Type II Study Areas
66 to 70 dBA Leq (Impact)

>70 dBA Leq (Impact)

30

Type II Noise Program Development

Loudest-hour Noise Level

- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)

- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Barrier Area: 28
Roadway: FEET
Mile Posts Start/End: 19.9 to 21.1
Barrier Side NB Cost: $ 0
DEI: 484 DEI Criteria: 1700
Manchester, New Hampshire
Ineligible (No Impact)
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development

Barrier Area: 29
Roadway: FEET
Mile Posts Start/End: 18.9 to 19.2
Barrier Side SB Cost: $724500
DEI: 1509
DEI Criteria: 1600
Manchester, New Hampshire
Eligible
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Study Areas
- Eligible for Type II
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Type II Noise Program Development
- Barrier Area: 30
- Roadway: FEET
- Mile Posts Start/End: 18.7 to 18.8
- Barrier Side SB: Cost: $0
- DEI: 16250
- DEI Criteria: 1600
- Manchester, New Hampshire
- Ineligible (DEI)
**Study Areas**
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

**Loudest-hour Noise Level**
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

**Insertion Loss (25-ft Barrier)**
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

**Type II Noise Program Development | Type II Study Areas**

- **Barrier Area:** 31
- **Roadway:** FEET
- **Mile Posts Start/End:** 18.4 to 18.7
- **Barrier Side SB Cost:** $ 0
- **DEI:** 231
- **DEI Criteria:** 1700
- **Manchester, New Hampshire**
- **Existing Barrier**
Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Type II Noise Program Development

Barrier Area: 32
Roadway: FEET
Mile Posts Start/End: 18.2 to 18.3
Barrier Side SB Cost: $ 0
DEI: 1250  DEI Criteria: 1700
Manchester, New Hampshire
Existing Barrier
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development
- Barrier Area: 37
- Roadway: FEET
- Mile Posts Start/End: 24 to 24.8
- Barrier Side NB Cost: $ 0
- DEI: 1446 DEI Criteria: 1500
- Manchester, New Hampshire
- Ineligible (10-year TIP)
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development
Type II Study Areas

Barrier Area: 152
Roadway: I-93
Mile Posts Start/End: 113.3 to 114.2
Barrier Side SB Cost: $ 0
DEI: 674 DEI Criteria: 1600
Manchester, New Hampshire
Existing Barrier
Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Barrier Area: 154
Roadway: I-93
Mile Posts Start/End: 112.9 to 113.3
Barrier Side SB Cost: $ 0
DEI: INF  DEI Criteria: 1600
Manchester, New Hampshire
Ineligible (10-year TIP)
**Study Areas**
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

**Loudest-hour Noise Level**
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

**Insertion Loss (25-ft Barrier)**
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

**Type II Noise Program Development**

**Type II Study Areas**

**Barrier Area:** 155
**Roadway:** I-93
**Mile Posts Start/End:** 18.9 to 19.5
**Barrier Side NB**
**Cost:** $0
**DEI:** 1140
**DEI Criteria:** 1500

**Manchester, New Hampshire**

**Ineligible (Not Feasible/Reasonable in Prior Type I)**
Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)
**Study Areas**
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

**Loudest-hour Noise Level**
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

**Insertion Loss (25-ft Barrier)**
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

**Type II Noise Program Development**
- Barrier Area: 160
- Roadway: I-93
- Mile Posts Start/End: 109.9 to 110.3
- Barrier Side SB Cost: $0
- DEI: 1960
- DEI Criteria: 1700
- Manchester, New Hampshire
- Ineligible (DEI)
Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development

Barrier Area: 161
Roadway: I-93
Mile Posts Start/End: 22.1 to 22.9
Barrier Side NB Cost: $3045000
DEI: 781 DEI Criteria: 1400
Manchester, New Hampshire
Eligible
Type II Study Areas

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Barrier Area: 163
Roadway: 1-93
Mile Posts Start/End: 108.4 to 108.8
Barrier Side SB Cost: $ 1867500
DEI: 528 DEI Criteria: 1600
Manchester, New Hampshire
Eligible
Type II Study Areas

- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Existing Noise Barrier in Study Area

Insertion Loss (25-ft Barrier)

- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Study Areas

- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Type II Noise Program Development

Barrier Area: 164
Roadway: I-93
Mile Posts Start/End: 23.2 to 23.4
Barrier Side NB Cost: $ 0
DEI: 1957 DEI Criteria: 1400
Manchester, New Hampshire
Ineligible (DEI)
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development
- Barrier Area: 166
- Roadway: I-93
- Mile Posts Start/End: 107 to 107.8
- Barrier Side SB Cost: $3,322,500
- DEI: 715
- DEI Criteria: 1600
- Manchester, New Hampshire
- Eligible
Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Barrier Area: 170
Roadway: Route 101
Mile Posts Start/End: 2 to 3.2
Barrier Side WB Cost: $0
DEI: 379 DEI Criteria: 1700
Manchester, New Hampshire
Existing Barrier
66 to 70 dBA Leq (Impact)

**Study Areas**
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

**Loudest-hour Noise Level**
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

**Insertion Loss (25-ft Barrier)**
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

**Type II Noise Program Development**
- Barrier Area: 171
- Roadway: Route 101
- Mile Posts Start/End: 9.7 to 10.4
- Barrier Side EB Cost: $0
- DEI: 642 DEI Criteria: 1600
- Manchester, New Hampshire
- Existing Barrier
FIGURE 172

Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development
- Barrier Area: 172
- Roadway: Route 101
- Mile Posts Start/End: 11 to 11.7
- Barrier Side EB Cost: $ 0
- DEI: 1070
- DEI Criteria: 1600
- Manchester, New Hampshire
  Ineligible (Not Feasible/Reasonable in Prior Type I)
Loudest-hour Noise Level

- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)

- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)
Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)
Study Areas
- Ineligible for Type II
- Eligible for Type II
- Existing Barrier
- Prior Noise Barrier Study Area
- Existing Noise Barrier in Study Area

Loudest-hour Noise Level
- <61 dBA Leq
- 61 to 65 dBA Leq
- 66 to 70 dBA Leq (Impact)
- >70 dBA Leq (Impact)

Insertion Loss (25-ft Barrier)
- Less than 5 dB
- 5 to 6 dB (Benefit)
- 7 to 9 dB (Benefit/Feasible)
- 10+ dB (Benefit/Design Goal)

Type II Noise Program Development
- Type II Study Areas

Barrier Area: 176
- Roadway: Route 101
- Mile Posts Start/End: 51.2 to 51.8
- Barrier Side WB Cost: $ 0
- DEI: 737
- DEI Criteria: 1400
- Manchester, New Hampshire
- Existing Barrier

March 2017