

NOISE STUDY REPORT UPDATE ADDENDUM

**I-75 (SR 93A) Design
From North of SR 54 to South of SR 52
Pasco County**

Financial Project ID: 258736 2 52 01

**Florida Department of Transportation
District Seven**

December 2012

NOISE STUDY REPORT UPDATE ADDENDUM

**I-75 (SR 93A) Design
From North of SR 54 to South of SR 52
Pasco County**

Financial Project ID: 258736 2 52 01

**Prepared for:
Florida Department of Transportation
District Seven**

**Prepared by:
KB Environmental Sciences, Inc.**

December 2012

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) is preparing design plans for improvements to Interstate 75 (I-75). During the ongoing preparation of the plans the project was re-evaluated using the Traffic Noise Model (TNM) because the Project Development and Environment (PD&E) traffic noise analysis was performed using STAMINA, the Federal Highway Administration's (FHWA's) outdated traffic noise prediction computer tool. Current requirements dictate that projects evaluated with STAMINA, be re-evaluated using the FHWA's current model, the TNM. This Noise Study Report (NSR) Update Addendum presents the results of the traffic noise re-analysis for the segment of I-75 from north of SR 54 to south of SR 52.

Five areas were evaluated within the project limits. The noise sensitive sites within these areas received building permits prior to the FHWA's Location Design Acceptance (LDA) (i.e., the date of public knowledge) of the project, November 27, 2000. Noise sensitive sites that were issued building permits after this date were not evaluated. These sites included two single-family residences located near Overpass Road and certain residences within the Tampa Bay Golf and Tennis Club. The residences within Tampa Bay Golf and Tennis Club that did receive building permits prior to the LDA of the project were also not evaluated because these noise sensitive sites were evaluated using the TNM as part of a traffic noise reanalysis performed in June of 2008. Of note, the golf course at the Golf and Tennis Club, evaluated in this Addendum, was not evaluated in the 2008 reanalysis effort because the FDOT traffic noise assessment guidance did not consider abatement for this type of facility at that time.

Based on the results of the analysis, noise abatement measures were considered for the following 93 noise sensitive sites:

- Sixty-three lots and two common/recreational areas within the Quail Run RV Resort,
- Twenty-seven single-family residences (15 within Williams Acres subdivision, nine within the residential area north of Overpass Road and east of I-75, and three within the residential area north of Overpass Road and west of I-75), and
- The golf course at Tampa Bay Golf and Country Club.

The abatement measures that were considered were traffic management, alternative roadway alignment, and noise barriers. With the exception of a noise barrier at the Quail Run RV Resort, the results presented in this document demonstrate that none of the measures would be both feasible and reasonable to reduce predicted traffic noise impacts.

A noise barrier was determined to be both acoustically feasible and reasonable and cost reasonable for the Quail Run RV Resort. As such, it is recommended that a noise barrier 20 feet in height and 1,350 feet in length be constructed for the Quail Run RV Resort. A barrier of this height and length would benefit all of the impacted receptors at the lowest cost per benefited receptor. It should be noted that this recommendation is based on the roadway improvements detailed in this report. Should the plans for the improvement change, the barrier will have to be re-evaluated to establish the feasibility and reasonableness of providing this noise abatement measure.

TABLE OF CONTENTS

<u>No.</u>	<u>Section</u>	<u>Page</u>
1	Introduction	1
2	Planned Improvements	1
3	Noise Sensitive Areas	3
4	Traffic Noise Analysis Methodology	3
5	Results of the Noise Analysis	11
6	Evaluation of Abatement Alternatives	11

Appendices

A	Traffic Data Sheet
B	Engineering Review
C	Quail Run RV Resort - Property Owner/Tenant Surveys

LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
1	FHWA/FDOT Noise Abatement Criteria	9
2	Typical Noise Levels	10
3	Noise Analysis Traffic Data	11
4	Predicted Traffic Noise Levels	12
5	Area 1: Quail Run RV Resort – ROW Barrier	17
6	Additional Considerations: Quail Run RV Resort Noise Barrier	18
7	Survey Results	19
8	Area 2: William’s Acres – ROW Barrier	22
9	Area 2: William’s Acres – Shoulder Barrier	22
10	Area 3: North of Overpass Road and West of I-75 – ROW Barrier	23
11	Area 4: North of Overpass Road and East of I-75 – ROW Barrier	23
12	Area 4: North of Overpass Road and East of I-75 – Shoulder Barrier	24

LIST OF EXHIBITS

<u>No.</u>	<u>Title</u>	<u>Page</u>
1	Noise Sensitive Areas	3
2	Area 1: Quail Run RV Resort	5
3	Area 2: William’s Acres	6
4	Areas 3 and 4: North of Overpass Road	7
5	Area 5: Tampa Bay Golf and Tennis Club Golf Course	8
6	Quail Run RV Resort Noise Barrier	21

1 INTRODUCTION

The Florida Department of Transportation (FDOT) is preparing design plans for improvements to Interstate 75 (I-75). During the ongoing preparation of the plans, and as a result of coordination with the Federal Highway Administration (FHWA), the project was re-evaluated using the Traffic Noise Model (TNM). The corridor was re-evaluated because the original noise analysis was performed using STAMINA, FHWA's outdated traffic noise prediction computer tool.

The STAMINA traffic noise analysis was performed for a Project Development and Environment (PD&E) Study for planned improvements to I-75 from south of State Road (SR) 56 to north of SR 52. The PD&E Study was approved by the Federal Highway Administration (FHWA) in the year 2000.¹ Current requirements dictate that projects evaluated with STAMINA, be re-evaluated using the FHWA's current model, the TNM. This Noise Study Report (NSR) Update Addendum presents the results of the traffic noise re-analysis for the segment of I-75 from north of SR 54 to south of SR 52.

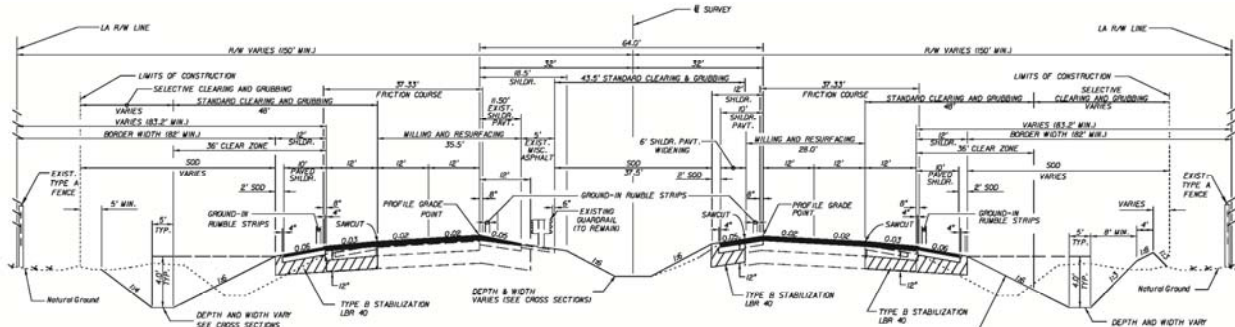
2 PLANNED IMPROVEMENTS

With the exception of three segments of the project corridor, the improvements to I-75 will add one lane to the outside of the mainline roadway in each direction of travel. The existing pavement will also be milled, resurfaced, and restriped. The three segments of roadway for which the improvement will be different are:

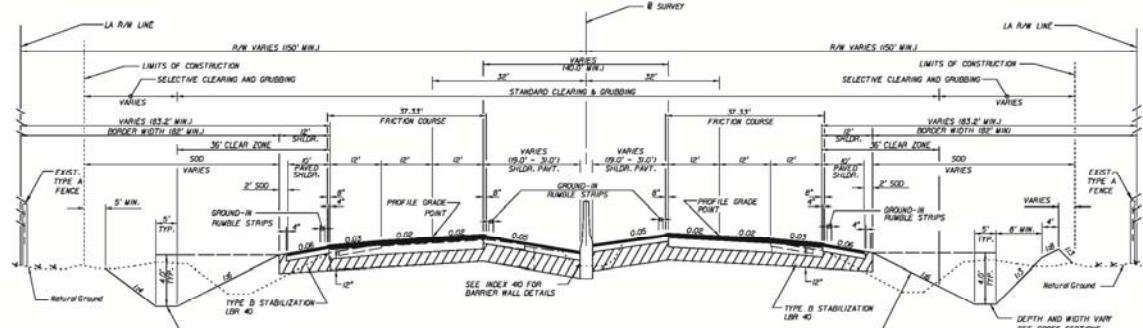
- The proposed typical section under the Overpass Road Bridge will require reconstruction of I-75 and will shift the additional lane to the inside median of I-75 for a distance of approximately ½ mile.
- For a distance of approximately 2 miles south of SR 52 (in the vicinity of the Tampa Bay Golf and Country Club), and applying to the southbound lanes only, the additional lane will shift to the inside median.
- The segment of I-75 in the vicinity of the interchange with SR 52.

The three typical sections for the improvements to I-75 are provided on the following page.

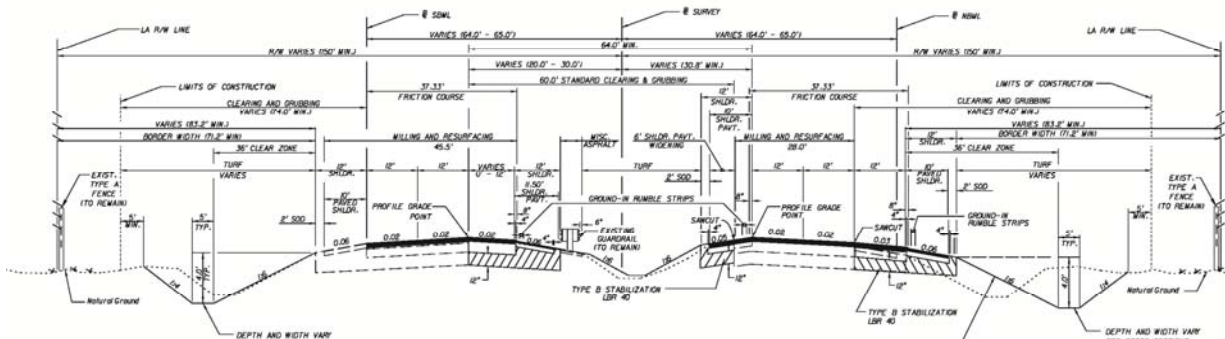
¹ Final Noise Study Report, PD&E Study, I-75 (SR 93) from South of S.R. 56 to North of S.R. 52, Pasco, County, FDOT, December 2000.



TYPICAL SECTION NO. 1
 SR 93 (I-75)
 STA. 915+00.00 TO STA. 981+00.00
 STA. 1050+50.00 TO STA. 1091+89.14
 STA. 1251+00.00 TO STA. 1256+35.03 RT.
 STA. 1251+00.00 TO STA. 1256+66.97 LT.



TYPICAL SECTION NO. 2
 SR 93 (I-75)
 STA. 981+00.00 TO STA. 1050+50.00



TYPICAL SECTION NO. 3
 SR 93 (I-75)
 STA. 1091+89.14 TO STA. 1202+00.00

NOTE: EXISTING SLOPES INSIDE THE CLEAR ZONE GREATER THAN 6:1 MAY REQUIRE ADJUSTMENTS TO A 6:1 MINIMUM.

NOTE: HEIGHT OF FILL IS THE VERTICAL DISTANCE FROM THE EDGE OF THE OUTSIDE TRAVEL LANE TO TOE OF FRONT SLOPE.

3 NOISE SENSITIVE AREAS

Five noise sensitive areas were evaluated within the project limits. These areas are described below and are illustrated on **Exhibit 1**. The noise sensitive areas/sites evaluated in this Addendum received building permits prior to the FHWA's Location Design Acceptance (LDA) (i.e., the date of public knowledge) of the project (November 27, 2000). Noise sensitive sites that were issued building permits after this date were not evaluated. These sites included two single-family residences located near Overpass Road and some residences within the Tampa Bay Golf and Tennis Club. The residences within Tampa Bay Golf and Tennis Club that did receive building permits prior to the LDA of the project were also not evaluated because these noise sensitive sites were evaluated using the TNM as part of a traffic noise reanalysis performed in June of 2008.² The golf course at the Golf and Tennis Club was not evaluated in the 2008 reanalysis effort because the FDOT traffic noise assessment guidance at that time did not consider abatement for this type of facility.

The five evaluated noise sensitive areas, and the noise sensitive sites within each that are addressed in this Addendum, are:

- Area 1 - Quail Run Recreational Vehicle (RV) Resort. The resort is located north of SR 54 and west of I-75. Seventy-six RV lots and two common areas were evaluated within this facility. The evaluated sites are illustrated on **Exhibit 2**.
- Area 2 – Forty-two single-family residences were evaluated within William's Acres subdivision. This subdivision, illustrated on **Exhibit 3**, is located south of Overpass Road and west of I-75.
- Area 3 – Thirteen single-family residences located north of Overpass Road and west of I-75. The locations of these residences are illustrated on **Exhibit 4**.
- Area 4 – Four single-family residences located north of Overpass Road and east of I-75. The locations of these residences are also illustrated on Exhibit 4.
- Area 5 – The golf course at Tampa Bay Golf and Tennis Club (**Exhibit 5**).

4 TRAFFIC NOISE ANALYSIS METHODOLOGY

The traffic noise analysis was performed using methods that are described in FDOT's PD&E Manual, Chapter 17-Noise (dated May 24, 2011). Analyses performed using these methods insures that projects comply with Part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772)--Procedures for Abatement of Highway Traffic Noise and Construction Noise.

The traffic noise levels in this NSR Update Addendum were predicted using the FHWA's computer model for the prediction and analysis of highway traffic noise--the (TNM (Version 2.5)). The traffic noise levels presented in this Addendum are also expressed in decibels (dB) on the A-weighted scale (dB(A)) and reported as one hour equivalent levels (Leq(h)).

² Memorandum from Bob Finck (PBS&J) to Robin Rhinesmith, June 4, 2008.



Noise Study Report Update Addendum
I-75 (SR 93A) Design
From North of SR 54 to South of SR 52
Pasco County
FPID: 258736 2 52 01

Exhibit 1
Noise Sensitive Areas



Noise Study Report Update Addendum
 I-75 (SR 93A) Design
 From North of SR 54 to South of SR 52
 Pasco County
 FPID: 258736 2 52 01

Exhibit 2
 Area 1:
 Quail Run RV Resort



Noise Study Report Update Addendum
 I-75 (SR 93A) Design
 From North of SR 54 to South of SR 52
 Pasco County
 FPID: 258736 2 52 01

Exhibit 3
 Area 2:
 William's Acres



Noise Study Report Update Addendum
 I-75 (SR 93A) Design
 From North of SR 54 to South of SR 52
 Pasco County
 FPID: 258736 2 52 01

Exhibit 4
 Areas 3 and 4:-
 North of Overpass Road



Noise Study Report Update Addendum
I-75 (SR 93A) Design
From North of SR 54 to South of SR 52
Pasco County
FPID: 258736 2 52 01

Exhibit 5
Area 5:
Tampa Bay Golf and
Tennis Club Golf Course

When predicted traffic noise levels “approach” or exceed the FHWA’s Noise Abatement Criteria (NAC-**Table 1**) or when predicted future noise levels increase substantially from existing levels, the FHWA requires that noise abatement measures be considered. The FDOT defines the word “approach” to mean within 1 dB(A) of the NAC and states that a substantial increase will occur if traffic noise levels are predicted to increase 15 dB(A) or more as a direct result of a transportation improvement project.

Table 1
FHWA/FDOT Noise Abatement Criteria
[Leq(h) expressed in dB(A)]

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

Sources: Table 1 of 23 CFR Part 772 and Table 17.1 of Chapter 17 of the FDOT’s PD&E Manual (dated 5-24-11).

¹ The Leq(h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

² Includes undeveloped lands permitted for this activity category.

Note: Noise abatement considerations are also warranted when a substantial noise increase is predicted to occur (i.e., when the predicted future traffic noise level with an improvement project is equal to or greater than 15 dB(A) when compared to the existing traffic noise level.

The FHWA’s NAC and the criteria used by FDOT to identify sites with traffic noise levels that approach the NAC are provided in Table 1. For perspective purposes, a few typical sound levels for common outdoor and indoor activities are provided in **Table 2**.

Table 2
Typical Noise Levels

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

Source: California Dept. of Transportation Technical Noise Supplement, Nov. 2009, Page 2-21.

The lots in the Quail Run RV Resort in Area 1 and the single-family residences in Areas 2 and 4 were evaluated as Activity Category B (residential). The common pool/shuffleboard/horseshoe court areas in the Quail Run RV Resort and the golf course were evaluated as Activity Category C (recreational areas). The motor vehicle fleet and speed data used in the TNM to predict noise levels were obtained from the project’s design plans. These data are presented in **Table 3**.

**Table 3
Noise Analysis Traffic Data**

Scenario	Direction	Cars	Medium Trucks	Heavy Trucks	Speed (miles-per-hour)
Existing	Peak	4,219	234	234	70
	Off-Peak	3,480	193	193	70
Build	Peak	6,768	376	376	70
	Off-Peak	5,583	310	310	70

Source: Phase 2 plan set (sheet 33).

5 RESULTS OF THE NOISE ANALYSIS

The predicted existing traffic noise levels and future levels with the improvements to I-75 (referred to as the “Build” levels) are provided in **Table 4**. As shown, traffic noise levels are predicted to approach, meet, or exceed the NAC at 93 noise sensitive sites comprised of the following:

- Sixty-three lots and two common/recreational areas within the Quail Run RV Resort,
- Twenty-seven single-family residences (15 within Williams Acres subdivision, nine within the residential area north of Overpass Road and east of I-75, and three within the residential area north of Overpass Road and west of I-75), and
- The golf course at Tampa Bay Golf and Country Club.

Of note, traffic noise levels are not predicted to increase substantially at any of the sites.

6 EVALUATION OF ABATEMENT ALTERNATIVES

The evaluation of the feasibility and reasonableness of traffic noise abatement alternatives was performed using methods described in FDOT’s PD&E Manual (dated May 24, 2011). The methods that were used to evaluate special use locations (i.e., common areas within the Quail Run RV Resort and the golf course at Tampa Bay Golf and Tennis Club) are detailed in FDOT’s *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* (July 22, 2009).

**Table 4
Predicted Traffic Noise Levels**

Noise Sensitive Area	Noise Sensitive Site ^a	No. of Dwelling Units	Traffic Noise Levels (dB(A) expressed as Leq(h))			
			Existing	Build	Increase over Existing	Approaches, meets, or exceeds NAC?
Area 1 – Quail Run RV Resort	1 (153)	1	64.1	67.2	3.1	Yes
	2 (152)	1	65.2	68.4	3.2	Yes
	3 (151)	1	65.9	69.1	3.2	Yes
	4 (148)	1	64.0	67.0	3.0	Yes
	5 (149)	1	64.9	68.0	3.1	Yes
	6 (150)	1	66.0	69.3	3.3	Yes
	7 (143)	1	64.1	67.2	3.1	Yes
	8 (142)	1	65.5	68.7	3.2	Yes
	9 (140)	1	64.1	67.1	3.0	Yes
	10 (141)	1	65.1	68.2	3.1	Yes
	11 (CA)	1	65.2	68.3	3.1	Yes
	12 (63)	1	64.0	67.0	3.0	Yes
	13 (69)	1	64.5	67.6	3.1	Yes
	14 (70)	1	65.1	68.2	3.1	Yes
	15 (71)	1	64.0	66.9	2.9	Yes
	16 (72)	1	63.3	66.2	2.9	Yes
	17 (79)	1	63.8	66.7	2.9	Yes
	18 (78)	1	64.4	67.4	3.0	Yes
	19 (77A)	1	65.1	68.2	3.1	Yes
	20 (77)	1	65.9	69.1	3.2	Yes
	21 (76)	1	66.5	69.7	3.2	Yes
	22 (81)	1	67.2	70.5	3.3	Yes
	23 (82)	1	68.0	71.3	3.3	Yes
	24 (83)	1	66.5	69.7	3.2	Yes
	25 (84)	1	65.6	68.7	3.1	Yes
	26(85)	1	64.8	67.8	3.0	Yes
	27 (86)	1	64.5	67.4	2.9	Yes
	28 (87)	1	63.7	66.6	2.9	Yes
	29 (117)	1	62.9	65.7	2.8	
	30 (116)	1	63.8	66.7	2.9	Yes
	31 (94)	1	65.0	67.8	2.8	Yes
	32 (93)	1	65.7	68.7	3.0	Yes
	33 (92)	1	66.5	69.5	3.0	Yes
	34 (91)	1	67.3	70.4	3.1	Yes
	35 (90)	1	68.2	71.5	3.3	Yes
	36 (89)	1	69.1	72.4	3.3	Yes

**Table 4 (Continued)
Predicted Traffic Noise Levels**

Noise Sensitive Area	Noise Sensitive Site ^a	No. of Dwelling Units	Traffic Noise Levels (dB(A) expressed as Leq(h))			
			Existing	Build	Increase over Existing	Approaches, meets, or exceeds NAC?
Area 1 – Quail Run RV Resort	37 (88)	1	70.1	73.5	3.4	Yes
	38 (95)	1	71.9	75.4	3.5	Yes
	39 (96)	1	70.8	74.2	3.4	Yes
	40 (97)	1	69.3	72.5	3.2	Yes
	41 (98)	1	68.5	71.6	3.1	Yes
	42 (99)	1	67.5	70.6	3.1	Yes
	43 (100)	1	66.9	69.9	3.0	Yes
	44 (101)	1	65.9	68.8	2.9	Yes
	45 (115)	1	64.5	67.4	2.9	Yes
	46 (114)	1	65.4	68.3	2.9	Yes
	47 (113)	1	66.1	69	2.9	Yes
	48 (106)	1	67.6	70.6	3.0	Yes
	49 (105)	1	68.6	71.6	3.0	Yes
	50 (104)	1	70.0	73.2	23.2	Yes
	51 (89)	1	71.8	75.1	3.3	Yes
	52 (88)	1	72.3	76.7	3.4	Yes
	53 (107)	1	68.8	71.7	2.9	Yes
	54 (108)	1	70.0	72.9	2.9	Yes
	55 (109)	1	72.5	75.5	3.0	Yes
	56(112)	1	67.6	70.4	2.8	Yes
	57 (111)	1	69.1	72.0	2.9	Yes
	58 (110)	1	73.9	76.9	3.0	Yes
	59 (136)	1	62.7	65.6	2.9	
	60 (135)	1	62.2	65.1	2.9	
	61 (134)	1	61.8	64.7	2.9	
	62 (147)	1	63.4	66.4	3.0	Yes
	63 (145)	1	63.3	66.3	3.0	Yes
	64 (146)	1	62.5	65.4	2.9	
	65 (138)	1	63.1	66.1	3.0	Yes
	66 (137)	1	62.3	65.2	2.9	
	67 (57)	1	63.1	66.1	3.0	Yes
	68 (58)	1	62.5	65.4	2.9	
	69 (64)	1	63.5	65.4	2.9	
70 (65)	1	63.1	66.0	2.9	Yes	
71 (66)	1	62.5	65.3	2.8		
72 (67)	1	61.9	64.7	2.8		
73 (68)	1	61.5	64.2	2.7		

**Table 4 (Continued)
Predicted Traffic Noise Levels**

Noise Sensitive Area	Noise Sensitive Site ^a	No. of Dwelling Units	Traffic Noise Levels (dB(A) expressed as Leq(h))			
			Existing	Build	Increase over Existing	Approaches, meets, or exceeds NAC?
Area 1: Quail Run RV Resort	74 (73)	1	63.1	65.9	2.8	
	75 (74)	1	62.4	65.2	2.8	
	76 (75)	1	62.0	64.8	2.8	
	77 (80)	1	63.2	66.1	2.9	Yes
	78 (CA)	1	72.9	76.3	3.4	Yes
Area 2: William's Acres	1	1	62.6	66.6	4.0	Yes
	2	1	62.2	66.1	3.9	Yes
	3	1	67.5	71.1	3.6	Yes
	4	1	65.7	69.3	3.6	Yes
	5	1	71.0	74.6	3.6	Yes
	6	1	68.1	71.7	3.6	Yes
	7	1	67.9	71.6	3.7	Yes
	8	1	67.5	71.0	3.5	Yes
	9	1	62.5	66.2	3.7	Yes
	10	1	65.8	69.3	3.5	Yes
	11	1	71.1	74.7	3.6	Yes
	12	1	67.5	71.0	3.5	Yes
	13	1	66.1	69.3	3.2	Yes
	14	1	64.9	67.9	3.0	Yes
	15	1	63.7	66.7	3.0	Yes
	16	1	62.1	65.3	3.2	
	17	1	61.8	65.7	3.9	
	18	1	61.3	65.4	4.1	
	19	1	60.9	64.7	3.8	
	20	1	60.3	63.8	3.5	
	21	1	60.1	63.6	3.5	
Area 3:Residences north of Overpass Road/West of I-75	1	1	70.6	74.1	3.5	Yes
	2	1	64.8	67.2	2.4	Yes
	3	1	63.7	65.8	2.1	
	4	1	65.5	67.4	1.9	Yes
Area 4: Single family residences north of Overpass Road/East of I-75	1	1	65.2	68.6	3.4	Yes
	2	1	65.1	68.6	3.5	Yes
	3	1	67.8	71.7	3.9	Yes
	4	1	66.7	70.4	3.7	Yes
	5	1	66.4	70.1	3.7	Yes
	6	1	66.9	70.7	3.8	Yes
	7	1	67.3	71.2	3.9	Yes

**Table 4 (Continued)
Predicted Traffic Noise Levels**

Noise Sensitive Area	Noise Sensitive Site ^a	No. of Dwelling Units	Traffic Noise Levels (dB(A) expressed as Leq(h))			
			Existing	Build	Increase over Existing	Approaches, meets, or exceeds NAC?
Area 4: Single family residences north of Overpass Road/East of I-75	8	1	68.5	72.4	3.9	Yes
	9	1	63.5	66.7	3.2	Yes
	10	1	59.6	62.3	2.7	
	11	1	61.5	64.7	3.2	
	12	1	60.3	63.3	3.0	
	13	1	59.0	62.1	3.1	
Area 5:Tampa Bay Golf and Tennis Club Golf Course	1	1	75.6	77.5	1.9	Yes
^a Quail Run RV Resort assigned lot numbers for each noise sensitive sites are provided in parenthesis. CA = Recreational common area						

The FDOT considers noise abatement alternatives (measures) when predicted traffic noise levels approach, meet, or exceed the NAC with a proposed roadway improvement and when traffic noise levels are predicted to increase substantially with an improvement project when compared to existing levels. The measures considered for the 93 noise sensitive sites predicted to be impacted by the improvements to I-75 were traffic management, alternative roadway alignment, and noise barriers. The following discusses the feasibility (e.g., amount of noise reduction, engineering considerations, etc.) and reasonableness (e.g., number of noise-sensitive sites benefited, absolute noise levels, cost, etc.) of the measures.

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. For example, if the posted speed on I-75 were reduced, the capacity of the roadway to handle the forecast motor vehicle demand would also be reduced. Therefore, reducing traffic speeds and/or traffic volumes is inconsistent with the goal of improving the ability of the roadway to handle the forecast volumes. As such, although feasible, traffic management measures are not considered a reasonable noise mitigation measure for the project.

Alternative Roadway Alignment

The proposed improvements to I-75 follow the same alignment as the existing roadway to minimize the need for additional right-of-way (ROW) within the project corridor. As such, although feasible, alternative roadway alignments are not considered a reasonable noise mitigation measure for the project.

Noise Barriers

Following FDOT procedures, the minimum requirements for a noise barrier to be determined both acoustically feasible and reasonable, and economically reasonable are:

- A barrier must provide at least a five dB(A) reduction in traffic noise for at least one impacted noise sensitive receptor and also provide at least a seven dB(A) reduction (i.e., the FDOT's noise reduction design goal) for at least one additional impacted receptor.
- Currently, the cost used to evaluate the reasonableness of noise barriers is \$30.00 per square foot (ft²). When considering abatement for typical noise sensitive sites (i.e., residences) FDOT guidance states that a barrier should cost no more than \$42,000 per benefited noise sensitive receptor³. By comparison, when considering abatement for special land uses (i.e. parks, schools, recreational areas), barriers should cost no more than \$995,935 per person-hour per square foot (\$/person-hr/ft²).

If a barrier “passes” the above minimum requirements, the barrier is considered to be a potential abatement measure and additional factors are considered. Additional feasibility factors relate to design and construction (i.e., given site-specific details, can a barrier actually be constructed), safety, access to and from adjacent properties, ROW requirements, maintenance, and impacts on utilities and drainage. The only other reasonableness factor is the viewpoint of the impacted and benefited property owners, and renters if applicable, who may, or may not, desire a noise barrier as an abatement measure.

The TNM was also used to evaluate the effectiveness of noise barriers in reducing traffic noise levels. Using this computer model, the length of each evaluated noise barrier was optimized to attempt to provide at least a five dB(A) reduction for at least one impacted receptor and a seven dB(A) reduction for at least one additional impacted receptor (i.e., to meet the minimum requirements for a barrier to be considered both acoustically feasible and acoustically reasonable).

Noise barriers were evaluated five feet within the FDOT's ROW and at heights ranging from eight to 22 feet (in two-foot increments). If, at each noise sensitive area requiring consideration, a barrier located along the ROW was determined to not be reasonable and feasible, then an alternate barrier location was evaluated on the roadway's shoulder. When it was necessary to evaluate shoulder barriers, the barriers were assumed to be located 16 feet from the edge-of-the nearest travel lane (i.e., four feet behind a guardrail that would be located 12 feet from the edge of the nearest travel lane). At this location, the evaluated heights of the barrier also ranged from eight to 22 feet (in two-foot increments).

³ A benefited receptor is a receptor that receives at least a five dB(A) reduction in noise from a mitigation measure.

Area 1: Quail Run RV Resort

As previously stated, traffic noise levels are predicted to approach, meet, or exceed the NAC at 63 RV (i.e., residential) lots and two common recreational areas within the Quail Run RV Park.

Impacted Residential Lots

A noise barrier was modeled five feet within the FDOT’s ROW for the residential lots. The results of the analysis are provided in **Table 5**. As shown, depending on height, the results indicate that a noise barrier would benefit from 4 to all 63 of the impacted lots with reductions in traffic noise of 5 and 7 dB(A) for at least two lots. Additionally, at heights of 12 to 22 feet, a noise barrier would also be considered cost reasonable.

**Table 5
Area 1: Quail Run RV Resort – ROW Barrier**

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 or >	Impacted	Other*	Total			
8/725	2	1	1	4	0	4	\$174,000	\$43,500	No
10/1,375	5	2	2	9	0	9	\$412,500	\$45,833	No
12/1,275	7	3	6	16	0	16	\$459,000	\$28,688	Yes
14/1,224	9	7	9	25	0	25	\$514,080	\$20,563	Yes
16/1,525	18	9	16	43	0	43	\$732,000	\$17,023	Yes
18/1,550	27	16	20	63	3	66	\$837,000	\$12,682	Yes
20/1,350	23	16	24	63	6	69	\$810,000	\$11,739	Yes
22/1,251	21	15	27	63	7	70	\$825,660	\$11,795	Yes

Because the results of the analysis indicate that a noise barrier for the Quail Run RV Resort would meet the requirements to be considered acoustically feasible and reasonable and cost reasonable, the barrier was evaluated further. The additional considerations are summarized in **Table 6**. As detailed, there appear to be no design, construction, safety, access, ROW, maintenance, drainage, or utility constraints associated with a noise barrier at this location.

The viewpoints of the benefited receptors in having a noise barrier constructed as an abatement measure were also considered. For the Quail Run RV Resort, the benefited receptors include the owner of the property and the tenants of the impacted and benefited lots. In the case of RV parks/resorts, noise abatement is considered when at least 51 percent of the impacted lots are occupied at least 51 percent of the year. To obtain this information, the property owner was contacted and a request made for the owner to provide the occupancy rate of the impacted lots. A copy of the correspondence and the property owner’s response are provided in **Appendix C** of this report. As indicated by the owner, all of the impacted lots are occupied more than 51 percent of the year.

**Table 6
Additional Considerations: Quail Run RV Resort Noise Barrier**

Evaluation Criteria	Comment
1. Noise reduction	Depending on barrier height, traffic noise from I-75 would be reduced a minimum of five dB(A) at from 4 to all 63 of the impacted lots. A noise reduction of five dB(A) at all 64 impacted lots are achieved at barrier heights of 18, 20, and 22 feet with an average insertion loss (reduction in traffic noise) ranging from 6.7 to 7.1
2. Design and Construction	The noise wall would be constructed at the top of the back slope of a proposed roadway ditch. It is anticipated that the barrier could be constructed using routine construction methods.
3. Safety	The barrier would be located outside of the clear zone.
4. Access	Since this is currently a limited access roadway, accessibility will not be affected by the construction of a noise barrier.
5. Right-of-way	The noise barrier would be located within and as close to the FDOT's ROW line as possible (i.e., five feet or less).
6. Maintenance	If the barrier is located at least five feet within FDOT's ROW, there would be adequate ROW for maintenance purposes.
7. Drainage ^a	With the exception of outfall pipes from the existing offsite stormwater pond that would pass below the noise barrier, there appear to be no drainage constraints.
8. Utility ^a	There are no identified utilities that would conflict with the noise barrier.
^a The results of an engineering review that was performed for a potential barrier at this location are documented in a memorandum prepared by John Kilgore of Greenhorne & O'Mare (dated September 25, 2012). See Appendix B of this report.	

Because the occupancy of the lots met the requirements to be considered further, a survey was prepared to obtain the desires of both the property owner and the tenants of the impacted and benefited lots. The survey package provided a graphic of the potential location and extents of the barrier, the height of the barrier (20 feet), the type of noise barrier that would be constructed (post and panel) and the following aesthetic details:

- Color – Federal Shade No. 36415 (Sandalwood)
- Texture – The face of the barrier toward I-75 would be stacked split face block.

A graphic illustrating both the color and texture is provided in Appendix C.

Both the property owner and the tenants of the impacted and benefited lots were surveyed. A copy of the property owner's executed survey, indicating a positive desire for a noise barrier, is also provided in Appendix C. Because the FHWA desires to have the viewpoints of a majority of the impacted/benefited receptors, three attempts were made to obtain the desires of the tenants:

1. A field survey was conducted on October 2, 2012. At the time of the survey, 13 of the 63 lots were not being rented. As such, it was only possible to survey tenants for 50 of

the 63 lots. Additionally, because of the time of year and the seasonal nature of the facility some of the recurring tenants were not occupying the lots at the time of the field survey. As such, surveys were only obtained from 11 tenants—10 desiring to have a noise barrier constructed and one undecided as to whether a barrier should be constructed or not. Copies of these surveys are also provided in Appendix C.

2. On October 11, 2012, surveys were mailed (via certified mail) to those tenants for which the owner provided addresses. Eight of the surveys were executed by tenants and returned to the Department—all desiring to have a noise barrier constructed. Copies of these surveys are also provided in Appendix C.
3. An additional field survey was conducted November 26 and 27, 2012. Through this effort, eight additional surveys were obtained—all desiring to have a noise barrier constructed.

When a property owner resides at a property (or mobile home/RV lot) that is both impacted and benefited, the owner is afforded 100 percent of the “vote” for or against a noise barrier. In the case of facilities such as a mobile home or RV parks, the vote of the owner is weighted such that the desires of the tenants are also considered. To apply the weighting system consistency, the FDOT developed a point system. When the owner of a RV park resides at the park, the weighting factor for the owner’s desire is 80 percent and the weighting factor for the tenants is 20 percent. The results of the survey efforts for the Quail Run RV Resort, using this point system, are summarized in **Table 7**. As shown, a majority of the respondents to the survey efforts indicated a desire to have a noise barrier constructed. (i.e., 97 percent of the respondents voted “yes” for the noise barrier).

**Table 7
Survey Results**

Recipient	Surveys Distributed	Surveys Received			
		Yes	No	Undecided	Total
Property owner(s)	1	1	0	0	1
Tenants	50	26	0	1	27
Total	51	27	0	1	28

Recipient	Weighting Factor	Weighted Viewpoint			
		Yes	No	Undecided	Total
Property owner(s)	80%	0.8	0.0	0.0	0.8
Tenants	20%	5.2	0.0	0.2	5.4
Total	100%	6.0	0.0	0.2	6.2
Percent Desire		97%	0%	3%	100%

Based on the results of the traffic noise analysis, noise barrier analysis and survey, it is recommended that a noise barrier 20 feet in height and 1,350 feet in length be constructed for the Quail Run RV Resort. A barrier of this height and length would benefit all of the impacted

receptors at the lowest cost per benefited receptor. The location and extent of the noise barrier are illustrated on **Exhibit 6**.

Impacted Recreational Areas

Noise barriers were considered separately as a method of reducing predicted traffic noise at the two recreational areas within the Quail Run RV Resort (Noise Sensitive Sites 11 and 78). These common areas provide the tenants of the resort with a pool, shuffleboard and horseshoe courts. For the evaluation of these common use areas, the FDOT's "special land use" procedures were used.

For the purpose of the evaluation, a noise barrier with an optimal length of 525 feet and a height of 16 feet was assumed. At this length and height, traffic noise at the recreational areas would reduce five dB(A) or more. Because it is not known how frequently the impacted and benefited area of the recreational areas are used and by how many people, the minimum number of person-hours of use on an average day to have the cost be considered effective (i.e., reasonable) was calculated. Assuming the optimal barrier length and height above, the minimum number of person-hours of use within the impacted and benefited area on an average day would have to be 354. Because it is not reasonable to assume that this level of activity would occur within the impacted and benefited area on a daily basis, a barrier is not considered a reasonable noise abatement measure for the recreational areas.

Of note, because a noise barrier is recommended at the ROW for the residential lots within the Quail Run RV Resort, a noise barrier was not evaluated at the roadway shoulder for the recreational areas.

Area 2: William's Acres

Traffic noise levels are predicted to approach, meet, or exceed the NAC at 15 of the single-family residences within the William's Acres subdivision. A noise barrier was modeled five feet within the FDOT's ROW. The results of the analysis are provided in **Table 8**. As shown, depending on height, a noise barrier would benefit from four to all 15 of the impacted residences at heights that would also provide reductions in traffic noise of at least five and seven dB(A) at two of the residences. However, regardless of barrier height, a barrier would not be considered cost reasonable.

A barrier was also evaluated at the roadway shoulder. The results of the analysis are provided in **Table 9**. As shown, from heights of 14 to 22 feet, a noise barrier would benefit 12 of the 15 impacted residences. However, the cost of the barrier would not be considered reasonable.



Noise Study Report Update Addendum
 I-75 (SR 93A) Design
 From North of SR 54 to South of SR 52
 Pasco County
 FPID: 258736 2 52 01

Exhibit 6
 Quail Run RV Resort
 Noise Barrier

Table 8
Area 2: William's Acres – ROW Barrier

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 of >	Impacted	Other*	Total			
8/--							N/A	N/A	N/A
10/--	1			1		1	N/A	N/A	N/A
12/1,728	3		1	4		4	\$690,120	\$172,530	No
14/2,212	6	2	2	10		10	\$972,720	\$97,272	No
16/1,903	6	5	3	14	3	17	\$1,150,080	\$67,652	No
18/1,723	5	3	6	14	3	17	\$1,194,480	\$70,264	No
20/1,648	2	5	8	15	5	20	\$1,365,000	\$68,250	No
22/1,573	3	4	8	15	4	19	\$1,432,860	\$75,414	No

N/A = A barrier would not provide any of the impacted receptors at least a reduction of 5 dB(A) or a barrier would not provide at least a reduction of five dB(A) at one impacted receptor and a seven dB(A) reduction at an additional receptor.

Table 9
Area 2: William's Acres – Shoulder Barrier

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 of >	Impacted	Other*	Total			
8/--							N/A	N/A	N/A
10/--							N/A	N/A	N/A
12/2,133	4	1	2	7		7	\$767,880	\$109,697	No
14/1,956	3	2	7	12		12	\$821,520	\$68,460	No
16/1,899	3	1	8	12		12	\$911,520	\$75,960	No
18/1,844	3		9	12		12	\$995,760	\$82,980	No
20/1,844	2	1	9	12		12	\$1,106,400	\$92,200	No
22/1,844	2	1	9	12		12	\$1,217,040	\$101,420	No

N/A = A barrier would not provide any of the impacted receptors at least a reduction of 5 dB(A) or a barrier would not provide at least a reduction of five dB(A) at one impacted receptor and a seven dB(A) reduction at an additional receptor.

Area 3: Single-Family Residences North of Overpass Road and West of I-75

West of I-75, traffic noise is predicted to approach, meet, or exceed the NAC at three single-family residences. The results of the analysis for these sites are provided in **Table 10**. As shown, at heights of 20 and 22 feet, a noise barrier would benefit all three of the impacted residences. However, the cost of the barrier would not be considered reasonable.

Table 10
Area 3: North of Overpass Road and West of I-75 – ROW Barrier

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 of >	Impacted	Other*	Total			
8/--							N/A	N/A	N/A
10/--							N/A	N/A	N/A
12/--							N/A	N/A	N/A
14/--							N/A	N/A	N/A
16/--							N/A	N/A	N/A
18/1,755	1		1	2		2	\$947,700	\$473,850	No
20/1,655	2		1	3		3	\$993,000	\$331,000	No
22/1,505	2		1	3		3	\$993,300	\$331,100	No

N/A = A barrier would not provide any of the impacted receptors at least a reduction of 5 dB(A) or a barrier would not provide at least a reduction of five dB(A) at one impacted receptor and a seven dB(A) reduction at an additional receptor.

A barrier was also evaluated at the roadway shoulder. At this location, a barrier would not provide the minimum required 5 dB(A) at one of the residences and 7 dB(A) at another of the residences. As such, a shoulder noise barrier would not be considered acoustically feasible and reasonable.

Area 4: Single-Family Residences North of Overpass Road and East of I-75

Traffic noise levels are predicted to approach, meet, or exceed the NAC at nine of the single-family residences located north of Overpass Road and east of I-75. A noise barrier was modeled five feet within the FDOT’s ROW. The results of the analysis are provided in **Table 11**. As shown, from heights of 16 to 22 feet, a noise barrier would benefit all nine of the impacted residences and also provide reductions in traffic noise of at least five and seven dB(A) at two to three other residences. However, the cost of the barrier would not be considered reasonable.

Table 11
Area 4: North of Overpass Road and East of I-75 – ROW Barrier

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 of >	Impacted	Other*	Total			
8/--							N/A	N/A	N/A
10/--							N/A	N/A	N/A
12/--	3	1		4		4	N/A	N/A	N/A
14/--	5	2	1	8		8	\$996,240	\$124,530	No
16/1,773	3	3	3	9		9	\$1,234,080	\$137,120	No
18/1,723	3		6	9	2	11	\$1,280,340	\$116,395	No
20/1,698	2	1	6	9	3	12	\$1,347,600	\$112,300	No
22/1,673	2	1	6	9	3	12	\$1,465,860	\$122,155	No

N/A = A barrier would not provide any of the impacted receptors at least a reduction of 5 dB(A) or a barrier would not provide at least a reduction of five dB(A) at one impacted receptor and a seven dB(A) reduction at an additional receptor.

A barrier was also evaluated at the roadway shoulder. The results of the analysis are provided in **Table 12**. As shown, from heights of 14 to 22 feet, a noise barrier would benefit all nine of the impacted residences. However, the cost of the barrier would not be considered reasonable.

Table 12
Area 4: North of Overpass Road and East of I-75 – Shoulder Barrier

Barrier Height/Length (ft)	Impacted Receptors With Insertion Loss of (dB(A))			Number of Benefited Receptors			Total Estimated Cost	Cost Per Benefited Receptor	Cost Reasonable Yes/No
	5	6	7 of >	Impacted	Other*	Total			
8/--							N/A	N/A	N/A
10/--							N/A	N/A	N/A
12/2,327	1	1		2		2	N/A	N/A	N/A
14/2,306	3	4	2	9	3	11	\$968,520	\$80,710	No
16/2,239	3		6	9	3	11	\$1,074,720	\$89,560	No
18/2,195	2	1	6	9	3	11	\$1,185,300	\$98,775	No
20/2,172	2	1	6	9	4	13	\$1,303,200	\$100,246	No
22/2,172	1	2	6	9	5	14	\$1,433,520	\$102,394	No

N/A = A barrier would not provide any of the impacted receptors at least a reduction of 5 dB(A) or a barrier would not provide at least a reduction of five dB(A) at one impacted receptor and a seven dB(A) reduction at an additional receptor.

Area 5: Tampa Bay Golf and Tennis Club Golf Course

A barrier was evaluated for the impacted portion of the golf course located within the Tampa Bay Golf and Tennis Club subdivision. The impacted and frequently used area can be described as that portion of the course that parallels I-75. The FDOT’s “special land use” procedures were used to determine if a noise barrier would be considered a potential abatement measure for the impacted area.

Based on TNM results, at an optimal length of 6,417 feet and an optimal height of 20 feet, a ROW barrier would reduce predicted traffic noise levels within the impacted area a minimum of five dB(A). Because it is not known how frequently the impacted and benefited area of the course would be used and by how many people, the minimum number of person-hours of use on an average day to have the cost be considered effective was calculated. Assuming the optimal barrier length and height above for a barrier, the minimum number of person-hours of use within the impacted and benefited area of the course on an average day would have to be 5,412. Because it is not reasonable to assume that this level of activity would occur at the facility and within the impacted area that would be benefited, a ROW barrier is not considered a reasonable noise abatement measure.

A shoulder barrier was also evaluated. At an optimal length of 6,467 feet and an optimal height of 12 feet, traffic noise levels within the impacted area would be reduce a minimum of five dB(A). For a shoulder barrier to be considered cost reasonable, the minimum number of person-hours of use within the impacted and benefited area would have to be 3,273. Because it is not reasonable to assume that this level of activity would occur daily, a shoulder barrier is also not considered a reasonable abatement measure.

APPENDIX A

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 from N of CR 54 to N of SR 52 Design Change Reeval Date: 5/11/2012
 Capital Improve. Program No.: _____ Source: Phase 2 Typical Section, Sheet N
 Work Program Number(s): _____
 Financial Project ID (FPID): 258736-2-52-01
 Federal Aid Number(s): _____
 Segment Description: I-75 from CR 54 to SR 52

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

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

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>4</u>	Lanes: <u>n/a</u>	Lanes: <u>6</u>
Year: <u>2007</u>	Year: _____	Year: <u>2032</u>
ADT: _____	ADT: _____	ADT: _____
LOS (C) _____	LOS (C) _____	LOS (C) _____
Demand <u>72,500</u>	Demand _____	Demand <u>116,300</u>
Posted Spd: <u>70</u> mph <u>113</u> kmh	Posted Spd: _____ mph <u>0</u> kmh	Posted Spd: <u>70</u> mph <u>113</u> kmh
K= <u>11.80</u> %	K= _____ %	K= <u>11.80</u> %
D= <u>54.80</u> %	D= _____ %	D= <u>54.80</u> %
T= <u>20.00</u> % for 24 hrs.	T= _____ % for 24 hrs.	T= <u>20.00</u> % for 24 hrs.
T= <u>10.00</u> % Design hr	T= _____ % Design hr	T= <u>10.00</u> % Design hr
<u>5.00</u> % Medium Trucks DHV	_____ % Medium Trucks DHV	<u>5.00</u> % Medium Trucks DHV
<u>5.00</u> % Heavy Trucks DHV	_____ % Heavy Trucks DHV	<u>5.00</u> % Heavy Trucks DHV
_____ % Buses DHV	_____ % Buses DHV	_____ % Buses DHV
_____ % Motorcycles DHV	_____ % Motorcycles DHV	_____ % Motorcycles DHV

STAMINA/TNM INPUT		
The following are spreadsheet calculations based on the input above - do not enter data below this line		
Existing Facility Model: <u>LOS (C)</u>	No-Build (Design Year) Model: <u>Demand</u>	Build (Design Year) Model: <u>LOS (C)</u>
<u>LOS (C)</u>	<u>LOS (C)</u>	<u>LOS (C)</u>
Peak: Autos <u>0</u>	Peak: Autos <u>0</u>	Peak: Autos <u>0</u>
Med Trucks <u>0</u>	Med Trucks <u>0</u>	Med Trucks <u>0</u>
Hvy Trucks <u>0</u>	Hvy Trucks <u>0</u>	Hvy Trucks <u>0</u>
Buses <u>0</u>	Buses <u>0</u>	Buses <u>0</u>
Motorcycles <u>0</u>	Motorcycles <u>0</u>	Motorcycles <u>0</u>
Off Peak: Autos <u>0</u>	Off Peak: Autos <u>0</u>	Off Peak: Autos <u>0</u>
Med Trucks <u>0</u>	Med Trucks <u>0</u>	Med Trucks <u>0</u>
Hvy Trucks <u>0</u>	Hvy Trucks <u>0</u>	Hvy Trucks <u>0</u>
Buses <u>0</u>	Buses <u>0</u>	Buses <u>0</u>
Motorcycles <u>0</u>	Motorcycles <u>0</u>	Motorcycles <u>0</u>
<u>Demand</u>	<u>Demand</u>	<u>Demand</u>
Peak: Autos <u>4219</u>	Peak: Autos <u>0</u>	Peak: Autos <u>6768</u>
Med Trucks <u>234</u>	Med Trucks <u>0</u>	Med Trucks <u>376</u>
Hvy Trucks <u>234</u>	Hvy Trucks <u>0</u>	Hvy Trucks <u>376</u>
Buses <u>0</u>	Buses <u>0</u>	Buses <u>0</u>
Motorcycles <u>0</u>	Motorcycles <u>0</u>	Motorcycles <u>0</u>
Off Peak: Autos <u>3480</u>	Off Peak: Autos <u>0</u>	Off Peak: Autos <u>5583</u>
Med Trucks <u>193</u>	Med Trucks <u>0</u>	Med Trucks <u>310</u>
Hvy Trucks <u>193</u>	Hvy Trucks <u>0</u>	Hvy Trucks <u>310</u>
Buses <u>0</u>	Buses <u>0</u>	Buses <u>0</u>
Motorcycles <u>0</u>	Motorcycles <u>0</u>	Motorcycles <u>0</u>

APPENDIX B



MEMORANDUM

To: Amy Neidringhaus, PE
From: John Kilgore, PE
CC: Matt Fabrizio, PE
Date: September 25, 2012
Subject: FPID: 258736-2-52-01; SR 93 (I-75) from N of CR 54 to N of SR 52, Pasco County Noise Barrier Wall Feasibility Assessment – Engineering Review

An Engineering Review was conducted for the addition of a noise wall along SR 93 (I-75) on the above referenced project. A noise barrier has been proposed from Station 954+00 (LT) to Station 967+50 (LT) to provide noise abatement for the Quail Run RV Resort located along the west side of I-75. The proposed height of the noise wall is 20 ft and the length proposed is 1350 ft. (see attachment). The feasibility assessment of this barrier is described in the following sections. The engineering constraints that may affect the construction of the barrier at this location are summarized in the table on the following page.

Engineering Constraints

Drainage Constraints: The proposed location was investigated to identify areas of potential conflict with existing and proposed drainage features. A roadside ditch is proposed along the west side of I-75 to accommodate roadway stormwater. The offsite drainage for Quail Run RV Resort is routed to an offsite stormwater pond that outfalls into a roadside ditch along I-75 through a control structure and two 24 inch concrete pipes. The wall design will need to account for these outfall pipes that will traverse under the wall. An existing berm is provided to block offsite flows from entering the FDOT limited-access right-of-way. The area between the berm and the proposed noise barrier will encounter surface water flow. The design/build firm will need to collect survey data to obtain grade elevations on each side of the proposed noise barrier to maximize drainage grate locations. Standard FDOT drainage holes as per Index 5204 should be used along the proposed barrier to maintain the existing drainage patterns. Due to the minimal drainage constraints, this noise barrier is ranked low for potential drainage concerns.



The offsite stormwater pond from the Quail Run RV Resort outfalls into the existing and proposed roadside ditches along I-75.



An existing berm prevents offsite drainage flows from the Quail Run RV Resort from entering the FDOT limited-access right-of-way.

ENGINEERING CONSTRAINTS	ISSUES AND/OR CONSTRAINTS	REMARKS	RANKING
Drainage	No constraints. Offsite drainage is blocked from flow into the L/A right-of-way.	Outfall pipes from the existing offsite stormwater pond will pass below the proposed wall location.	Low
Topography	No constraints.	The existing and proposed grading accommodates the noise wall.	Medium
Geotechnical	N/A	Soil borings were not obtained along the proposed wall location.	N/A
Maintenance of Traffic	No constraints.	The proposed wall can be built without impeding traffic along southbound I-75.	Low
Environmental	Reduced visibility and increased shading	No wetlands, surface water or air impacts. Possible impacts due to reduced visibility and increased shading due to 20 ft wall height.	Medium
Constructability	Impacts to adjacent residences during construction due to noise.	These operations will need to be coordinated with the residents of the Quail Run RV Resort to minimize impacts during construction. There are no existing residential features that are directly adjacent to the right-of-way that will be impacted.	Low
Structural	No constraints.	None.	Low
Utility Involvement	No constraints.	There are no identified utilities (including FDOT ITS facilities) that will conflict with the proposed wall location.	Low
Roadway Design	No constraints.	Wall will be at the top of the back slope of the proposed roadside ditch.	Low
Clear Zone	No constraints.	Outside clear zone.	Low
Right-of-Way	No constraints.	The wall will be built no closer than five ft from the existing right-of-way.	Low
Maintenance	No constraints.	A five ft buffer will be provided between the right-of-way and the noise wall.	Low
Landscaping	Impacts to existing trees	The placement of the wall will require the removal of trees near the right-of-way line.	Low
Aesthetics	No constraints.	None.	Low

Low - minimum potential for an impact, constraint or conflict to occur which would affect the cost of construction
 Medium - known impacts or constraints which can be avoided or minimized through standard engineering practices but that may slightly increase construction costs
 High - known impacts, constraints or conflicts which will result in a moderate to substantial increase in construction costs

Topography: The existing ground varies in elevation throughout the length of the proposed noise wall. The proposed noise wall will need to provide for stepped-down panels to adjust for the varying elevations. There are no abrupt changes in elevations that will require modified pile lengths and or special wall designs. Since the proposed topography will require stepped-down panels, the noise barrier is ranked medium for topography constraints.

Geotechnical: N/A

Maintenance of Traffic: The proposed noise wall will be built within close proximity to the existing limited-access right-of-way. Construction of the noise wall will not require lane closures and should not create any unanticipated impacts to traffic flow. Since the maintenance of traffic will not be impeded, the noise barrier is ranked low for maintenance of traffic constraints.

Environmental: The placement of the proposed noise barrier does not conflict with any existing wetlands or surface waters. There are possible impacts to several adjacent residences due to reduced visibility and increased shading due to the proposed 20 ft noise wall height. Since the proposed noise barrier will create a possible shadow for some residences, the noise barrier is ranked medium for environmental constraints.

Constructability: The placement of the noise wall within five ft of the right-of-way will require piles to be driven to support the wall. These operations will need to be coordinated with the residents of the Quail Run RV Resort to minimize impacts during construction, including noise during construction. There are no existing residential features that are directly adjacent to the right-of-way that will be impacted. Due to the minimal amount of possible issues during construction, the noise barrier is ranked low for constructability constraints.

Structural: The proposed noise barrier wall will be built utilizing Standard Index 5200 to 5207. There are no anticipated conditions that will cause any structural constraints; therefore, the noise barrier is ranked low for structural constraints.

Utility Involvement: The proposed location of the noise barrier is not in conflict with any existing utilities, including existing and or proposed ITS facilities. The noise barrier is ranked low for utility constraints.

Roadway Design: The proposed widening of I-75 along this location includes the regrading of roadside ditches, front slopes and back slopes. The proposed noise barrier will be constructed at a location near the top of the back slope of the proposed roadside ditch. Since the roadway design is not affected by the proposed noise barrier wall, the noise barrier is ranked low for roadway design constraints.

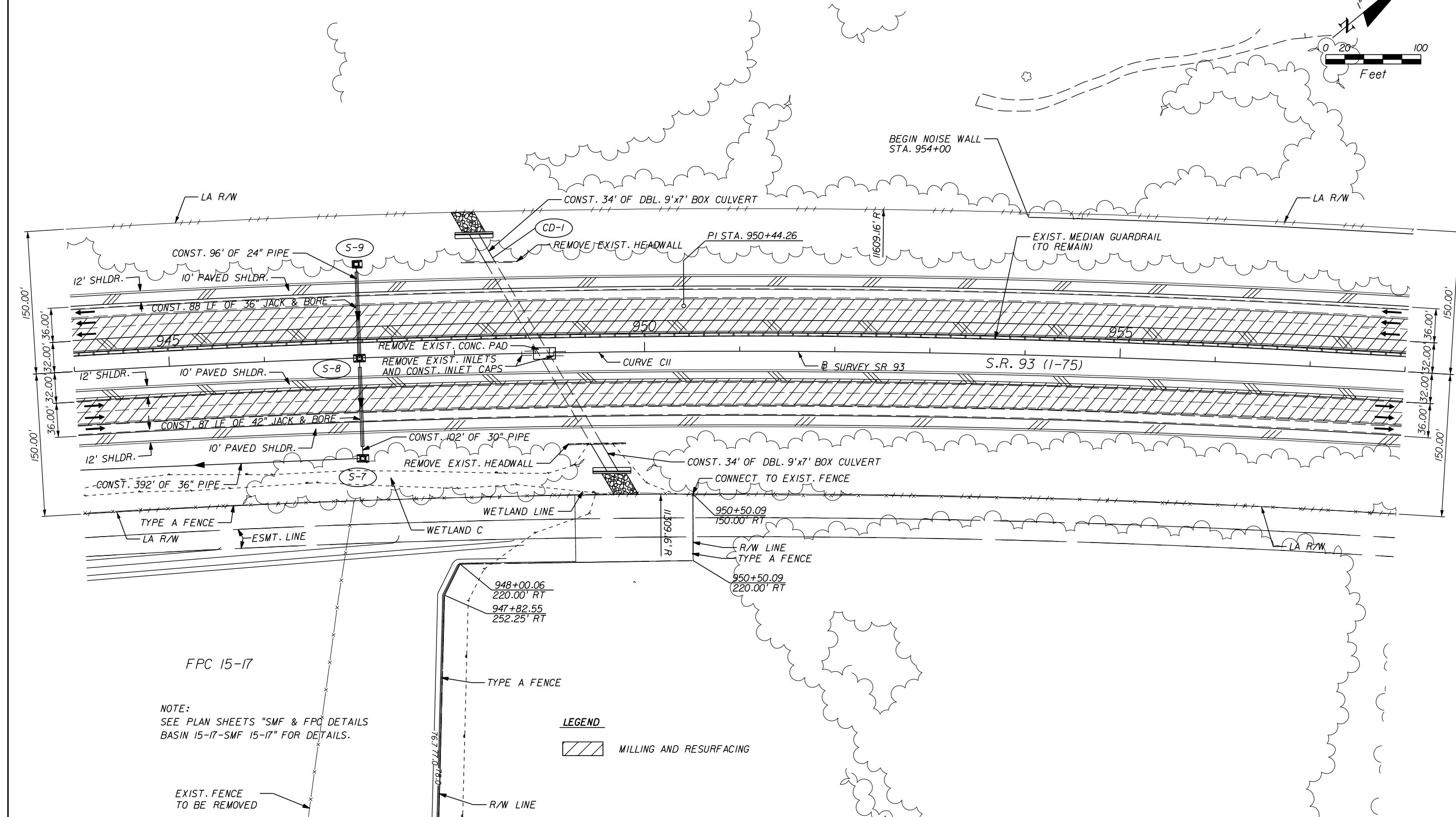
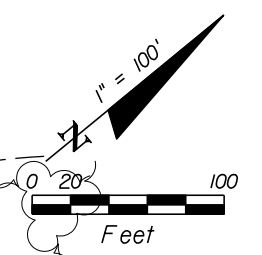
Clear Zone: The required clear zone for I-75 is 36 ft. The proposed location of the noise barrier is outside of the required clear zone; therefore, the noise barrier is ranked low for clear zone constraints.

Right-of-Way: The proposed location of the noise barrier is to be no closer than five feet from the existing limited-access right-of-way. Existing features on or adjacent to the existing right-of-way will not be impacted; therefore, the noise barrier is ranked low for right-of-way impacts.

Maintenance: FDOT will be able to access the five foot area behind the proposed noise barrier by entering at either end of the wall. The noise barrier is ranked low for maintenance constraints.

Landscaping: The proposed noise barrier will impact existing trees within the proposed construction areas near the existing limited-access right-of-way. The design/build firm should provide construction methods that minimize the impacts to existing trees that are outside the proposed construction of the wall and proposed roadway/ditch features. The noise barrier is ranked low for landscaping constraints.

Aesthetics: The proposed noise barrier will utilize the color option of “sandalwood”, which is Federal shade No. 36415. The proposed noise barrier texture option is Stacked Split Face Block. These proposed features are standard; therefore, the noise barrier is ranked low for aesthetic constraints.



NOTE:
SEE PLAN SHEETS "SMF & FPC DETAILS
BASIN 15-17-SMF 15-17" FOR DETAILS.

LEGEND
 MILLING AND RESURFACING

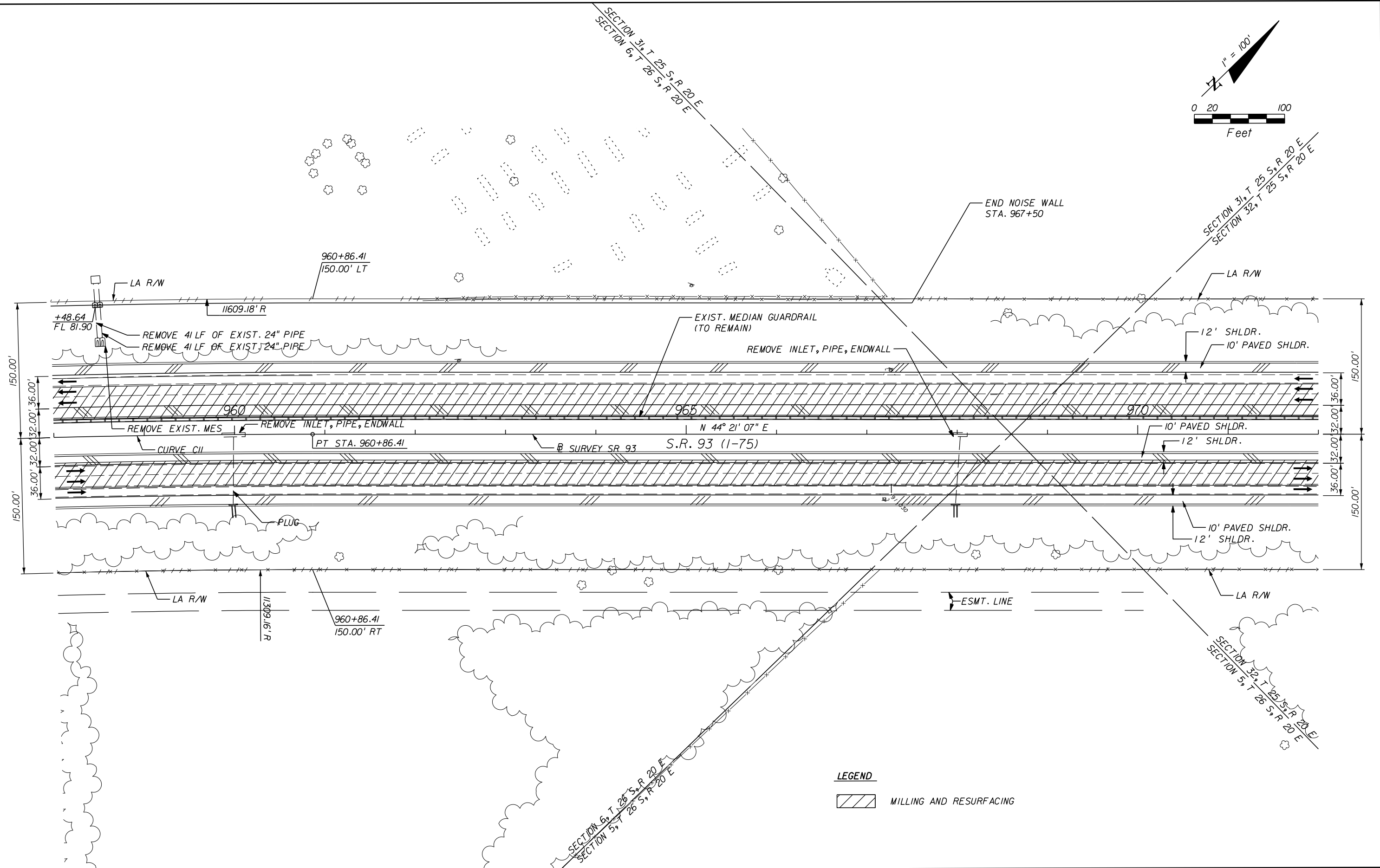
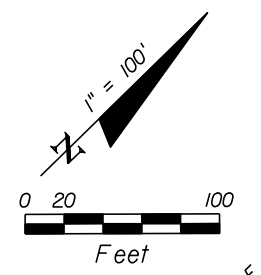
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

G&O
 GREENHORNE & O'MARA, INC.
 13535 FEATHER SOUND DRIVE, SUITE 400
 CLEARWATER, FL 33762
 PHONE: (727) 576-0402 FAX: (727) 576-0305
 CERTIFICATE OF AUTHORIZATION NO. 3935
 E.O.R.: MATTHEW FABRIZIO, PE 57438

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO	258736-2-52-01

SR 93 (I-75) ROADWAY PLAN SHEET (4)	SHEET NO. 77
--	------------------------

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



LEGEND
 MILLING AND RESURFACING

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

G&O
 GREENHORNE & O'MARA, INC.
 13535 FEATHER SOUND DRIVE, SUITE 400
 CLEARWATER, FL 33762
 PHONE: (727) 576-0402 FAX: (727) 576-0305
 CERTIFICATE OF AUTHORIZATION NO. 3935
 E.O.R.: MATTHEW FABRIZIO, PE 57438

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	PASCO	258736-2-52-01

SR 93 (I-75)
ROADWAY PLAN SHEET (5)

SHEET NO.
78

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

APPENDIX C



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

June 26, 2012

Quail Run RV Resort
6946 Old Pasco Road
Wesley Chapel, FL 33544

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County
Quail Run RV Resort

To the Owner(s) of Quail Run RV Resort:

The Florida Department of Transportation (FDOT) is preparing final design plans for improvements to I-75 from north of CR 54 to north of SR 52 in Pasco County. The improvements would upgrade the current four-lane limited access freeway to a six-lane limited access freeway.

As part of the final design plans, a traffic noise evaluation is being performed to identify noise sensitive sites adjacent to the project corridor that could be impacted by increased traffic noise levels from the proposed improvements. The Department is evaluating noise barriers for noise sensitive sites that are predicted to have noise levels of 66 decibels on the "A"-weighted scale (dB(A)) or higher as a result of the proposed improvements. You are receiving this letter because the results of the traffic noise evaluation indicate that with the proposed improvements to I-75, lots within the Quail Run RV Resort have the potential to experience future noise levels of 66 dB(A) or more. A list of these lots is included as an attachment to this letter. A sitemap of the lots is also attached for your convenience.

In order for the FDOT to finalize the traffic noise evaluation for the Quail Run RV Resort, information regarding the occupancy rates of the potentially impacted lots is required. Specifically, we need to know if any of the lots are occupied at least 51 percent of the year. Please determine the occupancy rate for these lots and complete and return the attached form in the enclosed addressed and stamped envelope. In order for us to maintain our design schedule, we respectfully request that you complete and return the form no later than July 9, 2012.

If you have any questions regarding this issue, please contact me by phone at (813) 975-6455, or by e-mail at Joseph.Severson@dot.myflorida.com.

Sincerely,

Joseph Severson
Environmental Specialist

Attachments



Quail Run RV Resort



Potentially impacted lots

○ Potentially Impacted By Traffic Noise

SOMBY DRIVE

NOT TO SCALE

● FUTURE DEVELOPMENT

OLD PARCO ROAD

OFFICE

POOL

FUTURE REC HALL

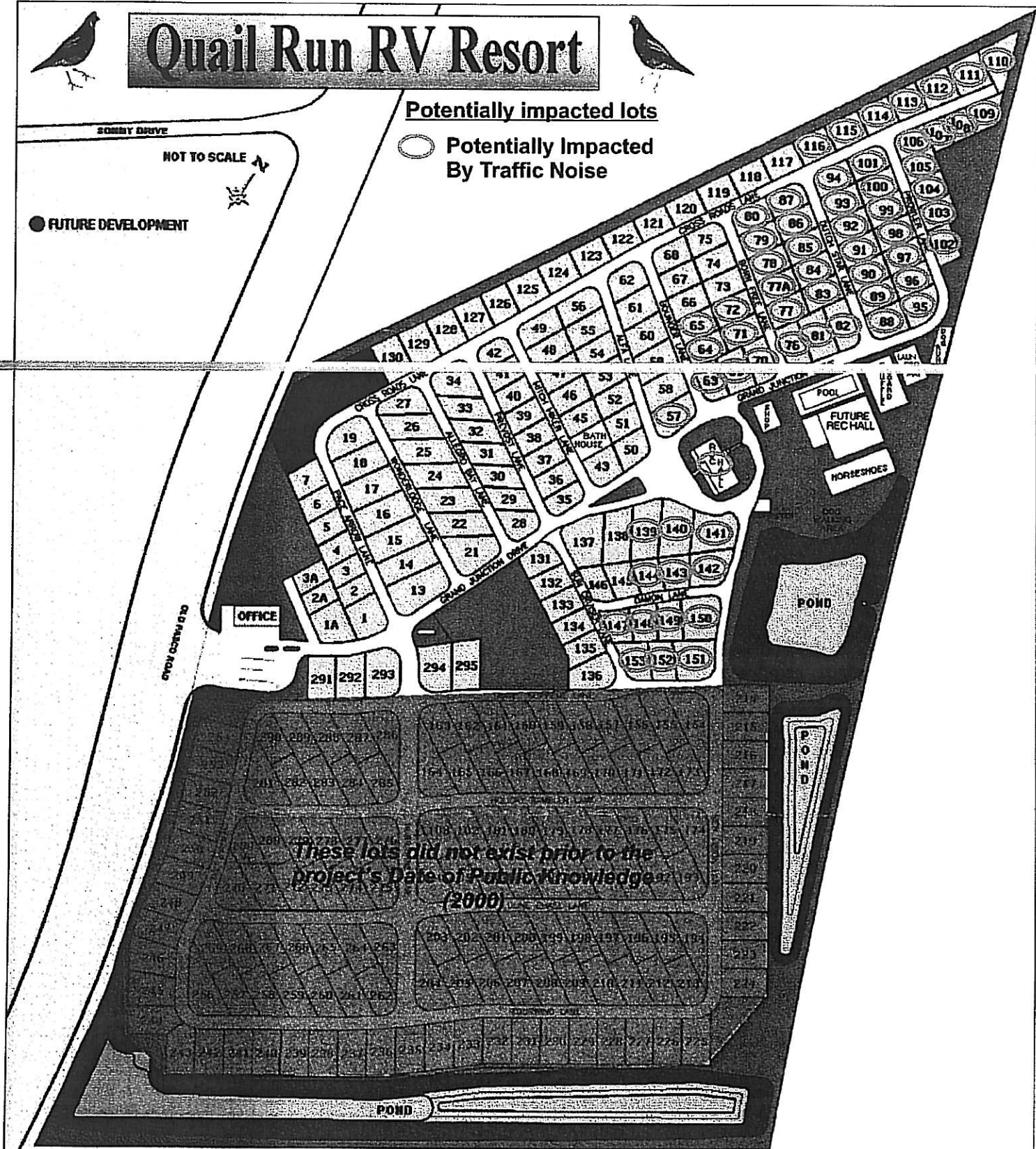
HORSESHOES

POND

POND

POND

These lots did not exist prior to the project's Date of Public Knowledge (2000)



QUAIL RUN RV RESORT OCCUPANCY RATE SURVEY

Thank you for promptly responding to this survey request. Please return the completed survey to the FDOT in the enclosed addressed and stamped envelope. For a noise barrier to be considered for this location, the FDOT must receive a completed survey by July 9, 2012.

Lot Number	Percent (%) of Year Occupied	Lot Number	Percent (%) of Year Occupied
57	100	102	60
99	100	103	100
100	60	104	60
101	60	105	60
102	60	106	60
103	100	107	100
104	60	108	60
105	60	109	60
106	60	110	100
107	100	111	100
108	60	112	60
109	60	113	100
110	100	114	100
111	100	115	60
112	60	116	60
113	100	139	60
114	100	140	60
115	60	141	60
116	60	142	60
139 X	60	143	60
140	60	144	100
141	60	147	100
142	60	143	60
143	60	144	100
144	100	147	100
147	100	148	60
94	100	149	100
95	60	150	100
96	60	148	60
97	60	149	100
98	60	150	100
99	100	151	60
100	60	152	60
101	60	153	60

Frank D Gilman, Pres
Name of Property Owner (Print)

813-625-3106 QARRV@USA.Net
Telephone Number and/or E-mail Address

[Signature]
Signature of Property Owner

6-26-12
Date

NOISE BARRIER SURVEY

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

The Florida Department of Transportation (FDOT) is soliciting your desires regarding the construction of a concrete traffic noise barrier associated with the improvements to Interstate 75. There are three phases to an improvement project—a planning phase, a design phase, and a construction phase. The I-75 project for which the traffic noise barrier would be constructed is currently in the design phase.

The traffic noise barrier would be located within FDOT’s right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Should you desire that the FDOT construct the traffic noise barrier, the Department will also require that you execute a perpetual easement in the event it is necessary to access the barrier from outside the I-75 right-of-way (i.e., from your property).

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

Are you willing to relinquish provide a perpetual maintenance easement to the FDOT?
 Yes No

By signing below, you are attesting that you are an appropriate and legal representative of the owner(s) of the Quail Run Campground, Inc. and that you have the authority to make decisions regarding the traffic noise barrier.

Frank D Gilmore Pres
Printed Name of Legal Representative

[Signature]
Signature of Legal Representative

10-3-12
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

70

Lot Number

DON + ERIN SEVERIN

Printed Name

Erin Severin

Signature

10/04/12

Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

78
Lot Number

Georgianna DALY
Printed Name

Georgianna Daly
Signature

10/3/2012
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

90

Lot Number

Shilah Kinney

Printed Name

Shilah Kinney

Signature

10-3-12

Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? _____ Yes _____ No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

93

Lot Number

Randall Permentar SR

Printed Name

Randall Permentar SR

Signature

10/3/12

Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

#99

Lot Number

A. Tudhope

Printed Name

A. Tudhope

Signature

10.3.12

Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

102
Lot Number

Rebecca Sherva
Printed Name

Rebecca Sherva
Signature

10/3/12
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

Lot 103
Lot Number

Rosco De Simone
Printed Name

Rosco W. De Simone
Signature

10-3-12
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

107
Lot Number

Michael Hotelling
Printed Name

Mich Hotelling
Signature

10/3/2012
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

Lot 110.

Lot Number

RUSSELL CASH

Printed Name

Russell E. Cash

Signature

10-3-12

Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

114
Lot Number

EVEYTA THOMAS
Printed Name

Evetta Thomas
Signature

10-3-2012
Date

NOISE BARRIER SURVEY - Renter

September 28, 2012

Quail Run Campground, Inc.
6496 Old Pasco Road
Zephyrhills, FL 33544-3504

RE: Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting is eligible and would benefit from a traffic noise barrier that would parallel Interstate 75 (I-75).

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following provides additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (a photograph of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing below, you are attesting that you are renting one of the lots for which a benefit has been identified.

115
Lot Number

JAY MAPEL
Printed Name

Jay Mapel
Signature

10-03-2012
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. and Mrs. Ryner
6946 Old Pasco Road # 79
Wesley Chapel, FL 33544

RE: Lot Number 79– Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

2012 OCT 18 PM 2:19
REGULATORY
PLANNING UNIT

Dear Mr. and Mrs. Ryner:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number:79

Chiff Ryner

Kathy Ryner

Printed Name

Kathy Ryner

Signature

10/16/12

Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. and Mrs. Rutledge
6946 Old Pasco Road # 82
Wesley Chapel, FL 33544

RE: Lot Number 82– Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Mr. and Mrs. Rutledge:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number:82

DAVID E. RUTLEDGE
Printed Name

David E. Rutledge
Signature

10/15/12
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Ron Gibbens
37063 Bald Eagle Court
Windsor, CO 80550

RE: Lot Number 84– Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Ron Gibbens:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number:84

RON GIBBENS
Printed Name


Signature

10/15/12
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. and Mrs. Meachum
130 Settlers Lane
Kure Beach, NC 28449

RE: Lot Number 97– Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Mr. and Mrs. Meachum:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be

included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? yes Yes _____ No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number:97

LARRY R. Meachum
Printed Name

Larry Meachum
Signature

10-19-12
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. and Mrs. Okon
P O Box 354
Minong, WI 54859

RE: Lot Number 109 – Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Mr. and Mrs. Okon:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

RECEIVED
PLANNING DIV
2012 OCT 30 PM 2:42

Do you desire that the ~~FDOT~~ construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 109

Debra Sokan
Printed Name


Signature

10-26-12
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. Clarence Hill
649 Loopme Drive
Fort Collins, Colorado 80524

RE: Lot Number 113 – Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Mr. Hill:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 113

CLARENCE L. HILL
Printed Name

Clarence J. Hill
Signature

10-24-2012
Date



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Mr. and Mrs. Crews
7348 Village Drive
Mason, Ohio 45040-1496

RE: Lot Number 116 – Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Mr. and Mrs. Crews:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 116

Margaret L. Crews
Printed Name

Margaret L. Crews
Signature

11/5/2012
Date

I know it's too late but file this anyway.



Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

ANANTH PRASAD, P.E.
SECRETARY

October 11, 2012

Larry Gingrich and Tom Nichol
15873 Longwood Road
Bothwell, ON N0P1C0

RE: Lot Number 153 – Quail Run RV Resort, Wesley Chapel, Florida
Final Design Phase
Interstate 75 (I-75) from north of County Road (CR) 54 to north of State Road (SR) 52
Federal Project ID: 258736-2-52-01
Pasco County

Dear Larry Gingrich and Tom Nichol:

In connection with improvements to Interstate 75 (I-75), the Florida Department of Transportation (FDOT) conducted a traffic noise analysis. Based on the results of the analysis, it was determined that the lot you are currently renting within Quail Run RV Resort is eligible and would benefit from a traffic noise barrier that would parallel I-75.

The traffic noise barrier would be located within FDOT's right-of-way for I-75. The approximate extents of the barrier are illustrated on the attached exhibit. The following are additional details regarding the length, height, type, and aesthetics that are planned for the barrier:

- Length – Approximately 1,350 feet.
- Height – The barrier would be approximately 20 feet in height and the elevation at the top of the barrier would range from approximately, 103 to 119 feet above mean sea level.
- Type – Post and panel (an illustration of this type of barrier is attached to this survey for your review).
- Aesthetics – The barrier will be painted Federal Shade No. 36415 (Sandalwood). The face of the barrier toward I-75 will be stacked split face block.

As part of the evaluation process, the FDOT considers the desires of both the owner of the property and the renters of the lots that would be impacted by traffic noise with roadway improvements but would also benefit by a reduction in noise with a noise barrier. The purpose of this letter is to solicit your desires regarding the barrier.

For your desires to be considered, indicate whether you want the FDOT to construct a noise barrier below, print and sign your name at the bottom of this letter and mail it in the enclosed envelope. To be included in the evaluation, you must return this letter to the FDOT by October 29th. If you have any questions, please contact me by phone (813-975-6455) or e-mail (Joseph.Severson@dot.myflorida.com).

Sincerely,

Joseph Severson
Environmental Specialist

Attachments

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number:153

TOM NICOL
LARRY G. BRICK

Printed Name

Larry G. Brick
Signature

2012 1026
Date

From:

11/26/2012 14:53

#871 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 63

JON PARK
Printed Name

Jon Park
Signature

11/26/12
Date

From:

11/26/2012 14:53

#871 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 71

JOSEPH A WHITE
Printed Name

Joseph A White
Signature

11-26-12
Date

From:

11/28/2012 14:59

#671 P. 005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 76

Charles M. Craig
Printed Name

Charles M. Craig
Signature

11/26/12
Date

From:

11/28/2012 14:59 #671 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the **FDOT** construct the traffic noise barrier described above and illustrated on the attached graphics? X Yes _____ No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 81

Bette Christian
Printed Name

Bette Christian
Signature

11-26-12
Date

From:

11/26/2012 14:53

#871 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: [#] 101

BONNIE BARNES
Printed Name

Bonnie Barnes
Signature

11/26/12
Date

From:

11/26/2012 14:59

#671 P.005

Additional Survey: November 26th-December 3rd

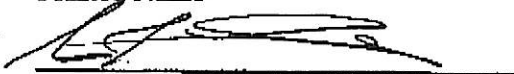
Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? X Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 104

GILBERT L. DICKERSON

Printed Name



Signature

11-26-12
Date

From:

11/28/2012 14:53

#671 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 106

Hevin Lashley
Printed Name

[Signature]
Signature

11-27-12
Date

From:

11/26/2012 14:53

#871 P.005

Additional Survey: November 26th-December 3rd

Do you desire that the FDOT construct the traffic noise barrier described above and illustrated on the attached graphics? Yes No

By signing the attached, you are attesting that you are renting the referenced lot.

Quail Run RV Resort Lot Number: 149

Richard MEADE
Printed Name

Richard Meade
Signature

11/26/12
Date