Feet
5 to 6 dB (Benefit)
7 to 9 dB (Benefit/Feasible)
200
>70 dBA Leq (Impact)
66 to 70 dBA Leq (Impact)
400
61 to 65 dBA Leq
Less than 5 dB
Existing Noise Barrier in Study Area

Type II Study Areas

Existing Barrier
Eligible for Type II
Ineligible for 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)

Type II Noise Program Development

Barrier Area: 64
Roadway: I-93
Mile Posts Start/End: 74.1 to 74.8
Barrier Side SB Cost: $ 0
DEI: 2106 DEI Criteria: 1600
Tilton, New Hampshire
Ineligible (No Impact)
**Type II Noise Program Development**

**Type II Study Areas**

- **Barrier Area: 65**
- **Roadway: I-93**
- **Mile Posts Start/End: 72.7 to 73.9**
- **Barrier Side SB**
- **Cost: $ 0**
- **DEI: 4371**
- **DEI Criteria: 1600**
- **Tilton, 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)