



**TABLE 5-7
NOISE IMPACTS FOR LAND USE
WITH BOTH DAYTIME AND NIGHTTIME SENSITIVITY (CATEGORY 2)**

Location	Civil Station	Dist to Near Track (ft)	Speed (mph)		Exist. Noise Level ¹	Project Noise Level ¹			Impact Category	Total Noise Level ¹	Noise Level Increase ¹	# of Res. Impacts	
			EB	WB		Predicted (rounded to nearest decibel)	Impact Criteria					Mod Imp	Sev Imp
							Mod Imp	Sev Imp					
Cistercian Abbey Living Quarters	188	260	40	45	68	57	62	68	N/A	68	0.3	0	0
Mandalay on the Lake Apartments	236	60	43	38	63	58	60	65	N/A	64	1.0	0	0
Lofts at Las Colinas and Delano	272	60	45	39	63	60	60	65	Moderate	65	1.8	84	0
Candlewood Suites Hotel	344	230	38	47	64	53	60	66	N/A	65	0.3	0	0
Fairfield Inn Hotel	345	620	35	42	64	45	60	66	N/A	64	0.1	0	0
Las Colinas Studio Plus Hotel	347	220	27	32	64	52	60	66	N/A	64	0.2	0	0
Extended Stay Deluxe Hotel	347	400	27	32	64	48	60	66	N/A	64	0.1	0	0
Villas at Beaver Creek	358	130	25	25	56	46	56	62	N/A	57	0.4	0	0
Archstone at MacArthur Apartments	391	60	45	45	58	57	56	62	Moderate	60	2.6	132	0
Mandalay Place	408	80	52	36	58	56	56	62	N/A	60	2.3	0	0
Total												216	0

¹ Noise levels are based on Ldn and are measured in dBA.

Source: HMMH, 2006

**TABLE 5-8
NOISE IMPACTS FOR INSTITUTIONAL LAND USE
WITH NO NIGHTTIME SENSITIVITY (CATEGORY 1 AND 3)**

Location	Civil Station	Dist. to near track (ft)	Speed (mph)		Exist. Noise Level ¹	Project Noise Level ¹			Impact Category	Total Noise Level ¹	Noise Level Increase ¹
			EB	WB		Predicted ² (rounded to nearest decibel)	Impact Criteria				
							Mod Imp	Sev Imp			
Cistercian Abbey Church	189	400	37	41	56	53	61	67	N/A	58	1.8
Miss Bloomingdale's Academy	219	180	25	25	60	52	62	68	N/A	60	0.7

¹ Noise levels are based on Peak Hour Leq and are measured in dBA.

Source: HMMH, 2005

5.4.2 Noise Impact Mitigation

As discussed in Section 3.5.1, FTA states that in implementing noise impact criteria, severe impacts should be mitigated unless there are no practical means to do so. At the moderate impact level, more discretion should be used, and other project-specific factors should be included in the consideration of mitigation. These other factors can include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-to-indoor sound insulation and the cost-effectiveness of mitigating noise to more acceptable levels. On previous DART rail corridors, DART's noise mitigation policy was to provide mitigation for all severe noise impacts and for moderate noise impacts at locations where a noise exposure increase of 3 dB or more was projected. The 3 dB increase was generally considered the range in which incremental noise would be noticeable. New guidance from FTA supersedes this policy and