Noise Study Report

Project Development and Environment (PD&E) Study

Florida Department of Transportation

District 7

Interstate 75 (SR 93A)

Moccasin Wallow Road to South of US 301/SR43

Manatee and Hillsborough Counties, Florida

Financial Management Number: 419235-2-22-01

ETDM Number: 8001 & 14267

March 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

Interstate 75 (SR 93A)
Project Development & Environment (PD&E) Study

From Moccasin Wallow Road to
South of US 301/SR 43

Noise Study Report

Work Program Item Segment No. 419235-2
Manatee and Hillsborough Counties, Florida

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Florida Department of Transportation
District Seven

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) Study to evaluate capacity improvements along approximately 23 miles of Interstate 75 (I-75)/State Road (SR) 93A from Moccasin Wallow Road/County Road (CR) 6 in Manatee County to south of US 301/SR 43 in Hillsborough County. The design year for the improvements is 2045. This PD&E Study is being conducted concurrently with the PD&E Study for the portion of I-75 that extends from south of US 301/SR 43 to north of Bruce B. Downs Boulevard/CR 581 in Hillsborough County under Work Program Item (WPI) Segment No. 419235-3.

The study will focus on widening I-75 to include two express lanes in each direction within the median from Moccasin Wallow Road to south of US 301 including operational improvements at the SR 674 and Gibsonton Drive interchanges. The study for this segment of I-75 will evaluate issues including those related to corridor capacity, congestion, and safety. The project will improve capacity, relieve congestion, improve evacuation efforts, and provide for the efficient movement of goods in an important regional transportation corridor.

The objective of the PD&E Study is to assist the FDOT Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand while minimizing impacts to the environment, consider agency and public comments, and ensure project compliance with all applicable federal and state laws. A Type 2 Categorical Exclusion is being prepared as part of this study. This PD&E Study will document the need for the improvements as well as the procedures utilized to develop and evaluate various improvement alternatives including elements such as proposed typical sections, special designation of travel lanes, preliminary horizontal alignments, and interchange enhancement alternatives. The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

A total of 1,328 receptors representing 1,619 properties for which there are Noise Abatement Criteria for the use of the land were evaluated. The properties are comprised of 1,600 residences, seven medical facilities, an active sports area (the Vance Vogel Sports Complex), eight recreational areas (seven common use areas in subdivisions and a Young Men's Christian Association (YMCA) facility), two trails (Bullfrog Creek Wildlife & Environmental Area and Golden Aster Scrub Nature Preserve), and a school (Spoto High School).

The results of the traffic noise analysis indicate that 935 of the 1,619 properties would be impacted by traffic noise in the project's design year (2045) with the Preferred Build Alternative. Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as abatement measures, but these measures were not determined to be both feasible and reasonable methods of reducing/eliminating the predicted impact. Noise barriers were also considered. Based on the results of the evaluation, noise barriers, evaluated five feet within the FDOT's right-of-way, were

determined to potentially be a feasible and reasonable traffic noise abatement method for the locations listed in **Table ES-1**.

Table ES-1 Potential Noise Barriers

CNE(s)	Subdivision/Area	Length (ft)	Height (ft)	Estimated Cost
8 and 9	Cypress Creek Village and Shadetree Apartments	1,922 – 3,421	14 – 22	$1,073,100 – $2,125,860
11	Waterset, Lake St. Clair, and Covington Park	8,363 – 14,889	10 – 22	$2,594,400 - $9,806,280
14 and 16	Cooper Creek Townhomes and Bullfrog Creek Preserve	3,849 – 4,244	10 – 22	$1,214,700 – $2,540,340
17	Unincorporated Residential West of I-75 from South of Bliss Road to South of Gibsonton Drive	5,018 – 9,528	12 - 22	$1,204,320 – $4,001,760
22 and 23	Unincorporated Residential West of I-75 and North of Alafia River	3,120 – 4,713	14 – 22	$1,310,400 - $3,110,580
26	Lake St. Charles	3,962 – 4, 187	20 - 22	$2,512,200 - $2,614,920
28	Eagle Palms	3,166 – 3,588	16 – 22	$1,615,680 – 2,368,080
Total				$11,524,800 - $26,567,820

The FDOT is committed to constructing the noise barriers listed in the table above contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the barriers as abatement;
- The detailed analysis demonstrates that the cost of a noise barrier would not exceed the cost effective criteria;
- The residents and/or property owners benefitted by a noise barrier desire that a barrier be constructed; and
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

Notably, the final recommendation on the construction of a noise barrier will be made during the project's final design phase and the public involvement that will be conducted at that time.

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SECTION 1 INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of this Project Development and Environment (PD&E) Study is to assist the Florida Department of Transportation (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the necessary improvements for I-75 to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives.

The PD&E Study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right-of-way acquisition, and construction).

To initiate agency coordination, the project has been screened through the Programming Screen of the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 8001, and an updated Advanced Notification (AN) was run under ETDM Project No. 14267. ETDM Project No. 14267 includes project limits from Moccasin Wallow Road in Manatee County to north of Bruce B. Downs in Hillsborough County. The portion of the corridor from south of US 301 to north of Bruce B. Downs in Hillsborough County is being studied under a separate PD&E Study (WPI Segment No. 419235-3) and was previously screened through the ETDM process as Project No. 8002. An ETDM Programming Screen Summary Report was published on March 29, 2007, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. Based on the ETAT comments, the Federal Highway Administration (FHWA) determined that this project qualified as a Type 2 Categorical Exclusion.

1.2 PURPOSE AND NEED

1.2.1 Purpose

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion. These improvements are expected to enhance the overall safety and improve the operating conditions of the facility within the project limits.

1.2.2 Need

I-75 is a south-north interstate highway that is a major trade and tourism corridor. I-75 is part of the highway network that provides access to regional intermodal facilities such as several general aviation airports, MacDill Air Force Base, several seaports, transit stations, cruise ship terminals and major CSX intermodal rail facilities. It is part of the SIS and is a vital link in the transportation network that connects the Tampa Bay region to the remainder of the state and the nation.

I-75 is a critical evacuation route as shown on the Florida Division of Emergency Management's evacuation route network. Improvements to I-75 will improve evacuation efforts, when needed, will

enhance access to activity centers in the area, and movement of goods and freight in the greater Tampa Bay region. Statewide and regional transportation plans and studies by FDOT and the Hillsborough County Transportation Planning Organization (TPO) identify the need for interstate improvements.

1.3 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements along approximately 23 miles of I-75/State Road (SR) 93A from Moccasin Wallow Road in Manatee County to south of US 301/SR 43 in Hillsborough County, Florida. The design year for the improvements is 2045. This PD&E study is being conducted concurrently with the PD&E study for the section of I-75 that extends from south of US 301 to north of Bruce B. Downs Boulevard in Hillsborough County (WPI Segment No. 419235-3). The project location map is shown on **Figure 1-1**.

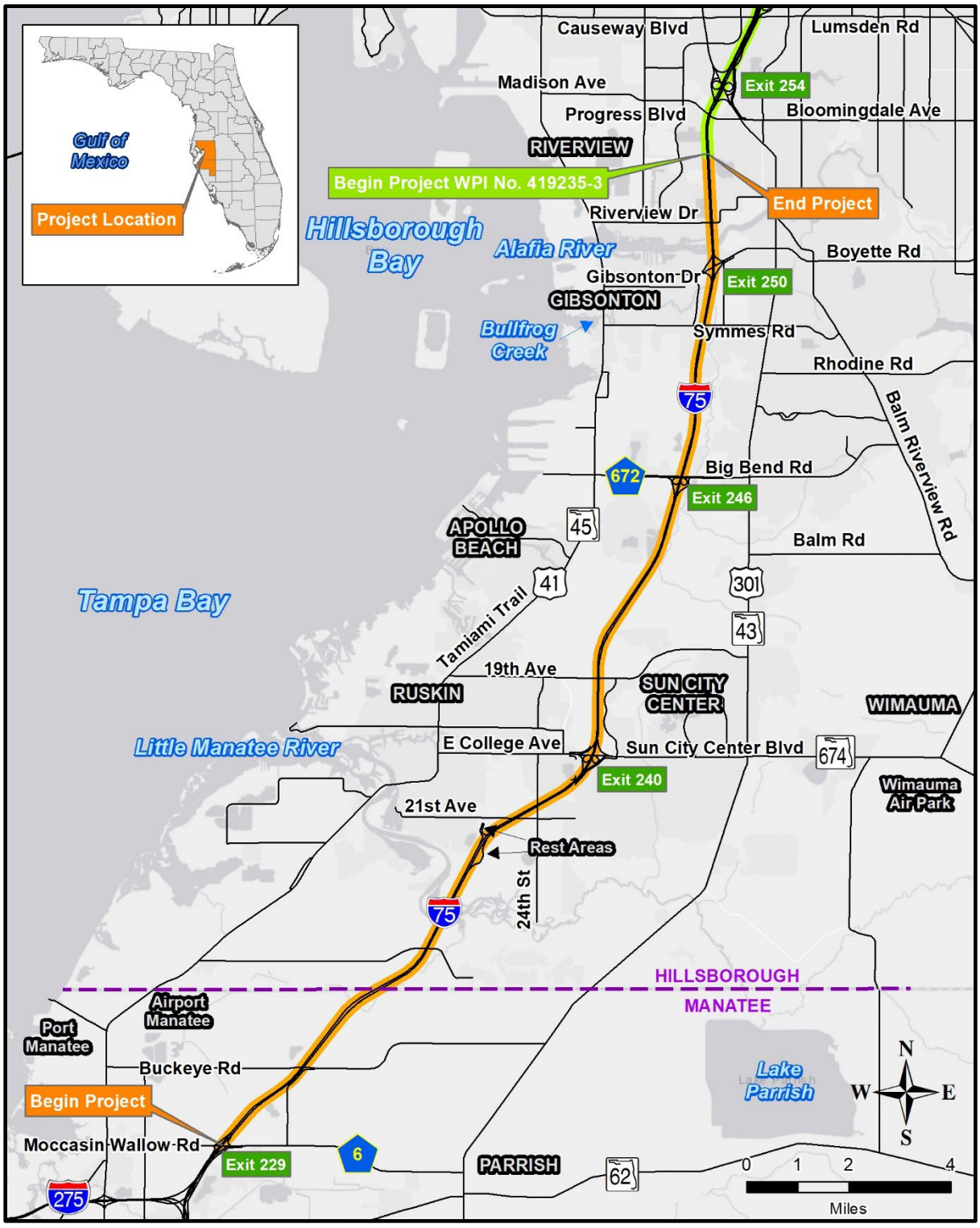


Figure 1-1 Project Location Map

1.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

1.4.1 Existing Facility

I-75 is a limited access (L.A.) freeway that travels in a generally south-north direction from a southern terminus at SR 826 (Palmetto Expressway) in Hialeah, Florida, to a northern terminus in Sault Sainte Marie, Michigan, near the border with Canada. In Florida, I-75 is included in the State Highway System (SHS), designated as SR 93A; the Strategic Intermodal System (SIS); and the Federal Aid Interstate System. I-75 serves as a major evacuation route throughout the state.

Within the project limits, I-75 is classified as a Rural (south of 21st Avenue SE) Principal Arterial -- Interstate and Urban (north of 21st Avenue SE) Principal Arterial – Interstate. The roadway is generally three lanes in each direction from Moccasin Wallow Road to Gibsonton Drive and three lanes plus one auxiliary lane in each direction from Gibsonton Drive to south of US 301. All travel lanes are 12-ft wide and 12-ft inside and outside shoulders are provided, including 10-ft paved. The median width is a minimum of 88-ft wide; several areas near the south end of the project have a wider median where the roadway has been partially bifurcated. The existing typical sections are shown in **Figure 1-2**.

The existing L.A. right of way (ROW) varies throughout the study limits; however, in most areas, the minimum ROW width is 348 feet. For a segment north of SR 674, the ROW on the west side narrows by as much as 46-ft just north of the interchange, yielding a total ROW of only 302-ft. Several areas near the south end have a ROW as wide as 556 feet, where the two roadways are partially bifurcated with a wider median. The posted speed limit is 70 miles per hour (mph).

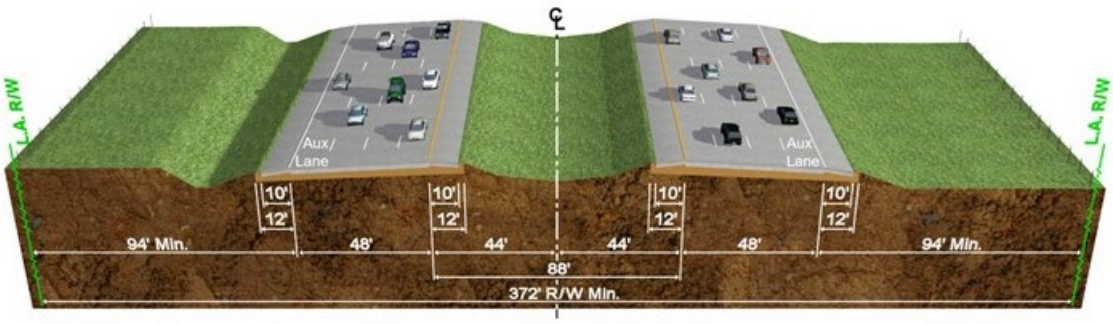
There are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, County Road (CR) 672/Big Bend Road, and Gibsonton Drive. Existing rest area facilities for northbound and southbound travelers are situated approximately 3-miles south of SR 674. The study area includes 22 bridge structures, including crossings over Curiosity Creek, the Little Manatee River, Bullfrog Creek and the Alafia River.

Interstate 75 has not had capacity improvements from Moccasin Wallow Road to south of US 301 since its original construction in the early 1980s.

1.4.2 Proposed Improvements

All alternatives have been evaluated with regard to environmental impacts, costs, and operational factors. Based on these evaluations, a preferred build alternative utilizing two typical sections was identified for the I-75 mainline within the study area.

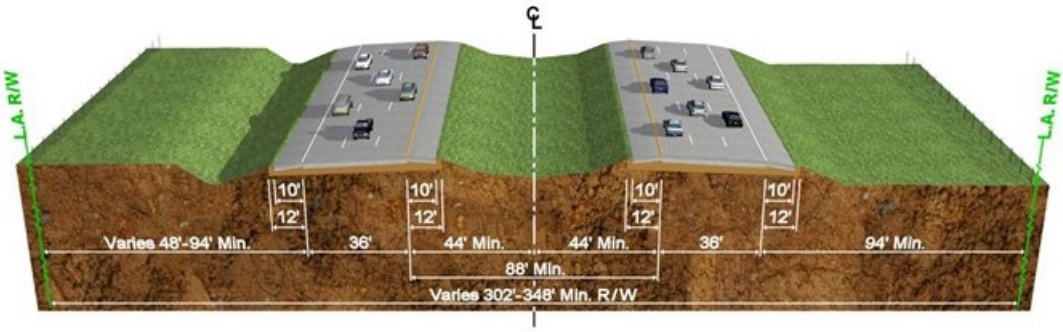
The Preferred Build Alternative Typical Section includes the existing mainline lanes to be designated as General Use Lanes (GULs). The three 12-foot lanes in each direction will remain from Moccasin Wallow Road to Gibsonton Drive and the three lanes plus one auxiliary lane in each direction will remain north of Gibsonton Drive to south of US 301. Outside shoulders will remain at 12-feet wide. Adjacent to the GULs, within the median, two 12-foot Express Lanes (ELs) with 12 to 15-foot inside shoulders will be added in each direction. The inside shoulders will be 15-feet wide where median barrier is proposed and 12-feet wide (10-foot paved) in bifurcated areas. The ELs will be separated



Typical Section #2

From Gibsonton Drive to South of US 301

Design Speed = 70 mph



Typical Section #1

From Moccasin Wallow Road to Gibsonton Drive

Design Speed = 70 mph

Figure 1-2 Existing Roadway Typical Sections

from the GULs by a 4-foot painted and delineated buffer. The preferred alternative typical section is shown in **Figure 1-3**.

Three ingress and three egress connections between the ELs and GULs will be located within the limits of the project in each direction. The ELs are proposed to be managed by limiting direct access for traffic to/from existing interchanges, collection of tolls, vehicle occupancy and/or vehicle type.

As previously stated, there are three interchanges along I-75 within the project limits. They are located at SR 674/East College Avenue/Sun City Center Boulevard, CR 672/Big Bend Road, and Gibsonton Drive. The Big Bend Road interchange improvements are currently being constructed as part of a separate design-build project (WPI Segment No. 424513-3) and considered as an existing condition for this project.

The proposed improvements will include construction of 30 Stormwater Management Facilities (SMF) and 15 Floodplain Compensation (FPC) sites. A number of these SMF and FPC sites within common drainage basins are combined at a single location, and several of the SMFs are located at existing interchange locations within the existing ROW. Additional ROW at a total of 28 locations is required for constructing the offsite SMF and FPC sites. No additional ROW is required for the I-75 mainline or interchange improvements.

1.5 REPORT PURPOSE

This Noise Study Report (NSR) is one of several documents that are being prepared as part of the PD&E Study for the I-75 improvements. This NSR presents the assumptions, data, procedures, and results of the highway traffic noise analysis that was conducted to evaluate the proposed improvements to I-75. The objectives of the NSR are to identify noise sensitive receptors (discrete or representative locations of a noise sensitive area) adjacent to the project corridor, to predict and evaluate future traffic noise levels at the receptors with and without the improvements, and to evaluate the need for, and effectiveness of, noise abatement measures. This NSR also discusses construction-related noise and vibration and identifies traffic noise impact areas for future compatible land use planning adjacent to the project corridor.

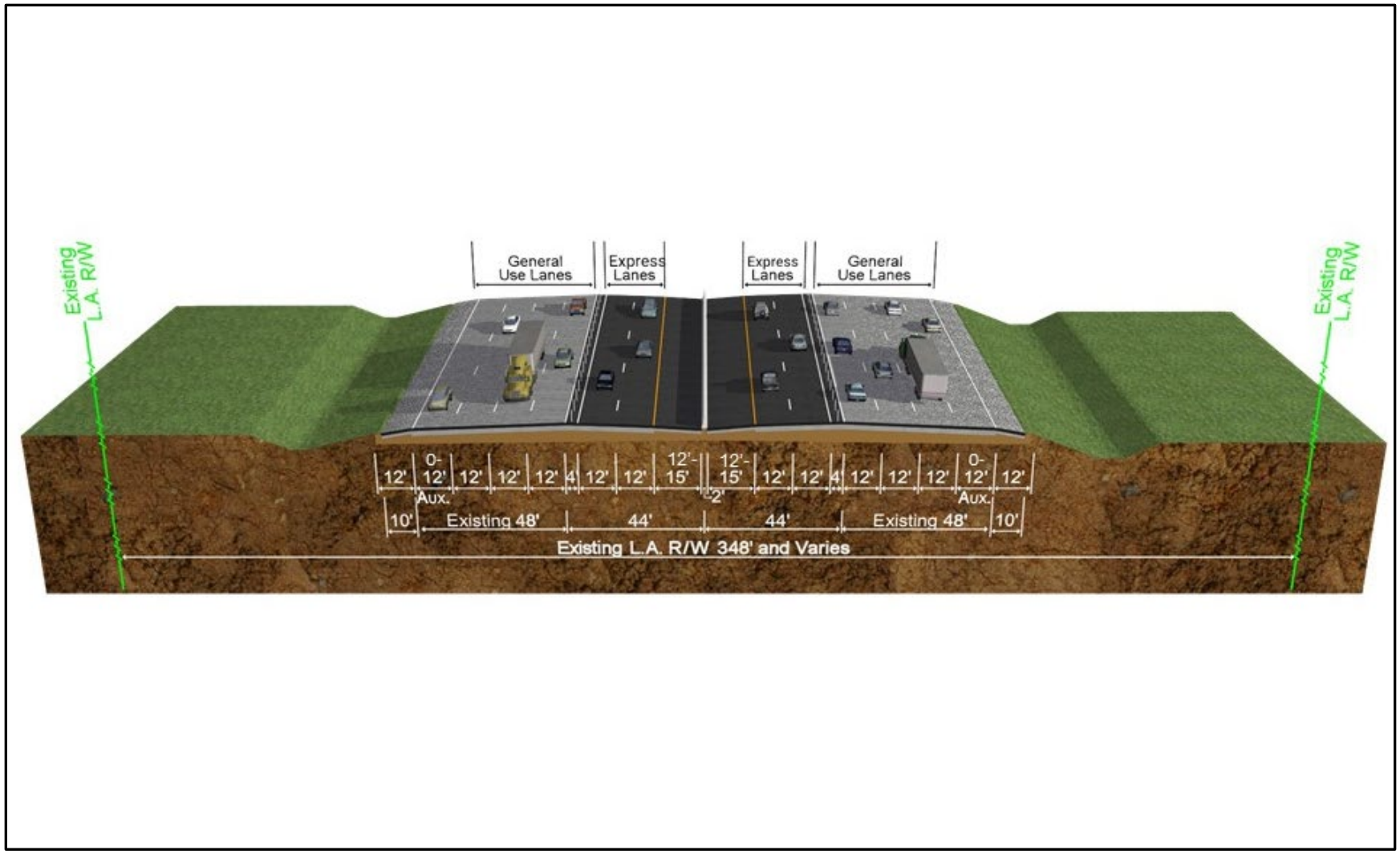


Figure 1-3 Preferred Roadway Typical Section

SECTION 2 METHODOLOGY

The traffic noise analysis was prepared in accordance with all applicable guidelines as stated within both Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) and Part 2, Chapter 18 of the FDOT's PD&E Manual (the FDOT's Noise Policy). As such, the analysis was performed using the FHWA's Traffic Noise Model (TNM, Version 2.5). Use of the TNM is required when evaluating the potential for traffic noise impacts during the design year of roadway improvement projects for which the regulations, policies, and guidelines within 23 CFR 772 and the FDOT's Noise Policy are applicable.

For properties with uses other than residential, the highway traffic noise analysis methodologies described in the FDOT's *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* were used. The special land uses within the study area for this project are medical facilities/offices, an active sports area (the Vance Vogel Sports Complex), eight recreational areas (seven common use areas in subdivisions and the Young Men's Christian Association (YMCA)), two trails (Bullfrog Creek Wildlife & Environmental Area and Golden Aster Scrub Nature Preserve), and a school (Spoto High School).

2.1 NOISE METRICS

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

2.2 TRAFFIC DATA

Noise levels are low when traffic volumes are low and operating conditions are good (level of service (LOS) A or B) and when traffic is so congested that movement is slow (LOS D, E, or F). Generally, the maximum hourly noise level occurs between these two conditions (i.e., LOS C). For analysis of the Existing (2017) traffic noise levels and future (2045) traffic noise levels without the improvements to I-75 (i.e., the No Build Alternative) and with the Preferred Build Alternative, LOS C traffic volumes were used for both the GULs and the ELs. Detailed traffic data (e.g., motor vehicle volumes, fleet mixes, speeds) are provided in **Appendix A** of this NSR.

2.3 NOISE ABATEMENT CRITERIA

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

Table 2-1 FHWA Noise Abatement Criteria

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 18.1 of Chapter 18 of the FDOT's PD&E Manual, Part 2 (dated 7-1-2020).

[1] The Leq(h) activity criteria values are for impact determination only and are not design standards for noise abatement measures.

[2] Includes undeveloped lands permitted for this activity category.

Note: FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.

Table 2-2 Typical Noise Levels

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

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

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

2.4 NOISE ABATEMENT MEASURES

When traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties and the feasibility and reasonableness of providing an abatement measure are considered.

Feasibility factors are related to the acoustical and engineering properties of an abatement measure while reasonableness factors relate to the social, economic, and environmental properties of a measure.

The following subsections of this NSR present and discuss four methods of abating traffic noise impacts.

2.4.1 Traffic Management

Some types of traffic management reduce noise levels**.** For example, trucks can be prohibited from certain streets and roads or be permitted to only use certain streets and roads during daylight hours. The timing of traffic lights can also be changed to smooth out the flow of traffic and eliminate the need for frequent stops and starts. Speed limits can also be reduced.

3.4.2 Alignment Modifications

Modifying the horizontal and/or vertical alignment of a roadway can also be an effective traffic noise mitigation measure. When the horizontal alignment is shifted (i.e., moved) away from a noise sensitive property or when the vertical alignment is shifted below (i.e., placing the roadway below the elevation of a noise sensitive land use) or above a noise sensitive property.

2.4.3 Buffer Zones

Providing a buffer between a roadway and noise sensitive land uses is an abatement measure that can minimize/eliminate noise impacts. To abate traffic noise at an existing noise sensitive land use, the property would be acquired to create a buffer zone. Buffer zones can also be used to eliminate the potential for new noise sensitive land uses to be impacted by traffic noise. For this purpose, and to encourage use of this abatement measure through local land use planning, noise contours have been developed and are further discussed in Section 5.0 of this NSR.

2.4.4 Noise Barriers

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

To effectively reduce traffic noise a noise barrier must be relatively long, continuous (without intermittent openings) and sufficiently tall. For a noise barrier to be considered a potential abatement measure the barrier must meet the following conditions:

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

- Cost Effective Criteria – At a cost of $30 per square foot, a barrier should not cost more than $42,000 per benefited noise sensitive receptor (a benefited receptor is one that receives at least a 5 dB(A) reduction in noise from a mitigation measure). For special land uses (e.g., the outdoor eating area of a restaurant), the cost of a barrier should not be more than $995,935 per person-hour per square foot (dollars/person-ft^2). Notably, 23 CFR 772 and the FDOT's Noise Policy address the cost of abatement with respect to the number of modeled receptors. While the number of modeled receptors has been reported in this NSR, because a receptor can represent more than one property or multiple receptors can be modeled on a single property, cost calculations and considerations were made based on the number of benefited properties and not the number of benefited receptors.

SECTION 3 TRAFFIC NOISE ANALYSIS

3.1 NOISE SENSITIVE RECEPTORS

As previously stated, receptors are discrete representative locations of a noise sensitive land use. The locations of the receptors evaluated for the I-75 improvements are shown on aerials provided in **Appendix B**. A total of 1,328 noise sensitive receptors representing 1,619 properties were evaluated within 33 Common Noise Environments (CNEs). The evaluated properties represent 1,600 residential properties, seven medical facilities, an active sports area, eight recreational areas, two trails, and a school. Of note, the last land use review for this project was conducted in September of 2021.

Table 3-1 is a list of the evaluated CNEs, the land use for each CNE, and the number of evaluated receptors and properties.

Table 3-1 Common Noise Environments

CNE	Sheet No.[1]	Subdivision, Location, or Area	Activity Category	Number of Receptors	Number of Evaluated Properties
1	13-14	River Bend	B – Residential	16	29
2	16	Unincorporated Residential West of I-75 from 21st Avenue SE to 24th Street SE	B – Residential	27	27
3	16-18	Unincorporated Residential West of I-75 from 24th Street SE to SR 674	B – Residential	23	23
4	16-18	Unincorporated Residential East of I-75 from 21st Avenue SE to South of SR 674	B – Residential	33	44
5	19	Fairway Palms Condos	B – Residential	7	7
6	19-20	Cypress Creek Executive Park and Assisted Living Facility	D – Medical Offices, Assisted Living Facility	6	6
7	20	Cypress Creek Dialysis Center	C – Medical Office	1	1
8	20	Cypress Creek Village	B – Residential	14	17
9	21	Shadetree Apartments	B – Residential	64	64
10	21-23	Cypress Mill and Cypress Creek	B – Residential	109	143
11	24-28	Waterset, Lake St. Clair, and Covington Park	B – Residential	253	343
12	28	Covington Park Common Area	C – Recreational Area	1	1
13	29-30	YMCA and Vance Vogel Sports Complex	C – Recreational area/active sports area	7	2
14	30-31	Copper Creek Townhomes	B – Residential	41	54

CNE	Sheet No.[1]	Subdivision, Location, or Area	Activity Category	Number of Receptors	Number of Evaluated Properties
15	31	Copper Creek Townhomes Common Area	C – Recreational area	1	1
16	31	Bullfrog Creek Preserve	B – Residential	39	57
17	32-35	Unincorporated Residential West of I-75 from South of Bliss Road to South of Gibsonton Drive	B – Residential	164	173
17a	35	East Bay Lakes Common Area	C – Recreational area	1	1
18	32-35	Unincorporated Residential East of I-75 from South of Breezy Creek Road to North of Symmes Road	B – Residential	50	50
18a	37	Fern Hill	B – Residential	2	2
19	37	Preserve at Alafia	B – Residential	35	35
20	37	Preserve at Alafia Common Area	C – Recreational area	5	2
21	36	Unincorporated Residential West of I-75 and South of the Alafia River	B – Residential	4	4
22	38	Unincorporated Residential West of I-75 from North of the Alafia River to Riverview Drive	B – Residential	20	20
23	38-40	Lake Fantasia and Oak Creek	B – Residential	135	174
24	39	Lake Fantasia Common Area	C – Recreational area	1	1
25	38-39	Unincorporated Residential East of I-75 from North of the Alafia River to Alsobrook Avenue	B – Residential	63	63
26	39-41	Lake St. Charles	B – Residential	85	103
27	40	Lake St. Charles Common Area	C – Recreational Area	2	1
28	40-41	Eagle Palms	B – Residential	106	168
29	41	Spoto High School	C – School	3	1
30	24-26	Bullfrog Creek Wildlife and Environmental Area	C – Trails	4	1
31	32	Golden Aster Scrub Nature Preserve	C – Trails	6	1
			Total	1,328	1,619

[1] See Appendix B.

Following FHWA/FDOT guidance, the residences were evaluated as Activity Category "B" and abatement was considered if the predicted future traffic noise level with the improvements was 66 dB(A)). One of the seven medical facilities, the active sports area, the recreational areas, the trails, and the school were evaluated as Activity Category "C" and abatement was considered at an exterior predicted traffic noise level of 66 dB(A). The remaining six medical facilities do not have areas of

exterior use. Therefore, the facilities were evaluated as Activity Category "D" and abatement was considered at a predicted interior traffic noise level of 51 dB(A). Interior building noise levels were calculated by subtracting noise reduction factors from the predicted exterior noise levels. Because the medical facilities were located in buildings of masonry construction, a noise reduction factor of 25 dB was used.

3.2 MEASURED SOUND LEVELS

To verify that the TNM accurately predicts existing traffic noise levels, field sound level measurements are taken. During each measurement period, average vehicle travel speeds, vehicle count and fleet identification (i.e., automobiles, trucks, buses, and motorcycles), site conditions (i.e., typography, distance from the roadway(s)) and sources of sound other than motor vehicles (e.g., aircraft flyovers, birds, barking dogs) are noted. The motor vehicle data and site conditions are used to create input for the TNM, and the model is executed. Following FDOT's methodology, the TNM is considered valid to predict existing conditions if the field measured sound levels are within 3 dB(A) of the TNM predicted highway traffic noise levels.

The field measurements for I-75 were conducted in accordance with the FHWA's *Measurement of Highway-Related Noise*. The measurements were obtained using Larson Davis sound level meters (SLM) Model LxT and 831. The SLMs were calibrated before and after each monitoring period with a Larson Davis calibrator Model CAL200.

Table 4-2 presents the field measurements and the validation results. As shown, the ability of the model to predict noise levels within the FDOT limit of plus or minus 3.0 dBA for the project was confirmed.

Table 3-2 Validation Data

Location[a]	Measurement Period	Modeled Traffic Noise (dB(A))	Measured Sound (dB(A))	Difference
Lake Fantasia	1	65.7	64.4	1.3
	2	66.8	64.3	2.5
	3	66.8	64.3	2.5
East Bay Lakes	1	57.6	55.4	2.2
	2	58.8	56.7	2.1
	3	57.4	55.0	2.4

[a] The locations of the field measurements are depicted on aerials in **Appendix B** of this *NSR*.

3.3 PREDICTED TRAFFIC NOISE LEVELS

The predicted existing, future No Build Alternative, and future Preferred Build Alternative traffic noise levels for each evaluated receptor are provided in **Appendix B. Table 4-3** provides the range of

predicted traffic noise within each CNE and the number of evaluated receptors/properties at which the Preferred Build Alternative traffic noise level is predicted to approach, meet, or exceed the NAC. None of the receptors/properties are predicted to have traffic noise levels in the future with the Preferred Build Alternative that would increase substantially (i.e., 15 dB(A) or greater) when compared to existing levels. As shown in Table 4-3, with the Preferred Build Alternative traffic noise levels are predicted to approach, meet, or exceed the NAC at 747 receptors that represent 935 properties for which there are NAC. Nine hundred and twenty-nine of the properties are residences, four are common recreational areas (e.g., pools, tennis courts) in subdivisions and two are trails.

Table 3-3 Predicted Traffic Noise Levels

CNE	Appendix B Sheet No.	Subdivision, Location, or Area	Activity Category	Number of Evaluated Receptors/ Properties	Traffic Noise Level			
					Existing dB(A)	No-Build dB(A)	Build	
							dB(A)	Number of Receptors/ Properties Level ≥ NAC
1	13-14	River Bend	B – Residential	16 / 29	57.8 – 62.7	57.8 – 62.7	62.3 – 67.0	2 / 4
2	15-16	Unincorporated Residential West of I-75 from 21st Avenue SE to 24th Street SE	B – Residential	27 / 27	57.7 – 71.5	57.7 – 71.5	63.0 – 74.0	17 / 17
3	16-18	Unincorporated Residential West of I-75 from 24th Street SE to SR 674	B – Residential	23 / 23	59.4 – 75.8	59.4 – 75.8	63.7 – 77.8	19 / 19
4	16-18	Unincorporated Residential East of I-75 from 21st Avenue SE to South of SR 674	B – Residential	33 /44	61.1 – 75.9	61.1 – 75.9	64.5 – 78.2	29 / 29
5	19	Fairway Palms Condos	B – Residential	7 / 7	62.0 – 63.3	62.0 – 63.3	61.8 – 65.0	0 / 0
6	19-20	Cypress Creek Executive Park and Assisted Living Facility	D – Medical Offices/ Assisted Living Facility	6 /6	38.7 – 48.7	38.7 – 48.7	42.8 – 50.5	0 /0
7	20	Cypress Creek Dialysis Center	C – Medical Office	1 / 1	63.5	63.5	65.7	0 / 0
8	20	Cypress Creek Village	B – Residential	14 / 17	60.5 – 63.8	60.5 – 63.8	63.2 – 66.3	5 / 5
9	21	Shadetree Apartments	B – Residential	64 / 64	54.3 – 71.8	54.3 – 71.8	59.8 – 74.3	42 / 42
10	21-24	Cypress Mill, Cypress Creek	B – Residential	109 / 143	53.1 – 74.1	53.1 – 74.1	58.5 – 73.3	68 / 89
11	24-28	Waterset, Lake St. Clair, and Covington Park	B – Residential	253 / 343	57.5 – 75.4	57.5 – 75.4	61.2 – 77.8	180 / 255
12	28	Covington Park Common Area	C – Recreational Area	1 / 1	70.2	70.2	74.8	1 / 1

CNE	Appendix B Sheet No.	Subdivision, Location, or Area	Activity Category	Number of Evaluated Receptors/ Properties	Traffic Noise Level			
					Existing dB(A)	No-Build dB(A)	Build	
							dB(A)	Number of Receptors/ Properties Level ≥ NAC
13	29-30	Young Men's Christian Association (YMCA) and Vance Vogel Sports Complex	C – Recreational area/ Active sports area	7 / 2	58.2 – 66.4	60.7 – 66.4	61.0 – 67.4	1 / 1
14	30-31	Copper Creek Townhomes	B – Residential	41 / 54	53.2 – 64.6	53.2 – 64.6	55.9 – 68.6	23 / 23
15	30	Copper Creek Townhomes Common Area	C – Recreational area	1 / 1	56.9	56.9	61.2	0 / 0
16	31	Bullfrog Creek Preserve	B – Residential	39 / 57	58.8 – 70.7	58.8 – 70.7	62.9 – 73.8	30 / 48
17	32-35	Unincorporated Residential West of I-75 from South of Bliss Road to South of Gibsonton Drive	B – Residential	164 / 173	56.0 – 75.4	56.0 – 75.4	58.7 – 77.7	105/ 114
17a	35	East Bay Lakes Common Area	C – Recreational area	1 / 1	74.4	74.4	77.0	1 / 1
18	32-35	Unincorporated Residential East of I-75 from South of Breezy Creek Road to North of Symmes Road	B – Residential	50 / 50	58.3 – 69.6	58.3 – 69.6	60.0 – 72.3	27 / 27
18a	37	Fern Hill	B – Residential	2 / 2	54.1 – 54.5	54.1 – 54.5	59.2 – 59.7	0 / 0
19	37	Preserve at Alafia	B – Residential	35 / 35	60.2 – 66.6	60.2 – 66.6	59.8 – 69.9	17 / 17
20	37	Preserve at Alafia Common Area	C – Recreational area	5 / 2	61.8 – 64.6	61.8 – 64.6	61.4 – 64.8	0 / 0
21	36	Unincorporated Residential West of I-75 and South of the Alafia River	B – Residential	4 / 4	63.0 - 69.4	63.0 - 69.4	64.3 – 68.3	2 / 2

CNE	Appendix B Sheet No.	Subdivision, Location, or Area	Activity Category	Number of Evaluated Receptors/ Properties	Traffic Noise Level			
					Existing dB(A)	No-Build dB(A)	Build	
							dB(A)	Number of Receptors/ Properties Level ≥ NAC
22	38	Unincorporated Residential West of I-75 from North of the Alafia River to Riverview Drive	B – Residential	20 / 20	61.1 – 69.4	61.1 – 69.4	62.3 – 69.9	4 / 4
23	38-40	Lake Fantasia and Oak Creek	B – Residential	135 / 174	58.4 – 74.6	58.4 – 74.6	61.5 – 75.9	91 / 128
24	39	Lake Fantasia Common Area	C – Active sports area	1 / 1	67.6	67.6	68.8	1 / 1
25	38-39	Unincorporated Residential East of I-75 from North of the Alafia River to Alsobrook Avenue	B – Residential	63 / 63	59.7 - 76.0	59.7 - 76.0	60.1 – 76.4	21 / 21
26	39-41	Lake St. Charles	B – Residential	85 / 103	59.7 – 71.0	59.7 – 71.0	60.7 – 69.9	35 / 46
27	40	Lake St. Charles Common Area	C – Active sports area	2 / 2	67.3 – 68.6	67.3 – 68.6	66.3 – 67.9	1 / 1
28	40-41	Eagle Palms	B – Residential	106 / 168	53.1 – 76.0	53.1 – 76.0	55.5 – 77.8	24 / 37
29	41	Spoto High School	C – School	3 / 1	58.9 – 64.9	58.9 – 64.9	62.2 – 66.1	1 / 1
30	24-26	Bullfrog Creek Wildlife and Environmental Area	C – Trail	4 / 1	66.1 – 71.7	66.1 – 71.7	70.4 – 74.9	4 / 1
31	32	Golden Aster Scrub Nature Preserve	C – Trail	6 / 1	61.3 – 67.2	61.3 – 67.2	66.1 – 73.5	6 / 1
			Total	1,328 / 1,619	38.7 - 76.0	38.7 – 76.0	42.8 – 78.2	757 / 935

3.4 EVALUATION OF ABATEMENT MEASURES

As previously stated, when traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties. The following discusses the FDOT's evaluation of each of the measures for which an overview was provided in Section 3.4 of this NSR.

3.4.1 Traffic Management

Reducing traffic speeds and/or the traffic volume or changing the motor vehicle fleet on I-75 is inconsistent with the goal of improving the ability of the roadway to handle the forecast traffic volume. Therefore, traffic management measures are not considered to be a reasonable noise abatement measure for the I-75 project.

3.4.2 Alignment Modifications

A change in the horizontal or vertical alignment of a roadway may reduce noise levels at noise sensitive receptors. The proposed improvements would be constructed to follow the existing roadway alignment. Because shifting the alignment horizontally would require substantial ROW acquisitions and, because noise sensitive land uses are located on both sides of the roadway, a modification to the alignment of I-75 for the purpose of reducing traffic impacts is not considered to be a reasonable noise abatement measure. Additionally, suppressing the roadway's vertical alignment to create a natural berm between the highway and receivers or raising the vertical alignment is not considered to be reasonable due to the cost associated with this measure.

3.4.3 Buffer Zones

As previously stated, to abate predicted traffic noise at an existing noise sensitive land use, the property would have to be acquired. The same cost-effective limit that applies to noise barriers (i.e., $42,000 per benefited noise sensitive receptor) would apply to the purchase price of any impacted noise sensitive property. A review of data from the Hillsborough Property Appraiser indicates that the cost to acquire the developed properties adjacent to I-75 exceeds the cost-effective limit. Therefore, creating a buffer zone by acquiring existing noise sensitive properties is not considered to be a reasonable noise abatement measure.

3.4.4 Noise Barriers

TNM was used to evaluate the ability of noise barriers to reduce traffic noise levels for the impacted noise sensitive receptors adjacent to I-75. The barriers were evaluated at heights from eight to 22 feet (in two-foot increments). The length of each barrier was optimized to determine if at least the minimum noise reduction requirements (i.e., a minimum reduction of 5 dB(A) for two impacted receptors and a minimum reduction of 7 dB(A) for one benefitted receptor) could be achieved.

Noise barriers were evaluated five feet within the FDOT's ROW. In elevated sections of I-75 (i.e., at interchanges), barriers were evaluated five feet within the ROW and on the shoulder of the I-75 travel lanes. Following FDOT's Noise Policy, the shoulder barriers were evaluated at a maximum height of

14 feet. In elevated sections where a barrier would be on either a bridge or a retaining wall structure, the barrier was evaluated at a maximum height of eight feet. Notably, at all evaluated locations the barriers were optimized (length and height) to benefit the greatest number of impacted receptors in a CNE as possible.

The following provides the results of the noise barrier evaluation for the CNEs in which traffic noise is predicted to impact noise sensitive properties (i.e., the CNEs listed in Table 4-3 for which receptors are predicted to be impacted with the Preferred Build Alternative).

CNE 1 – River Bend

A noise barrier was evaluated five feet inside the existing ROW for the four impacted residences in the River Bend subdivision (CNE 1). Except at a height of 22 feet, a noise barrier would not provide a reduction in traffic noise such that the minimum noise reduction requirements would be met (i.e., a 5 dB(A) reduction in traffic noise for two or more impacted noise sensitive receptors and at least a 7 dB(A) reduction for at least one impacted receptor). The results for a 22-foot barrier are provided in **Table 4-4**. As shown, although the minimum noise reduction requirements would be met, the cost would be above the FDOT's cost reasonable criteria ($42,000 per benefited receptor). Therefore, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 1.

Table 3-4 Noise Barrier Results: CNE 1

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property [4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 2 / 4										
22	2,368	0	1	3	4	13	17	$1,562,880	$91,934	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited residence. The cost for this CNE was derived using the number of benefited properties.

CNE 2 – West of I-75 from 21st Avenue SE to 24th Street SE

A noise barrier was evaluated for the 17 impacted receptors that represent 17 residences west of I-75 from 21st Avenue SE to 24th Street SE. Nine of the residences are in the Park Village subdivision and the remaining residences are on unincorporated parcels. The barrier was evaluated five feet inside the existing ROW. At heights of 8, 10, and 12 feet, a noise barrier would not provide a reduction in traffic noise such that the minimum noise reduction requirements would be met. The results for barrier heights of 14 to 22 feet are provided in **Table 4-5**. As shown, at these heights, the minimum noise reduction requirements would be met at seven of the impacted residences. However, the cost of the barrier would be above the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 2.

Table 3-5 Noise Barrier Results: CNE 2

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property [4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 17 / 17										
14	1,405	3	3	1	7	0	7	$590,100	$84,300	No
16	1,245	5	1	1	7	0	7	$597,600	$85,371	No
18	1,046	4	2	1	7	0	7	$564,840	$80,691	No
20	967	4	2	1	7	0	7	$580,200	$82,886	No
22	927	3	3	1	7	0	7	$611,820	$87,403	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
.[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 3 – West of I-75 from 24th Street SE to SR 674

A noise barrier was evaluated for the 19 impacted receptors representing the 19 residences located west of I-75 between 24th Street SE and SR 674. The barrier was evaluated five feet inside the existing ROW. As shown in **Table 3-6**, at heights of 10 to 22 feet, the minimum noise reduction requirements would be met but the cost of the barrier would exceed the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 3.

Table 3-6 Noise Barrier Results: CNE 3

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 19 / 19										
10	3,197	4	0	1	5	0	5	$959,100	$191,820	No
12	3,157	2	4	3	9	0	9	$1,136,520	$126,280	No
14	2,977	5	0	6	11	1	12	$1,250,340	$104,195	No
16	3,057	3	2	7	12	2	14	$1,467,360	$104,811	No
18	3,017	2	3	7	12	2	14	$1,629,180	$116,370	No
20	2,927	2	2	8	12	2	14	$1,774,200	$126,729	No
22	2,937	4	1	11	16	2	18	$1,938,420	$107,690	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 4 – Unincorporated Residential East of I-75 from 21st Avenue SE to South of SR 64

A noise barrier was evaluated for the 29 impacted receptors representing 29 residences located east of I-75 between 21st Avenue SE and 14th Avenue SE. Nine of the residences are in the Ruskin Colony Farms subdivision and the Highgate Condo complex. The remaining residences are on unincorporated parcels. The barrier was evaluated five feet inside the existing ROW. As shown in **Table 3-7**, at heights

of 8 to 22 feet, the minimum noise reduction requirements would be met but the cost of the barrier would exceed the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 4.

Table 3-7 Noise Barrier Results: CNE 4

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors/Properties = 29 / 29										
8	3,248	1	0	1	2	0	2	$779,520	$389,760	No
10	5,895	6	0	1	7	0	7	$1,768,500	$252,643	No
12	5,632	6	5	2	13	0	13	$2,027,520	$155,963	No
14	5,577	5	5	6	16	0	16	$2,342,340	$146,396	No
16	7,085	4	4	11	19	0	19	$3,400,800	$178,989	No
18	8,567	10	4	13	27	0	27	$4,626,180	$171,340	No
20	7,535	14	8	15	37	2	39	$4,521,000	$115,923	No
22	7,329	6	15	16	37	2	39	$4,837,140	$124,029	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 8/9 – Cypress Creek Village and Shadetree Apartments

A noise barrier was evaluated for the 47 impacted receptors representing 47 residences located east of I-75 in the Cypress Creek Village subdivision and the Shadetree Apartment complex. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-8,** at heights of 14 to 22 feet, the results of the analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 8 and CNE 9 during the project's design phase (see Section 4.4.5 of this NSR for design phase traffic noise considerations).

Table 3-8 Noise Barrier Results: CNE 8/9

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 47 / 47										
14	1,922	6	16	2	24	10	34	$1,073,100	$31,562	Yes
16	3,421	10	3	29	42	24	66	$1,642,080	$24,880	Yes
18	3,221	10	3	29	42	25	67	$1,739,340	$25,960	Yes
20	3,221	11	3	30	44	28	72	$1,932,600	$26,842	Yes
22	3,221	10	3	31	44	28	72	$2,125,860	$29,526	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

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CNE 10 – Cypress Mill and Cypress Creek

A noise barrier was evaluated for the 68 impacted receptors that represent 89 residences located east of I-75 in the Cypress Creek and Cypress Mill subdivisions. Of note, there is an existing concrete wall 12 feet in height adjacent to the Cypress Mill subdivision. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-9**, at heights of 14 to 22 feet, the minimum noise reduction requirements would be met but the cost of the barrier would exceed the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 10.

Table 3-9 Noise Barrier Results: CNE 10

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 68 / 89										
14	3,486	5	3	4	12	1	13	$1,464,120	$112,625	No
16	3,824	3	6	5	14	3	17	$1,835,520	$114,720	No
18	3,548	8	3	8	19	3	22	$1,915,920	$87,087	No
20	3,329	11	2	9	22	3	25	$1,997,400	$79,896	No
22	3,674	10	7	10	27	4	31	$2,424,840	$78,221	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 11 – Waterset, Lake St. Clair, and Covington Park

A noise barrier was evaluated for the 180 impacted receptors representing 255 residences located west of I-75 in the Waterset, Lake St. Clair, and Covington Park subdivisions. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-10,** at heights of 10 to 22 feet, the PD&E phase analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 11 during the project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-10 Noise Barrier Results: CNE 11

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 180 / 255										
8	4,740	14	12	1	27	0	27	$1,137,600	$42,133	No
10	8,648	38	5	37	80	0	80	$2,594,400	$33,694	Yes
12	8,483	10	36	72	118	0	118	$3,053,880	$25,880	Yes
14	8,363	24	25	111	160	10	170	$3,512,460	$20,662	Yes
16	14,241	18	23	134	175	18	193	$6,835,680	$35,418	Yes
18	14,441	52	19	152	223	25	248	$7,798,140	$31,444	Yes
20	14,889	34	41	171	246	38	284	$8,933,400	$31,456	Yes
22	14,858	24	34	202	260	63	323	$9,806,280	$30,360	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 12 – Covington Park Common Area

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area of the common use pool in the Covington Park subdivision. To evaluate this land use, the optimal (i.e., most favorable) length and height for a noise barrier was determined using TNM. At a length of 610 feet and a height of 16 feet, a barrier would reduce predicted traffic noise levels within the impacted area of the pool a minimum of 7 dB(A).

The evaluation of this land use considers how frequently the area in which the traffic noise would be reduced is used and by how many people (referred as person-hours of use). Based on the optimal barrier length and height, to be considered cost effective the minimum required hourly use of the area in which the traffic noise would be reduced is 412 persons. Because it is not reasonable to assume that this level of activity would occur, a barrier is not considered a reasonable noise abatement measure for CNE 12.

CNE 13 – YMCA/Vance Vogel Sports Complex

Using the special land use procedures, a noise barrier was evaluated for the impacted areas (the playground and sports field) of the YMCA. Due to the distance of the receptors and impacted areas from the location at which a barrier could be constructed within the FDOT ROW, the noise reduction design goal of 7 dB(A) could not be achieved at any of the evaluated barrier heights. Therefore, a barrier is not considered a reasonable noise abatement measure for the impacted area of CNE 13.

Although the Vance Vogel Sports Complex is a 4(f) resource located in CNE 13, its activities, features, and attributes lie beyond the 66 dB(A) contour.

CNEs 14/16 – Copper Creek Townhomes and Bullfrog Creek Preserve

A noise barrier was evaluated for the 53 impacted receptors representing 71 impacted residences located east of I-75 in the Cypress Creek Townhomes complex and the Bullfrog Creek Preserve subdivision. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-11**, at heights of 10 to 22 feet, analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 14 and CNE 16 during the project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-11 Noise Barrier Results: CNE 14/16

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 53 / 71										
8	2,186	3	7	2	12	0	12	$524,640	$43,720	No
10	4,049	19	4	9	32	0	32	$1,214,700	$37,959	Yes
12	4,244	26	7	11	44	0	44	$1,527,840	$34,724	Yes
14	4,049	30	2	16	48	3	51	$1,700,580	$33,345	Yes
16	3,849	31	4	16	51	2	53	$1,847,520	$34,859	Yes
18	3,849	31	4	16	51	2	53	$2,078,460	$39,216	Yes
20	3,849	34	15	20	69	7	76	$2,309,400	$30,387	Yes
22	3,849	23	25	21	69	12	81	$2,540,340	$31,362	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 17 – Unincorporated Residential West of I-75 from South of Bliss Road to South of Gibsonton Drive

A noise barrier was evaluated for the 105 impacted receptors representing 114 residences located west of I-75 from south of Bliss Road to Gibsonton Drive. The residences are in the Southwind, East Bay Lakes, and Bullfrog Creek Estates subdivisions and on unincorporated parcels. The barrier was evaluated five feet inside the ROW. As shown on **Table 3-12**, at heights of 12 to 22 feet, the analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 17 during the project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-12 Noise Barrier Results: CNE 17

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 105 / 114										
8	3,403	5	0	3	8	0	8	$816,720	$102,090	No
10	4,614	9	3	12	24	0	24	$1,107,360	$46,140	No
12	5,018	11	12	22	45	0	45	$1,204,320	$26,763	Yes
14	6,473	13	10	37	60	2	62	$1,553,520	$26,331	Yes
16	8,056	8	10	46	64	7	71	$1,933,440	$27,232	Yes
18	8,943	8	10	51	69	9	78	$2,146,320	$27,517	Yes
20	9,159	8	6	57	71	20	91	$2,198,160	$24,156	Yes
22	9,528	8	8	62	78	29	107	$4,001,760	$37,400	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.
[3] Based on a unit cost of $30 per square foot.

CNE 17a – East Bay Lakes Common Area

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area of the common use pool and shelter in the East Bay Lakes subdivision. At an optimal length of 340 feet and an optimal height of 18 feet, a barrier would reduce predicted traffic noise levels within the impacted area of the pool a minimum of 7 dB(A). To be considered cost effective, the minimum required hourly use of the area in which the traffic noise would be reduced is 258 persons. Because it is not reasonable to assume that this level of activity would occur, a barrier is not considered a reasonable noise abatement measure for impacted area of the pool and shelter.

CNE 18 – Unincorporated Residential East of I-75 from South of Breezy Creek Road to North of Symmes Road

A noise barrier was evaluated for the 27 impacted receptors representing 27 residences east of I-75 from south of Breezy Creek Road to north of Symmes Road. The barrier was evaluated five feet inside the ROW. As shown on **Table 3-13**, at heights of 14 to 22 feet, the minimum noise reduction requirements would be met but the cost of the barrier would exceed the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 18.

Table 3-13 Noise Barrier Results: CNE 18

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 27 / 27										
14	2,671	4	0	3	7	0	7	$1,121,820	$160,260	No
16	4,513	4	2	5	11	0	11	$2,166,240	$196,931	No
18	3,277	4	2	5	11	0	11	$1,769,580	$160,871	No
20	3,177	4	2	5	11	1	12	$1,906,200	$158,850	No
22	4,876	7	2	8	17	2	19	$3,218,160	$169,377	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 19 – Preserve at Alafia Subdivision

A noise barrier was evaluated for the 17 impacted receptors representing 17 residences located east of I-75 in the Preserve at Alafia. Because the residences are in an area in which I-75 crosses the Alafia River, a combination noise barrier was evaluated. One segment of the barrier was evaluated five feet within the FDOT ROW and a second segment on the bridge structure that would cross the Alafia River. Because the impacts occur mainly at second and third level residences, the noise reduction design goal of 7 dB(A) could not be achieved at any of the evaluated barrier heights. Therefore, the barrier is not considered a reasonable noise abatement measure for CNE 19.

CNE 21 – Unincorporated Residential West of I-75 and North of Gibsonton Drive

A noise barrier was evaluated for the two receptors representing two impacted residences located west of I-75 between Gibsonton Drive and the Alafia River. A combination noise barrier was also evaluated at this location with one segment located five feet within the FDOT ROW and a second segment on the Alafia River bridge structure.

Because the length of the ROW barrier is limited due to the Alafia River and height of the barrier on the bridge is limited to eight feet, the minimum required 5 dB(A) noise reduction could not be achieved. As such, a noise barrier is not considered a reasonable noise abatement measure for the traffic noise impacted properties in CNE 21.

CNEs 22/23 – Unincorporated Residential West of I-75 and North of Alafia River

A noise barrier was evaluated for the 95 impacted receptors representing 132 residences located west of I-75 and north of the Alafia River. The residences are in the Lake Fantasia and Oak Creek subdivisions and on unincorporated parcels. The barrier was evaluated five feet within the FDOT ROW in two segments—one on each side of Riverview Drive. As shown on **Table 3-14**, at barrier heights between 14 and 22 feet, the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 22 and CNE 23 during the

project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-14 Noise Barrier Results: CNE 22/23

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 95 / 132										
14	3,120	17	12	24	53	0	53	$1,310,400	$24,725	Yes
16	3,120	16	33	34	83	0	83	$1,497,600	$18,043	Yes
18	3,723	8	13	76	97	0	97	$2,010,420	$20,726	Yes
20	3,973	16	7	86	109	0	109	$2,383,800	$21,870	Yes
22	4,713	16	11	93	120	1	121	$3,110,580	$25,707	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 24 – Lake Fantasia Community Basketball Court

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area of the common use basketball court in the Lake Fantasia subdivision. Due to the distance of the basketball court from the barrier the minimum 5 dB(A) noise reduction could not be achieved at any of the evaluated barrier heights. Therefore, a barrier is not considered a reasonable noise abatement measure for the impacted area of the basketball court in CNE 24.

CNE 25 – Unincorporated Residential East of I-75 from North of the Alafia River to Alsobrook Avenue

A noise barrier was evaluated for the 21 impacted receptors representing 21 residences located east of I-75 from North of the Alafia River to Alsobrook Avenue. The residences are in the Riverview Estates and the Byars Riverview Acres subdivisions and on unincorporated parcels. Because the residences are in an area where I-75 is on structure to cross the Alafia River and elevated on structure over Riverview Drive, a combination ROW and bridge structure barrier system was evaluated. As shown on **Table 3-15**, at ROW barrier heights of 14 to 22 feet, the minimum noise reduction requirements would be met but the cost of the barrier would exceed the FDOT's cost reasonable criteria. As such, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 25.

Table 3-15 Noise Barrier Results: CNE 25

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Receptor[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 21 / 21										
14	1,072	2	2	1	5	0	5	$450,240	$90,048	No
16	1,032	2	1	3	6	0	6	$495,360	$82,560	No
18	1,512	4	2	4	10	0	10	$816,480	$81,648	No
20	1,372	5	2	5	12	0	12	$823,200	$68,600	No
22	1,302	3	3	6	12	0	12	$859,320	$71,610	No

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 26 – Lake St. Charles

A noise barrier was evaluated for the 35 impacted receptors representing 46 residences located east of I-75 in the Lake St. Charles subdivision. The barrier was evaluated five feet inside the ROW. As shown on **Table 3-16**, at heights of 20 and 22 feet, the PD&E phase analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further at this location during the project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-16 Noise Barrier Results: CNE 26

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 35 / 46										
20	4,187	7	25	9	41	31	72	$2,512,200	$34,892	Yes
22	3,962	8	11	27	46	43	89	$2,614,920	$29,381	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 27 – Lake St. Charles Common Area

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area of the common use tennis court and soccer field in the Lake St. Charles Community. Due to the distance of the court and soccer field from the location at which a barrier could be constructed, the minimum 5 dB(A) noise reduction could not be achieved at any of the evaluated barrier heights. Therefore, a barrier is not considered a reasonable noise abatement measure for the impacted area of the basketball court in CNE 27.

CNE 28 – Eagle Palms

A noise barrier was evaluated for the 24 impacted receptors representing 37 residences in the Eagle Palms subdivision. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-17**, at barrier heights between 16 and 22 feet the analysis indicates that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 28 during the project's design phase (see Section 4.4.5 of this NSR regarding design phase traffic noise considerations).

Table 3-17 Noise Barrier Results: CNE 28

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties[2]			Total Estimated Cost[3]	Cost per Benefited Property[4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Receptors / Properties = 24 / 37										
14	2,766	8	10	4	22	0	22	$1,161,720	$52,805	No
16	3,366	17	8	14	39	10	49	$1,615,680	$32,973	Yes
18	3,166	15	6	18	39	18	57	$1,709,640	$29,994	Yes
20	3,588	6	11	22	39	34	73	$2,152,800	$29,490	Yes
22	3,588	0	14	25	39	58	97	$2,368,080	$24,413	Yes

[1] This table list the number of properties with a predicted noise level of 66 dB(A) or greater.
[2] This table lists the number of properties with a predicted reduction of 5 dB(A) or more.
[3] Based on a unit cost of $30 per square foot.
[4] The cost reasonable criterion is $42,000 per benefited receptor. The cost for this CNE was derived using the number of benefited properties.

CNE 29 – Spoto High School

A noise barrier was evaluated for the impacted area of the Spoto High School softball field. Due to the distance of the basketball court from the location at which a barrier could be constructed, the noise reduction design goal of 7 dB(A) could not be achieved at any evaluated barrier height. Therefore, a barrier is not considered a reasonable noise abatement measure for the impacted area of the softball field in CNE 29.

CNE 30 – Bullfrog Creek Wildlife & Environmental Area

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area (i.e. a hiking trail that runs parallel to I-75) of the Bullfrog Creek Wildlife and Environmental Area (BCWEA). At an optimal length of 6,288 feet and an optimal height of 12 feet, a barrier would reduce predicted traffic noise levels within the impacted area of the trail a minimum of 7 dB(A). To be considered cost effective, the minimum required hourly use of the area in which the traffic noise would be reduced is 1,929 persons. Because it is not reasonable to assume that this level of activity would occur, a barrier is not considered a reasonable noise abatement measure for the impacted area of BCWEA.

CNE 31 – Golden Aster Scrub Nature Preserve

Using the FDOT's special land use procedures, a noise barrier was evaluated for the impacted area (i.e. the trailhead and parking area) of the Golden Aster Scrub Nature Preserve (GASNP). At an optimal length of 1,660 feet and an optimal height of 22 feet, a barrier would reduce predicted traffic noise levels within the impacted area a minimum of 7 dB(A). To be considered cost effective, the minimum required hourly use of the area in which the traffic noise would be reduced is 770 persons. Because it is not reasonable to assume that this level of activity would occur, a barrier is not considered a reasonable noise abatement measure for the impacted area of the GASNP.

3.4.5 Abatement Considerations

The results of the evaluation of measures to reduce predicted traffic noise impacts for Preferred Build Alternative for I-75 indicate that constructing noise barriers is a potential feasible and reasonable abatement measure five feet within the FDOT's ROW for the impacted residences listed in **Table 3-18**.

Table 3-18 Potential Noise Barriers

CNE(s)	Subdivision/Area	Length (ft)	Height (ft)	Estimated Cost
8 and 9	Cypress Creek Village and Shadetree Apartments	1,922 – 3,421	14 – 22	$1,073,100 – $2,125,860
11	Waterset, Lake St. Clair, and Covington Park	8,363 – 14,889	10 – 22	$2,594,400 - $9,806,280
14 and 16	Cooper Creek Townhomes and Bullfrog Creek Preserve	3,849 – 4,244	10 – 22	$1,214,700 – $2,540,340
17	Unincorporated Residential West of I-75 from South of Bliss Road to South of Gibsonton Drive	5,018 – 9,528	12 - 22	$1,204,320 – $4,001,760
22 and 23	Unincorporated Residential West of I-75 and North of Alafia River	3,120 – 4,713	14 – 22	$1,310,400 - $3,110,580
26	Lake St. Charles	3,962 – 4, 187	20 - 22	$2,512,200 - $2,614,920
28	Eagle Palms	3,166 – 3,588	16 – 22	$1,615,680 – 2,368,080
Total				$11,524,800 - $26,567,820

During a project's PD&E phase, the results of a traffic noise analysis and abatement evaluation are preliminary. During the project's design phase, additional feasibility and reasonableness factors are considered for the preliminary abatement measures. These feasibility factors relate to barrier design and construction (i.e., given site-specific details, can a barrier be constructed at the evaluated location), safety, access to and from adjacent properties, ROW requirements, maintenance, and impacts on utilities and drainage. The viewpoint of the impacted property owners (and renters if applicable) who may, or may not, desire a noise barrier, is also a factor that is considered when making a final determination to construct noise barriers as an abatement measure.

3.4.6 Statement of Likelihood

The FDOT is committed to the construction of the noise barriers at the locations identified in this NSR as being a potential abatement measure contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of providing the barriers as abatement;
- The detailed analysis confirms that the cost of a noise barrier would not exceed the cost effective criteria;
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved; and
- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed.

Notably, the final recommendation on the construction of a noise barrier will be made during the project's final design phase and the public involvement that will be conducted at that time.

SECTION 4 NOISE CONTOURS

Land uses such as residences and recreational areas are considered incompatible with highway noise levels that approach or exceed the NAC. To reduce the possibility of additional traffic noise-related impacts in the future, noise level contours were developed for the improved roadway facility. These noise contours delineate the extent of the predicted traffic noise impact area from the improved roadway's edge-of-travel lane for each of the land use Activity Categories (**Table 2-1**). **Table 4-1** provides the distance from the edge-of-travel lane at which traffic noise levels are predicted to be up to 56 dB(A)—the NAC for land uses classified as Activity Category A, up to 66 dB(A)—the NAC for land uses classified as Activity Category B and C, and up to 71 dB(A)—the NAC for land uses classified as Activity Category E.

Local officials will be provided a copy of the Final NSR to promote compatibility for the land uses adjacent to I-75.

Table 4-1 Noise Contour Limits

I-75 Roadway Segment	Distance from Improved Roadway's Edge-of-Travel Lane (ft)*		
	Activity Category A 56 dB(A)	Activity Category B/C 66 dB(A)	Activity Category E 71 dB(A)
South of SR 674	1,020	420	255
SR 674 to Big Bend Rd	925	375	230
Big Bend Rd to Gibsonton Rd	905	370	225
Gibsonton Drive to Northbound Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr	880	350	215
Northbound Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr to South of US 301	890	360	220

* See Table 3-1 for a description of the activities that occur within each category. Distances do not reflect any reduction in noise levels that would occur from existing structures (shielding) and should be used for planning purposes only.

SECTION 5 CONSTRUCTION NOISE AND VIBRATION

Some land uses adjacent to I-75 are identified by the FDOT to be noise- and vibration-sensitive uses (e.g., residential use). Construction of the proposed roadway improvements is not expected to have a significant noise or vibration effect. Additionally, the application of the ***FDOT Standard Specifications for Road and Bridge Construction*** may minimize or eliminate potential issues. Should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the District Noise Specialist and the Contractor, will investigate additional methods of controlling any impact.

SECTION 6 COMMUNITY COORDINATION

Details regarding the hearing process and any traffic noise-related issues raised during the hearing or in the comment period will be documented in the final NSR.

SECTION 7 REFERENCES

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

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

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Federal Highway Administration. June 1, 2018. Noise *Measurement Handbook*. FHWA-HEP-18-065.

Florida Department of Transportation. July 1, 2020. *Project Development and Environment Manual*, Part 2, Chapter 18 – Highway Traffic Noise.

Florida Department of Transportation. July 1, 2013. *Plans Preparation Manual*, Volume 1, Chapter 32 – Sound Barriers.

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

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

California Department of Transportation. September 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.

APPENDICES

Appendix A Traffic Volumes

Appendix B Noise Sensitive Receptor Locations

Appendix C Predicted Traffic Noise Levels

APPENDIX A

Traffic Volumes

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 8/20/2019
Prepared By: American

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

Northbound I-75 GUL Mainline - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	South of SR 674			SR 674 to Big Bend Road			Big Bend Road to Gibsonton Drive			Gibsonton Drive to South of NB Express Lane Egress Junction to US 301 and SR 60			NB Express Lane Egress Junction to US 301 and SR 60 to NB Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr			NB Express Lane Ingress Junction from Big Bend Rd and Gibsonton Dr to South of US 301		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	3	3	3	3	3	3	3	3	3	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 2 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	47600	47600	47600	47600	47600	47600	47600	47600	47600	57600	57600	57600	57600	57600	67600	57600	57600	57600
Speed: (mph)	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
(kmh)	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113
K =	9.50%	9.50%	9.50%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	59.40%	59.40%	59.40%
T_{24} =	16.5%	16.5%	16.5%	10.5%	10.5%	10.5%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%
DHT =	8.3%	8.3%	8.3%	5.3%	5.3%	5.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%
% Medium Trucks DHV	2.26%	2.26%	2.26%	1.44%	1.44%	1.44%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%
% Heavy Trucks DHV	6.01%	6.01%	6.01%	3.82%	3.82%	3.82%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%
% Buses DHV	0.15%	0.15%	0.15%	0.09%	0.09%	0.09%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
% Motorcycles DHV	0.12%	0.12%	0.12%	0.07%	0.07%	0.07%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%
DDHV LOS (C)	5,191	5,191	5,191	4,918	4,918	4,918	4,918	4,918	4,918	5,951	5,951	5,951	5,951	5,951	6,984	6,159	6,159	6,159
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	4,756	4,756	4,756	4,656	4,656	4,656	4,703	4,703	4,703	5,691	5,691	5,691	5,691	5,691	6,679	5,889	5,889	5,889
Med Trucks	117	117	117	71	71	71	59	59	59	71	71	71	71	71	84	74	74	74
Hvy Trucks	312	312	312	188	188	188	151	151	151	183	183	183	183	183	215	190	190	190
Buses	8	8	8	5	5	5	3	3	3	4	4	4	4	4	5	4	4	4
Motorcycles	6	6	6	4	4	4	5	5	5	6	6	6	6	6	7	6	6	6
Total	5,191	5,191	5,191	4,919	4,919	4,919	4,918	4,918	4,918	5,951	5,951	5,951	5,951	5,951	6,985	6,159	6,159	6,159
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the Mainline sections from 2018 FTI Online
Speed on I-75 used is 70 mph

TRAFFIC DATA FOR NOISE STUDIES

Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 8/20/2019
Prepared By: American

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

Southbound I-75 GUL Mainline - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	South of US 301 to SB Express Lane Ingress Junction from SR 60 and US 301			SB Express Lane Ingress Junction from SR 60 and US 301 to SB Express Lane Engress Junction to Gibsonton Drive and Big Bend Rd			SB Express Lane Engress Junction to Gibsonton Drive and Big Bend Rd to Gibsonton Drive			Gibsonton Drive to Big Bend Road			Big Bend Road to SR 674			South of SR 674		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3 + 1 Aux	3	3	3	3	3	3	3	3	3
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	57600	57600	57600	57600	57600	57600	57600	57600	57600	47600	47600	47600	47600	47600	47600	47600	47600	47600
Speed (mph)	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
(kmh)	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113	113
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.50%	9.50%	9.50%
D =	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%
T_{24} =	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	10.5%	10.5%	10.5%	16.5%	16.5%	16.5%
DHT =	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	5.3%	5.3%	5.3%	8.3%	8.3%	8.3%
% Medium Trucks DHV	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.44%	1.44%	1.44%	2.26%	2.26%	2.26%
% Heavy Trucks DHV	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.82%	3.82%	3.82%	6.01%	6.01%	6.01%
% Buses DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.09%	0.09%	0.09%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.07%	0.07%	0.07%	0.12%	0.12%	0.12%
DDHV LOS (C)	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	4,918	4,918	4,918	4,918	4,918	4,918	5,191	5,191	5,191
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	5,889	5,889	5,889	5,889	5,889	5,889	5,889	5,889	5,889	4,703	4,703	4,703	4,656	4,656	4,656	4,756	4,756	4,756
Med Trucks	74	74	74	74	74	74	74	74	74	59	59	59	71	71	71	117	117	117
Hvy Trucks	190	190	190	190	190	190	190	190	190	151	151	151	188	188	188	312	312	312
Buses	4	4	4	4	4	4	4	4	4	3	3	3	5	5	5	8	8	8
Motorcycles	6	6	6	6	6	6	6	6	6	5	5	5	4	4	4	6	6	6
Total	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	6,159	4,918	4,918	4,918	4,919	4,919	4,919	5,191	5,191	5,191
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the Mainline sections from 2018 FTI Online
Speed on I-75 used is 70 mph

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/5/2019
Prepared By: American

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

Northbound I-75 SUL - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	Begin NB Express Lane to NB Egress to Rest Area and SR 674			NB Egress to Rest Area and SR 674 to NB Ingress from SR 674 and Rest Area			NB Ingress from SR 674 and Rest Area to NB Egress to Big Bend Road and Gibsonton Drive			NB Egress to Big Bend Road and Gibsonton Drive to NB Egress to US 301 and SR 60			NB Egress to US 301 and SR 60 to NB Ingress from Big Bend Road and Gibsonton Drive			North of NB Ingress from Big Bend Road and Gibsonton Drive		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000
Speed: (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.50%	9.50%	9.50%	9.50%	9.50%	9.50%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	59.40%	59.40%	59.40%
T_{24} =	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%	10.5%	10.5%	10.5%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%
DHT =	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%	5.3%	5.3%	5.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%
% Medium Trucks DHV	2.26%	2.26%	2.26%	2.26%	2.26%	2.26%	1.44%	1.44%	1.44%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%
% Heavy Trucks DHV	6.01%	6.01%	6.01%	6.01%	6.01%	6.01%	3.82%	3.82%	3.82%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%
% Buses DHV	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.09%	0.09%	0.09%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
% Motorcycles DHV	0.12%	0.12%	0.12%	0.12%	0.12%	0.12%	0.07%	0.07%	0.07%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%
DDHV LOS (C)	0	0	3,490	0	0	3,490	0	0	3,306	0	0	3,306	0	0	3,306	0	0	3,421
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	3,197	0	0	3,197	0	0	3,130	0	0	3,161	0	0	3,161	0	0	3,272
Med Trucks	0	0	79	0	0	79	0	0	48	0	0	40	0	0	40	0	0	41
Hvy Trucks	0	0	210	0	0	210	0	0	126	0	0	102	0	0	102	0	0	105
Buses	0	0	5	0	0	5	0	0	3	0	0	2	0	0	2	0	0	2
Motorcycles	0	0	4	0	0	4	0	0	2	0	0	3	0	0	3	0	0	3
Total	0	0	3,490	0	0	3,490	0	0	3,306	0	0	3,306	0	0	3,306	0	0	3,421
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Express Lane used is 65 mph

TRAFFIC DATA FOR NOISE STUDIES

Page 2

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/5/2019
Prepared By: American

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

Southbound I-75 SUL - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	North of SB Ingress from US 301 and SR 60			SB Ingress from US 301 and SR 60 to SB Egress to Gibsonton Drive and Big Bend Road			SB Egress to Gibsonton Drive and Big Bend Road to SB Ingress from Big Bend Road and Gibsonton Drive			SB Ingress from Big Bend Road and Gibsonton Drive to SB Egress to SR 674 and Rest Area			SB Egress to SR 674 and Rest Area to SB Ingress from Rest Area and SR 674			SB Ingress from Rest Area and SR 674 to End SB Express Lane		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Dir Lanes:	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000	0	0	32000
Speed (mph)	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65
(kmh)	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.50%	9.50%	9.50%	9.50%	9.50%	9.50%
D =	59.40%	59.40%	59.40%	59.40%	59.40%	59.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%	57.40%
T_{24} =	8.6%	8.6%	8.6%	8.6%	8.6%	8.6%	10.5%	10.5%	10.5%	10.5%	10.5%	10.5%	16.5%	16.5%	16.5%	16.5%	16.5%	16.5%
DHT =	4.3%	4.3%	4.3%	4.3%	4.3%	4.3%	5.3%	5.3%	5.3%	5.3%	5.3%	5.3%	8.3%	8.3%	8.3%	8.3%	8.3%	8.3%
% Medium Trucks DHV	1.20%	1.20%	1.20%	1.20%	1.20%	1.20%	1.44%	1.44%	1.44%	1.44%	1.44%	1.44%	2.26%	2.26%	2.26%	2.26%	2.26%	2.26%
% Heavy Trucks DHV	3.08%	3.08%	3.08%	3.08%	3.08%	3.08%	3.82%	3.82%	3.82%	3.82%	3.82%	3.82%	6.01%	6.01%	6.01%	6.01%	6.01%	6.01%
% Buses DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.10%	0.10%	0.10%	0.10%	0.10%	0.10%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.12%	0.12%	0.12%	0.12%	0.12%	0.12%
DDHV LOS (C)	0	0	3,421	0	0	3,421	0	0	3,306	0	0	3,306	0	0	3,490	0	0	3,490
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	3,272	0	0	3,272	0	0	3,130	0	0	3,130	0	0	3,197	0	0	3,197
Med Trucks	0	0	41	0	0	41	0	0	48	0	0	48	0	0	79	0	0	79
Hvy Trucks	0	0	105	0	0	105	0	0	126	0	0	126	0	0	210	0	0	210
Buses	0	0	2	0	0	2	0	0	3	0	0	3	0	0	5	0	0	5
Motorcycles	0	0	3	0	0	3	0	0	2	0	0	2	0	0	4	0	0	4
Total	0	0	3,421	0	0	3,421	0	0	3,306	0	0	3,306	0	0	3,490	0	0	3,490
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Express Lane used is 65 mph

TRAFFIC DATA FOR NOISE STUDIES
Page 1

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(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 (as demand is not available at this time), per discussion with FDOT.

Northbound I-76 Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6			7		
From/To:	I-76 NB Off Ramp to SR 674			I-76 NB On Ramp from SR 674 EB			I-76 NB On Ramp from SR 674 WB			I-76 NB Off Ramp to Big Bend Road			I-76 NB On Ramp from Big Bend Road			I-76 NB Off Ramp to Gibsonton Drive			I-76 NB On Ramp from Gibsonton Drive		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	30,750	30,750	15,375	15,375	15,375	30,750	30,750	30,750
Speed: (mph)	50	50	50	30	30	30	50	50	50	50	50	50	35	50	50	50	50	50	50	50	50
(kmh)	80	80	80	48	48	48	80	80	80	80	80	80	56	80	80	80	80	80	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_M =	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%
DHT =	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
% Medium Trucks DHV	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	0.78%	0.78%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%
% Heavy Trucks DHV	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	2.08%	2.08%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%
% Buses DHV	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%
% Motorcycles DHV	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%
DDHV LOS (C)	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	2,768	2,768	1,384	1,384	1,384	2,768	2,768	2,768
DDHV (Demand)																					
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																					
Autos	1,313	1,313	1,313	1,344	1,344	1,344	1,313	1,313	1,313	1,344	1,344	1,344	1,344	2,687	2,687	1,344	1,344	1,344	2,687	2,687	2,687
Med Trucks	19	19	19	11	11	11	19	19	19	11	11	11	11	22	22	11	11	11	22	22	22
Hvy Trucks	50	50	50	29	29	29	50	50	50	29	29	29	29	57	56	28	28	28	56	56	56
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	2	2	2
Total	1,383	1,383	1,383	1,385	1,385	1,385	1,383	1,383	1,383	1,385	1,385	1,385	1,385	2,767	2,767	1,384	1,384	1,384	2,767	2,767	2,767
Demand																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D from FTI 2018 for the ramps; T used from 2018 FTI but the split corresponds for that of the corresponding Mainline sections.
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter interstate with the exception of the loop ramps where posted speed limit is 25 mph or 30 mph. For these 30 mph or 35 mph was used.

TRAFFIC DATA FOR NOISE STUDIES
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Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 1D
State Project Number(s):
Financial Project ID: 419236-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(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 (as demand is not available at this time), per discussion with FDOT.

Southboundbound I-75 Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6			7		
From/To:	I-75 SB Off Ramp to Gibsonton Drive			I-75 SB On Ramp from Gibsonton Drive			I-75 SB Off Ramp to Big Bend Road			I-75 SB On Ramp from Big Bend Road			I-75 SB Off Ramp to SR 674 WB			I-75 SB Off Ramp to SR 674 EB			I-75 SB On Ramp from SR 674		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	15,375	15,375	30,750	15,375	15,375	15,375	15,375	15,375	30,750	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375	15,375
Speed: (mph)	50	50	50	50	50	50	30	30	50	50	50	50	50	50	50	30	30	30	50	50	50
(kmh)	80	80	80	80	80	80	48	48	80	80	80	80	80	80	80	48	48	48	80	80	80
K =	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%	9.00%
D =	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
T_{24} =	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%	5.7%	5.7%	5.7%	10.0%	10.0%	10.0%
DHT =	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%	2.9%	2.9%	2.9%	5.0%	5.0%	5.0%
% Medium Trucks DHV	0.80%	0.80%	0.80%	0.80%	0.80%	0.80%	0.78%	0.78%	0.80%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%	0.78%	0.78%	0.78%	1.37%	1.37%	1.37%
% Heavy Trucks DHV	2.04%	2.04%	2.04%	2.04%	2.04%	2.04%	2.08%	2.08%	2.04%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%	2.08%	2.08%	2.08%	3.64%	3.64%	3.64%
% Buses DHV	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%	0.05%	0.05%	0.05%	0.09%	0.09%	0.09%
% Motorcycles DHV	0.07%	0.07%	0.07%	0.07%	0.07%	0.07%	0.04%	0.04%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%	0.04%	0.04%	0.04%	0.07%	0.07%	0.07%
DDHV LOS (C)	1,384	1,384	2,768	1,384	1,384	1,384	1,384	1,384	2,768	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384	1,384
DDHV (Demand)																					
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																					
Autos	1,313	1,313	1,313	1,344	1,344	1,344	1,313	1,313	1,313	1,344	1,344	1,344	1,344	2,687	2,687	1,344	1,344	1,344	2,687	2,687	2,687
Med Trucks	11	11	11	11	11	11	11	11	11	11	11	11	19	38	38	11	11	11	38	38	38
Hvy Trucks	28	28	28	28	28	28	29	29	28	29	29	29	50	101	101	29	29	29	101	101	101
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	1	1	1	2	2	2
Total	1,353	1,353	1,353	1,384	1,384	1,384	1,354	1,354	1,353	1,385	1,385	1,385	1,414	2,828	2,828	1,385	1,385	1,385	2,828	2,828	2,828
Demand																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D from FTI 2018 for the ramps; T used from 2018 FTI but the split corresponds for that of the corresponding Mainline sections.
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter Interstate with the exception of the loop ramps where posted speed limit is 25 mph or 30 mph. For these 30 mph or 35 mph was use

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(Data sheets are to be filed 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 (as demand is not available at this time), per discussion with FDOT.

Northbound I-75 Express Lane Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	NB Ingress to Begin Express Lane			NB Egress to Rest Area and SR 674			NB Ingress from SR 674 and Rest Area			NB Egress to Big Bend Road and Gibsonton Drive			NB Egress to US 301 and SR 60			NB Ingress from Big Bend Road and Gibsonton Drive		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	30,750	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375
Speed: (mph)			50			50			50			50			50			50
(kmh)	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80
K =			9.50%			9.50%			9.00%			9.00%			9.00%			9.00%
D =			100.00%			100.00%			100.00%			100.00%			100.00%			100.00%
T_{24} =			16.5%			16.5%			10.5%			10.5%			8.6%			8.6%
DHT =	0.0%	0.0%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	5.3%	0.0%	0.0%	5.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%
% Medium Trucks DHV	0.00%	0.00%	2.26%	0.00%	0.00%	2.26%	0.00%	0.00%	1.44%	0.00%	0.00%	1.44%	0.00%	0.00%	1.20%	0.00%	0.00%	1.20%
% Heavy Trucks DHV	0.00%	0.00%	6.01%	0.00%	0.00%	6.01%	0.00%	0.00%	3.82%	0.00%	0.00%	3.82%	0.00%	0.00%	3.08%	0.00%	0.00%	3.08%
% Buses DHV	0.00%	0.00%	0.15%	0.00%	0.00%	0.15%	0.00%	0.00%	0.09%	0.00%	0.00%	0.09%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%
% Motorcycles DHV	0.00%	0.00%	0.12%	0.00%	0.00%	0.12%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.10%	0.00%	0.00%	0.10%
DDHV LOS (C)	0	0	2,921	0	0	1,461	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	2,676	0	0	1,338	0	0	1,310	0	0	1,310	0	0	1,323	0	0	1,323
Med Trucks	0	0	66	0	0	33	0	0	20	0	0	20	0	0	17	0	0	17
Hvy Trucks	0	0	176	0	0	88	0	0	53	0	0	53	0	0	43	0	0	43
Buses	0	0	4	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1
Motorcycles	0	0	3	0	0	2	0	0	1	0	0	1	0	0	1	0	0	1
Total	0	0	2,921	0	0	1,461	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter express lanes.

TRAFFIC DATA FOR NOISE STUDIES

Project: I-75 PD&E Study from South of US 301 to Moccasin Wallow Road - Section 10
State Project Number(s):
Financial Project ID: 419235-5
Federal Aid Number(s): TBD
Segment Description: I-75 (SR 93A) from South of US 301 to Moccasin Wallow Road

Date: 9/4/2019
Prepared By: American

(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 (as demand is not available at this time), per discussion with FDOT.

Southboundbound I-75 Express Lane Ramps - AM and PM Peak Hour

Segment No:	1			2			3			4			5			6		
From/To:	SB Ingress from US 301 and SR 60			SB Egress to Gibsonton Drive and Big Bend Road			SB Ingress from Big Bend Road and Gibsonton Drive			SB Egress to SR 674 and Rest Area			SB Ingress from Rest Area and SR 674			SB Egress to End Express Lane		
Model:	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)	Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1
Year:	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045	2017	2045	2045
ADT: LOS (C)	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375	0	0	15,375
Speed: (mph)			50			50			50			50			50			50
(kmh)	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80	0	0	80
K =			9.00%			9.00%			9.00%			9.00%			9.50%			9.50%
D =			100.00%			100.00%			100.00%			100.00%			100.00%			100.00%
T_{24} =			8.6%			8.6%			8.6%			8.6%			16.5%			16.5%
DHT =	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	4.3%	0.0%	0.0%	8.3%	0.0%	0.0%	8.3%
% Medium Trucks DHV	0.00%	0.00%	1.20%	0.00%	0.00%	1.20%	0.00%	0.00%	1.44%	0.00%	0.00%	1.44%	0.00%	0.00%	2.26%	0.00%	0.00%	2.26%
% Heavy Trucks DHV	0.00%	0.00%	3.08%	0.00%	0.00%	3.08%	0.00%	0.00%	3.82%	0.00%	0.00%	3.82%	0.00%	0.00%	6.01%	0.00%	0.00%	6.01%
% Buses DHV	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.09%	0.00%	0.00%	0.09%	0.00%	0.00%	0.15%	0.00%	0.00%	0.15%
% Motorcycles DHV	0.00%	0.00%	0.10%	0.00%	0.00%	0.10%	0.00%	0.00%	0.07%	0.00%	0.00%	0.07%	0.00%	0.00%	0.12%	0.00%	0.00%	0.12%
DDHV LOS (C)	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,384	0	0	1,461	0	0	1,461
DDHV (Demand)																		
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS (C)																		
Autos	0	0	2,676	0	0	1,338	0	0	1,310	0	0	1,310	0	0	1,323	0	0	1,323
Med Trucks	0	0	35	0	0	18	0	0	20	0	0	20	0	0	31	0	0	31
Hvy Trucks	0	0	90	0	0	45	0	0	53	0	0	53	0	0	83	0	0	83
Buses	0	0	2	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2
Motorcycles	0	0	3	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2
Total	0	0	2,804	0	0	1,402	0	0	1,384	0	0	1,384	0	0	1,439	0	0	1,439
Demand																		
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Used K, D and T for the corresponding Mainline sections
Speed on Ramps used as FFS of 50 mph for most off and on ramp as they exit or enter express lanes.

APPENDIX B

Evaluated Receptors

FDOT

I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to south of US 301
FPID: 419235-2
Manatee and Hillsborough Counties

Evaluated Recepter Locations Aerial Map

0 125 250
Feet

Page 1 of 41

Legend
- Receptor Location
- Potential Barrier Location

I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to south of US 301
FPID: 419235-2
Manatee and Hillsborough Counties

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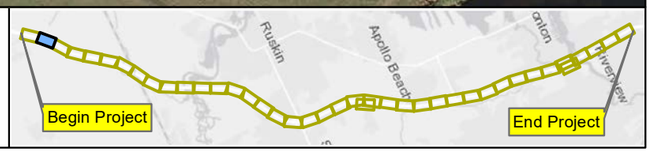

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Moccasin Wallow Road to south of US 301
FPID: 419235-2
Manatee and Hillsborough Counties

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Feet

N

Legend

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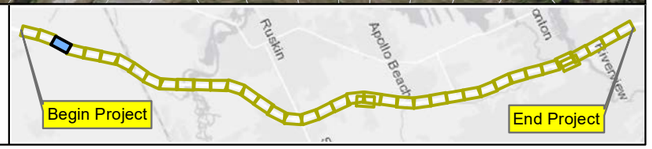

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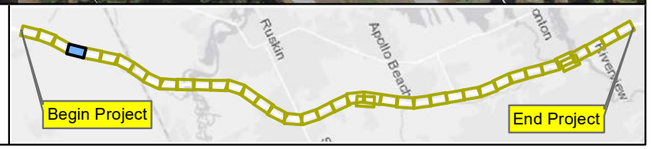

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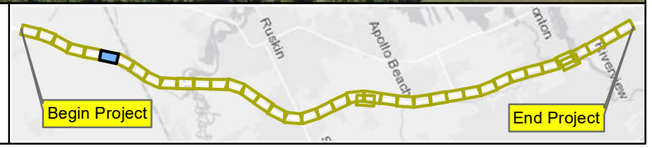

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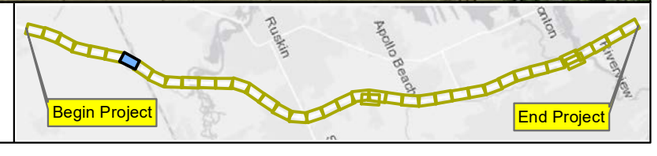

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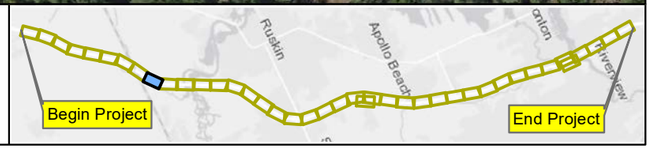

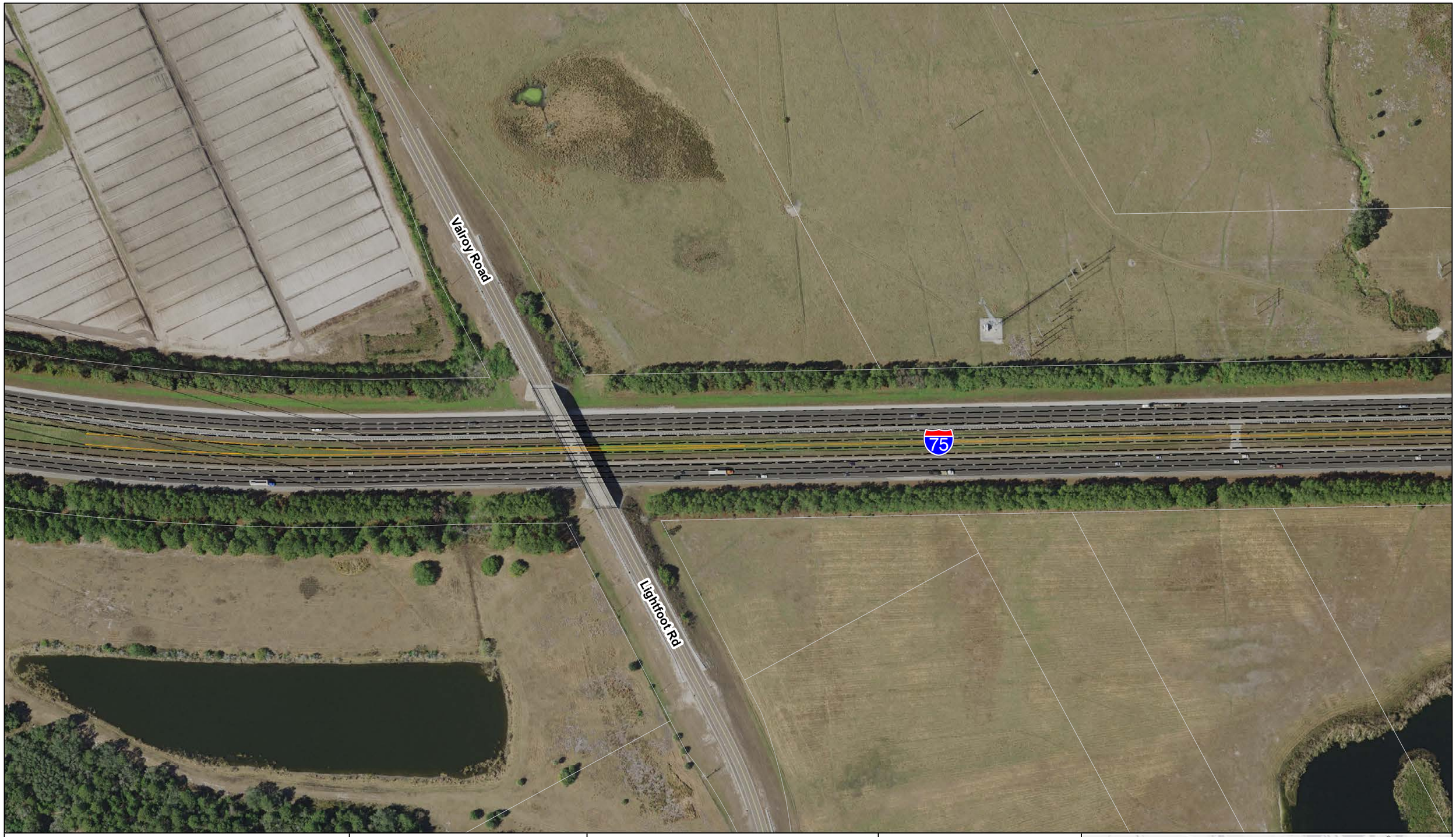

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Moccasin Wallow Road to south of US 301

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Manatee and Hillsborough Counties

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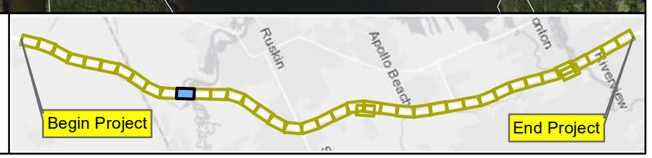

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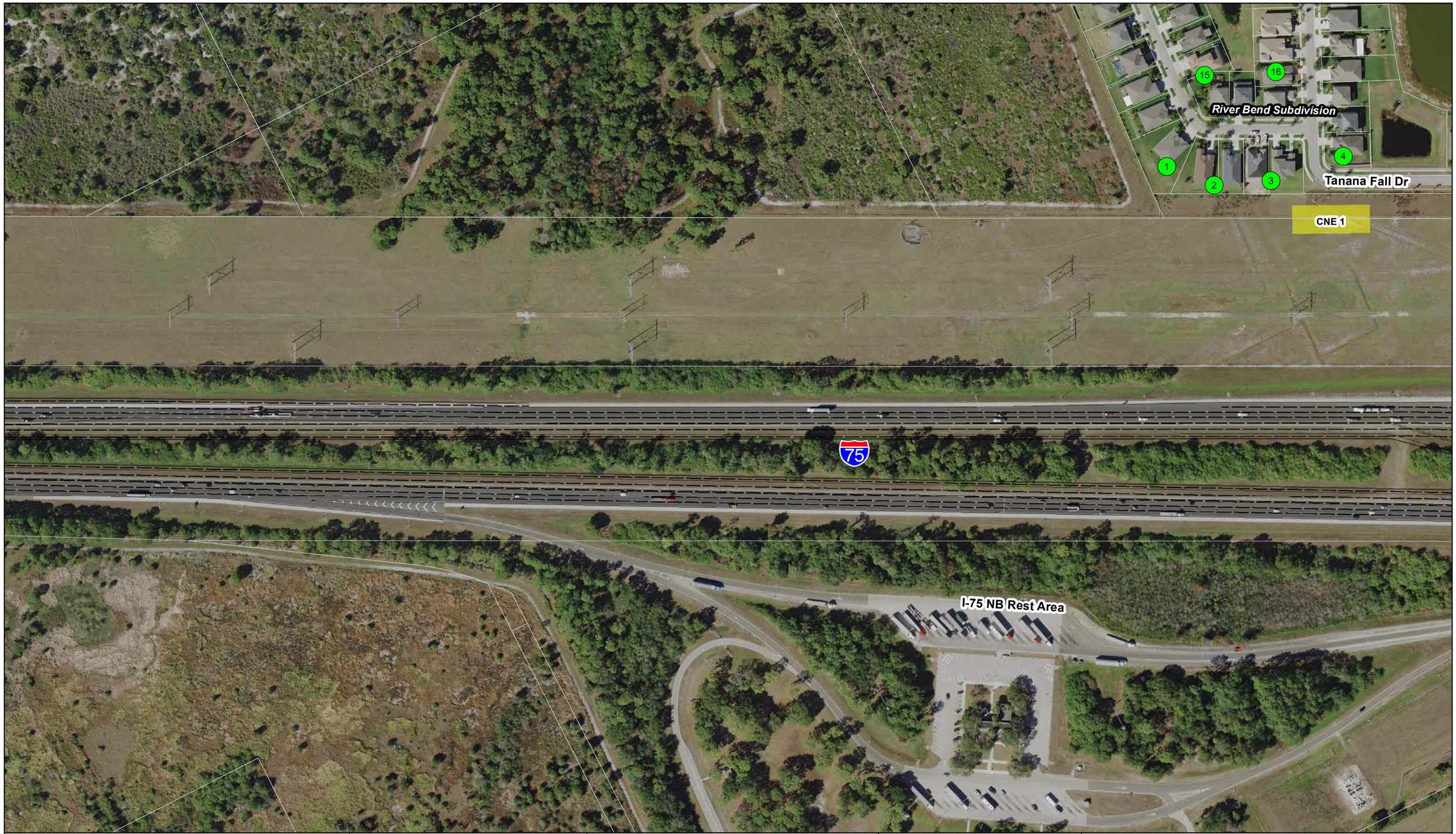

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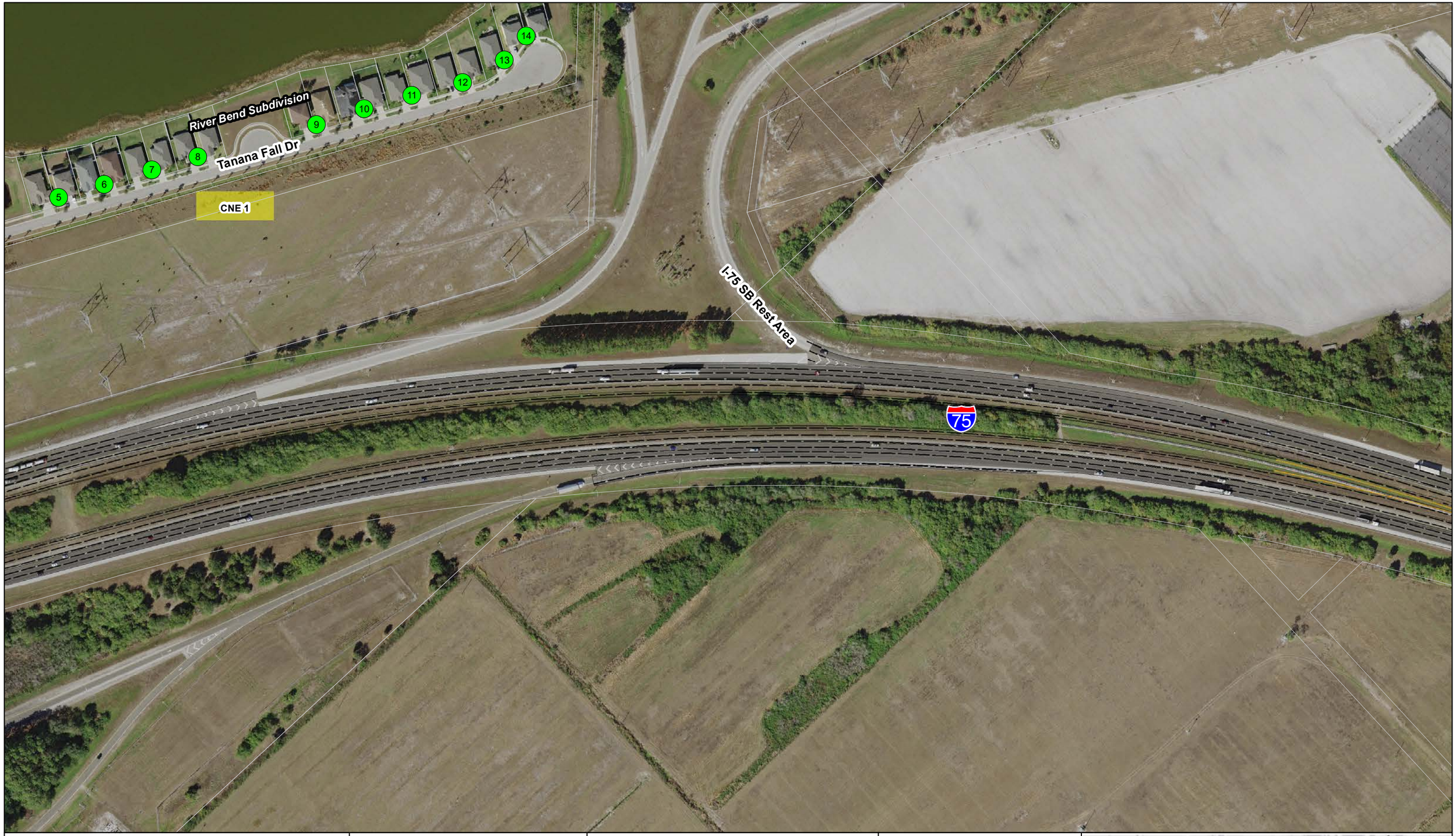

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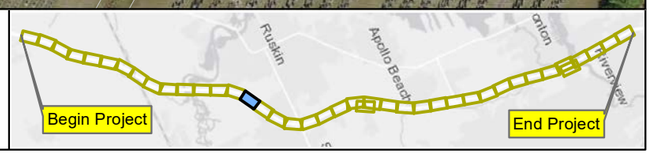

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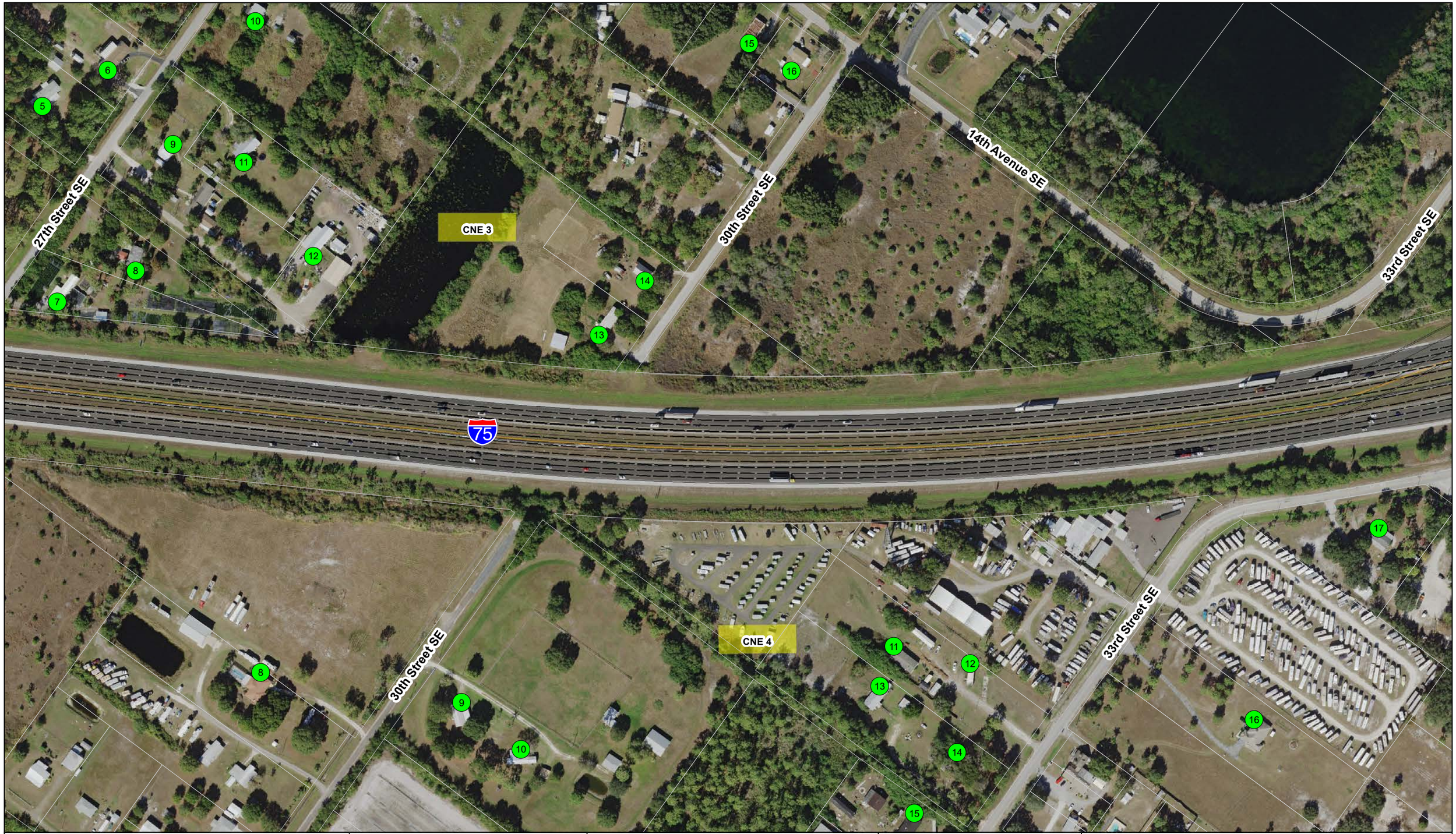

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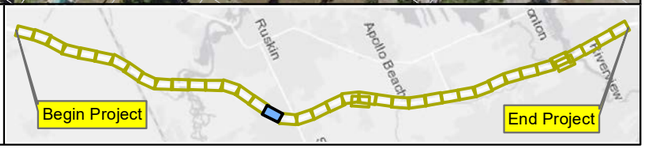

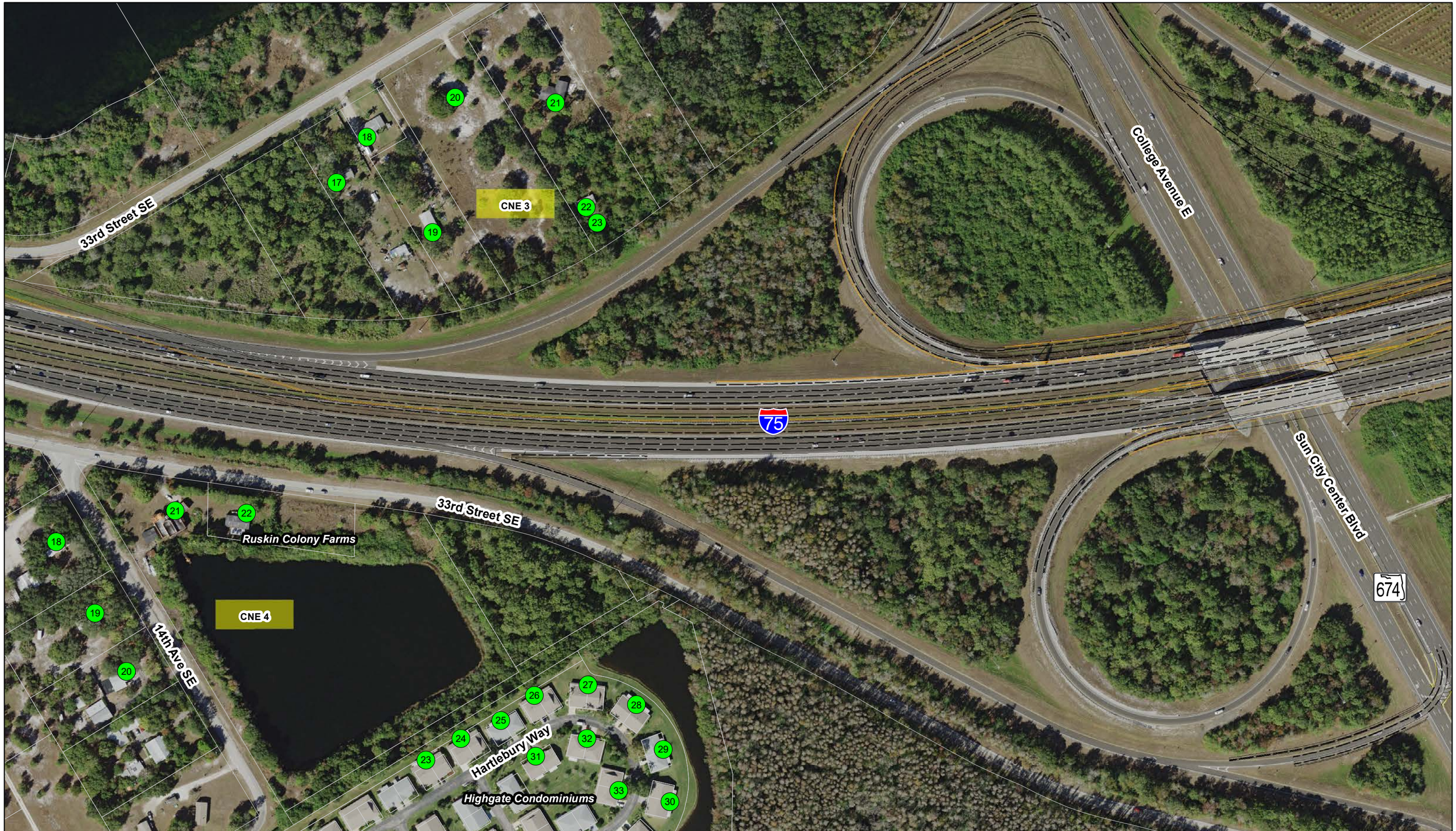

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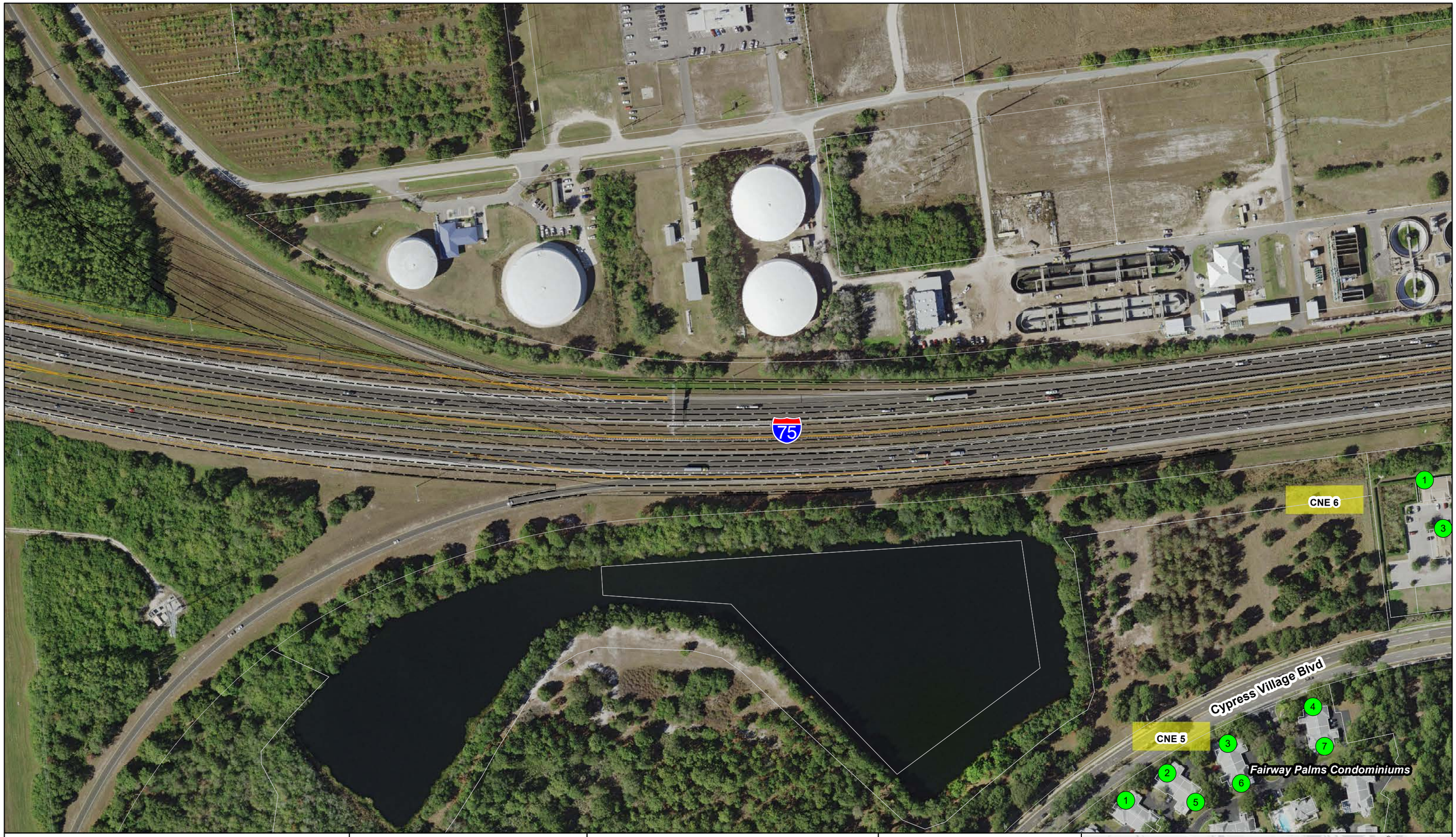

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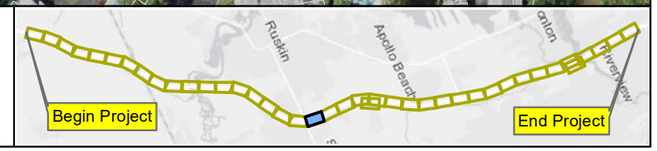

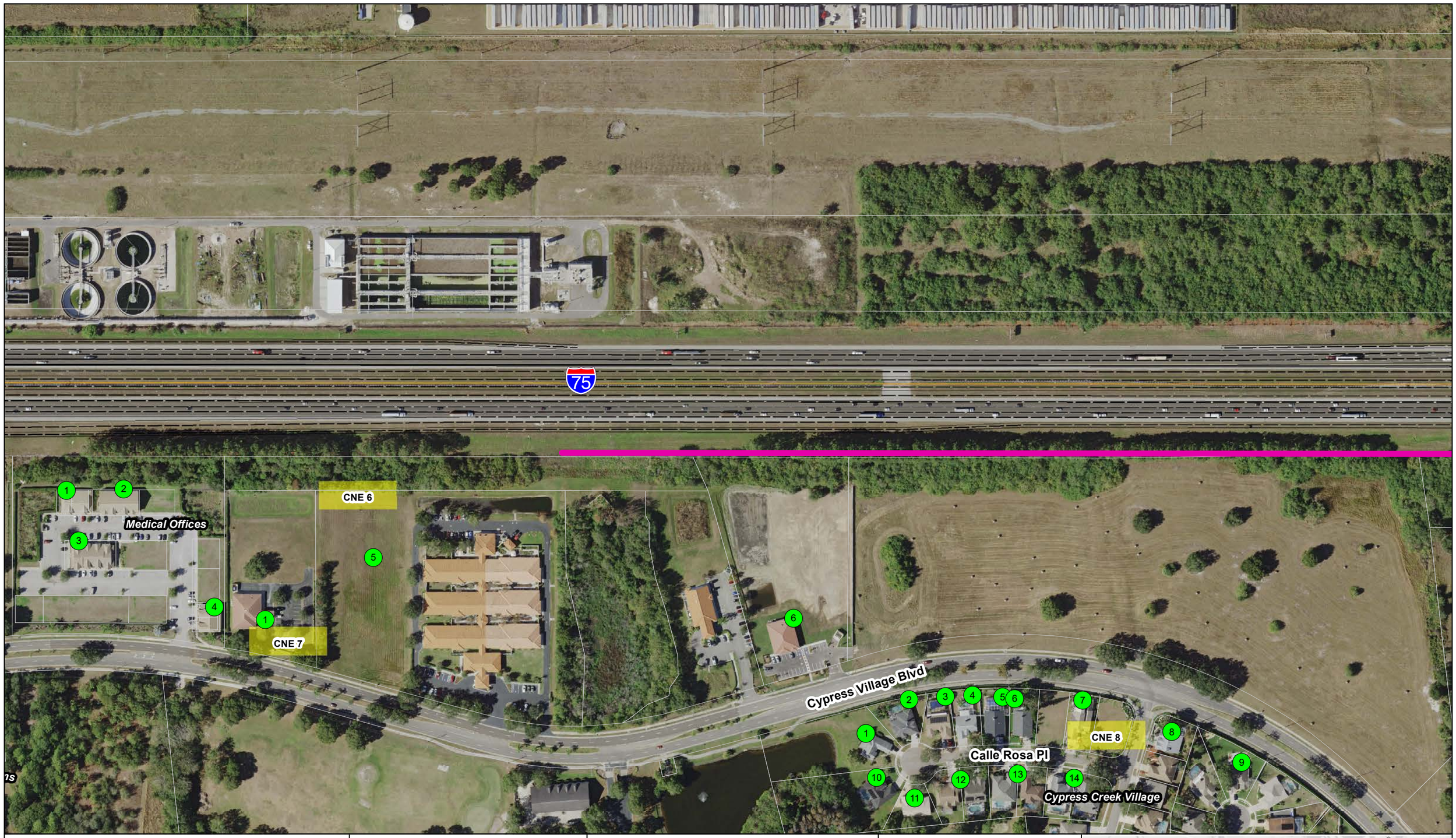

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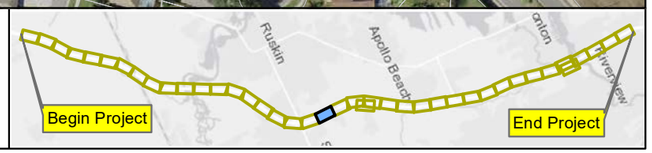

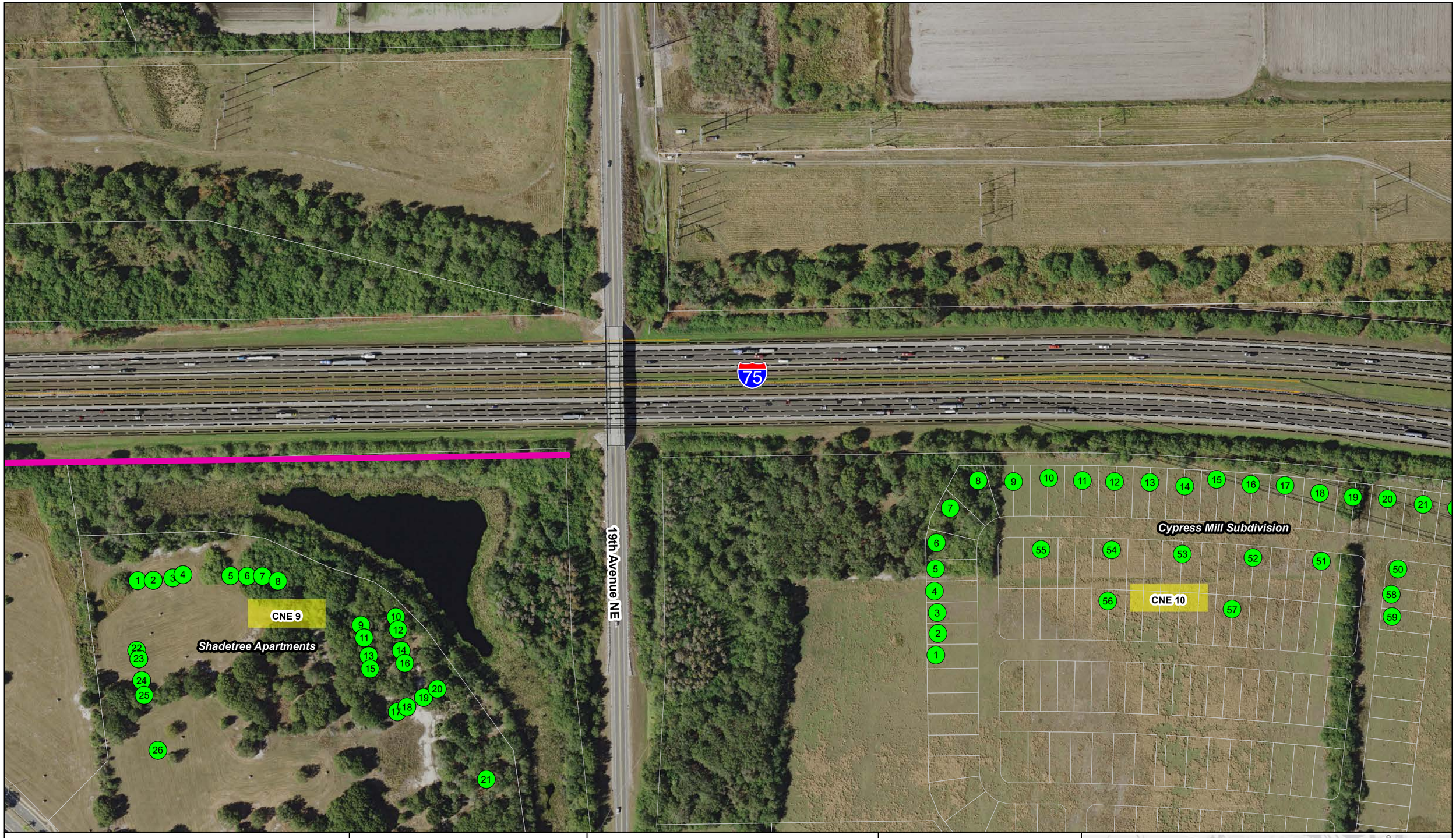

FDOT

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Moccasin Wallow Road to south of US 301

FPID: 419235-2

Manatee and Hillsborough Counties

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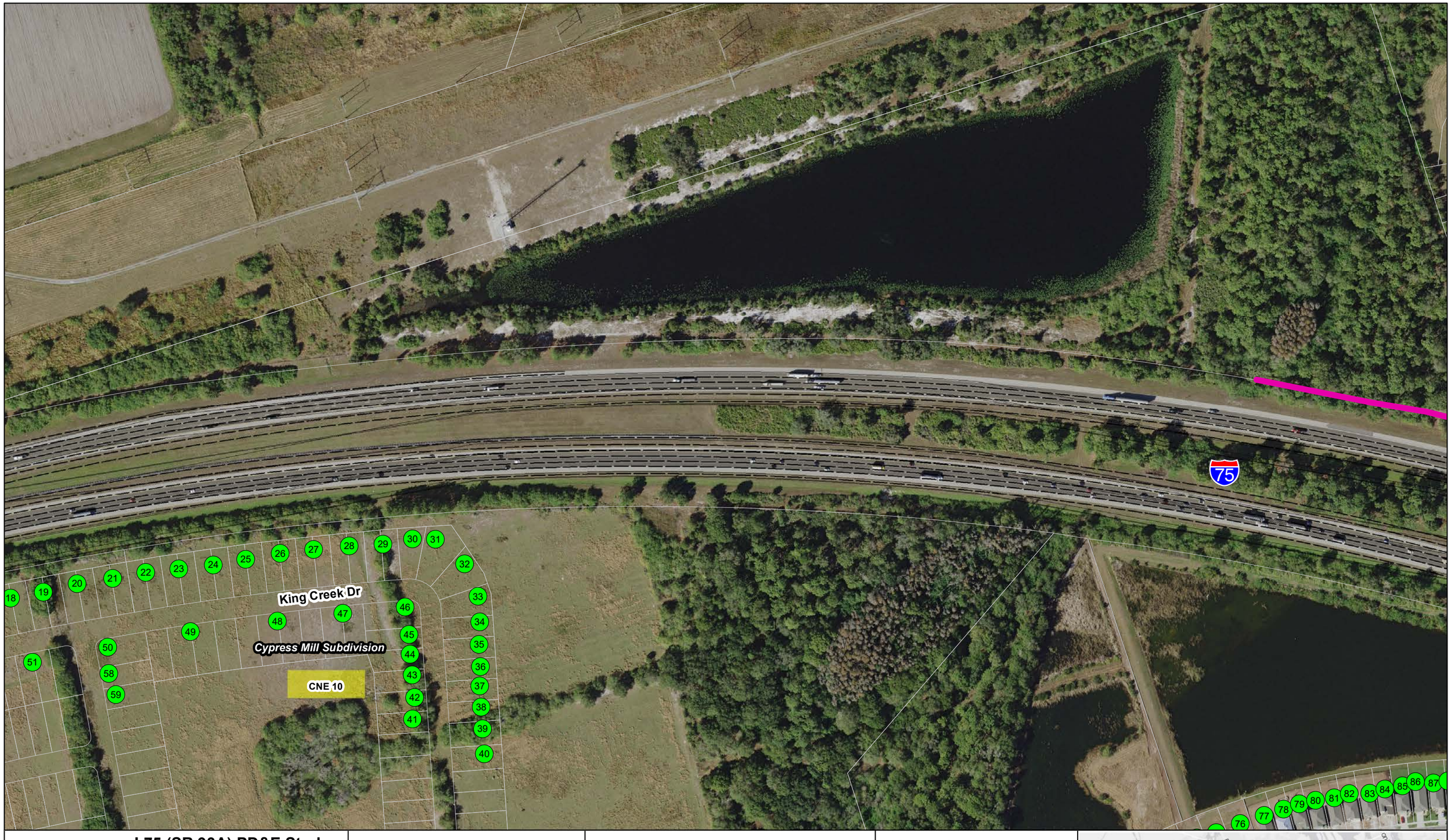

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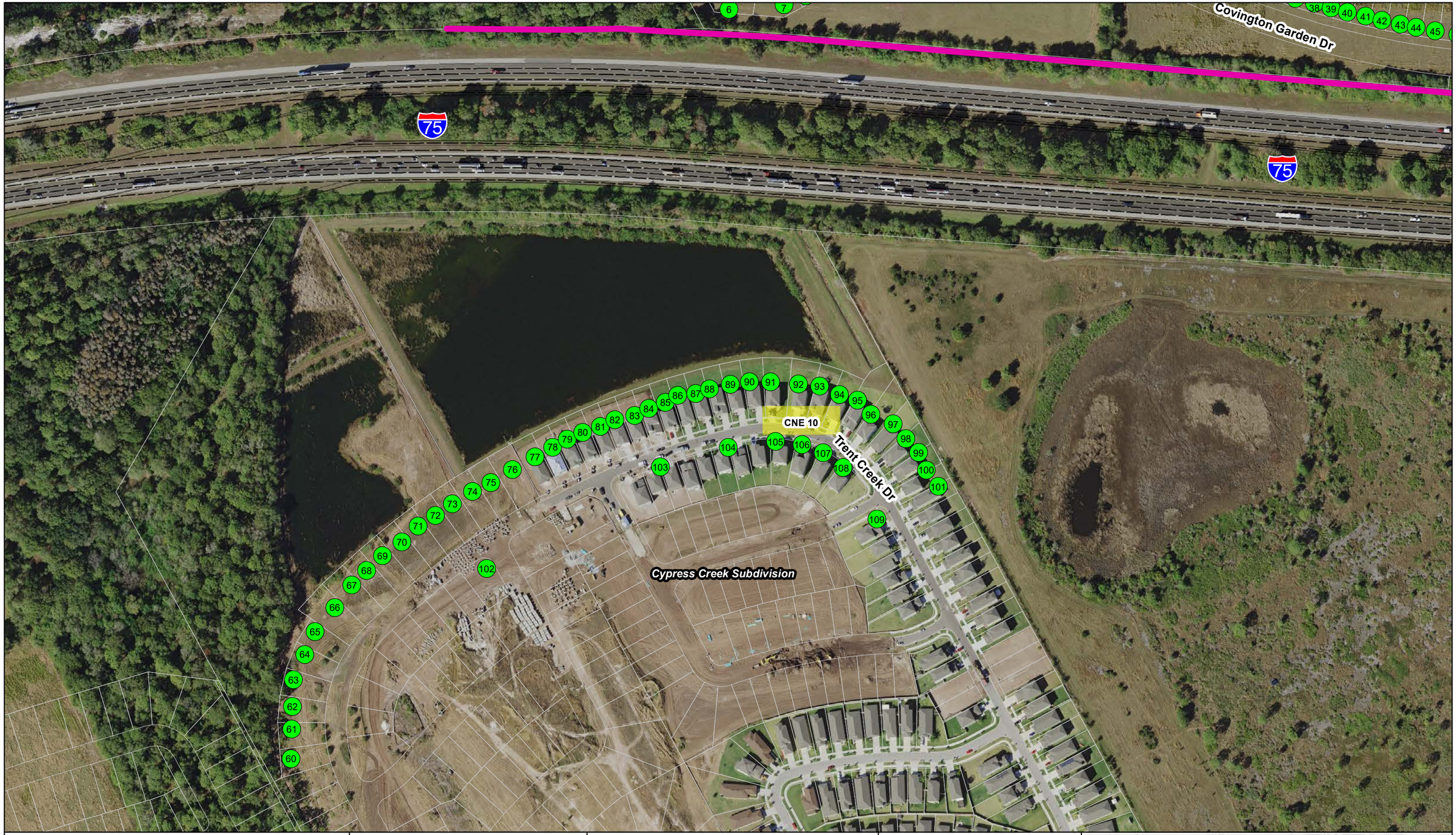

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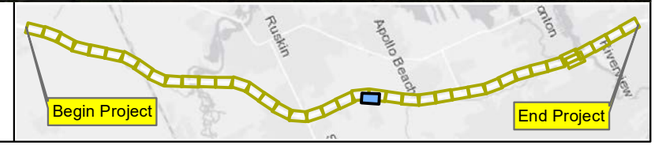

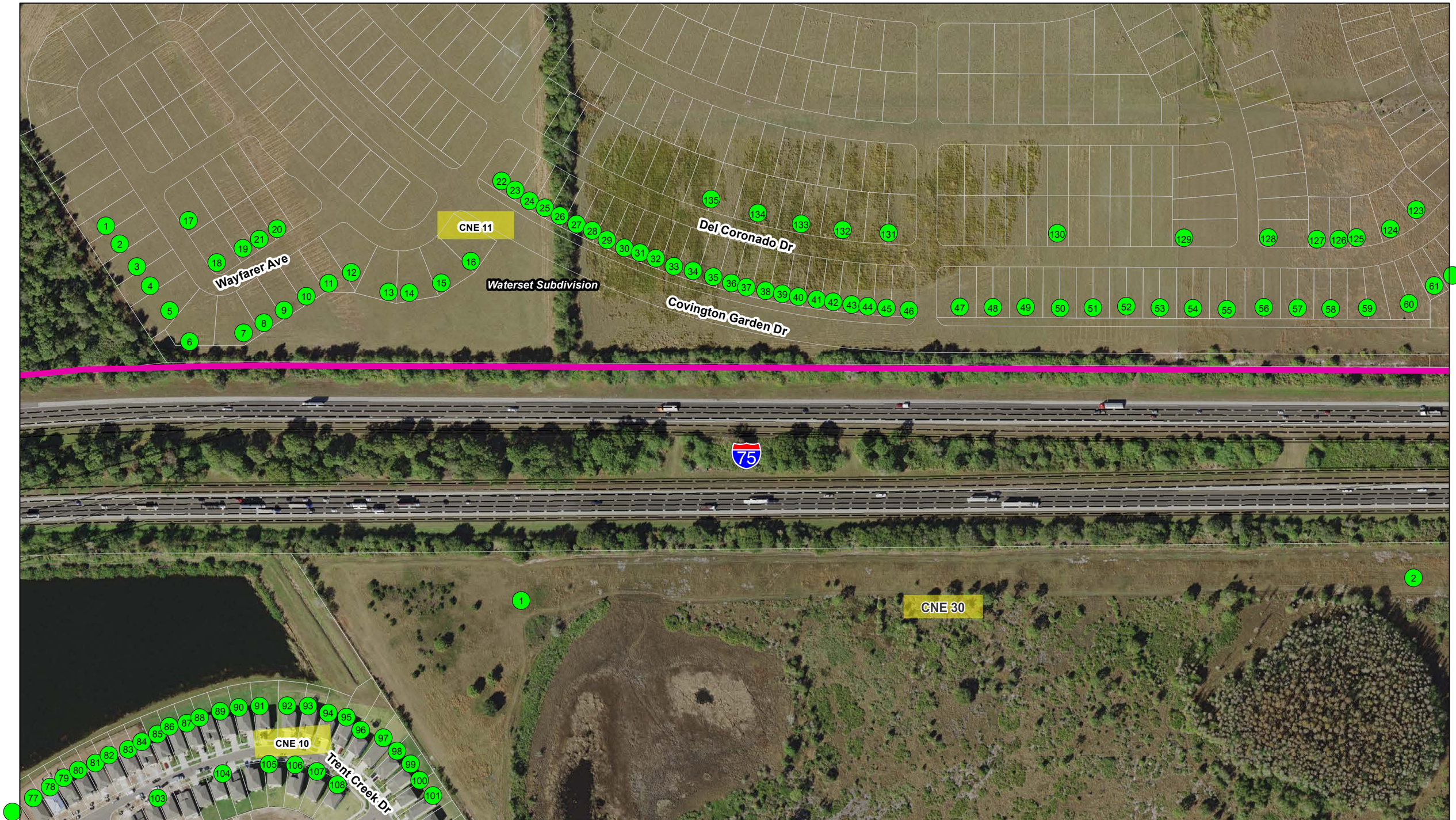

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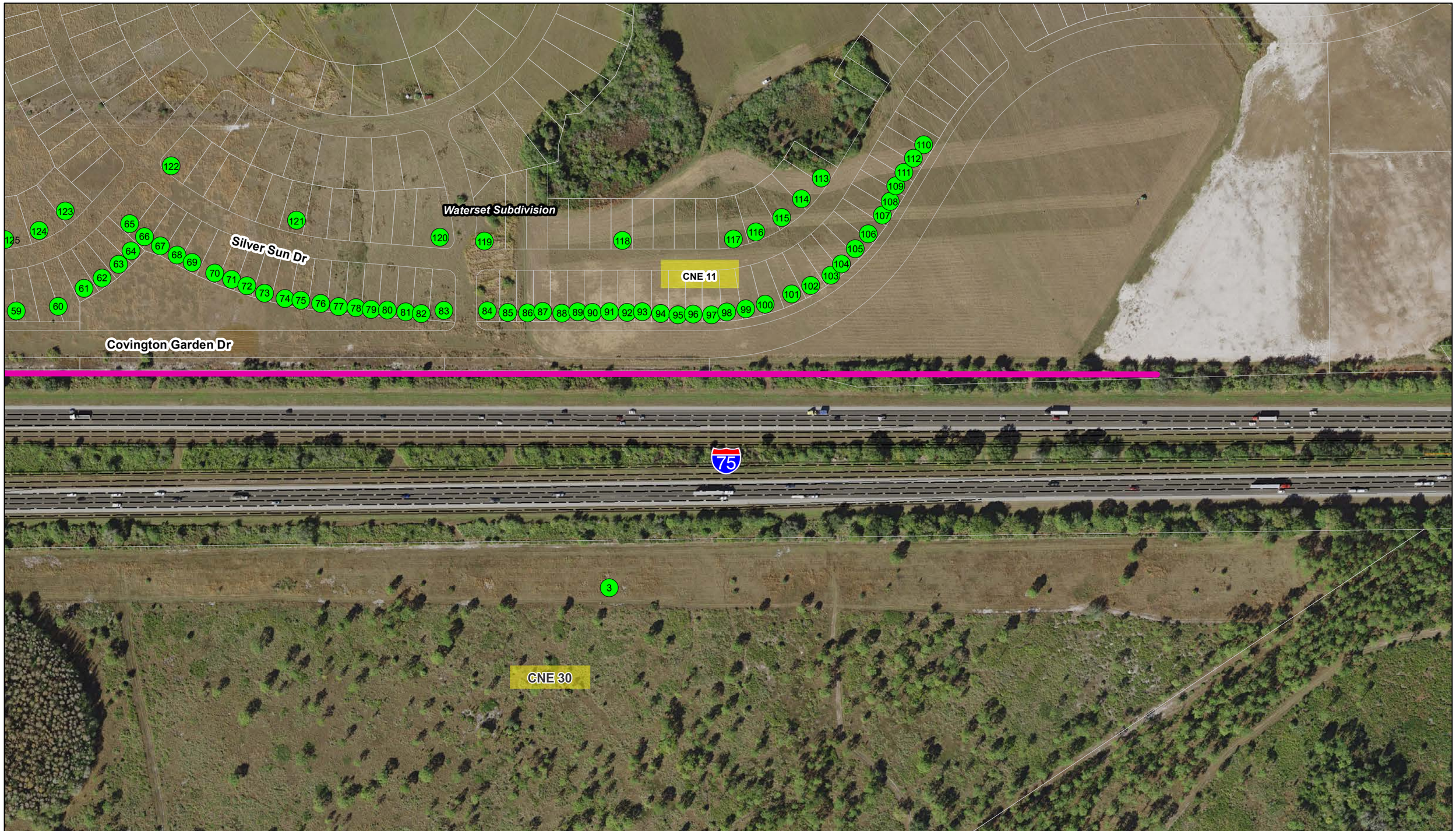

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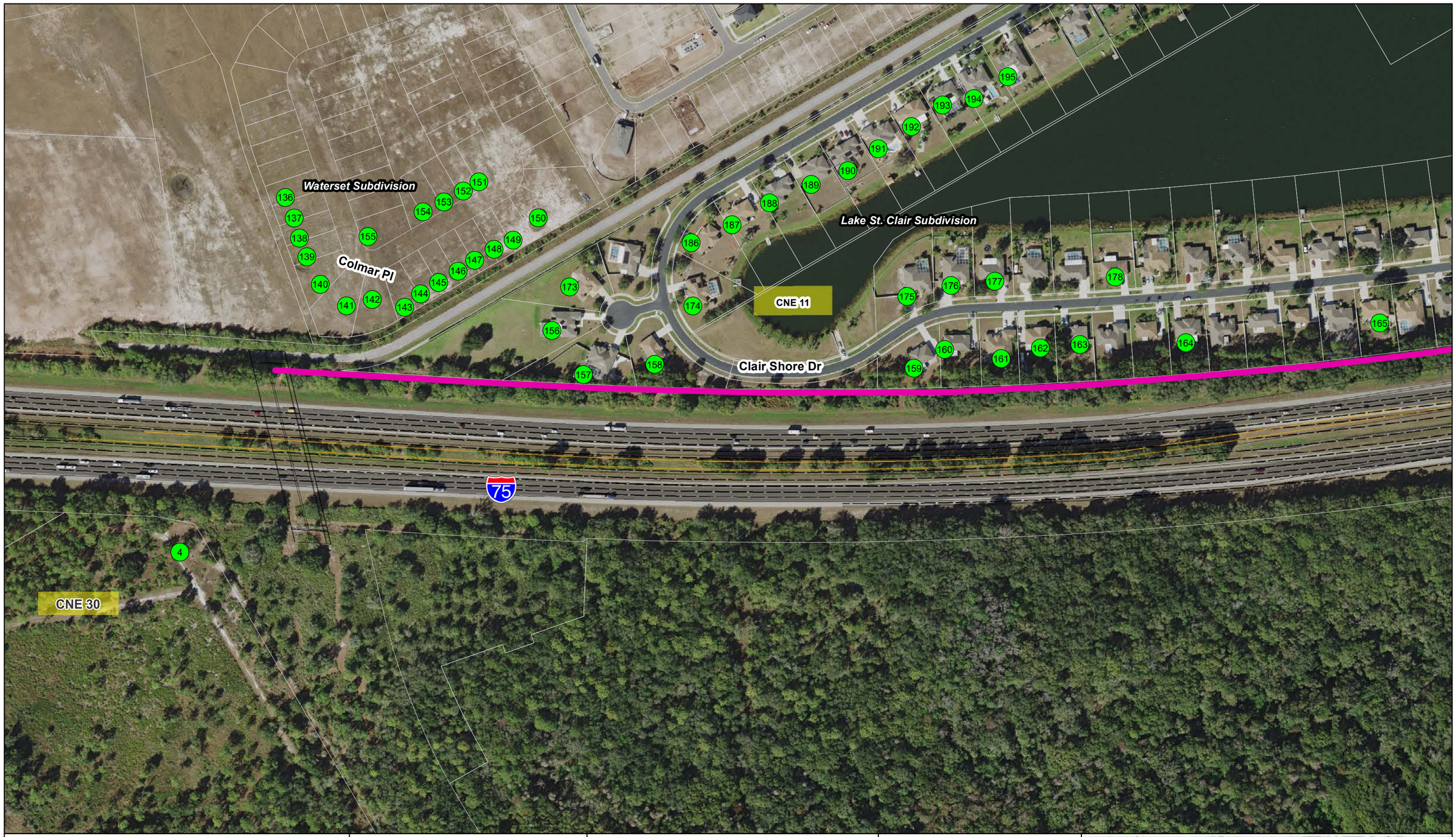

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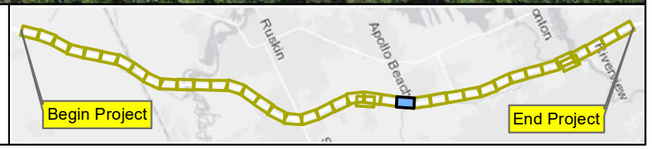

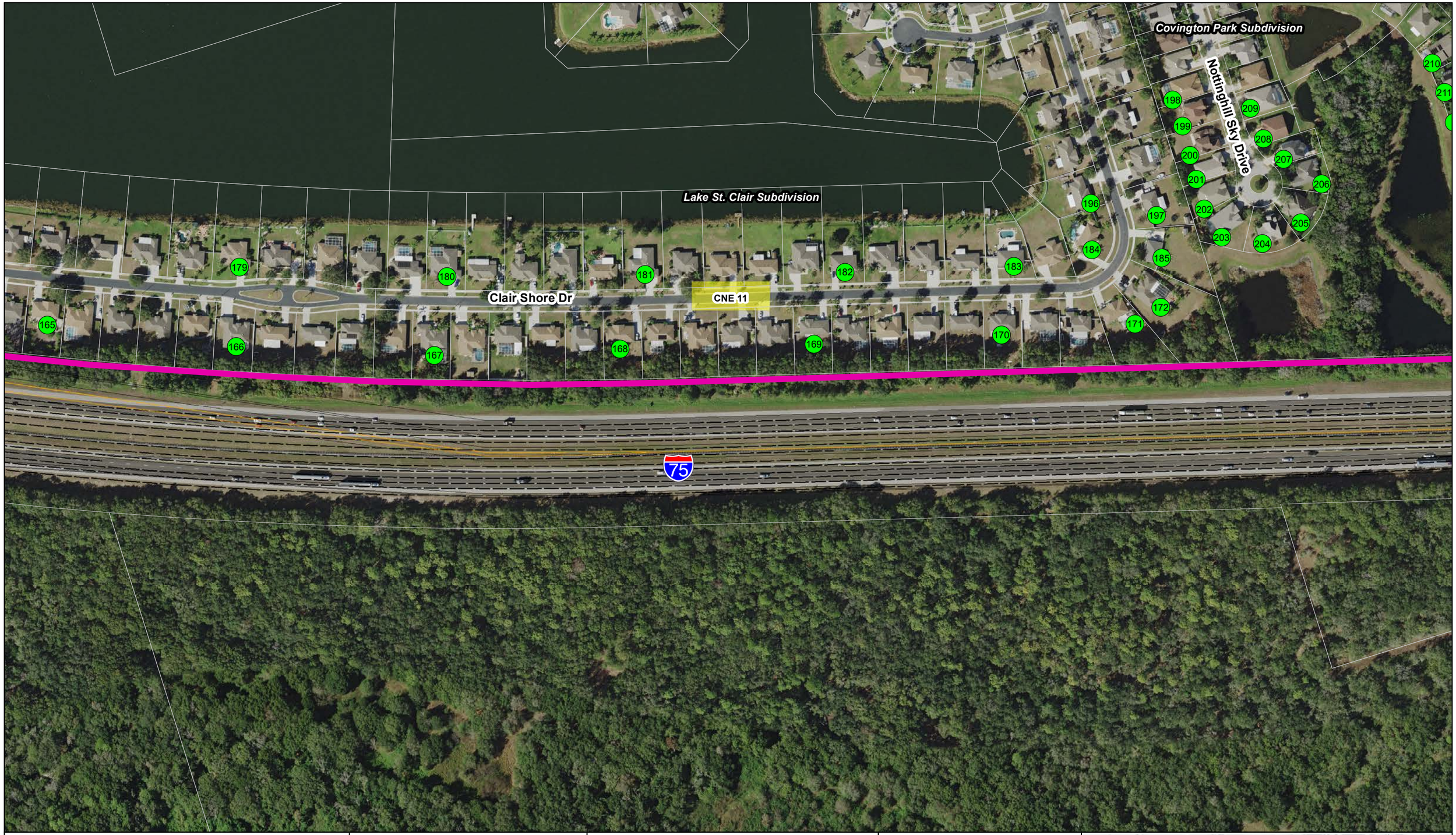

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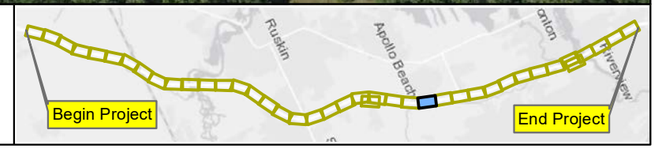

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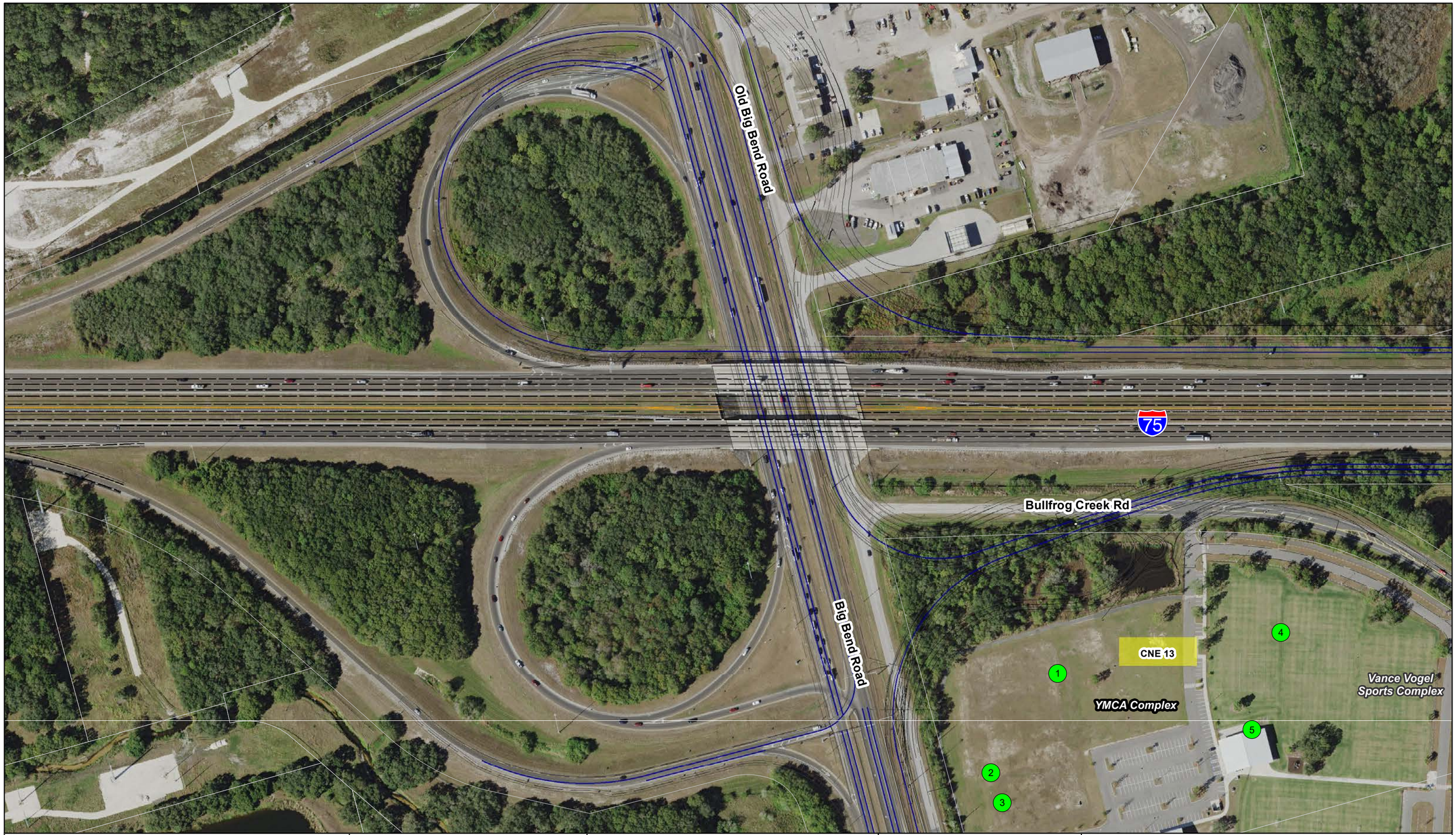

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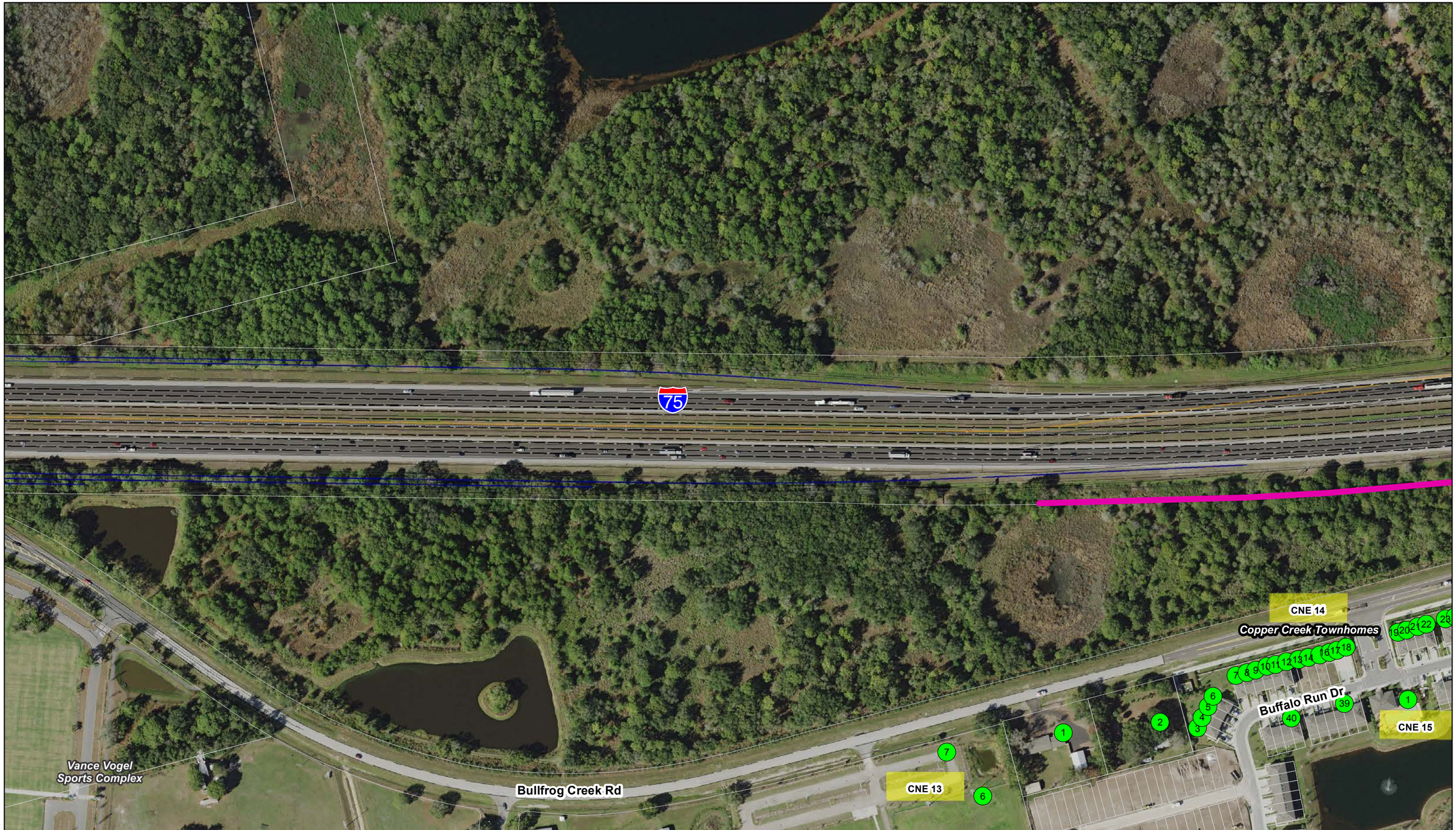

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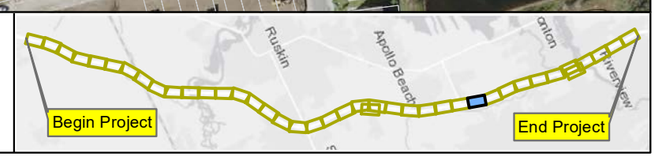

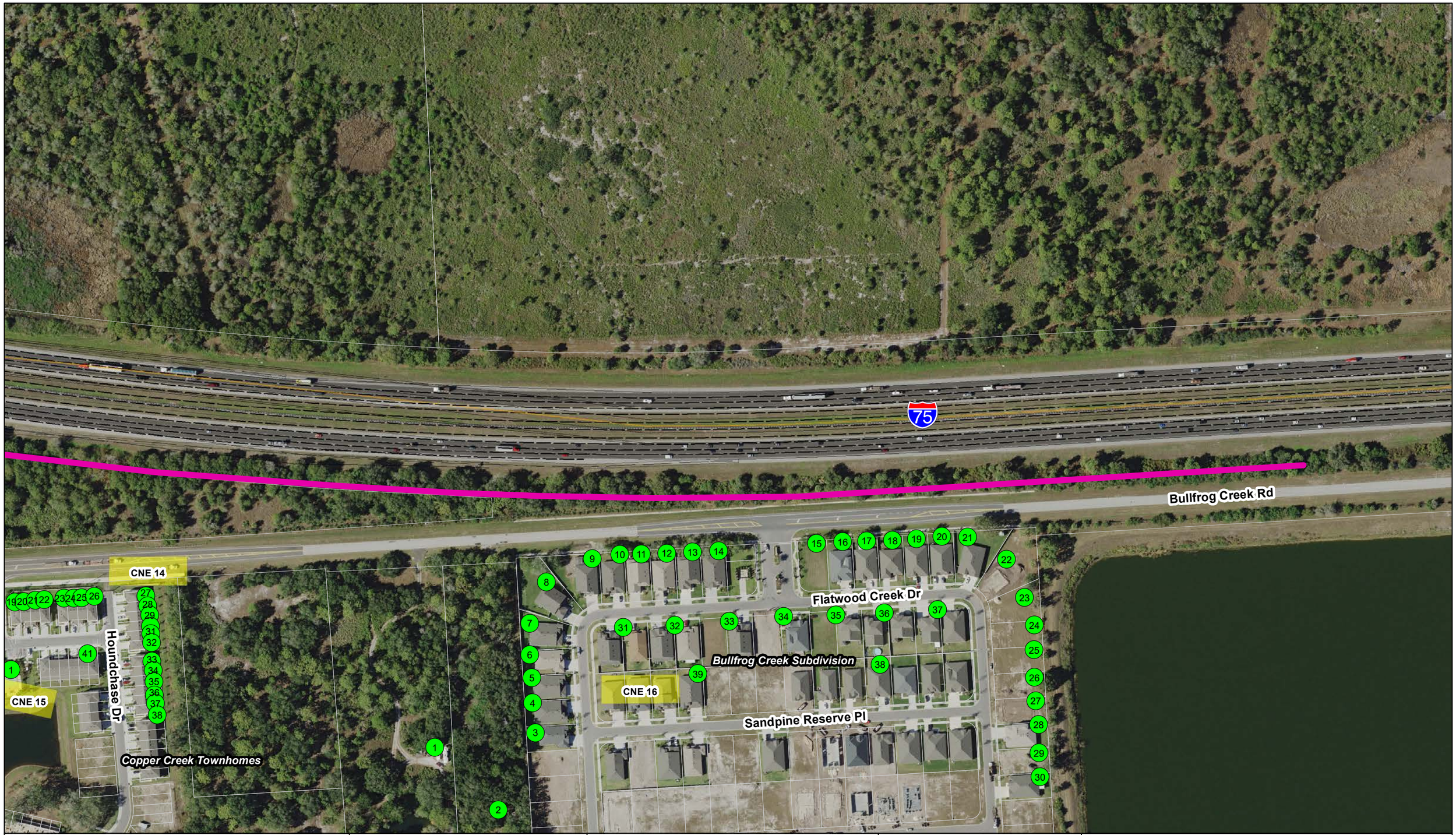

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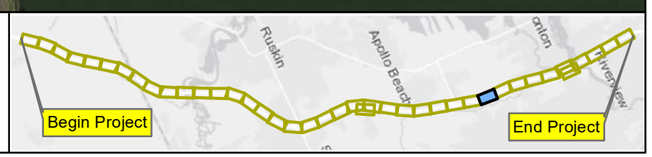

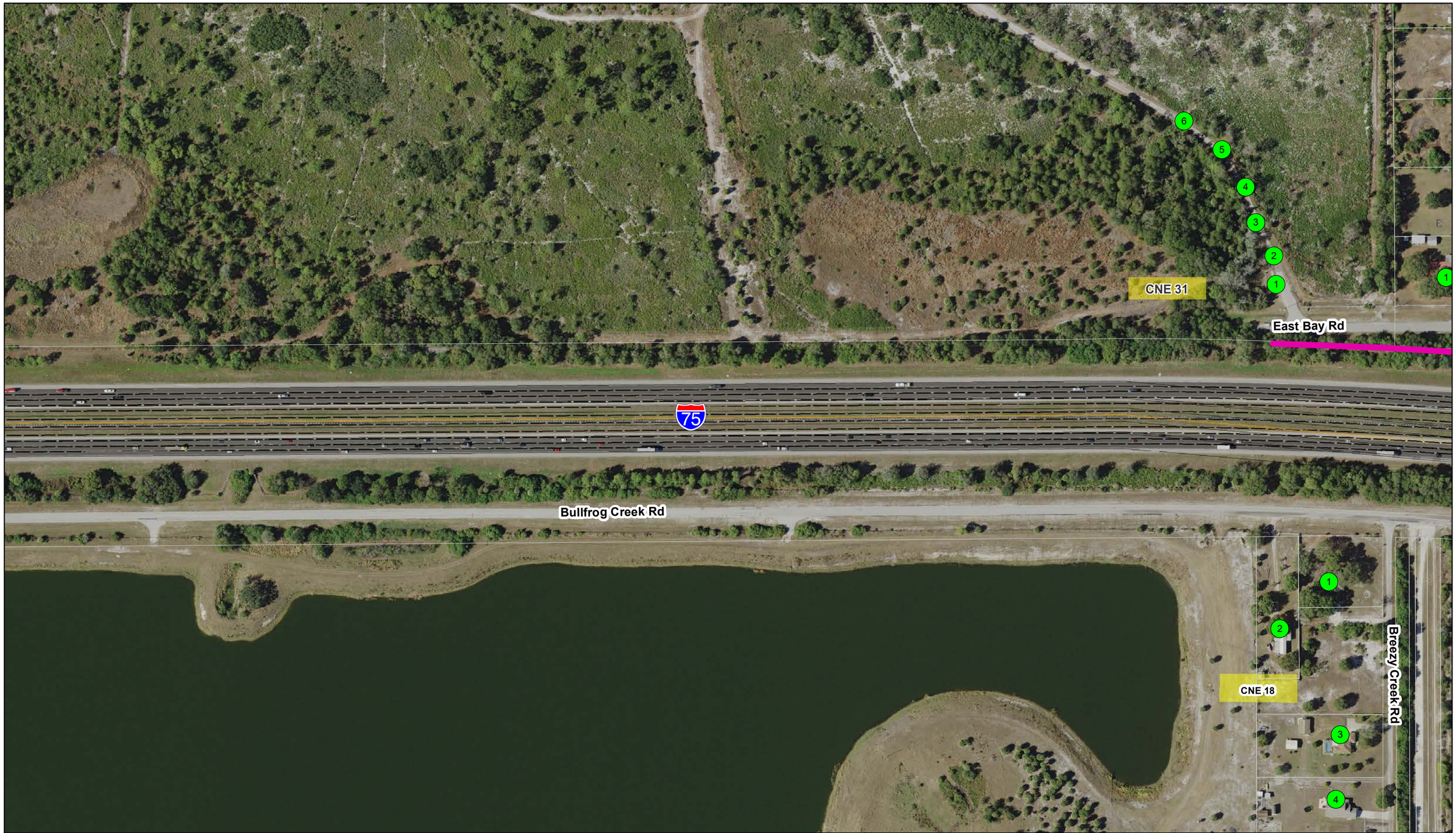

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East Bay Rd

East Bay Road

CNE 17

Bullfrog Creek Rd

Breezy Creek Rd

CNE 18

I-75

I-75 (SR 93A) PD&E Study
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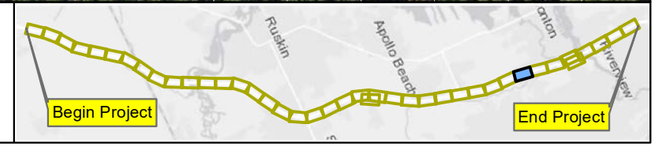
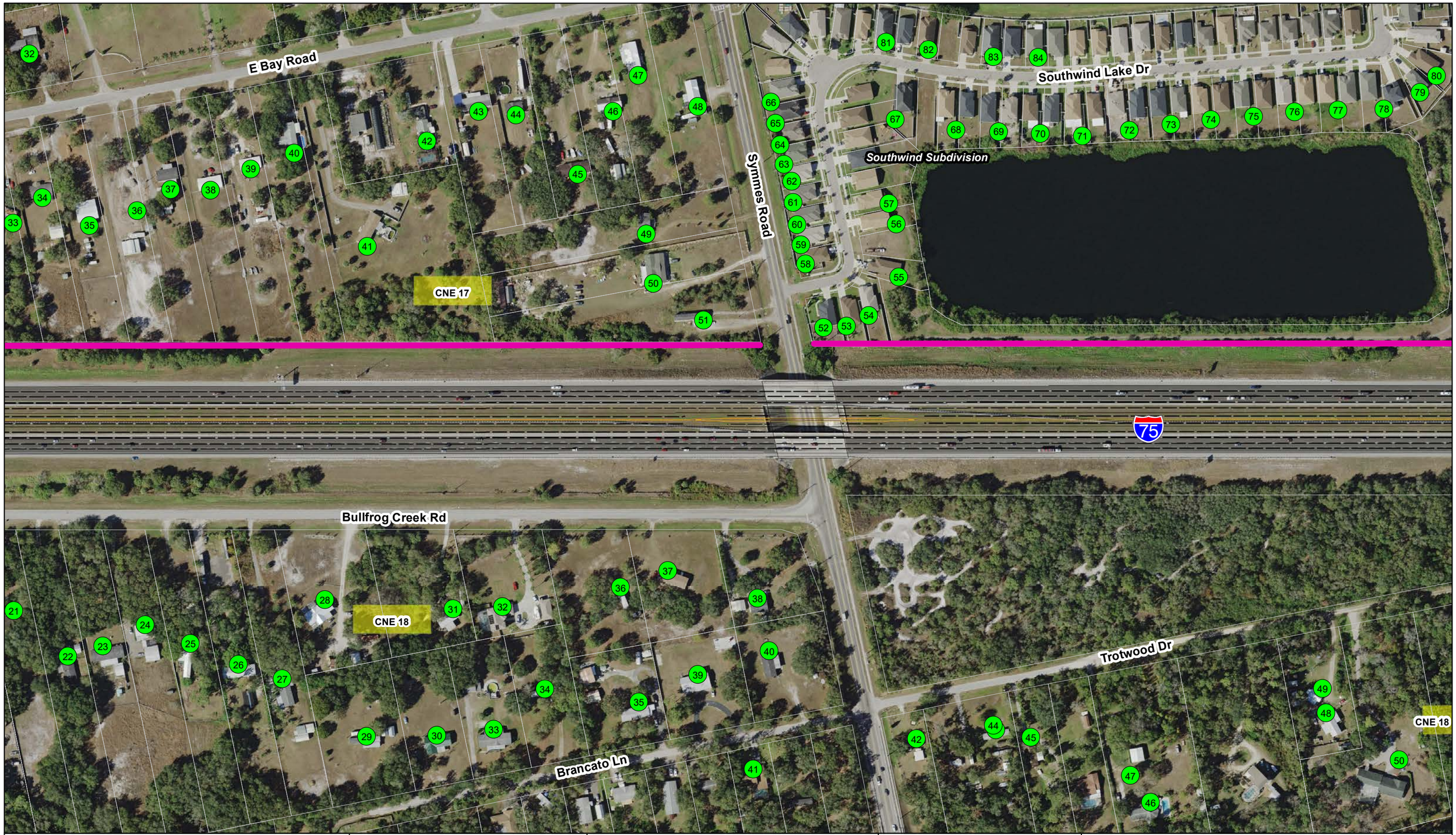
- Receptor Location
- Potential Barrier Location



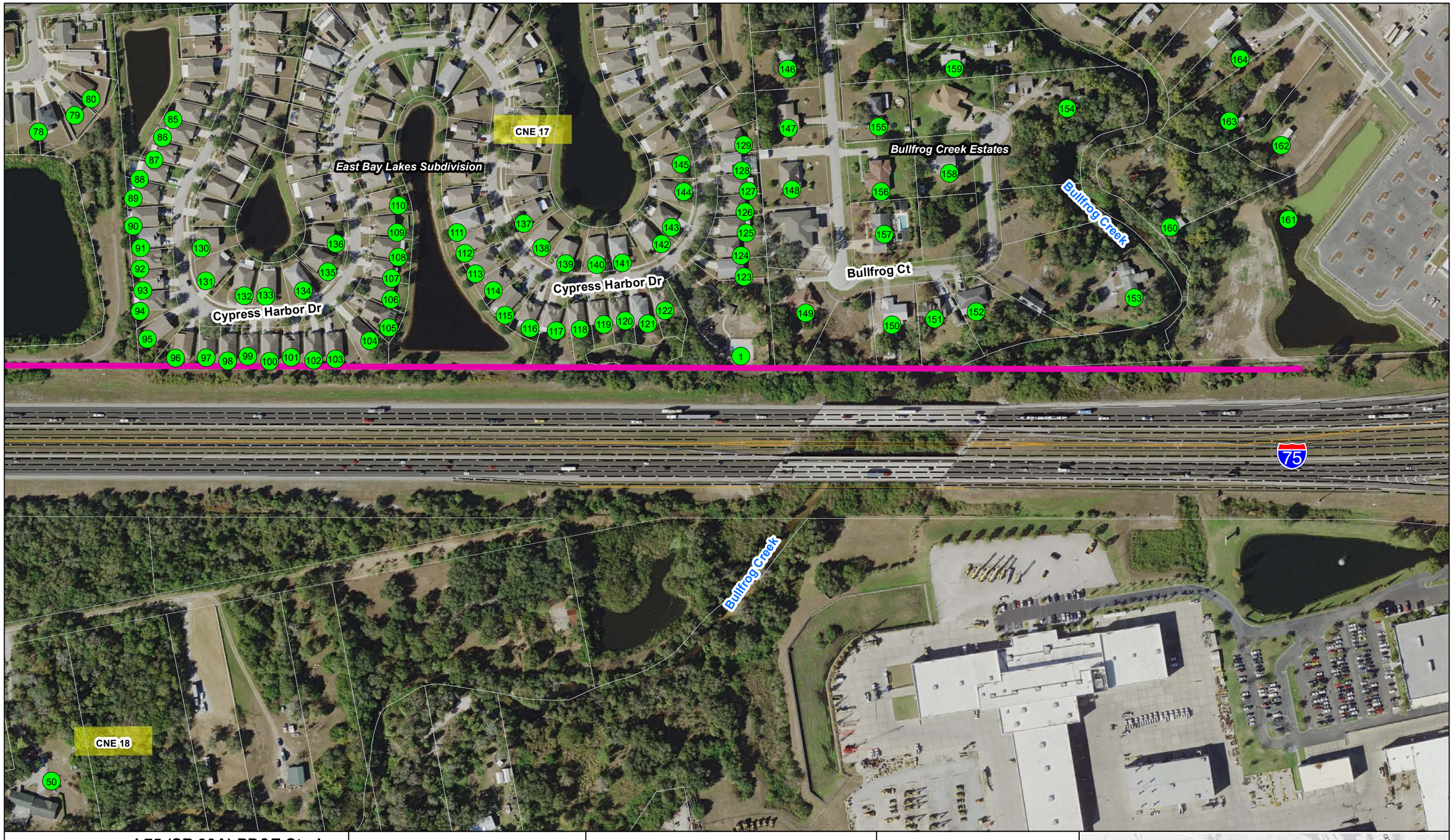


I-75 (SR 93A) PD&E Study
Moccasin Wallow Road to south of US 301
FPID: 419235-2
Manatee and Hillsborough Counties

Evaluated Recepter Locations Aerial Map

0 125 250
Feet

Legend
- Receptor Location
- Potential Barrier Location



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Manatee and Hillsborough Counties

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Feet

Legend
- Receptor Location
- Potential Barrier Location

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Manatee and Hillsborough Counties

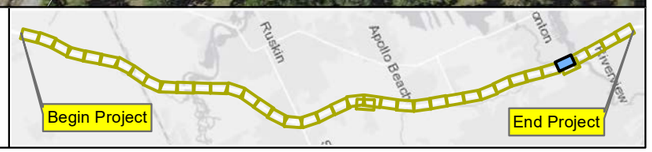
Evaluated Recepter Locations Aerial Map

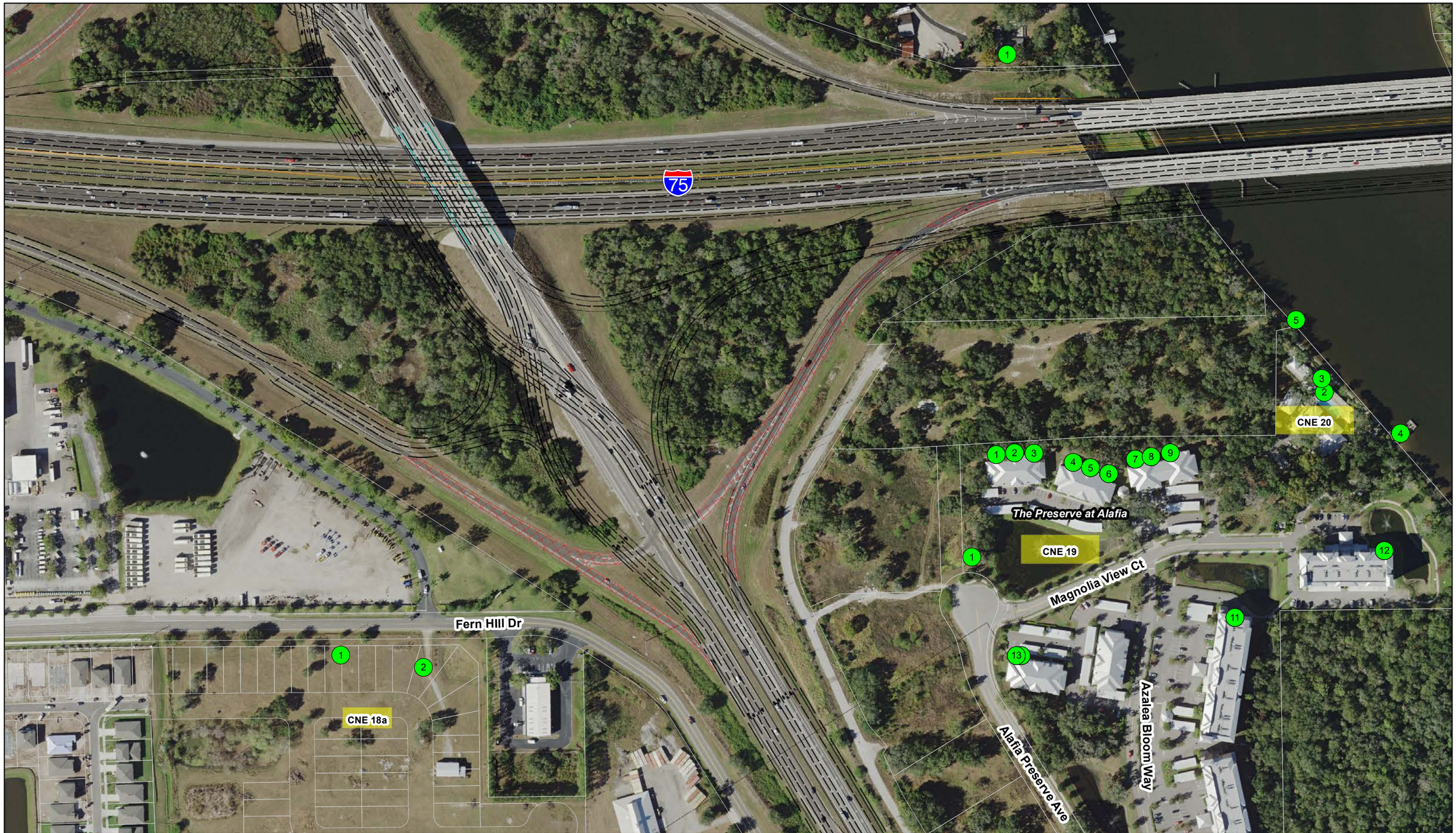
0 125 250
Feet

N

Legend

- Receptor Location
- Potential Barrier Location





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Feet

N

Legend
- Receptor Location
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Evaluated Recepter Locations Aerial Map

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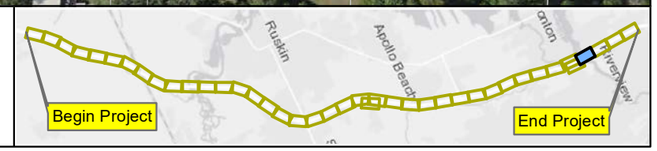
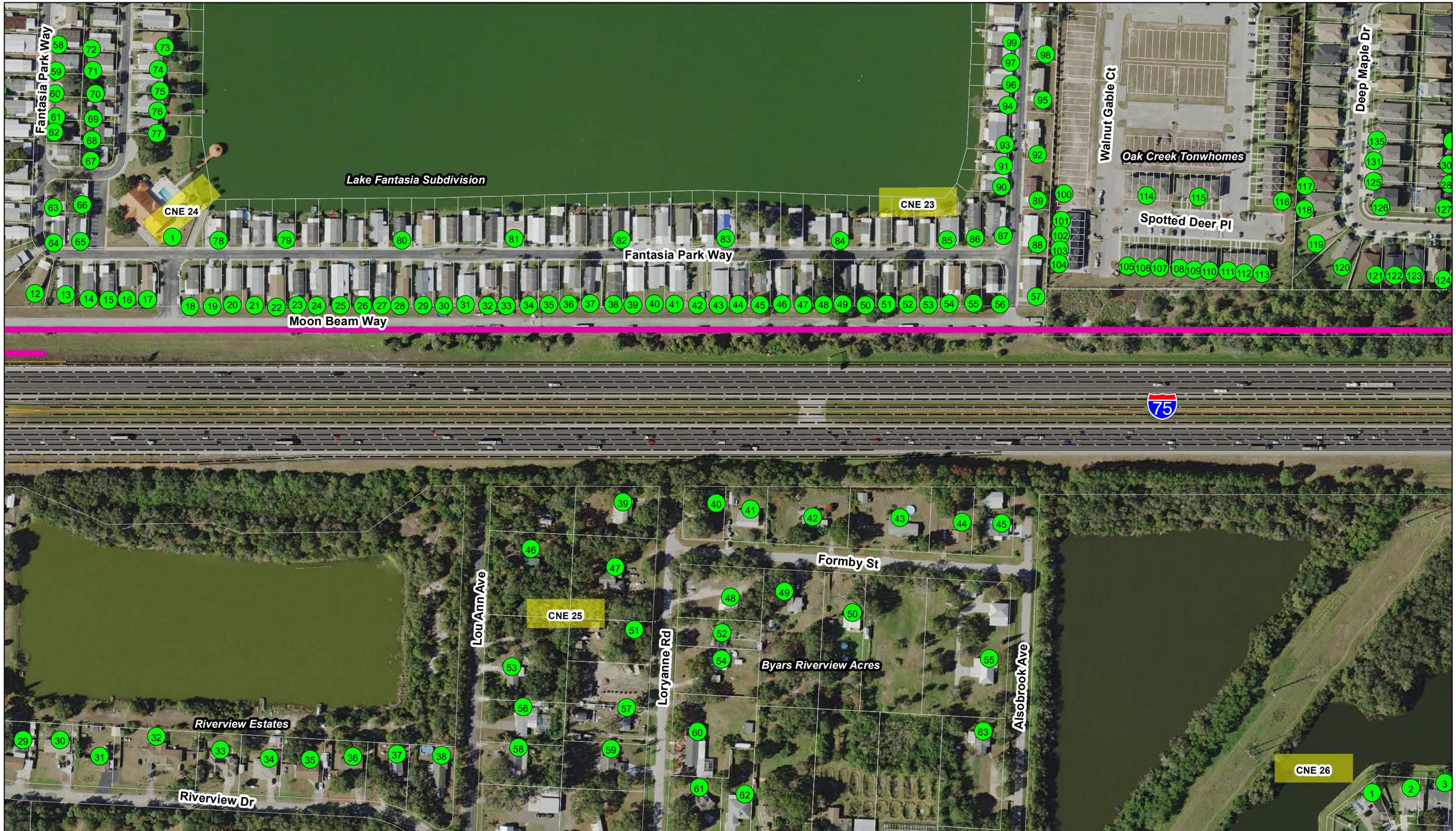
Feet

Legend
- Receptor Location
- Potential Barrier Location





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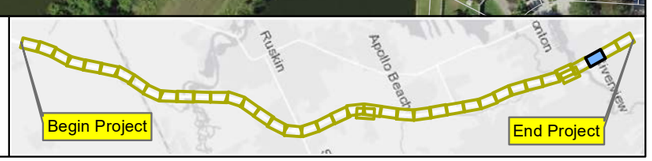
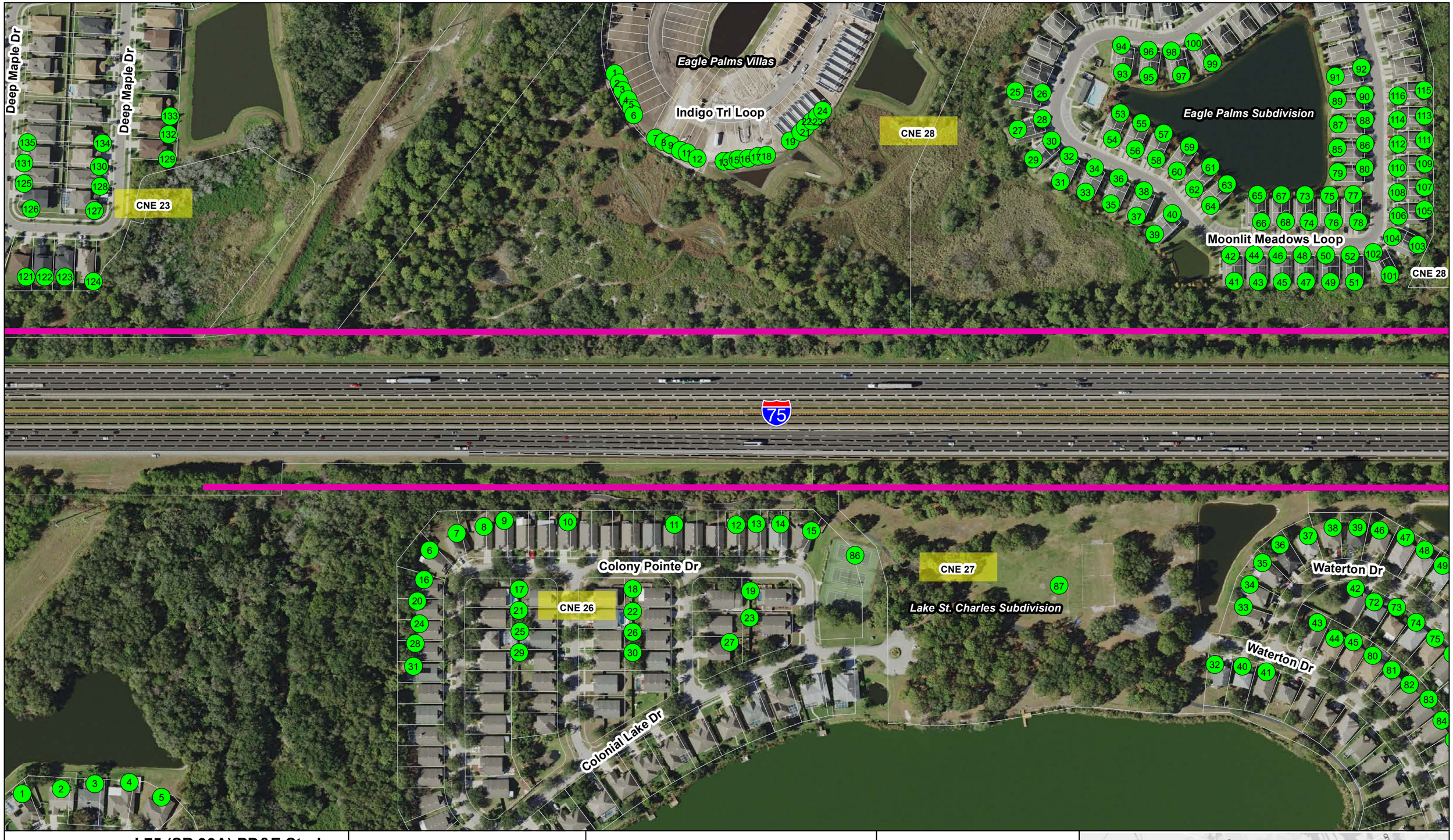
0 125 250
Feet

Legend
- Receptor Location
- Potential Barrier Location





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Feet

N

Legend
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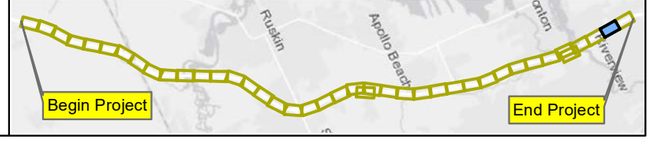
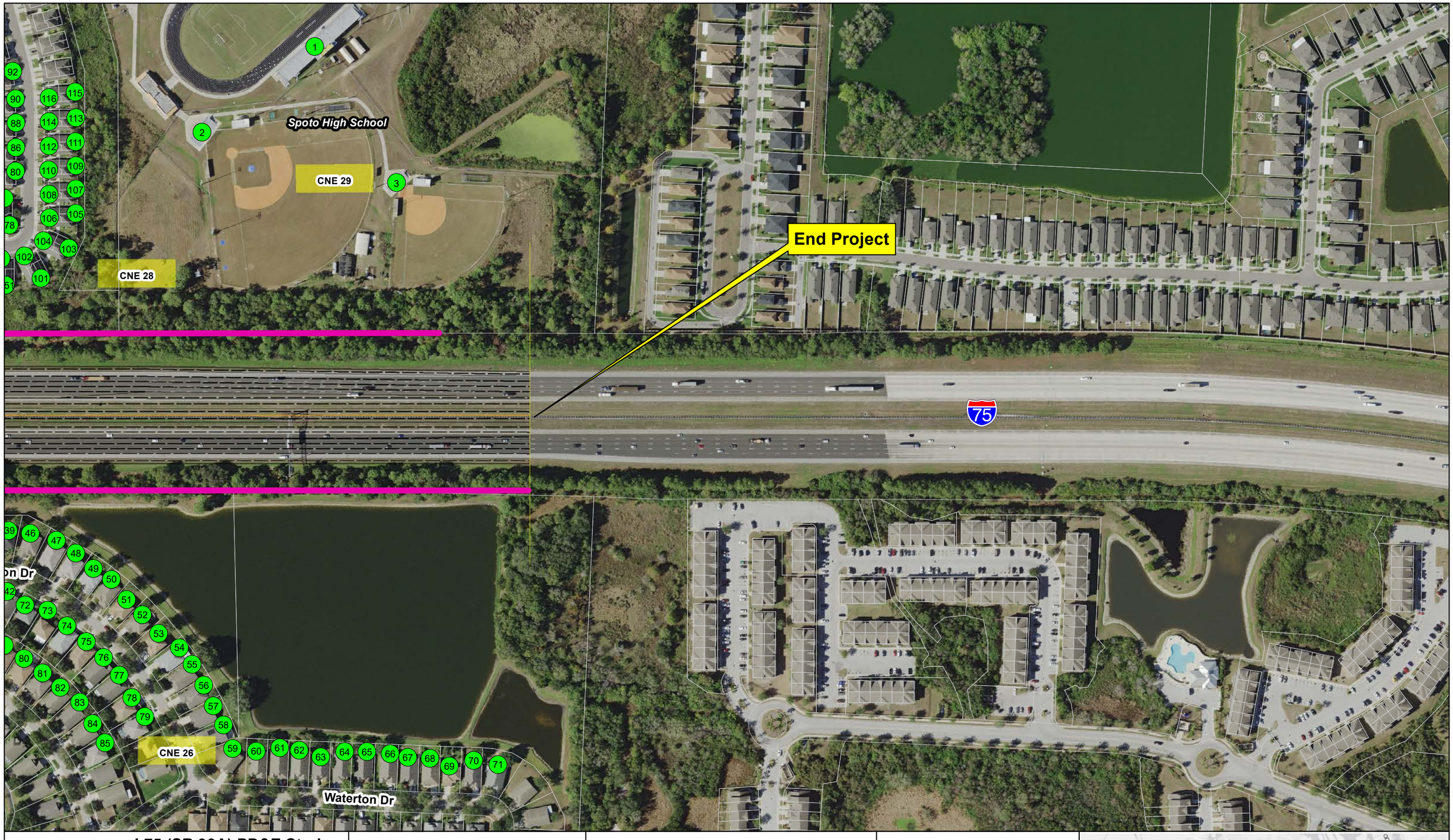
- Potential Barrier Location





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Evaluated Recepter Locations Aerial Map

0 125 250
Feet

N

Legend
- Receptor Location
- Potential Barrier Location

APPENDIX C

Predicted Traffic Noise Levels

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
1-1	River Bend	1	B	66	61.8	61.8	65.8	4.0	--
1-2	River Bend	2	B	66	62.7	62.7	66.7	4.0	Yes
1-3	River Bend	2	B	66	62.4	62.4	66.5	4.1	Yes
1-4	River Bend	1	B	66	61.3	61.3	65.4	4.1	--
1-5	River Bend	2	B	66	61.3	61.3	65.4	4.1	--
1-6	River Bend	2	B	66	61.2	61.2	65.3	4.1	--
1-7	River Bend	2	B	66	61.1	61.1	65.3	4.2	--
1-8	River Bend	2	B	66	61.0	61.0	65.0	4.0	--
1-9	River Bend	2	B	66	60.6	60.6	64.9	4.3	--
1-10	River Bend	2	B	66	60.4	60.4	64.5	4.1	--
1-11	River Bend	2	B	66	60.3	60.3	64.2	3.9	--
1-12	River Bend	2	B	66	60.2	60.2	64.1	3.9	--
1-13	River Bend	1	B	66	58.6	58.6	63.3	4.7	--
1-14	River Bend	2	B	66	57.8	57.8	62.5	4.7	--
1-15	River Bend	3	B	66	58.5	58.5	62.3	3.8	--
1-16	River Bend	1	B	66	58.3	58.3	62.3	4.0	--
2-1	Park Village	1	B	66	64.6	64.6	68.5	3.9	Yes
2-2	Park Village	1	B	66	63.2	63.2	67.5	4.3	Yes
2-3	Park Village	1	B	66	62.5	62.5	67.1	4.6	Yes
2-4	Park Village	1	B	66	61.2	61.2	66.2	5.0	Yes
2-5	Park Village	1	B	66	59.6	59.6	64.8	5.2	--
2-6	Park Village	1	B	66	58.3	58.3	63.7	5.4	--
2-7	Park Village	1	B	66	61.6	61.6	66.5	4.9	Yes
2-8	Park Village	1	B	66	62.1	62.1	66.7	4.6	Yes
2-9	Park Village	1	B	66	61.2	61.2	66.0	4.8	Yes
2-10	Park Village	1	B	66	59.7	59.7	64.7	5.0	--
2-11	Park Village	1	B	66	58.5	58.5	64.0	5.5	--
2-12	Park Village	1	B	66	61.6	61.6	66.5	4.9	Yes
2-13	Park Village	1	B	66	59.8	59.8	64.7	4.9	--
2-14	Park Village	1	B	66	58.4	58.4	63.6	5.2	--
2-15	Park Village	1	B	66	60.8	60.8	66.2	5.4	Yes
2-16	Park Village	1	B	66	58.7	58.7	64.0	5.3	--
2-17	Park Village	1	B	66	57.7	57.7	63.0	5.3	--
2-18	SF	1	B	66	59.1	59.1	64.7	5.6	--
2-19	SF	1	B	66	60.2	60.2	65.9	5.7	--
2-20	SF	1	B	66	61.2	61.2	66.6	5.4	Yes
2-21	SF	1	B	66	71.5	71.5	73.8	2.3	Yes
2-22	SF	1	B	66	69.4	69.4	72.2	2.8	Yes
2-23	SF	1	B	66	67.2	67.2	70.6	3.4	Yes
2-24	SF	1	B	66	67.4	67.4	69.6	2.2	Yes
2-25	SF	1	B	66	69.5	69.5	70.7	1.2	Yes
2-26	SF	1	B	66	70.0	70.0	71.1	1.1	Yes
2-27	SF	1	B	66	70.4	70.4	71.5	1.1	Yes
3-1	SF	1	B	66	71.5	71.5	74.8	3.3	Yes
3-2	SF	1	B	66	65.5	65.5	69.9	4.4	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
3-3	SF	1	B	66	67.8	67.8	71.9	4.1	Yes
3-4	SF	1	B	66	67.6	67.6	71.6	4.0	Yes
3-5	SF	1	B	66	61.8	61.8	66.7	4.9	Yes
3-6	SF	1	B	66	60.1	60.1	65.2	5.1	--
3-7	SF	1	B	66	75.8	75.8	77.8	2.0	Yes
3-8	SF	1	B	66	71.6	71.6	74.5	2.9	Yes
3-9	SF	1	B	66	62.8	62.8	67.5	4.7	Yes
3-10	SF	1	B	66	59.4	59.4	63.9	4.5	--
3-11	SF	1	B	66	63.3	63.3	67.9	4.6	Yes
3-12	SF	1	B	66	68.5	68.5	72.3	3.8	Yes
3-13	SF	1	B	66	73.3	73.3	75.9	2.6	Yes
3-14	SF	1	B	66	68.1	68.1	71.8	3.7	Yes
3-15	SF	1	B	66	59.6	59.6	63.7	4.1	--
3-16	SF	1	B	66	59.9	59.9	64.4	4.5	--
3-17	SF	1	B	66	66.3	66.3	69.9	3.6	Yes
3-18	SF	1	B	66	64.0	64.0	68.3	4.3	Yes
3-19	SF	1	B	66	68.5	68.5	72.0	3.5	Yes
3-20	SF	1	B	66	62.5	62.5	66.5	4.0	Yes
3-21	SF	1	B	66	62.8	62.8	66.7	3.9	Yes
3-22	SF	1	B	66	67.7	67.7	70.6	2.9	Yes
3-23	SF	1	B	66	68.9	68.9	71.4	2.5	Yes
4-1	SF	1	B	66	63.3	63.3	66.4	3.1	Yes
4-2	SF	1	B	66	61.1	61.1	73.2	12.1	Yes
4-3	SF	1	B	66	70.4	70.4	70.2	-0.2	Yes
4-4	SF	1	B	66	66.1	66.1	66.3	0.2	Yes
4-5	SF	1	B	66	61.6	61.6	66.6	5.0	Yes
4-6	SF	1	B	66	61.9	61.9	72.0	10.1	Yes
4-7	SF	1	B	66	67.8	67.8	78.2	10.4	Yes
4-8	SF	1	B	66	75.9	75.9	67.5	-8.4	Yes
4-9	SF	1	B	66	62.9	62.9	68.5	5.6	Yes
4-10	SF	1	B	66	65.6	65.6	67.2	1.6	Yes
4-11	SF	1	B	66	67.6	67.6	70.7	3.1	Yes
4-12	SF	1	B	66	67.2	67.2	69.6	2.4	Yes
4-13	SF	1	B	66	65.9	65.9	69.0	3.1	Yes
4-14	SF	1	B	66	63.2	63.2	66.6	3.4	Yes
4-15	SF	1	B	66	61.5	61.5	65.1	3.6	--
4-16	SF	1	B	66	61.6	61.6	66.3	4.7	Yes
4-17	SF	1	B	66	71.2	71.2	74.1	2.9	Yes
4-18	SF	1	B	66	67.5	67.5	71.2	3.7	Yes
4-19	SF	1	B	66	64.2	64.2	68.4	4.2	Yes
4-20	SF	1	B	66	62.5	62.5	66.9	4.4	Yes
4-21	SF	1	B	66	71.3	71.3	74.2	2.9	Yes
4-22	Ruskin Colony Farms	1	B	66	72.0	72.0	74.5	2.5	Yes
4-23	Highgate Condo	2	B	66	63.1	63.1	66.6	3.5	Yes
4-24	Highgate Condo	2	B	66	65.0	65.0	67.6	2.6	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
4-25	Highgate Condo	2	B	66	65.2	65.2	67.8	2.6	Yes
4-26	Highgate Condo	2	B	66	65.0	65.0	68.2	3.2	Yes
4-27	Highgate Condo	2	B	66	65.2	65.2	68.0	2.8	Yes
4-28	Highgate Condo	2	B	66	65.1	65.1	67.5	2.4	Yes
4-29	Highgate Condo	2	B	66	62.9	62.9	65.9	3.0	--
4-30	Highgate Condo	2	B	66	61.3	61.3	64.5	3.2	--
4-31	Highgate Condo	2	B	66	64.4	64.4	67.1	2.7	Yes
4-32	Highgate Condo	2	B	66	64.4	64.4	67.0	2.6	Yes
4-33	Highgate Condo	2	B	66	62.9	62.9	65.7	2.8	--
5-1	Fairway Palms Condos	1	B	66	62.3	62.3	64.8	2.5	--
5-2	Fairway Palms Condos	1	B	66	62.9	62.9	65.0	2.1	--
5-3	Fairway Palms Condos	1	B	66	63.3	63.3	65.1	1.8	--
5-4	Fairway Palms Condos	1	B	66	63.3	63.3	65.4	2.1	--
5-5	Fairway Palms Condos	1	B	66	62.0	62.0	61.8	-0.2	--
5-6	Fairway Palms Condos	1	B	66	62.5	62.5	61.8	-0.7	--
5-7	Fairway Palms Condos	1	B	66	62.8	62.8	62.7	-0.1	--
6-1	Medical Office (Psychiatrist)	1	D	51	48.6	48.6	50.3	1.7	--
6-2	Medical Office (Podiatrist)	1	D	51	48.7	48.7	50.5	1.8	--
6-3	Medical Office (Derm)	1	D	51	42.9	42.9	43.5	0.6	--
6-4	Medical Office (OB/GYN)	1	D	51	38.7	38.7	42.8	4.1	--
6-5	Cypress Creek ALF	1	D	51	43.4	43.4	45.9	2.5	--
6-6	Absolute Surgical Specialists	1	D	51	39.9	39.9	43.5	3.6	--
7-1	Medical Office (Dialysis Center - Outdoor bench)	1	C	66	63.5	63.5	65.7	2.2	--
8-1	Cypress Creek Village	1	B	66	62.9	62.9	65.2	2.3	--
8-2	Cypress Creek Village	1	B	66	63.8	63.8	66.0	2.2	Yes
8-3	Cypress Creek Village	1	B	66	63.6	63.6	66.2	2.6	Yes
8-4	Cypress Creek Village	1	B	66	63.7	63.7	66.3	2.6	Yes
8-5	Cypress Creek Village	1	B	66	63.2	63.2	66.1	2.9	Yes
8-6	Cypress Creek Village	1	B	66	63.5	63.5	66.1	2.6	Yes
8-7	Cypress Creek Village	1	B	66	63.4	63.4	65.7	2.3	--
8-8	Cypress Creek Village	1	B	66	62.5	62.5	64.8	2.3	--
8-9	Cypress Creek Village	1	B	66	61.3	61.3	63.9	2.6	--
8-10	Cypress Creek Village	1	B	66	61.2	61.2	63.6	2.4	--
8-11	Cypress Creek Village	1	B	66	60.7	60.7	63.2	2.5	--
8-12	Cypress Creek Village	2	B	66	60.5	60.5	63.4	2.9	--
8-13	Cypress Creek Village	2	B	66	60.8	60.8	63.6	2.8	--
8-14	Cypress Creek Village	2	B	66	60.8	60.8	63.6	2.8	--
9-1	Shadetree Apts	1	B	66	63.6	63.6	68.7	5.1	Yes
9-1b	Shadetree Apts	1	B	66	70.6	70.6	73.7	3.1	Yes
9-2	Shadetree Apts	1	B	66	63.1	63.1	68.1	5.0	Yes
9-2b	Shadetree Apts	1	B	66	70.6	70.6	73.7	3.1	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
9-2c	Shadetree Apts	1	B	66	71.7	71.7	74.2	2.5	Yes
9-3	Shadetree Apts	1	B	66	62.5	62.5	67.1	4.6	Yes
9-3b	Shadetree Apts	1	B	66	70.7	70.7	73.8	3.1	Yes
9-3c	Shadetree Apts	1	B	66	71.8	71.8	74.3	2.5	Yes
9-4	Shadetree Apts	1	B	66	62.7	62.7	67.1	4.4	Yes
9-4b	Shadetree Apts	1	B	66	70.9	70.9	73.9	3.0	Yes
9-5	Shadetree Apts	1	B	66	62.7	62.7	67.5	4.8	Yes
9-5b	Shadetree Apts	1	B	66	70.8	70.8	73.8	3.0	Yes
9-6	Shadetree Apts	1	B	66	63.3	63.3	68.2	4.9	Yes
9-6b	Shadetree Apts	1	B	66	70.8	70.8	73.7	2.9	Yes
9-6c	Shadetree Apts	1	B	66	71.8	71.8	74.3	2.5	Yes
9-7	Shadetree Apts	1	B	66	64.2	64.2	69.3	5.1	Yes
9-7b	Shadetree Apts	1	B	66	70.7	70.7	73.7	3.0	Yes
9-7c	Shadetree Apts	1	B	66	71.8	71.8	74.3	2.5	Yes
9-8	Shadetree Apts	1	B	66	64.5	64.5	69.7	5.2	Yes
9-8b	Shadetree Apts	1	B	66	70.5	70.5	73.4	2.9	Yes
9-9	Shadetree Apts	1	B	66	59.0	59.0	65.0	6.0	--
9-9b	Shadetree Apts	1	B	66	64.7	64.7	68.1	3.4	Yes
9-10	Shadetree Apts	1	B	66	61.5	61.5	67.7	6.2	Yes
9-10b	Shadetree Apts	1	B	66	67.1	67.1	69.3	2.2	Yes
9-11	Shadetree Apts	1	B	66	57.6	57.6	63.4	5.8	--
9-11b	Shadetree Apts	1	B	66	63.3	63.3	66.8	3.5	Yes
9-11c	Shadetree Apts	1	B	66	65.3	65.3	68.1	2.8	Yes
9-12	Shadetree Apts	1	B	66	60.5	60.5	66.7	6.2	Yes
9-12b	Shadetree Apts	1	B	66	66.1	66.1	68.5	2.4	Yes
9-12c	Shadetree Apts	1	B	66	67.7	67.7	69.7	2.0	Yes
9-13	Shadetree Apts	1	B	66	56.3	56.3	62.1	5.8	--
9-13b	Shadetree Apts	1	B	66	62.0	62.0	65.6	3.6	--
9-13c	Shadetree Apts	1	B	66	64.0	64.0	66.9	2.9	Yes
9-14	Shadetree Apts	1	B	66	59.3	59.3	65.6	6.3	--
9-14b	Shadetree Apts	1	B	66	65.0	65.0	67.7	2.7	Yes
9-14c	Shadetree Apts	1	B	66	66.8	66.8	69.0	2.2	Yes
9-15	Shadetree Apts	1	B	66	55.6	55.6	61.5	5.9	--
9-15b	Shadetree Apts	1	B	66	61.4	61.4	65.0	3.6	--
9-16	Shadetree Apts	1	B	66	66.4	66.4	64.8	-1.6	--
9-16b	Shadetree Apts	1	B	66	64.6	64.6	67.2	2.6	Yes
9-17	Shadetree Apts	1	B	66	55.8	55.8	61.0	5.2	--
9-17b	Shadetree Apts	1	B	66	61.1	61.1	64.4	3.3	--
9-18	Shadetree Apts	1	B	66	56.5	56.5	62.1	5.6	--
9-18b	Shadetree Apts	1	B	66	62.0	62.0	65.2	3.2	--
9-18c	Shadetree Apts	1	B	66	64.2	64.2	66.4	2.2	Yes
9-19	Shadetree Apts	1	B	66	57.4	57.4	63.5	6.1	--
9-19b	Shadetree Apts	1	B	66	63.4	63.4	66.6	3.2	Yes
9-19c	Shadetree Apts	1	B	66	65.5	65.5	67.8	2.3	Yes
9-20	Shadetree Apts	1	B	66	58.2	58.2	64.4	6.2	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
9-20b	Shadetree Apts	1	B	66	64.3	64.3	67.3	3.0	Yes
9-21	Shadetree Apts	1	B	66	55.9	55.9	59.8	3.9	--
9-21b	Shadetree Apts	1	B	66	60.5	60.5	64.0	3.5	--
9-22	Shadetree Apts	1	B	66	58.0	58.0	64.2	6.2	--
9-22b	Shadetree Apts	1	B	66	63.8	63.8	67.6	3.8	Yes
9-23	Shadetree Apts	1	B	66	57.4	57.4	63.7	6.3	--
9-23b	Shadetree Apts	1	B	66	63.4	63.4	67.2	3.8	Yes
9-23c	Shadetree Apts	1	B	66	65.4	65.4	68.3	2.9	Yes
9-24	Shadetree Apts	1	B	66	55.2	55.2	61.1	5.9	--
9-24b	Shadetree Apts	1	B	66	62.6	62.6	66.6	4.0	Yes
9-24c	Shadetree Apts	1	B	66	64.8	64.8	67.8	3.0	Yes
9-25	Shadetree Apts	1	B	66	54.3	54.3	59.9	5.6	--
9-25b	Shadetree Apts	1	B	66	62.1	62.1	66.2	4.1	Yes
9-26	Shadetree Apts	1	B	66	55.2	55.2	61.4	6.2	--
9-26b	Shadetree Apts	1	B	66	60.7	60.7	65.1	4.4	--
10-1	Cypress Mill	1	B	66	59.8	59.8	64.4	4.6	--
10-2	Cypress Mill	1	B	66	60.7	60.7	65.3	4.6	--
10-3	Cypress Mill	1	B	66	61.7	61.7	66.2	4.5	Yes
10-4	Cypress Mill	1	B	66	63.0	63.0	67.4	4.4	Yes
10-5	Cypress Mill	1	B	66	64.5	64.5	68.6	4.1	Yes
10-6	Cypress Mill	1	B	66	66.9	66.9	70.3	3.4	Yes
10-7	Cypress Mill	1	B	66	70.2	70.2	72.3	2.1	Yes
10-8	Cypress Mill	1	B	66	73.1	73.1	72.1	-1.0	Yes
10-9	Cypress Mill	2	B	66	73.1	73.1	69.3	-3.8	Yes
10-10	Cypress Mill	2	B	66	73.6	73.6	68.0	-5.6	Yes
10-11	Cypress Mill	2	B	66	73.4	73.4	67.6	-5.8	Yes
10-12	Cypress Mill	2	B	66	73.4	73.4	67.3	-6.1	Yes
10-13	Cypress Mill	2	B	66	73.4	73.4	67.1	-6.3	Yes
10-14	Cypress Mill	2	B	66	73.1	73.1	67.0	-6.1	Yes
10-15	Cypress Mill	2	B	66	74.1	74.1	67.0	-7.1	Yes
10-16	Cypress Mill	2	B	66	73.7	73.7	66.9	-6.8	Yes
10-17	Cypress Mill	2	B	66	73.8	73.8	66.9	-6.9	Yes
10-18	Cypress Mill	2	B	66	73.2	73.2	66.9	-6.3	Yes
10-19	Cypress Mill	2	B	66	73.1	73.1	66.8	-6.3	Yes
10-20	Cypress Mill	2	B	66	73.3	73.3	66.9	-6.4	Yes
10-21	Cypress Mill	2	B	66	73.2	73.2	66.9	-6.3	Yes
10-22	Cypress Mill	2	B	66	73.2	73.2	66.9	-6.3	Yes
10-23	Cypress Mill	2	B	66	73.0	73.0	66.9	-6.1	Yes
10-24	Cypress Mill	2	B	66	72.9	72.9	66.9	-6.0	Yes
10-25	Cypress Mill	2	B	66	73.0	73.0	67.0	-6.0	Yes
10-26	Cypress Mill	2	B	66	73.2	73.2	67.2	-6.0	Yes
10-27	Cypress Mill	2	B	66	73.2	73.2	67.4	-5.8	Yes
10-28	Cypress Mill	2	B	66	73.2	73.2	67.9	-5.3	Yes
10-29	Cypress Mill	2	B	66	73.0	73.0	69.0	-4.0	Yes
10-30	Cypress Mill	1	B	66	73.4	73.4	70.9	-2.5	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
10-31	Cypress Mill	1	B	66	73.1	73.1	73.3	0.2	Yes
10-32	Cypress Mill	1	B	66	70.2	70.2	73.0	2.8	Yes
10-33	Cypress Mill	1	B	66	66.6	66.6	70.7	4.1	Yes
10-34	Cypress Mill	1	B	66	64.4	64.4	68.9	4.5	Yes
10-35	Cypress Mill	1	B	66	62.7	62.7	67.5	4.8	Yes
10-36	Cypress Mill	1	B	66	61.4	61.4	66.3	4.9	Yes
10-37	Cypress Mill	1	B	66	60.5	60.5	65.3	4.8	--
10-38	Cypress Mill	1	B	66	59.6	59.6	64.2	4.6	--
10-39	Cypress Mill	1	B	66	58.8	58.8	63.3	4.5	--
10-40	Cypress Mill	1	B	66	57.9	57.9	62.3	4.4	--
10-41	Cypress Mill	1	B	66	61.9	61.9	64.5	2.6	--
10-42	Cypress Mill	1	B	66	62.4	62.4	64.6	2.2	--
10-43	Cypress Mill	1	B	66	63.3	63.3	64.8	1.5	--
10-44	Cypress Mill	1	B	66	64.0	64.0	65.5	1.5	--
10-45	Cypress Mill	1	B	66	64.2	64.2	65.5	1.3	--
10-46	Cypress Mill	1	B	66	64.5	64.5	65.3	0.8	--
10-47	Cypress Mill	2	B	66	64.6	64.6	65.3	0.7	--
10-48	Cypress Mill	4	B	66	64.4	64.4	64.3	-0.1	--
10-49	Cypress Mill	4	B	66	64.5	64.5	63.5	-1.0	--
10-50	Cypress Mill	1	B	66	64.5	64.5	63.2	-1.3	--
10-51	Cypress Mill	4	B	66	64.5	64.5	63.2	-1.3	--
10-52	Cypress Mill	4	B	66	64.9	64.9	63.6	-1.3	--
10-53	Cypress Mill	1	B	66	65.1	65.1	64.1	-1.0	--
10-54	Cypress Mill	1	B	66	65.2	65.2	64.9	-0.3	--
10-55	Cypress Mill	1	B	66	65.0	65.0	65.0	0.0	--
10-56	Cypress Mill	1	B	66	64.0	64.0	61.6	-2.4	--
10-57	Cypress Mill	1	B	66	63.7	63.7	61.1	-2.6	--
10-58	Cypress Mill	1	B	66	64.1	64.1	63.2	-0.9	--
10-59	Cypress Mill	1	B	66	63.6	63.6	62.9	-0.7	--
10-60	Cypress Creek	1	B	66	53.1	53.1	58.5	5.4	--
10-61	Cypress Creek	1	B	66	53.4	53.4	59.2	5.8	--
10-62	Cypress Creek	1	B	66	53.6	53.6	59.9	6.3	--
10-63	Cypress Creek	1	B	66	53.9	53.9	60.8	6.9	--
10-64	Cypress Creek	1	B	66	54.3	54.3	61.7	7.4	--
10-65	Cypress Creek	1	B	66	54.6	54.6	62.6	8.0	--
10-66	Cypress Creek	1	B	66	55.0	55.0	63.4	8.4	--
10-67	Cypress Creek	1	B	66	55.5	55.5	64.2	8.7	--
10-68	Cypress Creek	1	B	66	55.7	55.7	64.6	8.9	--
10-69	Cypress Creek	1	B	66	56.1	56.1	65.1	9.0	--
10-70	Cypress Creek	1	B	66	56.4	56.4	65.5	9.1	--
10-71	Cypress Creek	1	B	66	56.8	56.8	66.0	9.2	Yes
10-72	Cypress Creek	1	B	66	57.1	57.1	66.3	9.2	Yes
10-73	Cypress Creek	1	B	66	57.4	57.4	66.7	9.3	Yes
10-74	Cypress Creek	1	B	66	57.7	57.7	67.2	9.5	Yes
10-75	Cypress Creek	1	B	66	58.0	58.0	67.8	9.8	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
10-76	Cypress Creek	1	B	66	58.4	58.4	68.2	9.8	Yes
10-77	Cypress Creek	1	B	66	58.9	58.9	68.6	9.7	Yes
10-78	Cypress Creek	1	B	66	59.2	59.2	68.9	9.7	Yes
10-79	Cypress Creek	1	B	66	59.6	59.6	69.3	9.7	Yes
10-80	Cypress Creek	1	B	66	59.9	59.9	69.6	9.7	Yes
10-81	Cypress Creek	1	B	66	60.2	60.2	69.8	9.6	Yes
10-82	Cypress Creek	1	B	66	60.4	60.4	69.9	9.5	Yes
10-83	Cypress Creek	1	B	66	60.6	60.6	70.0	9.4	Yes
10-84	Cypress Creek	1	B	66	61.0	61.0	70.1	9.1	Yes
10-85	Cypress Creek	1	B	66	61.3	61.3	70.3	9.0	Yes
10-86	Cypress Creek	1	B	66	61.6	61.6	70.6	9.0	Yes
10-87	Cypress Creek	1	B	66	61.8	61.8	70.6	8.8	Yes
10-88	Cypress Creek	1	B	66	62.0	62.0	70.8	8.8	Yes
10-89	Cypress Creek	1	B	66	62.3	62.3	70.9	8.6	Yes
10-90	Cypress Creek	1	B	66	62.5	62.5	71.0	8.5	Yes
10-91	Cypress Creek	1	B	66	62.6	62.6	71.0	8.4	Yes
10-92	Cypress Creek	1	B	66	62.6	62.6	70.7	8.1	Yes
10-93	Cypress Creek	1	B	66	62.6	62.6	70.1	7.5	Yes
10-94	Cypress Creek	1	B	66	62.2	62.2	68.8	6.6	Yes
10-95	Cypress Creek	1	B	66	62.0	62.0	68.1	6.1	Yes
10-96	Cypress Creek	1	B	66	61.4	61.4	67.5	6.1	Yes
10-97	Cypress Creek	1	B	66	61.0	61.0	66.9	5.9	Yes
10-98	Cypress Creek	1	B	66	60.4	60.4	66.2	5.8	Yes
10-99	Cypress Creek	1	B	66	59.9	59.9	65.6	5.7	--
10-100	Cypress Creek	1	B	66	59.2	59.2	64.8	5.6	--
10-101	Cypress Creek	1	B	66	58.6	58.6	64.1	5.5	--
10-102	Cypress Creek	1	B	66	55.8	55.8	64.5	8.7	--
10-103	Cypress Creek	1	B	66	58.7	58.7	67.9	9.2	Yes
10-104	Cypress Creek	1	B	66	59.6	59.6	68.4	8.8	Yes
10-105	Cypress Creek	1	B	66	59.9	59.9	68.5	8.6	Yes
10-106	Cypress Creek	1	B	66	59.9	59.9	67.9	8.0	Yes
10-107	Cypress Creek	1	B	66	59.6	59.6	67.0	7.4	Yes
10-108	Cypress Creek	1	B	66	59.1	59.1	66.5	7.4	Yes
10-109	Cypress Creek	1	B	66	57.4	57.4	64.4	7.0	--
11-1	Waterset	1	B	66	63.6	63.6	66.7	3.1	Yes
11-2	Waterset	1	B	66	64.8	64.8	67.7	2.9	Yes
11-3	Waterset	1	B	66	66.0	66.0	68.7	2.7	Yes
11-4	Waterset	1	B	66	67.2	67.2	69.7	2.5	Yes
11-5	Waterset	1	B	66	68.3	68.3	70.6	2.3	Yes
11-6	Waterset	1	B	66	66.2	66.2	68.4	2.2	Yes
11-7	Waterset	1	B	66	66.9	66.9	69.2	2.3	Yes
11-8	Waterset	1	B	66	67.2	67.2	69.5	2.3	Yes
11-9	Waterset	1	B	66	66.7	66.7	69.1	2.4	Yes
11-10	Waterset	1	B	66	66.1	66.1	68.6	2.5	Yes
11-11	Waterset	1	B	66	65.5	65.5	68.1	2.6	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-12	Waterset	1	B	66	65.0	65.0	67.6	2.6	Yes
11-13	Waterset	1	B	66	65.5	65.5	67.8	2.3	Yes
11-14	Waterset	1	B	66	65.5	65.5	67.7	2.2	Yes
11-15	Waterset	1	B	66	65.1	65.1	67.4	2.3	Yes
11-16	Waterset	1	B	66	64.4	64.4	66.8	2.4	Yes
11-17	Waterset	1	B	66	62.9	62.9	66.0	3.1	Yes
11-18	Waterset	1	B	66	64.7	64.7	67.5	2.8	Yes
11-19	Waterset	1	B	66	63.9	63.9	66.7	2.8	Yes
11-20	Waterset	1	B	66	62.9	62.9	65.7	2.8	--
11-21	Waterset	1	B	66	64.2	64.2	66.5	2.3	Yes
11-22	Waterset	1	B	66	61.0	61.0	63.5	2.5	--
11-23	Waterset	1	B	66	61.2	61.2	63.6	2.4	--
11-24	Waterset	1	B	66	61.4	61.4	63.7	2.3	--
11-25	Waterset	1	B	66	61.6	61.6	64.0	2.4	--
11-26	Waterset	1	B	66	61.7	61.7	64.1	2.4	--
11-27	Waterset	1	B	66	61.9	61.9	64.3	2.4	--
11-28	Waterset	1	B	66	62.5	62.5	64.8	2.3	--
11-29	Waterset	1	B	66	62.7	62.7	65.0	2.3	--
11-30	Waterset	1	B	66	63.0	63.0	65.2	2.2	--
11-31	Waterset	1	B	66	63.1	63.1	65.3	2.2	--
11-32	Waterset	1	B	66	63.3	63.3	65.5	2.2	--
11-33	Waterset	1	B	66	63.6	63.6	65.8	2.2	--
11-34	Waterset	1	B	66	63.8	63.8	66.0	2.2	Yes
11-35	Waterset	1	B	66	64.1	64.1	66.2	2.1	Yes
11-36	Waterset	1	B	66	64.3	64.3	66.4	2.1	Yes
11-37	Waterset	1	B	66	64.4	64.4	66.5	2.1	Yes
11-38	Waterset	1	B	66	64.5	64.5	66.6	2.1	Yes
11-39	Waterset	1	B	66	64.4	64.4	66.6	2.2	Yes
11-40	Waterset	1	B	66	64.3	64.3	66.5	2.2	Yes
11-41	Waterset	1	B	66	64.1	64.1	66.4	2.3	Yes
11-42	Waterset	1	B	66	64.0	64.0	66.3	2.3	Yes
11-43	Waterset	1	B	66	64.9	64.9	67.0	2.1	Yes
11-44	Waterset	1	B	66	64.8	64.8	67.1	2.3	Yes
11-45	Waterset	1	B	66	64.9	64.9	67.1	2.2	Yes
11-46	Waterset	1	B	66	64.7	64.7	67.1	2.4	Yes
11-47	Waterset	1	B	66	65.7	65.7	67.6	1.9	Yes
11-48	Waterset	2	B	66	65.5	65.5	67.5	2.0	Yes
11-49	Waterset	2	B	66	65.9	65.9	67.9	2.0	Yes
11-50	Waterset	2	B	66	65.9	65.9	67.9	2.0	Yes
11-51	Waterset	2	B	66	65.8	65.8	67.8	2.0	Yes
11-52	Waterset	2	B	66	65.7	65.7	67.6	1.9	Yes
11-53	Waterset	2	B	66	65.6	65.6	67.6	2.0	Yes
11-54	Waterset	2	B	66	66.0	66.0	68.0	2.0	Yes
11-55	Waterset	2	B	66	66.0	66.0	68.0	2.0	Yes
11-56	Waterset	2	B	66	65.8	65.8	67.8	2.0	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-57	Waterset	2	B	66	65.7	65.7	67.8	2.1	Yes
11-58	Waterset	2	B	66	66.1	66.1	68.2	2.1	Yes
11-59	Waterset	2	B	66	66.0	66.0	68.1	2.1	Yes
11-60	Waterset	2	B	66	65.6	65.6	67.8	2.2	Yes
11-61	Waterset	1	B	66	64.7	64.7	67.1	2.4	Yes
11-62	Waterset	1	B	66	64.2	64.2	66.6	2.4	Yes
11-63	Waterset	1	B	66	63.5	63.5	65.9	2.4	--
11-64	Waterset	1	B	66	62.9	62.9	65.3	2.4	--
11-65	Waterset	1	B	66	61.8	61.8	64.2	2.4	--
11-66	Waterset	1	B	66	62.2	62.2	64.6	2.4	--
11-67	Waterset	1	B	66	62.6	62.6	65.0	2.4	--
11-68	Waterset	1	B	66	63.0	63.0	65.4	2.4	--
11-69	Waterset	1	B	66	63.3	63.3	65.7	2.4	--
11-70	Waterset	1	B	66	63.7	63.7	66.2	2.5	Yes
11-71	Waterset	1	B	66	64.0	64.0	66.4	2.4	Yes
11-72	Waterset	1	B	66	64.3	64.3	66.6	2.3	Yes
11-73	Waterset	1	B	66	64.6	64.6	66.9	2.3	Yes
11-74	Waterset	1	B	66	64.7	64.7	67.1	2.4	Yes
11-75	Waterset	1	B	66	64.7	64.7	67.1	2.4	Yes
11-76	Waterset	1	B	66	64.7	64.7	67.3	2.6	Yes
11-77	Waterset	1	B	66	64.5	64.5	67.3	2.8	Yes
11-78	Waterset	1	B	66	64.4	64.4	67.3	2.9	Yes
11-79	Waterset	1	B	66	64.3	64.3	67.3	3.0	Yes
11-80	Waterset	1	B	66	64.2	64.2	67.3	3.1	Yes
11-81	Waterset	1	B	66	64.3	64.3	67.3	3.0	Yes
11-82	Waterset	1	B	66	64.2	64.2	67.3	3.1	Yes
11-83	Waterset	1	B	66	64.2	64.2	67.2	3.0	Yes
11-84	Waterset	1	B	66	63.7	63.7	66.4	2.7	Yes
11-85	Waterset	1	B	66	64.2	64.2	67.2	3.0	Yes
11-86	Waterset	1	B	66	63.8	63.8	66.4	2.6	Yes
11-87	Waterset	1	B	66	63.8	63.8	66.4	2.6	Yes
11-88	Waterset	1	B	66	63.9	63.9	66.5	2.6	Yes
11-89	Waterset	1	B	66	63.9	63.9	66.5	2.6	Yes
11-90	Waterset	1	B	66	63.6	63.6	65.9	2.3	--
11-91	Waterset	1	B	66	63.7	63.7	65.9	2.2	--
11-92	Waterset	1	B	66	63.8	63.8	66.0	2.2	Yes
11-93	Waterset	1	B	66	63.9	63.9	66.2	2.3	Yes
11-94	Waterset	1	B	66	64.1	64.1	66.4	2.3	Yes
11-95	Waterset	1	B	66	64.4	64.4	66.6	2.2	Yes
11-96	Waterset	1	B	66	64.3	64.3	66.4	2.1	Yes
11-97	Waterset	1	B	66	64.7	64.7	66.8	2.1	Yes
11-98	Waterset	1	B	66	65.2	65.2	67.3	2.1	Yes
11-99	Waterset	1	B	66	65.9	65.9	67.9	2.0	Yes
11-100	Waterset	1	B	66	66.6	66.6	68.6	2.0	Yes
11-101	Waterset	1	B	66	67.0	67.0	69.1	2.1	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-102	Waterset	1	B	66	66.7	66.7	69.1	2.4	Yes
11-103	Waterset	1	B	66	66.1	66.1	68.6	2.5	Yes
11-104	Waterset	1	B	66	65.4	65.4	68.0	2.6	Yes
11-105	Waterset	1	B	66	64.4	64.4	67.2	2.8	Yes
11-106	Waterset	1	B	66	63.7	63.7	66.4	2.7	Yes
11-107	Waterset	1	B	66	62.8	62.8	66.4	3.6	Yes
11-108	Waterset	1	B	66	62.1	62.1	65.8	3.7	--
11-109	Waterset	1	B	66	61.5	61.5	65.0	3.5	--
11-110	Waterset	1	B	66	59.8	59.8	63.3	3.5	--
11-111	Waterset	1	B	66	60.9	60.9	64.4	3.5	--
11-112	Waterset	1	B	66	60.3	60.3	63.9	3.6	--
11-113	Waterset	1	B	66	61.0	61.0	64.9	3.9	--
11-114	Waterset	1	B	66	61.7	61.7	65.6	3.9	--
11-115	Waterset	1	B	66	62.5	62.5	65.6	3.1	--
11-116	Waterset	1	B	66	62.8	62.8	65.7	2.9	--
11-117	Waterset	1	B	66	62.3	62.3	65.9	3.6	--
11-118	Waterset	1	B	66	61.2	61.2	64.7	3.5	--
11-119	Waterset	1	B	66	61.7	61.7	64.2	2.5	--
11-120	Waterset	1	B	66	61.9	61.9	64.3	2.4	--
11-121	Waterset	1	B	66	61.5	61.5	63.6	2.1	--
11-122	Waterset	1	B	66	59.9	59.9	62.2	2.3	--
11-123	Waterset	1	B	66	61.4	61.4	63.8	2.4	--
11-124	Waterset	1	B	66	61.9	61.9	64.2	2.3	--
11-125	Waterset	1	B	66	62.5	62.5	64.9	2.4	--
11-126	Waterset	1	B	66	62.5	62.5	64.9	2.4	--
11-127	Waterset	1	B	66	62.6	62.6	65.0	2.4	--
11-128	Waterset	1	B	66	62.4	62.4	64.7	2.3	--
11-129	Waterset	1	B	66	62.2	62.2	64.6	2.4	--
11-130	Waterset	1	B	66	62.3	62.3	64.3	2.0	--
11-131	Waterset	2	B	66	62.1	62.1	64.3	2.2	--
11-132	Waterset	2	B	66	62.0	62.0	65.7	3.7	--
11-133	Waterset	2	B	66	61.9	61.9	67.3	5.4	Yes
11-134	Waterset	2	B	66	62.1	62.1	69.8	7.7	Yes
11-135	Waterset	2	B	66	62.4	62.4	70.3	7.9	Yes
11-136	Waterset	1	B	66	64.1	64.1	70.1	6.0	Yes
11-137	Waterset	1	B	66	64.9	64.9	70.1	5.2	Yes
11-138	Waterset	1	B	66	65.7	65.7	70.3	4.6	Yes
11-139	Waterset	1	B	66	66.6	66.6	70.0	3.4	Yes
11-140	Waterset	1	B	66	68.2	68.2	70.2	2.0	Yes
11-141	Waterset	1	B	66	69.7	69.7	70.7	1.0	Yes
11-142	Waterset	1	B	66	69.0	69.0	72.0	3.0	Yes
11-143	Waterset	1	B	66	69.5	69.5	71.8	2.3	Yes
11-144	Waterset	1	B	66	68.4	68.4	71.2	2.8	Yes
11-145	Waterset	1	B	66	67.5	67.5	70.8	3.3	Yes
11-146	Waterset	1	B	66	66.8	66.8	68.7	1.9	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-147	Waterset	1	B	66	66.1	66.1	64.9	-1.2	--
11-148	Waterset	1	B	66	65.5	65.5	63.6	-1.9	--
11-149	Waterset	1	B	66	65.0	65.0	62.9	-2.1	--
11-150	Waterset	1	B	66	63.9	63.9	66.4	2.5	Yes
11-151	Waterset	1	B	66	62.9	62.9	65.9	3.0	--
11-152	Waterset	1	B	66	63.3	63.3	65.8	2.5	--
11-153	Waterset	1	B	66	63.9	63.9	66.2	2.3	Yes
11-154	Waterset	1	B	66	64.3	64.3	65.8	1.5	--
11-155	Waterset	1	B	66	65.4	65.4	65.2	-0.2	--
11-156	Lake St. Clair	1	B	66	70.9	70.9	73.6	2.7	Yes
11-157	Lake St. Clair	1	B	66	75.4	75.4	77.8	2.4	Yes
11-158	Lake St. Clair	1	B	66	73.8	73.8	76.4	2.6	Yes
11-159	Lake St. Clair	1	B	66	74.1	74.1	76.4	2.3	Yes
11-160	Lake St. Clair	1	B	66	72.3	72.3	74.7	2.4	Yes
11-161	Lake St. Clair	1	B	66	73.5	73.5	75.7	2.2	Yes
11-162	Lake St. Clair	1	B	66	72.5	72.5	74.9	2.4	Yes
11-163	Lake St. Clair	1	B	66	72.4	72.4	74.8	2.4	Yes
11-164	Lake St. Clair	5	B	66	73.0	73.0	75.3	2.3	Yes
11-165	Lake St. Clair	5	B	66	73.1	73.1	75.5	2.4	Yes
11-166	Lake St. Clair	5	B	66	73.8	73.8	76.2	2.4	Yes
11-167	Lake St. Clair	5	B	66	73.8	73.8	76.4	2.6	Yes
11-168	Lake St. Clair	5	B	66	73.1	73.1	76.0	2.9	Yes
11-169	Lake St. Clair	5	B	66	73.1	73.1	75.8	2.7	Yes
11-170	Lake St. Clair	5	B	66	72.7	72.7	75.4	2.7	Yes
11-171	Lake St. Clair	1	B	66	72.1	72.1	75.0	2.9	Yes
11-172	Lake St. Clair	1	B	66	70.5	70.5	73.8	3.3	Yes
11-173	Lake St. Clair	1	B	66	65.5	65.5	68.7	3.2	Yes
11-174	Lake St. Clair	1	B	66	68.3	68.3	71.7	3.4	Yes
11-175	Lake St. Clair	1	B	66	67.9	67.9	70.9	3.0	Yes
11-176	Lake St. Clair	1	B	66	67.3	67.3	70.3	3.0	Yes
11-177	Lake St. Clair	1	B	66	67.2	67.2	70.1	2.9	Yes
11-178	Lake St. Clair	5	B	66	67.3	67.3	70.3	3.0	Yes
11-179	Lake St. Clair	5	B	66	66.8	66.8	70.4	3.6	Yes
11-180	Lake St. Clair	5	B	66	66.6	66.6	70.6	4.0	Yes
11-181	Lake St. Clair	5	B	66	66.2	66.2	70.7	4.5	Yes
11-182	Lake St. Clair	5	B	66	66.2	66.2	70.7	4.5	Yes
11-183	Lake St. Clair	3	B	66	66.1	66.1	70.6	4.5	Yes
11-184	Lake St. Clair	1	B	66	65.1	65.1	70.0	4.9	Yes
11-185	Lake St. Clair	1	B	66	65.1	65.1	69.5	4.4	Yes
11-186	Lake St. Clair	1	B	66	65.3	65.3	68.0	2.7	Yes
11-187	Lake St. Clair	1	B	66	64.9	64.9	67.5	2.6	Yes
11-188	Lake St. Clair	1	B	66	64.4	64.4	66.8	2.4	Yes
11-189	Lake St. Clair	1	B	66	63.8	63.8	66.1	2.3	Yes
11-190	Lake St. Clair	1	B	66	63.4	63.4	65.7	2.3	--
11-191	Lake St. Clair	1	B	66	62.6	62.6	65.0	2.4	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-192	Lake St. Clair	1	B	66	62.0	62.0	64.4	2.4	--
11-193	Lake St. Clair	1	B	66	61.6	61.6	64.0	2.4	--
11-194	Lake St. Clair	1	B	66	61.7	61.7	64.0	2.3	--
11-195	Lake St. Clair	1	B	66	61.4	61.4	63.8	2.4	--
11-196	Lake St. Clair	1	B	66	59.9	59.9	65.6	5.7	--
11-197	Lake St. Clair	1	B	66	62.0	62.0	67.1	5.1	Yes
11-198	Covington Park	1	B	66	57.5	57.5	62.1	4.6	--
11-199	Covington Park	1	B	66	58.3	58.3	63.2	4.9	--
11-200	Covington Park	1	B	66	59.6	59.6	64.4	4.8	--
11-201	Covington Park	1	B	66	61.0	61.0	65.8	4.8	--
11-202	Covington Park	1	B	66	62.6	62.6	67.3	4.7	Yes
11-203	Covington Park	1	B	66	65.4	65.4	70.1	4.7	Yes
11-204	Covington Park	1	B	66	66.3	66.3	70.9	4.6	Yes
11-205	Covington Park	1	B	66	65.0	65.0	69.9	4.9	Yes
11-206	Covington Park	1	B	66	62.1	62.1	67.1	5.0	Yes
11-207	Covington Park	1	B	66	60.7	60.7	64.9	4.2	--
11-208	Covington Park	1	B	66	59.6	59.6	62.8	3.2	--
11-209	Covington Park	1	B	66	58.1	58.1	61.2	3.1	--
11-210	Covington Park	1	B	66	58.7	58.7	63.6	4.9	--
11-211	Covington Park	1	B	66	59.6	59.6	64.7	5.1	--
11-212	Covington Park	1	B	66	60.7	60.7	65.8	5.1	--
11-213	Covington Park	1	B	66	62.1	62.1	66.9	4.8	Yes
11-214	Covington Park	1	B	66	63.5	63.5	68.3	4.8	Yes
11-215	Covington Park	1	B	66	65.1	65.1	69.6	4.5	Yes
11-216	Covington Park	1	B	66	67.4	67.4	71.6	4.2	Yes
11-217	Covington Park	1	B	66	59.6	59.6	63.1	3.5	--
11-218	Covington Park	1	B	66	60.7	60.7	64.6	3.9	--
11-219	Covington Park	1	B	66	62.3	62.3	66.6	4.3	Yes
11-220	Covington Park	1	B	66	63.8	63.8	68.3	4.5	Yes
11-221	Covington Park	1	B	66	65.7	65.7	70.0	4.3	Yes
11-222	Covington Park	1	B	66	64.4	64.4	68.5	4.1	Yes
11-223	Covington Park	1	B	66	63.1	63.1	67.4	4.3	Yes
11-224	Covington Park	1	B	66	62.3	62.3	67.2	4.9	Yes
11-225	Covington Park	1	B	66	67.1	67.1	71.7	4.6	Yes
11-226	Covington Park	1	B	66	70.2	70.2	74.1	3.9	Yes
11-227	Covington Park	1	B	66	70.9	70.9	74.6	3.7	Yes
11-228	Covington Park	1	B	66	61.4	61.4	66.7	5.3	Yes
11-229	Covington Park	1	B	66	62.7	62.7	67.6	4.9	Yes
11-230	Covington Park	1	B	66	64.2	64.2	69.0	4.8	Yes
11-231	Covington Park	1	B	66	66.0	66.0	70.3	4.3	Yes
11-232	Covington Park	1	B	66	68.6	68.6	73.1	4.5	Yes
11-233	Covington Park	3	B	66	68.7	68.7	74.8	6.1	Yes
11-234	Covington Park	2	B	66	68.3	68.3	74.8	6.5	Yes
11-235	Covington Park	2	B	66	68.0	68.0	74.8	6.8	Yes
11-236	Covington Park	2	B	66	68.1	68.1	75.0	6.9	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
11-237	Covington Park	2	B	66	67.8	67.8	74.8	7.0	Yes
11-238	Covington Park	2	B	66	68.1	68.1	74.8	6.7	Yes
11-239	Covington Park	2	B	66	69.4	69.4	74.8	5.4	Yes
11-240	Covington Park	2	B	66	71.3	71.3	74.8	3.5	Yes
11-241	Covington Park	2	B	66	71.0	71.0	74.3	3.3	Yes
11-242	Covington Park	2	B	66	70.4	70.4	73.8	3.4	Yes
11-243	Covington Park	1	B	66	69.8	69.8	73.4	3.6	Yes
11-244	Covington Park	1	B	66	67.6	67.6	71.6	4.0	Yes
11-245	Covington Park	1	B	66	63.0	63.0	67.9	4.9	Yes
11-246	Covington Park	1	B	66	61.7	61.7	67.0	5.3	Yes
11-247	Covington Park	1	B	66	61.0	61.0	66.5	5.5	Yes
11-248	Covington Park	4	B	66	64.7	64.7	70.8	6.1	Yes
11-249	Covington Park	4	B	66	64.1	64.1	70.7	6.6	Yes
11-250	Covington Park	4	B	66	64.1	64.1	70.6	6.5	Yes
11-251	Covington Park	3	B	66	64.8	64.8	70.7	5.9	Yes
11-252	Covington Park	1	B	66	64.6	64.6	69.4	4.8	Yes
11-253	Covington Park	1	B	66	63.9	63.9	68.9	5.0	Yes
12-1	Covington Park (pool)	1	C	66	70.2	70.2	74.8	4.6	Yes
13-1	YMCA (playground)	1	C	66	62.9	66.3	65.5	2.6	--
13-2	YMCA (pool)	--	C	66	58.6	62.0	61.0	2.4	--
13-3	YMCA (pool)	--	C	66	58.2	60.7	61.0	2.8	--
13-4	YMCA (field) Hillsborough Cnty)	--	C	66	64.7	66.4	67.4	2.7	Yes
13-5	YMCA (shelter)	--	C	66	62.1	64.1	64.3	2.2	--
13-6	Vance Vogel Sports Complex (Hills County owned)	1	C	66	58.6	60.9	64.3	5.7	--
13-7	Vance Vogel Sports Complex (Hills County owned)	1	C	66	59.6	59.6	65.2	5.6	--
14-1	SF	1	B	66	60.0	60.0	65.4	5.4	--
14-2	SF	1	B	66	59.9	59.9	65.4	5.5	--
14-3	Copper Creek Townhomes	1	B	66	58.8	58.8	64.5	5.7	--
14-4	Copper Creek Townhomes	1	B	66	59.3	59.3	64.9	5.6	--
14-5	Copper Creek Townhomes	1	B	66	59.9	59.9	65.3	5.4	--
14-6	Copper Creek Townhomes	1	B	66	60.6	60.6	65.9	5.3	--
14-7	Copper Creek Townhomes	1	B	66	62.0	62.0	67.0	5.0	Yes
14-8	Copper Creek Townhomes	1	B	66	62.1	62.1	67.1	5.0	Yes
14-9	Copper Creek Townhomes	1	B	66	62.2	62.2	67.1	4.9	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
14-10	Copper Creek Townhomes	1	B	66	62.4	62.4	67.2	4.8	Yes
14-11	Copper Creek Townhomes	1	B	66	62.4	62.4	67.2	4.8	Yes
14-12	Copper Creek Townhomes	1	B	66	62.6	62.6	67.3	4.7	Yes
14-13	Copper Creek Townhomes	1	B	66	62.6	62.6	67.3	4.7	Yes
14-14	Copper Creek Townhomes	1	B	66	62.7	62.7	67.4	4.7	Yes
14-15	Copper Creek Townhomes	1	B	66	62.8	62.8	67.4	4.6	Yes
14-16	Copper Creek Townhomes	1	B	66	62.9	62.9	67.5	4.6	Yes
14-17	Copper Creek Townhomes	1	B	66	63.0	63.0	67.5	4.5	Yes
14-18	Copper Creek Townhomes	1	B	66	63.1	63.1	67.6	4.5	Yes
14-19	Copper Creek Townhomes	1	B	66	63.8	63.8	68.0	4.2	Yes
14-20	Copper Creek Townhomes	1	B	66	63.8	63.8	68.1	4.3	Yes
14-21	Copper Creek Townhomes	1	B	66	64.0	64.0	68.2	4.2	Yes
14-22	Copper Creek Townhomes	1	B	66	64.1	64.1	68.2	4.1	Yes
14-23	Copper Creek Townhomes	1	B	66	64.3	64.3	68.4	4.1	Yes
14-24	Copper Creek Townhomes	1	B	66	64.4	64.4	68.4	4.0	Yes
14-25	Copper Creek Townhomes	1	B	66	64.4	64.4	68.5	4.1	Yes
14-26	Copper Creek Townhomes	1	B	66	64.6	64.6	68.6	4.0	Yes
14-27	Copper Creek Townhomes	1	B	66	64.1	64.1	67.9	3.8	Yes
14-28	Copper Creek Townhomes	1	B	66	62.9	62.9	66.8	3.9	Yes
14-29	Copper Creek Townhomes	1	B	66	62.3	62.3	66.2	3.9	Yes
14-30	Copper Creek Townhomes	1	B	66	61.5	61.5	65.5	4.0	--
14-31	Copper Creek Townhomes	1	B	66	61.0	61.0	65.1	4.1	--
14-32	Copper Creek Townhomes	1	B	66	60.5	60.5	64.6	4.1	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
14-33	Copper Creek Townhomes	1	B	66	59.5	59.5	63.6	4.1	--
14-34	Copper Creek Townhomes	1	B	66	59.1	59.1	63.2	4.1	--
14-35	Copper Creek Townhomes	1	B	66	58.6	58.6	62.8	4.2	--
14-36	Copper Creek Townhomes	1	B	66	58.1	58.1	62.3	4.2	--
14-37	Copper Creek Townhomes	1	B	66	57.8	57.8	62.0	4.2	--
14-38	Copper Creek Townhomes	1	B	66	57.5	57.5	61.7	4.2	--
14-39	Copper Creek Townhomes	6	B	66	54.9	54.9	58.1	3.2	--
14-40	Copper Creek Townhomes	6	B	66	53.2	53.2	55.9	2.7	--
14-41	Copper Creek Townhomes	4	B	66	54.8	54.8	57.5	2.7	--
15-1	Copper Creek Townhomes (pool)	1	C	66	56.9	56.9	61.2	4.3	--
16-1	SF	1	B	66	59.3	59.3	63.6	4.3	--
16-2	SF	1	B	66	58.8	58.8	62.9	4.1	--
16-3	Bullfrog Creek Preserve	1	B	66	59.1	59.1	63.6	4.5	--
16-4	Bullfrog Creek Preserve	1	B	66	60.2	60.2	64.7	4.5	--
16-5	Bullfrog Creek Preserve	1	B	66	60.9	60.9	65.2	4.3	--
16-6	Bullfrog Creek Preserve	1	B	66	62.1	62.1	66.2	4.1	Yes
16-7	Bullfrog Creek Preserve	1	B	66	64.8	64.8	68.8	4.0	Yes
16-8	Bullfrog Creek Preserve	1	B	66	67.7	67.7	71.1	3.4	Yes
16-9	Bullfrog Creek Preserve	1	B	66	69.9	69.9	72.8	2.9	Yes
16-10	Bullfrog Creek Preserve	1	B	66	70.3	70.3	73.2	2.9	Yes
16-11	Bullfrog Creek Preserve	1	B	66	70.5	70.5	73.4	2.9	Yes
16-12	Bullfrog Creek Preserve	1	B	66	70.5	70.5	73.4	2.9	Yes
16-13	Bullfrog Creek Preserve	1	B	66	70.4	70.4	73.4	3.0	Yes
16-14	Bullfrog Creek Preserve	1	B	66	70.3	70.3	73.3	3.0	Yes
16-15	Bullfrog Creek Preserve	1	B	66	70.6	70.6	73.8	3.2	Yes
16-16	Bullfrog Creek Preserve	1	B	66	70.6	70.6	73.7	3.1	Yes
16-17	Bullfrog Creek Preserve	1	B	66	70.6	70.6	73.8	3.2	Yes
16-18	Bullfrog Creek Preserve	1	B	66	70.6	70.6	73.6	3.0	Yes
16-19	Bullfrog Creek Preserve	1	B	66	70.7	70.7	73.7	3.0	Yes
16-20	Bullfrog Creek Preserve	1	B	66	70.7	70.7	73.8	3.1	Yes
16-21	Bullfrog Creek Preserve	1	B	66	70.5	70.5	73.7	3.2	Yes
16-22	Bullfrog Creek Preserve	1	B	66	68.5	68.5	71.8	3.3	Yes
16-23	Bullfrog Creek Preserve	1	B	66	65.7	65.7	69.5	3.8	Yes
16-24	Bullfrog Creek Preserve	1	B	66	64.3	64.3	68.2	3.9	Yes
16-25	Bullfrog Creek Preserve	1	B	66	63.2	63.2	67.1	3.9	Yes
16-26	Bullfrog Creek Preserve	1	B	66	62.1	62.1	66.1	4.0	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
16-27	Bullfrog Creek Preserve	1	B	66	61.5	61.5	65.5	4.0	--
16-28	Bullfrog Creek Preserve	1	B	66	61.0	61.0	65.0	4.0	--
16-29	Bullfrog Creek Preserve	1	B	66	60.7	60.7	64.3	3.6	--
16-30	Bullfrog Creek Preserve	1	B	66	60.4	60.4	64.0	3.6	--
16-31	Bullfrog Creek Preserve	1	B	66	64.7	64.7	68.9	4.2	Yes
16-32	Bullfrog Creek Preserve	2	B	66	65.2	65.2	69.2	4.0	Yes
16-33	Bullfrog Creek Preserve	2	B	66	64.5	64.5	68.7	4.2	Yes
16-34	Bullfrog Creek Preserve	2	B	66	65.2	65.2	69.1	3.9	Yes
16-35	Bullfrog Creek Preserve	2	B	66	65.1	65.1	69.1	4.0	Yes
16-36	Bullfrog Creek Preserve	2	B	66	66.2	66.2	70.0	3.8	Yes
16-37	Bullfrog Creek Preserve	2	B	66	66.1	66.1	69.9	3.8	Yes
16-38	Bullfrog Creek Preserve	7	B	66	61.9	61.9	66.2	4.3	Yes
16-39	Bullfrog Creek Preserve	7	B	66	61.6	61.6	66.0	4.4	Yes
17-1	SF W and S of Symmes	1	B	66	70.5	70.5	73.1	2.6	Yes
17-2	SF W and S of Symmes	1	B	66	69.9	69.9	72.8	2.9	Yes
17-3	SF W and S of Symmes	1	B	66	65.1	65.1	69.4	4.3	Yes
17-4	SF W and S of Symmes	1	B	66	61.3	61.3	66.7	5.4	Yes
17-5	SF W and S of Symmes	1	B	66	59.5	59.5	64.4	4.9	--
17-6	SF W and S of Symmes	1	B	66	59.3	59.3	64.0	4.7	--
17-7	SF W and S of Symmes	1	B	66	61.0	61.0	66.3	5.3	Yes
17-8	SF W and S of Symmes	1	B	66	64.6	64.6	69.2	4.6	Yes
17-9	SF W and S of Symmes	1	B	66	69.3	69.3	72.2	2.9	Yes
17-10	SF W and S of Symmes	1	B	66	68.8	68.8	71.8	3.0	Yes
17-11	SF W and S of Symmes	1	B	66	75.4	75.4	76.6	1.2	Yes
17-12	SF W and S of Symmes	1	B	66	65.5	65.5	69.5	4.0	Yes
17-13	SF W and S of Symmes	1	B	66	74.9	74.9	76.3	1.4	Yes
17-14	SF W and S of Symmes	1	B	66	74.6	74.6	76.3	1.7	Yes
17-15	SF W and S of Symmes	1	B	66	73.0	73.0	74.6	1.6	Yes
17-16	SF W and S of Symmes	1	B	66	62.9	62.9	67.8	4.9	Yes
17-17	SF W and S of Symmes	1	B	66	72.0	72.0	74.6	2.6	Yes
17-18	SF W and S of Symmes	1	B	66	71.0	71.0	73.8	2.8	Yes
17-19	SF W and S of Symmes	1	B	66	62.0	62.0	67.1	5.1	Yes
17-20	SF W and S of Symmes	1	B	66	68.4	68.4	71.9	3.5	Yes
17-21	SF W and S of Symmes	1	B	66	60.2	60.2	65.8	5.6	--
17-22	SF W and S of Symmes	1	B	66	69.0	69.0	72.3	3.3	Yes
17-23	SF W and S of Symmes	1	B	66	59.9	59.9	65.4	5.5	--
17-24	SF W and S of Symmes	1	B	66	71.1	71.1	73.9	2.8	Yes
17-25	SF W and S of Symmes	1	B	66	68.2	68.2	71.8	3.6	Yes
17-26	SF W and S of Symmes	1	B	66	66.9	66.9	70.7	3.8	Yes
17-27	SF W and S of Symmes	1	B	66	58.7	58.7	64.3	5.6	--
17-28	SF W and S of Symmes	1	B	66	66.7	66.7	70.6	3.9	Yes
17-29	SF W and S of Symmes	1	B	66	65.9	65.9	69.9	4.0	Yes
17-30	SF W and S of Symmes	1	B	66	64.6	64.6	68.8	4.2	Yes
17-31	SF W and S of Symmes	1	B	66	58.6	58.6	63.9	5.3	--
17-32	SF W and S of Symmes	1	B	66	58.3	58.3	63.3	5.0	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
17-33	SF W and S of Symmes	1	B	66	65.1	65.1	69.2	4.1	Yes
17-34	SF W and S of Symmes	1	B	66	63.7	63.7	68.0	4.3	Yes
17-35	SF W and S of Symmes	1	B	66	65.2	65.2	68.8	3.6	Yes
17-36	SF W and S of Symmes	1	B	66	64.4	64.4	67.7	3.3	Yes
17-37	SF W and S of Symmes	1	B	66	63.3	63.3	66.6	3.3	Yes
17-38	SF W and S of Symmes	1	B	66	63.9	63.9	66.4	2.5	Yes
17-39	SF W and S of Symmes	1	B	66	63.3	63.3	65.3	2.0	--
17-40	SF W and S of Symmes	1	B	66	63.1	63.1	64.7	1.6	--
17-41	SF W and S of Symmes	1	B	66	66.6	66.6	68.0	1.4	Yes
17-42	SF W and S of Symmes	1	B	66	62.6	62.6	64.4	1.8	--
17-43	SF W and S of Symmes	1	B	66	61.6	61.6	63.5	1.9	--
17-44	SF W and S of Symmes	1	B	66	61.8	61.8	63.6	1.8	--
17-45	SF W and S of Symmes	1	B	66	63.8	63.8	65.6	1.8	--
17-46	SF W and S of Symmes	1	B	66	61.6	61.6	63.7	2.1	--
17-47	SF W and S of Symmes	1	B	66	60.4	60.4	62.8	2.4	--
17-48	SF W and S of Symmes	1	B	66	61.3	61.3	63.8	2.5	--
17-49	SF W and S of Symmes	1	B	66	66.3	66.3	67.9	1.6	Yes
17-50	SF W and S of Symmes	1	B	66	68.2	68.2	69.8	1.6	Yes
17-51	SF W and S of Symmes	1	B	66	68.6	68.6	70.2	1.6	Yes
17-52	Southwind	1	B	66	67.9	67.9	69.5	1.6	Yes
17-53	Southwind	1	B	66	68.1	68.1	69.8	1.7	Yes
17-54	Southwind	1	B	66	68.4	68.4	70.2	1.8	Yes
17-55	Southwind	1	B	66	67.6	67.6	69.7	2.1	Yes
17-56	Southwind	1	B	66	66.1	66.1	67.6	1.5	Yes
17-57	Southwind	1	B	66	65.4	65.4	67.8	2.4	Yes
17-58	Southwind	1	B	66	66.6	66.6	68.9	2.3	Yes
17-59	Southwind	1	B	66	65.8	65.8	67.6	1.8	Yes
17-60	Southwind	1	B	66	65.3	65.3	67.4	2.1	Yes
17-61	Southwind	1	B	66	64.7	64.7	67.0	2.3	Yes
17-62	Southwind	1	B	66	64.0	64.0	66.1	2.1	Yes
17-63	Southwind	1	B	66	63.3	63.3	65.4	2.1	--
17-64	Southwind	1	B	66	62.7	62.7	64.9	2.2	--
17-65	Southwind	1	B	66	62.1	62.1	64.3	2.2	--
17-66	Southwind	1	B	66	61.4	61.4	63.7	2.3	--
17-67	Southwind	1	B	66	63.5	63.5	66.1	2.6	Yes
17-68	Southwind	2	B	66	64.6	64.6	66.9	2.3	Yes
17-69	Southwind	1	B	66	65.3	65.3	67.2	1.9	Yes
17-70	Southwind	1	B	66	65.6	65.6	67.5	1.9	Yes
17-71	Southwind	2	B	66	66.2	66.2	67.8	1.6	Yes
17-72	Southwind	2	B	66	66.1	66.1	67.8	1.7	Yes
17-73	Southwind	2	B	66	65.8	65.8	67.7	1.9	Yes
17-74	Southwind	2	B	66	65.5	65.5	67.6	2.1	Yes
17-75	Southwind	2	B	66	65.5	65.5	67.4	1.9	Yes
17-76	Southwind	2	B	66	65.2	65.2	67.2	2.0	Yes
17-77	Southwind	2	B	66	64.8	64.8	67.0	2.2	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
17-78	Southwind	2	B	66	64.4	64.4	66.5	2.1	Yes
17-79	Southwind	1	B	66	63.0	63.0	65.2	2.2	--
17-80	Southwind	1	B	66	61.8	61.8	64.3	2.5	--
17-81	Southwind	1	B	66	61.1	61.1	63.6	2.5	--
17-82	Southwind	1	B	66	61.7	61.7	64.1	2.4	--
17-83	Southwind	1	B	66	62.4	62.4	64.6	2.2	--
17-84	Southwind	1	B	66	62.8	62.8	64.7	1.9	--
17-85	East Bay Lakes	1	B	66	59.3	59.3	62.5	3.2	--
17-86	East Bay Lakes	1	B	66	60.1	60.1	63.4	3.3	--
17-87	East Bay Lakes	1	B	66	61.0	61.0	64.3	3.3	--
17-88	East Bay Lakes	1	B	66	62.2	62.2	65.6	3.4	--
17-89	East Bay Lakes	1	B	66	63.0	63.0	66.3	3.3	Yes
17-90	East Bay Lakes	1	B	66	63.7	63.7	67.2	3.5	Yes
17-91	East Bay Lakes	1	B	66	64.4	64.4	67.9	3.5	Yes
17-92	East Bay Lakes	1	B	66	65.3	65.3	69.0	3.7	Yes
17-93	East Bay Lakes	1	B	66	66.5	66.5	70.1	3.6	Yes
17-94	East Bay Lakes	1	B	66	68.1	68.1	72.0	3.9	Yes
17-95	East Bay Lakes	1	B	66	70.3	70.3	75.6	5.3	Yes
17-96	East Bay Lakes	1	B	66	67.6	67.6	77.4	9.8	Yes
17-97	East Bay Lakes	1	B	66	67.3	67.3	77.4	10.1	Yes
17-98	East Bay Lakes	1	B	66	66.7	66.7	77.7	11.0	Yes
17-99	East Bay Lakes	1	B	66	67.3	67.3	77.3	10.0	Yes
17-100	East Bay Lakes	1	B	66	66.6	66.6	77.7	11.1	Yes
17-101	East Bay Lakes	1	B	66	67.1	67.1	77.4	10.3	Yes
17-102	East Bay Lakes	1	B	66	66.7	66.7	77.6	10.9	Yes
17-103	East Bay Lakes	1	B	66	66.9	66.9	77.5	10.6	Yes
17-104	East Bay Lakes	1	B	66	67.3	67.3	75.4	8.1	Yes
17-105	East Bay Lakes	1	B	66	66.8	66.8	74.1	7.3	Yes
17-106	East Bay Lakes	1	B	66	64.4	64.4	70.9	6.5	Yes
17-107	East Bay Lakes	1	B	66	62.9	62.9	69.3	6.4	Yes
17-108	East Bay Lakes	1	B	66	61.7	61.7	68.2	6.5	Yes
17-109	East Bay Lakes	1	B	66	60.1	60.1	66.4	6.3	Yes
17-110	East Bay Lakes	1	B	66	58.6	58.6	64.8	6.2	--
17-111	East Bay Lakes	1	B	66	59.5	59.5	66.8	7.3	Yes
17-112	East Bay Lakes	1	B	66	60.9	60.9	68.3	7.4	Yes
17-113	East Bay Lakes	1	B	66	62.2	62.2	69.8	7.6	Yes
17-114	East Bay Lakes	1	B	66	63.1	63.1	70.9	7.8	Yes
17-115	East Bay Lakes	1	B	66	65.6	65.6	73.2	7.6	Yes
17-116	East Bay Lakes	1	B	66	66.6	66.6	74.3	7.7	Yes
17-117	East Bay Lakes	1	B	66	68.0	68.0	74.5	6.5	Yes
17-118	East Bay Lakes	1	B	66	69.7	69.7	74.5	4.8	Yes
17-119	East Bay Lakes	1	B	66	70.1	70.1	74.1	4.0	Yes
17-120	East Bay Lakes	1	B	66	70.2	70.2	73.8	3.6	Yes
17-121	East Bay Lakes	1	B	66	70.6	70.6	74.1	3.5	Yes
17-122	East Bay Lakes	1	B	66	69.3	69.3	73.1	3.8	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
17-123	East Bay Lakes	1	B	66	66.1	66.1	70.3	4.2	Yes
17-124	East Bay Lakes	1	B	66	63.3	63.3	67.5	4.2	Yes
17-125	East Bay Lakes	1	B	66	61.7	61.7	66.0	4.3	Yes
17-126	East Bay Lakes	1	B	66	60.4	60.4	64.6	4.2	--
17-127	East Bay Lakes	1	B	66	59.4	59.4	63.7	4.3	--
17-128	East Bay Lakes	1	B	66	58.2	58.2	62.5	4.3	--
17-129	East Bay Lakes	1	B	66	57.3	57.3	61.5	4.2	--
17-130	East Bay Lakes	1	B	66	57.6	57.6	59.6	2.0	--
17-131	East Bay Lakes	1	B	66	60.3	60.3	62.2	1.9	--
17-132	East Bay Lakes	1	B	66	60.7	60.7	62.6	1.9	--
17-133	East Bay Lakes	1	B	66	60.7	60.7	62.6	1.9	--
17-134	East Bay Lakes	1	B	66	60.5	60.5	62.4	1.9	--
17-135	East Bay Lakes	1	B	66	59.0	59.0	60.8	1.8	--
17-136	East Bay Lakes	1	B	66	56.8	56.8	58.7	1.9	--
17-137	East Bay Lakes	1	B	66	56.0	56.0	58.9	2.9	--
17-138	East Bay Lakes	1	B	66	57.3	57.3	59.9	2.6	--
17-139	East Bay Lakes	1	B	66	58.5	58.5	61.5	3.0	--
17-140	East Bay Lakes	1	B	66	58.9	58.9	61.8	2.9	--
17-141	East Bay Lakes	1	B	66	59.5	59.5	62.4	2.9	--
17-142	East Bay Lakes	1	B	66	61.2	61.2	64.9	3.7	--
17-143	East Bay Lakes	1	B	66	60.3	60.3	64.3	4.0	--
17-144	East Bay Lakes	1	B	66	58.3	58.3	62.3	4.0	--
17-145	East Bay Lakes	1	B	66	56.3	56.3	60.5	4.2	--
17-146	Bullfrog Creek Estates	1	B	66	56.4	56.4	60.6	4.2	--
17-147	Bullfrog Creek Estates	1	B	66	58.3	58.3	62.4	4.1	--
17-148	Bullfrog Creek Estates	1	B	66	61.3	61.3	65.0	3.7	--
17-149	Bullfrog Creek Estates	1	B	66	69.3	69.3	72.0	2.7	Yes
17-150	Bullfrog Creek Estates	1	B	66	67.4	67.4	70.2	2.8	Yes
17-151	Bullfrog Creek Estates	1	B	66	66.0	66.0	68.5	2.5	Yes
17-152	Bullfrog Creek Estates	1	B	66	65.9	65.9	68.5	2.6	Yes
17-153	Bullfrog Creek Estates	1	B	66	65.3	65.3	67.0	1.7	Yes
17-154	Bullfrog Creek Estates	1	B	66	59.3	59.3	61.8	2.5	--
17-155	Bullfrog Creek Estates	1	B	66	60.2	60.2	63.3	3.1	--
17-156	Bullfrog Creek Estates	1	B	66	62.7	62.7	65.8	3.1	--
17-157	Bullfrog Creek Estates	1	B	66	64.6	64.6	67.6	3.0	Yes
17-158	Bullfrog Creek Estates	1	B	66	61.9	61.9	65.2	3.3	--
17-159	Bullfrog Creek Estates	1	B	66	58.7	58.7	61.9	3.2	--
17-160	SF N. of Bullfrog Creek	1	B	66	62.3	62.3	64.8	2.5	--
17-161	SF N. of Bullfrog Creek	1	B	66	63.5	63.5	66.6	3.1	Yes
17-162	SF N. of Bullfrog Creek	1	B	66	61.4	61.4	64.4	3.0	--
17-163	SF N. of Bullfrog Creek	1	B	66	61.2	61.2	63.6	2.4	--
17-164	SF N. of Bullfrog Creek	1	B	66	59.7	59.7	62.2	2.5	--
17a-1	East Bay Lakes pool	1	C	66	74.4	74.4	77.0	2.6	Yes
18-1	SF E and S of Symmes	1	B	66	67.3	67.3	71.2	3.9	Yes
18-2	SF E and S of Symmes	1	B	66	64.1	64.1	68.5	4.4	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
18-3	SF E and S of Symmes	1	B	66	60.0	60.0	65.0	5.0	--
18-4	SF E and S of Symmes	1	B	66	59.0	59.0	63.7	4.7	--
18-5	SF E and S of Symmes	1	B	66	68.0	68.0	71.7	3.7	Yes
18-6	SF E and S of Symmes	1	B	66	63.3	63.3	67.8	4.5	Yes
18-7	SF E and S of Symmes	1	B	66	59.6	59.6	64.7	5.1	--
18-8	SF E and S of Symmes	1	B	66	68.8	68.8	72.3	3.5	Yes
18-9	SF E and S of Symmes	1	B	66	65.6	65.6	69.8	4.2	Yes
18-10	SF E and S of Symmes	1	B	66	61.0	61.0	66.0	5.0	Yes
18-11	SF E and S of Symmes	1	B	66	58.5	58.5	63.1	4.6	--
18-12	SF E and S of Symmes	1	B	66	69.6	69.6	72.1	2.5	Yes
18-13	SF E and S of Symmes	1	B	66	60.9	60.9	66.0	5.1	Yes
18-14	SF E and S of Symmes	1	B	66	64.3	64.3	68.9	4.6	Yes
18-15	SF E and S of Symmes	1	B	66	61.8	61.8	66.8	5.0	Yes
18-16	SF E and S of Symmes	1	B	66	67.8	67.8	69.3	1.5	Yes
18-17	SF E and S of Symmes	1	B	66	65.0	65.0	66.7	1.7	Yes
18-18	SF E and S of Symmes	1	B	66	63.1	63.1	64.3	1.2	--
18-19	SF E and S of Symmes	1	B	66	66.8	66.8	68.4	1.6	Yes
18-20	SF E and S of Symmes	1	B	66	65.3	65.3	66.9	1.6	Yes
18-21	SF E and S of Symmes	1	B	66	66.9	66.9	68.8	1.9	Yes
18-22	SF E and S of Symmes	1	B	66	65.1	65.1	67.1	2.0	Yes
18-23	SF E and S of Symmes	1	B	66	65.7	65.7	67.6	1.9	Yes
18-24	SF E and S of Symmes	1	B	66	66.2	66.2	68.2	2.0	Yes
18-25	SF E and S of Symmes	1	B	66	65.1	65.1	67.3	2.2	Yes
18-26	SF E and S of Symmes	1	B	66	63.9	63.9	66.3	2.4	Yes
18-27	SF E and S of Symmes	1	B	66	63.4	63.4	65.7	2.3	--
18-28	SF E and S of Symmes	1	B	66	65.7	65.7	68.0	2.3	Yes
18-29	SF E and S of Symmes	1	B	66	60.7	60.7	63.8	3.1	--
18-30	SF E and S of Symmes	1	B	66	60.8	60.8	63.5	2.7	--
18-31	SF E and S of Symmes	1	B	66	65.2	65.2	67.3	2.1	Yes
18-32	SF E and S of Symmes	1	B	66	65.3	65.3	67.2	1.9	Yes
18-33	SF E and S of Symmes	1	B	66	60.9	60.9	63.3	2.4	--
18-34	SF E and S of Symmes	1	B	66	62.1	62.1	64.4	2.3	--
18-35	SF E and S of Symmes	1	B	66	61.7	61.7	63.8	2.1	--
18-36	SF E and S of Symmes	1	B	66	65.8	65.8	67.5	1.7	Yes
18-37	SF E and S of Symmes	1	B	66	66.3	66.3	67.9	1.6	Yes
18-38	SF E and S of Symmes	1	B	66	65.2	65.2	66.7	1.5	Yes
18-39	SF E and S of Symmes	1	B	66	62.6	62.6	64.5	1.9	--
18-40	SF E and S of Symmes	1	B	66	63.3	63.3	65.0	1.7	--
18-41	SF E and S of Symmes	1	B	66	59.7	59.7	61.7	2.0	--
18-42	SF E. and N. of Symmes	1	B	66	60.1	60.1	61.8	1.7	--
18-43	SF E. and N. of Symmes	1	B	66	60.3	60.3	62.0	1.7	--
18-44	SF E. and N. of Symmes	1	B	66	60.4	60.4	62.2	1.8	--
18-45	SF E. and N. of Symmes	1	B	66	60.1	60.1	61.9	1.8	--
18-46	SF E. and N. of Symmes	1	B	66	58.3	58.3	60.0	1.7	--
18-47	SF E. and N. of Symmes	1	B	66	59.1	59.1	60.7	1.6	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
18-48	SF E. and N. of Symmes	1	B	66	60.3	60.3	62.1	1.8	--
18-49	SF E. and N. of Symmes	1	B	66	61.0	61.0	62.7	1.7	--
18-50	SF E. and N. of Symmes	1	B	66	59.1	59.1	60.8	1.7	--
18a-1	Fern Hill	1	B	66	54.1	54.1	59.7	5.6	--
18a-2	Fern Hill	1	B	66	54.5	54.5	59.2	4.7	--
19-1	Preserve at Alafia	1	B	66	63.4	63.4	66.1	2.7	Yes
19-1b	Preserve at Alafia - 2nd level	1	B	66	65.2	65.2	68.8	3.6	Yes
19-2	Preserve at Alafia	1	B	66	63.3	63.3	65.8	2.5	--
19-2b	Preserve at Alafia - 2nd level	1	B	66	65.7	65.7	68.5	2.8	Yes
19-3	Preserve at Alafia	1	B	66	63.4	63.4	65.7	2.3	--
19-3b	Preserve at Alafia - 2nd level	1	B	66	65.8	65.8	68.4	2.6	Yes
19-4	Preserve at Alafia	1	B	66	63.3	63.3	65.3	2.0	--
19-4b	Preserve at Alafia - 2nd level	1	B	66	65.3	65.3	67.8	2.5	Yes
19-5	Preserve at Alafia	1	B	66	63.3	63.3	65.3	2.0	--
19-5b	Preserve at Alafia - 2nd level	1	B	66	65.2	65.2	67.6	2.4	Yes
19-6	Preserve at Alafia	1	B	66	63.3	63.3	65.2	1.9	--
19-6b	Preserve at Alafia - 2nd level	1	B	66	65.1	65.1	67.3	2.2	Yes
19-7	Preserve at Alafia	1	B	66	63.6	63.6	65.5	1.9	--
19-7b	Preserve at Alafia - 2nd level	1	B	66	65.4	65.4	67.6	2.2	Yes
19-7c	Preserve at Alafia - 3rd level	1	B	66	66.4	66.4	69.8	3.4	Yes
19-8	Preserve at Alafia	1	B	66	63.6	63.6	65.4	1.8	--
19-8b	Preserve at Alafia - 2nd level	1	B	66	65.3	65.3	67.6	2.3	Yes
19-8c	Preserve at Alafia - 3rd level	1	B	66	66.5	66.5	69.8	3.3	Yes
19-9	Preserve at Alafia	1	B	66	63.8	63.8	65.7	1.9	--
19-9b	Preserve at Alafia - 2nd level	1	B	66	65.6	65.6	67.6	2.0	Yes
19-9c	Preserve at Alafia - 3rd level	1	B	66	66.6	66.6	69.9	3.3	Yes
19-10	Preserve at Alafia	1	B	66	60.2	60.2	59.8	-0.4	--
19-10b	Preserve at Alafia - 2nd level	1	B	66	61.4	61.4	61.2	-0.2	--
19-10c	Preserve at Alafia - 3rd level	1	B	66	62.0	62.0	63.4	1.4	--
19-11	Preserve at Alafia - 2nd level	1	B	66	62.2	62.2	62.4	0.2	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
19-11b	Preserve at Alafia - 3rd level	1	B	66	63.0	63.0	64.8	1.8	--
19-11c	Preserve at Alafia - 4th level	1	B	66	64.0	64.0	66.3	2.3	Yes
19-11d	Preserve at Alafia - 5th level	1	B	66	65.1	65.1	67.2	2.1	Yes
19-12	Preserve at Alafia - 2nd level	1	B	66	62.1	62.1	63.9	1.8	--
19-12b	Preserve at Alafia - 3rd level	1	B	66	64.6	64.6	65.6	1.0	--
19-12c	Preserve at Alafia - 4th level	1	B	66	65.1	65.1	67.7	2.6	Yes
19-12d	Preserve at Alafia - 5th level	1	B	66	65.7	65.7	68.4	2.7	Yes
19-13	Preserve at Alafia	1	B	66	60.5	60.5	60.3	-0.2	--
19-13b	Preserve at Alafia - 2nd level	1	B	66	60.8	60.8	61.7	0.9	--
19-13c	Preserve at Alafia - 3rd level	1	B	66	62.1	62.1	64.6	2.5	--
20-1	Preserve at Alafia - dog park	1	C	66	61.8	61.8	61.4	-0.4	--
20-2	Preserve at Alafia - pool	1	C	66	64.4	64.4	64.8	0.4	--
20-3	Preserve at Alafia - beach	--		66	63.8	63.8	64.1	0.3	--
20-4	Preserve at Alafia - dock	--		66	63.7	63.7	63.8	0.1	--
20-5	Preserve at Alafia - dock	--		66	64.6	64.6	64.2	-0.4	--
21-1	South of River	1	B	66	69.4	69.4	68.3	-1.1	Yes
21-2	South of River	1	B	66	65.9	65.9	66.9	1.0	Yes
21-3	South of River	1	B	66	63.5	63.5	64.7	1.2	--
21-4	South of River	1	B	66	63.0	63.0	64.3	1.3	--
22-1	North of River - SB	1	B	66	67.0	67.0	67.4	0.4	Yes
22-2	North of River - SB	1	B	66	68.2	68.2	68.7	0.5	Yes
22-3	North of River - SB	1	B	66	69.4	69.4	69.9	0.5	Yes
22-4	North of River - SB	1	B	66	68.5	68.5	69.7	1.2	Yes
22-5	North of River - SB	1	B	66	62.9	62.9	63.7	0.8	--
22-6	North of River - SB	1	B	66	62.7	62.7	63.4	0.7	--
22-7	North of River - SB	1	B	66	62.5	62.5	62.4	-0.1	--
22-8	North of River - SB	1	B	66	61.8	61.8	63.0	1.2	--
22-9	North of River - SB	1	B	66	62.5	62.5	62.9	0.4	--
22-10	North of River - SB	1	B	66	62.2	62.2	62.6	0.4	--
22-11	North of River - SB	1	B	66	61.8	61.8	63.0	1.2	--
22-12	North of River - SB	1	B	66	62.1	62.1	62.7	0.6	--
22-13	North of River - SB	1	B	66	61.7	61.7	62.7	1.0	--
22-14	North of River - SB	1	B	66	61.8	61.8	62.7	0.9	--
22-15	North of River - SB	1	B	66	61.6	61.6	62.7	1.1	--
22-16	North of River - SB	1	B	66	61.4	61.4	62.8	1.4	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
22-17	North of River - SB	1	B	66	61.4	61.4	62.8	1.4	--
22-18	North of River - SB	1	B	66	61.3	61.3	62.9	1.6	--
22-19	North of River - SB	1	B	66	61.5	61.5	62.3	0.8	--
22-20	North of River - SB	1	B	66	61.1	61.1	62.7	1.6	--
23-1	Lake Fantasia	1	B	66	60.8	60.8	63.3	2.5	--
23-2	Lake Fantasia	1	B	66	61.4	61.4	63.7	2.3	--
23-3	Lake Fantasia	1	B	66	61.9	61.9	64.4	2.5	--
23-4	Lake Fantasia	1	B	66	62.6	62.6	65.0	2.4	--
23-5	Lake Fantasia	1	B	66	63.3	63.3	65.5	2.2	--
23-6	Lake Fantasia	1	B	66	64.1	64.1	65.5	1.4	--
23-7	Lake Fantasia	1	B	66	64.8	64.8	66.0	1.2	Yes
23-8	Lake Fantasia	1	B	66	65.4	65.4	66.6	1.2	Yes
23-9	Lake Fantasia	1	B	66	66.1	66.1	67.2	1.1	Yes
23-10	Lake Fantasia	1	B	66	66.5	66.5	67.5	1.0	Yes
23-11	Lake Fantasia	1	B	66	68.3	68.3	68.7	0.4	Yes
23-12	Lake Fantasia	1	B	66	69.0	69.0	68.9	-0.1	Yes
23-13	Lake Fantasia	1	B	66	69.2	69.2	69.5	0.3	Yes
23-14	Lake Fantasia	1	B	66	69.5	69.5	69.9	0.4	Yes
23-15	Lake Fantasia	1	B	66	69.6	69.6	70.1	0.5	Yes
23-16	Lake Fantasia	1	B	66	69.7	69.7	70.2	0.5	Yes
23-17	Lake Fantasia	1	B	66	69.7	69.7	70.4	0.7	Yes
23-18	Lake Fantasia	1	B	66	70.1	70.1	70.7	0.6	Yes
23-19	Lake Fantasia	1	B	66	70.2	70.2	70.8	0.6	Yes
23-20	Lake Fantasia	1	B	66	70.2	70.2	70.9	0.7	Yes
23-21	Lake Fantasia	1	B	66	70.3	70.3	71.1	0.8	Yes
23-22	Lake Fantasia	1	B	66	70.4	70.4	71.3	0.9	Yes
23-23	Lake Fantasia	1	B	66	70.4	70.4	71.3	0.9	Yes
23-24	Lake Fantasia	1	B	66	70.4	70.4	71.5	1.1	Yes
23-25	Lake Fantasia	1	B	66	70.5	70.5	71.6	1.1	Yes
23-26	Lake Fantasia	1	B	66	70.6	70.6	71.8	1.2	Yes
23-27	Lake Fantasia	1	B	66	70.7	70.7	71.8	1.1	Yes
23-28	Lake Fantasia	1	B	66	70.8	70.8	72.0	1.2	Yes
23-29	Lake Fantasia	1	B	66	71.0	71.0	72.1	1.1	Yes
23-30	Lake Fantasia	1	B	66	71.1	71.1	72.4	1.3	Yes
23-31	Lake Fantasia	1	B	66	71.3	71.3	72.7	1.4	Yes
23-32	Lake Fantasia	1	B	66	71.7	71.7	73.2	1.5	Yes
23-33	Lake Fantasia	1	B	66	72.3	72.3	74.0	1.7	Yes
23-34	Lake Fantasia	1	B	66	73.7	73.7	75.4	1.7	Yes
23-35	Lake Fantasia	1	B	66	74.6	74.6	75.8	1.2	Yes
23-36	Lake Fantasia	1	B	66	74.4	74.4	75.9	1.5	Yes
23-37	Lake Fantasia	1	B	66	74.3	74.3	75.8	1.5	Yes
23-38	Lake Fantasia	1	B	66	74.4	74.4	75.9	1.5	Yes
23-39	Lake Fantasia	1	B	66	74.4	74.4	75.8	1.4	Yes
23-40	Lake Fantasia	1	B	66	74.2	74.2	75.6	1.4	Yes
23-41	Lake Fantasia	1	B	66	74.3	74.3	75.6	1.3	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
23-42	Lake Fantasia	1	B	66	74.3	74.3	75.6	1.3	Yes
23-43	Lake Fantasia	1	B	66	74.3	74.3	75.6	1.3	Yes
23-44	Lake Fantasia	1	B	66	74.3	74.3	75.5	1.2	Yes
23-45	Lake Fantasia	1	B	66	74.4	74.4	75.6	1.2	Yes
23-46	Lake Fantasia	1	B	66	74.3	74.3	75.5	1.2	Yes
23-47	Lake Fantasia	1	B	66	74.4	74.4	75.5	1.1	Yes
23-48	Lake Fantasia	1	B	66	74.4	74.4	75.5	1.1	Yes
23-49	Lake Fantasia	1	B	66	74.4	74.4	75.4	1.0	Yes
23-50	Lake Fantasia	1	B	66	74.5	74.5	75.5	1.0	Yes
23-51	Lake Fantasia	1	B	66	74.4	74.4	75.4	1.0	Yes
23-52	Lake Fantasia	1	B	66	74.4	74.4	75.4	1.0	Yes
23-53	Lake Fantasia	1	B	66	74.5	74.5	75.5	1.0	Yes
23-54	Lake Fantasia	1	B	66	74.3	74.3	75.3	1.0	Yes
23-55	Lake Fantasia	1	B	66	74.3	74.3	75.3	1.0	Yes
23-56	Lake Fantasia	1	B	66	74.4	74.4	75.4	1.0	Yes
23-57	Lake Fantasia	1	B	66	73.7	73.7	74.7	1.0	Yes
23-58	Lake Fantasia	1	B	66	60.7	60.7	62.6	1.9	--
23-59	Lake Fantasia	1	B	66	61.5	61.5	63.3	1.8	--
23-60	Lake Fantasia	1	B	66	62.3	62.3	63.9	1.6	--
23-61	Lake Fantasia	1	B	66	63.1	63.1	64.5	1.4	--
23-62	Lake Fantasia	1	B	66	63.6	63.6	64.7	1.1	--
23-63	Lake Fantasia	1	B	66	66.0	66.0	65.7	-0.3	--
23-64	Lake Fantasia	1	B	66	67.6	67.6	68.3	0.7	Yes
23-65	Lake Fantasia	1	B	66	67.6	67.6	68.5	0.9	Yes
23-66	Lake Fantasia	1	B	66	66.3	66.3	65.5	-0.8	--
23-67	Lake Fantasia	1	B	66	64.7	64.7	64.9	0.2	--
23-68	Lake Fantasia	1	B	66	63.6	63.6	65.1	1.5	--
23-69	Lake Fantasia	1	B	66	62.8	62.8	64.5	1.7	--
23-70	Lake Fantasia	1	B	66	61.9	61.9	64.0	2.1	--
23-71	Lake Fantasia	1	B	66	61.3	61.3	63.8	2.5	--
23-72	Lake Fantasia	1	B	66	60.7	60.7	63.1	2.4	--
23-73	Lake Fantasia	1	B	66	61.2	61.2	63.2	2.0	--
23-74	Lake Fantasia	1	B	66	61.4	61.4	63.5	2.1	--
23-75	Lake Fantasia	1	B	66	62.1	62.1	63.7	1.6	--
23-76	Lake Fantasia	1	B	66	62.7	62.7	64.1	1.4	--
23-77	Lake Fantasia	1	B	66	63.5	63.5	64.0	0.5	--
23-78	Lake Fantasia	1	B	66	67.8	67.8	68.9	1.1	Yes
23-79	Lake Fantasia	5	B	66	67.7	67.7	69.0	1.3	Yes
23-80	Lake Fantasia	5	B	66	67.6	67.6	69.5	1.9	Yes
23-81	Lake Fantasia	5	B	66	69.5	69.5	71.8	2.3	Yes
23-82	Lake Fantasia	5	B	66	69.7	69.7	71.7	2.0	Yes
23-83	Lake Fantasia	5	B	66	69.5	69.5	71.3	1.8	Yes
23-84	Lake Fantasia	5	B	66	69.6	69.6	71.3	1.7	Yes
23-85	Lake Fantasia	1	B	66	69.5	69.5	71.2	1.7	Yes
23-86	Lake Fantasia	1	B	66	69.4	69.4	71.0	1.6	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
23-87	Lake Fantasia	1	B	66	69.2	69.2	70.7	1.5	Yes
23-88	Lake Fantasia	1	B	66	68.3	68.3	69.7	1.4	Yes
23-89	Lake Fantasia	1	B	66	64.8	64.8	65.9	1.1	--
23-90	Lake Fantasia	1	B	66	64.4	64.4	66.8	2.4	Yes
23-91	Lake Fantasia	1	B	66	63.3	63.3	65.8	2.5	--
23-92	Lake Fantasia	1	B	66	61.9	61.9	63.7	1.8	--
23-93	Lake Fantasia	1	B	66	62.4	62.4	65.1	2.7	--
23-94	Lake Fantasia	1	B	66	61.0	61.0	64.1	3.1	--
23-95	Lake Fantasia	1	B	66	59.8	59.8	62.7	2.9	--
23-96	Lake Fantasia	1	B	66	60.7	60.7	63.6	2.9	--
23-97	Lake Fantasia	1	B	66	60.0	60.0	63.2	3.2	--
23-98	Lake Fantasia	1	B	66	58.4	58.4	61.5	3.1	--
23-99	Lake Fantasia	1	B	66	59.7	59.7	62.8	3.1	--
23-100	Oak Creek Townhomes	1	B	66	65.0	65.0	66.9	1.9	Yes
23-101	Oak Creek Townhomes	2	B	66	66.9	66.9	66.4	-0.5	Yes
23-102	Oak Creek Townhomes	2	B	66	68.1	68.1	67.4	-0.7	Yes
23-103	Oak Creek Townhomes	2	B	66	69.4	69.4	68.9	-0.5	Yes
23-104	Oak Creek Townhomes	2	B	66	70.6	70.6	71.7	1.1	Yes
23-105	Oak Creek Townhomes	2	B	66	71.0	71.0	72.5	1.5	Yes
23-106	Oak Creek Townhomes	2	B	66	71.1	71.1	72.6	1.5	Yes
23-107	Oak Creek Townhomes	2	B	66	71.1	71.1	72.7	1.6	Yes
23-108	Oak Creek Townhomes	2	B	66	71.2	71.2	72.7	1.5	Yes
23-109	Oak Creek Townhomes	2	B	66	71.4	71.4	72.7	1.3	Yes
23-110	Oak Creek Townhomes	2	B	66	71.6	71.6	72.9	1.3	Yes
23-111	Oak Creek Townhomes	2	B	66	71.9	71.9	72.8	0.9	Yes
23-112	Oak Creek Townhomes	2	B	66	72.4	72.4	73.0	0.6	Yes
23-113	Oak Creek Townhomes	2	B	66	72.8	72.8	73.0	0.2	Yes
23-114	Oak Creek Townhomes	2	B	66	65.7	65.7	63.4	-2.3	--
23-115	Oak Creek Townhomes	2	B	66	66.0	66.0	62.9	-3.1	--
23-116	Oak Creek Townhomes	1	B	66	66.2	66.2	66.7	0.5	Yes
23-117	Oak Creek	1	B	66	64.2	64.2	65.0	0.8	--
23-118	Oak Creek	1	B	66	66.1	66.1	67.0	0.9	Yes
23-119	Oak Creek	1	B	66	69.9	69.9	70.7	0.8	Yes
23-120	Oak Creek	1	B	66	71.0	71.0	72.4	1.4	Yes
23-121	Oak Creek	1	B	66	70.8	70.8	73.0	2.2	Yes
23-122	Oak Creek	1	B	66	70.9	70.9	73.0	2.1	Yes
23-123	Oak Creek	1	B	66	70.3	70.3	73.7	3.4	Yes
23-124	Oak Creek	1	B	66	70.6	70.6	73.9	3.3	Yes
23-125	Oak Creek	1	B	66	63.5	63.5	65.0	1.5	--
23-126	Oak Creek	1	B	66	67.4	67.4	69.1	1.7	Yes
23-127	Oak Creek	1	B	66	68.0	68.0	69.2	1.2	Yes
23-128	Oak Creek	1	B	66	65.5	65.5	66.7	1.2	Yes
23-129	Oak Creek	1	B	66	65.1	65.1	66.7	1.6	Yes
23-130	Oak Creek	1	B	66	62.1	62.1	65.2	3.1	--
23-131	Oak Creek	1	B	66	62.6	62.6	63.9	1.3	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
23-132	Oak Creek	1	B	66	63.1	63.1	64.2	1.1	--
23-133	Oak Creek	1	B	66	62.2	62.2	63.5	1.3	--
23-134	Oak Creek	1	B	66	60.7	60.7	64.2	3.5	--
23-135	Oak Creek	1	B	66	61.7	61.7	63.0	1.3	--
24-1	Lake Fantasia (court)	1	C	66	67.6	67.6	68.8	1.2	Yes
25-1	North of River - NB	1	B	66	64.6	64.6	63.8	-0.8	--
25-2	North of River - NB	1	B	66	66.7	66.7	65.2	-1.5	--
25-3	North of River - NB	1	B	66	65.9	65.9	65.5	-0.4	--
25-4	North of River - NB	1	B	66	65.8	65.8	65.7	-0.1	--
25-5	North of River - NB	1	B	66	65.7	65.7	65.7	0.0	--
25-6	North of River - NB	1	B	66	66.0	66.0	66.4	0.4	Yes
25-7	North of River - NB	1	B	66	68.6	68.6	69.1	0.5	Yes
25-8	North of River - NB	1	B	66	65.9	65.9	66.3	0.4	Yes
25-9	North of River - NB	1	B	66	65.6	65.6	66.3	0.7	Yes
25-10	North of River - NB	1	B	66	64.9	64.9	65.6	0.7	--
25-11	North of River - NB	1	B	66	65.0	65.0	64.5	-0.5	--
25-12	North of River - NB	1	B	66	66.2	66.2	67.0	0.8	Yes
25-13	North of River - NB	1	B	66	67.7	67.7	68.7	1.0	Yes
25-14	North of River - NB	1	B	66	68.1	68.1	72.0	3.9	Yes
25-15	North of River - NB	1	B	66	62.4	62.4	62.2	-0.2	--
25-16	North of River - NB	1	B	66	61.7	61.7	61.9	0.2	--
25-17	North of River - NB	1	B	66	64.0	64.0	64.5	0.5	--
25-18	North of River - NB	1	B	66	63.7	63.7	64.6	0.9	--
25-19	North of River - NB	1	B	66	63.6	63.6	64.5	0.9	--
25-20	North of River - NB	1	B	66	61.7	61.7	63.0	1.3	--
25-21	North of River - NB	1	B	66	62.8	62.8	64.8	2.0	--
25-22	North of River - NB	1	B	66	63.0	63.0	64.9	1.9	--
25-23	North of River - NB	1	B	66	61.8	61.8	63.8	2.0	--
25-24	Riverview Estates	1	B	66	68.7	68.7	71.6	2.9	Yes
25-25	Riverview Estates	1	B	66	68.1	68.1	60.1	-8.0	--
25-26	Riverview Estates	1	B	66	66.5	66.5	68.1	1.6	Yes
25-27	Riverview Estates	1	B	66	64.5	64.5	66.3	1.8	Yes
25-28	Riverview Estates	1	B	66	63.6	63.6	65.7	2.1	--
25-29	Riverview Estates	1	B	66	63.6	63.6	65.5	1.9	--
25-30	Riverview Estates	1	B	66	63.8	63.8	65.6	1.8	--
25-31	Riverview Estates	1	B	66	63.4	63.4	65.2	1.8	--
25-32	Riverview Estates	1	B	66	64.4	64.4	65.8	1.4	--
25-33	Riverview Estates	1	B	66	64.0	64.0	65.4	1.4	--
25-34	Riverview Estates	1	B	66	63.8	63.8	65.0	1.2	--
25-35	Riverview Estates	1	B	66	63.8	63.8	64.9	1.1	--
25-36	Riverview Estates	1	B	66	63.8	63.8	64.8	1.0	--
25-37	Riverview Estates	1	B	66	63.6	63.6	64.6	1.0	--
25-38	Riverview Estates	1	B	66	63.2	63.2	64.0	0.8	--
25-39	Byars Riverview Acres	1	B	66	76.0	76.0	76.3	0.3	Yes
25-40	Byars Riverview Acres	1	B	66	75.9	75.9	76.4	0.5	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
25-41	Byars Riverview Acres	1	B	66	75.3	75.3	60.2	-15.1	--
25-42	Byars Riverview Acres	1	B	66	74.6	74.6	63.2	-11.4	--
25-43	Byars Riverview Acres	1	B	66	74.5	74.5	75.0	0.5	Yes
25-44	Byars Riverview Acres	1	B	66	74.1	74.1	74.5	0.4	Yes
25-45	Byars Riverview Acres	1	B	66	74.0	74.0	74.4	0.4	Yes
25-46	Byars Riverview Acres	1	B	66	72.1	72.1	71.8	-0.3	Yes
25-47	Byars Riverview Acres	1	B	66	70.4	70.4	70.2	-0.2	Yes
25-48	Byars Riverview Acres	1	B	66	68.2	68.2	68.6	0.4	Yes
25-49	Byars Riverview Acres	1	B	66	68.6	68.6	68.5	-0.1	Yes
25-50	Byars Riverview Acres	1	B	66	67.1	67.1	67.4	0.3	Yes
25-51	Byars Riverview Acres	1	B	66	66.3	66.3	66.2	-0.1	Yes
25-52	Byars Riverview Acres	1	B	66	66.0	66.0	65.5	-0.5	--
25-53	Byars Riverview Acres	1	B	66	65.2	65.2	65.5	0.3	--
25-54	Byars Riverview Acres	1	B	66	64.6	64.6	65.4	0.8	--
25-55	Byars Riverview Acres	1	B	66	64.8	64.8	65.5	0.7	--
25-56	Byars Riverview Acres	1	B	66	63.4	63.4	64.4	1.0	--
25-57	Byars Riverview Acres	1	B	66	62.9	62.9	64.1	1.2	--
25-58	Byars Riverview Acres	1	B	66	62.4	62.4	63.5	1.1	--
25-59	Byars Riverview Acres	1	B	66	61.6	61.6	63.0	1.4	--
25-60	Byars Riverview Acres	1	B	66	61.6	61.6	63.4	1.8	--
25-61	Byars Riverview Acres	1	B	66	60.1	60.1	61.9	1.8	--
25-62	Byars Riverview Acres	1	B	66	59.7	59.7	61.6	1.9	--
25-63	Byars Riverview Acres	1	B	66	62.0	62.0	63.4	1.4	--
26-1	Lake St Charles	1	B	66	60.7	60.7	61.9	1.2	--
26-2	Lake St Charles	1	B	66	60.6	60.6	61.9	1.3	--
26-3	Lake St Charles	1	B	66	60.6	60.6	61.9	1.3	--
26-4	Lake St Charles	1	B	66	60.4	60.4	61.7	1.3	--
26-5	Lake St Charles	1	B	66	59.7	59.7	60.9	1.2	--
26-6	Lake St Charles	1	B	66	69.8	69.8	69.6	-0.2	Yes
26-7	Lake St Charles	1	B	66	69.7	69.7	69.6	-0.1	Yes
26-8	Lake St Charles	1	B	66	69.5	69.5	69.5	0.0	Yes
26-9	Lake St Charles	1	B	66	69.6	69.6	69.6	0.0	Yes
26-10	Lake St Charles	5	B	66	69.7	69.7	69.8	0.1	Yes
26-11	Lake St Charles	5	B	66	69.4	69.4	69.4	0.0	Yes
26-12	Lake St Charles	1	B	66	69.5	69.5	69.3	-0.2	Yes
26-13	Lake St Charles	1	B	66	69.6	69.6	69.4	-0.2	Yes
26-14	Lake St Charles	1	B	66	69.7	69.7	69.4	-0.3	Yes
26-15	Lake St Charles	1	B	66	69.5	69.5	69.1	-0.4	Yes
26-16	Lake St Charles	1	B	66	67.4	67.4	67.3	-0.1	Yes
26-17	Lake St Charles	2	B	66	67.1	67.1	66.8	-0.3	Yes
26-18	Lake St Charles	2	B	66	66.9	66.9	66.6	-0.3	Yes
26-19	Lake St Charles	2	B	66	66.8	66.8	66.2	-0.6	Yes
26-20	Lake St Charles	1	B	66	66.9	66.9	67.0	0.1	Yes
26-21	Lake St Charles	2	B	66	65.8	65.8	65.7	-0.1	--
26-22	Lake St Charles	2	B	66	65.7	65.7	65.4	-0.3	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
26-23	Lake St Charles	2	B	66	65.5	65.5	65.2	-0.3	--
26-24	Lake St Charles	1	B	66	65.4	65.4	65.6	0.2	--
26-25	Lake St Charles	2	B	66	64.6	64.6	64.5	-0.1	--
26-26	Lake St Charles	2	B	66	64.5	64.5	64.3	-0.2	--
26-27	Lake St Charles	1	B	66	63.8	63.8	63.5	-0.3	--
26-28	Lake St Charles	1	B	66	64.3	64.3	64.7	0.4	--
26-29	Lake St Charles	2	B	66	63.4	63.4	63.4	0.0	--
26-30	Lake St Charles	2	B	66	63.4	63.4	63.2	-0.2	--
26-31	Lake St Charles	1	B	66	63.1	63.1	63.6	0.5	--
26-32	Lake St Charles	1	B	66	64.0	64.0	63.0	-1.0	--
26-33	Lake St Charles	1	B	66	66.4	66.4	65.3	-1.1	--
26-34	Lake St Charles	1	B	66	67.7	67.7	66.4	-1.3	Yes
26-35	Lake St Charles	1	B	66	68.8	68.8	67.5	-1.3	Yes
26-36	Lake St Charles	1	B	66	69.9	69.9	68.6	-1.3	Yes
26-37	Lake St Charles	1	B	66	70.5	70.5	69.3	-1.2	Yes
26-38	Lake St Charles	1	B	66	71.0	71.0	69.9	-1.1	Yes
26-39	Lake St Charles	1	B	66	71.0	71.0	69.9	-1.1	Yes
26-40	Lake St Charles	1	B	66	63.8	63.8	62.8	-1.0	--
26-41	Lake St Charles	1	B	66	63.5	63.5	62.3	-1.2	--
26-42	Lake St Charles	1	B	66	67.6	67.6	66.6	-1.0	Yes
26-43	Lake St Charles	1	B	66	65.8	65.8	64.8	-1.0	--
26-44	Lake St Charles	1	B	66	64.5	64.5	63.5	-1.0	--
26-45	Lake St Charles	1	B	66	64.2	64.2	63.3	-0.9	--
26-46	Lake St Charles	1	B	66	70.9	70.9	69.8	-1.1	Yes
26-47	Lake St Charles	1	B	66	70.4	70.4	69.3	-1.1	Yes
26-48	Lake St Charles	1	B	66	69.8	69.8	68.7	-1.1	Yes
26-49	Lake St Charles	1	B	66	69.1	69.1	68.2	-0.9	Yes
26-50	Lake St Charles	1	B	66	68.8	68.8	68.0	-0.8	Yes
26-51	Lake St Charles	1	B	66	68.1	68.1	67.5	-0.6	Yes
26-52	Lake St Charles	1	B	66	67.7	67.7	67.2	-0.5	Yes
26-53	Lake St Charles	1	B	66	67.2	67.2	66.8	-0.4	Yes
26-54	Lake St Charles	1	B	66	67.1	67.1	66.8	-0.3	Yes
26-55	Lake St Charles	1	B	66	66.8	66.8	66.5	-0.3	Yes
26-56	Lake St Charles	1	B	66	66.3	66.3	66.0	-0.3	Yes
26-57	Lake St Charles	1	B	66	65.7	65.7	65.4	-0.3	--
26-58	Lake St Charles	1	B	66	65.2	65.2	64.8	-0.4	--
26-59	Lake St Charles	1	B	66	64.4	64.4	64.1	-0.3	--
26-60	Lake St Charles	1	B	66	65.1	65.1	64.9	-0.2	--
26-61	Lake St Charles	1	B	66	65.9	65.9	65.6	-0.3	--
26-62	Lake St Charles	1	B	66	65.9	65.9	65.7	-0.2	--
26-63	Lake St Charles	1	B	66	65.6	65.6	65.4	-0.2	--
26-64	Lake St Charles	1	B	66	66.0	66.0	65.8	-0.2	--
26-65	Lake St Charles	1	B	66	66.1	66.1	65.8	-0.3	--
26-66	Lake St Charles	1	B	66	65.9	65.9	65.7	-0.2	--
26-67	Lake St Charles	1	B	66	65.7	65.7	65.5	-0.2	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
26-68	Lake St Charles	1	B	66	65.5	65.5	65.4	-0.1	--
26-69	Lake St Charles	1	B	66	64.9	64.9	64.7	-0.2	--
26-70	Lake St Charles	1	B	66	64.9	64.9	64.7	-0.2	--
26-71	Lake St Charles	1	B	66	64.4	64.4	64.4	0.0	--
26-72	Lake St Charles	1	B	66	67.0	67.0	66.1	-0.9	Yes
26-73	Lake St Charles	1	B	66	66.8	66.8	66.0	-0.8	Yes
26-74	Lake St Charles	1	B	66	66.3	66.3	65.5	-0.8	--
26-75	Lake St Charles	1	B	66	65.7	65.7	65.1	-0.6	--
26-76	Lake St Charles	1	B	66	65.3	65.3	64.7	-0.6	--
26-77	Lake St Charles	1	B	66	64.8	64.8	64.2	-0.6	--
26-78	Lake St Charles	1	B	66	64.1	64.1	63.6	-0.5	--
26-79	Lake St Charles	1	B	66	63.6	63.6	63.2	-0.4	--
26-80	Lake St Charles	1	B	66	63.9	63.9	63.1	-0.8	--
26-81	Lake St Charles	1	B	66	63.3	63.3	62.5	-0.8	--
26-84	Lake St Charles	1	B	66	62.8	62.8	62.1	-0.7	--
26-85	Lake St Charles	1	B	66	62.3	62.3	61.7	-0.6	--
26-86	Lake St Charles	1	B	66	61.7	61.7	61.2	-0.5	--
26-87	Lake St Charles	1	B	66	61.1	61.1	60.7	-0.4	--
27-1	Lake St Charles (tennis court)	1	C	66	68.6	68.6	67.9	-0.7	Yes
27-2	Lake St Charles (soccer field)	--		66	67.3	67.3	66.3	-1.0	Yes
28-1	Eagle Palms	6	B	66	63.9	63.9	65.8	1.9	--
28-2	Eagle Palms	6	B	66	62.9	62.9	65.2	2.3	--
28-3	Eagle Palms	2	B	66	55.9	55.9	58.4	2.5	--
28-4	Eagle Palms	1	B	66	58.8	58.8	60.7	1.9	--
28-5	Eagle Palms	2	B	66	56.7	56.7	59.3	2.6	--
28-6	Eagle Palms	1	B	66	59.5	59.5	61.2	1.7	--
28-7	Eagle Palms	2	B	66	57.5	57.5	60.1	2.6	--
28-8	Eagle Palms	1	B	66	59.8	59.8	61.0	1.2	--
28-9	Eagle Palms	2	B	66	58.9	58.9	61.6	2.7	--
28-10	Eagle Palms	1	B	66	59.6	59.6	61.0	1.4	--
28-11	Eagle Palms	2	B	66	61.5	61.5	63.8	2.3	--
28-12	Eagle Palms	1	B	66	59.1	59.1	61.0	1.9	--
28-13	Eagle Palms	2	B	66	63.7	63.7	65.5	1.8	--
28-14	Eagle Palms	1	B	66	59.8	59.8	61.3	1.5	--
28-15	Eagle Palms	2	B	66	65.0	65.0	66.6	1.6	Yes
28-16	Eagle Palms	1	B	66	60.1	60.1	61.5	1.4	--
28-17	Eagle Palms	2	B	66	65.6	65.6	67.1	1.5	Yes
28-18	Eagle Palms	1	B	66	60.8	60.8	62.1	1.3	--
28-19	Eagle Palms	2	B	66	66.4	66.4	67.7	1.3	Yes
28-20	Eagle Palms	1	B	66	61.4	61.4	62.5	1.1	--
28-21	Eagle Palms	2	B	66	67.3	67.3	68.4	1.1	Yes
28-22	Eagle Palms	1	B	66	62.3	62.3	63.2	0.9	--
28-23	Eagle Palms	2	B	66	68.5	68.5	69.6	1.1	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
28-24	Eagle Palms	1	B	66	63.4	63.4	64.4	1.0	--
28-25	Eagle Palms	2	B	66	72.2	72.2	73.0	0.8	Yes
28-26	Eagle Palms	1	B	66	67.8	67.8	68.7	0.9	Yes
28-27	Eagle Palms	2	B	66	72.3	72.3	73.0	0.7	Yes
28-28	Eagle Palms	1	B	66	65.9	65.9	66.9	1.0	Yes
28-29	Eagle Palms	2	B	66	72.3	72.3	73.0	0.7	Yes
28-30	Eagle Palms	1	B	66	65.6	65.6	66.4	0.8	Yes
28-31	Eagle Palms	2	B	66	72.3	72.3	73.0	0.7	Yes
28-32	Eagle Palms	1	B	66	65.6	65.6	66.2	0.6	Yes
28-33	Eagle Palms	2	B	66	72.3	72.3	72.9	0.6	Yes
28-34	Eagle Palms	1	B	66	65.5	65.5	66.2	0.7	Yes
28-35	Eagle Palms	2	B	66	72.3	72.3	72.8	0.5	Yes
28-36	Eagle Palms	1	B	66	65.5	65.5	66.1	0.6	Yes
28-37	Eagle Palms	2	B	66	58.4	58.4	59.5	1.1	--
28-38	Eagle Palms	1	B	66	61.1	61.1	62.2	1.1	--
28-39	Eagle Palms	2	B	66	58.1	58.1	59.2	1.1	--
28-40	Eagle Palms	1	B	66	61.5	61.5	62.5	1.0	--
28-41	Eagle Palms	2	B	66	58.7	58.7	59.7	1.0	--
28-42	Eagle Palms	1	B	66	62.2	62.2	63.1	0.9	--
28-43	Eagle Palms	2	B	66	59.6	59.6	60.4	0.8	--
28-44	Eagle Palms	1	B	66	63.0	63.0	64.1	1.1	--
28-45	Eagle Palms	2	B	66	60.3	60.3	61.2	0.9	--
28-46	Eagle Palms	1	B	66	64.5	64.5	65.3	0.8	--
28-47	Eagle Palms	2	B	66	61.5	61.5	62.3	0.8	--
28-48	Eagle Palms	1	B	66	65.9	65.9	66.9	1.0	Yes
28-49	Eagle Palms	2	B	66	62.7	62.7	63.9	1.2	--
28-50	Eagle Palms	1	B	66	65.7	65.7	66.5	0.8	Yes
28-51	Eagle Palms	2	B	66	61.2	61.2	62.2	1.0	--
28-52	Eagle Palms	1	B	66	65.4	65.4	66.1	0.7	Yes
28-53	Eagle Palms	2	B	66	60.8	60.8	61.7	0.9	--
28-54	Eagle Palms	1	B	66	65.4	65.4	66.0	0.6	Yes
28-55	Eagle Palms	2	B	66	60.7	60.7	61.5	0.8	--
28-56	Eagle Palms	1	B	66	65.2	65.2	65.9	0.7	--
28-57	Eagle Palms	2	B	66	60.5	60.5	61.4	0.9	--
28-58	Eagle Palms	1	B	66	64.8	64.8	65.5	0.7	--
28-59	Eagle Palms	2	B	66	60.5	60.5	61.5	1.0	--
28-60	Eagle Palms	1	B	66	61.6	61.6	62.2	0.6	--
28-61	Eagle Palms	2	B	66	60.5	60.5	61.7	1.2	--
28-62	Eagle Palms	1	B	66	60.9	60.9	61.6	0.7	--
28-63	Eagle Palms	2	B	66	60.5	60.5	61.3	0.8	--
28-64	Eagle Palms	1	B	66	60.3	60.3	60.9	0.6	--
28-65	Eagle Palms	2	B	66	59.9	59.9	60.9	1.0	--
28-66	Eagle Palms	1	B	66	59.7	59.7	60.3	0.6	--
28-67	Eagle Palms	2	B	66	59.4	59.4	60.2	0.8	--
28-68	Eagle Palms	1	B	66	58.9	58.9	59.6	0.7	--

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
28-69	Eagle Palms	2	B	66	58.8	58.8	59.6	0.8	--
28-70	Eagle Palms	1	B	66	57.8	57.8	59.2	1.4	--
28-71	Eagle Palms	2	B	66	58.0	58.0	59.2	1.2	--
28-72	Eagle Palms	1	B	66	56.8	56.8	57.6	0.8	--
28-73	Eagle Palms	2	B	66	59.6	59.6	61.2	1.6	--
28-74	Eagle Palms	1	B	66	56.8	56.8	59.2	2.4	--
28-75	Eagle Palms	2	B	66	59.3	59.3	60.5	1.2	--
28-76	Eagle Palms	1	B	66	54.3	54.3	56.0	1.7	--
28-77	Eagle Palms	2	B	66	59.9	59.9	60.9	1.0	--
28-78	Eagle Palms	1	B	66	54.1	54.1	55.6	1.5	--
28-79	Eagle Palms	2	B	66	60.2	60.2	61.1	0.9	--
28-80	Eagle Palms	1	B	66	54.0	54.0	55.5	1.5	--
28-81	Eagle Palms	2	B	66	59.4	59.4	60.4	1.0	--
28-82	Eagle Palms	1	B	66	54.1	54.1	55.6	1.5	--
28-83	Eagle Palms	2	B	66	58.7	58.7	59.7	1.0	--
28-84	Eagle Palms	1	B	66	54.6	54.6	55.7	1.1	--
28-85	Eagle Palms	2	B	66	71.7	71.7	72.2	0.5	Yes
28-86	Eagle Palms	1	B	66	65.3	65.3	66.0	0.7	Yes
28-87	Eagle Palms	2	B	66	68.7	68.7	68.9	0.2	Yes
28-88	Eagle Palms	1	B	66	64.9	64.9	65.6	0.7	--
28-89	Eagle Palms	2	B	66	65.1	65.1	65.5	0.4	--
28-90	Eagle Palms	1	B	66	64.3	64.3	65.0	0.7	--
28-91	Eagle Palms	2	B	66	63.5	63.5	63.8	0.3	--
28-92	Eagle Palms	1	B	66	63.5	63.5	63.9	0.4	--
28-93	Eagle Palms	2	B	66	62.2	62.2	62.6	0.4	--
28-94	Eagle Palms	1	B	66	62.2	62.2	62.7	0.5	--
28-95	Eagle Palms	2	B	66	61.1	61.1	61.5	0.4	--
28-96	Eagle Palms	1	B	66	61.1	61.1	61.8	0.7	--
28-97	Eagle Palms	2	B	66	60.0	60.0	60.5	0.5	--
28-98	Eagle Palms	1	B	66	60.1	60.1	60.9	0.8	--
28-99	Eagle Palms	2	B	66	59.0	59.0	59.5	0.5	--
28-100	Eagle Palms	1	B	66	59.6	59.6	60.1	0.5	--
28-101	Eagle Palms	2	B	66	57.9	57.9	58.5	0.6	--
28-102	Eagle Palms	1	B	66	58.8	58.8	59.4	0.6	--
28-103	Eagle Palms	2	B	66	56.8	56.8	57.3	0.5	--
28-104	Eagle Palms	1	B	66	58.1	58.1	58.9	0.8	--
28-105	Eagle Palms	2	B	66	56.1	56.1	56.6	0.5	--
28-106	Eagle Palms	1	B	66	57.4	57.4	58.4	1.0	--
29-1	Spoto H.S. (football field)	1	C	66	58.9	58.9	62.2	3.3	--
29-2	Spoto H.S. (baseball field)	--	C	66	62.2	62.2	64.1	1.9	--
29-3	Spoto H.S. (softball field)	--	C	66	64.9	64.9	66.1	1.2	Yes
30-1	Bullfrog Creek Wildlife & Environmental Area	1	C	66	66.1	66.1	70.4	4.3	Yes

Receptor ID	Description	Number of Properties	Activity Category	FDOT Criteria	Traffic Noise Level				
					Existing dB(A)	No Build dB(A)	Build		
							dB(A)	Increase/ Decrease from Existing	dB(A) ≥ NAC?
30-2	Bullfrog Creek Wildlife & Environmental Area	--	C	66	70.7	70.7	73.5	2.8	Yes
30-3	Bullfrog Creek Wildlife & Environmental Area	--	C	66	69.1	69.1	71.3	2.2	Yes
30-4	Bullfrog Creek Wildlife & Environmental Area	--	C	66	71.7	71.7	74.9	3.2	Yes
31-1	Golden Aster Scrub Nature Preserve	1	C	66	70.5	70.5	73.5	3.0	Yes
31-2	Golden Aster Scrub Nature Preserve	--	C	66	67.2	67.2	71.1	3.9	Yes
31-3	Golden Aster Scrub Nature Preserve	--	C	66	65.3	65.3	69.4	4.1	Yes
31-4	Golden Aster Scrub Nature Preserve	--	C	66	63.7	63.7	68.1	4.4	Yes
31-5	Golden Aster Scrub Nature Preserve	--	C	66	62.5	62.5	67.1	4.6	Yes
31-6	Golden Aster Scrub Nature Preserve	--	C	66	61.3	61.3	66.1	4.8	Yes