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



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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.

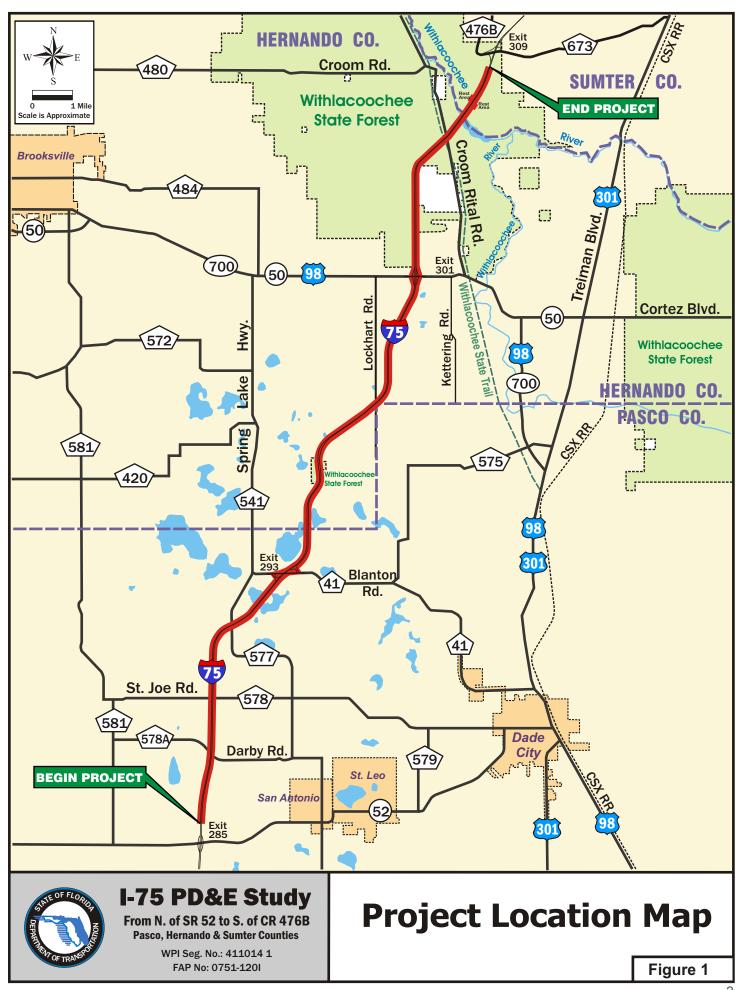
2.0 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

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).



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} | | | | |
| | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the | 57 | | | | |
| A | preservation of those qualities is essential if the area is to continue to serve its intended purpose. | (Exterior) | | | | |
| В | Picnic area, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. | 67 (Exterior) | | | | |
| С | 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_{Aeqlh} - 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 L _{AeqIh} (dBA) | Modelled \mathbf{L}_{Aeq1h} (dBA) | Difference | | |
| | 10:50 am | 74.3 | 73.7 | .6 | | |
| North of SR 50 | 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 | | | |

| 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 | |

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 (ft²).

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.

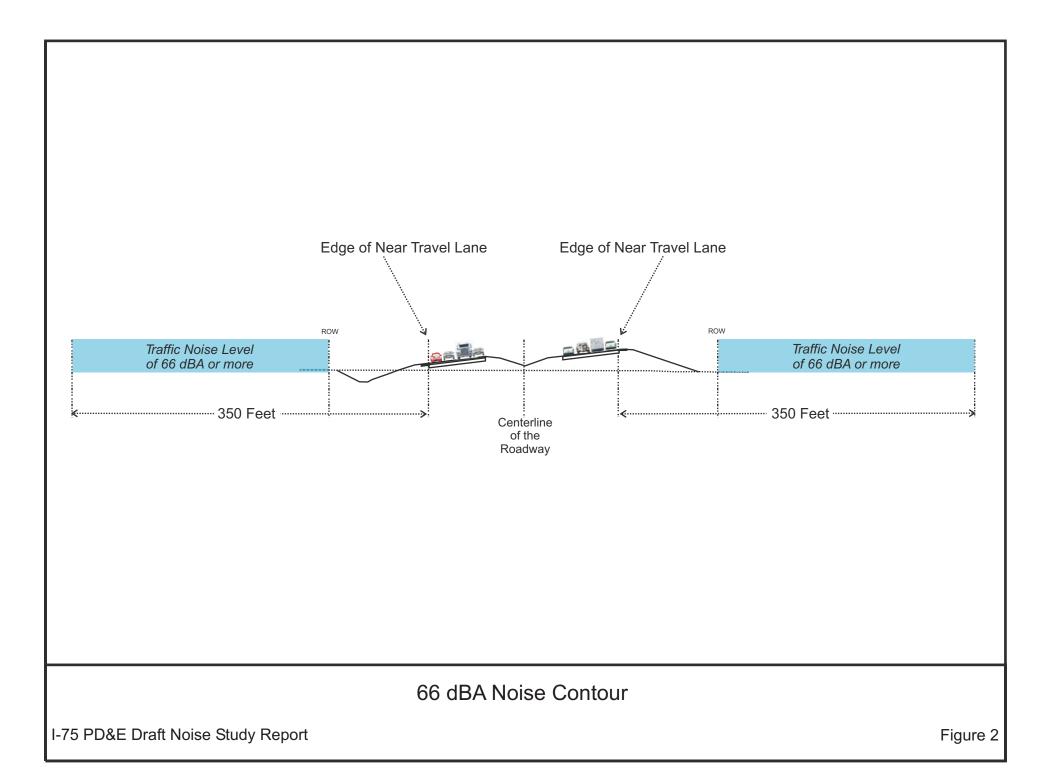
5.0 NOISE CONTOURS

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 <u>Standard Specifications for Road and Bridge</u> Construction.



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, <u>Standard Specifications for Road and Bridge</u> Construction, 2004.

Federal Highway Administration, <u>Measurement of Highway-Related Noise: Final Report</u>, October 2003.

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Florida Department of Transportation, <u>Draft Preliminary Engineering Report, I-75 (SR 93) from</u> 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

| Project: | I-75 PD&E Study from north of SR 52 to south of CR 476B | Date: | 4/5/2006 | |
|--------------------------|--|--------------|----------|---|
| State Project Number(s): | was a second of the second of | Prepared By: | EJB | _ |
| Work Program Number(s): | And the second s | | | |
| Federal Aid Number(s): | Approximation and the design of the second o | | | |
| 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.)

| 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 % | Ď= | | D= | 56 % | |
| T= | 27.0 % for 24 hrs. | Т= | 27.0 % for 24 hrs. | T= | 27.0 % for 24 hrs. | |
| Т= | 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 | |

| | The follows | an are enreade | | TAMINA/TNM INPL s based on the inp | | ot enter data be | low this line | |
|-------------------------|--|--|--------------------------|--|--|------------------|--|---|
| Existing Fac | , | LOS (C) | | sign Year) Model: | LOS (C) | | n Year) Model: | Demand |
| | LOS (C) | | | LOS (C) | | | LOS (C) | |
| Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 0 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 4990 462 317 0 0 3921 363 249 0 |
| | Demand | | | Demand | | | Demand | |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 2395 222 152 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 4890 452 311 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 4890 452 311 0 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 1882 174 120 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3842 355 244 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3842 355 244 0 |

| 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 | |
| | 00000000 | | | |
| Work Program Number(s): | | | | |
| Federal Aid Number(s): | Marine and American American State of the Control o | | | |
| 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.)

| 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 113 kmh | Speed: | 70 mph 113 kmh | Speed: | 70 mph 113 kmh | |
| K= | 9.4 % | K= | 9.4 % | K= | 9.4 % | |
| D= | % | 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 | |

| <u> </u> | | | | STAMINA/TNM INPU | | | | |
|---------------|---|--|-----------------|---|--|--------------------------|--|---|
| | The followi | ng are spreads | heet calculatio | ns based on the inpi | ut above - do n | ot enter data be | low this line | |
| Existing Faci | iting Facility Model: Demand | | No-Build (D | esign Year) Model: | LOS (C) | Build (Desig | n Year) Model: | Demand |
| | LOS (C) | | | LOS (C) | | | LOS (C) | |
| | Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 | Southbound: | Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses | 4990 462 317 0 0 3921 363 249 0 |
| | Motorcycles Demand | 0 | | Motorcycles Demand | 0 | | Motorcycles Demand | 0 |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 2245 208 143 0 | Southbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 4280 396 272 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 4280 396 272 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 1764 163 112 0 0 | Northbound | : Autos Med Trucks Hvy Trucks Buses Motorcycles | 3363 311 214 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3363 311 214 0 |

| Project: | I-75 PD&E Study from north of SR 52 to south of CR 476B | Date: | 10/30/2006 | |
|--------------------------|--|--------------|----------------------|---|
| State Project Number(s): | | Prepared By: | rev'd 11/2/06 FJD | , |
| Work Program Number(s): | The second secon | | | |
| Federal Aid Number(s): | The state of the 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.)

| | 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 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= | 14.1 % for 24 hrs. | τ= | 14.1 % for 24 hrs. | T= | 14.1 % for 24 hrs. | | |
| Ť= | 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 | | |

| | | | T | STAMINA/TNM INPL | IT | of antar data he | Now this line | |
|--------------|--|---|-----------------------|---|---|----------------------|--|---|
| Existing Fac | | Demand | | esign Year) Model: | LOS (C) | 1 | n Year) Model: | LOS (C) |
| | LOS (C) | | | LOS (C) | | | LOS (C) | |
| Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks | 1177 23 67 6 5 982 19 56 | Westbound . Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks | 1176 23 68 6 5 982 19 | Westbound Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks | 1831 36 105 9 9 1529 30 88 |
| | Buses Motorcycles Demand | 5 5 | | Buses Motorcycles Demand | 5 5 | | Buses Motorcycles Demand | |
| Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 1162 22 66 6 5 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3615 71 208 18 17 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3615 71 208 18 17 |
| Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 970 19 55 5 | Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3018 59 174 15 14 | Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3018 59 174 15 14 |

| 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): | Nonpolitical and the second of | | | |
| 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.)

| | 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 INPL | T | | | |
|--------------|--|---|--------------------|--|---|------------------|--|--|
| | The followi | ng are spreads | heet calculation | ns based on the inp | ut above - do n | ot enter data be | elow this line | |
| Existing Fac | ting Facility Model: Demand No-Build (Design Ye | | esign Year) Model: | LOS (C) | Build (Desig | n Year) Model: | LOS (C) | |
| | LOS (C) | | | LOS (C) | | | LOS (C) | |
| Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 1165 25 75 7 6 973 21 62 6 5 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 1165 25 75 7 6 973 21 62 6 5 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 1815 39 116 11 9 1515 33 97 9 7 |
| | Demand | | | Demand | | | Demand | |
| Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 984 21 63 6 5 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3057 66 196 18 15 | Westbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3057 66 196 18 15 |
| Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 821 18 53 5 4 | Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 2552 55 163 15 12 | Eastbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 2552 55 163 15 12 |

| 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): | 3 | | | |
| 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.)

| | 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 INPU | JT | | | | | |
|---------------|--|---|--------------------------|--|--|------------------------|--|---|----------------|--------|
| | The followi | ng are spreads | sheet calcu | lations based on the inp | ut above - do no | ot enter data be | low this line | · | | |
| Existing Faci | ting Facility Model: Demand | | existing Facility Model: | | No-Bui | d (Design Year) Model: | LOS (C) | Build (Desig | n Year) Model: | Demand |
| | LOS (C) | | | LOS (C) | | | LOS (C) | | | |
| | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 0 | Southbo | bund: Autos Med Trucks Hvy Trucks Buses Motorcycles bund: Autos Med Trucks Hvy Trucks Buses Motorcycles | 2391 221 152 0 0 1878 174 119 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 4990 462 317 0 0 3921 363 249 0 | | |
| | Demand | | | Demand | 4 | | Demand | | | |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 2245 208 143 0 | Southb | ound: Autos Med Trucks Hvy Trucks Buses Motorcycles | 4098 379 261 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 4098 379 261 0 | | |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 1764 163 112 0 0 | Northb | ound: Autos Med Trucks Hvy Trucks Buses Motorcycles | 3220 298 205 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 3220 298 205 0 | | |

| 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): | Company and the company of the compa | | | |
| 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.)

| | 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= | % | D= | 56 % |
| T= | 20.0 % for 24 hrs. | т= | 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 | 4.0 % Heavy Trucks DHV | | % 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 |

| ······································ | , | | | TAMINA/TNM INPU | Τ | | | |
|--|---|------------------------|-------------------|---|---------------------------|------------------|---|---------------------------------------|
| | The followi | ng are spreads | heet calculation | s based on the inp | ut above - do n | ot enter data be | low this line | |
| Existing Facility Model: Demand | | No-Build (De | sign Year) Model: | Demand | Build (Desig | n Year) Model: | Demand | |
| LOS (C) | | | | LOS (C) | | | LOS (C) | |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 293 20 13 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 293 20 13 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 293 20 13 0 0 |
| | Demand | | | Demand | | | Demand | · · · · · · · · · · · · · · · · · · · |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 38 3 2 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 246 16 11 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 246 16 11 0 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 30 2 1 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 194 13 9 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 194 13 9 0 |

| 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): | Marie Marie and the Control of the C | | | |
| 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.)

| | 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= | | 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 | 4.0 % Heavy Trucks DHV | | % 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 INPU | IT | | | |
|--|---|---------------------------|------------------|--|---------------------------|------------------|---|--|
| | The following | ng are spreads | heet calculation | s based on the inp | ut above - do no | ot enter data be | low this line | |
| Existing Facility Model: Demand LOS (C) | | Demand | No-Build (De | sign Year) Model: | LOS (C) | Build (Design | n Year) Model: | LOS (C) |
| | | | | LOS (C) | | | LOS (C) | |
| | Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks | 372 25 17 0 0 | Southbound: | Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 293 20 |
| | Hvy Trucks Buses Motorcycles | 13 0 0 | | Hvy Trucks Buses Motorcycles | 13 0 0 | | Hvy Trucks Buses Motorcycles | 13 0 |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 114 8 5 0 | Southbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 564 38 25 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 564 38 25 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 89 6 4 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 443 30 20 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 443 30 20 0 |

| 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): | · · · · · · · · · · · · · · · · · · · | | | |
| Seament 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.)

| | Existing Facility | P | 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= | | | |
| Т= | 20.0 % for 24 hrs. | Т= | 20.0 % for 24 hrs. | T= | 20.0 % for 24 hrs. | | |
| 1= | 10.0 % Design hr | т= | 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 | 4.0 % Heavy Trucks DHV | | % Heavy Trucks DHV | 4.0 | % Heavy Trucks DHV | | |
| 0.0 | 0.0 % Buses DHV | | % Buses DHV | 0.0 | % Buses DHV | | |
| 0.0 | % Motorcycles DHV | 0.0 | % Motorcycles DHV | 0.0 | % Motorcycles DHV | | |

| | | | | TAMINA/TNM INPU | T | | 1 4-1-17 | |
|--|---|---|--------------------------|--|--|-------------------------|--|---|
| | The followi | ng are spreads | heet calculation | is based on the inp | ut above - do n | ot enter data be | low this line | |
| Existing Facility Model: Demand LOS (C) | | No-Build (De | sign Year) Model: | Demand | Build (Desig | n Year) Model: | Demand | |
| | | | LOS (C) | | | LOS (C) | | |
| Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 293 20 13 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 293 20 13 0 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 372 25 17 0 0 293 20 13 0 |
| | Demand | | | Demand | | | Demand | |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 38 3 2 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 246 16 11 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 246 16 11 0 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 30 2 1 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 194 13 9 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 194 13 9 0 |

| 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) | | and the second s | |

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

| Existing Facility | | / | No-Build (Design Year) | | | Build (Design Year) | | |
|-------------------|------------------------|-------------------------------------|------------------------|--------------------|-----------------|---------------------|-----------------------|--|
| Lanes: | 1 | <i>w</i> | Lanes: | 1 | | Lanes: | 2 | |
| Year: | 2005 | sum | Year: | 2030 | | Year: | 2030 | |
| ADT: LOS (C) | 7,860 | navon | ADT: LOS (C) | 7,860 | | ADT: LOS (C) | 19,680 | |
| Demand | 6,100 | personal distribution of the second | Demand | 15,800 | | Demand | 15,800 | |
| Speed: | 35 56 | mph kmh | Speed: | 35 56 | mph kmb | 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. | Т= | 38.0 | % for 24 hrs. | T= | 38.0 % for 24 hrs. | |
| Т= | 19.0 | % Design hr | T= | 19.0 | % Design hr | T= | 19.0 % Design hr | |
| 11.5 | % Medium Truc | ks DHV | 11.5 | _% Medium Trucks | s DHV | 11.5 | _ % Medium Trucks DHV | |
| 7.5 | 7.5 % Heavy Trucks DHV | | 7.5 | % Heavy Trucks I | 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 DI | HV | 0.0 | % Motorcycles DHV | |

| | | | | TAMINA/TNM INPU | IT | | | |
|--|---|---------------------------|-------------------|--|---------------------------|------------------|--|---------------------------|
| | The follow | ng are spreads | heet calculation | s based on the inp | ut above - do no | ot enter data be | low this line | |
| Existing Facility Model: Demand LOS (C) | | No-Build (De | sign Year) Model: | LOS (C) | Build (Desig | ı Year) Model: | Demand | |
| | | | | LOS (C) | | | LOS (C) | |
| | Autos Med Trucks Hvy Trucks Buses | 335 48 31 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses | 335 48 31 0 | Southbound: | Med Trucks Hvy Trucks Buses | 839 119 78 0 |
| Northbound: | Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 263 37 24 0 | Northbound: | Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 0 263 37 24 0 | Northbound: | Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 0 659 94 61 0 |
| | Demand | | | Demand | | | Demand | |
| Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 260 37 24 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 204 29 19 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 |

| 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.)

| | 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= | <u>56</u> % | | |
| T= | 38.0 % for 24 hrs. | Т= | 38.0 % for 24 hrs. | Т= | 38.0 % for 24 hrs. | | |
| Т= | 19.0 % Design hr | T= | 19.0 % Design hr | Т= | 19.0 % Design hr | | |
| 11.5 | % Medium Trucks DHV | 11.5 | % Medium Trucks DHV | 11.5 | % Medium Trucks DHV | | |
| 7.5 | 7.5 % Heavy Trucks DHV | | % 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 | | |

| | | | | TAMINA/TNM INPU | Τ | | | | |
|---------------|---|---|--------------------------|--|---|-------------------------|--|---|--|
| | The followi | ng are spreads | heet calculation | s based on the inpu | ut above - do n | ot enter data be | low this line | | |
| Existing Faci | ility Model: | Model: Demand No-Build (Design Year) Model: LOS (C) | | LOS (C) | Build (Design Year) Model: | | LOS (C) | | |
| | LOS (C) | | | LOS (C) | | | LOS (C) | | |
| | Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 263 37 24 0 | |
| - | Demand | | | Demand | | | Demand | | |
| Southbound: | | 183 26 17 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 588 84 54 0 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 588 84 54 0 0 | |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 144 20 13 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 462 66 43 0 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 462 66 43 0 | |

| 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) | | الله المرحوق وحد المحادث المرحوق وحد المحادث المحادث المحادث المحادث المحادث المحادث المحادث المحادث المحادث ا | |

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

| | Existing Facility | 1 | 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. | τ= | 38.0 % for 24 hrs. | T= | 38.0 % for 24 hrs. |
| T= | 19.0 % Design hr | T= | 19.0 % Design hr | Т= | 19.0 % Design hr |
| 11.5 | 11.5 % Medium Trucks DHV | | % 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 |

| | | | | TAMINA/TNM INPU | | ot ontor data bo | low this line | | | |
|----------------------------|---|--|--------------------------|--|---|-------------------------|--|--|--|--|
| Existing Faci | , | Demand | | s based on the inpusion Year) Model: | LOS (C) | | n Year) Model: | Demand | | |
| | LOS (C) | | | LOS (C) | | | LOS (C) | | | |
| Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 839 119 78 0 0 659 94 61 0 | | |
| | Demand | | | Demand | | | Demand | | | |
| Southbound: | | 260 37 24 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 | | |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 204 29 19 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 | | |

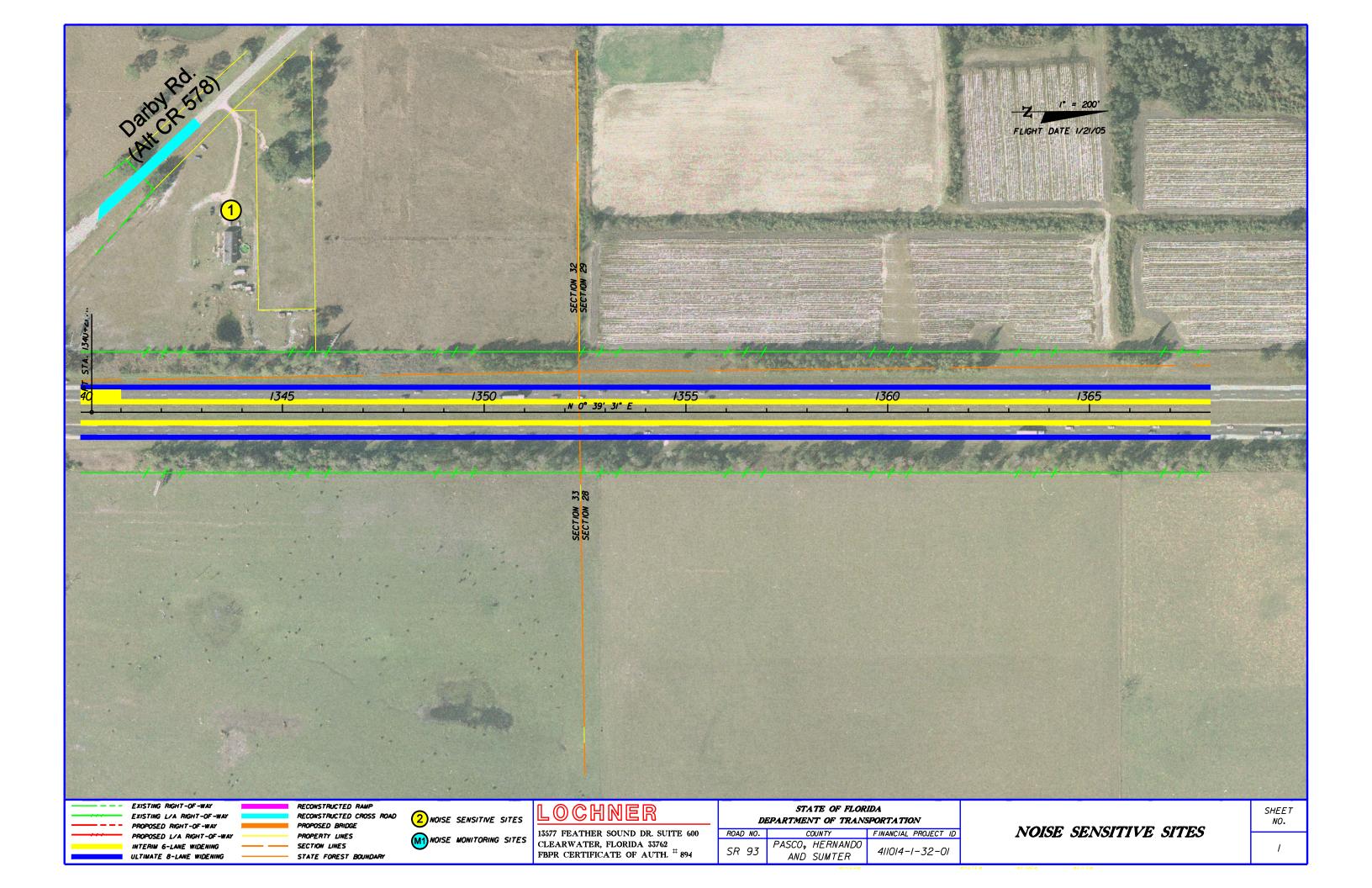
| Project: | I-75 PD&E Study from north of SR 52 to south of CR 476B | Date: | 4/5/2006 | |
|--------------------------|---|--------------|----------|-------|
| State Project Number(s): | | Prepared By: | EJB | |
| Work Program Number(s): | | | | |
| Federal Aid Number(s): | · | | | |
| Segment Description: | Site 13a: Northbound offramp at SR 50 (Cortez Blvd) | | | auria |

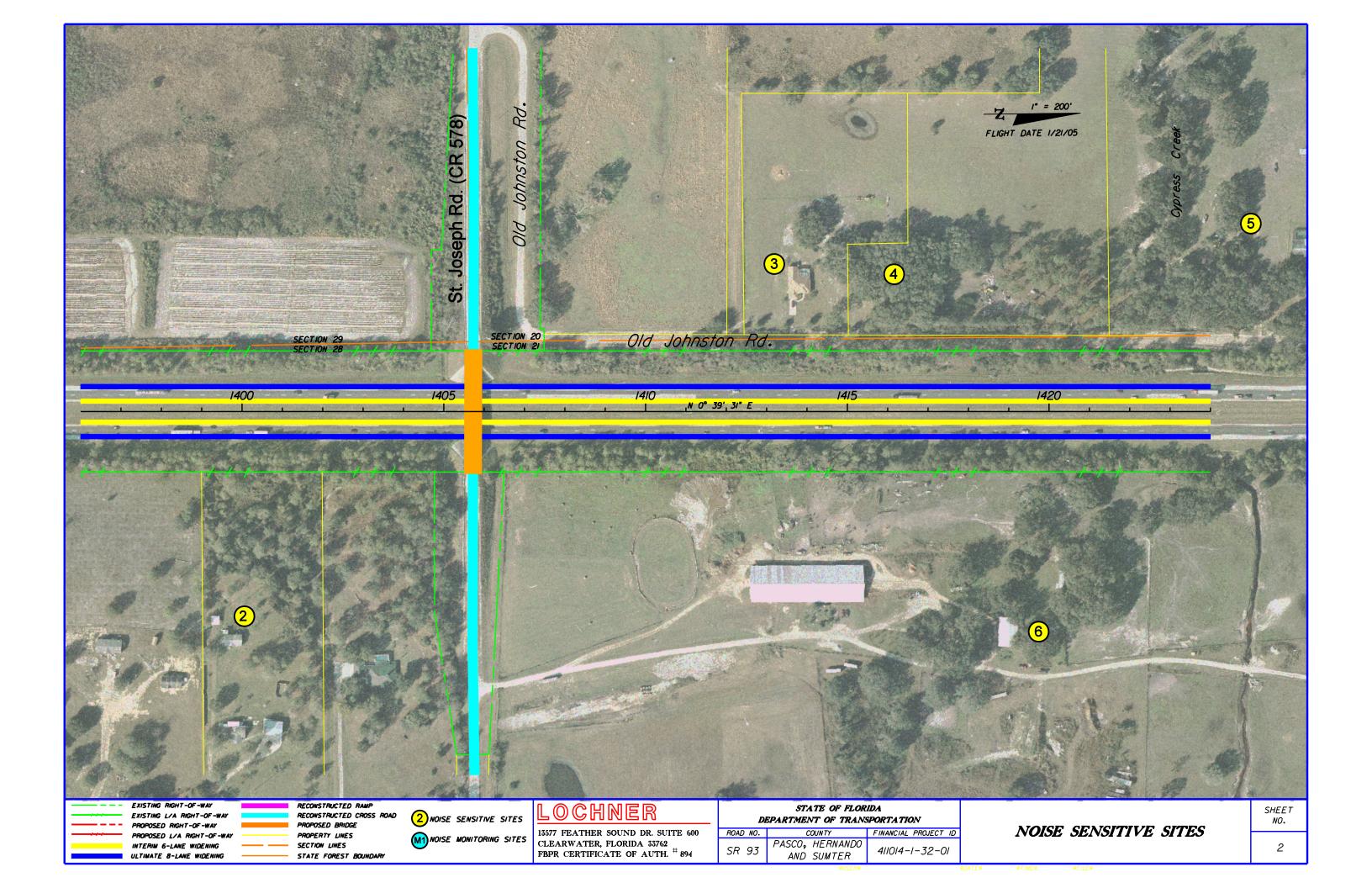
(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

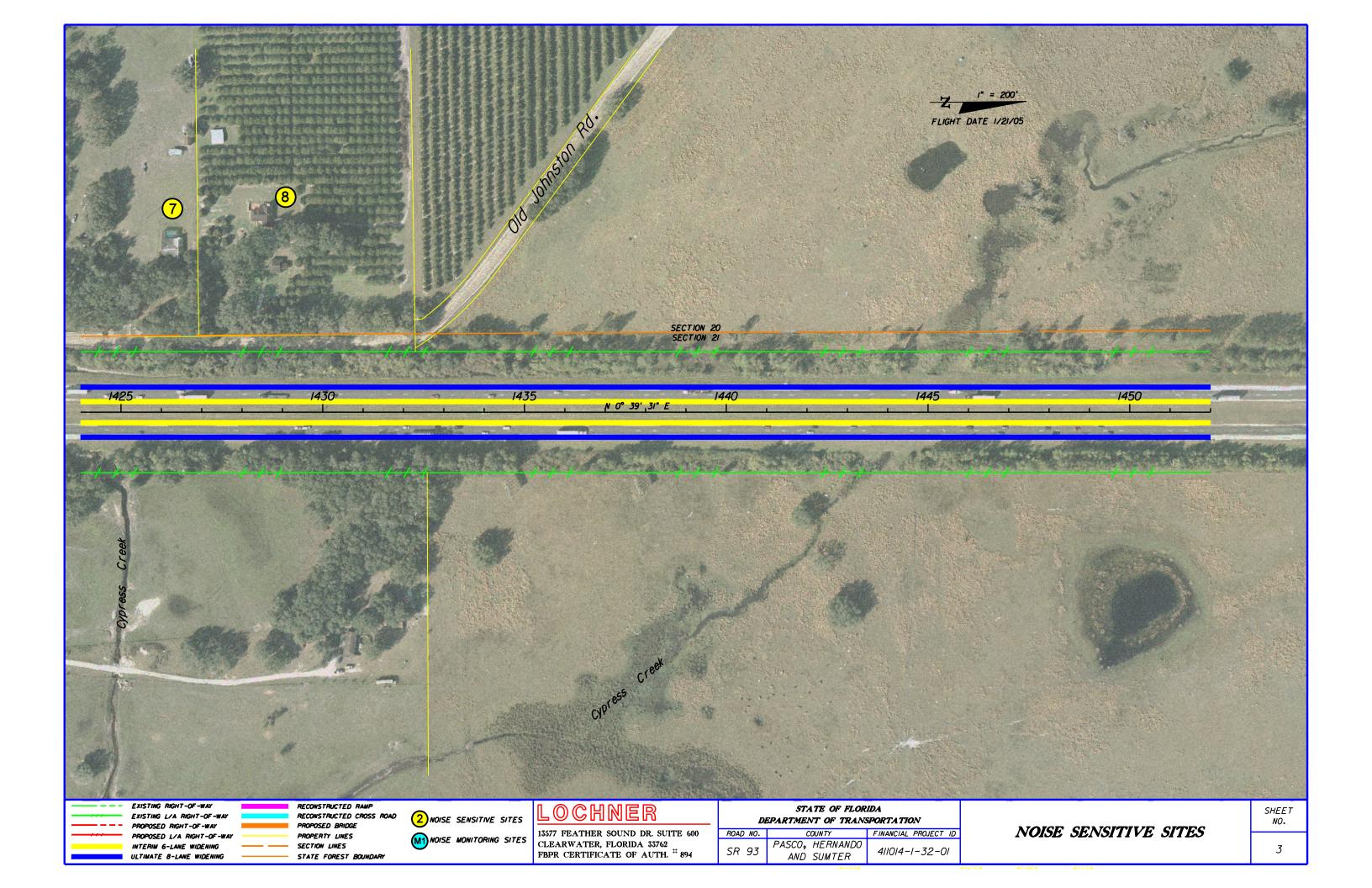
| | Existing Facility | 1 | No-Build (Design Year) | Build (Design Year) | | |
|------------------------|--------------------------|-----------------|------------------------|---------------------|---------------------|--|
| Lanes: | 1 | Lanes: | 1 | Lanes: | 2 | |
| Year: | 2005 | Year: | 2030 | Year: | 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 % | |
| ₹= | 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 | Т= | 19.0 % Design hr | |
| 11.5 | 11.5 % Medium Trucks DHV | | % 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 | |

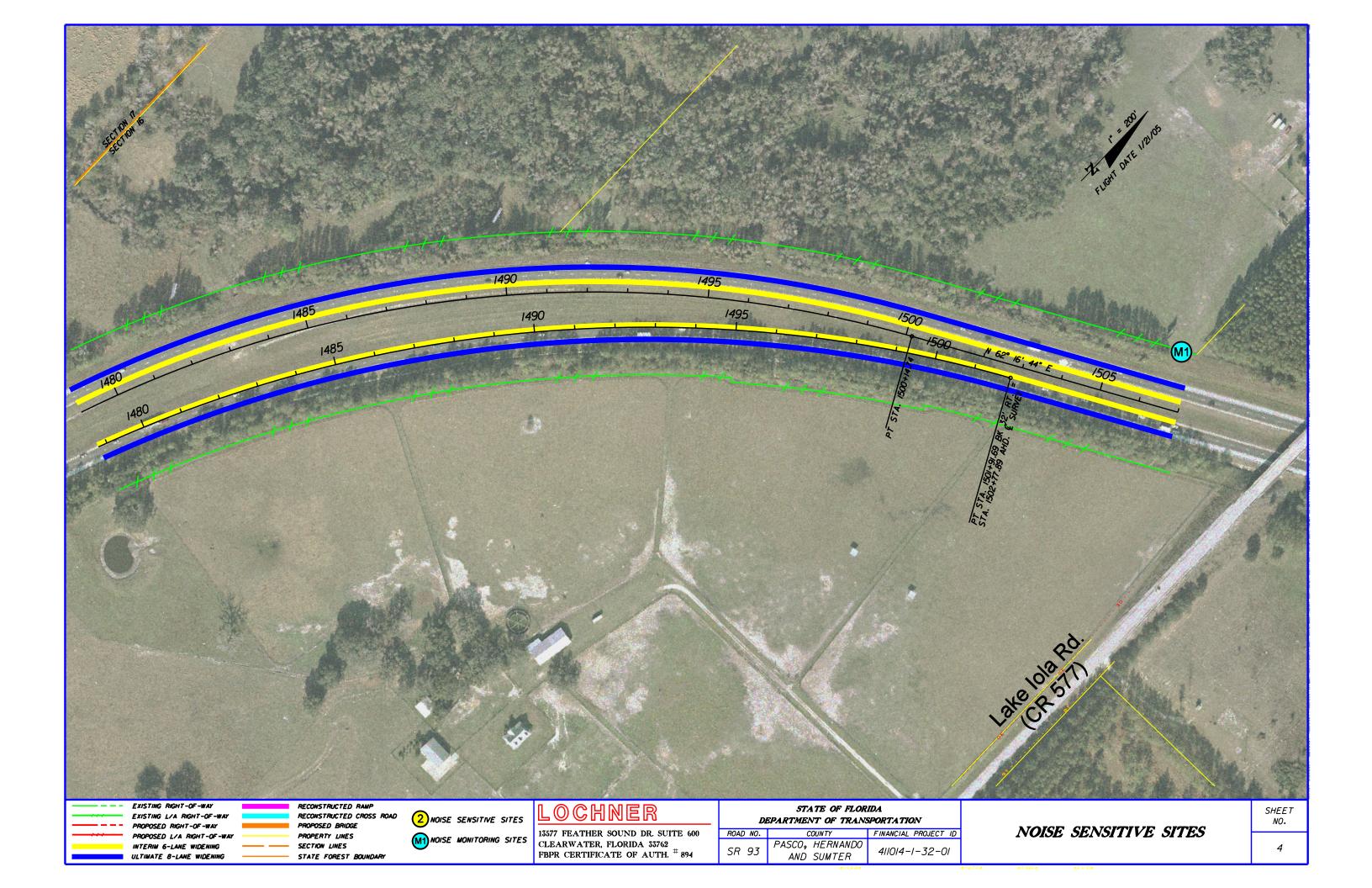
| | | | (| TAMINA/TNM INPL is based on the inp | JT ut abovo - do n | ot enter data he | low this line | |
|----------------------------|---|--|-------------------------|---|---|--------------------------|--|--|
| Existing Faci | | Demand | | sign Year) Model: | LOS (C) | | Year) Model: | Demand |
| | LOS (C) | | | LOS (C) | | LOS (C) | | |
| Southbound: Northbound: | Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 335 48 31 0 0 263 37 24 0 | Southbound: Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks Hvy Trucks Buses Motorcycles | 839 119 78 0 0 659 94 61 0 |
| · | Demand | er e | | Demand | | | Demand | |
| Southbound: | | 260 37 24 0 | Southbound | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 | Southbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 674 96 62 0 |
| Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 204 29 19 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 | Northbound: | Autos Med Trucks Hvy Trucks Buses Motorcycles | 529 75 49 0 |

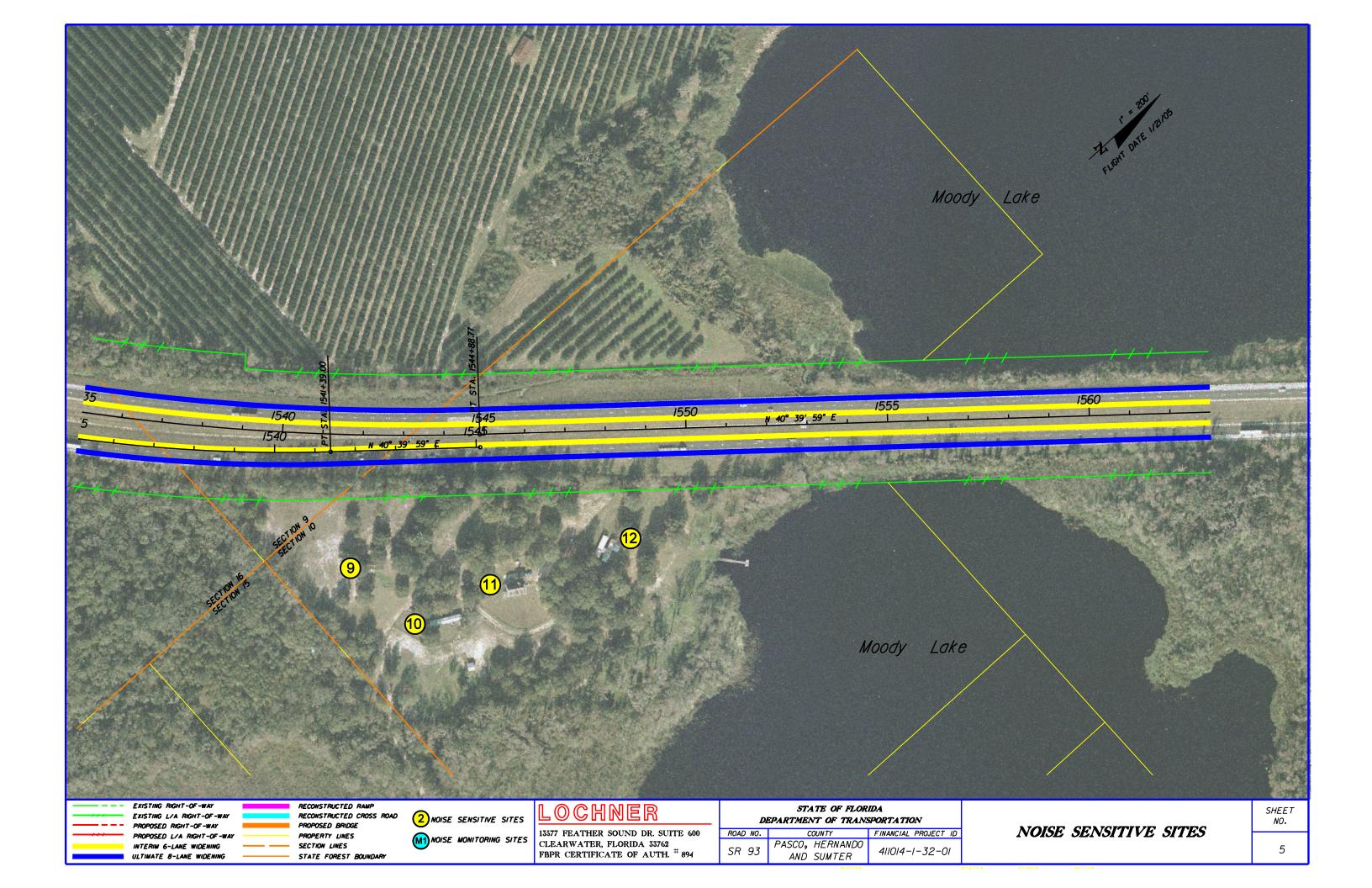
APPENDIX B

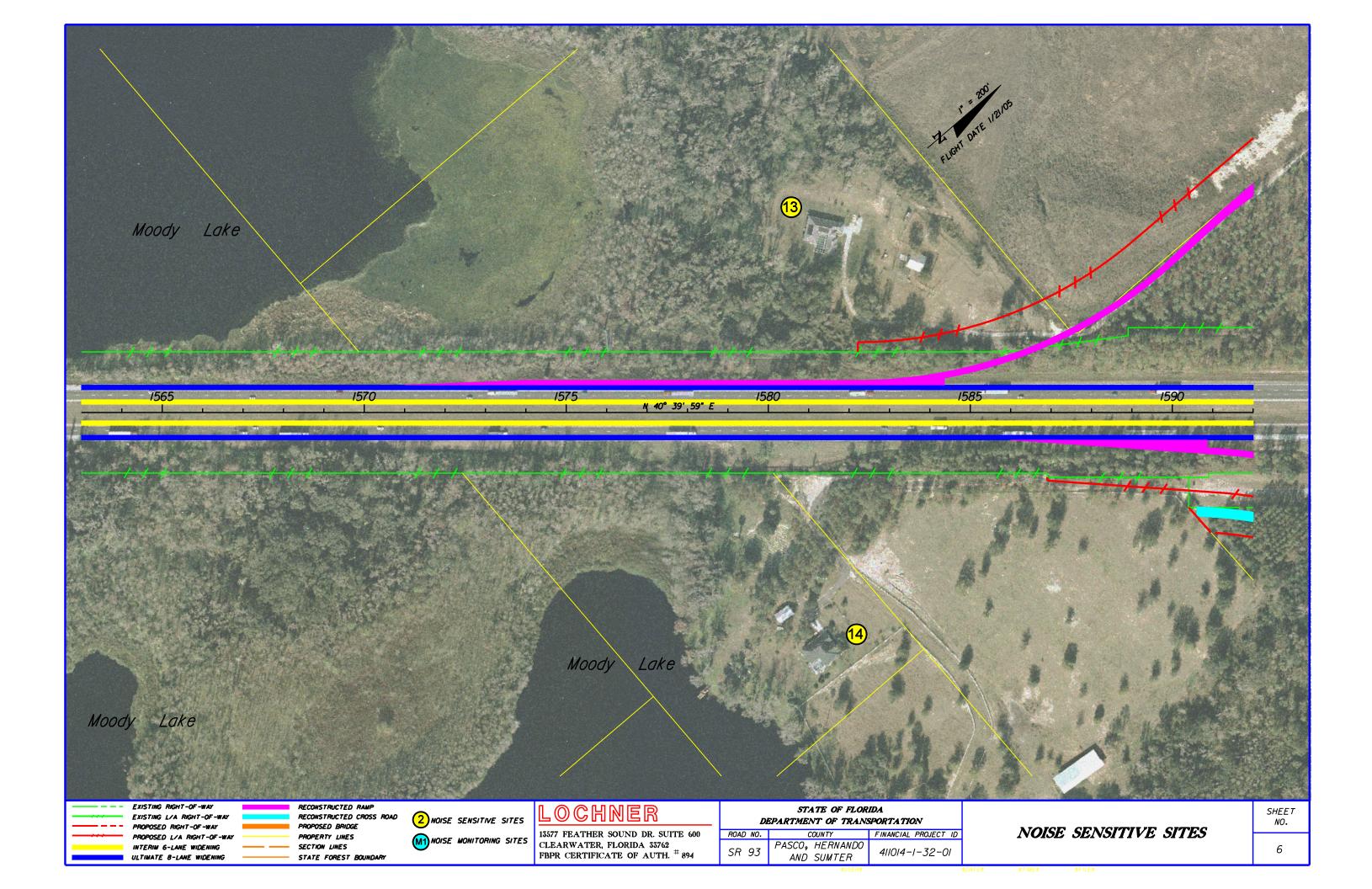


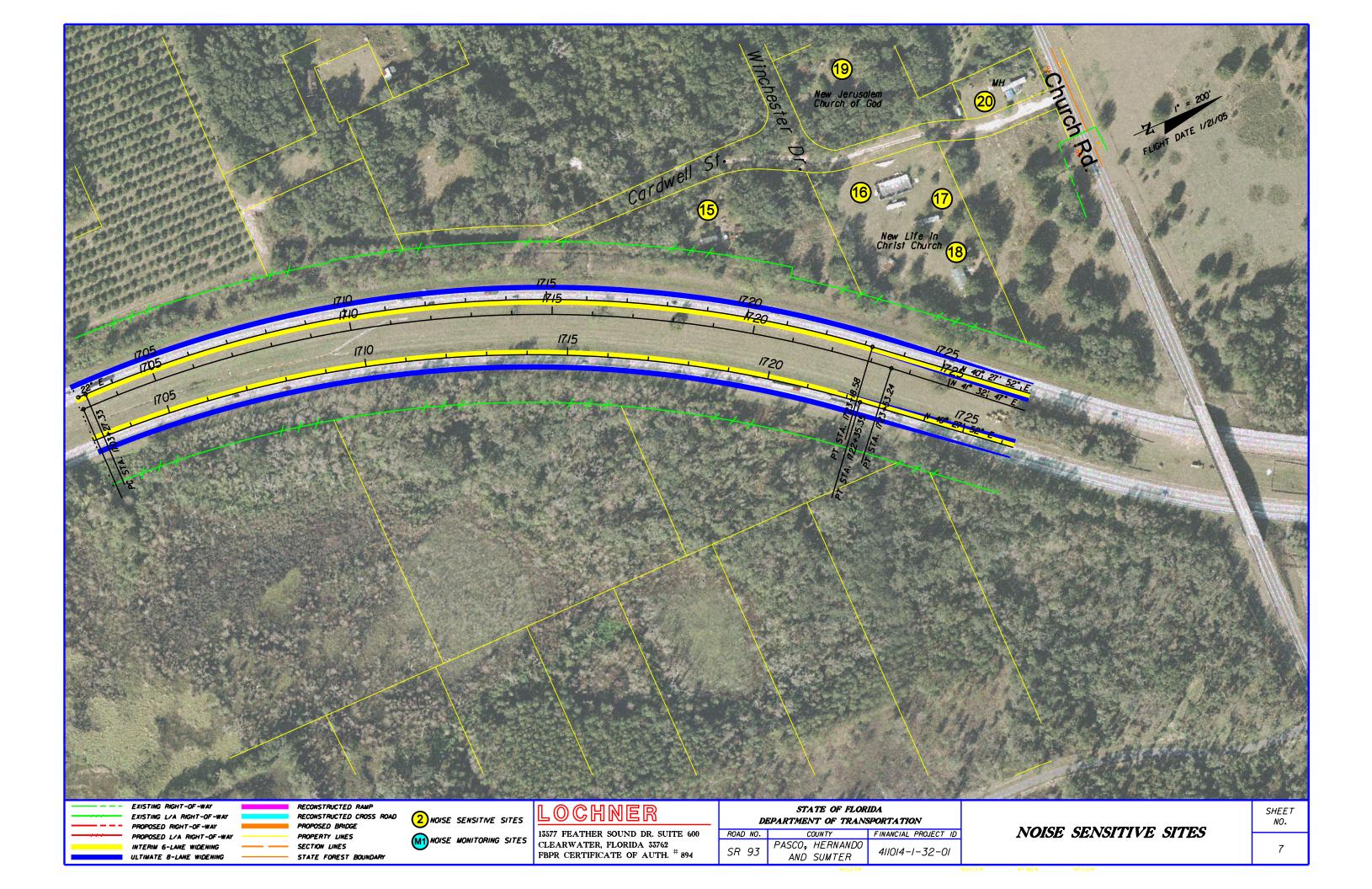


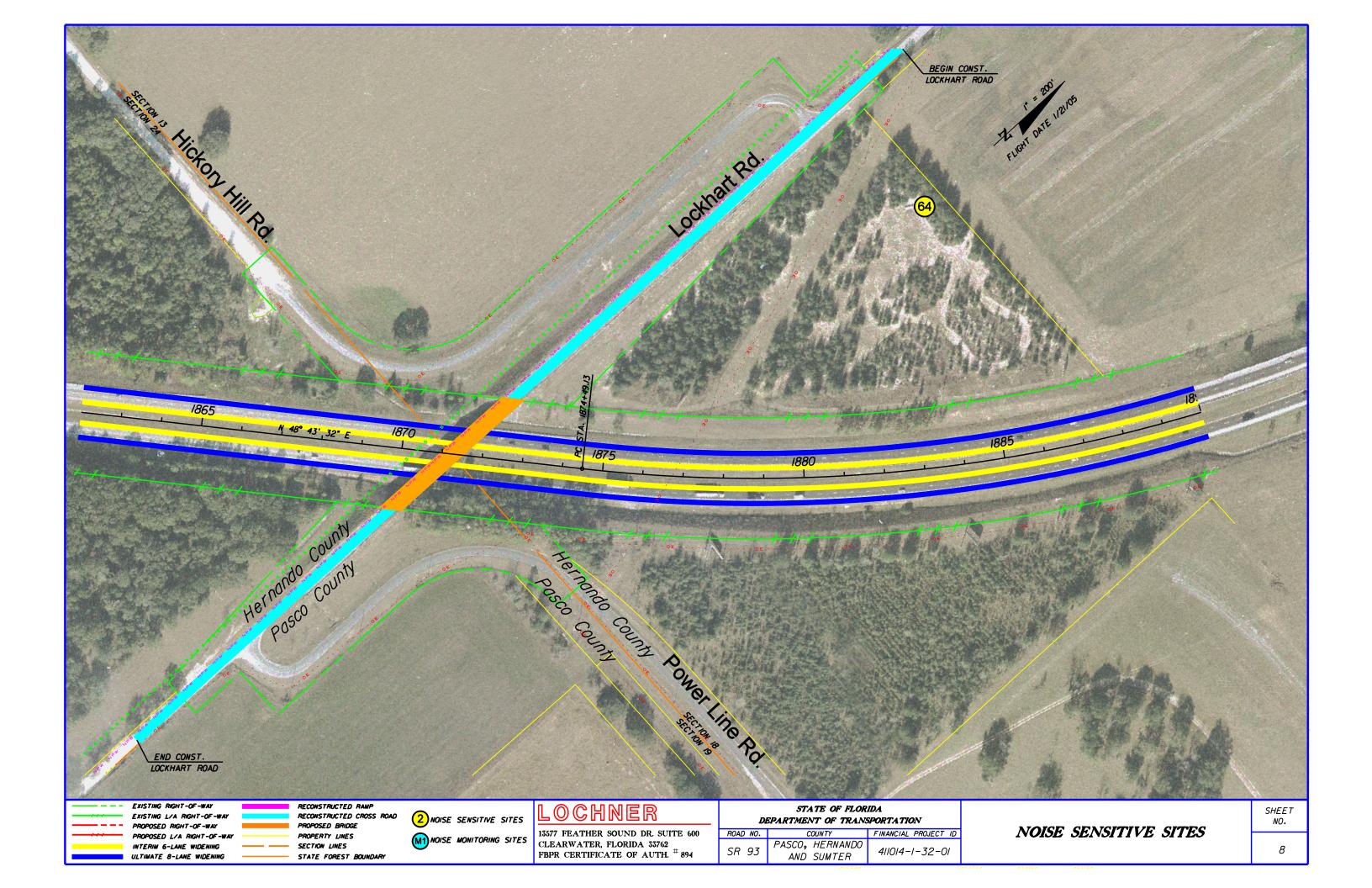


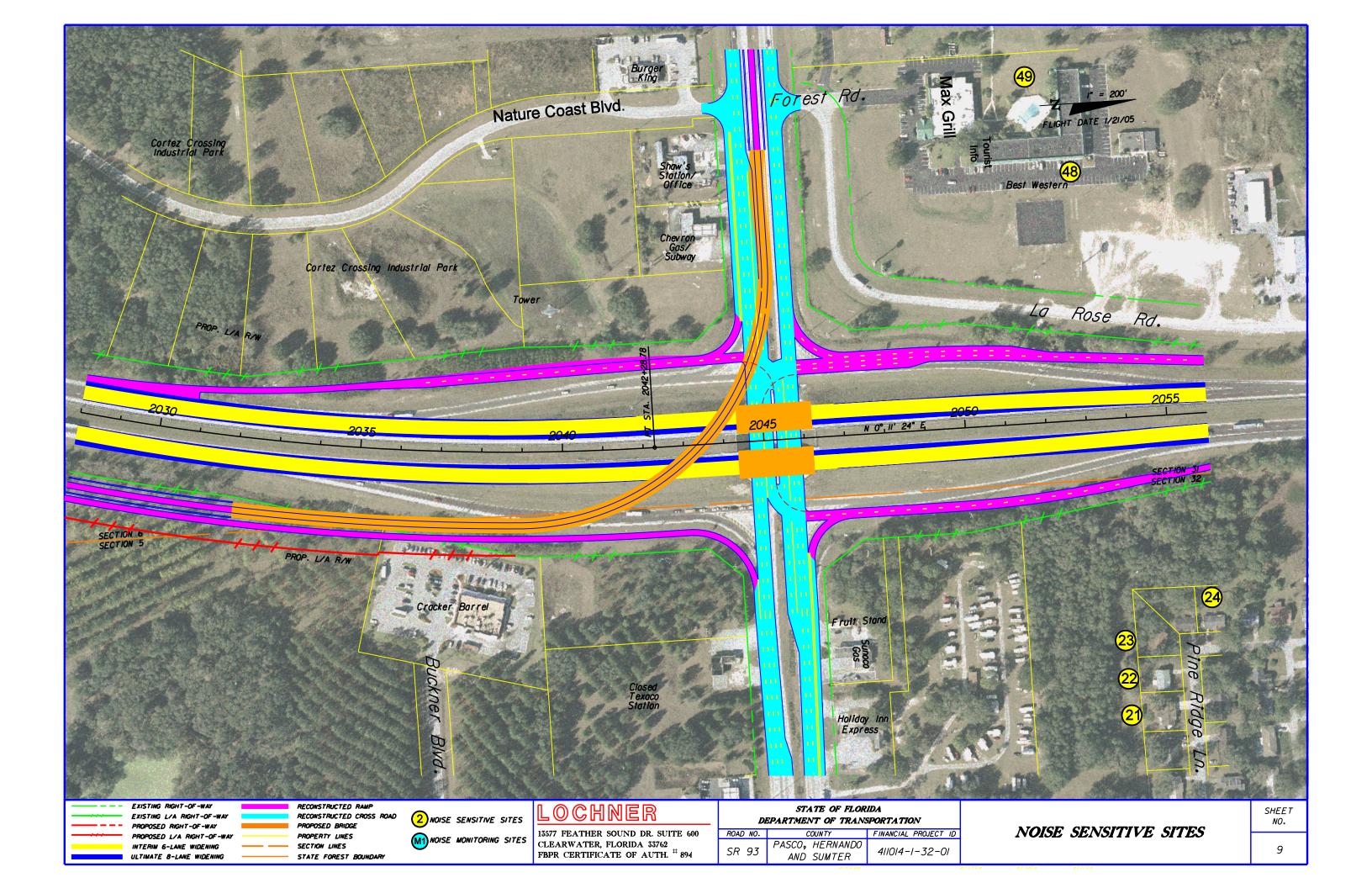


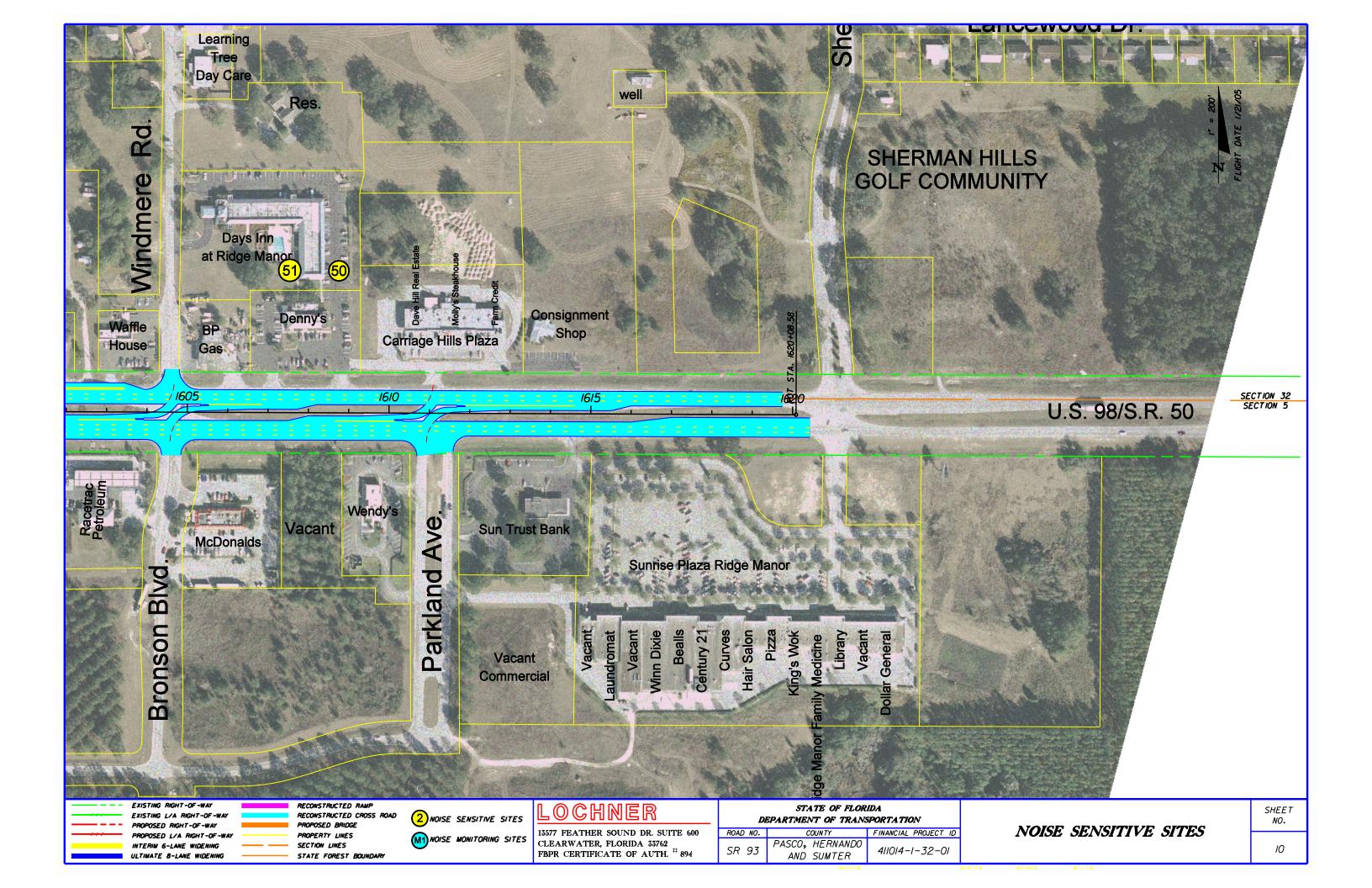


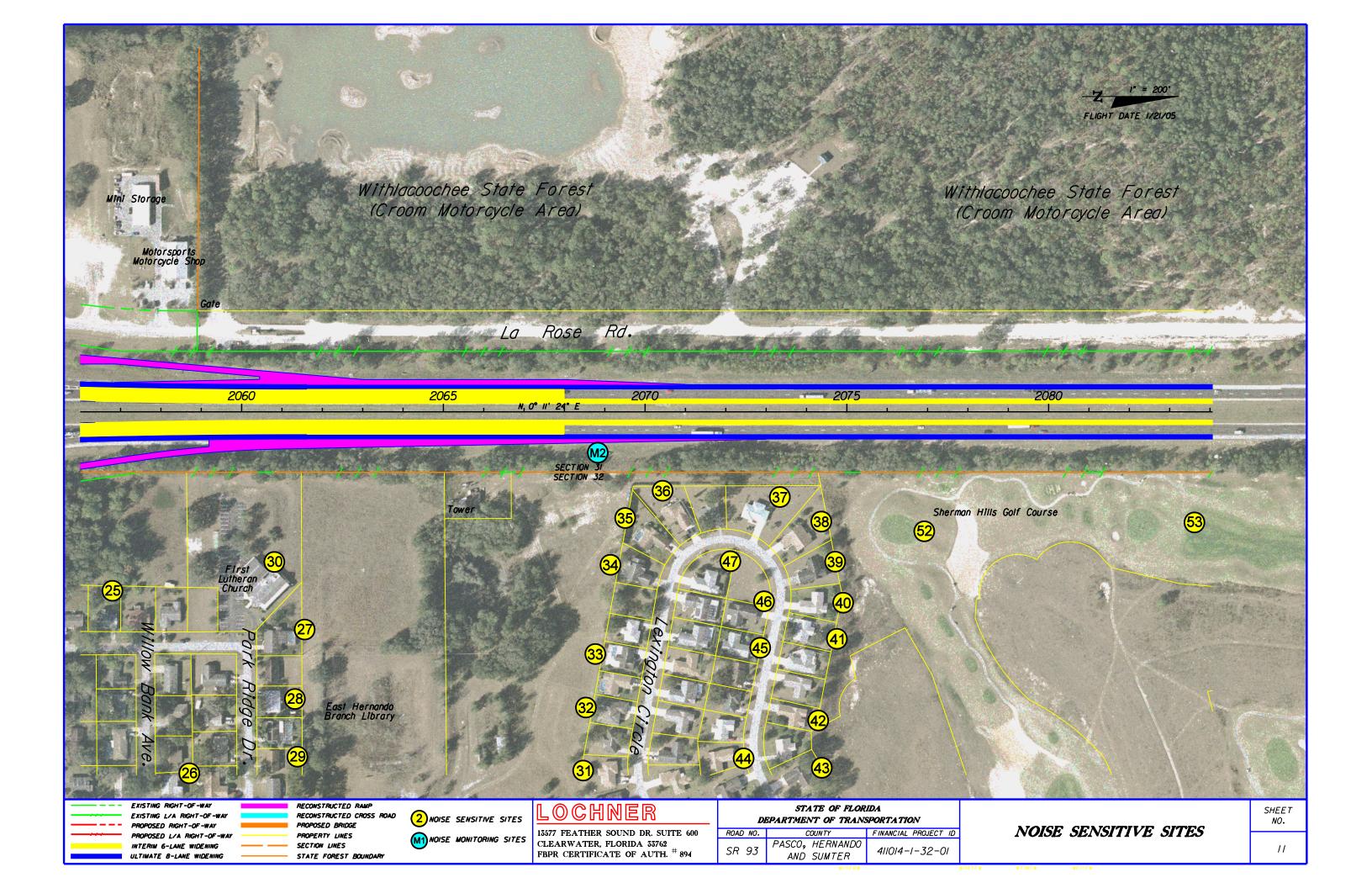


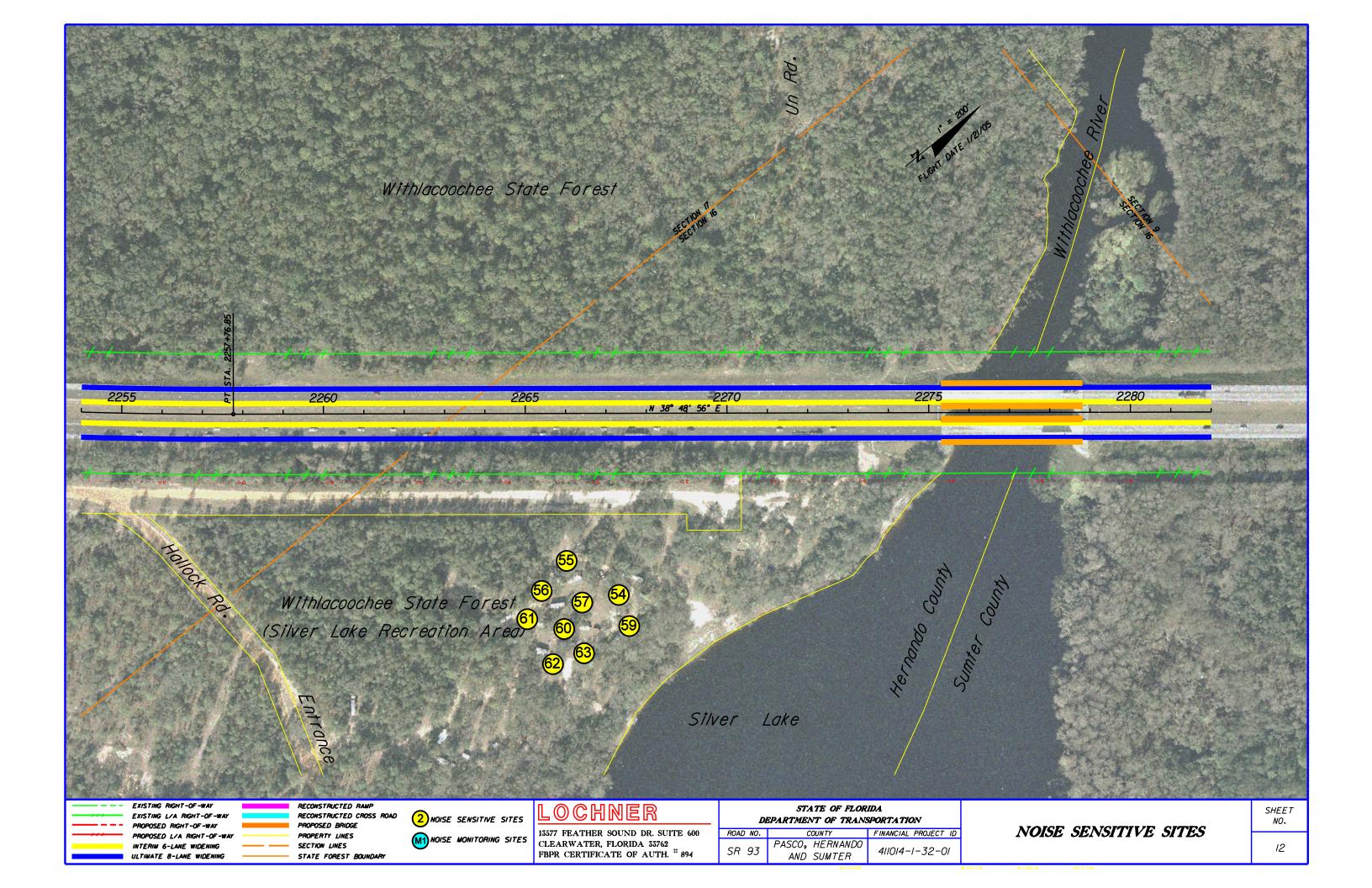








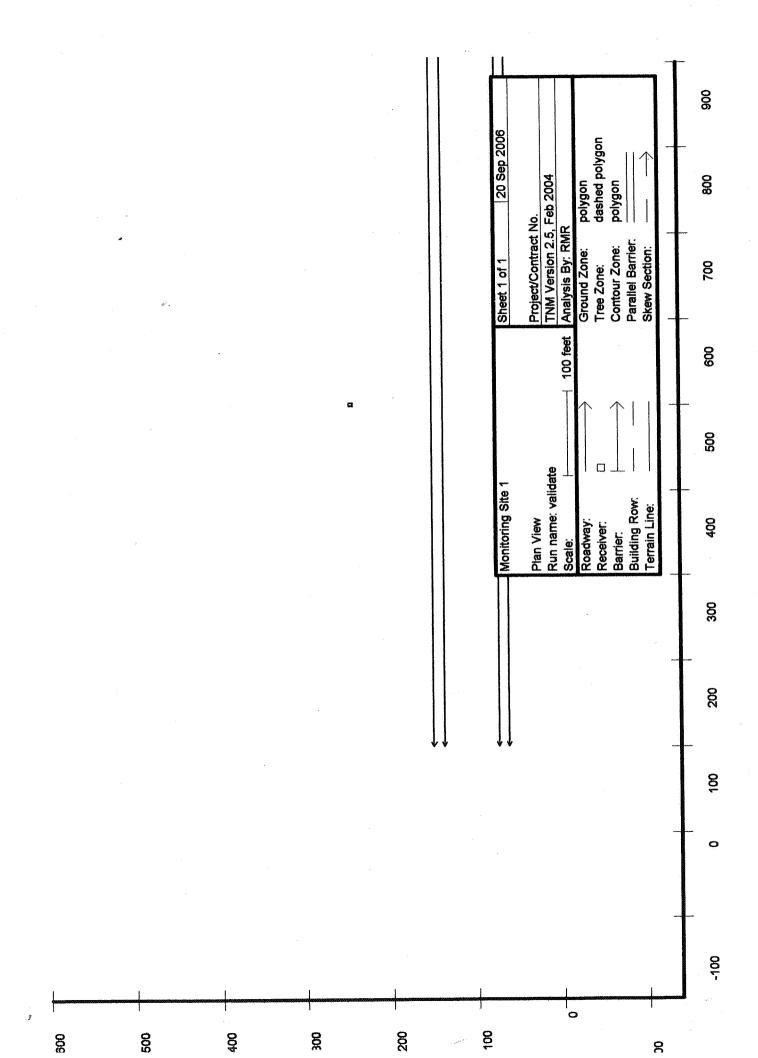




APPENDIX C

NOISE DATA FIELD VALIDATION

| Project Descrip | otion: <u>I-75 PD</u> | <u>&E</u> | | Date: 4/18/06 |
|-----------------|-----------------------|---------------|--------------------|----------------------|
| FPN#: 411014 | -1 | | | |
| Monitoring Lo | cation: <u>1/4 m</u> | ile N of SI | <u>R 50</u> | |
| Distance from | Center of Ne | ar Travel I | Lane: 83 feet | # of Lanes: _4 |
| Width of Lane | s: <u>12</u> | | Posted Speed: 70 | <u>mph</u> |
| Grade:_noise_ | meter was app | proximatel | y 6 feet higher th | an the travel lanes |
| Microphone H | leight: <u>5 feet</u> | Run Lei | ngth: 10 minutes | Start time: 10:50 am |
| | | | Traffic | |
| Traffic: | | | | |
| Cars = | (NB) 196 | х6 | 1176 | <u>69</u> mph |
| | (SB) 158 | _x6 | 948 | <u>69</u> mph |
| MT = | _13 | хб | 114 | <u>64</u> mph |
| | _8 | ж6 | 48 | <u>64</u> mph |
| HT = | 74 | _ хб | 444 | 67mph |
| | 45 | _ x6 | 270 | 67mph |
| Motorcycles= | . 0 | _ x6 | | mph |
| • | 2 | х6 | 12 | 67mph |
| Buses = | 0 | - хб | | mph |
| | 0 | _ x6 | | mph |
| Unusual Ever | nts: <u>Wind: 1</u> . | .2 – 8,7 mj | oh | 84 degrees |
| Results: | | | | Field Staff: |
| Lav (Leq) | 74.3 | dBA | k | D. DeForge |
| Lmax (fast) | 86.1 | dBA | | M. Clasgens |
| Computer | 73.7 | dBA | A | R. Rhinesmith |
| Difference: | 6 A'D A | | | |



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| <organization?> RMR</organization?> | | | | | | 20 September 2006 TNM 2.5 | ber 2006 | | | | |
|---|-----------------|---|----------------------|------------|-------------|------------------------------|--------------------------|--------------|---------------------------------|----------------|------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: RUN: | <pre>Moni</pre> | <pre><project name?=""> Monitoring Site 1</project></pre> | ne?> iite 1 | - | | | | | | | |
| Receiver | | | | | | | | | | | |
| Name | Š | #DUs | Coordinates (ground) | s (Bround) | | Height | Input Sour | d Levels | Input Sound Levels and Criteria | | Active |
| | | | 1-3 | <u> </u> | 7 | above | Existing Impact Criteria | Impact Cr | iteria | Z. | <u>.</u> ⊆ |
| | | | | | | Ground | LAeq1h | LAeq1h Sub'l | Sub'i | Goai | Calc. |
| | | | 42 | t = | 랟 | t= | dBA | dBA | 육 | g B | |
| M1 | | | 200.0 | 0 247.0 | 00.9 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |

<Pre><Pre>cProject Name?>

INPUT: RECEIVERS

| Corganization?> RMR | | | | 20 Septe TNM 2.5 | 20 September 2006 TNM 2.5 | 90 | | | | | | |
|---|--|----------------------|---------|---------------------|------------------------------|-----|---------|-----|--------|-----|-------------|-------|
| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | | | | | | | |
| PROJECT/CONTRACT: | <pre><pre>roject Name?></pre></pre> | ۵ | | | | | | | | | | |
| RUN: | Monitoring Site 1 | · gran | | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name | No. | Segment | | | | | | | | | |
| | | ļ _{as ir} ī | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | /cles |
| | | | > | S | > | S | > | S | > | S | > | Ø |
| | | | veh/hr | HQH. | veh/hr | щфн | veh/hr | шрһ | veh/hr | нфш | veh/hr | mph |
| 200 | point1 | - | 588 | 89 | 57 | 64 | 222 | 29 | 0 | 0 | | 0 |
| | point2 | 2 | | - | | | | | | | | |
| NB2 | point3 | e | 588 | 69 | 22 | 64 | 222 | 67 | 0 | 0 | | 0 |
| | point4 | 4 | | | | 1 | | | | | | |
| SB1 | point5 | 5 | 474 | 69 | 24 | 20 | 135 | 29 | 0 | 0 | | 9 |
| | point6 | 9 | | | | | | | | | | |
| SB2 | point7 | 7 | 474 | 69 | 24 | 2 | 135 | 67 | 0 | 0 | | 9 |
| | point8 | ∞ | - | | | | | | | | | |

<Pre><Pre>roject Name?>

INPUT: TRAFFIC FOR LAcq1h Volumes

| C TALL | |
|--------|--|
| SA A | |
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| | |

| Corganization?> RMR | | | | | 20 September 2006 TNM 2.5 | 2006 | | | | | |
|----------------------------------|------------------------|--------|-----|--|------------------------------|----------|--------------------------|---|--|--|------------|
| NPUT: ROADWAYS PROJECT/CONTRACT: | <pre><pre></pre></pre> | Name?> | | | | | Average page a State his | Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA | shall be us y substantia the approva | sed unless ates the us al of FHW | (1) |
| Roadway | | Points | | | | | | | | | |
| dama | Width | | Ão. | Coordinates (pavement) | pavement) | | Flow Control | hoi | | Segment | |
| | | -, | | × | T | 7 | Control | Speed | Percent | Pymt | 5 |
| | | | | | | | Device | Constraint | Vehicles | Туре | Struct? |
| | | | • | - | | | | : | Affected | | |
| | # | | | The state of the s | & | # | | uph Hdm | % | | |
| AN PARTIES | 12.0 | point | - | 1,000.0 | 140.0 | 0.00 | | | | Average | |
| | | point2 | 2 | 100.0 | 140.0 | 0.0 | | | | | |
| NB2 | 12.0 | | 9 | 1,000.0 | 152.0 | 0.00 | | | | Average | |
| | | point4 | 4 | 100.0 | 152.0 | 0.00 | | | | | |
| SB1 | 12.0 | | 2 | 1,000.0 | 76.0 | 0.0 | | | | Average | |
| | | | 9 | 100.0 | 76.0 | 0.00 | | | | | |
| SB2 | 12.0 | | 7 | 1,000.0 | 64.0 | 00.00 | | | | Average | |
| | | point8 | 80 | 100.0 | 64.0 | 0.00 | | | | | |

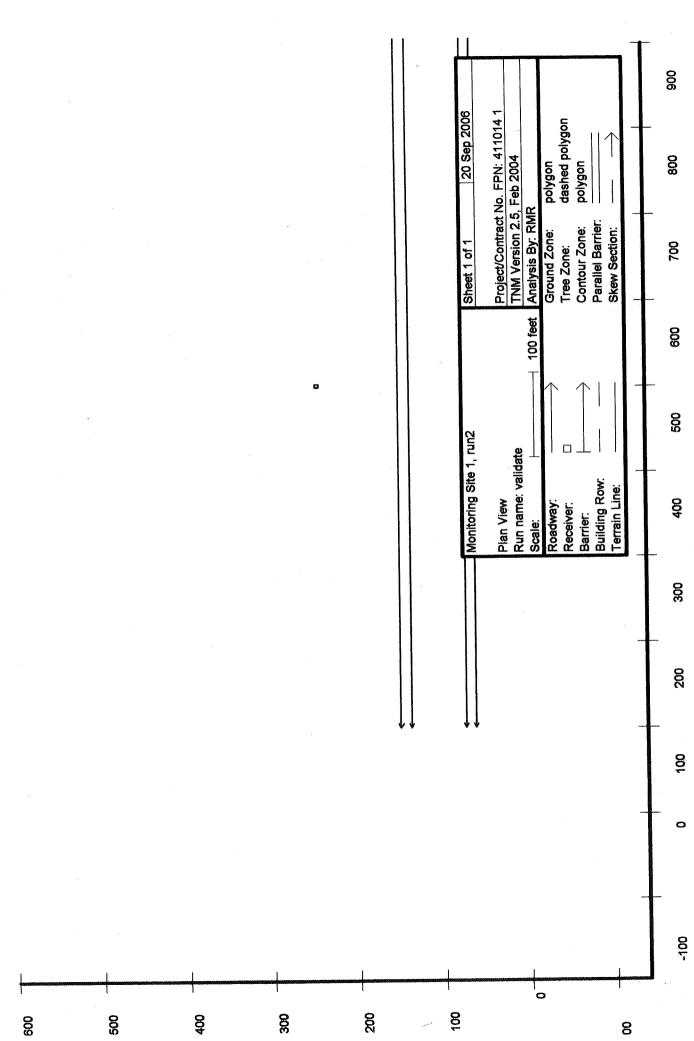
<Pre><Project Name?>

INPUT: ROADWAYS

| RESIII TS: SOUND LEVELS | | | | | | | <pre><project name?=""></project></pre> | ame?> | | | | | Γ |
|--|----------------|--------------------------|---|------------|-------|------------|---|-------------------------|---|---|-------------------------|---------------|-------------|
| | | | | | | | 20 Con | on Contember 2008 | | | | | |
| <organization?></organization?> | | | | | | | TNM 2.5 | sc; | | | | | |
| Kek | | | | | | | Caicul | Calculated with TNM 2.5 | M 2.5 | | | | |
| RESULTS: SOUND LEVELS | • | • | . (| | | | | | | | | | |
| PROJECT/CONTRACT: RUN: | . € | Project Na Monitoring | <project name=""></project> Monitoring Site 1 | | | | | | | | J | | |
| BARRIER DESIGN: | Z | H | INPUT MEIGHTS | | | | | Average a State | Average pavement type shall be used unless a State highway agency substantiates the use | e shall be use y substantiat | rd umless es the use | | |
| ATMOSPHERICS: | 89 | 68 deg F, (| 50% RH | | | | | of a diff | of a different type with approval of FHWA. | approval of F | HWA. | | П |
| Receiver | | | | | | | | | | | | - | T |
| The state of the s | No. #DUs | Js Exi | kisting | No Barrier | | | | | With Barrier | . 1 | | | |
| | | | LAeo1h | LAeg1h | - | Increase o | Increase over existing | 3 Type | Calculated | Noise Reduction | ction | | Т |
| | | | • | Calculated | Crith | Calculated | E STEP | | LAeq1h | Calculated | Goal | Calculated | |
| | <u></u> | | | | | | Sub1 Inc | 2 | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | minus Goal | |
| | | 16 | dBA | dBA | 48A | 8 | 88 | | ₽₽₽ | 왕 | 8 | 8 | TT |
| M1 | | - | 0.0 | 73.7 | | | 73.7 | 10 Snd Lvi | 13.7 | | 0.0 | 8 -8.0 | 0 |
| Dwelling Units | # | # DUS | Noise Reduction | luction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | | |
| | | 0 | dB | 8 | 99 | | | | | | | | |
| All Selected | | 1 | 0.0 | | 0.0 | 0.0 | | | | | | | |
| All impacted | | - | 0.0 | | 0.0 | 99 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | | 0.0 | 0.0 | | | | | | | \neg |
| | | | | | | | | | | | | | |

NOISE DATA FIELD VALIDATION

| Project Descrip | ption: <u>I-75 PD</u> | <u>&E</u> | | Date: 4/18/06 |
|-----------------|-----------------------|---------------|-------------------|----------------------|
| FPN#: 411014 | -1 | | | |
| Monitoring Lo | ocation: 1/4 mi | le N of SI | <u>R 50</u> | |
| Distance from | Center of Nea | ır Travel I | Lane: 83 feet | # of Lanes: _4 |
| Width of Lane | es: <u>12</u> | | Posted Speed: 70 |) mph |
| Grade: noise | meter was app | roximatel | y 6 feet higher t | han the travel lanes |
| | | | ngth: 10 minutes | |
| | | | Traffic | |
| Traffic: | | | | |
| Cars = | (NB) 199 | хб | 1194 | 70 mph |
| | (SB) 131 | хб | | <u>70</u> mph |
| MT = | _11 | х6 | 66 | <u>66</u> mph |
| | 11 | х6 | 66 | <u>66</u> mph |
| HT = | 77 | хб | 462 | mph |
| | 39 | хб | 234 | <u>73</u> _mph |
| Motorcycles= | = 1 | хб | 6 | 73 mph |
| 1.1000-07 | | | | mph |
| Buses = | 0 | х6 | | mph |
| Buscs | 0 | х6 | - | mph |
| Unusual Eve | nts: <u>Wind: 1.3</u> | 2 – 8.7 m | ph | 84 degrees |
| Results: | | | | Field Staff: |
| Lav (Leq) | 74.1 | dBA | X | D. DeForge |
| Lmax (fast) | 93.0 | dBA | | M. Clasgens |
| Computer | 74.4 | dBA | A | R. Rhinesmith |
| Difference: | .3_dBA | | | |



| I JOBSII-75 Ivalidate | |
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| UNITY N | e e |

| <0rganization?> RMR | | | | | 20 September 2006 TNM 2.5 | ber 2006 | | | | | |
|-----------------------------------|-------------|-------------------------|------|------------------------|------------------------------|------------|--------------|---|-------------------------------|---------------------------|---------|
| INPUT: ROADWAYS PROJECT/CONTRACT: | FPN: 411014 | 470 | | | · · | | Average F | Average pavement type shall be used unless a State highway agency substantiates the use | e shall be us y substantia | sed unless rtes the us | ø |
| RUN: | Monitori | Monitoring Site 1, run2 | 77 | | | | of a differ | of a different type with the approval of FHWA | the approv. | al OT PHW/ | |
| Roadway | | Points | | | | - | | | | | |
| Name | Width | Name | ζo. | Coordinates (pavement) | (pavement) | | Flow Control | troi | | Segment | |
| | | | | × | > | 7 | Control | Speed | Percent | Pvmt | ర్ |
| | | | | ļ., | | | Device | Constraint | Vehicles | Type | Struct? |
| | | | ·, · | | | | | | Affected | | |
| | æ | | | # | # | d ≅ | | hdm | % | | |
| ŭ | 12.0 | Doint1 | | 1,000.0 | 140.0 | 0.00 | 8 | | | Average | |
| | | Boint2 | 2 | 100.0 | 140.0 | 00.0 | 8 | | | | |
| NB2 | 12.0 | Boint3 | 3 | 1,000.0 | 152.0 | | 00.00 | | | Average | |
| | | point4 | 4 | 100.0 | 152.0 | 00.0 | 8 | | | | |
| SB1 | 12.0 | point5 | 5 | 1,000.0 | | 76.0 0.00 | 8 | | | Average | |
| | | | 9 | 100.0 | | 76.0 0.0 | 0.00 | | | | |
| S82 | 12.0 | | 7 | 1,000.0 | | 64.0 0.0 | 0.00 | | | Average | |
| | | point8 | 8 | 100.0 | | 64.0 0.0 | 0.00 | | | | |

FPN: 411014 1

INPUT: ROADWAYS

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| <organization?> RMR</organization?> | | | | 20 Septe TNM 2.5 | 20 September 2006 TNM 2.5 | 900: | | | | | | |
|---|-------------------------|--------|---------|---------------------|------------------------------|------|----------------|-----|--------|----------|-------------|------|
| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | | | | | | | |
| PROJECT/CONTRACT: | FPN: 411014 1 | | | | | | | | | | * | |
| RUN: | Monitoring Site 1, run2 | 1, nm, | A. | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name | ŽĢ. | Segment | | | | | | | | | |
| | | 1 | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | cles |
| | | | > | S | > | S | > | Ø | > | ဟ | > | S |
| | | | veh/hr | mph | veh/hr | щрһ | veh/hr | щbh | veh/hr | HQ Hd | veh/hr | mph |
| NB1 | point1 | - | 597 | 2 | 33 | 99 | 231 | 73 | 0 | 0 | 3 | 73 |
| | point2 | 2 | | | | | | | | | | |
| NB2 | point3 | က | 597 | 70 | 33 | 99 | 231 | 73 | 0 | 0 | n | 73 |
| | point4 | 4 | | | | | | | | | | |
| SB1 | point5 | S | 393 | 70 | 33 | 99 | 117 | 73 | - | 0 | 0 | 0 |
| | point6 | 9 | | | | | | | | | | |
| SB2 | point7 | 7 | 393 | 70 | 33 | 99 | 117 | 73 | | 0 | | 9 |
| | point8 | ထ | | | - | | | | | | | |

FPN: 4110141

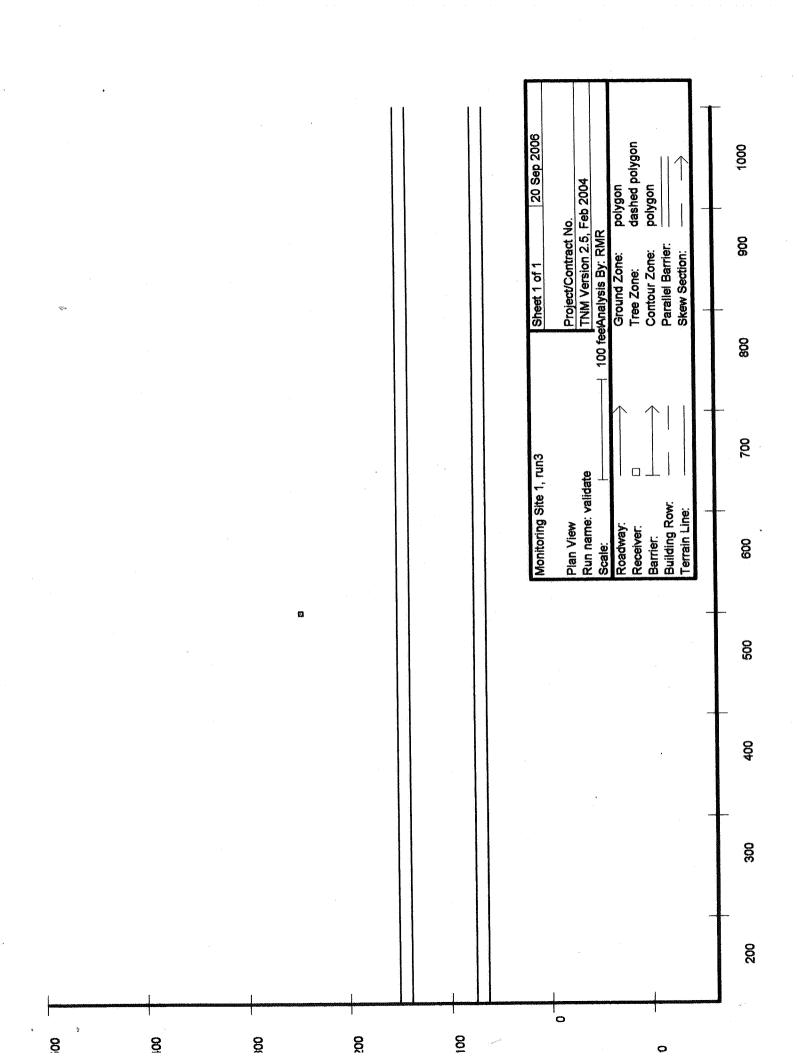
INPUT: TRAFFIC FOR LAeq1h Volumes

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| RESULTS: SOUND LEVELS | | - | | | | FPN: 411014 1 | | | | | | ſ |
|--|---------------------------------------|---|------------|--------|------------------------|---|---|-----------------------------|--|-----------|------------|-------|
| <or> <organization?> RMR</organization?></or> | | | | | | 20 September 2006 TNM 2.5 Calculated with TNI | 20 September 2006 TNM 2.5 Calculated with TNM 2.5 | 2.5 | | | | |
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: | FPN: 41104 Monitoring INPUT HEI | FPN: 411014 1 Monitoring Site 1, run2 INPUT HEIGHTS | rum2 | | | | Average p a State hig | avement typa hway agency | Average pavement type shail be used unless a State highway agency substantiates the use | ed unless | | |
| ATMOSPHERICS: | 63 de | 68 deg F, 50% RH | | | | | of a differ | int type with | of a different type with approval of FHWA. | HWA. | | |
| Receiver | | | | | | | | | | | | |
| | No. #DUS | Existing | No Barrier | | | | | With Barrier | 1 | | | |
| | | Lheath | LAedth | | Increase over existing | T existing | Type | Calculated | Noise Reduction | ction | | |
| | | • | Calculated | Crit'n | Calculated | Crit'n | Impact | LAeq1h | Calculated | Goal | Calculated | 78 |
| | | ÷ | | | | Subi | | | | | Goal | |
| | | dBA | dBA | dBA | 89 | 8 | | dBA | 8 | 용 | 89 | |
| Mi | - | 1 0.0 | 74.4 | | 66 74.4 | 4 10 | Snd Lvi | 74.4 | | 0.0 | 8 | 9.0 |
| Dwelling Units | #DDs | Noise Reduction | duction | | | | | | | | | ····· |
| | | Min | Avg | Max | | | | | | | | |
| | | 89 | 8 | 8 | | | | | | | | |
| All Selected | | 1 0.0 | 0.0 | | 0.0 | | | | | | | |
| All Impacted | | 0.0 | 0.0 | | 0.0 | | | | | | | |
| All that meet NR Goal | | 0.0 | 0.0 | | 0.0 | | | | | | | |
| | | | | | | | | | | | | |

NOISE DATA FIELD VALIDATION

| Project Descrip | otion: I-75 PD& | <u>&E</u> | | Date: 4/18/06 |
|---------------------|-----------------------|--------------------|--------------------|----------------------|
| FPN#: <u>411014</u> | -1 | | | |
| Monitoring Lo | cation: 1/4 mil | e N of SF | <u> 2 50</u> | |
| Distance from | Center of Nea | r Travel I | ane: 83 feet | # of Lanes: _4 |
| Width of Lane | s: <u>12</u> | I | Posted Speed: 70 | mph |
| Grade: noise 1 | meter was appi | roximatel | y 6 feet higher th | nan the travel lanes |
| | | | ngth: 10 minutes | |
| | | | Traffic | |
| Traffic: | | _ | 1000 | 70h |
| Cars = | (NB) 217 | • | 1302 | 72 mph |
| | (SB) 154 | | 924 | <u>72</u> mph |
| MT = | | хб | | <u>64</u> mph |
| | | х6 | 30 | <u>64</u> mph |
| HT = | _50 | х6 | 300 | <u>71</u> mph |
| | 33 | хб | 198 | <u>71</u> mph |
| Motorcycles= | : <u>1</u> | х6 | 6 | mph |
| • | 0 | хб | | mph |
| Buses = | 1 | хб | 6 | 64 mph |
| | 0 | х6 | | mph |
| Unusual Ever | nts: <u>Wind: 1.2</u> | 2 – 8.7 m <u>r</u> | oh_ | 84 degrees |
| Results: | | | | Field Staff: |
| Lav (Leq) | 73.3 | dBA | | D. DeForge |
| Lmax (fast) | 82.4 | dBA | L | M. Clasgens |
| Computer | 73.1 | dBA | L | R. Rhinesmith |
| Difference: | .2 dBA | | | |



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| RESULTS: SOUND LEVELS | | | - | | | V | <pre><project name?=""></project></pre> | e?> | | | | | |
|--|---|--|--|------------|--------|------------------------|---|---|--|------------------------------|--------------------------------|-----------------------------|------|
| Corganization?> RMR | | | | | | | 20 Septer TNM 2.5 Catculate | 20 September 2006 TNM 2.5 Catculated with TNM 2.5 | 2.5 | | | | |
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: RUN: BARRIER DESIGN: ATMOSPHERICS: | | <project< p=""> Monito INPUT 68 deg</project<> | Project Name?>Monitoring Site 1, run3INPUT HEIGHTS68 deg F, 50% RH | רנוח? | | | | Average s a State hi of a differ | Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA. | shall be use substantiate | d unless ss the use HWA. | | |
| Receiver | | | | | | | | | | | | | |
| Name | ģ | #DUs | Existing | No Barrier | | | | | With Barrier | | | | |
| | | | Legih | LAeq1h | | Increase over existing | existing | Type | Calculated | Noise Reduction | CDOL | | |
| | - | | | Calculated | Criffn | Calculated | Crit'n Sub'l Inc | Impact | LAeq1h | Calculated | Goal | Calculated minus Goal | ted |
| | | | dBA | dBA | dBA | 8 | 쁑 | | dBA | 8 | 쁑 | ф | |
| M1 | | | 0.0 | 73.1 | | | 73.1 | 10 Snd Lvi | 73.1 | 0.0 | 0 | 8 | -8.0 |
| Dwelfing Units | | # DUS | Noise Reduction | duction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | | |
| | | | 8 | dB | 9 | | | | | | | | |
| All Selected | | | 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 | 0.0 | | | | | | | |

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| INPUT: ROADWAYS | | : | | | | <pre>Pro</pre> | <pre><pre>cProject Name?></pre></pre> | | | |
|---|--|---|----|------------------------|------------------------------|----------------|---|--|--|---------|
| <organization?> RMR</organization?> | | | | 20 TN | 20 September 2006 TNM 2.5 | 900 | | | | |
| INPUT: ROADWAYS PROJECT/CONTRACT: RUN: | <pre><project name?=""> Monitoring Site 1.</project></pre> | <pre><project name?=""> Monitoring Site 1, run3</project></pre> | m3 | | | Aver a Sta | Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA | rpe shall be us ncy substantis th the approv | sed unless ates the use at of FHWA | |
| Roadway | | Points | | | | | | | | |
| Mamo | Width | Name | Š. | Coordinates (pavement) | vement) | Flow | Flow Control | | Segment | |
| | | | | × | Z | Control | rol Speed | Percent | Pymt | ర్ |
| | | ***** | | | | Device | ce Constraint | | Type | Struct? |
| - | | - | | | | | | Affected | | |
| | 4 | | | # | # | | qdir | % | | |
| NR1 | 12.0 | point | 1 | 1,000.0 | 140.0 | 0.00 | | | Average | |
| | | Baint2 | 2 | 100.0 | 140.0 | 0.00 | | | | |
| NB2 | 12.0 | | 8 | 1,000.0 | 152.0 | 0.00 | | | Average | * |
| | | point4 | 4 | 100.0 | 152.0 | 0.00 | | | | |
| SB1 | 12.0 | | 5 | 1,000.0 | 76.0 | 0.00 | | | Average | |
| | | point6 | 9 | 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</organization?> | | | | 20 Septe TNM 2.5 | 20 September 2006 TNM 2.5 | 900 | | | | | | |
|---|------------------------------|---------|---------|---------------------|------------------------------|-----|---------|-----|--------|------------|-------------|------|
| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | | | | | | | |
| PROJECT/CONTRACT: | <project name?=""></project> | Λ | | | | | | | | | | |
| RUN: | Monitoring Site 1, run3 | 1, run. | 60 | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name | No. | Segment | مبعد | | | | | | | | |
| | | | Autos | | MTrucks | | HTrucks | | Buses | | Motorcycles | cles |
| | | | | ဟ | > | S | > | S | > | S | Λ | Ø |
| | | | veh/hr | mph | veh/hr | mph | veh/hr | Hdm | veh/hr | шbh | veh/hr | DE |
| NB1 | point1 | - | 651 | 22 | 33 | 64 | 150 | 71 | 3 | 20 | 0 | |
| | point2 | 2 | | | | | | | | | | |
| NB2 | point3 | 3 | 651 | 72 | 33 | 20 | 150 | 7 | 0 | 2 5 | 0 | |
| | point4 | 4 | | | | | | | | | | |
| SB1 | point5 | 2 | 462 | 72 | 15 | \$ | 66 | 7 | 0 | 0 | 0 | |
| | point6 | ဖ | | | | | | | | | | |
| SB2 | point7 | 7 | 462 | 72 | 15 | 22 | 66 | 7 | 0 | 0 | 9 | |
| | point8 | æ | - | | | | | | | | | |

<Pre><Pre>roject Name?>

INPUT: TRAFFIC FOR LAeq1h Volumes

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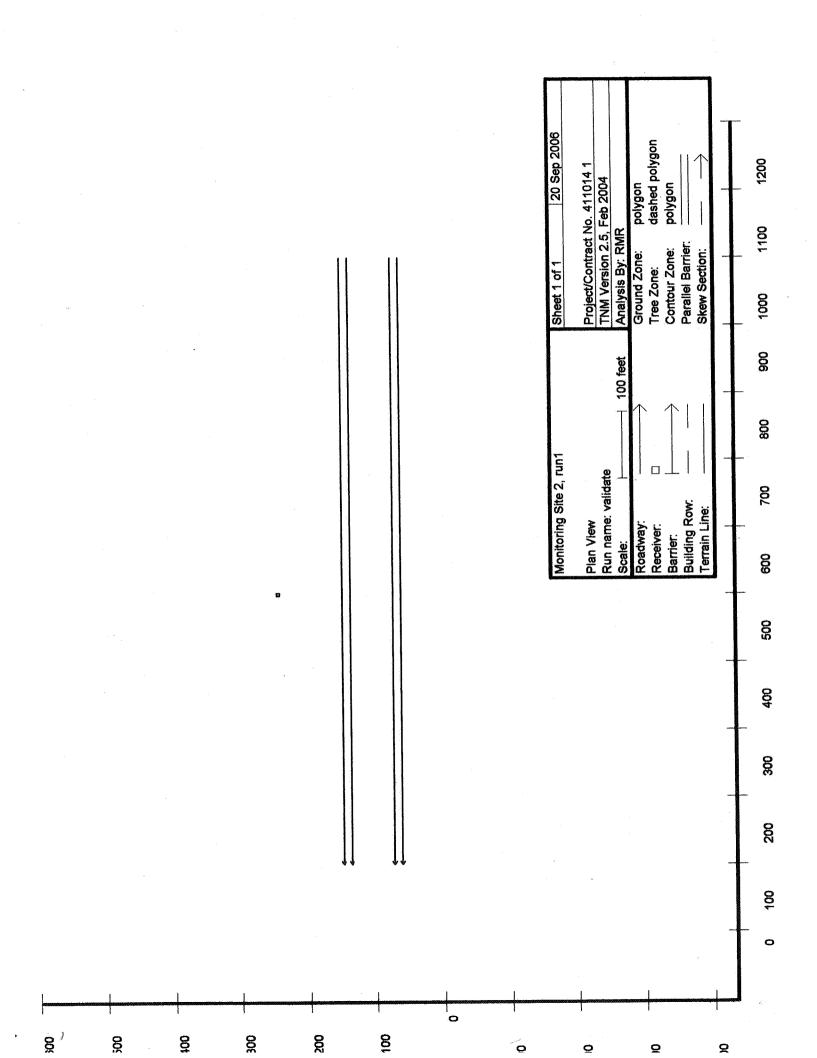
| <organization?> RMR</organization?> | | | | | | 20 September 2006 TNM 2.5 | lber 2006 | | | | | |
|---|---|----------------|----------------------|----------|-------|------------------------------|---------------------------------|---------------|------------|------|-------|----------|
| INPUT: RECEIVERS PROJECT/CONTRACT: RUN: | <pre><project name?=""> Monitoring Site 1, run3</project></pre> | lame g Site | 7. 1, run3 | | | | | | | | | |
| Receiver | | | | | | | | | | | • | 41.15 |
| Nome | No. #DUs | ပ ရ | Coordinates (ground) | (ground) | | Height | Input Sound Levels and Criteria | nd Levels a | nd Criteri | - | 5 | Active |
| | | × | | > | 7 | above | Existing Impact Criteria | Impact Cr | iteria | ¥ | 2 | |
| | · | ! ! | | | | Ground | LAeq1h | L'Aeq1h Sub'l | Sub'l | Goal | Calc. | <u>5</u> |
| | | d≓ | | # | # | d= | dBA | dBA | ф | æ | | |
| M1 | - | + | 500.0 | 247.0 | 00.00 | 2 5.00 | 00.00 | 99 | 10.0 | 8.0 | 0 | > |

<Pre><Pre>ct Name?>

INPUT: RECEIVERS

NOISE DATA FIELD VALIDATION

| Project Descrip | otion: <u>I-75 PD</u> | <u>&E</u> | | | Date: 4/18/06 |
|-----------------|-----------------------|---------------|-----------------|-----------------|-----------------|
| FPN#: 411014 | -1 | | | | |
| Monitoring Lo | cation: South | of Lake Io | ola Overpass | | |
| Distance from | Center of Nea | ır Travel I | ane: 83 feet | | # of Lanes: _4 |
| Width of Lane | s: <u>12</u> | F | osted Speed: | 70 mph | |
| Grade: noise n | neter height w | as approx | imately level v | vith the trave | el lanes |
| Microphone H | leight: 5 feet | Run Ler | gth: 10 minut | <u>es</u> Start | t time: 1:36 pm |
| | | | Traffic | | |
| Traffic: | | | | | |
| Cars = | (NB) 169 | х6 _ | 1014 | 62 | _mph |
| | (SB) 125 | х6 | 750 | 62 | mph |
| MT = | 6 | х6 | 36 | 59 | mph |
| | 14 | хб . | 84 | 59 | mph |
| HT = | 63 | х6 | 378 | 67 | mph |
| | 55 | ж6 | 330 | 67 | mph |
| Motorcycles= | | | 12 | 70 | mph |
| 1120010101 | 0 | хб | | | mph |
| Buses = | | х6 | 6 | 64 | mph |
| 1000 | 0 | хб | | | mph |
| Unusual Ever | nts: | | | | |
| Results: | | | | Fie | ld Staff: |
| Lav (Leq) | 70.3 | dBA | | <u>D.</u>] | <u>DeForge</u> |
| Lmax (fast) | 84.2 | dBA | | <u>M.</u> | Clasgens |
| Computer | 72.8 | dBA | | <u>R.</u> J | Rhinesmith |
| Difference: | 2.5 dBA | | | | |



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| <organization?> RMR</organization?> | | | | | | 20 September 2006 TNM 2.5 | nber 2006 | | | | | |
|---|---------|--------|-------------------------|-------------|------|------------------------------|------------|-----------------|---------------------------------|------|----------|---|
| INPUT: RECEIVERS PROJECT/CONTRACT: | 4110141 | | | | | | | | | | | |
| RUN: | Monito | ring S | Monitoring Site 2, run1 | | | | | | | | | |
| Receiver | | | | | | | | | | | ; | |
| Name | No. | \$DQ# | Coordinates (ground) | (bunoab) sa | | Height | Input Sour | nd Levels | Input Sound Levels and Criteria | | Active | Š |
| | | | × | >- | 7 | above | Existing | Impact Criteria | | Z. | <u>.</u> | |
| *************************************** | | | | | | Ground | L/Aeq1h | LAeq1h | Sub'i | Goal | Calc | |
| | | | # | d≓. | te | t ≓ | dBA | dBA | æ | ф | | |
| Z | - | | 500.0 | 0.747.0 | 0.00 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 ≺ | |

INPUT: RECEIVERS

| <organization?> RMR</organization?> | | | | 20 Septe TNM 2.5 | 20 September 2006 TNM 2.5 | 5006 | | | | | | |
|---|--|-------|---------|---------------------|------------------------------|------|---------|-----|--------|-----|-------------|------|
| INPUT: TRAFFIC FOR LAeq1h Volumes | ************************************** | | | | | | | | | | | |
| PROJECT/CONTRACT: RUN: | 411014 I Monitoring Site 2, run1 | 2, rm | · | | - | | | | | | | |
| Roadway | Points | | - | | | | | | | | | |
| | Name | No. | Segment | | | : | | | | | | |
| | | | Autos | | MTrucks | un. | HTrucks | | Buses | | Motorcycles | cles |
| | · | | | S | > | S | > | S | > | Ø | > | S |
| | | | veh/hr | Hdm | veh/hr | Hdm | veh/hr | mph | veh/hr | щфн | veh/hr | ubh |
| NB. | point1 | - | 202 | 62 | 18 | 59 | 189 | 29 | 0 | 0 | 9 | 20 |
| | point2 | 2 | | | | | | | | | | |
| NB2 | point3 | က | 202 | 62 | 18 | 3 59 | 189 | 29 | 0 | 0 | ဖ | 2 |
| | point4 | 4 | | | | | | | | | | |
| SB1 | point5 | 5 | 375 | 62 | 42 | 59 | 165 | 67 | 0 | 0 | 0 | 0 |
| | point6 | 9 | | | | | | | | | | |
| SB2 | point7 | 7 | 375 | 62 | 42 | 2 59 | 165 | 67 | 0 | 0 | 0 | 0 |
| | point8 | 60 | | | | | | | | | | |

INPUT: TRAFFIC FOR LAeq1h Volumes

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| Corganization?> RMR | | | | | 20 September 2006 TNM 2.5 | r 2006 | | | | | |
|---|------------|----------------|--------------|------------------------|------------------------------|--------|----------------|---|-----------------------------|---------------------------|---------|
| INPUT: ROADWAYS | 411014.1 | | | | | | Average page a | Average pavement type shall be used unless a State highway agency substantiates the use | shall be us y substantia | sed unless fes the use | á |
| RUN: | Monitoring | g Site 2, rum1 | (| | | | of a differ | of a different type with the approval of FHWA | the approve | al of FHWA | |
| Boadway | | Points | | | | | | *** | | | |
| Zono | Width | Name | Ão. | Coordinates (pavement) | (pavement) | | Flow Control | ion | | Segment | |
| | | | | × | . > | 7 | Control | Speed | Percent | Pvmt | ő |
| | | | | | | | Device | Constraint | Vehicles | Type | Struct? |
| | | | | | | | | · · · | Affected | | |
| | a≃ | | | # | # | #± | | Hdir. | % | | |
| | 12.0 | point1 | 1 | 1,000.0 | 140.0 | 0.00 | | | | Average | |
| | | Doint2 | 2 | 100.0 | 140.0 | 9.0 | | | | | |
| NB2 | 12.0 | point3 | e | 1,000.0 | 152.0 | 0.0 | | | | Average | |
| | | point4 | 4 | 100.0 | 152.0 | 00.00 | | | | | |
| SB1 | 12.0 | point5 | 5 | 1,000.0 | 76.0 | 0.00 | | | - | Average | |
| | | point6 | 9 | 100.0 | 76.0 | 00:00 | | | | | |
| \$82 | 12.0 | point7 | 7 | 1,000.0 | 64.0 | 0.00 | _ | | | Average | |
| | | point8 | α | 100.0 | 64.0 | 0.00 | 6 | | | | |

INPUT: ROADWAYS

| <organization?> RMR</organization?> | | | | | | | | 20 Septer TNM 2.5 Calculate | 20 September 2006 TNM 2.6 Calculated with TNM 2.6 | 2 | | | |
|---|----------|----------|-------------------------|------------|------|-----|------------------------|-----------------------------------|---|--|-----------------|-----------|-------------|
| RESULTS: SOUND LEVELS | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | 411014 | ₹ | | | | | | | | | | | |
| RUN: | Moni | toring | Monitoring Site 2, run1 | , L | | | | | Average 0 | Average payement (voe shall be used unless | shall be use | d unless | |
| BARRIER DESIGN: | | | 2 | | | | | | a State hig | a State highway agency substantiates the use | substantiate | s the use | |
| ATMOSPHERICS: | 68 G | eg F, 6 | 68 deg F, 50% RH | | | | | | of a differ | of a different type with approval of FHWA. | spprovat of F | HWA. | - |
| Receiver | | | | | | | | | | | | | |
| Mome | #DUs | 1 | Existing | No Barrier | | | | | | With Barrier | | | ı |
| | | | ,. | 1 April 1 | | | Increase over existing | r existing | Type | Calculated | Noise Reduction | tion | |
| | · y- | | | | 1 | | Colorabaton | Coff's | manant | 1 Aprilh | Calculated | Goal | |
| | <u>-</u> | | | Carculated | 5 | , | Calculated | Sub1 Inc | | | | | |
| | | A B B | | dBA | 4BA | | 99 | 용 | | dBA | 쁑 | gg GB | |
| BAA | - | - | 0.0 | | 72.8 | 8 | 72.8 | | 10 Snd Lvl | 72.8 | 0.0 | | 80 |
| 141 | 7 | ٦r | 8 | 11 | | | | | | | | | |
| Dwelling Units | * 20° | | Se Ked | תכנוסוו | | | | | | | | | |
| | | Z. | | Avg | Max | | | | | | | | |
| | | dB dB | | 8 | 8 | | | | | | | | |
| All Selected | | - | 0.0 | | 0.0 | 0.0 | | | | | | | |
| All impacted | | ~- | 0.0 | | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | | 0.0 | 0.0 | | | | | | | -4 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

RESULTS: SOUND LEVELS

Calculated minus Goal dB

| BSN-75\validate | |
|--------------------|----|
| 9 | |
| MELLINE MELLINE | J. |

| <organization?> RMR</organization?> | | | | | | | 20 Septer | 20 September 2006 TNM 2.5 | | | | | |
|--|-----------------------|--------------|-------------------------------------|----------------------|-------|------|------------|---------------------------------|-----------------|-----------|------|-----|------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: RIIN: | 411014 1 Monitorir | 4 1 Pring | 411014 1 Monitoring Site 2, run1 | que Sur Que | | | | e. | | ٠ | | | |
| Deserver | | | | | | | | | | | | | |
| November | No | *DO# | 1 | Coordinates (ground) | Sund) | | Height | Input Sound Levels and Criteria | nd Levels | and Crite | eria | | Active |
| Name of the second of the seco | <u> </u> |) | | 2 > | | 7 | above | Existing | Impact Criteria | riteria | ¥ | | . = |
| | | | | | | | Ground | LAeq1h | LAeq1h Sub'l | l,qns | Goal | | Calc. |
| | | | # | 6 = | | #= | d ⊏ | dBA | dBA | ф | 쁑 | | |
| M | | | | 500.0 | 247.0 | 0.00 | 0 5.00 | 0.00 | 99 | | 10.0 | 8.0 | > |

INPUT: RECEIVERS

Çen (

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



NOISE STUDY REPORT Appendix D - TNM Input/Output files

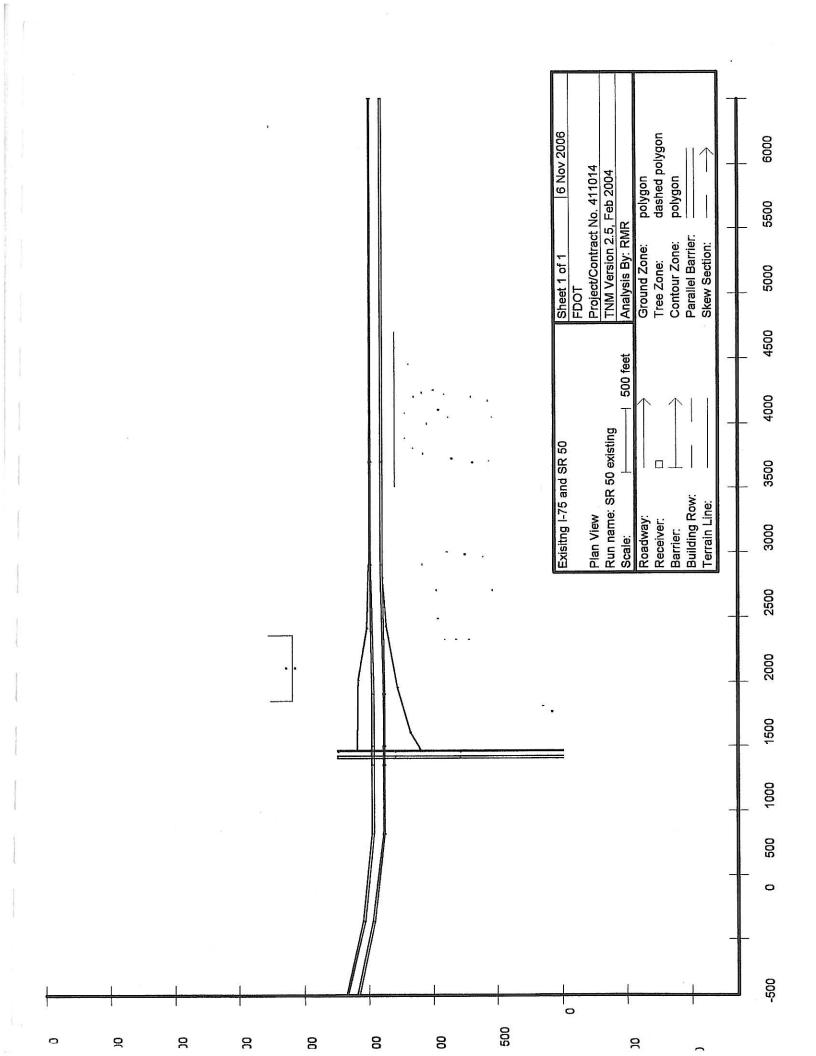
I-75 (SR 93) PD&E Study

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





| FDOT RMR | | | | * 24 | 1 November 2006 TNM 2.5 | 2006 | | | | | |
|-----------------------------------|--------------|-------------|----------|------------------------|----------------------------|-------|----------------------|---|-------------------------------|----------------------------|---------------|
| INPUT: ROADWAYS PROJECT/CONTRACT: | 411014 | Č | | | | | Average a State hi | Average pavement type shall be used unless a State highway agency substantiates the use | e shall be u: y substantia | sed unless ates the use | |
| KUN: | c/-i Buisixa | D amp or ou | . | | | | OI & MILE | oi a uniterent type with the approval of this a | ule applior | | |
| Koadway | Width | Name | No. | Coordinates (pavement) | pavement) | | Flow Control | trol | | Segment | |
| | | | | × | | Z | Control | Speed Constraint | Percent Vehicles | Pvmt Type | On Struct? |
| | e ≃ | | de: | | # | 랟 | | mph | Affected % | | |
| NB1 I-75 | 12.0 20 | 2025 | œ | -1,050.0 | 1,610.0 | 82.00 | 0 | | | Average | |
| | 8 | 2032 | 7 | -360.0 | 1,460.0 | 74.00 | 0 | | | Average | |
| | 8 | 2039 | 9 | 320.0 | 1,380.0 | 87.00 | 0 | | | Average | |
| | 8 | 2044 | S | 850.0 | 1,380.0 | 93.00 | Q | | | Average | > |
| | 2 | 2046 | 4 | 1,000.0 | 1,380.0 | 93.00 | 0 | | | Average | > |
| | 8 | 2050 | m | 1,400.0 | 1,380.0 | | Q | | | Average | |
| | 8 | 2060 | 2 | 2,400.0 | i comercia | 74.00 | Q | | | Average | |
| | 8 | 2068 | - | 3,200.0 | 1,400.0 | | Q | | | Average | |
| | 8. | point9 | თ | 6,000.0 | | 76.00 | Q | | | | |
| NB2 I-75 | 12.0 20 | 2025 | 19 | -1,050.0 | 1,622.0 | | Q | | | Average | |
| | 8 | 2032 | 18 | -360.0 | 1,472.0 | 74.00 | Q | | | Average | |
| | 8 | 2039 | 17 | 320.0 | | | . 0 | | | Average | |
| | 8 | 2044 | 16 | 850.0 | 1,392.0 | | Q | | | Average | > |
| | 8 | 2046 | 72 | 1,000.0 | 1,392.0 | 21240 | Q | | | Average | > |
| | 8 | 2050 | 14 | 1,400.0 | | | 0(| | | Average | |
| | 8 | 2060 | 13 | 2,400.0 | 1,412.0 | | QL | | | Average | |
| | × | 2068 | 12 | 3,200.0 | 1,412.0 | | Q | | | Average | |
| | 8. | point9 | - | 0'000'9 | | | Q | | | | |
| SB1 I-75 | 12.0 20 | 2025 | 72 | -1,050.0 | 1,710.0 | | Q | | | Average | |
| | K | 2032 | 32 | -360.0 | 1,552.0 | | Q | | | Average | |
| | × | 2039 | 31 | 320.0 | 1,480.0 | XOK | Q | | | Average | |
| | × | 2044 | 30 | 850.0 | | | Q | | | Average | > |
| | 22 | 2046 | 29 | 1,000.0 | | | g | | | Average | > |
| | 22 | 2050 | 28 | 1,400.0 | | | Q | | | Average | |
| | X - | 2060 | 12 | 2,400.0 | 1,500.0 | 74.00 | 8 | | | Average | |
| U:\I-75\SR 50 existing | | | | - | A | | | = | 1 November 2006 | 900 | |

| SB2 -75 | | | | | The state of the s | | |
|-----------------|--|---------|----|----------|--|-------|---------|
| SB2 I-75 | | 2068 | 92 | 3,200.0 | 1,500.0 | /6.00 | Average |
| SB2 I-75 | | point45 | 45 | 0'000'9 | 1,500.0 | 76.00 | |
| | 12.0 | 2025 | 43 | -1,050.0 | 1,698.0 | 82.00 | Average |
| | The same of the sa | 2032 | 42 | -360.0 | 1,540.0 | 74.00 | Average |
| | | 2039 | 41 | 320.0 | 1,468.0 | 87.00 | Average |
| | | 2044 | 8 | 850.0 | 1,468.0 | 93.00 | Average |
| | | 2046 | gg | 1,000.0 | 1,468.0 | 93.00 | Average |
| | | 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 | 94 | 0.000,9 | 1,488.0 | 76.00 | |
| EB 1 SR 50 | 12.0 | | 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 | 8 | 0.006 | 1,750.0 | 75.00 | |
| EB2 SR 50 | 12.0 | | 51 | 912.0 | 0.0 | 00.06 | Average |
| | | point52 | 25 | 912.0 | 800.0 | 80.00 | Average |
| | - | point53 | 83 | 912.0 | 1,300.0 | 69.00 | Average |
| | | point54 | 45 | 912.0 | 1,750.0 | 75.00 | |
| WB1 SR 50 | 12.0 | | 32 | 950.0 | 0.0 | 00'06 | Average |
| | | point56 | 29 | 950.0 | 800.0 | 80.00 | Average |
| | | point57 | 25 | 950.0 | 1,300.0 | 69.00 | Average |
| | | point58 | 28 | 950.0 | 1,750.0 | 75.00 | |
| WB2 SR 50 | 12.0 | | 62 | 962.0 | 0.0 | 00.06 | Average |
| | | point60 | 8 | 962.0 | 800.0 | 80.00 | Average |
| | | point61 | 9 | 962.0 | 1,300.0 | 00'69 | Average |
| | | point62 | 83 | 962.0 | 1,750.0 | 75.00 | |
| NB on ramp | 12.0 | | 29 | 970.0 | 1,105.0 | 70.00 | Average |
| | | point63 | ន | 1,100.0 | 1,180.0 | 70.00 | Average |
| | | point64 | 28 | 1,450.0 | 1,280.0 | 72.00 | Average |
| | | point65 | 99 | 1,920.0 | 1,370.0 | 74.00 | Average |
| | | point66 | 99 | 2,300.0 | 1,395.0 | 74.00 | |
| I-75 offramp SB | 12.0 | | 88 | 2,400.0 | 1,505.0 | 74.00 | Average |
| | | 2056 | 66 | 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 Nove | 6 November 2006 | 90 | | | | | | | |
|--|--------------------------|-------------|----------------|-----------------|--------------|-------------|-------|-------------|-------|-------------|--------------|---|
| RMR | | | TNM 2.5 | ro. | | | | | | | | |
| INPUT: TRAFFIC FOR LAeq1h Volumes PROJECT/CONTRACT: | 411014 | | | | | | | | | | | |
| RUN: | Exisiting I-75 and SR 50 | 50 | | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name No. | Segment | nt | | | | | | | | | |
| | | Autos | | MTrucks | s | HTrucks | | Buses | | Motorcycles | ycles | e |
| | | V veh/hr | တ HgE | V veh/hr | S Hdm | V veh/hr | S Hdm | V veh/hr | S Hdm | V veh/hr | ∞ Hdm | |
| NB1 I-75 | 2025 | 8 1195 | 5 70 | 110 | 07 0 | 76 | 70 | 0 | 0 | | 0 | 0 |
| | 2032 | 7 1195 | 5 70 | 110 | 02 0 | 76 | 70 | 0 | 0 | | 0 | 0 |
| | 2039 | 6 1195 | | 110 | 1000 | 9/ | | 0 | 0 | | 0 | 0 |
| | 2044 | 5 1195 | 5 70 | 110 | 0/ 0 | 92 | 70 | 0 | 0 | | 0 | 0 |
| | 2046 | 4 1195 | 5 70 | 110 | 02 0 | 76 | 70 | 0 | 0 | | 0 | 0 |
| | 2050 | 3 1195 | 5 70 | 110 | 07 | 76 | 2 | 0 | 0 | | 0 | 0 |
| | 2060 | 2 1195 | 5 70 | 110 | 02 0 | 9/ | 70 | 0 | 0 | | 0 | 0 |
| | 2068 | 1 1195 | 5 70 | 110 | 02 | 92 | 70 | 0 | 0 | | 0 | 0 |
| | point9 | 0 | | | | | | | | | | |
| NB2 I-75 | 2025 | 19 1195 | 5 70 | 110 | 02 | 76 | 70 | 0 | 0 | | 0 | 0 |
| | | 18 1195 | 5 70 | 110 | 02 0 | 9/ | 70 | 0 | 0 | | 0 | 0 |
| | | 17 1195 | 5 70 | 110 | 0/ 0 | 9/ | 70 | 0 | 0 | |) 0 | 0 |
| | 2044 | 16 1195 | 5 70 | 110 | 02 0 | 9/ | 70 | 0 | 0 | | 0 | 0 |
| | | 15 1195 | 5 70 | 110 | 02 (| 9/ | 70 | 0 | 0 | | 0 | 0 |
| | | 14 1195 | 5 70 | 110 | 0/ 0 | 9/ | 70 | 0 | 0 | | 0 | 0 |
| | | 13 1195 | 5 70 | 110 | 0/ 0 | 9/ | 70 | 0 | 0 | | 0 | 0 |
| | 2068 | 12 1195 | 5 70 | 110 | 07 0 | 92 | 70 | 0 | 0 | | 0 | 0 |
| | | 11 | | | | | | | | | | |
| SB1 I-75 | 2025 | 21 939 | 0/ 6 | 87 | 0/ / | 29 | 20 | 0 | 0 | | 0 | 0 |
| | | 32 939 | 0/ 6 | 87 | 70 | 59 | 70 | 0 | 0 | | 0 | 0 |
| | 2039 | 31 939 | 9 70 | 87 | 70 70 | 29 | 70 | 0 | 0 | | 0 | 0 |
| The second of the second was a second to the | | | | | | | | | | | | 1 |

INPUT: TRAFFIC FOR LAeq1h Volumes

| INFO. HOLDER TO LOCK ENGLISHES | 2044 | 00 | 000 | 70 | 0.7 | 1 0 1 | 0 | 70 | 7 | c | c | C |
|--------------------------------|---------|----|-----|----|-----|-------|-----|--------------|---|----|---|----|
| | 4007 | O, | 200 | 2 | ò | 2 | e e | 2 | 5 | 5 | > | 2 |
| | 2046 | 23 | 939 | 20 | 87 | 2 | 29 | 2 | 0 | 0 | 0 | 0 |
| | 2050 | 28 | 626 | 70 | 87 | 70 | 59 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 27 | 939 | 70 | 87 | 70 | 59 | 70 | 0 | 0 | 0 | 0 |
| | 2068 | 56 | 939 | 70 | 87 | 70 | 59 | 70 | 0 | 0 | 0 | 0 |
| | point45 | 45 | | | | | | | | | | |
| SB2 I-75 | 2025 | 43 | 939 | 70 | 87 | 70 | 59 | 20 | 0 | 0 | 0 | 0 |
| | 2032 | 42 | 939 | 70 | 87 | 70 | 59 | 70 | 0 | 0 | 0 | 0 |
| | 2039 | 41 | 939 | 70 | 87 | 20 | 29 | 02 | 0 | 0 | 0 | 0 |
| | 2044 | 40 | 939 | 70 | 87 | 2 | 69 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 39 | 939 | 70 | 87 | 20 | 29 | 70 | 0 | 0 | 0 | 0 |
| | 2050 | 38 | 939 | 70 | 87 | 70 | 69 | 22 | 0 | 0 | 0 | 0 |
| | 2060 | 37 | 939 | 70 | 87 | 20 | 29 | 2 | 0 | 0 | 0 | 0 |
| | 2068 | 36 | 939 | 70 | 87 | 02 | 29 | 2 | 0 | 0 | 0 | 0 |
| | point46 | 46 | | | | | | | | | | |
| EB 1 SR 50 | point47 | 47 | 485 | 45 | O | 45 | 27 | 45 | 2 | 45 | 2 | 45 |
| | point48 | 48 | 485 | 45 | ത | 45 | 27 | 45 | 7 | 45 | 7 | 45 |
| | point49 | 49 | 485 | 45 | တ | 45 | 27 | 45 | 2 | 45 | 2 | 45 |
| | point50 | 20 | | | | | | | | | | |
| EB2 SR 50 | point51 | 51 | 485 | 45 | თ | 45 | 27 | 45 | 2 | 45 | 2 | 45 |
| | point52 | 52 | 485 | 45 | 6 | 45 | 27 | 45 | 2 | 45 | 7 | 45 |
| | point53 | 53 | 485 | 45 | თ | 45 | 27 | 45 | 2 | 45 | 7 | 45 |
| | point54 | \$ | | | | | | 2 Darry 11 1 | | | | |
| WB1 SR 50 | point55 | 55 | 581 | 45 | = | 45 | 33 | 45 | က | 45 | 2 | 45 |
| | point56 | 26 | 581 | 45 | 11 | 45 | 33 | 45 | က | 45 | 7 | 45 |
| | point57 | 22 | 581 | 45 | 1 | 45 | 33 | 45 | က | 45 | 2 | 45 |
| | point58 | 28 | | | | | | | | | | |
| WB2 SR 50 | point59 | 29 | 281 | 45 | F | 45 | 33 | 45 | ო | 45 | 7 | 45 |
| | point60 | 8 | 581 | 45 | 7 | 45 | 33 | 45 | က | 45 | 2 | 45 |
| | point61 | 9 | 581 | 45 | 11 | 45 | 33 | 45 | င | 45 | 2 | 45 |
| | point62 | 62 | | | | | | | | | | |
| NB on ramp | point67 | 29 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | 0 | 0 | 0 |
| | point63 | 83 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | 0 | 0 | 0 |
| | | | - | | | | | | | | | |

N

| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | 411014 | | | | |
|-----------------------------------|---------|-----|-----|----|----|--------|----|----|---|---|
| | point64 | 64 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | |
| | point65 | 65 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | |
| | point66 | 99 | | | | | | | | |
| I-75 offramp SB | 2060 | 89 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | |
| | 2056 | 69 | 327 | 35 | 46 | 35 | 30 | 35 | 0 | |
| | 2050 | 20 | 327 | 35 | 46 | 35 | 30 | 32 | 0 | |
| | SAAG | 7.1 | | | | | | | | ļ |

U:\u00e4-75\SR 50 existing

| FDOT RMR | | | | | | 6 November 2006 TNM 2.6 Calculated with T | 6 November 2006 TNM 2.6 Calculated with TNM 2.5 | 2.5 | | | ********** | |
|---|------------|---------------------------------------|------------|--------|------------------------|---|---|---|--------------------------------|-------------------|---------------|------------|
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: | 411014 | | | | * | | , | | | | | |
| RUN: BARRIER DESIGN: | Exisit | Exisitng I-75 and SR 50 INPUT HEIGHTS | R 50 | ÷ | | | Average p | Average pavement type shall be used unless | shall be used | unless | | A |
| ATMOSPHERICS: | 68 de | 63 deg F, 50% RH | | | | | a State hig of a differe | a State highway agency substantiates the use of a different type with approval of FHWA. | substantiate: pproval of FH | s the use IWA. | | |
| Receiver | | | | | | | | | | | | |
| Name | #DUs | Existing | No Barrier | | | | | With Barrier | | | | |
| | | LAeq1h | LAeq1h | | Increase over existing | existing | Type | Calculated | Noise Reduction | lion | | |
| | | | Calculated | Crit'n | Calculated | Critin | Impact | LAeq1h | Calculated | Goal | Calculated | 70 |
| | | | | | | Sub'l Inc | | | | | minus Goal | |
| | | dBA | dBA | dBA | dB | фB | | dBA | dB | фB | фB | |
| R19 2 (| 1 | 1 0.0 | 60.4 | 99 1 | 60.4 | 10 | 1 | 60.4 | 0.0 | 80 | | -8.0 |
| 120 22 | 2 | 1 0.0 | | | | 10 | 1 | 61.9 | | 8 | | -8.0 |
| 121 23 | 9 | 1 0.0 | | 3 66 | 63.3 | 10 | 1 | 63.3 | 0.0 | 8 | | -8.0 |
| 72 27 | 7 | 1 0.0 | 63.9 | 99 6 | 6:89 | 10 | | 63.9 | 0.0 | 8 | | -8.0 |
| | œ | 1 0.0 | | | | 10 | | 63.0 | 0.0 | | | 9.0 |
| 124 726 | 6 | 1 0.0 | | | | 10 | l | 56.9 | | | æ | 9.0 |
| | 10 | 1 0.0 | | | | 10 | I | 9.09 | | | | 9.0 |
| 126 28 | 11 | 1 0.0 | | | | | ı | 58.6 | | ю) | | -8.0 |
| | 12 | 1 0.0 | | | | | - | 56.9 | | | | 9.0 |
| r28 -church 30 | 13 | 1 0.0 | | 99 8 | | | - | 64.8 | 0.0 | æ | | 9.0 |
| | 14 | 1 0.0 | 55.1 | | | | 1 | 55.1 | | | dienie. | -8.0 |
| 32 | 15 | 1 0.0 | | 99 | | | I | 56.3 | 1,435 | | | 9.0 |
| | 16 | 1 0.0 | 58.3 | | | 10 | | 58.3 | | | | ص 9.0 |
| 34 | 17 | 1 0.0 | | | | 3 | 1 | 61.8 | | | | 9.0 |
| | 19 | 1 0.0 | 63.9 | | 63.9 | 10 | - | 63.9 | 0.0 | | | φ 0.0 |
| 20 | 20 | 1 0.0 | | | | 10 | Snd Lvi | 67.4 | | | | Θ. Θ. |
| 135 37 | 21 | 1 0.0 | | | 67.3 | | Snd Lvl | 67.3 | | | | Θ. Θ. |
| | 22 | 1 0.0 | 63.4 | | | | 1 | 63.4 | | | | 8.0 |
| 137 39 | 23 | 1 0.0 | | | | | - | 61.7 | | | | 9.0 |
| 1/0 | 24 | 1 0.0 | | | | | ı | 59.9 | | | | 9.0 9.0 |
| 1), | 25 | 1 0.0 | | | | | 1 | 58.5 | | | | 9.0 |
| | 2 9 | 1 0.0 | | | | | I | 56.1 | | | 80 | φ. 0.0 |
| 141 U(3 | 22 | 1 0.0 | 54.7 | 99 | 54.7 | 10 | 1 | 54.7 | 0.0 | | | Θ. Θ. |
| | | | | | | | | | | | | |

411014

RESULTS: SOUND LEVELS

| RESULTS: SOUND LEVELS | | | | | 411014 | | | | S. A. C. A. | | |
|-----------------------|-------|-----------------------|-------|-----|--------|----|---|------|---|----|------|
| r42 4u | . 78 | 0.0 | 54.5 | 99 | 54.5 | 5 | ı | 54.5 | 0.0 | 8 | 9.0 |
| r43 42 | 23 | 0.0 | 58.1 | 99 | 58.1 | 10 | 1 | 58.1 | 0.0 | 8 | -8.0 |
| 744 V/S | 30 | 0.0 | 59.3 | 88 | 59.3 | 5 | 1 | 59.3 | 0.0 | 8 | -8.0 |
| r45 un | 31 | 0.0 | 61.0 | 99 | 61.0 | 10 | 1 | 61.0 | 0.0 | 8 | -8.0 |
| 146 -BW hatel 1/9 | 47 | 0.0 | 61.4 | 99 | 61.4 | 10 | I | 61.4 | 0.0 | 8 | -8.0 |
| 147-BW pool 49 | 48 | 0.0 | 57.4 | 99 | 57.4 | 10 | 1 | 57.4 | 0.0 | 80 | -8.0 |
| r48 - DI hotel 50 | 49 | 0.0 | 57.6 | 99 | 57.6 | 10 | 1 | 57.6 | 0.0 | 8 | -8.0 |
| 1 | 20 | 0.0 | 57.6 | 99 | 57.6 | 10 | 1 | 57.6 | 0.0 | 8 | -8.0 |
| Green 1 and 2 52+53 | . 25 | 0.0 | 65.2 | 99 | 65.2 | 5 | | 65.2 | 0.0 | 8 | -8.0 |
| Dwelling Units | # DUS | # DUs Noise Reduction | ion | | | | | | | | |
| | | Min Avg | | Max | | | | | | | |
| | | dB dB | dB dB | œ | | | | | | | |
| All Selected | 32 | 0.0 | 0.0 | 0.0 | | | | | | | |
| All Impacted | | 0.0 | 0.0 | 0.0 | | | | | | | |
| All that meet NR Goal | | 0.0 | 0.0 | 0.0 | | | | | | | |

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| INPUT: RECEIVERS | | | | 31 | | | 4 | 411014 | | | | |
|---|------------------------|----|----------------------|---------|-------|----------------------------|--------------------|---------------------------------|----------------|-----------------|-------------|-------------|
| FDOT RMR | | | | | 9 - | 6 November 2006 TNM 2.5 | er 2006 | | | | | |
| INPUT: RECEIVERS PROJECT/CONTRACT: RUN: | 411014 Exisitng I-7 | | 5 and SR 50 | | | | | | | 1 | ,, | |
| Receiver | | | | | | | | | | | | |
| Name | No. #DU: | 10 | Coordinates (ground) | round) | | Height | Input Soul | Input Sound Levels and Criteria | nd Criteria | | Act | Active |
| | | × | > | N | # U | above Ground | Existing LAeq1h | Impact Criteria LAeq1h Sub' | teria Sub'l | Soal Goal | in Calc. | <u></u> |
| | | # | # | € | # | | dBA | dBA | 8 | 뜅 | Т | |
| R19 | - | - | 1,820.0 | 730.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| 120 | 2 | - | 1,820.0 | 830.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| 121 | ဖ | ~ | 1,820.0 | 920.0 | 74.00 | 5.00 | | 99 | 10.0 | | 8.0 | > |
| 122 | 7 | - | 1,980.0 | 970.0 | 74.00 | 5.00 | | 99 | 10.0 | | | > |
| 123 | 80 | - | 2,200.0 | 0.086 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| 124 | 6 | - | 2,200.0 | 550.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | Υ |
| 125 | 10 | - | 2,500.0 | 0.006 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | Υ |
| 126 | 11 | - | 2,480.0 | 760.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 238 | | > |
| 127 | 12 | - | 2,460.0 | 620.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | | | ∀ |
| r28 -church | 13 | - | 2,400.0 | 1,090.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | | ٨ |
| 129 | 14 | - | 3,200.0 | 570.0 | 86.00 | 5.00 | | | 10.0 | | | > |
| r30 | 15 | - | 3,190.0 | 700.0 | 86.00 | 5.00 | | | 10.0 | 1000 | | Υ |
| r31 | 16 | - | 3,220.0 | 860.0 | 86.00 | 5.00 | | 99 | 10.0 | | | Υ |
| r32 | 17 | - | 3,260.0 | 1,080.0 | 86.00 | 5.00 | | 99 | 10.0 | | | - |
| r33 | 19 | - | 3,300.0 | 1,160.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | | 8.0 | / |
| 134 | 20 | - | 3,380.0 | 1,220.0 | 86.00 | 5.00 | | 99 | 10.0 | | | 7 |
| 135 | 21 | ~ | 3,570.0 | 1,220.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | | 8.0 | Y |
| 136 | 22 | ~ | 3,700.0 | 1,150.0 | 86.00 | 5.00 | 00.00 | | 10:0 | | | \ |
| r37 | 23 | = | 3,730.0 | 1,090.0 | 86.00 | 5.00 | | | 10.0 | | | > |
| 138 | 24 | - | 3,750.0 | 1,000.0 | 86.00 | 5.00 | | | 10.0 | | | > |
| 139 | 25 | - | 3,720.0 | 920.0 | 86.00 | 5.00 | | | 10.0 | | | 7 |
| r40 | 26 | - | 3,700.0 | 710.0 | 86.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| U:N-75/SR 50 existing | | | | | - | | | | 9 | 6 November 2006 | r 2006 | 9 |

U:\I-75\SR 50 existing

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| INPUT: RECEIVERS | | | | | | | 41, | 411014 | 2000 | | |
|------------------|----|---|---------|---------|-------|------|------|--------|------|-----|-------------|
| 141 | 27 | - | 3,670.0 | 580.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 142 | 28 | - | 3,540.0 | 550.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 143 | 29 | - | 3,540.0 | 890.0 | 86.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 144 | 30 | - | 3,600.0 | 0.096 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 145 | 31 | - | 3,490.0 | 1,050.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r46 -BW hotel | 47 | - | 1,600.0 | 2,080.0 | 75.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r47-BW pool | 48 | - | 1,600.0 | 2,150.0 | 75.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r48 - DI hotel | 49 | - | 1,260.0 | 90.0 | 90.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r49- Di pool | 20 | - | 1,300.0 | 160.0 | 90.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| Green 1 and 2 | 52 | - | 3,950.0 | 1,190.0 | 86.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | Υ |
| | | | | | | | - | | | | |

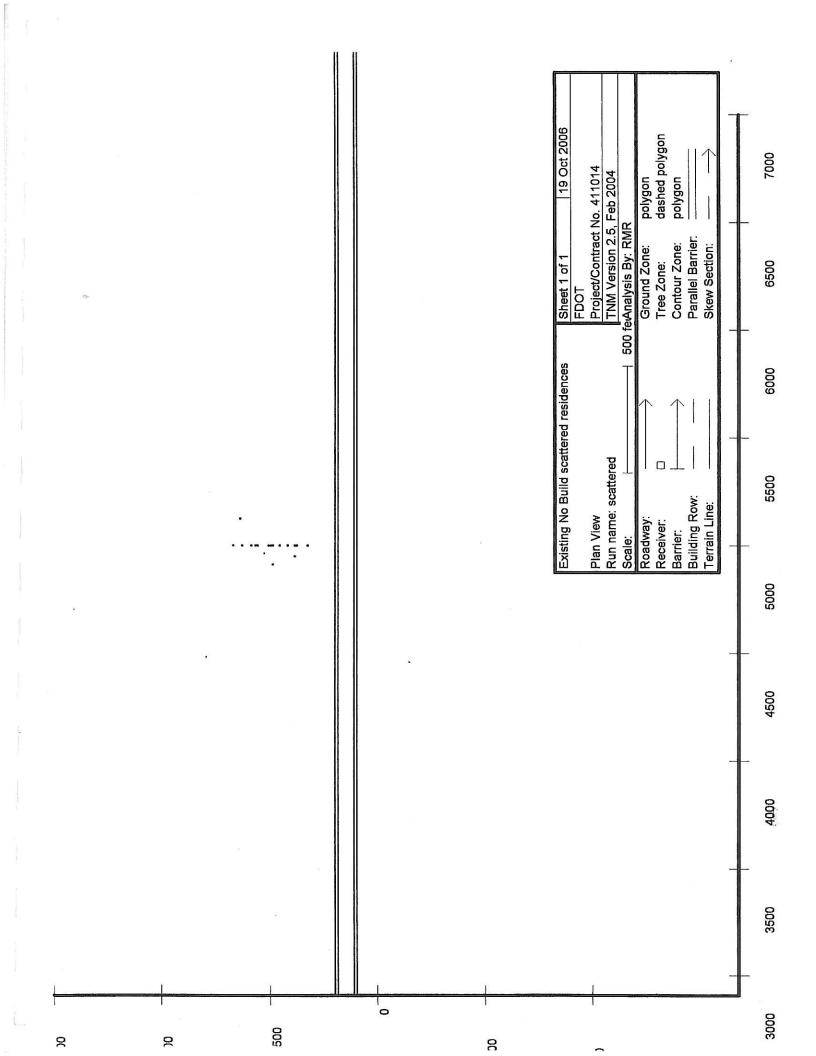
| FDOT | | | 3 November 2008 | 2008 | |
|----------------------|---------|--------------------------|-----------------|------|-------|
| RMR | | | TNM 2.5 | | |
| INPUT: TERRAIN LINES | | | | | |
| PROJECT/CONTRACT: | 411014 | | | | |
| RUN: | Exisitm | Exisiting I-75 and SR 50 | 50 | | |
| Terrain Line | Points | | | | |
| Nате | №. | Coordinates (ground) | (ground) | | |
| | | × | ٨ | 7 | |
| | | ft | ft | Ħ | |
| Terrain Line1 | 1 | 3,000.0 | 1,300.0 | | 86.00 |
| | 2 | 4.200.0 | 1.300.0 | | 86.00 |

INPUT: TERRAIN LINES

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| existin | |
| 20 | |
| SR SR | |
| -75 | |
| - | |

| FDOT | | | | | 1 November 2006 TNM 2.5 | |
|--|--------------|--------------------------|--------|----------------------|----------------------------|-------|
| INPUT: BUILDING ROWS PROJECT/CONTRACT: | 411014 | | | | | |
| RUN: | Exisitng I-7 | Exisiting I-75 and SR 50 | | | | |
| Building Row | | | Points | | | |
| Name | Average | Building | No. | Coordinates (ground) | ground) | |
| | Height | Percent | | × | 7 | |
| | # | % | | ft | ft ft | |
| Building1 | 45.00 | 20 | 1 | 1,338.2 | 2,269.1 | 75.00 |
| | | | 2 | 1,338.2 | 2,101.7 | 75.00 |
| | | | က | 1,849.3 | 2,101.7 | 75.00 |
| | | | 4 | 1,849.3 | 2,286.7 | 75.00 |

INPUT: BUILDING ROWS



| FDOT | | | | | | | 2 1 | 2 November 2006 | 2006 | | | | | |
|---------------------------|--|----------------------|------------------|--|---------|--|----------|-------------------------|------------------------------------|---|--------------------------|--------------------------|---------------|-------|
| RMR | | | | | | | ¥ 8 | TNM 2.5 Calculated v | TNM 2.5 Calculated with TNM 2.5 | 2.6 | | | _ | |
| RESULTS: SOUND LEVELS | • | į | | | | | | | | | | | | |
| PROJECT/CONTRACT: RUN: | 41' Exi | 411014 Existing N | o Build s | 411014 Existing No Build scattered residences | idences | | | | | | | | | |
| BARRIER DESIGN: | Z | INPUT HEIGHTS | IGHTS | | | | | ٠, ١ | Average p | Average pavement type shall be used unless | e shall be | sed unless | . 9 | |
| ATMOSPHERICS: | 89 | deg F, | 68 deg F, 50% RH | | | | | ., 0 | a State nig of a differe | a state nignway agency substantiates ure use of a different type with approval of FHWA. | y substant approval (| iates une us of FHWA. | ט | |
| Receiver | The state of the s | | | | | | | | | | | | | |
| Name | No. | #DUS Ey | Existing | No Barrier | | | | | | With Barrier | | | | |
| | | | | L/Aeq1h | | Increase over existing | over exi | | Type | Calculated | Noise Reduction | duction | | |
| | | | | Calculated | Crit'n | Calculated | , C | | Impact | L/Aeq1h | Calculated | d Goal | Calculated | lated |
| | | | | | | | S | Sub'l Inc | | | | | minus Goal | |
| | | 뿡 | dBA | dBA | dBA | 용 | 8 | 2000 | | dBA | B | 용 | 명 | |
| Receiver1 | - | - | 0.0 | 63.6 | | 8 | 63.6 | 5 | 1 | 63.6 | 9 | 0.0 | 80 | -8.0 |
| Receiver 12 124 | 2 | - | 0.0 | 59.8 | | 88 | 59.8 | 10 | ı | 59.8 | 8 | 0.0 | 80 | -8.0 |
| + | 6 | - | 0.0 | 66.3 | | 99 | 66.3 | 10 | Snd Lvl | 66.3 | 8 | 0.0 | 8 | -8.0 |
| Receiver4 | 4 | - | 0.0 | 67.3 | | 88 | 67.3 | 5 | Snd Lvi | 67.3 | 3 | 0.0 | 8 | 9.0 |
| Receiver5 | ស | 1 | 0.0 | 62.0 | | 99 | 62.0 | 10 | 1 | 62.0 | 0 | 0.0 | 8 | -8.0 |
| Receiver6 | 9 | - | 0.0 | 60.8 | | 99 | 8.09 | 10 | I | 60.8 | 80 | 0.0 | 80 | -8.0 |
| Receiver7 | 7 | - | 0.0 | | | 99 | 63.5 | 10 | ı | 63.5 | ιύ. | 0.0 | 88 | -8.0 |
| Receiver8 | 80 | - | 0.0 | 61.6 | | 99 | 61.6 | 10 | | 61.6 | 9 | 0.0 | ထ | -8.0 |
| Receiver9 | 6 | F | 0.0 | 64.9 | | 89 | 64.9 | 10 | ı | 64.9 | 6 | 0.0 | 8 | -8.0 |
| Receiver 10 | 10 | - | 0.0 | 61.7 | | 99 | 61.7 | 10 | 1 | 61.7 | 7. | 0.0 | 89 | -8.0 |
| Receiver11 | 13 | - | 0.0 | 64.2 | | 99 | 64.2 | 10 | - | 64.2 | 2 | 0:0 | 8 | -8.0 |
| Receiver12 | 14 | - | 0.0 | 67.2 | | 99 | 67.2 | 10 | Snd Lvl | 67.2 | .2 | 0.0 | æ | -8.0 |
| Receiver13 | 15 | - | 0.0 | 62.9 | | 99 | 6.29 | 9 | 1 | 62.9 | 6. | 0.0 | 8 | -8.0 |
| Receiver14 | 16 | - | 0.0 | | | 99 | 9.09 | 9 | ı | 9.09 | 9. | 0.0 | 8 | -8.0 |
| Receiver15 | 17 | - | 0.0 | 69.5 | 5 | 99 | 69.5 | 10 | Snd Lvi | 69.5 | 7, | 0.0 | 8 | -8.0 |
| Receiver16 | 18 | - | 0.0 | 63.0 | O. | 99 | 63.0 | 10 | Ī | 63.0 | 0 | 0.0 | 8 | -8.0 |
| Receiver17 | 8 | - | 0.0 | 64.0 | O. | 99 | 64.0 | \$ | 1 | 64.0 | Ο. | 0.0 | 80 | 9.0 |
| Receiver18 | 21 | - | 0.0 | 66.3 | 6 | 99 | 66.3 | 10 | Snd Lvi | 66.3 | 6. | 0.0 | 8 | -8.0 |
| R19 | 83 | - | 0.0 | 57.3 | 6 | 99 | 57.3 | 10 | 1 | 57.3 | 6. | 0.0 | 8 | -8.0 |
| R20 | 23 | + | 0.0 | | 6. | 99 | 58.3 | 6 | 1 | 58.3 | (n) | 0.0 | 8 | 9.0 |
| Dwelling Units | # | # DUS N | Noise Reduction | uction | | | | | | | | | | |
| | | <u></u> | Min | Avg | Max | | | | | | | | | |
| | | 0 | dB | æ | 99 | <u>. </u> | | | | | | | | |

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|-----------------------|--|-----|-----|-----|
| All Selected | 20 | 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 |

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| | | PUT: RECEIVERS |

2 November 2006 TNM 2.5 FDOT RMR

INPUT: RECEIVERS PROJECT/CONTRACT:

411014

| | | | : | | • | | | | | | | | | |
|-------------|------|----------------|----------|----------------------|---------------------------|-----|-------|----------|---------------------------------|---------------------------------|------------------|------------|----------|-------------|
| RUN: | Exis | Existing No Br | Build | scattered | uild scattered residences | က္က | | | | | | | | |
| Receiver | | | | | | | | | | | | | | |
| Name | No. | #DUs | s Coo | Coordinates (ground) | Jround) | | Hei | Height I | Input Sound Levels and Criteria | nd Levels | and Cri | teria | | Active |
| | | | × | > | | Z | above | ים | Existing LAeq1h | Impact Criteria L'Aeq1h Sub' | riteria Sub'l | NR Goal | <u>a</u> | in Calc. |
| X. 1000 | | | _ ₽ | # | | _# | # | | dBA | dBA | 용 | ф | | |
| Receiver1 | | - | - | 5,000.0 | 512.0 | | 0.00 | 5.00 | 0.00 | 99 | | 10.0 | 8.0 | λ (|
| Receiver2 | | 2 | - | 5,000.0 | 682.0 | | 0.00 | 5.00 | 00.00 | 99 | | 10.0 | 8.0 | > |
| Receiver3 | | m | - | 5,000.0 | 432.0 | | 0.00 | 9.00 | 00.00 | | 99 | 10.0 | 8.0 | λ (|
| Receiver4 | | 4 | - | 5,000.0 | 402.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | Υ (|
| Receiver5 | | 2 | - | 5,000.0 | 572.0 | | 0.00 | 5.00 | 00'0 | 99 | | 10.0 | 8.0 | γ (|
| Receiver6 | | ဖ | - | 5,000.0 | 642.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | Υ (|
| Receiver7 | | 7 | - | 5,000.0 | 522.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | γ. |
| Receiver8 | | 80 | 1 | 5,000.0 | 602.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | γ (|
| Receiver9 | | ത | - | 5,000.0 | 472.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | λ |
| Receiver 10 | | 10 | - | 5,000.0 | 582.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | λ |
| Receiver11 | | 13 | - | 5,000.0 | 502.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | λ |
| Receiver12 | | 41 | - | 5,000.0 | 403.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | ≻ |
| Receiver13 | | 15 | - | 5,000.0 | 542.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | λ (|
| Receiver14 | | 16 | - | 5,000.0 | 652.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | ۲ ار |
| Receiver15 | | 17 | - | 5,000.0 | 352.0 | | 0.00 | 5.00 | 00'0 | | 99 | 10.0 | 8.0 | λlc |
| Receiver16 | | 18 | - | 5,000.0 | 523.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | ۲ (|
| Receiver17 | | 20 | - | 5,000.0 | 492.0 | | 0.00 | 5.00 | 00'0 | | 99 | 10.0 | 8.0 | λ (|
| Receiver18 | | 21 | - | 5,000.0 | 433.0 | | 0.00 | 5.00 | 00.00 | | 99 | 10.0 | 8.0 | \ C |
| R19 | | 22 | - | 5,000.0 | 882.0 | | 0.00 | 5.00 | 0.00 | | 99 | 10.0 | 8.0 | |
| R20 | | 23 | - | 5,000.0 | 792.0 | | 0.00 | 5.00 | 0.00 | | 99 | 10.0 | 8.0 | <u>></u> |
| | | | | | | | | | | | | | | |

| Name | ## TNM 2.5 ## Existing No Build scattered residences Points | TRAFFIC FOR LAeq1h Volumes | TRAFFIC FOR LAeq1h Volumes Existing No Build scattered residences A11014 |
|--|--|---|--|
| Existing No Build scattered residence Points No. Segment | Points No. Segment Autos No. Segment Autos No. Segment Autos No. Segment No. Segme | ## Segment Points | TRAFFIC FOR LAeq1h Volumes |
| Existing No Build scattered residence Points No. Segment | Points No. Segment Autos MTrucks Points No. Segment Autos MTrucks V S V S Point1 1 939 70 87 70 Point2 2 939 70 87 70 Point3 3 939 70 87 70 Point4 4 195 70 110 70 Point5 5 1195 70 110 70 Point5 70 70 70 70 Point5 70 70 70 70 70 Point5 70 70 70 70 70 70 Point5 70 70 70 70 70 70 70 7 | Existing No Build scattered residences Ray Points Autos MTrucks HTrucks Point1 1 939 70 87 70 59 70 Point2 2 2 3 939 70 87 70 59 70 70 59 70< | Existing No Build scattered residences Points Autos MTrucks HTrucks MTrucks Mph | /ay Points Name No. Segment Autos Veh/hr mph | Trucks S eh/hr mph 87 70 87 70 | Existing No Build scattered residences Points Autos MTrucks HTrucks Autos MTrucks HTrucks mph veh/hr ph veh/hr mph veh/hr mph veh/hr ph veh/hr mph | Existing No Build scattered residences Points Autos MTrucks HTrucks Autos MTrucks HTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph veh/hr mph point2 |
| Points No. Segment No. Segment Autos No. Segment No. Segment Autos MTrucks V S V S veh/hr mph veh/hr mph 2 70 87 70 3 939 70 87 70 4 6 1195 70 110 70 | Points Segment Autos MTrucks HTrucks V S V S Veh/hr mph veh/hr mph point2 2 N S 70 point3 3 939 70 87 70 70 point4 4 4 N </td <td>Autos Mame No. Segment Autos MTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph point2 2 S 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 S 1195 70</td> | Autos Mame No. Segment Autos MTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph point2 2 S 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 S 1195 70 |
| Name No. Segment Autos V S | Segment Autos MTrucks V S V S veh/hr mph veh/hr mph 2 2 70 87 70 3 939 70 87 70 4 4 70 70 70 | Name No. Segment MTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph point2 2 N S 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 4 4 70 70 76 70 | Nome No. Segment MTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph point2 2 N S 70 59 70 point4 4 S 70 87 70 59 70 point5 5 1195 70 110 70 76 70 |
| Autos V S | Autos MTrucks V S V S Veh/hr mph veh/hr mph 1 939 70 87 70 2 2 87 70 3 939 70 87 70 4 6 1195 70 110 70 | Autos MTrucks HTrucks V S V S V S Veh/hr mph veh/hr mph veh/hr mph point2 2 7 87 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 2 </td <td>Autos MTrucks HTrucks V S V S V S V S V S V S V N S V S V S V N V N N V S V S Noint2 2 N</td> | Autos MTrucks HTrucks V S V S V S V S V S V S V N S V S V S V N V N N V S V S Noint2 2 N |
| s hdш | V S V S veh/hr mph veh/hr mph 1 939 70 87 70 2 2 2 70 87 70 4 4 70 70 70 70 5 1195 70 110 70 70 | Veh/fir S V S V S veh/fir mph veh/fir mph veh/fir mph veh/fir mph point2 2 2 70 87 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 2 70 70 76 70 point5 5 1195 70 110 70 76 70 point6 6 110 70 76 76 70 | Veh/fir S V S V S veh/fir mph veh/fir mph veh/fir mph veh/fir mph point2 2 2 2 70 87 70 59 70 point3 3 939 70 87 70 59 70 point4 4 4 2 70 110 70 76 70 point5 5 1195 70 110 70 76 70 point6 6 7 1195 70 110 70 76 70 |
| ндш | veh/hr mph veh/hr mph 1 939 70 87 70 2 70 87 70 3 939 70 87 70 4 6 1195 70 110 70 | point1 | Point1 1 939 70 87 70 59 70 70 70 70 70 70 70 7 |
| | 1 939 70 87 2 87 87 3 939 70 87 4 87 1195 70 110 | point2 2 point2 2 point3 3 point4 4 point5 5 point6 6 | point2 2 point3 3 point4 4 point5 5 point6 6 point6 6 point7 7 point6 6 point7 7 point7 7 1105 70 110 70 76 76 76 76 77 7 70 76 70 76 70 70 70 76 70 76 70 76 70 76 70 76 70 76 70 76 70 76 70 76 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 70 |
| point1 1 939 70 | 3 939 70 87 4 4 5 1195 70 110 | point2 2 point3 3 939 70 87 70 59 point4 4 4 2 1195 70 76 point6 6 70 71 76 | point2 2 point3 3 point4 4 point5 5 point6 6 point6 6 point7 7 1195 70 110 70 7 7 110 70 7 7 1105 70 7 7 110 70 7 7 110 70 7 7 110 70 7 7 110 70 7 7 110 70 7 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 7 1 1 1 1 1 1 |
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| point5 5 1195 70 | | point6 6 | point 6 7 7 1195 70 7 |
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Motorcycles V S

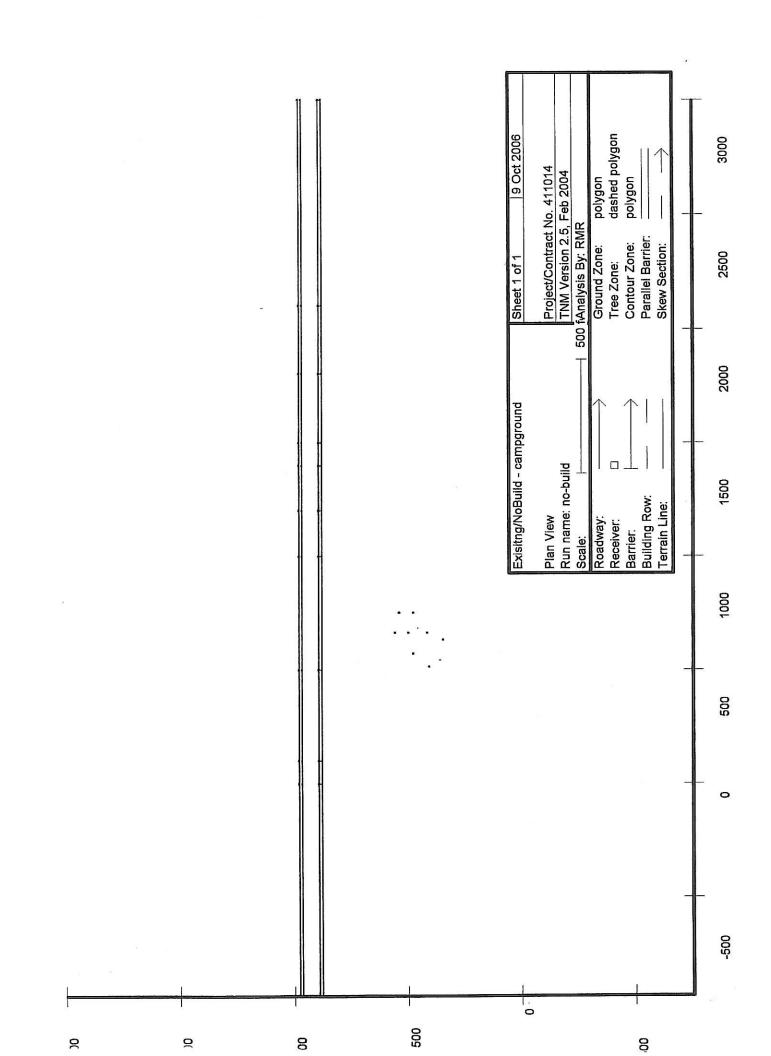
Buses

411014

INPUT: TRAFFIC FOR LAeq1h Volumes

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| INPUT: ROADWAYS | | | | | | | 411014 | -0- | | | |
|-------------------|----------|--|-----------|------------------------|----------------------------|-------|--------------|---|---------------|--------------|---------|
| FDOT | | | | | 19 October 2006 TNM 2.5 | 900 | | | | | |
| INPUT: ROADWAYS | | | | | | | Average I | Average pavement type shall be used unless | e shall be us | sed unless | |
| PROJECT/CONTRACT: | 411014 | | | | | | a State hi | a State highway agency substantiates the use | y substantia | ites the use | a. |
| RUN: | Existing | Existing No Build scattered residences | affered 1 | residences | | | of a diffe | of a different type with the approval of FHWA | the approva | al of FHWA | |
| Roadway | | Points | | | | | | | | | |
| Name | Width | Name | No. | Coordinates (pavement) | (pavement) | | Flow Control | trol | | Segment | |
| | | | | × | > | Z | Control | Speed | Percent | Pvmt | 5 |
| | | | | | | | Device | Constraint | Vehicles | Туре | Struct? |
| | | | | | | | | | Affected | | |
| | TP. | | | ft | Ħ | ft | | mph | % | | |
| NB1 | 12.0 | point1 | - | 0.0 | 100.0 | 00.00 | | | | Average | |
| | | point2 | 2 | 10,000.0 | 100.0 | 00.00 | | | | | |
| NB2 | 12.0 | point3 | e | 0.0 | 112.0 | 0.00 | | | | Average | |
| | | point4 | 4 | 10,000.0 | 112.0 | 0.00 | | | | | |
| SB1 | 12.0 | point5 | 4) | 5 10,000.0 | 188.0 | 0.00 | (| | | Average | |
| | | point6 | Ð | 0.0 | 188.0 | 00.00 | _ | | | | |
| SB2 | 12.0 | | | 7 10,000.0 | 200.0 | 00.00 | 0 | | | Average | |
| | | point8 | w | 8 0.0 | 200.0 | 00.00 | | | | | |



| NeUT: ROADWAYS PROJECT: Existing Acampground Project Property Property substitutions the user a state highway agency substitutions the user and the supproval of FHNA Roadway Project | <organization?> RMR</organization?> | | | | | 9 October 2006 TNM 2.5 | 900 | | | | | |
|--|--|----------------------|-------------|---------|-------------|---------------------------|--------------|------------------------------------|--|---|---|---------------|
| Points P | INPUT: ROADWAYS PROJECT/CONTRACT: RUN: | 411014 Exisitng/N | oBuild - ca | mpgrour | 멷 | | | Average a State h of a diffe | pavement typi Ighway agenc; rent type with | shall be us y substantia the approv | sed unless ates the us al of FHWA | al |
| Width Name No. Coordinates (pavement) Flow Control Speed Prevent Portner Segment ft 120 sta.2260 1 ft ft ft mph % Average sta.2260 10 0.00 882.0 8.00 mph % Average 2261 12,000 882.0 8.00 mph Average 2267 12 1,000 882.0 8.00 mph Average 2267 12 1,000 882.0 8.00 mph Average 2267 12 1,000 882.0 8.00 mph Average 2277 14 1,000 882.0 10.0 Average 2278 15 1,000 882.0 10.0 Average 2278 16 1,000 882.0 10.0 Average 2278 12 1,000 882.0 10.0 Average 2278 1,000 8 | Roadway | | Points | | | | | | | | | |
| The control of the | Name | | | | Coordinates | (pavement) | | Flow Cor | ıtrol | | Segment | |
| 12.0 sta-2260 9 -1,000.0 882.0 8.00 Average | | | | × | > | Z | Control | Speed Constraint | Percent Vehicles | Pvmt Type | On Struct? |
| 120 Sta2260 10 0.00 882.0 8.00 Average Average 2266 11 100.0 882.0 8.00 Average Average 2266 12 5.00 882.0 8.00 Average 2272 13 1,000.0 882.0 11.00 Average 2277 14 1,000.0 882.0 11.00 Average 2278 14 1,000.0 882.0 11.00 Average 2278 14 1,000.0 882.0 12.00 Average 2278 14 1,000.0 882.0 24.00 Average 2278 14 1,000.0 882.0 24.00 Average 2278 14 1,000.0 882.0 24.00 Average 2278 45 2,100.0 882.0 24.00 Average 2278 46 2,100.0 882.0 24.00 Average 2278 46 2,100.0 884.0 8.00 Average 2270 2281 46 2,100.0 884.0 8.00 Average 2270 2281 1,000.0 884.0 8.00 Average 2270 2270 2281 1,000.0 884.0 1,000 844.0 8.00 Average 2270 2 | | d- | | | 42 | 世 | 世 | | цф | Affected % | | |
| stat2260 10 0.0 882.0 8.00 Average Z261 11 100.0 882.0 8.00 Average Z277 13 1,000.0 882.0 9.00 Average Z277 14 1,000.0 882.0 1.00 Average Z276 15 1,000.0 882.0 1.00 Average Z276 16 1,000.0 882.0 1.00 Average Z276 16 1,000.0 882.0 24.00 Average Z276 17 1,000.0 882.0 24.00 Average Z276 17 1,000.0 882.0 24.00 Average 4 1,200.0 894.0 8.00 | NB1 | | | O | | | | 8 | | | Average | |
| 22861 11 100.0 862.0 8.00 Average 22770 13 1,000.0 882.0 3.00 Average 22774 14 1,000.0 882.0 1.00 Average 22774 16 1,200.0 882.0 1.00 Average 22775 14 1,200.0 882.0 1.00 Average 22776 15 1,400.0 882.0 24.00 Average 22776 16 1,500.0 882.0 24.00 Average 120 45.00 882.0 24.00 Average 120 45.00 882.0 12.00 Average 120 45.00 882.0 8.00 Average 120 45.00 882.0 8.00 Average 120 45.00 884.0 8.00 Average 2270 22 1,000 894.0 9.00 Average 2271 22 1,000 894.0 15.00 | | | - | 10 | | | | 8 | | | Average | |
| Zaces 12 500.0 882.0 3.00 Average Abrenge 2270 13 1,000.0 882.0 1,00 Average Abrenge 2272 14 1,000.0 882.0 1,00 Average Abrenge 2275 16 1,500.0 882.0 1,00 Average Abrenge 2276 17 1,600.0 882.0 24.00 Average Abrenge 2278 17 1,600.0 882.0 24.00 Average Abrenge 2278 17 1,600.0 882.0 24.00 Average Abrenge 2281 46 2,100.0 882.0 12.00 Average Abrenge 12.0 882.0 12.0 Average Average Abrenge 12.0 884.0 8.0 Average Average Abrenge 2270 1,000.0 884.0 3.0 Average Abrenge 2278 1,000.0 894.0 24.0 <td< td=""><td></td><td></td><td>2261</td><td>11</td><td>100.0</td><td></td><td>N. SELVANO</td><td>8</td><td></td><td></td><td>Average</td><td></td></td<> | | | 2261 | 11 | 100.0 | | N. SELVANO | 8 | | | Average | |
| 2270 13 1,000.0 882.0 1,00 Average 2272 14 1,200.0 882.0 11.00 Average 2274 16 1,200.0 882.0 11.00 Average 2278 17 1,800.0 882.0 24.00 Average 2281 46 2,100.0 882.0 24.00 Average 12.281 46 2,100.0 882.0 24.00 Average 12.281 46 2,100.0 882.0 12.00 Average 12.00 42.281 46 3,000.0 882.0 12.00 Average 12.00 42.281 46 3,000.0 884.0 8.00 Average 12.00 5285 19 500.0 894.0 3,00 Average 12.00 2270 1,000.0 894.0 3,00 Average 12.00 2274 1,500.0 894.0 3,00 Average 12.276 22 1,500.0 | | | 2265 | 12 | | 140,000 | | 8 | | | Average | |
| Average Average 2272 14 1,200 882.0 11.00 Average 2276 15 1,400.0 882.0 15.00 Average 2275 16 1,500.0 882.0 24.00 Average 2276 17 1,600.0 882.0 24.00 Average 42281 46 3,000.0 882.0 8.00 Average 542250 3 -1,000.0 884.0 8.00 Average 542260 4 0.0 894.0 8.00 Average 542270 1 0.0 894.0 8.00 Average 5265 10 0.0 894.0 1.00 Average 5277 2 1,200.0 894.0 1.00 Average 5274 2 1,200.0 894.0 1.00 Average 5274 2 1,200.0 894.0 1.00 Average 5274 2 1,200.0 894.0 1 | | | 2270 | 13 | | | | 8 | | | Average | |
| 2274 15 1,400.0 882.0 15.00 Average 2275 16 1,500.0 882.0 24.00 Average 2278 17 1,800.0 882.0 24.00 Average 4281 46 2,100.0 882.0 12.00 Average 4282 1,200.0 882.0 10.0 Average 4284 3,000.0 884.0 8.00 Average 5285 19 1,000.0 884.0 8.00 Average 2270 276 1,000.0 884.0 1.00 Average 2271 277 21 1,000.0 884.0 1.00 Average 2274 27 21 1,000.0 894.0 15.00 Average 2274 27 2,100.0 894.0 16.00 Average 2278 24 1,800.0 894.0 14.00 Average 2278 24 1,800.0 894.0 12.00 Average <t< td=""><td></td><td></td><td>2272</td><td>14</td><td></td><td></td><td></td><td>8</td><td></td><td></td><td>Average</td><td></td></t<> | | | 2272 | 14 | | | | 8 | | | Average | |
| 2275 16 1,500,0 862.0 24,00 Average 2278 17 1,800,0 882.0 24,00 Average 45281 45 2,100,0 882.0 12.00 Average 12.0 42281 46 3,000,0 882.0 8.00 Average 12.0 542.280 3 -1,000,0 884.0 8.00 Average 2261 18 10.0 884.0 8.00 Average 2270 2261 1 10.00 894.0 3.00 Average 2270 2270 1,000,0 894.0 3.00 Average 2271 27 1,200,0 894.0 10.0 Average 2272 21 1,200,0 894.0 16.0 Average 2274 22 1,400,0 894.0 16.0 Average 2278 22 1,400,0 894.0 16.0 Average 2278 227 22 1,400,0 | | | 2274 | 15 | | | | 8 | 20 | | Average | |
| 2276 17 1,800.0 882.0 24.00 Average 45 2,100.0 882.0 12.00 Average 45 2,100.0 882.0 12.00 Average 45 2,100.0 884.0 8.00 Average 45 2,100.0 894.0 8.00 Average 52261 18 100.0 894.0 8.00 Average 6 2,70 1 894.0 9.00 Average 7 1,000.0 894.0 11.00 Average 8 2,70 22 1,000.0 894.0 11.00 Average 8 2,70 894.0 15.00 Average Average 8 2,100.0 894.0 12.0 Average 12.0 24 1,600.0 894.0 12.0 Average 12.0 2275 2,100.0 894.0 12.0 Average 12.0 24 1,600.0 970.0 Average | | | 2275 | 16 | | | is Income | 8 | | | Average | Υ |
| 2281 45 2,100.0 682.0 12.00 Average 12.0 12.281 46 3,000.0 882.0 8.00 Average 12.0 12.281 46 3,000.0 884.0 8.00 Average 12.0 12.261 18 100.0 894.0 8.00 Average 12.0 2261 18 100.0 894.0 8.00 Average 12.0 2265 19 600.0 894.0 3.00 Average 12.0 2270 2 1,000.0 894.0 11.00 Average 12.0 2272 2 1,400.0 894.0 15.00 Average 12.0 2275 23 1,600.0 894.0 24.00 Average 12.0 2275 23 1,600.0 894.0 8.00 Average 12.0 2275 23 1,000.0 894.0 8.00 Average 12.0 42.0 894.0 8.00 | | | 2278 | 17 | 1,800.0 | | | 8 | 201 = 125 | | Average | \ |
| 4,2281 46 3,000.0 882.0 8.00 R.00 Reservation 8.00 Reservation Reservati | | | 2281 | 45 | | | Nec. See | 8 | | | Average | |
| 12.0 sta_2260 4 0.0 894.0 8.00 Average 2261 1 100.0 894.0 8.00 Average 2265 1 1 100.0 894.0 8.00 Average 2270 2265 19 500.0 894.0 3.00 Average 2270 27 2 1,000.0 894.0 10.0 Average 2272 21 1,200.0 894.0 16.00 Average 2274 22 1,400.0 894.0 16.00 Average 2275 21 1,500.0 894.0 24.00 Average 2278 2 1,600.0 894.0 24.00 Average 2278 2 2,100.0 894.0 24.00 Average 3,000.0 894.0 12.00 Average Average 4,2281 2 2,100.0 894.0 8.00 Average 4,2281 2 1,000.0 970.0 <td< td=""><td></td><td></td><td>+2281</td><td>46</td><td></td><td></td><td></td><td>8</td><td></td><td></td><td></td><td></td></td<> | | | +2281 | 46 | | | | 8 | | | | |
| Aberrage 4 0.0 694.0 8.00 Average Aberrage 2261 18 100.0 894.0 8.00 Average Aberrage 2270 20 1,000.0 894.0 3.00 Average Aberrage 2270 21 1,200.0 894.0 11.00 Average Aberrage 2274 22 1,400.0 894.0 15.00 Average Aberrage 2275 23 1,500.0 894.0 24.00 Average Aberrage 2278 24 1,800.0 894.0 24.00 Average Aberrage 2278 24 1,800.0 894.0 24.00 Average Aberrage 12.0 42.20 8.00 8.00 Average Average Aberrage 5 1,000.0 970.0 8.00 Average Average Aberrage 6 0.0 970.0 8.00 Average | NB2 | 12.0 | sta -2260 | က | -1,000,1 | | | 8 | | | Average | |
| Average 2261 18 100.0 894.0 8.00 Average Average 2270 20 1,000.0 894.0 3.00 Average Average 2270 21 1,200.0 894.0 11.00 Average Average 2272 21 1,200.0 894.0 11.00 Average Average 2274 22 1,400.0 894.0 24.00 Average Average 2278 23 1,500.0 894.0 24.00 Average Average 2278 24 1,800.0 894.0 24.00 Average Average 4-2281 25 2,100.0 894.0 12.00 Average Average 542-2260 5 -1,000.0 870.0 8.00 Average Average 6 0.0 970.0 8.00 Average Average | | | sta2260 | 4 | 0.0 | | | | | | Average | |
| Average 2265 19 500.0 894.0 3.00 Average Average 2270 20 1,000.0 894.0 11.00 Average Average 2272 21 1,200.0 894.0 11.00 Average Average 2275 23 1,500.0 894.0 24.00 Average Average 2278 24 1,800.0 894.0 24.00 Average Average 2281 25 2,100.0 894.0 12.00 Average Average 42281 26 2,100.0 994.0 8.00 Average 12.0 542260 5 -1,000.0 970.0 8.00 Average 2261 2261 27 100.0 970.0 8.00 Average | | | 2261 | 18 | | | | 8 | | | Average | |
| Average 2270 20 1,000.0 894.0 9.00 Average Average 2272 21 1,200.0 894.0 11.00 Average Average 2274 22 1,400.0 894.0 15.00 Average Average 2278 23 1,500.0 894.0 24.00 Average Average 2278 24 1,800.0 894.0 24.00 Average Average 4-2281 25 2,100.0 894.0 12.00 Average 12.0 542.250 5 -1,000.0 970.0 8.00 Average 12.0 542.250 5 -1,000.0 970.0 8.00 Average 2261 2261 27 100.0 970.0 8.00 Average | | | 2265 | 19 | | | | 8 | | | Average | |
| Average Average 2274 22 1,400.0 894.0 11.00 Average 2276 22 1,400.0 894.0 15.00 Average 2276 23 1,500.0 894.0 24.00 Average 2278 24 1,800.0 894.0 24.00 Average 42281 25 2,100.0 894.0 12.00 Average 12.0 sta-2260 5 -1,000.0 970.0 8.00 Average 2261 2261 27 100.0 970.0 8.00 Average | | | 2270 | 8 | | | | 8 | | | Average | |
| Average Average 2276 23 1,500.0 894.0 15.00 Average 2276 23 1,500.0 894.0 24.00 Average 2278 24 1,800.0 894.0 24.00 Average 42281 25 2,100.0 894.0 12.00 Average 12.0 5ta-2260 5 -1,000.0 970.0 8.00 Average 2261 27 100.0 970.0 8.00 Average | | | 2272 | 2 | | | | 8 | | | Average | |
| Average Average 2278 24 1,500.0 894.0 24.00 Average 2278 24 1,800.0 894.0 24.00 Average 42281 25 2,100.0 894.0 12.00 Average 12.0 sta-2260 5 -1,000.0 970.0 8.00 Average 2261 27 100.0 970.0 8.00 Average | | | 2274 | 22 | | | | 8 | | | Average | |
| Average Average 2278 24 1,800.0 894.0 24.00 Average 4-2281 25 2,100.0 894.0 12.00 Average 12.0 4+2281 26 3,000.0 894.0 8.00 Average 12.0 5ta-2260 5 -1,000.0 970.0 8.00 Average 2261 27 100.0 970.0 8.00 Average | | | 2275 | 83 | | | | 8 | | | Average | > |
| 2281 25 2,100.0 894.0 12.00 +2281 26 3,000.0 894.0 8.00 12.0 sta -2260 5 -1,000.0 970.0 8.00 2261 27 100.0 970.0 8.00 970.0 | | | 2278 | 24 | | 7200 | | 8 | | | Average | \ |
| +2281 26 3,000.0 894.0 8.00 12.0 sta -2260 5 -1,000.0 970.0 8.00 sta2260 6 0.0 970.0 8.00 2261 27 100.0 970.0 8.00 | | | 2281 | 22 | | | | 8 | | | Average | |
| 12.0 sta -2260 5 -1,000.0 970.0 8.00 sta2260 6 0.0 970.0 8.00 2261 27 100.0 970.0 8.00 | | | +2281 | 28 | | | | 8 | | | | |
| 550 6 0.0 970.0 8.00 27 100.0 970.0 8.00 | SB3 | 12.0 | — | 5 | | | | 8 | | | Average | Sel. |
| 27 100.0 970.0 8.00 | | | sta2260 | 9 | | | | 8 | | | Average | |
| | | | 2261 | 27 | | | | 00 | | | Average | |

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| xisting ex |
| BS\I-75\e |
| OC MINT |
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| INPUT: ROADWAYS | | | | | | 411014 | | |
|-----------------|------|-----------|----|----------|-------|--------|---------|-------------|
| | | 2265 | 28 | 500.0 | 970.0 | 3.00 | Average | |
| | | 2270 | 83 | 1,000.0 | 970.0 | 9.00 | Average | |
| | | 2272 | 8 | 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 | > |
| | | 2278 | 88 | 1,800.0 | 970.0 | 24.00 | Average | > |
| | | 2281 | 34 | 2,100.0 | 970.0 | 12.00 | Average | |
| | | +2281 | 32 | 3,000.0 | 970.0 | 8.00 | | |
| SB4 | 12.0 | sta -2260 | 7 | -1,000.0 | 982.0 | 8.00 | Average | |
| | | sta2260 | 98 | 0.0 | 982.0 | 8.00 | Average | |
| | | 2261 | ω | 100.0 | 982.0 | 8.00 | Average | |
| | | 2265 | 37 | 500.0 | 982.0 | 3.00 | Average | |
| | | 2270 | 88 | 1,000.0 | 982.0 | 9.00 | Average | |
| | | 2272 | ස | 1,200.0 | 982.0 | 11.00 | Average | |
| | | 2274 | 4 | 1,400.0 | 982.0 | 15.00 | Average | |
| | | 2275 | 41 | 1,500.0 | 982.0 | 24.00 | Average | > |
| | | 2278 | 42 | 1,800.0 | 982.0 | 24.00 | Average | ⊁ |
| | | 2281 | 43 | 2,100.0 | 982.0 | 12.00 | Average | |
| | | +2281 | 4 | 3,000.0 | 982.0 | 8.00 | | |

INPUT: RECEIVERS

| <organization?> RMR</organization?> | | = | | | | | 9 October 2006 TNM 2.5 | 2006 | | | | | |
|---|--------------|----------|-------|-------------------------------|----------|-------|---------------------------|---------------------------------|-----------------|--------------|------|-----------|-----------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | | | en e jaren erre |
| RUN: | Exis | itng//kc | oBuil | Exisitng/NoBuild - campground | puno | | | | | | | | |
| Receiver | | | | | | | | | | | | | |
| Name | No. | #DNs | | Coordinates (ground) | (ground) | 200 | Height | Input Sound Levels and Criteria | nd Levels | and Criteria | | Ac | Active |
| | | <u> </u> | × | | \ | Z | above | Existing | Impact Criteria | Iteria | R | <u>.E</u> | |
| | | | | | | | Ground | LAeq1h | LAeq1h | Sub'l | Goal | ပိ | Calc. |
| | | | ∉ | | Ħ | # | ₽ | dBA | dBA | 쁑 | фB | | |
| R1 | | ~ | 7 | 750.0 | 540.0 | 00.00 | 5.00 | 00.0 | 99 | 10.0 | | 8.0 | > |
| R2 | | 7 | - | 0.099 | 560.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R3 | | 6 | - | 570.0 | 480.0 | 00.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R4 | | 4 | | 0.099 | 500.0 | 00.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R5 | | 2 | - | 680.0 | 460.0 | 0.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R6 | | 9 | - | 750.0 | 480.0 | 00.00 | 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R7 | | 7 | - | 0.099 | 420.0 | 00.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R8 | | œ | - | 510.0 | 410.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R9 | | 6 | - | 540.0 | 360.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R10 | | 10 | - | 630.0 | 350.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |

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| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
|-------|-----------|---------|------|------|------|------|------|------|------|------|-------|-----------|---------|------|------|------|------|------|------|------|------|-------|
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2 | 70 | 20 | 70 | 70 | 02 | 2 | 02 | 70 | 2 | | 02 | 02 | 20 | 02 | 20 | 02 | 70 | 70 | 2 | 70 | |
| | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | | 29 | 29 | 29 | 29 | 29 | 29 | 59 | 29 | 29 | 29 | |
| | 70 | 70 | 70 | 20 | 70 | 20 | 20 | 20 | 02 | 2 | | 70 | 2 | 20 | 70 | 2 | 02 | 70 | 70 | 02 | 20 | |
| | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | |
| | 20 | 70 | 70 | 02 | 02 | 22 | 2 | 2 | 2 | 02 | | 70 | 02 | 20 | 70 | 70 | 70 | 70 | 70 | 2 | 2 | |
| | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | 939 | |
| 26 | 2 | 9 | 27 | 28 | 59 | 30 | 31 | 32 | 33 | 34 | 35 | 7 | 36 | 80 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 |
| +2281 | sta -2260 | sta2260 | 2261 | 2265 | 2270 | 2272 | 2274 | 2275 | 2278 | 2281 | +2281 | sta -2260 | sta2260 | 2261 | 2265 | 2270 | 2272 | 2274 | 2275 | 2278 | 2281 | +2281 |
| | SB3 | | | | | | | | | | | SB4 | | | | | | | | | | |

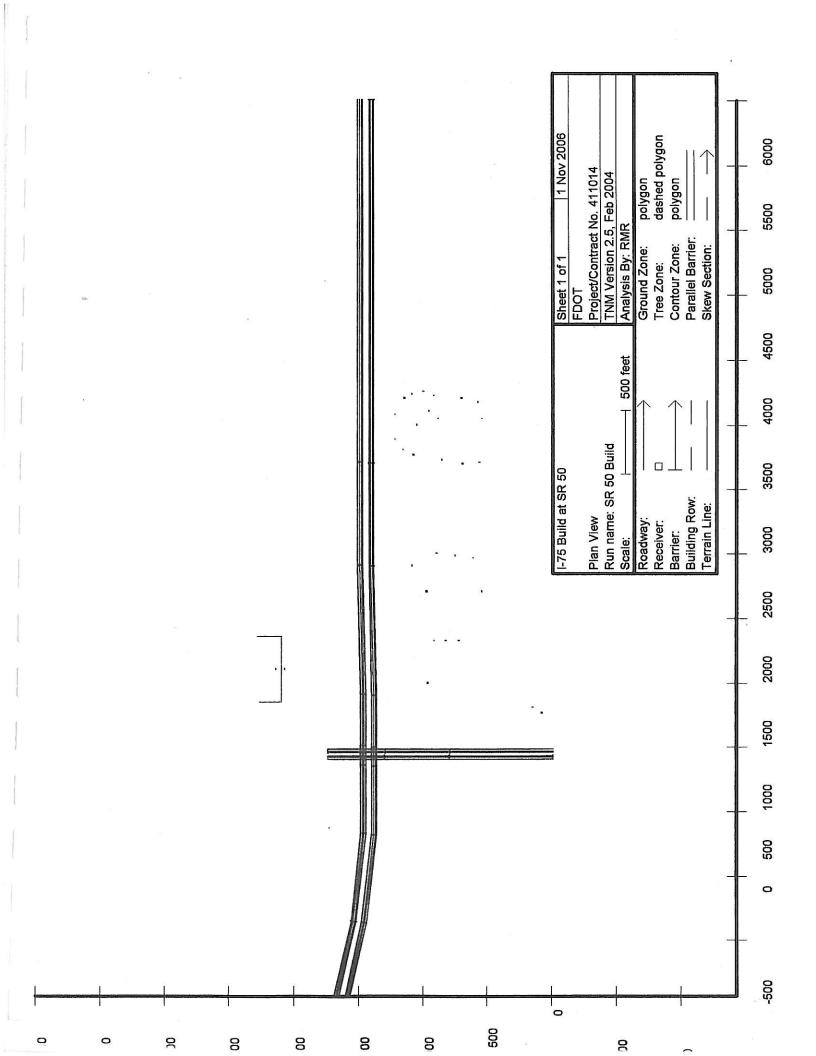
INPUT: TRAFFIC FOR LAeq1h Volumes

| | | | | | | | | | | | - | | |
|---------------------------------|----------|------------------|-------------------------------|------|--------|------------------------|----------------|-------------------------|--|-----------------|------------|---------------|------|
| | | | | | | | | | | | | | |
| <organization?></organization?> | | | | | | | 9 October 2006 | 2006 | | | | | |
| RMR | | | | | | | TNM 2.5 | | | | | | |
| | | | | | | | Calculated | Calculated with TNM 2.5 | 2.5 | | | | |
| RESULTS: SOUND LEVELS | | | | | | | | | | | | ia. | |
| PROJECT/CONTRACT: | 411014 | er#o | | | | | | | | | | | |
| RUN: | Exisit | ng/NoBuilc | Exisitng/NoBuild - campground | punc | | | | | | | | | |
| BARRIER DESIGN: | INPU | INPUT HEIGHTS | •• | | | | | Average p | Average pavement type shall be used unless | shall be use | ssajun pa | | 10 |
| | | | | | | | | a State hig | a State highway agency substantiates the use | substantiat | es the use | | |
| ATMOSPHERICS: | eg de | 68 deg F, 50% RH | I | | | | - Comment | of a differ | of a different type with approval of FHWA. | approval of F | HWA. | | |
| Receiver | | | | | | | | | | | | | |
| | No. #DUs | Existing | No Barrier | ier | | | | | With Barrier | | | | |
| | | LAeq1h | LAeq1h | | | Increase over existing | existing - | Type | Calculated | Noise Reduction | ction | | |
| | | | Calculated | | Crit'n | Calculated | Crit'n | Impact | LAeq1h | Calculated | Goal | Calculated | ited |
| | | | | | | | Sub1 Inc | | | | 4,5072 | minus | |
| | | | | | | | | | | | | Goal | |
| | | dBA | dBA | ס | dBA | 8 | 용 | | dBA | B | dВ | QB | |
| R1 | - | 1 | 0.0 | 63.6 | 99 | 63.6 | 10 | | 63.6 | | 0.0 | 8 | -8.0 |
| R2 | 2 | 1 | 0.0 | 1.79 | 99 | | 1 10 | ı | 64.1 | | 0.0 | 8 | φ.0 |
| R3 | 9 | 1 | 0.0 | 62.3 | 99 | 62.3 | 3 10 | 1 | 62.3 | | 0.0 | 8 | -8.0 |
| R4 | 4 | 1 | 0.0 | 62.6 | 99 | 62.6 | 5 10 | 1 | 62.6 | | 0.0 | 8 | -8.0 |
| R5 | ស | 1 | 0.0 | 61.8 | 99 | 61.8 | 8 10 | | 61.8 | | 0.0 | 8 | 9.0 |
| R6 | 9 | - | 0.0 | 62.5 | 99 | 62.5 | 5 10 | 1 | 62.5 | | 0.0 | 8 | 9.0 |
| R7 | 7 | 1 | 0.0 | 61.3 | 99 | 61.3 | 3 10 | I | 61.3 | | 0.0 | 8 | -8.0 |
| R8 | 80 | - | 0.0 | 61.2 | 99 | | 2 10 | 1 | 61.2 | | 0.0 | 8 | -8.0 |
| R9 | 6 | - | 0.0 | 60.5 | 99 | | 5 10 | 1 | 9.09 | | 0.0 | 8 | 9.0 |
| R10 | 10 | 1 | 0.0 | 60.3 | 99 | 60.3 | 3 10 | - | 60.3 | | 0.0 | 8 | -8.0 |
| Dwelling Units | # DUs | _ | Noise Reduction | | | | 0.000000 | | | | | | |
| | | Min | Avg | - | Мах | | | | | | | | |
| | | g | 留 | - | 99 | | | | | | | | |
| 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 | | | | | | | | |
| | | | | | | | | | | | | | |

RESULTS: SOUND LEVELS

INPUT: TRAFFIC FOR LAeq1h Volumes

| <organization?> RMR</organization?> | | | | 9 Octobe TNM 2.5 | 9 October 2006 TNM 2.5 | | | | | | | | |
|---|-------------------------------|-----------|---------|---------------------|---------------------------|-----|---------|-------|--------|-----|-------------|-------|---|
| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | 411014 | | | | | | | | | | | | |
| RUN: | Exisitng/NoBuild - campground | ild - can | pground | - | | | | | | | | | П |
| Roadway | Points | | | | | | | | | | | | |
| Name | Name | No. | Segment | - | | | | | | | | | |
| | | | Autos | | MTrucks | | HTrucks | S | Buses | | Motorcycles | /cles | |
| | | | П | S | Α | S | > | ဟ | Λ | ဟ | ^ | တ | |
| | | | veh/hr | mph | veh/hr | mph | veh/hr | нфш | veh/hr | ндш | veh/hr | шbh | T |
| NB1 | sta -2260 | 6 | 1195 | 70 | 110 | 70 | 9/ | 6 70 | | 0 0 | 0 | _ | 0 |
| | sta2260 | 10 | 1195 | 70 | 110 | 70 | 9/ | 6 70 | | 0 | | 0 | 0 |
| | 2261 | = | 1195 | 70 | 110 | 2 | 9/ | 6 70 | | 0 | 0 | | 0 |
| | 2265 | 12 | 1195 | 70 | 110 | 70 | 9/ | 9 70 | | 0 | 0 | _ | 0 |
| | 2270 | 13 | 1195 | 70 | 110 | 2 | 9/ | 6 70 | | 0 | | 0 | 0 |
| | 2272 | 14 | 1195 | 70 | 110 | 70 | 9/ | 9 70 | | 0 | | 0 | 0 |
| | 2274 | 15 | 1195 | 20 | 110 | 2 | 9/ | 6 70 | | 0 | | 0 | 0 |
| | 2275 | 16 | 1195 | 70 | 110 | 70 | 9/ | 0/ 9 | | 0 | | 0 | 0 |
| | 2278 | 17 | 1195 | 70 | 110 | 70 | 9/ | 02 9 | | 0 | | 0 | 0 |
| | 2281 | 45 | 1195 | 70 | 110 | 20 | | 76 70 | | 0 0 | | 0 | 0 |
| | +2281 | 46 | | | | | ¥ | | | | | | |
| NB2 | sta -2260 | 3 | 1195 | 20 | 110 | 70 | | 76 70 | | 0 0 | | 0 | 0 |
| | sta2260 | 4 | 1195 | 02 | 110 | 0/ | | 76 70 | | 0 0 | | 0 | 0 |
| | 2261 | 18 | 1195 | 02 | 110 | 0/ | | 76 70 | | 0 0 | | 0 | 0 |
| | 2265 | 19 | 1195 | 70 | 110 | 70 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2270 | 20 | 1195 | 02 | 110 | 70 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2272 | 21 | 1195 | 70 | 110 | 70 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2274 | 22 | 1195 | 02 | 110 | 02 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2275 | 23 | 1195 | 20 | 110 | 2 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2278 | 24 | 1195 | 70 | 110 | 70 | | 76 70 | | 0 0 | | 0 | 0 |
| | 2281 | 25 | 1195 | 70 | 110 | 2 | | 76 70 | | 0 0 | | 0 | 0 |
| | | | | | | | | | | | | | |



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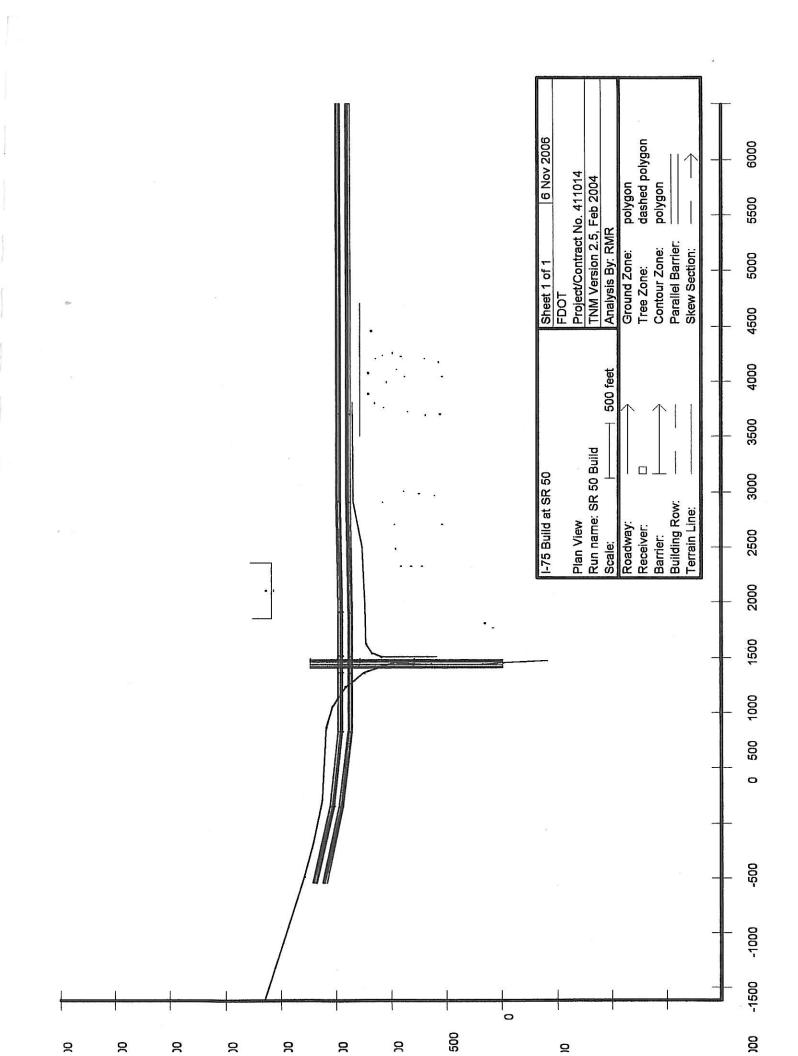
| RESULTS: SOUND LEVELS | | | | | | 4 | 411014 | | | | | |
|--|-----|---------------|------------|------------|--------|------------------------|----------------------|------------------------------------|---|-----------------------------|----------------------|------------|
| FDOT | | | | | | | 1 Novem | 1 November 2006 | | | | |
| RMR | | | | | | | TNM 2.5 Calculate | TNM 2.5 Cafculated with TNM 2.5 | M 2.5 | | | |
| RESULTS: SOUND LEVELS PROJECT/CONTRACT | • | 411014 | | | | | | | | | | - |
| RUN: | | I-75 Build at | 1 at SR 50 | | | | | | | | | |
| BARRIER DESIGN: | | INPUT H | | | | | | Average | Average pavement type shall be used unless | e shall be us | ed unless | |
| ATMOSPHERICS: | | 68 deg F, 50 | , 50% RH | | | | | a State I of a diffe | a State highway agency substantiates the use of a different type with approval of FHWA. | y substantia approval of | tes the use FHWA. | 8 . |
| Receiver | | | | | | | | 31 St. St. | | | | |
| Name | No. | #DUS | Existing | No Barrier | | | | 890-01479-049-9-04-9-04-9-0-1 | With Barrier | | | |
| | | | LAeq1h | L/Aeq1h | | Increase over existing | er existing | Туре | Calculated | Noise Reduction | uction | |
| | | | | Calculated | Crit'n | Calculated | Crit'n Sub'l for | | LAeq1h | Calculated | Goal | Calculated |
| | | | | | | | | 2 | | | | Goal |
| | | | dBA | dBA | dBA | 8 | В | | dBA | 8 | dB | фB |
| R19 | - | - | 0.0 | 63.3 | | 99 | 63.3 | 10 | 63.3 | | 0.0 | 8 -8.0 |
| 120 | 2 | ٦ | 0.0 | | | | 3 | 10 | 64.4 | | 0.0 | |
| 121 | 6 | - | 0.0 | | | | | 10 | 65.6 | | 0.0 | |
| 122 | 4 | - | 0.0 | 67.7 | | 66 67 | 67.7 | 10 Snd Lvl | 11 | | 0.0 | |
| 123 | 5 | 1 | 0.0 | | | | | 10 | 62.9 | | 0.0 | |
| 124 | 9 | 1 | 0.0 | | | | | 10 | 60.3 | | 0.0 | |
| 125 | 7 | 1 | 0.0 | | 349 | | | 10 | 64.3 | | | |
| 126 | 8 | 1 | 0.0 | | | 29 99 | | 10 | 62.4 | | 0.0 | |
| 121 | 6 | 1 | 0.0 | 6.09 | | | | | | | | |
| r28 -church | 10 | 1 | 0.0 | | | | | 10 Snd Lvl | | | | |
| 129 | 11 | 1 | 0.0 | 60.4 | | | | 10 | 60.4 | | | 8 -8.0 |
| 057 | 12 | - | 0.0 | 61.6 | | 66 61 | 61.6 | 10 | 61.6 | | 0.0 | 8 -8.0 |
| 131 | 13 | - | 0.0 | | | 79 99 | | 10 | 64.1 | | 0.0 | 8 -8.0 |
| 132 | 14 | - | 0.0 | 69.2 | | | 69.2 | 10 Snd Lvl | 69.2 | | 0.0 | 8 -8.0 |
| 133 | 15 | - | 0.0 | | | 22 99 | | 10 Snd Lvl | | | | 8 -8.0 |
| 134 | 16 | - | 0.0 | | | | | O Snd Lvi | 74.8 | | 0.0 | |
| 8 | 17 | - | 0.0 | | | 72 99 | | 10 Snd Lvl | | | 0.0 | 8 -8.0 |
| 136 | 18 | - | 0.0 | | | 99 | 7.17 | 10 Snd Lvl | 1 71.7 | | 0.0 | 8 -8.0 |
| 137 | 19 | 1 | 0.0 | | | | | 10 Snd Lvl | | | 0.0 | |
| 138 | 20 | 1 | 0.0 | | | | | 10 Snd Lvl | | | 0.0 | |
| 139 | 21 | 1 | 0.0 | | | | | 10 | 65.2 | | 0.0 | |
| r40 | 8 | - | 0.0 | | | | | 1 | 62.1 | | 0.0 | |
| 141 | R | - | 0.0 | 60.7 | | 99 | 60.7 | 10 | 60.7 | | 0.0 | 8 -8.0 |
| U:\I-75\SR 50 Build | | | | ~ | | | | | 1 November 2006 | | | |

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| RESULTS: SOUND LEVELS | | | | | | 411014 | マ | | | | | |
|-----------------------|----|--|-----------------|--------|-----|--------|----|--|------|-----|--|--|
| 142 | 24 | - | 0.0 | 60.3 | 88 | 60.3 | 10 |] | 60.3 | 0.0 | 8 | -8.0 |
| r43 | 22 | - | 0.0 | 64.6 | 89 | 64.6 | 10 | 1 | 64.6 | 0.0 | æ | 9.0 |
| 144 | 38 | - | 0.0 | 0.99 | 88 | 0.89 | 01 | Snd Lvl | 0.99 | 0.0 | 8 | 8.0 |
| 145 | 27 | - | 0.0 | 68.2 | 99 | 68.2 | 5 | 1 | 68.2 | 0.0 | 80 | -8.0 |
| r46 -BW hatel | 28 | - | 0.0 | 63.9 | 99 | 63.9 | 10 | 1 | 63.9 | 0.0 | 8 | -8.0 |
| r47-BW pool | 83 | - | 0.0 | 9.09 | 99 | 9.09 | 5 | I | 9.09 | 0.0 | 80 | -8.0 |
| r48 - DI hotel | R | - | 0.0 | 61.3 | 99 | 61.3 | 10 | | 61.3 | 0.0 | 80 | -8.0 |
| r49- Di pool | 31 | - | 0.0 | 61.6 | 99 | 61.6 | 5 | 1 | 61.6 | 0.0 | 8 | -8.0 |
| Dwelling Units | # | # DUS No | Noise Reduction | uction | | | | | | | | |
| | | Min | | Avg | Max | | | | | | | |
| | | ф | | dB | 용 | | | | | | | |
| 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 | | | | | | | |
| | - | The state of the s | - | | | | | The state of the s | | | The state of the s | STATE OF THE PARTY |

| FDOT RMR | | | | | 1 November 2006 TNM 2.5 | ber 2006 | |
|---|---------------------|----------|----------|----------------------|----------------------------|----------|-------|
| INPUT: BUILDING ROWS PROJECT/CONTRACT: | 411014 | | | | | | |
| RUN: | I-75 Build at SR 50 | t SR 50 | | | | | |
| Building Row | | | Points | | | | |
| Name | Average | Building | <u>№</u> | Coordinates (ground) | (ground) | | |
| | Height | Percent | | × | ⋆ | 7 | |
| | ff | % | | ff | # | # | |
| Building5 | 45.00 | 909 | 12 | 1,338.2 | | 2,269.1 | 75.00 |
| | | | 13 | 1,338.2 | | 2,101.7 | 75.00 |
| | .0 | | 14 | 1,849.3 | | 2,101.7 | 75.00 |
| | | | 15 | 1,849.3 | | 2,286.7 | 75.00 |
| | | | | | | | |

INPUT: BUILDING ROWS



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| FDOT RMR | | | | | 6 November 2006 TNM 2.5 | 2006 | | | | | |
|--|-------------------------|--------------|-----------|------------------------|----------------------------|--------|---|---|--|--|----------|
| INPUT: ROADWAYS PROJECT/CONTRACT: RUN: | 411014 I-75 Build at | at SR 50 | | | | | Average p a State hig of a differ | Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA | shall be us / substantia the approva | sed unless ites the use al of FHWA | |
| Roadway | | Points | | | | | | | | | |
| Name | Width | Name | No. | Coordinates (pavement) | pavement) | | Flow Control | <u>1</u> 2 | | Segment | |
| | | _,,,0_=00459 | | × | \ | 2 | Control | Speed | Percent | Pvmt | On |
| | | | | | | | Device | Constraint | Vehicles Affected | Туре | Struct? |
| | Æ | | | ft | ft | ft | | трһ | % | | |
| 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 | ო | 320.0 | 1,380.0 | 97.00 | | | | Average | |
| | | 2044 | 4 | 850.0 | 1,380.0 | 102.00 | | | | Average | Υ |
| | | 2046 | 2 | 1,000.0 | | 102.00 | | | | Average | Υ |
| | | 2050 | 9 | 1,400.0 | 1,380.0 | 100.00 | | | | Average | |
| | | 2060 | 4 | 2,400.0 | 1,400.0 | 82.00 | | | | Average | |
| | | 2068 | 8 | 3,200.0 | 1,400.0 | | | | | Average | |
| | | point9 | 6 | | | 76.00 | | | | | |
| I-75 NB2 | 12.0 | 2025 | 12 | ۲- | | | | | | Average | |
| | | 2032 | 13 | -360.0 | 1,472.0 | 84.00 | | | | Average | |
| | | 2039 | 14 | | | 97.00 | | | | Average | |
| | | 2044 | 15 | | | | | | | Average | ٨ |
| | | 2046 | 16 | | 1,392.0 | | | , | | Average | Υ |
| | | 2050 | 17 | | | | | | | Average | |
| | | 2060 | 18 | | | | | | | Average | |
| 8 | | 2068 | 19 | | | | | | | Average | |
| | | point9 | 8 | 6,000.0 | 1,412.0 | | | | | | |
| I-75 NB3 | 12.0 | 2025 | 21 | ፕ | | | | | | Average | |
| | | 2032 | ZZ | | | | | | | Average | |
| | | 2039 | 23 | | | 97.00 | | | | Average | |
| | | 2044 | 24 | 850.0 | | | | | | Average | Υ |
| | | 2046 | 25 | | 1,368.0 | | | | | Average | \ |
| | | 2050 | 26 | 1,400.0 | 1,368.0 | 100.00 | | | | Average | |
| | | 2060 | 27 | 2,400.0 | 1,388.0 | 82.00 | | | | Average | |
| U:N-75\SR 50 Bulld | | | * | | | | | 6 November 2006 | 1006 | | |

6 November 2006

| | | 2068 | 28 | 3,200.0 | 1,388.0 | 76.00 | Average | |
|----------|------|---------|-----|----------|---------|---------|---------|-------------|
| | | point9 | 53 | 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 | 00.76 | Average | |
| | | 2044 | 8 | 850.0 | 1,404.0 | 102.00 | Average | Υ |
| | | 2046 | श्ल | 1,000.0 | 1,404.0 | 102.00 | Average | > |
| | | 2050 | 32 | 1,400.0 | 1,404.0 | 100.00 | Average | |
| | | 2060 | 98 | 2,400.0 | 1,424.0 | 82.00 | Average | |
| | | 8902 | 37 | 3,200.0 | 1,424.0 | 76.00 | Average | |
| | | point9 | 88 | 6,000.0 | 1,424.0 | 76.00 | | |
| I-75 SB1 | 12.0 | point45 | 8 | 6,000.0 | 1,500.0 | 76.00 | Average | |
| | | 2068 | 9 | 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 | 64 | 1,000.0 | 1,480.0 | 102.00 | Average | ٨ |
| | | 2044 | 4 | 850.0 | 1,480.0 | 102.00 | Average | > |
| | | 5039 | 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 | 0.000,9 | 1,488.0 | 76.00 | Average | |
| | | 2068 | 49 | 3,200.0 | 1,488.0 | 76.00 | Average | |
| | | 2060 | 20 | 2,400.0 | 1,488.0 | 82.00 | Average | |
| | | 2050 | 51 | 1,400.0 | 1,468.0 | 100.00 | Average | |
| | | 2046 | 25 | 1,000.0 | 1,468.0 | 102.00 | Average | > |
| | | 2044 | 23 | 850.0 | 1,468.0 | 102.00 | Average | > |
| | | 2039 | 72 | 320.0 | 1,468.0 | 97.00 | Average | |
| | | 2032 | 22 | 0.096- | 1,540.0 | 84.00 | Average | |
| | | 2025 | 26 | -1,050.0 | 1,698.0 | 82.00 | | |
| I-75 SB3 | 12.0 | point45 | 25 | 0.000,9 | 1,512.0 | 76.00 | Average | |
| | | 2068 | 28 | 3,200.0 | 1,512.0 | 76.00 | Average | |
| | | 2060 | 29 | 2,400.0 | 1,512.0 | 82.00 | Average | |
| | | 2050 | 9 | 1,400.0 | 1,492.0 | 100.001 | Average | |
| | | 2046 | 61 | 1,000.0 | 1,492.0 | 102.00 | Average | > |
| | | 2044 | 62 | 850.0 | 1,492.0 | 102.00 | Average | > |
| | | 2039 | 63 | 320.0 | 1,492.0 | 97.00 | Average | |
| | | 2032 | 64 | -360.0 | 1,564.0 | 84.00 | Average | |
| | | | | | | | | |

U:N-75\SR 50 Build

6 November 2006

| I-75 SB4 | 12.0 | point46 | 8 | 6,000.0 | 1,476.0 | 76.00 | Average | |
|------------|------|---------|-----|----------|---------|--------|---------|------|
| | | 2068 | 29 | 3,200.0 | 1,476.0 | 76.00 | Average | _ |
| | | 2060 | 89 | 2,400.0 | 1,476.0 | 82.00 | Average | _ |
| | | 2050 | 69 | 1,400.0 | 1,456.0 | 100.00 | Average | |
| | | 2046 | 07 | 1,000.0 | 1,456.0 | 102.00 | Average | _ |
| | 16 | 2044 | 71 | 850.0 | 1,456.0 | 102.00 | Average | _ |
| | | 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 | 9/ | 900.0 | 1,300.0 | 69.00 | Average | |
| | | point48 | 11 | 900.0 | 800.0 | 80.00 | Average | 1000 |
| | | 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 | 00.69 | Average | |
| | | point52 | 82 | 912.0 | 800.0 | 80.00 | Average | |
| | | point51 | 8 | 912.0 | 0.0 | 90.00 | | |
| EB3 SR50 | 12.0 | | 84 | 924.0 | 1,750.0 | 75.00 | Average | |
| | | point53 | 82 | 924.0 | 1,300.0 | 00.69 | Average | |
| | | point52 | 98 | 924.0 | 800:0 | 80.00 | Average | |
| | | point51 | 87 | 924.0 | 0.0 | 90.00 | | |
| WB1 SR50 | 12.0 | | 88 | 950.0 | 0.0 | 90.00 | Average | |
| | | point56 | 89 | 950.0 | 800.0 | 80.00 | Average | |
| | | point57 | 8 | 950.0 | 1,300.0 | 69.00 | Average | |
| | | point58 | 9 | 950.0 | 1,750.0 | 75.00 | | i i |
| WB2 SR50 | 12.0 | | 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 | 92 | 962.0 | 1,750.0 | 75.00 | | |
| WB3 SR50 | 12.0 | | 96 | 974.0 | 0.0 | 90.00 | Average | |
| | | point60 | 97 | 974.0 | 800.0 | 80.00 | Average | |
| | | point61 | 86 | 974.0 | 1,300.0 | 00.69 | Average | |
| | | point62 | 66 | 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 | |
| | | mint 10 | 740 | 0,00 | 000 | 120.00 | 1 | > |

| | | point104 | \$ | 910.0 | 1,100.0 | 122.00 | | Average | |
|------------|------|----------|-----|----------|---------|--------|---|---------|------|
| | | point/11 | 111 | 850.0 | 1,260.0 | 126.00 | | Average | |
| | | point105 | 105 | 720.0 | 1,430.0 | 132.00 | | Average | |
| | | point112 | 112 | 540.0 | 1,550.0 | 128.00 | | Average | Di . |
| | | point106 | 106 | 350.0 | 1,600.0 | 122.00 | | Average | |
| | | point107 | 107 | -310.0 | 1,640.0 | 95.00 | | Average | |
| | | 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 | 0.986.0 | 0.009 | 70.00 | | Average | |
| | | point115 | 115 | 0.986.0 | 1,100.0 | 70.00 | | Average | |
| | | point116 | 116 | 1,000.0 | 1,100.0 | 70.00 | | Average | 9 |
| | | 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 | |
| | | point/20 | 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 | | | |
| | | | | | | | | | |

6 November 2006

| 1,476.0 1,476.0 1,476.0 1,456.0 1,456.0 1,456.0 1,528.0 1,528.0 1,750.0 1,300.0 800.0 800.0 800.0 1,300.0 800.0 1,300.0 1,300.0 800.0 1,750.0 1,300.0 800.0 800.0 1,750.0 1,300.0 800.0 800.0 1,750.0 1,750.0 1,750.0 1,750.0 | 1,476.0 1,476.0 1,476.0 1,456.0 1,456.0 1,456.0 1,528.0 1,528.0 1,528.0 1,750.0 1,300.0 800.0 800.0 1,750.0 1,750.0 1,750.0 | Average Average Average Average Average Average Average Average Average Average Average Average Average Average Average Average Average Average |
|---|--|---|
| 2060 68 2,400.0 1,476.0 2050 69 1,400.0 1,476.0 2050 69 1,400.0 1,466.0 1 4,466.0 1 2044 77 1,000.0 1,466.0 1 4,466.0 1 2044 77 1,000.0 1,466.0 1 4,466.0 1 2044 77 1,000.0 1,466.0 1 4,466.0 1 2044 77 2032 73 20.0 1,466.0 1 4,660.0 1,200.0 2032 73 20.0 1,466.0 1 4,660.0 1,200.0 204.0 1,760.0 204.0 1,760.0 204.0 204.0 1,760.0 204.0 204.0 1,760.0 204.0 | 1,476.0 1,456.0 1,456.0 1,456.0 1,528.0 1,750.0 1,300.0 800.0 0.0 1,750.0 1,750.0 1,750.0 1,750.0 1,750.0 1,750.0 | |
| 2056 69 1,400.0 1,456.0 1 2046 77 1,000.0 1,466.0 1 2039 77 320.0 1,466.0 1 2039 77 320.0 1,466.0 1 2039 77 320.0 1,466.0 1 2032 73 -360.0 1,466.0 1 2032 73 -360.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,466.0 1 2032 74 -1,050.0 1,660.0 1 2032 74 -1,050.0 1,166.0 1 2032 74 -1,050.0 1 2032 74 -1,0 | 1,456.0 1 1,456.0 1 1,456.0 1 1,528.0 1,528.0 1,528.0 1,300.0 800.0 800.0 800.0 1,750.0 1,750.0 1,750.0 1,750.0 1,750.0 800.0 | |
| 2046 70 1,000.0 1,456.0 1 2034 71 860.0 1,456.0 1 2032 73 -360.0 1,456.0 1 12.0 point49 76 900.0 1,528.0 12.0 point49 76 900.0 1,750.0 12.0 point49 76 900.0 1,750.0 12.0 point47 78 900.0 1,750.0 12.0 point47 78 900.0 1,750.0 12.0 point54 80 912.0 1,750.0 12.0 point54 80 912.0 1,750.0 12.0 point54 81 912.0 1,750.0 12.0 point54 82 912.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point54 86 924.0 0.0 12.0 point55 88 950.0 1,750.0 12.0 point56 <td>1,456.0 1 1,456.0 1 1,456.0 1,456.0 1,528.0 1,688.0 1,300.0 800.0 800.0 1,750.0 1,750.0 1,750.0 1,750.0 1,750.0 80</td> <td></td> | 1,456.0 1 1,456.0 1 1,456.0 1,456.0 1,528.0 1,688.0 1,300.0 800.0 800.0 1,750.0 1,750.0 1,750.0 1,750.0 1,750.0 80 | |
| 2039 72 320.0 1,456.0 1 2032 72 320.0 1,456.0 1 2032 73 -360.0 1,456.0 1,456.0 2025 74 -1,050.0 1,528.0 1,528.0 12.0 point46 76 900.0 1,750.0 12.0 point47 78 900.0 1,750.0 12.0 point47 78 900.0 0.0 12.0 point53 81 912.0 1,750.0 12.0 point54 80 912.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point55 86 924.0 1,750.0 12.0 point57 89 950.0 1,300.0 12.0 point67 99 950.0 1,300.0 12.0 poi | 1,456.0 1,528.0 1,528.0 1,750.0 1,300.0 800.0 800.0 1,750.0 1,750.0 1,300.0 800.0 | |
| 2032 73 320.0 1,456.0 2032 73 -360.0 1,528.0 2025 74 -1,050.0 1,528.0 12.0 point49 76 900.0 1,300.0 12.0 point49 77 900.0 0.0 12.0 point54 80 912.0 1,750.0 12.0 point54 80 912.0 1,750.0 12.0 point54 84 912.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point54 84 924.0 1,750.0 12.0 point55 85 924.0 1,750.0 12.0 point56 89 950.0 1,300.0 12.0 point57 90 960.0 1,300.0 12.0 point56 89 950.0 1,300.0 12.0 point57 90 960.0 1,300.0 12.0 point56 99 960.0 1,300.0 12.0 point56 99 960.0 1,750.0 12.0 point56 99 960.0 1,750.0 12.0 point56 99 960.0 1,750.0 12.0 point59 92 962.0 1,750.0 12.0 point69 93 962.0 1,750.0 12.0 point69 95 962.0 1,750.0 12.0 point69 99 962.0 1,750.0 12.0 point69 99 962.0 1,750.0 12.0 point69 99 962.0 1,750.0 12.0 point69 99 974.0 1,750.0 | 1,458.0 1,528.0 1,750.0 1,750.0 800.0 800.0 1,750.0 1,750.0 1,750.0 800.0 | Average Average Average Average Average Average Average Average Average |
| 2032 73 -360.0 1,528.0 1,528.0 1,528.0 1,528.0 1,528.0 1,528.0 1,528.0 1,528.0 1,528.0 1,520 | 1,528.0 1,686.0 1,750.0 1,300.0 800.0 1,300.0 800.0 1,750.0 1,750.0 | Average Average Average Average Average Average Average Average |
| 12.0 point49 76 900.0 1,686.0 point49 76 900.0 1,750.0 point49 76 900.0 1,750.0 point48 77 900.0 1,300.0 point47 78 900.0 1,300.0 point47 78 900.0 1,300.0 point47 78 900.0 1,300.0 point54 81 912.0 1,750.0 point54 82 912.0 1,750.0 point55 88 924.0 1,750.0 point57 89 950.0 1,750.0 point56 89 950.0 1,750.0 point57 90 950.0 1,750.0 point56 89 950.0 1,750.0 point56 93 950.0 1,750.0 point57 90 950.0 1,750.0 point56 93 952.0 1,750.0 point57 94 952.0 1,750.0 point56 93 952.0 1,750.0 point56 93 952.0 1,750.0 point57 94 952.0 1,750.0 point56 94 952.0 1,750.0 point56 95 957.0 1,750.0 point67 95 974.0 1,750.0 point67 970 | 1,688.0 1,750.0 1,300.0 800.0 1,300.0 800.0 0.0 1,750.0 | Average Average Average Average Average Average Average |
| 12.0 point50 75 990.0 1,750.0 point49 76 990.0 1,300.0 point48 77 990.0 1,300.0 10.0 point48 77 990.0 1,300.0 10.0 point54 80 912.0 1,750.0 point54 80 912.0 1,750.0 point53 81 912.0 1,750.0 point54 82 912.0 1,750.0 point51 83 912.0 1,300.0 point51 83 912.0 0.0 point51 83 912.0 0.0 point51 84 924.0 1,750.0 point52 86 924.0 1,750.0 point52 86 924.0 1,750.0 point52 88 950.0 1,300.0 point55 88 950.0 1,300.0 point55 89 950.0 1,750.0 point56 89 950.0 1,750.0 point56 89 950.0 1,750.0 point56 89 950.0 1,750.0 point59 95 950.0 1,750.0 point59 95 950.0 1,750.0 point59 95 950.0 1,750.0 point59 95 950.0 1,750.0 point59 95 950.0 1,750.0 point59 95 950.0 1,750.0 point52 95 950.0 1,750.0 point52 95 950.0 1,750.0 point52 95 974.0 1,750.0 point52 99 974.0 1,750.0 point52 99 974.0 1,750.0 point52 99 974.0 1,750.0 point52 99 974.0 1,750.0 point52 99 974.0 1,750.0 point52 99 974.0 1,750.0 | 1,750.0 1,300.0 800.0 0.0 1,750.0 800.0 0.0 1,750.0 | Average Average Average Average Average Average Average |
| point49 76 900.0 1,300.0 point48 77 900.0 1,300.0 12.0 point47 78 900.0 0.0 12.0 point53 81 912.0 1,750.0 point53 81 912.0 1,750.0 point54 82 912.0 1,300.0 point57 83 912.0 0.0 point57 83 912.0 0.0 point57 84 924.0 1,750.0 point57 85 924.0 1,300.0 point57 86 924.0 1,300.0 point57 88 950.0 1,300.0 point57 89 950.0 1,300.0 point57 90 950.0 1,300.0 point57 90 962.0 1,300.0 point57 90 962.0 1,300.0 point57 90 962.0 1,300.0 point57 95 962.0 1,300.0 point57 96 962.0 1,300.0 point57 96 962.0 1,750.0 point57 96 962.0 1,750.0 point57 96 962.0 1,750.0 point57 96 962.0 1,750.0 point57 96 974.0 1,750.0 point57 974.0 1,750.0 point57 98 992.0 1,750.0 point57 99 974.0 1,750.0 point57 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 9974.0 1,750.0 point57 99 99 99 99 99 99 99 99 99 99 99 99 99 | 1,300.0 800.0 1,750.0 1,300.0 800.0 1,750.0 1,300.0 | Average Average Average Average Average Average |
| point48 | 800.0 1,750.0 1,300.0 800.0 0.0 1,300.0 | Average Average Average Average Average Average |
| 12.0 point64 80 912.0 1,750.0 12.0 point63 81 912.0 1,750.0 12.0 point62 82 912.0 1,300.0 12.0 point64 83 912.0 1,300.0 12.0 point65 85 924.0 1,750.0 point65 86 924.0 1,750.0 point65 86 924.0 1,750.0 point67 88 950.0 0.0 point67 89 950.0 1,750.0 point67 94 962.0 1,750.0 point67 95 95 962.0 1,750.0 point67 96 974.0 1,750.0 point67 98 974.0 1,750.0 point67 99 974.0 1,750.0 | 0.0 1,750.0 1,300.0 800.0 0.0 1,750.0 | Average Average Average Average Average |
| 12.0 point53 81 912.0 1,750.0 | 1,750.0 1,300.0 800.0 0.0 1,750.0 1,300.0 | Average Average Average Average Average |
| point52 82 912.0 1,300.0 point51 83 912.0 0.0 point54 84 924.0 1,750.0 point54 84 924.0 1,300.0 point52 85 924.0 1,300.0 point52 86 924.0 1,300.0 point51 87 924.0 0.0 point52 88 950.0 0.0 point55 88 950.0 0.0 point56 89 950.0 1,300.0 point56 89 950.0 1,300.0 point57 90 962.0 1,300.0 point60 93 962.0 1,300.0 point61 94 962.0 1,750.0 point61 98 974.0 0.0 point61 98 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,300.0 | 1,300.0 800.0 0.0 1,750.0 1,300.0 | Average Average Average Average |
| point51 83 912.0 800.0 12.0 point54 84 924.0 1,750.0 point53 85 924.0 1,300.0 point52 85 924.0 1,300.0 point52 85 924.0 1,300.0 point52 85 924.0 1,300.0 point56 89 950.0 0.0 point57 90 950.0 1,300.0 point57 90 950.0 1,300.0 point59 92 962.0 1,300.0 point59 92 962.0 1,300.0 point61 94 962.0 1,750.0 point62 99 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,750.0 point62 99 974. | 0.0 1,750.0 1,300.0 | Average Average Average |
| 12.0 point54 84 924.0 1,750.0 12.0 point53 85 924.0 1,300.0 12.0 point52 86 924.0 1,300.0 12.0 point52 86 924.0 800.0 12.0 point55 88 950.0 0.0 point56 89 950.0 1,300.0 point57 90 960.0 1,300.0 point59 92 962.0 1,300.0 point61 94 962.0 1,300.0 point61 94 962.0 1,750.0 point61 98 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,750.0 point63 99 974.0 1,750.0 point64 98 974.0 1,750.0 point65 99 90 90 90 90 90 90 9 | 0.0 1,750.0 1,300.0 | Average Average Average |
| 12.0 point53 85 924.0 1,750.0 point53 85 924.0 1,300.0 point53 85 924.0 1,300.0 point51 87 924.0 800.0 point55 88 950.0 0.0 0.0 point55 89 950.0 1,300.0 point56 89 950.0 1,750.0 point57 90 950.0 1,750.0 point50 93 962.0 1,750.0 point50 93 962.0 1,750.0 point61 94 962.0 1,750.0 point61 94 962.0 1,750.0 point61 94 962.0 1,750.0 point61 94 962.0 1,750.0 point61 94 962.0 1,750.0 point61 98 974.0 1,300.0 point61 98 974.0 1,300.0 point61 98 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 poin | 1,750.0 | Average Average |
| Point52 86 924.0 1,300.0 | 1,300.0 | Average |
| Point51 86 924.0 800.0 | O OUR | Average |
| 12.0 point55 88 950.0 0.0 | 9 |)D |
| 12.0 point56 88 950.0 0.0 point56 89 950.0 800.0 point56 89 950.0 1,300.0 point57 90 950.0 1,300.0 1750.0 point59 92 962.0 1,750.0 point60 93 962.0 1,750.0 point61 94 962.0 1,750.0 point62 95 962.0 1,750.0 point62 95 974.0 1,300.0 point61 98 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,750.0 | 0.0 | |
| point56 89 950.0 800.0 | 0.0 | Average |
| point57 90 950.0 1,300.0 point58 91 950.0 1,750.0 1,300.0 1,200.0 | 800.0 | Average |
| 12.0 point58 91 950.0 1,750.0 12.0 point50 93 962.0 0.0 point61 94 962.0 1,300.0 point62 95 962.0 1,750.0 12.0 point59 96 974.0 0.0 point61 98 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,300.0 point62 99 974.0 1,750.0 point63 90 974.0 1,750.0 point64 98 974.0 1,750.0 point65 99 974.0 1,750.0 point65 99 974.0 1,750.0 point67 99 970.0 970.0 point67 99 970.0 970.0 point67 99 970.0 970.0 point67 90 90 90 90 90 90 90 9 | | Average |
| 12.0 point59 92 962.0 0.0 point60 93 962.0 800.0 point61 94 962.0 1,300.0 12.0 point62 95 962.0 1,750.0 point62 95 962.0 1,750.0 point60 97 974.0 800.0 point61 98 974.0 1,300.0 point61 99 974.0 1,300.0 point62 99 974.0 1,750.0 point62 99 974.0 point62 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 974 99 97 | 1,750.0 | |
| point60 93 962.0 800.0 point61 94 962.0 1,300.0 12.0 point52 95 962.0 1,750.0 point60 97 974.0 0.0 point61 98 974.0 1,300.0 point62 99 974.0 1,750.0 point63 164.3 100 960.0 point64 164.3 100 960.0 point65 164.3 10 | 0.0 | Average |
| point61 94 962.0 1,300.0 12.0 point62 95 962.0 1,750.0 12.0 point62 96 974.0 0.0 point60 97 974.0 800.0 point61 98 974.0 1,300.0 point62 99 974.0 1,750.0 | | Average |
| 12.0 point62 95 962.0 1,750.0 | 1,300.0 | Average |
| 12.0 point59 96 974.0 0.0 point60 97 974.0 800.0 point61 98 974.0 1,300.0 point62 99 974.0 1,750.0 point62 99 974.0 1,750.0 point62 99 974.0 p | 1,750.0 | |
| point60 97 974.0 800.0 point61 98 974.0 1,300.0 point62 99 974.0 1,750.0 | 0.0 | Average |
| point61 98 974.0 1,300.0 point62 99 974.0 1,750.0 | | Average |
| point62 99 974.0 1,750.0 | | Average |
| 24.0 1613 100 060 100 | | |
| D. C. | 960.0 -400.0 90.00 | Average |
| 101 940.0 0.0 | | Average |
| 180.0 | 180.0 | _ |
| 103 930.0 650.0 | 650.0 | Average |
| point110 110 940.0 990.0 120.00 | | Average |

411014

INPUT: ROADWAYS

U:11-75\SR 50 BUILD

| INPUT: ROADWAYS | | ٠ | | | | 411014 | | | |
|-----------------|------|----------|-----|----------|---------|--------|-----|---------|---|
| | | point104 | 104 | 910.0 | 1,100.0 | 122.00 | Ave | Average | > |
| | | point111 | 111 | 850.0 | 1,260.0 | 126.00 | Ave | Average | > |
| | | point105 | 105 | 720.0 | 1,430.0 | 132.00 | Ave | Average | > |
| | | point112 | 112 | 540.0 | 1,550.0 | 128.00 | Ave | Average | > |
| | | point106 | 106 | 350.0 | 1,600.0 | 122.00 | Ave | Average | > |
| | | point107 | 107 | -310.0 | 1,640.0 | 95.00 | Ave | Average | > |
| | | point113 | 113 | -700.0 | 1,720.0 | 85.00 | Ave | Average | |
| | | point108 | 108 | -1,000.0 | 1,800.0 | 77.00 | Ave | Average | |
| | | point109 | 109 | -2,250.0 | 2,200.0 | 85.00 | | | |
| NB on ramp | 12.0 | point114 | 114 | 0.986.0 | 0.009 | 70.00 | Ave | Average | |
| | | point115 | 115 | 0.986 | 1,100.0 | 70.00 | Ave | Average | 100000000000000000000000000000000000000 |
| | | point116 | 116 | 1,000.0 | 1,100.0 | 70.00 | Ave | Average | |
| | | point117 | 117 | 1,030.0 | 1,190.0 | 70.00 | Ave | Average | |
| | | point118 | 118 | 1,120.0 | 1,240.0 | 70.00 | Ave | Average | |
| | | point119 | 119 | 1,480.0 | 1,250.0 | 72.00 | Ave | Average | |
| | | point120 | 120 | 2,000.0 | 1,280.0 | 74.00 | Ave | Average | |
| | | point121 | 121 | 2,400.0 | 1,360.0 | 76.00 | Ave | Average | |
| | | point122 | 122 | 3,300.0 | 1,370.0 | 76.00 | | | |

U:\I-75\SR 50 BUILD

| FDOT | | | | 6 Nove | 6 November 2006 | 90 | | | | | | |
|-----------------------------------|-------------------------------|------|---------|---------|-----------------|------|-------------|-------|-------------|-----|-------------|------|
| RMR | | | | TNM 2.5 | πū | | | | | | | |
| INPUT: TRAFFIC FOR LAcq1h Volumes | 4 | | | | | | | | | | | |
| PROJECT/CONTRACT: RUN: | 411014 I-75 Build at SR 50 | 2 50 | | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name | No. | Segment | | | | | | | | | |
| | | | Autos | | MTrucks | w | HTrucks | | səsng | | Motorcycles | cles |
| | | | V | S | V | S | V veh/hr | S | V veh/hr | S | V veh/hr | S |
| L75 NB1 | 2025 | 1 | 2 | 12 | 113 | | 77 | | | | 0 | |
| | 2032 | 2 | 1222 | 70 | 113 | | | | | | 0 | 0 |
| | 2039 | 6 | 1222 | 70 | 113 | | | | 0 | 0 | 0 | 0 |
| | 2044 | 4 | 1222 | 70 | 113 | 3 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 5 | 1222 | 70 | 113 | 3 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2050 | 9 | 1222 | 70 | 113 | 3 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 7 | 1222 | 70 | 113 | 3 70 | 77 | , 70 | 0 | 0 | 0 | 0 |
| | 2068 | œ | 1222 | 70 | 113 | 3 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | point9 | თ | | | | | | | | | | |
| L75 NB2 | 2025 | 12 | 1222 | 70 | 113 | 3 70 | 77 | 02 | 0 | 0 | 0 | 0 |
| | 2032 | 13 | 1222 | 70 | 113 | 3 70 | 77 | 20, | 0 | 0 | 0 | 0 |
| | 2039 | 14 | 1222 | 70 | 113 | 3 70 | 77 0 | , 70 | 0 | 0 | 0 | 0 |
| | 2044 | 15 | 1222 | 70 | 113 | 3 70 | 77 | , 70 | 0 | 0 | 0 | 0 |
| | 2046 | 16 | 1222 | 70 | 113 | 3 70 | 77 (| 0/ 10 | 0 | 0 | 0 | 0 |
| | 2050 | 17 | 1222 | 70 | 113 | 3 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 18 | 1222 | 70 | 113 | 3 70 | 77 (| , 70 | 0 | 0 | 0 | 0 |
| | 2068 | 19 | 1222 | 70 | 113 | 3 70 | 77 0 | , 70 | 0 | 0 | 0 | 0 |
| | point9 | 20 | | | | | | | | | | |
| I-75 NB3 | 2025 | 21 | 1222 | 70 | 113 | 3 70 | 77 (| 0/ / | 0 | 0 (| 0 | 0 |
| | 2032 | 22 | 1222 | 70 | 113 | 3 70 | 77 (| , 70 | 0 | 0 | 0 | 0 |
| | 2039 | 23 | 1222 | 70 | 113 | 3 70 | 77 0 | 7 70 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |

INPUT: TRAFFIC FOR LAeq1h Volumes

| INDIT: TRAFFIC FOR LANGUMES | umes | | | | | 411014 | | | | 1 | | |
|-----------------------------|---------|----|------|----|-----|--------|------|----|---|---|---|---|
| | | 24 | 1222 | 70 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2046 | 25 | 1222 | 70 | 113 | 70 | 77 | 02 | 0 | 0 | 0 | 0 |
| | 2050 | 56 | 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 | 02 | 77 | 2 | 0 | 0 | 0 | 0 |
| | 2032 | 33 | 1222 | 70 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2039 | 32 | 1222 | 70 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2044 | 33 | 1222 | 70 | 113 | 20 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2046 | 34 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2050 | 35 | 1222 | 70 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2060 | 36 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2068 | 37 | 1222 | 20 | 113 | 70 | 11 | 20 | 0 | 0 | 0 | 0 |
| | point9 | 38 | | | | | | | | | | |
| I-75 SB1 | point45 | 39 | 096 | 02 | 88 | 2 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2068 | 40 | 960 | 20 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2060 | 41 | 096 | 02 | 88 | 2 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2050 | 42 | 960 | 70 | 88 | 2 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 43 | 960 | 70 | 88 | 02 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2044 | 44 | 960 | 70 | 88 | 02 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2039 | 45 | 096 | 20 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2032 | 46 | 096 | 02 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2025 | 47 | | | | 161 | | | | | | |
| I-75 SB2 | point46 | 48 | 096 | 2 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2068 | 49 | 096 | 70 | 80 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 20 | 096 | 2 | 88 | 02 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2050 | 51 | 096 | 70 | 88 | 2 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 52 | 096 | 20 | 88 | 02 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2044 | 53 | 096 | 2 | 88 | 02 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2039 | 25 | 096 | 70 | 88 | 20 | . 61 | 70 | 0 | 0 | 0 | 0 |
| | 2032 | 22 | 096 | 20 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2025 | 29 | | | | | | | | | _ | |

| INFO: INAFTIC FOR LARGITH VOIDINES | | | | | | 411014 | | | | | | ľ |
|------------------------------------|---------|----|-----|-----|----|--------|----|----|---|----|---|----|
| I-75 SB3 | point45 | 22 | 096 | 2 | 88 | 2 | 9 | 20 | 0 | 0 | 0 | 0 |
| | 2068 | 28 | 960 | 2 | 88 | 20 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 29 | 096 | 20 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2050 | 09 | 096 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 6 | 096 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2044 | 62 | 096 | 20 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2039 | 83 | 960 | 20 | 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 | 99 | 960 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2068 | 29 | 096 | 20 | 88 | 20 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2060 | 89 | 096 | 202 | 88 | 2 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2050 | 69 | 960 | 20 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2046 | 20 | 960 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2044 | 77 | 096 | 70 | 88 | 20 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2039 | 72 | 960 | 20 | 88 | 20 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2032 | 73 | 960 | 70 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2025 | 74 | | | | | | | | | | |
| EB1 SR50 | point50 | 75 | 510 | 45 | 10 | 45 | 53 | 45 | ဗ | 45 | က | 45 |
| | point49 | 9/ | 510 | 45 | 10 | 45 | 59 | 45 | 3 | 45 | 3 | 45 |
| | point48 | 77 | 510 | 45 | 10 | 45 | 59 | 45 | က | 45 | 3 | 45 |
| | point47 | 78 | | | | | | | | | | |
| EB2 SR50 | point54 | 8 | 510 | 45 | 10 | 45 | 29 | 45 | က | 45 | 3 | 45 |
| | point53 | 20 | 510 | 45 | 10 | 45 | 59 | 45 | က | 45 | ന | 45 |
| | point52 | 82 | 510 | 45 | 10 | 45 | 59 | 45 | 3 | 45 | က | 45 |
| | point51 | 83 | | | | | | | | | | |
| EB3 SR50 | point54 | 84 | 510 | 45 | 10 | 45 | 29 | 45 | က | 45 | က | 45 |
| | point53 | 85 | 510 | 45 | 9 | 45 | 29 | 45 | 3 | 45 | က | 45 |
| | point52 | 98 | 510 | 45 | 10 | 45 | 29 | 45 | 3 | 45 | 3 | 45 |
| | point51 | 87 | | | | | | | | | | |
| WB1 SR50 | point55 | 88 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | က | 45 |
| | point56 | 68 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | 3 | 45 |
| | I . | 5 | 070 | 2, | 5 | 27 | 30 | 76 | ٢ | 31 | • | 31 |

| INTO I. NECELATION | | | | | | | | | | | | |
|--|------------|-----|------|----|-----|----|-----|----|---|----|---|----|
| | point58 | 91 | | | | | | | | | | |
| WB2 SR50 | point59 | 92 | 610 | 45 | 12 | 45 | 35 | 45 | 3 | 45 | 3 | 45 |
| | point60 | 93 | 610 | 45 | 12 | 45 | 35 | 45 | ဇ | 45 | က | 45 |
| | point61 | 94 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | က | 45 |
| | point62 | 95 | | | | | | | | | | |
| WB3 SR50 | point59 | 96 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | 3 | 45 |
| | point60 | 97 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | က | 45 |
| | point61 | 98 | 610 | 45 | 12 | 45 | 35 | 45 | က | 45 | က | 45 |
| ening a principal de la constante de la consta | point62 | 66 | | | | | | | | | | |
| 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 |
| | point/10 | 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 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point115 | 115 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point116 | 116 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point117 | 117 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point118 | 118 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point119 | 119 | 298 | 35 | 85 | 35 | 92 | 35 | 0 | 0 | 0 | 0 |
| | point120 | 120 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | point121 | 121 | 298 | 35 | 85 | 35 | 55 | 35 | 0 | 0 | 0 | 0 |
| | Copint 122 | 100 | | | | | | | | | | |

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INPUT: ROADWAYS

| | | CONTRACTOR OF THE PROPERTY OF | 1000 | | | | | | | | | |
|--|-------------------------------|---|------|------------|------------------------|----------------------------|--------|---|---|--|--|-------------|
| FDOT | | | | | 6 Novem TNM 2.5 | 6 November 2006 TNM 2.5 | 8 | | | | | |
| INPUT: ROADWAYS PROJECT/CONTRACT: RUN: | 411014 I-75 Build at SR 50 | at SR 50 | | | | | | Average p a State hig of a differ | Average pavement type shall be used unless a State highway agency substantlates the use of a different type with the approval of FHWA | shall be us substantia the approve | ed unless tes the use al of FHWA | |
| Roadway | | Points | | | | | | | | | | |
| Name | Width | Name | No. | Coordinat | Coordinates (pavement) | ent) | | Flow Control | 2 | | Segment | |
| | | | | × | <u></u> | N | | Control | Speed | Percent | | -O |
| | | | | | | | | Device | Constraint | Vehicles | Туре | Struct? |
| | # | | | 4 | #= | # | | | mph | % | | |
| L-75 NB1 | 12.0 | 2025 | | -1,050.0 | | 1,610.0 | 82.00 | | | | Average | |
| | | 2032 | | 2 -36 | -360.0 | 1,460.0 | 84.00 | | | | Average | |
| | | 2039 | | | | 1,380.0 | 97.00 | | | | Average | |
| | | 2044 | 7 | | | 1,380.0 | 102.00 | | | | Average | > |
| | | 2046 | | 1,000.0 | | 1,380.0 | 102.00 | | | | Average | > |
| | | 2050 | | 1,400.0 | | 1,380.0 | 100.00 | | | | Average | |
| | | 2060 | | 7 2,400.0 | | 1,400.0 | 82.00 | | | | Average | |
| | | 2068 | | 3,200.0 | | 1,400.0 | 76.00 | | | | Average | |
| | | point9 | | 0.000,9 | | 1,400.0 | 76.00 | | | | January A. | |
| 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 | > |
| | | 2046 | 16 | | 1,000.0 | 1,392.0 | 102.00 | | | | Average | > |
| | | 2050 | 17 | | | 1,392.0 | 100.00 | | | | Average | |
| | | 2060 | 18 | | 2,400.0 | 1,412.0 | 82.00 | | | | Average | |
| | | 2068 | 19 | | | 1,412.0 | 76.00 | | | | Average | |
| | | point9 | 8 | | 6,000.0 | 1,412.0 | 76.00 | | | | | |
| I-75 NB3 | 12.0 | 2025 | 73 | 1 -1,050.0 | | 1,598.0 | 82.00 | | | | Average | |
| | | 2032 | 2 | | -360.0 | 1,448.0 | 84.00 | | | | Average | |
| | | 2039 | Ŋ | | 1980 | 1,368.0 | 97.00 | | | | Average | |
| | | 2044 | Č | | 850.0 | 1,368.0 | 102.00 | | | | Average | > |
| | | 2046 | 23 | | 1,000.0 | 1,368.0 | 102.00 | | | | Average | > |
| | | 2050 | 26 | | 1,400.0 | 1,368.0 | 100.00 | | | | Average | |
| | | 2060 | 27 | | 2,400.0 | 1,388.0 | 82.00 | | | | Average | |
| U:N-75\SR 50 BUILD | | | | 365.50 | | | | | 6 November 2006 | 2006 | | |

6 November 2006

| | 2068 | 28 | 3,200.0 | 1,388.0 | 76.00 | Average | |
|----------|--------------|-----|----------|---------|--------|---------|-------------|
| | point9 | 83 | 0'000'9 | 1,388.0 | 76.00 | | |
| I-75 NB4 | 12.0 2025 | ଚ | -1,050.0 | 1,634.0 | 82.00 | Average | |
| | 2032 | 34 | -360.0 | 1,484.0 | 84.00 | Average | |
| | 2039 | 32 | 320.0 | 1,404.0 | 00.76 | Average | |
| | 2044 | 8 | 850.0 | 1,404.0 | 102.00 | Average | > |
| | 2046 | 8 | 1,000.0 | 1,404.0 | 102.00 | Average | > |
| | 2050 | 32 | 1,400.0 | 1,404.0 | 100.00 | Average | |
| | 2060 | 88 | 2,400.0 | 1,424.0 | 82.00 | Average | |
| | 2068 | 37 | 3,200.0 | 1,424.0 | 76.00 | Average | |
| | point9 | 88 | 6,000.0 | 1,424.0 | 76.00 | | |
| I-75 SB1 | 12.0 point45 | ස | 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 | \$ | 1,000.0 | 1,480.0 | 102.00 | Average | > |
| | 2044 | 44 | 850.0 | 1,480.0 | 102.00 | Average | > |
| | 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 | 0'000'9 | 1,488.0 | 76.00 | Average | |
| | 2068 | 49 | 3,200.0 | 1,488.0 | 76.00 | Average | |
| | 2060 | 20 | 2,400.0 | 1,488.0 | 82.00 | Average | |
| | 2050 | 51 | 1,400.0 | 1,468.0 | 100.00 | Average | |
| | 2046 | 25 | 1,000.0 | 1,468.0 | 102.00 | Average | |
| | 2044 | 23 | 850.0 | 1,468.0 | 102.00 | Average | > |
| | 2039 | 25 | 320.0 | 1,468.0 | 00'.26 | Average | |
| | 2032 | S | -360.0 | 1,540.0 | 84.00 | Average | |
| | 2025 | 999 | -1,050.0 | 1,698.0 | 82.00 | | 4 |
| I-75 SB3 | 12.0 point45 | 29 | 6,000.0 | 1,512.0 | 76.00 | Average | |
| | 2068 | 88 | 3,200.0 | 1,512.0 | 76.00 | Average | |
| | 2060 | 29 | 2,400.0 | 1,512.0 | 82.00 | Average | |
| | 2050 | 09 | 1,400.0 | 1,492.0 | 100.00 | Average | |
| | 2046 | 61 | 1,000.0 | 1,492.0 | 102.00 | Average | > |
| | 2044 | 62 | 850.0 | 1,492.0 | 102.00 | Average | > |
| | 2039 | 8 | 320.0 | 1,492.0 | 97.00 | Average | |
| | 2032 | 64 | -360.0 | 1,564.0 | 84.00 | Average | |
| | 2000 | - | | | | | |

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| INPUT: RECEIVERS | | | | | | | 4 | 411014 | | | | |
|---------------------|---------------------|--------|----------------|---------|-------|-----------------|-----------|---------------------------------|-----------------|------|------------|-------------|
| FDOT | | | | | | 6 November 2006 | er 2006 | | | | | |
| RMR | | | | æ | | C'Z MINI | | | | | | |
| INPUT: RECEIVERS | 411014 | | | | | | | | | | | |
| RUN: | 1-75 Build at SR 50 | d at S | IR 50 | j+ | | | | | | | | |
| Receiver | | | | | | | | | | | | |
| Name | No. #E | #DNs | Coordinates (g | round) | | Height | Input Sou | Input Sound Levels and Criteria | nd Criteria | 3 | Ă | Active |
| eac than | | 1; | → | Z | | above | Existing | 5 | teria | NR. | <u>.</u> E | 1 |
| | | | | | | Ground | LAeq1h | LAeq1h | Sub'l | Goal | Ö | Calc. |
| | | | ft. | #= | | # | dBA | dBA | dВ | 쁑 | Π | |
| K19 1 | - | - | 1,820.0 | 730.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | | 8.0 | > |
| 120 7.2 | 2 | - | 1,820.0 | 830.0 | 74.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | \ |
| 27 73 | က | - | 1,820.0 | 920.0 | 74.00 | 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| 122 J.W | 4 | - | 1,980.0 | 970.0 | 74.00 | 2.00 | 00.00 | 99 | 10.0 | | 8.0 | >- |
| | 2 | - | 2,200.0 | 0.086 | 74.00 | 9.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| | 9 | - | 2,200.0 | 920.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | >- |
| | 7 | - | 2,500.0 | 0.006 | 74.00 | 5.00 | 0.00 | 99 | | | 8.0 | > |
| | 8 | ٢ | 2,480.0 | 760.0 | 74.00 | 5.00 | | | | | 8.0 | > |
| 727 728 | 6 | - | 2,460.0 | 620.0 | 74.00 | 5.00 | | 99 | 10.0 | | 8.0 | > |
| 128 -church 3 0 | 10 | - | 2,400.0 | 1,090.0 | 74.00 | 5.00 | | 99 | | | 8.0 | > |
| 129 3 | 1 | - | 3,200.0 | 570.0 | 86.00 | 5.00 | | | | | 8.0 | > |
| r30 2.7 | 12 | - | 3,190.0 | 700.0 | 86.00 | 5.00 | 00'0 | 99 | 10.0 | | 8.0 | >- |
| 131 22 | 13 | - | 3,220.0 | 860.0 | 86.00 | 9.00 | 00.00 | | | | 8.0 | >- |
| | 14 | - | 3,260.0 | 1,080.0 | 86.00 | 5.00 | | | | | 8.0 | > |
| 133 35 | 15 | - | 3,300.0 | 1,160.0 | 86.00 | 5.00 | | | | | 8.0 | > |
| | 16 | - | 3,380.0 | 1,220.0 | 86.00 | 5.00 | 1.00 | | | | 8.0 | > |
| | 17 | - | 3,570.0 | 1,220.0 | 86.00 | 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| | 18 | ~ | 3,700.0 | 1,150.0 | 86.00 | 00'9 | 00.00 | 99 | 10.0 | | 8.0 | ٨ |
| 137 | 19 | - | 3,730.0 | 1,090.0 | 86.00 | 00'9 | 0.00 | 99 | 10.0 | | 8.0 | > |
| | 20 | - | 3,750.0 | 1,000.0 | 86.00 | 00.5 | 00.00 | 99 | 10.0 | | 8.0 | > |
| | 21 | - | 3,720.0 | 920.0 | 86.00 | 00'9 | 00.00 | 99 | | 8-22 | 8.0 | > |
| r40 (2) | 82 | - | 3,700.0 | 710.0 | 86.00 | 0 2.00 | 00'0 | 99 (| 10.0 | | 8.0 | > |
| U:NI-75\SR 50 BUILD | | | | - | | | | 9 | 6 November 2006 | 2006 | | |
| | | | | | | | | | | | | |

| NPUT: RECEIVERS | | | | | | 411014 | 014 | | | |
|-----------------------|----|---------------------------------|---------|-------|------|--------|-----|------|-----|-------------|
| r41 u,3 | 23 | 1 3,670. | 0.085 0 | 86.00 | 2.00 | 00'0 | 99 | 10.0 | 8.0 | ٨ |
| 742 YY | 24 | 1 3,540. | | 86.00 | 2.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 143 45 | 25 | 1 3,540. | | 86.00 | 2.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 74 70 | 26 | 1 3,600. | | 86.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 145 YJ | 27 | 1 3,490. | | 86.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | ¥ |
| r46 -BW hotel 4/8 | 28 | 1,600. | | 75.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r47-BW pool 49 | 29 | 1,600.0 | 2,150.0 | 75.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r48 - Di hotel 5° | 8 | 1,260. | | 90.00 | 2.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 149- Di pool 5,1 | 31 | 1,300.0 | | 90.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| Green 1 and 2 52 x 53 | 43 | 1 3,950.0 | 1,190.0 | 86.00 | 2.00 | 0.00 | 99 | 10.0 | 8.0 | \ |
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| FDOT | | | | | 1 November 2006 TNM 2.5 | 90 |
|---|-------------------------------|----------|--------|----------------------|----------------------------|-------|
| INPUT: BUILDING ROWS PROJECT/CONTRACT: RUN: | 411014 I-75 Build at SR 50 | 1 SR 50 | | Size 1 | | |
| Building Row | | | Points | | | |
| Name | Average | Building | No. | Coordinates (ground) | Iround) | |
| | Height | Percent | | × | ٨ | 2 |
| | ff | % | | ft | ft | ft |
| Buildina5 | 45.00 | 909 | 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 |

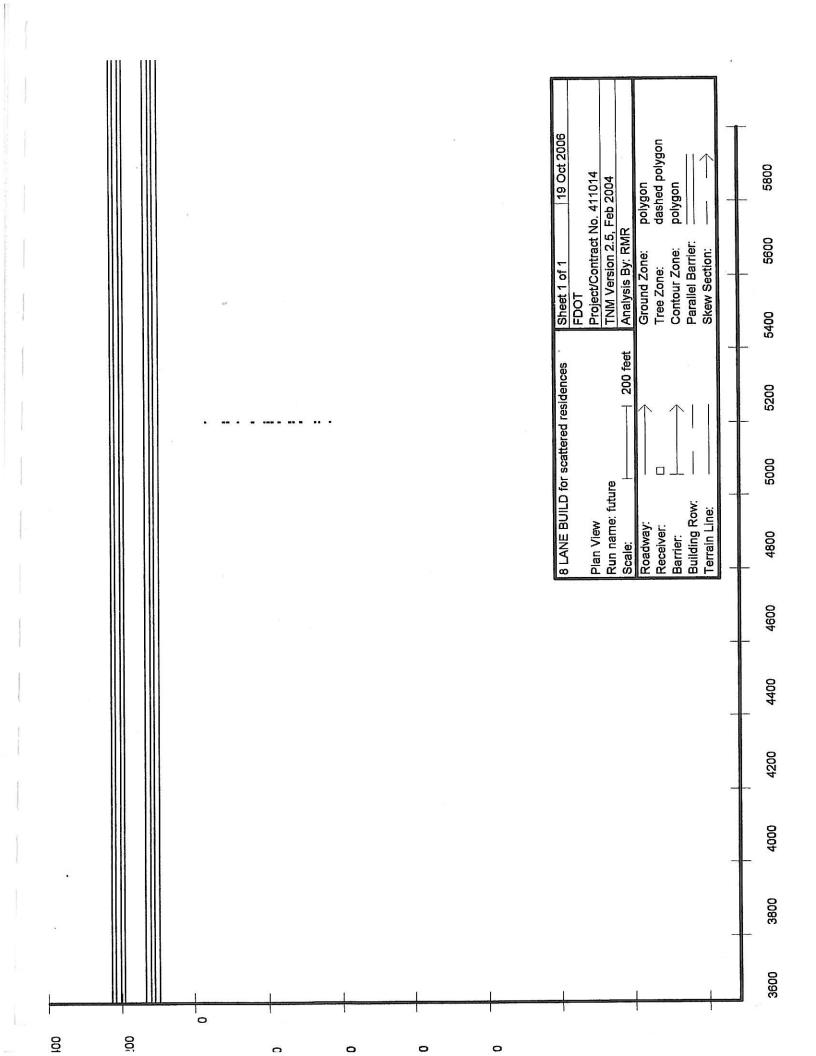
INPUT: BUILDING ROWS

| CANADA STATE OF THE STATE OF TH | 71.9 | 9.79 | 96.0 | 64.3 | ස . | 9.09 | 59.4 | er 2006 |
|--|------|------|------|------|----------------|------|------|------------|
| | Z | Ξ | K | | | | | 6 November |

U:N-75\SR 50 BUILD

| FDOT RESULTS: SOUND LEVELS | 1 | | | , | 6 Movember 2008 | 0000 | | | | | |
|---|---------------|-------------------|----|------------------------|-------------------------|------------|--|-----------------|------------|---------------|----------|
| LTS: SOUND LEVELS ECT/CONTRACT: 411014 IFR DESIGN: INPUT ISPHERICS: 68 deg Ver 2. | 1 | | | <i>D</i> | | 2002 | | | | | |
| LTS: SOUND LEVELS ECT/CONTRACT: | 1 | | | - | TNM 2.5 | | | | | | - |
| LTS: SOUND LEVELS ECT/CONTRACT: 411014 IER DESIGN: R8 deg SPHERICS: 68 deg Ver 2.1 2.2 2.2 2.2 2.4 2.4 2.4 2.4 | 1 | × | | _ | Calculated with TNM 2.5 | with TNN | 2.5 | | | | |
| 176 Buj 176 | 1 | | | | | | | | | | |
| IER DESIGN: INPUT SPHERICS: 68 deg ver 2.1 2.2 2.2 2.4 2.4 2.4 2.4 2.4 2.4 2.4 2.4 | | | | | | | | | | | |
| No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs No. #DUs | INPUT HEIGHTS | | | | | Average p | Average pavement type shall be used unless | shall be us | ed unfess | | |
| 727 No. #DUS 22 1 2 2 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 | HO 700% 11 10 | | | | | a State hi | a State highway agency substantiates the use | r substantiat | es the use | | |
| No. #DUs 22 22 24 24 25 26 26 27 27 27 27 27 27 27 27 27 | 201 | | | | | | cin type with | approvar or | 7 | | |
| 22 22 24 25 26 26 27 27 27 27 27 27 27 27 27 27 27 27 27 | Existina | No Barrier | | | | | With Barrier | | | | |
| 22 22 22 23 11 12 25 11 12 12 12 12 12 12 12 12 12 12 12 12 | LAeq1h | LAeq1h | | Increase over existing | 0.6565 | Type | Calculated | Noise Reduction | ction | | |
| 22 22 24 25 25 25 27 27 27 27 27 27 27 27 27 27 27 27 27 | • | Calculated Crit'n | | Calculated | | Impact | LAeq1h | Calculated | Goal | Calculated | pel |
| 25 25 25 25 25 25 25 25 25 27 27 27 27 27 27 27 27 27 27 27 27 27 | | | | <u>.,</u> | Sub'l Inc | | | | | minus Goal | |
| 22 23 24 24 25 26 27 27 | dBA | dBA dBA | | dB c | 8 | | dBA | æ | 용 | 8 | |
| 22 23 24 25 26 25 27 | 1 0.0 | 65.0 | 8 | 65.0 | 10 | 1 | 65.0 | | 0.0 | 8 | -8.0 |
| 23 24 25 7.7 | | | 99 | 6.3 | 10 | Snd Lvi | 66.3 | | 0.0 | 8 | 8.0 |
| 25 25 | 1 0.0 | | 99 | 67.5 | 10 | Snd Lvl | 67.5 | | 0.0 | 8 | -8.0 |
| 2.5 | 1 0.0 | . 3 | 99 | 6.79 | 10 | Snd Lvl | 67.9 | | 0.0 | 8 | 9.0 |
| 20 | 1 0.0 | 2.79 | 99 | 2.79 | 10 | Snd Lvl | 67.7 | | 0.0 | 8 | 9.0 |
| 22 | 1 0.0 | | 99 | 62.1 | 10 | 1 | 62.1 | | 0.0 | 80 | 9.0 |
| | 1 0.0 | | 99 | 66.7 | 10 | Snd Lvl | 66.7 | | 0.0 | 8 | 8.0 |
| | 1 0.0 | | 99 | 64.6 | 10 | ı | 64.6 | | 0.0 | 8 | 9.0 |
| 127 20 | 1 0.0 | | 99 | 62.8 | 10 | I | 62.8 | | 0.0 | 8 | -8.0 |
| r28 -church 3.0 10 1 | 1 0.0 | | 99 | 8.69 | 9 | Snd Lvi | 69.8 | | 0.0 | 8 | 8.0 |
| 129 51 | | | 99 | 60.3 | 10 | 1 | 60.3 | | 0.0 | 8 | φ. 0. |
| 130 32 12 1 | | | 99 | 61.6 | 10 | I | 61.6 | | 0.0 | 8 | -8.0 |
| 131 33 | | 63.7 | 99 | 63.7 | 9 | 1 | 63.7 | | 0.0 | 8 | 8.0 |
| 132 34 14 1 | 1 0.0 | | 99 | 67.3 | 10 | Snd Lvl | 67.3 | | 0.0 | 8 | 8.0 |
| 133 35 15 1 | | 68.9 | 98 | 6.89 | 10 | Snd Lvi | 6.89 | | 0.0 | 8 | -8.0 |
| 134 34 | 1 | 72.3 | 93 | 72.3 | 10 | Snd Lvl | 72.3 | | 0.0 | 8 | -8.0 |
| 135 37 | 1 0.0 | 71.9 | 98 | 71.9 | 10 | Snd Lvi | 71.9 | | 0.0 | 80 | 8.0 |
| 136 38 | 1 0.0 | 97.29 | 99 | 9.79 | 10 | Snd Lvi | 9.79 | | 0.0 | 8 | -8.0 |
| 137 29 19 1 | 1 0.0 | 0.99 | 99 | 0.99 | 10 | Snd Lvi | 66.0 | | 0.0 | 8 | 9.0 |
| 138 40 70 1 | 1 0.0 | | 99 | 64.3 | 10 | 1 | 64.3 | | 0.0 | ω | 8.0 |
| 139 1/1 | 1 0.0 | | 99 | 63.1 | 10 | 1 | .ස | | 0.0 | 8 | 8.0 |
| r40 42 12 1 | 1 0.0 | | 99 | 9.09 | 10 | I | 60.6 | | 0.0 | 80 | 8.0 |
| rd1 49 23 1 | | 59.4 | 88 | 59.4 | 5 | 1 | 59.4 | | 0.0 | 8 | 8.0 |

| RESULTS: SOUND LEVELS | | | | | 411014 | | | | | | |
|---|--------------|-----------------|--------|-----|--------|----|---------|------|-----|----|------|
| r42 (/l/ | 24 | 0.0 | 59.3 | 99 | 59,3 | 10 | 1 | 59.3 | 0.0 | 8 | -8.0 |
| 143 ५८ | 25 | 0.0 | 62.9 | 8 | 62.9 | 10 | 1 | 62.9 | 0.0 | 80 | -8.0 |
| 744 × 6 | 28 | 0.0 | 63.9 | 8 | 63.9 | 5 | 1 | 63.9 | 0.0 | 8 | -8.0 |
| r45 un | 27 1 | 0.0 | 65.6 | 99 | 929 | 1 | 1 | 65.6 | 0.0 | 8 | -8.0 |
| r46 -BW hotel الله | 28 | 0.0 | 63.8 | 99 | 63.8 | 5 | 1 | 63.8 | 0.0 | 8 | -8.0 |
| r47-BW pool $\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$ | 83 | 0.0 | 60.4 | 88 | 60.4 | 5 | I | 60.4 | 0.0 | 8 | -8.0 |
| r48 - DI hotel 620 | 8 | 0.0 | 63.3 | 99 | 63.3 | 5 | 1 | 63.3 | 0.0 | 8 | -8.0 |
| r49- DI pool | 31 | 0.0 | 63.3 | 99 | 63.3 | 10 | 1 | 63.3 | 0.0 | 8 | -8.0 |
| Green 1 and 2 G2 + 53 | 8 | 0.0 | 69.3 | 99 | 69.3 | 10 | Snd Lvl | 69.3 | 0.0 | 8 | -8.0 |
| Dwelling Units | # DUS Nois | Noise Reduction | action | | | | | | | | |
| | | Min | Avg | Max | - | | | | | | |
| | | dB | фB | 8 | | | | | | | |
| 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 | | | | | | | 66 |
| | | | | | | | | | | | |



| FDOT | | | | | | 4.5 | 2 November 2006 TNM 2.5 | er 2006 | | | | | |
|---|----------------------|--------|-----------------------------|-------------|----------------|----------|----------------------------|---------------------------------|-----------------|------------|------|-----|-------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: RUN: | 411014 8 LANE BUI | | _D for scattered residences | ed reside | suces | | E. | | | | | | |
| Receiver | | | | | | | | | | | | | |
| Nате | No. | #DUS (| Coordinates (ground) | (ground | | | Height | Input Sound Levels and Criteria | d Levels | and Criter | 2 | Ă | Active |
| | | 10 | × | > | 7 | 10 | apove | Existing | Impact Criteria | iteria | NR | .5 | |
| | | | | | | <u>.</u> | Ground | LAeq1h | LAeq1h | Sub'l | Goal | Ö | Calc. |
| | | 1,4 | # | # | # L | ## | | dBA | dBA | g B | 명 | T | |
| R1 | 4 | - | 5,000.0 | | -200.0 | 0.00 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | > |
| 母ひ2+尺64 | 2 | - | 5,000.0 | | -370.0 | 0.00 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | > |
| R3 | ဖ | - | 5,000.0 | | -120.0 | 0.00 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | > |
| R4 | 7 | - | 5,000.0 | | -90.0 | 0.00 | .5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | \ |
| R5 | 80 | - | 6,000.0 | | -260.0 | 0.00 | 5.00 | 00.00 | 99 | 10.0 | 0 | 8.0 | \ |
| R6 | တ | - | 5,000.0 | | -330.0 | 0.00 | 5.00 | 0.00 | 66 | 10.0 | 0 | 8.0 | > |
| R7 | 10 | - | 5,000.0 | 160 | -210.0 | 0.00 | 5.00 | 00.00 | 99 | 10.0 | 0 | 8.0 | > |
| R8 | 11 | - | 5,000.0 | | -290.0 | 0.00 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | > |
| R9 | 12 | - | 5,000.0 | | -160.0 | 0.00 | 5.00 | 00.0 | 99 | | 0 | 8.0 | > |
| R10 | 13 | - | 5,000.0 | | -270.0 | 0.00 | 5.00 | 00.00 | 99 | | 0 | 8.0 | > |
| R11 | 10 | - | 5,000.0 | | -190.0 | 0.00 | 5.00 | 00'0 | 99 | | 0 | 8.0 | > |
| 112 | 20 | 1 | 5,000.0 | | -91.0 | 0.00 | 5.00 | | 99 | | 0 | 8.0 | > |
| R13 | 21 | _ | 5,000.0 | | -230.0 | 0.00 | 5.00 | | 99 | | 0 | 8.0 | > |
| R14 | 22 | _ | 5,000.0 | | -340.0 | 0.00 | 5.00 | 0.00 | 99 | | 0 | 8.0 | >- |
| R15 | 23 | ~ | 5,000.0 | | -30.0 | 0.00 | 5.00 | 0.00 | 66 | 10.0 | 0 | 8.0 | > |
| R16 | 24 | _ | 5,000.0 | | -201.0 | 0.00 | 5.00 | 00.00 | 66 | | 0 | 8.0 | > |
| R17 | 25 | - | 5,000.0 | | -170.0 | 00:0 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | > |
| R18 | 26 | 1 | 5,000.0 | | -110.0 | 0.00 | 5.00 | | 99 | | 0 | 8.0 | > |
| R19 | 27 | 1 | 5,000.0 | | -560.0 | 0.00 | 5.00 | | 99 | | 0 | 8.0 | > |
| R20 | 28 | - | 5,000.0 | | 470.0 | 0.00 | 5.00 | 0.00 | 99 | 10.0 | 0 | 8.0 | >- |

INPUT: RECEIVERS

| - | |
|---|--|
| 4 | |
| * | |
| Ó | |
| ᆂ | |
| | |
| | |

| Third 25 Process Pro | RESULTS: SOUND LEVELS | | | | | | 411 | 411014 | | | | | | |
|--|---|--------|---------------------|------------|-----------|--------|--|-----------|--------------------|--------------------------------|-------------------------|------------------------------|----------------|--------|
| No. | FDOT | | | | | | | 2 Novеmb | er 2006 | | | | | |
| No. | RMR | | | | | | | TNM 2.5 | with TNI | 12.5 | | | 89 | |
| No. | RESULTS: SOUND LEVELS PROJECT/CONTRACT: | 411014 | 2 2 | r craffora | racidanes | y | ************************************** | | 7 | v. | | | - | |
| No. | BARRIER DESIGN: | | HEIGHTS | | | ? | | | Average a State hi | pavement typi ighway agenci | e shall be y substai | used unless itates the us | | |
| No. Firsting No. Barrier Increase over existing Type Calculated Noise Reduction Calculated Crift Calculated Calculate | ATMOSPHERICS: | 68 dec | F, 50% R | I | | | | | of a differ | rent type with | approva | of FHWA. | | |
| Mathematical Math | /er | | L | | | | | | | Math Domin | | | | |
| Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Critic Calculated Calculat | | | Existing 1 April | | 5 | Inches | osco osco | avieting | Type | Villi barrier | | adurtion | - | |
| Continuo | 3 | | | | 2.5% | | ulated | Critin | Innact | I April h | Calcula | fed Goal | Calc | nlated |
| A A A A A B A A | | | | | | | | Sub'l Inc | and and | | | | H H | SI |
| A | | | | | | | | | | | | | Goal | |
| 4 | | | dBA | dBA | dBA | 安 | | 鲁 | | dBA | ф | 용 | 명 | |
| 5 1 0.0 64.8 66 64.8 10 64.8 0.0 64.8 66 64.8 10 64.8 0.0 64.8 0.0 64.8 66 67.2 10 5nd Lw 72.2 0.0 6 6 6 6 72.2 10 5nd Lw 73.0 0.0 6 6 6 6 6 6 6 6 6 | R1 | | | 0. | 69.1 | 99 | 69.1 | 10 | | .'69 | | 0.0 | 80 | 8.0 |
| Column C | R1 | | | o. | 64.8 | 88 | 64.8 | | 1 | 64. | 8 | 0.0 | 8 | -8.0 |
| 7 1 | R3 | 9 | | O. | 72.2 | 99 | 72.2 | | | 72.3 | 2 | 0.0 | 89 | -8.0 |
| 1 | R4 | | _ | 0. | 73.0 | 99 | 73.0 | | | | 0 | 0.0 | В | -8.0 |
| 10 1 10 10 10 10 10 10 | R5 | 8 | נ | 0: | 67.2 | 99 | 67.2 | | | | 2 | 0.0 | В | -8.0 |
| 10 1 0.0 68.9 66 68.9 10 Snd LM 68.9 0.0 8 0.0 0.0 8 0.0 | R6 | | | 0. | 65.7 | 99 | 65.7 | | 1 | 65. | 7 | 0.0 | 8 | 9.0 |
| 11 1 0.0 66.6 66.6 10 5nd LW 66.6 0.0 8 12 1 0.0 70.5 66 70.5 10 5nd LW 70.5 0.0 8 13 1 0.0 66.9 66 66.9 10 5nd LW 66.9 0.0 8 20 1 0.0 66.9 66 66.9 10 5nd LW 66.9 0.0 8 20 1 0.0 68.2 66 66.9 10 5nd LW 66.9 0.0 8 20 1 0.0 68.2 66 66.2 10 5nd LW 66.2 0.0 8 22 1 0.0 65.2 66 66.5 10 5nd LW 66.5 0.0 8 24 1 0.0 65.2 66 66.0 10 5nd LW 66.5 0.0 8 25 1 0.0 | R7 | | | 0. | 68.9 | 99 | 68.9 | | | | 6 | 0.0 | Ф | -8.0 |
| 12 1 0.0 70.5 66 70.5 10 Snd LvI 70.5 0.0 8 13 1 0.0 66.9 66 66.9 10 Snd LvI 66.9 0.0 8 20 1 0.0 69.6 66 66.9 10 Snd LvI 66.9 0.0 8 20 1 0.0 69.6 66 69.6 10 Snd LvI 69.6 0.0 8 21 0 68.2 66 68.2 10 Snd LvI 73.5 0.0 8 22 1 0.0 68.2 66 68.2 10 65.5 0.0 8 23 1 0.0 65.0 66 69.0 10 Snd LvI 75.9 0.0 8 24 1 0.0 69.0 66 69.0 10 Snd LvI 75.9 0.0 8 25 1 0.0 | R8 | | | 0. | 9.99 | 99 | 9.99 | | | | 9 | 0.0 | œ | -8.0 |
| 13 1 0.0 66.9 66.9 10 Snd LvI 66.9 0.0 8 19 1 0.0 69.6 66.9 10 Snd LvI 66.0 0.0 8 20 1 0.0 73.5 66 69.2 10 8 0.0 8 22 1 0.0 68.2 66 68.2 10 8.2 0.0 8 23 1 0.0 65.5 66 68.5 10 76.9 0.0 8 24 1 0.0 69.0 66.0 69.0 10 8 <td>R9</td> <td></td> <td></td> <td>0:</td> <td>70.5</td> <td>88</td> <td>70.5</td> <td></td> <td></td> <td></td> <td>2</td> <td>0.0</td> <td>8</td> <td>-8.0</td> | R9 | | | 0: | 70.5 | 88 | 70.5 | | | | 2 | 0.0 | 8 | -8.0 |
| 19 1 0.0 69.6 66.6 69.6 10 Snd LvI 69.6 0.0 8 20 1 0.0 73.5 66 73.5 10 5nd LvI 73.5 0.0 8 22 1 0.0 65.5 66 65.5 10 65.5 0.0 8 24 1 0.0 65.0 66 65.5 10 5nd LvI 75.9 0.0 8 24 1 0.0 69.0 66 69.0 10 8 0.0 8 25 1 0.0 69.0 66 69.0 10 8nd LvI 75.9 0.0 8 26 1 0.0 69.0 66 69.0 10 8nd LvI 75.9 0.0 8 25 1 0.0 62.3 66 69.0 10 8nd LvI 72.5 0.0 8 25 1 0.0 | R10 | | | 0: | 6.99 | 8 | 6.99 | | | | 6 | 0.0 | 8 | -8.0 |
| 20 1 0.0 73.5 66 73.5 10 Snd LVI 73.5 0.0 8 21 1 0.0 68.2 66 68.2 10 Snd LVI 68.2 0.0 8 22 1 0.0 65.5 66 65.5 10 — 65.5 0.0 8 24 1 0.0 75.9 66 69.0 10 Snd LVI 75.9 0.0 8 25 1 0.0 69.0 66 69.0 10 Snd LVI 75.9 0.0 8 26 1 0.0 69.0 66 69.0 10 Snd LVI 72.5 0.0 8 26 1 0.0 62.3 66 62.3 10 62.3 0.0 8 27 1 0.0 63.2 66 62.3 10 62.3 0.0 8 28 1 <t< td=""><td>R11</td><td></td><td></td><td>0.</td><td>9.69</td><td>99</td><td>9.69</td><td></td><td></td><td></td><td>9</td><td>0.0</td><td>8</td><td>-8.0</td></t<> | R11 | | | 0. | 9.69 | 99 | 9.69 | | | | 9 | 0.0 | 8 | -8.0 |
| 21 1 0.0 68.2 66 68.2 10 Indept description 66.2 66.5 | r12 | | | 0'' | 73.5 | 99 | 73.5 | | 300000 | | 2 | 0.0 | ω | -8.0 |
| 22 1 0.0 65.5 66 65.5 10 — 65.5 0.0 8 23 1 0.0 75.9 66 75.9 10 77.9 0.0 8 24 1 0.0 69.0 66 69.0 10 84.1 69.0 0.0 8 25 1 0.0 69.0 66 69.0 10 84.1 69.0 0.0 8 26 1 0.0 62.3 66 62.3 10 — 62.3 0.0 8 27 1 0.0 63.2 66 63.2 10 — 62.3 0.0 8 28 1 0.0 63.2 66 63.2 10 — 63.2 0.0 8 3 Min Avg Max Avg | R13 | . 51 | - | 0.0 | 68.2 | 99 | 68.2 | | a - n | | 2 | 0.0 | 8 | -8.0 |
| 23 1 0.0 75.9 66 75.9 10 Snd Lvl 75.9 0.0 8 24 1 0.0 69.0 66 69.0 10 Snd Lvl 69.0 0.0 8 25 1 0.0 69.9 66 69.9 10 Snd Lvl 69.9 0.0 8 26 1 0.0 62.3 66 62.3 10 62.3 0.0 8 27 1 0.0 63.2 66 62.3 10 62.3 0.0 8 28 1 0.0 63.2 66 63.2 10 62.3 0.0 8 Min Avg Min Avg Max 63.2 0.0 8 | R14 | | | 0. | 65.5 | 99 | 65.5 | | - | 65. | 2 | 0.0 | 8 | -8.0 |
| 24 1 0.0 69.0 69.0 10 Snd Lvi 69.0 0.0 8 25 1 0.0 69.9 66 69.9 10 Snd Lvi 69.9 0.0 8 27 1 0.0 62.3 66 62.3 10 62.3 0.0 8 27 1 0.0 63.2 66 62.3 10 62.3 0.0 8 28 1 0.0 63.2 66 63.2 10 62.3 0.0 8 4 DUS Noise Reduction 63.2 10 63.2 0.0 8 4 Min Avg Max 63.2 0.0 8 | R15 | | | 0. | 75.9 | 8 | 75.9 | | | | 6 | 0.0 | 8 | 8.0 |
| 25 1 0.0 69.9 66 69.9 10 Snd Lvl 69.9 0.0 8 26 1 0.0 72.5 66 72.5 10 62.3 0.0 8 27 1 0.0 63.2 66 62.3 10 62.3 0.0 8 28 1 0.0 63.2 66 63.2 10 63.2 0.0 8 Min Avg Max Avg | R16 | | | 0.0 | 69.0 | 99 | 69.0 | | | | 0 | 0.0 | 8 | 9.0 |
| 26 1 0.0 72.5 66 72.5 10 5.0 8 27 1 0.0 62.3 66 62.3 10 62.3 0.0 8 28 1 0.0 63.2 0.0 63.2 0.0 8 ** Dus Reduction Min Avg Max ** <td< td=""><td>R17</td><td></td><td></td><td>0:</td><td>66.69</td><td>99</td><td>6.69</td><td></td><td></td><td></td><td>6</td><td>0.0</td><td>8</td><td>-8.0</td></td<> | R17 | | | 0: | 66.69 | 99 | 6.69 | | | | 6 | 0.0 | 8 | -8.0 |
| 27 1 0.0 62.3 10 — 62.3 0.0 8 28 1 0.0 63.2 10 — 63.2 0.0 8 # DUS Noise Reduction Max Aug Max Aug Aug | R18 | | | 0.1 | 72.5 | 99 | 72.5 | | | 72. | 2 | 0.0 | 80 | -8.0 |
| 28 | R19 | 20 | | 0.0 | 62.3 | 99 | 62.3 | | 1 | 62. | 3 | 0.0 | 80 | -8.0 |
| # DUs Noise Reduction Min | R20 | | | 0.1 | 63.2 | 99 | 63.2 | | 1 | 83 | 2 | 0.0 | 8 | -8.0 |
| Min Avg Max dB dB dB | Dwelling Units | # DUS | Noise | eduction | | | | | | | | | | |
| | | | Mir Air | Avg | Max | | | | | | | | | |
| | | | 3 | 3 | 3 | | | | | | | | | |

| All Selected | 20 | 0.0 | 0.0 |
|----------------------|----|-----|-----|
| Impacted | 15 | 0.0 | 0.0 |
| Il that meet NR Goal | 0 | 0.0 | 0.0 |

| 411014 | | | |
|--------|-----|-----|-----|
| | 0.0 | 0.0 | 0.0 |
| | 0.0 | 0.0 | 0.0 |
| | | | |

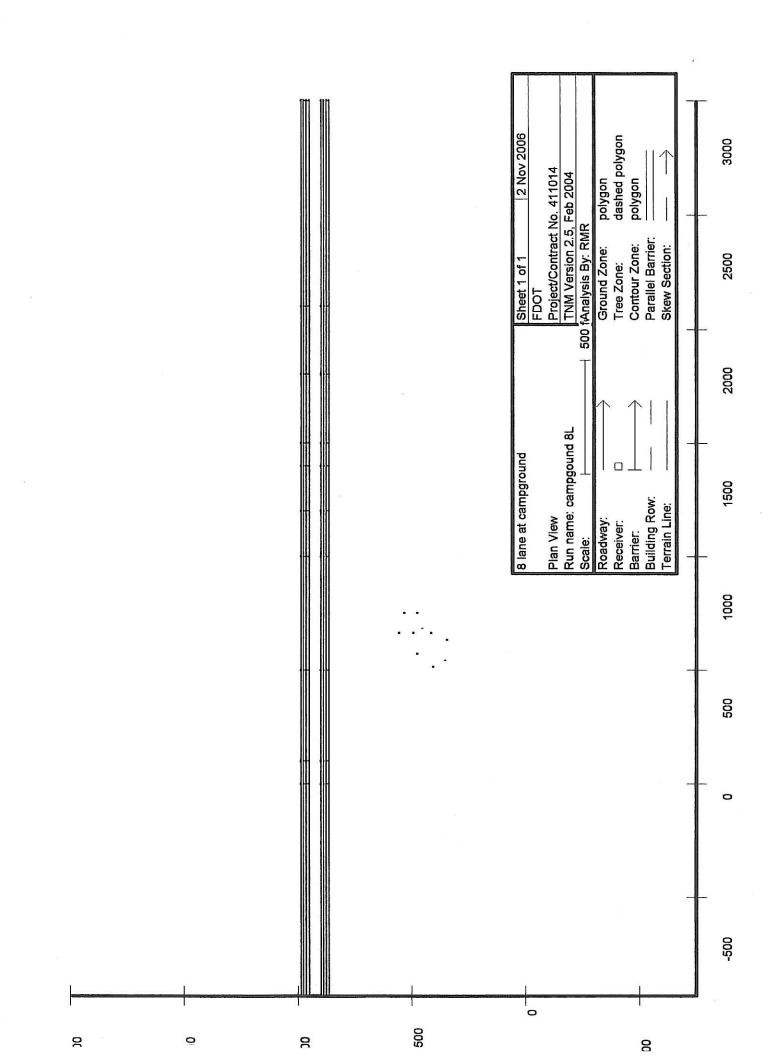
| - | |
|--|--|
| 1.0.4 | |
| 7-1 | |
| Control of the last of the las | |
| | |
| | |

| FDOT | | | | ■ 2005 • 10 | 19 October 2006 TNM 2.5 | 92 | | | | |
|--------------------------------------|----------|---------------------------------------|------------|------------------------|----------------------------|------------------|--|-------------------------------|---------------------------|---------|
| INPUT: ROADWAYS PROJECT/CONTRACT: | 411014 | | | | | Avera a Stati | Average pavement type shall be used unless a State highway agency substantlates the use | ne shall be u sy substanti | sed unless ates the us | |
| RUN: | 8 LANE E | 8 LANE BUILD for scattered residences | cattered r | esidences | | ofad | of a different type with the approval of FHWA | the approv | al of FHWA | |
| Roadway | | Points | | | | | | | | |
| Name | Width | Name | No. | Coordinates (pavement) | pavement) | Flow (| Flow Control | | Segment | |
| | | | | × | 7 | Control | ol Speed | Percent | Pvmt | ь |
| | | | | | <u> </u> | Device | Constraint | Vehicles | Type | Struct? |
| | | | | | | | | Affected | | |
| | Œ | | | ft i | ft ft | | нdш | % | | |
| Roadway1 | 12.0 | point2 | 2 | 0.0 | 100.0 | 00.00 | | | Average | |
| | | point | - | 10,000.0 | 100.0 | 0.00 | | | | |
| Roadway2 | 12.0 | | 6 | 0.0 | 112.0 | 00:00 | | | Average | |
| | | point4 | 4 | 10,000.0 | 112.0 | 0.00 | | | | |
| Roadway3 | 12.0 | + | 5 | 0.0 | 124.0 | 0.00 | | | Average | |
| | | point6 | 9 | 10,000.0 | 124.0 | 00.00 | | | | |
| Roadway4 | 12.0 | point7 | 7 | 0.0 | 136.0 | 00'0 | | | Average | |
| | | point8 | 8 | 10,000.0 | 136.0 | 00:00 | | | | |
| Roadway5 | 12.0 | | 5 | 10,000.0 | 194.0 | 00.00 | | | Average | |
| | | point9 | σ | 0.0 | 194.0 | 00:00 | | | | |
| Roadway6 | 12.0 | | 12 | 10,000.0 | 206.0 | 00:00 | | | Average | |
| | | point11 | 11 | 0.0 | 206.0 | 0.00 | | | | |
| Roadway7 | 12.0 | | 14 | 10,000.0 | 218.0 | 00'0 | | | Average | |
| | | point13 | 13 | 0.0 | 218.0 | 00.0 | | | | |
| Roadway8 | 12.0 | | 16 | 10,000.0 | 230.0 | 0.00 | | | Average | |
| | | point15 | 15 | 0.0 | 230.0 | 0.00 | | | | |

INPUT: ROADWAYS

| FDOT | | | ¥ F | 19 Octob TNM 2.5 | 19 October 2006 TNM 2.5 | | | | | | | | |
|---|---------------------------------------|---------|------------|---------------------|----------------------------|-----|----------|------|--------|-----|-------------|-------|---------------|
| INPUT: TRAFFIC FOR LAeq1h Volumes PROJECT/CONTRACT: | 411014 | | | | | | | | | | | | COLLEGE CHEEN |
| RUN: | 8 LANE BUILD for scattered residences | or scal | tered resi | dences | | | | | v | | | | |
| Roadway | Points | | | | | | | | | | | | |
| Nате | Name | No. | Segment | | | | ٠ | | | | | | |
| | | | Autos | 2 | MTrucks | | HTrucks | 10 | Buses | | Motorcycles | ycles | |
| | | | S > | > | | S | | Ø | > | Ø | ۸ | S | |
| | | 1- | veh/hr m | mph ve | veh/hr | нфш | veh/hr | mph | veh/hr | mph | veh/hr | щр | |
| Roadway1 | point2 | 2 | 1222 | 70 | 113 | 70 | 77 | 0/ / | | 0 | 0 | 0 | 0 |
| | point1 | - | | | | | | | | | | | |
| Roadway2 | point3 | က | 1222 | 70 | 113 | 70 | 77 | 70 | | 0 | 0 | 0 | 0 |
| | point4 | 4 | | | | | | | | | | | |
| Roadway3 | point5 | S | 1222 | 20 | 113 | 70 | 11 | 70 | | 0 | 0 | 0 | 0 |
| | point6 | 9 | | | | | | | | | | | |
| Roadway4 | point7 | 7 | 1222 | 70 | 113 | 70 | 77 | 70 | | 0 | 0 | 0 | 0 |
| | point8 | 8 | | | | | | | | | | | |
| Roadway5 | point10 | 10 | 096 | 2 | 88 | 2 | 61 | 2 | | 0 | 0 | 0 | 0 |
| | point9 | ത | | | | | | | | | | _ | |
| Roadway6 | point12 | 12 | 096 | 20 | 88 | 20 | 61 | 1 70 | | 0 | 0 | 0 | 0 |
| | point11 | 11 | | | | | | | | | | | |
| Roadway7 | point14 | 14 | 096 | 20 | 88 | 70 | 61 | 1 70 | | 0 | 0 | 0 | 0 |
| | point13 | 13 | | | | | | | | | | | |
| Roadway8 | point16 | 16 | 096 | 20 | 88 | 2 | 9 | 02 | | 0 | 0 | 0 | 0 |
| | point15 | 15 | | | | | | | | - | | | |
| | | | | | | | | | | | | | |

INPUT: TRAFFIC FOR LAeq1h Volumes



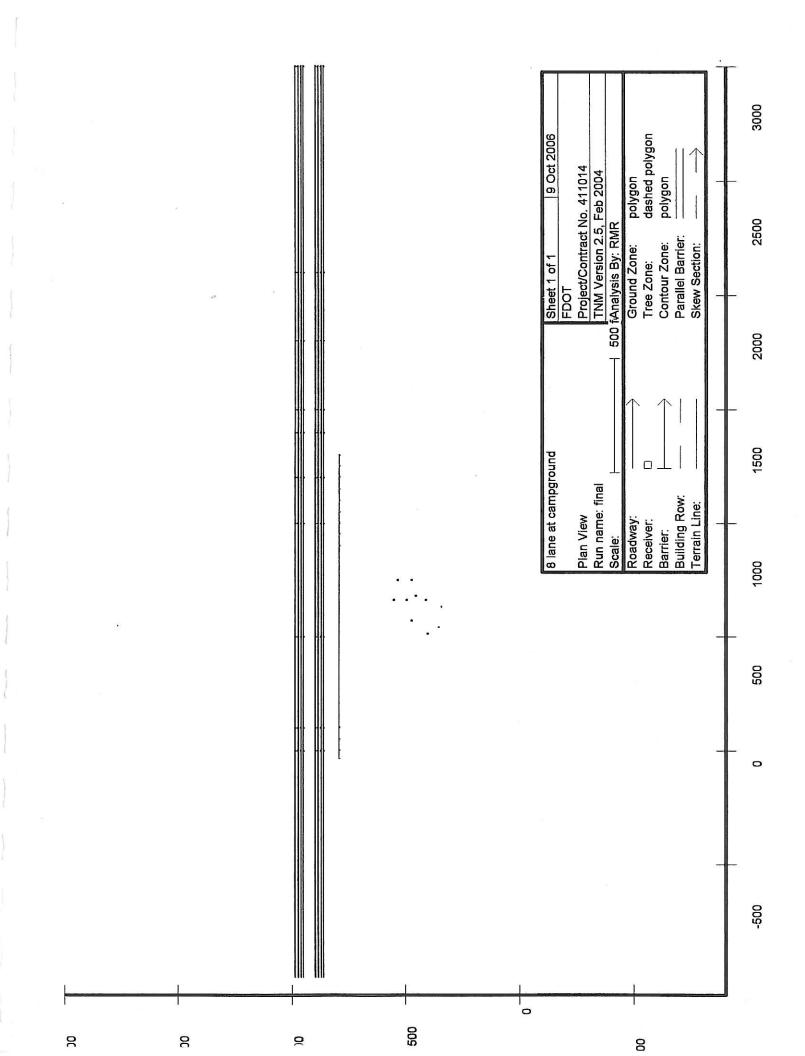
| FDOT | | ٤ | | | | 2 November 2006 TNM 2.5 | er 2006 | | | | | |
|---------------------------------------|--------------|---------|--|----------|-------|----------------------------|------------|-----------------|---------------------------------|---------|----------|-------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: | 411014 | ₹* | | | | | | | | | | |
| RUN: | 8 lane at ca | at carr | mpground | | | | | | | | | |
| Receiver | | | | | | | 3.6 | | | | | |
| Name | No. | #DUs | Coordinates (ground) | (ground) | | Height | Input Sour | d Levels | Input Sound Levels and Criteria | œ | Αć | Active |
| | | | × | > | Z | above | Existing | Impact Criteria | iteria | NR N | <u>.</u> | |
| | | | | | | Ground | LAeq1h | L/Aeq1h | Sub'l | Goal | Ö | Calc. |
| | | | The state of the s | ff | ff | Ħ | dBA | dBA | 용 | 용 | | |
| R1 | 4 | | 750.0 | 0 540.0 | 00.00 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R2 | 5 | - | 0.099 | 0 260.0 | 00.0 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R3 | 9 | 1 | 570.0 | 0 480.0 | 0.00 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R4 | 7 | | 0.099 | 0 200.0 | 00.00 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | >- |
| R5 | 80 | 1 | 680.0 | 0 460.0 | 00.00 | 0 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R6 | ത | - | 750.0 | 0 480.0 | 00.0 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R7 | 19 | 1 | 0.099 | 0 420.0 | 00.0 | 0 2.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R8 | 20 | _ | 510.0 | 0 410.0 | 00.0 | 0 5.00 | 00.00 | 99 | 10.0 | | 8.0 | > |
| R9 | 21 | _ | 540.0 | 0 360.0 | 00.0 | 0 5.00 | 0.00 | 99 | 10.0 | | 8.0 | > |
| R10 | 22 | _ | 630.0 | 350.0 | 00.0 | 0 2.00 | 0.00 | 99 | 10.0 | | 8.0 | >- |

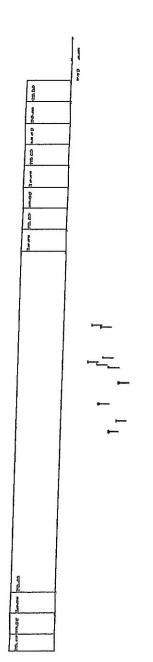
INPUT: RECEIVERS

| Sind 81 | |
|----------------|-------|
| 11:11-75\campa | PLINE |

| LTS: SOUND LEVELS ECT/CONTRACT: IER DESIGN: SPHERICS: | 240 | | | | | PINCESSO FOR | 2001 | | | | |
|---|----------|----------------------|------------|--------|------------------------|-------------------------|-------------|--|-----------------|-----------|------------|
| ILTS: SOUND LEVELS ECT/CONTRACT: ZER DESIGN: OSPHERICS: | 240 | | | | | TNM 2.5 | | | | | |
| LTS: SOUND LEVELS ECT/CONTRACT: IER DESIGN: SPHERICS: | 400 | | | | | Calculated with TNM 2.5 | with TNM | 2.5 | | | • |
| ECT/CONTRACT: IER DESIGN: SPHERICS: | 74044 | | | | | | | | | | _ |
| IER DESIGN: SPHERICS: | 4 0 4 | | | | | | | | | | |
| IER DESIGN: SPHERICS: /er | 8 lane a | 8 lane at campground | pur | | | | | | | | |
| SPHERICS: | INPUT | INPUT HEIGHTS | | | | | Average p | Average pavement type shall be used unless | shall be use | d unless | |
| SPHERICS: /er | | | | | | | State high | a State highway agency substantiates the use | substantiate | s the use | |
| /er | 68 deg | 68 deg F, 50% RH | | | | | of a differ | of a different type with approval of FHWA. | approval of F | HWA. | |
| | | | | | | | | | | | |
| Name No. | #Dns | Existing | No Barrier | | | | | With Barrier | | | |
| | | LAeq1h | L'Aeq1h | | Increase over existing | | Type | Calculated | Noise Reduction | tion | |
| | 2000 | (A) | pa | Crit'n | Calculated | Crit'n | Impact | LAeq1h | Calculated | Goal | Calculated |
| | | | | 3 | | Sub'l Inc | | | | | minus |
| | | | | | | | | | | | Goal |
| | | dBA | dBA | dBA | dВ | dB · | | dBA | dB | 용 | dВ |
| R1 4 | 1 1 | 0.0 | 68.5 | | 66 68.5 | 10 | Snd Lvl | 68.5 | 0.0 | | 8 -8.0 |
| R2 5 | 7 | 0.0 | 68.8 | | 66 68.8 | 10 | Snd Lvl | 68.8 | 0.0 | | 8 -8.0 |
| R3 6 | 1 | 0.0 | 6.69 | | 6.69 66.9 | 10 | Snd Lvl | 6.99 | 0.0 | | 8 -8.0 |
| R4 7 | 1 2 | 0.0 | 67.1 | | 66 67.1 | 10 | Snd Lvl | 67.1 | 0.0 | 1 | 8 -8.0 |
| R5 | 1 | 0.0 | 66.3 | | 66 66.3 | 5 | Snd Lvl | 66.3 | 0.0 | | 8 -8.0 |
| R6 | 1 | 0.0 | 0.79 | | 66 67.0 | 5 | Snd Lvl | 0.79 | 0.0 | | 8 -8.0 |
| R7 19 | 9 | 0.0 | 65.7 | | 66 65.7 | 5 | 1 | 65.7 | 0.0 | | 8 -8.0 |
| R8 20 | 1 | 0.0 | 65.6 | | 65.6 | 6 | I | 65.6 | 0.0 | | 8 -8.0 |
| R9 21 | 1 | 0.0 | 64.9 | | 66 64.9 | 10 | l | 64.9 | 0.0 | | 8 -8.0 |
| R10 22 | 1 | 0.0 | 64.6 | | 66 64.6 | 10 | 1 | 64.6 | 0.0 | | 8 -8.0 |
| Dwelling Units | # DUS | Noise Reduction | luction | | | | 8 | | | | |
| | | Min | Avg | Max | | | | | | | |
| | | æ | 용 | 용 | | | | | | | |
| All Selected | 10 | 0.0 | 0.0 | | 0.0 | | | | | | |
| All Impacted . | 9 | | 0.0 | | 0.0 | | | | | | |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 3000 | 0.0 | | | | | | |

RESULTS: SOUND LEVELS





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 8 lane at campground
 Sheet 1 of 1
 9 Oct 2006

 Barrier View-campground max
 FDOT
 Project/Contract No. 411014

 Run name: wall
 TNIM Version 2.5, Feb 2004

 Scale: <DNA - due to perspective>
 Analysis By: RMR

 Receiver:
 Ground Zone: polygon

 Barrier:
 Contour Zone: polygon

 Building Row:
 Parallel Barrier: Parallel Barrier: Skew Section: Parallel Barrier: Skew Section: Parallel Barrier:
| • | |
|---|--|
| | |
| | |
| | |

| 1,800.0 | 2278 72 |
|------------------|--------------|
| 2,100.0 | 1 |
| 4 -1,000.0 982.0 | sta -2260 14 |
| | sta2260 13 |
| 75 100.0 982.0 | 261 75 |
| 6 500.0 982.0 | 265 76 |
| 7 1,000.0 982.0 | 77 072 |
| 8 1,200.0 982.0 | 272 78 |
| 9 1,400.0 982.0 | 274 79 |
| 1,500.0 982.0 | 275 80 |
| 1,800.0 982.0 | 278 81 |
| 12 2,100.0 982.0 | 281 82 |
| 3,000.0 982.0 | +2281 83 |
| 6 -1,000.0 994.0 | sta -2260 16 |
| 5 0.0 994.0 | sta2260 15 |
| 100.0 994.0 | 261 84 |
| 500.0 | 2265 85 |
| 1,000.0 994.0 | 270 86 |
| 1,200.0 994.0 | 272 87 |
| 1,400.0 994.0 | 274 88 |
| 1,500.0 994.0 | 2275 89 |
| 1,800.0 994.0 | 278 90 |
| | |
| 11 2,100.0 994.0 | 2281 91 |

INPUT: ROADWAYS

9 October 2006

| | | | - | | | | |
|-----|----------------|----|----------|-------|-------|---------|-------------|
| | 2265 | 9 | 500.0 | 894.0 | 3.00 | Average | |
| | 2270 | 4 | 1,000.0 | 894.0 | 00.6 | Average | |
| | 2272 | 42 | 1,200.0 | 894.0 | 11.00 | Average | |
| | 2274 | 43 | 1,400.0 | 894.0 | 15.00 | Average | |
| | 2275 | 4 | 1,500.0 | 894.0 | 24.00 | Average | Υ |
| | 2278 | 45 | 1,800.0 | 894.0 | 24.00 | Average | 7 |
| | 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 | 80 | 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 | S | 1,000.0 | 906.0 | 00.6 | Average | |
| | 2272 | 51 | 1,200.0 | 906.0 | 11.00 | Average | |
| | 2274 | 25 | 1,400.0 | 906.0 | 15.00 | Average | |
| | 2275 | 23 | 1,500.0 | 906.0 | 24.00 | Average | ¥ |
| | 2278 | 54 | 1,800.0 | 906.0 | 24.00 | Average | > |
| | 2281 | 32 | 2,100.0 | 906.0 | 12.00 | Average | |
| | +2281 | 99 | 3,000.0 | 906.0 | 8.00 | | |
| SB5 | 12.0 sta -2260 | 10 | -1,000.0 | 958.0 | 8.00 | Average | |
| | sta2260 | 6 | 0:0 | 958.0 | 8.00 | Average | |
| | 2261 | 25 | 100.0 | 958.0 | 8.00 | Average | |
| | 2265 | 28 | 200.0 | 958.0 | 3.00 | Average | |
| | 2270 | 29 | 1,000.0 | 958.0 | 9:00 | Average | |
| | 2272 | 9 | 1,200.0 | 958.0 | 11.00 | Average | |
| | 2274 | 9 | 1,400.0 | 958.0 | 15.00 | Average | |
| | 2275 | 62 | 1,500.0 | 958.0 | 24.00 | Average | > |
| | 2278 | 83 | 1,800.0 | 958.0 | 24.00 | Average | > |
| | 2281 | 64 | 2,100.0 | 958.0 | 12.00 | Average | |
| | +2281 | 92 | 3,000.0 | 958.0 | 8.00 | | |
| SB6 | 12.0 sta -2260 | 12 | -1,000.0 | 970.0 | 8.00 | Average | |
| | sta2260 | Ŧ | 0.0 | 970.0 | 8.00 | Average | |
| | 2261 | 99 | 100.0 | 970.0 | 8.00 | Average | |
| | 2265 | 29 | 500.0 | 970.0 | 3.00 | Average | |
| | 0.722 | 89 | 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 | 7 | 1,500.0 | 970.0 | 24.00 | Average | > |

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| FDOT | | | | 0 6 NA | 9 October 2006 TNM 2 5 | ** | | | | | |
|---------------------------------|-------------|----------------------|-----|------------------------|---------------------------|-------|--------------|---|----------------------|----------------|-------------|
| RIVIR | | | | | 6.3 | | | | | | |
| INPUT: ROADWAYS | | | | | | | Average p | Average pavement type shall be used unless | e shall be us | sed unless | |
| PROJECT/CONTRACT: | 411014 | | | | | | a State hi | a State highway agency substantiates the use | y substantia | ates the use | |
| RUN: | 8 lane at (| 8 lane at campground | | | | | of a differ | of a different type with the approval of FHWA | the approve | al of FHWA | |
| Roadway | | Points | | | | | | | | | |
| Name | Width | Name | No. | Coordinates (pavement) | rement) | | Flow Control | trol | | Segment | |
| | | | × | > | 7 | | Control | Speed | Percent | Pvmt | ő |
| | | | | | | | Device | Constraint | Vehicles Affected | Туре | Struct? |
| | Ħ | | ft | ff | Ħ | | | трһ | % | | |
| NB1 | 12.0 | sta -2260 | 2 | -1,000.0 | 870.0 | 8.00 | | | | Average | |
| | | sta2260 | - | 0.0 | 870.0 | 8.00 | | | | Average | |
| | | 2261 | 17 | 100.0 | 870.0 | 8.00 | | | | Average | |
| | | 2265 | 18 | 900.0 | 870.0 | 3.00 | | | | Average | |
| | | 2270 | 9 | 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 | 23 | 1,500.0 | 870.0 | 24.00 | | | | Average | Υ |
| | | 2278 | 8 | 1,800.0 | 870.0 | 24.00 | | | | Average | > |
| | | 2281 | 24 | 2,100.0 | 870.0 | 12.00 | | | | Average | |
| | | +2281 | 52 | 3,000.0 | 870.0 | 8.00 | _ | | | | |
| NB2 | 12.0 | sta -2260 | က | -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 | 83 | 500.0 | 882.0 | 3.00 | | | | Average | |
| | | 2270 | 8 | 1,000.0 | 882.0 | 9.00 | | | | Average | |
| | | 2722 | 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 | > |
| | | 2278 | 34 | 1,800.0 | 882.0 | 24.00 | | | | Average | > |
| | | 2281 | 32 | 2,100.0 | 882.0 | 12.00 | | | | Average | |
| | | +2281 | 36 | 3,000.0 | 882.0 | 8.00 | | | | | |
| NB3 | 12.0 | sta -2260 | 2 | -1,000.0 | 894.0 | 8.00 | | | | Average | |
| | | sta2260 | 9 | 0.0 | 894.0 | 8.00 | | | | Average | |
| | | 2261 | ස | 100.0 | 894.0 | 8.00 | _ | - | | Average | |
| U:\I-75\campgound 8L\wall\final | | | | | - | | | | Ŏ 6 | 9 October 2006 | |

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INPUT: TRAFFIC FOR LAcq1h Volumes

| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | 411014 | 4 | | 10- | | | |
|-----------------------------------|-----------|----|-----|----|----|--------|----|----|-----|---|---|---|
| | +2281 | 92 | | | | | | | | | | |
| SB6 | sta -2260 | 12 | 960 | 02 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | sta2260 | 1 | 096 | 2 | 88 | 2 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2261 | 99 | 096 | 70 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2265 | 29 | 096 | 70 | 88 | 2 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2270 | 89 | 096 | 70 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2272 | 69 | 096 | 20 | 88 | 70 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2274 | 70 | 096 | 20 | 88 | 2 | 91 | 2 | 0 | 0 | 0 | 0 |
| | 2275 | 71 | 096 | 70 | 88 | 2 | 6 | 20 | 0 | 0 | 0 | 0 |
| | 2278 | 72 | 096 | 02 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2281 | 73 | 096 | 20 | 88 | 70 | 61 | 22 | 0 | 0 | 0 | 0 |
| | +2281 | 74 | | | | | | | | | | |
| SB7 | sta -2260 | 14 | 096 | 22 | 88 | 2 | 61 | 2 | 0 | 0 | 0 | 0 |
| | sta2260 | 13 | 096 | 20 | 88 | 2 | 61 | 2 | 0 | 0 | 0 | 0 |
| | 2261 | 75 | 096 | 20 | 88 | 2 | 61 | 2 | 0 | 0 | 0 | 0 |
| | 2265 | 92 | 096 | 70 | 88 | 2 | 6 | 70 | 0 | 0 | 0 | 0 |
| | 2270 | 77 | 096 | 70 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2272 | 78 | 096 | 70 | 88 | 2 | 9 | 70 | 0 | 0 | 0 | 0 |
| | 2274 | 79 | 960 | 20 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2275 | 80 | 960 | 20 | 88 | 2 | 9 | 2 | 0 | 0 | 0 | 0 |
| | 2278 | 81 | 096 | 70 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2281 | 82 | 096 | 20 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | +2281 | 83 | | | | | | | | | | |
| SB8 | sta -2260 | 16 | 096 | 70 | 88 | 2 | 61 | 02 | 0 | 0 | 0 | 0 |
| | sta2260 | 15 | 960 | 70 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2261 | 84 | 096 | 02 | 88 | 70 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2265 | 82 | 960 | 20 | 88 | 70 | 61 | 02 | 0 | 0 | 0 | 0 |
| | 2270 | 98 | 096 | 20 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2272 | 87 | 096 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2274 | 88 | 096 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2275 | 68 | 096 | 70 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2278 | 06 | 960 | 70 | 88 | 20 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2281 | 91 | 096 | 02 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |

| INPUT: TRAFFIC FOR LAeq1h Volumes | | | | | | 411014 | ~ | | | | | |
|-----------------------------------|-----------|----------|------|----|-----|--------|----------|----|---|---|---|---|
| | +2281 | 36 | | | | | | | | | | |
| NB3 | sta -2260 | က | 1222 | 20 | 113 | 20 | 77 | 02 | 0 | 0 | 0 | 0 |
| | sta2260 | 9 | 1222 | 70 | 113 | 70 | 77 | 02 | 0 | 0 | 0 | 0 |
| | 2261 | 39 | 1222 | 70 | 113 | 70 | 77 | 02 | 0 | 0 | 0 | 0 |
| | 2265 | 40 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2270 | 41 | 1222 | 70 | 113 | 02 | 11 | 02 | 0 | 0 | 0 | 0 |
| | 2272 | 42 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2274 | 43 | 1222 | 02 | 113 | 02 | 77 | 02 | 0 | 0 | 0 | 0 |
| | 2275 | 44 | 1222 | 20 | 113 | 20 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2278 | 45 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2281 | 46 | 1222 | 20 | 113 | 02 | 77 | 2 | 0 | 0 | 0 | 0 |
| | +2281 | 47 | | | | | | | | | | |
| NB4 | sta -2260 | 7 | 1222 | 20 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | sta2260 | ∞ | 1222 | 70 | 113 | 2 | 77 | 2 | 0 | 0 | 0 | 0 |
| | 2261 | 48 | 1222 | 70 | 113 | 20 | 77 | 70 | 0 | Ó | 0 | 0 |
| | 2265 | 49 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2270 | 20 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2272 | 51 | 1222 | 20 | 113 | 02 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2274 | 52 | 1222 | 02 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2275 | 53 | 1222 | 70 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2278 | 54 | 1222 | 70 | 113 | 02 | 22 | 20 | 0 | 0 | 0 | 0 |
| | 2281 | 22 | 1222 | 70 | 113 | 70 | 22 | 20 | 0 | 0 | 0 | 0 |
| | +2281 | 99 | | | | | | | | | | |
| SB5 | sta -2260 | 9 | 096 | 20 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | sta2260 | o | 096 | 70 | 88 | 70 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2261 | 25 | 096 | 20 | 88 | 02 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2265 | 28 | 096 | 20 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2270 | 93 | 096 | 2 | 88 | 20 | 6 | 2 | 0 | 0 | 0 | 0 |
| | 2272 | 09 | 096 | 20 | 88 | 20 | 61 | 20 | 0 | 0 | 0 | 0 |
| | 2274 | 61 | 096 | 70 | 88 | 70 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2275 | 62 | 096 | 70 | 88 | 20 | 19 | 20 | 0 | 0 | 0 | 0 |
| | 2278 | 63 | 096 | 70 | 88 | 20 | 61 | 70 | 0 | 0 | 0 | 0 |
| | 2281 | 25 | 960 | 70 | 88 | 2 | 61 | 2 | 0 | 0 | Ó | 0 |
| | | | | | | | | | | | | |

| FDOT | | | | 9 Octol | 9 October 2006 | | | | | | | |
|---|----------------------|---------|---------|---------|----------------|-----|---------|------|--------|-----|-------------|------|
| RMR | | | | TNM 2.5 | ю | | | | | | | |
| INPUT: TRAFFIC FOR LAeq1h Volumes PROJECT/CONTRACT: | 411014 | | | | | | | | | | | |
| RUN: | 8 lane at campground | paround | | | | | | | | | | |
| Roadway | Points | | | | | | | | | | | |
| Name | Name | No. | Segment | | | | | | | | | |
| | | | Autos | | MTrucks | 45 | HTrucks | | Buses | | Motorcycles | cles |
| | | | ^ | S | > | တ | ^ | S | Λ | S | ۸ | S |
| | | | veh/hr | mph | veh/hr | ндш | veh/hr | нdш | veh/hr | нdш | veh/hr | mph |
| NB1 | sta -2260 | 2 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | sta2260 | - | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2261 | 17 | 1222 | 2 | 113 | 70 | 11 | 70 | 0 | 0 | 0 | 0 |
| | 2265 | 18 | 1222 | 2 | 113 | 70 | 77 | 20 | 0 | 0 | 0 | 0 |
| | 2270 | 19 | 1222 | 2 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2272 | 2 | 1222 | 2 | 113 | 70 | 112 | 20 | 0 | 0 | 0 | 0 |
| | 2274 | 21 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2275 | 22 | 1222 | 70 | 113 | 70 | | 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 | က | 1222 | 70 | 113 | 10 | 11 | 70 | 0 | 0 | 0 | 0 |
| | sta2260 | 4 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2261 | 28 | 1222 | 70 | 113 | 02 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2265 | 29 | 1222 | 20 | 113 | 20 | 11 | 20 | 0 | 0 | 0 | 0 |
| | 2270 | 30 | 1222 | 70 | 113 | 100 | 11 | 70 | 0 | 0 | 0 | 0 |
| | 2272 | 31 | 1222 | 70 | 113 | 20 | 11 | 70 | 0 | 0 | 0 | 0 |
| | 2274 | 32 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | 2275 | 33 | 1222 | 70 | 113 | 70 | 11 | . 70 | 0 | 0 | 0 | 0 |
| | 2278 | 8 | 1222 | 70 | 113 | 70 | 11 | 70 | 0 | 0 | 0 | 0 |
| | 2281 | 35 | 1222 | 70 | 113 | 70 | 77 | 70 | 0 | 0 | 0 | 0 |
| | | | | | | | | | | | | |

INPUT: TRAFFIC FOR LAeq1h Volumes

U:\I-75\campgound 8L\wall\final

| RESULTS: SOUND LEVELS | | | | | | | 411014 | | | | | | |
|-----------------------|----------|--------|----------------------|------------|--------|------------------------|----------------|----------------|-------------------------|--|-----------------|----------|-----|
| FDOT | | | | | | | 9 Octo | 9 October 2006 | 9 | | | | |
| RMR | | | | | | | TNM 2.5 | rυ | | | | | |
| | | | | | | | Calcul | ated w | Calculated with TNM 2.5 | 2,5 | | | |
| RESULTS: SOUND LEVELS | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | 41 | 411014 | | | | | | | | | | | |
| RUN: | 80 | me at | 8 lane at campground | ınd | | | | | | | | | |
| BARRIER DESIGN: | Z | PCT H | INPUT HEIGHTS | | | | | á | erage p | Average pavement type shall be used unless | shall be used | i unless | |
| | | | | | | | | œ | State hig | a State highway agency substantiates the use | substantiate | s the us | a |
| ATMOSPHERICS: | 68 | deg F | 68 deg F, 50% RH | | 23 | | | ō | a differe | of a different type with approval of FHWA. | pproval of FI | IWA. | |
| Receiver | | | | | | | | | | | | | |
| Name | No. #DUs | | Existing | No Barrier | | | | | | With Barrier | | | - 5 |
| | | | | LAeq1h | | Increase over existing | ver existin | | Type | Calculated | Noise Reduction | tion | |
| | | | | Calculated | Crit'n | Calculated | Crit'n | | Impact | LAeq1h | Calculated | Goal | ပိ |
| | | | | | | | | | | • | | | Έő |
| | | 8 | dBA | dBA | dBA | 8 | 명 | | | dBA | 8 | 용 | 용 |
| R1 | 4 | - | 0.0 | 63.1 | | 99 | 63.1 | 10 | 1 | 63.1 | 0.0 | | 8 |
| R2 | Ω. | - | 0.0 | 83.1 | | 99 | 63.1 | 6 | 1 | 63.1 | 0.0 | | 8 |
| R3 | 9 | - | 0.0 | | 3000 | 99 | 62.1 | 5 | ı | 62.1 | 0.0 | | 8 |
| R4 | 7 | - | 0.0 | 62.3 | | 99 | 62.3 | 5 | 1 | 62.3 | 0.0 | | 8 |
| R5 | 8 | - | 0.0 | 75 | | 99 | 62.0 | 5 | | 62.0 | 0.0 | | ω |
| R6 | б | - | 0.0 | 62.3 | | 99 | 62.3 | 5 | ı | 62.3 | 0.0 | | В |
| R7 | 19 | - | 0.0 | 61.7 | | 99 | 61.7 | 5 | 1 | 61.7 | 0.0 | | Ф |
| R8 | 20 | - | 0.0 | 61.6 | | 99 | 61.6 | 5 | 1 | 61.6 | 0.0 | | 80 |
| R9 | 21 | - | 0.0 | 61.2 | | 99 | 61.2 | 5 | ı | 61.2 | 0.0 | | 8 |
| R10 | 22 | - | 0.0 | 61.1 | | 99 | 61.1 | 5 | 1 | 61.1 | 0.0 | | 8 |
| Dwelling Units | # | # DUs | Noise Reduction | uction | | | | | | | | | |
| | | ΙΞ | Min | Avg | Max | | | | | | | | |
| | | | 鲁 | 鲁 | 용 | 1 | | | | | | | |
| 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. | | | | | | | |

Calculated minus Goal dB

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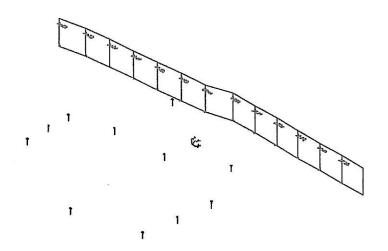
| TD0T | | | | on i | October 2008 | 2008 | | | | | | | | | | | | | |
|-------------------|----------------------|---------|-------|---------|--------------|-------|----------------|---------|--------|-----|----------------------|------------|-------|-------|----------|----------|--------------------|--------------------------------|-----------|
| KIVIK | | | | - | NW Z.O | | | | | | | | | | | | | | |
| NPUT: BARRIERS | | | | | | | | | | | | | | | | | | | |
| PROJECT/CONTRACT: | 411014 | | | | | | | | | | | | | | | | | | |
| RUN: | 8 lane at campground | : сатрд | puno | | | | | | | | | | | | | | | | |
| Barrier | | | | | | | | | Points | | | | | | | | | | |
| Name | Type Height | eight | ı | If Wall | ' Berm | | | Add'tni | Name | No. | Coordinates (bottom) | s (bottom) | | He | Height S | Segment | | | |
| | ≥ : | 1 | Max | S per | per Top | | Run:Rise S per | | | | × | ٨ | Ŋ | Ħ | | eg Ht Pe | Seg Ht Perturbs On | uО | Important |
| | | | | | Unit | 4 | | Cult | | | | | | 8 | E | Icre-#U | nG# d | Incre- #Up #Dn Struct? Reflec- | Reflec- |
| | - | -X:1972 | V | 200 | | | _ | Length | | | | | | A Con | | ment | | | tions? |
| | ## | ## | U.S. | 1 | S/cu yd ft | ft:ft | | S/# | | | ft | <u></u> | ш | ш | # | | | | |
| Ватіел | 3 | 20.00 | 22.00 | 0.00 | - | | | 0.00 | 14 | 80 | 40.0 | | 800.0 | 0.00 | 22.00 | 0.00 | 0 0 | | |
| | | 1 | | | | | | | 2260 | 7 | 0.0 | | 0.008 | 0.00 | 22.00 | 0.00 | 0 0 | , | |
| | | | | | | | | | ಚ | 9 | 50.0 | | 800.0 | 0.00 | 22.00 | 0.00 | 0 0 | | |
| | | | | | | | | | 2261 | ιΩ | 100.0 | | 800.0 | 0.00 | 22.00 | 0.00 | 0 0 | | |
| | | | | - | - | l | | | 2269 | 4 | 900.0 | | 800.0 | 0.00 | | 00.0 | 0 0 | | |
| | | | | | | | | | B | 6 | 950.0 | | 800.0 | 0.00 | | 00'0 | 0 0 | | |
| | | | - | | | - | | | 2270 | 2 | 1,000.0 | | 800.0 | 0.00 | | 00.00 | 0 0 | | |
| | | | | - | | - | | | b7 | - | 1,050.0 | | 800.0 | 0.00 | | 0.00 | 0 0 | | |
| | | | | | | | | | 2271 | 10 | 1,100.0 | | 800.0 | 0.00 | 22.00 | 00.0 | 0 0 | | 0000 |
| | | | | | | _ | | | 8 | 11 | 1,150.0 | | 800.0 | 0.00 | 22.00 | 0.00 | 0 0 | | |
| | | | | | | | | | 2272 | 12 | 1,200.0 | | 800.0 | 00.00 | 22.00 | 0.00 | 0 0 | | |
| | | | | | | _ | | | p11 | 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 | | | | |

INPUT: BARRIERS

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| punobo |) |
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| C-1.0 | |

| FDOT RMR | | | | | | 9 October 2006 TNM 2.5 | . 2006 | | | | |
|------------------------------------|--------|------------|--|----------|-------|---------------------------|-----------|---------------------------------|--------------|------|-------------|
| INPUT: RECEIVERS PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | |
| RUN: | 8 lane | at cam | 8 lane at campground | | | | | | | | |
| Receiver | | | The second secon | | | | | | | | |
| Name | No. | #DOs | #DUs Coordinates (ground) | (ground) | | Height | Input Sou | Input Sound Levels and Criteria | and Criteria | ~ | Active |
| | | | × | ٨ | Z | above | Existing | Impact Criteria | iteria | NR. | ء. |
| | | | 28400a-a | | | Ground | LAeq1h | LAeq1h | Sub'! | Goal | Calc. |
| | | | # | Ħ | Ħ | Ħ | dBA | dBA | 母 | dВ | |
| R1 | 4 | | 750.0 | 540.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| R2 | co. | . | 0.099 | 560.0 | 0.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| R3 | 9 | 1 | 570.0 | 480.0 | 0.00 | 9.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| R4 | 7 | ١. | 0.099 | 90000 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| R5 | 80 | _ | 680.0 | 460.0 | 00.00 | 9.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| R6 | 6 | - | 750.0 | 480.0 | 0.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | \ |
| R7 | 19 | \ <u>\</u> | 0.099 | 420.0 | 00.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| R8 | 20 | 7 | 510.0 | 410.0 | 00.00 | 00.5 | 00.00 | 99 | 10.0 | 8.0 | > |
| R9 | 21 | - | 540.0 | 360.0 | 0.00 | 9.00 | 00.00 | 99 | 10.0 | 8.0 | Υ. |
| R10 . | 22 | _ | 630.0 | 350.0 | 00.00 | 00'9 | 00.00 | 99 (| 10.0 | 8.0 | Υ |

INPUT: RECEIVERS



No NSS received a bennefit all 22 × 1309 wall

| I-75 Build at SR | 50 | Sheet 1 of 1 | 8 Nov 2006 |
|---|--------------------|-------------------|-------------------|
| | | FDOT | |
| Barrier View-tes | t1 | Project/Contract | No. 411014 |
| Run name: Wind | demere Rd wall | TNM Version 2.5 | , Feb 2004 |
| Scale: <dna -="" d<="" td=""><td>ue to perspective></td><td>Analysis By: RM</td><td>R</td></dna> | ue to perspective> | Analysis By: RM | R |
| Roadway: | \longrightarrow | Ground Zone: | polygon |
| Receiver: | | Tree Zone: | dashed polygon |
| Barrier: | \longrightarrow | Contour Zone: | polygon |
| Building Row: | <u> </u> | Parallel Barrier: | |
| Terrain Line: | <u> </u> | Skew Section: | \longrightarrow |

| FDOT RMR | | | | | 8 Novemb TNM 2.5 | November 2006 NM 2.5 | 5008 | | | | | | | | | | | | |
|--|--------------------|---------------|-------------------------------|---------|---------------------|-------------------------|-----------------|--------------|----------|-----|----------|----------------------|---------|----------|---------|--------------------|---------|---------|--------------------------------|
| INPUT: BARRIERS PROJECT/CONTRACT: RUN: | 411014 I-75 Bui | 14 Tuild a | 411014 1-75 Build at SR 50 | | | | | * | | | | | | | | | | | |
| Barrier | | | | | | | | | Points | | | | | | | | | | |
| Name | Type | Type Height | E | IF WE | If Wall If Berm | E | | Add'thi | Name | No. | Coordina | Coordinates (bottom) | - | I | Height | Segment | _ | | |
| | | Ē | Max | | 63 | Top | Run:Rise \$ per | a \$ per | | | × | >- | N | Ħ | | Seg Ht Perturbs On | erturbs | ő | Important |
| | | | | is. | ± 5 | 3,000 | 300 | ruit Cuit | | | | | | <u>n</u> | Point I | ncre-# | dr ⊕ | Structi | Incre- #Up #Dn Struct? Reflec- |
| i a | | | | Area | | | | Length | | | | | | | = | ment | | | tions? |
| | | 4 | # | S/sq ft | ft S/cu yd ft | 포 | fr.ft | SÆ | | | ш | ¥ | ш | H | | ft | | | |
| Barrier1 | ≥ | 10. | 10.00 | 0 66.66 | 0.00 | | | 00.00 | D point1 | - | 1,500.0 | | 1,200.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | _ | | | | point2 | 2 | 1,600.0 | | 1,220.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | _ | - | - | _ | - | | | point3 | 6 | 1,700.0 | | 1,230.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point4 | 4 | 1,800.0 | | 1,240.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | L | <u> </u> | | - | | | | point5 | 3 | 1,900.0 | | 1,250.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point6 | 9 | 2,000.0 | | 1,260.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | _ | - | | | | | | point7 | 7 | 2,100.0 | | 1,270.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | L | | | | | | | | point8 | 80 | 2,200.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | L | | | | | | | point9 | O | 2,300.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point10 | 5 | 2,400.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point11 | - | 2,500.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | - | | | | | | point12 | 12 | 2,600.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | - | | | | | | | | point13 | 13 | 2,700.0 | | 1,300.0 | 74.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | _ | | | | point14 | 14 | 2,800.0 | | 1,300.0 | 74.00 | 10.00 | | | | |

INPUT: BARRIERS

| Rd wall |
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| » Rd |
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| Build/Wine |
|) Bui |
| SR 50 |
| J:\I-75\SR |
| |

| FDOT | | | | 8 November 2006 TNM 2.5 | er 2006 | | | | | | a de la companya de l |
|--|------------------------------|----------------------------|------------|----------------------------|---------|---------|---------|--------------|-------------|------|--|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: RUN: BARRIER DESIGN: | 411014 I-75 Bull test1 | 14 ulid at SR 50 | Q | | | | | | | | |
| Barriers | | | | | | | | | | | П |
| Name | Type | Type Heights along Barrier | ong Barrie | _ | Length | If Wall | If Berm | | | Cost | T |
| | | Min | Avg | Мах | | Area | Volume | Top Width | Run:Rise | | |
| | | ft | ft | Ħ | ft | sq ft | cu yd | ₽ | ft | 9 | - |
| Barrier1 ' | > | 22.00 | 22.00 | 22.00 | 1309 | 28795 | | | | | 10 |
| | | | | | | | | | Total Cost: | | 0 |

RESULTS: BARRIER DESCRIPTIONS

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| 200 | |
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| FDOT | | | | | | | | | 8 November 2006 | 900C | | | | | |
|-----------------------|-----|---------|---------------------|------------|------|--------|-------------|------------------------|-----------------|-------------------------|--|-----------------|-----------|------------|------------|
| RMR | | | | | | | | | TNM 2.5 | 2004 | | | | | |
| | | | | | | | | | Calculate | Calculated with TNM 2.5 | 12.5 | | | % <u>—</u> | |
| RESULTS: SOUND LEVELS | | | | | | | | | | |) i | | | _ | |
| PROJECT/CONTRACT: | | 411014 | | | | | | | | | | | | | |
| RUN: | | I-76 BL | 1-75 Build at SR 50 | 0 | | | | | | | | | | | - |
| BARRIER DESIGN: | | test1 | | | | | | | | Average | Average pavement type shall be used unless | e shall be | nsed unfe | SS | |
| ATMOSPHERICS: | | 68 dec | 68 dea F. 50% RH | | | | • | | | a State h | a State highway agency substantiates the use | y substam | iates the | nse | |
| Receiver | | | . 11 | | | | | | | o a unit | or a different type with approval of FRWA. | approvai | JI FHWA. | | |
| Name | No. | #Dns | Existing | No Barrier | rier | | - | | | | With Barrier | | | | |
| | | | LAeq1h | LAeq1h | - | | Incres | Increase over existing | existing | Type | Calculated | Noise Reduction | duction | | |
| | | | • | Calculated | B | Crit'n | Calculated | lated | Crit'n | Impact | I Aer1h | Calculated | leng be | | Coloniated |
| | 7-2 | | | | | | | | Sub'l Inc | | | Calcular | | | Calculated |
| | | | 407 | 9 | | 4 | 2 | | ١ | | | | | U | Goal |
| | | | AGD | dbA | o | dbA | B | | dB | | dBA | 쁑 | 쁑 | 8 | m |
| 121 | | | 1 0.0 | 0 | 65,3 | g | 99 | 65.3 | 10 | - | 64.6 | 00 | 0.7 | 8 | -7.3 |
| 73 | 2 | | 1 0.0 | C | 66.5 | 9 | 99 | 66.5 | 10 | Snd Lvl | 65.3 | 3 | 1.2 | 80 | -6.8 |
| 123 | B | | 1 0.0 | 0 | 67.7 | 9 | 99 | 67.7 | 10 | Snd Lvl | 65.6 | 2 | 2.1 | 80 | 5.9 |
| 124 | 4 | | 0.0 | C | 68.0 | 9 | 99 | 68.0 | 10 | Snd Lvi | 65.1 | _ | 2.9 | 80 | -5.1 |
| 125 | 9 | | 1 0.0 | C | 67.9 | 9 | 99 | 67.9 | 10 | Snd Lvi | 64.3 | 3 | 3.6 | 8 | 4.4 |
| 126 | 9 | | 0.0 | | 62.8 | 9 | 99 | 62.8 | 10 | 1 | 61.9 | 0 | 6.0 | 8 | -7.1 |
| 127 | 7 | | 1 0.0 | | 67.1 | 9 | 99 | 67.1 | 10 | Snd Lvl | | 2 | 3.4 | 80 | 4.6 |
| 128 | 80 | | 1 0.0 | | 65.1 | 9 | 99 | 65.1 | 5 | 1 | 63.0 | 0 | 2.1 | 80 | -5.9 |
| 129 | 9 | • | 0.0 | 0 | 63.2 | Ó | 99 | 63.2 | 10 | | 61.8 | 3 | 1.4 | 8 | -6.6 |
| 730 | 43 | | 0.0 | | 70.3 | Ō | 99 | 70.3 | 10 | Snd Lvl | 64.2 | 2 | 6.1 | 8 | -1.9 |
| test | 45 | , | 0.0 | 0 | 72.2 | 9 | 99 | 72.2 | 10 | Snd Lvl | 63.0 | - | 9.2 | 80 | 1.2 |
| Dwelling Units | | # DNs | Noise | Reduction | | | | | | | | | | | |
| | | | Min | Avg | - | Max | ř | | | | | | | | |
| | | | 용 | ф | ٥ | фB | , — , | | | | | | | | |
| All Selected | | 11 | 0.7 | | 3.1 | 9.2 | 10 | | | | | | | | |
| All Impacted | | 7 | 1.2 | 0. | 4.1 | 9.2 | N | | | | | | | | |
| All that meet NR Goal | | - | 9.2 | 6. | 9.2 | 9.2 | <u> C1</u> | | | | | | | | |
| | | | | | | | | | | | | | | | |

RESULTS: SOUND LEVELS

| FDOT | | | | | | 8 November 2006 TNM 2 5. | er 2006 | | | | |
|-------------------|---------------|--------|----------------------|----------|-------|-----------------------------|------------|---------------------------------|--------------|------|-------------|
| NDIT. BECEIVERS | | | | | | | | | | | |
| PROJECT/CONTRACT: | 411014 | _ | | | | | | | | | |
| RUN: | I-75 Build at | ild at | SR 50 | | | | | | | | |
| Receiver | | 36.1 | | | | | | | | | |
| Name | No. | #DNs | Coordinates (ground) | (ground) | | Height | Input Sour | Input Sound Levels and Criteria | and Criteria | | Active |
| | | | × | ~ | Z | above | Existing | Impact Criteria | iteria | R | <u>.e</u> |
| | | | | | | Ground | LAeq1h | L/Aeq1h | Sub'i | Goal | Calc. |
| | | | ff. | # | ft | ft | ABA | dBA | 8 | 명 | W |
| 121 | 1 | - | 1,820.0 | 730.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| 122 | 2 | - | 1,820.0 | 830.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 123 | 3 | - | 1,820.0 | 920.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 124 | 4 | - | 1,980.0 | 970.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 125 | 5 | 1 | 2,200.0 | 980.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| 126 | 9 | - | 2,200.0 | 550.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| 127 | 7 | - | 2,500.0 | 900.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| 128 | 8 | - | 2,480.0 | 760.0 | 74.00 | 5.00 | 0.00 | 99 | 10.0 | 8.0 | > |
| r29 | 6 | - | 2,460.0 | 620.0 | 74.00 | 2.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| r30 | 43 | 1 | 2,400.0 | 1,090.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |
| test | 45 | | 2,000.0 | 1,220.0 | 74.00 | 5.00 | 00.00 | 99 | 10.0 | 8.0 | > |

INPUT: RECEIVERS

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

| wall |
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| RESULTS: SOUND LEVELS | | | | | | 4 | 411014 | | | | | | |
|-----------------------|-----|-------------------------|-----------------|------------|--------|------------------------|--------------------|----------------------------|--|------------------------------|------------|------------|------|
| FDOT RMR | | | | | | | 3 Novem TNM 2.5 | 3 November 2006 TNM 2.5 | | | | Ş | |
| RESULTS: SOUND LEVELS | | | | | | | Calculate | Calculated with TNM 2.5 | 2.5 | | | _ | 7 |
| PROJECT/CONTRACT: | | 411014 | | | | | | | | | | | |
| BARRIER DESIGN: | | i-/o bulla at desian | iid at ok ou | 5 | | | | Contractor | 4 | | | | |
| | | , | | | | | | a State his | Average pavement type snall be used unless a State highway agency substantiates the use | snan be used substantiate | of the use | | : |
| ATMOSPHERICS: | | 68 deg F, 50 | F, 50% RH | | | | | of a differ | of a different type with approval of FHWA. | ipproval of FI | -IWA. | | |
| Receiver | | | | | | | | | | | | | T |
| Nате | No. | #DUs | Existing | No Barrier | | | | | With Barrier | | | | T |
| | | 8 | LAeq1h | LAeq1h | | Increase over existing | r existing | Type | Calculated | Noise Reduction | tion | | T |
| | | | 5 | Calculated | Crit'n | Calculated | Crit'n | Impact | I Aprilh | Calculated | 1000 | Caloudato | 7 |
| | | | | | | | Sub'l Inc | milpact | | Calculated | 5 5 | Carculated | |
| | | | | | | | | | | | | Goal | |
| | | | dBA | dBA | dBA | dВ | фB | | dBA | 8 | 쁑 | 鲁 | |
| R19 | 1 | 1 | 0.0 | 03.6 | 99 9 | 63.6 | | 10 | 63.6 | 0.0 | 8 | | 80 |
| 120 | 2 | 1 | 0.0 | | 2 99 | 5 64.7 | | 10 | 64.4 | 0.3 | 8 | | -7.7 |
| 121 | 9 | - | 0.0 | | 99 6 | 65.9 | 9 10 | - | 65.0 | 6.0 | 80 | | -7.1 |
| 1 33 | 4 | - | 0.0 | | | 3 66.3 | | 10 Snd Lvl | 64.6 | 1.7 | 80 | | 6.3 |
| 123 | S. | | 0.0 | 66.1 | | 5 66.1 | 10 10 | Snd Lvi | 63.7 | 2.4 | 80 | | -5.6 |
| 124 | 9 | 1 | 0.0 | | | | 9 10 | 1 | 60.7 | 0.2 | | | -7.8 |
| 725 | 7 | - | 0.0 | | 2 66 | 3 65.2 | 2 10 | - | 62.8 | 2.4 | 8 | | -5.6 |
| 126 | œ | - | 0.0 | 63.0 | | 63.0 | 0 10 | 1 | 61.8 | 1.2 | 80 | | φ. |
| 127 | 0 | 1 | 0.0 | 61.4 | 4 66 | 61.4 | 4 10 | 1 | 60.7 | 7.0 | 80 | | -7.3 |
| 128 | € | - | 0.0 | 68.5 | 99 99 | 3 68.5 | 5 10 | Snd Lvi | 63.6 | 4.9 | | | 3.1 |
| Dwelling Units | | # DNs | Noise Reduction | duction | | | | | | | | | |
| | | | Min | Avg | Max | ı. | | | | | | | |
| | | | 쁑 | dB | фB | | | | | | | | |
| All Selected | | 10 | 0.0 | 1.5 | 5 4.9 | | | | | | | | |
| All Impacted | | 3 | 1.7 | 3.0 | | | | | | | | | - |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | | 1= | | | | | | | |

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| FDOT RMR | | | | 3 November 2006 TNM 2.5 | er 2006 | | | | | | |
|---|-----------|----------------------------|------------|----------------------------|---------|---------|---------|--------------|------------|------|---|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: | 411014 | 4 | | | | | • | | | | |
| RUN: | I-75 Buil | uild at SR 50 | 20 | | | | | | | | |
| BARRIER DESIGN: | design | _ | | * | | | | | | | |
| Barriers | | | | | | | | | | | |
| Name | Type | Type Heights along Barrier | ong Barrie | | Length | If Wall | If Berm | | | Cost | |
| | | Min | Avg | Мах | | Area | Volume | Top Width | Run:Rise | Г | - |
| | | ft | ft | Ħ | ft | sq ft | cu yd | Ħ | ft.ft | € | |
| Barrier1 | Α | 22.00 | 22.00 | 22.00 | 1309 | 28795 | | | | | 0 |
| | | | | | | | | | Total Cost | | 0 |

RESULTS: BARRIER DESCRIPTIONS

| FDOT RMR | | | | 7 November 2006 TNM 2.5 | er 2006 | | | | | |
|---|---------|----------------------------|------------|----------------------------|---------|---------|---------|--------------|------------|------|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: | 411014 | | | | | | | | | |
| RUN: | I-75 Bu | I-75 Build at SR 50 | 0 | | | | | | | |
| BARRIER DESIGN: | wall5 | | | | | | | | | |
| Barriers | | | | | | | | | | |
| Name | Type | Type Heights along Barrier | ong Barrie | _ | Length | If Wall | If Berm | | | Cost |
| | | Min | Avg | Max | | Area | Volume | Top Width | Run:Rise | |
| | | Ħ | ff | ft | ft | sq ft | cu yd | ft | fr | 69 |
| Barrier1 | 8 | 16.00 | 16.00 | 16.00 | 1200 | 19200 | | | | |
| | | | | 0) | | | | | Total Cost | |

RESULTS: BARRIER DESCRIPTIONS

Benefits 5 Thomas 1gren 96,000 pbr

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| RESULTS: SOUND LEVELS | | | | | i i | | 411014 | | | | | | | |
|---|----------|------------------|-----------|------------|--------|------------------------|-----------|-----------------------|----------------------------|---|---------------------------|----------------------------|---------------|---|
| FDOT | | | 26 | | | | ANT | 7 November TNM 2.5 | 7 November 2006 TNM 2.5 | | | | | |
| | | | | | | | Calc | ulated | Calculated with TNM 2.5 | 2.5 | | | , | |
| RESULTS: SOUND LEVELS PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | | | | |
| RUN: | 1-75 E | uild at | SR 50 | | | | | | | 8 | į | e E | | - |
| | Wallo | | | | | - | | | Average p a State hiç | Average pavement type shall be used unless a State highway agency substantiates the use | shall be u / substanti | ised unles: ates the us | v 8 | *************************************** |
| ATMOSPHERICS: | 68 de | 68 deg F, 50% RH | 퓬 | | | | | | of a differe | of a different type with approval of FHWA. | approval o | f FHWA. | | |
| /er | | | | | | | | | | | | | | |
| Name No. | · #DUs | | | No Barrier | | 8 | | | | With Barrier | | | | |
| | ****** | LAeq1h | | LAeq1h | | Increase over existing | ver exist | | Type | Calculated | Noise Reduction | duction | | |
| 2 | | | ပ | Calculated | Crit'n | Calculated | | | Impact | L/Aeq1h | Calculated | d Goal | Calculated | lated |
| | | | 10-3 | | | | gne. | 2 | | 7 | | | minus Goal | ·^ |
| | | dBA | dBA | A. | dBA | 용 | 쁑 | | | dBA | 쁑 | 8 | 용 | |
| 131 | 11 | 1 | 0.0 | 60.1 | | 88 | 60.1 | 9 | | 59.2 | | 0.9 | 8 | -7.1 |
| 132 | 12 | - | 0.0 | 61.5 | | 99 | 61.5 | 9 | 1 | 60.4 | | 1.1 | 8 | 6.9 |
| 133 | 13 | 1 | 0.0 | 63.6 | | 99 | 63.6 | 5 | ı | 62.2 | 61 | 4.1 | 80 | 9.9 |
| 134 | 14 | 1 | 0.0 | 67.2 | | | 67.2 | 9 | Snd Lvl | 64.8 | | 2.4 | 8 | 5.6 |
| 135 | 15 | 1 | 0.0 | 68.9 | | | 68.9 | 10 | Snd Lvl | 64.8 | _ | 4.1 | 8 | 3.9 |
| 736 | 16 | 1 | 0.0 | 72.3 | | | 72.3 | 5 | Snd Lvl | 64.2 | 2. | 8.1 | 80 | 0.1 |
| 137 | 17 | 1 | 0.0 | 71.9 | | | 71.9 | 2 | Snd Lvl | 63.5 | | 8.4 | 8 | 4.0 |
| r38 | 18 | - | 0.0 | 67.3 | | 99 | 67.3 | 5 | Snd Lvl | 62.3 | | 5.0 | 8 | -3.0 |
| 739 | 19 | 1 | 0.0 | 65.7 | | 99 | 65.7 | 10 | 1 | 61.7 | | 4.0 | 8 | 4.0 |
| r40 | 20 | 1 | 0.0 | 63.8 | | | 63.8 | 10 | 1 | 9.09 | | 3.2 | 80 | 4.8 |
| r41 | 21 | 1 | 0.0 | 62.6 | | 99 | 62.6 | 9 | | . 59.9 | | 2.7 | 80 | 5.3 |
| 142 | 8 | 1 | 0.0 | 60.1 | | | 60.1 | 10 | - | 58.1 | | 2.0 | 80 | 9.0 |
| r43 | ន | - | 0.0 | 58.8 | | | 58.8 | 10 | - | 57.2 | 0. | 1.6 | 80 | 4.9 |
| 144 | 24 | _ | 0.0 | 58.9 | | | 58.9 | 10 | ı | 57.4 | | 1.5 | 80 | 9.5 |
| r45 | 22 | - | 0.0 | 62.7 | | | 62.7 | 10 | 1 | 6.09 | | 2.4 | 80 | -5.6 |
| r46 | 26 | - | 0.0 | 63.6 | | | 63.6 | 10 | 1 | 60.8 | 8 | 2.8 | 8 | -5.2 |
| 147 | 27 | _ | 0.0 | 65.5 | | | 65.5 | 9 | 1 | 62.4 | | 3.1 | 8 | 4.0 |
| R5253 | ₽ | _ | 0.0 | 68.7 | | 99 | 68.7 | 10 | Snd Lvl | 62.7 | | 6.0 | 8 | -2.0 |
| Dwelling Units | # DNs | Noise | Reduction | tion | | | | | | | | | | |
| | | Min | A | Avg | Max | | | | | | | | | |
| | | GB | 뜅 | m | æ | r | | | | | | | | |
| All Selected | | 18 | 6.0 | 3.4 | | 4 | | | | | | | | |
| All Impacted | | 9 | 2.4 | 5.7 | 8.4 | 4 | | | | | | | | |
| U:\I-75\SR 50 BUILD\Lexington Circle | | | | | | • | | | | | 7 Nove | 7 November 2006 | | |

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RESULTS: SOUND LEVELS
All that meet NR Goal

411014

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U:\I-75\SR 60 BUILD\Lexington Circle

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| FDOT RMR | | | | 7 November 2006 TNM 2.5 | er 2006 | | | | | | 000 Service |
|---|------------|----------------------------|------------|----------------------------|---------|---------|---------|--------------|------------|------|-------------|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | |
| RUN: | I-75 Build | uild at SR 50 | 9 | | | | | | | | |
| BARRIER DESIGN: | wall5 | | | | | | | | | | |
| Barriers | | | | | | | | | | | |
| Name | Туре | Type Heights along Barrier | ong Barrie | 3 | Length | If Wall | If Berm | - | | Cost | |
| | | Min | Avg | Мах | ; | Area | Volume | Top Width | Run:Rise | | |
| | | # | # | ft | ft | sq ft | on yd | # | ft.ft | 69 | |
| Barrier1 , | M | 16.00 | 16.00 | 16.00 | 2000 | 32000 | | | | | 0 |
| | | | | | | | | | Total Cost | | C |

RESULTS: BARRIER DESCRIPTIONS

Benefits 6 4 Arones 2 greens (33 K ppr

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RESULTS: SOUND LEVELS

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|--------------------------------------|------------|---------------------|------------|------|--------|------------------------|--------------|-----------------------------|---|-----------------|--------------------|------------|------|
| FDOT | | | | | | | 7 Monday box | 0000 | | | | | |
| 0 20 | | | | | | | INOVERIED ! | 9007 13 | | | | | |
| KINIK | | | | | | | TNM 2.5 | | | | | | |
| RESULTS: SOUND LEVELS | | | | | | | Calculate | Calculated with TNM 2.5 | 2.5 | | | | |
| PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | | | |
| RUN: | I-75 B | I-75 Build at SR 50 | 20 | | 2 | | | | | | | | |
| BARRIER DESIGN: | wall5 | | | | | | | Average p | Average pavement type shall be used unless | shall be use | d unless | | |
| ATMOSPHERICS: | 68 de | 68 deg F, 50% RH | I | | | | | a State hig of a differe | a State highway agency substantiates the use of a different type with approval of FHWA. | substantiate | es the use HWA. | | |
| Receiver | | | | | | | | | | | | | |
| Name No. | #DUs | Existing | | ier | | | | | With Barrier | | | - | |
| | | LAeq1h | LAeq1h | | | Increase over existing | existing | Туре | Calculated | Noise Reduction | ction | | |
| | | | Calculated | | Crit'n | Calculated | Criťn | Impact | LAeq1h | Calculated | Goal | Calculated | pa |
| | | | -27 | | | | Sub'l Inc | | | | | minus | |
| | | dBA | dBA | dBA | | 8 | æ | | dBA | 쁑 | 8 | 8 | |
| 131 | 11 | 1 0 | 0.0 | 60.1 | 99 | 60.1 | 10 | 1 | 59.1 | 1.0 | | 8 | -7.0 |
| | 12 | 1 0 | 0.0 | 61.5 | 99 | 61.5 | 9 | | 60.3 | | | 8 | φ |
| | 13 | 1 0 | 0.0 | 63.6 | 99 | 63.6 | 10 | 1 | 62.2 | 1 | | 8 | -6.6 |
| | 14 | 1 0 | 0.0 | 67.2 | 99 | 67.2 | 10 | Snd Lvl | 64.8 | | | 80 | 5.6 |
| | 15 | 1 0 | 0.0 | 68.9 | 99 | 68.9 | 19 | Snd Lvl | 64.8 | 4.1 | | 8 | 3.9 |
| | 16 | 1 0 | 0.0 | 72.3 | 99 | 72.3 | 10 | | 64.2 | 8.1 | | 8 | 0.1 |
| | 17 | 0 | 0.0 | 71.9 | 99 | 71.9 | 10 | Snd Lvl | 63.4 | 8.5 | | 8 | 0.5 |
| | 18 | 0 | 0.0 | 67.3 | 99 | 67.3 | | Snd Lvl | 62.3 | | | 89 | -3.0 |
| | 19 | 0 | 0.0 | 65.7 | 99 | 65.7 | 10 | 1 | 61.6 | 4.1 | | 8 | -3.9 |
| | 20 | 1 0 | 0.0 | 63.8 | 99 | 63.8 | 10 | 1 | 60.4 | 3.4 | | 8 | 4.6 |
| | 21 | 0 | 0.0 | 62.6 | 99 | 62.6 | | | 59.7 | | | 8 | 5.1 |
| | ន | 1 | 0.0 | 60.1 | 99 | 60.1 | | | 57,8 | 2.3 | | 8 | -5.7 |
| | ខ | 0 | 0.0 | 58.8 | 99 | 58.8 | 10 | 1 | 56.8 | 2.0 | | 8 | -6.0 |
| | 24 | 1 | 0.0 | 58.9 | 99 | 58.9 | 10 | 1 | 57.1 | 1.8 | | 8 | 9.5 |
| | 52 | 0 | 0.0 | 62.7 | 99 | 62.7 | 10 | 1 | 60.1 | 2.6 | | 8 | -5.4 |
| | 5 8 | - | 0:0 | 63.6 | 99 | 63.6 | 10 | 1 | 9.09 | 3.0 | | 8 | 5.0 |
| | | | 0.0 | 65.5 | 99 | 65.5 | 10 | 1 | 62.4 | | | 8 | 6.4 |
| R5253 | 43 | 1 0 | 0.0 | 68.7 | 99 | 68.7 | 10 | Snd Lvl | 62.4 | | | 8 | -1.7 |
| Dwelling Units | # DUS | Noise | Reduction | | | | | | | | | | |
| | _ | Min | Avg | M | Max | | | | | | | | |
| | _ | 용 | ф | qB | | | | | | | | | |
| All Selected | 1 | | 1.0 | 3.5 | 8.5 | | | | | | | | |
| All Impacted | | 6 2.4 | 4 | 5.7 | 8.5 | | | | | | | | |
| U:\I-75\SR 50 BUILD\Lexington Circle | | | | | | - | | | | 7 November 2006 | er 2006 | | 1 |

U:\u-75\SR 50 BUILD\Lexington Circle

RESULTS: SOUND LEVELS
All that meet NR Goal

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411014

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| FDOT RMR | | | | | 7 Novem TNM 2.5 | November 2006 NM 2.5 | 900 | 3 | | | | | | | | | | |
|--|----------------------|-------------------------------|-------|---------|--------------------|-------------------------|----------|---------|---------|-----|---------------------|--|--------------|--------|-----------|--------------------|--------------------------------|-----------|
| INPUT: BARRIERS PROJECT/CONTRACT: RUN: | 411014 I-76 Buil | 411014 I-75 Build at SR 50 | R 50 | | | | | | | | | | | | | | | |
| Barrier | Office of the second | | | | | | | | Points | | | | | | | | | |
| Name | Туре | Type Height | | If Wall | If Berm | _ | | Add'tn! | Name | No. | Coordinates (bottom | (bottom) | | Height | Seament | E | | |
| , | | Min | Max | \$ per | \$ ber | Top | Run:Rise | \$ per | | | ¥ | | N | | Seg Ht | Seg Ht Perturbs On | ō | Important |
| | | | | Cuit | # F | Width | | Calt | | | | | | Point | Incre-# | tΩ# dΩ# | Incre- #Up #Dn Struct? Reflec- | Reflec- |
| | | #2 | # | S/sq ft | S/cu yd ft | # | fr.ft | S/R | | | 42 | The state of the s | | | ment # | | | tions? |
| Barrier1 | 3 | 10.00 | 99.99 | 00.00 | - | | | 0.00 | point1 | F | 3,000.0 | 1,300.0 | 86.00 | 10.00 | 2.00 | 0 | | |
| | | | | | | | | | point2 | 7 | 3,050.0 | | Ш | | 1 | | 0 | - |
| | | | | | | | | | point3 | 6 | 3,100.0 | | | 10.00 | 2.00 | 26.00 | 0 | |
| | | | | | | | | | point4 | 4 | 3,650.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point5 | S | 3,700.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point6 | 9 | 3,740.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point7 | 7 | 3,780.0 | 1,300.0 | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point8 | 8 | 3,800.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point9 | 6 | 3,820.0 | 1,300.0 | 96.00 | 10.00 | 2.00 | | 0 | |
| | | | | | | | | | point10 | 1 | 3,840.0 | 1,300.0 | Processor in | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point11 | 11 | 3,860.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point12 | 12 | 3,880.0 | 1,300.0 | | 10.00 | 2.00 | | 0 | |
| | | | | | | | | | point21 | 21 | 3,900.0 | | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point20 | 20 | 3,950.0 | 1,300.0 | 86.00 | 10.00 | 2.00 | | 0 | |
| | | | | 3 | | | | | point19 | 19 | 4,000.0 | 1,300.0 | 86.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point13 | 13 | 4,100.0 | 1,300.0 | 86.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point14 | 14 | 4,200.0 | 1,300.0 | 86.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point15 | 15 | 4,250.0 | | 96.00 | 10.00 | 2.00 | | 0 | |
| | | | | | | | | | point16 | 16 | 4,300.0 | 1,300.0 | | 10.00 | 2.00 | 9 | 0 | |
| | | | | | | | | | point22 | 22 | 4,400.0 | | 86.00 | 10.00 | 2.00 | 9 | 0 | |
| | | | | _ | | | | | point17 | 17 | 5,000.0 | 1.300.0 | 86.00 | 10.00 | | _ | | |

INPUT: BARRIERS

| FDOT RMR | | | | 8 November 2006 TNM 2.5 | er 2006 | | | | ŧ | | |
|---|------------|----------------------------|------------|----------------------------|---------|---------|---------|--------------|-------------|------|----------|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: | 411014 | 4 | | | | | | | | | - |
| RUN: | 8 lane | 8 lane at campground | puno | | | | | | | | ; |
| BARRIER DESIGN: | wall d | wall design 3 | | | | | | | | | |
| Barriers | | | | | | | | | | | |
| Name | Type | Type Heights along Barrier | ong Barrie | | Length | If Wall | If Berm | | | Cost | |
| | (002 will) | Min | Avg | Мах | | Area | Volume | Top Width | Run:Rise | | a delice |
| | | # | ¥ | ft | ft | sq ft | cu yd | T. | ft | € | |
| Barrier1 | > | 22.00 | 22.00 | 22.00 | 1340 | 29480 | | | | | 0 |
| | | | | | | | | | Total Cost: | | 0 |

RESULTS: BARRIER DESCRIPTIONS

Benefit 6 \$122.8K

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| FDOT RMR | | | | | | | 8 N | 8 November 2006 TNM 2.5 | . 2006 | | | | |
|-----------------------|----------|---------------|-------------------|------------|--------|------------|------------------------|----------------------------|-------------------------|---------------|--|-----------|------------|
| RESULTS: SOUND LEVELS | | | | | | | Calc | ulated | Calculated with TNM 2.5 | 2.5 | | | |
| PROJECT/CONTRACT: | 41 | 411014 | | | | | | | | | | | |
| RUN: | 80 | 8 lane at cam | campground | pun | | | | | | | | | |
| BARRIER DESIGN: | B/M | wall design 3 | gn 3 | | | | | 4 | werage p | evernent type | Average pavement type shall be used unless | d unless | |
| COSTO | ę | 2 | 700 | | | | | tu. | State hig | hway agency | a State highway agency substantiates the use | s the use | |
| Almostnerics. | 80 | deg | oo deg r, oo's Kn | | | | | ٥ | ra differe | nt type with | of a different type with approval of FHWA. | HWA. | |
| Receiver | | | | | | | | | | | | | |
| Name | No. #DUs | | Existing | No Barrier | | | | | | With Barrier | | | |
| | - | | LAeq1h | LAeq1h | | Increase | Increase over existing | 57-16 | Type | Calculated | Noise Reduction | tion | 1 |
| | | 60,50 | | Calculated | Crit'n | Calculated | d Crit'n | | Impact | LAeq1h | Calculated | Goal | Calculated |
| - | | | | | | | Sub | Sub'l Inc | | | | | minus |
| | | | | | | | | | | | | | Goal |
| - 11 | | | dBA | dBA | dBA | 용 | 용 | | | dBA | 용 | фB | фB |
| R1 S4 | 4 | - | 0.0 | 0.69 | | 99 | 0.69 | 5 | Snd LvI | 63.1 | 5.9 | | 8 -2.1 |
| | 22 | - | 0.0 | 69.8 | | 99 | 8.69 | 10 | Snd LvI | 83.1 | 6.7 | | -1.3 |
| R3 56 | 9 | - | 0.0 | | 2 | 99 | 67.5 | 9 | Snd Lvl | 62.1 | 5.4 | | 8 -2.6 |
| - | 7 | - | 0.0 | | | 99 | 67.9 | 10 | Snd Lvl | 62.3 | 5.6 | | 8 -2.4 |
| - 1 | 60 | - | 0.0 | | | 99 | 0.79 | 10 | Snd Lvl | 62.0 | 5.0 | | 8 -3.0 |
| ~ | 0 | 1 | 0.0 | | | 99 | 67.5 | 10 | Snd Lvi | 62.3 | 5.2 | | 8 -2.8 |
| | 9 | - | 0.0 | | | 99 | 66.3 | 9 | Snd Lvl | 61.7 | 4.6 | | 8 -3.4 |
| | 8 | - | 0.0 | | | 99 | 66.1 | 10 | Snd Lvl | 61.6 | 4.5 | | 3.5 |
| | 21 | - | 0.0 | 65.2 | | 99 | 65.2 | 10 | 1 | 61.2 | 4.0 | | 6.4 |
| R10 (,3 | 83 | - | 0.0 | 64.9 | | 99 | 64.9 | 10 | 1 | 61.1 | 3.8 | | 8 4.2 |
| Dwelling Units | 1# | # DNs | Noise Reduction | duction | | | | | | | | | |
| | | | Min | Avg | Max | | | | | | | | |
| | | | 留 | 뙁 | 뜅 | | | | | | | ¥ | |
| All Selected | | 9 | 3.8 | 5.1 | 1 6.7 | 12 | | | | | | | 24 |
| All Impacted | | 8 | 4.5 | 5.4 | 4 6.7 | 7 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | 0.0 | 0.0 | 0 | | | | | | | |
| | | | | | | | | | | | | | |

RESULTS: SOUND LEVELS

| | - | | - | | | |
|--|---|---|---|-------------|------|---|
| | | | | 200.1.3 | Pare | - |
| | | 1 | 1 | 3 | 1 | 1 |
| | | | | | 1 | |
| | | | 1 | | 1 | |

 $x^{1} \xrightarrow{i}_{1} x^{i}$

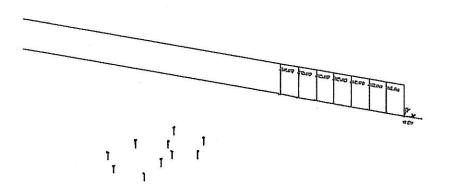
| 8 lane at campo | round | Sheet 1 of 1 | 8 Nov 2006 |
|---|---------------------|-------------------|-------------------|
| * | | FDOT | |
| Barrier View-wa | II design 3 | Project/Contract | No. 411014 |
| Run name: final | | TNM Version 2.5 | |
| Scale: <dna -="" c<="" td=""><td>lue to perspective></td><td>Analysis By: RMI</td><td>R</td></dna> | lue to perspective> | Analysis By: RMI | R |
| Roadway: | \rightarrow | Ground Zone: | polygon |
| Receiver: | | Tree Zone: | dashed polygon |
| Barrier: | \longrightarrow | Contour Zone: | polygon |
| Building Row: | | Parallel Barrier: | |
| Terrain Line: | | Skew Section: | \longrightarrow |

| FDOT | | | | 8 November 2006 TNM 2.5 | er 2006 | | | | | | |
|--|--------------------|--------------------------------|-----------------------|----------------------------|---------|---------|---------|--------------|-------------------|------|--------------|
| RESULTS: BARRIER DESCRIPTIONS PROJECT/CONTRACT: RUN: | 411014 8 lane a | 411014 8 lane at camparound | puno | | | | | | | | |
| BARRIER DESIGN: | walld | wall design 3 | | | | | | | | | |
| Barriers | | | | | | | | | | | \mathbb{T} |
| Name | Type | | Heights along Barrier | - | Length | If Wall | If Berm | | The second second | Cost | T |
| | | Min | Avg | Max | | Area | Volume | Top Width | Run:Rise | | |
| | | ft | ft | ft | # | sq ft | ou yd | ¢= | ff. | ь | |
| Barrier1 | 8 | 22.00 | 22.00 | 22.00 | 1150 | 25300 | | | | | 0 |
| | | | | | | | | | Total Cost | | C |

RESULTS: BARRIER DESCRIPTIONS

| final | |
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| BL\wall | |
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| RESULTS: SOUND LEVELS | | | | | | 4 | 411014 | | | | | | |
|-----------------------|-----|---------------|----------------------|------------|--------|------------------------|-----------------|-------------------------|--|-----------------|---|-------------|----------------|
| FDOT | | | | | | | 8 November 2006 | er 2006 | | | | | |
| RMR | | | | | | | TNM 2.5 | | | | | | |
| | | | | | | | Calculate | Calculated with TNM 2.5 | 2.6 | | | | |
| RESULTS: SOUND LEVELS | | | | | | | | | | | | _ | |
| PROJECT/CONTRACT: | | 411014 | | | | | | | | | | | |
| RUN: | | 8 lane a | 8 lane at campground | pun | | | | | | | | | |
| BARRIER DESIGN: | | wall design 3 | sign 3 | | | | | Average p | Average pavement type shall be used unless | shall be used | duniess | | |
| | | | | | | | | a State high | a State highway agency substantiates the use | substantiate | s the use | | |
| ATMOSPHERICS: | | 68 deg | 68 deg F, 50% RH | | | | | of a differ | of a different type with approval of FHWA. | approval of FI | HWA. | | |
| Receiver | | | | | | | | | | | | | T |
| Name | No. | #DNs | Existing | No Barrier | | | | | With Barrier | | | | |
| | | | LAeq1h | LAeq1h | | Increase over existing | existing | Type | Calculated | Noise Reduction | tion | | |
| | | | es: | Calculated | Crit'n | Calculated | Crit'n | Impart | LAndh | Calculated | Jeno! | Palatalahad | - |
| | | | | | | | Sub'l Inc | | III hawa | | E 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Calculated | . |
| | | | | | | | | | | 2 | | Goal | 1000 |
| | | | dBA | dBA | dBA | dB | dВ | | dBA | 용 | 쁑 | 8 | |
| R1 | 4 | - | 0.0 | 0.69 | 99 | 9 69.0 | 10 | Snd Lvl | 63.3 | 5.7 | | 6 | -2.3 |
| R2 | ις. | 1 | 0.0 | 69.8 | 99 66 | 9.69 | 10 | Snd Lvi | 63.2 | 6.6 | | | -1.4 |
| R3 | 9 | 1 | 0.0 | 67.5 | 99 | | 10 | Snd Lvl | 62.4 | 5.1 | | -2 | -2.9 |
| R4 | 7 | - | 0.0 | 67.9 | 99 | 67.9 | 10 | | 62.5 | 5.4 | | 8 | -2.6 |
| R5 | 80 | 1 | 0.0 | 0.79 | | 9 67.0 | 10 | Snd Lvi | 62.3 | 4.7 | | 8 | -3.3 |
| R6 | 6 | 1 | 0.0 | | | 5 67.5 | 3 10 | Snd Lvl | 62.5 | 5.0 | | 8 | 3.0 |
| R7 | 19 | 1 | 0.0 | 66.3 | 3 66 | | 10 | | 62.0 | 4.3 | | | 3.7 |
| R8 | 20 | 1 | 0.0 | 66.1 | | 66.1 | 10 | Snd Lvl | 62.0 | 4.1 | | | 9.0 |
| R9 | 21 | - | 0.0 | 65.2 | 99 2 | 5 65.2 | 10 | I | 61.6 | 3.6 | | | 4 |
| R10 | 22 | 1 | 0.0 | 64.9 | 99 66 | 64.9 | 10 | 1 | 61.3 | | | | 4.4 |
| Dwelling Units | | # DNs | Noise Reduction | duction | | | | | | | | | Π |
| | | | Min | Avg | Max | | | | | | | | |
| | | | ф | 쁑 | 용 | 1 | | | | | | | |
| All Selected | | 10 | 3.6 | 4.8 | | 110 | | | | | | | and the second |
| All Impacted | | 8 | 4.1 | 5.1 | 9.9 | 100 | | | | | | | |
| All that meet NR Goal | | 0 | 0.0 | | | 16 | | | | | | | |



| 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="" perspectiv<="" td="" to=""><td>e> Analysis By: RMR</td></dna> | e> Analysis By: RMR |
| Roadway: | Ground Zone: polygon |
| Receiver: | Tree Zone: dashed polygon |
| Barrier: | Contour Zone: polygon |
| Building Row: | Parallel Barrier: |
| Terrain Line: ———— | Skew Section: |