NOISE STUDY REPORT UPDATE

Florida Department of Transportation

District 7

I-275 (SR 93) Design Change Re-evaluation

Project Development and Environment Study
from south of 54th Avenue South to north of 4th Street North

Pinellas County, Florida

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The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to Title 23, Section 327 of the United States Code (23 U.S.C. § 327) and a Memorandum of Understanding dated December 14, 2016, and executed by FHWA and FDOT.

Executive Summary

The Florida Department of Transportation (FDOT) is conducting a Design Change Re-evaluation to assess and document proposed changes to the previously approved Project Development and Environment (PD&E) Study for Interstate 275 (I-275)/State Road 93 (SR 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. The Federal Highway Administration (FHWA) approved the Type II Categorical Exclusion (Type II CE) on July 15, 2016. Following FHWA's approval, a Re-evaluation was prepared to evaluate a change to the approved Typical Section for Segment C of the project (i.e., from south of Gandy Boulevard to north of 4th Street North). That Re-evaluation evaluated the repurposing of one of the two approved express lanes to accommodate the provision of three general use through lanes, one auxiliary lane, and one express lane in each direction. The results of the highway traffic noise study for that Re-evaluation (approved by the FDOT's Office of Environmental Management (OEM) on April 26, 2017) are documented in a Noise Study Report (NSR) Addendum (NSRA) published in July of 2016. The highway traffic noise analysis that was performed for the PD&E Study and for the Re-evaluation resulted in commitments by the FDOT to construct numerous noise barriers contingent on several factors (e.g., surveys to determine if the owners of property that would be benefited by a noise barrier desire the barriers to be constructed).

The current Design Change Re-evaluation is assessing four express lanes (two in each direction) in a portion of Segment B from north of I-375 to south of Gandy Boulevard and to accommodate improvements for a second express lane in Segment C. Within Segment B and C, 24 Noise Study Areas (NSAs) were previously evaluated. A land use review conducted on April 8, 2019 did not identify any new noise sensitive land uses. For the current Re-evaluation only the NSAs with single-family residential land uses were evaluated (NSAs 49, 54, 55, 57, 59, 61, 63, 66, 67, and 69). Non-residential NSAs (i.e., special land uses) were not re-analyzed because the results of the PD&E analysis/Re-evaluation indicated that it was unreasonable to assume that the required number of persons would use the properties on a daily basis and the proposed changes to the design of I-275 would not reduce, but would likely increase, the required amount of use.

At the beginning of Segment C (Gandy Boulevard), three noise barriers are currently being constructed—barriers for NSAs 69 (Village Green Mobile Home Park), NSA 70 (Bay Isle Key Apartments), and NSA 71 (Azure Apartments and The Villas of Carillon). Because the current design change has the potential to reduce the benefit of the barrier for the residences in NSA 69, this NSA was re-evaluated to determine if the barrier should be lengthened (it is being constructed at the maximum allowable height of 22 feet).

Based on the results of the analysis for this Re-evaluation, noise barriers were determined to be a potentially feasible and reasonable measure to reduce predicted traffic noise impacts for the nine residential NSAs that were evaluated and the existing barrier at NSA 69 does not require lengthening. The locations of the barriers are also illustrated on the Concept Plans for the improvements that are provided in Appendix B of this NSRA II.

Statement of Likelihood

The FDOT is committed to the construction of the noise barriers that have been determined to be a potentially feasible and reasonable noise abatement measure contingent on the following:

- Detailed noise analyses during the final design process supports the need, feasibility, and reasonableness of providing the abatement;
- analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- community input supporting the type, height, and location of the noise barrier(s) is obtained; and
- safety and engineering aspects as they relate to the roadway user and the adjacent property owners have been reviewed and any conflicts and/or issues have been resolved.

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1.0 Project Summary

1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven is conducting a Design Change Re-evaluation to evaluate and document proposed changes to the originally approved Type II Categorical Exclusion (CE) and subsequent Re-evaluation for I-275 (SR 93) from south of 54th Avenue South to north of 4th Street North in Pinellas County, Florida. A Project Development and Environment (PD&E) study was conducted for the 16.3-mile corridor to analyze the need for operational improvements and evaluate the location, conceptual design, and social, economic, and environmental effects of any proposed improvements. Following a Public Hearing held on September 29, 2015, FHWA approved the Type II CE for this project on July 15, 2016.

Following approval of the Type II CE, FDOT performed a Design Change Re-evaluation in 2017 to evaluate a change to the approved Typical Section of Segment C (from Dr. MLK, Jr. Boulevard to north of 4th Street North). The 2017 Re-evaluation assessed the repurposing of one of the two approved express lanes to accommodate the provision of three general use through lanes, one auxiliary lane, and one express lane in each direction for this segment of the study corridor. The 2017 Design Change Re-evaluation was approved by FDOT on April 26, 2017.

FDOT is currently conducting another Design Change Re-evaluation to assess impacts of accommodating improvements for a second express lane in Segment C and the addition of two express lanes in Segment B from north of I-375 to south of Gandy Boulevard. These proposed improvements would tie-in with planned improvements to the Howard Frankland Bridge (FPID 422904-2 and 422904-4). This re-evaluation also analyzes replacing the I-275 ramp bridges on 4th Street North over Big Island Gap.

The current re-evaluation also analyzes replacing the I-275 ramp bridges on 4th Street North over Big Island Gap, providing trail connections from the Howard Frankland Bridge to 4th Street North and Ulmerton Road, and ramp connection modifications at the Gandy Boulevard and Gateway Expressway interchange areas. To meet drainage and stormwater requirements, pond sites will be needed to accommodate new impervious surface due to widening to accommodate express lanes. Several of these new pond site locations will be outside of the existing right of way.

1.2 Purpose and Need

The purpose of this project is to provide for operational improvements that maximize capacity within the I-275 corridor, improve lane continuity, and connect I-275 within Pinellas County to the future network of express lanes planned for the Tampa Bay Region. Improvements are needed within the I-275 corridor to help improve existing traffic congestion, enhance safety, and better accommodate future travel demands associated with projected growth in employment and population. The addition of express lanes is included in the Pinellas County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP).

I-275 is a vital link in the local and regional transportation network and serves as a critical evacuation route. As a major north-south corridor through Pinellas County, I-275 links the Tampa Bay Region with

the remainder of the state and the nation supporting commerce, trade, and tourism. Preserving the operational integrity and regional functionality of I-275 is critical to the mobility and economy of the Tampa Bay Region.

1.3 Description of the Design Change

The current Design Change Re-evaluation includes a typical section change to extend two buffer-separated express lanes in both directions from I-375 to north of 4th Street North, as well as a 12-ft wide outside shoulder to accommodate bus-on-shoulder operations from I-375 to Gandy Boulevard. This concept supersedes the 2017 Design Change Re-evaluation concept. The current Design Change Re-evaluation also includes trail connections from the Howard Frankland Bridge to 4th Street North and Ulmerton Road. To accommodate the new trail connection, the 4th Street North bridge over Big Island Gap will undergo either widening or reconstruction.

The Gateway Expressway interchange area will also be modified under this re-evaluation. Ramps located to the south of the Gateway area will carry drivers from northbound I-275 Express Lanes to Gateway Expressway, as well as carry drivers from the Gateway Expressway to southbound I-275 Express Lanes. In addition, access to southbound I-275 from the Gandy Boulevard interchange will be modified by connecting the westbound-to-southbound loop on ramp and the eastbound-to-southbound on ramp into a frontage road system that provides one entry point onto southbound I-275. Finally, additional drainage and stormwater requirements, such as pond sites, will be needed to accommodate the new impervious surface due to the express lane widening. Several of these new pond site locations will be outside of the existing right of way.

1.4 Purpose of Report

The re-evaluation of any Environmental Document that included an NSR shall also include an update of the traffic noise analysis. Within Segment B and C, 24 Noise Study Areas (NSAs) were previously evaluated. A land use review conducted on April 8, 2019 did not identify any new noise sensitive land uses. For the current Re-evaluation only the NSAs with single-family residential land uses were evaluated (NSAs 49, 54, 55, 57, 59, 61, 63, 66, and 67). Non-residential NSAs (i.e., special land uses) were not re-analyzed because the results of the original PD&E Study and 2017 Re-evaluation indicated that it was unreasonable to assume that the required number of persons would use the properties on a daily basis and the proposed changes to the design of I-275 would not reduce the required amount of use.

At the southern limit of Segment C (Gandy Boulevard), three noise barriers are currently being constructed—barriers for NSA 69 (Village Green Mobile Home Park), NSA 70 (Bay Isle Key Apartments), and NSA 71 (Azure Apartments and The Villas of Carillon). The current design change has the potential to reduce the benefit of the barrier for the residences in NSA 69, therefore this NSA was re-evaluated to determine if the barrier should be lengthened (it is being constructed at the maximum allowable height of 22 feet).

For the reasons stated above, the primary objectives of the current Re-evaluation are to:

1. Determine whether noise barriers are a potential feasible and reasonable noise abatement measure for the residences in NSAs 49, 54, 55, 57, 59, 61, 63, 66, and 67.
2. Determine whether the existing noise barrier for NSA 69 should be lengthened.

A secondary objective includes providing an update to the noise impact “contours” for this segment of I-275. These noise contours delineate the distance from the improved roadway’s edge-of-pavement where exterior traffic noise is predicted to meet the FDOT’s Noise Abatement Criteria (NAC).

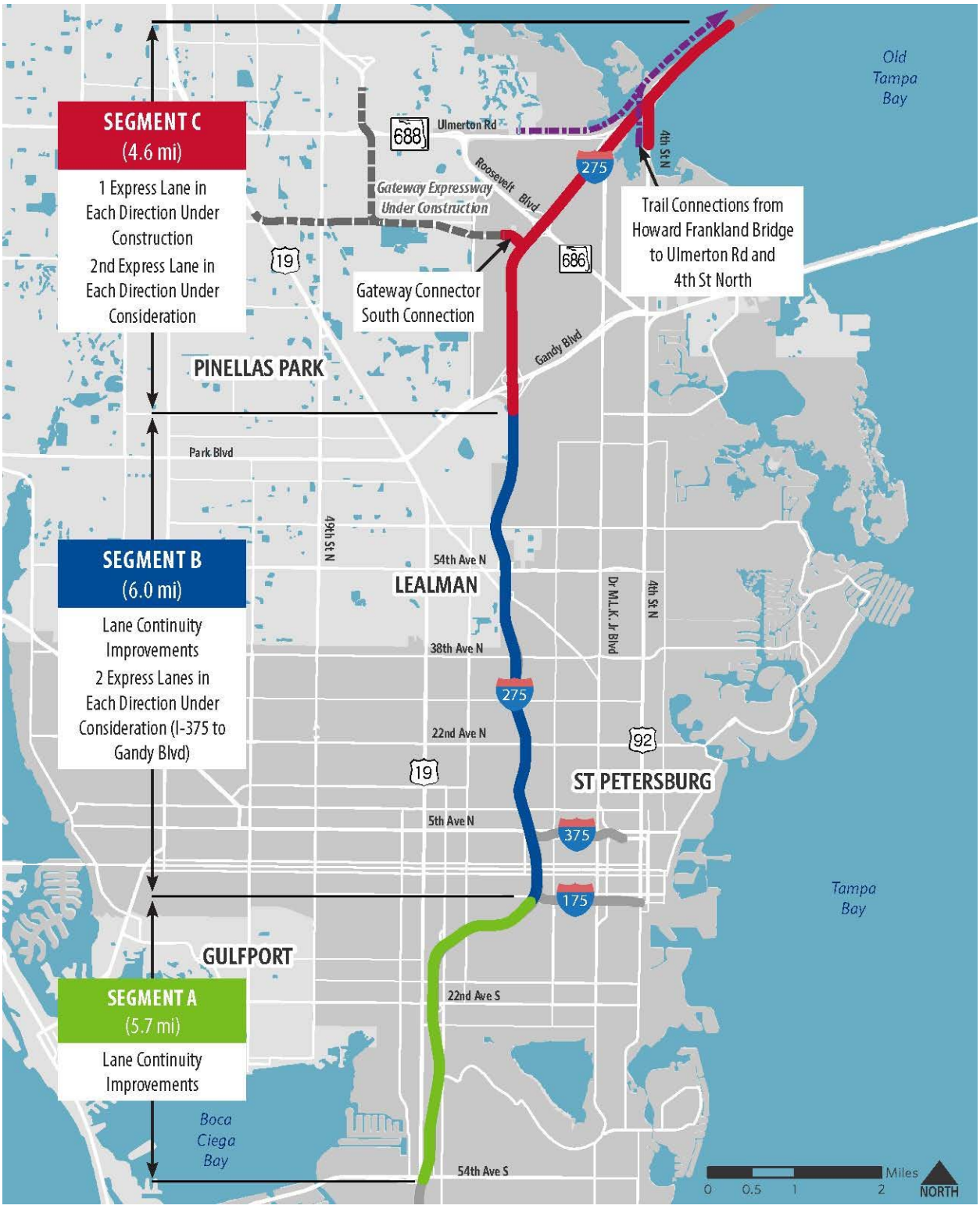

Figure 1-1. Project Location Map

2.0 Methodology

The highway traffic noise and noise barrier analysis was prepared in accordance with all applicable requirements of Part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; and the policies/procedures documented in the FDOT's PD&E Manual, Part 2, Chapter 18 (*Highway Traffic Noise*, January 14, 2019). Where appropriate, guidance in the FDOT's *Traffic Noise Modeling and Analysis Practitioners Handbook* was also used to perform and/or document the analysis. As required, the analysis was performed using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM, Version 2.5). Field measurements to validate that the TNM accurately predicts traffic noise levels are documented in the April 2016 PD&E NSR.

2.1 Noise Metrics

The predicted traffic noise levels presented in this report are expressed in decibels on the "A"-weighted scale (dB(A)). This scale most closely approximates the response characteristics of the human ear to traffic noise. All traffic noise levels are reported as equivalent levels (Leq(h)). Levels reported as Leq(h) are equivalent steady-state sound levels that contain the same acoustic energy as time-varying sound levels over a period of one hour.

2.2 Traffic Data

The traffic volumes used in this traffic noise re-evaluation for the general use lanes, the proposed I-275 express lanes and the I-275 entrance and exit ramps were the design level-of-service (LOS) C volumes. These volumes and other project-related traffic data are provided in **Appendix A** of this NSRA.

2.3 Noise Abatement Criteria

For the purpose of evaluating traffic noise, the FHWA established NAC. As shown in **Table 2-1**, these criteria vary according to a property's activity category (i.e., land use). For comparative purposes, typical noise levels for common indoor and outdoor activities are provided in **Table 2-2**.

When predicted traffic noise levels "approach" or exceed the NAC, or when predicted future noise levels increase substantially from existing levels, the FHWA requires that noise abatement measures be considered. FDOT defines the word "approach" to mean within 1 dB(A) of the NAC. The FDOT's NAC are also shown in Table 2-1.

FHWA regulations also state that a traffic noise impact is predicted to occur when predicted traffic noise levels with a proposed improvement are considered substantial when compared to existing levels. The FDOT considers that a substantial noise increase occurs when traffic noise levels are predicted to increase 15 dB(A) or more above existing conditions as a direct result of a transportation improvement project.

Table 2-1. FHWA/FDOT NAC

Activity Category	Description of Activity Category	Activity Leq(h)[1]	
		FHWA	FDOT
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (Exterior)	56 (Exterior)
B[2]	Residential	67 (Exterior)	66 (Exterior)
C[2]	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreational areas, Section 4(f) sites, schools, television studios, trails and trail crossings.	67 (Exterior)	66 (Exterior)
D	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools and television studios.	52 (Interior)	51 (Interior)
E[2]	Hotels, motels, offices, restaurants/bars and other developed lands, properties or activities not included in A-D or F.	72 (Exterior)	71 (Exterior)
F	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical) and warehousing.	--	--
G	Undeveloped lands that are not permitted.	--	--

Sources: Table 1 of 23 CFR Part 772 and Figure 18.1 of Chapter 18 of the FDOT's PD&E Manual (dated 1-14-19).

[1] The Leq(h) activity criteria values are for impact determination only, and are not design standards for noise abatement measures.
[2] Includes undeveloped lands permitted for this activity category.
Note: FDOT defines that a substantial noise increase occurs when existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirements for abatement consideration will be followed.

Table 2-2. Typical Noise Levels

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
	110	Rock band
Jet fly-over at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet, at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area (daytime)		
Gas lawnmower at 100 feet	**70**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**60**	
		Large business office
Quiet urban daytime	**50**	Dishwasher in next room
		Theater, large conference room (background)
Quiet urban nighttime	**40**	
Quiet suburban nighttime		
	30	Library
		Bedroom at night, concert hall (background)
Quiet rural nighttime		
	20	
	10	
Lowest threshold of human hearing	**0**	Lowest threshold of human hearing

Source: California Dept. of Transportation *Technical Noise Supplement*, October 1998.

2.4 Noise Barriers

The most common type of noise abatement measure is the construction of a noise barrier. Noise barriers have the potential to reduce traffic noise levels by blocking the sound path between the motor vehicles on the roadway (the source) and the noise-sensitive land uses adjacent to the roadway (the receptor).

In order to effectively reduce traffic noise, a noise barrier must be relatively long, continuous (without intermittent openings) and sufficiently tall. For a noise barrier to be considered a potential abatement measure the barrier must also provide the following noise reduction requirements:

- Minimum Noise Reduction Requirements - A noise barrier must provide at least a 5 dB(A) reduction in traffic noise for two or more impacted noise-sensitive receptors and also provide at least a 7 dB(A) reduction (i.e., the FDOT's noise reduction design goal) for at least one receptor. Receptors are discrete representative locations on a property that has noise sensitive activities (see Table 2-1).

The cost of a noise barrier must also be reasonable. For this purpose, the FDOT established the following cost effective criteria:

- Cost Effective Criteria – At a cost of $30 per square foot, a noise barrier should not cost more than $42,000 per benefited noise sensitive receptor (a benefited receptor is a receptor that receives at least a 5 dB(A) reduction in noise from a mitigation measure).

If the results of the analysis indicate that a noise barrier would provide the required reduction in traffic noise at a cost at or below the cost effective criteria, additional factors are then considered. These factors relate to barrier design and construction (i.e., given site-specific details, can a barrier actually be constructed), safety, access to and from adjacent properties, ROW requirements, maintenance, and impacts on utilities and drainage. The viewpoint of benefited property owners who may, or may not, desire a noise barrier, is also a factor that is considered when evaluating noise barriers as an abatement measure.

For this Design Change Re-evaluation, noise barriers were evaluated along the ROW. In the design phase of this project, shoulder or structure mounted noise barriers may be considered where I-275 is elevated in the vicinity of cross streets and interchanges.

3.0 Traffic Noise Analysis

3.1 Noise Sensitive Receptors

The changes to the design of the improvements to I-275 that are evaluated in this NSRA begin in Segment B at 5th Avenue North and extend to the beginning of Segment C (south of Gandy Boulevard). There are 10 residential NSAs within these limits (NSAs 49, 54, 55, 57, 59, 61, 63, 66, 67, and 69). One thousand one hundred thirteen receptors (i.e., discrete representative locations on a property that has a noise sensitive land use) were evaluated representing 1,159 residences within the 10 NSAs. **Table 3-1** lists and describes each NSA and provides the number of the evaluated receptors/residences in each area. The location of the receptors are also illustrated on the I-275 concept plans provided in **Appendix B** of this NSRA.

Table 3-1 Noise Sensitive Areas

NSA No.	Sheet No. (See Appendix B)	Activity Category	Description of Activity Category	Number of Evaluated Receptors / Residences	Location of Residences
49	10-11	B	Residential	54 / 69	Sunshine Park Subdivision
54	11-14	B	Residential	247 / 249	Reisset, Brunson's, Woodlawn Estates, Pine City, Townsend's, R.I. Williamson's Herkimer Heights, Shelton Heights, and Clearview Park Subdivisions
55	12-13	B	Residential	60 / 64	Brunson's, Woodlawn Estates, and Pine City Subdivisions
57	13-15	B	Residential	313 / 314	Pine City, Herkimer Heights, Benger's Rochester Heights, D.C. White, Coolidge Park, Lynndale, Mar-Mick, and Lakeside Subdivisions, Silver Lake Mobile Home Resort and North Ridge Mobile Home Park
59	14-16	B	Residential	143 / 143	Fleming's, Harris School Park, Tetreault, Cross Corners, Sunshine, Larry's, Bryan Heights, and Thrumstons Billmar Subdivisions
61	16	B	Residential	34 / 34	Heinz Subdivision and Mobile Home Park in Southwest Quadrant of I-275 and 54th Avenue North Interchange
63	16-17	B	Residential	68 / 68	Erle Renwick Subdivision and Southern Mobile Home Resort
66	17-19	B	Residential	133 / 157	Chateaux Versailles and the Oaks at Meadowlawn, Meadowlawn Cardinal Subdivisions
67	17	B	Residential	26 / 26	Fairview Estates
69	19-20	B	Residential	35 / 35	Village Green Mobile Home Park
Total				1,113 / 1,159	

It should be noted that there are additional residential NSAs in Segment C that were not evaluated—NSA 70 (Bay Isle Key Townhomes) and NSA 71 (Azure Apartments and The Villas of Carillon). These NSAs have existing noise barriers. The detailed noise barrier analysis near these NSAs are

documented in the July 2016 NSRA. The primary design change from the July 2016 NSRA Addendum to this Design Change Re-evaluation is the realignment of Ramp P in the northwest quadrant of the I-275/SR 686 interchange. This change has the potential to affect the number of traffic noise impacts and the barrier analysis that is presented in the July 2016 NSRA for NSA 71. This change is not evaluated in this NSRA because the results of the evaluation for the change were documented in an August 2018 Technical Memorandum, *Ramp P Realignment at the I-275/SR 686 (Roosevelt Boulevard) Interchange* (FPID 433880). Notably, the results of the reanalysis concluded that the realignment of Ramp P would not create any new traffic noise impacts at the Azure Apartments (nor the Madison Gateway Apartments that is located further west than the Azure Apartment complex along Ramp P). The results of the reanalysis also concluded that the dimensions (length and height) of the proposed NSA 71 noise barrier were valid.

3.2 Predicted Traffic Noise Levels

The predicted existing (year 2012) and future (year 2040) traffic noise levels with and without the proposed design change are provided in **Appendix C** for each of the evaluated receptors. **Table 3-2** summarizes the analysis results and lists the number of receptors and residences that are predicted to be impacted by highway traffic noise with the proposed I-275 design change.

Table 3-2 Summary of the Traffic Noise Analysis Results

NSA No.	Number of Evaluated Receptors / Residences	With Design Change		Number of Impacted Residences
		Range of Predicted Traffic Noise Levels (dB(A))	Maximum Increase in Traffic Noise When Compared to Existing Levels (dB(A))	
49	54 / 69	63.3 - 68.7	1.4	30
54	247 / 249	64.9 - 77.0	5.7	233
55	60 / 64	63.4 - 71.9	1.2	45
57	313 / 314	63.6 - 75.8	3.7	281
59	143 / 143	63.5 - 78.9	5.1	137
61	34 / 34	65.3 - 72.3	6.2	31
63	68 / 68	62.6 - 72.8	10.2	41
66	133 / 157	65.3 - 76.4	8.0	151
67	26 / 26	65.0 - 67.7	2.7	16
69	35 / 35	67.1 - 76.1	7.7	35
Total	1,113 / 1,159	63.3 - 77.0	10.2	1,000

As shown in Table 3-2, of the 1,159 evaluated residences, 1,000 residences are predicted to be impacted by traffic noise with the proposed design changes. The following section of this NSRA provides the results of an evaluation to determine if noise barriers are/remain a potential feasible and reasonable abatement measure to reduce predicted traffic noise at the residences.

3.3 Noise Barrier Evaluation

Depending on the NSA, the noise barrier evaluation was performed to evaluate 1) whether a barrier would be a potentially feasible and reasonable noise abatement measure, 2) whether a barrier remains

a potentially feasible and reasonable noise abatement measure, or 3) whether an existing noise barrier should be potentially lengthened.

As a result of the initial PD&E Study, a noise barrier was not recommended for further analysis for NSA 49 because the reduction in highway traffic noise with a barrier did not meet the FDOT's noise reduction design goal (NRDG) of 7 dB(A) for one or more benefited receptors. Therefore, for this Re-evaluation, a full analysis was performed to determine if a noise barrier would be a potentially feasible and reasonable noise abatement measure for the residences in NSA 49.

For NSAs 54, 55, 57, 59, 61, 63, 66, and 67 the initial PD&E Study indicated that barriers were a potentially feasible and reasonable noise abatement measure. Therefore, the current analysis was performed only to confirm that the barriers remain a potentially feasible and reasonable noise abatement measure. This was accomplished by re-evaluating the optimal barrier height and length identified in the PD&E analysis (i.e., if the optimal noise barrier from the PD&E Study remains potentially feasible and reasonable with the proposed design changes, the noise barrier would be recommended for further analysis in the project's design phase).

At the beginning of Segment C (Gandy Boulevard), three noise barriers are currently being constructed—barriers for NSAs 69 (Village Green Mobile Home Park), NSA 70 (Bay Isle Key Apartments), and NSA 71 (Azure Apartments and The Villas of Carillon). Because the current design change has the potential to reduce the benefit of the barrier for the residences in NSA 69 and the barrier is being constructed at the maximum height, the current analysis only evaluated whether the NSA 69 barrier should be lengthened.

3.3.1 NSA 49

Since I-275 is elevated in this area, a shoulder barrier was evaluated for the 30 impacted residences in NSA 49 (Sunshine Park Subdivision). The results of the evaluation are provided in **Table 3-3**. As shown, at barrier heights from 10 to 14 feet, all 30 impacted residences would receive a benefit from a reduction in traffic noise of 5 dB(A) or more, the NRDG of 7 dB(A) would be achieved, and the cost of the noise barrier would be below the FDOT's cost reasonable criteria. A noise barrier is predicted to provide the minimum noise reduction requirements at a cost below the cost effective criteria, therefore the noise barrier was evaluated further.

Table 3-3. NSA 49: Noise Barrier Results

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Residences (dB(A))[1]			Number of Benefited Residences[2]			Total Estimated Cost[3]	Cost per Benefited Residence[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Residences = 30										
8	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]	NA[5]
10	3,194	19	7	4	30	17	47	$936,660	$19,929	Yes
12	2,944	11	14	5	30	24	54	$1,036,920	$19,202	Yes
14[6]	2,666	13	12	5	30	24	54	$1,097,580	$20,326	Yes

[1] Receptors with a predicted noise level of 66 dB(A) or greater.
[2] Receptors with a predicted reduction of five dB(A) or more are considered benefited.
[3] Based on a unit cost of $30 per square foot.
[4] FDOT cost reasonable criterion is $42,000 per benefited receptor (in this case, per benefited residence).
[5] 7 dB(A) reduction not achieved at any residence.
[6] Shoulder barriers are limited to 14 feet in height.

A summary of the additional noise barrier considerations is provided in **Table 3-4**. Based on the review of these factors, a noise barrier was determined to be a potential noise abatement measure for the impacted residences in NSA 49. The limits of the most cost reasonable noise barrier (based on the results of this re-evaluation) are depicted on Sheets 10 and 11 in **Appendix B**.

Table 3-4 NSA 49: Additional Noise Barrier Considerations

Type of Factor	Evaluation Criteria	Comment
Feasibility	Design and Construction	A determination of whether a noise barrier can be constructed using standard construction methods and techniques will be made during the project's design phase. Additional costs to solely construct a noise barrier will be included in the final cost reasonableness evaluation of a noise barrier at this location. Because the noise barrier would be on structure over 5th Avenue North and 9th Avenue North a determination will be required as to whether the existing structure is sufficient for the additional weight of a noise barrier.
	Safety	It does not appear that there would be any safety concerns (e.g., loss of sight distance).
	Accessibility	The noise barrier would be located on the roadway shoulder and would not block ingress or egress to any property.
	ROW	No acquisition of ROW or easements for construction/ maintenance would be necessary to construct a noise barrier within the FDOT's ROW.
	Maintenance	The FDOT should be able to maintain a noise barrier at this location using standard practices.
	Drainage	A determination as to whether the noise barrier can be designed so that water would be directed along, under, or away from the noise barrier will be made during the project's design phase.
	Utilities	A determination of utility conflicts will be made during the project's design phase.
Reasonableness	Community desires	The desires of the property owners and renters (if applicable) will be solicited during the design phase of the project.

3.3.2 NSAs 54, 55, 57, 59, 61, 63, 66, and 67

As previously stated, within Segment B, only the optimal noise barriers determined to previously be both a potentially feasible and reasonable noise abatement measure were evaluated for the proposed design changes. The results of the evaluation of the optimal barriers are provided in **Table 3-5**. As shown, the barriers for NSA 54, 55, 57, 59, 61, 63, 66, and 67 remain a potentially feasible and

reasonable noise abatement measure to reduce predicted highway traffic noise at the residences in these NSAs.

Table 3-5. NSAs 54, 55, 57, 59, 61, 63, 66, and 67: Noise Barrier Re-evaluation Results

NSA	Impacted? Yes/No	Height Corresponding to Lowest Cost Per Benefited Receptor (feet)	Length Optimized Based on the Design Changes (feet)	Is Noise Barrier Still Potentially Feasible and Reasonable? Yes/No		
				Feasible[1]	NRDG[2]	Cost Reasonable[3]
54/59	Yes	20	11,480	Yes	Yes	Yes
55/57	Yes	20	9,027	Yes	Yes	Yes
61	Yes	10	785	Yes	Yes	Yes
63/67	Yes	12	4,154	Yes	Yes	Yes
66	Yes	14	5,388	Yes	Yes	Yes

[1] The noise barrier should provide a reduction of at least 5 dB(A) for two or more impacted receptors.
[2] The noise barrier should provide a reduction of at least 7 dB(A) for at least one benefited receptor.
[3] FDOT cost reasonable criterion is $42,000 per benefited receptor.

Notably, should a final determination be made that noise barriers are a feasible and reasonable noise abatement measure during the project's design phase, and depending on the final length of the barrier, there is a potential for an outdoor advertising sign to be visually blocked in NSA 61. The sign is located north of 50th Avenue North (at latitude 27.818027, longitude -82.665280).

3.3.3 NSA 69

As previously stated, a noise barrier is currently being constructed to reduce traffic noise at the residences in NSA 69 and, because the barrier is being constructed at the maximum height (22 feet), the analysis for the design change was only performed to determine if the barrier should be lengthened. Based on results of the analysis for the current design change, without the existing noise barrier there would be 8 additional impacted receptors/residences than was identified in the July 2016 NSRA but all 8 would be benefited by the existing noise barrier (i.e., the traffic noise would be reduced at least 5 dB(A) at each newly impacted receptor/residence).

4.0 Conclusions

Future traffic noise levels with the proposed design changes are predicted to approach, meet, or exceed the NAC on 1,000 residences located adjacent to I-275 and between 5th Avenue North and Gandy Boulevard. The results of the highway traffic noise re-evaluation indicate that construction of noise barriers is a potentially feasible and reasonable noise abatement measure to reduce predicted traffic noise for:

- NSA 49: Residences in the Sunshine Park subdivision.
- NSAs 54 and 59: Residences in the Reisset, Bunson's Woodlawn Estates, Pine City, Townsend's R.I. Williamson's, Herkimer Heights, Shelton Heights, Clearview Park, Flemings, Harris School Park, Tetreault, Cross Corners, Larry's Bryan Heights, and Thrumstons Bilmar subdivisions.
- NSAs 55 and 57: Residences in the Brunsun's Woodlawn, Pine City, Herkimer Heights, Benger's Rochester Heights, D.C. White, Coolidge Park, Lynndale, Mar-Mick, and Lakeside subdivisions, Silver Lake Mobile Home Resort, and North Ridge Mobile Home Park.
- NSA 61: Residences in the Heinz subdivision and the mobile home park in the southwest quadrant of I-275 and 54th Avenue interchange.
- NSAs 63 and 67: Residences in the Erle Renwick and Fairview Estates subdivisions and the Southern Mobile Home Park.
- NSA 66: Residences in the Chateaux Versailles, the Oaks at Meadowlawn, and the Meadowlawn Cardinal subdivisions.

Additionally, the existing noise barrier at NSA 69 (Village Green Mobile Home Park) does not have to be lengthened to remain a feasible and reasonable noise abatement measure.

4.1 Statement of Likelihood

The FDOT is committed to the construction of the potential noise barriers identified in this NSRA contingent on the following:

- Detailed noise analyses during the final design process supports the need, feasibility, and reasonableness of providing abatement;
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is obtained; and
- Safety and engineering aspects as they relate to the roadway user and the adjacent property owner have been reviewed and any conflicts or issues resolved.

5.0 Noise Contours

Land uses such as residences and recreational areas are considered incompatible with highway noise levels that approach or exceed the NAC. To reduce the possibility of additional traffic noise-related impacts, noise level contours were developed for the future improved roadway facility. These noise contours delineate the extent of the predicted traffic noise impact area from the improved roadway's edge-of-pavement for each of the land use Activity Categories (Table 2-1). **Table 5-1** provides the distance from the edge-of-pavement at which traffic noise levels are predicted to be 56 dB(A)—the NAC for land uses classified as Activity Category A, to 66 dB(A)—the NAC for land uses classified as Activity Category B and C, and to 71 dB(A)—the NAC for land uses classified as Activity Category E.

Table 5-1. Noise Contour Limits

Roadway Segment	Distance from Improved Roadway's Edge-of-Pavement (ft)*		
	Activity Category A 56 dB(A)	Activity Category B/C 66 dB(A)	Activity Category E 71 dB(A)
5th Avenue North to 22nd Avenue North	1,215	435	255
22nd Avenue North to 38th Avenue North	1,200	455	255
38th Avenue North to 54th Avenue North	1,185	455	255
54th Avenue North to 22nd Street North	1,040	390	225
22nd Street North to Gandy Boulevard	1,040	375	205

* See Table 2-1 for a description of the activities that occur within each category. Distances do not reflect any reduction in noise levels that would occur from existing structures (shielding) and should be used for planning purposes only.

Local officials will be provided a copy of the Final NSR to promote compatibility between any future land developments within the limits of the Design Change Re-evaluation.

6.0 References

Federal Highway Administration. U.S. Department of Transportation. July 13, 2010. Title 23 CFR, Part 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise.*

Federal Highway Administration. February 2004. *Traffic Noise Model, Version 2.5*.

Federal Highway Administration. December 2011. *Highway Traffic Noise: Analysis and Abatement Guidance*.

Florida Department of Transportation. January 14, 2019. *Project Development and Environment Manual*, Part 2, Chapter 18 – Highway Traffic Noise.

Florida Department of Transportation. 2018. *Standard Specifications for Road and Bridge Construction*.

Florida Department of Transportation. January 1, 2016. *Traffic Noise Modeling and Analysis Practitioners Handbook*.

California Department of Transportation. October 1998. *Technical Noise Supplement*.

Appendices

Appendix A.
Traffic Data for Noise Studies

TRAFFIC DATA FOR NOISE STUDIES

Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-275 Ramps - AM Peak Hour

Segment No:	1			2			3			4			5			6			7			8			9		
From/To:	I-375 On Ramp			5th Ave N On Ramp			22nd Ave N Off Ramp			22nd Ave N On Ramp			38th Ave N Off Ramp			38th Ave N On Ramp			54th Ave N EB Off Ramp			54th Ave N WB Off Ramp			22nd St N On Ramp		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	2	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	35,100	35,100	35,100	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	35,100	17,600	17,600	17,600	17,600	17,600	17,600	15,900	15,900	15,900	17,600	17,600	17,600
Speed: (mph)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	30	30	30	50	50	50
(kmh)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	48	48	48	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	3,159	3,159	3,159	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	3,159	1,584	1,584	1,584	1,584	1,584	1,584	1,431	1,431	1,431	1,584	1,584	1,584
DDHV (Demand)	590			1,181			541			1,011			549			974			313			504			663		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)																											
Autos	3,053	3,085	3,085	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	3,085	1,531	1,547	1,547	1,531	1,547	1,547	1,383	1,398	1,398	1,531	1,547	1,547
Med Trucks	57	38	38	29	19	19	29	19	19	29	19	19	29	19	38	29	19	19	29	19	19	26	17	17	29	19	19
Hvy Trucks	37	25	25	19	13	13	19	13	13	19	13	13	19	13	25	19	13	13	19	13	13	17	11	11	19	13	13
Buses	14	9	9	7	5	5	7	5	5	7	5	5	7	5	9	7	5	5	7	5	5	6	4	4	7	5	5
Motorcycles	11	11	11	5	5	5	5	5	5	5	5	5	5	5	11	5	5	5	5	5	5	5	5	5	5	5	5
Total	3,158	3,159	3,159	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	3,159	1,584	1,584	1,584	1,584	1,584	1,584	1,431	1,431	1,431	1,584	1,584	1,584
Demand																											
Autos	570	0	0	1,142	0	0	523	0	0	977	0	0	531	0	0	942	0	0	303	0	0	487	0	0	641	0	0
Med Trucks	11	0	0	21	0	0	10	0	0	18	0	0	10	0	0	18	0	0	6	0	0	9	0	0	12	0	0
Hvy Trucks	7	0	0	14	0	0	6	0	0	12	0	0	6	0	0	11	0	0	4	0	0	6	0	0	8	0	0
Buses	3	0	0	5	0	0	2	0	0	4	0	0	2	0	0	4	0	0	1	0	0	2	0	0	3	0	0
Motorcycles	2	0	0	4	0	0	2	0	0	3	0	0	2	0	0	3	0	0	1	0	0	2	0	0	2	0	0
Total	590	0	0	1,181	0	0	541	0	0	1,010	0	0	549	0	0	974	0	0	314	0	0	504	0	0	663	0	0

Southbound I-275 Ramps - AM Peak Hour

Segment No:	1			2			3			4			5			6			7			8			9		
From/To:	4th St N Off Ramp			Ulmerton Rd Off Ramp			Ulmerton Rd On Ramp			Roosevelt Blvd/118th Ave N Off Ramp			Roosevelt Blvd On Ramp			118th Ave N On Ramp			Gandy Blvd Off Ramp			Gandy Blvd WB and EB Combined On Ramp			54th Ave N Off Ramp		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	1	2	2	2	1	1	1	2	2	2	2	2	2	1	1	1	2	2	2	-	-	2	1	1	1
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	17,600	17,600	17,600	35,100	35,100	35,100	17,600	17,600	17,600	35,100	35,100	35,100	35,100	35,100	35,100	17,600	17,600	17,600	35,100	35,100	35,100	#N/A	#N/A	35,100	17,600	17,600	17,600
Speed: (mph)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	30	30	50	50	50	50
(kmh)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	48	48	80	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	1,584	1,584	1,584	3,159	3,159	3,159	1,584	1,584	1,584	3,159	3,159	3,159	3,159	3,159	3,159	1,584	1,584	1,584	3,159	3,159	3,159	#N/A	#N/A	3,159	1,584	1,584	1,584
DDHV (Demand)	337			2,529			210			736			892			819			487			854			357		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	#N/A	#N/A	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)																											
Autos	1,531	1,547	1,547	3,053	3,085	3,085	1,531	1,547	1,547	3,053	3,085	3,085	3,053	3,085	3,085	1,531	1,547	1,547	3,053	3,085	3,085	#N/A	#N/A	3,085	1,531	1,547	1,547
Med Trucks	29	19	19	57	38	38	29	19	19	57	38	38	57	38	38	29	19	19	57	38	38	#N/A	#N/A	38	29	19	19
Hvy Trucks	19	13	13	37	25	25	19	13	13	37	25	25	37	25	25	19	13	13	37	25	25	#N/A	#N/A	25	19	13	13
Buses	7	5	5	14	9	9	7	5	5	14	9	9	14	9	9	7	5	5	14	9	9	#N/A	#N/A	9	7	5	5
Motorcycles	5	5	5	11	11	11	5	5	5	11	11	11	11	11	11	5	5	5	11	11	11	#N/A	#N/A	11	5	5	5
Total	1,584	1,584	1,584	3,158	3,159	3,159	1,584	1,584	1,584	3,158	3,159	3,159	3,158	3,159	3,159	1,584	1,584	1,584	3,158	3,159	3,159	#N/A	#N/A	3,159	1,584	1,584	1,584
Demand																											
Autos	326	0	0	2,445	0	0	203	0	0	711	0	0	862	0	0	792	0	0	471	0	0	826	0	0	345	0	0
Med Trucks	6	0	0	46	0	0	4	0	0	13	0	0	16	0	0	15	0	0	9	0	0	16	0	0	6	0	0
Hvy Trucks	4	0	0	30	0	0	2	0	0	9	0	0	11	0	0	10	0	0	6	0	0	10	0	0	4	0	0
Buses	1	0	0	11	0	0	1	0	0	3	0	0	4	0	0	4	0	0	2	0	0	4	0	0	2	0	0
Motorcycles	1	0	0	9	0	0	1	0	0	3	0	0	3	0	0	3	0	0	2	0	0	3	0	0	1	0	0
Total	337	0	0	2,530	0	0	210	0	0	736	0	0	892	0	0	820	0	0	488	0	0	855	0	0	356	0	0

TRAFFIC DATA FOR NOISE STUDIES

Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-275 Ramps - AM Peak Hour

Segment No:	10			11			12			13			14			15			16		
From/To:	Gandy Blvd Off Ramp			Gandy Blvd On Ramp			Roosevelt Blvd/118th Ave N Off Ramp			Roosevelt Blvd/118th Ave N On Ramp			Dr MLK Jr St N On Ramp			Ulmerton Rd On Ramp			4th St N On Ramp		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2	1	1	1
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	17,600	17,600	35,100	35,100	35,100	35,100	35,100	35,100	35,100	35,100	35,100	35,100	17,600	17,600	17,600	35,100	35,100	35,100	17,600	17,600	17,600
Speed: (mph)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
(kmh)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	1,584	1,584	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	1,584	1,584	1,584	3,159	3,159	3,159	1,584	1,584	1,584
DDHV (Demand)	1,546			855			3,019			769			280			1,212			859		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)																					
Autos	1,531	1,547	3,085	3,053	3,085	3,085	3,053	3,085	3,085	3,053	3,085	3,085	1,531	1,547	1,547	3,053	3,085	3,085	1,531	1,547	1,547
Med Trucks	29	19	38	57	38	38	57	38	38	57	38	38	29	19	19	57	38	38	29	19	19
Hvy Trucks	19	13	25	37	25	25	37	25	25	37	25	25	19	13	13	37	25	25	19	13	13
Buses	7	5	9	14	9	9	14	9	9	14	9	9	7	5	5	14	9	9	7	5	5
Motorcycles	5	5	11	11	11	11	11	11	11	11	11	11	5	5	5	11	11	11	5	5	5
Total	1,584	1,584	3,159	3,158	3,159	3,159	3,158	3,159	3,159	3,158	3,159	3,159	1,584	1,584	1,584	3,158	3,159	3,159	1,584	1,584	1,584
Demand																					
Autos	1,494	0	0	826	0	0	2,918	0	0	743	0	0	271	0	0	1,172	0	0	830	0	0
Med Trucks	28	0	0	16	0	0	55	0	0	14	0	0	5	0	0	22	0	0	16	0	0
Hvy Trucks	18	0	0	10	0	0	36	0	0	9	0	0	3	0	0	14	0	0	10	0	0
Buses	7	0	0	4	0	0	13	0	0	3	0	0	1	0	0	5	0	0	4	0	0
Motorcycles	5	0	0	3	0	0	10	0	0	3	0	0	1	0	0	4	0	0	3	0	0
Total	1,545	0	0	855	0	0	3,019	0	0	769	0	0	280	0	0	1,212	0	0	859	0	0

Southbound I-275 Ramps - AM Peak Hour

Segment No:	10			11			12			13			14			15			16			17		
From/To:	54th Ave N WB On Ramp			54th Ave N EB On Ramp			38th Ave N Off Ramp			38th Ave N On Ramp			22nd Ave N Off Ramp			22nd Ave N On Ramp			5th Ave N Off Ramp			I-375 Off Ramp		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	15,900	15,900	15,900	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	35,100	35,100	35,100
Speed: (mph)	30	30	30	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
(kmh)	48	48	48	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	1,431	1,431	1,431	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	3,159	3,159	3,159
DDHV (Demand)	448			610			363			407			618			711			1,104			1,278		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)																								
Autos	1,383	1,398	1,398	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	1,547	1,531	1,547	1,547	3,053	3,085	3,085
Med Trucks	26	17	17	29	19	19	29	19	19	29	19	19	29	19	19	29	19	19	29	19	19	57	38	38
Hvy Trucks	17	11	11	19	13	13	19	13	13	19	13	13	19	13	13	19	13	13	19	13	13	37	25	25
Buses	6	4	4	7	5	5	7	5	5	7	5	5	7	5	5	7	5	5	7	5	5	14	9	9
Motorcycles	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	11	11	11
Total	1,431	1,431	1,431	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	1,584	3,158	3,159	3,159
Demand																								
Autos	433	0	0	590	0	0	351	0	0	393	0	0	597	0	0	687	0	0	1,067	0	0	1,235	0	0
Med Trucks	8	0	0	11	0	0	7	0	0	7	0	0	11	0	0	13	0	0	20	0	0	23	0	0
Hvy Trucks	5	0	0	7	0	0	4	0	0	5	0	0	7	0	0	8	0	0	13	0	0	15	0	0
Buses	2	0	0	3	0	0	2	0	0	2	0	0	3	0	0	3	0	0	5	0	0	6	0	0
Motorcycles	2	0	0	2	0	0	1	0	0	1	0	0	2	0	0	2	0	0	4	0	0	4	0	0
Total	448	0	0	610	0	0	363	0	0	406	0	0	617	0	0	710	0	0	1,104	0	0	1,277	0	0

TRAFFIC DATA FOR NOISE STUDIES
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Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-275 GUL Mainline - AM Peak Hour

Segment No:	**1**			**2**			**3**			**4**			**5**			**6**		
From/To:	**I-375 to 5th Ave N**			**5th Ave N to 22nd Ave N**			**22nd Ave N to 38th Ave N**			**38th Ave N to 54th Ave N**			**54th Ave N to 22nd St N**			**22nd St N to Gandy Blvd**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Dir Lanes:	3 + 1 Aux	3 + 1 Aux	5	3 + 1 Aux	3 + 1 Aux	5	3	3	3 + 1 Aux	4	4	4	3	3	3	3	3	3
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	57600	57600	79900	57600	57600	79900	47600	47600	57600	63200	63200	63200	47600	47600	47600	47600	47600	47600
Speed: (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	5,910	5,910	8,198	5,910	5,910	8,198	4,884	4,884	5,910	6,484	6,484	6,484	4,884	4,884	4,884	4,884	4,884	4,884
DDHV (Demand)	4,959			6,140			6,610			7,035			6,218			6,681		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	5,712	5,771	8,006	5,712	5,771	8,006	4,721	4,769	5,771	6,268	6,333	6,333	4,721	4,769	4,769	4,721	4,769	4,769
Med Trucks	108	72	99	108	72	99	89	59	72	118	78	78	89	59	59	89	59	59
Hvy Trucks	70	47	65	70	47	65	58	39	47	77	51	51	58	39	39	58	39	39
Buses	26	17	24	26	17	24	21	14	17	29	19	19	21	14	14	21	14	14
Motorcycles	20	20	28	20	20	28	17	17	20	22	22	22	17	17	17	17	17	17
Total	5,910	5,910	8,198	5,910	5,910	8,198	4,885	4,884	5,910	6,485	6,484	6,484	4,885	4,884	4,884	4,885	4,884	4,884
Demand																		
Autos	4,793	0	0	5,935	0	0	6,389	0	0	6,800	0	0	6,010	0	0	6,458	0	0
Med Trucks	90	0	0	112	0	0	120	0	0	128	0	0	113	0	0	122	0	0
Hvy Trucks	59	0	0	72	0	0	78	0	0	83	0	0	73	0	0	79	0	0
Buses	22	0	0	27	0	0	29	0	0	31	0	0	27	0	0	29	0	0
Motorcycles	17	0	0	21	0	0	22	0	0	24	0	0	21	0	0	23	0	0
Total	4,959	0	0	6,140	0	0	6,609	0	0	7,035	0	0	6,217	0	0	6,682	0	0

TRAFFIC DATA FOR NOISE STUDIES
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Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-275 GUL Mainline - AM Peak Hour

Segment No:	**7**			**8**			**9**			**10**			**11**		
From/To:	**Gandy Blvd to Roosevelt Blvd/118th Ave N**			**Roosevelt Blvd/118th Ave N to Dr MLK Jr St N**			**Dr MLK Jr St N to Ulmerton Rd**			**Ulmerton Rd to 4th St N**			**North of 4th St N**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Dir Lanes:	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	4	4	4	4	4	4	5	5	5	4	4	4
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	57600	57600	57600	63200	63200	63200	63200	63200	63200	79900	79900	79900	63200	63200	63200
Speed: (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	5,910	5,910	5,910	6,484	6,484	6,484	6,484	6,484	6,484	8,198	8,198	8,198	6,484	6,484	6,484
DDHV (Demand)	6,190			3,940			4,220			5,432			6,291		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)															
Autos	5,712	5,771	5,771	6,268	6,333	6,333	6,268	6,333	6,333	7,924	8,006	8,006	6,268	6,333	6,333
Med Trucks	108	72	72	118	78	78	118	78	78	149	99	99	118	78	78
Hvy Trucks	70	47	47	77	51	51	77	51	51	97	65	65	77	51	51
Buses	26	17	17	29	19	19	29	19	19	36	24	24	29	19	19
Motorcycles	20	20	20	22	22	22	22	22	22	28	28	28	22	22	22
Total	5,910	5,910	5,910	6,485	6,484	6,484	6,485	6,484	6,484	8,198	8,198	8,198	6,485	6,484	6,484
Demand															
Autos	5,983	0	0	3,808	0	0	4,079	0	0	5,251	0	0	6,081	0	0
Med Trucks	113	0	0	72	0	0	77	0	0	99	0	0	114	0	0
Hvy Trucks	73	0	0	46	0	0	50	0	0	64	0	0	74	0	0
Buses	27	0	0	17	0	0	19	0	0	24	0	0	28	0	0
Motorcycles	21	0	0	13	0	0	14	0	0	18	0	0	21	0	0
Total	6,190	0	0	3,939	0	0	4,220	0	0	5,432	0	0	6,290	0	0

TRAFFIC DATA FOR NOISE STUDIES
Page 3

Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Southbound I-275 GUL Mainline - AM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	North of 4th St N			4th St N to Ulmerton Rd			Ulmerton Rd to Roosevelt Blvd/118th Ave N			118th Ave N to Gandy Blvd			Gandy Blvd to 54th Ave N			54th Ave N to 38th Ave N		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	4	4	5	4	4	5	4	4	4	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3	3	3	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	63200	63200	79900	63200	63200	79900	63200	63200	63200	57600	57600	57600	47600	47600	47600	57600	57600	57600
Speed (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	6,484	6,484	8,198	6,484	6,484	8,198	6,484	6,484	6,484	5,910	5,910	5,910	4,884	4,884	4,884	5,910	5,910	5,910
DDHV (Demand)	5,460			4,786			2,804			3,777			5,063			5,764		
Stamina/TNM Input	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)																		
Autos	6,268	6,333	8,006	6,268	6,333	8,006	6,268	6,333	6,333	5,712	5,771	5,771	4,721	4,769	4,769	5,712	5,771	5,771
Med Trucks	118	78	99	118	78	99	118	78	78	108	72	72	89	59	59	108	72	72
Hvy Trucks	77	51	65	77	51	65	77	51	51	70	47	47	58	39	39	70	47	47
Buses	29	19	24	29	19	24	29	19	19	26	17	17	21	14	14	26	17	17
Motorcycles	22	22	28	22	22	28	22	22	22	20	20	20	17	17	17	20	20	20
Total	6,485	6,484	8,198	6,485	6,484	8,198	6,485	6,484	6,484	5,910	5,910	5,910	4,885	4,884	4,884	5,910	5,910	5,910
Demand																		
Autos	5,278	0	0	4,626	0	0	2,710	0	0	3,651	0	0	4,894	0	0	5,572	0	0
Med Trucks	99	0	0	87	0	0	51	0	0	69	0	0	92	0	0	105	0	0
Hvy Trucks	64	0	0	56	0	0	33	0	0	45	0	0	60	0	0	68	0	0
Buses	24	0	0	21	0	0	12	0	0	17	0	0	22	0	0	25	0	0
Motorcycles	19	0	0	16	0	0	10	0	0	13	0	0	17	0	0	20	0	0
Total	5,460	0	0	4,785	0	0	2,804	0	0	3,778	0	0	5,063	0	0	5,765	0	0

TRAFFIC DATA FOR NOISE STUDIES
Page 4

Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study
State Project Number(s):
Financial Project ID: 424501-1-22-01
Federal Aid Number(s): TBD
Segment Description: I-275 (SR 93) from I-375 to north of 4th Street North

Date: 3/14/2019
Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)
NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Southbound I-275 GUL Mainline - AM Peak Hour

Segment No:	**7**			**8**			**9**		
From/To:	**38th Ave N to 22nd Ave N**			**22nd Ave N to 5th Ave N**			**5th Ave N to I-375**		
Model:	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**	**Existing Facility**	**No-Build (Design Year)**	**Build (Design Year)**
Dir Lanes:	3	3	3 + 1 Aux	4	4	4 + 1 Aux	4	4	4
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040
ADT: LOS (C)	47600	47600	57600	63200	63200	73200	63200	63200	63200
Speed (mph)	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%	1.82%	1.21%	1.21%
% Heavy Trucks DHV	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%	1.18%	0.79%	0.79%
% Buses DHV	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%	0.44%	0.29%	0.29%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	4,884	4,884	5,910	6,484	6,484	7,510	6,484	6,484	6,484
DDHV (Demand)	6,259			6,352			5,248		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)
LOS (C)									
Autos	4,721	4,769	5,771	6,268	6,333	7,335	6,268	6,333	6,333
Med Trucks	89	59	72	118	78	91	118	78	78
Hvy Trucks	58	39	47	77	51	59	77	51	51
Buses	21	14	17	29	19	22	29	19	19
Motorcycles	17	17	20	22	22	26	22	22	22
Total	4,885	4,884	5,910	6,485	6,484	7,511	6,485	6,484	6,484
Demand									
Autos	6,050	0	0	6,140	0	0	5,073	0	0
Med Trucks	114	0	0	116	0	0	96	0	0
Hvy Trucks	74	0	0	75	0	0	62	0	0
Buses	28	0	0	28	0	0	23	0	0
Motorcycles	21	0	0	22	0	0	18	0	0
Total	6,259	0	0	6,353	0	0	5,249	0	0

TRAFFIC DATA FOR NOISE STUDIES

Page 1

Project: I-275 (SR 93) Pinellas PD&E Re-evaluation Study

Date: 12/5/2018

State Project Number(s):

Financial Project ID: 424501-1-22-01

Federal Aid Number(s): TBD

Segment Description: I-275 (SR 93) from south of I-375 to north of 4th Street North

Prepared By: HDR

Date: 3/14/2019

Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Northbound I-275 Express Lanes - AM Peak Hour

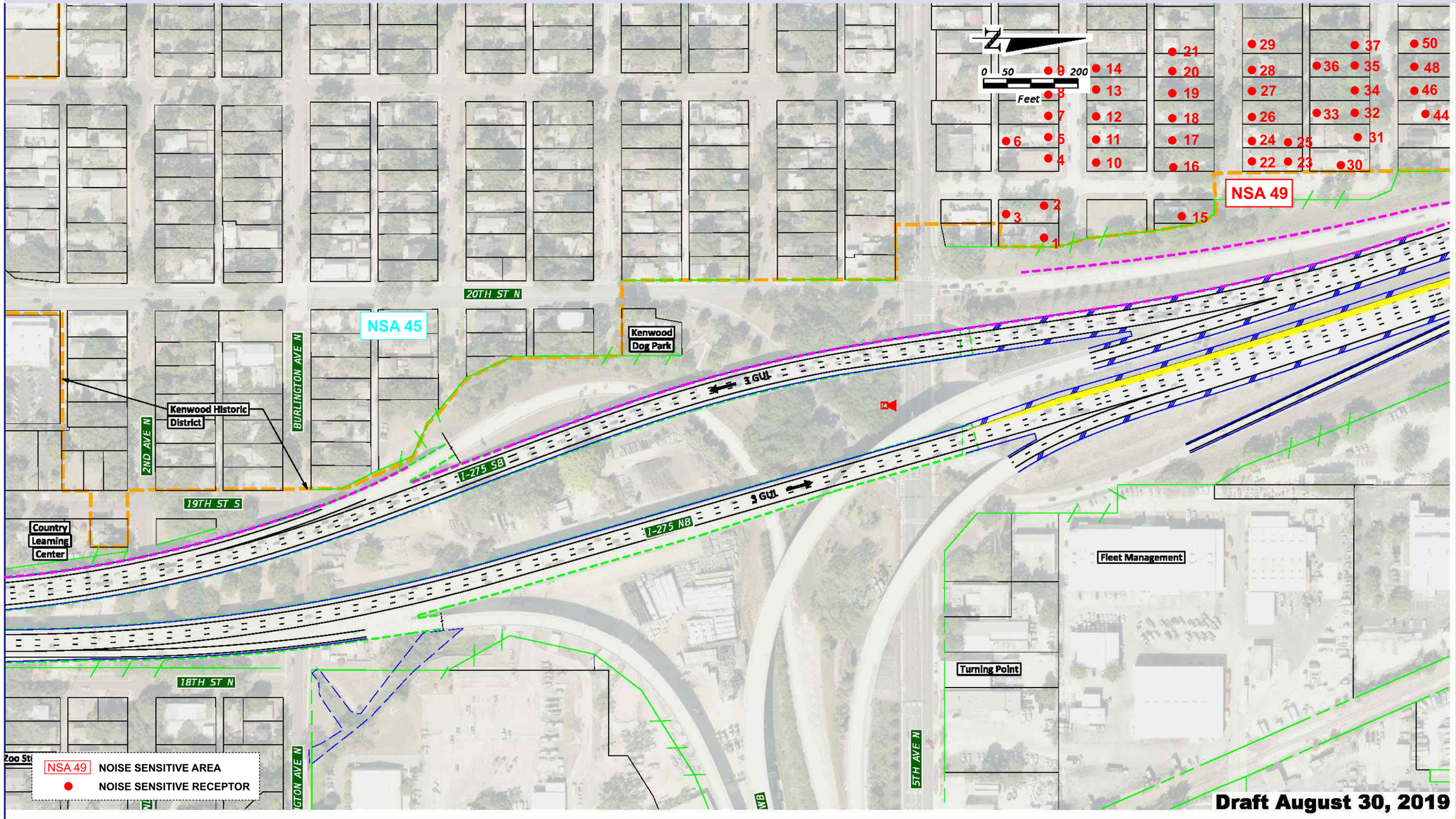
Segment No:	1			2			3			4		
From/To:	22nd Ave N to South of Gandy Blvd			South of Gandy Blvd to Gandy Blvd			Gandy Blvd to 118th Ave N Direct Ramps			118th Ave N Direct Ramps to North of 4th St N		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
Speed: (mph)	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105
T_{24} =	6.0%	4.0%	0.0%	6.0%	4.0%	4.0%	6.0%	4.0%	0.0%	6.0%	4.0%	0.0%
DHT =	3.0%	2.0%	0.0%	3.0%	2.0%	2.0%	3.0%	2.0%	0.0%	3.0%	2.0%	0.0%
% Medium Trucks DHV	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%
% Heavy Trucks DHV	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
% Buses DHV	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	0	0	3,200	0	0	3,200	0	0	3,200	0	0	3,200
DDHV (Demand)	0	0		0	0		0	0		0	0	
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)												
Autos	0	0	3,125	0	0	3,125	0	0	3,125	0	0	3,125
Med Trucks	0	0	64	0	0	64	0	0	64	0	0	64
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	15	0	0	15	0	0	15	0	0	15
Motorcycles	0	0	11	0	0	11	0	0	11	0	0	11
Total	0	0	3,200	0	0	3,200	0	0	3,200	0	0	3,200
Demand												
Autos	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Southbound I-275 Express Lanes - AM Peak Hour

Segment No:	1			2			3			4			5		
From/To:	North of 4th St N to 118th Ave N Direct Ramps			118th Ave N Direct Ramps to North of Gandy Blvd			North of Gandy Blvd to South of Gandy Blvd			South of Gandy Blvd to 38th Ave N			38th Ave N to 22nd Ave N		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2	0	0	1
Year:	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040	2012	2040	2040
Speed (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
T_{24} =	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%	6.0%	4.0%	4.0%
DHT =	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%	3.0%	2.0%	2.0%
% Medium Trucks DHV	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%	3.00%	2.00%	2.00%
% Heavy Trucks DHV	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
% Buses DHV	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%	0.72%	0.48%	0.48%
% Motorcycles DHV	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
DDHV LOS (C)	0	0	3,200	0	0	3,200	0	0	3,200	0	0	3,200	0	0	1,600
DDHV (Demand)	0	0		0	0		0	0		0	0		0	0	
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)															
Autos	0	0	3,125	0	0	3,125	0	0	3,125	0	0	3,125	0	0	1,563
Med Trucks	0	0	64	0	0	64	0	0	64	0	0	64	0	0	32
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	15	0	0	15	0	0	15	0	0	15	0	0	8
Motorcycles	0	0	11	0	0	11	0	0	11	0	0	11	0	0	5
Total	0	0	3,200	0	0	3,200	0	0	3,200	0	0	3,200	0	0	1,600
Demand															
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B.
Concept Plans and Noise Sensitive Receptors

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL NOISE BARRIER
- PROPOSED LA R/W
- EXISTING LA R/W
- PROPOSED EASEMENT
- PREFERRED SMF SITE & PROPOSED SMF R/W
- ITS CAMERA
- EL = EXPRESS LANES
- GUL = GENERAL USE LANES
- AUX = AUXILIARY LANES

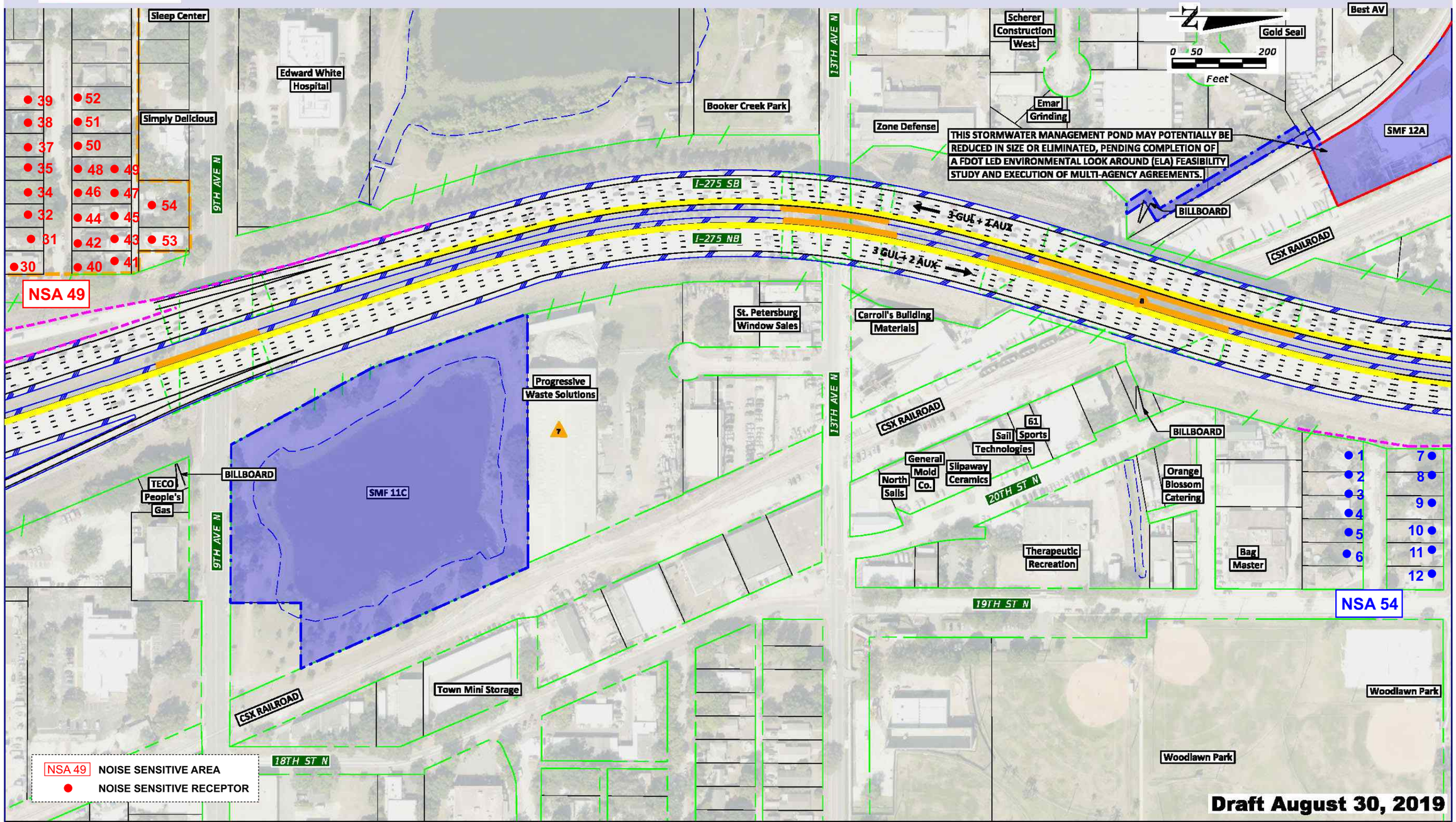
Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 10

CTOMPKINS 8/30/2019 10:21:54 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD11.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL NOISE BARRIER
- PROPOSED LA R/W
- EXISTING LA R/W
- PROPOSED EASEMENT
- PREFERRED SMF SITE & PROPOSED SMF R/W
- ITS CAMERA
- EL = EXPRESS LANES
- GUL = GENERAL USE LANES
- AUX = AUXILIARY LANES

Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 11

CTOMPKINS 8/30/2019 10:22:08 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD12.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION

Best AV
Home Depot
CSX RAILROAD
U-Stor
22ND ST N
SMF 12A
THIS STORMWATER MANAGEMENT POND MAY POTENTIALLY BE REDUCED IN SIZE OR ELIMINATED, PENDING COMPLETION OF A FDOT LED ENVIRONMENTAL LOOK AROUND (ELA) FEASIBILITY STUDY AND EXECUTION OF MULTI-AGENCY AGREEMENTS.
CELL TOWER
Kenny's Landscape Services
22ND AVE N
23RD AVE N
24TH AVE N
25TH AVE N
26TH AVE N
Former Norwood Secondary School
NSA 55
0 50 200
Feet
3 GUL + 1 AUX
I-275 SB
3 GUL + 2 AUX
I-275 NB
NSA 54
19TH ST N
Woodlawn Park
17TH AVE N
18TH AVE N
20TH AVE N
21ST AVE N

NSA 49 NOISE SENSITIVE AREA
NOISE SENSITIVE RECEPTOR

Draft August 30, 2019

LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL NOISE BARRIER
- PROPOSED LA R/W
- EXISTING LA R/W
- PROPOSED EASEMENT
- PREFERRED SMF SITE & PROPOSED SMF R/W
- ITS CAMERA
- EL = EXPRESS LANES
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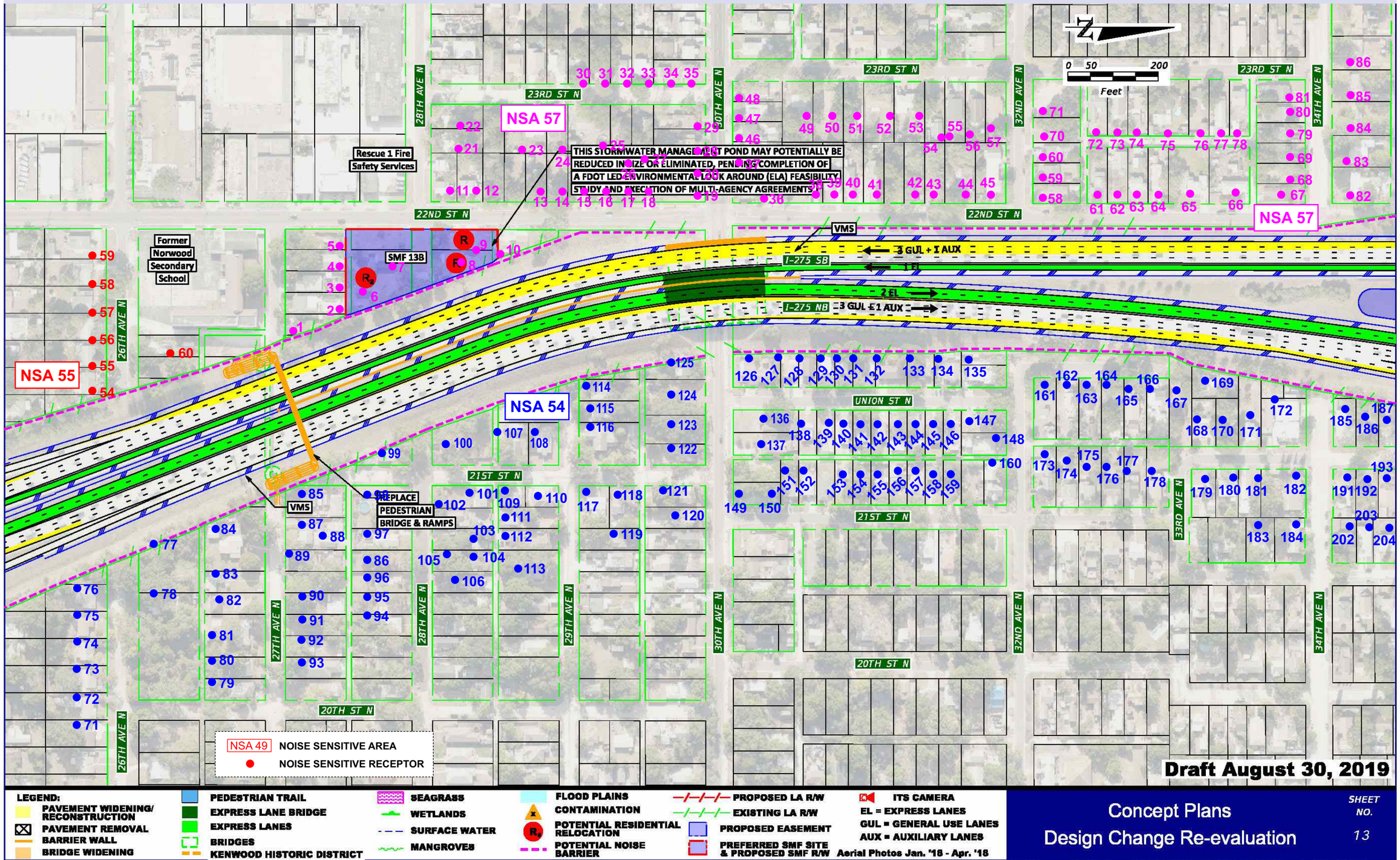
Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 12

CTOMPKINS 8/30/2019 10:22:21 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD13.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL NOISE BARRIER
- PROPOSED LA R/W
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- PROPOSED EASEMENT
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Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 13

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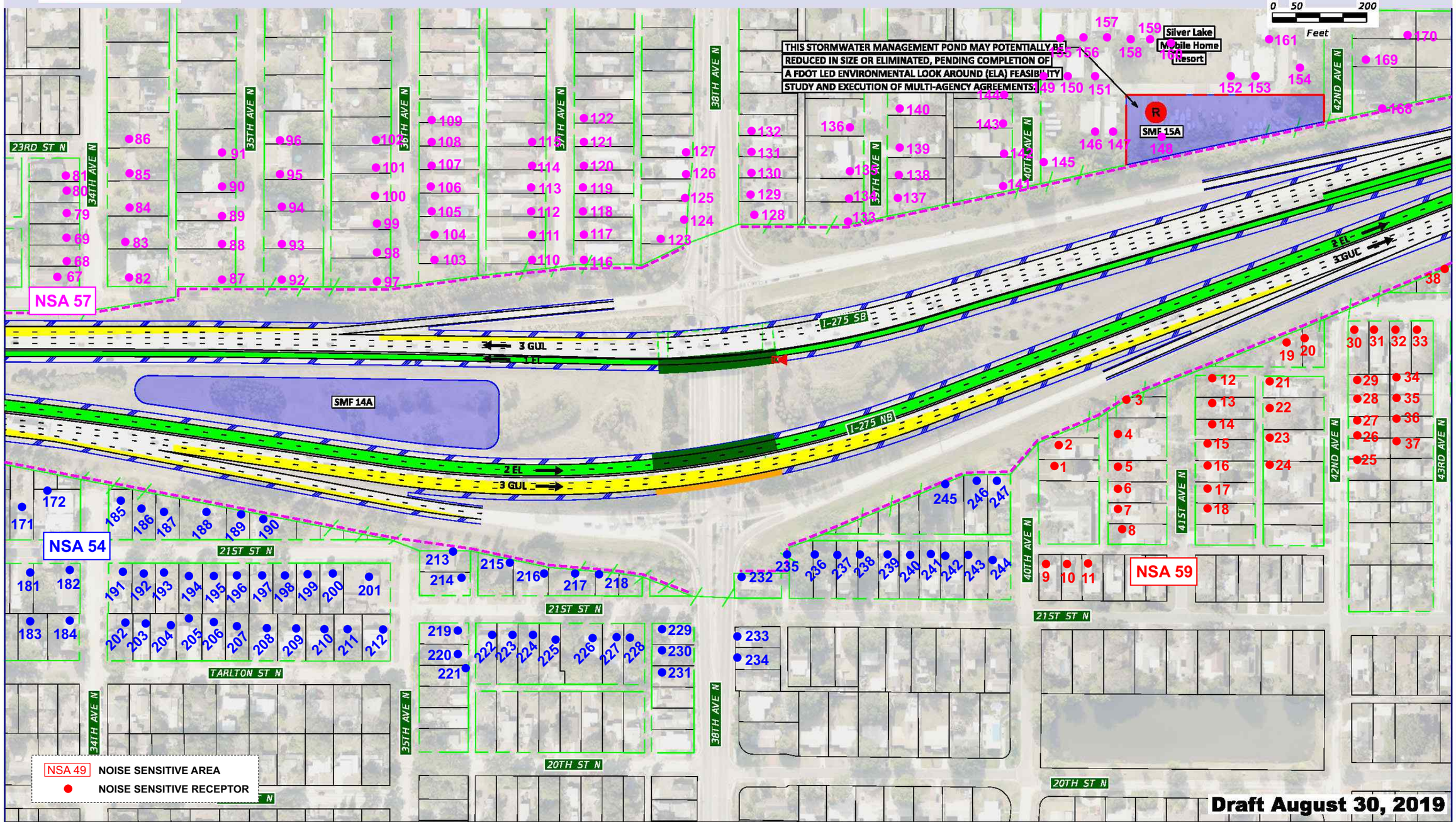
I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:

- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
- FLOOD PLAINS
- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
- POTENTIAL NOISE BARRIER
- PROPOSED LA R/W
- EXISTING LA R/W
- PROPOSED EASEMENT
- PREFERRED SMF SITE & PROPOSED SMF R/W
- ITS CAMERA

EL = EXPRESS LANES
GUL = GENERAL USE LANES
AUX = AUXILIARY LANES

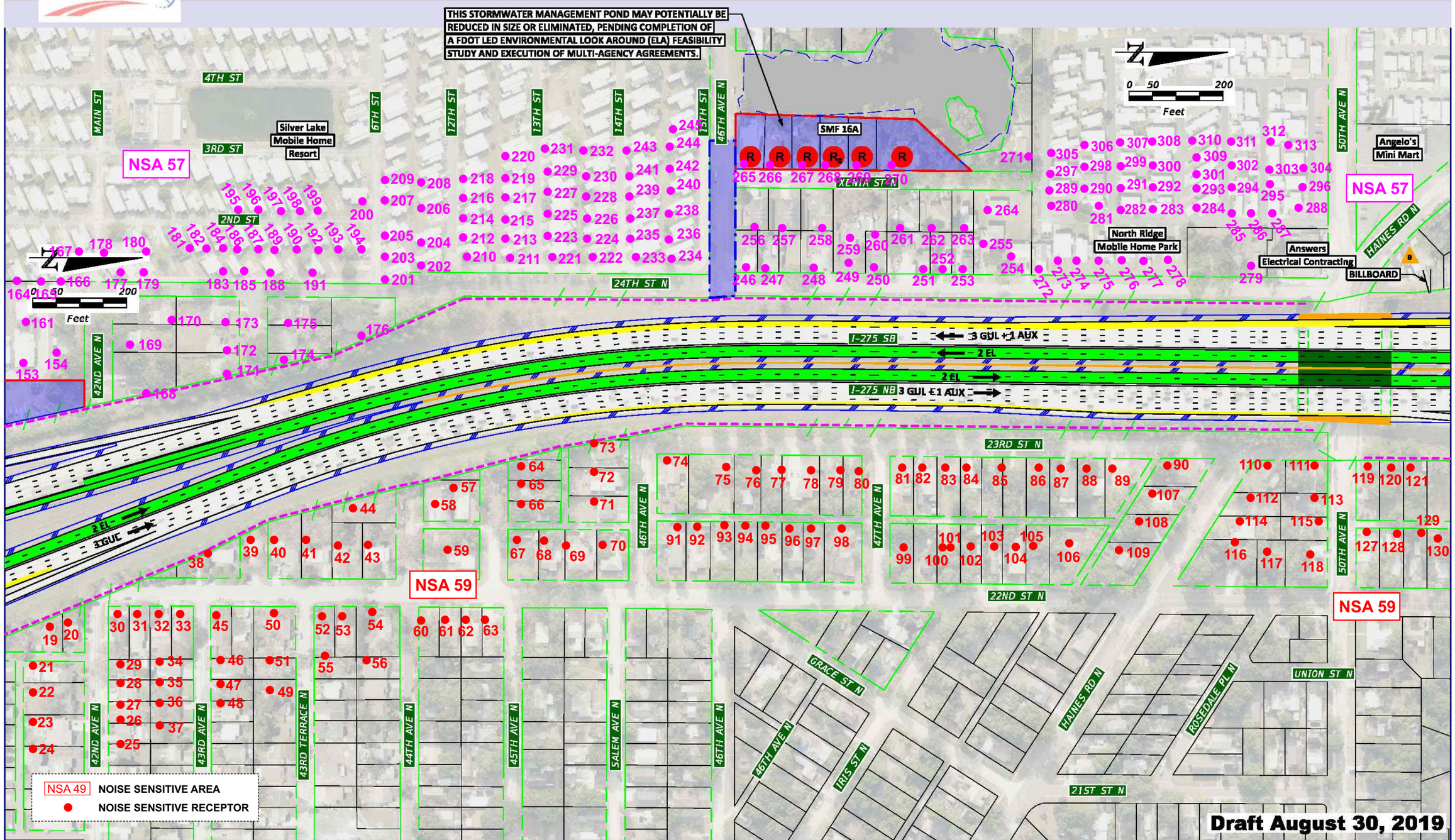
Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 14

CTOMPKINS 8/30/2019 10:22:47 AM I:\TPA\PRJ\0000014672\CADD\42450112201\roadway\PLANRD15.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
- BRIDGES
- KENWOOD HISTORIC DISTRICT
- SEAGRASS
- WETLANDS
- SURFACE WATER
- MANGROVES
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- CONTAMINATION
- POTENTIAL RESIDENTIAL RELOCATION
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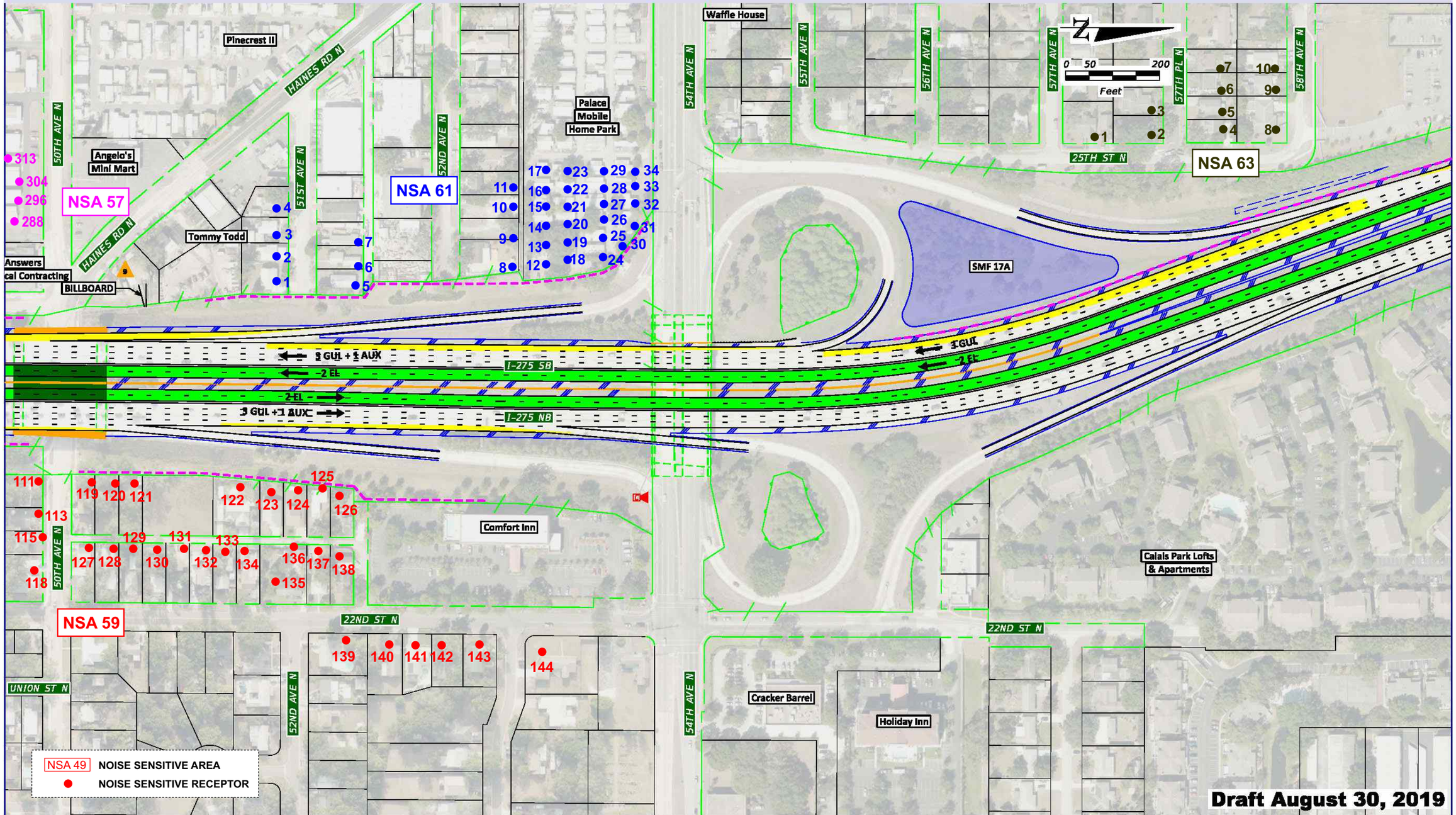
Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 15

CTOMPKINS 8/30/2019 10:23:00 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD16.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
- EXPRESS LANES
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Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 16

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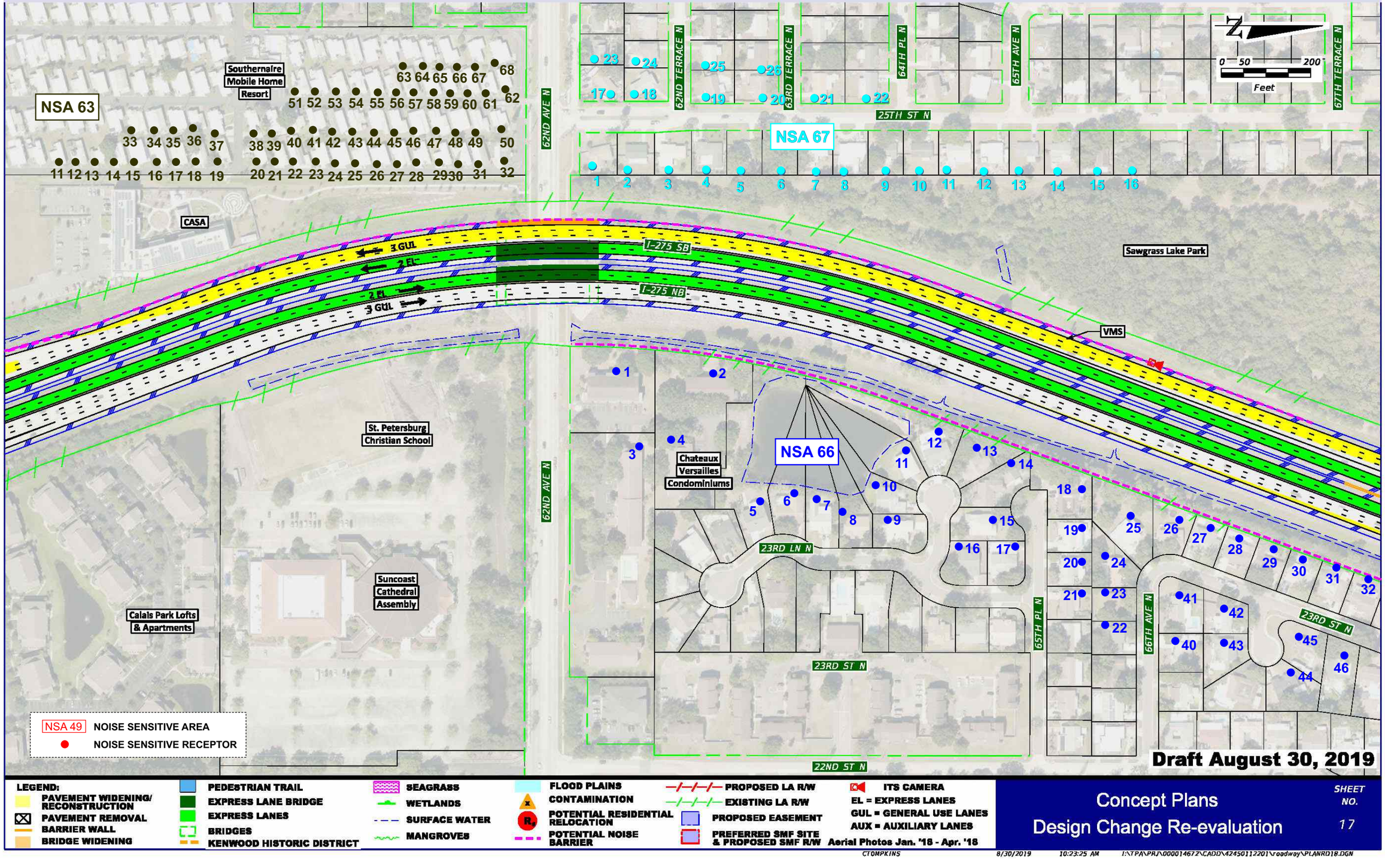

LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
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Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 17

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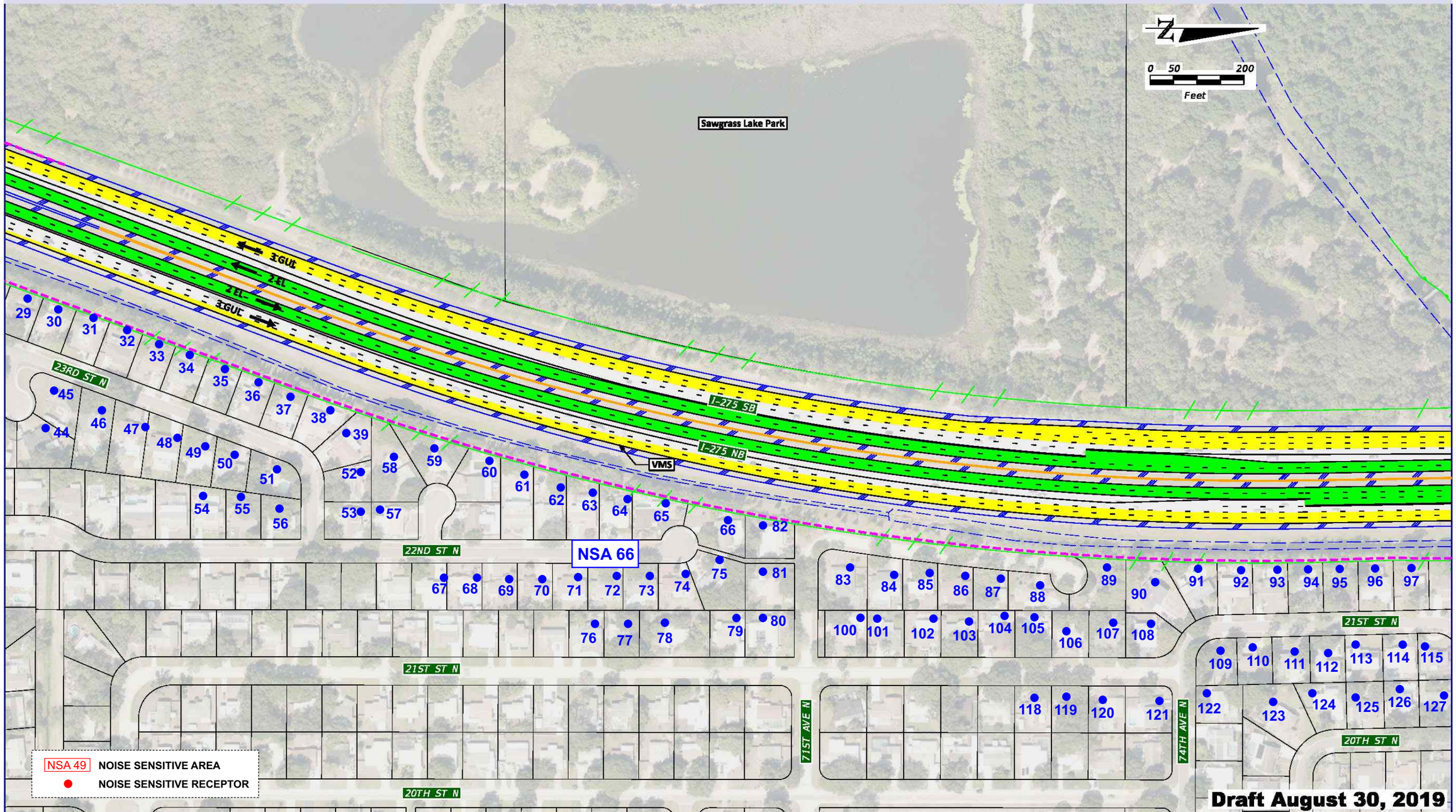
I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
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- BARRIER WALL
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Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 18

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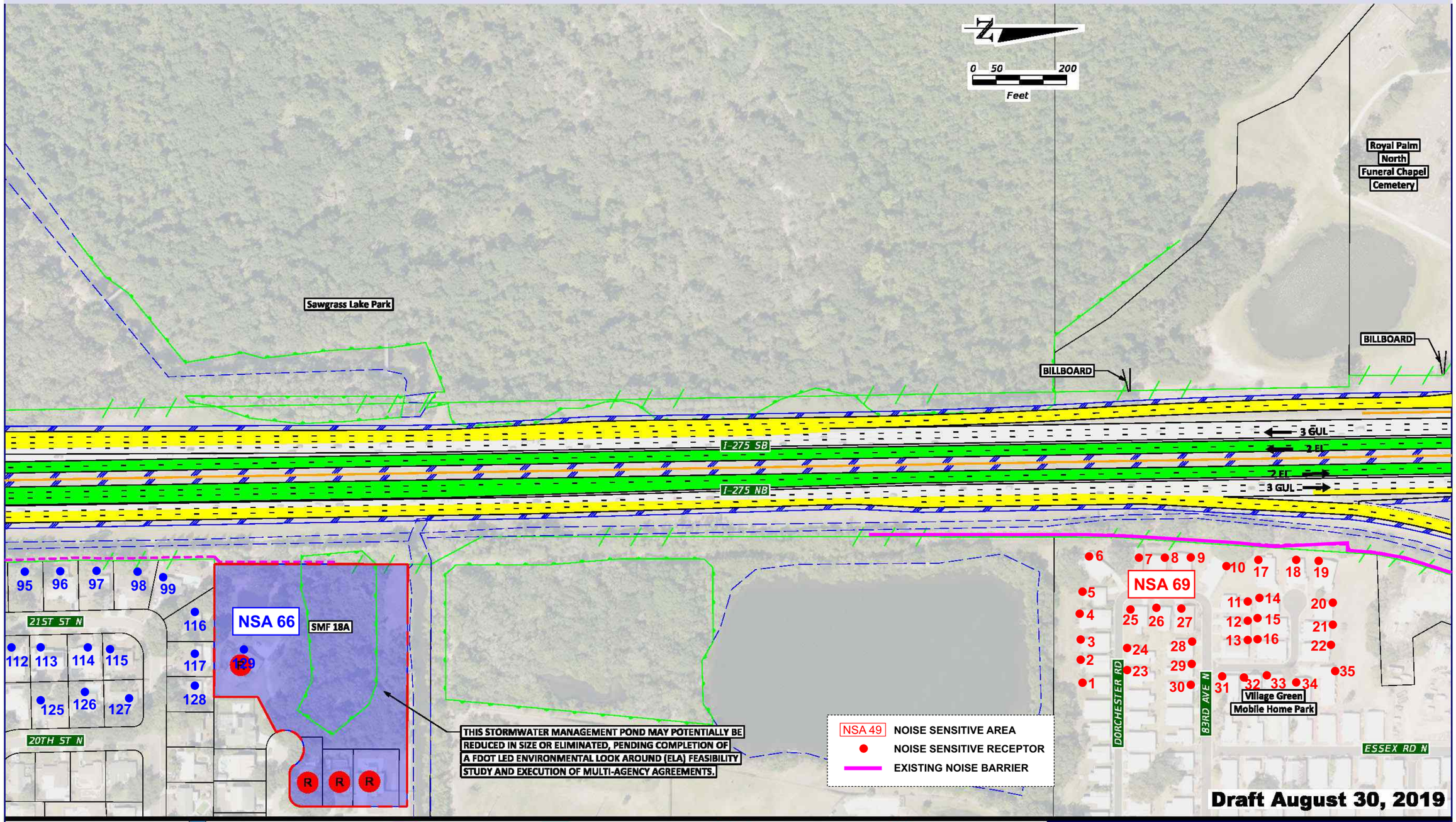
I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
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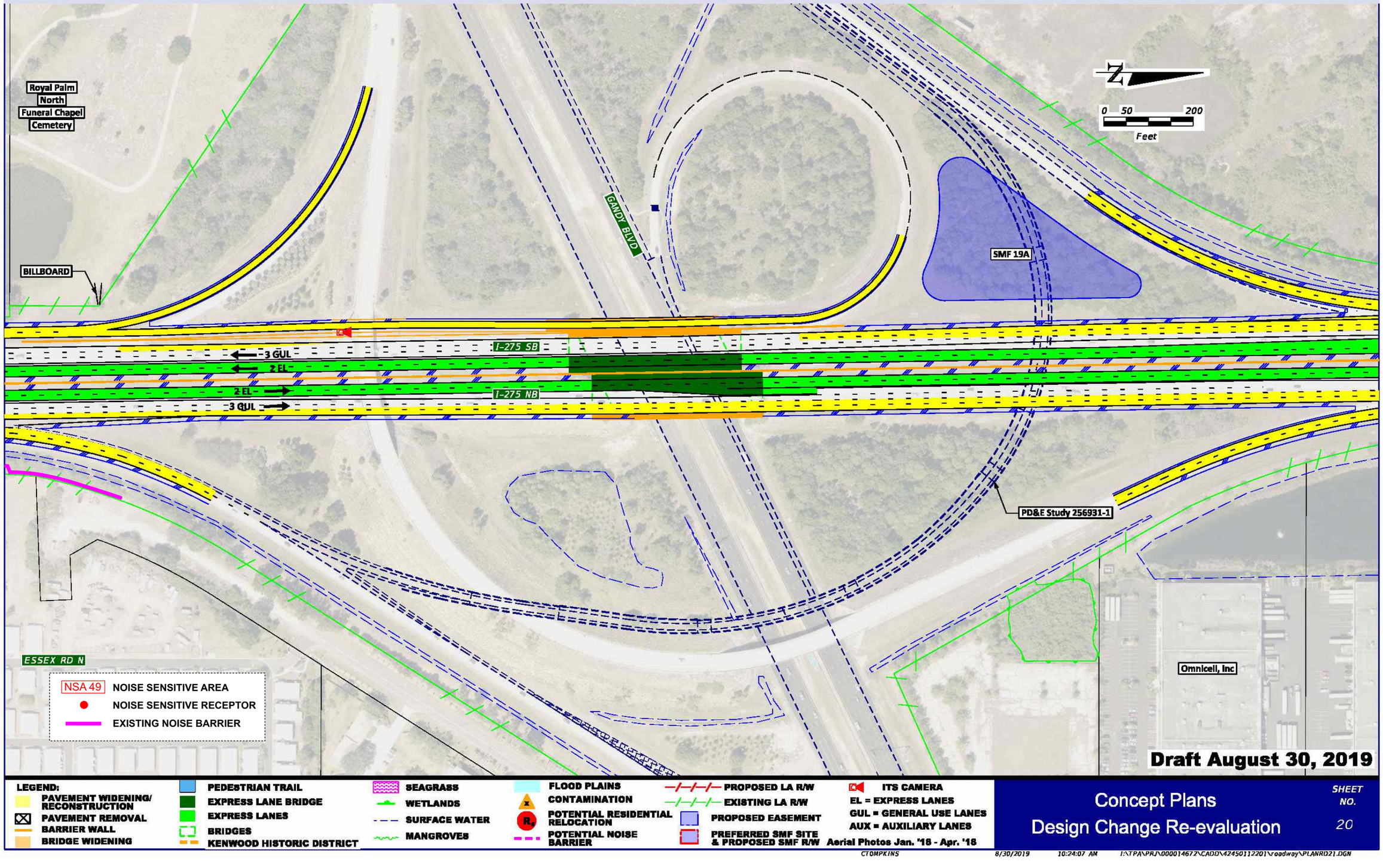
Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 19

CTOMPKINS 8/30/2019 10:23:53 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD20.DGN

I-275 (SR 93) DESIGN CHANGE RE-EVALUATION



LEGEND:
- PAVEMENT WIDENING/ RECONSTRUCTION
- PAVEMENT REMOVAL
- BARRIER WALL
- BRIDGE WIDENING
- PEDESTRIAN TRAIL
- EXPRESS LANE BRIDGE
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- POTENTIAL NOISE BARRIER
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Aerial Photos Jan. '18 - Apr. '18

Concept Plans
Design Change Re-evaluation

SHEET NO. 20

CTOMPKINS 8/30/2019 10:24:07 AM I:\TPA\PRJ\000014672\CADD\42450112201\roadway\PLANRD21.DGN

Appendix C.
Predicted Traffic Noise at Individual Receptors

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
49	1	B	Residential	68.8	69.5	68.7	-0.1	yes
49	2	B	Residential	67.3	67.7	67.5	0.2	yes
49	3	B	Residential	67.7	68.1	67.6	-0.1	yes
49	4	B	Residential	65.7	66.0	66.3	0.6	yes
49	5	B	Residential	64.5	64.7	65.4	0.9	
49	6	B	Residential	64.4	64.6	65.4	1.0	
49	7	B	Residential	64.0	64.2	65.2	1.2	
49	8	B	Residential	63.3	63.5	64.6	1.3	
49	9	B	Residential	62.7	62.9	64.1	1.4	
49	10	B	Residential	66.1	66.4	66.5	0.4	yes
49	11	B	Residential	65.3	65.5	65.9	0.6	
49	12	B	Residential	64.5	64.7	65.4	0.9	
49	13	B	Residential	63.6	63.9	64.7	1.1	
49	14	B	Residential	63.1	63.3	64.3	1.2	
49	15	B	Residential	68.0	68.7	67.2	-0.8	yes
49	16	B	Residential	66.5	66.9	66.8	0.3	yes
49	17	B	Residential	65.5	65.8	66.0	0.5	yes
49	18	B	Residential	64.7	64.9	65.5	0.8	
49	19	B	Residential	64.0	64.2	64.9	0.9	
49	20	B	Residential	63.3	63.6	64.3	1.0	
49	21	B	Residential	62.9	63.2	63.9	1.0	
49	22	B	Residential	66.9	67.3	66.5	-0.4	yes
49	23	B	Residential	67.2	67.6	66.6	-0.6	yes
49	24	B	Residential	66.0	66.3	65.9	-0.1	
49	25	B	Residential	66.7	67.0	66.4	-0.3	yes
49	26	B	Residential	65.0	65.3	65.2	0.2	
49	27	B	Residential	64.6	64.9	65.1	0.5	
49	28	B	Residential	63.8	64.1	64.5	0.7	
49	29	B	Residential	63.4	63.6	63.9	0.5	
49	30	B	Residential	67.0	67.4	66.1	-0.9	yes
49	31	B	Residential	67.2	67.5	66.5	-0.7	yes
49	32	B	Residential	66.5	66.7	66.0	-0.5	yes
49	33	B	Residential	66.0	66.3	65.7	-0.3	
49	34	B	Residential	65.7	65.9	65.4	-0.3	
49	35	B	Residential	65.0	65.2	65.0	0.0	
49	36	B	Residential	64.4	64.6	64.6	0.2	
49	37	B	Residential	64.2	64.4	64.4	0.2	
49	38	B	Residential	63.5	63.7	63.8	0.3	
49	39	B	Residential	63.2	63.4	63.6	0.4	
49	40	B	Residential	67.4	68.0	66.2	-1.2	yes
49	41	B	Residential	67.1	67.7	66.1	-1.0	yes
49	42	B	Residential	67.2	67.6	66.4	-0.8	yes
49	43	B	Residential	67.6	68.1	66.6	-1.0	yes
49	44	B	Residential	66.7	67.0	66.0	-0.7	yes
49	45	B	Residential	67.3	67.7	66.5	-0.8	yes
49	46	B	Residential	66.0	66.3	65.6	-0.4	
49	47	B	Residential	66.5	66.8	66.1	-0.4	yes
49	48	B	Residential	65.5	65.7	65.3	-0.2	

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
49	49	B	Residential	65.7	65.9	65.4	-0.3	
49	50	B	Residential	64.4	64.6	64.5	0.1	
49	51	B	Residential	63.7	63.9	63.9	0.2	
49	52	B	Residential	63.1	63.3	63.3	0.2	
49	53	B	Residential	67.2	67.6	66.0	-1.2	yes
49	54	B	Residential	66.5	66.9	65.8	-0.7	
54	1	B	Residential	65.9	65.5	66.2	0.3	yes
54	2	B	Residential	65.7	65.4	66.7	1.0	yes
54	3	B	Residential	65.5	65.3	66.8	1.3	yes
54	4	B	Residential	65.1	65.0	66.4	1.3	yes
54	5	B	Residential	64.3	64.1	65.6	1.3	
54	6	B	Residential	63.8	63.7	65.1	1.3	
54	7	B	Residential	66.2	65.9	67.7	1.5	yes
54	8	B	Residential	65.8	65.6	67.5	1.7	yes
54	9	B	Residential	65.6	65.6	67.5	1.9	yes
54	10	B	Residential	65.2	65.2	66.9	1.7	yes
54	11	B	Residential	64.5	64.5	66.3	1.8	yes
54	12	B	Residential	63.9	63.9	65.6	1.7	
54	13	B	Residential	65.7	65.8	70.0	4.3	yes
54	14	B	Residential	65.6	65.7	68.4	2.8	yes
54	15	B	Residential	65.6	65.7	67.8	2.2	yes
54	16	B	Residential	65.2	65.3	67.2	2.0	yes
54	17	B	Residential	64.2	64.3	65.8	1.6	
54	18	B	Residential	65.6	65.7	69.5	3.9	yes
54	19	B	Residential	65.2	65.5	68.1	2.9	yes
54	20	B	Residential	65.3	65.6	67.6	2.3	yes
54	21	B	Residential	65.0	65.2	67.0	2.0	yes
54	22	B	Residential	64.0	64.2	65.8	1.8	
54	23	B	Residential	65.6	65.8	68.4	2.8	yes
54	24	B	Residential	65.4	65.6	67.8	2.4	yes
54	25	B	Residential	65.0	65.3	67.1	2.1	yes
54	26	B	Residential	64.1	64.4	65.9	1.8	
54	27	B	Residential	66.0	66.2	68.2	2.2	yes
54	28	B	Residential	65.4	65.7	67.5	2.1	yes
54	29	B	Residential	64.8	65.1	66.5	1.7	yes
54	30	B	Residential	64.2	64.5	66.0	1.8	yes
54	31	B	Residential	67.7	68.0	69.9	2.2	yes
54	32	B	Residential	66.8	67.2	68.7	1.9	yes
54	33	B	Residential	65.8	66.1	67.6	1.8	yes
54	34	B	Residential	65.1	65.4	66.9	1.8	yes
54	35	B	Residential	69.0	69.3	70.7	1.7	yes
54	36	B	Residential	67.4	67.7	69.2	1.8	yes
54	37	B	Residential	66.4	66.8	68.2	1.8	yes
54	38	B	Residential	65.5	65.9	67.3	1.8	yes
54	39	B	Residential	69.7	70.0	71.2	1.5	yes
54	40	B	Residential	68.2	68.4	69.3	1.1	yes
54	41	B	Residential	67.6	67.8	68.5	0.9	yes
54	42	B	Residential	66.6	66.8	67.4	0.8	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
54	43	B	Residential	70.2	70.1	67.5	-2.7	yes
54	44	B	Residential	68.8	68.8	70.2	1.4	yes
54	45	B	Residential	67.5	67.5	68.9	1.4	yes
54	46	B	Residential	66.3	66.3	67.5	1.2	yes
54	47	B	Residential	68.7	68.7	70.3	1.6	yes
54	48	B	Residential	67.0	67.0	68.7	1.7	yes
54	49	B	Residential	66.0	66.0	67.6	1.6	yes
54	50	B	Residential	65.4	65.4	66.8	1.4	yes
54	51	B	Residential	68.3	68.1	69.9	1.6	yes
54	52	B	Residential	66.2	66.1	68.0	1.8	yes
54	53	B	Residential	65.1	65.0	66.9	1.8	yes
54	54	B	Residential	64.2	64.0	66.0	1.8	yes
54	55	B	Residential	69.2	69.1	71.3	2.1	yes
54	56	B	Residential	66.9	66.7	68.8	1.9	yes
54	57	B	Residential	65.4	65.3	67.4	2.0	yes
54	58	B	Residential	64.8	64.6	66.8	2.0	yes
54	59	B	Residential	64.2	64.0	66.3	2.1	yes
54	60	B	Residential	63.4	63.2	65.5	2.1	
54	61	B	Residential	65.6	65.4	68.0	2.4	yes
54	62	B	Residential	67.1	66.9	69.5	2.4	yes
54	63	B	Residential	69.2	69.0	71.6	2.4	yes
54	64	B	Residential	71.5	71.3	73.9	2.4	yes
54	65	B	Residential	73.0	72.8	75.8	2.8	yes
54	66	B	Residential	70.5	70.3	73.6	3.1	yes
54	67	B	Residential	68.2	68.0	71.6	3.4	yes
54	68	B	Residential	66.6	66.4	69.9	3.3	yes
54	69	B	Residential	64.8	64.6	68.3	3.5	yes
54	70	B	Residential	63.9	63.6	67.2	3.3	yes
54	71	B	Residential	63.2	63.0	67.1	3.9	yes
54	72	B	Residential	64.6	64.3	68.4	3.8	yes
54	73	B	Residential	66.2	66.0	70.0	3.8	yes
54	74	B	Residential	68.0	67.8	71.7	3.7	yes
54	75	B	Residential	70.0	69.8	73.4	3.4	yes
54	76	B	Residential	72.9	72.7	75.8	2.9	yes
54	77	B	Residential	74.5	74.3	77.0	2.5	yes
54	78	B	Residential	69.8	69.6	73.2	3.4	yes
54	79	B	Residential	63.2	62.9	66.8	3.6	yes
54	80	B	Residential	64.1	63.9	67.7	3.6	yes
54	81	B	Residential	65.4	65.2	68.8	3.4	yes
54	82	B	Residential	67.5	67.3	70.7	3.2	yes
54	83	B	Residential	69.8	69.6	72.6	2.8	yes
54	84	B	Residential	73.6	73.4	75.7	2.1	yes
54	85	B	Residential	73.9	73.7	75.4	1.5	yes
54	96	B	Residential	71.1	70.9	69.3	-1.8	yes
54	86	B	Residential	69.4	69.2	73.1	3.7	yes
54	87	B	Residential	68.9	68.7	71.7	2.8	yes
54	88	B	Residential	65.8	65.5	71.5	5.7	yes
54	89	B	Residential	64.3	64.0	68.8	4.5	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
54	90	B	Residential	63.2	62.9	67.5	4.3	yes
54	91	B	Residential	62.2	61.9	66.6	4.4	yes
54	92	B	Residential	63.8	63.6	65.8	2.0	
54	93	B	Residential	64.6	64.3	66.9	2.3	yes
54	94	B	Residential	65.9	65.7	67.2	1.3	yes
54	95	B	Residential	66.9	66.6	68.3	1.4	yes
54	97	B	Residential	68.4	68.2	70.5	2.1	yes
54	98	B	Residential	71.0	70.7	72.5	1.5	yes
54	99	B	Residential	72.3	72.1	73.1	0.8	yes
54	100	B	Residential	69.4	69.1	70.6	1.2	yes
54	101	B	Residential	66.7	66.4	68.4	1.7	yes
54	102	B	Residential	67.0	66.7	69.1	2.1	yes
54	103	B	Residential	64.8	64.5	67.0	2.2	yes
54	104	B	Residential	64.3	64.0	66.4	2.1	yes
54	105	B	Residential	64.8	64.5	66.9	2.1	yes
54	106	B	Residential	63.7	63.4	65.7	2.0	
54	107	B	Residential	67.6	67.3	69.0	1.4	yes
54	108	B	Residential	67.0	66.7	68.3	1.3	yes
54	109	B	Residential	66.2	65.9	68.3	2.1	yes
54	110	B	Residential	65.5	65.2	67.3	1.8	yes
54	111	B	Residential	65.0	64.7	67.1	2.1	yes
54	112	B	Residential	64.6	64.3	66.7	2.1	yes
54	113	B	Residential	63.3	63.0	65.4	2.1	
54	114	B	Residential	68.8	68.5	69.5	0.7	yes
54	115	B	Residential	67.3	67.0	68.3	1.0	yes
54	116	B	Residential	66.4	66.1	67.7	1.3	yes
54	117	B	Residential	64.5	64.2	66.3	1.8	yes
54	118	B	Residential	64.3	64.0	66.1	1.8	yes
54	119	B	Residential	63.0	62.7	64.9	1.9	
54	120	B	Residential	63.3	63.0	65.1	1.8	
54	121	B	Residential	64.2	63.9	65.9	1.7	
54	122	B	Residential	65.8	65.5	67.2	1.4	yes
54	123	B	Residential	66.5	66.2	67.8	1.3	yes
54	124	B	Residential	67.1	66.8	68.2	1.1	yes
54	125	B	Residential	71.5	71.2	69.3	-2.2	yes
54	126	B	Residential	68.5	68.1	69.3	0.8	yes
54	127	B	Residential	68.6	68.3	69.2	0.6	yes
54	128	B	Residential	68.3	68.0	69.4	1.1	yes
54	129	B	Residential	68.4	68.0	69.3	0.9	yes
54	130	B	Residential	68.5	68.2	69.3	0.8	yes
54	131	B	Residential	68.5	68.2	69.5	1.0	yes
54	132	B	Residential	68.7	68.4	69.5	0.8	yes
54	133	B	Residential	69.2	68.8	69.8	0.6	yes
54	134	B	Residential	69.2	68.8	70.0	0.8	yes
54	135	B	Residential	69.6	69.3	71.1	1.5	yes
54	136	B	Residential	66.8	66.6	68.3	1.5	yes
54	137	B	Residential	66.1	65.9	67.7	1.6	yes
54	138	B	Residential	67.0	66.7	68.6	1.6	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
54	139	B	Residential	67.0	66.7	68.7	1.7	yes
54	140	B	Residential	67.0	66.8	68.8	1.8	yes
54	141	B	Residential	67.2	66.9	69.0	1.8	yes
54	142	B	Residential	67.2	66.9	68.9	1.7	yes
54	143	B	Residential	67.2	66.9	68.9	1.7	yes
54	144	B	Residential	67.1	66.9	68.9	1.8	yes
54	145	B	Residential	67.1	66.8	69.0	1.9	yes
54	146	B	Residential	67.1	66.8	69.1	2.0	yes
54	147	B	Residential	67.3	67.0	69.3	2.0	yes
54	148	B	Residential	65.9	65.7	68.4	2.5	yes
54	149	B	Residential	64.3	64.0	66.2	1.9	yes
54	150	B	Residential	64.5	64.2	66.4	1.9	yes
54	151	B	Residential	65.0	64.7	67.0	2.0	yes
54	152	B	Residential	65.1	64.8	67.1	2.0	yes
54	153	B	Residential	65.4	65.1	67.3	1.9	yes
54	154	B	Residential	65.3	65.1	67.4	2.1	yes
54	155	B	Residential	65.3	65.1	67.4	2.1	yes
54	156	B	Residential	65.5	65.3	67.5	2.0	yes
54	157	B	Residential	65.4	65.1	67.5	2.1	yes
54	158	B	Residential	65.4	65.1	67.7	2.3	yes
54	159	B	Residential	65.3	65.0	67.7	2.4	yes
54	160	B	Residential	65.2	65.0	67.8	2.6	yes
54	161	B	Residential	68.6	68.3	70.8	2.2	yes
54	162	B	Residential	68.8	68.5	70.8	2.0	yes
54	163	B	Residential	69.3	69.0	71.4	2.1	yes
54	164	B	Residential	69.6	69.4	71.8	2.2	yes
54	165	B	Residential	70.1	69.9	72.0	1.9	yes
54	166	B	Residential	69.9	69.7	72.0	2.1	yes
54	167	B	Residential	70.5	70.3	72.8	2.3	yes
54	168	B	Residential	69.1	68.9	72.0	2.9	yes
54	169	B	Residential	72.4	72.1	75.0	2.6	yes
54	170	B	Residential	69.3	69.0	72.1	2.8	yes
54	171	B	Residential	69.6	69.4	73.1	3.5	yes
54	172	B	Residential	70.8	70.6	74.5	3.7	yes
54	173	B	Residential	66.0	65.7	68.4	2.4	yes
54	174	B	Residential	65.7	65.4	67.9	2.2	yes
54	175	B	Residential	65.6	65.4	68.0	2.4	yes
54	176	B	Residential	65.5	65.2	67.9	2.4	yes
54	177	B	Residential	65.1	64.9	67.6	2.5	yes
54	178	B	Residential	65.8	65.5	68.2	2.4	yes
54	179	B	Residential	65.6	65.4	68.4	2.8	yes
54	180	B	Residential	65.3	65.1	68.7	3.4	yes
54	181	B	Residential	65.6	65.4	68.9	3.3	yes
54	182	B	Residential	66.0	65.8	69.0	3.0	yes
54	183	B	Residential	63.5	63.3	66.6	3.1	yes
54	184	B	Residential	63.2	62.9	66.6	3.4	yes
54	185	B	Residential	72.1	71.9	75.5	3.4	yes
54	186	B	Residential	71.8	71.6	75.5	3.7	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
54	187	B	Residential	71.9	71.7	75.8	3.9	yes
54	188	B	Residential	71.3	71.1	75.8	4.5	yes
54	189	B	Residential	70.9	70.7	75.5	4.6	yes
54	190	B	Residential	70.1	69.9	75.0	4.9	yes
54	191	B	Residential	66.1	65.9	69.5	3.4	yes
54	192	B	Residential	66.3	66.0	69.9	3.6	yes
54	193	B	Residential	66.5	66.3	70.1	3.6	yes
54	194	B	Residential	66.7	66.4	70.4	3.7	yes
54	195	B	Residential	67.1	66.9	70.6	3.5	yes
54	196	B	Residential	67.6	67.4	70.6	3.0	yes
54	197	B	Residential	67.1	66.9	70.4	3.3	yes
54	198	B	Residential	66.7	66.5	70.6	3.9	yes
54	199	B	Residential	66.4	66.1	70.2	3.8	yes
54	200	B	Residential	66.6	66.3	70.3	3.7	yes
54	201	B	Residential	66.6	66.3	70.5	3.9	yes
54	202	B	Residential	63.1	62.8	66.8	3.7	yes
54	203	B	Residential	63.1	62.9	66.8	3.7	yes
54	204	B	Residential	63.3	63.1	67.1	3.8	yes
54	205	B	Residential	63.7	63.4	67.6	3.9	yes
54	206	B	Residential	63.9	63.6	67.6	3.7	yes
54	207	B	Residential	64.1	63.9	67.4	3.3	yes
54	208	B	Residential	64.3	64.1	67.4	3.1	yes
54	209	B	Residential	64.3	64.0	67.4	3.1	yes
54	210	B	Residential	64.5	64.3	67.9	3.4	yes
54	211	B	Residential	64.2	64.0	67.6	3.4	yes
54	212	B	Residential	64.6	64.4	68.0	3.4	yes
54	213	B	Residential	68.2	68.0	73.6	5.4	yes
54	214	B	Residential	67.2	67.0	71.5	4.3	yes
54	215	B	Residential	68.1	67.9	73.2	5.1	yes
54	216	B	Residential	67.9	67.7	72.8	4.9	yes
54	217	B	Residential	68.0	67.8	72.7	4.7	yes
54	218	B	Residential	68.5	68.3	73.0	4.5	yes
54	219	B	Residential	65.1	64.9	68.2	3.1	yes
54	220	B	Residential	63.0	62.7	65.9	2.9	
54	221	B	Residential	63.1	62.8	66.0	2.9	yes
54	222	B	Residential	65.0	64.8	68.0	3.0	yes
54	223	B	Residential	65.4	65.2	68.4	3.0	yes
54	224	B	Residential	65.6	65.4	68.4	2.8	yes
54	225	B	Residential	65.5	65.3	68.1	2.6	yes
54	226	B	Residential	65.9	65.6	68.1	2.2	yes
54	227	B	Residential	66.3	66.1	67.9	1.6	yes
54	228	B	Residential	66.5	66.2	67.6	1.1	yes
54	229	B	Residential	68.4	68.1	68.0	-0.4	yes
54	230	B	Residential	67.9	67.6	66.7	-1.2	yes
54	231	B	Residential	67.2	66.9	65.7	-1.5	
54	232	B	Residential	73.8	73.5	69.8	-4.0	yes
54	233	B	Residential	73.6	73.3	66.7	-6.9	yes
54	234	B	Residential	73.2	72.9	65.2	-8.0	

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54	235	B	Residential	69.7	69.5	70.5	0.8	yes
54	236	B	Residential	68.5	68.3	70.0	1.5	yes
54	237	B	Residential	68.0	67.8	69.6	1.6	yes
54	238	B	Residential	67.4	67.2	69.2	1.8	yes
54	239	B	Residential	67.1	66.9	68.9	1.8	yes
54	240	B	Residential	66.7	66.5	68.5	1.8	yes
54	241	B	Residential	66.3	66.1	68.2	1.9	yes
54	242	B	Residential	66.1	65.9	68.0	1.9	yes
54	243	B	Residential	65.7	65.5	67.6	1.9	yes
54	244	B	Residential	65.3	65.1	67.3	2.0	yes
54	245	B	Residential	69.5	69.4	71.3	1.8	yes
54	246	B	Residential	68.7	68.5	70.5	1.8	yes
54	247	B	Residential	67.9	67.7	69.7	1.8	yes
55	1	B	Residential	68.2	68.6	69.2	1.0	yes
55	2	B	Residential	68.8	69.2	69.8	1.0	yes
55	3	B	Residential	67.2	67.7	68.2	1.0	yes
55	4	B	Residential	65.5	66.0	66.4	0.9	yes
55	5	B	Residential	69.0	69.4	70.2	1.2	yes
55	6	B	Residential	69.6	70.0	70.4	0.8	yes
55	7	B	Residential	67.2	67.6	68.1	0.9	yes
55	8	B	Residential	67.9	68.4	68.4	0.5	yes
55	9	B	Residential	66.0	66.5	67.1	1.1	yes
55	10	B	Residential	66.8	67.2	67.2	0.4	yes
55	11	B	Residential	64.5	64.9	65.4	0.9	
55	12	B	Residential	66.0	66.4	66.4	0.4	yes
55	13	B	Residential	65.0	65.4	65.4	0.4	
55	14	B	Residential	69.8	70.2	70.2	0.4	yes
55	15	B	Residential	68.2	68.6	68.6	0.4	yes
55	16	B	Residential	69.7	69.9	68.4	-1.3	yes
55	17	B	Residential	67.3	67.7	67.6	0.3	yes
55	18	B	Residential	65.5	65.8	65.9	0.4	
55	19	B	Residential	67.4	67.5	65.8	-1.6	
55	20	B	Residential	72.7	72.5	65.1	-7.6	
55	21	B	Residential	69.4	69.4	68.8	-0.6	yes
55	22	B	Residential	69.2	69.2	69.2	0.0	yes
55	23	B	Residential	67.6	67.6	67.7	0.1	yes
55	24	B	Residential	66.6	66.6	66.9	0.3	yes
55	25	B	Residential	65.7	65.7	66.1	0.4	yes
55	26	B	Residential	64.6	64.6	65.0	0.4	
55	27	B	Residential	65.2	65.2	65.6	0.4	
55	28	B	Residential	66.1	66.1	66.5	0.4	yes
55	29	B	Residential	66.9	66.9	67.2	0.3	yes
55	30	B	Residential	68.2	68.1	68.4	0.2	yes
55	31	B	Residential	69.2	69.2	69.5	0.3	yes
55	32	B	Residential	71.1	71.0	71.9	0.8	yes
55	33	B	Residential	69.5	69.3	70.1	0.6	yes
55	34	B	Residential	68.0	67.9	68.7	0.7	yes
55	35	B	Residential	66.9	66.7	67.8	0.9	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
55	36	B	Residential	66.1	66.0	66.8	0.7	yes
55	37	B	Residential	65.1	65.0	65.8	0.7	
55	38	B	Residential	65.3	65.1	65.7	0.4	
55	39	B	Residential	66.6	66.4	66.8	0.2	yes
55	40	B	Residential	67.5	67.4	67.9	0.4	yes
55	41	B	Residential	70.6	70.5	70.6	0.0	yes
55	42	B	Residential	72.8	72.6	71.7	-1.1	yes
55	43	B	Residential	70.1	69.9	69.4	-0.7	yes
55	44	B	Residential	67.9	67.6	67.9	0.0	yes
55	45	B	Residential	66.2	66.0	66.6	0.4	yes
55	46	B	Residential	64.7	64.5	65.2	0.5	
55	47	B	Residential	63.2	63.0	63.6	0.4	
55	48	B	Residential	63.1	62.8	63.6	0.5	
55	49	B	Residential	63.7	63.5	63.9	0.2	
55	50	B	Residential	65.4	65.2	65.6	0.2	
55	51	B	Residential	66.5	66.3	66.6	0.1	yes
55	52	B	Residential	69.3	69.1	68.5	-0.8	yes
55	53	B	Residential	72.7	72.5	71.1	-1.6	yes
55	54	B	Residential	73.2	73.0	71.4	-1.8	yes
55	55	B	Residential	69.4	69.2	68.3	-1.1	yes
55	56	B	Residential	67.5	67.2	67.0	-0.5	yes
55	57	B	Residential	65.6	65.3	65.4	-0.2	
55	58	B	Residential	64.1	63.9	64.3	0.2	
55	59	B	Residential	62.9	62.6	63.4	0.5	
55	60	B	Residential	71.4	71.2	70.2	-1.2	yes
57	1	B	Residential	73.5	73.3	72.8	-0.7	yes
57	2	B	Residential	71.1	70.9	72.1	1.0	yes
57	3	B	Residential	69.4	69.1	70.5	1.1	yes
57	4	B	Residential	67.5	67.2	68.8	1.3	yes
57	5	B	Residential	66.4	66.1	67.6	1.2	yes
57	6	B	Residential	69.9	69.6	71.1	1.2	yes
57	7	B	Residential	68.4	68.1	70.3	1.9	yes
57	8	B	Residential	68.3	68.0	69.7	1.4	yes
57	9	B	Residential	67.8	67.5	69.5	1.7	yes
57	10	B	Residential	68.8	68.4	69.5	0.7	yes
57	11	B	Residential	65.7	65.4	67.7	2.0	yes
57	12	B	Residential	65.8	65.5	68.0	2.2	yes
57	13	B	Residential	66.8	66.5	68.5	1.7	yes
57	14	B	Residential	66.8	66.5	68.3	1.5	yes
57	15	B	Residential	67.0	66.7	68.4	1.4	yes
57	16	B	Residential	67.3	67.0	68.5	1.2	yes
57	17	B	Residential	67.6	67.4	68.9	1.3	yes
57	18	B	Residential	67.7	67.4	68.8	1.1	yes
57	19	B	Residential	67.8	67.5	68.7	0.9	yes
57	20	B	Residential	67.2	67.0	68.5	1.3	yes
57	21	B	Residential	64.2	64.0	66.6	2.4	yes
57	22	B	Residential	63.8	63.5	65.9	2.1	
57	23	B	Residential	65.3	65.0	67.2	1.9	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
57	24	B	Residential	65.6	65.3	67.3	1.7	yes
57	25	B	Residential	66.1	65.8	67.5	1.4	yes
57	26	B	Residential	66.5	66.3	67.9	1.4	yes
57	27	B	Residential	66.7	66.4	67.9	1.2	yes
57	28	B	Residential	66.5	66.3	67.8	1.3	yes
57	29	B	Residential	66.0	65.7	67.2	1.2	yes
57	30	B	Residential	63.6	63.4	65.2	1.6	
57	31	B	Residential	63.7	63.4	65.3	1.6	
57	32	B	Residential	63.8	63.5	65.4	1.6	
57	33	B	Residential	64.0	63.7	65.5	1.5	
57	34	B	Residential	63.8	63.6	65.4	1.6	
57	35	B	Residential	64.1	63.9	65.7	1.6	
57	36	B	Residential	68.7	68.5	69.4	0.7	yes
57	37	B	Residential	67.0	66.8	68.1	1.1	yes
57	38	B	Residential	68.7	68.4	69.7	1.0	yes
57	39	B	Residential	68.6	68.3	69.7	1.1	yes
57	40	B	Residential	68.7	68.4	70.1	1.4	yes
57	41	B	Residential	68.7	68.4	70.3	1.6	yes
57	42	B	Residential	69.2	68.9	70.9	1.7	yes
57	43	B	Residential	69.1	68.8	70.6	1.5	yes
57	44	B	Residential	69.2	68.9	70.7	1.5	yes
57	45	B	Residential	69.2	69.0	70.8	1.6	yes
57	46	B	Residential	66.4	66.2	67.6	1.2	yes
57	47	B	Residential	66.1	65.8	67.4	1.3	yes
57	48	B	Residential	65.1	64.9	66.7	1.6	yes
57	49	B	Residential	66.3	66.1	67.9	1.6	yes
57	50	B	Residential	66.1	65.9	67.9	1.8	yes
57	51	B	Residential	66.2	66.0	68.0	1.8	yes
57	52	B	Residential	66.0	65.7	68.0	2.0	yes
57	53	B	Residential	65.9	65.7	67.9	2.0	yes
57	54	B	Residential	67.0	66.7	69.0	2.0	yes
57	55	B	Residential	66.9	66.6	68.8	1.9	yes
57	56	B	Residential	66.7	66.4	68.8	2.1	yes
57	57	B	Residential	66.4	66.2	68.5	2.1	yes
57	58	B	Residential	69.5	69.3	71.4	1.9	yes
57	59	B	Residential	68.4	68.2	70.5	2.1	yes
57	60	B	Residential	67.0	66.8	69.2	2.2	yes
57	61	B	Residential	69.9	69.7	72.1	2.2	yes
57	62	B	Residential	70.1	69.9	72.2	2.1	yes
57	63	B	Residential	69.6	69.4	71.9	2.3	yes
57	64	B	Residential	69.9	69.7	72.4	2.5	yes
57	65	B	Residential	71.2	71.0	73.0	1.8	yes
57	66	B	Residential	71.0	70.9	73.1	2.1	yes
57	67	B	Residential	71.7	71.5	73.4	1.7	yes
57	68	B	Residential	71.7	71.6	73.3	1.6	yes
57	69	B	Residential	69.9	69.7	71.9	2.0	yes
57	70	B	Residential	65.4	65.1	67.8	2.4	yes
57	71	B	Residential	64.0	63.7	66.5	2.5	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
57	72	B	Residential	66.2	65.9	68.5	2.3	yes
57	73	B	Residential	65.8	65.5	68.3	2.5	yes
57	74	B	Residential	66.5	66.3	68.8	2.3	yes
57	75	B	Residential	66.6	66.3	68.8	2.2	yes
57	76	B	Residential	67.0	66.8	69.0	2.0	yes
57	77	B	Residential	67.4	67.2	69.2	1.8	yes
57	78	B	Residential	66.8	66.6	68.4	1.6	yes
57	79	B	Residential	67.4	67.3	69.3	1.9	yes
57	80	B	Residential	66.2	66.0	68.1	1.9	yes
57	81	B	Residential	64.4	64.2	66.1	1.7	yes
57	82	B	Residential	72.9	72.9	74.0	1.1	yes
57	83	B	Residential	70.1	70.0	71.9	1.8	yes
57	84	B	Residential	67.1	66.9	69.0	1.9	yes
57	85	B	Residential	64.7	64.5	67.0	2.3	yes
57	86	B	Residential	63.2	63.0	65.8	2.6	
57	87	B	Residential	71.7	71.7	73.5	1.8	yes
57	88	B	Residential	69.8	69.8	71.6	1.8	yes
57	89	B	Residential	67.5	67.4	69.6	2.1	yes
57	90	B	Residential	65.3	65.1	67.3	2.0	yes
57	91	B	Residential	63.4	63.2	65.5	2.1	
57	92	B	Residential	70.8	70.9	72.7	1.9	yes
57	93	B	Residential	68.7	68.7	71.0	2.3	yes
57	94	B	Residential	65.9	65.8	68.0	2.1	yes
57	95	B	Residential	64.4	64.3	66.5	2.1	yes
57	96	B	Residential	62.5	62.3	64.5	2.0	
57	97	B	Residential	70.7	70.9	72.9	2.2	yes
57	98	B	Residential	67.2	67.3	69.2	2.0	yes
57	99	B	Residential	66.0	66.0	68.0	2.0	yes
57	100	B	Residential	64.3	64.2	66.0	1.7	yes
57	101	B	Residential	63.6	63.5	65.4	1.8	
57	102	B	Residential	62.2	62.0	63.8	1.6	
57	103	B	Residential	68.0	68.1	69.8	1.8	yes
57	104	B	Residential	66.7	66.6	68.5	1.8	yes
57	105	B	Residential	65.4	65.3	67.3	1.9	yes
57	106	B	Residential	64.4	64.2	66.2	1.8	yes
57	107	B	Residential	63.3	63.1	65.1	1.8	
57	108	B	Residential	62.7	62.5	64.3	1.6	
57	109	B	Residential	62.0	61.8	63.6	1.6	
57	110	B	Residential	68.4	68.5	69.8	1.4	yes
57	111	B	Residential	67.5	67.5	68.8	1.3	yes
57	112	B	Residential	66.4	66.3	67.6	1.2	yes
57	113	B	Residential	65.4	65.3	66.7	1.3	yes
57	114	B	Residential	64.5	64.3	65.9	1.4	
57	115	B	Residential	63.6	63.4	65.2	1.6	
57	116	B	Residential	69.2	69.4	70.3	1.1	yes
57	117	B	Residential	67.7	67.7	68.7	1.0	yes
57	118	B	Residential	66.7	66.6	67.5	0.8	yes
57	119	B	Residential	65.7	65.6	66.7	1.0	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
57	120	B	Residential	64.7	64.5	65.9	1.2	
57	121	B	Residential	64.1	63.9	65.3	1.2	
57	122	B	Residential	63.3	63.1	64.4	1.1	
57	123	B	Residential	70.7	70.5	70.4	-0.3	yes
57	124	B	Residential	72.5	72.2	72.2	-0.3	yes
57	125	B	Residential	72.1	71.8	71.8	-0.3	yes
57	126	B	Residential	71.9	71.6	71.6	-0.3	yes
57	127	B	Residential	71.7	71.4	71.5	-0.2	yes
57	128	B	Residential	71.6	71.4	71.4	-0.2	yes
57	129	B	Residential	71.3	71.0	70.9	-0.4	yes
57	130	B	Residential	71.4	71.1	71.2	-0.2	yes
57	131	B	Residential	71.0	70.7	70.8	-0.2	yes
57	132	B	Residential	70.7	70.5	70.6	-0.1	yes
57	133	B	Residential	70.1	70.4	71.4	1.3	yes
57	134	B	Residential	68.4	68.4	69.8	1.4	yes
57	135	B	Residential	67.0	66.9	68.5	1.5	yes
57	136	B	Residential	65.3	65.1	66.9	1.6	yes
57	137	B	Residential	68.9	69.0	70.5	1.6	yes
57	138	B	Residential	67.1	67.0	68.2	1.1	yes
57	139	B	Residential	66.2	66.1	67.3	1.1	yes
57	140	B	Residential	65.2	65.0	67.1	1.9	yes
57	141	B	Residential	71.2	71.3	72.7	1.5	yes
57	142	B	Residential	68.7	68.7	70.8	2.1	yes
57	143	B	Residential	66.7	66.6	68.5	1.8	yes
57	144	B	Residential	65.1	65.0	67.6	2.5	yes
57	145	B	Residential	69.9	69.9	71.5	1.6	yes
57	146	B	Residential	69.3	69.2	71.5	2.2	yes
57	147	B	Residential	69.5	69.5	71.8	2.3	yes
57	148	B	Residential	70.6	70.5	72.8	2.2	yes
57	149	B	Residential	64.9	64.8	67.7	2.8	yes
57	150	B	Residential	65.3	65.1	68.1	2.8	yes
57	151	B	Residential	65.3	65.1	67.5	2.2	yes
57	152	B	Residential	67.7	67.6	70.7	3.0	yes
57	153	B	Residential	68.0	67.9	70.4	2.4	yes
57	154	B	Residential	68.0	67.9	70.3	2.3	yes
57	155	B	Residential	63.3	63.1	66.3	3.0	yes
57	156	B	Residential	63.3	63.1	66.5	3.2	yes
57	157	B	Residential	63.6	63.4	66.9	3.3	yes
57	158	B	Residential	64.6	64.4	67.9	3.3	yes
57	159	B	Residential	64.9	64.7	68.1	3.2	yes
57	160	B	Residential	65.3	65.1	68.8	3.5	yes
57	161	B	Residential	65.9	65.7	68.9	3.0	yes
57	162	B	Residential	63.5	63.3	66.5	3.0	yes
57	163	B	Residential	63.6	63.4	66.6	3.0	yes
57	164	B	Residential	63.8	63.7	66.8	3.0	yes
57	165	B	Residential	64.1	63.9	66.9	2.8	yes
57	166	B	Residential	64.4	64.2	67.0	2.6	yes
57	167	B	Residential	63.7	63.5	66.1	2.4	yes

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57	168	B	Residential	73.7	73.7	74.8	1.1	yes
57	169	B	Residential	69.9	69.8	71.8	1.9	yes
57	170	B	Residential	68.1	67.9	69.8	1.7	yes
57	171	B	Residential	73.8	73.8	75.8	2.0	yes
57	172	B	Residential	70.7	70.6	72.1	1.4	yes
57	173	B	Residential	68.4	68.2	69.6	1.2	yes
57	174	B	Residential	71.8	71.8	74.7	2.9	yes
57	175	B	Residential	68.3	68.2	70.4	2.1	yes
57	176	B	Residential	72.4	72.3	74.8	2.4	yes
57	177	B	Residential	64.5	64.4	66.9	2.4	yes
57	178	B	Residential	63.6	63.4	66.1	2.5	yes
57	179	B	Residential	64.8	64.6	66.7	1.9	yes
57	180	B	Residential	64.4	64.3	66.7	2.3	yes
57	181	B	Residential	64.6	64.4	66.9	2.3	yes
57	182	B	Residential	64.8	64.6	67.0	2.2	yes
57	183	B	Residential	65.9	65.7	67.9	2.0	yes
57	184	B	Residential	64.7	64.5	66.9	2.2	yes
57	185	B	Residential	66.2	66.0	68.2	2.0	yes
57	186	B	Residential	65.2	65.0	67.5	2.3	yes
57	187	B	Residential	65.3	65.1	67.7	2.4	yes
57	188	B	Residential	66.4	66.3	68.4	2.0	yes
57	189	B	Residential	65.6	65.4	67.7	2.1	yes
57	190	B	Residential	65.8	65.7	68.0	2.2	yes
57	191	B	Residential	67.0	66.8	68.9	1.9	yes
57	192	B	Residential	66.0	65.8	68.1	2.1	yes
57	193	B	Residential	66.3	66.1	68.6	2.3	yes
57	194	B	Residential	66.6	66.4	68.6	2.0	yes
57	195	B	Residential	63.6	63.4	65.8	2.2	
57	196	B	Residential	63.8	63.6	66.0	2.2	yes
57	197	B	Residential	64.0	63.8	66.1	2.1	yes
57	198	B	Residential	64.2	64.0	66.5	2.3	yes
57	199	B	Residential	64.4	64.2	66.6	2.2	yes
57	200	B	Residential	64.4	64.1	66.6	2.2	yes
57	201	B	Residential	68.5	68.3	70.4	1.9	yes
57	202	B	Residential	70.1	69.9	71.4	1.3	yes
57	203	B	Residential	68.4	68.2	70.1	1.7	yes
57	204	B	Residential	67.3	67.1	69.2	1.9	yes
57	205	B	Residential	67.3	67.1	69.2	1.9	yes
57	206	B	Residential	66.2	65.9	67.9	1.7	yes
57	207	B	Residential	64.9	64.7	67.1	2.2	yes
57	208	B	Residential	64.9	64.7	67.1	2.2	yes
57	209	B	Residential	63.3	63.0	65.5	2.2	
57	210	B	Residential	69.3	69.1	70.6	1.3	yes
57	211	B	Residential	71.0	70.8	72.0	1.0	yes
57	212	B	Residential	68.0	67.8	68.9	0.9	yes
57	213	B	Residential	68.6	68.4	69.6	1.0	yes
57	214	B	Residential	66.7	66.4	67.6	0.9	yes
57	215	B	Residential	66.8	66.6	67.9	1.1	yes

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57	216	B	Residential	65.8	65.5	66.7	0.9	yes
57	217	B	Residential	66.1	65.9	67.1	1.0	yes
57	218	B	Residential	64.1	63.9	65.7	1.6	
57	219	B	Residential	64.8	64.6	65.9	1.1	
57	220	B	Residential	64.1	63.9	64.8	0.7	
57	221	B	Residential	70.5	70.3	71.1	0.6	yes
57	222	B	Residential	70.6	70.4	71.5	0.9	yes
57	223	B	Residential	68.9	68.7	69.9	1.0	yes
57	224	B	Residential	69.3	69.1	70.3	1.0	yes
57	225	B	Residential	67.2	66.9	68.2	1.0	yes
57	226	B	Residential	67.2	67.0	68.4	1.2	yes
57	227	B	Residential	66.2	65.9	66.9	0.7	yes
57	228	B	Residential	66.0	65.8	66.7	0.7	yes
57	229	B	Residential	65.0	64.8	65.6	0.6	
57	230	B	Residential	64.6	64.3	65.5	0.9	
57	231	B	Residential	63.9	63.6	64.9	1.0	
57	232	B	Residential	63.8	63.6	64.7	0.9	
57	233	B	Residential	71.9	71.7	72.0	0.1	yes
57	234	B	Residential	71.1	70.9	72.2	1.1	yes
57	235	B	Residential	68.9	68.7	69.4	0.5	yes
57	236	B	Residential	70.8	70.6	72.1	1.3	yes
57	237	B	Residential	67.4	67.2	68.4	1.0	yes
57	238	B	Residential	67.3	67.1	68.8	1.5	yes
57	239	B	Residential	65.2	65.0	66.1	0.9	yes
57	240	B	Residential	65.9	65.6	67.6	1.7	yes
57	241	B	Residential	64.2	64.0	64.8	0.6	
57	242	B	Residential	64.3	64.0	66.3	2.0	yes
57	243	B	Residential	62.9	62.6	63.9	1.0	
57	244	B	Residential	63.5	63.3	66.2	2.7	yes
57	245	B	Residential	62.6	62.3	64.5	1.9	
57	246	B	Residential	72.3	72.1	74.5	2.2	yes
57	247	B	Residential	71.7	71.5	74.3	2.6	yes
57	248	B	Residential	71.1	70.8	73.2	2.1	yes
57	249	B	Residential	70.5	70.2	72.2	1.7	yes
57	250	B	Residential	70.5	70.2	72.2	1.7	yes
57	251	B	Residential	70.1	69.9	71.5	1.4	yes
57	252	B	Residential	70.0	69.7	71.3	1.3	yes
57	253	B	Residential	70.0	69.7	71.0	1.0	yes
57	254	B	Residential	69.3	69.1	70.0	0.7	yes
57	255	B	Residential	66.6	66.3	70.3	3.7	yes
57	256	B	Residential	69.8	69.6	72.1	2.3	yes
57	257	B	Residential	68.7	68.5	70.4	1.7	yes
57	258	B	Residential	69.2	69.0	71.1	1.9	yes
57	259	B	Residential	69.4	69.1	71.1	1.7	yes
57	260	B	Residential	69.2	68.9	70.6	1.4	yes
57	261	B	Residential	69.0	68.8	70.3	1.3	yes
57	262	B	Residential	68.8	68.6	70.1	1.3	yes
57	263	B	Residential	68.7	68.5	69.8	1.1	yes

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57	264	B	Residential	68.0	67.7	69.0	1.0	yes
57	265	B	Residential	65.1	64.9	67.2	2.1	yes
57	266	B	Residential	65.3	65.0	67.3	2.0	yes
57	267	B	Residential	65.3	65.0	67.2	1.9	yes
57	268	B	Residential	65.3	65.0	67.1	1.8	yes
57	269	B	Residential	65.4	65.2	66.9	1.5	yes
57	270	B	Residential	65.6	65.4	66.8	1.2	yes
57	271	B	Residential	66.1	65.9	66.9	0.8	yes
57	272	B	Residential	69.2	68.9	69.7	0.5	yes
57	273	B	Residential	69.2	68.9	69.4	0.2	yes
57	274	B	Residential	69.2	69.0	69.5	0.3	yes
57	275	B	Residential	69.1	68.8	69.4	0.3	yes
57	276	B	Residential	68.9	68.6	69.3	0.4	yes
57	277	B	Residential	68.8	68.6	69.1	0.3	yes
57	278	B	Residential	68.6	68.4	69.1	0.5	yes
57	279	B	Residential	68.5	68.3	69.6	1.1	yes
57	280	B	Residential	67.7	67.5	68.4	0.7	yes
57	281	B	Residential	67.5	67.3	68.1	0.6	yes
57	282	B	Residential	67.6	67.4	68.3	0.7	yes
57	283	B	Residential	67.3	67.1	68.3	1.0	yes
57	284	B	Residential	67.2	67.0	68.2	1.0	yes
57	285	B	Residential	66.8	66.6	68.1	1.3	yes
57	286	B	Residential	66.9	66.7	68.4	1.5	yes
57	287	B	Residential	66.7	66.5	68.3	1.6	yes
57	288	B	Residential	66.1	66.0	67.8	1.7	yes
57	289	B	Residential	67.1	66.9	67.8	0.7	yes
57	290	B	Residential	67.0	66.8	67.8	0.8	yes
57	291	B	Residential	66.8	66.5	67.6	0.8	yes
57	292	B	Residential	66.9	66.7	67.9	1.0	yes
57	293	B	Residential	66.5	66.3	67.9	1.4	yes
57	294	B	Residential	65.9	65.7	67.5	1.6	yes
57	295	B	Residential	65.6	65.4	67.5	1.9	yes
57	296	B	Residential	65.3	65.2	67.3	2.0	yes
57	297	B	Residential	66.4	66.2	67.2	0.8	yes
57	298	B	Residential	66.1	65.9	66.9	0.8	yes
57	299	B	Residential	66.0	65.8	67.0	1.0	yes
57	300	B	Residential	66.1	65.9	67.1	1.0	yes
57	301	B	Residential	66.2	66.0	67.6	1.4	yes
57	302	B	Residential	65.2	65.0	66.6	1.4	yes
57	303	B	Residential	64.9	64.7	66.8	1.9	yes
57	304	B	Residential	64.6	64.4	66.5	1.9	yes
57	305	B	Residential	65.7	65.4	66.4	0.7	yes
57	306	B	Residential	65.5	65.3	66.2	0.7	yes
57	307	B	Residential	65.3	65.0	66.1	0.8	yes
57	308	B	Residential	65.3	65.1	66.2	0.9	yes
57	309	B	Residential	65.2	64.9	66.6	1.4	yes
57	310	B	Residential	64.8	64.6	66.1	1.3	yes
57	311	B	Residential	64.5	64.3	65.9	1.4	

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
57	312	B	Residential	64.0	63.8	66.0	2.0	yes
57	313	B	Residential	64.0	63.8	66.0	2.0	yes
59	1	B	Residential	67.7	67.8	69.7	2.0	yes
59	2	B	Residential	69.5	69.6	71.5	2.0	yes
59	3	B	Residential	71.7	72.2	73.8	2.1	yes
59	4	B	Residential	69.1	69.1	71.3	2.2	yes
59	5	B	Residential	67.2	67.1	69.5	2.3	yes
59	6	B	Residential	66.1	66.0	68.4	2.3	yes
59	7	B	Residential	65.3	65.2	67.9	2.6	yes
59	8	B	Residential	64.5	64.4	67.0	2.5	yes
59	9	B	Residential	64.4	64.2	66.7	2.3	yes
59	10	B	Residential	63.9	63.8	66.2	2.3	yes
59	11	B	Residential	63.7	63.6	66.2	2.5	yes
59	12	B	Residential	72.0	72.0	73.9	1.9	yes
59	13	B	Residential	70.7	70.6	72.3	1.6	yes
59	14	B	Residential	69.2	69.1	70.8	1.6	yes
59	15	B	Residential	68.2	68.1	70.0	1.8	yes
59	16	B	Residential	67.4	67.3	69.0	1.6	yes
59	17	B	Residential	66.1	65.9	68.1	2.0	yes
59	18	B	Residential	64.3	64.1	66.7	2.4	yes
59	19	B	Residential	73.1	73.2	75.6	2.5	yes
59	20	B	Residential	73.6	73.6	75.6	2.0	yes
59	21	B	Residential	71.8	71.7	73.5	1.7	yes
59	22	B	Residential	68.9	68.8	71.2	2.3	yes
59	23	B	Residential	68.1	68.0	70.4	2.3	yes
59	24	B	Residential	66.3	66.2	68.7	2.4	yes
59	25	B	Residential	64.9	64.8	67.9	3.0	yes
59	26	B	Residential	66.2	66.1	69.0	2.8	yes
59	27	B	Residential	67.0	66.8	69.5	2.5	yes
59	28	B	Residential	68.3	68.2	70.7	2.4	yes
59	29	B	Residential	69.9	69.8	72.1	2.2	yes
59	30	B	Residential	72.9	72.8	74.6	1.7	yes
59	31	B	Residential	72.6	72.5	74.3	1.7	yes
59	32	B	Residential	72.4	72.3	74.3	1.9	yes
59	33	B	Residential	71.2	71.1	73.0	1.8	yes
59	34	B	Residential	69.2	69.0	71.5	2.3	yes
59	35	B	Residential	67.6	69.0	70.2	2.6	yes
59	36	B	Residential	67.0	67.4	69.4	2.4	yes
59	37	B	Residential	65.5	66.8	68.2	2.7	yes
59	38	B	Residential	76.4	65.4	77.5	1.1	yes
59	39	B	Residential	75.6	76.4	76.5	0.9	yes
59	40	B	Residential	76.0	75.6	77.2	1.2	yes
59	41	B	Residential	74.9	75.9	76.3	1.4	yes
59	42	B	Residential	73.7	74.9	75.3	1.6	yes
59	43	B	Residential	72.7	73.6	74.7	2.0	yes
59	44	B	Residential	76.2	72.6	77.7	1.5	yes
59	45	B	Residential	70.8	76.0	72.6	1.8	yes
59	46	B	Residential	67.5	70.7	69.8	2.3	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
59	47	B	Residential	65.9	67.3	68.3	2.4	yes
59	48	B	Residential	65.3	65.7	68.1	2.8	yes
59	49	B	Residential	65.1	65.2	67.9	2.8	yes
59	50	B	Residential	70.3	64.9	72.3	2.0	yes
59	51	B	Residential	66.9	70.2	69.4	2.5	yes
59	52	B	Residential	68.8	66.7	71.2	2.4	yes
59	53	B	Residential	68.6	68.7	71.1	2.5	yes
59	54	B	Residential	67.7	68.4	70.5	2.8	yes
59	55	B	Residential	65.9	67.6	68.7	2.8	yes
59	56	B	Residential	64.9	65.7	67.9	3.0	yes
59	57	B	Residential	75.4	64.7	77.1	1.7	yes
59	58	B	Residential	74.2	75.2	76.0	1.8	yes
59	59	B	Residential	70.0	74.1	72.4	2.4	yes
59	60	B	Residential	66.5	69.8	69.5	3.0	yes
59	61	B	Residential	66.2	66.3	69.3	3.1	yes
59	62	B	Residential	65.9	66.0	69.1	3.2	yes
59	63	B	Residential	65.6	65.7	68.8	3.2	yes
59	64	B	Residential	75.8	65.4	77.4	1.6	yes
59	65	B	Residential	74.0	75.6	75.7	1.7	yes
59	66	B	Residential	72.5	73.8	74.4	1.9	yes
59	67	B	Residential	69.9	72.3	72.2	2.3	yes
59	68	B	Residential	69.4	69.7	71.8	2.4	yes
59	69	B	Residential	69.2	69.2	71.6	2.4	yes
59	70	B	Residential	68.7	69.0	71.1	2.4	yes
59	71	B	Residential	71.8	68.4	73.8	2.0	yes
59	72	B	Residential	74.1	71.6	75.8	1.7	yes
59	73	B	Residential	77.2	73.9	78.9	1.7	yes
59	74	B	Residential	74.7	77.0	76.4	1.7	yes
59	75	B	Residential	74.2	74.5	75.8	1.6	yes
59	76	B	Residential	73.8	74.0	75.5	1.7	yes
59	77	B	Residential	73.9	73.6	75.6	1.7	yes
59	78	B	Residential	74.0	73.7	75.7	1.7	yes
59	79	B	Residential	73.5	73.8	74.7	1.2	yes
59	80	B	Residential	72.9	73.3	74.1	1.2	yes
59	81	B	Residential	71.0	72.6	72.7	1.7	yes
59	82	B	Residential	71.0	70.7	72.4	1.4	yes
59	83	B	Residential	70.2	70.7	71.6	1.4	yes
59	84	B	Residential	70.2	69.9	71.7	1.5	yes
59	85	B	Residential	69.6	69.9	71.0	1.4	yes
59	86	B	Residential	69.2	69.4	70.5	1.3	yes
59	87	B	Residential	69.1	69.0	70.2	1.1	yes
59	88	B	Residential	68.8	68.9	70.0	1.2	yes
59	89	B	Residential	68.5	68.6	69.6	1.1	yes
59	90	B	Residential	68.4	68.3	69.5	1.1	yes
59	91	B	Residential	70.2	70.0	72.3	2.1	yes
59	92	B	Residential	70.1	69.9	72.2	2.1	yes
59	93	B	Residential	70.0	69.8	72.1	2.1	yes
59	94	B	Residential	69.9	69.7	72.0	2.1	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
59	95	B	Residential	69.9	69.7	72.0	2.1	yes
59	96	B	Residential	69.7	69.5	71.7	2.0	yes
59	97	B	Residential	69.7	69.5	71.7	2.0	yes
59	98	B	Residential	69.5	69.3	71.5	2.0	yes
59	99	B	Residential	67.9	67.6	69.7	1.8	yes
59	100	B	Residential	67.4	67.2	69.2	1.8	yes
59	101	B	Residential	67.3	67.1	69.2	1.9	yes
59	102	B	Residential	67.2	66.9	68.9	1.7	yes
59	103	B	Residential	67.0	66.8	68.6	1.6	yes
59	104	B	Residential	66.9	66.6	68.4	1.5	yes
59	105	B	Residential	66.7	66.5	68.4	1.7	yes
59	106	B	Residential	66.7	66.5	68.4	1.7	yes
59	107	B	Residential	67.4	67.2	68.9	1.5	yes
59	108	B	Residential	67.0	66.7	68.6	1.6	yes
59	109	B	Residential	66.2	66.0	68.0	1.8	yes
59	110	B	Residential	67.9	67.8	70.3	2.4	yes
59	111	B	Residential	67.3	67.1	69.4	2.1	yes
59	112	B	Residential	67.1	67.0	69.3	2.2	yes
59	113	B	Residential	66.9	66.8	68.6	1.7	yes
59	114	B	Residential	66.5	66.4	68.0	1.5	yes
59	115	B	Residential	66.0	65.8	67.6	1.6	yes
59	116	B	Residential	65.9	65.7	67.2	1.3	yes
59	117	B	Residential	65.5	65.3	67.0	1.5	yes
59	118	B	Residential	63.3	63.2	64.7	1.4	
59	119	B	Residential	67.1	66.9	68.4	1.3	yes
59	120	B	Residential	67.2	67.0	68.2	1.0	yes
59	121	B	Residential	67.4	67.2	68.1	0.7	yes
59	122	B	Residential	67.8	67.6	68.7	0.9	yes
59	123	B	Residential	67.4	67.3	68.6	1.2	yes
59	124	B	Residential	68.5	68.5	69.8	1.3	yes
59	125	B	Residential	68.5	68.5	70.2	1.7	yes
59	126	B	Residential	68.8	68.7	70.4	1.6	yes
59	127	B	Residential	65.8	65.7	67.1	1.3	yes
59	128	B	Residential	65.9	65.7	67.0	1.1	yes
59	129	B	Residential	65.6	65.4	67.0	1.4	yes
59	130	B	Residential	65.6	65.5	67.1	1.5	yes
59	131	B	Residential	65.4	65.2	66.7	1.3	yes
59	132	B	Residential	65.3	65.2	67.0	1.7	yes
59	133	B	Residential	65.4	65.2	66.9	1.5	yes
59	134	B	Residential	65.6	65.4	67.1	1.5	yes
59	135	B	Residential	61.2	61.1	66.3	5.1	yes
59	136	B	Residential	66.8	66.7	67.7	0.9	yes
59	137	B	Residential	66.3	66.2	66.9	0.6	yes
59	138	B	Residential	65.6	65.5	66.6	1.0	yes
59	139	B	Residential	62.8	62.7	63.5	0.7	
59	140	B	Residential	63.9	63.9	64.6	0.7	
59	141	B	Residential	63.6	63.5	64.2	0.6	
59	142	B	Residential	63.4	63.4	64.4	1.0	

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
59	143	B	Residential	63.1	63.2	64.0	0.9	
59	144	B	Residential	63.1	63.5	69.6	1.7	yes
61	1	B	Residential	67.9	68.2	68.2	0.3	yes
61	2	B	Residential	66.8	67.0	67.5	0.7	yes
61	3	B	Residential	66.0	66.1	66.7	0.7	yes
61	4	B	Residential	65.4	65.4	71.6	6.2	yes
61	5	B	Residential	69.7	70.2	69.8	0.1	yes
61	6	B	Residential	68.1	68.3	68.9	0.8	yes
61	7	B	Residential	67.5	67.6	72.3	4.8	yes
61	8	B	Residential	70.7	71.0	69.7	-1.0	yes
61	9	B	Residential	68.5	68.6	68.1	-0.4	yes
61	10	B	Residential	66.8	66.9	66.9	0.1	yes
61	11	B	Residential	65.7	65.8	70.3	4.6	yes
61	12	B	Residential	69.1	69.4	69.5	0.4	yes
61	13	B	Residential	68.1	68.4	68.6	0.5	yes
61	14	B	Residential	67.4	67.6	67.5	0.1	yes
61	15	B	Residential	66.5	66.7	66.8	0.3	yes
61	16	B	Residential	65.9	66.1	66.0	0.1	yes
61	17	B	Residential	64.9	65.1	70.1	5.2	yes
61	18	B	Residential	69.0	69.5	69.0	0.0	yes
61	19	B	Residential	67.9	68.3	68.2	0.3	yes
61	20	B	Residential	67.2	67.6	67.1	-0.1	yes
61	21	B	Residential	66.4	66.8	66.1	-0.3	yes
61	22	B	Residential	65.6	66.1	65.3	-0.3	
61	23	B	Residential	65.1	65.6	70.6	5.5	yes
61	24	B	Residential	69.9	70.7	69.1	-0.8	yes
61	25	B	Residential	68.9	69.6	67.8	-1.1	yes
61	26	B	Residential	68.1	68.8	67.1	-1.0	yes
61	27	B	Residential	67.7	68.5	66.1	-1.6	yes
61	28	B	Residential	67.0	67.9	65.3	-1.7	
61	29	B	Residential	66.7	67.6	70.6	3.9	yes
61	30	B	Residential	70.5	71.4	68.8	-1.7	yes
61	31	B	Residential	70.9	72.0	66.9	-4.0	yes
61	32	B	Residential	70.1	71.3	66.2	-3.9	yes
61	33	B	Residential	69.9	71.1	65.6	-4.3	
61	34	B	Residential	69.6	70.9	69.0	-0.6	yes
63	1	B	Residential	64.9	65.0	70.3	5.4	yes
63	2	B	Residential	66.0	66.0	65.2	-0.8	
63	3	B	Residential	62.6	62.5	70.2	7.6	yes
63	4	B	Residential	66.7	66.6	68.9	2.2	yes
63	5	B	Residential	65.5	65.4	66.5	1.0	yes
63	6	B	Residential	63.6	63.5	65.5	1.9	
63	7	B	Residential	62.6	62.4	72.8	10.2	yes
63	8	B	Residential	69.4	69.3	69.1	-0.3	yes
63	9	B	Residential	66.1	66.0	67.5	1.4	yes
63	10	B	Residential	64.6	64.4	66.7	2.1	yes
63	11	B	Residential	63.4	63.2	67.2	3.8	yes
63	12	B	Residential	64.0	63.8	67.6	3.6	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
63	13	B	Residential	64.3	64.1	67.8	3.5	yes
63	14	B	Residential	64.8	64.6	68.0	3.2	yes
63	15	B	Residential	65.1	64.9	67.8	2.7	yes
63	16	B	Residential	65.3	65.0	68.0	2.7	yes
63	17	B	Residential	65.6	65.4	67.2	1.6	yes
63	18	B	Residential	65.4	65.1	67.1	1.7	yes
63	19	B	Residential	65.1	64.8	67.8	2.7	yes
63	20	B	Residential	65.3	65.0	68.3	3.0	yes
63	21	B	Residential	65.7	65.4	68.4	2.7	yes
63	22	B	Residential	65.7	65.5	68.4	2.7	yes
63	23	B	Residential	66.1	65.8	67.6	1.5	yes
63	24	B	Residential	66.2	65.9	67.7	1.5	yes
63	25	B	Residential	66.6	66.3	67.3	0.7	yes
63	26	B	Residential	66.5	66.3	67.4	0.9	yes
63	27	B	Residential	66.9	66.6	67.4	0.5	yes
63	28	B	Residential	66.8	66.6	67.5	0.7	yes
63	29	B	Residential	67.0	66.7	67.7	0.7	yes
63	30	B	Residential	67.0	66.8	67.9	0.9	yes
63	31	B	Residential	67.0	66.7	67.9	0.9	yes
63	32	B	Residential	66.8	66.6	62.8	-4.0	
63	33	B	Residential	59.7	59.4	62.6	2.9	
63	34	B	Residential	59.9	59.6	63.9	4.0	
63	35	B	Residential	61.4	61.1	63.4	2.0	
63	36	B	Residential	61.0	60.7	62.6	1.6	
63	37	B	Residential	60.9	60.5	63.7	2.8	
63	38	B	Residential	61.4	61.1	63.5	2.1	
63	39	B	Residential	61.4	61.1	65.5	4.1	
63	40	B	Residential	62.9	62.5	66.1	3.2	yes
63	41	B	Residential	63.8	63.5	65.9	2.1	
63	42	B	Residential	64.0	63.7	66.4	2.4	yes
63	43	B	Residential	64.7	64.4	66.2	1.5	yes
63	44	B	Residential	65.0	64.8	66.4	1.4	yes
63	45	B	Residential	65.4	65.1	66.8	1.4	yes
63	46	B	Residential	65.8	65.6	66.8	1.0	yes
63	47	B	Residential	65.8	65.5	66.6	0.8	yes
63	48	B	Residential	65.7	65.4	66.9	1.2	yes
63	49	B	Residential	65.8	65.6	67.2	1.4	yes
63	50	B	Residential	65.8	65.5	62.9	-2.9	
63	51	B	Residential	60.5	60.2	62.9	2.4	
63	52	B	Residential	60.7	60.4	63.5	2.8	
63	53	B	Residential	61.6	61.3	63.9	2.3	
63	54	B	Residential	62.2	61.9	63.8	1.6	
63	55	B	Residential	62.3	62.0	64.2	1.9	
63	56	B	Residential	62.8	62.5	64.8	2.0	
63	57	B	Residential	63.4	63.1	65.3	1.9	
63	58	B	Residential	63.9	63.6	65.5	1.6	
63	59	B	Residential	64.1	63.9	65.7	1.6	
63	60	B	Residential	64.3	64.0	66.0	1.7	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
63	61	B	Residential	64.5	64.2	66.2	1.7	yes
63	62	B	Residential	64.5	64.3	64.3	-0.2	
63	63	B	Residential	62.9	62.6	64.4	1.5	
63	64	B	Residential	62.9	62.7	64.5	1.6	
63	65	B	Residential	63.1	62.9	64.8	1.7	
63	66	B	Residential	63.3	63.1	65.2	1.9	
63	67	B	Residential	63.4	63.2	65.4	2.0	
63	68	B	Residential	63.6	63.3	67.8	4.2	yes
66	1a	B	Residential	67.2	66.9	71.3	4.1	yes
66	1b	B	Residential	69.9	69.6	68.2	-1.7	yes
66	2a	B	Residential	67.5	67.2	71.9	4.4	yes
66	2b	B	Residential	70.6	70.3	66.5	-4.1	yes
66	3a	B	Residential	65.1	64.8	69.3	4.2	yes
66	3b	B	Residential	67.6	67.4	66.7	-0.9	yes
66	4a	B	Residential	65.4	65.2	69.6	4.2	yes
66	4b	B	Residential	68.0	67.8	65.3	-2.7	
66	5	B	Residential	63.8	63.5	65.9	2.1	
66	6	B	Residential	64.4	64.1	65.8	1.4	
66	7	B	Residential	64.3	64.0	65.9	1.6	
66	8	B	Residential	64.2	63.9	66.0	1.8	yes
66	9	B	Residential	64.3	64.0	67.3	3.0	yes
66	10	B	Residential	65.7	65.4	68.6	2.9	yes
66	11	B	Residential	67.2	66.9	69.7	2.5	yes
66	12	B	Residential	68.4	68.1	70.6	2.2	yes
66	13	B	Residential	69.1	68.8	71.1	2.0	yes
66	14	B	Residential	69.7	69.4	68.4	-1.3	yes
66	15	B	Residential	66.2	65.9	65.9	-0.3	
66	16	B	Residential	64.3	64.0	67.3	3.0	yes
66	17	B	Residential	65.2	64.9	72.0	6.8	yes
66	18	B	Residential	70.4	70.1	70.5	0.1	yes
66	19	B	Residential	68.4	68.2	69.0	0.6	yes
66	20	B	Residential	66.0	65.7	67.4	1.4	yes
66	21	B	Residential	64.1	63.8	65.5	1.4	
66	22	B	Residential	62.1	61.8	67.1	5.0	yes
66	23	B	Residential	63.9	63.6	69.6	5.7	yes
66	24	B	Residential	66.8	66.6	72.4	5.6	yes
66	25	B	Residential	70.7	70.5	72.3	1.6	yes
66	26	B	Residential	70.4	70.1	74.0	3.6	yes
66	27	B	Residential	72.3	72.1	73.9	1.6	yes
66	28	B	Residential	72.4	72.2	73.9	1.5	yes
66	29	B	Residential	71.9	71.7	73.7	1.8	yes
66	30	B	Residential	72.5	72.3	75.1	2.6	yes
66	31	B	Residential	72.9	72.7	75.2	2.3	yes
66	32	B	Residential	72.8	72.6	75.5	2.7	yes
66	33	B	Residential	72.8	72.6	75.2	2.4	yes
66	34	B	Residential	72.4	72.2	75.2	2.8	yes
66	35	B	Residential	72.4	72.2	75.1	2.7	yes
66	36	B	Residential	72.4	72.2	74.8	2.4	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
66	37	B	Residential	72.2	72.0	74.9	2.7	yes
66	38	B	Residential	72.4	72.2	74.1	1.7	yes
66	39	B	Residential	71.2	71.0	66.2	-5.0	yes
66	40	B	Residential	62.5	62.2	68.5	6.0	yes
66	41	B	Residential	65.9	65.7	68.3	2.4	yes
66	42	B	Residential	65.9	65.7	66.3	0.4	yes
66	43	B	Residential	63.7	63.5	66.0	2.3	yes
66	44	B	Residential	63.3	63.0	68.0	4.7	yes
66	45	B	Residential	65.6	65.4	68.7	3.1	yes
66	46	B	Residential	66.2	65.9	69.0	2.8	yes
66	47	B	Residential	66.1	65.9	70.3	4.2	yes
66	48	B	Residential	66.5	66.3	69.5	3.0	yes
66	49	B	Residential	66.4	66.1	69.5	3.1	yes
66	50	B	Residential	66.5	66.2	68.5	2.0	yes
66	51	B	Residential	66.0	65.8	71.3	5.3	yes
66	52	B	Residential	68.3	68.1	68.3	0.0	yes
66	53	B	Residential	65.4	65.2	66.4	1.0	yes
66	54	B	Residential	63.5	63.3	66.8	3.3	yes
66	55	B	Residential	64.1	63.8	66.1	2.0	yes
66	56	B	Residential	63.5	63.2	68.5	5.0	yes
66	57	B	Residential	65.8	65.5	73.4	7.6	yes
66	58	B	Residential	70.8	70.6	74.5	3.7	yes
66	59	B	Residential	71.4	71.2	75.6	4.2	yes
66	60	B	Residential	72.6	72.4	74.8	2.2	yes
66	61	B	Residential	71.6	71.4	74.5	2.9	yes
66	62	B	Residential	71.0	70.8	74.7	3.7	yes
66	63	B	Residential	71.2	71.0	75.3	4.1	yes
66	64	B	Residential	71.9	71.7	76.0	4.1	yes
66	65	B	Residential	72.8	72.6	75.2	2.4	yes
66	66	B	Residential	72.3	72.1	67.3	-5.0	yes
66	67	B	Residential	62.6	62.3	67.9	5.3	yes
66	68	B	Residential	63.3	63.0	68.5	5.2	yes
66	69	B	Residential	63.8	63.6	68.8	5.0	yes
66	70	B	Residential	64.2	63.9	69.5	5.3	yes
66	71	B	Residential	64.9	64.7	69.8	4.9	yes
66	72	B	Residential	65.3	65.0	70.1	4.8	yes
66	73	B	Residential	65.9	65.7	70.4	4.5	yes
66	74	B	Residential	66.4	66.1	70.4	4.0	yes
66	75	B	Residential	66.8	66.6	67.1	0.3	yes
66	76	B	Residential	62.5	62.2	67.6	5.1	yes
66	77	B	Residential	63.1	62.8	67.9	4.8	yes
66	78	B	Residential	63.7	63.5	68.8	5.1	yes
66	79	B	Residential	64.3	64.1	68.1	3.8	yes
66	80	B	Residential	63.9	63.6	70.9	7.0	yes
66	81	B	Residential	67.5	67.2	75.5	8.0	yes
66	82	B	Residential	72.7	72.5	72.9	0.2	yes
66	83	B	Residential	69.3	69.1	72.9	3.6	yes
66	84	B	Residential	69.3	69.0	72.3	3.0	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
66	85	B	Residential	68.9	68.7	71.7	2.8	yes
66	86	B	Residential	68.6	68.4	72.3	3.7	yes
66	87	B	Residential	69.2	68.9	73.6	4.4	yes
66	88	B	Residential	69.8	69.6	75.2	5.4	yes
66	89	B	Residential	72.6	72.4	74.1	1.5	yes
66	90	B	Residential	71.4	71.2	75.7	4.3	yes
66	91	B	Residential	72.9	72.7	76.2	3.3	yes
66	92	B	Residential	73.1	72.9	76.4	3.3	yes
66	93	B	Residential	72.9	72.7	74.8	1.9	yes
66	94	B	Residential	72.4	72.2	75.9	3.5	yes
66	95	B	Residential	72.5	72.3	75.9	3.4	yes
66	96	B	Residential	72.4	72.2	75.5	3.1	yes
66	97	B	Residential	72.0	71.8	75.4	3.4	yes
66	98	B	Residential	72.0	71.8	75.6	3.6	yes
66	99	B	Residential	72.1	71.9	69.8	-2.3	yes
66	100	B	Residential	66.0	65.7	70.1	4.1	yes
66	101	B	Residential	66.2	65.9	69.7	3.5	yes
66	102	B	Residential	65.8	65.6	70.2	4.4	yes
66	103	B	Residential	66.3	66.1	71.0	4.7	yes
66	104	B	Residential	66.8	66.6	71.5	4.7	yes
66	105	B	Residential	67.5	67.3	70.5	3.0	yes
66	106	B	Residential	66.7	66.5	71.0	4.3	yes
66	107	B	Residential	67.3	67.1	71.4	4.1	yes
66	108	B	Residential	67.8	67.5	69.8	2.0	yes
66	109	B	Residential	65.6	65.4	69.9	4.3	yes
66	110	B	Residential	66.0	65.7	70.7	4.7	yes
66	111	B	Residential	66.1	65.8	70.8	4.7	yes
66	112	B	Residential	66.0	65.8	70.4	4.4	yes
66	113	B	Residential	66.2	66.0	70.4	4.2	yes
66	114	B	Residential	66.2	65.9	70.4	4.2	yes
66	115	B	Residential	66.2	65.9	71.9	5.7	yes
66	116	B	Residential	68.7	68.5	70.3	1.6	yes
66	117	B	Residential	65.9	65.7	66.9	1.0	yes
66	118	B	Residential	62.5	62.2	67.3	4.8	yes
66	119	B	Residential	62.8	62.6	67.8	5.0	yes
66	120	B	Residential	63.0	62.7	67.6	4.6	yes
66	121	B	Residential	63.0	62.7	67.3	4.3	yes
66	122	B	Residential	62.8	62.5	67.5	4.7	yes
66	123	B	Residential	62.7	62.5	67.9	5.2	yes
66	124	B	Residential	63.0	62.8	68.1	5.1	yes
66	125	B	Residential	63.0	62.8	67.8	4.8	yes
66	126	B	Residential	62.8	62.5	67.2	4.4	yes
66	127	B	Residential	62.7	62.4	68.8	6.1	yes
66	128	B	Residential	63.7	63.4	70.4	6.7	yes
66	129	B	Residential	65.9	65.7	67.3	1.4	yes
67	1	B	Residential	67.0	66.7	67.5	0.5	yes
67	2	B	Residential	67.2	66.9	67.6	0.4	yes
67	3	B	Residential	67.3	67.0	67.6	0.3	yes

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				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
67	4	B	Residential	67.2	67.0	67.7	0.5	yes
67	5	B	Residential	67.2	66.9	67.7	0.5	yes
67	6	B	Residential	67.1	66.9	67.5	0.4	yes
67	7	B	Residential	66.9	66.6	67.4	0.5	yes
67	8	B	Residential	66.6	66.3	67.2	0.6	yes
67	9	B	Residential	66.3	66.0	67.2	0.9	yes
67	10	B	Residential	65.8	65.6	66.9	1.1	yes
67	11	B	Residential	65.3	65.0	66.7	1.4	yes
67	12	B	Residential	64.7	64.4	66.1	1.4	yes
67	13	B	Residential	64.0	63.7	65.8	1.8	
67	14	B	Residential	63.8	63.5	65.8	2.0	
67	15	B	Residential	63.4	63.1	65.7	2.3	
67	16	B	Residential	63.3	63.0	66.0	2.7	yes
67	17	B	Residential	65.0	64.7	66.1	1.1	yes
67	18	B	Residential	65.2	64.9	66.1	0.9	yes
67	19	B	Residential	65.0	64.7	65.7	0.7	
67	20	B	Residential	64.6	64.4	65.1	0.5	
67	21	B	Residential	63.9	63.7	65.0	1.1	
67	22	B	Residential	63.5	63.2	65.2	1.7	
67	23	B	Residential	63.5	63.2	65.5	2.0	
67	24	B	Residential	63.9	63.7	65.5	1.6	
67	25	B	Residential	63.9	63.6	65.2	1.3	
67	26	B	Residential	63.5	63.3	64.1	0.6	
69	1	B	Residential	62.6	62.3	67.1	3.6	yes
69	2	B	Residential	63.5	63.2	68.1	5.5	yes
69	3	B	Residential	64.4	64.2	68.7	5.2	yes
69	4	B	Residential	67.1	66.9	70.9	6.5	yes
69	5	B	Residential	68.8	68.6	72.0	4.9	yes
69	6	B	Residential	72.5	72.4	74.9	6.1	yes
69	7	B	Residential	72.4	72.2	75.4	2.9	yes
69	8	B	Residential	71.7	71.6	74.5	2.1	yes
69	9	B	Residential	71.7	71.6	75.0	3.3	yes
69	10	B	Residential	71.6	71.5	75.0	3.3	yes
69	11	B	Residential	69.4	69.2	72.9	1.3	yes
69	12	B	Residential	67.0	66.9	71.3	1.9	yes
69	13	B	Residential	64.9	64.7	69.2	2.2	yes
69	14	B	Residential	64.8	64.7	69.2	4.3	yes
69	15	B	Residential	67.8	67.6	71.6	6.8	yes
69	16	B	Residential	69.2	69.1	72.8	5.0	yes
69	17	B	Residential	72.6	72.5	75.9	6.7	yes
69	18	B	Residential	72.4	72.4	75.9	3.3	yes
69	19	B	Residential	72.5	72.5	76.1	3.7	yes
69	20	B	Residential	68.9	68.8	72.5	0.0	yes
69	21	B	Residential	68.0	67.9	71.8	2.9	yes
69	22	B	Residential	65.9	65.8	69.8	1.8	yes
69	23	B	Residential	63.1	62.8	67.8	1.9	yes
69	24	B	Residential	63.3	63.1	68.0	4.9	yes
69	25	B	Residential	67.1	66.9	71.0	7.7	yes

NSA	Rec. ID	Activity Category	Description of Activity	Predicted Traffic Noise Levels (Leq(h)) – Expressed as dB(A)				
				Existing (2012)	No-Build (2040)	Build (2040)	Change from Existing	Approaches, Meets, or Exceeds the NAC?
69	26	B	Residential	67.2	67.0	71.3	4.2	yes
69	27	B	Residential	67.5	67.3	71.7	4.5	yes
69	28	B	Residential	64.1	63.9	68.7	1.2	yes
69	29	B	Residential	63.2	63.0	67.9	3.8	yes
69	30	B	Residential	62.6	62.4	67.7	4.5	yes
69	31	B	Residential	63.0	62.8	67.8	5.2	yes
69	32	B	Residential	63.4	63.2	68.0	5.0	yes
69	33	B	Residential	64.2	64.0	68.3	4.9	yes
69	34	B	Residential	64.1	64.0	68.2	4.0	yes
69	35	B	Residential	64.9	64.8	68.9	4.8	yes