

Existing Noise Exposure* L _{eq} (h) or L _{dn} (dBA)	Project Noise Impact Exposure,* L _{eq} (h) or L _{dn} (dBA)					
	Category 1 or 2 Sites			Category 3 Sites		
	No Impact	Impact	Severe Impact	No Impact	Impact	Severe Impact
<43	< Ambient+10	Ambient + 10 to 15	>Ambient+15	<Ambient+15	Ambient + 15 to 20	>Ambient+20
43	<52	52-58	>58	<57	57-63	>63
44	<52	52-59	>59	<57	57-64	>64
45	<52	52-59	>59	<57	57-64	>64
46	<52	52-59	>59	<57	57-64	>64
47	<52	52-59	>59	<57	57-64	>64
48	<53	53-59	>59	<58	58-64	>64
49	<53	53-59	>59	<58	58-64	>64
50	<53	53-60	>60	<58	58-65	>65
51	<54	54-60	>60	<59	59-65	>65
52	<54	54-60	>60	<59	59-65	>65
53	<54	54-60	>60	<59	59-65	>65
54	<55	55-61	>61	<60	60-66	>66
55	<55	55-61	>61	<60	60-66	>66
56	<56	56-62	>62	<61	61-67	>67
57	<56	56-62	>62	<61	61-67	>67
58	<57	57-62	>62	<62	62-67	>67
59	<57	57-63	>63	<62	62-68	>68
60	<58	58-63	>63	<63	63-68	>68
61	<58	58-64	>64	<63	63-69	>69
62	<59	59-64	>64	<64	64-69	>69
63	<60	60-65	>65	<65	65-70	>70
64	<60	60-66	>66	<65	65-71	>71
65	<61	61-66	>66	<66	66-71	>71
66	<61	61-67	>67	<66	66-72	>72
67	<62	62-67	>67	<67	67-72	>72
68	<63	63-68	>68	<68	68-73	>73
69	<64	64-69	>69	<69	69-74	>74
70	<64	64-69	>69	<69	69-74	>74
71	<65	65-70	>70	<70	70-75	>75
72	<65	65-71	>71	<70	70-76	>76
73	<65	65-72	>72	<70	70-77	>77
74	<65	65-72	>72	<70	70-77	>77
75	<65	65-73	>73	<70	70-78	>78
76	<65	65-74	>74	<70	70-79	>79
77	<65	65-75	>75	<70	70-80	>80
>77	<65	65-75	>75	<70	70-80	>80

* L_{dn} is used for land use where nighttime sensitivity is a factor; L_{eq} during the hour of maximum transit noise exposure is used for land use involving only daytime activities.
SOURCE: High-Speed Ground Transportation Noise and Vibration Impact Assessment (FRA, 1998).

The Pennsylvania High-speed Maglev Project

**Noise Levels Defining Impact
for High Speed Rail Projects**

Figure 4.3.1-3