed in Section 2.4 of the RNP. The relative increase criteria are primarily intended to protect existing quiet areas from excessive changes in amenity due to noise from a road project. The relative increase criteria are applied to the external areas of existing residential and sensitive land uses impacted upon by the project.

The relative increase criteria as set out in the RNP applicable to this project are reproduced below.

Table 2.3 – Relative Increase Criteria

Type of Development	Total Traffic Noise Level Increase, dB(A)
New Road Corridor	Existing Traffic $L_{Aeq,period,}$ + 12 dB (external)

Note: 1. 'Existing traffic' refers to the traffic noise levels for the relevant 'no build' option

In accordance with the RNP, where the existing $L_{Aeq,period}$ traffic noise level is determined to be less than 30dB(A), then the existing $L_{Aeq,period}$ traffic noise level is deemed to be 30dB(A). Therefore, the minimum relative increase criterion would be 42dB(A) [ie. 30 + 12].

Given that the project is within a new road corridor, some receivers have been identified to not be impacted or exposed to traffic noise from the existing Clarence River Bridge and associated roads. Therefore, the relative increase criteria may be applicable to these receiver locations.

2.2.3 Sensitive Land Use Developments

The RNP sets criteria for the assessment of traffic noise on sensitive land uses such as schools, hospitals, places of worship and recreation areas. TAFE NSW Grafton is located along Pound Street and the teaching spaces within the facility are assessed as school classrooms under the requirements of the RNP. However, office spaces within the facility are considered to be commercial spaces and are not assessed for traffic noise impacts.

Furthermore, Gummyaney Aboriginal Pre-School is located at 30 Pound Street and is also impacted upon by the project. The pre-school is assessed as a childcare facility in accordance with the requirements of the RNP.

Therefore, the criteria relevant to the sensitive land uses affected by the project are presented in Table 2.4 below.

Table 2.4 – Road Traffic Noise Assessment Criteria for Non-Residential Land Uses

Existing Sensitive Land Use	Assessment Criteria, dB(A)		Additional Considerations
	Day (7am-10pm)	Night (10pm-7am)	
1. School classrooms	$L_{Aeq,1hour}$ 40 (internal) when in use	–	In the case of buildings used for education or health care, noise level criteria for spaces other than classrooms and wards may be obtained by interpolation from the 'maximum' levels shown in Australian Standard 2107:2000 (Standards Australia 2000).
8. Childcare facilities	Sleeping rooms $L_{Aeq,1hour}$ 35 (internal) Indoor play areas $L_{Aeq,1hour}$ 40 (internal) Outdoor play areas $L_{Aeq,1hour}$ 55 (external)	–	Active recreation is characterised by sporting activities and activities which generate their own noise or focus for participants, making them less sensitive to external noise intrusion. Passive recreation is characterised by contemplative activities that generate little noise and where benefits are compromised by external noise intrusion, e.g. playing chess, reading. In determining whether areas are used for active or passive recreation, the type of activity that occurs in that area and its sensitivity to noise intrusion should be established. For areas where there may be a mix of passive and active recreation, e.g. school playgrounds, the more stringent criteria apply. Open space may also be used as a buffer zone for more sensitive land uses.

It is generally accepted that most buildings provide a noise reduction of at least 10dB(A) when 20% of the total window area is left open, without providing additional treatment, while closed windows will generally achieve a noise reduction of 20dB(A). Therefore, where the noise goals are internal, a 10dB(A) reduction from external noise levels to internal noise levels was conservatively adopted to allow an external assessment.

That is, the following equivalent external noise goals are applicable for school classrooms and internal areas of childcare facilities:

- **School classrooms** – $L_{Aeq,1hour}$ 50dB(A) (external) Day
- **Childcare facility sleeping rooms** – $L_{Aeq,1hour}$ 45dB(A) (external) Day
- **Childcare facility indoor play areas** – $L_{Aeq,1hour}$ 50dB(A) (external) Day

2.2.4 Acute Noise Levels

Acute noise levels are defined in the ENMM to be equivalent to or greater than $L_{Aeq,15hour}$ 65 dB(A) during the day period and $L_{Aeq,9hour}$ 60 dB(A) during the night period.

3 Project Noise Mitigation Measures

The following summarises the noise mitigation measures considered and/or implemented on the project to reduce noise impacts to receivers:

- Low noise pavement
- Noise barriers
- At-property noise control treatments.

3.1 Low-Noise Pavements

The application of a low noise pavement was not considered to be a feasible and reasonable option for the project due to the following reasons:

- The posted speed limit for the project is between 50km/h and 60km/h, and the noise reductions achieved from this mitigation measure would be minimal at these speeds
- There are intersections along the project where traffic may slow down and then accelerate, which is not ideal for low noise pavements and can cause unacceptable wear and maintenance to the pavement.

Therefore, based on the above feasible and reasonable assessment, the use of Dense Graded Asphalt (DGA) was used as the pavement surface, which provides no increase in tyre noise levels [ie. 0dB(A) increase] compared to the reference pavement.

3.2 Noise Barriers

The Environmental Impact Statement (EIS) had investigated the implementation of noise barriers to mitigate traffic noise to affected noise sensitive receivers. A 3m high noise barrier approximately 340m in length was recommended along the eastern side of the southbound carriageway on the northern approach to the new bridge.

Further to the EIS, the ONR reviewed the proposed 3m high noise barrier and concluded that no further noise barriers would be feasible and reasonable due to access requirements (ie. driveways) and the rail overbridge over Pound Street. Furthermore, the ONR determined that extending the noise barrier along the new bridge would not be reasonable due to minimal noise reduction benefits to the affected receivers east of the bridge at North Grafton.

Therefore, the 340 metre long and 3 metre high noise barrier along the eastern side of the southbound carriageway on the northern approach to the new bridge recommended in the EIS and reviewed in the ONR has been constructed as part of the project and is included in the 'as-built' road design.

3.3 At-Property Noise Control Treatment

At-property treatment was only considered for sensitive receivers that were still exceeding the applicable RNP external traffic noise criteria and where other noise mitigation measures are either exhausted or are not feasible or reasonable. The detailed noise modelling and assessment report identified the properties and corresponding facades that were eligible for at-property treatment following the implementation of the noise barrier.

The level of treatment offered depends on the level of the exceedance above the RNP external traffic noise criteria. The treatment options detailed in Table 3.1 below, were considered.

Table 3.1 – At-Property Treatment Options

Treatment type	Predicted Exceedance of RNP External Criteria, dB(A)	At-Property Acoustic Treatment
1	<5	Install fresh air mechanical ventilation to affected rooms (see Notes 1 & 2)
2	6-10	Treatment 1 + replace existing glazing with thicker laminated glazing (6.38mm) + window seals (see Note 3) AND replace external hollow core doors with solid core doors + door seals
3	11-15	Treatment 1 + replace existing glazing with thicker laminated glazing (6.5mm Vlam or 10.38mm) + window seals (see Note 3) AND replace external hollow core doors with solid core doors + door seals
4	16-20	Treatment 1 + install supplementary windows, fitted with acoustic seals, to inner side of existing windows and install roof-ceiling cavity and/or underhouse insulation, if none present (see Note 3)
5	>20	Treatment 1 + specially designed acoustic treatment to windows, doors, ceilings, floors, roof-ceiling insulation etc, as advised by acoustic engineer (see Note 4)

Notes:
1. If internal noise goals can only be achieved with windows closed, then mechanical ventilation should be considered to ensure fresh airflow inside the dwelling so to meet the requirements of the Building Code of Australia.
2. It is important to ensure that mechanical ventilation does not provide a new noise leakage path into the dwelling and does not create a noise nuisance to neighbouring residential premises.
3. These upgrades are only suitable for masonry type buildings. It is unlikely that this degree of upgrade would provide noticeable benefits to light framed structures with no acoustic insulation in the walls.
4. These upgrades are only suitable for masonry type buildings. Specially designed acoustic treatment to windows, doors, ceilings, floors, roof-ceiling insulation, etc, as advised by acoustic engineer.

Each property which requires acoustic treatment needs to be considered on a case by case basis to determine the type of treatment applicable. The available options need to be tailored with consideration to the following:

- The magnitude of the traffic noise at the residence
- The type and condition of the property to be treated
- The orientation of the dwelling to the noise source
- The internal room layout and habitable spaces
- Specific requirements of the resident.

Following the noise modelling and assessment process undertaken during the detailed noise modelling and assessment, a total of 55 properties were identified for at-property treatment in addition to the at-road noise mitigation measures described above. Of the 55 properties, 15 properties were determined to not qualify for treatment but were identified as part of the EIS assessment. Nevertheless, due to the commitment provided in the EIS, the 15 properties were considered for at-property treatment.

It is noted that during the ground truthing undertaken as part of the at-property treatment delivery process, it was found that five of the properties identified for treatment were sheds and therefore, did not qualify for the nominated treatment. Furthermore, discussions with affected residents resulted in two residents declining the offer of at-property treatment for their property.

4 Noise Monitoring

Prior to the commencement of the traffic noise monitoring, a review of traffic data at key locations along the project was conducted to determine if traffic volumes had returned to pre-COVID levels. The review concluded that traffic volumes captured between June and August 2020 had returned to the same levels as those captured between January and March 2020, before COVID restrictions began.

Therefore, current traffic volumes were considered to be typical and traffic noise monitoring was carried out accordingly as part of the post construction noise assessment.

4.1 Noise Monitoring Methodology

Noise monitoring was conducted in accordance with:

- Australian Standard 2702-1984 "Acoustic Methods of Measurement of Road Traffic Noise"
- RNP Appendix B3 'Noise monitoring procedures'
- ENMM Appendix E 'Model consultant brief for post construction road traffic noise monitoring'

4.1.1 Long Term Noise Monitoring

All long term (unattended) noise monitoring was conducted using Renzo Tonin & Associates' noise monitors. The noise monitoring equipment complies with IEC 61672 (parts 1-3) "Electroacoustics - Sound Level Meters" and are designated as Type 1 instruments suitable for laboratory and field use. The equipment was calibrated prior and subsequent to the measurement period using a Brüel & Kjær Type 4231 calibrator which complies with IEC 60942 "Electroacoustics - Sound calibrators". No significant drift in calibration was observed in any noise monitor.

A noise monitor consists of a sound level meter in a weather resistant enclosure. Ambient noise levels are recorded at a rate as low as a few milliseconds per sample. Every 15 minutes, the data is processed statistically and stored in memory.

4.1.2 Short Term Noise Monitoring

In addition to the long term noise monitoring, short term attended noise measurements were undertaken at nominated locations using a Type 1 sound level meter, which complies with IEC 61672 (parts 1-3) "Electroacoustics - Sound Level Meters" and is suitable for laboratory and field use. The sound level meter was calibrated prior and subsequent to the measurement period using a Brüel & Kjær Type 4231 calibrator which complies with IEC 60942 "Electroacoustics - Sound calibrators". No significant drift in calibration was observed in the sound level meter.

The measured short term results were compared to the concurrent results of the corresponding nearby long term monitor to determine a correlation between the two measurement locations. This procedure

is used to establish the equivalent traffic noise levels over the long term monitoring period at the short term monitoring location.

To illustrate this procedure, assume the following example:

> *Say a traffic noise level of 55dB(A) was measured at the short term location (Location A) and over exactly the same short term period a traffic noise level of 52dB(A) was measured at the long term location (Location B), where the traffic stream passing both locations is similar and is audible. That means that traffic noise levels at Location A are generally 3dB(A) louder than at Location B. If this traffic noise level difference between the two locations is repeatable and found to be reasonably consistent throughout different periods in the day, then if at Location B a daytime traffic noise level of 57dB(A) was measured over a 7 day period, this means that at Location A the daytime traffic noise levels would be expected to be 60dB(A).*

4.1.3 Noise Monitors

All acoustic instrumentation used for the operational noise monitoring is designed to comply with the requirements of IEC 61672 (parts 1-3) "Electroacoustics - Sound Level Meters" and carries appropriate and current NATA (or manufacturer) calibration certificates.

4.1.4 Meteorology During Monitoring

The Bureau of Meteorology (BOM) provided meteorological data from Grafton Airport Automatic Weather Station (station no. 058161), which is considered representative of the meteorological conditions affecting the site, for the duration of the noise monitoring period. The data was modified to allow for the height difference between the BOM weather station, where wind speed and direction is recorded at a height of 10 metres above ground level, and each microphone location, which is at 1.5 metres above ground level. The correction factor applied to the data was taken from Australian Standard AS 1170.2 1989 Section 4.2.5.1.

It is noted that analysis of noise enhancing or noise diminishing meteorological conditions from winds and temperature inversions do not form part of the requirements of the RNP and ENMM.

Upon processing the noise monitoring data, any noise levels monitored during adverse weather conditions were excluded. Adverse weather conditions include:

- **Rain** – traffic noise during wet weather conditions are considered to be atypical and not modelled or designed for, so would not provide an accurate representation of the three main sources of traffic noise, being tyre, engine and exhaust noise which the project design aims to mitigate
- **Wind** – wind greater than 5m/s at the microphone of a noise monitor would create noise that only occurs because of the presence of the microphone and this noise would act to mask noise from traffic which is the subject and reason for the noise monitoring.

Further to the exclusion of noise data affected by adverse weather, noise data was further reviewed to also discard extraneous non-road traffic noise. Extraneous noise was determined based on the following considerations:

- Fauna noise (eg. insects, birds etc) affecting noise levels, in particular during the night-time periods
- Rail noise from the nearby rail overpass near the northern abutment on Pound Street in Grafton
- Moderate winds potentially increasing flora noise (eg. Rustling leaves) and potentially influencing noise propagation
- Review of audio files to confirm the likely cause of identified extraneous noise events.

4.2 Noise Monitoring Locations

The noise monitoring sites were selected to be the same as those monitored as part of the detailed noise modelling and assessment to allow direct comparisons to be made with noise monitoring locations selected prior to the Project's construction.

Additional noise monitoring locations to those monitored as part of the design phase of the Project were selected to monitor noise levels at properties where concerns have been raised by the community with regard to traffic noise. This provides an opportunity for TfNSW to address specific areas of concern raised by the community.

Other site specific conditions also influenced the selection of final noise monitoring locations, including access availability to a site, consideration of localised extraneous noise sources (eg. air conditioners, pool plant, other equipment etc) and building features (eg. covered balconies, verandahs, pergolas, awnings etc), which could adversely affect noise measurements.

4.2.1 Long Term Noise Monitoring Locations

The locations where long term (unattended) operational noise monitoring was conducted are listed in Table 4.1 below and presented in the aerial maps in Appendix F.

Table 4.1 – Long Term Operational Noise Monitoring Locations

Monitoring Location	Address	Location on property
Location L1*	7 Clarence Street, Grafton – TAFE (L Block – Library Building)	Noise monitor located at 1 metre from the north eastern facade of the TAFE library building (L Block), on the ground level and facing Pound Street. Noise environment is dominated by traffic noise from Pound Street (northern approach to the New Grafton Bridge).
Location L2	16 Fitzroy Street, Grafton	Noise monitor located in the rear yard, facing Craig Street and in the free field. Noise environment is dominated by traffic noise from Craig Street (northern approach to the Old Grafton Bridge).

Monitoring Location	Address	Location on property
Location L3	24 Pound Street, Grafton	Noise monitor located in the front yard, 1 metre from the facade and facing Bridge Street and the New Grafton Bridge northern approach. Noise environment is dominated by traffic noise from the New Grafton Bridge approach and occasional rail noise from the rail overpass.
Location L4*	18 Pound Street, Grafton	Noise monitor located in the front yard, facing Pound Street and the New Grafton Bridge northern approach and in the free field. Noise environment includes traffic noise from the New Grafton Bridge.
Location L5*	Lot 7014 / DP93044, Butters Lane, South Grafton	Noise monitor located in the free field and approximately 190 metres east of the New Grafton Bridge southern approach. Noise environment includes traffic noise from the New Grafton Bridge.
Location L6	26 Bent Street, South Grafton	Noise monitor located in the front yard, facing Bent Street and in the free field. Noise environment is dominated by traffic noise from Bent Street.
Location L7	68 Bent Street, South Grafton	Noise monitor located in the side yard, 1 metre from the facade and facing Bent Street. Noise environment is dominated by traffic noise from Bent Street.

Note: * Additional noise monitoring locations to those previously monitored as part of the detailed modelling and assessment and presented in previous report (ref. TJ502-01F07 (r7) Noise Modelling & Assessment, dated 29 March 2018).

Long term noise monitoring was undertaken at the above locations between Tuesday 13th and Tuesday 27th October 2020.

4.2.2 Short Term Noise Measurement Locations

In addition to the long term (unattended) noise monitoring, short term (attended) noise measurements were conducted at sensitive receivers where comments or complaints have been received to date from the community with regard to traffic noise.

The results of the short term (attended) noise measurements at each location were correlated with results from the nearest representative long term noise monitoring location to determine the representative traffic noise levels at the short term measurement locations.

Short term (attended) noise measurements were carried out at the locations listed in Table 4.2 below.

Table 4.2 – Short Term (Attended) Noise Measurement Locations

Monitoring Location	Address	Location on property
Location S1	7 Clarence Street, Grafton – TAFE (K Block)	Noise measurement location on the Villiers Street footpath adjacent to the K Block building, facing Villiers Street and in the free field. Noise environment is dominated by traffic noise from Villiers Street and distant traffic noise from the Pound Street intersection.
Location S2	7 Clarence Street, Grafton – TAFE (P Block – childcare centre playground)	Noise measurement location within the outdoor playground of the childcare centre located in P Block, facing Pound Street and in the free field. Noise environment is dominated by traffic noise from Pound Street.

Monitoring Location	Address	Location on property
Location S3	7 Clarence Street, Grafton – TAFE (N Block – Dunvegan Building)	Noise measurement location on the ground level of the Dunvegan building (N Block), 1m from the north eastern facade and facing Pound Street. Noise environment is dominated by traffic noise from Pound Street.
Location S4	7 Clarence Street, Grafton – TAFE (P Block – Children's Services Building)	Noise measurement location on the ground level of the children's services building (P Block), facing Clarence Street and in the free field. Noise environment is dominated by distant traffic noise from Pound Street.
Location S5	30 Pound Street, Grafton (Gummyaney Aboriginal Pre-School)	Noise measurement location on the south eastern side of the main pre-school building, facing Bridge Street and the New Grafton Bridge approach and in the free field. Noise environment is dominated by traffic noise from the New Grafton Bridge approach.
Location S6	22 Kent Street, Grafton	Noise measurement location in the side yard, facing Pound Street and the New Grafton Bridge approach and in the free field. Noise environment includes traffic noise from the New Grafton Bridge approach.

4.3 Noise Monitoring Results

The noise monitoring instruments typically stored L_{A90}, $L_{Aeq,15hour}$, $L_{Aeq,9hour}$ and L_{Amax} noise levels as a minimum on a continuous basis at 15-minute intervals. While measurement results for all these indices were retained, the study primarily focuses on the $L_{Aeq,15hour}$ and $L_{Aeq,9hour}$ results, as these are the noise assessment indices embodied in the RNP and applicable to the project.

The results of the long term (unattended) and short term (attended) noise monitoring are presented in the following sections.

4.3.1 Long Term Noise Monitoring Results

Traffic noise levels are assessed separately for daytime and night-time periods, defined by the RNP as follows:

- **Day** is defined as 7:00am to 10:00pm
- **Night** is defined as 10:00pm to 7:00am.

Where possible, noise monitoring was conducted at 1 metre from the affected building facade for a minimum of seven (7) valid days, in accordance with the RNP and ENMM. Where this was not possible (eg. due to space restrictions), the monitoring was conducted in the free field (ie. at least 3.5 metres away from any reflecting surfaces such as buildings). For monitoring locations in the free field, a +2.5dB(A) facade correction was applied to the measured noise levels to convert the free field measurements to equivalent measurements at 1m from the relevant building facade.

Therefore, the road traffic noise levels presented in Table 4.3 below represent the measured or equivalent noise levels at 1 metre from the building facade.

Table 4.3 – 2020 Long Term Monitored L_{Aeq} Road Traffic Noise Levels

Noise Monitoring Location	L_{Aeq} Traffic Noise Levels, dB(A)	
	$L_{Aeq,15hour}$ Day	$L_{Aeq,9hour}$ Night
Location L1 – Grafton TAFE (L Block – Library Building)	61	56
Location L2 – 16 Fitzroy Street, Grafton	59	52
Location L3 – 24 Pound Street, Grafton	55	49
Location L4 – 18 Pound Street, Grafton	53	48
Location L5 – Lot 7014 / DP93044, Butters Lane, South Grafton	53	47
Location L6 – 26 Bent Street, South Grafton	69	60
Location L7 – 68 Bent Street, South Grafton	66	58

The results of the long term unattended noise monitoring at each monitoring location are presented graphically in Appendix G.

4.3.2 Short Term Noise Monitoring Results

Representative traffic noise levels for the day and night periods based on the correlation of the short term measurement results with the corresponding nearby long term monitoring results are presented in Table 4.4.

Table 4.4 – 2020 Representative L_{Aeq} Road Traffic Noise Levels at Short Term Locations

Noise Monitoring Location	L_{Aeq} Traffic Noise Levels, dB(A)	
	$L_{Aeq,15hour}$ Day	$L_{Aeq,9hour}$ Night
Location S1 – Grafton TAFE (K Block)	67	62
Location S2 – Grafton TAFE (P Block – childcare centre playground)	59	54
Location S3 – Grafton TAFE (N Block – Dunvegan Building)	66	61
Location S4 – Grafton TAFE (P Block – Children Services Building)	58	53
Location S5 – 30 Pound Street, Grafton	53	47
Location S6 – 22 Kent Street, Grafton	53	48

During the measurements at the short-term monitoring locations it was observed that although traffic noise from the project was audible, other sources of noise may have also contributed to the noise environment such as insects, birds, frogs and/or rustling of leaves. Nevertheless, all extraneous noise substantially contributing to the measured noise levels were excluded to ensure the measured noise levels were representative of the traffic noise from the project.

5 Traffic Volumes and Classification

In accordance with Practice Note viii of the ENMM, classified traffic monitoring was conducted simultaneously with the noise monitoring by a third-party contractor, Matrix Traffic and Transport Data Australia P/L, to identify:

- traffic volumes
- vehicle classifications – as a minimum the total vehicles and % heavy vehicles
- mean (average) vehicle speeds.

The locations where traffic counting was conducted are listed below and presented in the aerial maps in Appendix F.

Table 5.1 – Traffic Counting Locations

Monitoring Location	Road	Location Description
Location T1	Pound Street	Between Villiers Street and Clarence Street
Location T2	Pound Street	Between Clarence Street and the rail overpass
Location T3	Craig Street	Between Kent Street and Clarence Street
Location T4	Old Grafton Bridge	Southern approach and north of Riverside Drive
Location T5	New Grafton Bridge	Southern approach and north of Through Street
Location T6	Bent Street	South of Spring Street intersection

Table 5.2 below presents the counted traffic volumes, vehicle classifications and vehicle speeds (based on average) at the traffic monitoring sites listed above.

Table 5.2 – Monitored 2020 Traffic Volumes, Vehicle Classifications and Speeds

Traffic Counting Site	Day – 7am to 10pm (15 hour)			Night – 10pm to 7am (9 hour)		
	Total Vehicles	Heavy Vehicle %	Speed[1] (km/h)	Total Vehicles	Heavy Vehicle %	Speed[1] (km/h)
Location T1 – Pound Street	11,303	11.5	39.6	987	17.0	43.7
Location T2 – Pound Street	11,934	8.2	52.1	1,058	11.2	55.5
Location T3 – Craig Street	14,468	6.0	51.0	824	8.9	53.2
Location T4 – Old Grafton Bridge	14,465	8.3	48.6	826	11.9	51.0
Location T5 – New Grafton Bridge	11,940	10.0	59.1	1,094	12.6	60.2
Location T6 – Bent Street	13,450	5.3	45.6	795	7.5	43.8

Notes: 1. Speed represents the average speed monitored during the traffic volume monitoring

2. Data based on traffic survey undertaken by Matrix Traffic and Transport Data Australia P/L, concurrently with the noise monitoring.

The post construction traffic data presented in Table 5.2 are the outputs of a traffic survey carried out over a short period, and are not directly comparable to Annual Average Daily Traffic (AADT), which provides an average of all days over a one year period.

Therefore, the monitored 2020 traffic volume data presented in Table 5.2 was only used for the validation of the 'as-built' (surveyed road design) noise model.

Once the model was validated, the AADT traffic volume forecast for the opening year (2019) and design year (2029 – 10 years after opening) were input into the calibrated 'as-built' noise model to determine the Year 1 and Year 10 traffic noise levels at all the sensitive receiver locations as assessed in the detailed noise modelling and assessment.

The traffic volume forecasts were based on traffic data provided by GTA Consultants in a traffic report titled 'Grafton Bridge – Update to Future Year Forecast – Summary Report' (ref. N117820, dated 20 February 2017) and further updated additional traffic data also provided by GTA Consultants in January 2018. The traffic data was presented in the detailed noise modelling and assessment report and is reproduced below.

Table 5.3 – 2019 Traffic Volumes, Compositions and Speeds

Road	Day – 7am to 10pm (15 hour)			Night – 10pm to 7am (9 hour)		
	Total Vehicles	HV%	Posted Speed (km/h)[1]	Total Vehicles	HV%	Posted Speed (km/h)[1]
Pacific Highway (between Alipou Street and Iolanthe Street)	8,756	22	50	617	22	50
Pacific Highway (before Heber Street)	9,066	22	50	638	22	50
Pacific Highway (connecting to Gwydir Highway)	15,335	22	50	1,079	22	50
Charles Street (between Spring Street and Gwydir Highway)	25,583	22	50	1,800	22	50
Gwydir Highway (between Bent Street and Pacific Highway)	13,762	5	50	969	5	50
Spring Street (between Bent Street and Pacific Highway)	1,231	5	50	87	5	50
Gwydir Highway (between Bent Street and Bligh Street)	10,264	5	50	723	5	50
Bent Street (between Spring Street and Through Street)	6,823	5	50	480	5	50
Existing Grafton Bridge	13,926	0	50	967	0	50
Villiers Street (between Fitzroy Street and Pound Street)	8,254	0	50	569	0	50
New Grafton Bridge	15,121	10	60	1,050	10	60
Pound Street (between Clarence Street and Villiers Street)	17,994	9	50	1,240	9	50

Notes: 1. Vehicles speeds based on posted speeds

In addition to the forecast 2019 traffic volumes, the detailed noise modelling and assessment report also presented forecast 2029 traffic volumes based on data provided by GTA Consultants in January 2018 and are reproduced below.

Table 5.4 – 2029 Traffic Volumes, Compositions and Speeds

Road	Day – 7am to 10pm (15 hour)			Night – 10pm to 7am (9 hour)		
	Total Vehicles	HV%	Posted Speed (km/h)[1]	Total Vehicles	HV%	Posted Speed (km/h)[1]
Pacific Highway (between Alipou Street and Iolanthe Street)	10,966	22	50	772	22	50
Pacific Highway (before Heber Street)	10,288	22	50	724	22	50
Pacific Highway (connecting to Gwydir Highway)	16,852	22	50	1,186	22	50
Charles Street (between Spring Street and Gwydir Highway)	31,274	22	50	2,200	22	50
Gwydir Highway (between Bent Street and Pacific Highway)	18,090	5	50	1,274	5	50
Spring Street (between Bent Street and Pacific Highway)	1,460	5	50	102	5	50
Gwydir Highway (between Bent Street and Bligh Street)	15,742	5	50	1,108	5	50
Bent Street (between Spring Street and Through Street)	8,610	5	50	606	5	50
Existing Grafton Bridge	14,544	0	50	1,011	0	50
Villiers Street (between Fitzroy Street and Pound Street)	8,442	0	50	582	0	50
New Grafton Bridge	19,700	9	60	1,368	9	60
Pound Street (between Clarence Street and Villiers Street)	17,846	9	50	1,230	9	50

Notes: 1. Vehicles speeds based on posted speeds

6 Noise Assessment Methodology

6.1 Noise Assessment Protocol

According to Practice Note viii of the ENMM, the operational noise monitoring and assessment protocol is as follows:

> *"Post-construction monitoring is undertaken to determine whether the mitigation measures have been adequate for the predicted design noise levels to be met.*
>
> *The "Design Noise Level for Year 1" is the noise level for the road development at project opening, after all feasible and reasonable mitigation strategies have been applied.*
>
> *Provided traffic flows and mixes following the road's opening are in line with those used for the predictions, it can be expected that if the predicted noise levels for Year 1 are achieved the predicted Year 10 noise levels will also be achieved.*
>
> *It should be recognised that noise prediction modelling has some accuracy limitations and will commonly produce acceptable errors of around 2 dB(A). In addition, when noise levels for a new road are being monitored short-term and uncharacteristic variations in traffic flow need to be taken into account when comparing the measured and predicted noise levels."*

Also, according to Practice Note viii of the ENMM, if the monitoring indicates operational noise levels exceeding the design noise levels for Year 1 then the following action shall be taken:

> *"1. If the measured noise levels exceed the design noise levels for Year 1 by 2 dB(A) or less, the noise data should be examined, the prediction methodology and suitability of mitigation measures should be reassessed and the reasons for the marginal exceedance(s) be identified and reported.*
>
> *2. If measured noise levels exceed the design noise level for Year 1 by more than 2 dB(A), the adequacy of the noise mitigation needs to be reviewed, and if problems are identified steps need to be taken to rectify the situation. Additional noise treatments may be required to achieve the design noise level, where this is feasible and reasonable."*

6.2 Compliance Assessment Procedure

Compliance was assessed for the operational noise levels predicted and presented in the detailed noise modelling and assessment report (ref. TJ502-01F07 (r7) Noise Modelling & Assessment, dated 29 March 2018) prepared by Renzo Tonin & Associates. The methodology used for the assessment is as follows:

1. Monitor operational traffic noise levels of the project at the monitoring locations presented in Table 4.1 and Table 4.2 of this ONCR
2. Concurrently with the noise monitoring, monitor traffic volumes, vehicle classifications and vehicle speeds along the project's alignment and local roads

3. Using the monitored traffic noise levels and the monitored traffic data in Table 5.2, validate the 'as-built' noise model by comparing the monitored traffic noise levels to the traffic noise levels modelled using the 'as-built' model

4. Where the comparison between monitored and modelled noise levels is within ± 2dB(A), then the 'as-built' noise model predicts results that are generally in agreement with the noise monitoring and there is a reasonable level of confidence that can be placed on the 'as-built' noise model for predicting traffic noise levels

5. Using the validated 'as-built' noise model and the forecasted 2019 (Year 1) traffic data presented in Table 5.3, model the Year 1 traffic noise levels for all receivers impacted by the project and assessed in the detailed noise modelling and assessment report

6. Compare the Year 1 traffic noise levels modelled during the preparation of the detailed noise modelling report ('design' noise model) with the Year 1 traffic noise levels modelled using the validated 'as-built' noise model as part of this ONCR (operational stage)

7. Where the operational 'as-built' noise levels for Year 1 are found to be no more than 2 dB(A) of the predicted Year 1 'design' noise levels, the operational noise levels are deemed to comply with the design objectives

8. Where the operational 'as-built' noise levels for Year 1 are found to be more than 2 dB(A) of the predicted Year 1 'design' noise levels, then a detailed analysis is required including:

    i. Predicting 2029 (Year 10) noise levels using the 'as-built' noise model for the applicable receiver locations

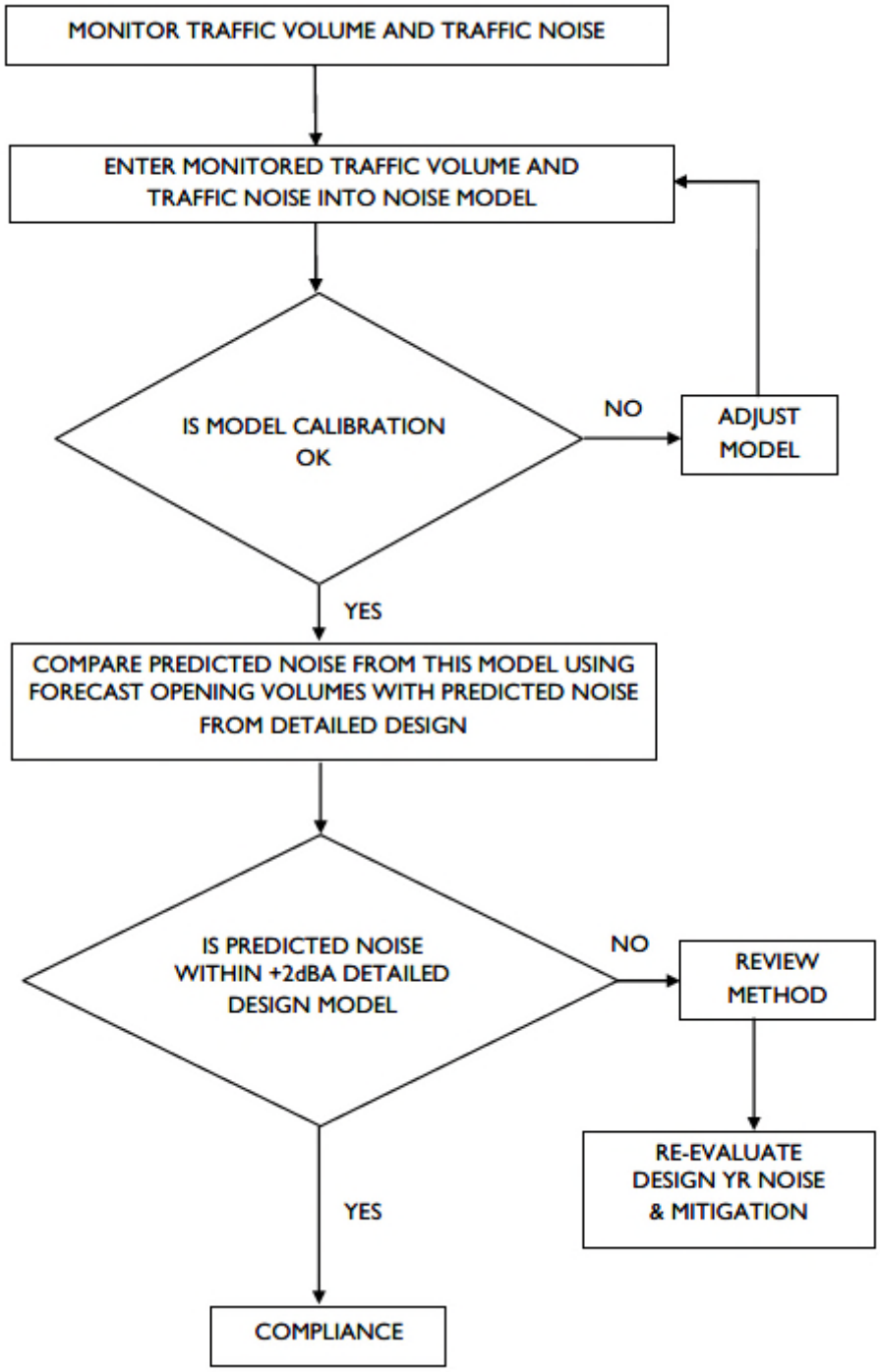
    ii. Checking predicted 2029 noise levels for compliance with the relevant noise criteria

    iii. Evaluating the adequacy of the noise mitigation measures implemented

    iv. Considering additional reasonable and feasible noise mitigation measures, where necessary.

A summary of the above methodology is presented in Figure 2, which forms part of the Transport for NSW procedure document 'Preparing a Post Construction Noise Assessment Report', dated June 2014.

Figure 2 – Summary of Compliance Assessment Procedure



Source: Transport for NSW 'Procedure – Preparing a Post Construction Noise Assessment Report', June 2014

6.3 Additional Noise Mitigation Measures

In accordance with the ENMM, additional mitigation measures will be considered where modelled 2019 operational 'as-built' noise levels are found to be more than 2dB(A) above the modelled 2019 'design' noise levels (ie. operational noise levels are more than +2dB(A) higher than design noise levels). For those properties, any necessary additional mitigation measures will be assessed accordingly and where feasible and reasonable would be considered in accordance with the RNP and the ENMM.

'Feasibility' relates to engineering considerations and what can practically be built. 'Reasonableness' is judged in terms of noise mitigation benefits and costs, and many other aspects such as community views, aesthetic impacts, existing and future noise levels at the affected sites and the benefits arising from the development.

7 Noise Modelling Results and Assessment

7.1 Noise Prediction Model

Noise modelling was carried out using the Road Traffic Noise Module in the SoundPLAN noise modelling software. This method is recognised and accepted by both Transport for NSW and EPA.

The traffic noise prediction model adopted by SoundPLAN is based on a method developed by the United Kingdom Department of Environment entitled "Calculation of Road Traffic Noise (1988)" known as the CoRTN88 method. This method has been adapted to Australian conditions and extensively tested by the Australian Road Research Board. The model predicts noise levels for free-flowing traffic and a modified method has been developed which enables an accurate prediction of noise from high truck exhausts to be taken into account.

The pre-construction 'design' noise model used for the detailed noise modelling and assessment was updated with the 'as-built' road design, which included the noise barrier and crash barriers (eg. F-type barriers) implemented, to provide an 'as-built' post construction noise model.

Table 7.1 following sets out the inputs and assumptions used in the 'as-built' post construction traffic noise prediction model.

Table 7.1 – Summary of SoundPLAN Noise Modelling Inputs

Input Parameters	Data Acquired From
Traffic volumes and mix	Noise model validation: using 2020 traffic classifications (total vehicles and % heavy vehicles) from traffic survey by Matrix Traffic and Transport Data Australia P/L (see Table 5.2 of Section 5) Noise prediction modelling: using 2019 forecasted traffic volumes (total vehicles and % heavy vehicles) presented in the detailed noise modelling and assessment report (see Table 5.3 of Section 5)
Vehicle speed	Noise model validation: using 2020 (average) traffic speeds from traffic survey by Matrix Traffic and Transport Data Australia P/L (see Table 5.2 of Section 5) Noise prediction modelling: 2019 traffic speeds based on posted speed limits along the project's alignment and local roads (see Table 5.3 of Section 5)
Gradient of roadway	From 'as-built' road design provided by Transport for NSW
Source height	0.5m for car exhausts/engines and car/truck tyre noise, 1.5m for truck engines and 3.6m for truck exhausts
Ground topography at receiver and road	Digital topographic data from detailed noise modelling and assessment model
Angles of view from receiver	From detailed noise modelling and assessment model
Structures and cuttings on opposite side of road	From detailed noise modelling and assessment model
Ground absorption	• Global factor of 0.75 • Water surfaces = 0
Receiver Heights	1.5m above ground level for ground floor and 4.5m above ground level for first floor
Facade correction	+2.5dB(A)
L_{10} to L_{eq} correction	-3dB(A)

Input Parameters	Data Acquired From
Road pavement correction	Dense Graded Asphalt (DGA) used for all road surfaces = 0dB(A)
Correction for Australian conditions	ARRB corrections: • Day: -1.7dB(A) for 'at facade' conditions • Night: no corrections
Roadside barriers	Details of 'as-built' noise barriers provided by Transport for NSW
Traffic noise levels (L_{Aeq})	Based on long term monitoring results (see Section 4.1.1)

7.2 Model Validation

The 'as-built' post construction noise model was validated using the 2020 long term noise monitoring results and 2020 traffic classification counts obtained concurrently during the post construction noise monitoring.

Table 7.2 summarises the results of the traffic noise model validation, providing a comparison of the modelled traffic noise levels for existing conditions compared to the measured traffic noise levels, all presented to one decimal point for the purpose of the validation process.

Table 7.2 – Noise Model Validation Results

Monitoring Locations	$L_{Aeq(15hr)}$ Noise Level, dB(A)			$L_{Aeq(9hr)}$ Noise Level, dB(A)		
	Measured	Modelled	Variation	Measured	Modelled	Variation
L1 – Grafton TAFE (L Block – Library Building)	61.4	62.2	0.8	55.5	56.5	1.0
L2 – 16 Fitzroy Street, Grafton	56.8	57.7	0.9	49.1	49.2	0.1
L3 – 24 Pound Street, Grafton	55.5	54.6	-0.9	49.2	49.3	0.1
L4 – 18 Pound Street, Grafton	50.5	51.4	0.9	45.8	45.4	-0.4
L5 – Butters Lane, South Grafton	51.5	51.0	-0.5	44.2	44.1	-0.1
L6 – 26 Bent Street, South Grafton	66.6	66.6	0.0	57.9	58.1	0.2
L7 – 68 Bent Street, South Grafton	66.1	67.0	0.9	57.7	58.6	0.9
Median (all data)			**0.8**			**0.1**

Notes: 1. Measured noise levels may differ to those presented in Table 4.3 as these noise levels are for a selected period of days consistent with the traffic counting duration.

The noise model validation results presented in Table 7.2 above show that the 'as-built' noise model predicts results that are generally in good agreement with the noise monitoring at each location.

The median differences in the day and night time periods are within ±1dB(A); therefore, the post construction 'as-built' noise model is found to validate well and there is a reasonable level of confidence that can be placed on the ability of the model to predict future traffic noise levels.

7.3 Predicted Post Construction Traffic Noise Levels

Noise levels for the receiver locations assessed as part of the detailed noise modelling (pre-construction) and presented in the detailed noise modelling and assessment report, were predicted using the validated post construction 'as-built' noise model and forecasted traffic classification data for

both the 2019 opening year and 2029 design year, as presented in Table 5.3 and Table 5.4, respectively. Results of the 'as-built' noise modelling were then compared to the 2019 opening year and 2029 design year noise levels that were predicted and presented in Appendix C of the detailed noise modelling and assessment (pre-construction) report at the same receiver locations, in order to compare noise levels in accordance with Practice Note VIII of the ENMM and MCoA E3.

Table C.1 in Appendix C presents the 2019 opening year (Year 1) noise modelling results at the receiver locations and also details the comparison between the pre-construction and post construction Year 1 noise levels for the day and night periods.

Table C.2 in Appendix C presents the 2029 design year (Year 10) noise modelling results at the receiver locations and also details the comparison between the pre-construction and post construction Year 10 noise levels for the day and night periods.

Noise modelling was conducted for a total of 223 receiver locations, the same receiver locations as those modelled to in the detailed noise modelling and assessment.

Based on the modelling results and the comparison of the pre and post construction modelled noise levels, there is a clear trend of compliance. That is, the post construction noise levels are within +2dB(A) of the pre-construction noise levels for all receivers for both the 2019 opening year and 2029 design year. The maximum difference was determined to be +1dB(A), where the post construction modelled noise level was higher than the pre-construction modelled noise level by 1.0dB(A).

Therefore, the outcome of the comparison indicates that the noise prediction model used during the detailed noise modelling and assessment (pre-construction) was adequate in predicting future traffic noise levels, and the noise mitigation performance of the 'as-built' construction of the upgrade is found to be adequate in accordance with ENMM's Practice Note VIII and the documented procedures

8 Conclusion

Renzo Tonin & Associates (NSW) Pty Ltd has completed the operational noise monitoring and assessment of road traffic noise for the Clarence River Bridge Crossing project in Grafton in accordance with the requirements set out in the relevant Ministers Conditions of Approval, the NSW 'Road Noise Policy' and the NSW 'Environmental Noise Management Manual'.

Operational noise levels for the 2019 opening year and the 2029 design year (10 years after opening) were predicted using a validated post construction 'as-built' noise model. The predicted noise levels were compared to the previously predicted design noise levels and results of the comparison were found to be less +2dB(A) and in accordance with the ENMM and relevant procedures.

Therefore, no further noise mitigation in addition to the constructed 3 metre high noise barrier and at-property treatment delivered to those of the 55 properties identified which prove eligible for at-property treatment is required.

APPENDIX A Glossary of Terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Adverse weather	Weather effects that enhance noise (particularly wind and temperature inversions) occurring at a site for a significant period of time. In the NSW INP this occurs when wind occurs for more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of nights in winter.		
Air-borne noise	Noise which is fundamentally transmitted by way of the air and can be attenuated by the use of barriers and walls placed physically between the noise source and receiver.		
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.		
Amenity	A desirable or useful feature or facility of a building or place.		
AS	Australian Standard		
Assessment period	The time period in which an assessment is made. e.g. Day 7am-10pm & Night 10pm-7am.		
Assessment Point	A location at which a noise or vibration measurement is taken or estimated.		
Attenuation	The reduction in the level of sound or vibration.		
Audible Range	The limits of frequency which are audible or heard as sound. The normal hearing in young adults detects ranges from 20 Hz to 20 kHz, although some people can detect sound with frequencies outside these limits.		
A-weighting	A filter applied to the sound recording made by a microphone to approximate the response of the human ear.		
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the LA90 noise level if measured as an overall level or an L90 noise level when measured in octave or third-octave bands.		
Barrier (Noise)	A natural or constructed physical barrier which impedes the propagation of sound and includes fences, walls, earth mounds or berms and buildings.		
Berm	Earth or overburden mound.		
Buffer	An area of land between a source and a noise-sensitive receiver and may be an open space or a noise-tolerant land use.		
Bund	A bund is an embankment or wall of brick, stone, concrete or other impervious material, which may form part or all of the perimeter of a compound.		
BS	British Standard		
CoRTN	United Kingdom Department of Environment entitled "Calculation of Road Traffic Noise (1988)"		
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of common sounds in our environment:		
	threshold of hearing	0 dB	The faintest sound we can hear, defined as 20 micro Pascal
		10 dB	Human breathing
	almost silent	20 dB	
		30 dB	Quiet bedroom or in a quiet national park location
	generally quiet	40 dB	Library
		50 dB	Typical office space or ambience in the city at night
	moderately loud	60 dB	CBD mall at lunch time

		70 dB	The sound of a car passing on the street
	loud	80 dB	Loud music played at home
		90 dB	The sound of a truck passing on the street
	very loud	100 dB	Indoor rock band concert
		110 dB	Operating a chainsaw or jackhammer
	extremely loud	120 dB	Jet plane take-off at 100m away
	threshold of pain	130 dB	
		140 dB	Military jet take-off at 25m away

dB(A)	A-weighted decibel. The A- weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter is denoted as dB(A). Practically all noise is measured using the A filter.
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies. The dB(C) level is not widely used but has some applications.
Diffraction	The distortion of sound waves caused when passing tangentially around solid objects.
DIN	German Standard
ECRTN	Environmental Criteria for Road Traffic Noise, NSW, 1999
EPA	Environment Protection Authority
Field Test	A test of the sound insulation performance in-situ. See also 'Laboratory Test' The sound insulation performance between building spaces can be measured by conducting a field test, for example, early during the construction stage or on completion. A field test is conducted in a non-ideal acoustic environment. It is generally not possible to measure the performance of an individual building element accurately as the results can be affected by numerous field conditions.
Fluctuating Noise	Noise that varies continuously to an appreciable extent over the period of observation.
Free-field	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground.
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.
Ground-borne noise	Vibration propagated through the ground and then radiated as noise by vibrating building elements such as wall and floor surfaces. This noise is more noticeable in rooms that are well insulated from other airborne noise. An example would be vibration transmitted from an underground rail line radiating as sound in a bedroom of a building located above.
Habitable Area	Includes a bedroom, living room, lounge room, music room, television room, kitchen, dining room, sewing room, study, playroom, family room, home theatre and sunroom. Excludes a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom, clothes drying room, and other spaces of a specialised nature occupied neither frequently nor for extended periods.
Heavy Vehicle	A truck, transporter or other vehicle with a gross weight above a specified level (for example: over 8 tonnes).
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.

Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
Intrusive noise	Refers to noise that intrudes above the background level by more than 5 dB(A).
ISEPP	State Environmental Planning Policy (Infrastructure), NSW, 2007
ISEPP Guideline	Development Near Rail Corridors and Busy Roads - Interim Guideline, NSW Department of Planning, December 2008
L1	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L10	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L10(1hr)	The L10 level measured over a 1 hour period.
L10(18hr)	The arithmetic average of the L10(1hr) levels for the 18 hour period between 6am and 12 midnight on a normal working day.
L90	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
LAeq or Leq	The "equivalent noise level" is the summation of noise events and integrated over a selected period of time, which would produce the same energy as a fluctuating sound level. When A-weighted, this is written as the LAeq.
LAeq(1hr)	The LAeq noise level for a one-hour period. In the context of the NSW EPA's Road Noise Policy it represents the highest tenth percentile hourly A-weighted Leq during the period 7am to 10pm, or 10pm to 7am (whichever is relevant).
LAeq(8hr)	The LAeq noise level for the period 10pm to 6am.
LAeq(9hr)	The LAeq noise level for the period 10pm to 7am.
LAeq(15hr)	The LAeq noise level for the period 7am to 10pm.
LAeq (24hr)	The LAeq noise level during a 24 hour period, usually from midnight to midnight.
Lmax	The maximum sound pressure level measured over a given period. When A-weighted, this is usually written as the LAmax.
Lmin	The minimum sound pressure level measured over a given period. When A-weighted, this is usually written as the LAmin.
Loudness	A rise of 10 dB in sound level corresponds approximately to a doubling of subjective loudness. That is, a sound of 85 dB is twice as loud as a sound of 75 dB which is twice as loud as a sound of 65 dB and so on. That is, the sound of 85 dB is four times or 400% the loudness of a sound of 65 dB.
Microphone	An electro-acoustic transducer which receives an acoustic signal and delivers a corresponding electric signal.
NCA	Noise Catchment Area. An area of study within which the noise environment is substantially constant.
NCG	Noise Criteria Guideline, Roads and Maritime Services (Transport for NSW)
NMG	Noise Mitigation Guideline, Roads and Maritime Services (Transport for NSW)
Noise	Unwanted sound
NPfI	Noise Policy for Industry, NSW EPA 2017
Pre-construction	Work in respect of the proposed project that includes design, survey, acquisitions, fencing, investigative drilling or excavation, building/road dilapidation surveys, minor clearing (except where threatened species, populations or ecological communities would be affected), establishing ancillary facilities such as site compounds, or other relevant activities determined to have minimal environmental impact (e.g. minor access roads).
Reflection	Sound wave reflected from a solid object obscuring its path.

RMS	Root Mean Square value representing the average value of a signal.
Rw	Weighted Sound Reduction Index A measure of the sound insulation performance of a building element. It is measured in very controlled conditions in a laboratory. The term supersedes the value STC which was used in older versions of the Building Code of Australa. Rw is measured and calculated using the procedure in ISO 717-1. The related field measurement is the DnT,w. The higher the value the better the acoustic performance of the building element.
RNP	Road Noise Policy, NSW, March 2011
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy by conversion to thermal energy.
Sound Insulation	Sound insulation refers to the ability of a construction or building element to limit noise transmission through the building element. The sound insulation of a material can be described by the Rw and the sound insulation between two rooms can be described by the DnT,w.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power of 1 pico watt.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone referenced to 20 mico Pascal.
Spoil	Soil or materials arising from excavation activities.
Structure-borne Noise	Audible noise generated by vibration induced in the ground and/or a structure. Vibration can be generated by impact or by solid contact with a vibrating machine. Structure-borne noise cannot be attenuated by barriers or walls but requires the isolation of the vibration source itself. This can be achieved using a resilient element placed between the vibration source and its support such as rubber, neoprene or springs or by physical separation (using an air gap for example). Examples of structure-borne noise include the noise of trains in underground tunnels heard to a listener above the ground, the sound of footsteps on the floor above a listener and the sound of a lift car passing in a shaft. See also 'Impact Noise'.
Tonal Noise	Sound containing a prominent frequency and characterised by a definite pitch.
Transmission Loss	The sound level difference between one room or area and another, usually of sound transmitted through an intervening partition or wall. Also the vibration level difference between one point and another. For example, if the sound level on one side of a wall is 100dB and 65dB on the other side, it is said that the transmission loss of the wall is 35dB. If the transmission loss is normalised or standardised, it then becomes the Rw or R'w or DnT,w.

APPENDIX B Receiver Locations

Legend

- Project Road Design
- #### Receiver location

100 0 100 200 m

Transport for NSW

RENZO TONIN & ASSOCIATES
inspired to achieve
1/418A Elizabeth Street, Surry Hills NSW 2010

Project: Clarence River Crossing, Grafton

Description: **Receiver Locations**

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Date: 27/11/2020
Scale: 1:3000 @ A3

Legend

- Project Road Design
- #### Receiver location

100 0 100 200 m

Transport for NSW

RENZO TONIN & ASSOCIATES
inspired to achieve
1/418A Elizabeth Street, Surry Hills NSW 2010

Project: Clarence River Crossing, Grafton

Description: **Receiver Locations**

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APPENDIX C Comparison of Pre-Construction & Post Construction Traffic Noise Levels

Table C.1 – Comparison of Traffic Noise Levels for 2019 Opening Year, dB(A)

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R001	Ground	SW	46.9	44.7	-2.2	No	41.2	39	-2.2	No
R001	Ground	SE	45.1	43.3	-1.8	No	39.6	37.8	-1.8	No
R001	Ground	NE	47.2	45.8	-1.4	No	41.7	40.3	-1.4	No
R001	Ground	NE	49.9	48.6	-1.3	No	44.3	43	-1.3	No
R001	Ground	NW	51.8	50.1	-1.7	No	46.2	44.5	-1.7	No
R001	First	SW	48.5	46.5	-2	No	42.8	40.9	-1.9	No
R001	First	SE	48.1	46.6	-1.5	No	42.6	41.1	-1.5	No
R001	First	NE	51.7	50	-1.7	No	46.1	44.5	-1.6	No
R001	First	NE	53.4	51.6	-1.8	No	47.8	46.1	-1.7	No
R001	First	NW	53.9	51.9	-2	No	48.3	46.4	-1.9	No
R002	Ground	NW	52.1	49.9	-2.2	No	46.5	44.3	-2.2	No
R002	Ground	SW	50.1	48.8	-1.3	No	44.5	43.3	-1.2	No
R002	Ground	SE	50.1	48.8	-1.3	No	44.5	43.2	-1.3	No
R002	Ground	SE	50.8	49.5	-1.3	No	45.2	44	-1.2	No
R002	Ground	NE	53.6	51.1	-2.5	No	48	45.5	-2.5	No
R002	Ground	NW	53.3	51	-2.3	No	47.8	45.4	-2.4	No
R003	Ground	SW	44	42.6	-1.4	No	38.4	37	-1.4	No
R003	Ground	SE	47	45.2	-1.8	No	41.5	39.7	-1.8	No
R003	Ground	NE	50.6	48.4	-2.2	No	45	42.8	-2.2	No
R003	Ground	NW	50.5	48.2	-2.3	No	44.9	42.6	-2.3	No
R003	Ground	NE	50.3	47.9	-2.4	No	44.6	42.3	-2.3	No
R003	Ground	NW	45.9	44.3	-1.6	No	40.4	38.8	-1.6	No
R005	Ground	SW	47.9	46.8	-1.1	No	42.2	41.1	-1.1	No
R005	Ground	SE	49.1	47.2	-1.9	No	43.5	41.7	-1.8	No
R005	Ground	NE	55	52.8	-2.2	No	49.5	47.2	-2.3	No
R005	Ground	NW	54.7	52.5	-2.2	No	49.1	46.9	-2.2	No
R007	Ground	SW	45.1	43.8	-1.3	No	39.5	38.2	-1.3	No
R007	Ground	SE	41.7	40.5	-1.2	No	36.1	35	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R007	Ground	SW	41.9	40.6	-1.3	No	36.3	35	-1.3	No
R007	Ground	SE	42.2	41	-1.2	No	36.6	35.4	-1.2	No
R007	Ground	NE	52.2	50.2	-2	No	46.6	44.6	-2	No
R007	Ground	NW	52.2	50.4	-1.8	No	46.7	44.9	-1.8	No
R009	Ground	SW	42.8	41.5	-1.3	No	37.1	35.9	-1.2	No
R009	Ground	SE	46.9	44.8	-2.1	No	41.4	39.3	-2.1	No
R009	Ground	NE	53.2	50.9	-2.3	No	47.7	45.4	-2.3	No
R009	Ground	NW	52.8	50.6	-2.2	No	47.3	45.1	-2.2	No
R009	First	SW	46.5	45	-1.5	No	40.9	39.4	-1.5	No
R009	First	SE	48.3	46.4	-1.9	No	42.7	40.9	-1.8	No
R009	First	NE	54	51.9	-2.1	No	48.5	46.3	-2.2	No
R009	First	NW	53.7	51.8	-1.9	No	48.2	46.2	-2	No
R047	Ground	S	44.4	43	-1.4	No	38.8	37.4	-1.4	No
R047	Ground	W	43.1	41.8	-1.3	No	37.4	36.1	-1.3	No
R047	Ground	S	46.4	44.9	-1.5	No	40.8	39.3	-1.5	No
R047	Ground	E	47.4	45.7	-1.7	No	41.8	40.2	-1.6	No
R047	Ground	S	47.2	45.8	-1.4	No	41.6	40.1	-1.5	No
R047	Ground	E	47.7	46.3	-1.4	No	42.1	40.6	-1.5	No
R047	Ground	N	45.1	43.6	-1.5	No	39.5	38	-1.5	No
R047	Ground	W	43.2	41.8	-1.4	No	37.5	36.2	-1.3	No
R047	Ground	N	43.4	41.9	-1.5	No	37.7	36.3	-1.4	No
R047	Ground	E	45.7	44.2	-1.5	No	40.1	38.6	-1.5	No
R047	Ground	N	45	43.5	-1.5	No	39.4	37.9	-1.5	No
R047	Ground	W	42.5	41.2	-1.3	No	36.8	35.6	-1.2	No
R049	Ground	S	47.5	46.2	-1.3	No	41.9	40.6	-1.3	No
R049	Ground	E	48.7	47.2	-1.5	No	43	41.6	-1.4	No
R049	Ground	N	44.6	43.2	-1.4	No	39	37.6	-1.4	No
R049	Ground	W	42.8	41.5	-1.3	No	37.1	35.9	-1.2	No
R051	Ground	SW	48.1	46.7	-1.4	No	42.4	41	-1.4	No
R051	Ground	SE	48.5	47	-1.5	No	42.9	41.4	-1.5	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R051	Ground	NE	45.9	44.4	-1.5	No	40.3	38.8	-1.5	No
R051	Ground	NW	42.1	40.8	-1.3	No	36.5	35.2	-1.3	No
R056	Ground	SW	47.3	45.8	-1.5	No	41.7	40.2	-1.5	No
R056	Ground	SE	47.9	46.6	-1.3	No	42.2	40.9	-1.3	No
R056	Ground	NE	43.7	42.1	-1.6	No	38.1	36.5	-1.6	No
R056	Ground	NW	37.6	36.4	-1.2	No	32	30.8	-1.2	No
R056	Ground	NE	39.6	38.3	-1.3	No	34	32.7	-1.3	No
R056	Ground	SE	42	40.5	-1.5	No	36.4	34.9	-1.5	No
R056	Ground	NE	41.5	40	-1.5	No	35.9	34.5	-1.4	No
R056	Ground	NW	40.1	38.7	-1.4	No	34.5	33.1	-1.4	No
R056	First	SW	49.9	48.1	-1.8	No	44.3	42.4	-1.9	No
R056	First	SE	50.3	48.9	-1.4	No	44.7	43.2	-1.5	No
R056	First	NE	46.9	45.4	-1.5	No	41.3	39.9	-1.4	No
R056	First	NW	43.1	41.9	-1.2	No	37.5	36.3	-1.2	No
R056	First	NE	44.6	43.2	-1.4	No	38.9	37.6	-1.3	No
R056	First	SE	46.2	44.8	-1.4	No	40.6	39.2	-1.4	No
R056	First	NE	45.5	44.1	-1.4	No	39.9	38.6	-1.3	No
R056	First	NW	43.7	42.5	-1.2	No	38.1	36.9	-1.2	No
R057	Ground	SW	42.5	41.1	-1.4	No	36.9	35.5	-1.4	No
R057	Ground	NE	41.6	40	-1.6	No	36	34.4	-1.6	No
R057	Ground	NW	40.9	40	-0.9	No	35.3	34.4	-0.9	No
R057	First	SW	46.1	44.7	-1.4	No	40.5	39.1	-1.4	No
R057	First	SE	50	48.6	-1.4	No	44.3	43	-1.3	No
R057	First	NE	46	44.3	-1.7	No	40.4	38.7	-1.7	No
R057	First	NW	44	43	-1	No	38.4	37.4	-1	No
R058	Ground	SW	40.8	39.7	-1.1	No	35.2	34.1	-1.1	No
R058	Ground	SW	40.4	39.1	-1.3	No	34.8	33.5	-1.3	No
R058	Ground	S	40.5	39.3	-1.2	No	34.9	33.6	-1.3	No
R058	Ground	SE	40.2	39.2	-1	No	34.6	33.5	-1.1	No
R058	Ground	NE	41	40.1	-0.9	No	35.4	34.5	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R058	Ground	NW	40.3	40	-0.3	No	34.7	34.4	-0.3	No
R058	Ground	NE	40.4	39.7	-0.7	No	34.8	34.1	-0.7	No
R058	Ground	NW	39.9	39	-0.9	No	34.3	33.3	-1	No
R058	Ground	W	40	39.2	-0.8	No	34.4	33.5	-0.9	No
R058	Ground	NW	40	39.1	-0.9	No	34.4	33.4	-1	No
R059	Ground	SW	47	45.4	-1.6	No	41.4	39.7	-1.7	No
R059	Ground	SW	47.9	46.8	-1.1	No	42.3	41.2	-1.1	No
R059	Ground	S	49	47.5	-1.5	No	43.4	41.9	-1.5	No
R059	Ground	SE	49.2	47.5	-1.7	No	43.6	41.9	-1.7	No
R059	Ground	SE	49.5	47.8	-1.7	No	43.9	42.3	-1.6	No
R059	Ground	NE	46.3	44.5	-1.8	No	40.7	38.9	-1.8	No
R059	Ground	NW	43.1	42.5	-0.6	No	37.5	36.8	-0.7	No
R059	Ground	W	44.6	43.7	-0.9	No	39	38.1	-0.9	No
R060	Ground	SW	47.1	45.3	-1.8	No	41.6	39.7	-1.9	No
R060	Ground	SE	49.4	47.8	-1.6	No	43.8	42.2	-1.6	No
R060	Ground	NE	46.9	45	-1.9	No	41.3	39.4	-1.9	No
R060	Ground	NW	42	41.1	-0.9	No	36.4	35.5	-0.9	No
R061	Ground	SW	46.1	44.3	-1.8	No	40.6	38.7	-1.9	No
R061	Ground	SE	48.3	46.8	-1.5	No	42.7	41.2	-1.5	No
R061	Ground	NE	41.7	40.3	-1.4	No	36.1	34.7	-1.4	No
R061	Ground	NW	42.1	41.2	-0.9	No	36.4	35.6	-0.8	No
R062	Ground	SW	42.8	41.4	-1.4	No	37.2	35.8	-1.4	No
R062	Ground	SE	48.7	47.4	-1.3	No	43.1	41.8	-1.3	No
R062	Ground	SE	48.9	47.4	-1.5	No	43.2	41.8	-1.4	No
R062	Ground	NE	46.3	44.7	-1.6	No	40.7	39.1	-1.6	No
R062	Ground	NW	41.7	40.6	-1.1	No	36.1	35	-1.1	No
R063	Ground	SW	44.5	43	-1.5	No	38.9	37.4	-1.5	No
R063	Ground	SE	45.3	43.9	-1.4	No	39.7	38.3	-1.4	No
R063	Ground	SW	45.2	43.8	-1.4	No	39.6	38.2	-1.4	No
R063	Ground	SW	46	44.3	-1.7	No	40.4	38.8	-1.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R063	Ground	SE	49.3	47.7	-1.6	No	43.7	42.1	-1.6	No
R063	Ground	E	49	47.1	-1.9	No	43.4	41.5	-1.9	No
R063	Ground	NE	45.1	43.6	-1.5	No	39.5	38	-1.5	No
R063	Ground	NW	43.3	42.5	-0.8	No	37.6	36.9	-0.7	No
R063	Ground	NE	44.1	43.1	-1	No	38.5	37.5	-1	No
R063	Ground	N	44.7	43.7	-1	No	39.1	38.1	-1	No
R063	Ground	NW	43.9	43	-0.9	No	38.3	37.4	-0.9	No
R063	Ground	NW	44	43.2	-0.8	No	38.3	37.6	-0.7	No
R064	Ground	SW	46.7	45.3	-1.4	No	41.1	39.7	-1.4	No
R064	Ground	SW	46.8	45.2	-1.6	No	41.2	39.7	-1.5	No
R064	Ground	S	48.3	46.7	-1.6	No	42.7	41.1	-1.6	No
R064	Ground	SE	48.4	46.9	-1.5	No	42.8	41.3	-1.5	No
R064	Ground	SW	48.5	46.8	-1.7	No	42.9	41.3	-1.6	No
R064	Ground	SE	49.4	47.9	-1.5	No	43.8	42.3	-1.5	No
R064	Ground	SE	49.4	47.8	-1.6	No	43.8	42.2	-1.6	No
R064	Ground	NE	45.3	43.6	-1.7	No	39.7	38	-1.7	No
R064	Ground	N	43.7	42.2	-1.5	No	38.1	36.6	-1.5	No
R064	Ground	NW	42.3	41.3	-1	No	36.7	35.7	-1	No
R065	Ground	SW	44	42.4	-1.6	No	38.4	36.8	-1.6	No
R065	Ground	S	49.1	47.4	-1.7	No	43.5	41.8	-1.7	No
R065	Ground	SE	49.4	47.8	-1.6	No	43.8	42.2	-1.6	No
R065	Ground	E	49.6	47.8	-1.8	No	44	42.3	-1.7	No
R065	Ground	NE	48.5	46.4	-2.1	No	42.9	40.8	-2.1	No
R065	Ground	E	47	45	-2	No	41.4	39.5	-1.9	No
R065	Ground	NE	44.1	42.4	-1.7	No	38.5	36.8	-1.7	No
R065	Ground	N	42.7	42.1	-0.6	No	37.1	36.5	-0.6	No
R065	Ground	N	43.5	42.8	-0.7	No	37.9	37.2	-0.7	No
R065	Ground	NW	43.5	43.1	-0.4	No	37.9	37.5	-0.4	No
R066	Ground	SW	48.6	46.8	-1.8	No	43	41.3	-1.7	No
R066	Ground	SE	51.9	50.1	-1.8	No	46.3	44.5	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R066	Ground	NE	49.8	48.1	-1.7	No	44.2	42.6	-1.6	No
R066	Ground	NW	42.8	42.5	-0.3	No	37.2	36.9	-0.3	No
R066	First	SW	50.8	48.9	-1.9	No	45.2	43.3	-1.9	No
R066	First	SE	54	52	-2	No	48.4	46.4	-2	No
R066	First	NE	52	50.4	-1.6	No	46.4	44.8	-1.6	No
R066	First	NW	45.6	45.3	-0.3	No	40	39.7	-0.3	No
R067	Ground	SW	43.9	42.3	-1.6	No	38.3	36.7	-1.6	No
R067	Ground	SE	50.4	48.5	-1.9	No	44.8	42.9	-1.9	No
R067	Ground	NE	49.4	47.4	-2	No	43.8	41.9	-1.9	No
R067	Ground	NE	44.5	42.9	-1.6	No	38.9	37.4	-1.5	No
R067	Ground	NW	42.7	42	-0.7	No	37.1	36.4	-0.7	No
R067	Ground	SW	41.9	40.6	-1.3	No	36.2	34.9	-1.3	No
R067	Ground	NW	43	41.8	-1.2	No	37.4	36.2	-1.2	No
R068	Ground	SW	40.4	39.3	-1.1	No	34.8	33.7	-1.1	No
R068	Ground	NE	41.8	40.5	-1.3	No	36.2	34.9	-1.3	No
R068	Ground	N	42.4	41.8	-0.6	No	36.8	36.2	-0.6	No
R068	Ground	NW	42.5	42	-0.5	No	36.9	36.4	-0.5	No
R068	Ground	N	42.7	42.2	-0.5	No	37.1	36.6	-0.5	No
R068	Ground	NW	42.6	42.6	0	No	37	37	0	No
R069	Ground	SW	42.2	41	-1.2	No	36.5	35.4	-1.1	No
R069	Ground	SW	44.2	42.7	-1.5	No	38.6	37.1	-1.5	No
R069	Ground	SE	49.8	47.8	-2	No	44.2	42.2	-2	No
R069	Ground	NE	44.3	42.5	-1.8	No	38.7	36.9	-1.8	No
R069	Ground	NE	42.6	41.2	-1.4	No	37	35.6	-1.4	No
R069	Ground	NW	41.6	40.7	-0.9	No	36	35.1	-0.9	No
R070	Ground	SW	40.8	39.6	-1.2	No	35.1	34	-1.1	No
R070	Ground	NE	42.2	41.8	-0.4	No	36.6	36.2	-0.4	No
R070	Ground	NE	42.9	42.5	-0.4	No	37.2	36.8	-0.4	No
R070	Ground	NW	43.2	42.5	-0.7	No	37.6	36.9	-0.7	No
R070	Ground	SW	40.9	39.8	-1.1	No	35.3	34.2	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R070	Ground	NW	41.4	40.6	-0.8	No	35.8	35	-0.8	No
R071	Ground	NW	45	44.7	-0.3	No	39.4	39.1	-0.3	No
R071	Ground	NE	52.3	51.5	-0.8	No	46.7	45.9	-0.8	No
R071	Ground	NW	46.1	46.2	0.1	No	40.5	40.6	0.1	No
R071	Ground	SW	42.4	41.5	-0.9	No	36.8	35.9	-0.9	No
R071	Ground	NW	45.3	44.7	-0.6	No	39.6	39.1	-0.5	No
R071	Ground	S	44.6	43.2	-1.4	No	39	37.7	-1.3	No
R071	Ground	SE	45.6	44.5	-1.1	No	40	38.9	-1.1	No
R071	Ground	SW	44	42.7	-1.3	No	38.4	37.1	-1.3	No
R071	Ground	NW	42.4	41.9	-0.5	No	36.8	36.3	-0.5	No
R071	Ground	SW	43.3	42.1	-1.2	No	37.7	36.5	-1.2	No
R071	Ground	NW	42	41	-1	No	36.3	35.4	-0.9	No
R071	Ground	NE	43.8	42.7	-1.1	No	38.2	37.2	-1	No
R071	Ground	NW	42.9	42.5	-0.4	No	37.3	36.9	-0.4	No
R071	Ground	SW	43.1	41.8	-1.3	No	37.5	36.3	-1.2	No
R071	Ground	NW	41.7	40.7	-1	No	36.1	35.1	-1	No
R071	Ground	NE	43.4	42.3	-1.1	No	37.8	36.7	-1.1	No
R071	Ground	N	44.2	43.5	-0.7	No	38.6	37.9	-0.7	No
R071	Ground	NW	43.9	43.4	-0.5	No	38.3	37.8	-0.5	No
R071	Ground	W	43.3	42.9	-0.4	No	37.6	37.3	-0.3	No
R071	Ground	W	43.2	42.5	-0.7	No	37.6	36.9	-0.7	No
R071	Ground	W	43.4	42.4	-1	No	37.8	36.8	-1	No
R071	Ground	SW	43.7	42.4	-1.3	No	38.1	36.8	-1.3	No
R071	Ground	SW	43.2	41.9	-1.3	No	37.6	36.3	-1.3	No
R071	Ground	NW	41.8	40.8	-1	No	36.2	35.2	-1	No
R071	Ground	NE	44.2	43.2	-1	No	38.6	37.6	-1	No
R071	Ground	N	46.2	45.2	-1	No	40.6	39.6	-1	No
R071	Ground	NW	45.9	44.9	-1	No	40.3	39.3	-1	No
R071	Ground	W	45.4	44.5	-0.9	No	39.8	38.9	-0.9	No
R071	Ground	N	45.7	45	-0.7	No	40	39.4	-0.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R071	Ground	W	45.7	44.2	-1.5	No	40.1	38.7	-1.4	No
R071	Ground	SW	45.3	43.9	-1.4	No	39.8	38.4	-1.4	No
R071	Ground	SW	45.4	44	-1.4	No	39.8	38.4	-1.4	No
R071	Ground	SW	47.3	45.4	-1.9	No	41.7	39.8	-1.9	No
R071	Ground	SE	52.3	50.3	-2	No	46.7	44.7	-2	No
R071	Ground	NE	51.8	49.4	-2.4	No	46.2	43.8	-2.4	No
R071	Ground	SE	50	47.6	-2.4	No	44.4	42.1	-2.3	No
R071	Ground	S	50	47.7	-2.3	No	44.4	42.1	-2.3	No
R071	Ground	S	51.5	49	-2.5	No	45.9	43.4	-2.5	No
R071	Ground	S	52.7	50.3	-2.4	No	47.1	44.8	-2.3	No
R071	Ground	E	53	50.7	-2.3	No	47.4	45.1	-2.3	No
R071	Ground	E	52.3	50	-2.3	No	46.7	44.4	-2.3	No
R071	Ground	E	50.2	48.1	-2.1	No	44.6	42.5	-2.1	No
R071	Ground	SW	49.3	47.2	-2.1	No	43.7	41.6	-2.1	No
R071	Ground	SE	54.3	52.1	-2.2	No	48.7	46.5	-2.2	No
R071	Ground	NE	52.1	49.6	-2.5	No	46.5	44	-2.5	No
R071	Ground	SW	49.6	47.2	-2.4	No	44	41.6	-2.4	No
R071	Ground	SE	54.8	52.6	-2.2	No	49.2	47	-2.2	No
R071	Ground	NE	54.7	52.2	-2.5	No	49.1	46.7	-2.4	No
R071	Ground	SE	54.7	52.1	-2.6	No	49.1	46.5	-2.6	No
R071	Ground	SW	53.1	50.6	-2.5	No	47.5	45	-2.5	No
R071	Ground	SE	55.9	53.7	-2.2	No	50.3	48.2	-2.1	No
R071	Ground	NE	54.1	52.5	-1.6	No	48.5	46.9	-1.6	No
R071	Ground	SE	52.3	51.3	-1	No	46.7	45.7	-1	No
R072	Ground	W	41.4	40.4	-1	No	35.7	34.8	-0.9	No
R072	Ground	S	40.6	39.8	-0.8	No	35	34.2	-0.8	No
R072	Ground	E	40.7	40.1	-0.6	No	35.1	34.5	-0.6	No
R072	Ground	S	39.9	39	-0.9	No	34.3	33.4	-0.9	No
R072	Ground	E	43.6	43.6	0	No	38	38	0	No
R072	Ground	N	44.6	44.3	-0.3	No	39	38.7	-0.3	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R074	Ground	W	39.1	38.6	-0.5	No	33.4	33	-0.4	No
R074	Ground	S	38.7	38	-0.7	No	33.1	32.4	-0.7	No
R074	Ground	W	37.1	36.4	-0.7	No	31.5	30.8	-0.7	No
R074	Ground	S	40.9	39.5	-1.4	No	35.3	33.9	-1.4	No
R074	Ground	E	40.8	40	-0.8	No	35.2	34.4	-0.8	No
R074	Ground	S	39.7	38.9	-0.8	No	34.1	33.3	-0.8	No
R074	Ground	E	43.2	42.7	-0.5	No	37.6	37.1	-0.5	No
R074	Ground	N	44.9	44.1	-0.8	No	39.3	38.5	-0.8	No
R074	First	W	42.5	42.2	-0.3	No	36.9	36.6	-0.3	No
R074	First	S	42.9	42.6	-0.3	No	37.3	37	-0.3	No
R074	First	W	41.9	41.5	-0.4	No	36.3	35.9	-0.4	No
R074	First	S	43.5	42.4	-1.1	No	37.9	36.8	-1.1	No
R074	First	E	44.1	43.7	-0.4	No	38.5	38.1	-0.4	No
R074	First	S	43.2	42.9	-0.3	No	37.6	37.3	-0.3	No
R074	First	E	45.5	44.2	-1.3	No	39.9	38.6	-1.3	No
R074	First	N	46.5	45.6	-0.9	No	40.9	40	-0.9	No
R075	Ground	W	41.8	41.1	-0.7	No	36.2	35.5	-0.7	No
R075	Ground	E	43.9	43.7	-0.2	No	38.3	38.1	-0.2	No
R075	Ground	N	47.3	47.3	0	No	41.7	41.7	0	No
R075	First	W	44.4	44	-0.4	No	38.8	38.4	-0.4	No
R075	First	S	43.5	42.8	-0.7	No	37.9	37.2	-0.7	No
R075	First	E	45.2	45	-0.2	No	39.6	39.4	-0.2	No
R075	First	N	48.4	47.7	-0.7	No	42.8	42.1	-0.7	No
R076	Ground	W	41	38.6	-2.4	No	35.3	33	-2.3	No
R076	Ground	S	41.1	40.1	-1	No	35.6	34.5	-1.1	No
R076	Ground	W	38.7	37.9	-0.8	No	33.1	32.3	-0.8	No
R076	Ground	E	48.9	48.2	-0.7	No	43.3	42.6	-0.7	No
R076	Ground	N	47.7	47.6	-0.1	No	42.1	42	-0.1	No
R076	First	W	44.5	43.4	-1.1	No	38.9	37.8	-1.1	No
R076	First	S	45.7	44	-1.7	No	40.1	38.4	-1.7	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R076	First	W	43.9	43.3	-0.6	No	38.3	37.7	-0.6	No
R076	First	S	47.5	46.8	-0.7	No	41.9	41.2	-0.7	No
R076	First	E	50.3	49.4	-0.9	No	44.7	43.8	-0.9	No
R076	First	N	48.9	48.4	-0.5	No	43.3	42.8	-0.5	No
R078	Ground	W	53.7	51.3	-2.4	No	48.1	45.7	-2.4	No
R078	Ground	S	52.5	49.6	-2.9	No	46.9	44	-2.9	No
R078	Ground	S	49.9	47.3	-2.6	No	44.4	41.7	-2.7	No
R078	Ground	E	41.4	39.5	-1.9	No	35.9	34	-1.9	No
R078	Ground	N	50	48.1	-1.9	No	44.4	42.5	-1.9	No
R079	Ground	W	51.4	49.3	-2.1	No	45.8	43.7	-2.1	No
R079	Ground	SE	50.8	47.9	-2.9	No	45.2	42.4	-2.8	No
R079	Ground	NE	40	38.4	-1.6	No	34.4	32.8	-1.6	No
R079	Ground	N	49.5	47.7	-1.8	No	43.9	42.1	-1.8	No
R079	First	W	53.5	51.6	-1.9	No	47.9	46	-1.9	No
R079	First	SE	52.9	50.8	-2.1	No	47.3	45.2	-2.1	No
R079	First	NE	51.3	49.9	-1.4	No	45.7	44.3	-1.4	No
R079	First	N	52.8	51	-1.8	No	47.2	45.5	-1.7	No
R080	Ground	SW	50.2	47.7	-2.5	No	44.6	42.2	-2.4	No
R080	Ground	SE	46	43.4	-2.6	No	40.4	37.8	-2.6	No
R080	Ground	SW	46.4	43.8	-2.6	No	40.9	38.2	-2.7	No
R080	Ground	SE	45.5	43	-2.5	No	39.9	37.4	-2.5	No
R080	Ground	NE	41.2	39.9	-1.3	No	35.6	34.3	-1.3	No
R080	Ground	NW	49.7	47.3	-2.4	No	44.1	41.7	-2.4	No
R081	Ground	SW	51.8	49.6	-2.2	No	46.2	44	-2.2	No
R081	Ground	SE	49.9	47	-2.9	No	44.3	41.4	-2.9	No
R081	Ground	NE	38.6	37	-1.6	No	33	31.5	-1.5	No
R081	Ground	NW	49.1	47.3	-1.8	No	43.5	41.8	-1.7	No
R081	First	SW	52.9	50.8	-2.1	No	47.3	45.2	-2.1	No
R081	First	SE	52	49.8	-2.2	No	46.4	44.2	-2.2	No
R081	First	NE	50.4	49	-1.4	No	44.8	43.4	-1.4	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R081	First	NW	52	50.2	-1.8	No	46.4	44.6	-1.8	No
R082	Ground	W	50.9	48.6	-2.3	No	45.3	43	-2.3	No
R082	Ground	SE	48.4	45.5	-2.9	No	42.8	39.9	-2.9	No
R082	Ground	NE	34	32.8	-1.2	No	28.4	27.2	-1.2	No
R082	Ground	NW	48.4	46.6	-1.8	No	42.8	41	-1.8	No
R082	Ground	NW	48.5	46.6	-1.9	No	42.9	41	-1.9	No
R082	First	W	51.6	49.5	-2.1	No	46	43.9	-2.1	No
R082	First	SE	49.5	46.9	-2.6	No	43.9	41.3	-2.6	No
R082	First	NE	40.1	38.9	-1.2	No	34.5	33.3	-1.2	No
R082	First	NW	49.4	47.5	-1.9	No	43.8	42	-1.8	No
R082	First	NW	49.4	47.5	-1.9	No	43.8	42	-1.8	No
R083	Ground	W	41.5	39.9	-1.6	No	32.9	31.1	-1.8	No
R083	Ground	S	46.8	45.1	-1.7	No	38.2	36.6	-1.6	No
R083	Ground	E	47.8	46.1	-1.7	No	39.2	37.6	-1.6	No
R083	Ground	N	39.8	38.2	-1.6	No	31.1	29.5	-1.6	No
R084	Ground	SW	39.9	39.7	-0.2	No	34.3	34.2	-0.1	No
R084	Ground	NW	41.3	40.8	-0.5	No	35.6	35.1	-0.5	No
R084	Ground	SW	45.9	45.6	-0.3	No	40.3	40	-0.3	No
R084	Ground	SE	48.9	48	-0.9	No	43.3	42.5	-0.8	No
R084	Ground	NE	49.2	48.7	-0.5	No	43.6	43.1	-0.5	No
R084	Ground	NW	48.3	47.6	-0.7	No	42.7	42.1	-0.6	No
R084	Ground	NE	48.5	47.8	-0.7	No	42.9	42.2	-0.7	No
R084	Ground	NW	46.6	45.3	-1.3	No	41	39.7	-1.3	No
R085	Ground	SW	45.8	45.4	-0.4	No	40.2	39.8	-0.4	No
R085	Ground	SW	45.9	45.4	-0.5	No	40.3	39.8	-0.5	No
R085	Ground	SW	46.5	46.5	0	No	40.9	40.9	0	No
R085	Ground	SE	47.6	47.3	-0.3	No	42	41.7	-0.3	No
R085	Ground	NE	48.7	47.7	-1	No	43.1	42.1	-1	No
R085	Ground	NW	47.8	46.6	-1.2	No	42.2	41	-1.2	No
R085	Ground	NE	48	47.2	-0.8	No	42.4	41.6	-0.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R085	Ground	NW	45.4	44.1	-1.3	No	39.7	38.5	-1.2	No
R086	Ground	SW	61.7	60	-1.7	No	56.1	54.4	-1.7	No
R086	Ground	S	60.6	59	-1.6	No	55	53.4	-1.6	No
R086	Ground	SW	60	58.4	-1.6	No	54.4	52.8	-1.6	No
R086	Ground	SE	56.5	54.9	-1.6	No	50.9	49.3	-1.6	No
R086	Ground	NE	44.2	43.6	-0.6	No	38.6	38	-0.6	No
R086	Ground	SE	44	43.4	-0.6	No	38.4	37.8	-0.6	No
R086	Ground	NE	52.2	49.8	-2.4	No	46.6	44.3	-2.3	No
R086	Ground	NW	56.9	55	-1.9	No	51.3	49.4	-1.9	No
R086	Ground	NE	57.6	55.6	-2	No	52	50	-2	No
R086	Ground	NW	60.4	58.6	-1.8	No	54.8	53.1	-1.7	No
R087	Ground	SW	52.4	50.7	-1.7	No	46.8	45.1	-1.7	No
R087	Ground	SW	50.2	48.4	-1.8	No	44.6	42.8	-1.8	No
R087	Ground	SW	56.4	54.9	-1.5	No	50.8	49.4	-1.4	No
R087	Ground	SE	55.5	53.8	-1.7	No	49.9	48.2	-1.7	No
R087	Ground	NE	41	40.2	-0.8	No	35.5	34.6	-0.9	No
R087	Ground	SE	40.8	40.1	-0.7	No	35.2	34.5	-0.7	No
R087	Ground	NE	49.3	47.2	-2.1	No	43.6	41.7	-1.9	No
R087	Ground	N	49.1	47.2	-1.9	No	43.5	41.7	-1.8	No
R087	Ground	NE	49.7	47.8	-1.9	No	44.1	42.2	-1.9	No
R087	Ground	NW	57.7	56	-1.7	No	52.1	50.4	-1.7	No
R087	Ground	SW	57.3	55.6	-1.7	No	51.7	50	-1.7	No
R087	Ground	NW	56.6	54.8	-1.8	No	51	49.3	-1.7	No
R087	First	SW	60	58.6	-1.4	No	54.4	53	-1.4	No
R087	First	SW	59.4	58	-1.4	No	53.8	52.4	-1.4	No
R087	First	SW	58.5	57.2	-1.3	No	52.9	51.6	-1.3	No
R087	First	SE	55.8	54.3	-1.5	No	50.2	48.8	-1.4	No
R087	First	NE	46.5	46	-0.5	No	40.9	40.4	-0.5	No
R087	First	SE	46.5	45.9	-0.6	No	40.9	40.4	-0.5	No
R087	First	NE	51.2	49.7	-1.5	No	45.6	44.1	-1.5	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R087	First	N	51.2	50	-1.2	No	45.6	44.4	-1.2	No
R087	First	NE	51.5	50.2	-1.3	No	45.9	44.6	-1.3	No
R087	First	NW	59	57.6	-1.4	No	53.4	52	-1.4	No
R087	First	SW	59.5	58.1	-1.4	No	53.9	52.5	-1.4	No
R087	First	NW	59.6	58.2	-1.4	No	54	52.6	-1.4	No
R088	Ground	SW	56.2	54.4	-1.8	No	50.6	48.9	-1.7	No
R088	Ground	SE	54.1	52.6	-1.5	No	48.5	47	-1.5	No
R088	Ground	NE	44.9	44.2	-0.7	No	39.3	38.6	-0.7	No
R088	Ground	NW	52.7	50.9	-1.8	No	47.1	45.3	-1.8	No
R089	Ground	SW	45	44.8	-0.2	No	39.4	39.2	-0.2	No
R089	Ground	SW	45.2	45	-0.2	No	39.6	39.5	-0.1	No
R089	Ground	SE	46.6	45.6	-1	No	41	40.1	-0.9	No
R089	Ground	NE	46.9	46.2	-0.7	No	41.2	40.6	-0.6	No
R089	Ground	NE	47.5	46.9	-0.6	No	41.9	41.3	-0.6	No
R089	Ground	NE	47.4	47	-0.4	No	41.8	41.4	-0.4	No
R089	Ground	NW	44.4	42.9	-1.5	No	38.8	37.3	-1.5	No
R089	Ground	SW	39.8	38.6	-1.2	No	34	32.8	-1.2	No
R089	Ground	NW	41.7	40.7	-1	No	36	35	-1	No
R089	First	SW	46.4	46.1	-0.3	No	40.8	40.5	-0.3	No
R089	First	SW	46.5	46.2	-0.3	No	40.9	40.7	-0.2	No
R089	First	SE	49.5	49.2	-0.3	No	43.9	43.7	-0.2	No
R089	First	NE	50.3	49.7	-0.6	No	44.7	44.1	-0.6	No
R089	First	NE	50.3	49.7	-0.6	No	44.7	44.1	-0.6	No
R089	First	NE	49.4	49	-0.4	No	43.8	43.4	-0.4	No
R089	First	NW	46.7	45.5	-1.2	No	41.1	40	-1.1	No
R089	First	SW	43.7	42.9	-0.8	No	38	37.3	-0.7	No
R089	First	NW	44.9	44.2	-0.7	No	39.2	38.5	-0.7	No
R090	Ground	SW	44.8	44.3	-0.5	No	39.2	38.7	-0.5	No
R090	Ground	SW	44.6	44.3	-0.3	No	39	38.7	-0.3	No
R090	Ground	SE	46.2	45.8	-0.4	No	40.6	40.2	-0.4	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R090	Ground	NE	44.3	43.4	-0.9	No	38.7	37.8	-0.9	No
R090	Ground	SE	45.1	44.1	-1	No	39.5	38.5	-1	No
R090	Ground	NE	46.3	45.5	-0.8	No	40.7	39.9	-0.8	No
R090	Ground	NW	43.7	42.5	-1.2	No	38	36.8	-1.2	No
R090	Ground	N	44	42.8	-1.2	No	38.3	37.1	-1.2	No
R090	Ground	NW	42.5	41.3	-1.2	No	36.8	35.6	-1.2	No
R090	First	SW	46.1	45.7	-0.4	No	40.5	40	-0.5	No
R090	First	SW	45.9	45.5	-0.4	No	40.3	40	-0.3	No
R090	First	SE	47.9	47.4	-0.5	No	42.3	41.9	-0.4	No
R090	First	NE	47	46.5	-0.5	No	41.4	41	-0.4	No
R090	First	SE	47.7	46.9	-0.8	No	42.1	41.4	-0.7	No
R090	First	NE	48.6	47.9	-0.7	No	43	42.2	-0.8	No
R090	First	NW	46.4	45.4	-1	No	40.7	39.8	-0.9	No
R090	First	N	46.7	45.8	-0.9	No	41.1	40.3	-0.8	No
R090	First	NW	45	44.1	-0.9	No	39.4	38.5	-0.9	No
R091	Ground	SW	48.5	47.8	-0.7	No	42.9	42.2	-0.7	No
R091	Ground	SW	47.6	47.6	0	No	42	42	0	No
R091	Ground	SW	47.9	47.3	-0.6	No	42.3	42	-0.3	No
R091	Ground	SE	49	48.8	-0.2	No	43.4	43.5	0.1	No
R091	Ground	SW	49	48.9	-0.1	No	43.4	43.5	0.1	No
R091	Ground	SE	53.6	53.2	-0.4	No	48	47.6	-0.4	No
R091	Ground	NE	54.6	54.1	-0.5	No	49	48.5	-0.5	No
R091	Ground	SE	54.6	54	-0.6	No	49	48.4	-0.6	No
R091	Ground	SE	56	55	-1	No	50.4	49.4	-1	No
R091	Ground	NE	55.9	54.7	-1.2	No	50.3	49.2	-1.1	No
R091	Ground	NW	55	53.4	-1.6	No	49.4	47.8	-1.6	No
R091	Ground	NW	54.5	52.9	-1.6	No	48.9	47.3	-1.6	No
R091	Ground	NE	54.6	53	-1.6	No	49	47.4	-1.6	No
R091	Ground	NW	52.2	50.5	-1.7	No	46.6	45	-1.6	No
R092	Ground	SW	54.7	53.1	-1.6	No	49.1	47.6	-1.5	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R092	Ground	SE	53	51.4	-1.6	No	47.4	45.9	-1.5	No
R092	Ground	NE	43.3	42.6	-0.7	No	37.7	37	-0.7	No
R092	Ground	NW	47.9	46.6	-1.3	No	42.3	41	-1.3	No
R092	Ground	NE	44	43.2	-0.8	No	38.4	37.6	-0.8	No
R092	Ground	NW	50.4	48.9	-1.5	No	44.8	43.3	-1.5	No
R093	Ground	S	43.5	43.3	-0.2	No	37.9	37.7	-0.2	No
R093	Ground	E	46.1	45.7	-0.4	No	40.5	40.1	-0.4	No
R093	Ground	S	45.5	45.2	-0.3	No	39.9	39.6	-0.3	No
R093	Ground	E	47	46.1	-0.9	No	41.4	40.5	-0.9	No
R093	Ground	N	45.4	44.1	-1.3	No	39.7	38.5	-1.2	No
R093	Ground	W	37.7	36.6	-1.1	No	32	30.8	-1.2	No
R093	First	S	44.6	44.3	-0.3	No	39	38.7	-0.3	No
R093	First	E	47.5	46.7	-0.8	No	41.9	41.1	-0.8	No
R093	First	S	46.6	46.1	-0.5	No	41	40.5	-0.5	No
R093	First	E	48.2	47.2	-1	No	42.5	41.5	-1	No
R093	First	N	47.1	45.9	-1.2	No	41.4	40.2	-1.2	No
R093	First	W	41.4	40.6	-0.8	No	35.7	34.9	-0.8	No
R094	Ground	SW	42.2	41.5	-0.7	No	36.5	35.8	-0.7	No
R094	Ground	SE	43.8	43.3	-0.5	No	38.1	37.6	-0.5	No
R094	Ground	SW	42.5	41.9	-0.6	No	36.9	36.3	-0.6	No
R094	Ground	SE	45.2	44.4	-0.8	No	39.6	38.8	-0.8	No
R094	Ground	NE	44	43.4	-0.6	No	38.4	37.7	-0.7	No
R094	Ground	NW	40.3	39.3	-1	No	34.6	33.6	-1	No
R095	Ground	SW	54.4	52.6	-1.8	No	48.7	47	-1.7	No
R095	Ground	SE	50.1	48.6	-1.5	No	44.5	43.1	-1.4	No
R095	Ground	NE	40.1	39.1	-1	No	34.4	33.6	-0.8	No
R095	Ground	NW	51	49.5	-1.5	No	45.4	43.9	-1.5	No
R096	Ground	SW	46.3	46.2	-0.1	No	40.7	40.7	0	No
R096	Ground	SE	51.9	51.2	-0.7	No	46.3	45.6	-0.7	No
R096	Ground	SE	53.2	52.2	-1	No	47.6	46.7	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R096	Ground	NE	54	52.8	-1.2	No	48.4	47.3	-1.1	No
R096	Ground	NW	51.5	49.8	-1.7	No	45.9	44.3	-1.6	No
R096	Ground	NE	52.5	51.1	-1.4	No	46.8	45.5	-1.3	No
R096	Ground	NW	48.1	46.9	-1.2	No	42.5	41.4	-1.1	No
R097	Ground	SW	50.8	49.3	-1.5	No	45.2	43.7	-1.5	No
R097	Ground	SE	51.1	49.5	-1.6	No	45.5	44	-1.5	No
R097	Ground	NE	38.3	37.3	-1	No	32.6	31.8	-0.8	No
R097	Ground	NW	46.4	45.3	-1.1	No	40.8	39.7	-1.1	No
R097	Ground	SW	46	44.8	-1.2	No	40.4	39.2	-1.2	No
R097	Ground	NW	42.9	42.2	-0.7	No	37.3	36.6	-0.7	No
R098	Ground	SW	34	33.2	-0.8	No	28.4	27.6	-0.8	No
R098	Ground	NW	34.4	33.4	-1	No	28.7	27.8	-0.9	No
R098	Ground	SW	41.3	40.6	-0.7	No	35.7	35	-0.7	No
R098	Ground	SE	42.5	41.9	-0.6	No	36.8	36.3	-0.5	No
R098	Ground	SW	37.6	37	-0.6	No	32	31.4	-0.6	No
R098	Ground	SE	41.4	40.4	-1	No	35.8	34.7	-1.1	No
R098	Ground	NE	42.6	41.7	-0.9	No	36.9	36	-0.9	No
R098	Ground	SE	43.1	42.2	-0.9	No	37.5	36.6	-0.9	No
R098	Ground	NE	43.1	42.5	-0.6	No	37.4	36.8	-0.6	No
R098	Ground	NW	37.9	36.7	-1.2	No	32.1	30.9	-1.2	No
R098	First	SW	39.6	39	-0.6	No	34	33.3	-0.7	No
R098	First	NW	40	39	-1	No	34.3	33.3	-1	No
R098	First	SW	42.6	41.9	-0.7	No	36.9	36.3	-0.6	No
R098	First	SE	44.9	44.2	-0.7	No	39.3	38.6	-0.7	No
R098	First	SW	42.9	42.3	-0.6	No	37.3	36.7	-0.6	No
R098	First	SE	46.1	45.1	-1	No	40.5	39.5	-1	No
R098	First	NE	46	45.2	-0.8	No	40.3	39.6	-0.7	No
R098	First	SE	45.9	45.1	-0.8	No	40.2	39.5	-0.7	No
R098	First	NE	45.6	44.7	-0.9	No	40	39.1	-0.9	No
R098	First	NW	41	40	-1	No	35.3	34.3	-1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R099	Ground	SW	38.2	37.3	-0.9	No	32.6	31.8	-0.8	No
R099	Ground	SE	51.2	49.6	-1.6	No	45.6	44.1	-1.5	No
R099	Ground	NE	37.8	36.8	-1	No	32.2	31.3	-0.9	No
R099	Ground	N	41.7	40.7	-1	No	36.1	35.1	-1	No
R099	Ground	N	42.3	41.5	-0.8	No	36.7	35.9	-0.8	No
R099	Ground	NW	42.3	41.5	-0.8	No	36.7	35.9	-0.8	No
R100	Ground	SW	47.2	47	-0.2	No	41.5	41.4	-0.1	No
R100	Ground	SW	47.5	47.2	-0.3	No	41.9	41.6	-0.3	No
R100	Ground	SE	46	45.8	-0.2	No	40.4	40.2	-0.2	No
R100	Ground	NE	41	40.8	-0.2	No	35.3	35.3	0	No
R100	Ground	NW	45.3	44.2	-1.1	No	39.6	38.6	-1	No
R100	Ground	NE	50.9	49.1	-1.8	No	45.3	43.5	-1.8	No
R100	Ground	NW	50.8	48.9	-1.9	No	45.2	43.3	-1.9	No
R101	Ground	SW	43.3	42.9	-0.4	No	37.7	37.3	-0.4	No
R101	Ground	SW	42.3	41.9	-0.4	No	36.6	36.4	-0.2	No
R101	Ground	SE	51.5	50	-1.5	No	45.9	44.5	-1.4	No
R101	Ground	NE	50.9	50	-0.9	No	45.3	44.5	-0.8	No
R101	Ground	NW	46.3	45.1	-1.2	No	40.7	39.6	-1.1	No
R101	Ground	NW	45.5	44.4	-1.1	No	39.9	38.9	-1	No
R101	Ground	NW	43.1	43	-0.1	No	37.5	37.5	0	No
R101	Ground	NW	43.2	42.8	-0.4	No	37.6	37.3	-0.3	No
R102	Ground	SW	45.7	44.6	-1.1	No	40.1	39	-1.1	No
R102	Ground	NW	44.5	43.4	-1.1	No	38.9	37.8	-1.1	No
R102	Ground	SW	40.4	39.3	-1.1	No	34.7	33.7	-1	No
R102	Ground	SE	50.6	49	-1.6	No	45	43.4	-1.6	No
R102	Ground	NE	37.4	36.4	-1	No	31.8	30.9	-0.9	No
R102	Ground	NW	39.2	38.2	-1	No	33.6	32.7	-0.9	No
R102	Ground	NE	37.6	36.6	-1	No	32	31.1	-0.9	No
R102	Ground	NW	45.1	44.2	-0.9	No	39.5	38.7	-0.8	No
R103	Ground	SW	58.8	57	-1.8	No	53.2	51.4	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R103	Ground	SE	52.7	51.3	-1.4	No	47.1	45.8	-1.3	No
R103	Ground	NE	42	41	-1	No	36.4	35.4	-1	No
R103	Ground	NW	54.6	53	-1.6	No	49	47.5	-1.5	No
R103	First	SW	59.5	58	-1.5	No	53.9	52.4	-1.5	No
R103	First	SE	54.4	53.2	-1.2	No	48.8	47.7	-1.1	No
R103	First	NE	47.3	46.4	-0.9	No	41.7	40.9	-0.8	No
R103	First	NW	55.4	54.1	-1.3	No	49.8	48.6	-1.2	No
R104	Ground	SW	46.9	45.5	-1.4	No	41.3	39.9	-1.4	No
R104	Ground	NW	46.1	44.6	-1.5	No	40.5	39	-1.5	No
R104	Ground	SW	50.8	49.2	-1.6	No	45.2	43.7	-1.5	No
R104	Ground	SE	48.9	47.2	-1.7	No	43.3	41.6	-1.7	No
R104	Ground	NE	37.3	36.3	-1	No	31.7	30.7	-1	No
R104	Ground	NW	43.1	42.3	-0.8	No	37.5	36.7	-0.8	No
R105	Ground	SW	44.6	44.7	0.1	No	39	39.2	0.2	No
R105	Ground	SE	49.8	48.9	-0.9	No	44.2	43.4	-0.8	No
R105	Ground	NE	51.6	50	-1.6	No	46	44.5	-1.5	No
R105	Ground	NW	48.2	46.1	-2.1	No	42.6	40.5	-2.1	No
R105	First	SW	46.8	46.8	0	No	41.2	41.2	0	No
R105	First	SE	51.6	50.9	-0.7	No	46	45.4	-0.6	No
R105	First	NE	53.1	51.7	-1.4	No	47.5	46.2	-1.3	No
R105	First	NW	50	48.3	-1.7	No	44.4	42.7	-1.7	No
R106	Ground	SW	34.7	33.8	-0.9	No	29.1	28.2	-0.9	No
R106	Ground	NW	33.4	32.5	-0.9	No	27.7	26.8	-0.9	No
R106	Ground	SW	40	39.1	-0.9	No	34.3	33.5	-0.8	No
R106	Ground	SE	40.3	39.7	-0.6	No	34.7	34.1	-0.6	No
R106	Ground	SW	40.9	39.6	-1.3	No	35.3	34	-1.3	No
R106	Ground	SE	41.5	40.3	-1.2	No	35.8	34.7	-1.1	No
R106	Ground	NE	41.3	40.1	-1.2	No	35.6	34.5	-1.1	No
R106	Ground	SE	42.2	41.5	-0.7	No	36.5	35.9	-0.6	No
R106	Ground	NE	42	41.8	-0.2	No	36.4	36.1	-0.3	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R106	Ground	NW	36.7	35.3	-1.4	No	30.9	29.5	-1.4	No
R106	Ground	NE	38	36.8	-1.2	No	32.2	31.1	-1.1	No
R106	Ground	NW	37	35.7	-1.3	No	31.2	30	-1.2	No
R106	First	SW	39.3	38.6	-0.7	No	33.6	32.9	-0.7	No
R106	First	NW	38.9	38	-0.9	No	33.2	32.3	-0.9	No
R106	First	SW	41.6	40.9	-0.7	No	35.9	35.2	-0.7	No
R106	First	SE	42.4	41.8	-0.6	No	36.7	36.2	-0.5	No
R106	First	SW	42.5	41.5	-1	No	36.9	35.9	-1	No
R106	First	SE	43.7	42.8	-0.9	No	38.1	37.2	-0.9	No
R106	First	NE	43.9	42.8	-1.1	No	38.2	37.2	-1	No
R106	First	SE	44.4	43.6	-0.8	No	38.7	38	-0.7	No
R106	First	NE	44.2	43.9	-0.3	No	38.6	38.3	-0.3	No
R106	First	NW	40.4	39.2	-1.2	No	34.7	33.5	-1.2	No
R106	First	NE	41.6	40.7	-0.9	No	35.9	35	-0.9	No
R106	First	NW	40.3	39.2	-1.1	No	34.6	33.5	-1.1	No
R107	Ground	SW	53	51.8	-1.2	No	47.4	46.3	-1.1	No
R107	Ground	SE	50.8	49.5	-1.3	No	45.2	44	-1.2	No
R107	Ground	NE	52.8	48.8	-4	No	47.1	43.2	-3.9	No
R107	Ground	NW	52.5	50.5	-2	No	46.8	44.9	-1.9	No
R107	First	SW	56.4	55.4	-1	No	50.8	49.9	-0.9	No
R107	First	SE	53.4	52.2	-1.2	No	47.8	46.6	-1.2	No
R107	First	NE	53.6	51.5	-2.1	No	48	45.9	-2.1	No
R107	First	NW	55.7	54.9	-0.8	No	50.1	49.3	-0.8	No
R108	Ground	SW	53.4	51.6	-1.8	No	47.7	46	-1.7	No
R108	Ground	SE	49.8	48.5	-1.3	No	44.2	42.9	-1.3	No
R108	Ground	NE	41.7	40.8	-0.9	No	36.1	35.2	-0.9	No
R108	Ground	NW	46.5	45.8	-0.7	No	40.9	40.2	-0.7	No
R109	Ground	SW	60.1	58.5	-1.6	No	54.5	52.9	-1.6	No
R109	Ground	SE	54.1	52.8	-1.3	No	48.5	47.2	-1.3	No
R109	Ground	NE	50.2	49.1	-1.1	No	44.6	43.6	-1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R109	Ground	NW	53.2	51.8	-1.4	No	47.6	46.3	-1.3	No
R109	First	SW	60.7	59.3	-1.4	No	55.1	53.8	-1.3	No
R109	First	SE	55.1	54	-1.1	No	49.5	48.4	-1.1	No
R109	First	NE	52.5	52.1	-0.4	No	46.9	46.5	-0.4	No
R109	First	NW	55.8	54.8	-1	No	50.2	49.3	-0.9	No
R110	Ground	SW	34.9	34	-0.9	No	29.2	28.4	-0.8	No
R110	Ground	NW	33	32	-1	No	27.3	26.3	-1	No
R110	Ground	SW	39.9	39.5	-0.4	No	34.3	33.9	-0.4	No
R110	Ground	SE	39	37.9	-1.1	No	33.3	32.2	-1.1	No
R110	Ground	NE	40.9	40	-0.9	No	35.2	34.4	-0.8	No
R110	Ground	NW	35.5	34.2	-1.3	No	29.7	28.5	-1.2	No
R110	First	SW	39.2	38.6	-0.6	No	33.6	32.9	-0.7	No
R110	First	NW	38.6	37.8	-0.8	No	32.9	32.1	-0.8	No
R110	First	SW	41.4	40.9	-0.5	No	35.8	35.3	-0.5	No
R110	First	SE	42	41.2	-0.8	No	36.3	35.6	-0.7	No
R110	First	NE	43.1	42.5	-0.6	No	37.5	36.8	-0.7	No
R110	First	NW	39.5	38.5	-1	No	33.8	32.8	-1	No
R111	Ground	SW	44	43.1	-0.9	No	38.4	37.5	-0.9	No
R111	Ground	SE	44.8	44.4	-0.4	No	39.2	38.8	-0.4	No
R111	Ground	SW	41.4	41.1	-0.3	No	35.7	35.5	-0.2	No
R111	Ground	SE	46.1	45.9	-0.2	No	40.4	40.4	0	No
R111	Ground	NE	47.5	46.6	-0.9	No	41.8	41	-0.8	No
R111	Ground	NW	45.1	43	-2.1	No	39.3	37.2	-2.1	No
R112	Ground	SW	48.8	48.2	-0.6	No	43.1	42.7	-0.4	No
R112	Ground	SE	49.4	47.7	-1.7	No	43.8	42.2	-1.6	No
R112	Ground	NE	51.4	50.3	-1.1	No	45.8	44.7	-1.1	No
R112	Ground	NW	49.7	48.8	-0.9	No	44.1	43.3	-0.8	No
R113	Ground	SW	49.3	47.6	-1.7	No	43.7	42	-1.7	No
R113	Ground	SE	47.8	46.1	-1.7	No	42.2	40.5	-1.7	No
R113	Ground	NE	37	36	-1	No	31.4	30.3	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R113	Ground	NW	41.1	40.1	-1	No	35.5	34.5	-1	No
R113	Ground	NE	38.3	37.1	-1.2	No	32.6	31.5	-1.1	No
R113	Ground	NW	42.7	41.9	-0.8	No	37.1	36.3	-0.8	No
R114	Ground	SE	47.2	45.8	-1.4	No	41.5	40.2	-1.3	No
R114	Ground	NE	42.7	42.8	0.1	No	37.1	37.1	0	No
R114	Ground	NW	40.9	39.7	-1.2	No	35.1	33.9	-1.2	No
R114	Ground	NE	41.7	40.8	-0.9	No	36	35.1	-0.9	No
R114	Ground	NW	41.8	40.6	-1.2	No	36.1	34.8	-1.3	No
R114	Ground	SW	40.1	39.8	-0.3	No	34.4	34.1	-0.3	No
R115	Ground	SW	49.5	48.3	-1.2	No	43.9	42.7	-1.2	No
R115	Ground	SW	50.5	49.1	-1.4	No	44.9	43.5	-1.4	No
R115	Ground	NW	51.5	50	-1.5	No	45.9	44.5	-1.4	No
R115	Ground	SW	53.2	51.2	-2	No	47.6	45.6	-2	No
R115	Ground	SE	47	46.1	-0.9	No	41.4	40.5	-0.9	No
R115	Ground	NE	41.8	41	-0.8	No	36.2	35.5	-0.7	No
R115	Ground	SE	42.3	41.6	-0.7	No	36.7	36	-0.7	No
R115	Ground	NE	42.1	41.1	-1	No	36.5	35.6	-0.9	No
R115	Ground	NW	45.7	44.8	-0.9	No	40.1	39.2	-0.9	No
R116	Ground	SW	38.7	37.9	-0.8	No	33.1	32.3	-0.8	No
R116	Ground	SE	39.3	38.2	-1.1	No	33.6	32.5	-1.1	No
R116	Ground	NE	42.8	42.2	-0.6	No	37.2	36.5	-0.7	No
R116	Ground	NW	38.9	37.9	-1	No	33.2	32.1	-1.1	No
R116	First	SW	45	44.3	-0.7	No	39.3	38.7	-0.6	No
R116	First	SE	44.9	44.3	-0.6	No	39.3	38.7	-0.6	No
R116	First	NE	45.2	44.5	-0.7	No	39.6	38.9	-0.7	No
R116	First	NW	45	44.3	-0.7	No	39.4	38.6	-0.8	No
R117	Ground	SW	40.6	40.4	-0.2	No	35	34.8	-0.2	No
R117	Ground	SE	44.9	44.4	-0.5	No	39.3	38.8	-0.5	No
R117	Ground	SW	44	43.7	-0.3	No	38.4	38.1	-0.3	No
R117	Ground	SE	47	45.7	-1.3	No	41.4	40.1	-1.3	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R117	Ground	NE	39.9	39.9	0	No	34.3	34.3	0	No
R117	Ground	NW	40.6	39.5	-1.1	No	34.9	33.8	-1.1	No
R117	Ground	NE	41.4	40.4	-1	No	35.8	34.7	-1.1	No
R117	Ground	NW	41	39.8	-1.2	No	35.2	34.1	-1.1	No
R118	Ground	SW	46.7	46.3	-0.4	No	41	40.7	-0.3	No
R118	Ground	SE	47.9	46.7	-1.2	No	42.2	41.1	-1.1	No
R118	Ground	NE	49.2	48.1	-1.1	No	43.6	42.6	-1	No
R118	Ground	NW	46.5	46	-0.5	No	40.9	40.4	-0.5	No
R119	Ground	SW	44.8	43.8	-1	No	39.2	38.2	-1	No
R119	Ground	SE	53	52	-1	No	47.4	46.5	-0.9	No
R119	Ground	SE	55.4	54.1	-1.3	No	49.8	48.6	-1.2	No
R119	Ground	NE	57	55.2	-1.8	No	51.4	49.7	-1.7	No
R119	Ground	NW	53.8	51.7	-2.1	No	48.2	46.2	-2	No
R119	First	SW	47.9	46.3	-1.6	No	42.3	40.7	-1.6	No
R119	First	SE	53.8	53	-0.8	No	48.2	47.4	-0.8	No
R119	First	SE	56	54.9	-1.1	No	50.4	49.4	-1	No
R119	First	NE	57.6	56	-1.6	No	52	50.4	-1.6	No
R119	First	NW	54.7	52.9	-1.8	No	49.1	47.4	-1.7	No
R120	Ground	SW	39.5	38.5	-1	No	33.9	33	-0.9	No
R120	Ground	SE	40.1	39.5	-0.6	No	34.5	33.9	-0.6	No
R120	Ground	SW	39.9	39.2	-0.7	No	34.3	33.6	-0.7	No
R120	Ground	SE	39.9	39.6	-0.3	No	34.3	34	-0.3	No
R120	Ground	SW	39	38.2	-0.8	No	33.4	32.6	-0.8	No
R120	Ground	SE	39.5	38.4	-1.1	No	33.8	32.7	-1.1	No
R120	Ground	NE	39.8	38.9	-0.9	No	34.1	33.2	-0.9	No
R120	Ground	NE	39.2	39	-0.2	No	33.6	33.4	-0.2	No
R120	Ground	NW	42.7	41.3	-1.4	No	37	35.5	-1.5	No
R120	Ground	W	38.8	36.8	-2	No	33	31.1	-1.9	No
R120	Ground	NW	28.2	27.2	-1	No	22.5	21.5	-1	No
R120	Ground	NW	41.9	40.3	-1.6	No	36.2	34.6	-1.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R120	First	SW	39.8	38.9	-0.9	No	34.2	33.3	-0.9	No
R120	First	SE	40.6	40.1	-0.5	No	35	34.5	-0.5	No
R120	First	SW	40.2	39.6	-0.6	No	34.6	34	-0.6	No
R120	First	SE	40.7	40.4	-0.3	No	35.1	34.8	-0.3	No
R120	First	SW	39.5	38.7	-0.8	No	33.9	33.1	-0.8	No
R120	First	SE	41.8	41	-0.8	No	36.1	35.3	-0.8	No
R120	First	NE	41.8	41.2	-0.6	No	36.1	35.5	-0.6	No
R120	First	NE	41.6	41.3	-0.3	No	35.9	35.7	-0.2	No
R120	First	NW	43.5	42.4	-1.1	No	37.8	36.7	-1.1	No
R120	First	W	39.8	38.4	-1.4	No	34.1	32.7	-1.4	No
R120	First	NW	31.2	30.2	-1	No	25.5	24.5	-1	No
R120	First	NW	42.6	41.4	-1.2	No	36.9	35.6	-1.3	No
R120	Second	SW	40.6	39.8	-0.8	No	35	34.2	-0.8	No
R120	Second	SE	41.6	41	-0.6	No	35.9	35.4	-0.5	No
R120	Second	SW	41	40.3	-0.7	No	35.3	34.7	-0.6	No
R120	Second	SE	42.1	41.8	-0.3	No	36.5	36.2	-0.3	No
R120	Second	SW	40.4	39.7	-0.7	No	34.8	34.1	-0.7	No
R120	Second	SE	44.6	44	-0.6	No	39	38.3	-0.7	No
R120	Second	NE	44.2	43.7	-0.5	No	38.6	38.1	-0.5	No
R120	Second	NE	45.6	45.1	-0.5	No	39.9	39.4	-0.5	No
R120	Second	NW	44.3	43.2	-1.1	No	38.5	37.5	-1	No
R120	Second	W	40.9	39.8	-1.1	No	35.2	34.1	-1.1	No
R120	Second	NW	35.8	34.8	-1	No	30.1	29.1	-1	No
R120	Second	NW	43.3	42.2	-1.1	No	37.6	36.5	-1.1	No
R121	Ground	SW	48.3	46.5	-1.8	No	42.7	40.9	-1.8	No
R121	Ground	SE	47.8	46.1	-1.7	No	42.2	40.5	-1.7	No
R121	Ground	NE	36.3	35.2	-1.1	No	30.7	29.6	-1.1	No
R121	Ground	NW	42.5	41.6	-0.9	No	36.9	36	-0.9	No
R122	Ground	SW	53.3	51.2	-2.1	No	47.7	45.7	-2	No
R122	Ground	SE	45.6	44.7	-0.9	No	40.1	39.1	-1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R122	Ground	NE	38.6	37.5	-1.1	No	33	31.9	-1.1	No
R122	Ground	NW	47.5	46.4	-1.1	No	41.9	40.9	-1	No
R122	First	SW	54.7	52.9	-1.8	No	49.1	47.4	-1.7	No
R122	First	SE	49.7	48.7	-1	No	44.1	43.1	-1	No
R122	First	NE	44.4	43.3	-1.1	No	38.8	37.8	-1	No
R122	First	NW	50.3	49.2	-1.1	No	44.7	43.6	-1.1	No
R123	Ground	SW	49	48.5	-0.5	No	43.4	43	-0.4	No
R123	Ground	SE	50	49	-1	No	44.3	43.5	-0.8	No
R123	Ground	NE	49.8	49	-0.8	No	44.2	43.4	-0.8	No
R123	Ground	NW	49.1	48.5	-0.6	No	43.5	43	-0.5	No
R125	Ground	SW	45.7	44	-1.7	No	40.1	38.5	-1.6	No
R125	Ground	SE	48.5	46.7	-1.8	No	42.9	41.2	-1.7	No
R125	Ground	SW	48.6	46.9	-1.7	No	43.1	41.3	-1.8	No
R125	Ground	SE	47.3	45.6	-1.7	No	41.7	40.1	-1.6	No
R125	Ground	NE	33.5	32.3	-1.2	No	27.8	26.7	-1.1	No
R125	Ground	NW	37.4	36.2	-1.2	No	31.8	30.5	-1.3	No
R125	Ground	NE	33.6	32.5	-1.1	No	28	26.9	-1.1	No
R125	Ground	NW	42	41	-1	No	36.4	35.4	-1	No
R125	First	SW	48.7	47.3	-1.4	No	43.1	41.7	-1.4	No
R125	First	SE	49.4	47.8	-1.6	No	43.8	42.2	-1.6	No
R125	First	SW	49.5	47.9	-1.6	No	43.9	42.3	-1.6	No
R125	First	SE	48	46.4	-1.6	No	42.4	40.8	-1.6	No
R125	First	NE	39.4	38.3	-1.1	No	33.8	32.7	-1.1	No
R125	First	NW	42	40.8	-1.2	No	36.4	35.2	-1.2	No
R125	First	NE	39.6	38.5	-1.1	No	34	32.9	-1.1	No
R125	First	NW	47.3	46.2	-1.1	No	41.7	40.6	-1.1	No
R126	Ground	SW	53.2	51.1	-2.1	No	47.6	45.5	-2.1	No
R126	Ground	SE	46.7	45.8	-0.9	No	41.1	40.2	-0.9	No
R126	Ground	NE	43.1	42.1	-1	No	37.5	36.5	-1	No
R126	Ground	NW	44.3	43.4	-0.9	No	38.7	37.8	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R127	Ground	SW	37.3	35.9	-1.4	No	31.6	30.3	-1.3	No
R127	Ground	SE	46.8	45.1	-1.7	No	41.2	39.5	-1.7	No
R127	Ground	NE	33.2	32.1	-1.1	No	27.6	26.5	-1.1	No
R127	Ground	NW	37.8	36.5	-1.3	No	32.1	30.8	-1.3	No
R127	Ground	NE	33.4	32.3	-1.1	No	27.8	26.7	-1.1	No
R127	Ground	NW	42.4	41.4	-1	No	36.8	35.8	-1	No
R127	First	SW	41.5	40.3	-1.2	No	35.9	34.7	-1.2	No
R127	First	SE	47.6	45.9	-1.7	No	42	40.3	-1.7	No
R127	First	NE	39.2	38	-1.2	No	33.6	32.4	-1.2	No
R127	First	NW	41.9	40.9	-1	No	36.3	35.3	-1	No
R127	First	NE	39.4	38.3	-1.1	No	33.8	32.6	-1.2	No
R127	First	NW	45.3	44.2	-1.1	No	39.7	38.6	-1.1	No
R128	Ground	SW	49.6	49	-0.6	No	43.9	43.3	-0.6	No
R128	Ground	SE	50.1	49.4	-0.7	No	44.5	43.8	-0.7	No
R128	Ground	NE	50.6	49.7	-0.9	No	45	44.1	-0.9	No
R128	Ground	NW	50	49.4	-0.6	No	44.4	43.8	-0.6	No
R129	Ground	SW	40.1	39.4	-0.7	No	34.4	33.8	-0.6	No
R129	Ground	SE	42.9	42.2	-0.7	No	37.2	36.6	-0.6	No
R129	Ground	NE	41.9	41.3	-0.6	No	36.3	35.7	-0.6	No
R129	Ground	SE	41.1	40.6	-0.5	No	35.4	34.9	-0.5	No
R129	Ground	SW	40.3	39.7	-0.6	No	34.6	34	-0.6	No
R129	Ground	SE	42.5	41.7	-0.8	No	36.8	36	-0.8	No
R129	Ground	NE	43.4	42.6	-0.8	No	37.7	36.9	-0.8	No
R129	Ground	SE	41.5	41.2	-0.3	No	35.9	35.5	-0.4	No
R129	Ground	SW	41.3	41.1	-0.2	No	35.7	35.5	-0.2	No
R129	Ground	SE	44	43	-1	No	38.3	37.4	-0.9	No
R129	Ground	NE	43.9	43.1	-0.8	No	38.2	37.5	-0.7	No
R129	Ground	NW	40.8	39.6	-1.2	No	35	33.8	-1.2	No
R130	Ground	SW	45.4	44.7	-0.7	No	39.8	39.1	-0.7	No
R130	Ground	SE	45.9	44.8	-1.1	No	40.3	39.2	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R130	Ground	NE	39.8	38.7	-1.1	No	34.1	33.2	-0.9	No
R130	Ground	NW	44.7	43.9	-0.8	No	39.1	38.3	-0.8	No
R131	Ground	SW	53.2	50.9	-2.3	No	47.6	45.3	-2.3	No
R131	Ground	SE	44.7	43.7	-1	No	39.1	38.1	-1	No
R131	Ground	NE	40.7	39.4	-1.3	No	35.1	33.8	-1.3	No
R131	Ground	NW	49.3	47.7	-1.6	No	43.7	42.1	-1.6	No
R131	Ground	NW	50.8	48.9	-1.9	No	45.2	43.4	-1.8	No
R131	Ground	NW	52.1	50.2	-1.9	No	46.5	44.7	-1.8	No
R131	First	SW	54.6	52.6	-2	No	48.9	47	-1.9	No
R131	First	SE	49.6	48.5	-1.1	No	44	43	-1	No
R131	First	NE	46.1	44.8	-1.3	No	40.5	39.2	-1.3	No
R131	First	NW	51.5	50.1	-1.4	No	45.9	44.5	-1.4	No
R131	First	NW	52.5	50.9	-1.6	No	46.8	45.4	-1.4	No
R131	First	NW	53.9	52.4	-1.5	No	48.3	46.7	-1.6	No
R133	Ground	SW	45.9	45.2	-0.7	No	40.3	39.6	-0.7	No
R133	Ground	SE	41.3	40.4	-0.9	No	35.7	34.9	-0.8	No
R133	Ground	NE	37.6	36.6	-1	No	32	31	-1	No
R133	Ground	NW	46	45.1	-0.9	No	40.4	39.5	-0.9	No
R134	Ground	W	36.8	35.8	-1	No	31.1	30.2	-0.9	No
R134	Ground	S	41.4	41.1	-0.3	No	35.8	35.5	-0.3	No
R134	Ground	E	43	42.3	-0.7	No	37.3	36.7	-0.6	No
R134	Ground	N	45.7	44.6	-1.1	No	40	38.9	-1.1	No
R134	First	W	46.5	45.7	-0.8	No	40.8	40	-0.8	No
R134	First	S	44.9	44.1	-0.8	No	39.2	38.5	-0.7	No
R134	First	E	45.1	44.4	-0.7	No	39.4	38.7	-0.7	No
R134	First	N	47.2	46.4	-0.8	No	41.5	40.7	-0.8	No
R135	Ground	SW	40.6	40.3	-0.3	No	35	34.7	-0.3	No
R135	Ground	SE	47.8	46.3	-1.5	No	42.1	40.7	-1.4	No
R135	Ground	NE	47.6	46.4	-1.2	No	41.9	40.7	-1.2	No
R135	Ground	NW	42.7	41.5	-1.2	No	37	35.7	-1.3	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R136	Ground	SW	39.7	39	-0.7	No	34.1	33.3	-0.8	No
R136	Ground	SE	42.2	41.2	-1	No	36.5	35.5	-1	No
R136	Ground	NE	42.1	41.3	-0.8	No	36.4	35.6	-0.8	No
R136	Ground	SE	42.7	41.8	-0.9	No	37	36.1	-0.9	No
R136	Ground	NE	43.2	42.4	-0.8	No	37.5	36.7	-0.8	No
R136	First	SW	42.2	41.5	-0.7	No	36.6	35.9	-0.7	No
R136	First	SE	45.3	44.7	-0.6	No	39.6	39.1	-0.5	No
R136	First	NE	45.4	44.8	-0.6	No	39.7	39.1	-0.6	No
R136	First	SE	45.6	44.7	-0.9	No	39.8	39.1	-0.7	No
R136	First	NE	45.8	45	-0.8	No	40.1	39.4	-0.7	No
R138	Ground	SW	43.2	42.2	-1	No	37.6	36.5	-1.1	No
R138	Ground	SE	47.1	46	-1.1	No	41.5	40.4	-1.1	No
R138	Ground	NE	39.1	38.1	-1	No	33.5	32.5	-1	No
R138	Ground	NW	45.4	44.4	-1	No	39.8	38.9	-0.9	No
R139	Ground	SW	44	43	-1	No	38.3	37.4	-0.9	No
R139	Ground	SE	41.2	40.2	-1	No	35.6	34.6	-1	No
R139	Ground	NE	36.6	35.5	-1.1	No	30.9	29.9	-1	No
R139	Ground	NW	44.1	43.3	-0.8	No	38.5	37.7	-0.8	No
R140	Ground	SW	33	31.8	-1.2	No	27.4	26.2	-1.2	No
R140	Ground	SE	46.8	45	-1.8	No	41.2	39.4	-1.8	No
R140	Ground	NE	33.1	31.9	-1.2	No	27.5	26.3	-1.2	No
R140	Ground	NW	41.6	40.7	-0.9	No	36	35.1	-0.9	No
R140	First	SW	38.8	37.7	-1.1	No	33.2	32.1	-1.1	No
R140	First	SE	47.5	45.8	-1.7	No	41.9	40.2	-1.7	No
R140	First	NE	39	37.9	-1.1	No	33.4	32.3	-1.1	No
R140	First	NW	44.3	43.3	-1	No	38.7	37.7	-1	No
R141	Ground	SW	55.1	53	-2.1	No	49.5	47.5	-2	No
R141	Ground	SW	55.8	53.6	-2.2	No	50.1	48.1	-2	No
R141	Ground	SW	54.7	52.4	-2.3	No	49	46.9	-2.1	No
R141	Ground	SE	46.1	45	-1.1	No	40.5	39.6	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R141	Ground	NE	41.6	40.4	-1.2	No	36	34.9	-1.1	No
R141	Ground	NW	46.5	45.1	-1.4	No	40.9	39.5	-1.4	No
R141	Ground	NE	45.2	42.3	-2.9	No	39.6	36.7	-2.9	No
R141	Ground	NW	49.1	47.6	-1.5	No	43.5	42.1	-1.4	No
R143	Ground	SW	45.1	44.4	-0.7	No	39.4	38.7	-0.7	No
R143	Ground	SE	46.9	46	-0.9	No	41.2	40.3	-0.9	No
R143	Ground	NE	47.5	46.6	-0.9	No	41.8	40.9	-0.9	No
R143	Ground	NW	45.1	44.3	-0.8	No	39.4	38.6	-0.8	No
R144	Ground	SW	37.5	36.4	-1.1	No	31.9	30.8	-1.1	No
R144	Ground	SE	41.3	40.3	-1	No	35.7	34.7	-1	No
R144	Ground	NE	36.3	35.2	-1.1	No	30.7	29.6	-1.1	No
R144	Ground	NW	43.8	42.9	-0.9	No	38.2	37.3	-0.9	No
R145	Ground	SW	43.9	43	-0.9	No	38.2	37.4	-0.8	No
R145	Ground	SE	46.6	45.5	-1.1	No	41	40	-1	No
R145	Ground	NE	38.7	37.7	-1	No	33.1	32.1	-1	No
R145	Ground	SE	43.3	42.3	-1	No	37.7	36.7	-1	No
R145	Ground	NE	39	37.9	-1.1	No	33.4	32.3	-1.1	No
R145	Ground	NW	44.5	43.7	-0.8	No	38.9	38.1	-0.8	No
R146	Ground	SW	46.6	45.4	-1.2	No	41	39.9	-1.1	No
R146	Ground	SE	42.5	41.9	-0.6	No	36.9	36.4	-0.5	No
R146	Ground	NE	40.3	39.2	-1.1	No	34.7	33.7	-1	No
R146	Ground	NW	46.6	45.5	-1.1	No	41	40	-1	No
R147	Ground	SW	45.5	44.5	-1	No	39.9	38.9	-1	No
R147	Ground	SE	42.7	41.6	-1.1	No	37.1	36.1	-1	No
R147	Ground	NE	36.8	35.7	-1.1	No	31.2	30.1	-1.1	No
R147	Ground	NW	45.1	44.2	-0.9	No	39.5	38.6	-0.9	No
R148	Ground	SW	56	54	-2	No	50.4	48.4	-2	No
R148	Ground	SE	48.5	46.9	-1.6	No	42.9	41.4	-1.5	No
R148	Ground	NE	40.5	39.4	-1.1	No	34.9	33.8	-1.1	No
R148	Ground	SE	40.7	39.6	-1.1	No	35.1	34	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R148	Ground	NE	47.9	44.8	-3.1	No	42.3	39.2	-3.1	No
R148	Ground	NW	50.7	49	-1.7	No	45.1	43.4	-1.7	No
R148	First	SW	56.9	55.2	-1.7	No	51.3	49.7	-1.6	No
R148	First	SE	50.7	49.5	-1.2	No	45.1	44	-1.1	No
R148	First	NE	46.2	45.1	-1.1	No	40.6	39.5	-1.1	No
R148	First	SE	46.4	45.4	-1	No	40.8	39.8	-1	No
R148	First	NE	50.2	48	-2.2	No	44.6	42.4	-2.2	No
R148	First	NW	52.7	51.4	-1.3	No	47.1	45.8	-1.3	No
R149	Ground	SW	38	36.9	-1.1	No	32.4	31.3	-1.1	No
R149	Ground	SE	40.5	39.4	-1.1	No	34.9	33.8	-1.1	No
R149	Ground	NE	33.8	32.6	-1.2	No	28.1	27	-1.1	No
R149	Ground	NW	41	39.9	-1.1	No	35.4	34.3	-1.1	No
R149	First	SW	47.1	46	-1.1	No	41.5	40.4	-1.1	No
R149	First	SE	44.9	43.7	-1.2	No	39.3	38.1	-1.2	No
R149	First	NE	39.6	38.5	-1.1	No	34	32.9	-1.1	No
R149	First	NW	46	45.1	-0.9	No	40.4	39.5	-0.9	No
R150	Ground	SW	44	43	-1	No	38.4	37.4	-1	No
R150	Ground	SE	46	44.9	-1.1	No	40.4	39.3	-1.1	No
R150	Ground	NE	38	37	-1	No	32.4	31.4	-1	No
R150	Ground	NW	45	44.2	-0.8	No	39.4	38.6	-0.8	No
R151	Ground	SW	42.5	42	-0.5	No	36.9	36.3	-0.6	No
R151	Ground	SE	45.3	44.6	-0.7	No	39.6	38.9	-0.7	No
R151	Ground	SW	42	41.6	-0.4	No	36.3	35.9	-0.4	No
R151	Ground	SE	47.8	46.6	-1.2	No	42.1	41	-1.1	No
R151	Ground	NE	47.6	46.4	-1.2	No	41.9	40.7	-1.2	No
R151	Ground	NW	42.9	41.8	-1.1	No	37.2	36	-1.2	No
R151	First	SW	48.4	47.3	-1.1	No	42.7	41.6	-1.1	No
R151	First	SE	48.5	47.5	-1	No	42.8	41.8	-1	No
R151	First	SW	49.2	48	-1.2	No	43.5	42.3	-1.2	No
R151	First	SE	49.8	48.4	-1.4	No	44.1	42.7	-1.4	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R151	First	NE	49.6	48.3	-1.3	No	43.9	42.6	-1.3	No
R151	First	NW	48.6	47.5	-1.1	No	42.9	41.9	-1	No
R152	Ground	SW	44.4	43.3	-1.1	No	38.8	37.8	-1	No
R152	Ground	SE	42.8	42	-0.8	No	37.2	36.4	-0.8	No
R152	Ground	NE	39.4	38.3	-1.1	No	33.8	32.8	-1	No
R152	Ground	NW	45.5	44.8	-0.7	No	39.9	39.3	-0.6	No
R153	Ground	SW	58.5	56.3	-2.2	No	52.9	50.8	-2.1	No
R153	Ground	SE	49.4	47.9	-1.5	No	43.8	42.5	-1.3	No
R153	Ground	NE	48.7	45.8	-2.9	No	43	40.2	-2.8	No
R153	Ground	NW	58.3	56.1	-2.2	No	52.7	50.6	-2.1	No
R153	First	SW	59.5	57.7	-1.8	No	53.8	52.1	-1.7	No
R153	First	SE	51.7	50.5	-1.2	No	46.1	45	-1.1	No
R153	First	NE	50.7	48.5	-2.2	No	45	43	-2	No
R153	First	NW	59.2	57.3	-1.9	No	53.6	51.7	-1.9	No
R154	Ground	SW	40.1	38.9	-1.2	No	34.5	33.3	-1.2	No
R154	Ground	E	41.8	40.9	-0.9	No	36.2	35.3	-0.9	No
R154	Ground	SW	41.8	40.8	-1	No	36.2	35.2	-1	No
R154	Ground	SE	41.2	40.2	-1	No	35.6	34.6	-1	No
R154	Ground	NE	33.4	32.3	-1.1	No	27.8	26.7	-1.1	No
R154	Ground	NW	40.6	39.7	-0.9	No	35	34.1	-0.9	No
R154	First	SW	44.7	43.4	-1.3	No	39.1	37.8	-1.3	No
R154	First	E	45.7	44.6	-1.1	No	40.1	39	-1.1	No
R154	First	SW	45.7	44.6	-1.1	No	40.1	39	-1.1	No
R154	First	SE	45.2	44.1	-1.1	No	39.6	38.5	-1.1	No
R154	First	NE	39.3	38.1	-1.2	No	33.7	32.5	-1.2	No
R154	First	NW	44.3	43.3	-1	No	38.7	37.7	-1	No
R156	Ground	SW	47.9	46.6	-1.3	No	42.3	41	-1.3	No
R156	Ground	SE	42.5	41.5	-1	No	36.9	35.9	-1	No
R156	Ground	SE	43.8	42.8	-1	No	38.2	37.2	-1	No
R156	Ground	NE	40.9	39.8	-1.1	No	35.2	34.2	-1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R156	Ground	SE	42.2	41.1	-1.1	No	36.6	35.5	-1.1	No
R156	Ground	NE	41.5	40.3	-1.2	No	35.9	34.7	-1.2	No
R156	Ground	NW	47	45.3	-1.7	No	41.4	39.7	-1.7	No
R156	Ground	NE	46.7	44.8	-1.9	No	41.1	39.2	-1.9	No
R156	Ground	NW	49.4	47.7	-1.7	No	43.8	42.1	-1.7	No
R158	Ground	SW	40.8	39.8	-1	No	35.1	34.1	-1	No
R158	Ground	SE	42	40.6	-1.4	No	36.2	34.9	-1.3	No
R158	Ground	NE	46.3	45.1	-1.2	No	40.6	39.4	-1.2	No
R158	Ground	NW	42.8	41.6	-1.2	No	37.1	35.9	-1.2	No
R159	Ground	SW	43.3	42.1	-1.2	No	37.7	36.6	-1.1	No
R159	Ground	SE	41.9	40.9	-1	No	36.3	35.3	-1	No
R159	Ground	SW	43.7	42.7	-1	No	38.1	37.2	-0.9	No
R159	Ground	SE	43.3	42.6	-0.7	No	37.7	37	-0.7	No
R159	Ground	NE	39	37.8	-1.2	No	33.3	32.3	-1	No
R159	Ground	SE	39.3	38.3	-1	No	33.7	32.7	-1	No
R159	Ground	NE	39.4	38.2	-1.2	No	33.8	32.7	-1.1	No
R159	Ground	NW	45.7	44.6	-1.1	No	40.1	39.1	-1	No
R160	Ground	SW	42.4	41.4	-1	No	36.8	35.8	-1	No
R160	Ground	SE	39	38	-1	No	33.4	32.4	-1	No
R160	Ground	NE	33.9	32.8	-1.1	No	28.3	27.2	-1.1	No
R160	Ground	NW	42.3	41.4	-0.9	No	36.7	35.8	-0.9	No
R160	First	SW	46.4	45.4	-1	No	40.8	39.8	-1	No
R160	First	SE	43.9	42.9	-1	No	38.3	37.3	-1	No
R160	First	NE	39.8	38.6	-1.2	No	34.2	33	-1.2	No
R160	First	NW	45.5	44.6	-0.9	No	39.9	39	-0.9	No
R161	Ground	SW	46.9	46.3	-0.6	No	41.2	40.7	-0.5	No
R161	Ground	SE	51.1	49.7	-1.4	No	45.4	44.2	-1.2	No
R161	Ground	NE	52.6	50.4	-2.2	No	46.9	44.7	-2.2	No
R161	Ground	NW	51.6	48.9	-2.7	No	45.8	43.2	-2.6	No
R162	Ground	SW	40.3	39.4	-0.9	No	34.6	33.7	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R162	Ground	SE	41.9	40.6	-1.3	No	36.1	34.8	-1.3	No
R162	Ground	NE	44.8	43.7	-1.1	No	39.1	38	-1.1	No
R162	Ground	NW	40.9	39.6	-1.3	No	35.1	33.9	-1.2	No
R163	Ground	SW	41.9	40.6	-1.3	No	36.2	35	-1.2	No
R163	Ground	SW	41.5	40.4	-1.1	No	35.9	34.9	-1	No
R163	Ground	SE	45.5	44.3	-1.2	No	39.9	38.8	-1.1	No
R163	Ground	SE	45.6	44.5	-1.1	No	40	38.9	-1.1	No
R163	Ground	NE	37.7	36.6	-1.1	No	32.1	31	-1.1	No
R163	Ground	NW	44.6	43.7	-0.9	No	39	38.1	-0.9	No
R164	Ground	SW	47.5	46.7	-0.8	No	41.8	41.1	-0.7	No
R164	Ground	SW	49	48.1	-0.9	No	43.4	42.5	-0.9	No
R164	Ground	SE	52.3	50.8	-1.5	No	46.7	45.2	-1.5	No
R164	Ground	SE	49.7	48.8	-0.9	No	44	43.2	-0.8	No
R164	Ground	NE	48.6	47.5	-1.1	No	42.9	41.9	-1	No
R164	Ground	NW	52	49.4	-2.6	No	46.3	43.6	-2.7	No
R165	Ground	SW	36.8	35.6	-1.2	No	31.2	30	-1.2	No
R165	Ground	SE	40.7	39.5	-1.2	No	35.1	33.9	-1.2	No
R165	Ground	NE	33.7	32.6	-1.1	No	28.1	27	-1.1	No
R165	Ground	NE	33.8	32.6	-1.2	No	28.2	27	-1.2	No
R165	Ground	NW	43.4	42.5	-0.9	No	37.8	36.9	-0.9	No
R165	First	SW	42.9	41.8	-1.1	No	37.3	36.1	-1.2	No
R165	First	SE	44.6	43.4	-1.2	No	39	37.8	-1.2	No
R165	First	NE	39.5	38.3	-1.2	No	33.9	32.7	-1.2	No
R165	First	NE	39.7	38.5	-1.2	No	34	32.9	-1.1	No
R165	First	NW	45.8	44.7	-1.1	No	40.2	39.2	-1	No
R166	Ground	SW	46.3	44.4	-1.9	No	40.7	38.9	-1.8	No
R166	Ground	SE	44	43.1	-0.9	No	38.4	37.6	-0.8	No
R166	Ground	SW	44.6	43.7	-0.9	No	38.9	38.2	-0.7	No
R166	Ground	SE	43.9	43.3	-0.6	No	38.3	37.8	-0.5	No
R166	Ground	NE	40.3	39.1	-1.2	No	34.7	33.5	-1.2	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R166	Ground	NW	47.8	46.2	-1.6	No	42.2	40.6	-1.6	No
R167	Ground	SW	42.2	41	-1.2	No	36.6	35.4	-1.2	No
R167	Ground	SE	45.4	44.1	-1.3	No	39.8	38.5	-1.3	No
R167	Ground	NE	37.3	36.2	-1.1	No	31.7	30.6	-1.1	No
R167	Ground	NW	38.7	37.5	-1.2	No	33	31.9	-1.1	No
R167	Ground	NE	38.2	37	-1.2	No	32.6	31.4	-1.2	No
R167	Ground	NW	43.5	42.7	-0.8	No	37.9	37.2	-0.7	No
R168	Ground	SW	44.4	43.3	-1.1	No	38.8	37.8	-1	No
R168	Ground	E	45.5	44.7	-0.8	No	39.9	39.1	-0.8	No
R168	Ground	SW	45.9	45.1	-0.8	No	40.3	39.5	-0.8	No
R168	Ground	SE	45.1	44.4	-0.7	No	39.5	38.8	-0.7	No
R168	Ground	NE	40.6	39.3	-1.3	No	34.9	33.8	-1.1	No
R168	Ground	NW	45.9	45	-0.9	No	40.3	39.4	-0.9	No
R169	Ground	SW	38	37	-1	No	32.3	31.4	-0.9	No
R169	Ground	SE	41.5	40.7	-0.8	No	35.8	35.1	-0.7	No
R169	Ground	NE	39.8	39.1	-0.7	No	34.1	33.4	-0.7	No
R169	Ground	NW	47.3	45.5	-1.8	No	41.5	39.8	-1.7	No
R170	Ground	SW	57.4	55.5	-1.9	No	51.8	50	-1.8	No
R170	Ground	SW	57.1	55.1	-2	No	51.5	49.6	-1.9	No
R170	Ground	SE	54.5	52.5	-2	No	48.9	47	-1.9	No
R170	Ground	SW	53.4	51.4	-2	No	47.8	45.9	-1.9	No
R170	Ground	SE	45.9	44.9	-1	No	40.3	39.4	-0.9	No
R170	Ground	NE	40.4	39.2	-1.2	No	34.8	33.6	-1.2	No
R170	Ground	NW	55.5	53.5	-2	No	49.9	48	-1.9	No
R170	First	SW	58.2	56.6	-1.6	No	52.6	51.1	-1.5	No
R170	First	SW	57.9	56.3	-1.6	No	52.3	50.8	-1.5	No
R170	First	SE	55.8	54.3	-1.5	No	50.2	48.8	-1.4	No
R170	First	SW	55.1	53.6	-1.5	No	49.5	48.1	-1.4	No
R170	First	SE	50.9	50.1	-0.8	No	45.3	44.5	-0.8	No
R170	First	NE	46	44.7	-1.3	No	40.4	39.2	-1.2	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R170	First	NW	56.2	54.4	-1.8	No	50.6	48.9	-1.7	No
R171	Ground	SW	41.8	41.1	-0.7	No	36.1	35.5	-0.6	No
R171	Ground	SE	44.8	43.8	-1	No	39.1	38.1	-1	No
R171	Ground	NE	48.2	46.8	-1.4	No	42.5	41.1	-1.4	No
R171	Ground	NW	41.5	40.4	-1.1	No	35.8	34.7	-1.1	No
R171	First	SW	47.5	46.6	-0.9	No	41.8	40.9	-0.9	No
R171	First	SE	48.1	47	-1.1	No	42.4	41.3	-1.1	No
R171	First	NE	49.9	48.6	-1.3	No	44.2	42.9	-1.3	No
R171	First	NW	48.6	47.6	-1	No	42.9	41.9	-1	No
R172	Ground	SW	50.3	49.3	-1	No	44.6	43.7	-0.9	No
R172	Ground	SE	55.1	53.2	-1.9	No	49.5	47.7	-1.8	No
R172	Ground	NE	51	49.8	-1.2	No	45.3	44.1	-1.2	No
R172	Ground	NW	53.5	51.2	-2.3	No	47.8	45.4	-2.4	No
R173	Ground	SW	46.8	46	-0.8	No	41.2	40.4	-0.8	No
R173	Ground	NW	46	45.3	-0.7	No	40.4	39.7	-0.7	No
R173	Ground	SW	47.6	46.5	-1.1	No	42	41	-1	No
R173	Ground	SE	44.8	43.8	-1	No	39.2	38.3	-0.9	No
R173	Ground	NE	37.7	36.6	-1.1	No	32.1	31.1	-1	No
R173	First	SW	50	48.8	-1.2	No	44.3	43.3	-1	No
R173	First	NW	49.4	48.5	-0.9	No	43.8	42.9	-0.9	No
R173	First	SW	50.4	49.1	-1.3	No	44.8	43.5	-1.3	No
R173	First	SE	49.6	48.5	-1.1	No	44	42.9	-1.1	No
R173	First	NE	48.3	47.4	-0.9	No	42.7	41.8	-0.9	No
R173	First	NW	49.3	48.1	-1.2	No	43.7	42.5	-1.2	No
R174	Ground	SW	39.6	38.8	-0.8	No	33.9	33.2	-0.7	No
R174	Ground	NW	38.9	37.8	-1.1	No	33.2	32.1	-1.1	No
R174	Ground	SW	40	39.4	-0.6	No	34.3	33.7	-0.6	No
R174	Ground	SE	41.3	40	-1.3	No	35.6	34.3	-1.3	No
R174	Ground	NE	40.3	39.3	-1	No	34.6	33.6	-1	No
R174	Ground	NW	42.9	41.2	-1.7	No	37.1	35.4	-1.7	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R175	Ground	SW	62.4	60.7	-1.7	No	56.8	55.2	-1.6	No
R175	Ground	SE	58	56.3	-1.7	No	52.4	50.9	-1.5	No
R175	Ground	NE	42.5	41.1	-1.4	No	36.8	35.5	-1.3	No
R175	Ground	NW	56.5	54.9	-1.6	No	50.9	49.4	-1.5	No
R175	First	SW	62.9	61.4	-1.5	No	57.3	56	-1.3	No
R175	First	SE	58.7	57.4	-1.3	No	53.1	51.9	-1.2	No
R175	First	NE	48.2	46.9	-1.3	No	42.5	41.3	-1.2	No
R175	First	NW	57.4	56	-1.4	No	51.8	50.5	-1.3	No
R176	Ground	SW	43	41.7	-1.3	No	37.4	36.2	-1.2	No
R176	Ground	SE	44.5	43.7	-0.8	No	38.9	38.1	-0.8	No
R176	Ground	NE	39.8	38.6	-1.2	No	34.2	33	-1.2	No
R176	Ground	NW	46.8	45.4	-1.4	No	41.2	39.9	-1.3	No
R177	Ground	SW	43.6	42.6	-1	No	38	37.1	-0.9	No
R177	Ground	SW	43.8	42.8	-1	No	38.2	37.2	-1	No
R177	Ground	SE	45.7	44.4	-1.3	No	40.1	38.9	-1.2	No
R177	Ground	NE	39.1	37.9	-1.2	No	33.4	32.3	-1.1	No
R177	Ground	NW	43.7	42.8	-0.9	No	38.1	37.2	-0.9	No
R178	Ground	SW	48.9	47.9	-1	No	43.3	42.4	-0.9	No
R178	Ground	SE	56	54	-2	No	50.4	48.5	-1.9	No
R178	Ground	NE	55.5	53.4	-2.1	No	49.8	47.7	-2.1	No
R178	Ground	NW	54.2	51.6	-2.6	No	48.4	45.8	-2.6	No
R179	Ground	SW	44.9	43.8	-1.1	No	39.3	38.3	-1	No
R179	Ground	SE	46.1	45.2	-0.9	No	40.5	39.7	-0.8	No
R179	Ground	NE	42.6	41.3	-1.3	No	37	35.7	-1.3	No
R179	Ground	NW	46.7	45.6	-1.1	No	41.1	40.1	-1	No
R180	Ground	SW	45.3	44.2	-1.1	No	39.6	38.7	-0.9	No
R180	Ground	SW	43.1	42	-1.1	No	37.5	36.4	-1.1	No
R180	Ground	SE	42.8	41.8	-1	No	37.2	36.3	-0.9	No
R180	Ground	NE	38.1	36.9	-1.2	No	32.4	31.3	-1.1	No
R180	Ground	NW	45.1	44	-1.1	No	39.4	38.4	-1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R181	Ground	SW	63	61.2	-1.8	No	57.4	55.7	-1.7	No
R181	Ground	SW	63.1	61.3	-1.8	No	57.5	55.8	-1.7	No
R181	Ground	SE	58.8	57	-1.8	No	53.2	51.5	-1.7	No
R181	Ground	NE	44.7	42.8	-1.9	No	39.1	37.2	-1.9	No
R181	Ground	NW	54.6	53.1	-1.5	No	49	47.6	-1.4	No
R181	First	SW	63.9	62.4	-1.5	No	58.3	56.9	-1.4	No
R181	First	SW	63.9	62.5	-1.4	No	58.3	56.9	-1.4	No
R181	First	SE	59.4	58	-1.4	No	53.8	52.5	-1.3	No
R181	First	NE	49.9	48.1	-1.8	No	44.2	42.5	-1.7	No
R181	First	NW	55.8	54.5	-1.3	No	50.2	49	-1.2	No
R182	Ground	SW	44	42.2	-1.8	No	38.4	36.6	-1.8	No
R182	Ground	SE	42.9	41.9	-1	No	37.3	36.4	-0.9	No
R182	Ground	NE	39.9	38.7	-1.2	No	34.3	33.1	-1.2	No
R182	Ground	NW	54.1	51.9	-2.2	No	48.5	46.3	-2.2	No
R182	First	SW	48.4	46.8	-1.6	No	42.7	41.2	-1.5	No
R182	First	SE	47.9	46.9	-1	No	42.3	41.4	-0.9	No
R182	First	NE	45.5	44.2	-1.3	No	39.9	38.6	-1.3	No
R182	First	NW	54.9	53	-1.9	No	49.3	47.4	-1.9	No
R183	Ground	SW	43.1	41.9	-1.2	No	37.4	36.3	-1.1	No
R183	Ground	SW	42.2	41.1	-1.1	No	36.6	35.5	-1.1	No
R183	Ground	SE	45.3	43.9	-1.4	No	39.7	38.4	-1.3	No
R183	Ground	NE	36.5	35.3	-1.2	No	30.9	29.7	-1.2	No
R183	Ground	NW	43.7	42.8	-0.9	No	38	37.2	-0.8	No
R183	Ground	SW	44.8	43.9	-0.9	No	39.2	38.3	-0.9	No
R183	Ground	SW	43.7	42.8	-0.9	No	38	37.2	-0.8	No
R183	Ground	NW	43.3	42.3	-1	No	37.7	36.7	-1	No
R183	First	SW	49	47.7	-1.3	No	43.4	42.2	-1.2	No
R183	First	SW	49	47.6	-1.4	No	43.4	42.1	-1.3	No
R183	First	SE	48.6	47.3	-1.3	No	43	41.8	-1.2	No
R183	First	NE	47.6	46.4	-1.2	No	41.9	40.8	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R183	First	NW	48.1	47	-1.1	No	42.5	41.4	-1.1	No
R183	First	SW	48.8	47.5	-1.3	No	43.2	42	-1.2	No
R183	First	SW	48.4	47.3	-1.1	No	42.8	41.7	-1.1	No
R183	First	NW	48.4	47.2	-1.2	No	42.8	41.7	-1.1	No
R184	Ground	SW	42.3	42.1	-0.2	No	36.7	36.5	-0.2	No
R184	Ground	SE	44.7	44.4	-0.3	No	39.1	38.8	-0.3	No
R184	Ground	SW	42.9	42.8	-0.1	No	37.3	37.2	-0.1	No
R184	Ground	SE	50.4	48.2	-2.2	No	44.7	42.6	-2.1	No
R184	Ground	NW	43.3	41.8	-1.5	No	37.5	36	-1.5	No
R185	Ground	SW	63.2	61.6	-1.6	No	57.6	56.1	-1.5	No
R185	Ground	SE	55.1	53.5	-1.6	No	49.5	48.1	-1.4	No
R185	Ground	NE	44.6	43	-1.6	No	38.9	37.4	-1.5	No
R185	Ground	NW	58.9	57	-1.9	No	53.3	51.4	-1.9	No
R185	First	SW	63.9	62.6	-1.3	No	58.3	57.1	-1.2	No
R185	First	SE	56.1	54.9	-1.2	No	50.5	49.4	-1.1	No
R185	First	NE	50	48.4	-1.6	No	44.3	42.8	-1.5	No
R185	First	NW	60.2	58.4	-1.8	No	54.6	52.8	-1.8	No
R186	Ground	SW	42.3	40.9	-1.4	No	36.7	35.3	-1.4	No
R186	Ground	SE	45.1	44.5	-0.6	No	39.5	38.9	-0.6	No
R186	Ground	NE	39.2	37.9	-1.3	No	33.6	32.3	-1.3	No
R186	Ground	NW	52.9	50.6	-2.3	No	47.3	45	-2.3	No
R186	First	SW	47.4	46	-1.4	No	41.7	40.4	-1.3	No
R186	First	SE	49.4	48.7	-0.7	No	43.8	43.1	-0.7	No
R186	First	NE	44.8	43.5	-1.3	No	39.2	37.9	-1.3	No
R186	First	NW	53.8	51.7	-2.1	No	48.2	46.2	-2	No
R187	Ground	SW	48.3	47.4	-0.9	No	42.7	41.8	-0.9	No
R187	Ground	SE	56.8	54.7	-2.1	No	51.2	49.1	-2.1	No
R187	Ground	SE	59.3	57.3	-2	No	53.7	51.7	-2	No
R187	Ground	NE	60.6	58.5	-2.1	No	55	52.9	-2.1	No
R187	Ground	NW	52.9	50.3	-2.6	No	47.1	44.5	-2.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R187	First	SW	50.8	49.7	-1.1	No	45.1	44.1	-1	No
R187	First	SE	57.7	55.8	-1.9	No	52.1	50.3	-1.8	No
R187	First	SE	60.5	58.4	-2.1	No	54.9	52.9	-2	No
R187	First	NE	61.8	59.6	-2.2	No	56.2	54	-2.2	No
R187	First	NW	54.5	52.3	-2.2	No	48.7	46.6	-2.1	No
R188	Ground	SW	45.7	44.4	-1.3	No	40.1	38.8	-1.3	No
R188	Ground	SE	41.2	40.1	-1.1	No	35.6	34.5	-1.1	No
R188	Ground	SW	41.8	40.7	-1.1	No	36.2	35.1	-1.1	No
R188	Ground	SE	41.6	40.7	-0.9	No	36	35.2	-0.8	No
R188	Ground	NE	39.1	37.9	-1.2	No	33.4	32.3	-1.1	No
R188	Ground	NW	45.9	44.8	-1.1	No	40.3	39.2	-1.1	No
R190	Ground	SW	42.3	41.1	-1.2	No	36.7	35.4	-1.3	No
R190	Ground	E	39.5	38.8	-0.7	No	33.9	33.2	-0.7	No
R190	Ground	SE	38.9	37.9	-1	No	33.2	32.4	-0.8	No
R190	Ground	NE	37.5	36.4	-1.1	No	31.9	30.8	-1.1	No
R190	Ground	NW	40.9	39.4	-1.5	No	35.2	33.7	-1.5	No
R190	Ground	NE	40.3	38.9	-1.4	No	34.7	33.2	-1.5	No
R190	Ground	NW	44.9	43.7	-1.2	No	39.3	38.1	-1.2	No
R192	Ground	SW	43	42.1	-0.9	No	37.3	36.4	-0.9	No
R192	Ground	SW	42.7	42.1	-0.6	No	37.1	36.5	-0.6	No
R192	Ground	SE	44.8	43.6	-1.2	No	39.1	37.9	-1.2	No
R192	Ground	NE	49	46.4	-2.6	No	43.1	40.6	-2.5	No
R192	Ground	NW	44.6	43	-1.6	No	38.8	37.3	-1.5	No
R192	Ground	NE	47.4	45.1	-2.3	No	41.6	39.3	-2.3	No
R192	Ground	NW	45	43.5	-1.5	No	39.2	37.7	-1.5	No
R192	Ground	NE	46.7	44.7	-2	No	40.9	38.9	-2	No
R192	Ground	NW	46.9	45.1	-1.8	No	41.2	39.3	-1.9	No
R193	Ground	SW	43.8	42.8	-1	No	38.2	37.2	-1	No
R193	Ground	S	43.9	42.9	-1	No	38.3	37.3	-1	No
R193	Ground	SE	42.4	41.5	-0.9	No	36.8	35.9	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R193	Ground	NE	34.6	33.4	-1.2	No	28.9	27.8	-1.1	No
R193	Ground	NW	37.9	36.7	-1.2	No	32.3	31.1	-1.2	No
R193	Ground	NE	34.9	33.6	-1.3	No	29.2	28	-1.2	No
R193	Ground	NW	41.1	40.4	-0.7	No	35.5	34.9	-0.6	No
R193	First	SW	47.2	46.2	-1	No	41.6	40.6	-1	No
R193	First	S	47.3	46.4	-0.9	No	41.7	40.8	-0.9	No
R193	First	SE	46.3	45.2	-1.1	No	40.7	39.7	-1	No
R193	First	NE	40.4	39.2	-1.2	No	34.8	33.6	-1.2	No
R193	First	NW	43	41.9	-1.1	No	37.4	36.4	-1	No
R193	First	NE	40.7	39.4	-1.3	No	35.1	33.9	-1.2	No
R193	First	NW	45.7	45	-0.7	No	40.1	39.4	-0.7	No
R194	Ground	SW	45.9	43	-2.9	No	40.3	37.5	-2.8	No
R194	Ground	SE	44.9	44	-0.9	No	39.3	38.5	-0.8	No
R194	Ground	NE	40.8	39.6	-1.2	No	35.2	34	-1.2	No
R194	Ground	NW	50.4	48.1	-2.3	No	44.8	42.6	-2.2	No
R195	Ground	SW	40.9	39.7	-1.2	No	35.3	34.2	-1.1	No
R195	Ground	SE	44.7	44	-0.7	No	39.1	38.5	-0.6	No
R195	Ground	NE	40.4	39.1	-1.3	No	34.7	33.6	-1.1	No
R195	Ground	NW	45.9	44.3	-1.6	No	40.3	38.7	-1.6	No
R196	Ground	SW	45	43.9	-1.1	No	39.4	38.4	-1	No
R196	Ground	SE	41.6	40.7	-0.9	No	36	35.2	-0.8	No
R196	Ground	NE	36.2	35	-1.2	No	30.6	29.4	-1.2	No
R196	Ground	NW	44.6	43.6	-1	No	39	38	-1	No
R196	First	SW	48.7	47.5	-1.2	No	43.1	42	-1.1	No
R196	First	SE	47.1	46	-1.1	No	41.5	40.4	-1.1	No
R196	First	NE	44.2	43.2	-1	No	38.6	37.6	-1	No
R196	First	NW	47	45.9	-1.1	No	41.4	40.4	-1	No
R197	Ground	SW	45.2	44.2	-1	No	39.6	38.6	-1	No
R197	Ground	SE	45.9	45	-0.9	No	40.3	39.4	-0.9	No
R197	Ground	NE	41.8	40.5	-1.3	No	36.1	35	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R197	Ground	NW	43.8	42.5	-1.3	No	38.1	36.9	-1.2	No
R197	Ground	NE	43.1	41.6	-1.5	No	37.4	36	-1.4	No
R197	Ground	NW	46.6	45.5	-1.1	No	41	40	-1	No
R199	Ground	SW	53.3	51.8	-1.5	No	47.7	46.3	-1.4	No
R199	Ground	SE	53.1	51.6	-1.5	No	47.5	46	-1.5	No
R199	Ground	NE	40	38.6	-1.4	No	34.4	33	-1.4	No
R199	Ground	NW	47.4	45.8	-1.6	No	41.7	40.2	-1.5	No
R199	First	SW	54.7	53.4	-1.3	No	49.1	47.8	-1.3	No
R199	First	SE	54.3	53	-1.3	No	48.7	47.5	-1.2	No
R199	First	NE	45.6	44.1	-1.5	No	40	38.5	-1.5	No
R199	First	NW	50.1	48.6	-1.5	No	44.5	43	-1.5	No
R200	Ground	SW	41	39.6	-1.4	No	35.3	34	-1.3	No
R200	Ground	SE	44.4	43.8	-0.6	No	38.8	38.2	-0.6	No
R200	Ground	NE	39.1	37.9	-1.2	No	33.5	32.3	-1.2	No
R200	Ground	SE	40.2	39	-1.2	No	34.6	33.5	-1.1	No
R200	Ground	NE	39.1	37.9	-1.2	No	33.5	32.3	-1.2	No
R200	Ground	NW	44.8	43.4	-1.4	No	39.1	37.9	-1.2	No
R201	Ground	SW	47.6	45.4	-2.2	No	41.9	39.7	-2.2	No
R201	Ground	SE	51.7	50.2	-1.5	No	46.1	44.7	-1.4	No
R201	Ground	NE	39.3	37.9	-1.4	No	33.6	32.3	-1.3	No
R201	Ground	NW	48.9	46.6	-2.3	No	43.3	41	-2.3	No
R201	First	SW	50.2	48.3	-1.9	No	44.6	42.7	-1.9	No
R201	First	SE	53.1	51.8	-1.3	No	47.5	46.2	-1.3	No
R201	First	NE	44.8	43.4	-1.4	No	39.2	37.8	-1.4	No
R201	First	NW	50.7	48.6	-2.1	No	45	43	-2	No
R202	Ground	SW	42.5	41.2	-1.3	No	36.8	35.6	-1.2	No
R202	Ground	SE	45	44.2	-0.8	No	39.4	38.6	-0.8	No
R202	Ground	NE	39.7	38.5	-1.2	No	34.1	32.9	-1.2	No
R202	Ground	NE	40	38.7	-1.3	No	34.4	33.2	-1.2	No
R202	Ground	NW	47.8	45.8	-2	No	42.2	40.2	-2	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R202	Ground	NW	47.1	45.3	-1.8	No	41.5	39.7	-1.8	No
R203	Ground	SW	53.3	50.8	-2.5	No	47.7	45.2	-2.5	No
R203	Ground	SE	48.4	47	-1.4	No	42.8	41.4	-1.4	No
R203	Ground	SE	49.8	48.5	-1.3	No	44.3	43	-1.3	No
R203	Ground	NE	41	39.6	-1.4	No	35.4	34	-1.4	No
R203	Ground	NW	52.3	50.1	-2.2	No	46.7	44.5	-2.2	No
R203	Ground	SW	52.8	50.6	-2.2	No	47.2	45.1	-2.1	No
R203	Ground	NW	52.8	50.6	-2.2	No	47.2	45	-2.2	No
R203	Ground	NW	52.9	51	-1.9	No	47.3	45.4	-1.9	No
R203	First	SW	54.9	52.8	-2.1	No	49.3	47.2	-2.1	No
R203	First	SE	50.7	49.6	-1.1	No	45.1	44.1	-1	No
R203	First	SE	52.2	51.1	-1.1	No	46.6	45.5	-1.1	No
R203	First	NE	46.5	45	-1.5	No	40.9	39.4	-1.5	No
R203	First	NW	53.9	51.8	-2.1	No	48.3	46.3	-2	No
R203	First	SW	54.3	52.4	-1.9	No	48.7	46.8	-1.9	No
R203	First	NW	54.3	52.3	-2	No	48.7	46.8	-1.9	No
R203	First	NW	54.6	52.9	-1.7	No	49	47.3	-1.7	No
R204	Ground	SW	55.2	52.4	-2.8	No	49.3	46.6	-2.7	No
R204	Ground	SW	48.9	47.4	-1.5	No	43.3	41.8	-1.5	No
R204	Ground	SE	61	59.2	-1.8	No	55.4	53.6	-1.8	No
R204	Ground	NE	64.4	62.4	-2	No	58.8	56.7	-2.1	No
R204	Ground	NW	60.9	58.5	-2.4	No	55.2	52.7	-2.5	No
R204	First	SW	56.5	54.2	-2.3	No	50.6	48.4	-2.2	No
R204	First	SW	51.6	50.2	-1.4	No	45.9	44.6	-1.3	No
R204	First	SE	62.4	60.4	-2	No	56.8	54.8	-2	No
R204	First	NE	65.4	63.4	-2	No	59.8	57.8	-2	No
R204	First	NW	61.8	59.6	-2.2	No	56	53.9	-2.1	No
R205	Ground	SW	40.9	39.8	-1.1	No	35.2	34.2	-1	No
R205	Ground	NW	41.9	40.4	-1.5	No	36.1	34.7	-1.4	No
R205	Ground	SE	49	47.5	-1.5	No	43.3	41.8	-1.5	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R205	Ground	NW	46	44.3	-1.7	No	40.2	38.5	-1.7	No
R205	Ground	NE	50.8	48.3	-2.5	No	44.9	42.5	-2.4	No
R205	Ground	NW	45.7	43.8	-1.9	No	39.9	38	-1.9	No
R206	Ground	SW	44.5	43.2	-1.3	No	38.8	37.6	-1.2	No
R206	Ground	NW	43.2	41.9	-1.3	No	37.5	36.3	-1.2	No
R206	Ground	SW	44.8	43.7	-1.1	No	39.2	38.1	-1.1	No
R206	Ground	SE	44.3	43.6	-0.7	No	38.7	38	-0.7	No
R206	Ground	SW	44.4	43.7	-0.7	No	38.8	38.1	-0.7	No
R206	Ground	SE	43.6	43	-0.6	No	38	37.5	-0.5	No
R206	Ground	NE	35.8	34.6	-1.2	No	30.2	29	-1.2	No
R206	Ground	E	35.5	34.2	-1.3	No	29.8	28.6	-1.2	No
R206	Ground	NE	35.2	34	-1.2	No	29.6	28.4	-1.2	No
R206	Ground	SE	36.5	35.4	-1.1	No	30.9	29.8	-1.1	No
R206	Ground	NE	35.1	33.8	-1.3	No	29.5	28.2	-1.3	No
R206	Ground	NE	35.6	34.3	-1.3	No	30	28.7	-1.3	No
R206	Ground	NW	38.8	37.7	-1.1	No	33.2	32.1	-1.1	No
R206	Ground	NW	37.6	37	-0.6	No	32	31.5	-0.5	No
R206	First	SW	48	46.9	-1.1	No	42.4	41.4	-1	No
R206	First	NW	46.6	45.8	-0.8	No	41	40.2	-0.8	No
R206	First	SW	48	47.1	-0.9	No	42.4	41.5	-0.9	No
R206	First	SE	47.6	46.7	-0.9	No	41.9	41.1	-0.8	No
R206	First	SW	47.6	46.7	-0.9	No	42	41.1	-0.9	No
R206	First	SE	46.8	45.8	-1	No	41.2	40.3	-0.9	No
R206	First	NE	41	39.8	-1.2	No	35.4	34.2	-1.2	No
R206	First	E	41.1	39.9	-1.2	No	35.5	34.3	-1.2	No
R206	First	NE	40.8	39.5	-1.3	No	35.2	33.9	-1.3	No
R206	First	SE	42.2	41.1	-1.1	No	36.6	35.5	-1.1	No
R206	First	NE	40.7	39.4	-1.3	No	35	33.8	-1.2	No
R206	First	NE	41.3	39.9	-1.4	No	35.7	34.3	-1.4	No
R206	First	NW	43.9	42.8	-1.1	No	38.3	37.2	-1.1	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R206	First	NW	43.1	42.4	-0.7	No	37.5	36.9	-0.6	No
R207	Ground	SW	54.5	52.8	-1.7	No	48.8	47	-1.8	No
R207	Ground	SE	47.1	45.6	-1.5	No	41.4	39.8	-1.6	No
R207	Ground	NE	52.6	51	-1.6	No	46.9	45.3	-1.6	No
R207	Ground	NW	61.2	59.7	-1.5	No	55.5	53.9	-1.6	No
R208	Ground	SW	42.6	41.2	-1.4	No	36.9	35.5	-1.4	No
R208	Ground	SE	43.8	43	-0.8	No	38.2	37.4	-0.8	No
R208	Ground	NE	39.3	38	-1.3	No	33.7	32.4	-1.3	No
R208	Ground	NW	47.3	45.2	-2.1	No	41.7	39.6	-2.1	No
R209	Ground	SW	38	36.6	-1.4	No	32.4	31	-1.4	No
R209	Ground	SE	50.9	49.2	-1.7	No	45.3	43.7	-1.6	No
R209	Ground	NE	44	42.6	-1.4	No	38.4	37	-1.4	No
R209	Ground	NW	48.3	45.9	-2.4	No	42.6	40.3	-2.3	No
R209	Ground	SW	48.1	45.3	-2.8	No	42.4	39.7	-2.7	No
R209	Ground	NW	47.9	45.2	-2.7	No	42.2	39.6	-2.6	No
R210	Ground	SW	45	43.5	-1.5	No	39.3	37.9	-1.4	No
R210	Ground	SE	50.2	48.5	-1.7	No	44.6	43	-1.6	No
R210	Ground	NE	43.7	42.2	-1.5	No	38.1	36.7	-1.4	No
R210	Ground	NW	48.3	46	-2.3	No	42.7	40.4	-2.3	No
R211	Ground	SW	45.4	44.5	-0.9	No	39.8	38.9	-0.9	No
R211	Ground	SW	44.9	43.8	-1.1	No	39.2	38.2	-1	No
R211	Ground	SE	38.9	38	-0.9	No	33.3	32.4	-0.9	No
R211	Ground	NE	35.3	34	-1.3	No	29.7	28.5	-1.2	No
R211	Ground	NE	35.4	34	-1.4	No	29.7	28.5	-1.2	No
R211	Ground	NW	44.3	43.3	-1	No	38.7	37.7	-1	No
R211	Ground	NW	45.3	44.4	-0.9	No	39.7	38.8	-0.9	No
R211	First	SW	47.9	46.9	-1	No	42.2	41.4	-0.8	No
R211	First	SW	47.9	46.9	-1	No	42.3	41.3	-1	No
R211	First	SE	43.5	42.7	-0.8	No	37.9	37.1	-0.8	No
R211	First	NE	40.9	39.7	-1.2	No	35.3	34.1	-1.2	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R211	First	NE	41.1	39.7	-1.4	No	35.4	34.1	-1.3	No
R211	First	NW	46.4	45.2	-1.2	No	40.8	39.7	-1.1	No
R211	First	NW	47.4	46.5	-0.9	No	41.8	40.9	-0.9	No
R212	Ground	SW	52.3	50.7	-1.6	No	46.6	45	-1.6	No
R212	Ground	SE	47.1	45.4	-1.7	No	41.3	39.7	-1.6	No
R212	Ground	NE	53.5	51.8	-1.7	No	47.7	46	-1.7	No
R212	Ground	NW	61.6	60	-1.6	No	55.9	54.3	-1.6	No
R213	Ground	SW	42.5	41.1	-1.4	No	36.8	35.5	-1.3	No
R213	Ground	SE	44.5	43.7	-0.8	No	38.9	38.2	-0.7	No
R213	Ground	NE	38.9	37.6	-1.3	No	33.3	32	-1.3	No
R213	Ground	SE	39.2	38.1	-1.1	No	33.6	32.5	-1.1	No
R213	Ground	NE	38.8	37.5	-1.3	No	33.2	31.9	-1.3	No
R213	Ground	NW	42.6	40.9	-1.7	No	36.9	35.3	-1.6	No
R213	Ground	NE	42.5	40.8	-1.7	No	36.8	35.2	-1.6	No
R213	Ground	NW	46.8	44.8	-2	No	41.1	39.3	-1.8	No
R213	Ground	SW	45	43.6	-1.4	No	39.4	37.9	-1.5	No
R213	Ground	NW	43.8	42.3	-1.5	No	38.1	36.7	-1.4	No
R214	Ground	SW	53.2	50.9	-2.3	No	47.6	45.3	-2.3	No
R214	Ground	SW	53.3	50.8	-2.5	No	47.7	45.3	-2.4	No
R214	Ground	NW	52.9	50.5	-2.4	No	47.3	44.9	-2.4	No
R214	Ground	SW	53.7	51.4	-2.3	No	48.1	45.8	-2.3	No
R214	Ground	SE	52.8	50.3	-2.5	No	47.2	44.8	-2.4	No
R214	Ground	SW	52.6	50.2	-2.4	No	47	44.7	-2.3	No
R214	Ground	S	52.6	50.3	-2.3	No	47	44.7	-2.3	No
R214	Ground	SE	50.4	48.5	-1.9	No	44.8	43	-1.8	No
R214	Ground	E	40.6	39.2	-1.4	No	35	33.7	-1.3	No
R214	Ground	N	42.4	40.9	-1.5	No	36.8	35.2	-1.6	No
R214	Ground	NW	49.4	46.3	-3.1	No	43.8	40.7	-3.1	No
R215	Ground	SW	44.9	43.3	-1.6	No	39.2	37.5	-1.7	No
R215	Ground	NW	45	43.3	-1.7	No	39.3	37.6	-1.7	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R215	Ground	SW	43.9	42.5	-1.4	No	38.2	36.8	-1.4	No
R215	Ground	SE	44.3	42.8	-1.5	No	38.6	37.1	-1.5	No
R215	Ground	SW	43.9	42.5	-1.4	No	38.2	36.9	-1.3	No
R215	Ground	SE	49.4	47.1	-2.3	No	43.6	41.3	-2.3	No
R215	Ground	NE	45.1	43.7	-1.4	No	39.4	38	-1.4	No
R215	Ground	NW	50.6	47.9	-2.7	No	44.8	42.1	-2.7	No
R215	Ground	SW	45.5	43.8	-1.7	No	39.8	38.1	-1.7	No
R215	Ground	NW	45.7	43.9	-1.8	No	39.9	38.2	-1.7	No
R216	Ground	SW	44.6	43.2	-1.4	No	39	37.6	-1.4	No
R216	Ground	SE	49.6	47.8	-1.8	No	44	42.3	-1.7	No
R216	Ground	NE	43.2	41.7	-1.5	No	37.5	36.1	-1.4	No
R216	Ground	NW	47.3	45.5	-1.8	No	41.7	39.8	-1.9	No
R217	Ground	SW	45.3	44.5	-0.8	No	39.7	39	-0.7	No
R217	Ground	SE	41.5	40.8	-0.7	No	35.9	35.2	-0.7	No
R217	Ground	NE	35.4	34	-1.4	No	29.7	28.5	-1.2	No
R217	Ground	NW	40.5	38.8	-1.7	No	34.9	33.2	-1.7	No
R217	Ground	NW	44.3	43.3	-1	No	38.7	37.7	-1	No
R217	First	SW	47.8	46.9	-0.9	No	42.2	41.3	-0.9	No
R217	First	SE	44.5	43.5	-1	No	38.9	38	-0.9	No
R217	First	NE	41	39.6	-1.4	No	35.4	34.1	-1.3	No
R217	First	NW	44.8	43	-1.8	No	39.2	37.4	-1.8	No
R217	First	NW	46.8	45.6	-1.2	No	41.1	40	-1.1	No
R218	Ground	SW	53.1	51.4	-1.7	No	47.3	45.6	-1.7	No
R218	Ground	SE	46.6	45.5	-1.1	No	40.9	39.7	-1.2	No
R218	Ground	NE	55.7	53.9	-1.8	No	49.9	48.2	-1.7	No
R218	Ground	NW	61.7	60.2	-1.5	No	56	54.4	-1.6	No
R219	Ground	SW	43.5	42	-1.5	No	37.9	36.3	-1.6	No
R219	Ground	SE	43.9	43.3	-0.6	No	38.3	37.7	-0.6	No
R219	Ground	SE	44.5	43.9	-0.6	No	38.9	38.4	-0.5	No
R219	Ground	NE	38.2	36.9	-1.3	No	32.5	31.3	-1.2	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R219	Ground	NE	38.3	37	-1.3	No	32.6	31.3	-1.3	No
R219	Ground	NW	46.3	44.3	-2	No	40.6	38.7	-1.9	No
R220	Ground	SW	43.6	42.1	-1.5	No	38	36.5	-1.5	No
R220	Ground	SE	48.2	46.4	-1.8	No	42.6	40.8	-1.8	No
R220	Ground	NE	38.6	37.3	-1.3	No	33	31.6	-1.4	No
R220	Ground	NW	45.9	44	-1.9	No	40.3	38.4	-1.9	No
R220	First	SW	50.2	48.9	-1.3	No	44.6	43.4	-1.2	No
R220	First	SE	49.9	48.3	-1.6	No	44.3	42.7	-1.6	No
R220	First	NE	46.2	45	-1.2	No	40.6	39.3	-1.3	No
R220	First	NW	48.5	46.9	-1.6	No	42.8	41.4	-1.4	No
R221	Ground	SW	43.6	42.2	-1.4	No	37.9	36.4	-1.5	No
R221	Ground	NW	44.4	42.7	-1.7	No	38.6	36.9	-1.7	No
R221	Ground	SW	47.4	46.1	-1.3	No	41.7	40.4	-1.3	No
R221	Ground	SE	45.8	44.6	-1.2	No	40.1	39	-1.1	No
R221	Ground	SW	45.6	44.5	-1.1	No	39.9	38.9	-1	No
R221	Ground	SE	59.8	57.1	-2.7	No	54	51.3	-2.7	No
R221	Ground	NE	60.3	57.5	-2.8	No	54.5	51.8	-2.7	No
R221	Ground	NW	59.2	56.4	-2.8	No	53.4	50.5	-2.9	No
R222	Ground	SW	53	51.3	-1.7	No	47.3	45.6	-1.7	No
R222	Ground	SE	46.7	45.5	-1.2	No	40.9	39.8	-1.1	No
R222	Ground	NE	52.9	51.3	-1.6	No	47.2	45.6	-1.6	No
R222	Ground	NW	60.8	59.2	-1.6	No	55.1	53.4	-1.7	No
R223	Ground	SW	50.8	48.6	-2.2	No	45.1	43	-2.1	No
R223	Ground	NW	51.5	49.4	-2.1	No	45.9	43.8	-2.1	No
R223	Ground	SW	54.3	52.4	-1.9	No	48.7	46.8	-1.9	No
R223	Ground	SE	54.3	52.1	-2.2	No	48.7	46.5	-2.2	No
R223	Ground	SE	53.5	51.7	-1.8	No	47.9	46.1	-1.8	No
R223	Ground	NE	41	39.4	-1.6	No	35.4	33.8	-1.6	No
R223	Ground	NW	48	46.2	-1.8	No	42.3	40.5	-1.8	No
R223	Ground	SW	48.7	46.9	-1.8	No	43	41.2	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R223	Ground	NW	48.4	46.7	-1.7	No	42.8	41	-1.8	No
R223	Ground	NW	50.2	47.9	-2.3	No	44.6	42.2	-2.4	No
R223	First	SW	54.1	51.9	-2.2	No	48.4	46.3	-2.1	No
R223	First	NW	54.5	52.4	-2.1	No	48.9	46.8	-2.1	No
R223	First	SW	56.3	54.4	-1.9	No	50.6	48.8	-1.8	No
R223	First	SE	55.8	53.8	-2	No	50.2	48.3	-1.9	No
R223	First	SE	54.7	52.9	-1.8	No	49.1	47.4	-1.7	No
R223	First	NE	46.7	45	-1.7	No	41	39.3	-1.7	No
R223	First	NW	51.8	50	-1.8	No	46.1	44.3	-1.8	No
R223	First	SW	52.4	50.6	-1.8	No	46.7	45	-1.7	No
R223	First	NW	52.4	50.6	-1.8	No	46.7	44.9	-1.8	No
R223	First	NW	53.7	51.4	-2.3	No	48	45.8	-2.2	No
R224	Ground	SW	43.4	42	-1.4	No	37.8	36.4	-1.4	No
R224	Ground	SE	43.4	42.6	-0.8	No	37.8	37.1	-0.7	No
R224	Ground	NE	35.5	34.1	-1.4	No	29.9	28.6	-1.3	No
R224	Ground	NW	42.6	40.5	-2.1	No	37	34.9	-2.1	No
R224	Ground	NW	45.3	43.2	-2.1	No	39.7	37.7	-2	No
R224	First	SW	47.6	46.5	-1.1	No	42	40.9	-1.1	No
R224	First	SE	46.7	45.7	-1	No	41.1	40.2	-0.9	No
R224	First	NE	41.1	39.6	-1.5	No	35.5	34	-1.5	No
R224	First	NW	44.5	42.8	-1.7	No	38.9	37.1	-1.8	No
R224	First	NW	47.2	45.7	-1.5	No	41.6	40.1	-1.5	No
R225	Ground	SW	39.6	38.2	-1.4	No	33.9	32.6	-1.3	No
R225	Ground	SE	48.3	46.6	-1.7	No	42.7	41.1	-1.6	No
R225	Ground	NE	42.3	40.8	-1.5	No	36.6	35.2	-1.4	No
R225	Ground	NW	46.1	44.4	-1.7	No	40.5	38.8	-1.7	No
R226	Ground	SW	56.2	53.4	-2.8	No	50.4	47.6	-2.8	No
R226	Ground	SW	55.4	53.2	-2.2	No	49.7	47.5	-2.2	No
R226	Ground	SE	60.9	58.2	-2.7	No	55.2	52.4	-2.8	No
R226	Ground	SW	59.4	56.8	-2.6	No	53.7	51.1	-2.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R226	Ground	SE	66.1	63.4	-2.7	No	60.3	57.6	-2.7	No
R226	Ground	NE	71.2	69	-2.2	No	65.4	63.1	-2.3	No
R226	Ground	NW	65	62.2	-2.8	No	59.2	56.4	-2.8	No
R226	First	SW	57.6	55.3	-2.3	No	51.8	49.5	-2.3	No
R226	First	SW	57.6	55.5	-2.1	No	51.9	49.8	-2.1	No
R226	First	SE	62.1	59.9	-2.2	No	56.4	54.1	-2.3	No
R226	First	SW	60.9	58.7	-2.2	No	55.2	53	-2.2	No
R226	First	SE	66.9	64.8	-2.1	No	61.1	58.9	-2.2	No
R226	First	NE	71.2	69	-2.2	No	65.4	63.2	-2.2	No
R226	First	NW	65.8	63.6	-2.2	No	60	57.8	-2.2	No
R227	Ground	SW	41.7	40	-1.7	No	36	34.4	-1.6	No
R227	Ground	SE	53.1	50.7	-2.4	No	47.5	45.1	-2.4	No
R227	Ground	NE	40.6	39	-1.6	No	35	33.3	-1.7	No
R227	Ground	NW	45.1	43.4	-1.7	No	39.4	37.7	-1.7	No
R227	First	SW	47.1	45.4	-1.7	No	41.5	39.8	-1.7	No
R227	First	SE	54.7	52.6	-2.1	No	49.1	47	-2.1	No
R227	First	NE	46.2	44.5	-1.7	No	40.5	38.8	-1.7	No
R227	First	NW	49.1	47.4	-1.7	No	43.4	41.7	-1.7	No
R228	Ground	SW	49.5	47.9	-1.6	No	43.8	42.2	-1.6	No
R228	Ground	SE	49.8	47.2	-2.6	No	44	41.4	-2.6	No
R228	Ground	NE	50.6	48.3	-2.3	No	44.8	42.5	-2.3	No
R228	Ground	SE	49.3	47.1	-2.2	No	43.5	41.3	-2.2	No
R228	Ground	NE	55.2	53.4	-1.8	No	49.5	47.6	-1.9	No
R228	Ground	NW	61	59.3	-1.7	No	55.2	53.6	-1.6	No
R229	Ground	SW	43.7	42.3	-1.4	No	37.9	36.6	-1.3	No
R229	Ground	SE	46.9	45.4	-1.5	No	41.1	39.7	-1.4	No
R229	Ground	NE	55.4	52.4	-3	No	49.5	46.6	-2.9	No
R229	Ground	NW	53.8	50.9	-2.9	No	48	45	-3	No
R230	First	SW	69.4	67.9	-1.5	No	63.6	62.1	-1.5	No
R230	First	SE	65	63.2	-1.8	No	59.3	57.5	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R230	First	NE	50.6	49.1	-1.5	No	44.8	43.3	-1.5	No
R230	First	NW	63.4	61.7	-1.7	No	57.6	55.9	-1.7	No
R231	Ground	SW	47.2	45.5	-1.7	No	41.6	39.9	-1.7	No
R231	Ground	S	47.7	46	-1.7	No	42.1	40.4	-1.7	No
R231	Ground	SE	47.2	45.5	-1.7	No	41.6	39.9	-1.7	No
R231	Ground	SE	46.6	45	-1.6	No	41	39.4	-1.6	No
R231	Ground	NE	40.1	38.7	-1.4	No	34.5	33.1	-1.4	No
R231	Ground	NW	41	39.5	-1.5	No	35.4	33.9	-1.5	No
R231	Ground	NE	40.1	38.7	-1.4	No	34.5	33.1	-1.4	No
R231	Ground	NW	42	40.7	-1.3	No	36.4	35.1	-1.3	No
R232	Ground	SW	55.2	53.5	-1.7	No	49.5	47.7	-1.8	No
R232	Ground	SE	48.3	46.8	-1.5	No	42.6	41.1	-1.5	No
R232	Ground	SW	48	46.6	-1.4	No	42.3	40.9	-1.4	No
R232	Ground	SE	50	47.5	-2.5	No	44.1	41.7	-2.4	No
R232	Ground	NE	49.4	47.2	-2.2	No	43.6	41.4	-2.2	No
R232	Ground	NE	52.5	50.7	-1.8	No	46.8	44.9	-1.9	No
R232	Ground	NW	59.9	58.1	-1.8	No	54.2	52.4	-1.8	No
R232	First	SW	56.8	55.6	-1.2	No	51.1	49.8	-1.3	No
R232	First	SE	51.9	50.8	-1.1	No	46.2	45	-1.2	No
R232	First	SW	51.3	50.1	-1.2	No	45.6	44.4	-1.2	No
R232	First	SE	51.6	49.6	-2	No	45.8	43.8	-2	No
R232	First	NE	51.7	49.9	-1.8	No	45.9	44.1	-1.8	No
R232	First	NE	54.6	53.3	-1.3	No	48.9	47.6	-1.3	No
R232	First	NW	60.9	59.6	-1.3	No	55.1	53.9	-1.2	No
R233	Ground	SW	47.2	45.4	-1.8	No	41.5	39.7	-1.8	No
R233	Ground	SE	49.9	48.2	-1.7	No	44.3	42.7	-1.6	No
R233	Ground	SW	50.8	48.7	-2.1	No	45.2	43.1	-2.1	No
R233	Ground	SW	50.9	48.7	-2.2	No	45.2	43.1	-2.1	No
R233	Ground	SE	49.4	47.2	-2.2	No	43.8	41.6	-2.2	No
R233	Ground	NE	39.4	37.8	-1.6	No	33.8	32.2	-1.6	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R233	Ground	NE	39.8	38.2	-1.6	No	34.1	32.5	-1.6	No
R233	Ground	NW	43.2	41.4	-1.8	No	37.4	35.6	-1.8	No
R233	Ground	NE	43	41.2	-1.8	No	37.3	35.4	-1.9	No
R233	Ground	NW	47.3	45.5	-1.8	No	41.6	39.8	-1.8	No
R233	First	SW	50.2	48.4	-1.8	No	44.5	42.8	-1.7	No
R233	First	SE	51.6	50.2	-1.4	No	46	44.7	-1.3	No
R233	First	SW	52.4	50.5	-1.9	No	46.8	45	-1.8	No
R233	First	SW	52.2	50.3	-1.9	No	46.6	44.7	-1.9	No
R233	First	SE	51	49	-2	No	45.3	43.5	-1.8	No
R233	First	NE	44.9	43.2	-1.7	No	39.2	37.6	-1.6	No
R233	First	NE	45.4	43.7	-1.7	No	39.7	38.1	-1.6	No
R233	First	NW	47.4	45.5	-1.9	No	41.7	39.8	-1.9	No
R233	First	NE	46.8	45	-1.8	No	41.1	39.3	-1.8	No
R233	First	NW	49.8	47.9	-1.9	No	44.1	42.3	-1.8	No
R234	Ground	SW	44.1	42.6	-1.5	No	38.4	36.8	-1.6	No
R234	Ground	NW	44.5	42.8	-1.7	No	38.7	37	-1.7	No
R234	Ground	SW	44.5	43.1	-1.4	No	38.8	37.3	-1.5	No
R234	Ground	SW	45.2	44	-1.2	No	39.5	38.3	-1.2	No
R234	Ground	SW	45.4	44	-1.4	No	39.7	38.3	-1.4	No
R234	Ground	SE	58.2	55.4	-2.8	No	52.3	49.6	-2.7	No
R234	Ground	SE	62.3	59.4	-2.9	No	56.4	53.6	-2.8	No
R234	Ground	NE	65.9	63.1	-2.8	No	60	57.2	-2.8	No
R234	Ground	NW	62.5	59.6	-2.9	No	56.7	53.7	-3	No
R234	Ground	NE	61.1	58.1	-3	No	55.2	52.2	-3	No
R234	Ground	NW	60.8	57.9	-2.9	No	54.9	52	-2.9	No
R234	Ground	NE	61.3	58.3	-3	No	55.4	52.4	-3	No
R234	Ground	NW	58.6	55.6	-3	No	52.7	49.8	-2.9	No
R237	Ground	NW	45.3	43.5	-1.8	No	39.6	37.9	-1.7	No
R237	Ground	SW	44.9	43.2	-1.7	No	39.2	37.5	-1.7	No
R237	Ground	NW	44.5	42.7	-1.8	No	38.8	37	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R237	Ground	SW	44.2	42.8	-1.4	No	38.5	37.2	-1.3	No
R237	Ground	SE	46.7	44.8	-1.9	No	41.1	39.2	-1.9	No
R237	Ground	NE	38.5	37	-1.5	No	32.9	31.4	-1.5	No
R237	Ground	NW	45.3	43.5	-1.8	No	39.5	37.8	-1.7	No
R237	First	NW	48.7	47	-1.7	No	43	41.3	-1.7	No
R237	First	SW	48.5	46.8	-1.7	No	42.8	41.1	-1.7	No
R237	First	NW	48.3	46.6	-1.7	No	42.6	40.9	-1.7	No
R237	First	SW	48.6	47.2	-1.4	No	43	41.6	-1.4	No
R237	First	SE	49.4	47.7	-1.7	No	43.7	42.1	-1.6	No
R237	First	NE	44.1	42.5	-1.6	No	38.4	36.9	-1.5	No
R237	First	NW	48.2	46.4	-1.8	No	42.5	40.7	-1.8	No
R238	Ground	SW	47	45	-2	No	41.4	39.5	-1.9	No
R238	Ground	SE	45.6	43.5	-2.1	No	40	37.9	-2.1	No
R238	Ground	NE	37.8	36.2	-1.6	No	32.1	30.7	-1.4	No
R238	Ground	NW	43.8	41.8	-2	No	38.2	36.1	-2.1	No
R238	First	SW	49.1	47.3	-1.8	No	43.4	41.7	-1.7	No
R238	First	SE	48.2	46.4	-1.8	No	42.6	40.8	-1.8	No
R238	First	NE	43.2	41.7	-1.5	No	37.6	36.1	-1.5	No
R238	First	NW	46.7	44.8	-1.9	No	41	39.1	-1.9	No
R239	Ground	SW	57.8	56.1	-1.7	No	52.1	50.3	-1.8	No
R239	Ground	SE	47.4	46.1	-1.3	No	41.6	40.3	-1.3	No
R239	Ground	NE	55.2	53.4	-1.8	No	49.5	47.7	-1.8	No
R239	Ground	NW	62.6	61	-1.6	No	56.9	55.2	-1.7	No
R240	Ground	SW	45.4	43.8	-1.6	No	39.8	38.2	-1.6	No
R240	Ground	SE	39.8	38.6	-1.2	No	34.1	33.1	-1	No
R240	Ground	NE	35.9	34.4	-1.5	No	30.3	28.9	-1.4	No
R240	Ground	NW	43.8	41.8	-2	No	38.2	36.1	-2.1	No
R240	First	SW	47.4	46	-1.4	No	41.7	40.4	-1.3	No
R240	First	SE	46.2	45.2	-1	No	40.6	39.6	-1	No
R240	First	NE	41.4	39.9	-1.5	No	35.8	34.3	-1.5	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R240	First	NW	45.4	43.6	-1.8	No	39.7	38	-1.7	No
R242	Ground	SW	51	49.7	-1.3	No	45.3	44	-1.3	No
R242	Ground	SE	47.2	45.3	-1.9	No	41.6	39.7	-1.9	No
R242	Ground	NE	39.8	38.2	-1.6	No	34.1	32.5	-1.6	No
R242	Ground	NW	51.5	49.1	-2.4	No	45.8	43.3	-2.5	No
R242	Ground	NW	51.9	49.7	-2.2	No	46.2	43.9	-2.3	No
R242	First	SW	54.2	52.3	-1.9	No	48.5	46.6	-1.9	No
R242	First	SE	50.8	49.1	-1.7	No	45.2	43.4	-1.8	No
R242	First	NE	45.5	43.9	-1.6	No	39.8	38.2	-1.6	No
R242	First	NW	53.7	51.4	-2.3	No	48	45.6	-2.4	No
R242	First	NW	54.4	52.1	-2.3	No	48.7	46.4	-2.3	No
R243	Ground	SW	46.6	45.1	-1.5	No	40.9	39.4	-1.5	No
R243	Ground	SE	57.8	54.8	-3	No	51.9	49	-2.9	No
R243	Ground	NE	59.7	56.7	-3	No	53.8	50.9	-2.9	No
R243	Ground	NW	50.9	48.2	-2.7	No	45	42.4	-2.6	No
R244	Ground	SW	46	44.3	-1.7	No	40.5	38.7	-1.8	No
R244	Ground	SE	43.3	41.9	-1.4	No	37.7	36.3	-1.4	No
R244	Ground	NE	36	34.5	-1.5	No	30.4	29	-1.4	No
R244	Ground	NW	44.2	42	-2.2	No	38.5	36.5	-2	No
R244	First	SW	48	46.5	-1.5	No	42.4	40.9	-1.5	No
R244	First	SE	46.1	44.9	-1.2	No	40.4	39.4	-1	No
R244	First	NE	41.6	40.1	-1.5	No	35.9	34.4	-1.5	No
R244	First	NW	45.7	43.8	-1.9	No	40	38.2	-1.8	No
R245	Ground	SW	55.7	53.9	-1.8	No	49.9	48.1	-1.8	No
R245	Ground	SE	46	44.8	-1.2	No	40.3	39	-1.3	No
R245	Ground	NE	54.1	52.2	-1.9	No	48.4	46.4	-2	No
R245	Ground	NW	63.3	61.6	-1.7	No	57.5	55.9	-1.6	No
R246	Ground	SW	46.2	44.4	-1.8	No	40.5	38.8	-1.7	No
R246	Ground	NW	46.5	44.7	-1.8	No	40.9	39	-1.9	No
R246	Ground	SW	47.3	45.4	-1.9	No	41.6	39.8	-1.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R246	Ground	SE	46.6	44.9	-1.7	No	41	39.2	-1.8	No
R246	Ground	NE	43.2	41.6	-1.6	No	37.5	35.9	-1.6	No
R246	Ground	SE	44.5	42.8	-1.7	No	38.8	37.1	-1.7	No
R246	Ground	NE	42.8	41.1	-1.7	No	37.1	35.5	-1.6	No
R246	Ground	NE	42.8	41.2	-1.6	No	37.1	35.5	-1.6	No
R246	Ground	NW	48.1	46.1	-2	No	42.3	40.3	-2	No
R247	Ground	SW	47.6	45.9	-1.7	No	41.9	40.2	-1.7	No
R247	Ground	SE	53.7	50.8	-2.9	No	47.8	44.9	-2.9	No
R247	Ground	NE	54.7	52	-2.7	No	48.9	46.1	-2.8	No
R248	Ground	SW	39	37.5	-1.5	No	33.3	31.8	-1.5	No
R248	Ground	SE	45.7	44.2	-1.5	No	40.1	38.6	-1.5	No
R248	Ground	NE	38.1	36.6	-1.5	No	32.5	30.9	-1.6	No
R248	Ground	SE	42.9	41.8	-1.1	No	37.2	36.3	-0.9	No
R248	Ground	NE	37.6	36	-1.6	No	31.9	30.3	-1.6	No
R248	Ground	NW	45	43.3	-1.7	No	39.3	37.6	-1.7	No
R248	First	SW	44.9	43.3	-1.6	No	39.2	37.6	-1.6	No
R248	First	SE	48.5	47.1	-1.4	No	42.9	41.6	-1.3	No
R248	First	NE	43.6	42.1	-1.5	No	38	36.5	-1.5	No
R248	First	SE	46.8	45.7	-1.1	No	41.2	40.2	-1	No
R248	First	NE	43.1	41.5	-1.6	No	37.4	35.9	-1.5	No
R248	First	NW	47.6	45.8	-1.8	No	41.9	40.2	-1.7	No
R250	Ground	SW	45.9	44.1	-1.8	No	40.3	38.5	-1.8	No
R250	Ground	SE	45.2	43.7	-1.5	No	39.6	38.1	-1.5	No
R250	Ground	NE	40.4	38.8	-1.6	No	34.8	33.2	-1.6	No
R250	Ground	NW	43.6	41.6	-2	No	38	35.9	-2.1	No
R251	Ground	SW	39.8	38.2	-1.6	No	34.1	32.5	-1.6	No
R251	Ground	SE	47	45.2	-1.8	No	41.4	39.6	-1.8	No
R251	Ground	SE	45.7	43.9	-1.8	No	40	38.3	-1.7	No
R251	Ground	NE	43.5	41.8	-1.7	No	37.8	36.1	-1.7	No
R251	Ground	NW	50.7	48.3	-2.4	No	44.9	42.5	-2.4	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R252	Ground	SW	43.9	42.6	-1.3	No	38.2	36.8	-1.4	No
R252	Ground	SW	43.9	42.5	-1.4	No	38.1	36.7	-1.4	No
R252	Ground	SW	44.9	43.9	-1	No	39.2	38.2	-1	No
R252	Ground	SE	61.5	58.9	-2.6	No	55.7	53	-2.7	No
R252	Ground	NE	63.7	61.1	-2.6	No	57.9	55.3	-2.6	No
R252	Ground	NW	51.4	49.6	-1.8	No	45.7	43.8	-1.9	No
R253	Ground	SE	47.2	45.9	-1.3	No	41.4	40.1	-1.3	No
R253	Ground	NE	60.3	58.1	-0.9	No	54.5	52.3	-0.9	No
R253	Ground	NW	64.1	63	-1.6	No	58.4	57.2	-1.6	No
R254	Ground	SW	46	44.4	-0.6	No	40.4	38.8	-0.6	No
R254	Ground	SE	44.5	42.8	-0.7	No	38.9	37.2	-0.7	No
R254	Ground	NE	40.5	38.9	-0.4	No	34.8	33.2	-0.4	No
R254	Ground	NW	43.5	41.7	-1.8	No	37.9	36.1	-1.9	No
R255	Ground	SW	53.6	52.1	-1.9	No	47.9	46.3	-1.8	No
R255	Ground	NE	51.8	49.7	-1.6	No	45.9	43.9	-1.7	No
R255	Ground	SE	47.9	46.5	-1.7	No	42.1	40.7	-1.7	No
R255	Ground	NW	64.4	63.4	-1.1	No	58.7	57.7	-1.1	No
R256	Ground	SW	45.4	43.4	-0.8	No	39.7	37.8	-0.8	No
R256	Ground	SE	45.6	43.9	-0.9	No	40	38.3	-0.9	No
R256	Ground	NE	40.5	39	-0.8	No	34.8	33.3	-0.9	No
R256	Ground	NW	44.5	42.7	-1.1	No	38.8	37	-1	No
R260	Ground	SW	46.8	45.1	-1.5	No	41.1	39.5	-1.5	No
R260	Ground	SE	46.4	44.7	-1.3	No	40.8	39.1	-1.3	No
R260	Ground	NE	43.5	41.8	-0.1	No	37.8	36.1	0	No
R260	Ground	NW	49	46.7	-1	No	43.3	41	-0.9	No
R261	Ground	SW	56.7	54.5	-1.2	No	51	48.7	-1.2	No
R261	Ground	SE	58.7	56	-0.9	No	52.9	50.2	-0.9	No
R261	Ground	SW	57.6	55	-0.7	No	51.8	49.2	-0.7	No
R261	Ground	SE	67.5	64.9	-1	No	61.6	59	-1	No
R261	Ground	NE	70.2	67.8	-0.9	No	64.4	62	-0.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R261	Ground	NW	62.7	60.8	-0.9	No	56.9	55.1	-0.9	No
R261	First	SW	58	56.3	-0.9	No	52.2	50.6	-0.9	No
R261	First	SE	59.8	57.7	-1.5	No	54	51.9	-1.5	No
R261	First	SW	58.8	56.7	-1.9	No	53	50.9	-2	No
R261	First	SE	67.7	65.6	-1.9	No	61.9	59.8	-1.9	No
R261	First	NE	70.1	67.8	-1.8	No	64.2	62	-1.8	No
R261	First	NW	63.1	61.8	-1.8	No	57.3	56	-1.8	No
R262	Ground	SW	45.4	43.9	-1.6	No	39.8	38.2	-1.6	No
R262	Ground	SE	42.2	40.5	-1.5	No	36.6	34.9	-1.5	No
R262	Ground	NE	36.3	34.7	-1.3	No	30.6	29	-1.3	No
R262	Ground	NW	41.6	39.9	-1.3	No	35.9	34.2	-1.3	No
R262	First	SW	47.8	46.4	-1.4	No	42.1	40.8	-1.4	No
R262	First	SE	47	45.7	-1.4	No	41.3	40.1	-1.3	No
R262	First	NE	41.7	40.2	-1.5	No	36	34.5	-1.4	No
R262	First	NW	45	43.3	-1	No	39.4	37.7	-1	No
R264	Ground	SW	45	43.3	-0.7	No	39.3	37.6	-0.8	No
R264	Ground	SE	41.3	39.4	-0.9	No	35.7	33.7	-0.9	No
R264	Ground	NE	36.3	34.7	-0.8	No	30.6	29.1	-0.8	No
R264	Ground	NW	42.2	40.3	-0.9	No	36.4	34.6	-0.9	No
R264	Ground	NW	44.1	42.1	-0.6	No	38.4	36.4	-0.5	No
R264	First	SW	47.2	45.7	-0.5	No	41.6	40.1	-0.4	No
R264	First	SE	44.7	43	-0.7	No	39	37.4	-0.8	No
R264	First	NE	41.7	40.2	-0.9	No	36.1	34.6	-0.9	No
R264	First	NW	45.4	43.5	-0.9	No	39.6	37.8	-0.9	No
R264	First	NW	46.5	44.6	-1.1	No	40.8	38.9	-1.2	No
R266	Ground	SW	45.7	44	-0.8	No	40	38.3	-0.7	No
R266	Ground	SE	43.9	42.2	-1.1	No	38.2	36.6	-1	No
R266	Ground	NE	37.2	35.7	-1.2	No	31.5	30	-1.2	No
R266	Ground	NW	46.8	44.5	-0.8	No	41.1	38.8	-0.7	No
R266	First	SW	49.5	47.8	-0.9	No	43.8	42.1	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R266	First	SE	47	45.5	-0.8	No	41.4	39.9	-0.7	No
R266	First	NE	42.7	41.1	-1.1	No	37	35.5	-1	No
R266	First	NW	48.9	46.6	-1.1	No	43.1	40.8	-1.1	No
R267	Ground	SW	49.8	48	-0.9	No	44.1	42.3	-0.9	No
R267	Ground	SE	48.9	47.2	-0.9	No	43.3	41.5	-0.8	No
R267	Ground	NE	43.4	41.8	-0.7	No	37.7	36	-0.8	No
R267	Ground	NW	44.9	43.3	-1.5	No	39.1	37.5	-1.5	No
R267	Ground	NE	43.7	42.1	-0.9	No	37.9	36.3	-0.9	No
R267	Ground	NW	46.8	45.1	-0.7	No	41	39.3	-0.7	No
R268	Ground	SW	49.4	47.6	-0.8	No	43.7	42	-0.7	No
R268	Ground	SE	48.7	46.8	-1.5	No	43.1	41.2	-1.5	No
R268	Ground	NE	44.9	42.6	-1	No	39.2	36.9	-1	No
R268	Ground	NW	45.9	44.1	-0.9	No	40.1	38.4	-1	No
R268	First	SW	51.8	50.1	-0.8	No	46.1	44.4	-0.9	No
R268	First	SE	51.4	49.4	-0.8	No	45.7	43.8	-0.9	No
R268	First	NE	47.5	45.4	-0.8	No	41.8	39.8	-0.9	No
R268	First	NW	49.1	47.3	-0.9	No	43.3	41.5	-0.9	No
R269	Ground	SW	68.3	66.9	-1	No	62.4	61	-0.9	No
R269	Ground	SE	62.8	60.8	-1.1	No	57	54.9	-1.1	No
R269	Ground	NW	58.1	56.8	-1.5	No	52.3	51	-1.5	No
R269	First	SW	68.3	67	-1	No	62.5	61.2	-0.9	No
R269	First	SE	64.2	62.6	-0.9	No	58.4	56.8	-0.9	No
R269	First	NE	49.4	47.8	-1.2	No	43.6	42	-1.1	No
R269	First	NW	58.8	57.7	-1.3	No	53	51.9	-1.2	No
R271	Ground	SW	47	45.2	-1	No	41.3	39.4	-1	No
R271	Ground	NW	46.9	45.1	-0.6	No	41.1	39.4	-0.7	No
R271	Ground	SW	43.2	41.6	-1.2	No	37.5	35.9	-1.3	No
R271	Ground	SE	48.1	46.3	-0.8	No	42.5	40.7	-0.8	No
R271	Ground	NE	42.9	41.1	-0.6	No	37.1	35.4	-0.5	No
R271	Ground	NW	46.4	44.6	-0.9	No	40.6	38.9	-0.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R272	Ground	SW	44.9	43.3	-0.8	No	39.2	37.6	-0.8	No
R272	Ground	SE	44.5	42.9	-0.6	No	38.8	37.2	-0.6	No
R272	Ground	SW	44.5	43	-1	No	38.8	37.3	-1.1	No
R272	Ground	SE	43.7	42.1	-1	No	38	36.4	-1	No
R272	Ground	NE	40.2	38.6	-0.9	No	34.5	33	-0.8	No
R272	Ground	NW	45.8	43.7	-1	No	40.1	37.9	-1	No
R274	Ground	SW	48.7	47.1	-1	No	43	41.4	-1	No
R274	Ground	SE	48.2	46.5	-1	No	42.6	40.9	-0.9	No
R274	Ground	NE	42.5	40.9	-0.8	No	36.8	35.2	-0.8	No
R274	Ground	NW	46.6	44.8	-0.8	No	40.8	39	-0.8	No
R275	Ground	SW	42.5	40.8	-0.8	No	36.7	35	-0.8	No
R275	Ground	SE	46.6	45.2	-0.8	No	40.9	39.5	-0.8	No
R275	Ground	NE	42.2	40.6	-0.9	No	36.5	34.9	-0.8	No
R275	Ground	NW	46.3	44.5	-1.3	No	40.6	38.7	-1.4	No
R278	Ground	SW	44.7	42.9	-0.8	No	39	37.2	-0.8	No
R278	Ground	SE	44.7	42.8	-0.9	No	39.1	37.2	-0.9	No
R278	Ground	NE	40.1	38.4	-0.9	No	34.4	32.7	-0.9	No
R278	Ground	NE	40.6	39	-1	No	34.9	33.3	-1	No
R278	Ground	NW	41.2	39.4	-0.9	No	35.5	33.7	-1	No
R279	Ground	SW	43.9	42.1	-0.6	No	38.1	36.3	-0.6	No
R279	Ground	SE	45.3	44	-0.8	No	39.6	38.4	-0.8	No
R279	Ground	NE	41.5	39.9	-1.1	No	35.8	34.2	-1.1	No
R279	Ground	NW	44	42.2	-1	No	38.2	36.5	-1	No
R279	Ground	NE	42.2	40.4	-1.2	No	36.5	34.7	-1.1	No
R279	Ground	NW	44.4	42.5	-0.9	No	38.6	36.7	-0.9	No
R280	Ground	SW	45.5	43.7	-0.8	No	39.8	38	-0.8	No
R280	Ground	S	45.4	43.6	-1	No	39.6	37.9	-1	No
R280	Ground	SE	44.8	42.9	-1.1	No	39.1	37.2	-1	No
R280	Ground	SE	44.3	42.5	-0.5	No	38.6	36.8	-0.5	No
R280	Ground	NE	41	39.2	-0.8	No	35.3	33.5	-0.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R280	Ground	NW	43.7	41.7	-1	No	37.9	36	-1	No
R281	Ground	SW	46.1	44.5	-1	No	40.4	38.7	-1	No
R281	Ground	SE	45.1	43.2	-1.1	No	39.4	37.5	-1.1	No
R281	Ground	NE	40.9	39.2	-1.1	No	35.2	33.5	-1	No
R281	Ground	NW	42.7	40.9	-1	No	37	35.2	-1	No
R281	Ground	NE	41.4	39.7	-1.1	No	35.7	34	-1.1	No
R281	Ground	W	45.5	43.7	-1	No	39.8	37.9	-1	No
R282	Ground	SW	45.3	43.7	-1	No	39.5	38	-1	No
R282	Ground	S	45.1	43.4	-1.2	No	39.3	37.6	-1.1	No
R282	Ground	SE	43.2	41.4	-0.9	No	37.5	35.7	-0.9	No
R282	Ground	NE	35.3	33.7	-1.1	No	29.6	28	-1.1	No
R282	Ground	NW	40.9	39.3	-1	No	35.1	33.5	-1	No
R282	First	SW	46.7	45.1	-1.1	No	41	39.4	-1	No
R282	First	S	46.5	44.8	-0.9	No	40.7	39.1	-0.9	No
R282	First	SE	45.8	44.1	-1.1	No	40.1	38.4	-1.1	No
R282	First	NE	40.7	39	-0.8	No	35	33.3	-0.7	No
R282	First	NW	43.5	41.8	-0.9	No	37.7	36	-1	No
R283	Ground	SW	46.9	45.4	-1	No	41.1	39.7	-1	No
R283	Ground	SE	47	45.5	-0.8	No	41.2	39.8	-0.8	No
R283	Ground	S	46.9	45.5	-0.9	No	41.1	39.7	-0.9	No
R283	Ground	SE	46.9	45.4	-0.8	No	41.2	39.7	-0.8	No
R283	Ground	NE	40.4	38.8	-0.9	No	34.7	33.1	-0.9	No
R283	Ground	NE	40.4	38.8	-0.9	No	34.6	33	-0.9	No
R283	Ground	NW	43.2	42	-0.9	No	37.5	36.2	-0.9	No
R284	Ground	SW	46.1	44.5	-0.9	No	40.4	38.8	-1	No
R284	Ground	SE	42	40.2	-0.8	No	36.2	34.4	-0.7	No
R284	Ground	NE	35.3	33.8	-0.7	No	29.6	28.1	-0.7	No
R284	Ground	NE	35.5	33.9	-0.7	No	29.8	28.1	-0.7	No
R284	Ground	NW	39.9	38.2	-0.7	No	34.1	32.4	-0.7	No
R284	First	SW	47.2	45.7	-0.9	No	41.5	40	-0.8	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R284	First	SE	44.9	43.1	-0.8	No	39.1	37.3	-0.8	No
R284	First	NE	40.7	39.1	-0.8	No	35	33.4	-0.8	No
R284	First	NE	40.9	39.2	-0.8	No	35.2	33.5	-0.8	No
R284	First	NW	43.1	41.4	-1	No	37.3	35.6	-1	No
R285	Ground	SW	45.4	43.9	-0.7	No	39.7	38.2	-0.7	No
R285	Ground	SE	40.3	38.6	-0.8	No	34.5	32.8	-0.9	No
R285	Ground	NE	35.2	33.7	-0.9	No	29.4	27.9	-0.9	No
R285	Ground	NW	40.3	38.6	-0.7	No	34.5	32.8	-0.7	No
R285	First	SW	47	45.4	-1	No	41.2	39.7	-1.1	No
R285	First	SE	43.7	42	-0.8	No	37.9	36.2	-0.8	No
R285	First	NE	40.6	39	-1	No	34.9	33.3	-1	No
R285	First	NW	43	41.2	-0.9	No	37.2	35.5	-0.9	No
R286	Ground	SW	44.6	42.9	-0.8	No	38.8	37.1	-0.7	No
R286	Ground	NW	43.9	42.1	-0.9	No	38.1	36.4	-0.9	No
R286	Ground	SW	46.9	45.7	-0.7	No	41.3	39.8	-0.8	No
R286	Ground	SE	45.6	44.1	-1	No	39.8	38.4	-1	No
R286	Ground	NE	40.4	38.8	-0.8	No	34.7	33	-0.8	No
R286	Ground	NW	42.1	40.4	-0.9	No	36.3	34.6	-0.9	No
R287	Ground	SW	42.8	41.1	-0.8	No	37	35.4	-0.8	No
R287	Ground	SE	47.1	45.6	-1	No	41.4	39.9	-0.9	No
R287	Ground	NE	40.5	38.8	-0.9	No	34.7	33.1	-1	No
R287	Ground	SE	42.1	40.5	-1	No	36.3	34.7	-0.9	No
R287	Ground	NE	40.1	38.6	-0.5	No	34.4	32.8	-0.7	No
R287	Ground	NE	39.7	38.2	-0.7	No	34	32.4	-0.7	No
R287	Ground	NW	44	42.7	-0.8	No	38.3	37	-0.9	No
R288	Ground	SW	39.4	37.8	-1	No	33.7	32.1	-1	No
R288	Ground	SE	45.6	44.2	-0.9	No	39.9	38.5	-0.8	No
R288	Ground	NE	39.5	38	-0.7	No	33.8	32.2	-0.7	No
R288	Ground	NW	43.9	42.7	-0.9	No	38.1	36.9	-0.9	No
R289	Ground	SW	46	44.7	-0.8	No	40.3	38.7	-0.9	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R289	Ground	SW	46.3	44.6	-0.8	No	40.6	38.9	-0.8	No
R289	Ground	SE	43.4	41.7	-0.8	No	37.6	35.9	-0.8	No
R289	Ground	NE	40	38.4	-0.9	No	34.3	32.7	-0.9	No
R289	Ground	NW	41.3	39.6	-0.9	No	35.5	33.8	-0.8	No
R290	Ground	SW	47.9	46.3	-0.6	No	42.2	40.5	-0.6	No
R290	Ground	SE	47.8	46.1	-0.8	No	42.1	40.4	-0.8	No
R290	Ground	SE	47.1	45.9	-0.8	No	41.4	40.2	-0.9	No
R290	Ground	NE	37.6	36	-0.5	No	31.9	30.3	-0.8	No
R290	Ground	NW	44.3	43.5	-0.9	No	38.6	37.7	-0.9	No
R291	Ground	NE	44.8	43.8	-0.9	No	39.2	38.2	-0.9	No
R291	Ground	SE	54.3	52.9	-0.9	No	48.7	47.3	-0.9	No
R291	Ground	SW	57.3	55.9	-1	No	51.7	50.4	-1	No
R291	Ground	SE	57.9	56.5	-0.9	No	52.3	51	-1	No
R291	Ground	SW	61.3	59.5	-0.9	No	55.7	54	-1	No
R291	Ground	SE	60.4	58.8	-0.4	No	54.8	53.3	-0.4	No
R291	Ground	SW	64.5	62.7	-0.9	No	58.9	57.1	-0.8	No
R291	Ground	NW	62.6	60.7	-0.8	No	57	55.1	-0.9	No
R291	Ground	SW	61.9	60.2	-0.2	No	56.3	54.7	-0.2	No
R291	Ground	NW	61.2	59.5	-0.5	No	55.6	54	-0.5	No
R291	First	NE	50.1	49.5	-0.6	No	44.5	43.9	-0.5	No
R291	First	SE	55.3	54.1	-0.5	No	49.7	48.6	-0.5	No
R291	First	SW	58.1	56.9	-1	No	52.5	51.3	-0.9	No
R291	First	SE	58.6	57.3	-0.8	No	53	51.8	-0.7	No
R291	First	SW	61.9	60.3	-0.9	No	56.3	54.8	-0.9	No
R291	First	SE	61	59.6	-1	No	55.4	54	-1	No
R291	First	SW	65	63.6	-0.9	No	59.4	58.1	-0.8	No
R291	First	NW	63.2	61.8	-0.9	No	57.6	56.3	-0.8	No
R291	First	SW	62.6	61.2	0.2	No	57	55.6	0.2	No
R291	First	NW	61.9	60.4	-0.3	No	56.3	54.9	-0.3	No
R292	Ground	NE	55.1	53.1	-0.4	No	49.5	47.7	-0.4	No

Receiver ID	Facade		Predicted 2019 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2019 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R292	Ground	NW	62.7	61	-0.4	No	57.1	55.5	-0.3	No
R292	Ground	SW	63	61.7	-0.8	No	57.4	56.2	-0.7	No
R292	Ground	SE	55.7	54.1	-0.6	No	50.1	48.6	-0.6	No
R292	First	NE	56.4	55.3	-0.6	No	50.8	49.8	-0.5	No
R292	First	NW	63.6	62.2	-0.6	No	58	56.7	-0.5	No
R292	First	SW	63.8	62.7	-0.5	No	58.2	57.2	-0.5	No
R292	First	SE	56.8	55.5	-0.6	No	51.2	50	-0.5	No
R293	Ground	SW	44.6	43.2	-1.2	No	38.9	37.5	-1	No
R293	Ground	SW	45.9	44.7	-0.9	No	40.2	39.1	-0.8	No
R293	Ground	SE	56.3	53.2	-0.5	No	50.5	47.5	-0.4	No
R293	Ground	NE	55	52.4	-0.8	No	49.3	46.7	-0.7	No
R293	Ground	NW	53	50.2	-0.3	No	47.2	44.3	-0.2	No

Table C.2 – Comparison of Traffic Noise Levels for 2029 Design Year (10 Years After Opening), dB(A)

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R001	Ground	SW	47.7	45.5	-2.2	No	42	39.8	-2.2	No
R001	Ground	SE	46	44.3	-1.7	No	40.2	38.5	-1.7	No
R001	Ground	NE	48.2	46.8	-1.4	No	42.4	41	-1.4	No
R001	Ground	NE	50.9	49.5	-1.4	No	45.1	43.8	-1.3	No
R001	Ground	NW	52.7	51	-1.7	No	47	45.3	-1.7	No
R001	First	SW	49.3	47.4	-1.9	No	43.6	41.7	-1.9	No
R001	First	SE	49.1	47.5	-1.6	No	43.2	41.7	-1.5	No
R001	First	NE	52.6	50.9	-1.7	No	46.8	45.1	-1.7	No
R001	First	NE	54.3	52.5	-1.8	No	48.6	46.8	-1.8	No
R001	First	NW	54.8	52.9	-1.9	No	49	47.1	-1.9	No
R002	Ground	NW	53	50.8	-2.2	No	47.2	45	-2.2	No
R002	Ground	SW	51	49.8	-1.2	No	45.2	44	-1.2	No
R002	Ground	SE	51	49.7	-1.3	No	45.2	43.9	-1.3	No
R002	Ground	SE	51.8	50.4	-1.4	No	46	44.7	-1.3	No
R002	Ground	NE	54.5	52.1	-2.4	No	48.7	46.3	-2.4	No
R002	Ground	NW	54.3	51.8	-2.5	No	48.5	46.1	-2.4	No
R003	Ground	SW	44.9	43.4	-1.5	No	39.2	37.7	-1.5	No
R003	Ground	SE	48	46.1	-1.9	No	42.1	40.3	-1.8	No
R003	Ground	NE	51.5	49.2	-2.3	No	45.8	43.5	-2.3	No
R003	Ground	NW	51.4	49	-2.4	No	45.7	43.3	-2.4	No
R003	Ground	NE	51.2	48.8	-2.4	No	45.4	43	-2.4	No
R003	Ground	NW	46.9	45.3	-1.6	No	41.1	39.5	-1.6	No
R005	Ground	SW	48.6	47.6	-1	No	42.9	41.8	-1.1	No
R005	Ground	SE	50	48.2	-1.8	No	44.2	42.4	-1.8	No
R005	Ground	NE	56	53.7	-2.3	No	50.2	47.9	-2.3	No
R005	Ground	NW	55.6	53.4	-2.2	No	49.8	47.6	-2.2	No
R007	Ground	SW	46	44.7	-1.3	No	40.2	39	-1.2	No
R007	Ground	SE	42.6	41.4	-1.2	No	36.9	35.6	-1.3	No
R007	Ground	SW	42.8	41.5	-1.3	No	37	35.8	-1.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R007	Ground	SE	43.1	41.9	-1.2	No	37.3	36.1	-1.2	No
R007	Ground	NE	53.1	51.1	-2	No	47.3	45.3	-2	No
R007	Ground	NW	53.2	51.3	-1.9	No	47.4	45.5	-1.9	No
R009	Ground	SW	43.6	42.3	-1.3	No	37.9	36.5	-1.4	No
R009	Ground	SE	47.9	45.8	-2.1	No	42	39.9	-2.1	No
R009	Ground	NE	54.2	51.9	-2.3	No	48.3	46.1	-2.2	No
R009	Ground	NW	53.8	51.6	-2.2	No	47.9	45.8	-2.1	No
R009	First	SW	47.4	45.9	-1.5	No	41.6	40.1	-1.5	No
R009	First	SE	49.2	47.4	-1.8	No	43.4	41.6	-1.8	No
R009	First	NE	54.9	52.9	-2	No	49.1	47.1	-2	No
R009	First	NW	54.7	52.7	-2	No	48.9	46.9	-2	No
R047	Ground	S	45.4	43.9	-1.5	No	39.6	38.2	-1.4	No
R047	Ground	W	44.1	42.7	-1.4	No	38.3	37	-1.3	No
R047	Ground	S	47.4	45.9	-1.5	No	41.6	40.2	-1.4	No
R047	Ground	E	48.4	46.7	-1.7	No	42.7	41	-1.7	No
R047	Ground	S	48.2	46.7	-1.5	No	42.4	41	-1.4	No
R047	Ground	E	48.6	47.2	-1.4	No	42.9	41.5	-1.4	No
R047	Ground	N	46.1	44.6	-1.5	No	40.4	38.8	-1.6	No
R047	Ground	W	44.1	42.8	-1.3	No	38.4	37.1	-1.3	No
R047	Ground	N	44.3	42.9	-1.4	No	38.6	37.2	-1.4	No
R047	Ground	E	46.7	45.1	-1.6	No	41	39.4	-1.6	No
R047	Ground	N	46	44.5	-1.5	No	40.3	38.8	-1.5	No
R047	Ground	W	43.5	42.2	-1.3	No	37.8	36.5	-1.3	No
R049	Ground	S	48.5	47.1	-1.4	No	42.8	41.4	-1.4	No
R049	Ground	E	49.6	48.1	-1.5	No	43.8	42.4	-1.4	No
R049	Ground	N	45.6	44.2	-1.4	No	39.9	38.4	-1.5	No
R049	Ground	W	43.8	42.6	-1.2	No	38.1	36.8	-1.3	No
R051	Ground	SW	49	47.6	-1.4	No	43.2	41.9	-1.3	No
R051	Ground	SE	49.4	48	-1.4	No	43.7	42.3	-1.4	No
R051	Ground	NE	46.9	45.3	-1.6	No	41.2	39.6	-1.6	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R051	Ground	NW	43.1	41.8	-1.3	No	37.4	36.1	-1.3	No
R056	Ground	SW	48.2	46.8	-1.4	No	42.5	41	-1.5	No
R056	Ground	SE	48.8	47.5	-1.3	No	43.1	41.8	-1.3	No
R056	Ground	NE	44.7	43.1	-1.6	No	39	37.4	-1.6	No
R056	Ground	NW	38.5	37.4	-1.1	No	32.8	31.7	-1.1	No
R056	Ground	NE	40.6	39.3	-1.3	No	34.9	33.6	-1.3	No
R056	Ground	SE	43	41.5	-1.5	No	37.3	35.8	-1.5	No
R056	Ground	NE	42.5	41	-1.5	No	36.8	35.3	-1.5	No
R056	Ground	NW	41.1	39.6	-1.5	No	35.4	33.9	-1.5	No
R056	First	SW	50.8	49	-1.8	No	45.1	43.3	-1.8	No
R056	First	SE	51.2	49.7	-1.5	No	45.5	44	-1.5	No
R056	First	NE	47.9	46.5	-1.4	No	42.2	40.8	-1.4	No
R056	First	NW	44.1	42.9	-1.2	No	38.4	37.2	-1.2	No
R056	First	NE	45.5	44.2	-1.3	No	39.8	38.5	-1.3	No
R056	First	SE	47.2	45.8	-1.4	No	41.5	40.1	-1.4	No
R056	First	NE	46.5	45.1	-1.4	No	40.8	39.4	-1.4	No
R056	First	NW	44.6	43.5	-1.1	No	39	37.8	-1.2	No
R057	Ground	SW	43.4	42.1	-1.3	No	37.7	36.4	-1.3	No
R057	Ground	NE	42.6	41	-1.6	No	36.9	35.3	-1.6	No
R057	Ground	NW	41.9	41	-0.9	No	36.2	35.3	-0.9	No
R057	First	SW	47.1	45.7	-1.4	No	41.3	40	-1.3	No
R057	First	SE	50.9	49.5	-1.4	No	45.2	43.8	-1.4	No
R057	First	NE	47	45.3	-1.7	No	41.3	39.6	-1.7	No
R057	First	NW	45	43.9	-1.1	No	39.3	38.3	-1	No
R058	Ground	SW	41.8	40.6	-1.2	No	36.1	34.9	-1.2	No
R058	Ground	SW	41.4	40.1	-1.3	No	35.7	34.4	-1.3	No
R058	Ground	S	41.5	40.2	-1.3	No	35.8	34.5	-1.3	No
R058	Ground	SE	41.2	40.1	-1.1	No	35.5	34.4	-1.1	No
R058	Ground	NE	42	41	-1	No	36.3	35.3	-1	No
R058	Ground	NW	41.2	41	-0.2	No	35.5	35.3	-0.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R058	Ground	NE	41.4	40.6	-0.8	No	35.7	34.9	-0.8	No
R058	Ground	NW	40.8	40	-0.8	No	35.1	34.3	-0.8	No
R058	Ground	W	40.9	40.1	-0.8	No	35.2	34.4	-0.8	No
R058	Ground	NW	40.9	40	-0.9	No	35.2	34.4	-0.8	No
R059	Ground	SW	47.9	46.4	-1.5	No	42.2	40.6	-1.6	No
R059	Ground	SW	48.8	47.6	-1.2	No	43.1	41.9	-1.2	No
R059	Ground	S	49.9	48.4	-1.5	No	44.2	42.7	-1.5	No
R059	Ground	SE	50.2	48.5	-1.7	No	44.5	42.8	-1.7	No
R059	Ground	SE	50.4	48.8	-1.6	No	44.7	43.1	-1.6	No
R059	Ground	NE	47.3	45.4	-1.9	No	41.6	39.7	-1.9	No
R059	Ground	NW	44	43.4	-0.6	No	38.3	37.8	-0.5	No
R059	Ground	W	45.5	44.7	-0.8	No	39.8	39	-0.8	No
R060	Ground	SW	48.1	46.3	-1.8	No	42.4	40.5	-1.9	No
R060	Ground	SE	50.4	48.7	-1.7	No	44.7	43	-1.7	No
R060	Ground	NE	47.9	45.9	-2	No	42.1	40.3	-1.8	No
R060	Ground	NW	43	42	-1	No	37.3	36.3	-1	No
R061	Ground	SW	47.1	45.3	-1.8	No	41.4	39.5	-1.9	No
R061	Ground	SE	49.2	47.8	-1.4	No	43.5	42.1	-1.4	No
R061	Ground	NE	42.7	41.3	-1.4	No	37	35.6	-1.4	No
R061	Ground	NW	43	42.2	-0.8	No	37.3	36.5	-0.8	No
R062	Ground	SW	43.8	42.4	-1.4	No	38.1	36.7	-1.4	No
R062	Ground	SE	49.7	48.3	-1.4	No	44	42.6	-1.4	No
R062	Ground	SE	49.8	48.4	-1.4	No	44.1	42.7	-1.4	No
R062	Ground	NE	47.3	45.6	-1.7	No	41.6	39.9	-1.7	No
R062	Ground	NW	42.7	41.7	-1	No	37	36	-1	No
R063	Ground	SW	45.5	44	-1.5	No	39.8	38.3	-1.5	No
R063	Ground	SE	46.3	44.9	-1.4	No	40.6	39.2	-1.4	No
R063	Ground	SW	46.2	44.7	-1.5	No	40.5	39	-1.5	No
R063	Ground	SW	47	45.4	-1.6	No	41.3	39.6	-1.7	No
R063	Ground	SE	50.3	48.7	-1.6	No	44.6	43	-1.6	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R063	Ground	E	49.9	48.1	-1.8	No	44.2	42.4	-1.8	No
R063	Ground	NE	46.1	44.6	-1.5	No	40.4	38.9	-1.5	No
R063	Ground	NW	44.2	43.5	-0.7	No	38.5	37.8	-0.7	No
R063	Ground	NE	45	44	-1	No	39.3	38.3	-1	No
R063	Ground	N	45.6	44.7	-0.9	No	40	39	-1	No
R063	Ground	NW	44.9	44	-0.9	No	39.2	38.3	-0.9	No
R063	Ground	NW	44.9	44.2	-0.7	No	39.2	38.5	-0.7	No
R064	Ground	SW	47.7	46.3	-1.4	No	42	40.6	-1.4	No
R064	Ground	SW	47.8	46.2	-1.6	No	42.1	40.5	-1.6	No
R064	Ground	S	49.2	47.7	-1.5	No	43.5	42	-1.5	No
R064	Ground	SE	49.4	47.8	-1.6	No	43.7	42.2	-1.5	No
R064	Ground	SW	49.5	47.8	-1.7	No	43.8	42.1	-1.7	No
R064	Ground	SE	50.4	48.9	-1.5	No	44.7	43.2	-1.5	No
R064	Ground	SE	50.4	48.8	-1.6	No	44.7	43.1	-1.6	No
R064	Ground	NE	46.3	44.6	-1.7	No	40.6	38.9	-1.7	No
R064	Ground	N	44.7	43.1	-1.6	No	39	37.5	-1.5	No
R064	Ground	NW	43.3	42.2	-1.1	No	37.6	36.6	-1	No
R065	Ground	SW	45	43.4	-1.6	No	39.3	37.7	-1.6	No
R065	Ground	S	50.1	48.4	-1.7	No	44.4	42.7	-1.7	No
R065	Ground	SE	50.4	48.8	-1.6	No	44.7	43.1	-1.6	No
R065	Ground	E	50.5	48.9	-1.6	No	44.9	43.2	-1.7	No
R065	Ground	NE	49.5	47.4	-2.1	No	43.8	41.7	-2.1	No
R065	Ground	E	48	46	-2	No	42.3	40.3	-2	No
R065	Ground	NE	45.1	43.4	-1.7	No	39.4	37.6	-1.8	No
R065	Ground	N	43.6	43	-0.6	No	37.9	37.3	-0.6	No
R065	Ground	N	44.4	43.8	-0.6	No	38.8	38.1	-0.7	No
R065	Ground	NW	44.4	44	-0.4	No	38.7	38.3	-0.4	No
R066	Ground	SW	49.6	47.8	-1.8	No	43.9	42.1	-1.8	No
R066	Ground	SE	52.9	51.1	-1.8	No	47.2	45.4	-1.8	No
R066	Ground	NE	50.8	49.1	-1.7	No	45.1	43.4	-1.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R066	Ground	NW	43.7	43.4	-0.3	No	38	37.8	-0.2	No
R066	First	SW	51.8	49.9	-1.9	No	46.1	44.2	-1.9	No
R066	First	SE	54.9	53	-1.9	No	49.2	47.3	-1.9	No
R066	First	NE	53	51.4	-1.6	No	47.4	45.7	-1.7	No
R066	First	NW	46.6	46.3	-0.3	No	40.9	40.6	-0.3	No
R067	Ground	SW	44.9	43.3	-1.6	No	39.2	37.6	-1.6	No
R067	Ground	SE	51.4	49.4	-2	No	45.7	43.8	-1.9	No
R067	Ground	NE	50.4	48.4	-2	No	44.8	42.8	-2	No
R067	Ground	NE	45.4	43.9	-1.5	No	39.8	38.2	-1.6	No
R067	Ground	NW	43.6	43	-0.6	No	37.9	37.3	-0.6	No
R067	Ground	SW	42.8	41.5	-1.3	No	37.1	35.8	-1.3	No
R067	Ground	NW	43.9	42.8	-1.1	No	38.2	37.1	-1.1	No
R068	Ground	SW	41.4	40.3	-1.1	No	35.7	34.6	-1.1	No
R068	Ground	NE	42.7	41.4	-1.3	No	37	35.8	-1.2	No
R068	Ground	N	43.4	42.8	-0.6	No	37.7	37.1	-0.6	No
R068	Ground	NW	43.4	42.9	-0.5	No	37.7	37.2	-0.5	No
R068	Ground	N	43.6	43.1	-0.5	No	37.9	37.4	-0.5	No
R068	Ground	NW	43.5	43.6	0.1	No	37.8	37.9	0.1	No
R069	Ground	SW	43.1	41.9	-1.2	No	37.4	36.2	-1.2	No
R069	Ground	SW	45.2	43.7	-1.5	No	39.5	38	-1.5	No
R069	Ground	SE	50.7	48.7	-2	No	45	43.1	-1.9	No
R069	Ground	NE	45.3	43.5	-1.8	No	39.6	37.8	-1.8	No
R069	Ground	NE	43.5	42.2	-1.3	No	37.9	36.5	-1.4	No
R069	Ground	NW	42.6	41.6	-1	No	36.9	35.9	-1	No
R070	Ground	SW	41.7	40.6	-1.1	No	36	35	-1	No
R070	Ground	NE	43.1	42.8	-0.3	No	37.4	37.1	-0.3	No
R070	Ground	NE	43.8	43.4	-0.4	No	38.1	37.7	-0.4	No
R070	Ground	NW	44.1	43.5	-0.6	No	38.4	37.8	-0.6	No
R070	Ground	SW	41.9	40.8	-1.1	No	36.2	35.1	-1.1	No
R070	Ground	NW	42.3	41.5	-0.8	No	36.6	35.9	-0.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R071	Ground	NW	45.9	45.6	-0.3	No	40.2	40	-0.2	No
R071	Ground	NE	53.3	52.5	-0.8	No	47.6	46.8	-0.8	No
R071	Ground	NW	47	47.1	0.1	No	41.4	41.5	0.1	No
R071	Ground	SW	43.3	42.4	-0.9	No	37.6	36.7	-0.9	No
R071	Ground	NW	46.1	45.6	-0.5	No	40.5	40	-0.5	No
R071	Ground	S	45.6	44.2	-1.4	No	39.9	38.6	-1.3	No
R071	Ground	SE	46.5	45.5	-1	No	40.9	39.8	-1.1	No
R071	Ground	SW	45	43.7	-1.3	No	39.3	38.1	-1.2	No
R071	Ground	NW	43.4	42.8	-0.6	No	37.7	37.1	-0.6	No
R071	Ground	SW	44.3	43.1	-1.2	No	38.6	37.4	-1.2	No
R071	Ground	NW	42.9	42	-0.9	No	37.2	36.3	-0.9	No
R071	Ground	NE	44.7	43.7	-1	No	39.1	38	-1.1	No
R071	Ground	NW	43.9	43.4	-0.5	No	38.2	37.7	-0.5	No
R071	Ground	SW	44.1	42.8	-1.3	No	38.4	37.2	-1.2	No
R071	Ground	NW	42.7	41.7	-1	No	37	36	-1	No
R071	Ground	NE	44.4	43.2	-1.2	No	38.7	37.6	-1.1	No
R071	Ground	N	45.2	44.5	-0.7	No	39.5	38.8	-0.7	No
R071	Ground	NW	44.8	44.4	-0.4	No	39.2	38.7	-0.5	No
R071	Ground	W	44.2	43.9	-0.3	No	38.5	38.2	-0.3	No
R071	Ground	W	44.1	43.4	-0.7	No	38.4	37.7	-0.7	No
R071	Ground	W	44.3	43.4	-0.9	No	38.6	37.7	-0.9	No
R071	Ground	SW	44.7	43.4	-1.3	No	39	37.7	-1.3	No
R071	Ground	SW	44.2	42.9	-1.3	No	38.5	37.2	-1.3	No
R071	Ground	NW	42.7	41.8	-0.9	No	37	36.1	-0.9	No
R071	Ground	NE	45.2	44.1	-1.1	No	39.5	38.4	-1.1	No
R071	Ground	N	47.1	46.2	-0.9	No	41.5	40.5	-1	No
R071	Ground	NW	46.7	45.9	-0.8	No	41	40.2	-0.8	No
R071	Ground	W	46.4	45.5	-0.9	No	40.7	39.8	-0.9	No
R071	Ground	N	46.6	45.9	-0.7	No	40.9	40.2	-0.7	No
R071	Ground	W	46.7	45.2	-1.5	No	41	39.5	-1.5	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R071	Ground	SW	46.3	44.9	-1.4	No	40.6	39.2	-1.4	No
R071	Ground	SW	46.4	45	-1.4	No	40.7	39.3	-1.4	No
R071	Ground	SW	48.2	46.4	-1.8	No	42.5	40.7	-1.8	No
R071	Ground	SE	53.3	51.3	-2	No	47.6	45.6	-2	No
R071	Ground	NE	52.8	50.4	-2.4	No	47.1	44.7	-2.4	No
R071	Ground	SE	51	48.6	-2.4	No	45.3	42.9	-2.4	No
R071	Ground	S	51	48.7	-2.3	No	45.3	43	-2.3	No
R071	Ground	S	52.5	50	-2.5	No	46.8	44.3	-2.5	No
R071	Ground	S	53.7	51.3	-2.4	No	48.1	45.7	-2.4	No
R071	Ground	E	54.1	51.7	-2.4	No	48.4	46	-2.4	No
R071	Ground	E	53.4	51	-2.4	No	47.7	45.3	-2.4	No
R071	Ground	E	51.2	49.1	-2.1	No	45.5	43.4	-2.1	No
R071	Ground	SW	50.3	48.1	-2.2	No	44.6	42.4	-2.2	No
R071	Ground	SE	55.3	53.1	-2.2	No	49.6	47.4	-2.2	No
R071	Ground	NE	53.2	50.6	-2.6	No	47.5	44.9	-2.6	No
R071	Ground	SW	50.6	48.2	-2.4	No	44.9	42.5	-2.4	No
R071	Ground	SE	55.8	53.5	-2.3	No	50.2	47.9	-2.3	No
R071	Ground	NE	55.7	53.2	-2.5	No	50	47.6	-2.4	No
R071	Ground	SE	55.7	53.1	-2.6	No	50	47.4	-2.6	No
R071	Ground	SW	54.1	51.6	-2.5	No	48.4	45.9	-2.5	No
R071	Ground	SE	56.9	54.7	-2.2	No	51.3	49.1	-2.2	No
R071	Ground	NE	55.1	53.5	-1.6	No	49.4	47.8	-1.6	No
R071	Ground	SE	53.3	52.3	-1	No	47.6	46.6	-1	No
R072	Ground	W	42.3	41.3	-1	No	36.6	35.6	-1	No
R072	Ground	S	41.6	40.7	-0.9	No	35.9	35	-0.9	No
R072	Ground	E	41.7	41	-0.7	No	36	35.3	-0.7	No
R072	Ground	S	40.8	40.1	-0.7	No	35.1	34.4	-0.7	No
R072	Ground	E	44.5	44.5	0	No	38.8	38.9	0.1	No
R072	Ground	N	45.5	45.2	-0.3	No	39.8	39.6	-0.2	No
R074	Ground	W	39.9	39.5	-0.4	No	34.2	33.8	-0.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R074	Ground	S	39.7	38.9	-0.8	No	34	33.3	-0.7	No
R074	Ground	W	38.1	37.4	-0.7	No	32.4	31.8	-0.6	No
R074	Ground	S	41.9	40.4	-1.5	No	36.2	34.8	-1.4	No
R074	Ground	E	41.8	41	-0.8	No	36.1	35.3	-0.8	No
R074	Ground	S	40.7	39.9	-0.8	No	35	34.2	-0.8	No
R074	Ground	E	44.2	43.6	-0.6	No	38.5	37.9	-0.6	No
R074	Ground	N	45.8	45	-0.8	No	40.1	39.4	-0.7	No
R074	First	W	43.4	43.1	-0.3	No	37.7	37.5	-0.2	No
R074	First	S	43.8	43.5	-0.3	No	38.2	37.8	-0.4	No
R074	First	W	42.8	42.4	-0.4	No	37.1	36.7	-0.4	No
R074	First	S	44.4	43.4	-1	No	38.7	37.7	-1	No
R074	First	E	45	44.7	-0.3	No	39.3	39	-0.3	No
R074	First	S	44.2	43.8	-0.4	No	38.5	38.2	-0.3	No
R074	First	E	46.4	45.1	-1.3	No	40.7	39.4	-1.3	No
R074	First	N	47.4	46.6	-0.8	No	41.7	40.9	-0.8	No
R075	Ground	W	42.7	42	-0.7	No	37	36.4	-0.6	No
R075	Ground	E	44.9	44.7	-0.2	No	39.2	39	-0.2	No
R075	Ground	N	48.1	48.2	0.1	No	42.5	42.6	0.1	No
R075	First	W	45.3	44.9	-0.4	No	39.6	39.2	-0.4	No
R075	First	S	44.4	43.8	-0.6	No	38.7	38.1	-0.6	No
R075	First	E	46.2	45.9	-0.3	No	40.5	40.3	-0.2	No
R075	First	N	49.3	48.7	-0.6	No	43.6	43	-0.6	No
R076	Ground	W	41.8	39.5	-2.3	No	36.1	33.9	-2.2	No
R076	Ground	S	42.1	41.1	-1	No	36.4	35.5	-0.9	No
R076	Ground	W	39.6	38.9	-0.7	No	33.9	33.2	-0.7	No
R076	Ground	E	49.8	49.2	-0.6	No	44.1	43.5	-0.6	No
R076	Ground	N	48.6	48.6	0	No	42.9	42.9	0	No
R076	First	W	45.4	44.3	-1.1	No	39.7	38.7	-1	No
R076	First	S	46.6	44.9	-1.7	No	41	39.3	-1.7	No
R076	First	W	44.8	44.3	-0.5	No	39.1	38.6	-0.5	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R076	First	S	48.5	47.8	-0.7	No	42.8	42.1	-0.7	No
R076	First	E	51.2	50.3	-0.9	No	45.5	44.7	-0.8	No
R076	First	N	49.8	49.4	-0.4	No	44.1	43.7	-0.4	No
R078	Ground	W	54.7	52.2	-2.5	No	49	46.5	-2.5	No
R078	Ground	S	53.5	50.6	-2.9	No	47.9	44.9	-3	No
R078	Ground	S	50.9	48.3	-2.6	No	45.2	42.6	-2.6	No
R078	Ground	E	42.4	40.4	-2	No	36.6	34.7	-1.9	No
R078	Ground	N	50.9	49.1	-1.8	No	45.3	43.4	-1.9	No
R079	Ground	W	52.4	50.2	-2.2	No	46.7	44.6	-2.1	No
R079	Ground	SE	51.8	48.9	-2.9	No	46.1	43.2	-2.9	No
R079	Ground	NE	40.9	39.3	-1.6	No	35.2	33.6	-1.6	No
R079	Ground	N	50.5	48.6	-1.9	No	44.8	43	-1.8	No
R079	First	W	54.4	52.5	-1.9	No	48.8	46.8	-2	No
R079	First	SE	53.9	51.7	-2.2	No	48.3	46.1	-2.2	No
R079	First	NE	52.3	50.8	-1.5	No	46.6	45.1	-1.5	No
R079	First	N	53.8	52	-1.8	No	48.1	46.3	-1.8	No
R080	Ground	SW	51.2	48.7	-2.5	No	45.5	43	-2.5	No
R080	Ground	SE	47	44.4	-2.6	No	41.3	38.7	-2.6	No
R080	Ground	SW	47.4	44.7	-2.7	No	41.7	39	-2.7	No
R080	Ground	SE	46.4	43.9	-2.5	No	40.7	38.2	-2.5	No
R080	Ground	NE	42.2	40.9	-1.3	No	36.5	35.2	-1.3	No
R080	Ground	NW	50.7	48.3	-2.4	No	45	42.6	-2.4	No
R081	Ground	SW	52.8	50.5	-2.3	No	47.1	44.9	-2.2	No
R081	Ground	SE	50.9	48	-2.9	No	45.2	42.3	-2.9	No
R081	Ground	NE	39.5	38	-1.5	No	33.8	32.3	-1.5	No
R081	Ground	NW	50.1	48.3	-1.8	No	44.5	42.7	-1.8	No
R081	First	SW	53.9	51.8	-2.1	No	48.3	46.1	-2.2	No
R081	First	SE	53	50.8	-2.2	No	47.3	45.1	-2.2	No
R081	First	NE	51.4	49.9	-1.5	No	45.7	44.3	-1.4	No
R081	First	NW	53	51.2	-1.8	No	47.3	45.5	-1.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R082	Ground	W	51.9	49.6	-2.3	No	46.2	43.9	-2.3	No
R082	Ground	SE	49.4	46.5	-2.9	No	43.7	40.8	-2.9	No
R082	Ground	NE	34.9	33.7	-1.2	No	29.3	28.1	-1.2	No
R082	Ground	NW	49.4	47.6	-1.8	No	43.8	41.9	-1.9	No
R082	Ground	NW	49.5	47.6	-1.9	No	43.8	41.9	-1.9	No
R082	First	W	52.6	50.4	-2.2	No	46.9	44.7	-2.2	No
R082	First	SE	50.5	47.9	-2.6	No	44.8	42.2	-2.6	No
R082	First	NE	41.1	39.9	-1.2	No	35.4	34.2	-1.2	No
R082	First	NW	50.4	48.5	-1.9	No	44.7	42.8	-1.9	No
R082	First	NW	50.4	48.5	-1.9	No	44.7	42.9	-1.8	No
R083	Ground	W	42.4	40.8	-1.6	No	33.7	32	-1.7	No
R083	Ground	S	47.6	45.9	-1.7	No	38.9	37.1	-1.8	No
R083	Ground	E	48.6	46.9	-1.7	No	40	38.2	-1.8	No
R083	Ground	N	40.6	38.9	-1.7	No	31.9	30.5	-1.4	No
R084	Ground	SW	40.7	40.5	-0.2	No	34.9	34.8	-0.1	No
R084	Ground	NW	42	41.4	-0.6	No	36.2	35.7	-0.5	No
R084	Ground	SW	46.8	46.4	-0.4	No	41.1	40.8	-0.3	No
R084	Ground	SE	49.9	48.8	-1.1	No	44.2	43.2	-1	No
R084	Ground	NE	50.1	49.5	-0.6	No	44.4	43.8	-0.6	No
R084	Ground	NW	49.2	48.4	-0.8	No	43.5	42.7	-0.8	No
R084	Ground	NE	49.4	48.6	-0.8	No	43.7	42.9	-0.8	No
R084	Ground	NW	47.5	46.1	-1.4	No	41.8	40.4	-1.4	No
R085	Ground	SW	46.7	46.3	-0.4	No	41	40.6	-0.4	No
R085	Ground	SW	46.8	46.3	-0.5	No	41.1	40.6	-0.5	No
R085	Ground	SW	47.4	47.3	-0.1	No	41.7	41.6	-0.1	No
R085	Ground	SE	48.5	48.1	-0.4	No	42.8	42.4	-0.4	No
R085	Ground	NE	49.6	48.4	-1.2	No	43.9	42.7	-1.2	No
R085	Ground	NW	48.7	47.3	-1.4	No	43	41.6	-1.4	No
R085	Ground	NE	48.9	47.9	-1	No	43.2	42.2	-1	No
R085	Ground	NW	46.2	44.8	-1.4	No	40.5	39.1	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R086	Ground	SW	62.7	60.9	-1.8	No	57	55.3	-1.7	No
R086	Ground	S	61.6	60	-1.6	No	56	54.3	-1.7	No
R086	Ground	SW	61	59.3	-1.7	No	55.3	53.7	-1.6	No
R086	Ground	SE	57.5	55.8	-1.7	No	51.8	50.1	-1.7	No
R086	Ground	NE	45.2	44.5	-0.7	No	39.5	38.8	-0.7	No
R086	Ground	SE	44.9	44.3	-0.6	No	39.3	38.7	-0.6	No
R086	Ground	NE	53.2	50.8	-2.4	No	47.6	45.1	-2.5	No
R086	Ground	NW	58	55.9	-2.1	No	52.3	50.2	-2.1	No
R086	Ground	NE	58.6	56.5	-2.1	No	52.9	50.8	-2.1	No
R086	Ground	NW	61.4	59.6	-1.8	No	55.8	53.9	-1.9	No
R087	Ground	SW	53.4	51.6	-1.8	No	47.8	45.9	-1.9	No
R087	Ground	SW	51.2	49.3	-1.9	No	45.5	43.6	-1.9	No
R087	Ground	SW	57.4	55.9	-1.5	No	51.7	50.2	-1.5	No
R087	Ground	SE	56.5	54.7	-1.8	No	50.8	49.1	-1.7	No
R087	Ground	NE	42	41.1	-0.9	No	36.3	35.4	-0.9	No
R087	Ground	SE	41.7	41	-0.7	No	36.1	35.3	-0.8	No
R087	Ground	NE	50.3	48.2	-2.1	No	44.6	42.5	-2.1	No
R087	Ground	N	50.1	48.2	-1.9	No	44.4	42.5	-1.9	No
R087	Ground	NE	50.7	48.7	-2	No	45	43	-2	No
R087	Ground	NW	58.7	56.8	-1.9	No	53	51.2	-1.8	No
R087	Ground	SW	58.3	56.4	-1.9	No	52.6	50.8	-1.8	No
R087	Ground	NW	57.6	55.7	-1.9	No	51.9	50.1	-1.8	No
R087	First	SW	61	59.5	-1.5	No	55.3	53.9	-1.4	No
R087	First	SW	60.4	58.9	-1.5	No	54.7	53.2	-1.5	No
R087	First	SW	59.5	58.1	-1.4	No	53.8	52.4	-1.4	No
R087	First	SE	56.8	55.3	-1.5	No	51.2	49.6	-1.6	No
R087	First	NE	47.5	46.9	-0.6	No	41.8	41.2	-0.6	No
R087	First	SE	47.4	46.9	-0.5	No	41.8	41.2	-0.6	No
R087	First	NE	52.1	50.6	-1.5	No	46.5	44.9	-1.6	No
R087	First	N	52.2	50.9	-1.3	No	46.6	45.3	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R087	First	NE	52.5	51.2	-1.3	No	46.8	45.5	-1.3	No
R087	First	NW	60	58.4	-1.6	No	54.4	52.8	-1.6	No
R087	First	SW	60.5	59	-1.5	No	54.9	53.3	-1.6	No
R087	First	NW	60.6	59.1	-1.5	No	55	53.4	-1.6	No
R088	Ground	SW	57.2	55.4	-1.8	No	51.5	49.8	-1.7	No
R088	Ground	SE	55.1	53.5	-1.6	No	49.5	47.9	-1.6	No
R088	Ground	NE	45.9	45.1	-0.8	No	40.2	39.5	-0.7	No
R088	Ground	NW	53.8	51.8	-2	No	48.1	46.2	-1.9	No
R089	Ground	SW	46	45.7	-0.3	No	40.3	40	-0.3	No
R089	Ground	SW	46.1	45.9	-0.2	No	40.5	40.2	-0.3	No
R089	Ground	SE	47.5	46.5	-1	No	41.9	40.8	-1.1	No
R089	Ground	NE	47.7	46.9	-0.8	No	42	41.2	-0.8	No
R089	Ground	NE	48.4	47.6	-0.8	No	42.7	41.9	-0.8	No
R089	Ground	NE	48.2	47.7	-0.5	No	42.5	42.1	-0.4	No
R089	Ground	NW	45.1	43.5	-1.6	No	39.4	37.8	-1.6	No
R089	Ground	SW	40.1	39	-1.1	No	34.3	33.2	-1.1	No
R089	Ground	NW	42.2	41.3	-0.9	No	36.4	35.5	-0.9	No
R089	First	SW	47.3	47	-0.3	No	41.6	41.3	-0.3	No
R089	First	SW	47.4	47.1	-0.3	No	41.7	41.5	-0.2	No
R089	First	SE	50.4	50	-0.4	No	44.7	44.3	-0.4	No
R089	First	NE	51.2	50.5	-0.7	No	45.5	44.9	-0.6	No
R089	First	NE	51.2	50.5	-0.7	No	45.5	44.8	-0.7	No
R089	First	NE	50.3	49.8	-0.5	No	44.6	44.1	-0.5	No
R089	First	NW	47.5	46.2	-1.3	No	41.7	40.5	-1.2	No
R089	First	SW	44.3	43.5	-0.8	No	38.5	37.8	-0.7	No
R089	First	NW	45.5	44.8	-0.7	No	39.7	39.1	-0.6	No
R090	Ground	SW	45.7	45.2	-0.5	No	40	39.5	-0.5	No
R090	Ground	SW	45.6	45.2	-0.4	No	39.9	39.5	-0.4	No
R090	Ground	SE	47.2	46.6	-0.6	No	41.5	41	-0.5	No
R090	Ground	NE	45.3	44.2	-1.1	No	39.6	38.5	-1.1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R090	Ground	SE	46	44.9	-1.1	No	40.4	39.2	-1.2	No
R090	Ground	NE	47.1	46.1	-1	No	41.4	40.5	-0.9	No
R090	Ground	NW	44.4	43.1	-1.3	No	38.7	37.3	-1.4	No
R090	Ground	N	44.7	43.4	-1.3	No	38.9	37.7	-1.2	No
R090	Ground	NW	43.1	41.8	-1.3	No	37.4	36.1	-1.3	No
R090	First	SW	47	46.5	-0.5	No	41.3	40.8	-0.5	No
R090	First	SW	46.8	46.4	-0.4	No	41.1	40.8	-0.3	No
R090	First	SE	48.8	48.3	-0.5	No	43.1	42.6	-0.5	No
R090	First	NE	48	47.4	-0.6	No	42.3	41.7	-0.6	No
R090	First	SE	48.6	47.7	-0.9	No	43	42.1	-0.9	No
R090	First	NE	49.4	48.5	-0.9	No	43.7	42.8	-0.9	No
R090	First	NW	47.1	46	-1.1	No	41.4	40.3	-1.1	No
R090	First	N	47.5	46.6	-0.9	No	41.8	40.9	-0.9	No
R090	First	NW	45.7	44.8	-0.9	No	40	39.1	-0.9	No
R091	Ground	SW	49.4	48.7	-0.7	No	43.7	43	-0.7	No
R091	Ground	SW	48.5	48.5	0	No	42.8	42.8	0	No
R091	Ground	SW	48.8	48.2	-0.6	No	43.1	42.6	-0.5	No
R091	Ground	SE	49.8	49.7	-0.1	No	44.2	44.1	-0.1	No
R091	Ground	SW	49.9	49.8	-0.1	No	44.2	44.1	-0.1	No
R091	Ground	SE	54.5	53.9	-0.6	No	48.9	48.3	-0.6	No
R091	Ground	NE	55.6	54.8	-0.8	No	49.9	49.1	-0.8	No
R091	Ground	SE	55.6	54.7	-0.9	No	49.9	49.1	-0.8	No
R091	Ground	SE	56.9	55.8	-1.1	No	51.3	50.1	-1.2	No
R091	Ground	NE	56.9	55.4	-1.5	No	51.2	49.8	-1.4	No
R091	Ground	NW	56	54	-2	No	50.3	48.4	-1.9	No
R091	Ground	NW	55.4	53.5	-1.9	No	49.8	47.9	-1.9	No
R091	Ground	NE	55.5	53.6	-1.9	No	49.9	48	-1.9	No
R091	Ground	NW	53.1	51.2	-1.9	No	47.5	45.6	-1.9	No
R092	Ground	SW	55.7	54	-1.7	No	50	48.4	-1.6	No
R092	Ground	SE	54	52.4	-1.6	No	48.3	46.7	-1.6	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R092	Ground	NE	44.3	43.5	-0.8	No	38.6	37.8	-0.8	No
R092	Ground	NW	48.9	47.4	-1.5	No	43.3	41.8	-1.5	No
R092	Ground	NE	45	44.1	-0.9	No	39.3	38.4	-0.9	No
R092	Ground	NW	51.4	49.8	-1.6	No	45.7	44.2	-1.5	No
R093	Ground	S	44.4	44.3	-0.1	No	38.7	38.6	-0.1	No
R093	Ground	E	47	46.6	-0.4	No	41.3	40.9	-0.4	No
R093	Ground	S	46.4	46.2	-0.2	No	40.7	40.5	-0.2	No
R093	Ground	E	47.8	47	-0.8	No	42.1	41.3	-0.8	No
R093	Ground	N	46	44.9	-1.1	No	40.3	39.2	-1.1	No
R093	Ground	W	38.1	37	-1.1	No	32.3	31.2	-1.1	No
R093	First	S	45.5	45.3	-0.2	No	39.8	39.6	-0.2	No
R093	First	E	48.4	47.6	-0.8	No	42.7	41.9	-0.8	No
R093	First	S	47.5	47	-0.5	No	41.8	41.4	-0.4	No
R093	First	E	49	48	-1	No	43.2	42.4	-0.8	No
R093	First	N	47.8	46.7	-1.1	No	42.1	41	-1.1	No
R093	First	W	42	41.2	-0.8	No	36.2	35.5	-0.7	No
R094	Ground	SW	43	42.4	-0.6	No	37.3	36.7	-0.6	No
R094	Ground	SE	44.6	44.1	-0.5	No	38.9	38.4	-0.5	No
R094	Ground	SW	43.3	42.8	-0.5	No	37.7	37.1	-0.6	No
R094	Ground	SE	46.1	45.3	-0.8	No	40.4	39.6	-0.8	No
R094	Ground	NE	44.6	44.2	-0.4	No	38.9	38.5	-0.4	No
R094	Ground	NW	40.8	39.8	-1	No	35	34.1	-0.9	No
R095	Ground	SW	55.3	53.5	-1.8	No	49.6	47.8	-1.8	No
R095	Ground	SE	51.1	49.5	-1.6	No	45.4	43.9	-1.5	No
R095	Ground	NE	41	40	-1	No	35.3	34.3	-1	No
R095	Ground	NW	52	50.4	-1.6	No	46.3	44.7	-1.6	No
R096	Ground	SW	47.2	47.1	-0.1	No	41.5	41.5	0	No
R096	Ground	SE	52.8	51.8	-1	No	47.2	46.2	-1	No
R096	Ground	SE	54.2	52.9	-1.3	No	48.5	47.3	-1.2	No
R096	Ground	NE	55	53.5	-1.5	No	49.3	47.9	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R096	Ground	NW	52.4	50.5	-1.9	No	46.8	44.8	-2	No
R096	Ground	NE	53.4	51.8	-1.6	No	47.7	46.1	-1.6	No
R096	Ground	NW	49.1	47.7	-1.4	No	43.4	42	-1.4	No
R097	Ground	SW	51.8	50.2	-1.6	No	46.1	44.5	-1.6	No
R097	Ground	SE	52.1	50.5	-1.6	No	46.5	44.8	-1.7	No
R097	Ground	NE	39.2	38.3	-0.9	No	33.5	32.6	-0.9	No
R097	Ground	NW	47.4	46.2	-1.2	No	41.7	40.5	-1.2	No
R097	Ground	SW	47	45.6	-1.4	No	41.3	40	-1.3	No
R097	Ground	NW	43.9	43	-0.9	No	38.2	37.4	-0.8	No
R098	Ground	SW	34.8	34.1	-0.7	No	29	28.3	-0.7	No
R098	Ground	NW	35	34.1	-0.9	No	29.2	28.3	-0.9	No
R098	Ground	SW	42.2	41.5	-0.7	No	36.5	35.9	-0.6	No
R098	Ground	SE	43.3	42.9	-0.4	No	37.6	37.2	-0.4	No
R098	Ground	SW	38.4	37.9	-0.5	No	32.7	32.2	-0.5	No
R098	Ground	SE	42.1	41.1	-1	No	36.4	35.4	-1	No
R098	Ground	NE	43.2	42.4	-0.8	No	37.5	36.7	-0.8	No
R098	Ground	SE	43.8	43.1	-0.7	No	38.1	37.4	-0.7	No
R098	Ground	NE	43.8	43.3	-0.5	No	38.1	37.6	-0.5	No
R098	Ground	NW	38.2	37	-1.2	No	32.4	31.2	-1.2	No
R098	First	SW	40.4	39.8	-0.6	No	34.6	34.1	-0.5	No
R098	First	NW	40.6	39.7	-0.9	No	34.8	33.9	-0.9	No
R098	First	SW	43.4	42.8	-0.6	No	37.7	37.1	-0.6	No
R098	First	SE	45.7	45.2	-0.5	No	40	39.5	-0.5	No
R098	First	SW	43.7	43.3	-0.4	No	38	37.6	-0.4	No
R098	First	SE	46.8	46	-0.8	No	41.1	40.3	-0.8	No
R098	First	NE	46.7	46	-0.7	No	41	40.3	-0.7	No
R098	First	SE	46.6	46	-0.6	No	40.9	40.3	-0.6	No
R098	First	NE	46.4	45.6	-0.8	No	40.7	39.9	-0.8	No
R098	First	NW	41.5	40.6	-0.9	No	35.7	34.8	-0.9	No
R099	Ground	SW	39.2	38.2	-1	No	33.5	32.6	-0.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R099	Ground	SE	52.2	50.5	-1.7	No	46.5	44.9	-1.6	No
R099	Ground	NE	38.7	37.7	-1	No	33	32.1	-0.9	No
R099	Ground	N	42.7	41.6	-1.1	No	37	35.9	-1.1	No
R099	Ground	N	43.3	42.3	-1	No	37.6	36.6	-1	No
R099	Ground	NW	43.3	42.4	-0.9	No	37.6	36.7	-0.9	No
R100	Ground	SW	48	47.8	-0.2	No	42.3	42.1	-0.2	No
R100	Ground	SW	48.4	48	-0.4	No	42.7	42.3	-0.4	No
R100	Ground	SE	46.9	46.5	-0.4	No	41.2	40.9	-0.3	No
R100	Ground	NE	41.8	41.6	-0.2	No	36.1	35.9	-0.2	No
R100	Ground	NW	46	45	-1	No	40.3	39.2	-1.1	No
R100	Ground	NE	51.9	49.9	-2	No	46.2	44.2	-2	No
R100	Ground	NW	51.7	49.7	-2	No	46	44	-2	No
R101	Ground	SW	44.1	43.6	-0.5	No	38.4	37.9	-0.5	No
R101	Ground	SW	43.1	42.7	-0.4	No	37.4	37	-0.4	No
R101	Ground	SE	52.4	50.7	-1.7	No	46.8	45	-1.8	No
R101	Ground	NE	51.9	50.7	-1.2	No	46.2	45.1	-1.1	No
R101	Ground	NW	47.2	45.8	-1.4	No	41.6	40.2	-1.4	No
R101	Ground	NW	46.4	45.1	-1.3	No	40.7	39.4	-1.3	No
R101	Ground	NW	44	43.8	-0.2	No	38.3	38.1	-0.2	No
R101	Ground	NW	44.1	43.6	-0.5	No	38.4	37.9	-0.5	No
R102	Ground	SW	46.7	45.6	-1.1	No	41	39.9	-1.1	No
R102	Ground	NW	45.5	44.3	-1.2	No	39.8	38.6	-1.2	No
R102	Ground	SW	41.3	40.2	-1.1	No	35.6	34.5	-1.1	No
R102	Ground	SE	51.6	49.9	-1.7	No	45.9	44.2	-1.7	No
R102	Ground	NE	38.3	37.3	-1	No	32.6	31.7	-0.9	No
R102	Ground	NW	40.1	39.1	-1	No	34.4	33.5	-0.9	No
R102	Ground	NE	38.5	37.5	-1	No	32.8	31.8	-1	No
R102	Ground	NW	46	45.1	-0.9	No	40.4	39.5	-0.9	No
R103	Ground	SW	59.9	57.8	-2.1	No	54.2	52.1	-2.1	No
R103	Ground	SE	53.7	52.1	-1.6	No	48.1	46.5	-1.6	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R103	Ground	NE	42.9	41.9	-1	No	37.3	36.2	-1.1	No
R103	Ground	NW	55.6	53.8	-1.8	No	50	48.1	-1.9	No
R103	First	SW	60.5	58.8	-1.7	No	54.9	53.1	-1.8	No
R103	First	SE	55.4	54	-1.4	No	49.8	48.4	-1.4	No
R103	First	NE	48.2	47.3	-0.9	No	42.6	41.6	-1	No
R103	First	NW	56.4	54.9	-1.5	No	50.8	49.2	-1.6	No
R104	Ground	SW	47.9	46.4	-1.5	No	42.2	40.8	-1.4	No
R104	Ground	NW	47.1	45.4	-1.7	No	41.4	39.8	-1.6	No
R104	Ground	SW	51.8	50.1	-1.7	No	46.1	44.5	-1.6	No
R104	Ground	SE	49.8	48.1	-1.7	No	44.2	42.4	-1.8	No
R104	Ground	NE	38.3	37.2	-1.1	No	32.6	31.5	-1.1	No
R104	Ground	NW	44.1	43.1	-1	No	38.4	37.5	-0.9	No
R105	Ground	SW	45.4	45.6	0.2	No	39.8	39.9	0.1	No
R105	Ground	SE	50.8	49.7	-1.1	No	45.1	44	-1.1	No
R105	Ground	NE	52.5	50.8	-1.7	No	46.8	45.1	-1.7	No
R105	Ground	NW	49.1	46.9	-2.2	No	43.5	41.2	-2.3	No
R105	First	SW	47.6	47.7	0.1	No	42	42	0	No
R105	First	SE	52.5	51.7	-0.8	No	46.8	46	-0.8	No
R105	First	NE	54	52.5	-1.5	No	48.3	46.8	-1.5	No
R105	First	NW	50.9	49.1	-1.8	No	45.2	43.4	-1.8	No
R106	Ground	SW	35.5	34.7	-0.8	No	29.8	28.9	-0.9	No
R106	Ground	NW	34.1	33.2	-0.9	No	28.4	27.5	-0.9	No
R106	Ground	SW	40.9	40.1	-0.8	No	35.2	34.4	-0.8	No
R106	Ground	SE	41.2	40.6	-0.6	No	35.5	34.9	-0.6	No
R106	Ground	SW	41.8	40.6	-1.2	No	36.2	34.9	-1.3	No
R106	Ground	SE	42.2	41.1	-1.1	No	36.5	35.4	-1.1	No
R106	Ground	NE	41.9	40.9	-1	No	36.2	35.2	-1	No
R106	Ground	SE	42.9	42.3	-0.6	No	37.2	36.6	-0.6	No
R106	Ground	NE	42.7	42.6	-0.1	No	37	36.9	-0.1	No
R106	Ground	NW	37	35.6	-1.4	No	31.2	29.8	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R106	Ground	NE	38.4	37.3	-1.1	No	32.6	31.5	-1.1	No
R106	Ground	NW	37.3	36.1	-1.2	No	31.5	30.3	-1.2	No
R106	First	SW	40	39.4	-0.6	No	34.3	33.7	-0.6	No
R106	First	NW	39.5	38.7	-0.8	No	33.8	33	-0.8	No
R106	First	SW	42.4	41.8	-0.6	No	36.7	36.1	-0.6	No
R106	First	SE	43.2	42.6	-0.6	No	37.5	36.9	-0.6	No
R106	First	SW	43.3	42.4	-0.9	No	37.6	36.8	-0.8	No
R106	First	SE	44.5	43.7	-0.8	No	38.8	37.9	-0.9	No
R106	First	NE	44.5	43.6	-0.9	No	38.8	37.9	-0.9	No
R106	First	SE	45.1	44.5	-0.6	No	39.4	38.8	-0.6	No
R106	First	NE	44.9	44.8	-0.1	No	39.2	39.1	-0.1	No
R106	First	NW	40.9	39.8	-1.1	No	35.1	34.1	-1	No
R106	First	NE	42.1	41.4	-0.7	No	36.4	35.6	-0.8	No
R106	First	NW	40.8	39.8	-1	No	35	34	-1	No
R107	Ground	SW	54	52.6	-1.4	No	48.3	47	-1.3	No
R107	Ground	SE	51.8	50.4	-1.4	No	46.1	44.7	-1.4	No
R107	Ground	NE	53.6	49.5	-4.1	No	47.9	43.8	-4.1	No
R107	Ground	NW	53.4	51.3	-2.1	No	47.7	45.6	-2.1	No
R107	First	SW	57.4	56.3	-1.1	No	51.7	50.6	-1.1	No
R107	First	SE	54.4	53	-1.4	No	48.7	47.3	-1.4	No
R107	First	NE	54.5	52.3	-2.2	No	48.8	46.6	-2.2	No
R107	First	NW	56.6	55.6	-1	No	51	49.9	-1.1	No
R108	Ground	SW	54.4	52.4	-2	No	48.7	46.7	-2	No
R108	Ground	SE	50.8	49.3	-1.5	No	45.1	43.7	-1.4	No
R108	Ground	NE	42.7	41.7	-1	No	37	36	-1	No
R108	Ground	NW	47.5	46.7	-0.8	No	41.8	41	-0.8	No
R109	Ground	SW	61.1	59.2	-1.9	No	55.5	53.5	-2	No
R109	Ground	SE	55.2	53.5	-1.7	No	49.5	47.9	-1.6	No
R109	Ground	NE	51.2	49.9	-1.3	No	45.5	44.3	-1.2	No
R109	Ground	NW	54.3	52.5	-1.8	No	48.6	46.9	-1.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R109	First	SW	61.7	60.1	-1.6	No	56	54.4	-1.6	No
R109	First	SE	56.2	54.8	-1.4	No	50.5	49.1	-1.4	No
R109	First	NE	53.5	52.7	-0.8	No	47.8	47.1	-0.7	No
R109	First	NW	56.7	55.5	-1.2	No	51.1	49.9	-1.2	No
R110	Ground	SW	35.7	34.9	-0.8	No	30	29.2	-0.8	No
R110	Ground	NW	33.6	32.7	-0.9	No	27.9	27	-0.9	No
R110	Ground	SW	40.9	40.4	-0.5	No	35.2	34.8	-0.4	No
R110	Ground	SE	39.7	38.6	-1.1	No	33.9	32.8	-1.1	No
R110	Ground	NE	41.5	40.8	-0.7	No	35.8	35.1	-0.7	No
R110	Ground	NW	35.8	34.6	-1.2	No	30	28.8	-1.2	No
R110	First	SW	40	39.4	-0.6	No	34.3	33.7	-0.6	No
R110	First	NW	39.3	38.5	-0.8	No	33.5	32.7	-0.8	No
R110	First	SW	42.3	41.8	-0.5	No	36.6	36.1	-0.5	No
R110	First	SE	42.6	42	-0.6	No	36.9	36.2	-0.7	No
R110	First	NE	43.8	43.2	-0.6	No	38.1	37.5	-0.6	No
R110	First	NW	40	39.1	-0.9	No	34.2	33.3	-0.9	No
R111	Ground	SW	44.9	44	-0.9	No	39.2	38.3	-0.9	No
R111	Ground	SE	45.7	45.3	-0.4	No	40	39.6	-0.4	No
R111	Ground	SW	42.1	41.8	-0.3	No	36.4	36.1	-0.3	No
R111	Ground	SE	46.9	46.7	-0.2	No	41.2	41	-0.2	No
R111	Ground	NE	48.1	47.3	-0.8	No	42.4	41.6	-0.8	No
R111	Ground	NW	45.4	43.5	-1.9	No	39.6	37.7	-1.9	No
R112	Ground	SW	49.6	49	-0.6	No	43.9	43.3	-0.6	No
R112	Ground	SE	50.3	48.5	-1.8	No	44.6	42.8	-1.8	No
R112	Ground	NE	52.4	51	-1.4	No	46.7	45.3	-1.4	No
R112	Ground	NW	50.6	49.6	-1	No	44.9	43.9	-1	No
R113	Ground	SW	50.2	48.6	-1.6	No	44.6	42.9	-1.7	No
R113	Ground	SE	48.8	47.1	-1.7	No	43.1	41.4	-1.7	No
R113	Ground	NE	37.9	36.8	-1.1	No	32.2	31.1	-1.1	No
R113	Ground	NW	42.1	40.9	-1.2	No	36.4	35.3	-1.1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R113	Ground	NE	39.1	38	-1.1	No	33.4	32.3	-1.1	No
R113	Ground	NW	43.7	42.8	-0.9	No	38	37.1	-0.9	No
R114	Ground	SE	48	46.8	-1.2	No	42.3	41.1	-1.2	No
R114	Ground	NE	43.5	43.7	0.2	No	37.8	38	0.2	No
R114	Ground	NW	41.3	40.2	-1.1	No	35.5	34.4	-1.1	No
R114	Ground	NE	42.2	41.4	-0.8	No	36.5	35.6	-0.9	No
R114	Ground	NW	42.2	41.1	-1.1	No	36.4	35.3	-1.1	No
R114	Ground	SW	40.7	40.6	-0.1	No	35	34.9	-0.1	No
R115	Ground	SW	50.5	49.2	-1.3	No	44.8	43.5	-1.3	No
R115	Ground	SW	51.5	50	-1.5	No	45.8	44.3	-1.5	No
R115	Ground	NW	52.5	50.8	-1.7	No	46.8	45.2	-1.6	No
R115	Ground	SW	54.1	52	-2.1	No	48.4	46.3	-2.1	No
R115	Ground	SE	48	47	-1	No	42.3	41.3	-1	No
R115	Ground	NE	42.8	41.9	-0.9	No	37.1	36.2	-0.9	No
R115	Ground	SE	43.3	42.4	-0.9	No	37.6	36.8	-0.8	No
R115	Ground	NE	43	42	-1	No	37.3	36.3	-1	No
R115	Ground	NW	46.6	45.7	-0.9	No	41	40	-1	No
R116	Ground	SW	39.5	38.8	-0.7	No	33.8	33.1	-0.7	No
R116	Ground	SE	39.8	38.9	-0.9	No	34	33.1	-0.9	No
R116	Ground	NE	43.5	43	-0.5	No	37.7	37.3	-0.4	No
R116	Ground	NW	39.4	38.4	-1	No	33.6	32.6	-1	No
R116	First	SW	45.7	45.1	-0.6	No	40	39.4	-0.6	No
R116	First	SE	45.6	45.1	-0.5	No	39.9	39.4	-0.5	No
R116	First	NE	46	45.2	-0.8	No	40.2	39.5	-0.7	No
R116	First	NW	45.7	45	-0.7	No	40	39.3	-0.7	No
R117	Ground	SW	41.4	41.2	-0.2	No	35.7	35.6	-0.1	No
R117	Ground	SE	45.7	45.4	-0.3	No	40	39.7	-0.3	No
R117	Ground	SW	44.9	44.7	-0.2	No	39.2	39	-0.2	No
R117	Ground	SE	47.8	46.6	-1.2	No	42.1	41	-1.1	No
R117	Ground	NE	40.6	40.7	0.1	No	34.9	35	0.1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R117	Ground	NW	41.1	40.2	-0.9	No	35.4	34.5	-0.9	No
R117	Ground	NE	42	41.1	-0.9	No	36.3	35.4	-0.9	No
R117	Ground	NW	41.5	40.4	-1.1	No	35.7	34.6	-1.1	No
R118	Ground	SW	47.5	47	-0.5	No	41.8	41.4	-0.4	No
R118	Ground	SE	48.7	47.4	-1.3	No	43	41.7	-1.3	No
R118	Ground	NE	50.1	48.8	-1.3	No	44.4	43.2	-1.2	No
R118	Ground	NW	47.4	46.7	-0.7	No	41.7	41	-0.7	No
R119	Ground	SW	45.6	44.6	-1	No	39.9	38.9	-1	No
R119	Ground	SE	53.9	52.6	-1.3	No	48.3	47	-1.3	No
R119	Ground	SE	56.3	54.8	-1.5	No	50.7	49.1	-1.6	No
R119	Ground	NE	58	55.9	-2.1	No	52.3	50.2	-2.1	No
R119	Ground	NW	54.7	52.5	-2.2	No	49.1	46.9	-2.2	No
R119	First	SW	48.8	47.1	-1.7	No	43.1	41.4	-1.7	No
R119	First	SE	54.7	53.6	-1.1	No	49.1	48	-1.1	No
R119	First	SE	56.9	55.5	-1.4	No	51.3	49.9	-1.4	No
R119	First	NE	58.5	56.7	-1.8	No	52.9	51.1	-1.8	No
R119	First	NW	55.6	53.7	-1.9	No	50	48	-2	No
R120	Ground	SW	40.4	39.6	-0.8	No	34.8	33.9	-0.9	No
R120	Ground	SE	41	40.5	-0.5	No	35.3	34.8	-0.5	No
R120	Ground	SW	40.8	40.2	-0.6	No	35.1	34.5	-0.6	No
R120	Ground	SE	40.8	40.6	-0.2	No	35.1	34.9	-0.2	No
R120	Ground	SW	39.9	39.2	-0.7	No	34.2	33.5	-0.7	No
R120	Ground	SE	40.1	39.1	-1	No	34.4	33.4	-1	No
R120	Ground	NE	40.4	39.6	-0.8	No	34.6	33.9	-0.7	No
R120	Ground	NE	39.9	39.9	0	No	34.2	34.2	0	No
R120	Ground	NW	42.9	41.4	-1.5	No	37	35.6	-1.4	No
R120	Ground	W	38.9	37	-1.9	No	33.1	31.2	-1.9	No
R120	Ground	NW	28.8	27.8	-1	No	23	22.1	-0.9	No
R120	Ground	NW	42	40.5	-1.5	No	36.2	34.6	-1.6	No
R120	First	SW	40.8	39.9	-0.9	No	35.1	34.2	-0.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R120	First	SE	41.5	41.1	-0.4	No	35.8	35.4	-0.4	No
R120	First	SW	41.2	40.6	-0.6	No	35.5	34.9	-0.6	No
R120	First	SE	41.6	41.3	-0.3	No	35.9	35.7	-0.2	No
R120	First	SW	40.4	39.7	-0.7	No	34.7	34	-0.7	No
R120	First	SE	42.5	41.8	-0.7	No	36.8	36	-0.8	No
R120	First	NE	42.4	41.8	-0.6	No	36.6	36.1	-0.5	No
R120	First	NE	42.2	42.1	-0.1	No	36.5	36.4	-0.1	No
R120	First	NW	43.7	42.6	-1.1	No	37.8	36.7	-1.1	No
R120	First	W	40	38.6	-1.4	No	34.2	32.8	-1.4	No
R120	First	NW	31.8	30.8	-1	No	26.1	25.1	-1	No
R120	First	NW	42.8	41.5	-1.3	No	36.9	35.7	-1.2	No
R120	Second	SW	41.5	40.7	-0.8	No	35.8	35	-0.8	No
R120	Second	SE	42.4	42	-0.4	No	36.7	36.3	-0.4	No
R120	Second	SW	41.9	41.3	-0.6	No	36.2	35.6	-0.6	No
R120	Second	SE	42.9	42.7	-0.2	No	37.2	37	-0.2	No
R120	Second	SW	41.3	40.6	-0.7	No	35.6	34.9	-0.7	No
R120	Second	SE	45.4	44.9	-0.5	No	39.7	39.2	-0.5	No
R120	Second	NE	44.9	44.4	-0.5	No	39.1	38.7	-0.4	No
R120	Second	NE	46	45.6	-0.4	No	40.3	39.9	-0.4	No
R120	Second	NW	44.4	43.4	-1	No	38.6	37.6	-1	No
R120	Second	W	41.2	40.1	-1.1	No	35.4	34.3	-1.1	No
R120	Second	NW	36.4	35.4	-1	No	30.6	29.7	-0.9	No
R120	Second	NW	43.5	42.4	-1.1	No	37.7	36.6	-1.1	No
R121	Ground	SW	49.3	47.5	-1.8	No	43.6	41.8	-1.8	No
R121	Ground	SE	48.8	47	-1.8	No	43.1	41.4	-1.7	No
R121	Ground	NE	37.2	36.2	-1	No	31.5	30.5	-1	No
R121	Ground	NW	43.4	42.5	-0.9	No	37.7	36.8	-0.9	No
R122	Ground	SW	54.2	52	-2.2	No	48.5	46.3	-2.2	No
R122	Ground	SE	46.6	45.6	-1	No	40.9	39.9	-1	No
R122	Ground	NE	39.5	38.3	-1.2	No	33.9	32.7	-1.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R122	Ground	NW	48.5	47.3	-1.2	No	42.9	41.6	-1.3	No
R122	First	SW	55.6	53.7	-1.9	No	49.9	48	-1.9	No
R122	First	SE	50.7	49.5	-1.2	No	45	43.8	-1.2	No
R122	First	NE	45.3	44.1	-1.2	No	39.6	38.5	-1.1	No
R122	First	NW	51.3	49.9	-1.4	No	45.7	44.3	-1.4	No
R123	Ground	SW	49.9	49.3	-0.6	No	44.2	43.6	-0.6	No
R123	Ground	SE	50.8	49.8	-1	No	45.1	44.1	-1	No
R123	Ground	NE	50.7	49.7	-1	No	45	44	-1	No
R123	Ground	NW	50	49.3	-0.7	No	44.3	43.6	-0.7	No
R125	Ground	SW	46.6	44.9	-1.7	No	41	39.3	-1.7	No
R125	Ground	SE	49.5	47.7	-1.8	No	43.8	42	-1.8	No
R125	Ground	SW	49.6	47.9	-1.7	No	44	42.2	-1.8	No
R125	Ground	SE	48.3	46.6	-1.7	No	42.6	40.9	-1.7	No
R125	Ground	NE	34.4	33.2	-1.2	No	28.7	27.5	-1.2	No
R125	Ground	NW	38.2	36.9	-1.3	No	32.5	31.2	-1.3	No
R125	Ground	NE	34.5	33.4	-1.1	No	28.9	27.7	-1.2	No
R125	Ground	NW	42.9	41.9	-1	No	37.2	36.3	-0.9	No
R125	First	SW	49.6	48.2	-1.4	No	43.9	42.6	-1.3	No
R125	First	SE	50.4	48.8	-1.6	No	44.7	43.1	-1.6	No
R125	First	SW	50.5	48.9	-1.6	No	44.9	43.2	-1.7	No
R125	First	SE	49	47.3	-1.7	No	43.3	41.7	-1.6	No
R125	First	NE	40.4	39.2	-1.2	No	34.7	33.5	-1.2	No
R125	First	NW	42.9	41.7	-1.2	No	37.2	36	-1.2	No
R125	First	NE	40.5	39.4	-1.1	No	34.8	33.7	-1.1	No
R125	First	NW	48.3	47.2	-1.1	No	42.6	41.5	-1.1	No
R126	Ground	SW	54	51.8	-2.2	No	48.3	46.1	-2.2	No
R126	Ground	SE	47.6	46.6	-1	No	42	41	-1	No
R126	Ground	NE	44.1	42.9	-1.2	No	38.4	37.2	-1.2	No
R126	Ground	NW	45.3	44.2	-1.1	No	39.6	38.5	-1.1	No
R127	Ground	SW	38.1	36.7	-1.4	No	32.3	31	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R127	Ground	SE	47.8	46.1	-1.7	No	42.1	40.4	-1.7	No
R127	Ground	NE	34.1	33	-1.1	No	28.5	27.3	-1.2	No
R127	Ground	NW	38.6	37.3	-1.3	No	32.9	31.6	-1.3	No
R127	Ground	NE	34.3	33.2	-1.1	No	28.6	27.5	-1.1	No
R127	Ground	NW	43.3	42.3	-1	No	37.6	36.6	-1	No
R127	First	SW	42.4	41.2	-1.2	No	36.7	35.5	-1.2	No
R127	First	SE	48.5	46.9	-1.6	No	42.9	41.2	-1.7	No
R127	First	NE	40.1	39	-1.1	No	34.4	33.3	-1.1	No
R127	First	NW	42.8	41.8	-1	No	37.1	36.1	-1	No
R127	First	NE	40.3	39.2	-1.1	No	34.6	33.5	-1.1	No
R127	First	NW	46.2	45.2	-1	No	40.6	39.5	-1.1	No
R128	Ground	SW	50.4	49.6	-0.8	No	44.7	44	-0.7	No
R128	Ground	SE	50.9	50.1	-0.8	No	45.2	44.4	-0.8	No
R128	Ground	NE	51.4	50.5	-0.9	No	45.7	44.8	-0.9	No
R128	Ground	NW	50.8	50.1	-0.7	No	45.1	44.4	-0.7	No
R129	Ground	SW	40.8	40.3	-0.5	No	35.1	34.6	-0.5	No
R129	Ground	SE	43.6	43	-0.6	No	37.9	37.3	-0.6	No
R129	Ground	NE	42.6	42.1	-0.5	No	36.9	36.4	-0.5	No
R129	Ground	SE	41.8	41.4	-0.4	No	36.1	35.7	-0.4	No
R129	Ground	SW	41	40.5	-0.5	No	35.3	34.7	-0.6	No
R129	Ground	SE	43.2	42.4	-0.8	No	37.5	36.7	-0.8	No
R129	Ground	NE	44	43.2	-0.8	No	38.2	37.6	-0.6	No
R129	Ground	SE	42.2	42.1	-0.1	No	36.5	36.4	-0.1	No
R129	Ground	SW	42.1	42	-0.1	No	36.4	36.3	-0.1	No
R129	Ground	SE	44.7	43.8	-0.9	No	38.9	38.1	-0.8	No
R129	Ground	NE	44.6	43.9	-0.7	No	38.9	38.2	-0.7	No
R129	Ground	NW	41.2	40	-1.2	No	35.4	34.2	-1.2	No
R130	Ground	SW	46.4	45.5	-0.9	No	40.7	39.8	-0.9	No
R130	Ground	SE	46.9	45.7	-1.2	No	41.2	40	-1.2	No
R130	Ground	NE	40.6	39.6	-1	No	34.9	33.9	-1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R130	Ground	NW	45.7	44.8	-0.9	No	40	39.1	-0.9	No
R131	Ground	SW	54.1	51.6	-2.5	No	48.4	46	-2.4	No
R131	Ground	SE	45.6	44.5	-1.1	No	40	38.8	-1.2	No
R131	Ground	NE	41.6	40.2	-1.4	No	35.9	34.6	-1.3	No
R131	Ground	NW	50.3	48.4	-1.9	No	44.7	42.7	-2	No
R131	Ground	NW	51.8	49.7	-2.1	No	46.1	44	-2.1	No
R131	Ground	NW	53.1	51	-2.1	No	47.4	45.4	-2	No
R131	First	SW	55.4	53.4	-2	No	49.7	47.7	-2	No
R131	First	SE	50.6	49.3	-1.3	No	44.9	43.7	-1.2	No
R131	First	NE	47	45.6	-1.4	No	41.3	39.9	-1.4	No
R131	First	NW	52.5	50.8	-1.7	No	46.8	45.2	-1.6	No
R131	First	NW	53.4	51.7	-1.7	No	47.7	46	-1.7	No
R131	First	NW	54.9	53	-1.9	No	49.2	47.3	-1.9	No
R133	Ground	SW	46.8	46	-0.8	No	41.1	40.3	-0.8	No
R133	Ground	SE	42.3	41.3	-1	No	36.6	35.7	-0.9	No
R133	Ground	NE	38.5	37.4	-1.1	No	32.8	31.7	-1.1	No
R133	Ground	NW	46.9	46	-0.9	No	41.2	40.3	-0.9	No
R134	Ground	W	37.5	36.6	-0.9	No	31.7	30.8	-0.9	No
R134	Ground	S	42.2	42	-0.2	No	36.5	36.3	-0.2	No
R134	Ground	E	43.6	43.1	-0.5	No	37.9	37.4	-0.5	No
R134	Ground	N	46	44.9	-1.1	No	40.2	39.1	-1.1	No
R134	First	W	46.9	46.2	-0.7	No	41.1	40.5	-0.6	No
R134	First	S	45.5	44.9	-0.6	No	39.8	39.1	-0.7	No
R134	First	E	45.7	45.1	-0.6	No	40	39.3	-0.7	No
R134	First	N	47.6	46.9	-0.7	No	41.8	41.1	-0.7	No
R135	Ground	SW	41.3	41.1	-0.2	No	35.5	35.4	-0.1	No
R135	Ground	SE	48.5	47.1	-1.4	No	42.8	41.4	-1.4	No
R135	Ground	NE	48.2	47.1	-1.1	No	42.5	41.3	-1.2	No
R135	Ground	NW	43.1	41.9	-1.2	No	37.3	36.1	-1.2	No
R136	Ground	SW	40.6	39.9	-0.7	No	34.9	34.2	-0.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R136	Ground	SE	42.8	41.9	-0.9	No	37.1	36.2	-0.9	No
R136	Ground	NE	42.7	42	-0.7	No	37	36.3	-0.7	No
R136	Ground	SE	43.4	42.5	-0.9	No	37.6	36.8	-0.8	No
R136	Ground	NE	43.8	43	-0.8	No	38	37.3	-0.7	No
R136	First	SW	43	42.4	-0.6	No	37.3	36.7	-0.6	No
R136	First	SE	46	45.6	-0.4	No	40.3	39.8	-0.5	No
R136	First	NE	46.1	45.5	-0.6	No	40.3	39.9	-0.4	No
R136	First	SE	46.2	45.6	-0.6	No	40.5	39.9	-0.6	No
R136	First	NE	46.4	45.8	-0.6	No	40.7	40.1	-0.6	No
R138	Ground	SW	44.1	43	-1.1	No	38.4	37.3	-1.1	No
R138	Ground	SE	48.1	46.8	-1.3	No	42.4	41.2	-1.2	No
R138	Ground	NE	40	38.9	-1.1	No	34.3	33.2	-1.1	No
R138	Ground	NW	46.3	45.2	-1.1	No	40.6	39.5	-1.1	No
R139	Ground	SW	44.9	43.9	-1	No	39.2	38.2	-1	No
R139	Ground	SE	42.1	41.1	-1	No	36.4	35.4	-1	No
R139	Ground	NE	37.5	36.4	-1.1	No	31.8	30.7	-1.1	No
R139	Ground	NW	45.1	44.3	-0.8	No	39.4	38.6	-0.8	No
R140	Ground	SW	33.9	32.7	-1.2	No	28.2	27	-1.2	No
R140	Ground	SE	47.8	46	-1.8	No	42.1	40.3	-1.8	No
R140	Ground	NE	34	32.8	-1.2	No	28.3	27.2	-1.1	No
R140	Ground	NW	42.6	41.6	-1	No	36.9	36	-0.9	No
R140	First	SW	39.7	38.6	-1.1	No	34	32.9	-1.1	No
R140	First	SE	48.5	46.8	-1.7	No	42.8	41.1	-1.7	No
R140	First	NE	39.9	38.8	-1.1	No	34.2	33.1	-1.1	No
R140	First	NW	45.3	44.2	-1.1	No	39.6	38.6	-1	No
R141	Ground	SW	56.1	53.7	-2.4	No	50.4	48	-2.4	No
R141	Ground	SW	56.7	54.2	-2.5	No	51	48.6	-2.4	No
R141	Ground	SW	55.6	53.1	-2.5	No	50	47.4	-2.6	No
R141	Ground	SE	47.1	45.8	-1.3	No	41.4	40.2	-1.2	No
R141	Ground	NE	42.5	41.2	-1.3	No	36.8	35.5	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R141	Ground	NW	47.4	45.8	-1.6	No	41.8	40.2	-1.6	No
R141	Ground	NE	46.2	43.1	-3.1	No	40.5	37.5	-3	No
R141	Ground	NW	50.1	48.2	-1.9	No	44.4	42.6	-1.8	No
R143	Ground	SW	45.7	45.1	-0.6	No	40	39.4	-0.6	No
R143	Ground	SE	47.6	46.7	-0.9	No	41.9	41	-0.9	No
R143	Ground	NE	48.1	47.3	-0.8	No	42.4	41.6	-0.8	No
R143	Ground	NW	45.7	44.9	-0.8	No	40	39.2	-0.8	No
R144	Ground	SW	38.4	37.3	-1.1	No	32.7	31.6	-1.1	No
R144	Ground	SE	42.3	41.3	-1	No	36.6	35.6	-1	No
R144	Ground	NE	37.2	36.1	-1.1	No	31.5	30.5	-1	No
R144	Ground	NW	44.8	43.9	-0.9	No	39.1	38.2	-0.9	No
R145	Ground	SW	44.8	43.8	-1	No	39.1	38.1	-1	No
R145	Ground	SE	47.6	46.4	-1.2	No	41.9	40.7	-1.2	No
R145	Ground	NE	39.7	38.6	-1.1	No	33.9	32.9	-1	No
R145	Ground	SE	44.3	43.1	-1.2	No	38.6	37.5	-1.1	No
R145	Ground	NE	39.8	38.7	-1.1	No	34.1	33	-1.1	No
R145	Ground	NW	45.5	44.5	-1	No	39.8	38.8	-1	No
R146	Ground	SW	47.5	46.2	-1.3	No	41.9	40.5	-1.4	No
R146	Ground	SE	43.5	42.7	-0.8	No	37.8	37	-0.8	No
R146	Ground	NE	41.2	40	-1.2	No	35.5	34.4	-1.1	No
R146	Ground	NW	47.6	46.2	-1.4	No	41.9	40.6	-1.3	No
R147	Ground	SW	46.4	45.5	-0.9	No	40.7	39.8	-0.9	No
R147	Ground	SE	43.7	42.5	-1.2	No	38	36.9	-1.1	No
R147	Ground	NE	37.7	36.5	-1.2	No	32	30.9	-1.1	No
R147	Ground	NW	46.1	45.1	-1	No	40.4	39.4	-1	No
R148	Ground	SW	57	54.5	-2.5	No	51.3	48.9	-2.4	No
R148	Ground	SE	49.5	47.6	-1.9	No	43.9	41.9	-2	No
R148	Ground	NE	41.4	40.1	-1.3	No	35.8	34.5	-1.3	No
R148	Ground	SE	41.6	40.3	-1.3	No	36	34.7	-1.3	No
R148	Ground	NE	48.7	45.6	-3.1	No	43	39.9	-3.1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R148	Ground	NW	51.7	49.5	-2.2	No	46	43.9	-2.1	No
R148	First	SW	57.9	55.8	-2.1	No	52.2	50.2	-2	No
R148	First	SE	51.7	50.2	-1.5	No	46	44.6	-1.4	No
R148	First	NE	47.1	45.8	-1.3	No	41.5	40.1	-1.4	No
R148	First	SE	47.4	46.1	-1.3	No	41.7	40.4	-1.3	No
R148	First	NE	51.1	48.7	-2.4	No	45.4	43.1	-2.3	No
R148	First	NW	53.7	51.9	-1.8	No	48	46.3	-1.7	No
R149	Ground	SW	39	37.8	-1.2	No	33.3	32.1	-1.2	No
R149	Ground	SE	41.5	40.4	-1.1	No	35.8	34.7	-1.1	No
R149	Ground	NE	34.7	33.5	-1.2	No	29	27.8	-1.2	No
R149	Ground	NW	42	40.9	-1.1	No	36.3	35.2	-1.1	No
R149	First	SW	48.1	47	-1.1	No	42.4	41.3	-1.1	No
R149	First	SE	45.8	44.6	-1.2	No	40.2	39	-1.2	No
R149	First	NE	40.5	39.3	-1.2	No	34.8	33.7	-1.1	No
R149	First	NW	47	46.1	-0.9	No	41.3	40.4	-0.9	No
R150	Ground	SW	44.9	43.8	-1.1	No	39.3	38.1	-1.2	No
R150	Ground	SE	47	45.7	-1.3	No	41.3	40.1	-1.2	No
R150	Ground	NE	39	37.8	-1.2	No	33.3	32.1	-1.2	No
R150	Ground	NW	46	44.9	-1.1	No	40.3	39.3	-1	No
R151	Ground	SW	43.3	42.8	-0.5	No	37.6	37.1	-0.5	No
R151	Ground	SE	46	45.4	-0.6	No	40.3	39.7	-0.6	No
R151	Ground	SW	42.7	42.4	-0.3	No	36.9	36.7	-0.2	No
R151	Ground	SE	48.5	47.5	-1	No	42.8	41.8	-1	No
R151	Ground	NE	48.2	47.1	-1.1	No	42.4	41.3	-1.1	No
R151	Ground	NW	43.2	42	-1.2	No	37.4	36.2	-1.2	No
R151	First	SW	49.1	48	-1.1	No	43.4	42.3	-1.1	No
R151	First	SE	49.2	48.2	-1	No	43.4	42.5	-0.9	No
R151	First	SW	49.9	48.7	-1.2	No	44.2	43	-1.2	No
R151	First	SE	50.5	49.1	-1.4	No	44.7	43.4	-1.3	No
R151	First	NE	50.2	48.9	-1.3	No	44.5	43.2	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R151	First	NW	49.2	48.3	-0.9	No	43.5	42.5	-1	No
R152	Ground	SW	45.4	44.2	-1.2	No	39.7	38.5	-1.2	No
R152	Ground	SE	43.8	42.9	-0.9	No	38.1	37.2	-0.9	No
R152	Ground	NE	40.3	39.2	-1.1	No	34.7	33.5	-1.2	No
R152	Ground	NW	46.5	45.6	-0.9	No	40.8	39.9	-0.9	No
R153	Ground	SW	59.4	56.9	-2.5	No	53.8	51.2	-2.6	No
R153	Ground	SE	50.4	48.6	-1.8	No	44.7	42.9	-1.8	No
R153	Ground	NE	49.5	46.6	-2.9	No	43.8	41	-2.8	No
R153	Ground	NW	59.3	56.6	-2.7	No	53.6	50.9	-2.7	No
R153	First	SW	60.4	58.3	-2.1	No	54.7	52.6	-2.1	No
R153	First	SE	52.7	51.2	-1.5	No	47	45.5	-1.5	No
R153	First	NE	51.6	49.3	-2.3	No	45.9	43.6	-2.3	No
R153	First	NW	60.1	57.8	-2.3	No	54.4	52.2	-2.2	No
R154	Ground	SW	41.1	39.9	-1.2	No	35.3	34.2	-1.1	No
R154	Ground	E	42.8	41.9	-0.9	No	37.1	36.2	-0.9	No
R154	Ground	SW	42.8	41.8	-1	No	37.1	36.1	-1	No
R154	Ground	SE	42.2	41.1	-1.1	No	36.5	35.5	-1	No
R154	Ground	NE	34.3	33.2	-1.1	No	28.6	27.5	-1.1	No
R154	Ground	NW	41.6	40.7	-0.9	No	35.9	35	-0.9	No
R154	First	SW	45.6	44.3	-1.3	No	39.9	38.7	-1.2	No
R154	First	E	46.7	45.5	-1.2	No	41	39.9	-1.1	No
R154	First	SW	46.7	45.5	-1.2	No	41	39.8	-1.2	No
R154	First	SE	46.2	45	-1.2	No	40.5	39.3	-1.2	No
R154	First	NE	40.2	39	-1.2	No	34.5	33.3	-1.2	No
R154	First	NW	45.2	44.2	-1	No	39.5	38.6	-0.9	No
R156	Ground	SW	48.9	47.3	-1.6	No	43.2	41.7	-1.5	No
R156	Ground	SE	43.5	42.2	-1.3	No	37.8	36.5	-1.3	No
R156	Ground	SE	44.8	43.6	-1.2	No	39.1	37.9	-1.2	No
R156	Ground	NE	41.8	40.6	-1.2	No	36.1	34.9	-1.2	No
R156	Ground	SE	43.2	41.9	-1.3	No	37.5	36.2	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R156	Ground	NE	42.4	41.1	-1.3	No	36.8	35.4	-1.4	No
R156	Ground	NW	48	46	-2	No	42.3	40.3	-2	No
R156	Ground	NE	47.7	45.5	-2.2	No	42	39.8	-2.2	No
R156	Ground	NW	50.4	48.3	-2.1	No	44.8	42.7	-2.1	No
R158	Ground	SW	41.4	40.5	-0.9	No	35.6	34.8	-0.8	No
R158	Ground	SE	42.3	40.9	-1.4	No	36.5	35.1	-1.4	No
R158	Ground	NE	46.8	45.7	-1.1	No	41	40	-1	No
R158	Ground	NW	43.2	42	-1.2	No	37.4	36.2	-1.2	No
R159	Ground	SW	44.2	43	-1.2	No	38.5	37.3	-1.2	No
R159	Ground	SE	42.9	41.7	-1.2	No	37.2	36	-1.2	No
R159	Ground	SW	44.7	43.5	-1.2	No	39	37.9	-1.1	No
R159	Ground	SE	44.3	43.4	-0.9	No	38.6	37.7	-0.9	No
R159	Ground	NE	39.9	38.7	-1.2	No	34.2	33	-1.2	No
R159	Ground	SE	40.3	39.1	-1.2	No	34.6	33.4	-1.2	No
R159	Ground	NE	40.3	39	-1.3	No	34.6	33.3	-1.3	No
R159	Ground	NW	46.7	45.4	-1.3	No	41	39.7	-1.3	No
R160	Ground	SW	43.3	42.3	-1	No	37.7	36.7	-1	No
R160	Ground	SE	40	39	-1	No	34.3	33.3	-1	No
R160	Ground	NE	34.8	33.6	-1.2	No	29.1	28	-1.1	No
R160	Ground	NW	43.2	42.3	-0.9	No	37.5	36.7	-0.8	No
R160	First	SW	47.4	46.3	-1.1	No	41.7	40.7	-1	No
R160	First	SE	44.9	43.8	-1.1	No	39.2	38.1	-1.1	No
R160	First	NE	40.7	39.5	-1.2	No	35	33.8	-1.2	No
R160	First	NW	46.5	45.5	-1	No	40.8	39.9	-0.9	No
R161	Ground	SW	47.7	47	-0.7	No	41.9	41.3	-0.6	No
R161	Ground	SE	52	50.4	-1.6	No	46.3	44.8	-1.5	No
R161	Ground	NE	53.1	50.9	-2.2	No	47.3	45.1	-2.2	No
R161	Ground	NW	51.9	49.3	-2.6	No	46.1	43.5	-2.6	No
R162	Ground	SW	40.8	40.1	-0.7	No	35.1	34.4	-0.7	No
R162	Ground	SE	42.2	41	-1.2	No	36.4	35.2	-1.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R162	Ground	NE	45.4	44.3	-1.1	No	39.6	38.5	-1.1	No
R162	Ground	NW	41.2	40.1	-1.1	No	35.4	34.3	-1.1	No
R163	Ground	SW	42.7	41.4	-1.3	No	37	35.7	-1.3	No
R163	Ground	SW	42.5	41.3	-1.2	No	36.8	35.6	-1.2	No
R163	Ground	SE	46.5	45.2	-1.3	No	40.8	39.5	-1.3	No
R163	Ground	SE	46.6	45.3	-1.3	No	40.9	39.6	-1.3	No
R163	Ground	NE	38.6	37.4	-1.2	No	32.9	31.7	-1.2	No
R163	Ground	NW	45.6	44.5	-1.1	No	39.9	38.8	-1.1	No
R164	Ground	SW	48.3	47.4	-0.9	No	42.5	41.7	-0.8	No
R164	Ground	SW	49.8	48.8	-1	No	44.1	43.1	-1	No
R164	Ground	SE	53.2	51.5	-1.7	No	47.6	45.9	-1.7	No
R164	Ground	SE	50.5	49.4	-1.1	No	44.8	43.7	-1.1	No
R164	Ground	NE	49.3	48.1	-1.2	No	43.5	42.4	-1.1	No
R164	Ground	NW	52.4	49.7	-2.7	No	46.6	43.9	-2.7	No
R165	Ground	SW	37.8	36.6	-1.2	No	32.1	30.9	-1.2	No
R165	Ground	SE	41.6	40.5	-1.1	No	36	34.8	-1.2	No
R165	Ground	NE	34.6	33.4	-1.2	No	28.9	27.8	-1.1	No
R165	Ground	NE	34.7	33.5	-1.2	No	29	27.8	-1.2	No
R165	Ground	NW	44.3	43.4	-0.9	No	38.6	37.8	-0.8	No
R165	First	SW	43.9	42.7	-1.2	No	38.2	37	-1.2	No
R165	First	SE	45.6	44.3	-1.3	No	39.9	38.6	-1.3	No
R165	First	NE	40.5	39.2	-1.3	No	34.8	33.6	-1.2	No
R165	First	NE	40.6	39.4	-1.2	No	34.9	33.7	-1.2	No
R165	First	NW	46.7	45.7	-1	No	41	40	-1	No
R166	Ground	SW	47.2	45.2	-2	No	41.6	39.5	-2.1	No
R166	Ground	SE	45	43.9	-1.1	No	39.3	38.2	-1.1	No
R166	Ground	SW	45.5	44.5	-1	No	39.8	38.8	-1	No
R166	Ground	SE	44.8	44.1	-0.7	No	39.2	38.4	-0.8	No
R166	Ground	NE	41.2	39.9	-1.3	No	35.5	34.3	-1.2	No
R166	Ground	NW	48.8	46.9	-1.9	No	43.1	41.2	-1.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R167	Ground	SW	43.1	41.8	-1.3	No	37.4	36.2	-1.2	No
R167	Ground	SE	46.3	45	-1.3	No	40.7	39.3	-1.4	No
R167	Ground	NE	38.2	37	-1.2	No	32.5	31.3	-1.2	No
R167	Ground	NW	39.6	38.3	-1.3	No	33.9	32.6	-1.3	No
R167	Ground	NE	39.1	37.8	-1.3	No	33.4	32.1	-1.3	No
R167	Ground	NW	44.4	43.5	-0.9	No	38.8	37.8	-1	No
R168	Ground	SW	45.3	44.1	-1.2	No	39.6	38.4	-1.2	No
R168	Ground	E	46.4	45.4	-1	No	40.7	39.8	-0.9	No
R168	Ground	SW	46.8	45.8	-1	No	41.2	40.2	-1	No
R168	Ground	SE	46	45.3	-0.7	No	40.3	39.6	-0.7	No
R168	Ground	NE	41.5	40.2	-1.3	No	35.8	34.5	-1.3	No
R168	Ground	NW	46.9	45.7	-1.2	No	41.2	40	-1.2	No
R169	Ground	SW	38.6	37.8	-0.8	No	32.8	32	-0.8	No
R169	Ground	SE	42	41.4	-0.6	No	36.2	35.7	-0.5	No
R169	Ground	NE	40.3	39.8	-0.5	No	34.6	34.1	-0.5	No
R169	Ground	NW	47.4	45.7	-1.7	No	41.6	39.8	-1.8	No
R170	Ground	SW	58.4	56.1	-2.3	No	52.8	50.4	-2.4	No
R170	Ground	SW	58.1	55.7	-2.4	No	52.4	50	-2.4	No
R170	Ground	SE	55.5	53	-2.5	No	49.8	47.4	-2.4	No
R170	Ground	SW	54.4	52	-2.4	No	48.8	46.3	-2.5	No
R170	Ground	SE	46.9	45.5	-1.4	No	41.2	39.9	-1.3	No
R170	Ground	NE	41.4	39.9	-1.5	No	35.7	34.3	-1.4	No
R170	Ground	NW	56.5	54.1	-2.4	No	50.9	48.4	-2.5	No
R170	First	SW	59.2	57.2	-2	No	53.6	51.5	-2.1	No
R170	First	SW	58.9	56.9	-2	No	53.3	51.2	-2.1	No
R170	First	SE	56.8	54.8	-2	No	51.2	49.2	-2	No
R170	First	SW	56.1	54.2	-1.9	No	50.4	48.5	-1.9	No
R170	First	SE	51.9	50.7	-1.2	No	46.2	45	-1.2	No
R170	First	NE	47	45.4	-1.6	No	41.3	39.7	-1.6	No
R170	First	NW	57.2	55	-2.2	No	51.5	49.3	-2.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R171	Ground	SW	42.5	41.9	-0.6	No	36.8	36.2	-0.6	No
R171	Ground	SE	45.4	44.5	-0.9	No	39.7	38.7	-1	No
R171	Ground	NE	48.5	47.2	-1.3	No	42.7	41.5	-1.2	No
R171	Ground	NW	41.8	40.7	-1.1	No	36	34.9	-1.1	No
R171	First	SW	48.1	47.3	-0.8	No	42.3	41.5	-0.8	No
R171	First	SE	48.7	47.6	-1.1	No	42.9	41.9	-1	No
R171	First	NE	50.3	49.1	-1.2	No	44.5	43.3	-1.2	No
R171	First	NW	49	48.1	-0.9	No	43.2	42.3	-0.9	No
R172	Ground	SW	51	49.9	-1.1	No	45.3	44.2	-1.1	No
R172	Ground	SE	56.1	54	-2.1	No	50.4	48.3	-2.1	No
R172	Ground	NE	51.8	50.4	-1.4	No	46.1	44.7	-1.4	No
R172	Ground	NW	53.9	51.6	-2.3	No	48.1	45.8	-2.3	No
R173	Ground	SW	47.8	46.8	-1	No	42.1	41.1	-1	No
R173	Ground	NW	47	46.1	-0.9	No	41.3	40.4	-0.9	No
R173	Ground	SW	48.5	47.4	-1.1	No	42.8	41.7	-1.1	No
R173	Ground	SE	45.7	44.7	-1	No	40	39	-1	No
R173	Ground	NE	38.6	37.4	-1.2	No	32.9	31.8	-1.1	No
R173	First	SW	50.9	49.6	-1.3	No	45.2	43.9	-1.3	No
R173	First	NW	50.4	49.2	-1.2	No	44.7	43.6	-1.1	No
R173	First	SW	51.4	49.9	-1.5	No	45.7	44.2	-1.5	No
R173	First	SE	50.6	49.3	-1.3	No	44.9	43.6	-1.3	No
R173	First	NE	49.3	48.2	-1.1	No	43.6	42.5	-1.1	No
R173	First	NW	50.3	48.9	-1.4	No	44.6	43.2	-1.4	No
R174	Ground	SW	40.2	39.5	-0.7	No	34.5	33.8	-0.7	No
R174	Ground	NW	39.4	38.4	-1	No	33.7	32.6	-1.1	No
R174	Ground	SW	40.6	40.1	-0.5	No	34.9	34.4	-0.5	No
R174	Ground	SE	41.8	40.6	-1.2	No	36	34.8	-1.2	No
R174	Ground	NE	40.9	40	-0.9	No	35.1	34.3	-0.8	No
R174	Ground	NW	43.1	41.5	-1.6	No	37.3	35.7	-1.6	No
R175	Ground	SW	63.4	61.1	-2.3	No	57.7	55.5	-2.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R175	Ground	SE	59	56.8	-2.2	No	53.4	51.1	-2.3	No
R175	Ground	NE	43.4	41.8	-1.6	No	37.7	36.2	-1.5	No
R175	Ground	NW	57.5	55.3	-2.2	No	51.9	49.7	-2.2	No
R175	First	SW	63.9	62	-1.9	No	58.2	56.3	-1.9	No
R175	First	SE	59.7	57.8	-1.9	No	54.1	52.2	-1.9	No
R175	First	NE	49.1	47.5	-1.6	No	43.4	41.9	-1.5	No
R175	First	NW	58.4	56.5	-1.9	No	52.7	50.8	-1.9	No
R176	Ground	SW	43.9	42.5	-1.4	No	38.2	36.8	-1.4	No
R176	Ground	SE	45.5	44.5	-1	No	39.8	38.8	-1	No
R176	Ground	NE	40.7	39.4	-1.3	No	35	33.7	-1.3	No
R176	Ground	NW	47.8	46.1	-1.7	No	42.1	40.4	-1.7	No
R177	Ground	SW	44.6	43.5	-1.1	No	38.9	37.8	-1.1	No
R177	Ground	SW	44.8	43.6	-1.2	No	39.1	37.9	-1.2	No
R177	Ground	SE	46.7	45.3	-1.4	No	41	39.6	-1.4	No
R177	Ground	NE	40	38.7	-1.3	No	34.3	33	-1.3	No
R177	Ground	NW	44.6	43.6	-1	No	38.9	37.9	-1	No
R178	Ground	SW	49.8	48.6	-1.2	No	44.1	43	-1.1	No
R178	Ground	SE	57	54.8	-2.2	No	51.3	49.1	-2.2	No
R178	Ground	NE	56	53.9	-2.1	No	50.2	48.1	-2.1	No
R178	Ground	NW	54.4	51.9	-2.5	No	48.6	46.1	-2.5	No
R179	Ground	SW	45.9	44.6	-1.3	No	40.2	38.9	-1.3	No
R179	Ground	SE	47	46	-1	No	41.4	40.3	-1.1	No
R179	Ground	NE	43.5	42.1	-1.4	No	37.8	36.4	-1.4	No
R179	Ground	NW	47.7	46.4	-1.3	No	42	40.7	-1.3	No
R180	Ground	SW	46.2	45	-1.2	No	40.5	39.3	-1.2	No
R180	Ground	SW	44	42.7	-1.3	No	38.3	37	-1.3	No
R180	Ground	SE	43.7	42.7	-1	No	38	37	-1	No
R180	Ground	NE	39	37.7	-1.3	No	33.3	32	-1.3	No
R180	Ground	NW	46	44.7	-1.3	No	40.3	39	-1.3	No
R181	Ground	SW	63.9	61.7	-2.2	No	58.3	56.1	-2.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R181	Ground	SW	64.1	61.8	-2.3	No	58.4	56.1	-2.3	No
R181	Ground	SE	59.8	57.3	-2.5	No	54.2	51.7	-2.5	No
R181	Ground	NE	45.5	43.4	-2.1	No	39.8	37.7	-2.1	No
R181	Ground	NW	55.6	53.5	-2.1	No	50	47.9	-2.1	No
R181	First	SW	64.9	62.9	-2	No	59.2	57.2	-2	No
R181	First	SW	64.9	62.9	-2	No	59.2	57.3	-1.9	No
R181	First	SE	60.5	58.5	-2	No	54.8	52.8	-2	No
R181	First	NE	50.6	48.7	-1.9	No	44.9	43	-1.9	No
R181	First	NW	56.8	55	-1.8	No	51.1	49.3	-1.8	No
R182	Ground	SW	44.8	42.9	-1.9	No	39.1	37.2	-1.9	No
R182	Ground	SE	43.9	42.6	-1.3	No	38.2	37	-1.2	No
R182	Ground	NE	40.9	39.4	-1.5	No	35.2	33.8	-1.4	No
R182	Ground	NW	55.1	52.5	-2.6	No	49.4	46.8	-2.6	No
R182	First	SW	49.2	47.5	-1.7	No	43.5	41.8	-1.7	No
R182	First	SE	48.8	47.7	-1.1	No	43.2	42	-1.2	No
R182	First	NE	46.4	44.9	-1.5	No	40.7	39.2	-1.5	No
R182	First	NW	55.9	53.6	-2.3	No	50.2	47.9	-2.3	No
R183	Ground	SW	43.9	42.7	-1.2	No	38.2	37.1	-1.1	No
R183	Ground	SW	43.1	41.9	-1.2	No	37.4	36.2	-1.2	No
R183	Ground	SE	46.3	44.8	-1.5	No	40.6	39.1	-1.5	No
R183	Ground	NE	37.4	36.2	-1.2	No	31.7	30.5	-1.2	No
R183	Ground	NW	44.6	43.6	-1	No	38.9	37.9	-1	No
R183	Ground	SW	45.8	44.7	-1.1	No	40.1	39	-1.1	No
R183	Ground	SW	44.5	43.6	-0.9	No	38.9	37.9	-1	No
R183	Ground	NW	44.2	43.1	-1.1	No	38.5	37.4	-1.1	No
R183	First	SW	49.9	48.5	-1.4	No	44.2	42.8	-1.4	No
R183	First	SW	49.9	48.5	-1.4	No	44.2	42.8	-1.4	No
R183	First	SE	49.5	48.2	-1.3	No	43.8	42.6	-1.2	No
R183	First	NE	48.5	47.3	-1.2	No	42.8	41.6	-1.2	No
R183	First	NW	49.1	47.8	-1.3	No	43.4	42.1	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R183	First	SW	49.7	48.4	-1.3	No	44	42.7	-1.3	No
R183	First	SW	49.4	48.1	-1.3	No	43.7	42.4	-1.3	No
R183	First	NW	49.4	48	-1.4	No	43.7	42.3	-1.4	No
R184	Ground	SW	43	42.8	-0.2	No	37.3	37.1	-0.2	No
R184	Ground	SE	45.5	45.1	-0.4	No	39.8	39.4	-0.4	No
R184	Ground	SW	43.7	43.5	-0.2	No	38	37.8	-0.2	No
R184	Ground	SE	51	48.9	-2.1	No	45.3	43.1	-2.2	No
R184	Ground	NW	43.4	41.9	-1.5	No	37.6	36.1	-1.5	No
R185	Ground	SW	64.1	62.1	-2	No	58.5	56.4	-2.1	No
R185	Ground	SE	56.1	54	-2.1	No	50.4	48.3	-2.1	No
R185	Ground	NE	45.4	43.6	-1.8	No	39.6	37.9	-1.7	No
R185	Ground	NW	59.9	57.7	-2.2	No	54.2	52.1	-2.1	No
R185	First	SW	64.9	63.2	-1.7	No	59.2	57.5	-1.7	No
R185	First	SE	57.1	55.3	-1.8	No	51.5	49.7	-1.8	No
R185	First	NE	50.8	49.1	-1.7	No	45.1	43.4	-1.7	No
R185	First	NW	61.1	59.1	-2	No	55.4	53.5	-1.9	No
R186	Ground	SW	43.1	41.6	-1.5	No	37.4	35.9	-1.5	No
R186	Ground	SE	46.1	45.2	-0.9	No	40.4	39.5	-0.9	No
R186	Ground	NE	40.1	38.7	-1.4	No	34.4	33	-1.4	No
R186	Ground	NW	53.9	51.3	-2.6	No	48.2	45.6	-2.6	No
R186	First	SW	48.2	46.7	-1.5	No	42.5	41	-1.5	No
R186	First	SE	50.4	49.3	-1.1	No	44.7	43.7	-1	No
R186	First	NE	45.7	44.2	-1.5	No	40	38.5	-1.5	No
R186	First	NW	54.8	52.4	-2.4	No	49.1	46.7	-2.4	No
R187	Ground	SW	49.2	48.1	-1.1	No	43.5	42.4	-1.1	No
R187	Ground	SE	57.8	55.5	-2.3	No	52.1	49.8	-2.3	No
R187	Ground	SE	60.3	58.2	-2.1	No	54.6	52.6	-2	No
R187	Ground	NE	61.6	59.4	-2.2	No	55.9	53.8	-2.1	No
R187	Ground	NW	53.1	50.5	-2.6	No	47.2	44.7	-2.5	No
R187	First	SW	51.6	50.4	-1.2	No	45.9	44.7	-1.2	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R187	First	SE	58.7	56.6	-2.1	No	53	51	-2	No
R187	First	SE	61.5	59.3	-2.2	No	55.8	53.6	-2.2	No
R187	First	NE	62.8	60.5	-2.3	No	57.1	54.9	-2.2	No
R187	First	NW	54.8	52.7	-2.1	No	49	46.9	-2.1	No
R188	Ground	SW	46.7	45.1	-1.6	No	41	39.4	-1.6	No
R188	Ground	SE	42.2	40.8	-1.4	No	36.5	35.2	-1.3	No
R188	Ground	SW	42.8	41.5	-1.3	No	37.1	35.8	-1.3	No
R188	Ground	SE	42.6	41.5	-1.1	No	36.9	35.8	-1.1	No
R188	Ground	NE	40	38.6	-1.4	No	34.3	33	-1.3	No
R188	Ground	NW	46.9	45.5	-1.4	No	41.3	39.8	-1.5	No
R190	Ground	SW	43.2	41.8	-1.4	No	37.5	36.1	-1.4	No
R190	Ground	E	40.5	39.6	-0.9	No	34.8	34	-0.8	No
R190	Ground	SE	39.8	38.7	-1.1	No	34.1	33.1	-1	No
R190	Ground	NE	38.4	37.1	-1.3	No	32.7	31.5	-1.2	No
R190	Ground	NW	41.7	40.1	-1.6	No	36	34.5	-1.5	No
R190	Ground	NE	41.1	39.6	-1.5	No	35.4	33.9	-1.5	No
R190	Ground	NW	45.8	44.4	-1.4	No	40.1	38.7	-1.4	No
R192	Ground	SW	43.4	42.7	-0.7	No	37.6	37	-0.6	No
R192	Ground	SW	43.4	42.9	-0.5	No	37.7	37.2	-0.5	No
R192	Ground	SE	45.3	44.2	-1.1	No	39.5	38.4	-1.1	No
R192	Ground	NE	49.1	46.6	-2.5	No	43.2	40.7	-2.5	No
R192	Ground	NW	44.7	43.2	-1.5	No	38.8	37.3	-1.5	No
R192	Ground	NE	47.5	45.3	-2.2	No	41.6	39.4	-2.2	No
R192	Ground	NW	45.1	43.6	-1.5	No	39.2	37.7	-1.5	No
R192	Ground	NE	46.9	44.9	-2	No	41	39	-2	No
R192	Ground	NW	47	45.2	-1.8	No	41.2	39.3	-1.9	No
R193	Ground	SW	44.7	43.5	-1.2	No	39	37.9	-1.1	No
R193	Ground	S	44.9	43.7	-1.2	No	39.2	38.1	-1.1	No
R193	Ground	SE	43.4	42.3	-1.1	No	37.7	36.7	-1	No
R193	Ground	NE	35.5	34.2	-1.3	No	29.8	28.5	-1.3	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R193	Ground	NW	38.8	37.5	-1.3	No	33.1	31.8	-1.3	No
R193	Ground	NE	35.8	34.5	-1.3	No	30.1	28.8	-1.3	No
R193	Ground	NW	42.1	41.3	-0.8	No	36.4	35.6	-0.8	No
R193	First	SW	48.1	47	-1.1	No	42.4	41.3	-1.1	No
R193	First	S	48.3	47.2	-1.1	No	42.6	41.5	-1.1	No
R193	First	SE	47.3	46.1	-1.2	No	41.6	40.4	-1.2	No
R193	First	NE	41.3	40	-1.3	No	35.6	34.3	-1.3	No
R193	First	NW	43.9	42.7	-1.2	No	38.2	37	-1.2	No
R193	First	NE	41.6	40.3	-1.3	No	35.9	34.6	-1.3	No
R193	First	NW	46.6	45.8	-0.8	No	41	40.1	-0.9	No
R194	Ground	SW	46.8	43.9	-2.9	No	41.1	38.3	-2.8	No
R194	Ground	SE	45.9	44.8	-1.1	No	40.2	39.1	-1.1	No
R194	Ground	NE	41.7	40.3	-1.4	No	36	34.7	-1.3	No
R194	Ground	NW	51.4	48.7	-2.7	No	45.7	43.1	-2.6	No
R195	Ground	SW	41.9	40.5	-1.4	No	36.2	34.8	-1.4	No
R195	Ground	SE	45.7	44.8	-0.9	No	40	39.1	-0.9	No
R195	Ground	NE	41.3	39.9	-1.4	No	35.6	34.2	-1.4	No
R195	Ground	NW	46.9	45	-1.9	No	41.2	39.3	-1.9	No
R196	Ground	SW	45.9	44.7	-1.2	No	40.2	39	-1.2	No
R196	Ground	SE	42.5	41.6	-0.9	No	36.8	36	-0.8	No
R196	Ground	NE	37.1	35.9	-1.2	No	31.4	30.2	-1.2	No
R196	Ground	NW	45.5	44.3	-1.2	No	39.9	38.7	-1.2	No
R196	First	SW	49.6	48.3	-1.3	No	43.9	42.6	-1.3	No
R196	First	SE	48	46.8	-1.2	No	42.3	41.1	-1.2	No
R196	First	NE	45.1	43.9	-1.2	No	39.4	38.3	-1.1	No
R196	First	NW	48	46.7	-1.3	No	42.3	41	-1.3	No
R197	Ground	SW	46.1	45	-1.1	No	40.4	39.3	-1.1	No
R197	Ground	SE	46.8	45.7	-1.1	No	41.2	40.1	-1.1	No
R197	Ground	NE	42.6	41.3	-1.3	No	37	35.6	-1.4	No
R197	Ground	NW	44.6	43.2	-1.4	No	38.9	37.5	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R197	Ground	NE	43.9	42.4	-1.5	No	38.2	36.7	-1.5	No
R197	Ground	NW	47.5	46.2	-1.3	No	41.8	40.5	-1.3	No
R199	Ground	SW	54.3	52.4	-1.9	No	48.6	46.7	-1.9	No
R199	Ground	SE	54.1	52.1	-2	No	48.5	46.5	-2	No
R199	Ground	NE	40.9	39.4	-1.5	No	35.2	33.7	-1.5	No
R199	Ground	NW	48.3	46.3	-2	No	42.6	40.6	-2	No
R199	First	SW	55.7	53.9	-1.8	No	50	48.3	-1.7	No
R199	First	SE	55.3	53.5	-1.8	No	49.7	47.8	-1.9	No
R199	First	NE	46.5	44.8	-1.7	No	40.8	39.1	-1.7	No
R199	First	NW	51	49.2	-1.8	No	45.3	43.5	-1.8	No
R200	Ground	SW	41.8	40.3	-1.5	No	36.1	34.6	-1.5	No
R200	Ground	SE	45.4	44.6	-0.8	No	39.7	38.9	-0.8	No
R200	Ground	NE	40	38.7	-1.3	No	34.3	33	-1.3	No
R200	Ground	SE	41.1	39.9	-1.2	No	35.5	34.2	-1.3	No
R200	Ground	NE	40	38.6	-1.4	No	34.3	33	-1.3	No
R200	Ground	NW	45.6	44.1	-1.5	No	39.9	38.5	-1.4	No
R201	Ground	SW	48.4	46.1	-2.3	No	42.7	40.5	-2.2	No
R201	Ground	SE	52.7	50.8	-1.9	No	47.1	45.1	-2	No
R201	Ground	NE	40.2	38.6	-1.6	No	34.5	32.9	-1.6	No
R201	Ground	NW	49.8	47.4	-2.4	No	44.1	41.7	-2.4	No
R201	First	SW	51.1	49.1	-2	No	45.4	43.4	-2	No
R201	First	SE	54.1	52.3	-1.8	No	48.4	46.7	-1.7	No
R201	First	NE	45.7	44.1	-1.6	No	40	38.4	-1.6	No
R201	First	NW	51.5	49.3	-2.2	No	45.8	43.6	-2.2	No
R202	Ground	SW	43.4	42	-1.4	No	37.7	36.3	-1.4	No
R202	Ground	SE	45.9	44.9	-1	No	40.3	39.2	-1.1	No
R202	Ground	NE	40.6	39.2	-1.4	No	34.9	33.5	-1.4	No
R202	Ground	NE	40.9	39.5	-1.4	No	35.2	33.8	-1.4	No
R202	Ground	NW	48.8	46.4	-2.4	No	43.1	40.8	-2.3	No
R202	Ground	NW	48.1	46	-2.1	No	42.4	40.3	-2.1	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R203	Ground	SW	54.2	51.6	-2.6	No	48.5	45.9	-2.6	No
R203	Ground	SE	49.4	47.7	-1.7	No	43.7	42	-1.7	No
R203	Ground	SE	50.9	49.1	-1.8	No	45.2	43.4	-1.8	No
R203	Ground	NE	41.9	40.3	-1.6	No	36.2	34.6	-1.6	No
R203	Ground	NW	53.3	51	-2.3	No	47.6	45.4	-2.2	No
R203	Ground	SW	53.7	51.5	-2.2	No	48	45.9	-2.1	No
R203	Ground	NW	53.7	51.5	-2.2	No	48.1	45.8	-2.3	No
R203	Ground	NW	53.9	51.8	-2.1	No	48.2	46.2	-2	No
R203	First	SW	55.9	53.5	-2.4	No	50.2	47.8	-2.4	No
R203	First	SE	51.7	50.2	-1.5	No	46	44.6	-1.4	No
R203	First	SE	53.2	51.6	-1.6	No	47.5	46	-1.5	No
R203	First	NE	47.4	45.7	-1.7	No	41.7	40	-1.7	No
R203	First	NW	54.8	52.7	-2.1	No	49.1	47	-2.1	No
R203	First	SW	55.2	53.2	-2	No	49.5	47.5	-2	No
R203	First	NW	55.2	53.2	-2	No	49.6	47.5	-2.1	No
R203	First	NW	55.6	53.6	-2	No	49.9	47.9	-2	No
R204	Ground	SW	55.2	52.5	-2.7	No	49.3	46.6	-2.7	No
R204	Ground	SW	49.8	48.1	-1.7	No	44.1	42.4	-1.7	No
R204	Ground	SE	62	60.2	-1.8	No	56.3	54.5	-1.8	No
R204	Ground	NE	65.2	63.2	-2	No	59.5	57.5	-2	No
R204	Ground	NW	61.4	58.9	-2.5	No	55.6	53.1	-2.5	No
R204	First	SW	56.6	54.4	-2.2	No	50.8	48.5	-2.3	No
R204	First	SW	52.4	50.9	-1.5	No	46.7	45.2	-1.5	No
R204	First	SE	63.4	61.3	-2.1	No	57.7	55.6	-2.1	No
R204	First	NE	66.2	64.2	-2	No	60.5	58.5	-2	No
R204	First	NW	62.3	60.1	-2.2	No	56.5	54.3	-2.2	No
R205	Ground	SW	41.3	40.3	-1	No	35.5	34.6	-0.9	No
R205	Ground	NW	42.1	40.7	-1.4	No	36.3	34.8	-1.5	No
R205	Ground	SE	49.7	48.1	-1.6	No	44	42.3	-1.7	No
R205	Ground	NW	46.1	44.5	-1.6	No	40.2	38.6	-1.6	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R205	Ground	NE	50.9	48.5	-2.4	No	45	42.6	-2.4	No
R205	Ground	NW	45.8	43.9	-1.9	No	39.9	38.1	-1.8	No
R206	Ground	SW	45.3	44	-1.3	No	39.6	38.3	-1.3	No
R206	Ground	NW	44	42.7	-1.3	No	38.3	37	-1.3	No
R206	Ground	SW	45.7	44.5	-1.2	No	40	38.8	-1.2	No
R206	Ground	SE	45.2	44.4	-0.8	No	39.6	38.7	-0.9	No
R206	Ground	SW	45.3	44.5	-0.8	No	39.7	38.9	-0.8	No
R206	Ground	SE	44.5	43.8	-0.7	No	38.8	38.1	-0.7	No
R206	Ground	NE	36.7	35.4	-1.3	No	31	29.7	-1.3	No
R206	Ground	E	36.4	35.1	-1.3	No	30.7	29.4	-1.3	No
R206	Ground	NE	36.1	34.8	-1.3	No	30.4	29.1	-1.3	No
R206	Ground	SE	37.5	36.2	-1.3	No	31.8	30.6	-1.2	No
R206	Ground	NE	36	34.6	-1.4	No	30.3	28.9	-1.4	No
R206	Ground	NE	36.4	35	-1.4	No	30.7	29.3	-1.4	No
R206	Ground	NW	39.7	38.4	-1.3	No	34.1	32.8	-1.3	No
R206	Ground	NW	38.6	37.8	-0.8	No	32.9	32.1	-0.8	No
R206	First	SW	48.9	47.7	-1.2	No	43.2	42	-1.2	No
R206	First	NW	47.5	46.5	-1	No	41.8	40.8	-1	No
R206	First	SW	48.9	47.8	-1.1	No	43.2	42.2	-1	No
R206	First	SE	48.5	47.4	-1.1	No	42.8	41.7	-1.1	No
R206	First	SW	48.6	47.5	-1.1	No	42.9	41.8	-1.1	No
R206	First	SE	47.7	46.7	-1	No	42	41	-1	No
R206	First	NE	42	40.6	-1.4	No	36.2	34.9	-1.3	No
R206	First	E	42	40.8	-1.2	No	36.4	35.1	-1.3	No
R206	First	NE	41.7	40.3	-1.4	No	36	34.6	-1.4	No
R206	First	SE	43.2	41.9	-1.3	No	37.5	36.3	-1.2	No
R206	First	NE	41.5	40.2	-1.3	No	35.9	34.5	-1.4	No
R206	First	NE	42.1	40.7	-1.4	No	36.4	35	-1.4	No
R206	First	NW	44.8	43.6	-1.2	No	39.1	37.9	-1.2	No
R206	First	NW	44.1	43.2	-0.9	No	38.4	37.5	-0.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R207	Ground	SW	54.6	52.9	-1.7	No	48.8	47.1	-1.7	No
R207	Ground	SE	47.4	45.9	-1.5	No	41.6	40.1	-1.5	No
R207	Ground	NE	52.8	51.2	-1.6	No	47	45.3	-1.7	No
R207	Ground	NW	61.3	59.8	-1.5	No	55.5	53.9	-1.6	No
R208	Ground	SW	43.4	41.8	-1.6	No	37.7	36.1	-1.6	No
R208	Ground	SE	44.8	43.8	-1	No	39.1	38.1	-1	No
R208	Ground	NE	40.2	38.7	-1.5	No	34.5	33	-1.5	No
R208	Ground	NW	48.2	45.9	-2.3	No	42.5	40.2	-2.3	No
R209	Ground	SW	38.9	37.3	-1.6	No	33.2	31.7	-1.5	No
R209	Ground	SE	51.8	49.8	-2	No	46.2	44.2	-2	No
R209	Ground	NE	44.9	43.3	-1.6	No	39.2	37.7	-1.5	No
R209	Ground	NW	49.1	46.7	-2.4	No	43.5	41	-2.5	No
R209	Ground	SW	48.9	46.1	-2.8	No	43.3	40.4	-2.9	No
R209	Ground	NW	48.7	46	-2.7	No	43	40.3	-2.7	No
R210	Ground	SW	45.8	44.3	-1.5	No	40.1	38.6	-1.5	No
R210	Ground	SE	51.2	49.2	-2	No	45.5	43.5	-2	No
R210	Ground	NE	44.6	43	-1.6	No	38.9	37.3	-1.6	No
R210	Ground	NW	49.2	46.8	-2.4	No	43.5	41.1	-2.4	No
R211	Ground	SW	46.3	45.2	-1.1	No	40.6	39.5	-1.1	No
R211	Ground	SW	45.7	44.5	-1.2	No	40.1	38.9	-1.2	No
R211	Ground	SE	39.8	38.8	-1	No	34.2	33.1	-1.1	No
R211	Ground	NE	36.2	34.8	-1.4	No	30.5	29.1	-1.4	No
R211	Ground	NE	36.2	34.8	-1.4	No	30.6	29.2	-1.4	No
R211	Ground	NW	45.2	44	-1.2	No	39.5	38.3	-1.2	No
R211	Ground	NW	46.2	45.1	-1.1	No	40.5	39.4	-1.1	No
R211	First	SW	48.8	47.6	-1.2	No	43.1	41.9	-1.2	No
R211	First	SW	48.8	47.6	-1.2	No	43.2	41.9	-1.3	No
R211	First	SE	44.5	43.4	-1.1	No	38.8	37.8	-1	No
R211	First	NE	41.8	40.4	-1.4	No	36.1	34.8	-1.3	No
R211	First	NE	41.9	40.5	-1.4	No	36.2	34.8	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R211	First	NW	47.3	46	-1.3	No	41.6	40.3	-1.3	No
R211	First	NW	48.4	47.2	-1.2	No	42.7	41.5	-1.2	No
R212	Ground	SW	52.5	50.9	-1.6	No	46.6	45.1	-1.5	No
R212	Ground	SE	47.3	45.7	-1.6	No	41.5	39.9	-1.6	No
R212	Ground	NE	53.6	51.9	-1.7	No	47.7	46.1	-1.6	No
R212	Ground	NW	61.7	60.1	-1.6	No	55.9	54.3	-1.6	No
R213	Ground	SW	43.3	41.8	-1.5	No	37.6	36.1	-1.5	No
R213	Ground	SE	45.5	44.5	-1	No	39.8	38.8	-1	No
R213	Ground	NE	39.8	38.4	-1.4	No	34.1	32.7	-1.4	No
R213	Ground	SE	40.1	38.8	-1.3	No	34.4	33.2	-1.2	No
R213	Ground	NE	39.7	38.2	-1.5	No	34	32.5	-1.5	No
R213	Ground	NW	43.4	41.6	-1.8	No	37.7	35.9	-1.8	No
R213	Ground	NE	43.2	41.5	-1.7	No	37.5	35.8	-1.7	No
R213	Ground	NW	47.7	45.6	-2.1	No	42	39.9	-2.1	No
R213	Ground	SW	45.9	44.2	-1.7	No	40.2	38.6	-1.6	No
R213	Ground	NW	44.6	43.1	-1.5	No	38.9	37.4	-1.5	No
R214	Ground	SW	54.1	51.5	-2.6	No	48.5	45.8	-2.7	No
R214	Ground	SW	54.2	51.5	-2.7	No	48.6	45.9	-2.7	No
R214	Ground	NW	53.9	51.2	-2.7	No	48.2	45.5	-2.7	No
R214	Ground	SW	54.7	52	-2.7	No	49	46.3	-2.7	No
R214	Ground	SE	53.8	51	-2.8	No	48.1	45.4	-2.7	No
R214	Ground	SW	53.5	50.9	-2.6	No	47.9	45.3	-2.6	No
R214	Ground	S	53.5	51	-2.5	No	47.9	45.4	-2.5	No
R214	Ground	SE	51.4	49.2	-2.2	No	45.7	43.6	-2.1	No
R214	Ground	E	41.6	40	-1.6	No	35.9	34.3	-1.6	No
R214	Ground	N	43.2	41.5	-1.7	No	37.5	35.8	-1.7	No
R214	Ground	NW	50.3	47.2	-3.1	No	44.6	41.5	-3.1	No
R215	Ground	SW	45.1	43.4	-1.7	No	39.2	37.6	-1.6	No
R215	Ground	NW	45.1	43.5	-1.6	No	39.3	37.7	-1.6	No
R215	Ground	SW	44.1	42.7	-1.4	No	38.3	36.9	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R215	Ground	SE	44.8	43.3	-1.5	No	39	37.6	-1.4	No
R215	Ground	SW	44.5	43.1	-1.4	No	38.7	37.3	-1.4	No
R215	Ground	SE	49.6	47.3	-2.3	No	43.7	41.5	-2.2	No
R215	Ground	NE	45.5	44	-1.5	No	39.7	38.3	-1.4	No
R215	Ground	NW	50.7	48	-2.7	No	44.8	42.1	-2.7	No
R215	Ground	SW	45.7	44	-1.7	No	39.8	38.1	-1.7	No
R215	Ground	NW	45.8	44.1	-1.7	No	40	38.3	-1.7	No
R216	Ground	SW	45.5	44	-1.5	No	39.8	38.3	-1.5	No
R216	Ground	SE	50.6	48.5	-2.1	No	44.9	42.9	-2	No
R216	Ground	NE	44.1	42.4	-1.7	No	38.4	36.7	-1.7	No
R216	Ground	NW	48.2	46.2	-2	No	42.5	40.5	-2	No
R217	Ground	SW	46.2	45.3	-0.9	No	40.6	39.6	-1	No
R217	Ground	SE	42.5	41.4	-1.1	No	36.8	35.8	-1	No
R217	Ground	NE	36.2	34.8	-1.4	No	30.5	29.2	-1.3	No
R217	Ground	NW	41.4	39.6	-1.8	No	35.7	33.9	-1.8	No
R217	Ground	NW	45.2	44	-1.2	No	39.5	38.3	-1.2	No
R217	First	SW	48.7	47.6	-1.1	No	43	41.9	-1.1	No
R217	First	SE	45.4	44.3	-1.1	No	39.7	38.6	-1.1	No
R217	First	NE	41.9	40.4	-1.5	No	36.2	34.7	-1.5	No
R217	First	NW	45.7	43.8	-1.9	No	40	38.1	-1.9	No
R217	First	NW	47.7	46.2	-1.5	No	42	40.6	-1.4	No
R218	Ground	SW	53.2	51.5	-1.7	No	47.3	45.7	-1.6	No
R218	Ground	SE	46.9	45.7	-1.2	No	41.1	39.9	-1.2	No
R218	Ground	NE	55.8	54.1	-1.7	No	49.9	48.2	-1.7	No
R218	Ground	NW	61.8	60.3	-1.5	No	56	54.4	-1.6	No
R219	Ground	SW	44.3	42.7	-1.6	No	38.6	37	-1.6	No
R219	Ground	SE	44.9	44	-0.9	No	39.2	38.3	-0.9	No
R219	Ground	SE	45.5	44.6	-0.9	No	39.8	39	-0.8	No
R219	Ground	NE	39	37.6	-1.4	No	33.3	31.9	-1.4	No
R219	Ground	NE	39.1	37.7	-1.4	No	33.4	32	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R219	Ground	NW	47.2	44.9	-2.3	No	41.5	39.3	-2.2	No
R220	Ground	SW	44.4	42.8	-1.6	No	38.7	37.1	-1.6	No
R220	Ground	SE	49.2	47	-2.2	No	43.5	41.3	-2.2	No
R220	Ground	NE	39.5	38	-1.5	No	33.8	32.3	-1.5	No
R220	Ground	NW	46.8	44.8	-2	No	41.1	39.1	-2	No
R220	First	SW	51.2	49.6	-1.6	No	45.5	43.9	-1.6	No
R220	First	SE	50.9	49	-1.9	No	45.2	43.3	-1.9	No
R220	First	NE	47.1	45.7	-1.4	No	41.4	40	-1.4	No
R220	First	NW	49.4	47.7	-1.7	No	43.7	42	-1.7	No
R221	Ground	SW	43.9	42.5	-1.4	No	38.1	36.7	-1.4	No
R221	Ground	NW	44.7	42.9	-1.8	No	38.8	37	-1.8	No
R221	Ground	SW	48	46.6	-1.4	No	42.3	40.9	-1.4	No
R221	Ground	SE	46.4	45.1	-1.3	No	40.6	39.4	-1.2	No
R221	Ground	SW	46.2	45.1	-1.1	No	40.4	39.4	-1	No
R221	Ground	SE	60.2	57.5	-2.7	No	54.4	51.7	-2.7	No
R221	Ground	NE	60.6	57.9	-2.7	No	54.8	52.1	-2.7	No
R221	Ground	NW	59.3	56.4	-2.9	No	53.4	50.5	-2.9	No
R222	Ground	SW	53.1	51.4	-1.7	No	47.3	45.6	-1.7	No
R222	Ground	SE	47	45.8	-1.2	No	41.2	40	-1.2	No
R222	Ground	NE	53.1	51.5	-1.6	No	47.2	45.6	-1.6	No
R222	Ground	NW	60.9	59.3	-1.6	No	55.1	53.4	-1.7	No
R223	Ground	SW	51.6	49.4	-2.2	No	45.9	43.7	-2.2	No
R223	Ground	NW	52.4	50.3	-2.1	No	46.7	44.6	-2.1	No
R223	Ground	SW	55.3	53.2	-2.1	No	49.6	47.5	-2.1	No
R223	Ground	SE	55.3	53.2	-2.1	No	49.7	47.6	-2.1	No
R223	Ground	SE	54.5	52.5	-2	No	48.8	46.8	-2	No
R223	Ground	NE	41.8	40.2	-1.6	No	36.1	34.5	-1.6	No
R223	Ground	NW	48.7	46.9	-1.8	No	43	41.2	-1.8	No
R223	Ground	SW	49.4	47.6	-1.8	No	43.7	41.9	-1.8	No
R223	Ground	NW	49.2	47.4	-1.8	No	43.5	41.7	-1.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R223	Ground	NW	51	48.7	-2.3	No	45.3	43	-2.3	No
R223	First	SW	54.9	52.7	-2.2	No	49.2	47	-2.2	No
R223	First	NW	55.3	53.3	-2	No	49.6	47.6	-2	No
R223	First	SW	57.2	55.2	-2	No	51.5	49.5	-2	No
R223	First	SE	56.8	54.8	-2	No	51.1	49.1	-2	No
R223	First	SE	55.7	53.7	-2	No	50	48.1	-1.9	No
R223	First	NE	47.5	45.8	-1.7	No	41.8	40.1	-1.7	No
R223	First	NW	52.5	50.7	-1.8	No	46.8	45	-1.8	No
R223	First	SW	53.2	51.3	-1.9	No	47.4	45.6	-1.8	No
R223	First	NW	53.1	51.3	-1.8	No	47.4	45.6	-1.8	No
R223	First	NW	54.5	52.2	-2.3	No	48.8	46.5	-2.3	No
R224	Ground	SW	44.3	42.7	-1.6	No	38.6	37	-1.6	No
R224	Ground	SE	44.4	43.4	-1	No	38.7	37.7	-1	No
R224	Ground	NE	36.4	34.9	-1.5	No	30.7	29.2	-1.5	No
R224	Ground	NW	43.4	41.2	-2.2	No	37.7	35.5	-2.2	No
R224	Ground	NW	46.2	44	-2.2	No	40.5	38.3	-2.2	No
R224	First	SW	48.5	47.2	-1.3	No	42.8	41.5	-1.3	No
R224	First	SE	47.7	46.5	-1.2	No	42	40.8	-1.2	No
R224	First	NE	42	40.4	-1.6	No	36.3	34.7	-1.6	No
R224	First	NW	45.4	43.5	-1.9	No	39.7	37.8	-1.9	No
R224	First	NW	48.1	46.4	-1.7	No	42.5	40.7	-1.8	No
R225	Ground	SW	40.4	38.9	-1.5	No	34.7	33.2	-1.5	No
R225	Ground	SE	49.3	47.3	-2	No	43.6	41.7	-1.9	No
R225	Ground	NE	43.1	41.5	-1.6	No	37.4	35.8	-1.6	No
R225	Ground	NW	47	45.2	-1.8	No	41.3	39.5	-1.8	No
R226	Ground	SW	56.3	53.5	-2.8	No	50.4	47.5	-2.9	No
R226	Ground	SW	56	53.8	-2.2	No	50.2	48.1	-2.1	No
R226	Ground	SE	61.3	58.6	-2.7	No	55.5	52.8	-2.7	No
R226	Ground	SW	60.1	57.4	-2.7	No	54.3	51.7	-2.6	No
R226	Ground	SE	66.3	63.6	-2.7	No	60.4	57.7	-2.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R226	Ground	NE	71.3	69	-2.3	No	65.4	63.1	-2.3	No
R226	Ground	NW	65	62.3	-2.7	No	59.1	56.4	-2.7	No
R226	First	SW	57.7	55.4	-2.3	No	51.8	49.5	-2.3	No
R226	First	SW	58.2	56.1	-2.1	No	52.4	50.3	-2.1	No
R226	First	SE	62.6	60.3	-2.3	No	56.8	54.5	-2.3	No
R226	First	SW	61.5	59.3	-2.2	No	55.8	53.5	-2.3	No
R226	First	SE	67.1	64.9	-2.2	No	61.2	59.1	-2.1	No
R226	First	NE	71.3	69.1	-2.2	No	65.4	63.2	-2.2	No
R226	First	NW	65.8	63.6	-2.2	No	59.9	57.7	-2.2	No
R227	Ground	SW	42.5	40.8	-1.7	No	36.8	35.1	-1.7	No
R227	Ground	SE	54	51.3	-2.7	No	48.4	45.7	-2.7	No
R227	Ground	NE	41.5	39.7	-1.8	No	35.7	34	-1.7	No
R227	Ground	NW	45.7	43.9	-1.8	No	39.9	38.2	-1.7	No
R227	First	SW	47.9	46.2	-1.7	No	42.2	40.5	-1.7	No
R227	First	SE	55.6	53.3	-2.3	No	50	47.6	-2.4	No
R227	First	NE	47	45.2	-1.8	No	41.3	39.5	-1.8	No
R227	First	NW	49.8	48	-1.8	No	44	42.2	-1.8	No
R228	Ground	SW	49.7	48.1	-1.6	No	43.8	42.3	-1.5	No
R228	Ground	SE	49.9	47.4	-2.5	No	44.1	41.6	-2.5	No
R228	Ground	NE	50.8	48.5	-2.3	No	44.9	42.6	-2.3	No
R228	Ground	SE	49.4	47.3	-2.1	No	43.6	41.4	-2.2	No
R228	Ground	NE	55.3	53.5	-1.8	No	49.5	47.7	-1.8	No
R228	Ground	NW	61.1	59.4	-1.7	No	55.2	53.6	-1.6	No
R229	Ground	SW	44	42.6	-1.4	No	38.2	36.8	-1.4	No
R229	Ground	SE	47.3	45.8	-1.5	No	41.5	40	-1.5	No
R229	Ground	NE	55.4	52.5	-2.9	No	49.5	46.6	-2.9	No
R229	Ground	NW	53.9	50.9	-3	No	48	45	-3	No
R230	First	SW	69.5	68.1	-1.4	No	62.9	62.2	-0.7	No
R230	First	SE	65.6	63.7	-1.9	No	59	58	-1	No
R230	First	NE	50.9	49.3	-1.6	No	44.3	43.5	-0.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R230	First	NW	63.4	61.8	-1.6	No	56.7	55.9	-0.8	No
R231	Ground	SW	48.1	46.2	-1.9	No	42.4	40.5	-1.9	No
R231	Ground	S	48.6	46.7	-1.9	No	42.9	41	-1.9	No
R231	Ground	SE	48.1	46.2	-1.9	No	42.5	40.5	-2	No
R231	Ground	SE	47.6	45.6	-2	No	41.9	40	-1.9	No
R231	Ground	NE	41	39.4	-1.6	No	35.3	33.7	-1.6	No
R231	Ground	NW	41.9	40.3	-1.6	No	36.2	34.6	-1.6	No
R231	Ground	NE	41	39.5	-1.5	No	35.3	33.8	-1.5	No
R231	Ground	NW	42.9	41.5	-1.4	No	37.2	35.9	-1.3	No
R232	Ground	SW	55.4	53.6	-1.8	No	49.5	47.8	-1.7	No
R232	Ground	SE	48.5	47.1	-1.4	No	42.7	41.3	-1.4	No
R232	Ground	SW	48.3	46.8	-1.5	No	42.4	41	-1.4	No
R232	Ground	SE	50.1	47.7	-2.4	No	44.2	41.8	-2.4	No
R232	Ground	NE	49.6	47.4	-2.2	No	43.7	41.6	-2.1	No
R232	Ground	NE	52.6	50.8	-1.8	No	46.8	45	-1.8	No
R232	Ground	NW	60	58.2	-1.8	No	54.2	52.4	-1.8	No
R232	First	SW	56.9	55.7	-1.2	No	51.1	49.9	-1.2	No
R232	First	SE	52.1	51	-1.1	No	46.3	45.2	-1.1	No
R232	First	SW	51.5	50.4	-1.1	No	45.7	44.6	-1.1	No
R232	First	SE	51.8	49.9	-1.9	No	46	44.1	-1.9	No
R232	First	NE	51.8	50.2	-1.6	No	46	44.3	-1.7	No
R232	First	NE	54.8	53.5	-1.3	No	48.9	47.6	-1.3	No
R232	First	NW	61	59.7	-1.3	No	55.1	53.9	-1.2	No
R233	Ground	SW	47.9	46.1	-1.8	No	42.1	40.3	-1.8	No
R233	Ground	SE	50.9	48.9	-2	No	45.3	43.3	-2	No
R233	Ground	SW	51.7	49.3	-2.4	No	46.1	43.6	-2.5	No
R233	Ground	SW	51.8	49.3	-2.5	No	46.1	43.6	-2.5	No
R233	Ground	SE	50.4	47.9	-2.5	No	44.7	42.2	-2.5	No
R233	Ground	NE	40.2	38.5	-1.7	No	34.5	32.8	-1.7	No
R233	Ground	NE	40.5	38.8	-1.7	No	34.8	33.1	-1.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R233	Ground	NW	43.7	41.8	-1.9	No	37.9	36	-1.9	No
R233	Ground	NE	43.5	41.6	-1.9	No	37.7	35.8	-1.9	No
R233	Ground	NW	47.9	46	-1.9	No	42.2	40.3	-1.9	No
R233	First	SW	50.9	49.1	-1.8	No	45.2	43.4	-1.8	No
R233	First	SE	52.5	50.9	-1.6	No	46.8	45.2	-1.6	No
R233	First	SW	53.3	51.2	-2.1	No	47.6	45.5	-2.1	No
R233	First	SW	53.1	50.9	-2.2	No	47.4	45.2	-2.2	No
R233	First	SE	51.9	49.7	-2.2	No	46.2	44	-2.2	No
R233	First	NE	45.7	43.8	-1.9	No	40	38.1	-1.9	No
R233	First	NE	46.1	44.3	-1.8	No	40.4	38.6	-1.8	No
R233	First	NW	48	46.1	-1.9	No	42.2	40.4	-1.8	No
R233	First	NE	47.4	45.6	-1.8	No	41.7	39.9	-1.8	No
R233	First	NW	50.5	48.6	-1.9	No	44.7	42.9	-1.8	No
R234	Ground	SW	44.4	42.8	-1.6	No	38.5	37	-1.5	No
R234	Ground	NW	44.6	43	-1.6	No	38.7	37.1	-1.6	No
R234	Ground	SW	44.8	43.4	-1.4	No	39	37.6	-1.4	No
R234	Ground	SW	45.6	44.4	-1.2	No	39.9	38.7	-1.2	No
R234	Ground	SW	45.9	44.5	-1.4	No	40.1	38.8	-1.3	No
R234	Ground	SE	58.2	55.5	-2.7	No	52.3	49.6	-2.7	No
R234	Ground	SE	62.3	59.5	-2.8	No	56.4	53.6	-2.8	No
R234	Ground	NE	65.9	63.1	-2.8	No	60	57.2	-2.8	No
R234	Ground	NW	62.5	59.6	-2.9	No	56.6	53.7	-2.9	No
R234	Ground	NE	61.1	58.1	-3	No	55.2	52.2	-3	No
R234	Ground	NW	60.8	57.9	-2.9	No	54.9	52	-2.9	No
R234	Ground	NE	61.3	58.3	-3	No	55.4	52.4	-3	No
R234	Ground	NW	58.6	55.7	-2.9	No	52.7	49.7	-3	No
R237	Ground	NW	45.9	44.2	-1.7	No	40.1	38.4	-1.7	No
R237	Ground	SW	45.5	43.7	-1.8	No	39.7	37.9	-1.8	No
R237	Ground	NW	45.1	43.3	-1.8	No	39.3	37.5	-1.8	No
R237	Ground	SW	45	43.5	-1.5	No	39.2	37.7	-1.5	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R237	Ground	SE	47.7	45.6	-2.1	No	42	40	-2	No
R237	Ground	NE	39.3	37.7	-1.6	No	33.6	32	-1.6	No
R237	Ground	NW	45.9	44	-1.9	No	40.1	38.3	-1.8	No
R237	First	NW	49.4	47.6	-1.8	No	43.6	41.8	-1.8	No
R237	First	SW	49.2	47.4	-1.8	No	43.5	41.6	-1.9	No
R237	First	NW	49	47.1	-1.9	No	43.3	41.4	-1.9	No
R237	First	SW	49.4	47.8	-1.6	No	43.7	42.1	-1.6	No
R237	First	SE	50.3	48.3	-2	No	44.6	42.7	-1.9	No
R237	First	NE	44.8	43.1	-1.7	No	39.1	37.4	-1.7	No
R237	First	NW	48.9	47	-1.9	No	43.1	41.3	-1.8	No
R238	Ground	SW	47.9	45.8	-2.1	No	42.2	40.2	-2	No
R238	Ground	SE	46.6	44.3	-2.3	No	40.9	38.6	-2.3	No
R238	Ground	NE	38.6	37	-1.6	No	32.9	31.3	-1.6	No
R238	Ground	NW	44.7	42.5	-2.2	No	39.3	36.8	-2.5	No
R238	First	SW	49.9	48	-1.9	No	44.2	42.3	-1.9	No
R238	First	SE	49.1	47	-2.1	No	43.4	41.4	-2	No
R238	First	NE	44	42.3	-1.7	No	38.3	36.6	-1.7	No
R238	First	NW	47.4	45.5	-1.9	No	41.9	39.8	-2.1	No
R239	Ground	SW	57.9	56.2	-1.7	No	52.1	50.4	-1.7	No
R239	Ground	SE	47.6	46.3	-1.3	No	41.8	40.5	-1.3	No
R239	Ground	NE	55.4	53.5	-1.9	No	49.5	47.7	-1.8	No
R239	Ground	NW	62.7	61.1	-1.6	No	56.9	55.3	-1.6	No
R240	Ground	SW	46.3	44.5	-1.8	No	40.6	38.8	-1.8	No
R240	Ground	SE	40.7	39.4	-1.3	No	35	33.7	-1.3	No
R240	Ground	NE	36.7	35.2	-1.5	No	31	29.5	-1.5	No
R240	Ground	NW	44.6	42.5	-2.1	No	38.9	36.8	-2.1	No
R240	First	SW	48.2	46.7	-1.5	No	42.5	41	-1.5	No
R240	First	SE	47.2	45.9	-1.3	No	41.5	40.2	-1.3	No
R240	First	NE	42.3	40.6	-1.7	No	36.6	34.9	-1.7	No
R240	First	NW	46.2	44.3	-1.9	No	40.5	38.6	-1.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R242	Ground	SW	51.5	50.2	-1.3	No	45.7	44.5	-1.2	No
R242	Ground	SE	48.2	46.2	-2	No	42.5	40.6	-1.9	No
R242	Ground	NE	40.5	38.9	-1.6	No	34.7	33.1	-1.6	No
R242	Ground	NW	51.9	49.5	-2.4	No	46.1	43.7	-2.4	No
R242	Ground	NW	52.3	50.2	-2.1	No	46.5	44.4	-2.1	No
R242	First	SW	54.8	52.9	-1.9	No	49	47.1	-1.9	No
R242	First	SE	51.7	49.9	-1.8	No	46	44.3	-1.7	No
R242	First	NE	46.2	44.5	-1.7	No	40.5	38.8	-1.7	No
R242	First	NW	54.3	51.9	-2.4	No	48.5	46.2	-2.3	No
R242	First	NW	55	52.7	-2.3	No	49.2	46.9	-2.3	No
R243	Ground	SW	46.9	45.4	-1.5	No	41.1	39.6	-1.5	No
R243	Ground	SE	57.8	54.9	-2.9	No	51.9	49	-2.9	No
R243	Ground	NE	59.7	56.8	-2.9	No	53.8	50.9	-2.9	No
R243	Ground	NW	50.9	48.3	-2.6	No	45	42.4	-2.6	No
R244	Ground	SW	46.9	45	-1.9	No	41.3	39.3	-2	No
R244	Ground	SE	44.2	42.7	-1.5	No	38.5	37.1	-1.4	No
R244	Ground	NE	36.9	35.3	-1.6	No	31.2	29.6	-1.6	No
R244	Ground	NW	45	42.8	-2.2	No	39.3	37.1	-2.2	No
R244	First	SW	48.9	47.1	-1.8	No	43.2	41.5	-1.7	No
R244	First	SE	47.1	45.7	-1.4	No	41.3	40	-1.3	No
R244	First	NE	42.4	40.7	-1.7	No	36.7	35	-1.7	No
R244	First	NW	46.5	44.6	-1.9	No	40.8	38.9	-1.9	No
R245	Ground	SW	55.8	54	-1.8	No	49.9	48.1	-1.8	No
R245	Ground	SE	46.3	45.1	-1.2	No	40.5	39.3	-1.2	No
R245	Ground	NE	54.2	52.3	-1.9	No	48.4	46.5	-1.9	No
R245	Ground	NW	63.4	61.7	-1.7	No	57.5	55.9	-1.6	No
R246	Ground	SW	46.8	45	-1.8	No	41.1	39.3	-1.8	No
R246	Ground	NW	47.3	45.4	-1.9	No	41.5	39.7	-1.8	No
R246	Ground	SW	48.1	46.2	-1.9	No	42.4	40.5	-1.9	No
R246	Ground	SE	47.4	45.6	-1.8	No	41.7	39.9	-1.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R246	Ground	NE	43.9	42.2	-1.7	No	38.1	36.5	-1.6	No
R246	Ground	SE	45.2	43.5	-1.7	No	39.5	37.7	-1.8	No
R246	Ground	NE	43.5	41.8	-1.7	No	37.8	36	-1.8	No
R246	Ground	NE	43.5	41.8	-1.7	No	37.7	36	-1.7	No
R246	Ground	NW	48.4	46.4	-2	No	42.6	40.5	-2.1	No
R247	Ground	SW	47.8	46.1	-1.7	No	42	40.3	-1.7	No
R247	Ground	SE	53.7	50.8	-2.9	No	47.8	44.9	-2.9	No
R247	Ground	NE	54.8	52	-2.8	No	48.9	46.1	-2.8	No
R248	Ground	SW	39.8	38.2	-1.6	No	34	32.5	-1.5	No
R248	Ground	SE	46.7	45	-1.7	No	41	39.3	-1.7	No
R248	Ground	NE	38.9	37.3	-1.6	No	33.2	31.6	-1.6	No
R248	Ground	SE	43.8	42.6	-1.2	No	38.1	36.9	-1.2	No
R248	Ground	NE	38.3	36.6	-1.7	No	32.6	30.9	-1.7	No
R248	Ground	NW	45.6	43.8	-1.8	No	39.8	38.1	-1.7	No
R248	First	SW	45.6	43.9	-1.7	No	39.9	38.2	-1.7	No
R248	First	SE	49.4	47.9	-1.5	No	43.8	42.2	-1.6	No
R248	First	NE	44.4	42.7	-1.7	No	38.7	37	-1.7	No
R248	First	SE	47.7	46.4	-1.3	No	42	40.7	-1.3	No
R248	First	NE	43.8	42.2	-1.6	No	38.1	36.5	-1.6	No
R248	First	NW	48.2	46.4	-1.8	No	42.5	40.7	-1.8	No
R250	Ground	SW	46.7	44.8	-1.9	No	41	39.1	-1.9	No
R250	Ground	SE	46.1	44.4	-1.7	No	40.5	38.7	-1.8	No
R250	Ground	NE	41.2	39.6	-1.6	No	35.5	33.8	-1.7	No
R250	Ground	NW	44.5	42.4	-2.1	No	38.8	36.7	-2.1	No
R251	Ground	SW	40.5	38.9	-1.6	No	34.7	33.1	-1.6	No
R251	Ground	SE	47.9	46.1	-1.8	No	42.2	40.4	-1.8	No
R251	Ground	SE	46.5	44.7	-1.8	No	40.7	38.9	-1.8	No
R251	Ground	NE	44.1	42.4	-1.7	No	38.4	36.7	-1.7	No
R251	Ground	NW	51.1	48.7	-2.4	No	45.3	42.9	-2.4	No
R252	Ground	SW	44.1	42.8	-1.3	No	38.3	36.9	-1.4	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R252	Ground	SW	44	42.6	-1.4	No	38.1	36.7	-1.4	No
R252	Ground	SW	45.2	44.2	-1	No	39.4	38.4	-1	No
R252	Ground	SE	61.6	58.9	-2.7	No	55.7	53	-2.7	No
R252	Ground	NE	63.8	61.2	-2.6	No	57.9	55.3	-2.6	No
R252	Ground	NW	51.5	49.6	-1.9	No	45.7	43.8	-1.9	No
R253	Ground	SE	47.4	46.1	-1.3	No	41.5	40.3	-1.2	No
R253	Ground	NE	60.3	58.2	-0.9	No	54.5	52.3	-0.9	No
R253	Ground	NW	64.2	63.1	-1.6	No	58.4	57.2	-1.6	No
R254	Ground	SW	46.9	45.1	-0.6	No	41.2	39.4	-0.6	No
R254	Ground	SE	45.4	43.5	-0.8	No	39.7	37.8	-0.8	No
R254	Ground	NE	41.3	39.6	-0.4	No	35.5	33.9	-0.4	No
R254	Ground	NW	44.3	42.4	-1.9	No	38.6	36.7	-1.9	No
R255	Ground	SW	53.8	52.2	-1.8	No	47.9	46.4	-1.8	No
R255	Ground	NE	51.9	49.8	-1.7	No	46	43.9	-1.7	No
R255	Ground	SE	48.1	46.7	-1.6	No	42.2	40.8	-1.7	No
R255	Ground	NW	64.5	63.5	-1	No	58.7	57.7	-1.1	No
R256	Ground	SW	46.1	44	-1	No	40.4	38.3	-1	No
R256	Ground	SE	46.6	44.6	-1.1	No	40.9	38.9	-1.1	No
R256	Ground	NE	41.2	39.6	-0.9	No	35.5	33.9	-0.8	No
R256	Ground	NW	45.1	43.3	-1.1	No	39.4	37.5	-1.1	No
R260	Ground	SW	47.5	45.7	-1.5	No	41.7	40	-1.5	No
R260	Ground	SE	47.2	45.5	-1.3	No	41.5	39.8	-1.3	No
R260	Ground	NE	44.1	42.4	0	No	38.4	36.6	-0.1	No
R260	Ground	NW	49.5	47.2	-1	No	43.7	41.4	-0.9	No
R261	Ground	SW	56.9	54.6	-1.3	No	51.1	48.8	-1.3	No
R261	Ground	SE	58.8	56.1	-1.1	No	52.9	50.3	-1.2	No
R261	Ground	SW	57.8	55.2	-0.8	No	51.9	49.3	-0.8	No
R261	Ground	SE	67.5	64.9	-1	No	61.6	59	-1.1	No
R261	Ground	NE	70.3	67.9	-1	No	64.4	62	-0.9	No
R261	Ground	NW	62.7	60.9	-0.9	No	56.9	55	-0.9	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R261	First	SW	58.1	56.5	-0.9	No	52.3	50.6	-1	No
R261	First	SE	59.9	57.8	-1.5	No	54.1	52	-1.5	No
R261	First	SW	59	56.9	-2	No	53.2	51	-1.9	No
R261	First	SE	67.8	65.7	-1.9	No	61.9	59.8	-1.8	No
R261	First	NE	70.1	67.9	-1.8	No	64.2	62	-1.8	No
R261	First	NW	63.2	61.9	-1.8	No	57.3	56	-1.8	No
R262	Ground	SW	46.1	44.5	-1.6	No	40.4	38.7	-1.6	No
R262	Ground	SE	43.1	41.3	-1.5	No	37.4	35.7	-1.5	No
R262	Ground	NE	37	35.3	-1.3	No	31.3	29.6	-1.3	No
R262	Ground	NW	42.4	40.6	-1.4	No	36.7	34.9	-1.3	No
R262	First	SW	48.5	47	-1.4	No	42.8	41.3	-1.4	No
R262	First	SE	47.9	46.3	-1.3	No	42.2	40.7	-1.3	No
R262	First	NE	42.4	40.8	-1.4	No	36.7	35	-1.4	No
R262	First	NW	45.8	44.1	-0.9	No	40	38.3	-1	No
R264	Ground	SW	45.7	43.9	-0.8	No	40	38.2	-0.9	No
R264	Ground	SE	42.2	40.2	-1	No	36.5	34.5	-0.9	No
R264	Ground	NE	37	35.4	-0.9	No	31.2	29.7	-0.9	No
R264	Ground	NW	42.5	40.7	-1	No	36.7	34.8	-1	No
R264	Ground	NW	44.7	42.8	-0.7	No	39	37	-0.7	No
R264	First	SW	48	46.3	-0.7	No	42.2	40.5	-0.7	No
R264	First	SE	45.5	43.7	-0.9	No	39.8	38	-0.9	No
R264	First	NE	42.5	40.8	-0.9	No	36.7	35.1	-0.9	No
R264	First	NW	45.9	43.9	-1	No	40.1	38.2	-1	No
R264	First	NW	47.1	45.2	-1.2	No	41.3	39.4	-1.2	No
R266	Ground	SW	46.3	44.4	-0.8	No	40.5	38.7	-0.8	No
R266	Ground	SE	44.8	43	-1.1	No	39.1	37.3	-1.2	No
R266	Ground	NE	37.9	36.2	-1.1	No	32.2	30.5	-1.2	No
R266	Ground	NW	47.3	44.9	-0.9	No	41.5	39.1	-0.9	No
R266	First	SW	50.1	48.3	-1	No	44.4	42.6	-1	No
R266	First	SE	47.9	46.2	-0.9	No	42.1	40.5	-0.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R266	First	NE	43.3	41.7	-1.2	No	37.6	36	-1.1	No
R266	First	NW	49.4	47	-1.1	No	43.6	41.2	-1.1	No
R267	Ground	SW	50.4	48.6	-1.1	No	44.6	42.8	-1	No
R267	Ground	SE	49.7	47.9	-1	No	43.9	42.2	-1	No
R267	Ground	NE	43.9	42.3	-0.9	No	38.2	36.5	-0.9	No
R267	Ground	NW	45.3	43.7	-1.6	No	39.5	37.9	-1.6	No
R267	Ground	NE	44.2	42.5	-1	No	38.4	36.8	-1	No
R267	Ground	NW	47.1	45.4	-0.8	No	41.3	39.6	-0.8	No
R268	Ground	SW	50.1	48.3	-0.9	No	44.4	42.5	-0.8	No
R268	Ground	SE	49.5	47.7	-1.6	No	43.7	42	-1.6	No
R268	Ground	NE	45.7	43.3	-1	No	40	37.6	-1	No
R268	Ground	NW	46.2	44.4	-0.9	No	40.3	38.5	-0.9	No
R268	First	SW	52.5	50.7	-0.9	No	46.7	44.9	-0.9	No
R268	First	SE	52.1	50.2	-0.9	No	46.3	44.5	-0.9	No
R268	First	NE	48.2	46.1	-0.9	No	42.5	40.4	-0.8	No
R268	First	NW	49.4	47.7	-0.9	No	43.6	41.8	-0.9	No
R269	Ground	SW	68.3	66.9	-0.9	No	62.4	61	-1.1	No
R269	Ground	SE	62.9	60.8	-0.9	No	56.9	54.9	-0.9	No
R269	Ground	NW	58.1	56.9	-1.6	No	52.3	51	-1.6	No
R269	First	SW	68.4	67.1	-1	No	62.5	61.2	-1	No
R269	First	SE	64.3	62.7	-1	No	58.4	56.8	-1	No
R269	First	NE	49.6	48	-1	No	43.7	42.2	-1	No
R269	First	NW	58.8	57.8	-1.3	No	53	51.9	-1.3	No
R271	Ground	SW	47.4	45.6	-0.9	No	41.6	39.8	-1	No
R271	Ground	NW	47.3	45.5	-0.6	No	41.5	39.7	-0.6	No
R271	Ground	SW	43.8	42.2	-1.3	No	38	36.4	-1.3	No
R271	Ground	SE	48.8	47.1	-0.7	No	43.1	41.3	-0.8	No
R271	Ground	NE	43.4	41.7	-0.5	No	37.6	35.9	-0.5	No
R271	Ground	NW	46.7	45	-0.8	No	40.9	39.2	-0.8	No
R272	Ground	SW	45.4	43.7	-0.8	No	39.6	38	-0.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R272	Ground	SE	45	43.4	-0.5	No	39.3	37.6	-0.5	No
R272	Ground	SW	45.2	43.5	-1.1	No	39.4	37.8	-1.1	No
R272	Ground	SE	44.5	42.8	-1	No	38.8	37.1	-1	No
R272	Ground	NE	40.9	39.2	-0.8	No	35.1	33.5	-0.8	No
R272	Ground	NW	46.4	44.1	-0.9	No	40.6	38.4	-1	No
R274	Ground	SW	49.3	47.6	-0.9	No	43.5	41.8	-0.9	No
R274	Ground	SE	49	47.2	-1	No	43.3	41.6	-0.9	No
R274	Ground	NE	43.1	41.4	-0.9	No	37.3	35.6	-0.8	No
R274	Ground	NW	46.8	45.1	-0.8	No	41	39.2	-0.9	No
R275	Ground	SW	43	41.3	-0.9	No	37.2	35.5	-0.9	No
R275	Ground	SE	47.3	45.9	-0.9	No	41.6	40.2	-0.9	No
R275	Ground	NE	42.8	41.1	-0.9	No	37	35.4	-0.9	No
R275	Ground	NW	46.6	44.8	-1.5	No	40.8	39	-1.4	No
R278	Ground	SW	45.5	43.5	-0.9	No	39.7	37.8	-0.9	No
R278	Ground	SE	45.5	43.5	-1	No	39.7	37.7	-0.9	No
R278	Ground	NE	40.6	38.9	-0.9	No	34.9	33.1	-1	No
R278	Ground	NE	41.1	39.4	-1	No	35.4	33.6	-1	No
R278	Ground	NW	41.7	39.9	-0.9	No	36	34.2	-0.9	No
R279	Ground	SW	44.1	42.2	-0.6	No	38.3	36.4	-0.6	No
R279	Ground	SE	46.1	44.7	-0.9	No	40.3	39	-0.8	No
R279	Ground	NE	42.1	40.4	-1.1	No	36.3	34.7	-1	No
R279	Ground	NW	44.4	42.6	-1.2	No	38.6	36.9	-1.1	No
R279	Ground	NE	42.8	40.9	-1.2	No	37	35.2	-1.2	No
R279	Ground	NW	44.7	42.8	-1	No	38.9	37	-1	No
R280	Ground	SW	46	44.2	-1	No	40.2	38.4	-1	No
R280	Ground	S	45.8	44	-1.1	No	40	38.2	-1	No
R280	Ground	SE	45.3	43.4	-1.2	No	39.5	37.6	-1.1	No
R280	Ground	SE	44.8	43	-0.6	No	39.1	37.2	-0.5	No
R280	Ground	NE	41.5	39.8	-0.9	No	35.8	34	-0.8	No
R280	Ground	NW	44	42.1	-1	No	38.2	36.3	-0.9	No

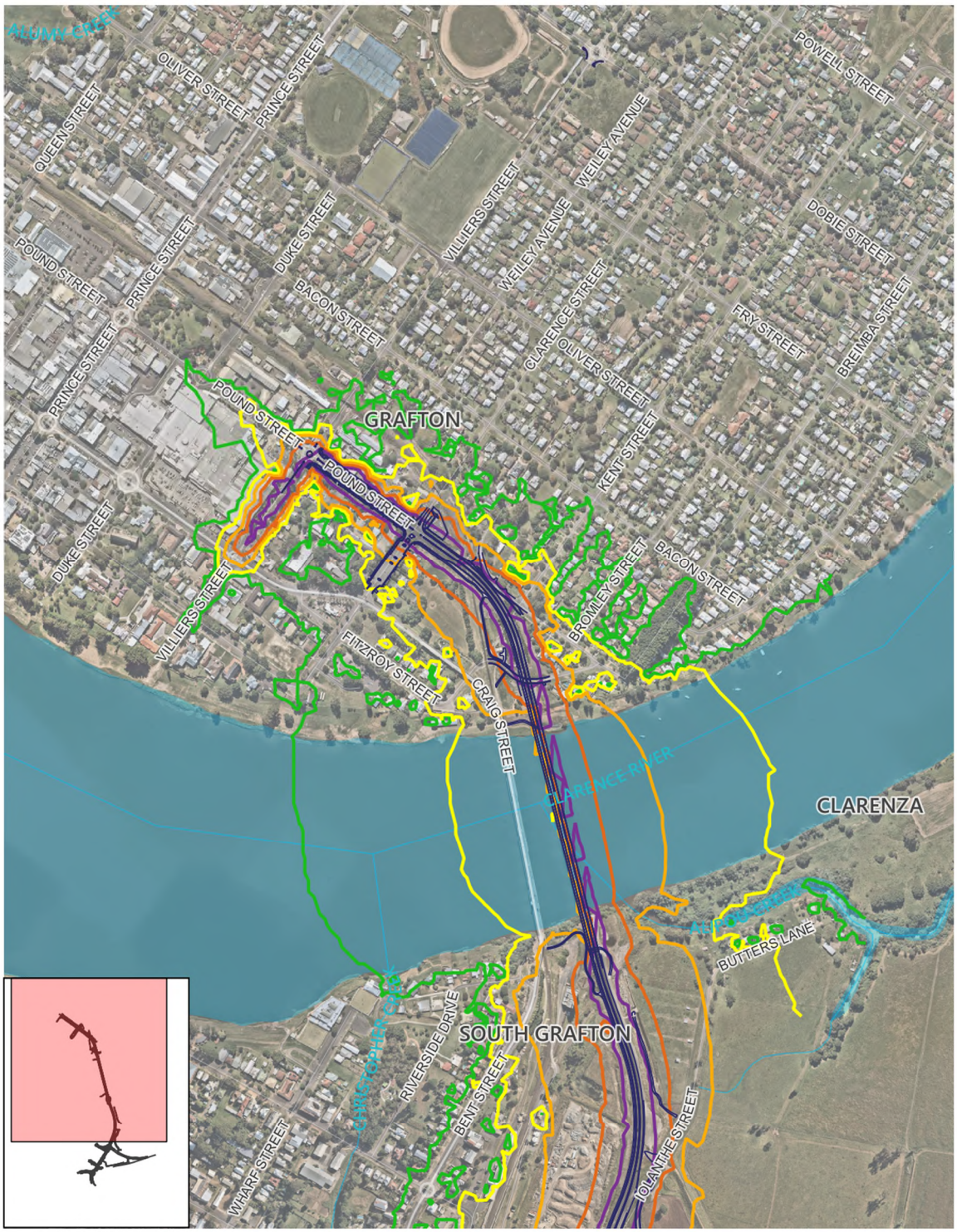
Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R281	Ground	SW	46.6	44.9	-1.1	No	40.8	39.2	-1	No
R281	Ground	SE	45.6	43.8	-1.2	No	39.8	38	-1.1	No
R281	Ground	NE	41.5	39.7	-1	No	35.7	34	-1.1	No
R281	Ground	NW	43.1	41.3	-1	No	37.3	35.5	-1	No
R281	Ground	NE	41.9	40.2	-1.1	No	36.1	34.5	-1.1	No
R281	Ground	W	46	44.1	-1.1	No	40.2	38.3	-1.1	No
R282	Ground	SW	45.7	44.2	-1	No	39.9	38.4	-1	No
R282	Ground	S	45.5	43.9	-1.1	No	39.7	38.1	-1.1	No
R282	Ground	SE	43.7	41.8	-0.9	No	37.9	36	-0.9	No
R282	Ground	NE	35.8	34.2	-1	No	30	28.4	-1.1	No
R282	Ground	NW	41.1	39.4	-1	No	35.2	33.5	-0.9	No
R282	First	SW	47.2	45.6	-1	No	41.4	39.9	-1	No
R282	First	S	47	45.4	-0.9	No	41.2	39.6	-0.8	No
R282	First	SE	46.3	44.6	-1.1	No	40.5	38.9	-1.1	No
R282	First	NE	41.2	39.5	-0.8	No	35.5	33.7	-0.8	No
R282	First	NW	43.8	42	-0.9	No	37.9	36.2	-0.9	No
R283	Ground	SW	47.3	45.8	-1.1	No	41.5	40	-1.1	No
R283	Ground	SE	47.3	45.9	-0.8	No	41.5	40.1	-0.9	No
R283	Ground	S	47.3	45.9	-0.9	No	41.5	40.1	-1	No
R283	Ground	SE	47.3	45.9	-0.8	No	41.5	40.1	-0.7	No
R283	Ground	NE	40.8	39.2	-0.8	No	35	33.4	-0.8	No
R283	Ground	NE	40.7	39.2	-0.9	No	34.9	33.3	-0.8	No
R283	Ground	NW	43.4	42.2	-1	No	37.6	36.3	-1	No
R284	Ground	SW	46.6	45.1	-1	No	40.9	39.4	-1	No
R284	Ground	SE	42.3	40.5	-0.7	No	36.5	34.7	-0.7	No
R284	Ground	NE	35.8	34.3	-0.7	No	30	28.5	-0.7	No
R284	Ground	NE	35.9	34.3	-0.7	No	30.2	28.6	-0.6	No
R284	Ground	NW	40.1	38.4	-0.7	No	34.2	32.5	-0.7	No
R284	First	SW	47.8	46.3	-0.8	No	42	40.6	-0.8	No
R284	First	SE	45.3	43.5	-0.8	No	39.5	37.7	-0.8	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R284	First	NE	41.2	39.6	-0.8	No	35.4	33.9	-0.8	No
R284	First	NE	41.4	39.7	-0.8	No	35.6	34	-0.7	No
R284	First	NW	43.4	41.6	-1.1	No	37.5	35.8	-1	No
R285	Ground	SW	45.9	44.4	-0.7	No	40.2	38.6	-0.7	No
R285	Ground	SE	40.5	38.8	-0.9	No	34.7	32.9	-0.8	No
R285	Ground	NE	35.6	34.2	-0.9	No	29.8	28.4	-1	No
R285	Ground	NW	40.5	38.8	-0.7	No	34.6	32.9	-0.6	No
R285	First	SW	47.5	45.9	-1	No	41.7	40.2	-1	No
R285	First	SE	44	42.3	-0.8	No	38.2	36.4	-0.7	No
R285	First	NE	41.1	39.5	-1	No	35.3	33.7	-0.9	No
R285	First	NW	43.2	41.6	-1	No	37.4	35.7	-1	No
R286	Ground	SW	44.9	43.2	-0.8	No	39.1	37.4	-0.8	No
R286	Ground	NW	44.1	42.4	-0.9	No	38.3	36.6	-1	No
R286	Ground	SW	47.6	45.8	-0.7	No	41.8	40	-0.7	No
R286	Ground	SE	46.1	44.7	-0.9	No	40.3	38.9	-1	No
R286	Ground	NE	40.8	39.2	-0.8	No	35.1	33.5	-0.7	No
R286	Ground	NW	42.4	40.7	-0.9	No	36.6	34.9	-1	No
R287	Ground	SW	43.1	41.5	-0.8	No	37.3	35.7	-0.8	No
R287	Ground	SE	47.5	46.1	-0.9	No	41.7	40.3	-0.9	No
R287	Ground	NE	40.9	39.2	-0.9	No	35	33.4	-0.9	No
R287	Ground	SE	42.6	40.8	-1	No	36.8	34.9	-0.9	No
R287	Ground	NE	40.5	39	-1	No	34.7	33.2	-1	No
R287	Ground	NE	40.1	38.5	-0.6	No	34.3	32.7	-0.6	No
R287	Ground	NW	44.2	42.9	-0.9	No	38.3	37.1	-0.8	No
R288	Ground	SW	39.8	38.2	-1	No	34	32.4	-0.9	No
R288	Ground	SE	46.1	44.8	-0.9	No	40.4	39	-0.8	No
R288	Ground	NE	39.9	38.4	-0.7	No	34.1	32.6	-0.7	No
R288	Ground	NW	44.1	42.9	-0.9	No	38.2	37	-0.8	No
R289	Ground	SW	46.6	44.9	-1	No	40.8	39.1	-1.1	No
R289	Ground	SW	46.9	45.2	-0.8	No	41.1	39.5	-0.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R289	Ground	SE	43.7	42	-0.8	No	37.9	36.2	-0.8	No
R289	Ground	NE	40.5	39	-0.9	No	34.7	33.2	-0.9	No
R289	Ground	NW	41.7	40	-0.8	No	35.8	34.2	-0.8	No
R290	Ground	SW	48.4	46.8	-0.6	No	42.6	41	-0.6	No
R290	Ground	SE	48.4	46.7	-0.8	No	42.7	40.9	-0.8	No
R290	Ground	SE	47.7	46.5	-0.8	No	41.9	40.8	-0.9	No
R290	Ground	NE	38	36.5	-0.9	No	32.2	30.7	-0.9	No
R290	Ground	NW	44.5	43.6	-0.9	No	38.6	37.8	-0.8	No
R291	Ground	NE	45.8	44.6	-0.9	No	40.1	38.9	-0.9	No
R291	Ground	SE	55.3	53.5	-0.8	No	49.6	47.9	-0.8	No
R291	Ground	SW	58.3	56.6	-0.9	No	52.7	51	-0.9	No
R291	Ground	SE	58.9	57.2	-0.9	No	53.2	51.5	-0.9	No
R291	Ground	SW	62.3	60.2	-0.9	No	56.6	54.5	-1	No
R291	Ground	SE	61.5	59.5	-0.4	No	55.8	53.8	-0.3	No
R291	Ground	SW	65.5	63.2	-0.8	No	59.8	57.6	-0.8	No
R291	Ground	NW	63.6	61.2	-0.7	No	57.9	55.6	-0.7	No
R291	Ground	SW	63	60.8	-0.3	No	57.3	55.1	-0.4	No
R291	Ground	NW	62.2	60	-0.9	No	56.6	54.4	-0.9	No
R291	First	NE	51.1	50.2	-0.9	No	45.4	44.5	-0.8	No
R291	First	SE	56.3	54.8	-0.8	No	50.6	49.1	-0.9	No
R291	First	SW	59.1	57.6	-1.3	No	53.4	51.9	-1.3	No
R291	First	SE	59.6	58	-1.1	No	53.9	52.4	-1.1	No
R291	First	SW	62.9	61	-1.4	No	57.3	55.4	-1.4	No
R291	First	SE	62	60.3	-1.5	No	56.4	54.6	-1.5	No
R291	First	SW	66	64.2	-1.3	No	60.4	58.6	-1.3	No
R291	First	NW	64.2	62.4	-1.4	No	58.6	56.8	-1.3	No
R291	First	SW	63.6	61.8	-0.1	No	57.9	56.1	-0.1	No
R291	First	NW	62.9	61	-0.6	No	57.2	55.3	-0.7	No
R292	Ground	NE	56.2	53.7	-0.7	No	50.5	48	-0.7	No
R292	Ground	NW	63.7	61.4	-0.7	No	58.1	55.7	-0.7	No

Receiver ID	Facade		Predicted 2029 Day $L_{Aeq,15hour}$ Noise Level		Difference	>2dB(A) Difference?	Predicted 2029 Night $L_{Aeq,9hour}$ Noise Level		Difference	>2dB(A) Difference?
	Floor Level	Orientation	Pre-Construction	Post-Construction			Pre-Construction	Post-Construction		
R292	Ground	SW	64	62.2	-1.1	No	58.3	56.5	-1	No
R292	Ground	SE	56.7	54.7	-0.9	No	51.1	49	-0.9	No
R292	First	NE	57.4	55.8	-1	No	51.8	50.2	-0.9	No
R292	First	NW	64.6	62.7	-1	No	58.9	57	-0.9	No
R292	First	SW	64.8	63.2	-0.9	No	59.2	57.6	-1	No
R292	First	SE	57.9	56.1	-1	No	52.2	50.4	-1.1	No
R293	Ground	SW	45	43.6	-1.6	No	39.1	37.7	-1.6	No
R293	Ground	SW	46.5	45.3	-1.5	No	40.7	39.5	-1.5	No
R293	Ground	SE	56.8	53.7	-1	No	51	48	-1	No
R293	Ground	NE	55.5	53	-1.2	No	49.8	47.2	-1.2	No
R293	Ground	NW	53.1	50.2	-0.8	No	47.2	44.3	-0.7	No

APPENDIX D 2029 As-Built Traffic Noise Contours



Legend

Project Road Design

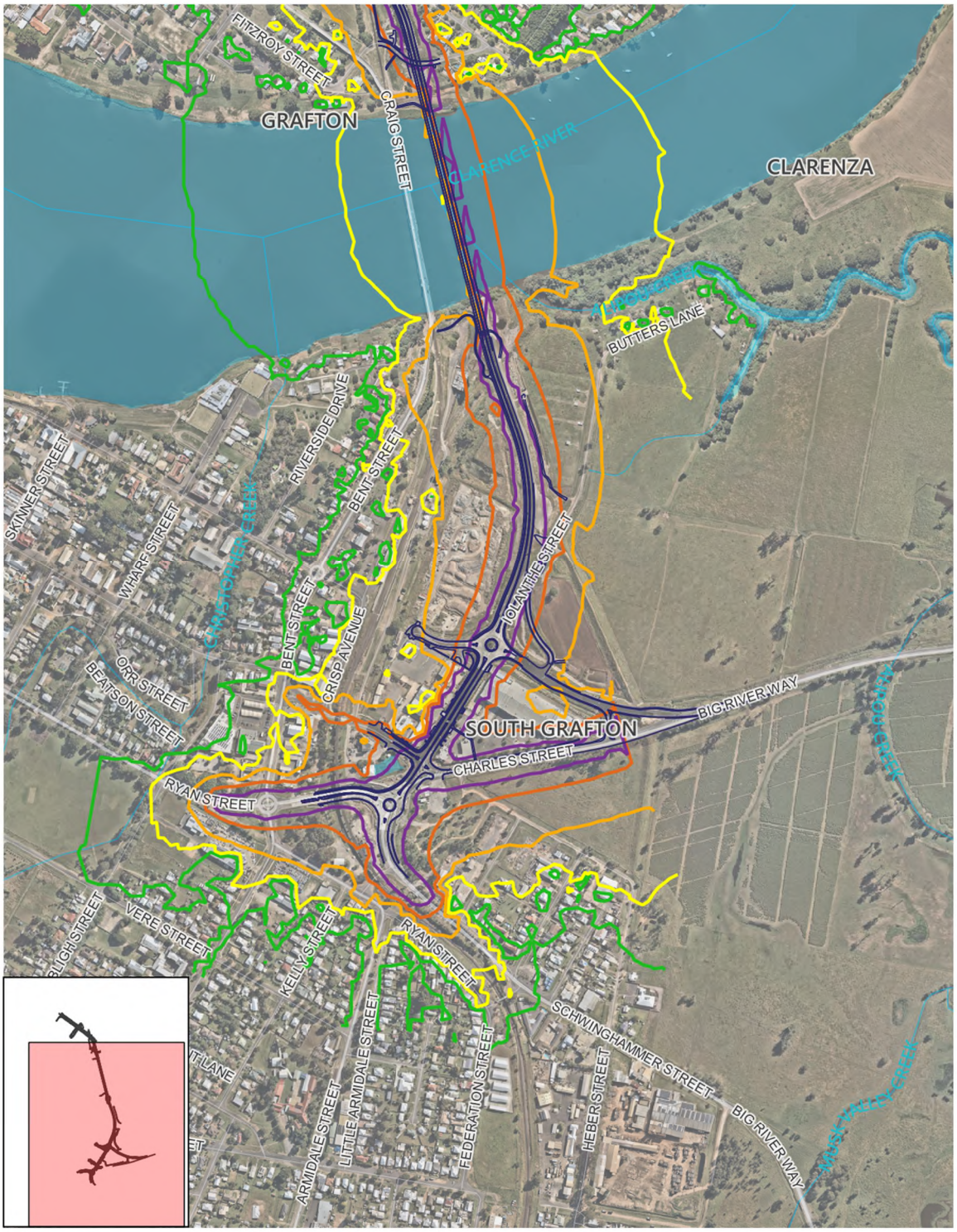
Noise Level - LAeq(15hr), dB(A)

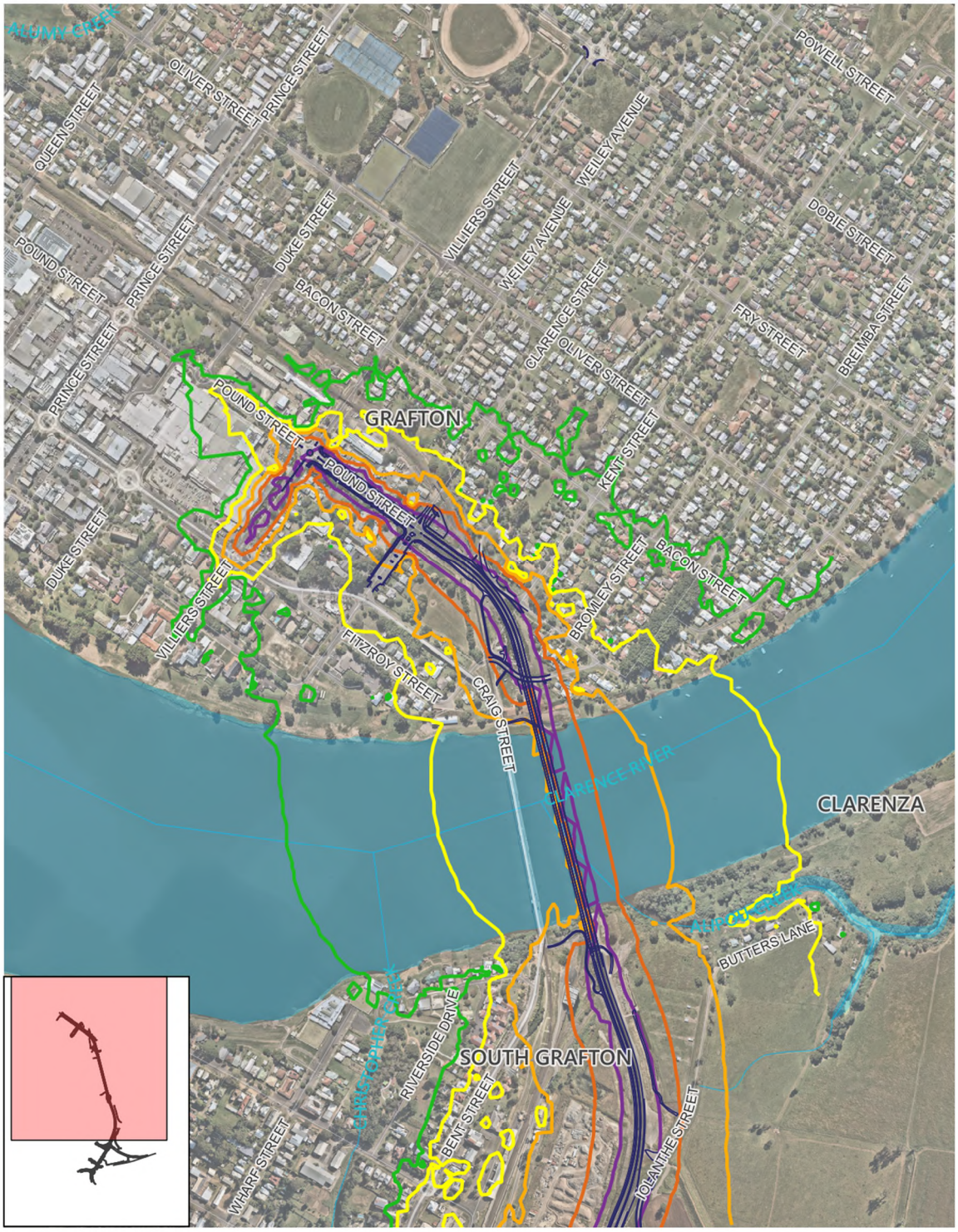
45 50 55 60 65

200 0 200 400 m

Description:
Predicted traffic noise levels 2029 Day - ground floor

Created by: DK
Figure No: TJ502-04-Q04 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3


GRAFTON
CLARENZA
SOUTH GRAFTON
CLARENCE RIVER
FITZROY STREET
CRAIG STREET
BUTTERS LANE
RIVERSIDE DRIVE
BENT STREET
SKINNER STREET
WHARF STREET
CRISP AVENUE
IOLANTHE STREET
ORR STREET
BEATSON STREET
BIG RIVER WAY
CHARLES STREET
RYAN STREET
VERE STREET
KELLY STREET
ARMIDALE STREET
LITTLE ARMIDALE STREET
FEDERATION STREET
HEBER STREET
SCHWINGHAMMER STREET
Legend
Project Road Design
Noise Level - LAeq(15hr), dB(A)
45
50
55
60
65
200
0
200
400 m
Description:
Predicted traffic noise levels
2029 Day - ground floor
Created by: DK
Figure No: TJ502-04-Q04 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3



Legend

Project Road Design

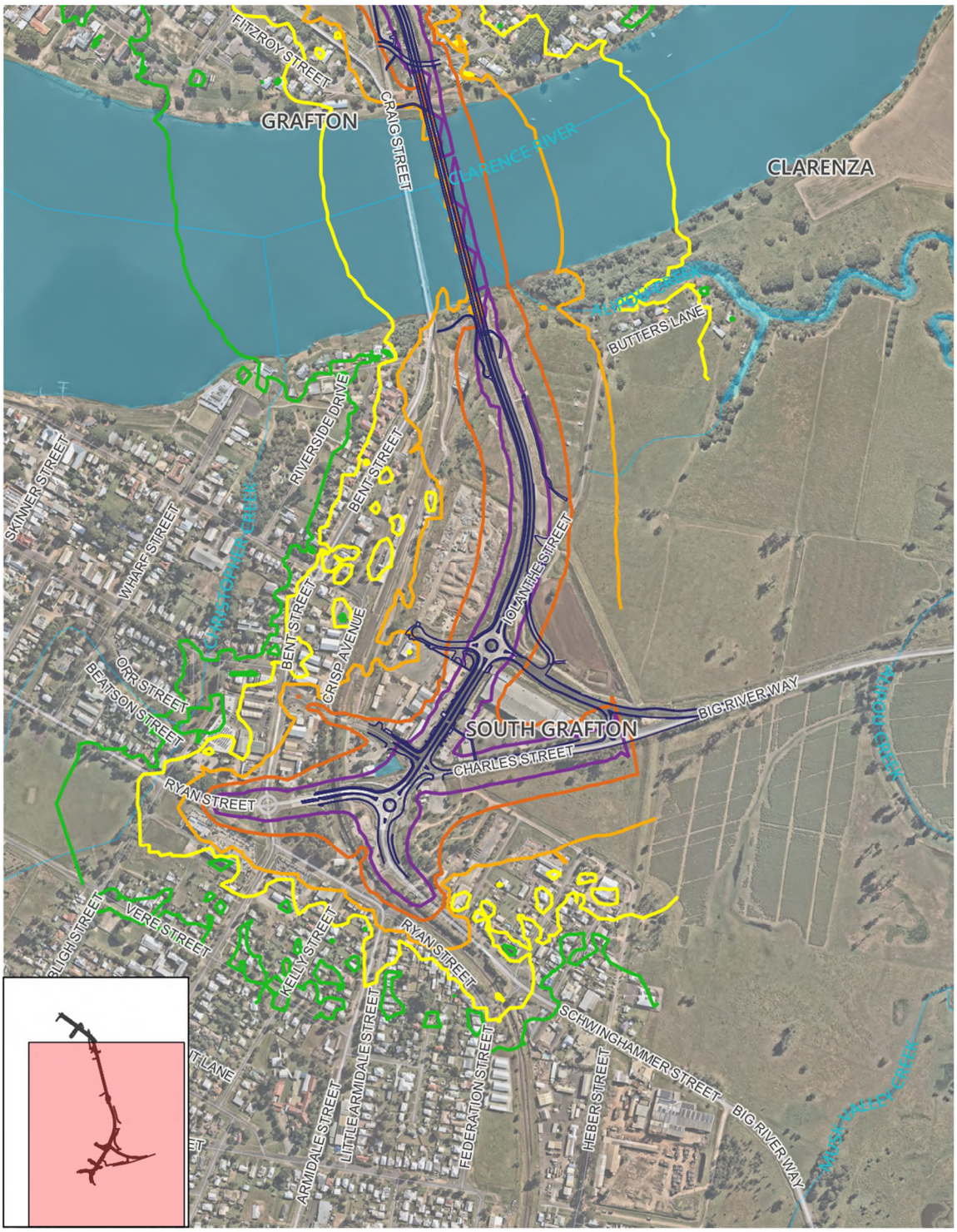
Noise Level - LAeq(15hr), dB(A)

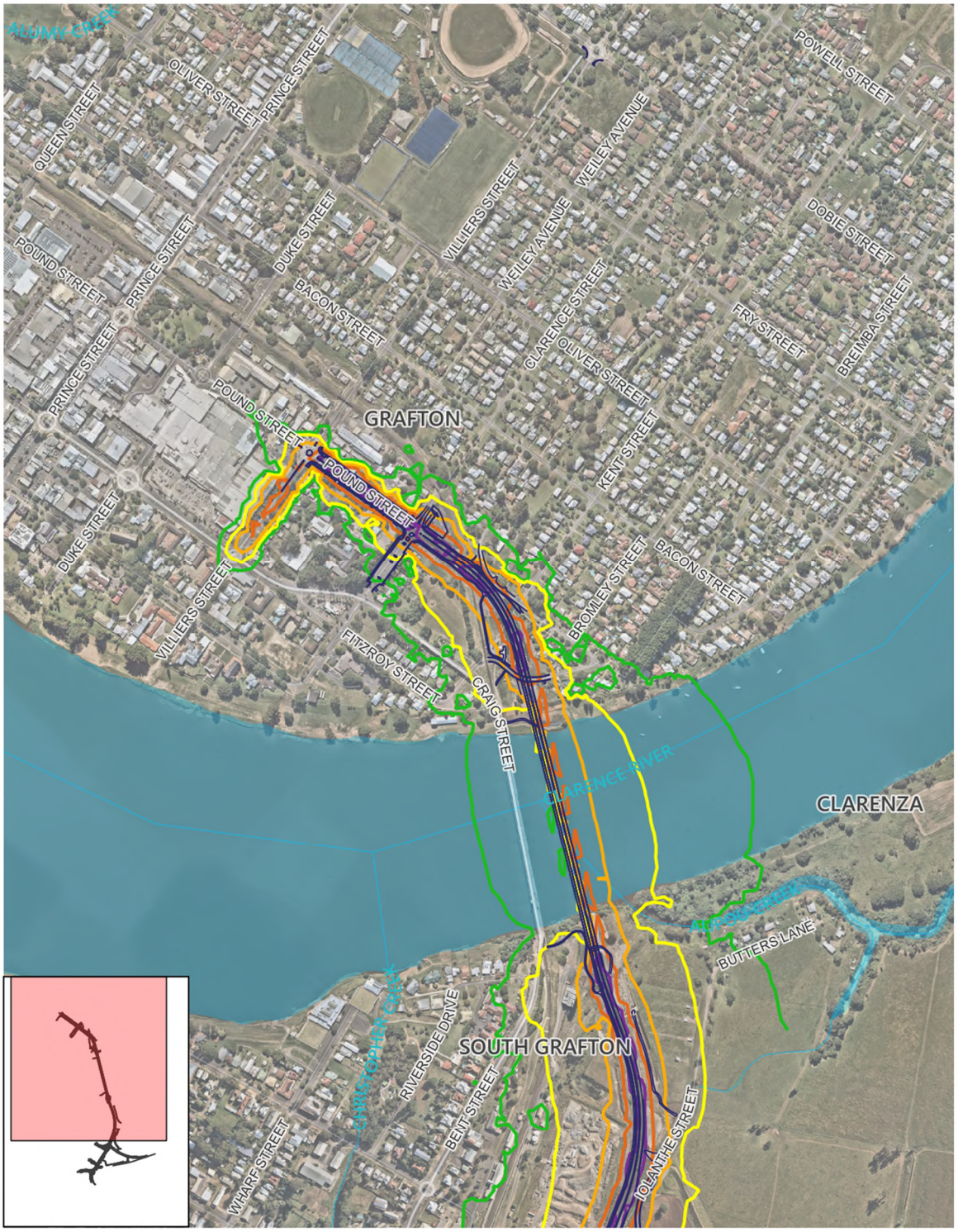
45 50 55 60 65

200 0 200 400 m

Description:
Predicted traffic noise levels 2029 Day - first floor

Created by: DK
Figure No: TJ502-04-Q05 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3


GRAFTON
CLARENZA
SOUTH GRAFTON
CLARENCE RIVER
FITZROY STREET
CRAIG STREET
BUTTERS LANE
RIVERSIDE DRIVE
BENT STREET
SKINNER STREET
WHARF STREET
IOLANTHE STREET
CRISP AVENUE
ORR STREET
BEATSON STREET
BIG RIVER WAY
CHARLES STREET
RYAN STREET
VERE STREET
KELLY STREET
SCHWINGHAMMER STREET
ARMIDALE STREET
LITTLE ARMIDALE STREET
FEDERATION STREET
HEBER STREET
Legend
Project Road Design
Noise Level - LAeq(15hr), dB(A)
45 50 55 60 65
200 0 200 400 m
Description:
Predicted traffic noise levels
2029 Day - first floor
Created by: DK
Figure No: TJ502-04-Q05 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3



Legend

Project Road Design

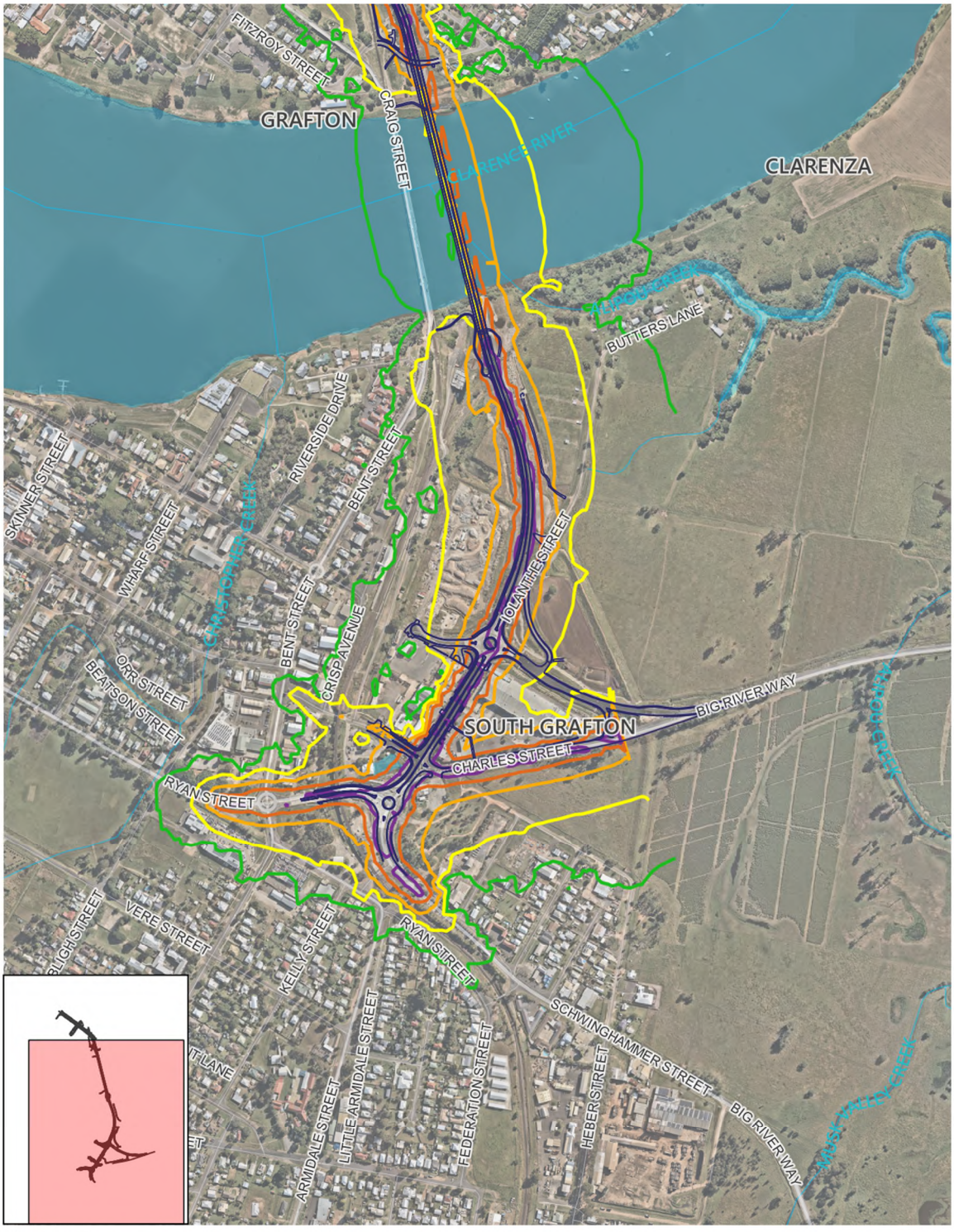
Noise Level - LAeq(15hr), dB(A)

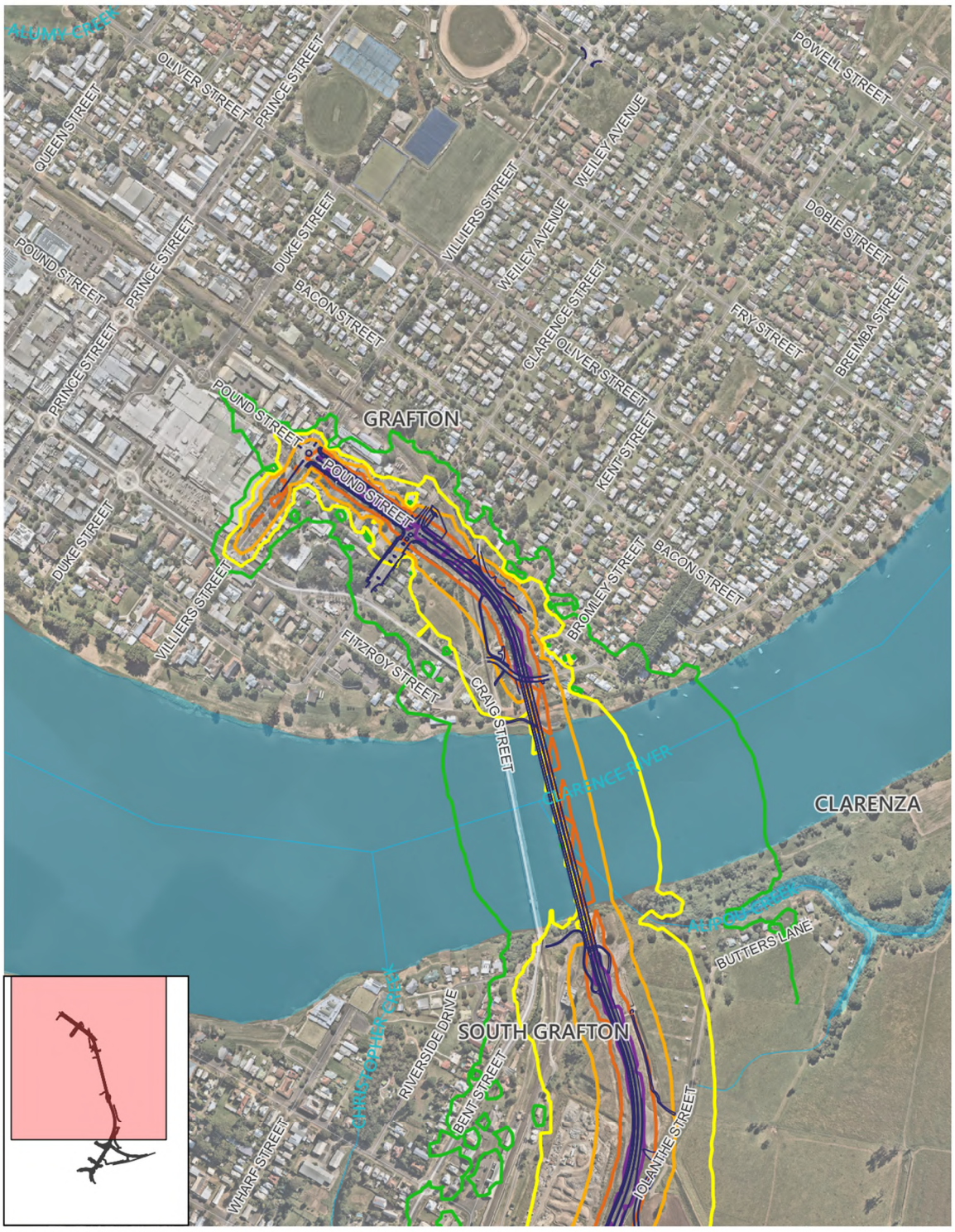
45 50 55 60 65

200 0 200 400 m

Description:
Predicted traffic noise levels 2029 Night - ground floor

Created by: DK
Figure No: TJ502-04-Q06 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3


GRAFTON
CLARENZA
SOUTH GRAFTON
FITZROY STREET
CRAIG STREET
CLARENCE RIVER
BUTTERS LANE
RIVERSIDE DRIVE
BENT STREET
SKINNER STREET
WHARF STREET
CHRISTOPHER CREEK
CRISP AVENUE
IOLANTHE STREET
ORR STREET
BEATSON STREET
BIG RIVER WAY
CHARLES STREET
RYAN STREET
VERE STREET
KELLY STREET
SCHWINGHAMMER STREET
ARMIDALE STREET
LITTLE ARMIDALE STREET
FEDERATION STREET
HEBER STREET
BIG RIVER WAY
Legend
Project Road Design
Noise Level - LAeq(15hr), dB(A)
45 50 55 60 65
200 0 200 400 m
Description:
Predicted traffic noise levels
2029 Night - ground floor
Created by: DK
Figure No: TJ502-04-Q06 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A3



Legend

Project Road Design

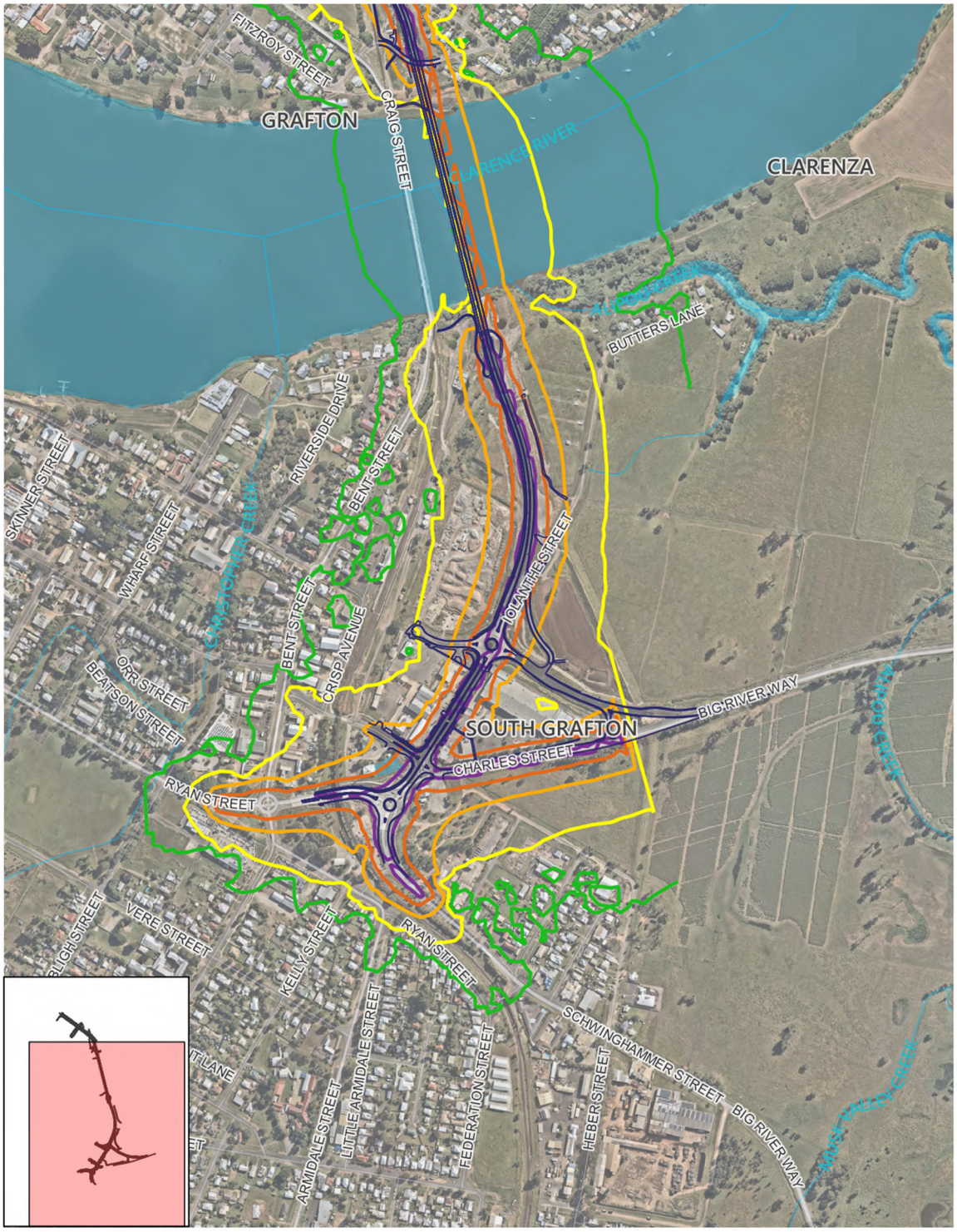
Noise Level - LAeq(15hr), dB(A)

45 50 55 60 65

200 0 200 400 m

Description:
Predicted traffic noise levels 2029 Night - first floor

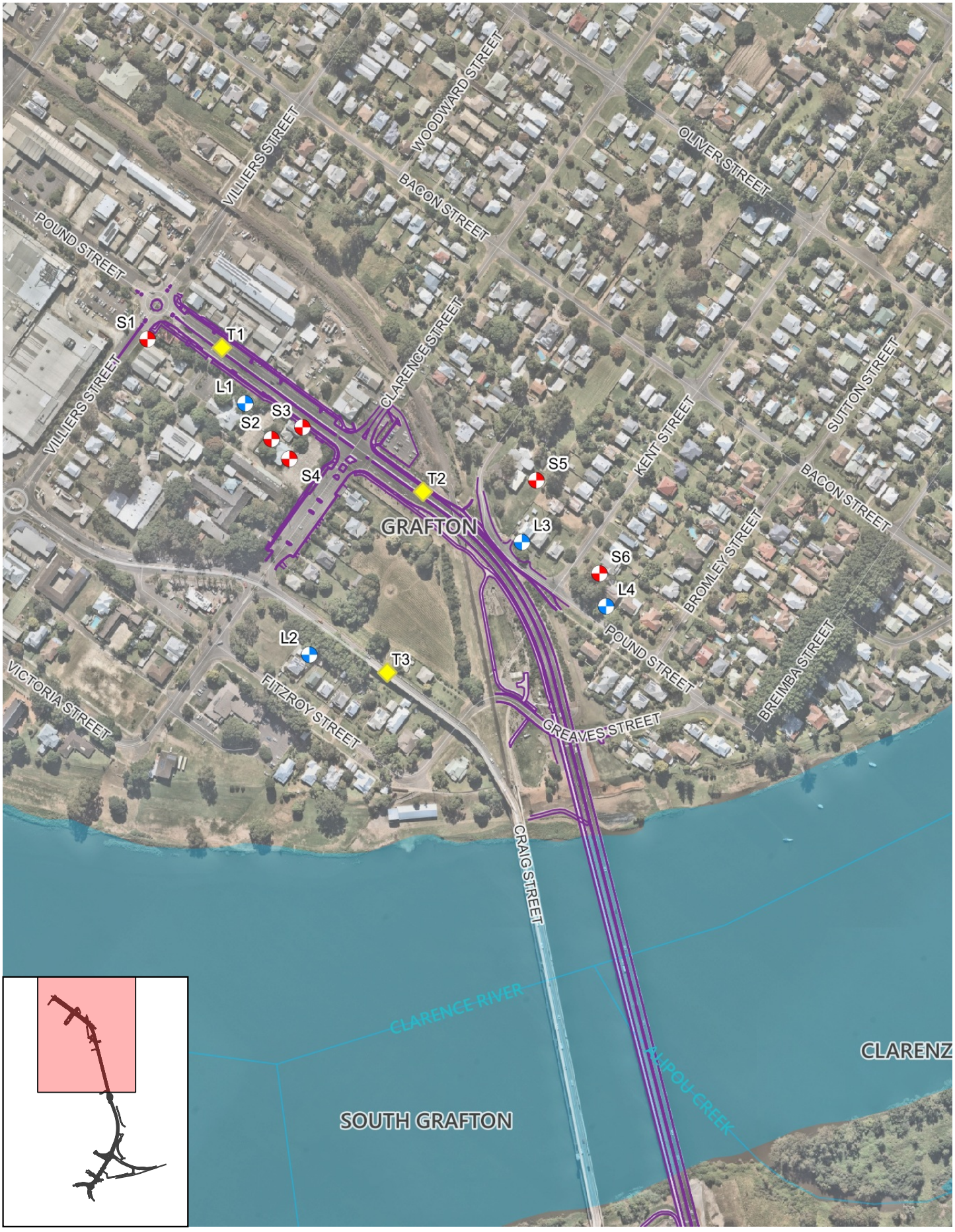
Created by: DK
Figure No: TJ502-04-Q07 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A4


GRAFTON
CLARENZA
SOUTH GRAFTON
FITZROY STREET
CRAIG STREET
CLARENCE RIVER
BUTTERS LANE
RIVERSIDE DRIVE
BENT STREET
SKINNER STREET
WHARF STREET
IOLANTHE STREET
CRISP AVENUE
ORR STREET
BEATSON STREET
BIG RIVER WAY
CHARLES STREET
RYAN STREET
VERE STREET
KELLY STREET
SCHWINGHAMMER STREET
ARMIDALE STREET
LITTLE ARMIDALE STREET
FEDERATION STREET
HEBER STREET
Legend
Project Road Design
Noise Level - LAeq(15hr), dB(A)
45
50
55
60
65
200
0
200
400 m
Description:
Predicted traffic noise levels
2029 Night - first floor
Created by: DK
Figure No: TJ502-04-Q07 (r0)
Date: 11/12/2020
Scale: 1:9000 @ A4

APPENDIX E Details of Noise Complaints

Location	Complaint	Response
Pound Street, Grafton	8 January 2020- Business owner wrote to project raising concerns about noise following bridge opening to traffic. Business owner claimed the noise from trucks and cars accelerating and changing gears was making working in the office and show room difficult.	TfNSW Project Manager met with business owner and explained commercial dwellings are not eligible for noise mitigation treatment. The business owner has not contacted TfNSW about operational noise since this meeting.
Pound Street, Grafton	12 June 2020 - Resident raised concerns about the height of the noise wall not being adequate to block noise from all truck exhausts. He also raised concerns about trucks using compression braking and horns when approaching the Pound Street traffic lights.	TfNSW representative spoke to the resident who acknowledged there were limits to what could be done about matters relating to driver behaviour (compression braking, trucks using horns). Resident also acknowledged that installing signage urging truck drivers to refrain from using compression braking could exacerbate the problem. Resident said he would continue to monitor the situation and if the problem persists would inform TfNSW. The resident has contacted TfNSW since this interaction. On the issue of the noise wall, the TfNSW representative talked in general about the engineering constraints preventing the wall from being any higher and that there were no obvious solutions to the issue. The resident understood this point.

APPENDIX F Noise and Traffic Monitoring Locations



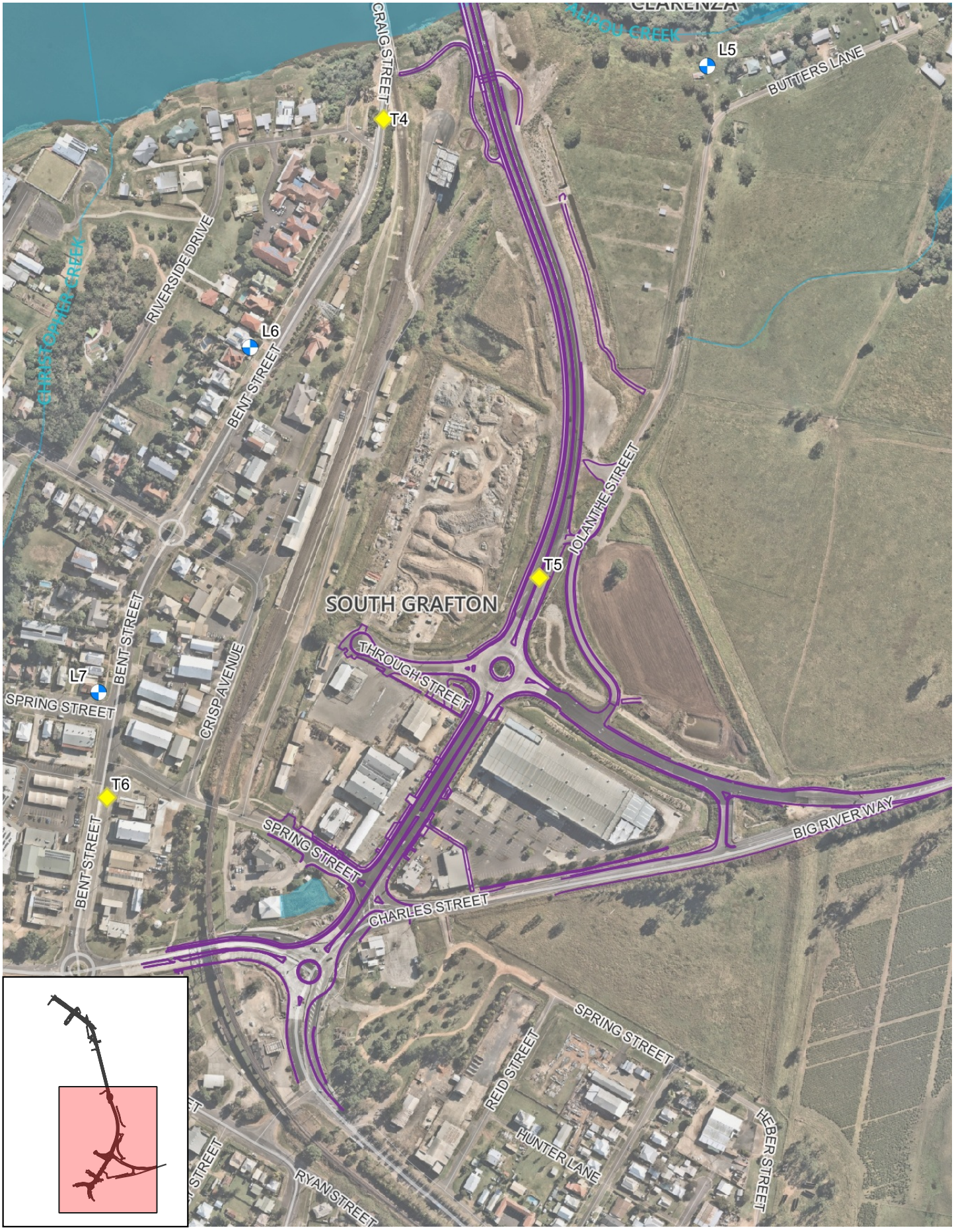
Legend

- Project Road Design
- Long Term Noise Monitoring Location
- Short Term Noise Monitoring Location
- Traffic Counting Location

100 0 100 200 m

Description:
Noise Monitoring Locations

Created by: DK
Figure No: TJ502-04-Q03 (r2)
Date: 07/12/2020
Scale: 1:4750 @ A3



Legend

- Project Road Design
- Long Term Noise Monitoring Location
- Short Term Noise Monitoring Location
- Traffic Counting Location

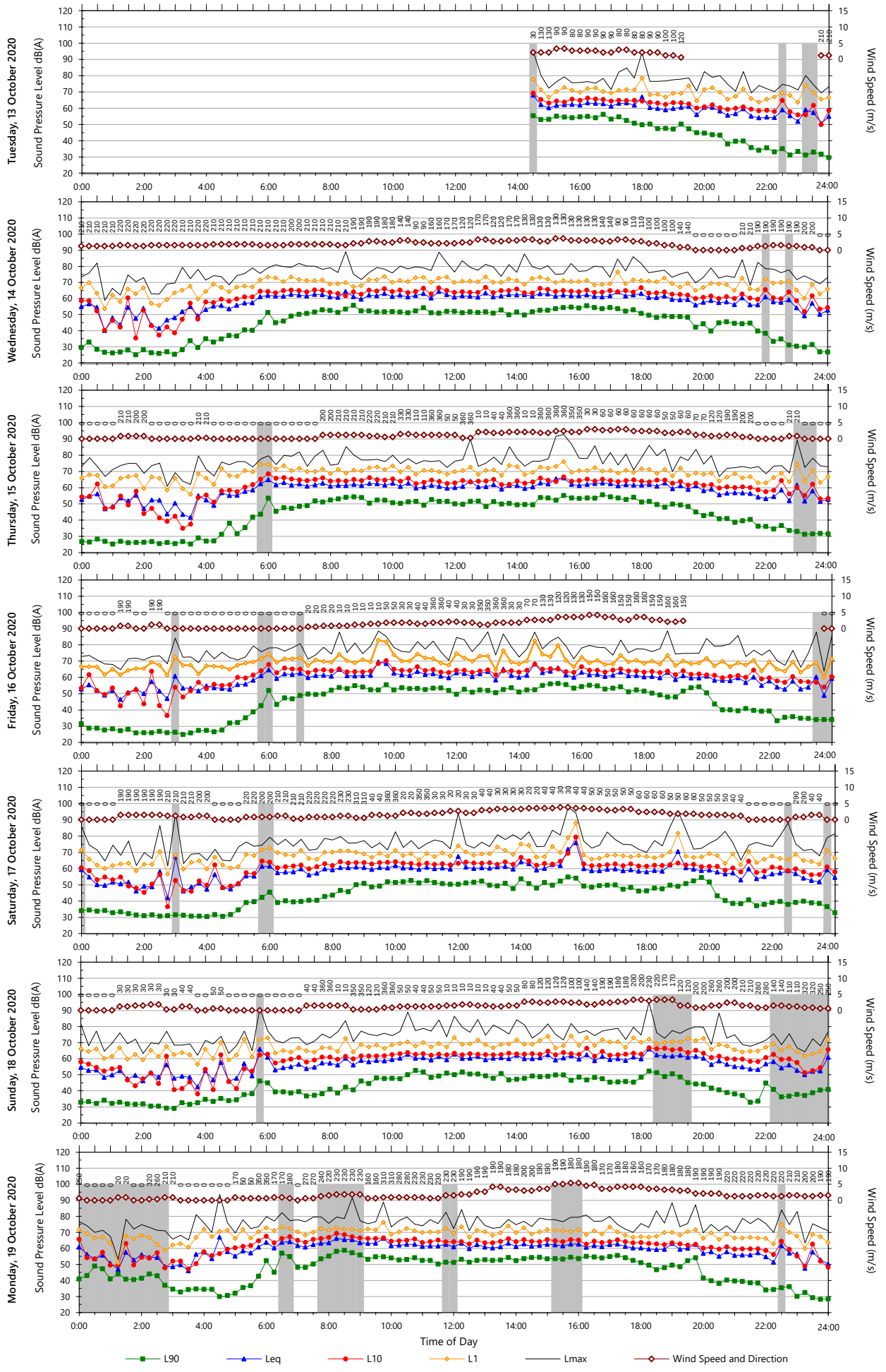
100 0 100 200 m

Description:
Noise Monitoring Locations

Created by: DK
Figure No: TJ502-04-Q03 (r2)
Date: 07/12/2020
Scale: 1:4750 @ A3

APPENDIX G Noise Monitoring Results

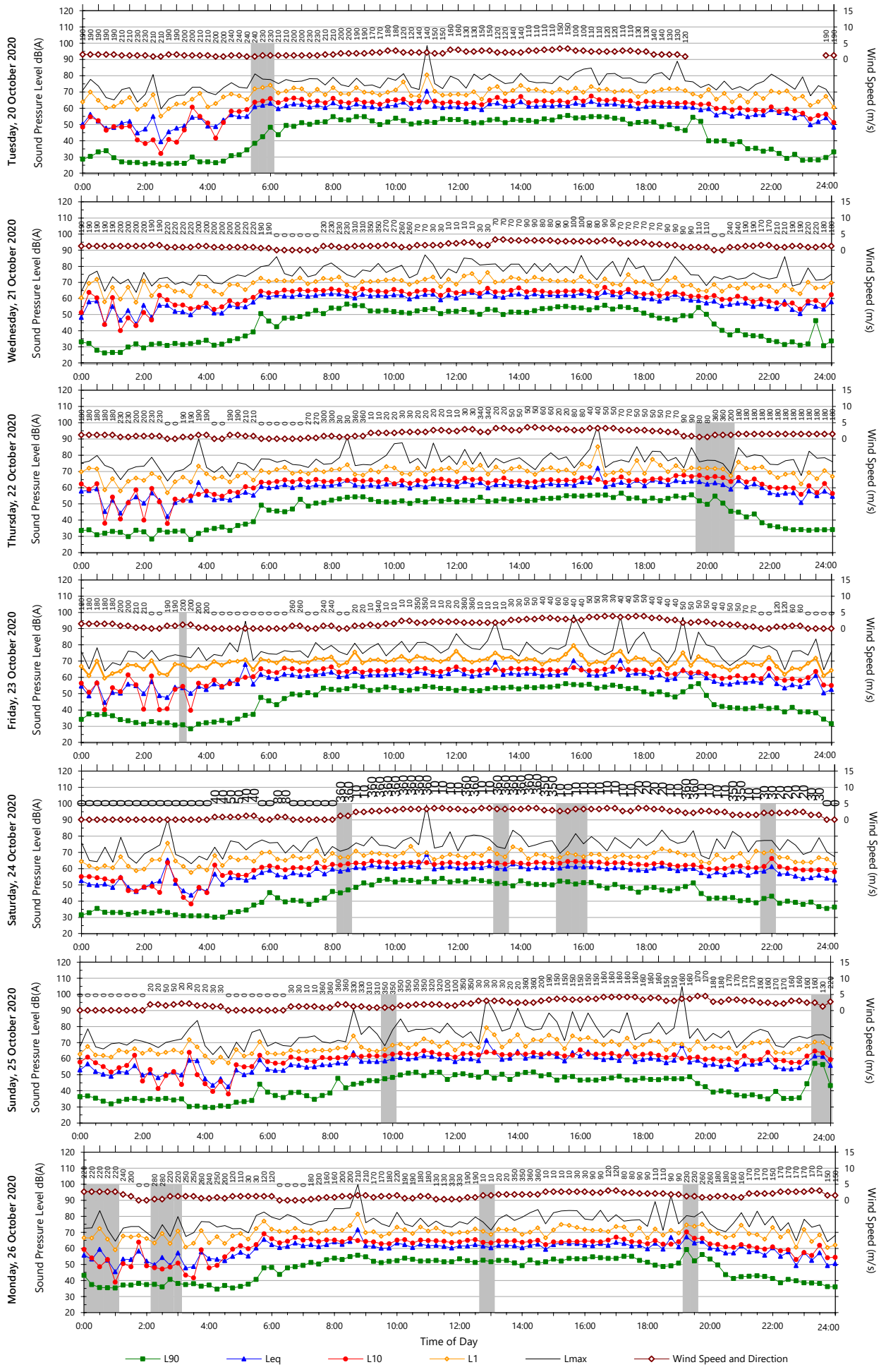
Unattended Monitoring Results **Location: 7 Clarence Street, Grafton (TAFE Library - facing Pound Street)**



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

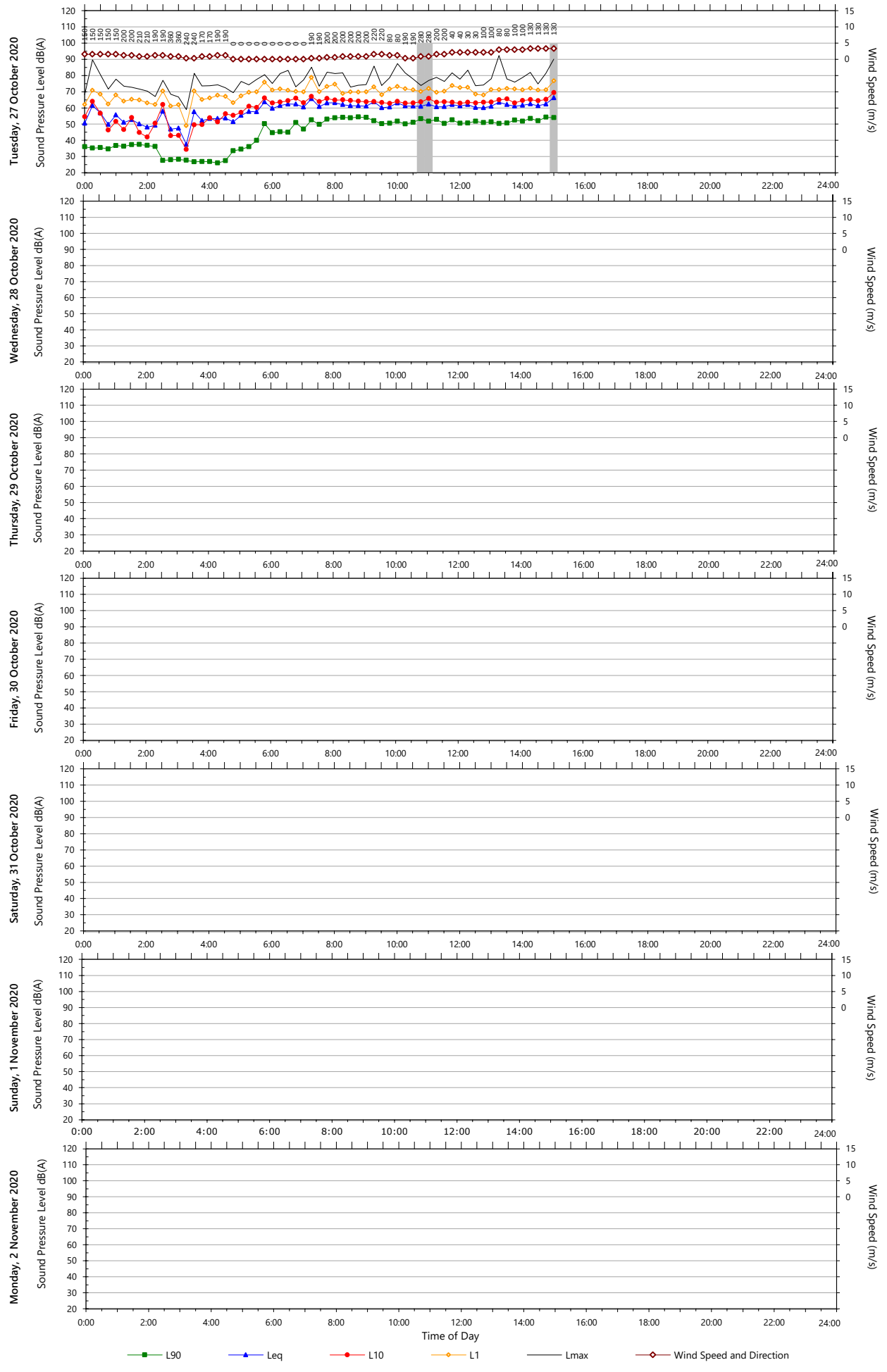
Unattended Monitoring Results **Location: 7 Clarence Street, Grafton (TAFE Library - facing Pound Street)**



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

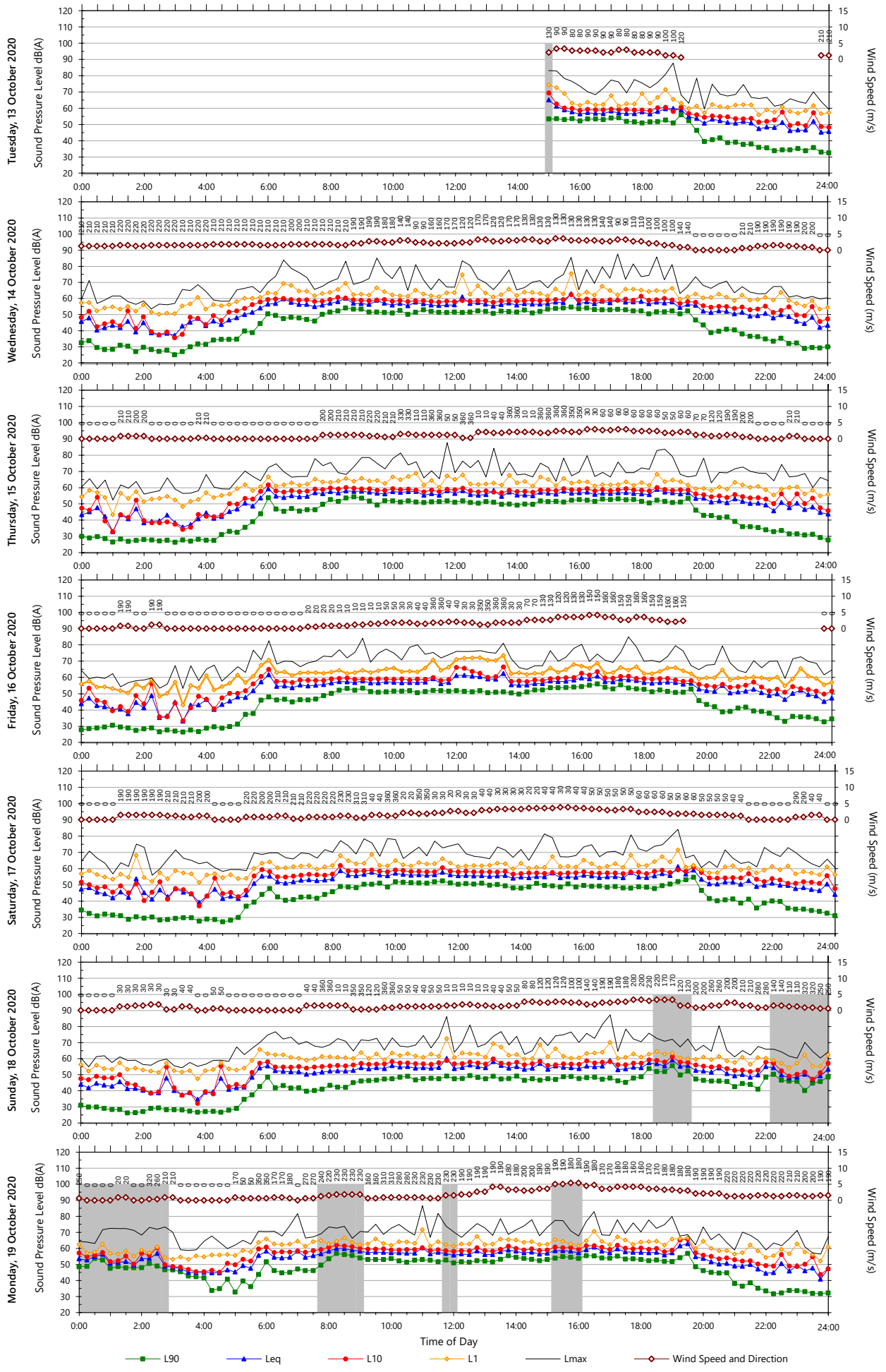
Template: QTE-26 Logger Graphs Program (r34)

Unattended Monitoring Results **Location: 7 Clarence Street, Grafton (TAFE Library - facing Pound Street)**



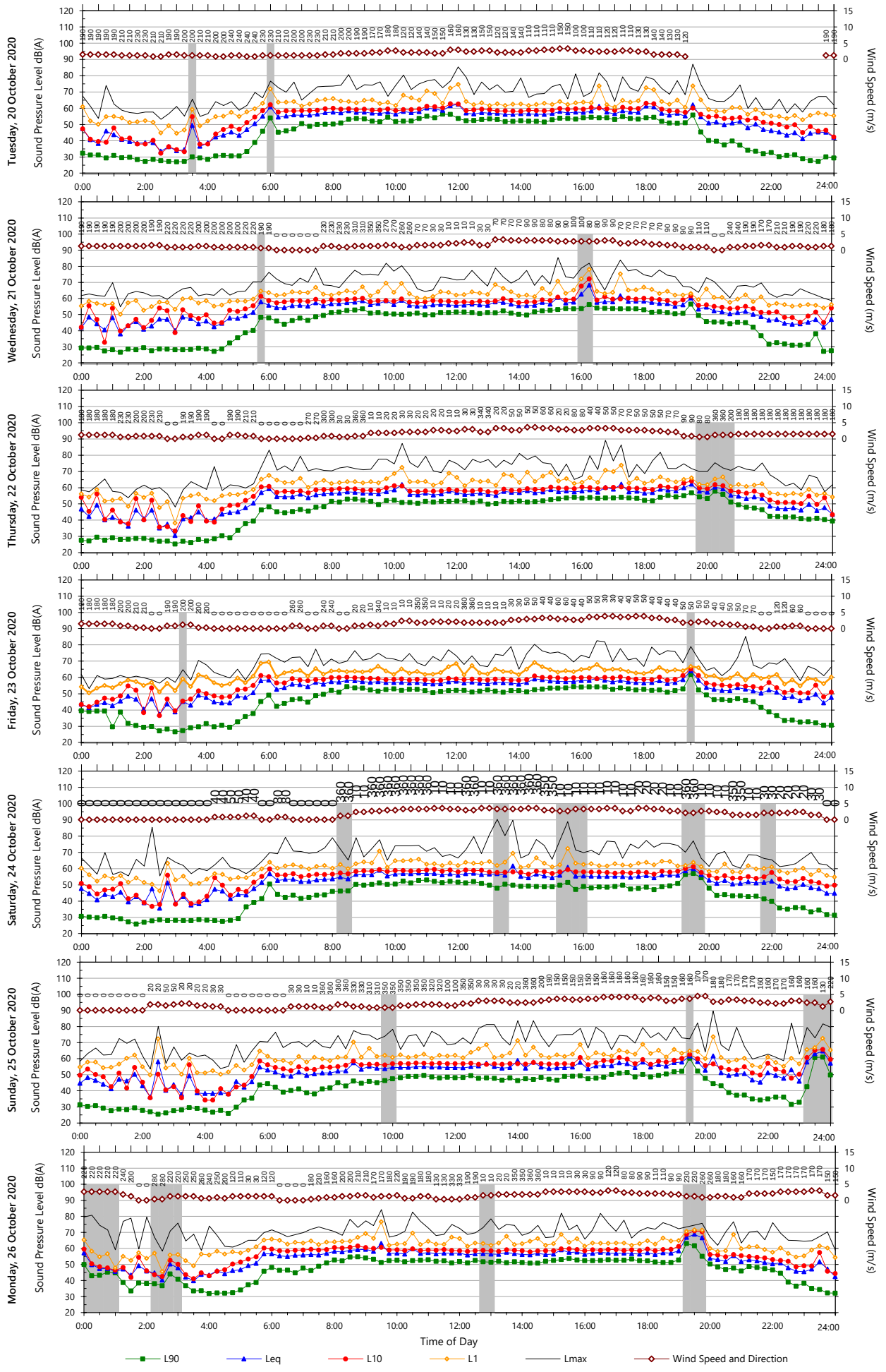
Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

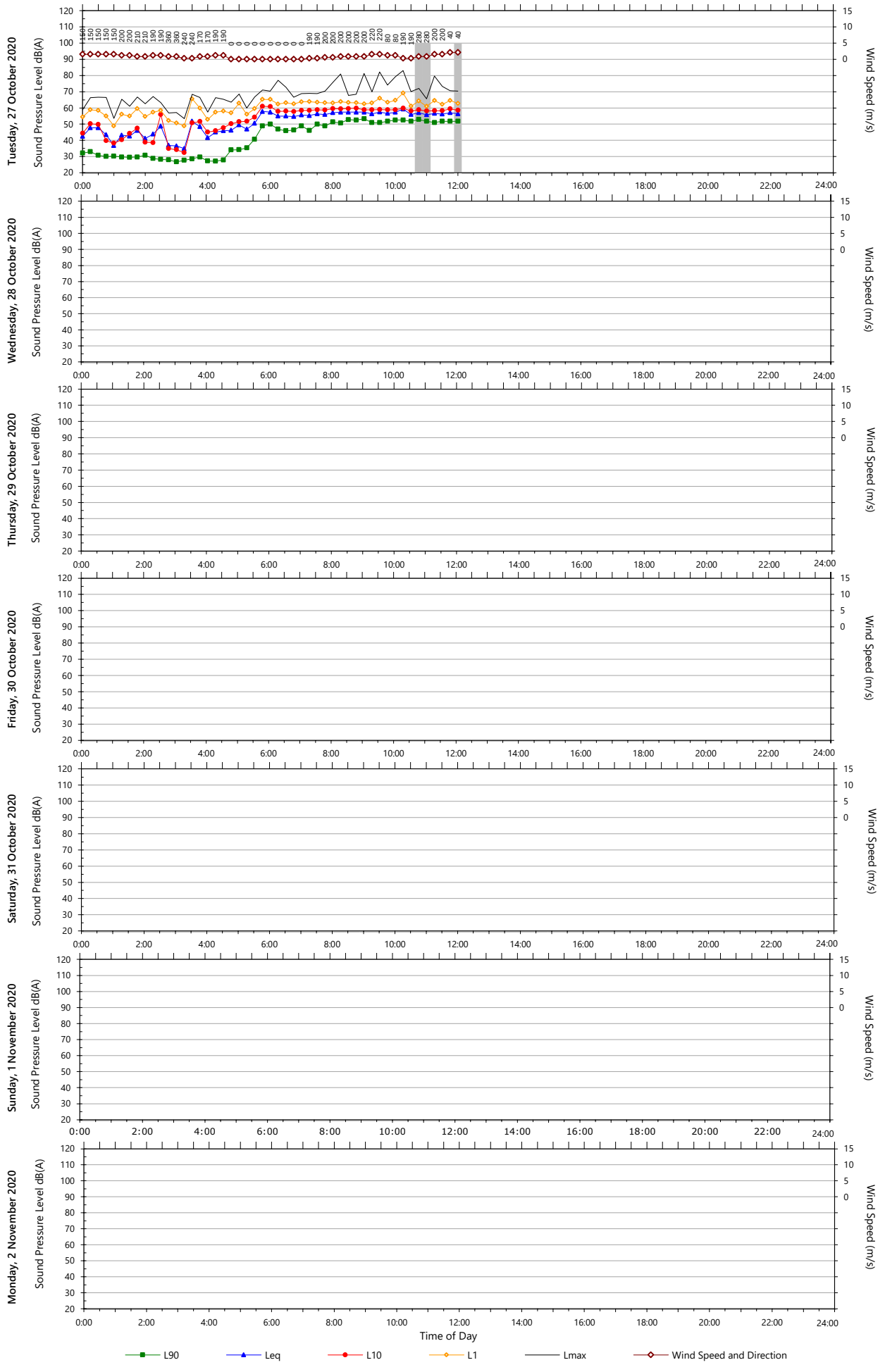


Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

Unattended Monitoring Results

Location: 16 Fitzroy Street, Grafton

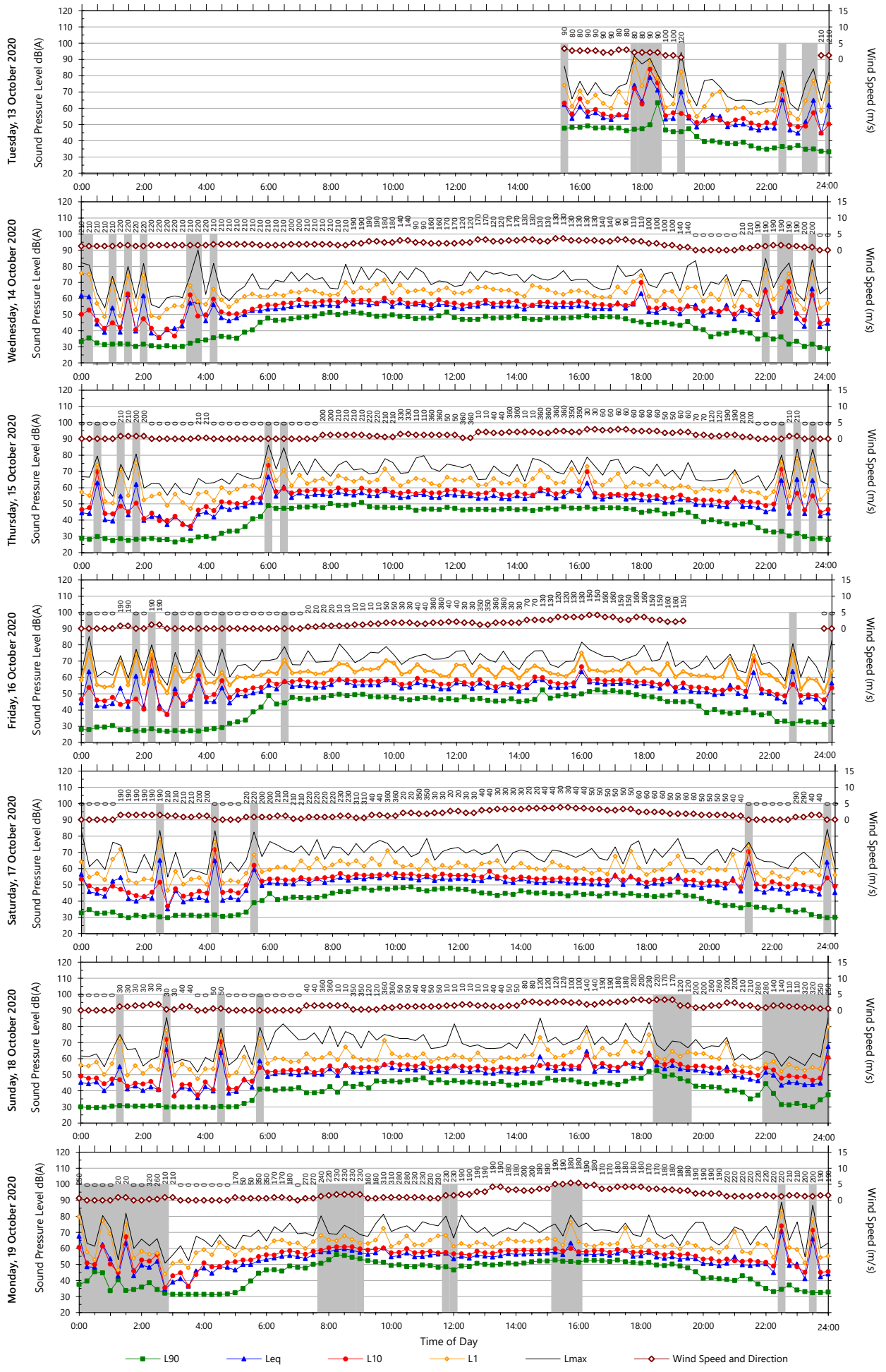


Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

Unattended Monitoring Results

Location: 24 Pound Street, Grafton

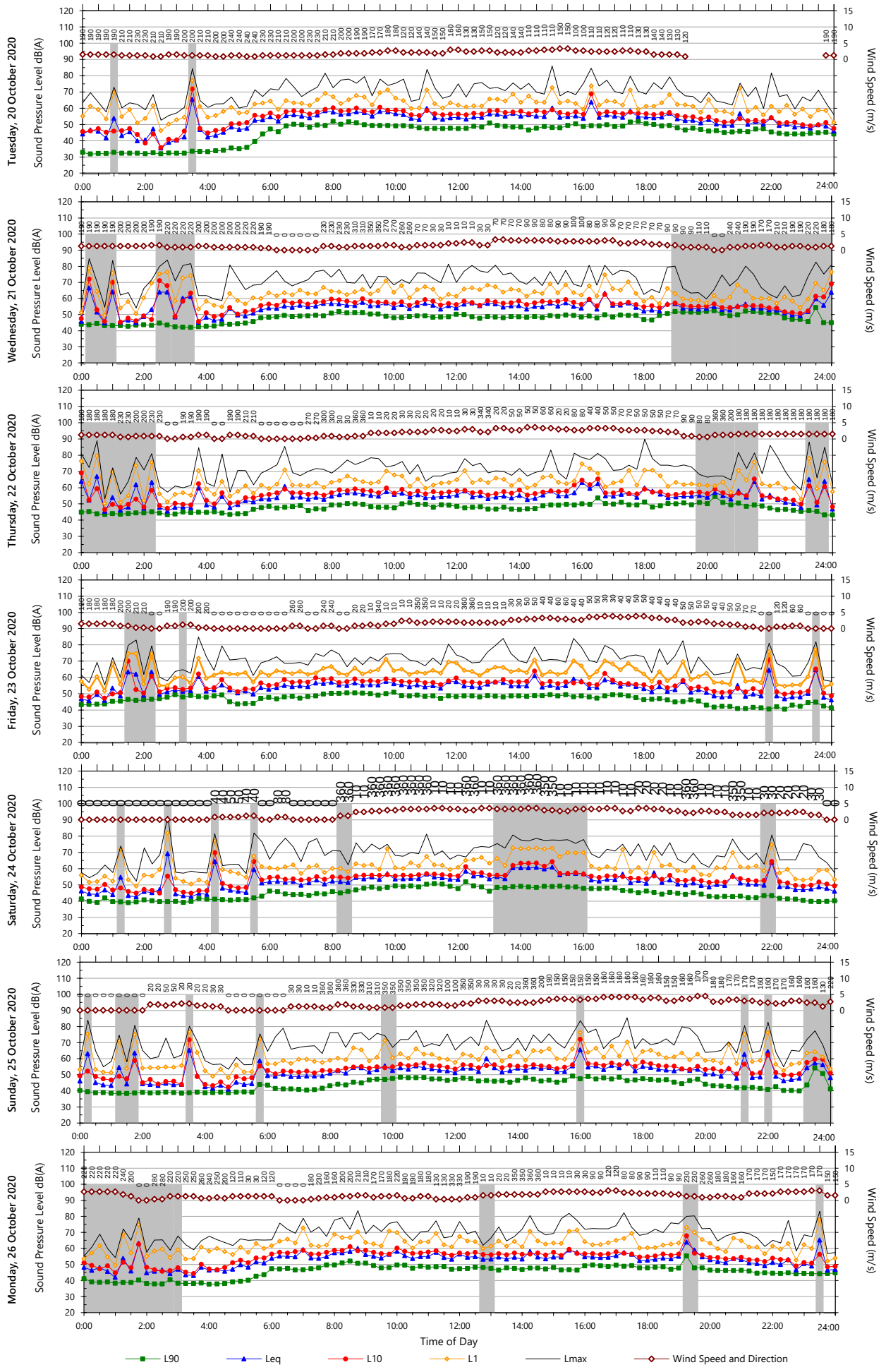


Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

Unattended Monitoring Results

Location: 24 Pound Street, Grafton



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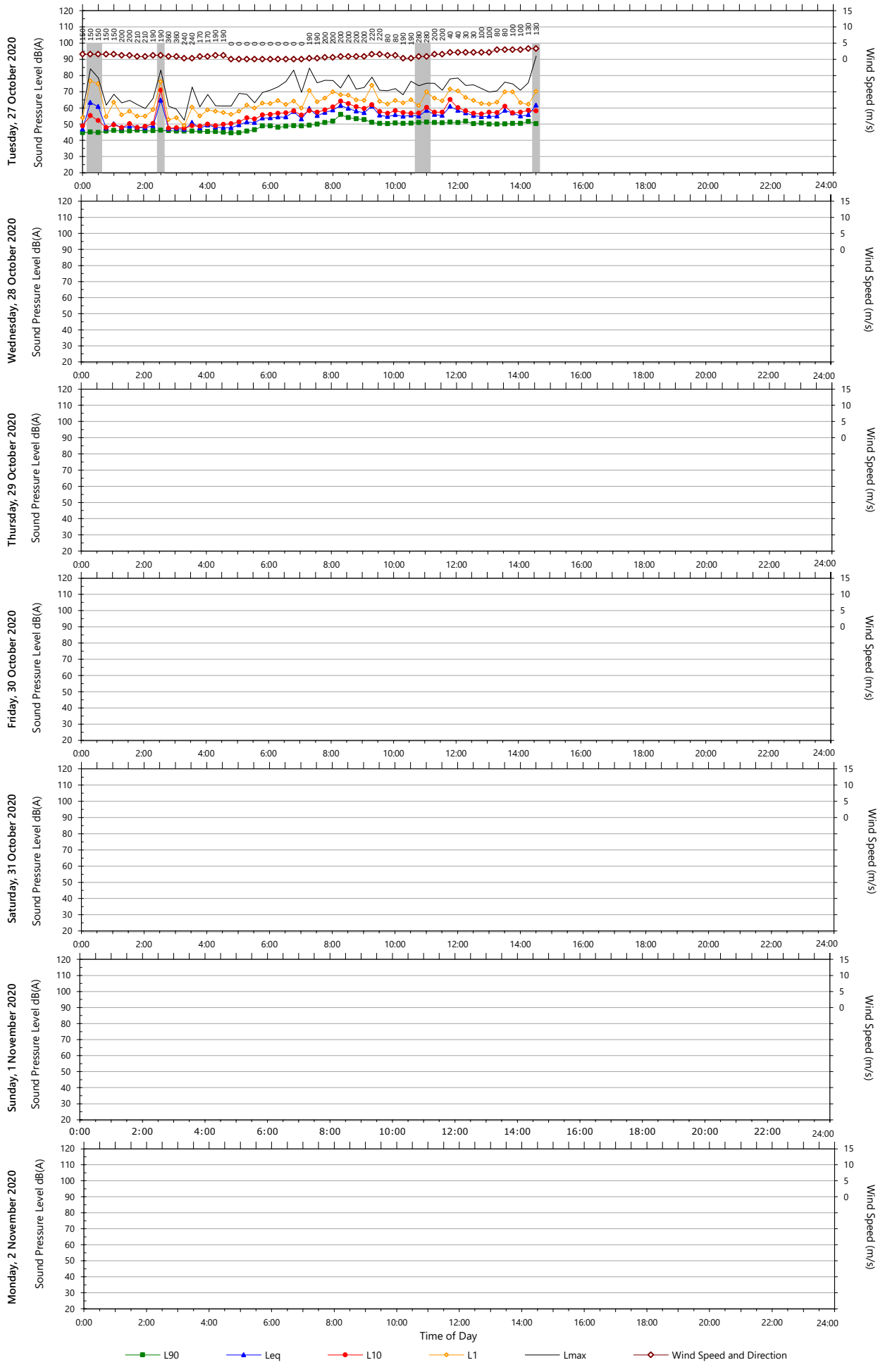
Template: QTE-26 Logger Graphs Program (r34)

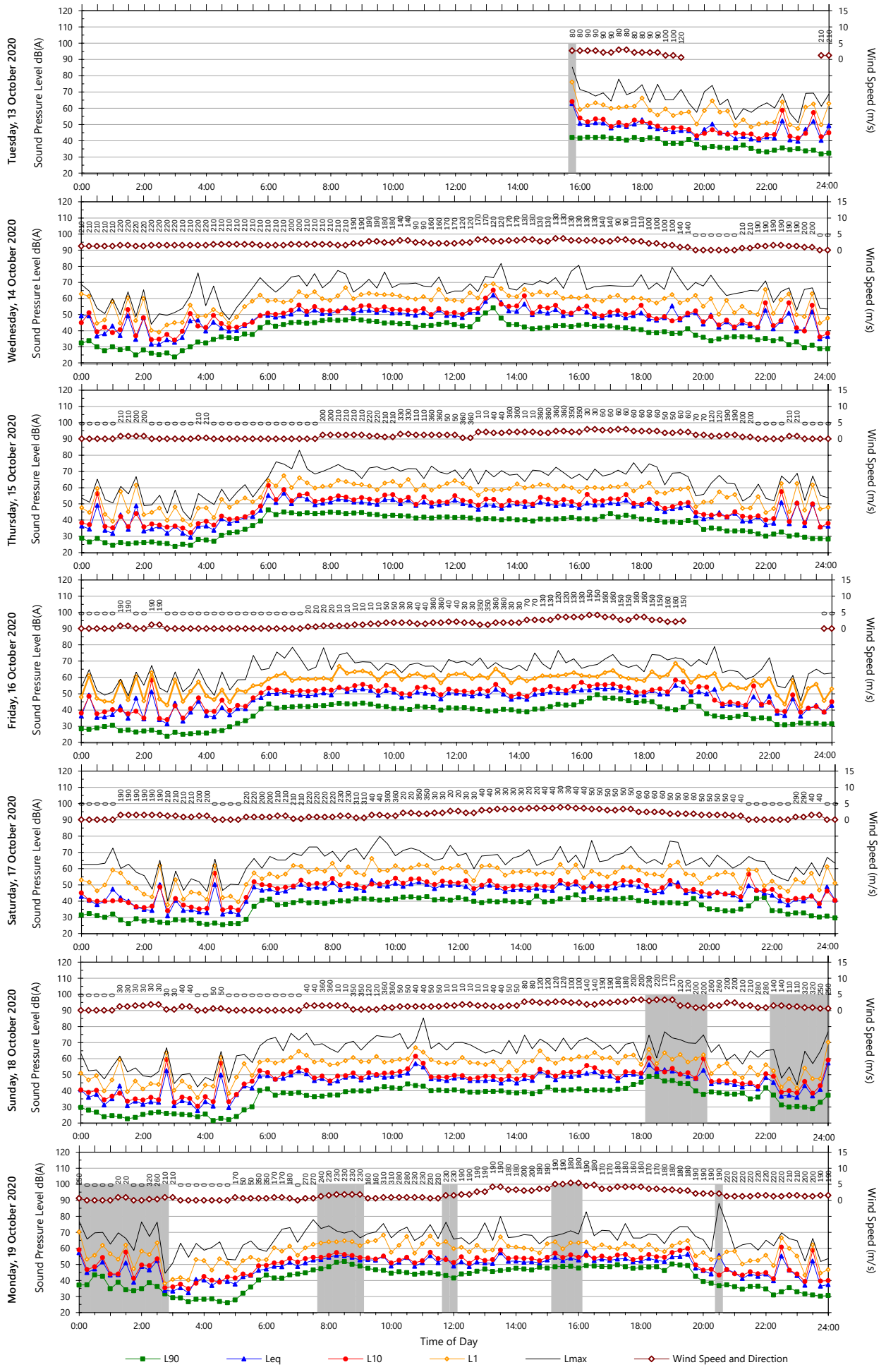


Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)

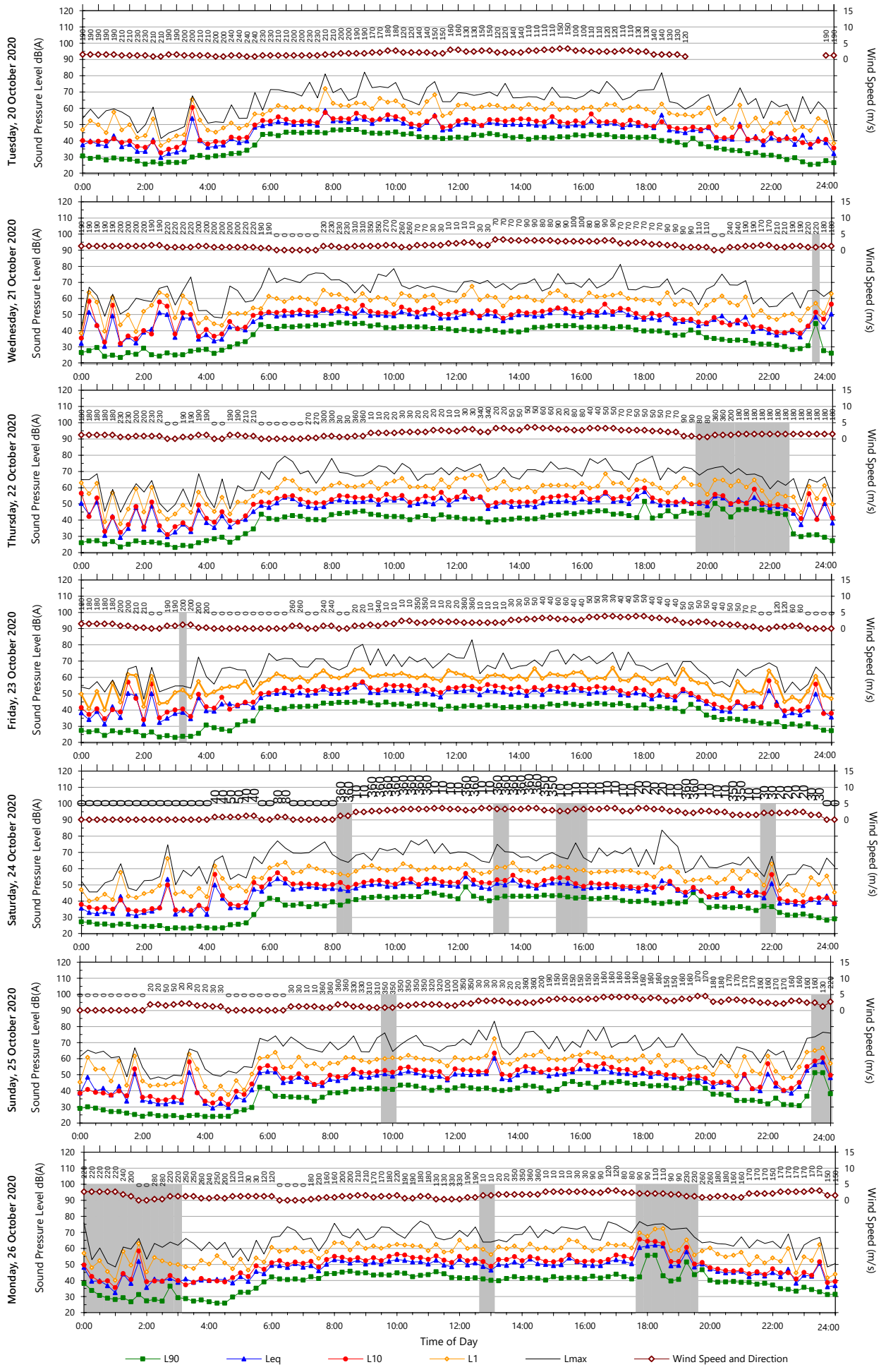
Unattended Monitoring Results

Location: 18 Pound Street, Grafton



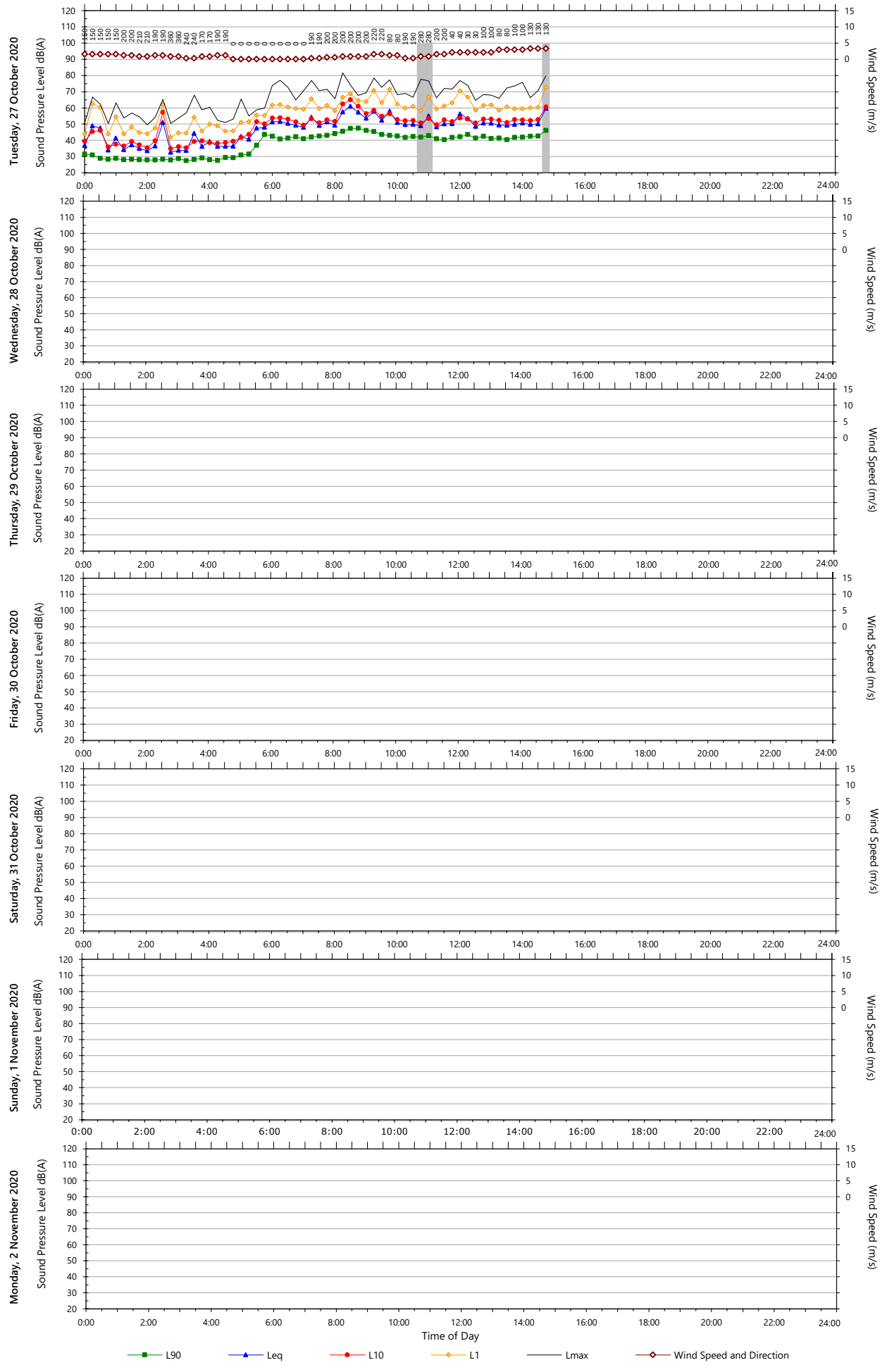
Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



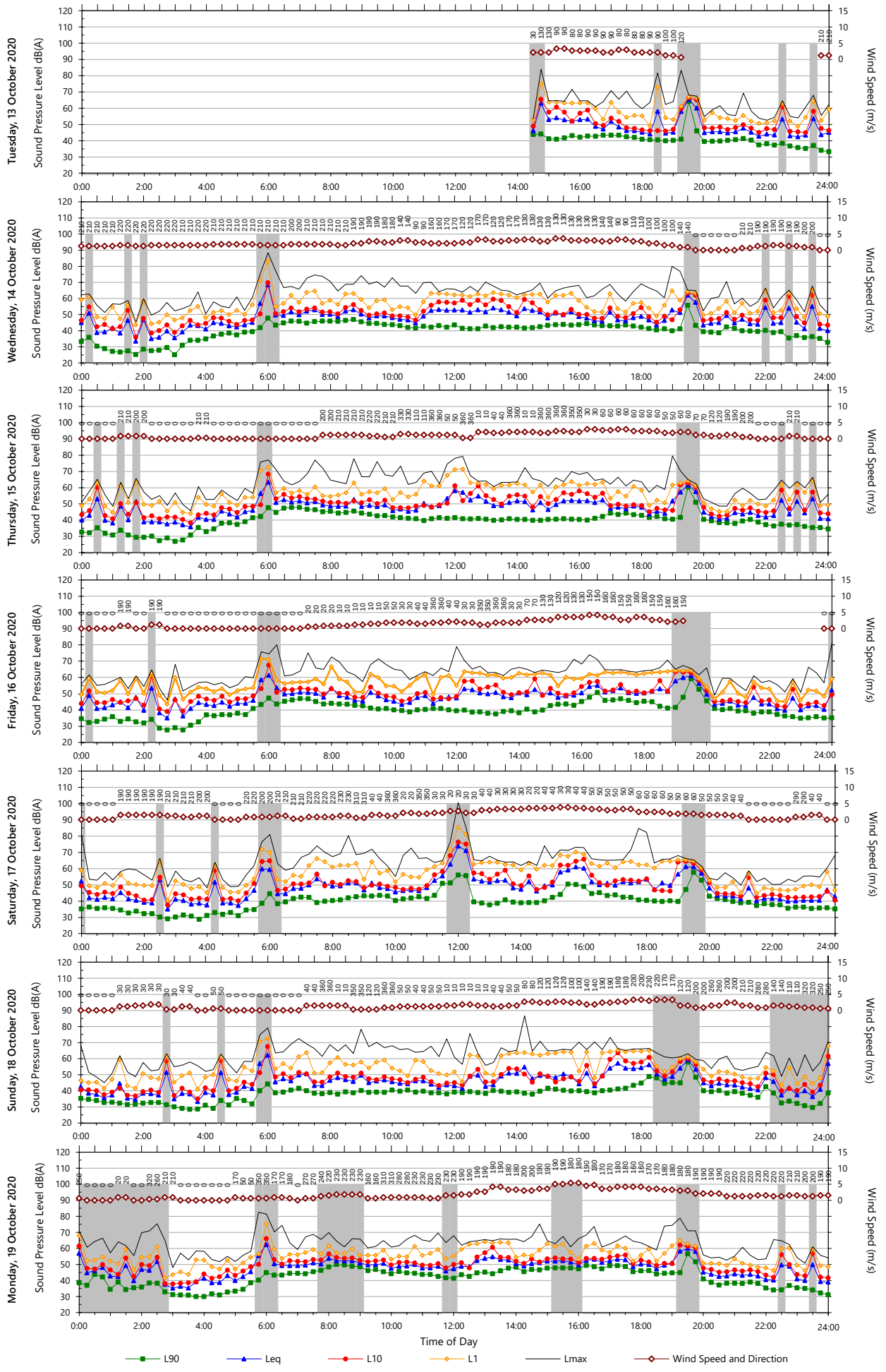
Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

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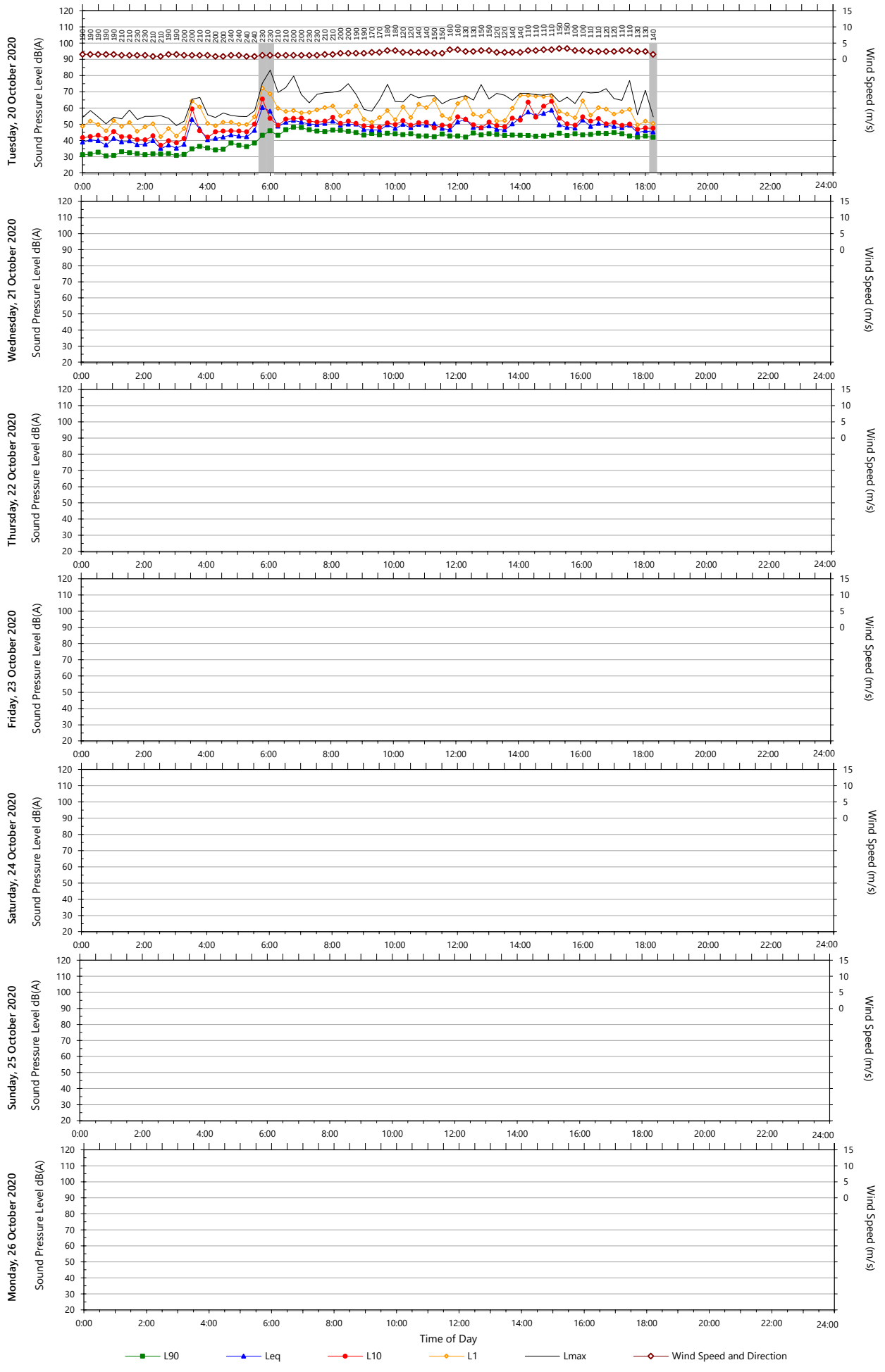

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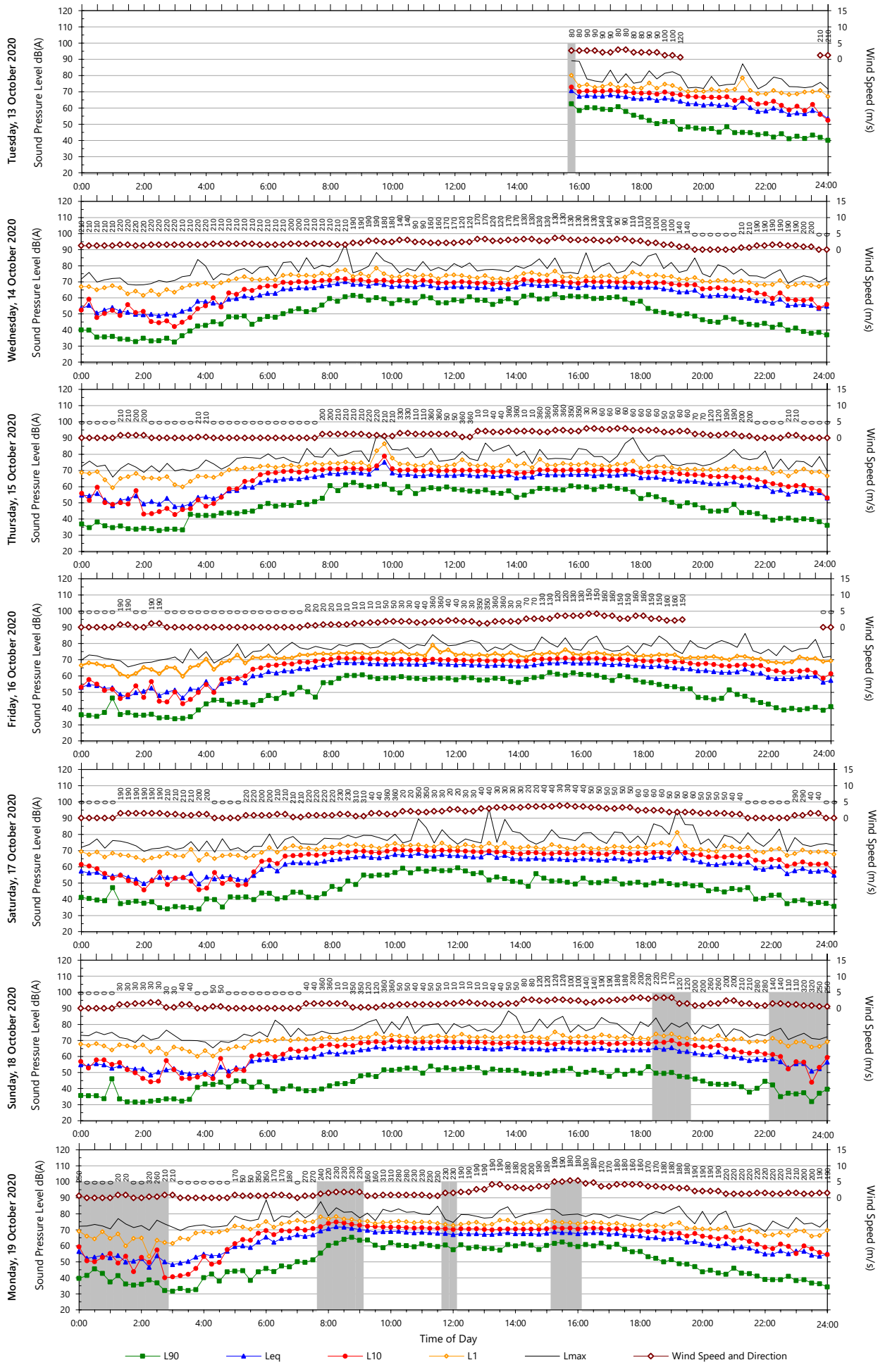
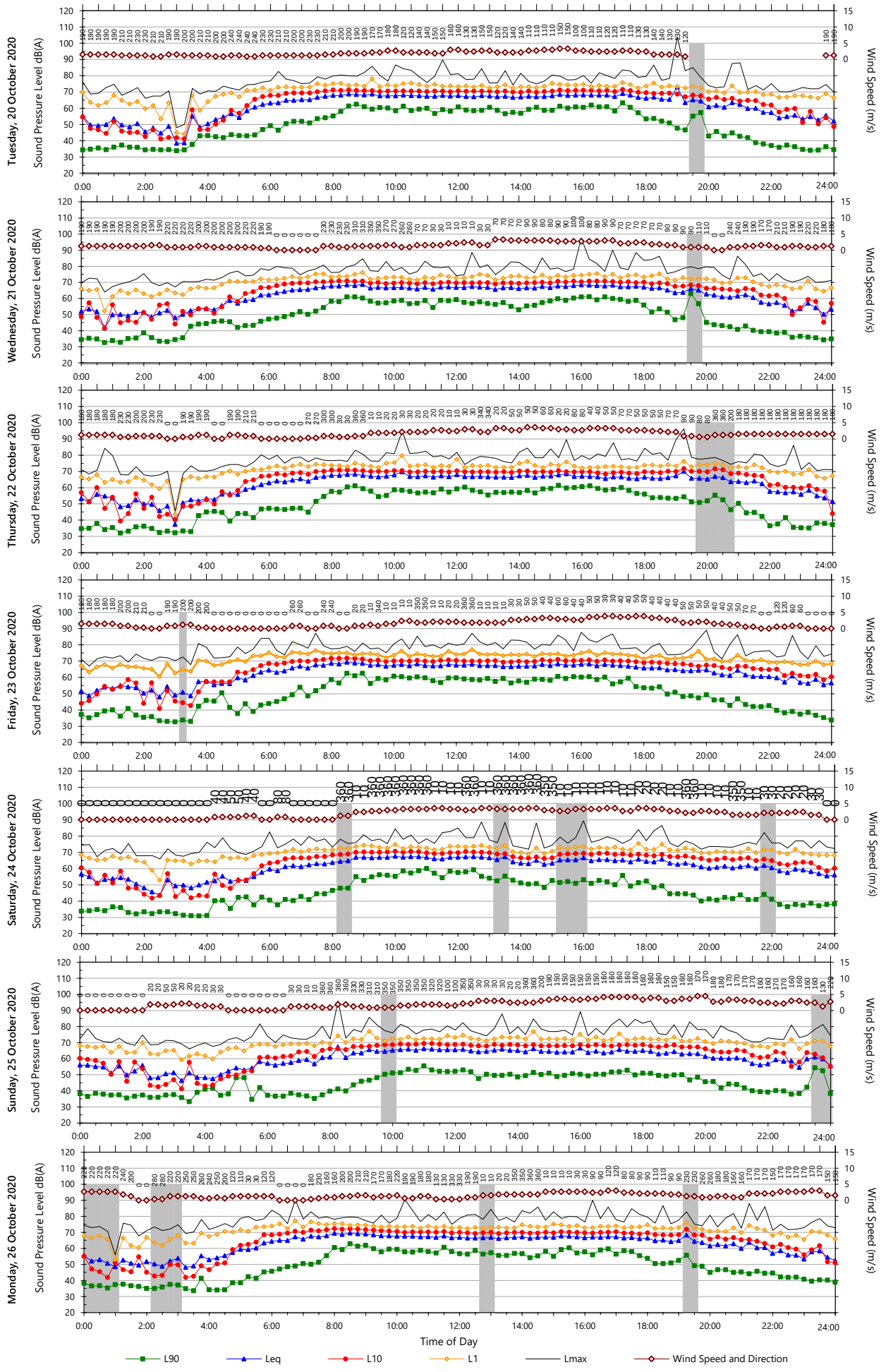
Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



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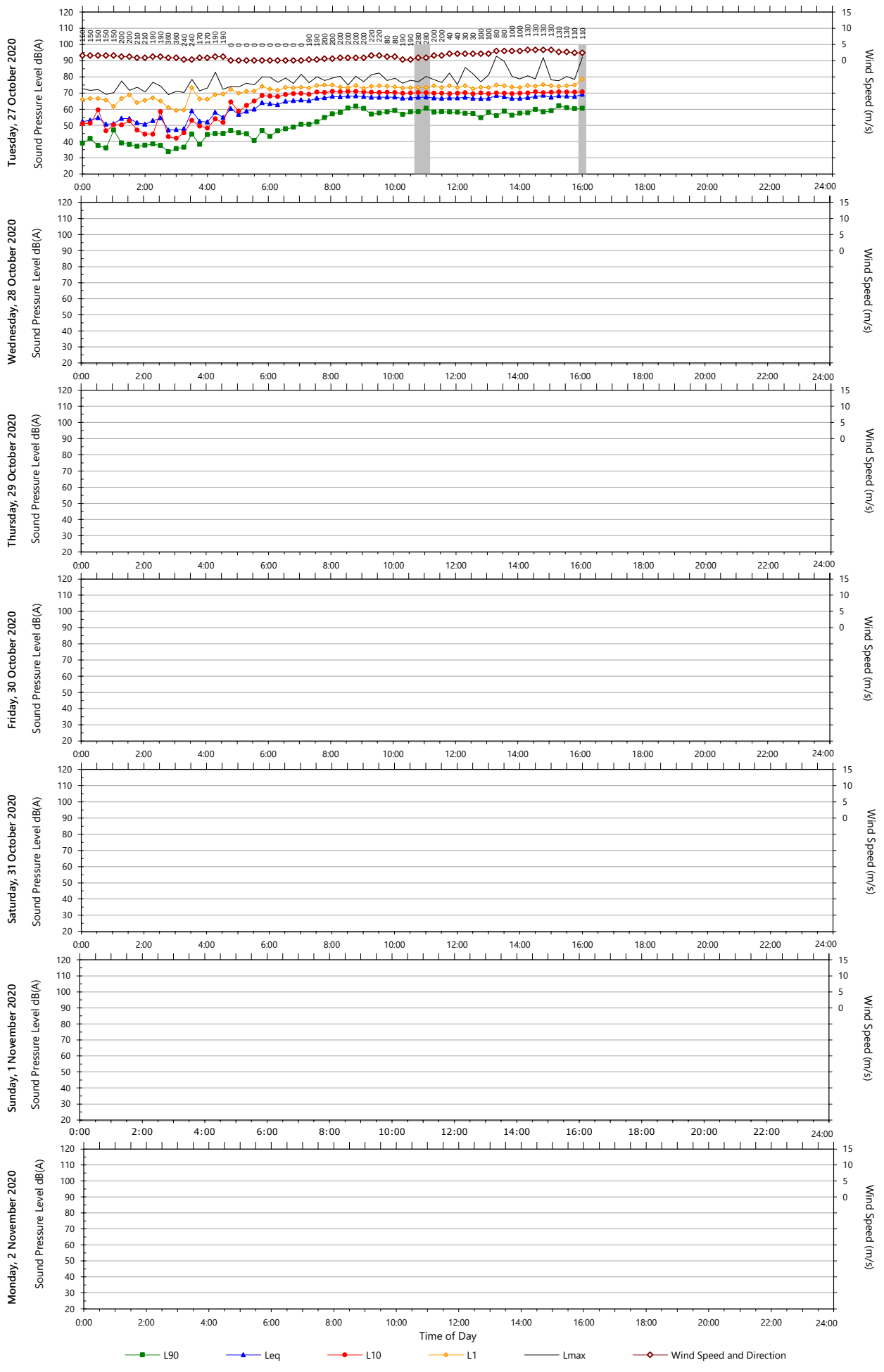
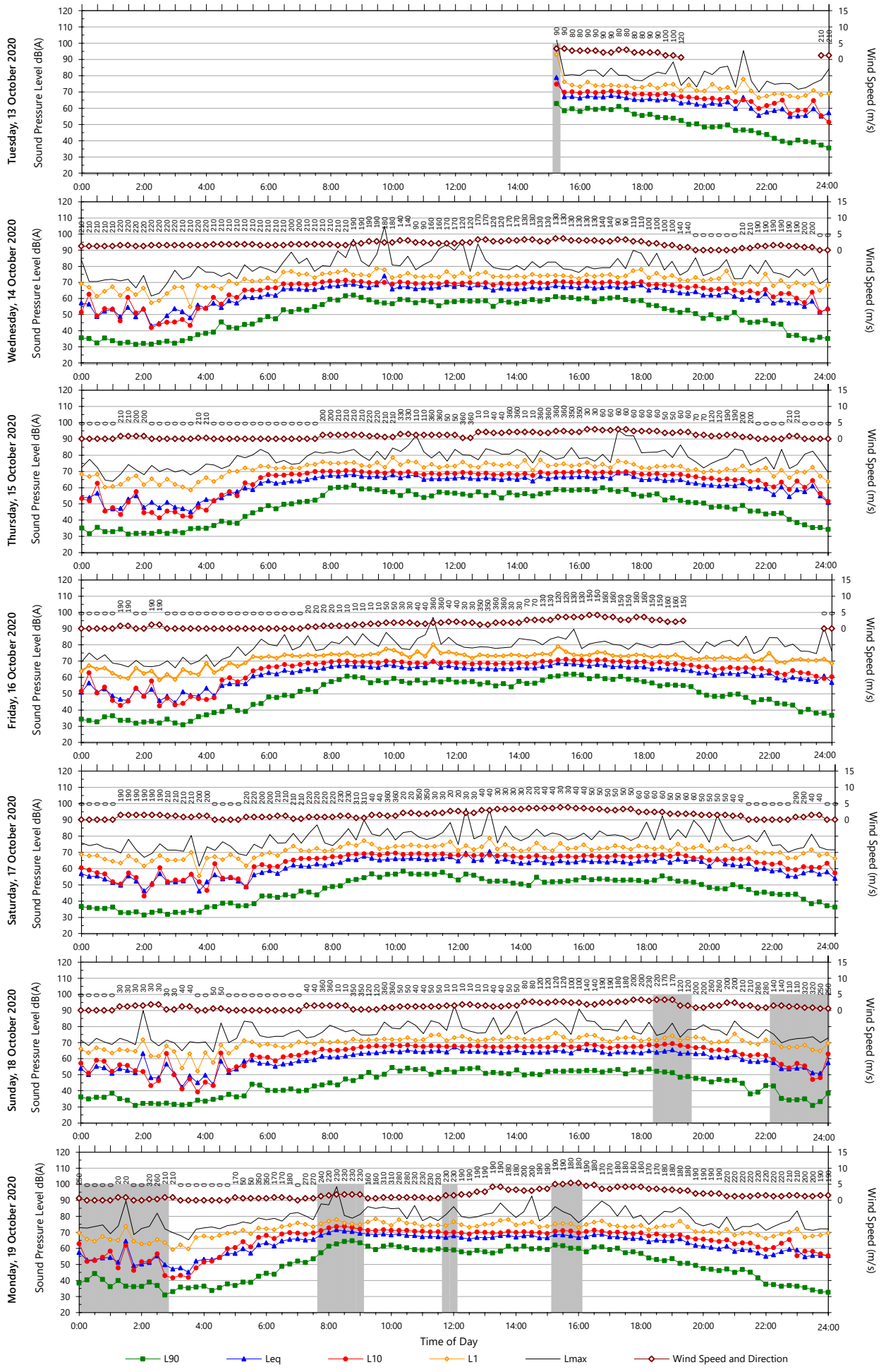
Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



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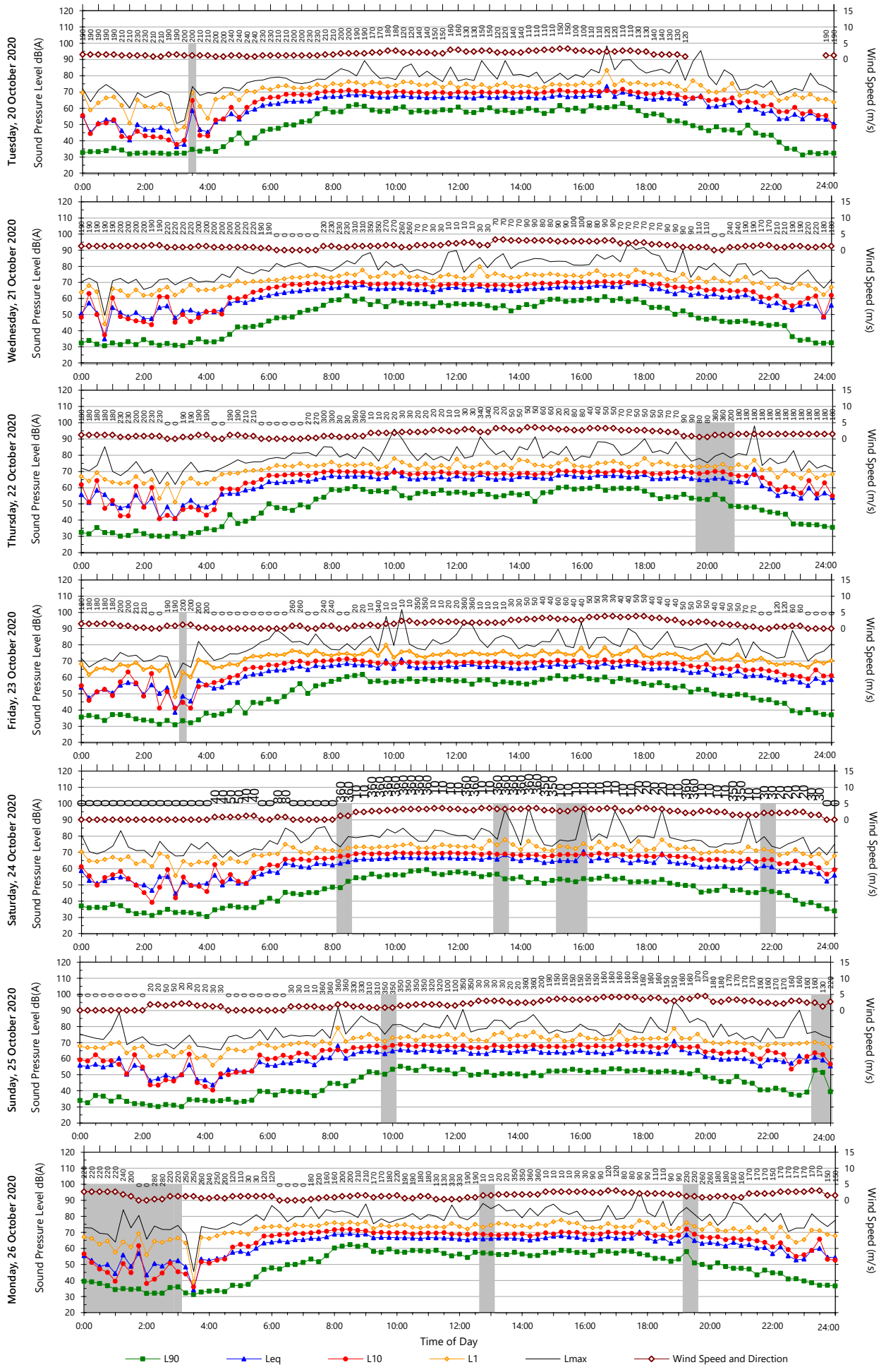
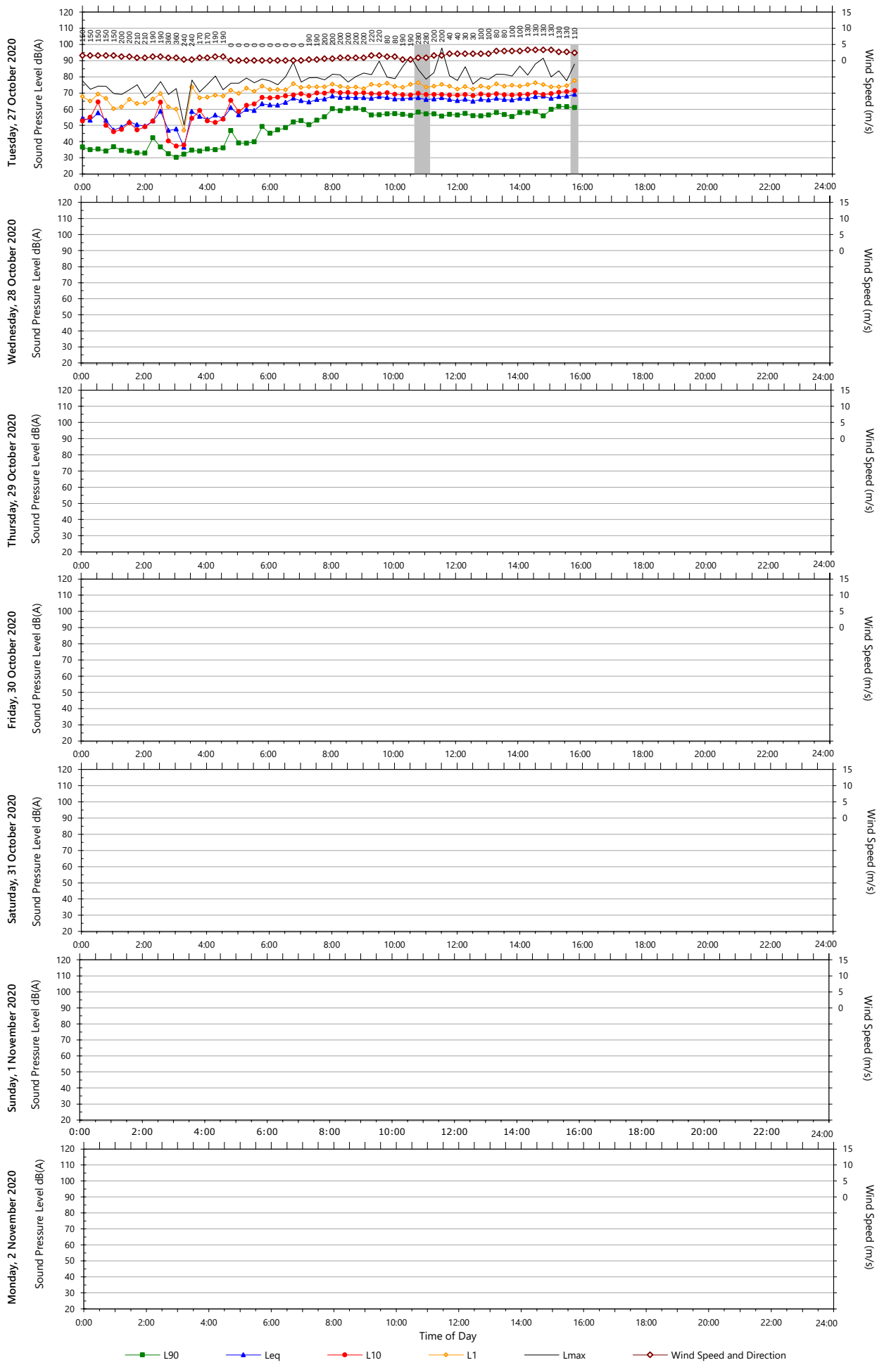
Template: QTE-26 Logger Graphs Program (r34)



Data File: 2020-10-13_SLM_000_123_Rpt_Report.txt

Template: QTE-26 Logger Graphs Program (r34)



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Template: QTE-26 Logger Graphs Program (r34)