NOISE STUDY REPORT

I-75 (SR 93) PD&E Study

From North of SR 52 to South of CR 476B
(Pasco, Hernando, and Sumter Counties)
FAP No.: 0751-120I
WPI No.: 411014 1 22 01

June 2007

Florida Department of Transportation
District Seven

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District Seven
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June 2007

Florida Department of Transportation
District Seven

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) Study to evaluate capacity improvements along a portion of Interstate 75 (I-75) – State Road (SR 93). The limits of the study extend from just north of SR 52 in Pasco County to just south of County Road (CR) 476 B in Sumter County, Florida, a distance of 20.8 miles. The design year for the improvements is 2030.

The objectives of this Noise Study Report (NSR) are to identify noise sensitive sites adjacent to the project corridor, to evaluate the significance of existing and future traffic noise levels at the sites with the improvements, and to evaluate the need for and effectiveness of noise abatement measures. Additional objectives include the evaluation of construction noise and vibration impacts and the identification of noise level "contours" adjacent to the corridor. Contours are the distances from the edge of near travel lane where traffic noise levels are predicted to approach, meet, or exceed the Federal Highway Administration's (FHWA's) Noise Abatement Criteria (NAC).

Noise Sensitive Sites

Sixty-four noise sensitive sites (representing 2 churches, 1 library, 40 single-family residences, 10 mobile homes, 2 hotels, a golf course, and 10 campsites) were evaluated. Thirty eight sites (22 single-family homes, 8 mobile homes, 2 golf greens, and 6 campsites) are predicted to experience noise levels that will approach, meet or exceed the NAC with the project.

Future Traffic Noise Levels

As an 8-lane roadway, the modeling analysis indicates that exterior traffic noise levels would range from 59.3 to 75.9 dBA. In addition, noise levels for the 64 sites modeled are predicted to increase between 2.4 and 6.4 dBA with the project.

Noise Abatement Measures

The Department considers noise abatement measures such as: traffic management, alternative roadway alignment, and noise barriers. Traffic management and an alternative roadway alignment were not considered to be reasonable measures to reduce predicted traffic noise level. Based on the results of the analysis, it was necessary for the Department to consider abatement measures for those noise sensitive sites where noise levels were predicted to approach, meet, or exceed the FHWA's NAC. However, barriers were not considered to be a feasible and reasonable abatement measure for any of the identified noise sensitive sites.

Noise Contours

To reduce the potential for additional noise sensitive sites to be located within an area with incompatible traffic noise, noise level contours were developed for the future improved roadway. The results of the analysis indicate that a level of 66 dBA (approaching the FHWA's NAC) would extend approximately 350 feet from the outside edge of the closest travel lane of the 8-lane roadway.

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) has conducted a Project Development and Environment (PD&E) Study to evaluate capacity improvements along a portion of Interstate 75 (I-75) – State Road (SR 93). The limits of the study extend from just north of SR 52 in Pasco County to just south of County Road (CR) 476 B in Sumter County, Florida, a distance of 20.8 miles. The design year for the improvements is 2030. The project location map (Figure 1) illustrates the location and limits of the PD&E Study.

The objectives of the Noise Study Report (NSR) are:

- To identify noise sensitive sites adjacent to the project corridor;
- To evaluate the significance of existing and future traffic noise levels at the noise sensitive sites with the improvements; and
- To evaluate the need for and effectiveness of noise abatement measures.

Additional objectives include providing noise contours (distances from the roadway that traffic noise levels are predicted to approach, meet, or exceed the Federal Highways Administration's (FHWA's) Noise Abatement Criteria (NAC) and an evaluation of construction noise and vibration impacts.

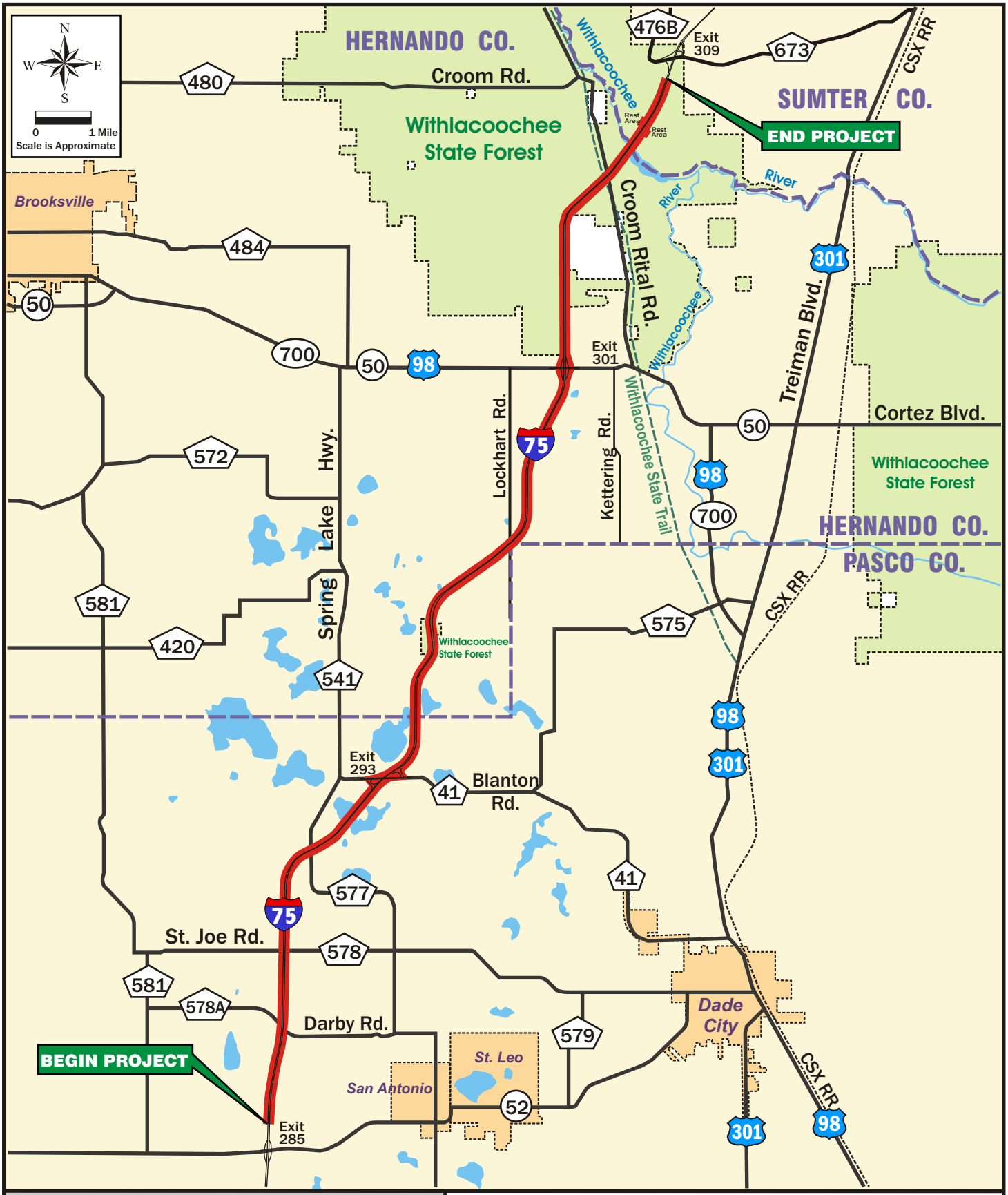
2.0 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

Presently, within the project limits, I-75 is a four-lane, divided, limited access, rural highway that generally occupies 300 feet of right-of-way (ROW). The existing typical section features two 12-foot-wide travel lanes in each direction, a 64-foot wide depressed median, 12–foot wide graded outside shoulders and 8-foot wide inside graded shoulders, and intermittent open roadside ditches in both sides. The posted speed is 70 mph.

To facilitate development and evaluation of the improvement alternatives, the project was divided into three segments:

- Segment 1: from north of SR 52 (southern project terminus) to the Pasco/ Hernando county line; 7.8 miles
- Segment 2: from the Pasco/Hernando county line to SR 50; 7.0 miles
- Segment 3: from SR 50 to just south of CR 476B (northern project terminus); 6.0 miles.

Based on the current FDOT design criteria, the widening of I-75 to provide eight through lanes – four in each direction– can be accommodated within its existing 300-foot-wide ROW. Additional ROW, however, will be required for interchange improvements at CR 41 and SR 50 and for stormwater management facilities (SMFs). Depending on where the additional through lanes will be placed in relation to the existing lanes, three typical section alternatives were developed. Exhibits depicting the typical sections are provided in Appendix E of the Study's Preliminary Engineering Report (PER).



I-75 PD&E Study

From N. of SR 52 to S. of CR 476B

Pasco, Hernando & Sumter Counties

WPI Seg. No.: 411014 1

FAP No: 0751-120I

Project Location Map

Figure 1

3.0 TRAFFIC NOISE ANALYSIS

3.1 Methodology

The traffic noise analysis for this NSR was performed following FDOT procedures (PD&E Manual, Part 2, Chapter 17, October 6, 2003) that comply with 23 Code of Federal Regulations (CFR) Part 772 (Procedures for Abatement of Highway Traffic Noise and Construction Noise). Future traffic noise levels were predicted using the FHWA's computer model for the prediction and analysis of highway traffic noise – the Traffic Noise Model (TNM - Version 2.5). The TNM simulates the process of sound energy propagation, in one-third octave bands, between highways and nearby receivers taking the intervening ground's acoustical characteristics and topography, and intervening structures (i.e., buildings) into account.

The noise levels presented and discussed in this NSR are expressed in decibels (dB) on the A-weighted scale (dBA). The A-weighted scale is widely used in environmental studies because this scale closely resembles the non-linearity of human hearing and correlates well with human perceptions regarding the annoying aspects of noise. All sound and traffic noise levels are reported as one hour equivalent levels (L_{Aeq1h}), values which theoretically contain the same amount of acoustic energy as an actual time-varying A-weighted sound level over a period of 1 hour. The existing (2005) and forecast future year (2030) traffic data used in the TNM to evaluate the roadway are presented in Appendix A.

The predominate existing land uses along I-75 consist of agricultural and rural residential land uses. The Croom Tract of the Withlacoochee State Forest (WSF), a publicly–owned conservation land, makes up a significant portion of the study area north of SR 50.

3.2 Noise Sensitive Sites

Noise-sensitive sites are defined as properties where frequent human use occurs and where a lowered noise level would be of benefit. To evaluate traffic noise, the FHWA established the NAC. As shown in Table 1, the criteria vary according to a property's activity category.

When predicted traffic noise levels approach, meet or exceed the NAC or, when predicted noise levels increase substantially, the FHWA requires that noise abatement measures be considered. The FDOT defines "approach" to be within 1 dBA of the NAC. The FDOT also considers that a substantial increase would occur if traffic noise levels are predicted to increase 15 or more dBA from existing levels as a direct result of a transportation improvement project.

Based on a field review and a review of available aerials and roadway plans, the noise sensitive sites were located and are illustrated on the aerials in Appendix B.

All noise sensitive sites were evaluated as Activity Category "B" (Table 1). As such, exterior traffic noise levels were determined to affect the residences if the predicted exterior traffic noise level was 66.0 dBA or more (within 1 dBA of the FHWA NAC for an Activity Category B) or if traffic noise levels were predicted to increase 15 dBA or more as a result of the roadway when compared to existing levels.

Table 1 FHWA Noise Abatement Criteria		
Activity Category	**Description**	**L_{Aeq1h}**
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)
B	Picnic area, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (Exterior)
C	Developed lands, properties or activities not included in Categories A or B above.	72 (Exterior)
D	Undeveloped lands.	N/A
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)
Source: Code of Federal Regulations, Title 23, Part 772 L_{Aeq1h} - values that contain the same amount of acoustic energy as a time-varying A-weighted sound level over a period of one hour.		

3.3 Measured Noise Levels

As previously stated, future noise levels with the proposed improvements were modeled using TNM. To ensure that these predictions are as accurate as possible, the computer model was validated using measured noise levels at locations adjacent to the project corridor. Traffic data, including mix, volumes, and speeds, were recorded during each measurement period.

The field measurements for I-75 were conducted in accordance with the FHWA's *Measurement of Highway Related Noise.* Each field measurement was obtained using the Casella CEL 593 Type 1 Sound Level Meter. The meter was calibrated before and after each monitoring period with a Casella CEL 284 Sound Level Calibrator.

The measured field data were used as input in the TNM to determine if, given the topography and actual site conditions of the area, the computer model could "recreate" the measured noise levels with the existing roadway. Following FDOT guidelines, a noise prediction model is considered valid for the use of predicting traffic noise levels if the measured and predicted noise levels are within a tolerance standard of 3 dBA. Initial field measurements were taken on April 18, 2006 along I-75 north of SR 50 and south of the Lake Iola overpass. The location at which the measurements were taken can be seen on the aerials located in Appendix C. The sound level meter was placed approximately 80 feet from the edge of the outside travel lane through lane at a height of 5 feet. Ten minute measurements were taken during the field monitoring. Data collected in the field can be found in Appendix C. Table 2 presents the field measurements and the computer validation results for I-75. As shown, the ability of the model to accurately predict noise levels for the project was confirmed.

Table 2 - Validation Data				
Location	Measurement Period (April 18,2006)	Measured $\mathbf{L_{Aeq1h}}$ (dBA)	Modelled $\mathbf{L_{Aeq1h}}$ (dBA)	Difference
North of SR 50	10:50 am	74.3	73.7	.6
	11:05 am	74.1	74.4	.3
	11:20 am	73.3	73.1	.2
South of Lake Iola overpass	1:36 pm	70.3	72.8	2.5

3.4 Outdoor Sound Propagation

There are numerous factors that affect the propagation of sound in the outdoors from a source to a receiver (listener). These factors include meteorological conditions, the amount and type of vegetation between the source (roadway) and the receiver, the existence of intervening structures, the elevation of the source and/or the receiver, the surrounding topography and the type of ground surface between the source and the receiver. The attenuation (reduction) of sound levels due to intervening structures occurs when a receiver's view (line-of-sight) is obstructed or partially obstructed by dense objects (i.e., rows of buildings, residences, and barriers). The attenuation provided by a row of buildings depends on the number of buildings, the length and height of the buildings, and the amount of space between the buildings.

Generally, surfaces such as grass and trees tend to reduce sound levels as these surfaces absorb sound energy. In comparison, surfaces such as water and concrete reflect, rather than absorb the sound energy. To be conservative, data representing the water surrounding the bridge was included in the TNM.

3.5 Results of the Analysis

Table 3 presents the predicted existing and future traffic noise levels at the evaluated noise sensitive sites with an 8-lane roadway. When compared to the predicted Existing/No-Build noise levels, future Build traffic noise levels are predicted to be in the range from 59.3 to 75.9 dBA. As such, none of the sites are predicted to experience a substantial increase (15 dBA or more) in traffic noise levels as a result of the proposed improvements. In addition, noise levels for the 64 sites modeled are predicted to change between 2.4 and 6.4 dBA with the project.

The results of the analysis indicate that with the proposed 8-lane roadway, of the 20 scattered noise sensitive sites located between SR 52 to SR 50, 15 are predicted to experience traffic noise levels that approach, meet, or exceed the NAC with noise levels ranging from 66.6 dBA to 75.9 dBA. The 15 residences are depicted in Table 3 as sites R1, R3-R5, R7-R13, and R15-R18.

The results of the analysis north of the SR 50 intersection indicate that with the proposed improvements, 8 residences along Pine Ridge Lane, Willow Bank, and Park Ridge Drive (represented by R22-R25 and R27), are predicted to experience traffic noise levels that approach, meet, or exceed the NAC with noise levels ranging from 66.3 dBA to 67.9 dBA. Seven residences along Lexington Circle (represented by sites R34-R39) and the Sherman Hills golf course (represented by R52 and R53) are predicted to experience traffic noise levels that approach, meet, or exceed the NAC with noise levels ranging from 66.0 dBA to 72.3 dBA.

The results of the analysis for the Withlacoochee State Forest's Silver Lake Recreational Area indicate that 6 campsites (depicted as R54- R59) with the project are predicted to experience traffic noise levels that approach, meet, or exceed the NAC with noise levels ranging from 66.3 dBA to 67.1 dBA.

Detailed results of the traffic noise analysis were published separately. Hardcopy and electronic versions of all TNM input/output are available for review at the Florida Department of Transportation, District Seven.

Table 3 -Predicted Traffic Noise Levels

Noise Sensitive Site No.	Location*	Existing/No-Build Noise Level (dBA)	Predicted Build Traffic Noise Level (dBA)	Difference (dBA)	Approaches, Meets or Exceeds the NAC?
R1	MH north of Darby Rd	63.6	69.1	5.5	Yes
R2	SF south of St Joe Rd	59.8	64.8	5.0	
R3	SF north of St Joe Rd	66.3	72.2	5.9	Yes
R4	MH north of St Joe Rd	67.3	73.0	5.7	Yes
R5	MH north of St Joe Rd	62.0	67.2	5.2	Yes
R6	MH north of St Joe Rd	60.8	65.7	4.9	
R7	SF north of St Joe Rd	63.5	68.9	5.4	Yes
R8	SF north of St Joe Rd	61.6	66.6	5.0	Yes
R9	MH south of Moody Lake	64.9	70.5	5.6	Yes
R10	MH south of Moody Lake	61.7	66.9	5.2	Yes
R11	SF south of Moody Lake	64.2	69.6	5.4	Yes
R12	MH south of Moody Lake	67.2	73.5	6.3	Yes
R13	SF north of Moody Lake	62.9	68.2	5.3	Yes
R14	SF north of Moody Lake	60.6	65.5	4.9	
R15	SF south of Church Rd	69.5	75.9	6.4	Yes
R16	MH south of Church Rd	63.0	69.0	6.0	Yes
R17	MH south of Church Rd	64.0	69.9	5.9	Yes
R18	MH south of Church Rd	66.3	72.5	6.2	Yes
R19	Church south of Church Rd	37.3 (interior)	42.3 (interior)	5.0	
R20	MH south of Church Rd	57.3	63.2	5.9	
R21	SF at Pine Ridge Ln	60.4	65.0	4.6	
R22	SF at Pine Ridge Ln	61.9	66.3	4.4	Yes
R23	SF at Pine Ridge Ln	63.3	67.5	4.2	Yes
R24	(4) SF at Pine Ridge Ln	63.9	67.9	4.0	Yes
R25	SF at Pine Ridge Ln	63.0	67.7	4.7	Yes
R26	SF at Willow Bank Ave	56.9	62.1	5.2	
R27	SF at Park Ridge Dr	60.6	66.7	6.1	Yes
R28	SF at Park Ridge Dr	58.6	64.6	6.0	

Table 3 -Predicted Traffic Noise Levels					
Noise Sensitive Site No.	Location*	Existing/No-Build Noise Level (dBA)	Predicted Build Traffic Noise Level (dBA)	Difference (dBA)	Approaches, Meets or Exceeds the NAC?
R29	SF at Park Ridge Dr	56.9	62.8	5.9	
R30	Church and Library west of Park Ridge Dr	44.8 (interior)	49.8 (interior)	5.0	
R31	SF at Lexington Circle	55.1	60.3	5.2	
R32	SF at Lexington Circle	56.3	61.6	5.3	
R33	SF at Lexington Circle	58.3	63.7	5.4	
R34	SF at Lexington Circle	61.8	67.3	5.5	Yes
R35	SF at Lexington Circle	63.9	68.9	5.0	Yes
R36	(2) SF at Lexington Circle	67.4	72.3	4.9	Yes
R37	SF at Lexington Circle	67.3	71.9	4.6	Yes
R38	SF at Lexington Circle	63.4	67.6	4.2	Yes
R39	SF at Lexington Circle	61.7	66.0	4.3	Yes
R40	SF at Lexington Circle	59.9	64.3	4.4	
R41	SF at Lexington Circle	58.5	63.1	4.6	
R42	SF at Lexington Circle	56.1	60.6	4.5	
R43	SF at Lexington Circle	54.7	59.4	4.7	
R44	SF at Lexington Circle	54.5	59.3	4.8	
R45	SF at Lexington Circle	58.1	62.9	4.8	
R46	SF at Lexington Circle	59.3	63.9	4.6	
R47	SF at Lexington Circle	61.0	65.6	4.6	
R48	Best Western hotel	41.4 (interior)	43.8 (interior)	2.4	
R49	Best Western pool	57.4	60.4	3.0	
R50	Days Inn hotel	37.6 (interior)	43.3 (interior)	5.7	
R51	Days Inn pool	57.6	63.3	5.7	
R52	Sherman Hills Golf Course	65.2	69.3	4.1	Yes
R53	Sherman Hills Golf Course	65.2	69.3	4.1	Yes
R54	Silver Lake Campsite	63.6	68.5	4.9	Yes
R55	Silver Lake Campsite	64.1	68.8	4.7	Yes
R56	Silver Lake Campsite	62.3	66.9	4.6	Yes
R57	Silver Lake Campsite	62.6	67.1	4.5	Yes
R58	Silver Lake Campsite	61.8	66.3	4.5	Yes
R59	Silver Lake Campsite	62.5	67.0	4.5	Yes
R60	Silver Lake Campsite	61.3	65.7	4.4	
R61	Silver Lake Campsite	61.2	65.6	4.4	
R62	Silver Lake Campsite	60.5	64.9	4.4	
R63	Silver Lake Campsite	60.3	64.6	4.3	
R64	SF located E of Lockhart Rd	59.8	64.8	5.0	
* SF = single family home, MH= mobile home, (#) = the number of sites the location represents					

4.0 NOISE ABATEMENT MEASURES

The FDOT is required to consider abatement alternatives when predicted traffic noise levels approach, meet or exceed the NAC or when future traffic noise levels with a project increase substantially when compared to existing levels. The measures considered for I-75 were traffic management, alternative roadway alignment, property acquisition, and noise barriers. The following discusses the feasibility (engineering considerations) and reasonableness (amount of noise reduction provided, number of noise-sensitive sites benefited, absolute noise levels, cost, etc.) of the measures.

4.1 Traffic Management

Traffic management measures that limit motor vehicle speeds and reduce volumes can be effective noise mitigation measures. However, these measures also negate a project's ability to accommodate forecast traffic volumes. As such, reducing the speed limit and restricting certain vehicles from the roadway would negate the project's ability to handle forecast traffic volumes.

4.2 Alternative Roadway Alignment

The proposed I-75 improvements would be constructed to the inside and outside of the existing travel lanes and the existing median. As such, in order to shift the alignment of the roadway, the existing travel lanes would have to be realigned. Additional right of way would potentially be required. Therefore, an alternative roadway alignment is not considered a reasonable noise mitigation measure for the project.

4.3 Property Acquisition

The FDOT does not consider property acquisition as a reasonable abatement method of abating traffic noise.

4.4 Noise Barriers

Noise barriers reduce sound levels by blocking the path of the sound between the source (roadway) and the receiver (listener). In order to effectively reduce traffic noise, a noise barrier must be relatively long, continuous (without intermittent openings), and of sufficient height to break the line-of-sight between the source and the receiver. Generally, noise barriers are also more effective if located closer to a source than to the receiver. Following FDOT procedures, the minimum requirements for a noise barrier to be considered feasible and economically reasonable are:

- The barrier must provide at least a 5 dBA reduction in traffic noise with a design goal of 10 dBA or more desired.

- The barrier should cost no more than $35,000 per benefited receiver. For a receiver to be considered benefited, the barrier must provide at least a 5 dBA reduction in noise. Notably, the FDOT does consider costs that exceed $35,000 per benefited receiver, when the higher cost can be justified by other circumstances. The current estimated cost to construct a noise barrier (materials and labor) is $25.00 per square foot ($ft^2$).

Additional factors to be considered when evaluating noise barriers as a potential noise abatement measure include the feasibility of constructing a barrier at the desired location, driver/pedestrian sight distance (safety), ingress and egress requirements to and from affected properties, ROW requirements including access rights/easements for construction and/or maintenance, drainage, land use stability (are the noise sensitive sites likely to remain for an indefinite period of time, antiquity (the amount of development that occurred before the date of public knowledge for a project), the desires of the affected property owners to have a barrier adjacent to their property, and aesthetics.

4.4.1 Noise Barrier Analysis

This section of the report provides the results of a noise barrier analysis for the 38 sites (22 single-family homes, 8 mobile homes, 2 golf greens, and 6 campsites) which are predicted to experience noise levels that will approach, meet or exceed the NAC.

The TNM accounts for the shielding effect of a noise barrier, the diffraction of sound over a noise barrier, and the effects of the ground between a barrier and a receiver (i.e., sound absorption). The net effect of the barrier shielding is referred to as "insertion loss". In other words, insertion loss is the difference in the sound level before and after the installation the barrier.

Scattered Residences north of SR 52 and SR 50

Appendix B illustrates the locations of the 22 residences are predicted to be affected by traffic noise. Due to the intermittent locations of these 22 residences, there were no locations where a barrier would meet the minimum 5 dBA noise reduction and still be within the Department's cost criteria. Therefore, noise barriers in this area are not considered cost feasible and barriers are not recommended for further consideration.

Residences north of SR 50

Appendix B illustrates the locations of the 8 residences predicted to be affected by traffic noise along Pine Ridge Lane, Willow Bank, and Park Ridge Drive. A range of noise barrier dimensions were evaluated within the right of way in an attempt to reduce traffic noise changes. The optimum barrier design was a length of 1309 feet and at the maximum height of 22 feet. However, no barrier was able to achieve the minimum 5 dBA noise reduction at the affected sites and therefore a noise barrier at this location is not recommended for further consideration.

Lexington Circle and Sherman Hills Golf Course

Appendix B illustrates the locations of the seven residences along Lexington Circle and the 2 greens located adjacent to I-75 within the Sherman Hills Golf Course. A range of noise barrier dimensions were evaluated within the right of way in an attempt to reduce traffic noise changes. At a length of 1200 feet and at a height of 16 feet, a barrier was predicted to benefit 4 homes and 1 green at a cost of $96,000 per benefited receiver which far exceeds the FDOT cost reasonable guideline of $35,000. Therefore, a noise barrier at this location is not recommended for further consideration.

Withlacoochee State Forest's Silver Lake Recreational Area

Appendix B illustrates the locations of the 6 campsites located within the Silver Lake Recreational Area. A range of noise barrier dimensions were evaluated within the right of way in an attempt to reduce traffic noise changes. At a length of 1340 feet and at a height of 22 feet, a barrier was predicted to benefit the 6 campsites at a cost of $122,800 per benefited receiver which far exceeds the FDOT cost reasonable guideline of $35,000. Therefore, a noise barrier at this location is not recommended for further consideration.

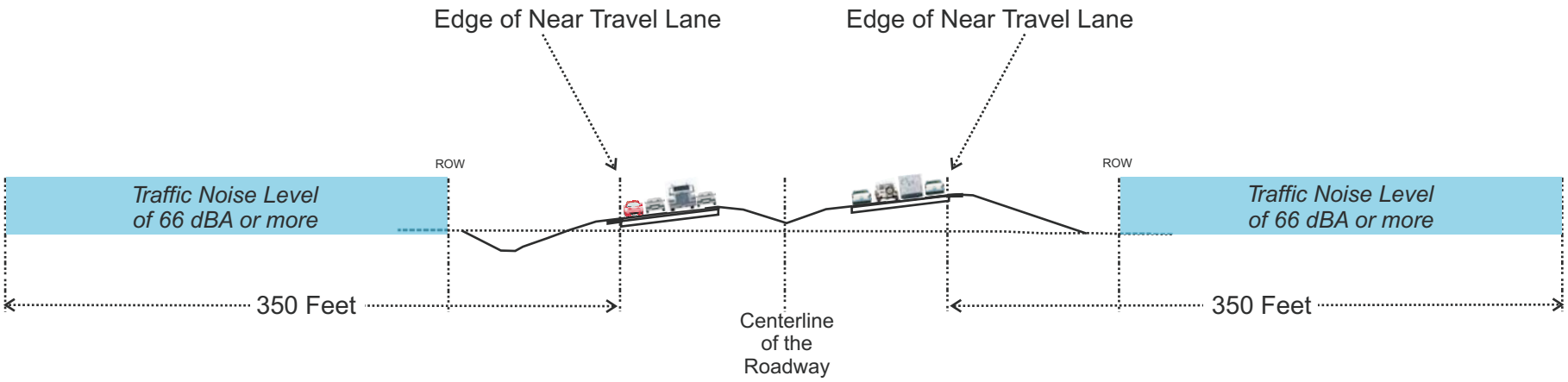
5.0 NOISE CONTOURS

Local officials can promote compatibility between land development and roadways. Land use controls can be used to minimize traffic noise in future developments or areas where redevelopment occurs. Land uses such as residences, motels, schools, churches, recreation areas and parks are considered incompatible with highway noise levels above 67 dBA. Noise level contours were developed for the future improved roadway facility. This noise contour delineates the distance from the improved roadway's edge of pavement where the FHWA's NAC would be approached (within 1 dBA of the NAC or 66 dBA). The 66 dBA noise contour can be used by Pasco, Hernando, and Sumter Counties to restrict development of exterior land uses which would be considered incompatible with traffic noise generated from I-75. A noise level of 66 dBA is estimated to extend approximately 350 feet from the near travel lane, without a noise barrier or other shielding (i.e., from a building(s)). Figure 2 illustrates the noise contour zones.

A copy of this report will be provided to Pasco, Hernando, and Sumter Counties. County officials can use the noise contour data to establish compatible development of currently undeveloped parcels or compatible redevelopment in areas where land use changes.

6.0 CONSTRUCTION NOISE AND VIBRATION

During the construction phase of the proposed project, short term-noise may be generated by stationary and mobile construction equipment. The range of construction noise depends on the noise characteristics of the equipment and the activities involved (e.g. pile driving), the construction schedule (time of day and duration of the activity), and the distance from a noise sensitive site. Adjacent properties could be considered susceptible to construction noise and vibration. Construction noise could be temporary at any location and should be controlled by adherence to the most recent edition of the FDOT's Standard Specifications for Road and Bridge Construction.



66 dBA Noise Contour

I-75 PD&E Draft Noise Study Report

Figure 2

7.0 REFERENCES

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

Title 23 CFR, Part 772, Federal Highway Administration, U.S. Department of Transportation, Procedures for Abatement of Highway Traffic Noise and Construction Noise, April 2001.

Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, 2004.

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Florida Department of Transportation, PD&E Manual, Part2/Chapter 17 – Noise, October 2003.

Florida Department of Transportation, Draft Preliminary Engineering Report, I-75 (SR 93) from north of SR 52 to south of CR 476B, September 2006.

APPENDICES

Appendix A – FDOT Noise Traffic Data Sheets

Appendix B – Noise Sensitive Sites

Appendix C – Validation Documentation

Appendix D – TNM Input/Output (*published separately as a Technical Appendix)*

APPENDIX A

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 1: South of CR 41 (Blanton Road)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	8
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	52,500	ADT: LOS (C)	52,500	ADT: LOS (C)	109,600
Demand	52,600	Demand	107,400	Demand	107,400
Speed:	70 mph / 113 kmh	Speed:	70 mph / 113 kmh	Speed:	70 mph / 113 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	27.0 % for 24 hrs.	T=	27.0 % for 24 hrs.	T=	27.0 % for 24 hrs.
T=	13.5 % Design hr	T=	13.5 % Design hr	T=	13.5 % Design hr
8.0	% Medium Trucks DHV	8.0	% Medium Trucks DHV	8.0	% Medium Trucks DHV
5.5	% Heavy Trucks DHV	5.5	% Heavy Trucks DHV	5.5	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	LOS (C)	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	2391	Southbound: Autos	2391	Southbound: Autos	4990
Med Trucks	221	Med Trucks	221	Med Trucks	462
Hvy Trucks	152	Hvy Trucks	152	Hvy Trucks	317
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	1878	Northbound: Autos	1878	Northbound: Autos	3921
Med Trucks	174	Med Trucks	174	Med Trucks	363
Hvy Trucks	119	Hvy Trucks	119	Hvy Trucks	249
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		**Demand**		**Demand**	
Southbound: Autos	2395	Southbound: Autos	4890	Southbound: Autos	4890
Med Trucks	222	Med Trucks	452	Med Trucks	452
Hvy Trucks	152	Hvy Trucks	311	Hvy Trucks	311
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	1882	Northbound: Autos	3842	Northbound: Autos	3842
Med Trucks	174	Med Trucks	355	Med Trucks	355
Hvy Trucks	120	Hvy Trucks	244	Hvy Trucks	244
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 5: CR 41 (Blanton Road) to SR 50 (Cortez Blvd)

(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.

Existing Facility			No-Build (Design Year)			Build (Design Year)		
Lanes:	4		Lanes:	4		Lanes:	8	
Year:	2005		Year:	2030		Year:	2030	
ADT: LOS (C)	52,500		ADT: LOS (C)	52,500		ADT: LOS (C)	109,600	
Demand	49,300		Demand	94,000		Demand	94,000	
Speed:	70	mph	Speed:	70	mph	Speed:	70	mph
	113	kmh		113	kmh		113	kmh
K=	9.4	%	K=	9.4	%	K=	9.4	%
D=	56	%	D=	56	%	D=	56	%
T=	27.0	% for 24 hrs.	T=	27.0	% for 24 hrs.	T=	27.0	% for 24 hrs.
T=	13.5	% Design hr	T=	13.5	% Design hr	T=	13.5	% Design hr
8.0	% Medium Trucks DHV		8.0	% Medium Trucks DHV		8.0	% Medium Trucks DHV	
5.5	% Heavy Trucks DHV		5.5	% Heavy Trucks DHV		5.5	% Heavy Trucks DHV	
0.0	% Buses DHV		0.0	% Buses DHV		0.0	% Buses DHV	
0.0	% Motorcycles DHV		0.0	% Motorcycles DHV		0.0	% Motorcycles DHV	

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand		No-Build (Design Year) Model:	LOS (C)		Build (Design Year) Model:	Demand	
LOS (C)			LOS (C)			LOS (C)		
Southbound: Autos	2391		Southbound: Autos	2391		Southbound: Autos	4990	
Med Trucks	221		Med Trucks	221		Med Trucks	462	
Hvy Trucks	152		Hvy Trucks	152		Hvy Trucks	317	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Northbound: Autos	1878		Northbound: Autos	1878		Northbound: Autos	3921	
Med Trucks	174		Med Trucks	174		Med Trucks	363	
Hvy Trucks	119		Hvy Trucks	119		Hvy Trucks	249	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Demand			Demand			Demand		
Southbound: Autos	2245		Southbound: Autos	4280		Southbound: Autos	4280	
Med Trucks	208		Med Trucks	396		Med Trucks	396	
Hvy Trucks	143		Hvy Trucks	272		Hvy Trucks	272	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Northbound: Autos	1764		Northbound: Autos	3363		Northbound: Autos	3363	
Med Trucks	163		Med Trucks	311		Med Trucks	311	
Hvy Trucks	112		Hvy Trucks	214		Hvy Trucks	214	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 10/30/2006 rev'd 11/2/06

State Project Number(s):

Prepared By: FJD

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 8: SR 50 (Cortez Blvd) East of I-75

(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.

Existing Facility			No-Build (Design Year)			Build (Design Year)		
Lanes:	4		Lanes:	4		Lanes:	6	
Year:	2005		Year:	2030		Year:	2030	
ADT: LOS (C)	24,400		ADT: LOS (C)	24,400		ADT: LOS (C)	38,000	
Demand	24,100		Demand	75,000		Demand	75,000	
Speed:	45	mph	Speed:	45	mph	Speed:	45	mph
	72	kmh		72	kmh		72	kmh
K=	9.6	%	K=	9.6	%	K=	9.6	%
D=	55	%	D=	55	%	D=	55	%
T=	14.1	% for 24 hrs.	T=	14.1	% for 24 hrs.	T=	14.1	% for 24 hrs.
T=	7.1	% Design hr	T=	7.1	% Design hr	T=	7.1	% Design hr
1.8	% Medium Trucks DHV		1.8	% Medium Trucks DHV		1.8	% Medium Trucks DHV	
5.3	% Heavy Trucks DHV		5.3	% Heavy Trucks DHV		5.3	% Heavy Trucks DHV	
0.5	% Buses DHV		0.5	% Buses DHV		0.5	% Buses DHV	
0.4	% Motorcycles DHV		0.4	% Motorcycles DHV		0.4	% Motorcycles DHV	

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:		Demand	No-Build (Design Year) Model:		LOS (C)	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Westbound	Autos	1177	Westbound	Autos	1176	Westbound	Autos	1831
	Med Trucks	23		Med Trucks	23		Med Trucks	36
	Hvy Trucks	67		Hvy Trucks	68		Hvy Trucks	105
	Buses	6		Buses	6		Buses	9
	Motorcycles	5		Motorcycles	5		Motorcycles	9
Eastbound	Autos	982	Eastbound	Autos	982	Eastbound	Autos	1529
	Med Trucks	19		Med Trucks	19		Med Trucks	30
	Hvy Trucks	56		Hvy Trucks	57		Hvy Trucks	88
	Buses	5		Buses	5		Buses	7
	Motorcycles	5		Motorcycles	5		Motorcycles	7
Demand			Demand			Demand		
Westbound	Autos	1162	Westbound	Autos	3615	Westbound	Autos	3615
	Med Trucks	22		Med Trucks	71		Med Trucks	71
	Hvy Trucks	66		Hvy Trucks	208		Hvy Trucks	208
	Buses	6		Buses	18		Buses	18
	Motorcycles	5		Motorcycles	17		Motorcycles	17
Eastbound	Autos	970	Eastbound	Autos	3018	Eastbound	Autos	3018
	Med Trucks	19		Med Trucks	59		Med Trucks	59
	Hvy Trucks	55		Hvy Trucks	174		Hvy Trucks	174
	Buses	5		Buses	15		Buses	15
	Motorcycles	5		Motorcycles	14		Motorcycles	14

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 11/2/2006

State Project Number(s):

Prepared By: FJD

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 8: SR 50 (Cortez Blvd) West of I-75

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	24,400	ADT: LOS (C)	24,400	ADT: LOS (C)	38,000
Demand	20,600	Demand	64,000	Demand	64,000
Speed:	45 mph / 72 kmh	Speed:	45 mph / 72 kmh	Speed:	45 mph / 72 kmh
K=	9.6 %	K=	9.6 %	K=	9.6 %
D=	55 %	D=	55 %	D=	55 %
T=	15.5 % for 24 hrs.	T=	15.5 % for 24 hrs.	T=	15.5 % for 24 hrs.
T=	7.8 % Design hr	T=	7.8 % Design hr	T=	7.8 % Design hr
2.0	% Medium Trucks DHV	2.0	% Medium Trucks DHV	2.0	% Medium Trucks DHV
5.8	% Heavy Trucks DHV	5.8	% Heavy Trucks DHV	5.8	% Heavy Trucks DHV
0.6	% Buses DHV	0.6	% Buses DHV	0.6	% Buses DHV
0.4	% Motorcycles DHV	0.4	% Motorcycles DHV	0.4	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:		Demand	No-Build (Design Year) Model:		LOS (C)	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Westbound	Autos	1165	Westbound	Autos	1165	Westbound	Autos	1815
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	75		Hvy Trucks	75		Hvy Trucks	116
	Buses	7		Buses	7		Buses	11
	Motorcycles	6		Motorcycles	6		Motorcycles	9
Eastbound	Autos	973	Eastbound	Autos	973	Eastbound	Autos	1515
	Med Trucks	21		Med Trucks	21		Med Trucks	33
	Hvy Trucks	62		Hvy Trucks	62		Hvy Trucks	97
	Buses	6		Buses	6		Buses	9
	Motorcycles	5		Motorcycles	5		Motorcycles	7
Demand			Demand			Demand		
Westbound	Autos	984	Westbound	Autos	3057	Westbound	Autos	3057
	Med Trucks	21		Med Trucks	66		Med Trucks	66
	Hvy Trucks	63		Hvy Trucks	196		Hvy Trucks	196
	Buses	6		Buses	18		Buses	18
	Motorcycles	5		Motorcycles	15		Motorcycles	15
Eastbound	Autos	821	Eastbound	Autos	2552	Eastbound	Autos	2552
	Med Trucks	18		Med Trucks	55		Med Trucks	55
	Hvy Trucks	53		Hvy Trucks	163		Hvy Trucks	163
	Buses	5		Buses	15		Buses	15
	Motorcycles	4		Motorcycles	12		Motorcycles	12

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 9: North of SR 50 (Cortez Blvd)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	8
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	52,500	ADT: LOS (C)	52,500	ADT: LOS (C)	109,600
Demand	49,300	Demand	90,000	Demand	90,000
Speed:	70 mph / 113 kmh	Speed:	70 mph / 113 kmh	Speed:	70 mph / 113 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	27.0 % for 24 hrs.	T=	27.0 % for 24 hrs.	T=	27.0 % for 24 hrs.
T=	13.5 % Design hr	T=	13.5 % Design hr	T=	13.5 % Design hr
8.0	% Medium Trucks DHV	8.0	% Medium Trucks DHV	8.0	% Medium Trucks DHV
5.5	% Heavy Trucks DHV	5.5	% Heavy Trucks DHV	5.5	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	2391	Southbound: Autos	2391	Southbound: Autos	4990
Med Trucks	221	Med Trucks	221	Med Trucks	462
Hvy Trucks	152	Hvy Trucks	152	Hvy Trucks	317
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	1878	Northbound: Autos	1878	Northbound: Autos	3921
Med Trucks	174	Med Trucks	174	Med Trucks	363
Hvy Trucks	119	Hvy Trucks	119	Hvy Trucks	249
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Southbound: Autos	2245	Southbound: Autos	4098	Southbound: Autos	4098
Med Trucks	208	Med Trucks	379	Med Trucks	379
Hvy Trucks	143	Hvy Trucks	261	Hvy Trucks	261
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	1764	Northbound: Autos	3220	Northbound: Autos	3220
Med Trucks	163	Med Trucks	298	Med Trucks	298
Hvy Trucks	112	Hvy Trucks	205	Hvy Trucks	205
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 9a: Southbound offramp at CR 41 (Blanton Road)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	1
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	7,860
Demand	800	Demand	5,200	Demand	5,200
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.
T=	10.0 % Design hr	T=	10.0 % Design hr	T=	10.0 % Design hr
6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV
4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	372	Southbound: Autos	372	Southbound: Autos	372
Med Trucks	25	Med Trucks	25	Med Trucks	25
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	17
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	293	Northbound: Autos	293	Northbound: Autos	293
Med Trucks	20	Med Trucks	20	Med Trucks	20
Hvy Trucks	13	Hvy Trucks	13	Hvy Trucks	13
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Southbound: Autos	38	Southbound: Autos	246	Southbound: Autos	246
Med Trucks	3	Med Trucks	16	Med Trucks	16
Hvy Trucks	2	Hvy Trucks	11	Hvy Trucks	11
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	30	Northbound: Autos	194	Northbound: Autos	194
Med Trucks	2	Med Trucks	13	Med Trucks	13
Hvy Trucks	1	Hvy Trucks	9	Hvy Trucks	9
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 9b: Southbound onramp at CR 41 (Blanton Road)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	1
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	7,860
Demand	2,400	Demand	11,900	Demand	11,900
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.
T=	10.0 % Design hr	T=	10.0 % Design hr	T=	10.0 % Design hr
6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV
4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	372	Southbound: Autos	372	Southbound: Autos	372
Med Trucks	25	Med Trucks	25	Med Trucks	25
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	17
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	293	Northbound: Autos	293	Northbound: Autos	293
Med Trucks	20	Med Trucks	20	Med Trucks	20
Hvy Trucks	13	Hvy Trucks	13	Hvy Trucks	13
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Southbound: Autos	114	Southbound: Autos	564	Southbound: Autos	564
Med Trucks	8	Med Trucks	38	Med Trucks	38
Hvy Trucks	5	Hvy Trucks	25	Hvy Trucks	25
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	89	Northbound: Autos	443	Northbound: Autos	443
Med Trucks	6	Med Trucks	30	Med Trucks	30
Hvy Trucks	4	Hvy Trucks	20	Hvy Trucks	20
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 10b: Northbound onramp at CR 41 (Blanton Road)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	1
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	7,860
Demand	800	Demand	5,200	Demand	5,200
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.	T=	20.0 % for 24 hrs.
T=	10.0 % Design hr	T=	10.0 % Design hr	T=	10.0 % Design hr
6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV	6.0	% Medium Trucks DHV
4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV	4.0	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	372	Southbound: Autos	372	Southbound: Autos	372
Med Trucks	25	Med Trucks	25	Med Trucks	25
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	17
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	293	Northbound: Autos	293	Northbound: Autos	293
Med Trucks	20	Med Trucks	20	Med Trucks	20
Hvy Trucks	13	Hvy Trucks	13	Hvy Trucks	13
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Southbound: Autos	38	Southbound: Autos	246	Southbound: Autos	246
Med Trucks	3	Med Trucks	16	Med Trucks	16
Hvy Trucks	2	Hvy Trucks	11	Hvy Trucks	11
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	30	Northbound: Autos	194	Northbound: Autos	194
Med Trucks	2	Med Trucks	13	Med Trucks	13
Hvy Trucks	1	Hvy Trucks	9	Hvy Trucks	9
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 12b: Southbound onramp at SR 50 (Cortez Blvd)

(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.

Existing Facility			No-Build (Design Year)			Build (Design Year)		
Lanes:	1		Lanes:	1		Lanes:	2	
Year:	2005		Year:	2030		Year:	2030	
ADT: LOS (C)	7,860		ADT: LOS (C)	7,860		ADT: LOS (C)	19,680	
Demand	6,100		Demand	15,800		Demand	15,800	
Speed:	35	mph	Speed:	35	mph	Speed:	35	mph
	56	kmh		56	kmh		56	kmh
K=	9.4	%	K=	9.4	%	K=	9.4	%
D=	56	%	D=	56	%	D=	56	%
T=	38.0	% for 24 hrs.	T=	38.0	% for 24 hrs.	T=	38.0	% for 24 hrs.
T=	19.0	% Design hr	T=	19.0	% Design hr	T=	19.0	% Design hr
11.5	% Medium Trucks DHV		11.5	% Medium Trucks DHV		11.5	% Medium Trucks DHV	
7.5	% Heavy Trucks DHV		7.5	% Heavy Trucks DHV		7.5	% Heavy Trucks DHV	
0.0	% Buses DHV		0.0	% Buses DHV		0.0	% Buses DHV	
0.0	% Motorcycles DHV		0.0	% Motorcycles DHV		0.0	% Motorcycles DHV	

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand		No-Build (Design Year) Model:	LOS (C)		Build (Design Year) Model:	Demand	
LOS (C)			LOS (C)			LOS (C)		
Southbound: Autos	335		Southbound: Autos	335		Southbound: Autos	839	
Med Trucks	48		Med Trucks	48		Med Trucks	119	
Hvy Trucks	31		Hvy Trucks	31		Hvy Trucks	78	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Northbound: Autos	263		Northbound: Autos	263		Northbound: Autos	659	
Med Trucks	37		Med Trucks	37		Med Trucks	94	
Hvy Trucks	24		Hvy Trucks	24		Hvy Trucks	61	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Demand			Demand			Demand		
Southbound: Autos	260		Southbound: Autos	674		Southbound: Autos	674	
Med Trucks	37		Med Trucks	96		Med Trucks	96	
Hvy Trucks	24		Hvy Trucks	62		Hvy Trucks	62	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	
Northbound: Autos	204		Northbound: Autos	529		Northbound: Autos	529	
Med Trucks	29		Med Trucks	75		Med Trucks	75	
Hvy Trucks	19		Hvy Trucks	49		Hvy Trucks	49	
Buses	0		Buses	0		Buses	0	
Motorcycles	0		Motorcycles	0		Motorcycles	0	

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 12a: Southbound offramp at SR 50 (Cortez Blvd)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	1
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	7,860
Demand	4,300	Demand	13,800	Demand	13,800
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.
T=	19.0 % Design hr	T=	19.0 % Design hr	T=	19.0 % Design hr
11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV
7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		**LOS (C)**		**LOS (C)**	
Southbound: Autos	335	Southbound: Autos	335	Southbound: Autos	335
Med Trucks	48	Med Trucks	48	Med Trucks	48
Hvy Trucks	31	Hvy Trucks	31	Hvy Trucks	31
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	263	Northbound: Autos	263	Northbound: Autos	263
Med Trucks	37	Med Trucks	37	Med Trucks	37
Hvy Trucks	24	Hvy Trucks	24	Hvy Trucks	24
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		**Demand**		**Demand**	
Southbound: Autos	183	Southbound: Autos	588	Southbound: Autos	588
Med Trucks	26	Med Trucks	84	Med Trucks	84
Hvy Trucks	17	Hvy Trucks	54	Hvy Trucks	54
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	144	Northbound: Autos	462	Northbound: Autos	462
Med Trucks	20	Med Trucks	66	Med Trucks	66
Hvy Trucks	13	Hvy Trucks	43	Hvy Trucks	43
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 12b: Southbound onramp at SR 50 (Cortez Blvd)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	2
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	19,680
Demand	6,100	Demand	15,800	Demand	15,800
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.
T=	19.0 % Design hr	T=	19.0 % Design hr	T=	19.0 % Design hr
11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV
7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:		Demand	No-Build (Design Year) Model:		LOS (C)	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	335	Southbound:	Autos	335	Southbound:	Autos	839
	Med Trucks	48		Med Trucks	48		Med Trucks	119
	Hvy Trucks	31		Hvy Trucks	31		Hvy Trucks	78
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Northbound:	Autos	263	Northbound:	Autos	263	Northbound:	Autos	659
	Med Trucks	37		Med Trucks	37		Med Trucks	94
	Hvy Trucks	24		Hvy Trucks	24		Hvy Trucks	61
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Southbound:	Autos	260	Southbound:	Autos	674	Southbound:	Autos	674
	Med Trucks	37		Med Trucks	96		Med Trucks	96
	Hvy Trucks	24		Hvy Trucks	62		Hvy Trucks	62
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Northbound:	Autos	204	Northbound:	Autos	529	Northbound:	Autos	529
	Med Trucks	29		Med Trucks	75		Med Trucks	75
	Hvy Trucks	19		Hvy Trucks	49		Hvy Trucks	49
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from north of SR 52 to south of CR 476B

Date: 4/5/2006

State Project Number(s):

Prepared By: EJB

Work Program Number(s):

Federal Aid Number(s):

Segment Description: Site 13a: Northbound offramp at SR 50 (Cortez Blvd)

(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.

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	1	Lanes:	1	Lanes:	2
Year:	2005	Year:	2030	Year:	2030
ADT: LOS (C)	7,860	ADT: LOS (C)	7,860	ADT: LOS (C)	19,680
Demand	6,100	Demand	15,800	Demand	15,800
Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh	Speed:	35 mph / 56 kmh
K=	9.4 %	K=	9.4 %	K=	9.4 %
D=	56 %	D=	56 %	D=	56 %
T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.	T=	38.0 % for 24 hrs.
T=	19.0 % Design hr	T=	19.0 % Design hr	T=	19.0 % Design hr
11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV	11.5	% Medium Trucks DHV
7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV	7.5	% Heavy Trucks DHV
0.0	% Buses DHV	0.0	% Buses DHV	0.0	% Buses DHV
0.0	% Motorcycles DHV	0.0	% Motorcycles DHV	0.0	% Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand		No-Build (Design Year) Model: LOS (C)		Build (Design Year) Model: Demand	
LOS (C)		LOS (C)		LOS (C)	
Southbound: Autos	335	Southbound: Autos	335	Southbound: Autos	839
Med Trucks	48	Med Trucks	48	Med Trucks	119
Hvy Trucks	31	Hvy Trucks	31	Hvy Trucks	78
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	263	Northbound: Autos	263	Northbound: Autos	659
Med Trucks	37	Med Trucks	37	Med Trucks	94
Hvy Trucks	24	Hvy Trucks	24	Hvy Trucks	61
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Southbound: Autos	260	Southbound: Autos	674	Southbound: Autos	674
Med Trucks	37	Med Trucks	96	Med Trucks	96
Hvy Trucks	24	Hvy Trucks	62	Hvy Trucks	62
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Northbound: Autos	204	Northbound: Autos	529	Northbound: Autos	529
Med Trucks	29	Med Trucks	75	Med Trucks	75
Hvy Trucks	19	Hvy Trucks	49	Hvy Trucks	49
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0

APPENDIX B

EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

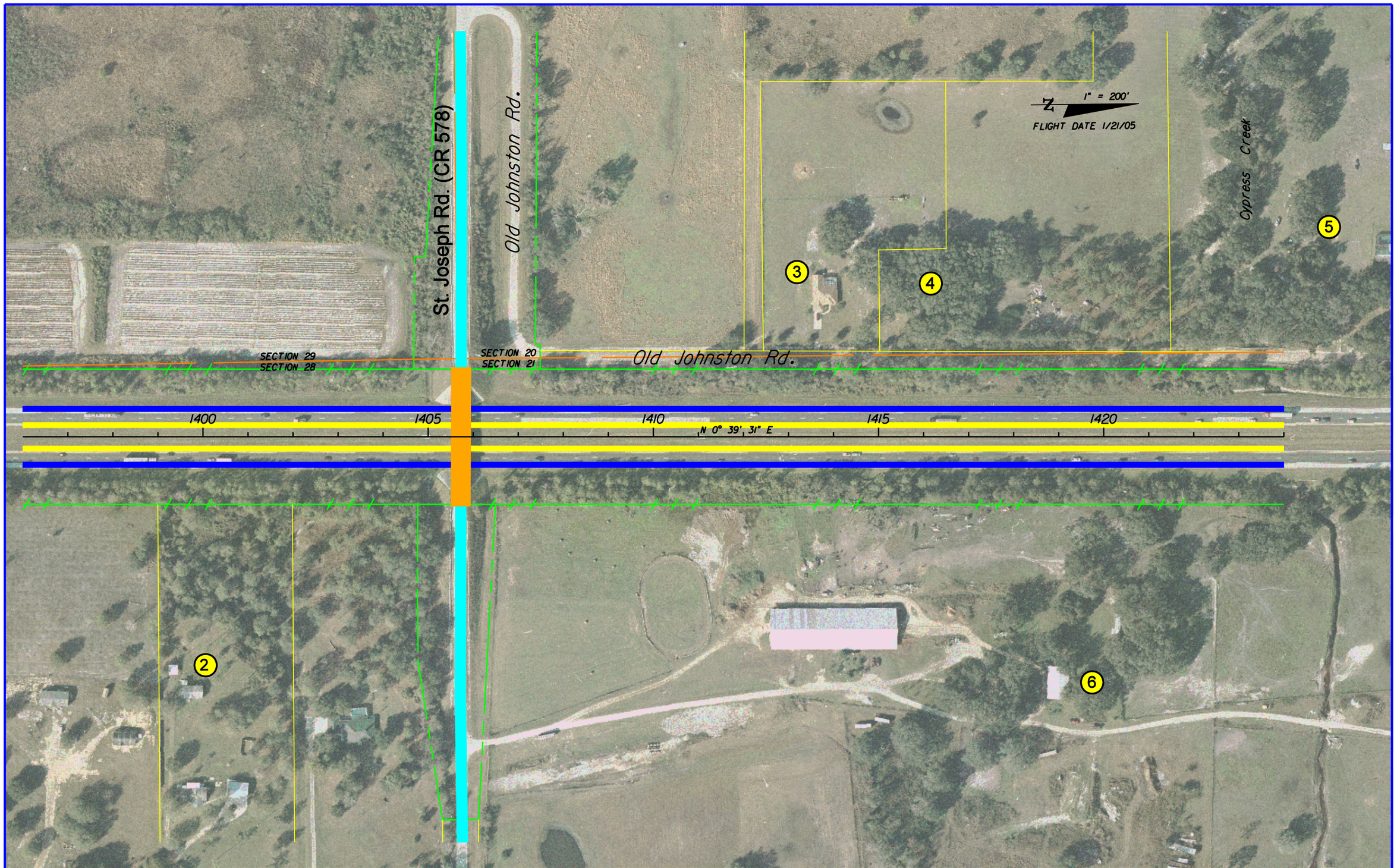
LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 1



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 2

$USER$ $DATE$ $TIME$ $FILE$

EXISTING RIGHT-OF-WAY	RECONSTRUCTED RAMP	2	NOISE SENSITIVE SITES
EXISTING L/A RIGHT-OF-WAY	RECONSTRUCTED CROSS ROAD	M1	NOISE MONITORING SITES
PROPOSED RIGHT-OF-WAY	PROPOSED BRIDGE		
PROPOSED L/A RIGHT-OF-WAY	PROPERTY LINES		
INTERIM 6-LANE WIDENING	SECTION LINES		
ULTIMATE 8-LANE WIDENING	STATE FOREST BOUNDARY		

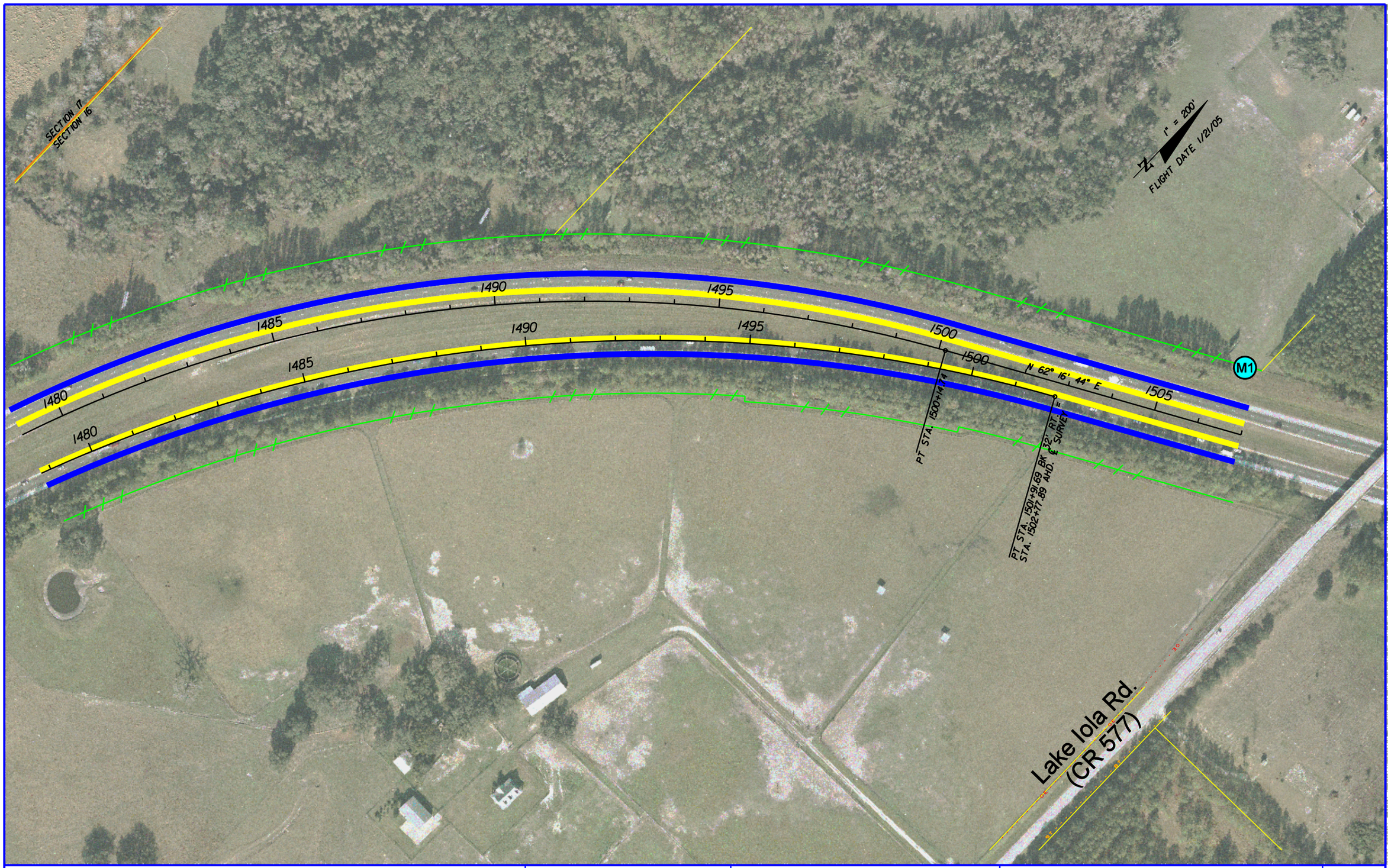
LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 3



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

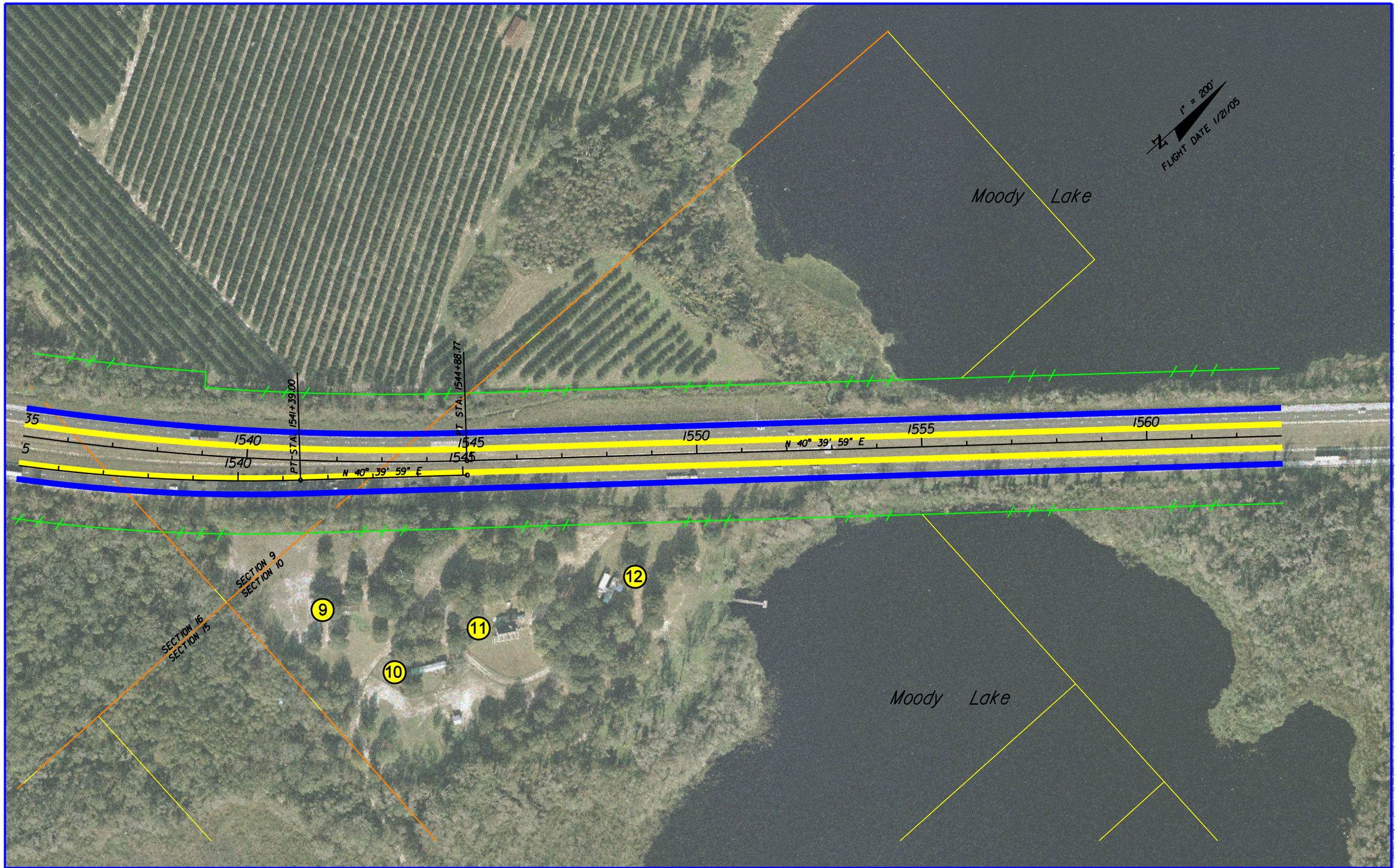
LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 4



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

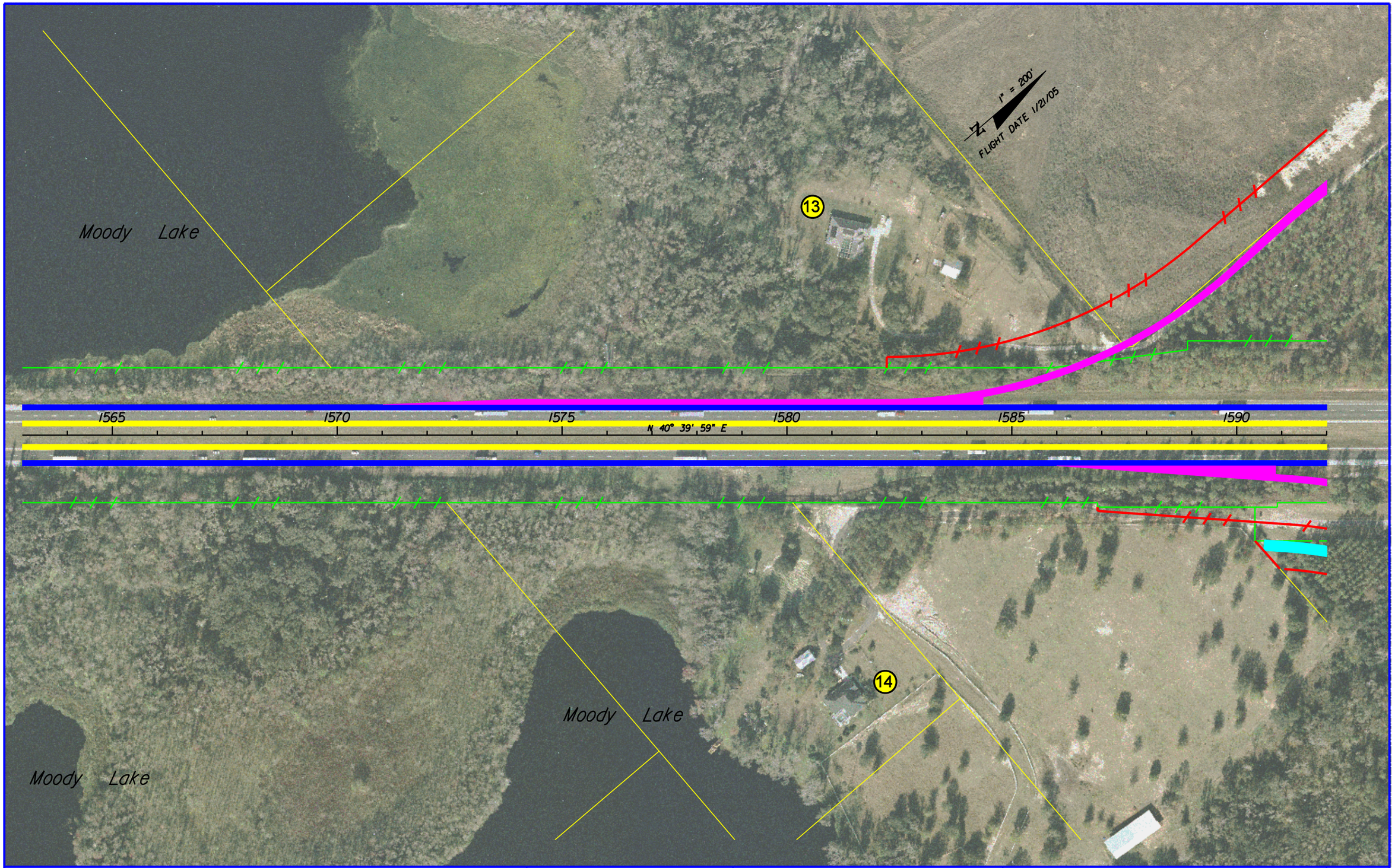
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 5

*USERS *DATES *TIMES *FILES



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING
RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
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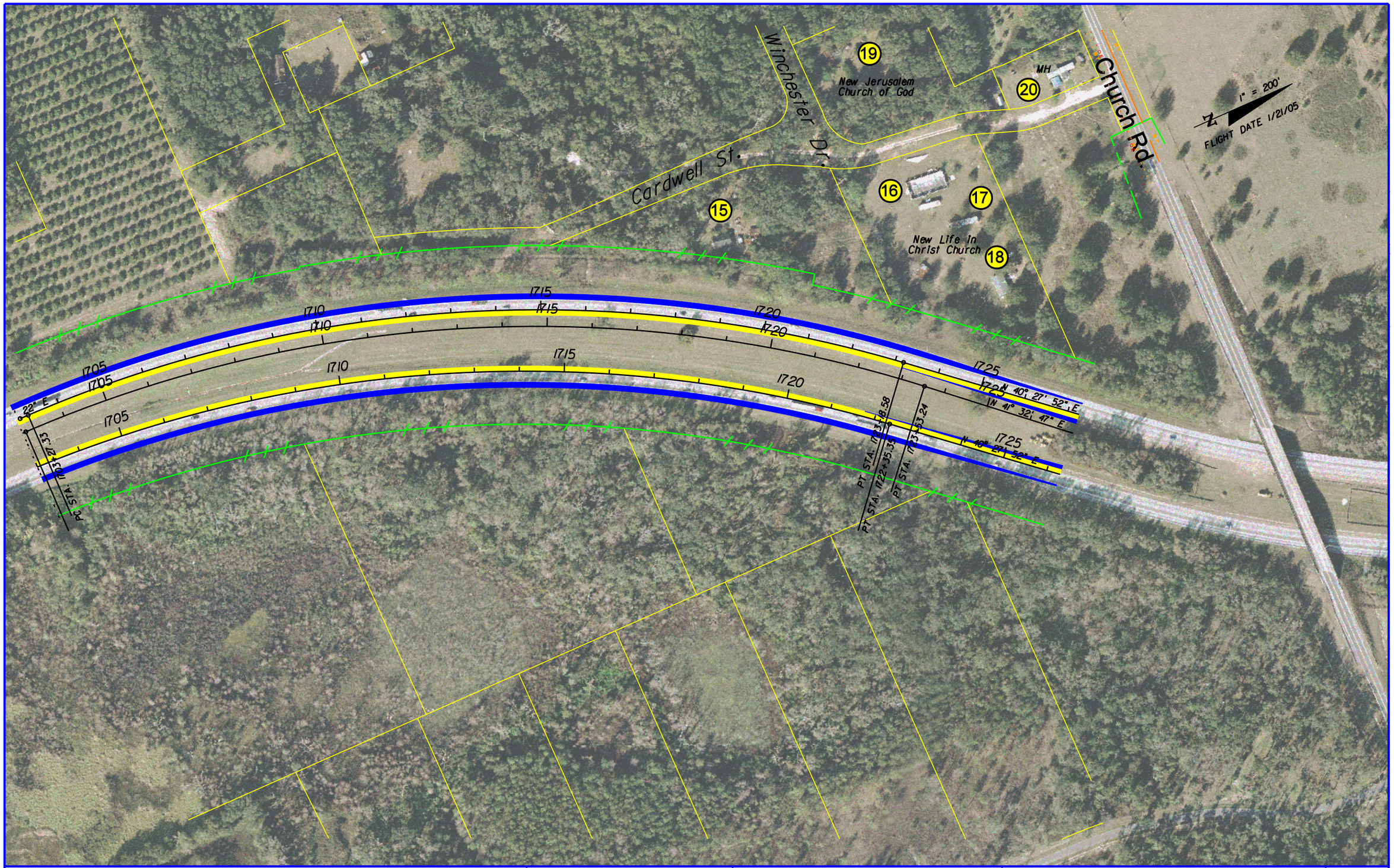
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

$USER$ $DATE$ $TIME$ $FILE$

NOISE SENSITIVE SITES

SHEET NO. 6



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
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FBPR CERTIFICATE OF AUTH. # 894

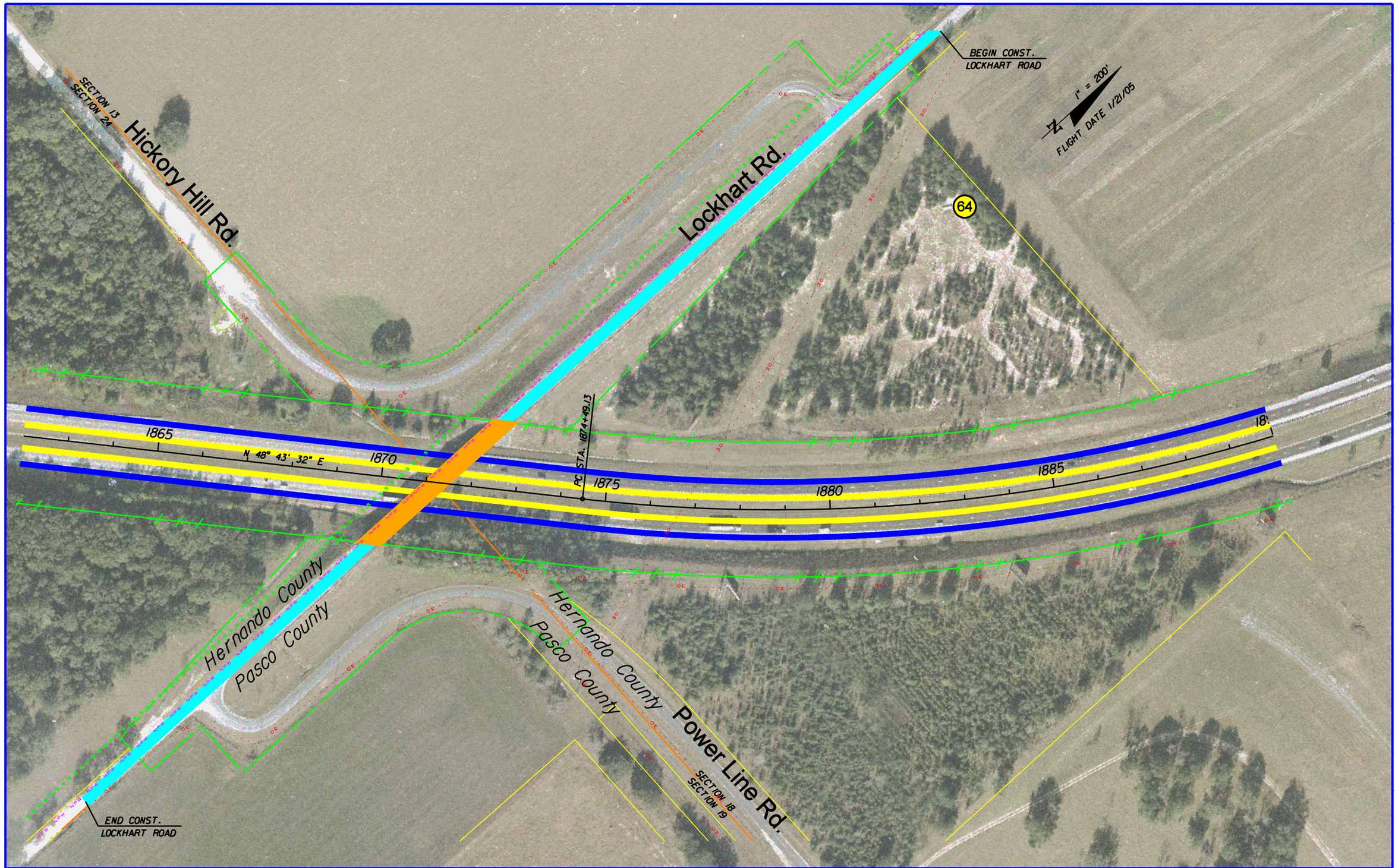
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 7

$USER$ $DATE$ $TIME$ $FILE$



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING
RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

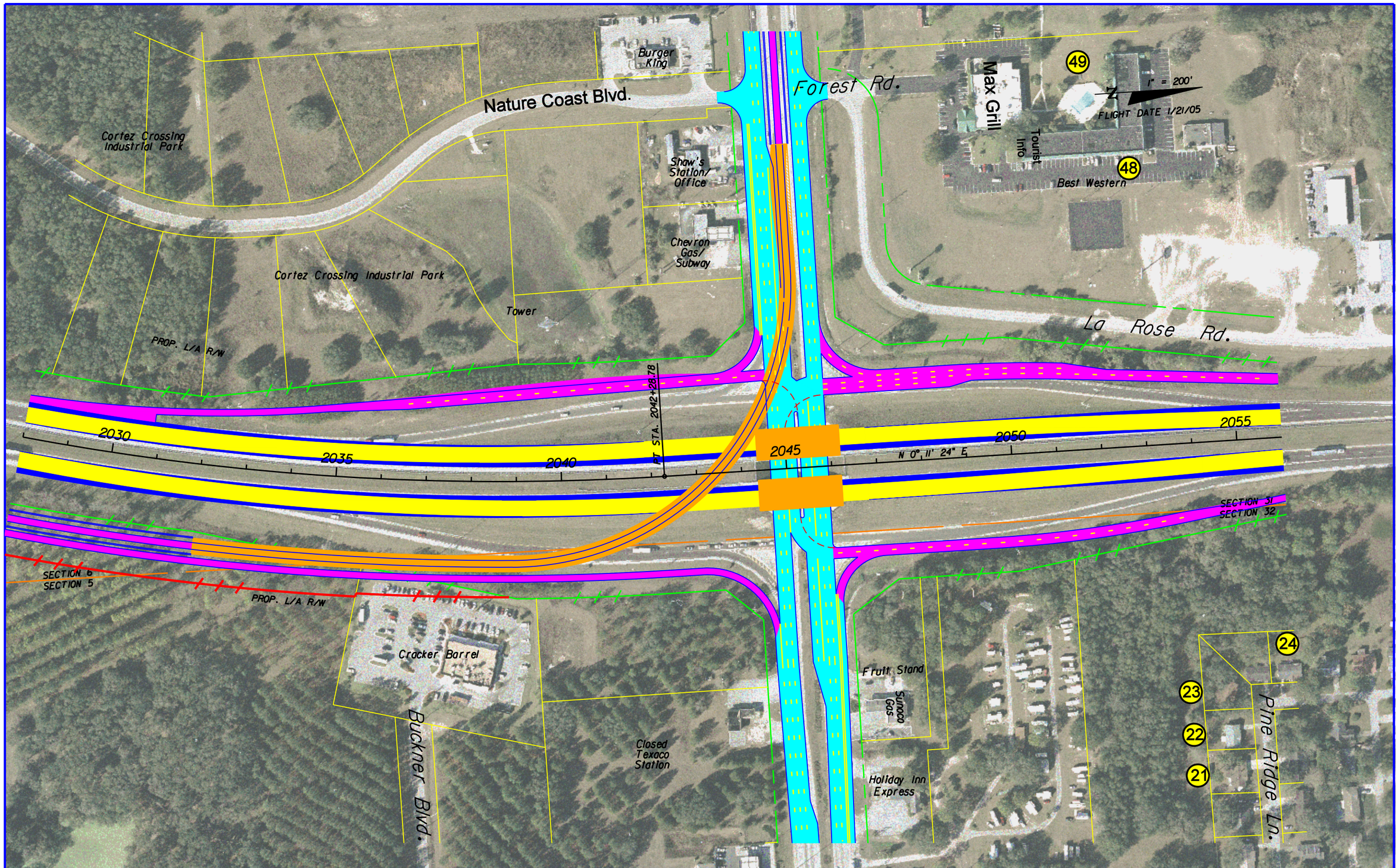
LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 8



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING
RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

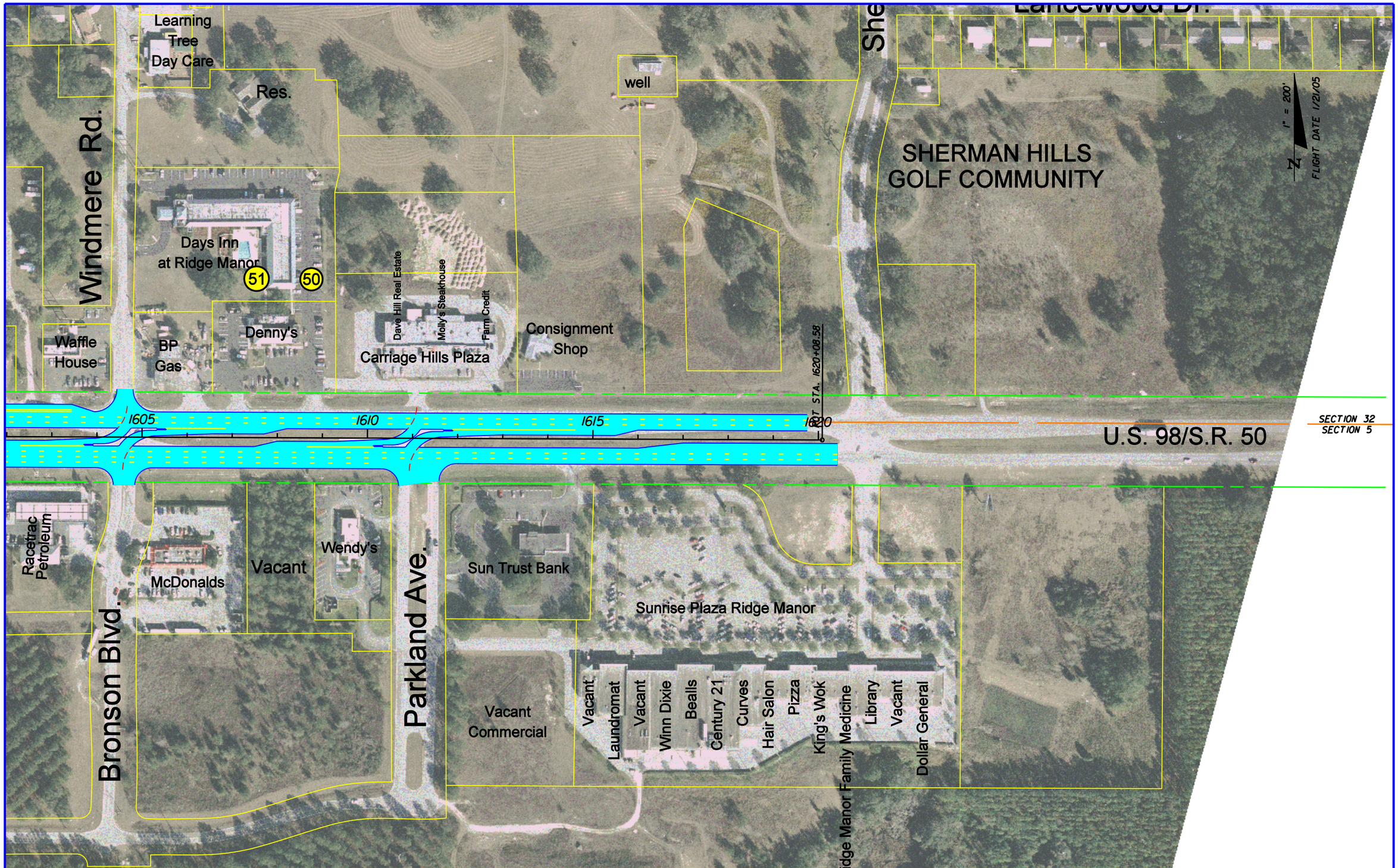
LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 9



EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING
RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 10

$USERS $DATE$ $TIME$ $FILE$

Withlacoochee State Forest
(Croom Motorcycle Area)

Withlacoochee State Forest
(Croom Motorcycle Area)

N
1" = 200'
FLIGHT DATE 1/21/05

Mini Storage

Motorsports
Motorcycle Shop

Gate

La Rose Rd.

2060 2065 2070 2075 2080

N, 0° 11' 24" E

M2

SECTION 31
SECTION 32

Tower

Sherman Hills Golf Course

First
Lutheran
Church

Willow Bank Ave.

Park Ridge Dr.

East Hernando
Branch Library

Lexington Circle

25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 52 53

EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

(2) NOISE SENSITIVE SITES
(M1) NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 11

Withlacoochee State Forest

Un Rd.

1" = 200'

FLIGHT DATE 1/21/05

Withlacoochee River

SECTION 17
SECTION 16

SECTION 9
SECTION 16

PT STA. 2257+76.85

2255 2260 2265 2270 2275 2280

N 38° 48' 56" E

Hallock Rd.

Withlacoochee State Forest
(Silver Lake Recreation Area)

55 56 57 54 61 60 59 63 62

Entrance

Silver Lake

Hernando County

Sumter County

EXISTING RIGHT-OF-WAY
EXISTING L/A RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED L/A RIGHT-OF-WAY
INTERIM 6-LANE WIDENING
ULTIMATE 8-LANE WIDENING

RECONSTRUCTED RAMP
RECONSTRUCTED CROSS ROAD
PROPOSED BRIDGE
PROPERTY LINES
SECTION LINES
STATE FOREST BOUNDARY

2 NOISE SENSITIVE SITES
M1 NOISE MONITORING SITES

LOCHNER
13577 FEATHER SOUND DR. SUITE 600
CLEARWATER, FLORIDA 33762
FBPR CERTIFICATE OF AUTH. # 894

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO, HERNANDO AND SUMTER	411014-1-32-01

NOISE SENSITIVE SITES

SHEET NO. 12

APPENDIX C

NOISE DATA
FIELD VALIDATION

Project Description: I-75 PD&E Date: 4/18/06

FPN#: 411014-1

Monitoring Location: 1/4 mile N of SR 50

Distance from Center of Near Travel Lane: 83 feet # of Lanes: 4

Width of Lanes: 12 Posted Speed: 70 mph

Grade: noise meter was approximately 6 feet higher than the travel lanes

Microphone Height: 5 feet Run Length: 10 minutes Start time: 10:50 am

---

Traffic

Traffic:

Cars	=	(NB) 196	x6	1176	69 mph
		(SB) 158	x6	948	69 mph
MT	=	13	x6	114	64 mph
		8	x6	48	64 mph
HT	=	74	x6	444	67 mph
		45	x6	270	67 mph
Motorcycles	=	0	x6		mph
		2	x6	12	67 mph
Buses	=	0	x6		mph
		0	x6		mph

Unusual Events: Wind: 1.2 – 8.7 mph 84 degrees

Results:

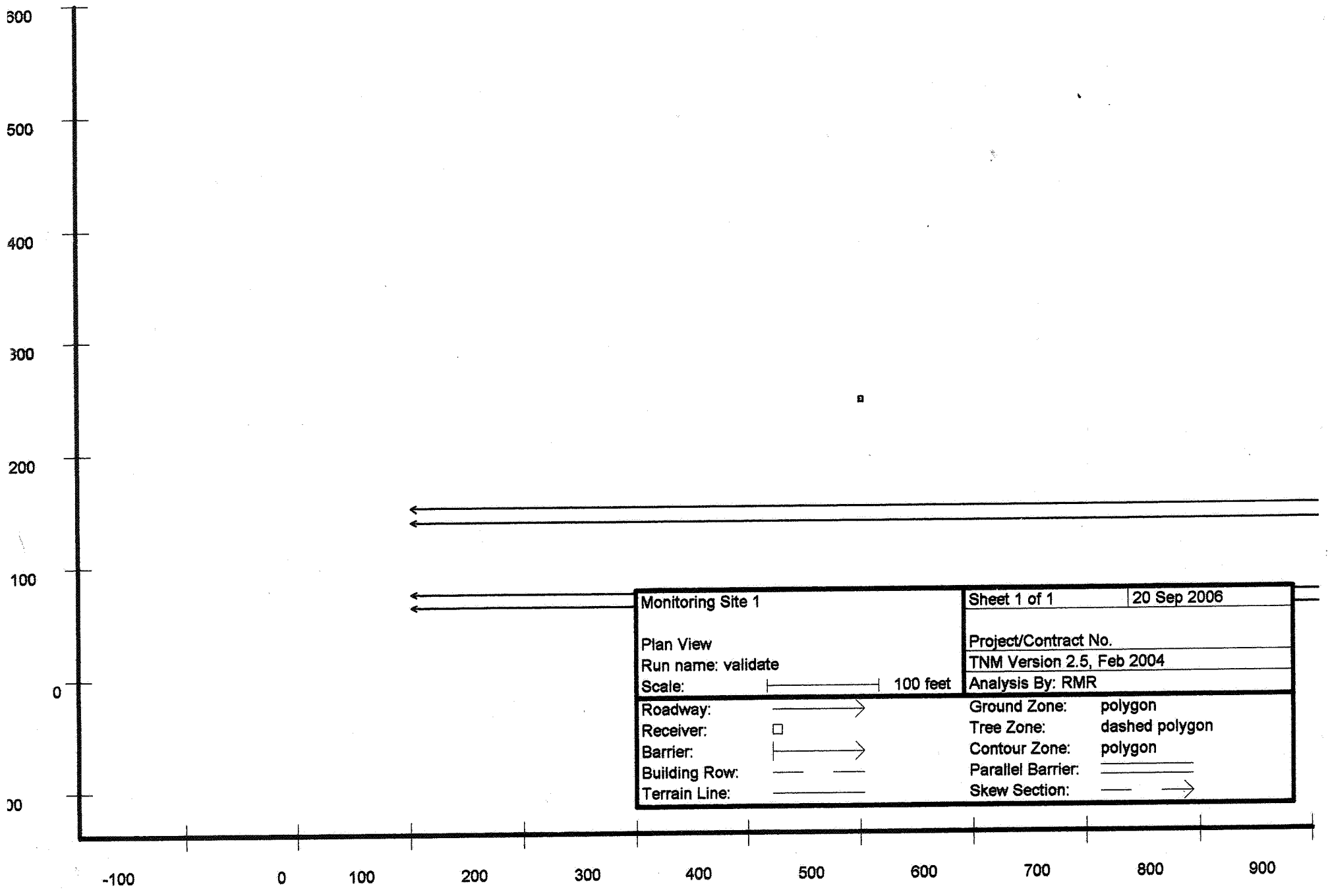
Lav (Leq)	74.3	dBA
Lmax (fast)	86.1	dBA
Computer	73.7	dBA
Difference:	.6	dBA

Field Staff:

D. DeForge

M. Clasgens

R. Rhinesmith


600
500
400
300
200
100
0
00
-100
0
100
200
300
400
500
600
700
800
900
Monitoring Site 1
Plan View
Run name: validate
Scale: 100 feet
Sheet 1 of 1
20 Sep 2006
Project/Contract No.
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	500.0	247.0	6.00	5.00	0.00	66	10.0	8.0	Y

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
NB1	point1	1	588	69	57	64	222	67	0	0	0	0
	point2	2										
NB2	point3	3	588	69	57	64	222	67	0	0	0	0
	point4	4										
SB1	point5	5	474	69	24	64	135	67	0	0	6	67
	point6	6										
SB2	point7	7	474	69	24	64	135	67	0	0	6	67
	point8	8										

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1	12.0	point1	1	1,000.0	140.0	0.00				Average	
		point2	2	100.0	140.0	0.00					
NB2	12.0	point3	3	1,000.0	152.0	0.00				Average	
		point4	4	100.0	152.0	0.00					
SB1	12.0	point5	5	1,000.0	76.0	0.00				Average	
		point6	6	100.0	76.0	0.00					
SB2	12.0	point7	7	1,000.0	64.0	0.00				Average	
		point8	8	100.0	64.0	0.00					

<Organization?>
RMR

20 September 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	73.7	66	73.7	10	Snd Lvl	73.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NOISE DATA
FIELD VALIDATION

Project Description: I-75 PD&E Date: 4/18/06

FPN#: 411014-1

Monitoring Location: 1/4 mile N of SR 50

Distance from Center of Near Travel Lane: 83 feet # of Lanes: 4

Width of Lanes: 12 Posted Speed: 70 mph

Grade: noise meter was approximately 6 feet higher than the travel lanes

Microphone Height: 5 feet Run Length: 10 minutes Start time: 11:05 am

---

Traffic

Traffic:

Cars	=	(NB) 199	x6	1194	70 mph
		(SB) 131	x6	786	70 mph
MT	=	11	x6	66	66 mph
		11	x6	66	66 mph
HT	=	77	x6	462	73 mph
		39	x6	234	73 mph
Motorcycles=		1	x6	6	73 mph
		0	x6		mph
Buses	=	0	x6		mph
		0	x6		mph

Unusual Events: Wind: 1.2 – 8.7 mph 84 degrees

Results:

Lav (Leq) 74.1 dBA

Lmax (fast) 93.0 dBA

Computer 74.4 dBA

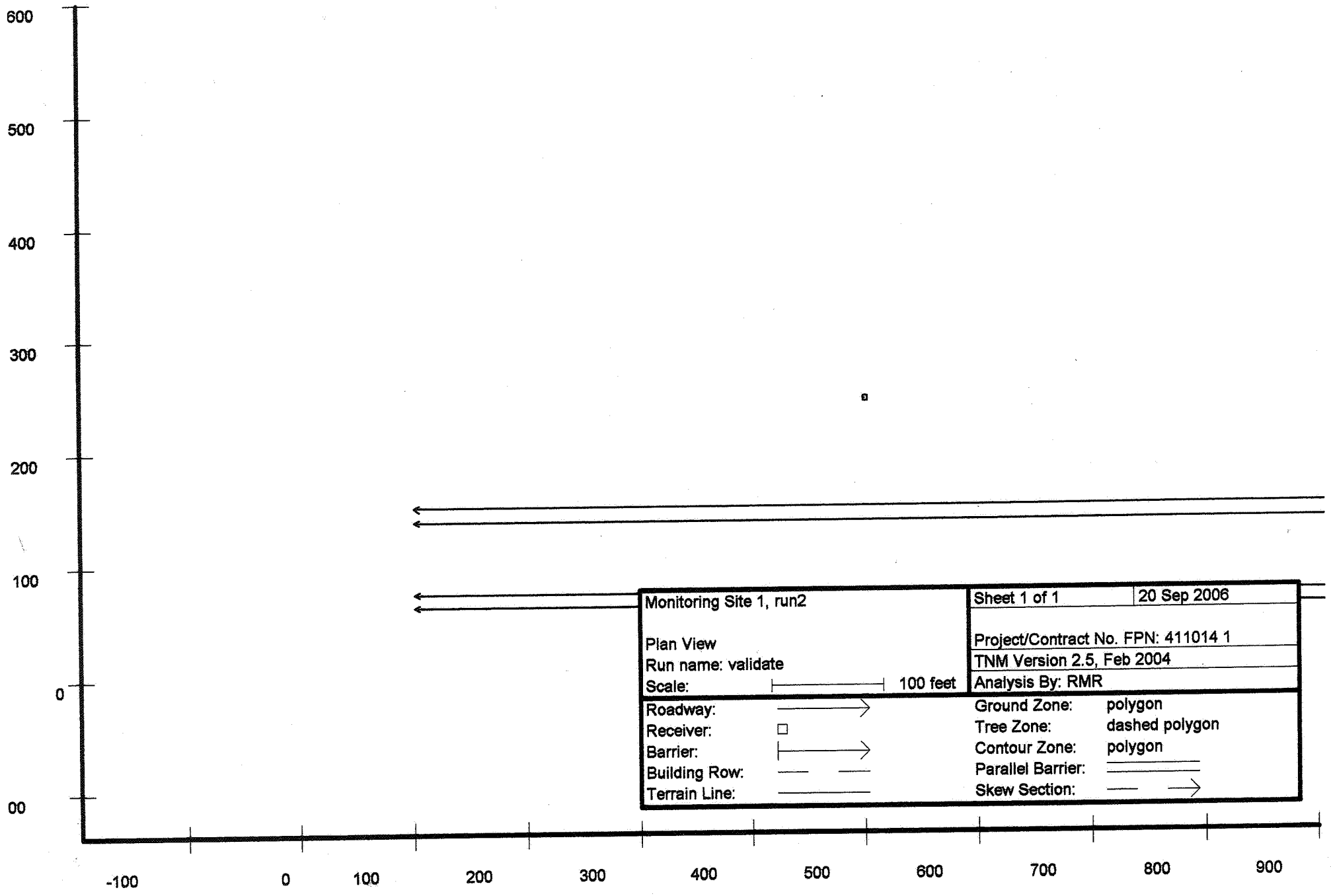
Difference: .3 dBA

Field Staff:

D. DeForge

M. Clasgens

R. Rhinesmith


600
500
400
300
200
100
0
00
-100
0
100
200
300
400
500
600
700
800
900
Monitoring Site 1, run2
Plan View
Run name: validate
Scale: 100 feet
Sheet 1 of 1
20 Sep 2006
Project/Contract No. FPN: 411014 1
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: FPN: 411014 1
RUN: Monitoring Site 1, run2

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1	12.0	point1	1	1,000.0	140.0	0.00				Average	
		point2	2	100.0	140.0	0.00					
NB2	12.0	point3	3	1,000.0	152.0	0.00				Average	
		point4	4	100.0	152.0	0.00					
SB1	12.0	point5	5	1,000.0	76.0	0.00				Average	
		point6	6	100.0	76.0	0.00					
SB2	12.0	point7	7	1,000.0	64.0	0.00				Average	
		point8	8	100.0	64.0	0.00					

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: FPN: 411014 1
RUN: Monitoring Site 1, run2

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
NB1	point1	1	597	70	33	66	231	73	0	0	3	73
	point2	2										
NB2	point3	3	597	70	33	66	231	73	0	0	3	73
	point4	4										
SB1	point5	5	393	70	33	66	117	73	0	0	0	0
	point6	6										
SB2	point7	7	393	70	33	66	117	73	0	0	6	67
	point8	8										

<Organization?>
RMR

20 September 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: FPN: 411014 1
RUN: Monitoring Site 1, run2
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NOISE DATA
FIELD VALIDATION

Project Description: I-75 PD&E Date: 4/18/06

FPN#: 411014-1

Monitoring Location: 1/4 mile N of SR 50

Distance from Center of Near Travel Lane: 83 feet # of Lanes: 4

Width of Lanes: 12 Posted Speed: 70 mph

Grade: noise meter was approximately 6 feet higher than the travel lanes

Microphone Height: 5 feet Run Length: 10 minutes Start time: 11:20 am

---

Traffic

Traffic:

Cars	=	(NB) 217	x6	1302	72 mph
		(SB) 154	x6	924	72 mph
MT	=	11	x6	66	64 mph
		5	x6	30	64 mph
HT	=	50	x6	300	71 mph
		33	x6	198	71 mph
Motorcycles=		1	x6	6	mph
		0	x6		mph
Buses	=	1	x6	6	64 mph
		0	x6		mph

Unusual Events: Wind: 1.2 – 8.7 mph 84 degrees

Results:

Lav (Leq) 73.3 dBA

Lmax (fast) 82.4 dBA

Computer 73.1 dBA

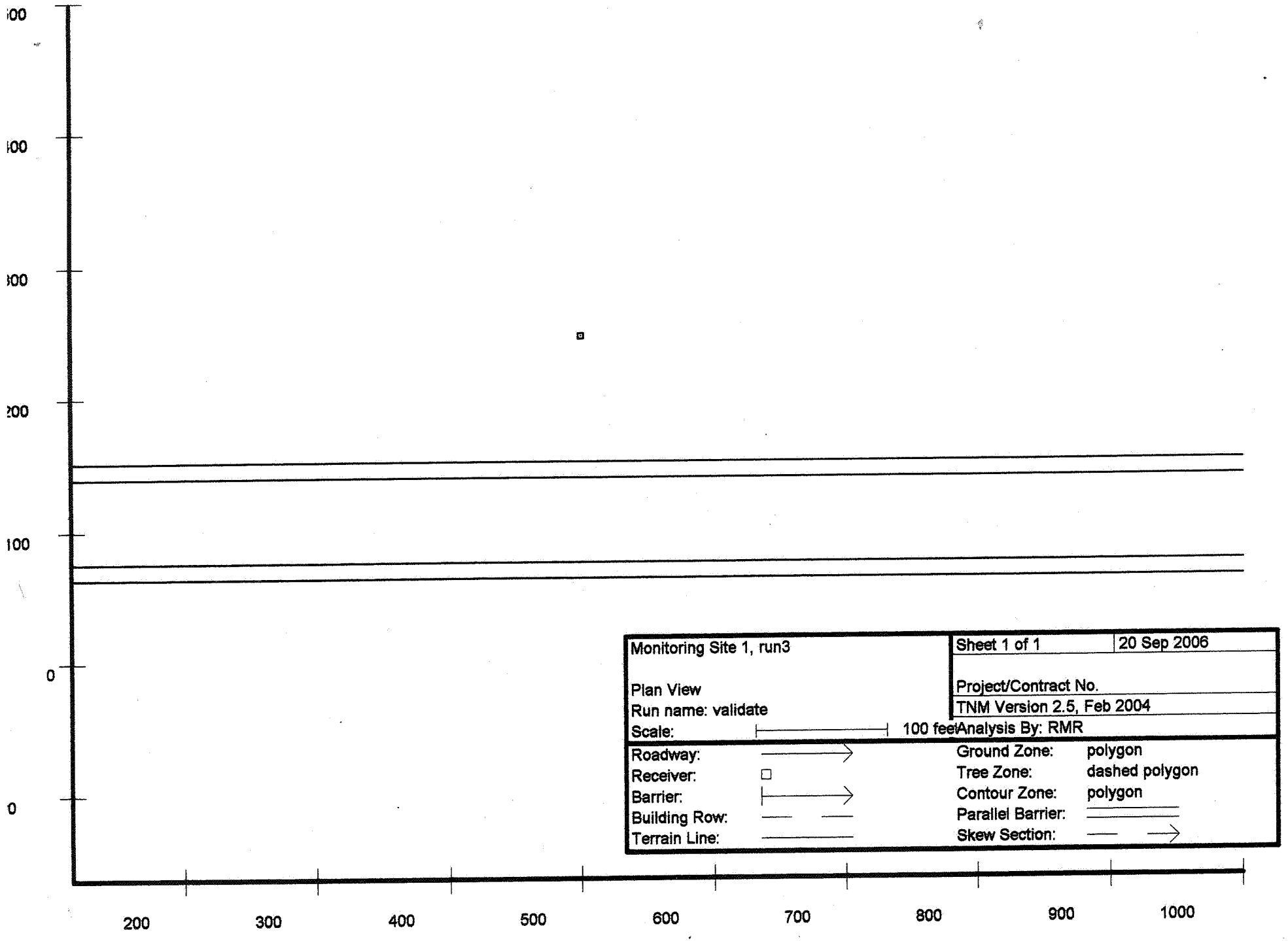
Difference: .2 dBA

Field Staff:

D. DeForge

M. Clasgens

R. Rhinesmith


Monitoring Site 1, run3
Plan View
Run name: validate
Scale: 100 feet
Sheet 1 of 1
20 Sep 2006
Project/Contract No.
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
100
0
0
200
300
400
500
600
700
800
900
1000

<Organization?>
RMR

20 September 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1, run3
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1, run3

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
				X	Y	Z					
	ft			ft	ft	ft		mph	%		
NB1	12.0	point1	1	1,000.0	140.0	0.00				Average	
		point2	2	100.0	140.0	0.00					
NB2	12.0	point3	3	1,000.0	152.0	0.00				Average	
		point4	4	100.0	152.0	0.00					
SB1	12.0	point5	5	1,000.0	76.0	0.00				Average	
		point6	6	100.0	76.0	0.00					
SB2	12.0	point7	7	1,000.0	64.0	0.00				Average	
		point8	8	100.0	64.0	0.00					

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1, run3

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
NB1	point1	1	651	72	33	64	150	71	3	64	0	0
	point2	2										
NB2	point3	3	651	72	33	64	150	71	3	64	0	0
	point4	4										
SB1	point5	5	462	72	15	64	99	71	0	0	0	0
	point6	6										
SB2	point7	7	462	72	15	64	99	71	0	0	0	0
	point8	8										

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: Monitoring Site 1, run3

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	500.0	247.0	6.00	5.00	0.00	66	10.0	8.0	Y

NOISE DATA
FIELD VALIDATION

Project Description: I-75 PD&E Date: 4/18/06

FPN#: 411014-1

Monitoring Location: South of Lake Iola Overpass

Distance from Center of Near Travel Lane: 83 feet # of Lanes: 4

Width of Lanes: 12 Posted Speed: 70 mph

Grade: noise meter height was approximately level with the travel lanes

Microphone Height: 5 feet Run Length: 10 minutes Start time: 1:36 pm

---

Traffic

Traffic:

Cars	=	(NB) 169	x6	1014	62 mph
		(SB) 125	x6	750	62 mph
MT	=	6	x6	36	59 mph
		14	x6	84	59 mph
HT	=	63	x6	378	67 mph
		55	x6	330	67 mph
Motorcycles	=	2	x6	12	70 mph
		0	x6		mph
Buses	=	1	x6	6	64 mph
		0	x6		mph

Unusual Events:

Results:

Lav (Leq) 70.3 dBA

Lmax (fast) 84.2 dBA

Computer 72.8 dBA

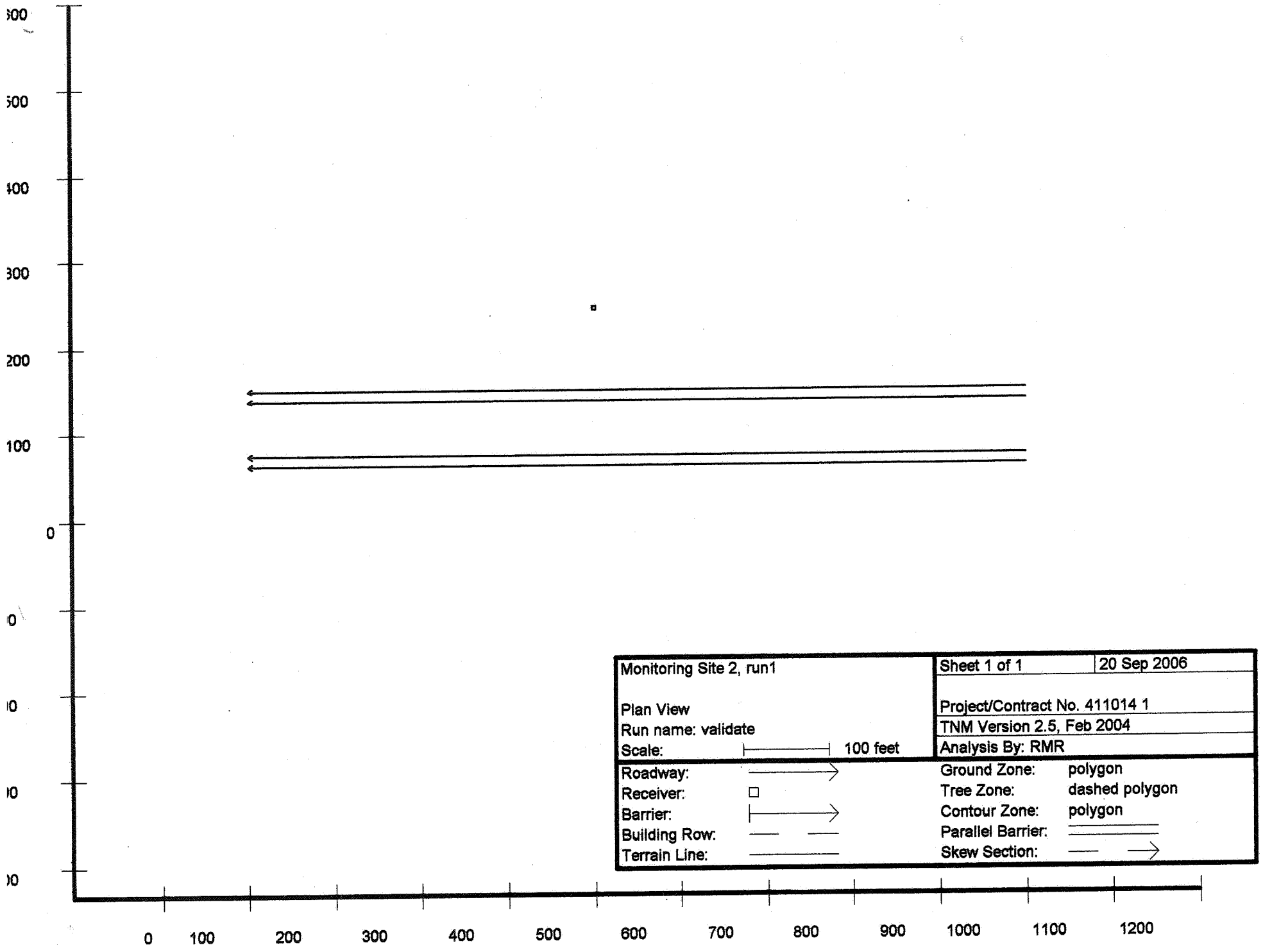
Difference: 2.5 dBA

Field Staff:

D. DeForge

M. Clasgens

R. Rhinesmith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500
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700
800
900
1000
1100
1200
Monitoring Site 2, run1
Plan View
Run name: validate
Scale: 100 feet
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Sheet 1 of 1
20 Sep 2006
Project/Contract No. 411014 1
TNM Version 2.5, Feb 2004
Analysis By: RMR
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014 1
RUN: Monitoring Site 2, run1

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	500.0	247.0	0.00	5.00	0.00	66	10.0	8.0	Y

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014 1
RUN: Monitoring Site 2, run1

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
NB1	point1	1	507	62	18	59	189	67	0	0	6	70
	point2	2										
NB2	point3	3	507	62	18	59	189	67	0	0	6	70
	point4	4										
SB1	point5	5	375	62	42	59	165	67	0	0	0	0
	point6	6										
SB2	point7	7	375	62	42	59	165	67	0	0	0	0
	point8	8										

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014 1
RUN: Monitoring Site 2, run1

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
				X	Y	Z					
	ft			ft	ft	ft		mph	%		
NB1	12.0	point1	1	1,000.0	140.0	0.00				Average	
		point2	2	100.0	140.0	0.00					
NB2	12.0	point3	3	1,000.0	152.0	0.00				Average	
		point4	4	100.0	152.0	0.00					
SB1	12.0	point5	5	1,000.0	76.0	0.00				Average	
		point6	6	100.0	76.0	0.00					
SB2	12.0	point7	7	1,000.0	64.0	0.00				Average	
		point8	8	100.0	64.0	0.00					

<Organization?>
RMR

20 September 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014 1
RUN: Monitoring Site 2, run1
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

INPUT: RECEIVERS

<Organization?>
RMR

20 September 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014 1
RUN: Monitoring Site 2, run1

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	500.0	247.0	0.00	5.00	0.00	66	10.0	8.0	Y

APPENDIX D

NOISE STUDY REPORT
Appendix D - TNM Input/Output files

I-75 (SR 93) PD&E Study

From North of SR 52 to South of CR 476B
(Pasco, Hernando, and Sumter Counties)
FAP No.: 0751-120I
WPI No.: 411014 1 22 01

January 2007

Florida Department of Transportation
District Seven

NOISE STUDY REPORT
Appendix D - TNM Input/Output files

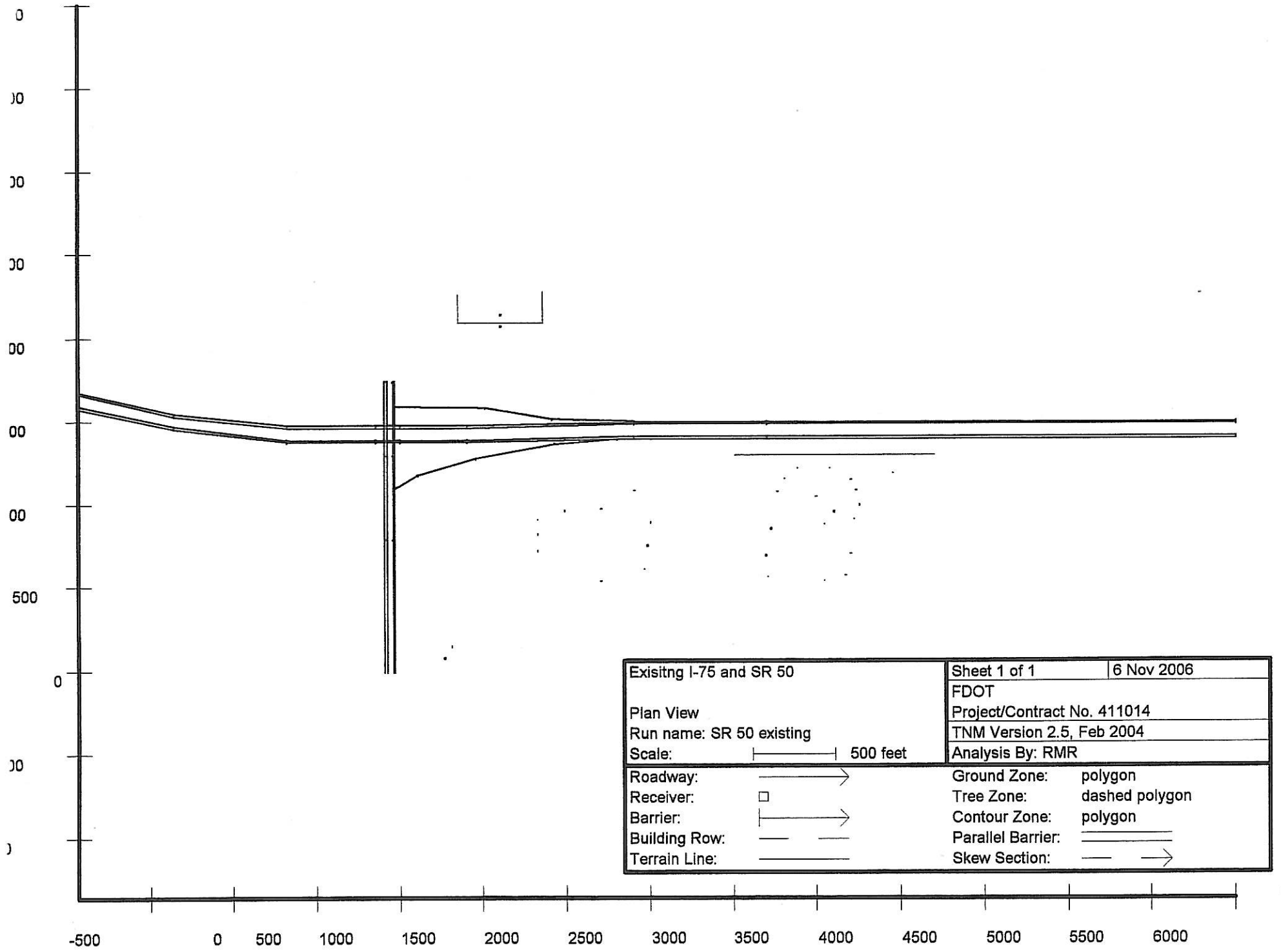
I-75 (SR 93) PD&E Study

From North of SR 52 to South of CR 476B
(Pasco, Hernando, and Sumter Counties)
FAP No.: 0751-120I
WPI No.: 411014 1 22 01

Prepared By:
Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456

January 2007

Florida Department of Transportation
District Seven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Exisitng I-75 and SR 50
Plan View
Run name: SR 50 existing
Scale: 500 feet
Sheet 1 of 1
6 Nov 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

FDOT 1 November 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1 I-75	12.0	2025	8	-1,050.0	1,610.0	82.00				Average	
		2032	7	-360.0	1,460.0	74.00				Average	
		2039	6	320.0	1,380.0	87.00				Average	
		2044	5	850.0	1,380.0	93.00				Average	Y
		2046	4	1,000.0	1,380.0	93.00				Average	Y
		2050	3	1,400.0	1,380.0	89.00				Average	
		2060	2	2,400.0	1,400.0	74.00				Average	
		2068	1	3,200.0	1,400.0	76.00				Average	
		point9	9	6,000.0	1,400.0	76.00					
NB2 I-75	12.0	2025	19	-1,050.0	1,622.0	82.00				Average	
		2032	18	-360.0	1,472.0	74.00				Average	
		2039	17	320.0	1,392.0	87.00				Average	
		2044	16	850.0	1,392.0	93.00				Average	Y
		2046	15	1,000.0	1,392.0	93.00				Average	Y
		2050	14	1,400.0	1,392.0	89.00				Average	
		2060	13	2,400.0	1,412.0	74.00				Average	
		2068	12	3,200.0	1,412.0	76.00				Average	
		point9	11	6,000.0	1,412.0	76.00					
SB1 I-75	12.0	2025	21	-1,050.0	1,710.0	82.00				Average	
		2032	32	-360.0	1,552.0	74.00				Average	
		2039	31	320.0	1,480.0	87.00				Average	
		2044	30	850.0	1,480.0	93.00				Average	Y
		2046	29	1,000.0	1,480.0	93.00				Average	Y
		2050	28	1,400.0	1,480.0	89.00				Average	
		2060	27	2,400.0	1,500.0	74.00				Average	

		2068	26	3,200.0	1,500.0	76.00				Average	
		point45	45	6,000.0	1,500.0	76.00					
SB2 I-75	12.0	2025	43	-1,050.0	1,698.0	82.00				Average	
		2032	42	-360.0	1,540.0	74.00				Average	
		2039	41	320.0	1,468.0	87.00				Average	
		2044	40	850.0	1,468.0	93.00				Average	Y
		2046	39	1,000.0	1,468.0	93.00				Average	Y
		2050	38	1,400.0	1,468.0	89.00				Average	
		2060	37	2,400.0	1,488.0	74.00				Average	
		2068	36	3,200.0	1,488.0	76.00				Average	
		point46	46	6,000.0	1,488.0	76.00					
EB 1 SR 50	12.0	point47	47	900.0	0.0	90.00				Average	
		point48	48	900.0	800.0	80.00				Average	
		point49	49	900.0	1,300.0	69.00				Average	
		point50	50	900.0	1,750.0	75.00					
EB2 SR 50	12.0	point51	51	912.0	0.0	90.00				Average	
		point52	52	912.0	800.0	80.00				Average	
		point53	53	912.0	1,300.0	69.00				Average	
		point54	54	912.0	1,750.0	75.00					
WB1 SR 50	12.0	point55	55	950.0	0.0	90.00				Average	
		point56	56	950.0	800.0	80.00				Average	
		point57	57	950.0	1,300.0	69.00				Average	
		point58	58	950.0	1,750.0	75.00					
WB2 SR 50	12.0	point59	59	962.0	0.0	90.00				Average	
		point60	60	962.0	800.0	80.00				Average	
		point61	61	962.0	1,300.0	69.00				Average	
		point62	62	962.0	1,750.0	75.00					
NB on ramp	12.0	point67	67	970.0	1,105.0	70.00				Average	
		point63	63	1,100.0	1,180.0	70.00				Average	
		point64	64	1,450.0	1,280.0	72.00				Average	
		point65	65	1,920.0	1,370.0	74.00				Average	
		point66	66	2,300.0	1,395.0	74.00					
I-75 offramp SB	12.0	2060	68	2,400.0	1,505.0	74.00				Average	
		2056	69	1,900.0	1,520.0	74.00				Average	
		2050	70	1,500.0	1,590.0	72.00				Average	
		2046	71	970.0	1,600.0	70.00					

FDOT 6 November 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB1 I-75	2025	8	1195	70	110	70	76	70	0	0	0	0
	2032	7	1195	70	110	70	76	70	0	0	0	0
	2039	6	1195	70	110	70	76	70	0	0	0	0
	2044	5	1195	70	110	70	76	70	0	0	0	0
	2046	4	1195	70	110	70	76	70	0	0	0	0
	2050	3	1195	70	110	70	76	70	0	0	0	0
	2060	2	1195	70	110	70	76	70	0	0	0	0
	2068	1	1195	70	110	70	76	70	0	0	0	0
	point9	9										
NB2 I-75	2025	19	1195	70	110	70	76	70	0	0	0	0
	2032	18	1195	70	110	70	76	70	0	0	0	0
	2039	17	1195	70	110	70	76	70	0	0	0	0
	2044	16	1195	70	110	70	76	70	0	0	0	0
	2046	15	1195	70	110	70	76	70	0	0	0	0
	2050	14	1195	70	110	70	76	70	0	0	0	0
	2060	13	1195	70	110	70	76	70	0	0	0	0
	2068	12	1195	70	110	70	76	70	0	0	0	0
	point9	11										
SB1 I-75	2025	21	939	70	87	70	59	70	0	0	0	0
	2032	32	939	70	87	70	59	70	0	0	0	0
	2039	31	939	70	87	70	59	70	0	0	0	0

	2044	30	939	70	87	70	59	70	0	0	0	0
	2046	29	939	70	87	70	59	70	0	0	0	0
	2050	28	939	70	87	70	59	70	0	0	0	0
	2060	27	939	70	87	70	59	70	0	0	0	0
	2068	26	939	70	87	70	59	70	0	0	0	0
	point45	45										
SB2 I-75	2025	43	939	70	87	70	59	70	0	0	0	0
	2032	42	939	70	87	70	59	70	0	0	0	0
	2039	41	939	70	87	70	59	70	0	0	0	0
	2044	40	939	70	87	70	59	70	0	0	0	0
	2046	39	939	70	87	70	59	70	0	0	0	0
	2050	38	939	70	87	70	59	70	0	0	0	0
	2060	37	939	70	87	70	59	70	0	0	0	0
	2068	36	939	70	87	70	59	70	0	0	0	0
	point46	46										
EB 1 SR 50	point47	47	485	45	9	45	27	45	2	45	2	45
	point48	48	485	45	9	45	27	45	2	45	2	45
	point49	49	485	45	9	45	27	45	2	45	2	45
	point50	50										
EB2 SR 50	point51	51	485	45	9	45	27	45	2	45	2	45
	point52	52	485	45	9	45	27	45	2	45	2	45
	point53	53	485	45	9	45	27	45	2	45	2	45
	point54	54										
WB1 SR 50	point55	55	581	45	11	45	33	45	3	45	2	45
	point56	56	581	45	11	45	33	45	3	45	2	45
	point57	57	581	45	11	45	33	45	3	45	2	45
	point58	58										
WB2 SR 50	point59	59	581	45	11	45	33	45	3	45	2	45
	point60	60	581	45	11	45	33	45	3	45	2	45
	point61	61	581	45	11	45	33	45	3	45	2	45
	point62	62										
NB on ramp	point67	67	327	35	46	35	30	35	0	0	0	0
	point63	63	327	35	46	35	30	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes **411014**

	point64	64	327	35	46	35	30	35	0	0	0	0
	point65	65	327	35	46	35	30	35	0	0	0	0
	point66	66										
I-75 offramp SB	2060	68	327	35	46	35	30	35	0	0	0	0
	2056	69	327	35	46	35	30	35	0	0	0	0
	2050	70	327	35	46	35	30	35	0	0	0	0
	2046	71										

FDOT
RMR

6 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R19 21	1	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
r20 22	5	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
r21 23	6	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
r22 24	7	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
r23 25	8	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
r24 26	9	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
r25 27	10	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
r26 28	11	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
r27 29	12	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
r28 -church 30	13	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
r29 31	14	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
r30 32	15	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
r31 33	16	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
r32 34	17	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
r33 35	19	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
r34 36	20	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
r35 37	21	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
r36 38	22	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
r37 39	23	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
r38 40	24	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
r39 41	25	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
r40 42	26	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
r41 43	27	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0

r42 44	28	1	0.0	54.5	66	54.5	10	---	54.5	0.0	8	-8.0
r43 45	29	1	0.0	58.1	66	58.1	10	---	58.1	0.0	8	-8.0
r44 46	30	1	0.0	59.3	66	59.3	10	---	59.3	0.0	8	-8.0
r45 47	31	1	0.0	61.0	66	61.0	10	---	61.0	0.0	8	-8.0
r46 -BW hotel 48	47	1	0.0	61.4	66	61.4	10	---	61.4	0.0	8	-8.0
r47-BW pool 49	48	1	0.0	57.4	66	57.4	10	---	57.4	0.0	8	-8.0
r48 - DI hotel 50	49	1	0.0	57.6	66	57.6	10	---	57.6	0.0	8	-8.0
r49- DI pool 51	50	1	0.0	57.6	66	57.6	10	---	57.6	0.0	8	-8.0
Green 1 and 2 52+53	52	1	0.0	65.2	66	65.2	10	---	65.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	32	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

FDOT
RMR

6 November 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R19	1	1	1,820.0	730.0	74.00	5.00	0.00	66	10.0	8.0	Y
r20	5	1	1,820.0	830.0	74.00	5.00	0.00	66	10.0	8.0	Y
r21	6	1	1,820.0	920.0	74.00	5.00	0.00	66	10.0	8.0	Y
r22	7	1	1,980.0	970.0	74.00	5.00	0.00	66	10.0	8.0	Y
r23	8	1	2,200.0	980.0	74.00	5.00	0.00	66	10.0	8.0	Y
r24	9	1	2,200.0	550.0	74.00	5.00	0.00	66	10.0	8.0	Y
r25	10	1	2,500.0	900.0	74.00	5.00	0.00	66	10.0	8.0	Y
r26	11	1	2,480.0	760.0	74.00	5.00	0.00	66	10.0	8.0	Y
r27	12	1	2,460.0	620.0	74.00	5.00	0.00	66	10.0	8.0	Y
r28 -church	13	1	2,400.0	1,090.0	74.00	5.00	0.00	66	10.0	8.0	Y
r29	14	1	3,200.0	570.0	86.00	5.00	0.00	66	10.0	8.0	Y
r30	15	1	3,190.0	700.0	86.00	5.00	0.00	66	10.0	8.0	Y
r31	16	1	3,220.0	860.0	86.00	5.00	0.00	66	10.0	8.0	Y
r32	17	1	3,260.0	1,080.0	86.00	5.00	0.00	66	10.0	8.0	Y
r33	19	1	3,300.0	1,160.0	86.00	5.00	0.00	66	10.0	8.0	Y
r34	20	1	3,380.0	1,220.0	86.00	5.00	0.00	66	10.0	8.0	Y
r35	21	1	3,570.0	1,220.0	86.00	5.00	0.00	66	10.0	8.0	Y
r36	22	1	3,700.0	1,150.0	86.00	5.00	0.00	66	10.0	8.0	Y
r37	23	1	3,730.0	1,090.0	86.00	5.00	0.00	66	10.0	8.0	Y
r38	24	1	3,750.0	1,000.0	86.00	5.00	0.00	66	10.0	8.0	Y
r39	25	1	3,720.0	920.0	86.00	5.00	0.00	66	10.0	8.0	Y
r40	26	1	3,700.0	710.0	86.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS **411014**

r41	27	1	3,670.0	580.0	86.00	5.00	0.00	66	10.0	8.0	Y
r42	28	1	3,540.0	550.0	86.00	5.00	0.00	66	10.0	8.0	Y
r43	29	1	3,540.0	890.0	86.00	5.00	0.00	66	10.0	8.0	Y
r44	30	1	3,600.0	960.0	86.00	5.00	0.00	66	10.0	8.0	Y
r45	31	1	3,490.0	1,050.0	86.00	5.00	0.00	66	10.0	8.0	Y
r46 -BW hotel	47	1	1,600.0	2,080.0	75.00	5.00	0.00	66	10.0	8.0	Y
r47-BW pool	48	1	1,600.0	2,150.0	75.00	5.00	0.00	66	10.0	8.0	Y
r48 - DI hotel	49	1	1,260.0	90.0	90.00	5.00	0.00	66	10.0	8.0	Y
r49- DI pool	50	1	1,300.0	160.0	90.00	5.00	0.00	66	10.0	8.0	Y
Green 1 and 2	52	1	3,950.0	1,190.0	86.00	5.00	0.00	66	10.0	8.0	Y

FDOT 3 November 2006
RMR TNM 2.5

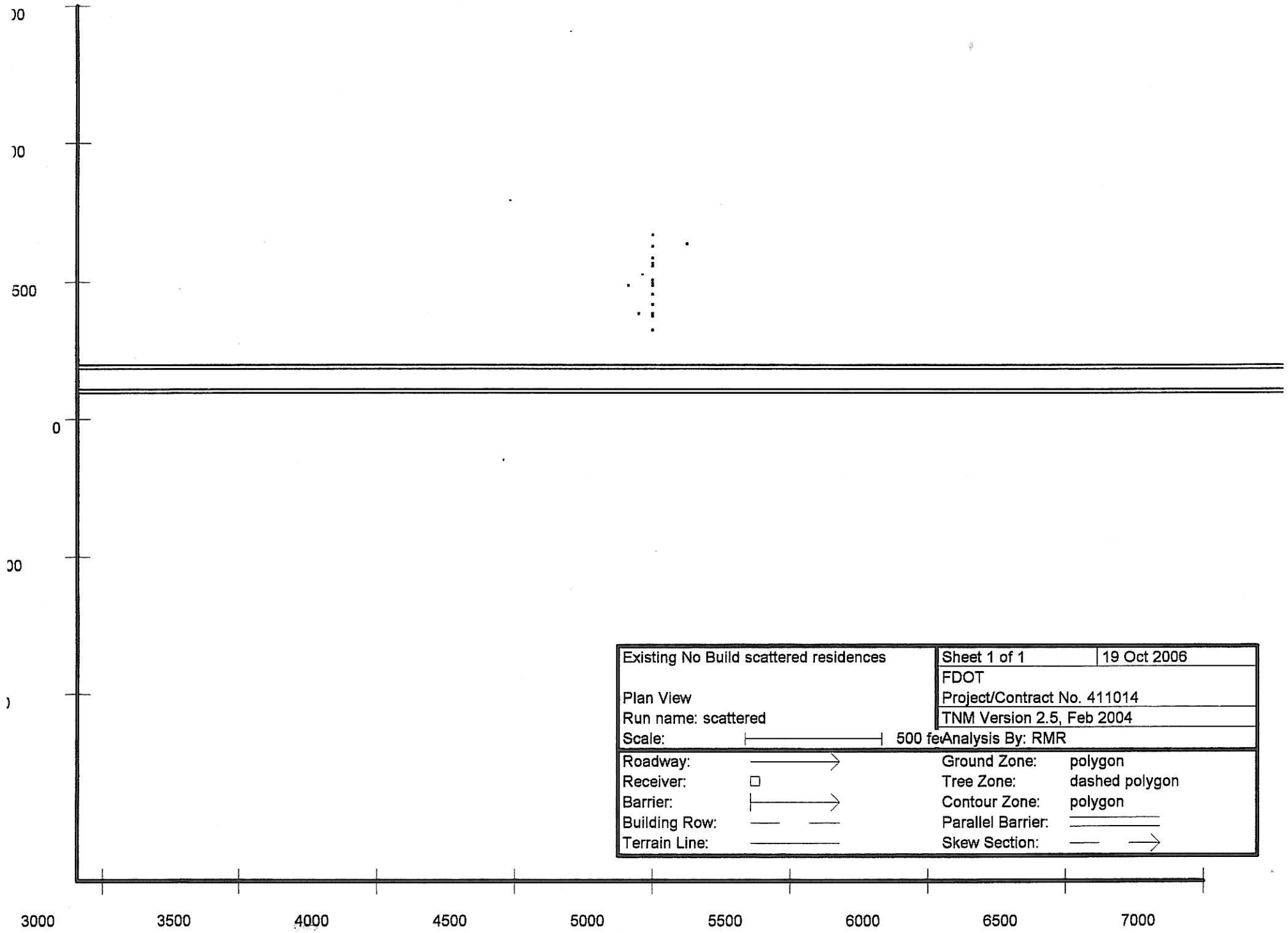
INPUT: TERRAIN LINES
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50

Terrain Line	Points			
Name	No.	Coordinates (ground)		
		X	Y	Z
		ft	ft	ft
Terrain Line1	1	3,000.0	1,300.0	86.00
	2	4,200.0	1,300.0	86.00

FDOT 1 November 2006
RMR TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: 411014
RUN: Exisitng I-75 and SR 50

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground)		
				X	Y	Z
	ft	%		ft	ft	ft
Building1	45.00	50	1	1,338.2	2,269.1	75.00
			2	1,338.2	2,101.7	75.00
			3	1,849.3	2,101.7	75.00
			4	1,849.3	2,286.7	75.00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Existing No Build scattered residences
Plan View
Run name: scattered
Scale:
500 fe
Sheet 1 of 1
19 Oct 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

FDOT
RMR

2 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: Existing No Build scattered residences
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
Receiver2 + R64	2	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
Receiver3	3	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
Receiver4	4	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
Receiver5	5	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Receiver6	6	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
Receiver7	7	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
Receiver8	8	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
Receiver9	9	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
Receiver 10	10	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
Receiver11	13	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
Receiver12	14	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
Receiver13	15	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
Receiver14	16	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
Receiver15	17	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Receiver16	18	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
Receiver17	20	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
Receiver18	21	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
R19	22	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
R20	23	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB

RESULTS: SOUND LEVELS **411014**

All Selected	20	0.0	0.0	0.0
All Impacted	5	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

FDOT 2 November 2006
RMR TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: Existing No Build scattered residences

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1	1	1	5,000.0	512.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver2	2	1	5,000.0	682.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver3	3	1	5,000.0	432.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver4	4	1	5,000.0	402.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver5	5	1	5,000.0	572.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver6	6	1	5,000.0	642.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver7	7	1	5,000.0	522.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver8	8	1	5,000.0	602.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver9	9	1	5,000.0	472.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver 10	10	1	5,000.0	582.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver11	13	1	5,000.0	502.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver12	14	1	5,000.0	403.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver13	15	1	5,000.0	542.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver14	16	1	5,000.0	652.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver15	17	1	5,000.0	352.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver16	18	1	5,000.0	523.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver17	20	1	5,000.0	492.0	0.00	5.00	0.00	66	10.0	8.0	Y
Receiver18	21	1	5,000.0	433.0	0.00	5.00	0.00	66	10.0	8.0	Y
R19	22	1	5,000.0	882.0	0.00	5.00	0.00	66	10.0	8.0	Y
R20	23	1	5,000.0	792.0	0.00	5.00	0.00	66	10.0	8.0	Y

FDOT 19 October 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: Existing No Build scattered residences

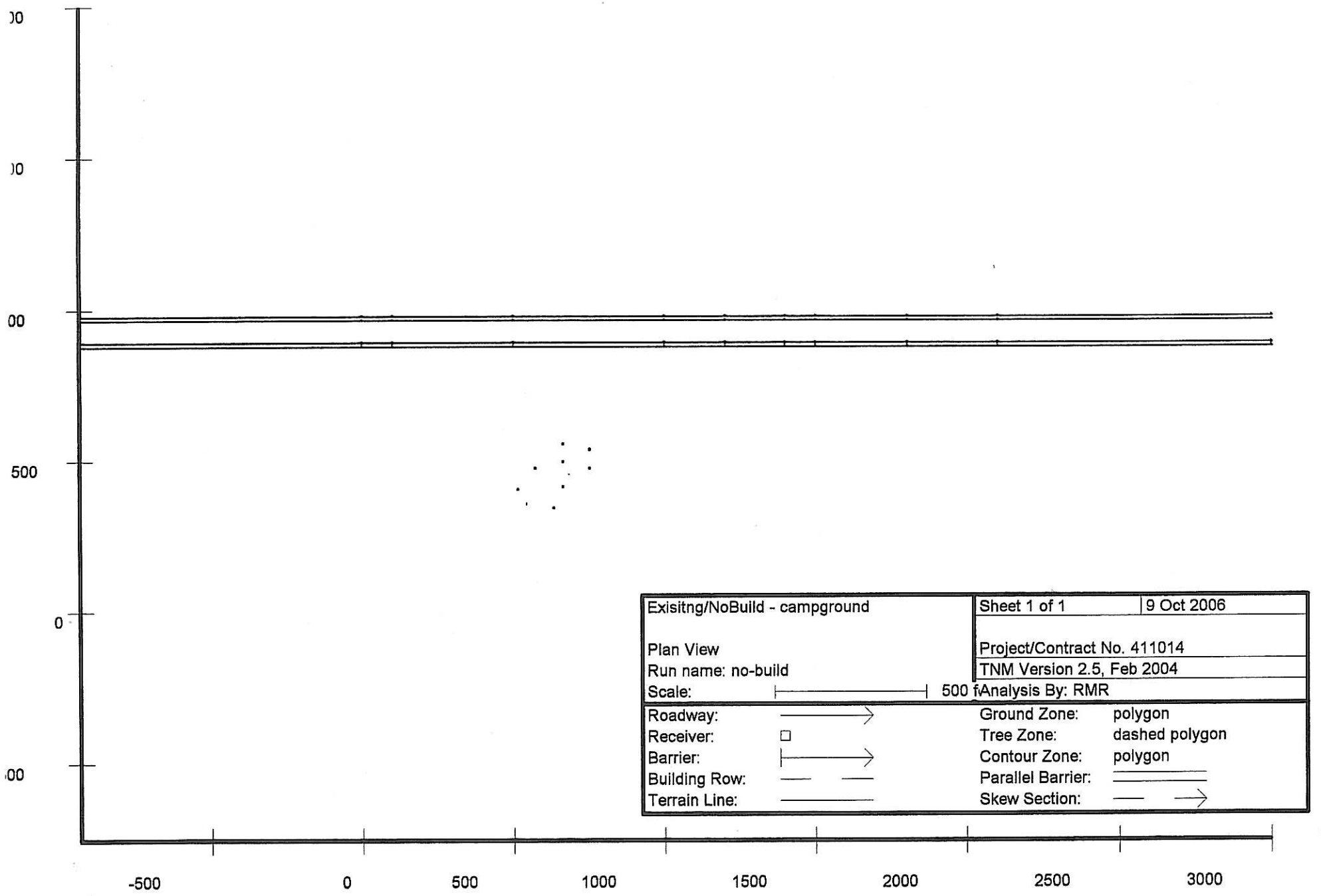
Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB1	point1	1	939	70	87	70	59	70	0	0	0	0
	point2	2										
NB2	point3	3	939	70	87	70	59	70	0	0	0	0
	point4	4										
SB1	point5	5	1195	70	110	70	76	70	0	0	0	0
	point6	6										
SB2	point7	7	1195	70	110	70	76	70	0	0	0	0
	point8	8										

FDOT 19 October 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: Existing No Build scattered residences

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1	12.0	point1	1	0.0	100.0	0.00				Average	
		point2	2	10,000.0	100.0	0.00					
NB2	12.0	point3	3	0.0	112.0	0.00				Average	
		point4	4	10,000.0	112.0	0.00					
SB1	12.0	point5	5	10,000.0	188.0	0.00				Average	
		point6	6	0.0	188.0	0.00					
SB2	12.0	point7	7	10,000.0	200.0	0.00				Average	
		point8	8	0.0	200.0	0.00					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Exisitng/NoBuild - campground
Sheet 1 of 1
9 Oct 2006
Plan View
Project/Contract No. 411014
Run name: no-build
TNM Version 2.5, Feb 2004
Scale:
500 f
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

<Organization?>
RMR

9 October 2006
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: Exisitng/NoBuild - campground

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1	12.0	sta -2260	9	-1,000.0	882.0	8.00				Average	
		sta2260	10	0.0	882.0	8.00				Average	
		2261	11	100.0	882.0	8.00				Average	
		2265	12	500.0	882.0	3.00				Average	
		2270	13	1,000.0	882.0	9.00				Average	
		2272	14	1,200.0	882.0	11.00				Average	
		2274	15	1,400.0	882.0	15.00				Average	
		2275	16	1,500.0	882.0	24.00				Average	Y
		2278	17	1,800.0	882.0	24.00				Average	Y
		2281	45	2,100.0	882.0	12.00				Average	
		+2281	46	3,000.0	882.0	8.00					
NB2	12.0	sta -2260	3	-1,000.0	894.0	8.00				Average	
		sta2260	4	0.0	894.0	8.00				Average	
		2261	18	100.0	894.0	8.00				Average	
		2265	19	500.0	894.0	3.00				Average	
		2270	20	1,000.0	894.0	9.00				Average	
		2272	21	1,200.0	894.0	11.00				Average	
		2274	22	1,400.0	894.0	15.00				Average	
		2275	23	1,500.0	894.0	24.00				Average	Y
		2278	24	1,800.0	894.0	24.00				Average	Y
		2281	25	2,100.0	894.0	12.00				Average	
		+2281	26	3,000.0	894.0	8.00					
SB3	12.0	sta -2260	5	-1,000.0	970.0	8.00				Average	
		sta2260	6	0.0	970.0	8.00				Average	
		2261	27	100.0	970.0	8.00				Average	

		2265	28	500.0	970.0	3.00				Average	
		2270	29	1,000.0	970.0	9.00				Average	
		2272	30	1,200.0	970.0	11.00				Average	
		2274	31	1,400.0	970.0	15.00				Average	
		2275	32	1,500.0	970.0	24.00				Average	Y
		2278	33	1,800.0	970.0	24.00				Average	Y
		2281	34	2,100.0	970.0	12.00				Average	
		+2281	35	3,000.0	970.0	8.00					
SB4	12.0	sta -2260	7	-1,000.0	982.0	8.00				Average	
		sta2260	36	0.0	982.0	8.00				Average	
		2261	8	100.0	982.0	8.00				Average	
		2265	37	500.0	982.0	3.00				Average	
		2270	38	1,000.0	982.0	9.00				Average	
		2272	39	1,200.0	982.0	11.00				Average	
		2274	40	1,400.0	982.0	15.00				Average	
		2275	41	1,500.0	982.0	24.00				Average	Y
		2278	42	1,800.0	982.0	24.00				Average	Y
		2281	43	2,100.0	982.0	12.00				Average	
		+2281	44	3,000.0	982.0	8.00					

<Organization?>
RMR

9 October 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: Exisitng/NoBuild - campground

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	1	1	750.0	540.0	0.00	5.00	0.00	66	10.0	8.0	Y
R2	2	1	660.0	560.0	0.00	5.00	0.00	66	10.0	8.0	Y
R3	3	1	570.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R4	4	1	660.0	500.0	0.00	5.00	0.00	66	10.0	8.0	Y
R5	5	1	680.0	460.0	0.00	5.00	0.00	66	10.0	8.0	Y
R6	6	1	750.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R7	7	1	660.0	420.0	0.00	5.00	0.00	66	10.0	8.0	Y
R8	8	1	510.0	410.0	0.00	5.00	0.00	66	10.0	8.0	Y
R9	9	1	540.0	360.0	0.00	5.00	0.00	66	10.0	8.0	Y
R10	10	1	630.0	350.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TRAFFIC FOR LAeq1h Volumes **411014**

	+2281	26										
SB3	sta -2260	5	939	70	87	70	59	70	0	0	0	0
	sta2260	6	939	70	87	70	59	70	0	0	0	0
	2261	27	939	70	87	70	59	70	0	0	0	0
	2265	28	939	70	87	70	59	70	0	0	0	0
	2270	29	939	70	87	70	59	70	0	0	0	0
	2272	30	939	70	87	70	59	70	0	0	0	0
	2274	31	939	70	87	70	59	70	0	0	0	0
	2275	32	939	70	87	70	59	70	0	0	0	0
	2278	33	939	70	87	70	59	70	0	0	0	0
	2281	34	939	70	87	70	59	70	0	0	0	0
	+2281	35										
SB4	sta -2260	7	939	70	87	70	59	70	0	0	0	0
	sta2260	36	939	70	87	70	59	70	0	0	0	0
	2261	8	939	70	87	70	59	70	0	0	0	0
	2265	37	939	70	87	70	59	70	0	0	0	0
	2270	38	939	70	87	70	59	70	0	0	0	0
	2272	39	939	70	87	70	59	70	0	0	0	0
	2274	40	939	70	87	70	59	70	0	0	0	0
	2275	41	939	70	87	70	59	70	0	0	0	0
	2278	42	939	70	87	70	59	70	0	0	0	0
	2281	43	939	70	87	70	59	70	0	0	0	0
	+2281	44										

<Organization?>
RMR

9 October 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: Exisitng/NoBuild - campground
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

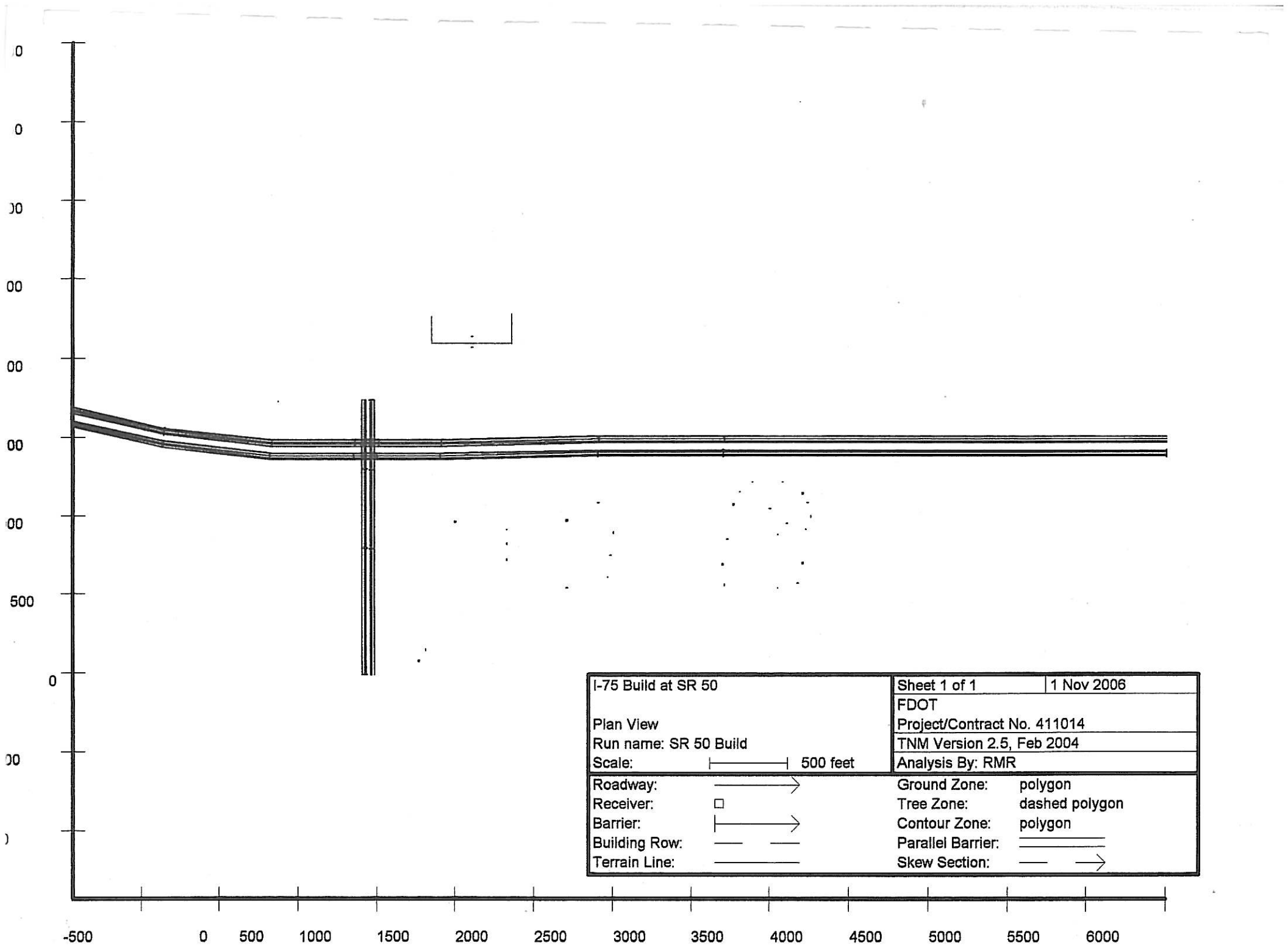
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	1	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
R2	2	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
R3	3	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
R4	4	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
R5	5	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
R6	6	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
R7	7	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
R8	8	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
R9	9	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
R10	10	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

<Organization?> 9 October 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: Exisitng/NoBuild - campground

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB1	sta -2260	9	1195	70	110	70	76	70	0	0	0	0
	sta2260	10	1195	70	110	70	76	70	0	0	0	0
	2261	11	1195	70	110	70	76	70	0	0	0	0
	2265	12	1195	70	110	70	76	70	0	0	0	0
	2270	13	1195	70	110	70	76	70	0	0	0	0
	2272	14	1195	70	110	70	76	70	0	0	0	0
	2274	15	1195	70	110	70	76	70	0	0	0	0
	2275	16	1195	70	110	70	76	70	0	0	0	0
	2278	17	1195	70	110	70	76	70	0	0	0	0
	2281	45	1195	70	110	70	76	70	0	0	0	0
	+2281	46										
NB2	sta -2260	3	1195	70	110	70	76	70	0	0	0	0
	sta2260	4	1195	70	110	70	76	70	0	0	0	0
	2261	18	1195	70	110	70	76	70	0	0	0	0
	2265	19	1195	70	110	70	76	70	0	0	0	0
	2270	20	1195	70	110	70	76	70	0	0	0	0
	2272	21	1195	70	110	70	76	70	0	0	0	0
	2274	22	1195	70	110	70	76	70	0	0	0	0
	2275	23	1195	70	110	70	76	70	0	0	0	0
	2278	24	1195	70	110	70	76	70	0	0	0	0
	2281	25	1195	70	110	70	76	70	0	0	0	0


I-75 Build at SR 50
Plan View
Run name: SR 50 Build
Scale: 500 feet
Sheet 1 of 1
1 Nov 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
-500
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000

FDOT
RMR

1 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R19	1	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
r20	2	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
r21	3	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
r22	4	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
r23	5	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
r24	6	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
r25	7	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
r26	8	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
r27	9	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
r28 -church	10	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
r29	11	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
r30	12	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
r31	13	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
r32	14	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
r33	15	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
r34	16	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
r35	17	1	0.0	74.8	66	74.8	10	Snd Lvl	74.8	0.0	8	-8.0
r36	18	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
r37	19	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
r38	20	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
r39	21	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
r40	22	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
r41	23	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0

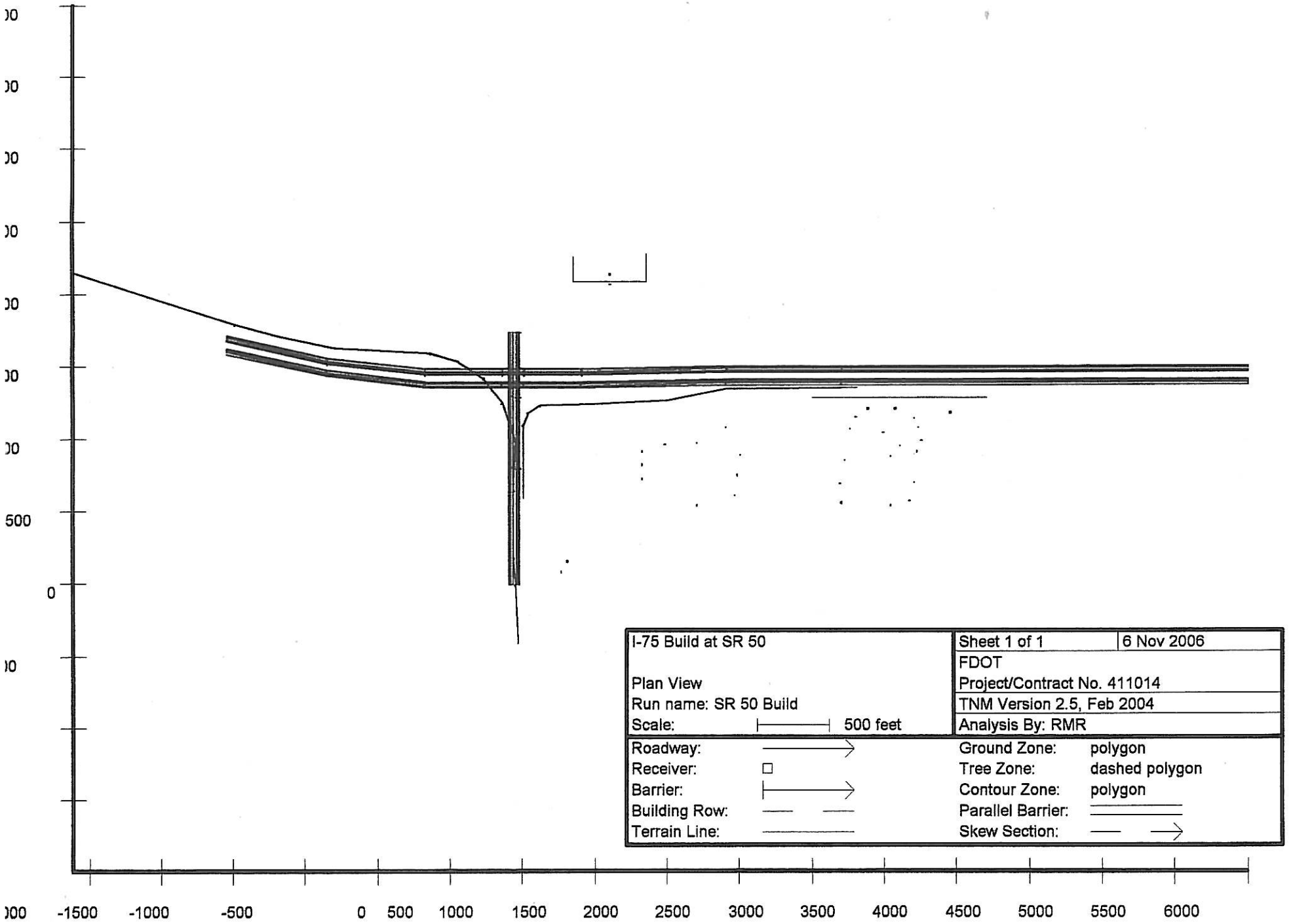
r42	24	1	0.0	60.3	66	60.3	10	—	60.3	0.0	8	-8.0
r43	25	1	0.0	64.6	66	64.6	10	—	64.6	0.0	8	-8.0
r44	26	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
r45	27	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
r46 -BW hotel	28	1	0.0	63.9	66	63.9	10	—	63.9	0.0	8	-8.0
r47-BW pool	29	1	0.0	60.6	66	60.6	10	—	60.6	0.0	8	-8.0
r48 - DI hotel	30	1	0.0	61.3	66	61.3	10	—	61.3	0.0	8	-8.0
r49- DI pool	31	1	0.0	61.6	66	61.6	10	—	61.6	0.0	8	-8.0

Dwelling Units	**# DUs**	**Noise Reduction**		
		Min	**Avg**	**Max**
		dB	**dB**	**dB**
All Selected	31	0.0	0.0	0.0
All Impacted	11	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

FDOT 1 November 2006
RMR TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
Building5	45.00	50	12	1,338.2	2,269.1	75.00
			13	1,338.2	2,101.7	75.00
			14	1,849.3	2,101.7	75.00
			15	1,849.3	2,286.7	75.00


)0
)0
)0
)0
)0
)0
)0
500
0
)0
)00
-1500
-1000
-500
0
500
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
I-75 Build at SR 50
Plan View
Run name: SR 50 Build
Scale:
500 feet
Sheet 1 of 1
6 Nov 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

FDOT 6 November 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
I-75 NB1	12.0	2025	1	-1,050.0	1,610.0	82.00				Average	
		2032	2	-360.0	1,460.0	84.00				Average	
		2039	3	320.0	1,380.0	97.00				Average	
		2044	4	850.0	1,380.0	102.00				Average	Y
		2046	5	1,000.0	1,380.0	102.00				Average	Y
		2050	6	1,400.0	1,380.0	100.00				Average	
		2060	7	2,400.0	1,400.0	82.00				Average	
		2068	8	3,200.0	1,400.0	76.00				Average	
		point9	9	6,000.0	1,400.0	76.00					
I-75 NB2	12.0	2025	12	-1,050.0	1,622.0	82.00				Average	
		2032	13	-360.0	1,472.0	84.00				Average	
		2039	14	320.0	1,392.0	97.00				Average	
		2044	15	850.0	1,392.0	102.00				Average	Y
		2046	16	1,000.0	1,392.0	102.00				Average	Y
		2050	17	1,400.0	1,392.0	100.00				Average	
		2060	18	2,400.0	1,412.0	82.00				Average	
		2068	19	3,200.0	1,412.0	76.00				Average	
		point9	20	6,000.0	1,412.0	76.00					
I-75 NB3	12.0	2025	21	-1,050.0	1,598.0	82.00				Average	
		2032	22	-360.0	1,448.0	84.00				Average	
		2039	23	320.0	1,368.0	97.00				Average	
		2044	24	850.0	1,368.0	102.00				Average	Y
		2046	25	1,000.0	1,368.0	102.00				Average	Y
		2050	26	1,400.0	1,368.0	100.00				Average	
		2060	27	2,400.0	1,388.0	82.00				Average	

		2068	28	3,200.0	1,388.0	76.00				Average	
		point9	29	6,000.0	1,388.0	76.00					
I-75 NB4	12.0	2025	30	-1,050.0	1,634.0	82.00				Average	
		2032	31	-360.0	1,484.0	84.00				Average	
		2039	32	320.0	1,404.0	97.00				Average	
		2044	33	850.0	1,404.0	102.00				Average	Y
		2046	34	1,000.0	1,404.0	102.00				Average	Y
		2050	35	1,400.0	1,404.0	100.00				Average	
		2060	36	2,400.0	1,424.0	82.00				Average	
		2068	37	3,200.0	1,424.0	76.00				Average	
		point9	38	6,000.0	1,424.0	76.00					
I-75 SB1	12.0	point45	39	6,000.0	1,500.0	76.00				Average	
		2068	40	3,200.0	1,500.0	76.00				Average	
		2060	41	2,400.0	1,500.0	82.00				Average	
		2050	42	1,400.0	1,480.0	100.00				Average	
		2046	43	1,000.0	1,480.0	102.00				Average	Y
		2044	44	850.0	1,480.0	102.00				Average	Y
		2039	45	320.0	1,480.0	97.00				Average	
		2032	46	-360.0	1,552.0	84.00				Average	
		2025	47	-1,050.0	1,710.0	82.00					
I-75 SB2	12.0	point46	48	6,000.0	1,488.0	76.00				Average	
		2068	49	3,200.0	1,488.0	76.00				Average	
		2060	50	2,400.0	1,488.0	82.00				Average	
		2050	51	1,400.0	1,468.0	100.00				Average	
		2046	52	1,000.0	1,468.0	102.00				Average	Y
		2044	53	850.0	1,468.0	102.00				Average	Y
		2039	54	320.0	1,468.0	97.00				Average	
		2032	55	-360.0	1,540.0	84.00				Average	
		2025	56	-1,050.0	1,698.0	82.00					
I-75 SB3	12.0	point45	57	6,000.0	1,512.0	76.00				Average	
		2068	58	3,200.0	1,512.0	76.00				Average	
		2060	59	2,400.0	1,512.0	82.00				Average	
		2050	60	1,400.0	1,492.0	100.00				Average	
		2046	61	1,000.0	1,492.0	102.00				Average	Y
		2044	62	850.0	1,492.0	102.00				Average	Y
		2039	63	320.0	1,492.0	97.00				Average	
		2032	64	-360.0	1,564.0	84.00				Average	
		2025	65	-1,050.0	1,722.0	82.00					

I-75 SB4	12.0	point46	66	6,000.0	1,476.0	76.00				Average	
		2068	67	3,200.0	1,476.0	76.00				Average	
		2060	68	2,400.0	1,476.0	82.00				Average	
		2050	69	1,400.0	1,456.0	100.00				Average	
		2046	70	1,000.0	1,456.0	102.00				Average	Y
		2044	71	850.0	1,456.0	102.00				Average	Y
		2039	72	320.0	1,456.0	97.00				Average	
		2032	73	-360.0	1,528.0	84.00				Average	
		2025	74	-1,050.0	1,686.0	82.00					
EB1 SR50	12.0	point50	75	900.0	1,750.0	75.00				Average	
		point49	76	900.0	1,300.0	69.00				Average	
		point48	77	900.0	800.0	80.00				Average	
		point47	78	900.0	0.0	90.00					
EB2 SR50	12.0	point54	80	912.0	1,750.0	75.00				Average	
		point53	81	912.0	1,300.0	69.00				Average	
		point52	82	912.0	800.0	80.00				Average	
		point51	83	912.0	0.0	90.00					
EB3 SR50	12.0	point54	84	924.0	1,750.0	75.00				Average	
		point53	85	924.0	1,300.0	69.00				Average	
		point52	86	924.0	800.0	80.00				Average	
		point51	87	924.0	0.0	90.00					
WB1 SR50	12.0	point55	88	950.0	0.0	90.00				Average	
		point56	89	950.0	800.0	80.00				Average	
		point57	90	950.0	1,300.0	69.00				Average	
		point58	91	950.0	1,750.0	75.00					
WB2 SR50	12.0	point59	92	962.0	0.0	90.00				Average	
		point60	93	962.0	800.0	80.00				Average	
		point61	94	962.0	1,300.0	69.00				Average	
		point62	95	962.0	1,750.0	75.00					
WB3 SR50	12.0	point59	96	974.0	0.0	90.00				Average	
		point60	97	974.0	800.0	80.00				Average	
		point61	98	974.0	1,300.0	69.00				Average	
		point62	99	974.0	1,750.0	75.00					
SB Flyover	24.0	1613	100	960.0	-400.0	90.00				Average	
		1609	101	940.0	0.0	92.00				Average	
		1607	102	930.0	180.0	94.00				Average	
		1602	103	930.0	650.0	110.00				Average	Y
		point110	110	940.0	990.0	120.00				Average	Y

		point104	104	910.0	1,100.0	122.00				Average	Y
		point111	111	850.0	1,260.0	126.00				Average	Y
		point105	105	720.0	1,430.0	132.00				Average	Y
		point112	112	540.0	1,550.0	128.00				Average	Y
		point106	106	350.0	1,600.0	122.00				Average	Y
		point107	107	-310.0	1,640.0	95.00				Average	Y
		point113	113	-700.0	1,720.0	85.00				Average	
		point108	108	-1,000.0	1,800.0	77.00				Average	
		point109	109	-2,250.0	2,200.0	85.00					
NB on ramp	12.0	point114	114	996.0	600.0	70.00				Average	
		point115	115	996.0	1,100.0	70.00				Average	
		point116	116	1,000.0	1,100.0	70.00				Average	
		point117	117	1,030.0	1,190.0	70.00				Average	
		point118	118	1,120.0	1,240.0	70.00				Average	
		point119	119	1,480.0	1,250.0	72.00				Average	
		point120	120	2,000.0	1,280.0	74.00				Average	
		point121	121	2,400.0	1,360.0	76.00				Average	
		point122	122	3,300.0	1,370.0	76.00					

I-75 SB4	12.0	point46	66	6,000.0	1,476.0	76.00				Average	
		2068	67	3,200.0	1,476.0	76.00				Average	
		2060	68	2,400.0	1,476.0	82.00				Average	
		2050	69	1,400.0	1,456.0	100.00				Average	
		2046	70	1,000.0	1,456.0	102.00				Average	Y
		2044	71	850.0	1,456.0	102.00				Average	Y
		2039	72	320.0	1,456.0	97.00				Average	
		2032	73	-360.0	1,528.0	84.00				Average	
		2025	74	-1,050.0	1,686.0	82.00					
EB1 SR50	12.0	point50	75	900.0	1,750.0	75.00				Average	
		point49	76	900.0	1,300.0	69.00				Average	
		point48	77	900.0	800.0	80.00				Average	
		point47	78	900.0	0.0	90.00					
EB2 SR50	12.0	point54	80	912.0	1,750.0	75.00				Average	
		point53	81	912.0	1,300.0	69.00				Average	
		point52	82	912.0	800.0	80.00				Average	
		point51	83	912.0	0.0	90.00					
EB3 SR50	12.0	point54	84	924.0	1,750.0	75.00				Average	
		point53	85	924.0	1,300.0	69.00				Average	
		point52	86	924.0	800.0	80.00				Average	
		point51	87	924.0	0.0	90.00					
WB1 SR50	12.0	point55	88	950.0	0.0	90.00				Average	
		point56	89	950.0	800.0	80.00				Average	
		point57	90	950.0	1,300.0	69.00				Average	
		point58	91	950.0	1,750.0	75.00					
WB2 SR50	12.0	point59	92	962.0	0.0	90.00				Average	
		point60	93	962.0	800.0	80.00				Average	
		point61	94	962.0	1,300.0	69.00				Average	
		point62	95	962.0	1,750.0	75.00					
WB3 SR50	12.0	point59	96	974.0	0.0	90.00				Average	
		point60	97	974.0	800.0	80.00				Average	
		point61	98	974.0	1,300.0	69.00				Average	
		point62	99	974.0	1,750.0	75.00					
SB Flyover	24.0	1613	100	960.0	-400.0	90.00				Average	
		1609	101	940.0	0.0	92.00				Average	
		1607	102	930.0	180.0	94.00				Average	
		1602	103	930.0	650.0	110.00				Average	Y
		point110	110	940.0	990.0	120.00				Average	Y

		point104	104	910.0	1,100.0	122.00				Average	Y
		point111	111	850.0	1,260.0	126.00				Average	Y
		point105	105	720.0	1,430.0	132.00				Average	Y
		point112	112	540.0	1,550.0	128.00				Average	Y
		point106	106	350.0	1,600.0	122.00				Average	Y
		point107	107	-310.0	1,640.0	95.00				Average	Y
		point113	113	-700.0	1,720.0	85.00				Average	
		point108	108	-1,000.0	1,800.0	77.00				Average	
		point109	109	-2,250.0	2,200.0	85.00					
NB on ramp	12.0	point114	114	996.0	600.0	70.00				Average	
		point115	115	996.0	1,100.0	70.00				Average	
		point116	116	1,000.0	1,100.0	70.00				Average	
		point117	117	1,030.0	1,190.0	70.00				Average	
		point118	118	1,120.0	1,240.0	70.00				Average	
		point119	119	1,480.0	1,250.0	72.00				Average	
		point120	120	2,000.0	1,280.0	74.00				Average	
		point121	121	2,400.0	1,360.0	76.00				Average	
		point122	122	3,300.0	1,370.0	76.00					

FDOT 6 November 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
I-75 NB1	2025	1	1222	70	113	70	77	70	0	0	0	0
	2032	2	1222	70	113	70	77	70	0	0	0	0
	2039	3	1222	70	113	70	77	70	0	0	0	0
	2044	4	1222	70	113	70	77	70	0	0	0	0
	2046	5	1222	70	113	70	77	70	0	0	0	0
	2050	6	1222	70	113	70	77	70	0	0	0	0
	2060	7	1222	70	113	70	77	70	0	0	0	0
	2068	8	1222	70	113	70	77	70	0	0	0	0
	point9	9										
I-75 NB2	2025	12	1222	70	113	70	77	70	0	0	0	0
	2032	13	1222	70	113	70	77	70	0	0	0	0
	2039	14	1222	70	113	70	77	70	0	0	0	0
	2044	15	1222	70	113	70	77	70	0	0	0	0
	2046	16	1222	70	113	70	77	70	0	0	0	0
	2050	17	1222	70	113	70	77	70	0	0	0	0
	2060	18	1222	70	113	70	77	70	0	0	0	0
	2068	19	1222	70	113	70	77	70	0	0	0	0
	point9	20										
I-75 NB3	2025	21	1222	70	113	70	77	70	0	0	0	0
	2032	22	1222	70	113	70	77	70	0	0	0	0
	2039	23	1222	70	113	70	77	70	0	0	0	0

	2044	24	1222	70	113	70	77	70	0	0	0	0
	2046	25	1222	70	113	70	77	70	0	0	0	0
	2050	26	1222	70	113	70	77	70	0	0	0	0
	2060	27	1222	70	113	70	77	70	0	0	0	0
	2068	28	1222	70	113	70	77	70	0	0	0	0
	point9	29										
I-75 NB4	2025	30	1222	70	113	70	77	70	0	0	0	0
	2032	31	1222	70	113	70	77	70	0	0	0	0
	2039	32	1222	70	113	70	77	70	0	0	0	0
	2044	33	1222	70	113	70	77	70	0	0	0	0
	2046	34	1222	70	113	70	77	70	0	0	0	0
	2050	35	1222	70	113	70	77	70	0	0	0	0
	2060	36	1222	70	113	70	77	70	0	0	0	0
	2068	37	1222	70	113	70	77	70	0	0	0	0
	point9	38										
I-75 SB1	point45	39	960	70	88	70	61	70	0	0	0	0
	2068	40	960	70	88	70	61	70	0	0	0	0
	2060	41	960	70	88	70	61	70	0	0	0	0
	2050	42	960	70	88	70	61	70	0	0	0	0
	2046	43	960	70	88	70	61	70	0	0	0	0
	2044	44	960	70	88	70	61	70	0	0	0	0
	2039	45	960	70	88	70	61	70	0	0	0	0
	2032	46	960	70	88	70	61	70	0	0	0	0
	2025	47										
I-75 SB2	point46	48	960	70	88	70	61	70	0	0	0	0
	2068	49	960	70	88	70	61	70	0	0	0	0
	2060	50	960	70	88	70	61	70	0	0	0	0
	2050	51	960	70	88	70	61	70	0	0	0	0
	2046	52	960	70	88	70	61	70	0	0	0	0
	2044	53	960	70	88	70	61	70	0	0	0	0
	2039	54	960	70	88	70	61	70	0	0	0	0
	2032	55	960	70	88	70	61	70	0	0	0	0
	2025	56										

I-75 SB3	point45	57	960	70	88	70	61	70	0	0	0	0
	2068	58	960	70	88	70	61	70	0	0	0	0
	2060	59	960	70	88	70	61	70	0	0	0	0
	2050	60	960	70	88	70	61	70	0	0	0	0
	2046	61	960	70	88	70	61	70	0	0	0	0
	2044	62	960	70	88	70	61	70	0	0	0	0
	2039	63	960	70	88	70	61	70	0	0	0	0
	2032	64	960	70	88	70	61	70	0	0	0	0
	2025	65										
I-75 SB4	point46	66	960	70	88	70	61	70	0	0	0	0
	2068	67	960	70	88	70	61	70	0	0	0	0
	2060	68	960	70	88	70	61	70	0	0	0	0
	2050	69	960	70	88	70	61	70	0	0	0	0
	2046	70	960	70	88	70	61	70	0	0	0	0
	2044	71	960	70	88	70	61	70	0	0	0	0
	2039	72	960	70	88	70	61	70	0	0	0	0
	2032	73	960	70	88	70	61	70	0	0	0	0
	2025	74										
EB1 SR50	point50	75	510	45	10	45	29	45	3	45	3	45
	point49	76	510	45	10	45	29	45	3	45	3	45
	point48	77	510	45	10	45	29	45	3	45	3	45
	point47	78										
EB2 SR50	point54	80	510	45	10	45	29	45	3	45	3	45
	point53	81	510	45	10	45	29	45	3	45	3	45
	point52	82	510	45	10	45	29	45	3	45	3	45
	point51	83										
EB3 SR50	point54	84	510	45	10	45	29	45	3	45	3	45
	point53	85	510	45	10	45	29	45	3	45	3	45
	point52	86	510	45	10	45	29	45	3	45	3	45
	point51	87										
WB1 SR50	point55	88	610	45	12	45	35	45	3	45	3	45
	point56	89	610	45	12	45	35	45	3	45	3	45
	point57	90	610	45	12	45	35	45	3	45	3	45

	point58	91										
WB2 SR50	point59	92	610	45	12	45	35	45	3	45	3	45
	point60	93	610	45	12	45	35	45	3	45	3	45
	point61	94	610	45	12	45	35	45	3	45	3	45
	point62	95										
WB3 SR50	point59	96	610	45	12	45	35	45	3	45	3	45
	point60	97	610	45	12	45	35	45	3	45	3	45
	point61	98	610	45	12	45	35	45	3	45	3	45
	point62	99										
SB Flyover	1613	100	1203	35	171	35	111	35	0	0	0	0
	1609	101	1203	35	171	35	111	35	0	0	0	0
	1607	102	1203	35	171	35	111	35	0	0	0	0
	1602	103	1203	35	171	35	111	35	0	0	0	0
	point110	110	0	0	0	0	0	0	0	0	0	0
	point104	104	1203	35	171	35	111	35	0	0	0	0
	point111	111	0	0	0	0	0	0	0	0	0	0
	point105	105	1203	35	171	35	111	35	0	0	0	0
	point112	112	0	0	0	0	0	0	0	0	0	0
	point106	106	1203	35	171	35	111	35	0	0	0	0
	point107	107	1203	35	171	35	111	35	0	0	0	0
	point113	113	0	0	0	0	0	0	0	0	0	0
	point108	108	1203	35	171	35	111	35	0	0	0	0
	point109	109										
NB on ramp	point114	114	598	35	85	35	55	35	0	0	0	0
	point115	115	598	35	85	35	55	35	0	0	0	0
	point116	116	598	35	85	35	55	35	0	0	0	0
	point117	117	598	35	85	35	55	35	0	0	0	0
	point118	118	598	35	85	35	55	35	0	0	0	0
	point119	119	598	35	85	35	55	35	0	0	0	0
	point120	120	598	35	85	35	55	35	0	0	0	0
	point121	121	598	35	85	35	55	35	0	0	0	0
	point122	122										

FDOT 6 November 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
I-75 NB1	12.0	2025	1	-1,050.0	1,610.0	82.00				Average	
		2032	2	-360.0	1,460.0	84.00				Average	
		2039	3	320.0	1,380.0	97.00				Average	
		2044	4	850.0	1,380.0	102.00				Average	Y
		2046	5	1,000.0	1,380.0	102.00				Average	Y
		2050	6	1,400.0	1,380.0	100.00				Average	
		2060	7	2,400.0	1,400.0	82.00				Average	
		2068	8	3,200.0	1,400.0	76.00				Average	
		point9	9	6,000.0	1,400.0	76.00					
I-75 NB2	12.0	2025	12	-1,050.0	1,622.0	82.00				Average	
		2032	13	-360.0	1,472.0	84.00				Average	
		2039	14	320.0	1,392.0	97.00				Average	
		2044	15	850.0	1,392.0	102.00				Average	Y
		2046	16	1,000.0	1,392.0	102.00				Average	Y
		2050	17	1,400.0	1,392.0	100.00				Average	
		2060	18	2,400.0	1,412.0	82.00				Average	
		2068	19	3,200.0	1,412.0	76.00				Average	
		point9	20	6,000.0	1,412.0	76.00					
I-75 NB3	12.0	2025	21	-1,050.0	1,598.0	82.00				Average	
		2032	22	-360.0	1,448.0	84.00				Average	
		2039	23	320.0	1,368.0	97.00				Average	
		2044	24	850.0	1,368.0	102.00				Average	Y
		2046	25	1,000.0	1,368.0	102.00				Average	Y
		2050	26	1,400.0	1,368.0	100.00				Average	
		2060	27	2,400.0	1,388.0	82.00				Average	

		2068	28	3,200.0	1,388.0	76.00				Average	
		point9	29	6,000.0	1,388.0	76.00					
I-75 NB4	12.0	2025	30	-1,050.0	1,634.0	82.00				Average	
		2032	31	-360.0	1,484.0	84.00				Average	
		2039	32	320.0	1,404.0	97.00				Average	
		2044	33	850.0	1,404.0	102.00				Average	Y
		2046	34	1,000.0	1,404.0	102.00				Average	Y
		2050	35	1,400.0	1,404.0	100.00				Average	
		2060	36	2,400.0	1,424.0	82.00				Average	
		2068	37	3,200.0	1,424.0	76.00				Average	
		point9	38	6,000.0	1,424.0	76.00					
I-75 SB1	12.0	point45	39	6,000.0	1,500.0	76.00				Average	
		2068	40	3,200.0	1,500.0	76.00				Average	
		2060	41	2,400.0	1,500.0	82.00				Average	
		2050	42	1,400.0	1,480.0	100.00				Average	
		2046	43	1,000.0	1,480.0	102.00				Average	Y
		2044	44	850.0	1,480.0	102.00				Average	Y
		2039	45	320.0	1,480.0	97.00				Average	
		2032	46	-360.0	1,552.0	84.00				Average	
		2025	47	-1,050.0	1,710.0	82.00					
I-75 SB2	12.0	point46	48	6,000.0	1,488.0	76.00				Average	
		2068	49	3,200.0	1,488.0	76.00				Average	
		2060	50	2,400.0	1,488.0	82.00				Average	
		2050	51	1,400.0	1,468.0	100.00				Average	
		2046	52	1,000.0	1,468.0	102.00				Average	Y
		2044	53	850.0	1,468.0	102.00				Average	Y
		2039	54	320.0	1,468.0	97.00				Average	
		2032	55	-360.0	1,540.0	84.00				Average	
		2025	56	-1,050.0	1,698.0	82.00					
I-75 SB3	12.0	point45	57	6,000.0	1,512.0	76.00				Average	
		2068	58	3,200.0	1,512.0	76.00				Average	
		2060	59	2,400.0	1,512.0	82.00				Average	
		2050	60	1,400.0	1,492.0	100.00				Average	
		2046	61	1,000.0	1,492.0	102.00				Average	Y
		2044	62	850.0	1,492.0	102.00				Average	Y
		2039	63	320.0	1,492.0	97.00				Average	
		2032	64	-360.0	1,564.0	84.00				Average	
		2025	65	-1,050.0	1,722.0	82.00					

FDOT
RMR

6 November 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Receiver Name	No.	#DUs	Coordinates (ground) X ft	Y ft	Z ft	Height above Ground ft	Input Sound Levels and Criteria: Existing LAeq1h dBA	Impact Criteria LAeq1h dBA	Impact Criteria Sub'l dB	NR Goal dB	Active in Calc.
R19 21	1	1	1,820.0	730.0	74.00	5.00	0.00	66	10.0	8.0	Y
r20 22	2	1	1,820.0	830.0	74.00	5.00	0.00	66	10.0	8.0	Y
r21 23	3	1	1,820.0	920.0	74.00	5.00	0.00	66	10.0	8.0	Y
r22 24	4	1	1,980.0	970.0	74.00	5.00	0.00	66	10.0	8.0	Y
r23 25	5	1	2,200.0	980.0	74.00	5.00	0.00	66	10.0	8.0	Y
r24 26	6	1	2,200.0	550.0	74.00	5.00	0.00	66	10.0	8.0	Y
r25 27	7	1	2,500.0	900.0	74.00	5.00	0.00	66	10.0	8.0	Y
r26 28	8	1	2,480.0	760.0	74.00	5.00	0.00	66	10.0	8.0	Y
r27 29	9	1	2,460.0	620.0	74.00	5.00	0.00	66	10.0	8.0	Y
r28 -church 30	10	1	2,400.0	1,090.0	74.00	5.00	0.00	66	10.0	8.0	Y
r29 31	11	1	3,200.0	570.0	86.00	5.00	0.00	66	10.0	8.0	Y
r30 32	12	1	3,190.0	700.0	86.00	5.00	0.00	66	10.0	8.0	Y
r31 33	13	1	3,220.0	860.0	86.00	5.00	0.00	66	10.0	8.0	Y
r32 34	14	1	3,260.0	1,080.0	86.00	5.00	0.00	66	10.0	8.0	Y
r33 35	15	1	3,300.0	1,160.0	86.00	5.00	0.00	66	10.0	8.0	Y
r34 36	16	1	3,380.0	1,220.0	86.00	5.00	0.00	66	10.0	8.0	Y
r35 37	17	1	3,570.0	1,220.0	86.00	5.00	0.00	66	10.0	8.0	Y
r36 38	18	1	3,700.0	1,150.0	86.00	5.00	0.00	66	10.0	8.0	Y
r37 39	19	1	3,730.0	1,090.0	86.00	5.00	0.00	66	10.0	8.0	Y
r38 40	20	1	3,750.0	1,000.0	86.00	5.00	0.00	66	10.0	8.0	Y
r39 41	21	1	3,720.0	920.0	86.00	5.00	0.00	66	10.0	8.0	Y
r40 42	22	1	3,700.0	710.0	86.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS **411014**

r41 43	23	1	3,670.0	580.0	86.00	5.00	0.00	66	10.0	8.0	Y
r42 44	24	1	3,540.0	550.0	86.00	5.00	0.00	66	10.0	8.0	Y
r43 45	25	1	3,540.0	890.0	86.00	5.00	0.00	66	10.0	8.0	Y
r44 46	26	1	3,600.0	960.0	86.00	5.00	0.00	66	10.0	8.0	Y
r45 47	27	1	3,490.0	1,050.0	86.00	5.00	0.00	66	10.0	8.0	Y
r46 -BW hotel 48	28	1	1,600.0	2,080.0	75.00	5.00	0.00	66	10.0	8.0	Y
r47-BW pool 49	29	1	1,600.0	2,150.0	75.00	5.00	0.00	66	10.0	8.0	Y
r48 - DI hotel 50	30	1	1,260.0	90.0	90.00	5.00	0.00	66	10.0	8.0	Y
r49- DI pool 51	31	1	1,300.0	160.0	90.00	5.00	0.00	66	10.0	8.0	Y
Green 1 and 2 52+53	43	1	3,950.0	1,190.0	86.00	5.00	0.00	66	10.0	8.0	Y

FDOT 1 November 2006
RMR TNM 2.5

INPUT: BUILDING ROWS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Building Row			Points			
Name	Average Height	Building Percent	No.	Coordinates (ground)		
				X	Y	Z
	ft	%		ft	ft	ft
Building5	45.00	50	12	1,338.2	2,269.1	75.00
			13	1,338.2	2,101.7	75.00
			14	1,849.3	2,101.7	75.00
			15	1,849.3	2,286.7	75.00

FDOT
RMR

6 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

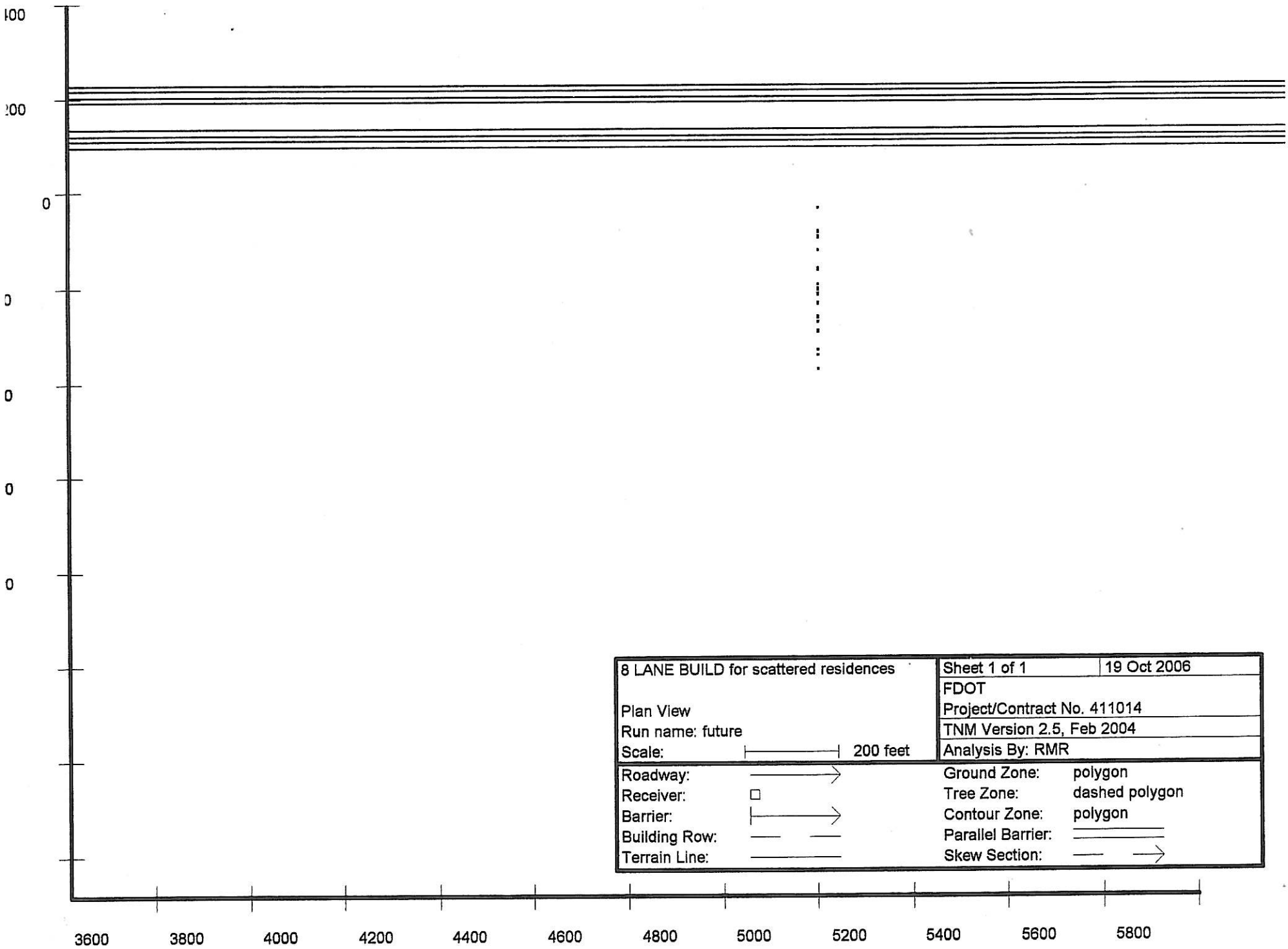
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R19 21	1	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
r20 22	2	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
r21 23	3	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
r22 24	4	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
r23 25	5	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
r24 26	6	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
r25 27	7	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
r26 28	8	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
r27 29	9	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
r28 -church 30	10	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
r29 31	11	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
r30 32	12	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
r31 33	13	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
r32 34	14	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
r33 35	15	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
r34 36	16	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
r35 37	17	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
r36 38	18	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
r37 39	19	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
r38 40	20	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
r39 41	21	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
r40 42	22	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
r41 43	23	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0

RESULTS: SOUND LEVELS **411014**

r42 44	24	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
r43 45	25	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
r44 46	26	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
r45 47	27	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
r46 -BW hotel 48	28	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
r47-BW pool 49	29	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
r48 - DI hotel 50	30	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
r49- DI pool 51	31	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
Green 1 and 2 52+53	43	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	32	0.0	0.0	0.0
All Impacted	13	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0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3600
3800
4000
4200
4400
4600
4800
5000
5200
5400
5600
5800
8 LANE BUILD for scattered residences
Plan View
Run name: future
Scale: 200 feet
Sheet 1 of 1
19 Oct 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

FDOT 2 November 2006
RMR TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: 8 LANE BUILD for scattered residences

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	4	1	5,000.0	-200.0	0.00	5.00	0.00	66	10.0	8.0	Y
~~R2~~ R2 + R64	5	1	5,000.0	-370.0	0.00	5.00	0.00	66	10.0	8.0	Y
R3	6	1	5,000.0	-120.0	0.00	5.00	0.00	66	10.0	8.0	Y
R4	7	1	5,000.0	-90.0	0.00	5.00	0.00	66	10.0	8.0	Y
R5	8	1	5,000.0	-260.0	0.00	5.00	0.00	66	10.0	8.0	Y
R6	9	1	5,000.0	-330.0	0.00	5.00	0.00	66	10.0	8.0	Y
R7	10	1	5,000.0	-210.0	0.00	5.00	0.00	66	10.0	8.0	Y
R8	11	1	5,000.0	-290.0	0.00	5.00	0.00	66	10.0	8.0	Y
R9	12	1	5,000.0	-160.0	0.00	5.00	0.00	66	10.0	8.0	Y
R10	13	1	5,000.0	-270.0	0.00	5.00	0.00	66	10.0	8.0	Y
R11	19	1	5,000.0	-190.0	0.00	5.00	0.00	66	10.0	8.0	Y
r12	20	1	5,000.0	-91.0	0.00	5.00	0.00	66	10.0	8.0	Y
R13	21	1	5,000.0	-230.0	0.00	5.00	0.00	66	10.0	8.0	Y
R14	22	1	5,000.0	-340.0	0.00	5.00	0.00	66	10.0	8.0	Y
R15	23	1	5,000.0	-30.0	0.00	5.00	0.00	66	10.0	8.0	Y
R16	24	1	5,000.0	-201.0	0.00	5.00	0.00	66	10.0	8.0	Y
R17	25	1	5,000.0	-170.0	0.00	5.00	0.00	66	10.0	8.0	Y
R18	26	1	5,000.0	-110.0	0.00	5.00	0.00	66	10.0	8.0	Y
R19	27	1	5,000.0	-560.0	0.00	5.00	0.00	66	10.0	8.0	Y
R20	28	1	5,000.0	-470.0	0.00	5.00	0.00	66	10.0	8.0	Y

FDOT
RMR

2 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: 8 LANE BUILD for scattered residences
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	4	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
R1	5	1	0.0	64.8	66	64.8	10	---	64.8	0.0	8	-8.0
R3	6	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
R4	7	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
R5	8	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
R6	9	1	0.0	65.7	66	65.7	10	---	65.7	0.0	8	-8.0
R7	10	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
R8	11	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
R9	12	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
R10	13	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
R11	19	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
r12	20	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
R13	21	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
R14	22	1	0.0	65.5	66	65.5	10	---	65.5	0.0	8	-8.0
R15	23	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	0.0	8	-8.0
R16	24	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
R17	25	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R18	26	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
R19	27	1	0.0	62.3	66	62.3	10	---	62.3	0.0	8	-8.0
R20	28	1	0.0	63.2	66	63.2	10	---	63.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB

RESULTS: SOUND LEVELS **411014**

All Selected	20	0.0	0.0	0.0
All Impacted	15	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

FDOT 19 October 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: 8 LANE BUILD for scattered residences

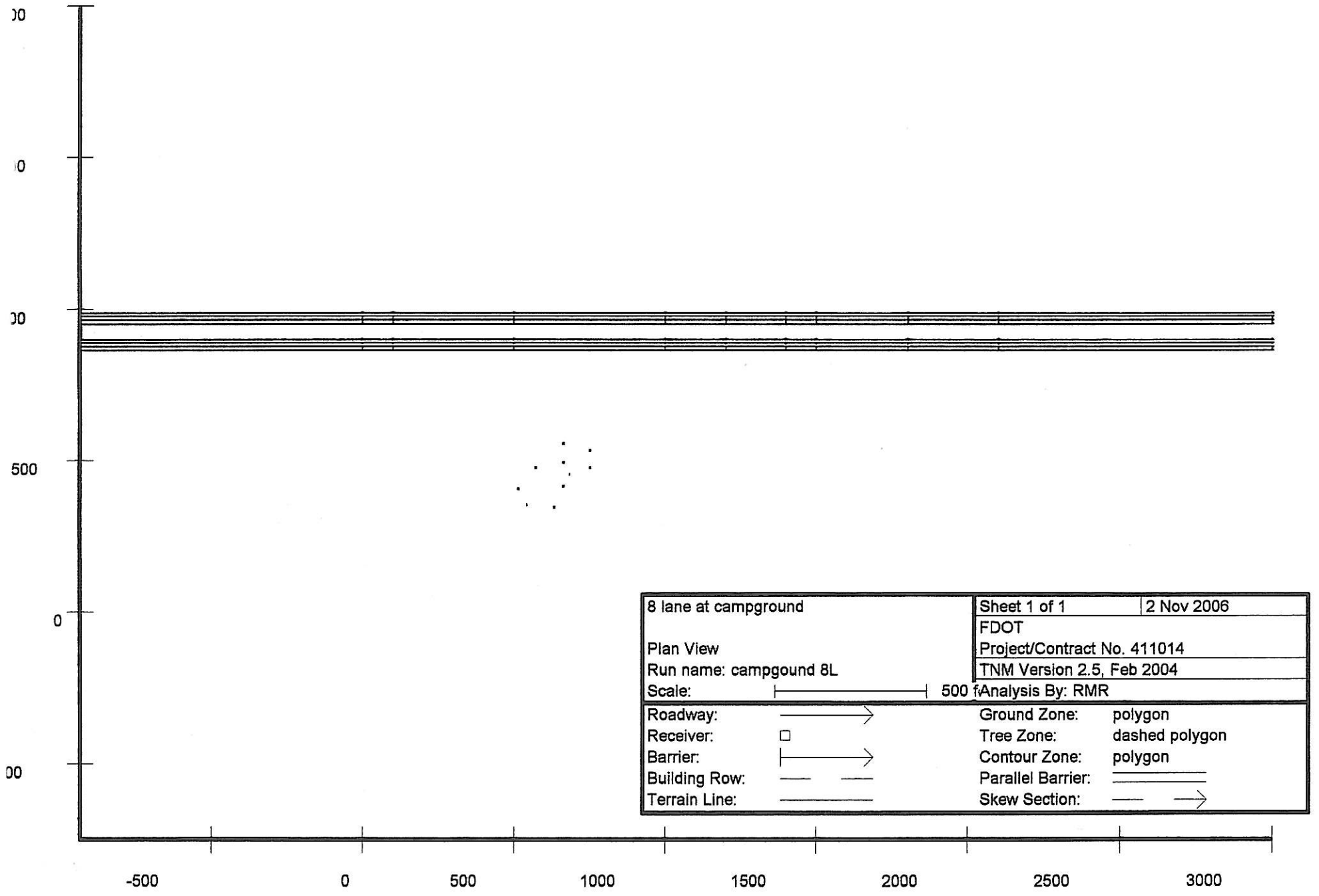
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points					Flow Control			Segment	
Name	Width	Name	No.	Coordinates (pavement) X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Roadway1	12.0	point2	2	0.0	100.0	0.00				Average	
		point1	1	10,000.0	100.0	0.00					
Roadway2	12.0	point3	3	0.0	112.0	0.00				Average	
		point4	4	10,000.0	112.0	0.00					
Roadway3	12.0	point5	5	0.0	124.0	0.00				Average	
		point6	6	10,000.0	124.0	0.00					
Roadway4	12.0	point7	7	0.0	136.0	0.00				Average	
		point8	8	10,000.0	136.0	0.00					
Roadway5	12.0	point10	10	10,000.0	194.0	0.00				Average	
		point9	9	0.0	194.0	0.00					
Roadway6	12.0	point12	12	10,000.0	206.0	0.00				Average	
		point11	11	0.0	206.0	0.00					
Roadway7	12.0	point14	14	10,000.0	218.0	0.00				Average	
		point13	13	0.0	218.0	0.00					
Roadway8	12.0	point16	16	10,000.0	230.0	0.00				Average	
		point15	15	0.0	230.0	0.00					

FDOT 19 October 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: 8 LANE BUILD for scattered residences

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Roadway1	point2	2	1222	70	113	70	77	70	0	0	0	0
	point1	1										
Roadway2	point3	3	1222	70	113	70	77	70	0	0	0	0
	point4	4										
Roadway3	point5	5	1222	70	113	70	77	70	0	0	0	0
	point6	6										
Roadway4	point7	7	1222	70	113	70	77	70	0	0	0	0
	point8	8										
Roadway5	point10	10	960	70	88	70	61	70	0	0	0	0
	point9	9										
Roadway6	point12	12	960	70	88	70	61	70	0	0	0	0
	point11	11										
Roadway7	point14	14	960	70	88	70	61	70	0	0	0	0
	point13	13										
Roadway8	point16	16	960	70	88	70	61	70	0	0	0	0
	point15	15										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2500
3000
8 lane at campground
Plan View
Run name: campgound 8L
Scale:
500 f
Sheet 1 of 1
2 Nov 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:

FDOT 2 November 2006
RMR TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	4	1	750.0	540.0	0.00	5.00	0.00	66	10.0	8.0	Y
R2	5	1	660.0	560.0	0.00	5.00	0.00	66	10.0	8.0	Y
R3	6	1	570.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R4	7	1	660.0	500.0	0.00	5.00	0.00	66	10.0	8.0	Y
R5	8	1	680.0	460.0	0.00	5.00	0.00	66	10.0	8.0	Y
R6	9	1	750.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R7	19	1	660.0	420.0	0.00	5.00	0.00	66	10.0	8.0	Y
R8	20	1	510.0	410.0	0.00	5.00	0.00	66	10.0	8.0	Y
R9	21	1	540.0	360.0	0.00	5.00	0.00	66	10.0	8.0	Y
R10	22	1	630.0	350.0	0.00	5.00	0.00	66	10.0	8.0	Y

FDOT
RMR

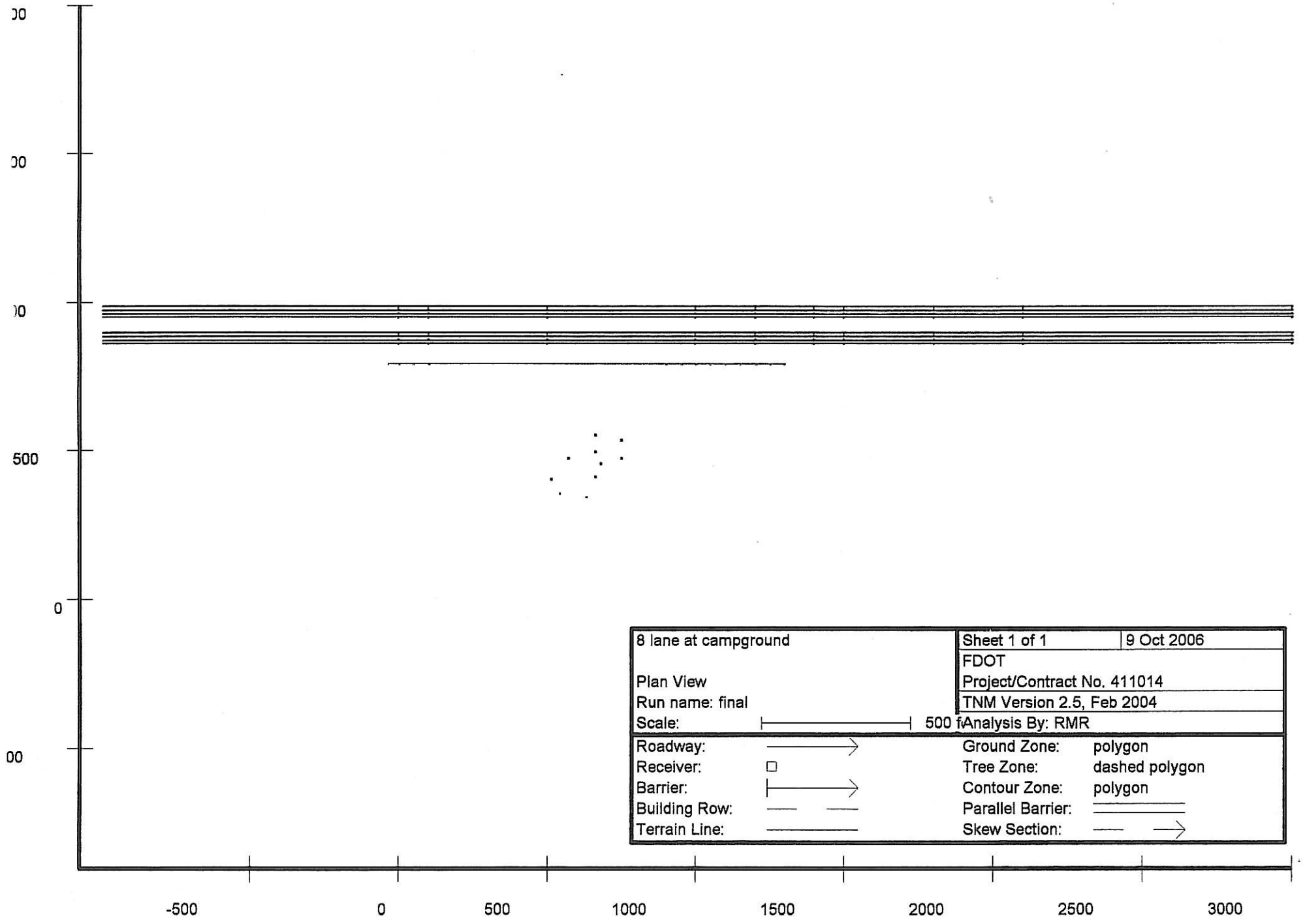
2 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	4	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
R2	5	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
R3	6	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
R4	7	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
R5	8	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
R6	9	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
R7	19	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
R8	20	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
R9	21	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R10	22	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0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1500
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2500
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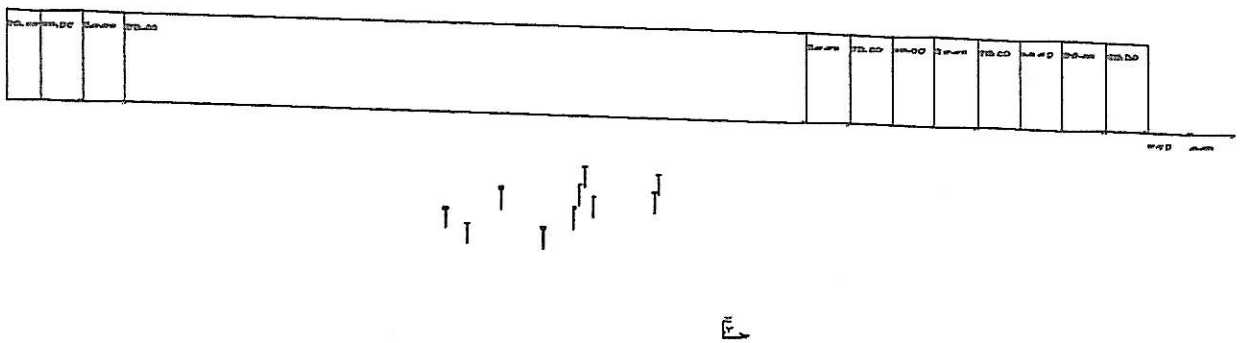
8 lane at campground
Plan View
Run name: final
Scale: 500 f
Sheet 1 of 1
9 Oct 2006
FDOT
Project/Contract No. 411014
TNM Version 2.5, Feb 2004
Analysis By: RMR
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:



8 lane at campground		Sheet 1 of 1	9 Oct 2006
		FDOT	
Barrier View-campground max		Project/Contract No. 411014	
Run name: wall		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: RMR	
Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

		2278	72	1,800.0	970.0	24.00				Average	Y
		2281	73	2,100.0	970.0	12.00				Average	
		+2281	74	3,000.0	970.0	8.00					
SB7	12.0	sta -2260	14	-1,000.0	982.0	8.00				Average	
		sta2260	13	0.0	982.0	8.00				Average	
		2261	75	100.0	982.0	8.00				Average	
		2265	76	500.0	982.0	3.00				Average	
		2270	77	1,000.0	982.0	9.00				Average	
		2272	78	1,200.0	982.0	11.00				Average	
		2274	79	1,400.0	982.0	15.00				Average	
		2275	80	1,500.0	982.0	24.00				Average	Y
		2278	81	1,800.0	982.0	24.00				Average	Y
		2281	82	2,100.0	982.0	12.00				Average	
		+2281	83	3,000.0	982.0	8.00					
SB8	12.0	sta -2260	16	-1,000.0	994.0	8.00				Average	
		sta2260	15	0.0	994.0	8.00				Average	
		2261	84	100.0	994.0	8.00				Average	
		2265	85	500.0	994.0	3.00				Average	
		2270	86	1,000.0	994.0	9.00				Average	
		2272	87	1,200.0	994.0	11.00				Average	
		2274	88	1,400.0	994.0	15.00				Average	
		2275	89	1,500.0	994.0	24.00				Average	Y
		2278	90	1,800.0	994.0	24.00				Average	Y
		2281	91	2,100.0	994.0	12.00				Average	
		+2281	92	3,000.0	994.0	8.00					

		2265	40	500.0	894.0	3.00				Average	
		2270	41	1,000.0	894.0	9.00				Average	
		2272	42	1,200.0	894.0	11.00				Average	
		2274	43	1,400.0	894.0	15.00				Average	
		2275	44	1,500.0	894.0	24.00				Average	Y
		2278	45	1,800.0	894.0	24.00				Average	Y
		2281	46	2,100.0	894.0	12.00				Average	
		+2281	47	3,000.0	894.0	8.00					
NB4	12.0	sta -2260	7	-1,000.0	906.0	8.00				Average	
		sta2260	8	0.0	906.0	8.00				Average	
		2261	48	100.0	906.0	8.00				Average	
		2265	49	500.0	906.0	3.00				Average	
		2270	50	1,000.0	906.0	9.00				Average	
		2272	51	1,200.0	906.0	11.00				Average	
		2274	52	1,400.0	906.0	15.00				Average	
		2275	53	1,500.0	906.0	24.00				Average	Y
		2278	54	1,800.0	906.0	24.00				Average	Y
		2281	55	2,100.0	906.0	12.00				Average	
		+2281	56	3,000.0	906.0	8.00					
SB5	12.0	sta -2260	10	-1,000.0	958.0	8.00				Average	
		sta2260	9	0.0	958.0	8.00				Average	
		2261	57	100.0	958.0	8.00				Average	
		2265	58	500.0	958.0	3.00				Average	
		2270	59	1,000.0	958.0	9.00				Average	
		2272	60	1,200.0	958.0	11.00				Average	
		2274	61	1,400.0	958.0	15.00				Average	
		2275	62	1,500.0	958.0	24.00				Average	Y
		2278	63	1,800.0	958.0	24.00				Average	Y
		2281	64	2,100.0	958.0	12.00				Average	
		+2281	65	3,000.0	958.0	8.00					
SB6	12.0	sta -2260	12	-1,000.0	970.0	8.00				Average	
		sta2260	11	0.0	970.0	8.00				Average	
		2261	66	100.0	970.0	8.00				Average	
		2265	67	500.0	970.0	3.00				Average	
		2270	68	1,000.0	970.0	9.00				Average	
		2272	69	1,200.0	970.0	11.00				Average	
		2274	70	1,400.0	970.0	15.00				Average	
		2275	71	1,500.0	970.0	24.00				Average	Y

FDOT 9 October 2006
RMR TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
NB1	12.0	sta -2260	2	-1,000.0	870.0	8.00				Average	
		sta2260	1	0.0	870.0	8.00				Average	
		2261	17	100.0	870.0	8.00				Average	
		2265	18	500.0	870.0	3.00				Average	
		2270	19	1,000.0	870.0	9.00				Average	
		2272	20	1,200.0	870.0	11.00				Average	
		2274	21	1,400.0	870.0	15.00				Average	
		2275	22	1,500.0	870.0	24.00				Average	Y
		2278	23	1,800.0	870.0	24.00				Average	Y
		2281	24	2,100.0	870.0	12.00				Average	
		+2281	25	3,000.0	870.0	8.00					
NB2	12.0	sta -2260	3	-1,000.0	882.0	8.00				Average	
		sta2260	4	0.0	882.0	8.00				Average	
		2261	28	100.0	882.0	8.00				Average	
		2265	29	500.0	882.0	3.00				Average	
		2270	30	1,000.0	882.0	9.00				Average	
		2272	31	1,200.0	882.0	11.00				Average	
		2274	32	1,400.0	882.0	15.00				Average	
		2275	33	1,500.0	882.0	24.00				Average	Y
		2278	34	1,800.0	882.0	24.00				Average	Y
		2281	35	2,100.0	882.0	12.00				Average	
		+2281	36	3,000.0	882.0	8.00					
NB3	12.0	sta -2260	5	-1,000.0	894.0	8.00				Average	
		sta2260	6	0.0	894.0	8.00				Average	
		2261	39	100.0	894.0	8.00				Average	

INPUT: TRAFFIC FOR LAeq1h Volumes **411014**

	+2281	92										

INPUT: TRAFFIC FOR LAeq1h Volumes **411014**

	+2281	65										
SB6	sta -2260	12	960	70	88	70	61	70	0	0	0	0
	sta2260	11	960	70	88	70	61	70	0	0	0	0
	2261	66	960	70	88	70	61	70	0	0	0	0
	2265	67	960	70	88	70	61	70	0	0	0	0
	2270	68	960	70	88	70	61	70	0	0	0	0
	2272	69	960	70	88	70	61	70	0	0	0	0
	2274	70	960	70	88	70	61	70	0	0	0	0
	2275	71	960	70	88	70	61	70	0	0	0	0
	2278	72	960	70	88	70	61	70	0	0	0	0
	2281	73	960	70	88	70	61	70	0	0	0	0
	+2281	74										
SB7	sta -2260	14	960	70	88	70	61	70	0	0	0	0
	sta2260	13	960	70	88	70	61	70	0	0	0	0
	2261	75	960	70	88	70	61	70	0	0	0	0
	2265	76	960	70	88	70	61	70	0	0	0	0
	2270	77	960	70	88	70	61	70	0	0	0	0
	2272	78	960	70	88	70	61	70	0	0	0	0
	2274	79	960	70	88	70	61	70	0	0	0	0
	2275	80	960	70	88	70	61	70	0	0	0	0
	2278	81	960	70	88	70	61	70	0	0	0	0
	2281	82	960	70	88	70	61	70	0	0	0	0
	+2281	83										
SB8	sta -2260	16	960	70	88	70	61	70	0	0	0	0
	sta2260	15	960	70	88	70	61	70	0	0	0	0
	2261	84	960	70	88	70	61	70	0	0	0	0
	2265	85	960	70	88	70	61	70	0	0	0	0
	2270	86	960	70	88	70	61	70	0	0	0	0
	2272	87	960	70	88	70	61	70	0	0	0	0
	2274	88	960	70	88	70	61	70	0	0	0	0
	2275	89	960	70	88	70	61	70	0	0	0	0
	2278	90	960	70	88	70	61	70	0	0	0	0
	2281	91	960	70	88	70	61	70	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes **411014**

	+2281	36										
NB3	sta -2260	5	1222	70	113	70	77	70	0	0	0	0
	sta2260	6	1222	70	113	70	77	70	0	0	0	0
	2261	39	1222	70	113	70	77	70	0	0	0	0
	2265	40	1222	70	113	70	77	70	0	0	0	0
	2270	41	1222	70	113	70	77	70	0	0	0	0
	2272	42	1222	70	113	70	77	70	0	0	0	0
	2274	43	1222	70	113	70	77	70	0	0	0	0
	2275	44	1222	70	113	70	77	70	0	0	0	0
	2278	45	1222	70	113	70	77	70	0	0	0	0
	2281	46	1222	70	113	70	77	70	0	0	0	0
	+2281	47										
NB4	sta -2260	7	1222	70	113	70	77	70	0	0	0	0
	sta2260	8	1222	70	113	70	77	70	0	0	0	0
	2261	48	1222	70	113	70	77	70	0	0	0	0
	2265	49	1222	70	113	70	77	70	0	0	0	0
	2270	50	1222	70	113	70	77	70	0	0	0	0
	2272	51	1222	70	113	70	77	70	0	0	0	0
	2274	52	1222	70	113	70	77	70	0	0	0	0
	2275	53	1222	70	113	70	77	70	0	0	0	0
	2278	54	1222	70	113	70	77	70	0	0	0	0
	2281	55	1222	70	113	70	77	70	0	0	0	0
	+2281	56										
SB5	sta -2260	10	960	70	88	70	61	70	0	0	0	0
	sta2260	9	960	70	88	70	61	70	0	0	0	0
	2261	57	960	70	88	70	61	70	0	0	0	0
	2265	58	960	70	88	70	61	70	0	0	0	0
	2270	59	960	70	88	70	61	70	0	0	0	0
	2272	60	960	70	88	70	61	70	0	0	0	0
	2274	61	960	70	88	70	61	70	0	0	0	0
	2275	62	960	70	88	70	61	70	0	0	0	0
	2278	63	960	70	88	70	61	70	0	0	0	0
	2281	64	960	70	88	70	61	70	0	0	0	0

FDOT 9 October 2006
RMR TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB1	sta -2260	2	1222	70	113	70	77	70	0	0	0	0
	sta2260	1	1222	70	113	70	77	70	0	0	0	0
	2261	17	1222	70	113	70	77	70	0	0	0	0
	2265	18	1222	70	113	70	77	70	0	0	0	0
	2270	19	1222	70	113	70	77	70	0	0	0	0
	2272	20	1222	70	113	70	77	70	0	0	0	0
	2274	21	1222	70	113	70	77	70	0	0	0	0
	2275	22	1222	70	113	70	77	70	0	0	0	0
	2278	23	1222	70	113	70	77	70	0	0	0	0
	2281	24	1222	70	113	70	77	70	0	0	0	0
	+2281	25										
NB2	sta -2260	3	1222	70	113	70	77	70	0	0	0	0
	sta2260	4	1222	70	113	70	77	70	0	0	0	0
	2261	28	1222	70	113	70	77	70	0	0	0	0
	2265	29	1222	70	113	70	77	70	0	0	0	0
	2270	30	1222	70	113	70	77	70	0	0	0	0
	2272	31	1222	70	113	70	77	70	0	0	0	0
	2274	32	1222	70	113	70	77	70	0	0	0	0
	2275	33	1222	70	113	70	77	70	0	0	0	0
	2278	34	1222	70	113	70	77	70	0	0	0	0
	2281	35	1222	70	113	70	77	70	0	0	0	0

FDOT
RMR

9 October 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	4	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
R2	5	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
R3	6	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
R4	7	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
R5	8	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
R6	9	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
R7	19	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
R8	20	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
R9	21	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
R10	22	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

FDOT 9 October 2006
RMR TNM 2.5

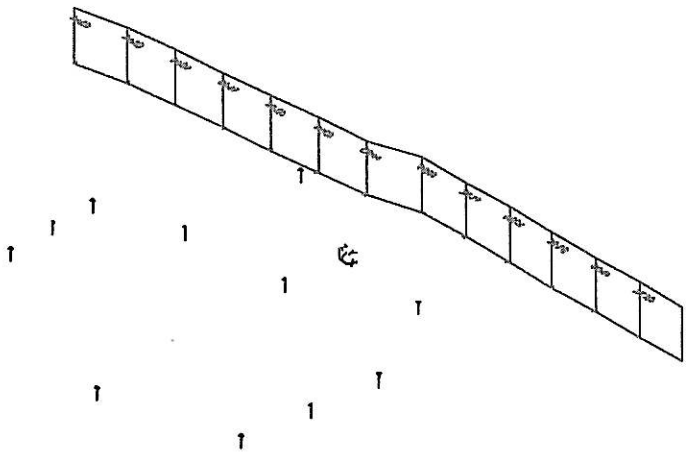
INPUT: BARRIERS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height at Point	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z		Seg Ht Increment	#Up	#Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier1	W	20.00	22.00	0.00				0.00	b1	8	-40.0	800.0	0.00	22.00	0.00	0	0		
									2260	7	0.0	800.0	0.00	22.00	0.00	0	0		
									b3	6	50.0	800.0	0.00	22.00	0.00	0	0		
									2261	5	100.0	800.0	0.00	22.00	0.00	0	0		
									2269	4	900.0	800.0	0.00	22.00	0.00	0	0		
									b5	3	950.0	800.0	0.00	22.00	0.00	0	0		
									2270	2	1,000.0	800.0	0.00	22.00	0.00	0	0		
									b7	1	1,050.0	800.0	0.00	22.00	0.00	0	0		
									2271	10	1,100.0	800.0	0.00	22.00	0.00	0	0		
									b9	11	1,150.0	800.0	0.00	22.00	0.00	0	0		
									2272	12	1,200.0	800.0	0.00	22.00	0.00	0	0		
									b11	13	1,250.0	800.0	0.00	22.00	0.00	0	0		
									2273	14	1,300.0	800.0	0.00	22.00					

FDOT 9 October 2006
RMR TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1	4	1	750.0	540.0	0.00	5.00	0.00	66	10.0	8.0	Y
R2	5	1	660.0	560.0	0.00	5.00	0.00	66	10.0	8.0	Y
R3	6	1	570.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R4	7	1	660.0	500.0	0.00	5.00	0.00	66	10.0	8.0	Y
R5	8	1	680.0	460.0	0.00	5.00	0.00	66	10.0	8.0	Y
R6	9	1	750.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y
R7	19	1	660.0	420.0	0.00	5.00	0.00	66	10.0	8.0	Y
R8	20	1	510.0	410.0	0.00	5.00	0.00	66	10.0	8.0	Y
R9	21	1	540.0	360.0	0.00	5.00	0.00	66	10.0	8.0	Y
R10	22	1	630.0	350.0	0.00	5.00	0.00	66	10.0	8.0	Y



No NSS received a benefit w/ 22 x 1309 wall

I-75 Build at SR 50		Sheet 1 of 1	8 Nov 2006
		FDOT	
Barrier View-test1		Project/Contract No. 411014	
Run name: Windemere Rd wall		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: RMR	
Roadway:	→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	═══
Terrain Line:	———	Skew Section:	—→

FDOT 8 November 2006
RMR TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier1	W	10.00	99.99	0.00				0.00	point1	1	1,500.0	1,200.0	74.00	10.00	2.00	6	0		
									point2	2	1,600.0	1,220.0	74.00	10.00	2.00	6	0		
									point3	3	1,700.0	1,230.0	74.00	10.00	2.00	6	0		
									point4	4	1,800.0	1,240.0	74.00	10.00	2.00	6	0		
									point5	5	1,900.0	1,250.0	74.00	10.00	2.00	6	0		
									point6	6	2,000.0	1,260.0	74.00	10.00	2.00	6	0		
									point7	7	2,100.0	1,270.0	74.00	10.00	2.00	6	0		
									point8	8	2,200.0	1,300.0	74.00	10.00	2.00	6	0		
									point9	9	2,300.0	1,300.0	74.00	10.00	2.00	6	0		
									point10	10	2,400.0	1,300.0	74.00	10.00	2.00	6	0		
									point11	11	2,500.0	1,300.0	74.00	10.00	2.00	6	0		
									point12	12	2,600.0	1,300.0	74.00	10.00	2.00	6	0		
									point13	13	2,700.0	1,300.0	74.00	10.00	2.00	6	0		
									point14	14	2,800.0	1,300.0	74.00	10.00					

FDOT 8 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: test1

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	22.00	22.00	22.00	1309	28795				0
									Total Cost:	0

FDOT
RMR

8 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: test1

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
r21	1	1	0.0	65.3	66	65.3	10	----	64.6	0.7	8	-7.3
r22	2	1	0.0	66.5	66	66.5	10	Snd Lvl	65.3	1.2	8	-6.8
r23	3	1	0.0	67.7	66	67.7	10	Snd Lvl	65.6	2.1	8	-5.9
r24	4	1	0.0	68.0	66	68.0	10	Snd Lvl	65.1	2.9	8	-5.1
r25	5	1	0.0	67.9	66	67.9	10	Snd Lvl	64.3	3.6	8	-4.4
r26	6	1	0.0	62.8	66	62.8	10	----	61.9	0.9	8	-7.1
r27	7	1	0.0	67.1	66	67.1	10	Snd Lvl	63.7	3.4	8	-4.6
r28	8	1	0.0	65.1	66	65.1	10	----	63.0	2.1	8	-5.9
r29	9	1	0.0	63.2	66	63.2	10	----	61.8	1.4	8	-6.6
r30	43	1	0.0	70.3	66	70.3	10	Snd Lvl	64.2	6.1	8	-1.9
test	45	1	0.0	72.2	66	72.2	10	Snd Lvl	63.0	9.2	8	1.2

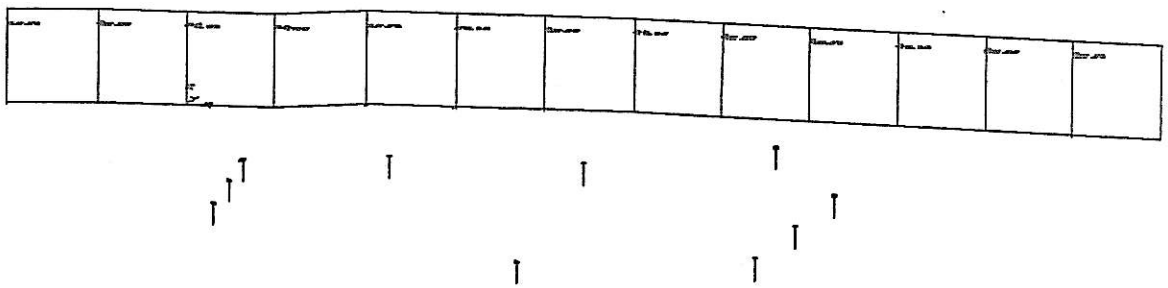
Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	11	0.7	3.1	9.2
All Impacted	7	1.2	4.1	9.2
All that meet NR Goal	1	9.2	9.2	9.2

FDOT
RMR

8 November 2006
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
r21	1	1	1,820.0	730.0	74.00	5.00	0.00	66	10.0	8.0	Y
r22	2	1	1,820.0	830.0	74.00	5.00	0.00	66	10.0	8.0	Y
r23	3	1	1,820.0	920.0	74.00	5.00	0.00	66	10.0	8.0	Y
r24	4	1	1,980.0	970.0	74.00	5.00	0.00	66	10.0	8.0	Y
r25	5	1	2,200.0	980.0	74.00	5.00	0.00	66	10.0	8.0	Y
r26	6	1	2,200.0	550.0	74.00	5.00	0.00	66	10.0	8.0	Y
r27	7	1	2,500.0	900.0	74.00	5.00	0.00	66	10.0	8.0	Y
r28	8	1	2,480.0	760.0	74.00	5.00	0.00	66	10.0	8.0	Y
r29	9	1	2,460.0	620.0	74.00	5.00	0.00	66	10.0	8.0	Y
r30	43	1	2,400.0	1,090.0	74.00	5.00	0.00	66	10.0	8.0	Y
test	45	1	2,000.0	1,220.0	74.00	5.00	0.00	66	10.0	8.0	Y



I-75 Build at SR 50		Sheet 1 of 1	3 Nov 2006
		FDOT	
Barrier View-design		Project/Contract No. 411014	
Run name: Windemere Rd wall		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: RMR	
Roadway:	→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	═══
Terrain Line:	———	Skew Section:	—→

FDOT
RMR

3 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: design

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R19	1	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
r20	2	1	0.0	64.7	66	64.7	10	----	64.4	0.3	8	-7.7
r21	3	1	0.0	65.9	66	65.9	10	----	65.0	0.9	8	-7.1
r22	4	1	0.0	66.3	66	66.3	10	Snd Lvl	64.6	1.7	8	-6.3
r23	5	1	0.0	66.1	66	66.1	10	Snd Lvl	63.7	2.4	8	-5.6
r24	6	1	0.0	60.9	66	60.9	10	----	60.7	0.2	8	-7.8
r25	7	1	0.0	65.2	66	65.2	10	----	62.8	2.4	8	-5.6
r26	8	1	0.0	63.0	66	63.0	10	----	61.8	1.2	8	-6.8
r27	9	1	0.0	61.4	66	61.4	10	----	60.7	0.7	8	-7.3
r28	43	1	0.0	68.5	66	68.5	10	Snd Lvl	63.6	4.9	8	-3.1

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	0.0	1.5	4.9
All Impacted	3	1.7	3.0	4.9
All that meet NR Goal	0	0.0	0.0	0.0

FDOT 3 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: design

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	22.00	22.00	22.00	1309	28795				0
									Total Cost:	0

FDOT 7 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: wall5

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	16.00	16.00	16.00	1200	19200				0
									Total Cost:	0

Benefits 5
4 homes 1 green
96,000 pbr

FDOT
RMR

7 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: wall5

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
r31	11	1	0.0	60.1	66	60.1	10	---	59.2	0.9	8	-7.1
r32	12	1	0.0	61.5	66	61.5	10	---	60.4	1.1	8	-6.9
r33	13	1	0.0	63.6	66	63.6	10	---	62.2	1.4	8	-6.6
r34	14	1	0.0	67.2	66	67.2	10	Snd Lvl	64.8	2.4	8	-5.6
r35	15	1	0.0	68.9	66	68.9	10	Snd Lvl	64.8	4.1	8	-3.9
r36	16	1	0.0	72.3	66	72.3	10	Snd Lvl	64.2	8.1	8	0.1
r37	17	1	0.0	71.9	66	71.9	10	Snd Lvl	63.5	8.4	8	0.4
r38	18	1	0.0	67.3	66	67.3	10	Snd Lvl	62.3	5.0	8	-3.0
r39	19	1	0.0	65.7	66	65.7	10	---	61.7	4.0	8	-4.0
r40	20	1	0.0	63.8	66	63.8	10	---	60.6	3.2	8	-4.8
r41	21	1	0.0	62.6	66	62.6	10	---	59.9	2.7	8	-5.3
r42	22	1	0.0	60.1	66	60.1	10	---	58.1	2.0	8	-6.0
r43	23	1	0.0	58.8	66	58.8	10	---	57.2	1.6	8	-6.4
r44	24	1	0.0	58.9	66	58.9	10	---	57.4	1.5	8	-6.5
r45	25	1	0.0	62.7	66	62.7	10	---	60.3	2.4	8	-5.6
r46	26	1	0.0	63.6	66	63.6	10	---	60.8	2.8	8	-5.2
r47	27	1	0.0	65.5	66	65.5	10	---	62.4	3.1	8	-4.9
R5253	43	1	0.0	68.7	66	68.7	10	Snd Lvl	62.7	6.0	8	-2.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	18	0.9	3.4	8.4
All Impacted	6	2.4	5.7	8.4

RESULTS: SOUND LEVELS **411014**

All that meet NR Goal	2	8.1	8.3	8.4

FDOT 7 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: wall5

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	16.00	16.00	16.00	2000	32000				0
									Total Cost:	0

Benefits 6
4 homes 2 green
133K pdr

FDOT
RMR

7 November 2006
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50
BARRIER DESIGN: wall5

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
r31	11	1	0.0	60.1	66	60.1	10	----	59.1	1.0	8	-7.0
r32	12	1	0.0	61.5	66	61.5	10	----	60.3	1.2	8	-6.8
r33	13	1	0.0	63.6	66	63.6	10	----	62.2	1.4	8	-6.6
r34	14	1	0.0	67.2	66	67.2	10	Snd Lvl	64.8	2.4	8	-5.6
r35	15	1	0.0	68.9	66	68.9	10	Snd Lvl	64.8	4.1	8	-3.9
r36	16	1	0.0	72.3	66	72.3	10	Snd Lvl	64.2	8.1	8	0.1
r37	17	1	0.0	71.9	66	71.9	10	Snd Lvl	63.4	8.5	8	0.5
r38	18	1	0.0	67.3	66	67.3	10	Snd Lvl	62.3	5.0	8	-3.0
r39	19	1	0.0	65.7	66	65.7	10	----	61.6	4.1	8	-3.9
r40	20	1	0.0	63.8	66	63.8	10	----	60.4	3.4	8	-4.6
r41	21	1	0.0	62.6	66	62.6	10	----	59.7	2.9	8	-5.1
r42	22	1	0.0	60.1	66	60.1	10	----	57.8	2.3	8	-5.7
r43	23	1	0.0	58.8	66	58.8	10	----	56.8	2.0	8	-6.0
r44	24	1	0.0	58.9	66	58.9	10	----	57.1	1.8	8	-6.2
r45	25	1	0.0	62.7	66	62.7	10	----	60.1	2.6	8	-5.4
r46	26	1	0.0	63.6	66	63.6	10	----	60.6	3.0	8	-5.0
r47	27	1	0.0	65.5	66	65.5	10	----	62.4	3.1	8	-4.9
R5253	43	1	0.0	68.7	66	68.7	10	Snd Lvl	62.4	6.3	8	-1.7

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	18	1.0	3.5	8.5
All Impacted	6	2.4	5.7	8.5

RESULTS: SOUND LEVELS **411014**

All that meet NR Goal	2	8.1	8.3	8.5

FDOT 7 November 2006
RMR TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: 411014
RUN: I-75 Build at SR 50

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier1	W	10.00	99.99	0.00				0.00	point1	1	3,000.0	1,300.0	86.00	10.00	2.00	6	0		
									point2	2	3,050.0	1,300.0	86.00	10.00	2.00	6	0		
									point3	3	3,100.0	1,300.0	86.00	10.00	2.00	6	0		
									point4	4	3,650.0	1,300.0	86.00	10.00	2.00	6	0		
									point5	5	3,700.0	1,300.0	86.00	10.00	2.00	6	0		
									point6	6	3,740.0	1,300.0	86.00	10.00	2.00	6	0		
									point7	7	3,780.0	1,300.0	86.00	10.00	2.00	6	0		
									point8	8	3,800.0	1,300.0	86.00	10.00	2.00	6	0		
									point9	9	3,820.0	1,300.0	86.00	10.00	2.00	6	0		
									point10	10	3,840.0	1,300.0	86.00	10.00	2.00	6	0		
									point11	11	3,860.0	1,300.0	86.00	10.00	2.00	6	0		
									point12	12	3,880.0	1,300.0	86.00	10.00	2.00	6	0		
									point21	21	3,900.0	1,300.0	86.00	10.00	2.00	6	0		
									point20	20	3,950.0	1,300.0	86.00	10.00	2.00	6	0		
									point19	19	4,000.0	1,300.0	86.00	10.00	2.00	6	0		
									point13	13	4,100.0	1,300.0	86.00	10.00	2.00	6	0		
									point14	14	4,200.0	1,300.0	86.00	10.00	2.00	6	0		
									point15	15	4,250.0	1,300.0	86.00	10.00	2.00	6	0		
									point16	16	4,300.0	1,300.0	86.00	10.00	2.00	6	0		
									point22	22	4,400.0	1,300.0	86.00	10.00	2.00	6	0		
									point17	17	5,000.0	1,300.0	86.00	10.00					

FDOT 8 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: wall design 3

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	22.00	22.00	22.00	1340	29480				0
									Total Cost:	0

Benefit 6
$122.8K
PBR

FDOT
RMR

8 November 2006
TNM 2.5
Calculated with TNM 2.5

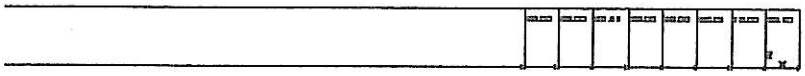
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: wall design 3

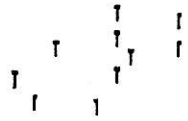
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1 54	4	1	0.0	69.0	66	69.0	10	Snd Lvl	63.1	5.9	8	-2.1
R2 55	5	1	0.0	69.8	66	69.8	10	Snd Lvl	63.1	6.7	8	-1.3
R3 56	6	1	0.0	67.5	66	67.5	10	Snd Lvl	62.1	5.4	8	-2.6
R4 57	7	1	0.0	67.9	66	67.9	10	Snd Lvl	62.3	5.6	8	-2.4
R5 58	8	1	0.0	67.0	66	67.0	10	Snd Lvl	62.0	5.0	8	-3.0
R6 59	9	1	0.0	67.5	66	67.5	10	Snd Lvl	62.3	5.2	8	-2.8
R7 60	19	1	0.0	66.3	66	66.3	10	Snd Lvl	61.7	4.6	8	-3.4
R8 61	20	1	0.0	66.1	66	66.1	10	Snd Lvl	61.6	4.5	8	-3.5
R9 62	21	1	0.0	65.2	66	65.2	10	---	61.2	4.0	8	-4.0
R10 63	22	1	0.0	64.9	66	64.9	10	---	61.1	3.8	8	-4.2

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	10	3.8	5.1	6.7
All Impacted	8	4.5	5.4	6.7
All that meet NR Goal	0	0.0	0.0	0.0





8 lane at campground		Sheet 1 of 1	8 Nov 2006
		FDOT	
Barrier View-wall design 3		Project/Contract No. 411014	
Run name: final		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: RMR	
Roadway:	→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	═══
Terrain Line:	———	Skew Section:	—→

FDOT 8 November 2006
RMR TNM 2.5

RESULTS: BARRIER DESCRIPTIONS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: wall design 3

Barriers

Name	Type	Heights along Barrier			Length	If Wall	If Berm			Cost
		Min	Avg	Max		Area	Volume	Top Width	Run:Rise	
		ft	ft	ft	ft	sq ft	cu yd	ft	ft:ft	$
Barrier1	W	22.00	22.00	22.00	1150	25300				0
									Total Cost:	0

Benefit 5
@ 126.5K
PBR

FDOT
RMR

8 November 2006
TNM 2.5
Calculated with TNM 2.5

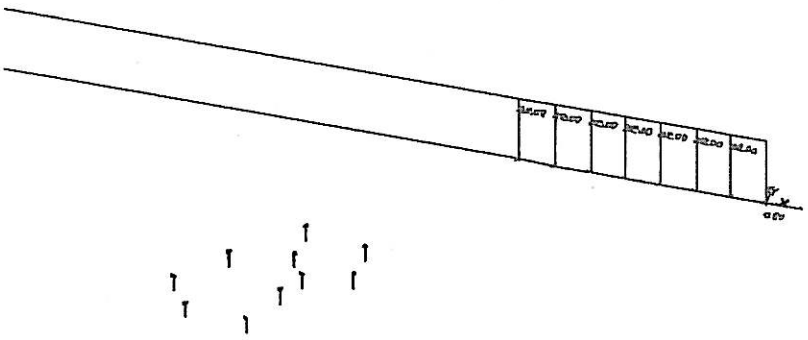
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 411014
RUN: 8 lane at campground
BARRIER DESIGN: wall design 3

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1	4	1	0.0	69.0	66	69.0	10	Snd Lvl	63.3	5.7	8	-2.3
R2	5	1	0.0	69.8	66	69.8	10	Snd Lvl	63.2	6.6	8	-1.4
R3	6	1	0.0	67.5	66	67.5	10	Snd Lvl	62.4	5.1	8	-2.9
R4	7	1	0.0	67.9	66	67.9	10	Snd Lvl	62.5	5.4	8	-2.6
R5	8	1	0.0	67.0	66	67.0	10	Snd Lvl	62.3	4.7	8	-3.3
R6	9	1	0.0	67.5	66	67.5	10	Snd Lvl	62.5	5.0	8	-3.0
R7	19	1	0.0	66.3	66	66.3	10	Snd Lvl	62.0	4.3	8	-3.7
R8	20	1	0.0	66.1	66	66.1	10	Snd Lvl	62.0	4.1	8	-3.9
R9	21	1	0.0	65.2	66	65.2	10	---	61.6	3.6	8	-4.4
R10	22	1	0.0	64.9	66	64.9	10	---	61.3	3.6	8	-4.4

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	10	3.6	4.8	6.6
All Impacted	8	4.1	5.1	6.6
All that meet NR Goal	0	0.0	0.0	0.0



8 lane at campground		Sheet 1 of 1	8 Nov 2006
		FDOT	
Barrier View-wall design 3		Project/Contract No. 411014	
Run name: final		TNM Version 2.5, Feb 2004	
Scale: <DNA - due to perspective>		Analysis By: RMR	
Roadway:	——→	Ground Zone:	polygon
Receiver:	□	Tree Zone:	dashed polygon
Barrier:	⊢——→	Contour Zone:	polygon
Building Row:	— —	Parallel Barrier:	═══
Terrain Line:	———	Skew Section:	—→