

SR 54 Project Development and
Environment (PD&E) Study

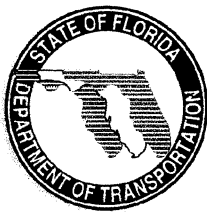
From CR 577 (Curley Road)
to CR 579/CR 54 (Morris Bridge Road)

Draft Noise Study Technical Appendices C and D

WPI Segment No: 416561-1
Pasco County

Prepared by the

Florida Department of Transportation
District Seven



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June 2008

APPENDIX C

TNM Input/Output

RESULTS: SOUND LEVELS

416561

FDOT
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

RUN:

Existing No Build Curley to Foxridge

BARRIER DESIGN:

INPUT HEIGHTS

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier		With Barrier		Type Impact	Noise Reduction		Calculated minus Goal dB
				LAeq1h Calculated	Crit'n dBA	LAeq1h Calculated	Crit'n Sub'l Inc dB		Calculated	Goal	
Receiver1	1	1	0.0	62.9	66	62.9	10	---	62.9	0.0	8
Receiver2	2	1	0.0	58.1	66	58.1	10	---	58.1	0.0	8
Receiver3	3	1	0.0	61.4	66	61.4	10	---	61.4	0.0	8
Receiver4	4	1	0.0	61.1	66	61.1	10	---	61.1	0.0	8
Dwelling Units											
			# DUs	Noise Reduction							
				Min	Avg	Max					
				dB	dB	dB					
All Selected			4	0.0	0.0	0.0					
All Impacted			0	0.0	0.0	0.0					
All that meet NR Goal			0	0.0	0.0	0.0					

INPUT: RECEIVERS

416561

FDOT

RMR

9 June 2008

TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

416561

RUN:

Existing No Build Curley to Foxridge

Receiver													
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria					Active	
							Existing			Impact Criteria		NR	In
			X	Y	Z		LAeq1h	Sub'l	Goal				
			ft	ft	ft		dBA	dBA	dB	dB			
Receiver1	1	1	-200.0		220.0	0.00	5.00	0.00	66	10.0	8.0	Y	
Receiver2	2	1	20.0		300.0	0.00	5.00	0.00	66	10.0	8.0	Y	
Receiver3	3	1	120.0		260.0	0.00	5.00	0.00	66	10.0	8.0	Y	
Receiver4	4	1	1,100.0		270.0	0.00	5.00	0.00	66	10.0	8.0	Y	

INPUT: ROADWAYS

416561

FDOT

RMR

9 June 2008

TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

416561

RUN: Existing No Build Curley to Foxridge

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Z	Flow Control		Percent Vehicles Affected	Segment Pvmt Type	On Struct?
				X	Y		Control Device	Speed Constraint			
	ft			ft	ft	ft		mph	%		
WB	12.0	point1	1	-1,000.0	100.0	0.00				Average	
		point2	2	3,000.0	100.0	0.00					
EB	12.0	point3	3	-1,000.0	88.0	0.00				Average	
		point4	4	3,000.0	88.0	0.00					

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

416561

RUN:

Existing No Build Curley to Foxridge

Roadway		Points																									
Name	Name	No.	Segment	Autos												MTrucks				HTrucks		Buses		Motorcycles			
				V		S		veh/hr		V		S		veh/hr		V		S		veh/hr		V		S		veh/hr	
				mph		mph		mph		mph		mph		mph		mph		mph		mph		mph		mph		mph	
WB	point1		1	717	55	20	55	55	7	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	point2		2																								
EB	point3		3	717	55	20	55	55	7	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	point4		4																								

RESULTS: SOUND LEVELS

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9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

Existing Foxridge to Linda Dr

INPUT HEIGHTS

BARRIER DESIGN:

68 deg F, 50% RH

ATMOSPHERICS:

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

Receiver		No Barrier										With Barrier			
No.	#DUs	Existing		No Barrier		Increase over existing		Type		Noise Reduction		Calculated		Goal	
		LAeq1h	dBA	LAeq1h	dBA	Calculated	Crit'n	Impact	Sub'l Inc	Calculated	dB	LAeq1h	dBA	Calculated	Calculated minus Goal
5	1	1	0.0	56.9	66	56.9	10	---		0.0	56.9	56.9	0.0	8	-8.0
6	2	1	0.0	54.7	66	54.7	10	---		0.0	54.7	54.7	0.0	8	-8.0
7	3	1	0.0	55.7	66	55.7	10	---		0.0	55.7	55.7	0.0	8	-8.0
8	4	1	0.0	57.6	66	57.6	10	---		0.0	57.6	57.6	0.0	8	-8.0
9	5	1	0.0	57.4	66	57.4	10	---		0.0	57.4	57.4	0.0	8	-8.0
10	6	1	0.0	55.8	66	55.8	10	---		0.0	55.8	55.8	0.0	8	-8.0
11	7	1	0.0	53.0	66	53.0	10	---		0.0	53.0	53.0	0.0	8	-8.0
12	8	1	0.0	55.1	66	55.1	10	---		0.0	55.1	55.1	0.0	8	-8.0
13	9	1	0.0	58.7	66	58.7	10	---		0.0	58.7	58.7	0.0	8	-8.0
14	10	1	0.0	59.2	66	59.2	10	---		0.0	59.2	59.2	0.0	8	-8.0
15	11	1	0.0	58.7	66	58.7	10	---		0.0	58.7	58.7	0.0	8	-8.0
16	12	8	0.0	59.2	66	59.2	10	---		0.0	59.2	59.2	0.0	8	-8.0
17	13	1	0.0	58.2	66	58.2	10	---		0.0	58.2	58.2	0.0	8	-8.0
18	14	1	0.0	56.7	66	56.7	10	---		0.0	56.7	56.7	0.0	8	-8.0
19	15	1	0.0	56.1	66	56.1	10	---		0.0	56.1	56.1	0.0	8	-8.0
18A	16	1	0.0	59.6	66	59.6	10	---		0.0	59.6	59.6	0.0	8	-8.0
20	17	1	0.0	56.3	66	56.3	10	---		0.0	56.3	56.3	0.0	8	-8.0
21	18	1	0.0	58.9	66	58.9	10	---		0.0	58.9	58.9	0.0	8	-8.0
22	19	1	0.0	61.1	66	61.1	10	---		0.0	61.1	61.1	0.0	8	-8.0
23	20	1	0.0	62.6	66	62.6	10	---		0.0	62.6	62.6	0.0	8	-8.0
24	21	3	0.0	62.6	66	62.6	10	---		0.0	62.6	62.6	0.0	8	-8.0
25	22	4	0.0	63.5	66	63.5	10	---		0.0	63.5	63.5	0.0	8	-8.0
26	23	1	0.0	63.0	66	63.0	10	---		0.0	63.0	63.0	0.0	8	-8.0

416561

U:\TNM_JOBS\416561\Exist Foxwood to Linda

INPUT: RECEIVERS

416561

FDOT

RMR

9 June 2008

TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

416561

RUN:

Existing Foxridge to Linda Dr

Receiver

Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria					Active In Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria		NR Goal		
								LAeq1h	Sub'l			
											dBA	
			ft	ft	ft	ft	dBA	dB	dB			
5	1	1	350.0	770.0	0.00	5.00	0.00	66	10.0	8.0	Y	
6	2	1	410.0	820.0	0.00	5.00	0.00	66	10.0	8.0	Y	
7	3	1	510.0	780.0	0.00	5.00	0.00	66	10.0	8.0	Y	
8	4	1	560.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y	
9	5	1	680.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y	
10	6	1	740.0	760.0	0.00	5.00	0.00	66	10.0	8.0	Y	
11	7	1	760.0	860.0	0.00	5.00	0.00	66	10.0	8.0	Y	
12	8	1	1,020.0	790.0	0.00	5.00	0.00	66	10.0	8.0	Y	
13	9	1	1,100.0	700.0	0.00	5.00	0.00	66	10.0	8.0	Y	
14	10	1	1,160.0	690.0	0.00	5.00	0.00	66	10.0	8.0	Y	
15	11	1	1,210.0	700.0	0.00	5.00	0.00	66	10.0	8.0	Y	
16	12	8	1,260.0	690.0	0.00	5.00	0.00	66	10.0	8.0	Y	
17	13	1	1,730.0	710.0	0.00	5.00	0.00	66	10.0	8.0	Y	
18	14	1	1,790.0	760.0	0.00	5.00	0.00	66	10.0	8.0	Y	
19	15	1	1,810.0	830.0	0.00	5.00	0.00	66	10.0	8.0	Y	
18A	16	1	2,020.0	785.0	0.00	5.00	0.00	66	10.0	8.0	Y	
20	17	1	2,700.0	860.0	0.00	5.00	0.00	66	10.0	8.0	Y	
21	18	1	2,720.0	800.0	0.00	5.00	0.00	66	10.0	8.0	Y	
22	19	1	2,740.0	750.0	0.00	5.00	0.00	66	10.0	8.0	Y	
23	20	1	2,800.0	710.0	0.00	5.00	0.00	66	10.0	8.0	Y	
24	21	3	2,860.0	710.0	0.00	5.00	0.00	66	10.0	8.0	Y	
25	22	4	2,940.0	690.0	0.00	5.00	0.00	66	10.0	8.0	Y	

INPUT: RECEIVERS

416561

26		23	1	3,120.0	700.0	0.00	5.00	0.00	66	10.0	8.0	Y
27		24	1	3,160.0	690.0	0.00	5.00	0.00	66	10.0	8.0	Y
28		25	2	3,200.0	700.0	0.00	5.00	0.00	66	10.0	8.0	Y
29		26	1	3,330.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y
30		27	1	3,390.0	750.0	0.00	5.00	0.00	66	10.0	8.0	Y
31		28	1	3,410.0	820.0	0.00	5.00	0.00	66	10.0	8.0	Y
32		29	1	1,810.0	410.0	0.00	5.00	0.00	66	10.0	8.0	Y
33		30	1	2,280.0	340.0	0.00	5.00	0.00	66	10.0	8.0	Y
34		31	1	4,910.0	180.0	0.00	5.00	0.00	66	10.0	8.0	Y
35		32	1	4,960.0	210.0	0.00	5.00	0.00	66	10.0	8.0	Y
36		33	1	5,300.0	130.0	0.00	5.00	0.00	66	10.0	8.0	Y
37		34	1	5,570.0	140.0	0.00	5.00	0.00	66	10.0	8.0	Y
38		35	1	7,000.0	280.0	0.00	5.00	0.00	66	10.0	8.0	Y
39		36	1	7,050.0	230.0	0.00	5.00	0.00	66	10.0	8.0	Y
40		37	1	7,500.0	350.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: 416561

RUN: Existing Foxridge to Linda Dr

Roadway		Points																					
Name		No.	Segment	Autos										MTrucks				HTrucks		Buses		Motorcycles	
				V		S		veh/hr		mph		V		S		veh/hr		mph		V		S	
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph		
WB				1	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0	0			
				2	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				3	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				13	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				4																			
EB				6	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				7	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				8	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				12	717	55	20	55	7	55	0	0	0	0	0	0	0	0	0				
				9																			

INPUT: ROADWAYS

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT:
RUN:

416561

Existing Foxridge to Linda Dr

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

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	ft			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
				ft	ft	ft		mph	%		
WB		point1	1	-1,000.0		570.0			0.00	Average	
	12.0	point2	2	1,000.0		580.0			0.00	Average	
		point3	3	2,000.0		580.0			0.00	Average	
		point13	13	7,000.0		575.0			0.00	Average	
		point4	4	13,000.0		570.0			0.00	Average	
EB		point6	6	-1,000.0		410.0			0.00	Average	
	12.0	point7	7	1,000.0		560.0			0.00	Average	
		point8	8	2,000.0		560.0			0.00	Average	
		point12	12	7,000.0		555.0			0.00	Average	
		point9	9	13,000.0		550.0			0.00	Average	

INPUT: GROUND ZONES

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: GROUND ZONES

PROJECT/CONTRACT:

416561

RUN:

Existing Foxridge to Linda Dr

Ground Zone	Name	Type	Flow	Points		
				No.	Coordinates	
					X	Y
			Resistivity cgs rayls		ft	ft
Ground Zone1		Water	20000	1	920.0	840.0
				2	920.0	690.0
				3	1,000.0	690.0
				4	1,000.0	720.0
				5	970.0	770.0
				6	970.0	840.0
Ground Zone2		Water	20000	7	3,430.0	710.0
				8	3,430.0	730.0
				9	3,480.0	850.0
				10	3,480.0	1,020.0
				11	3,570.0	1,020.0
				12	3,560.0	700.0
Ground Zone3		Water	20000	13	3,610.0	720.0
				14	3,610.0	850.0
				15	3,630.0	960.0
				16	3,700.0	940.0
				17	3,840.0	940.0
				18	3,870.0	840.0
				19	3,820.0	780.0
				20	3,710.0	770.0
				21	3,720.0	700.0

INPUT: BARRIERS

416561

FDOT

RMR

9 June 2008
TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT:

416561

Existing Foxridge to Linda Dr

RUN:

Barrier																																	
Barrier Name		Type				Height				Points				Coordinates (bottom)			Segment		Important														
		Min		Max		If Wall		If Berm		Run:Rise		Add'l		Name		No.		X		Y		Z		Height at Point		Incr-#Up		#Dn		On		Reflec- tions?	
		ft		ft		\$ per Unit Area		\$ per Unit Vol.		Top Width		ft:ft		\$/ft				ft		ft		ft		ft		ft		ft		ft		ft	
Barrier1		W		0.00		99.99		0.00						0.00		point1		1		450.0		660.0		0.00		5.50		0.00		0		0	
																point2		2		680.0		660.0		0.00		5.50		0.00		0		0	
																point3		3		790.0		760.0		0.00		5.50		0.00		0		0	
																point4		4		790.0		1,010.0		0.00		5.50							
Barrier2		W		0.00		99.99		0.00						0.00		point5		5		990.0		860.0		0.00		5.50		0.00		0		0	
																point6		6		995.0		770.0		0.00		5.50		0.00		0		0	
																point7		7		1,030.0		670.0		0.00		5.50		0.00		0		0	
																point8		8		1,730.0		670.0		0.00		5.50		0.00		0		0	
																point9		9		1,820.0		750.0		0.00		5.50							

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT

RMR

9 June 2008

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

Existing from Linda Ave to Morris Bridge

INPUT HEIGHTS

RUN:

BARRIER DESIGN:

68 deg F, 50% RH

ATMOSPHERICS:

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

Receiver																	
Name	No.	#DUs	Existing LAeq1h	No Barrier			Increase over existing			Type Impact	With Barrier		Calculated LAeq1h	Noise Reduction		Calculated minus Goal	
				LAeq1h Calculated	Crit'n	dBA	Calculated	Crit'n Sub'l Inc	dB		dBA	dB		Calculated	Goal		
			dBA	dBA	dBA	dB	dB	dB									
41		1	1	0.0	64.5	66	64.5	10	-----			64.5	0.0	8	-8.0		
42		2	1	0.0	64.6	66	64.6	10	-----			64.6	0.0	8	-8.0		
43		3	1	0.0	65.0	66	65.0	10	-----			65.0	0.0	8	-8.0		
44		4	1	0.0	65.4	66	65.4	10	-----			65.4	0.0	8	-8.0		
45		5	1	0.0	62.8	66	62.8	10	-----			62.8	0.0	8	-8.0		
46		6	1	0.0	60.1	66	60.1	10	-----			60.1	0.0	8	-8.0		
47		7	1	0.0	59.8	66	59.8	10	-----			59.8	0.0	8	-8.0		
48		8	1	0.0	63.7	66	63.7	10	-----			63.7	0.0	8	-8.0		
49		9	1	0.0	56.9	66	56.9	10	-----			56.9	0.0	8	-8.0		
50		10	1	0.0	58.6	66	58.6	10	-----			58.6	0.0	8	-8.0		
51		11	1	0.0	59.6	66	59.6	10	-----			59.6	0.0	8	-8.0		
52		12	1	0.0	53.7	66	53.7	10	-----			53.7	0.0	8	-8.0		
53		13	1	0.0	60.4	66	60.4	10	-----			60.4	0.0	8	-8.0		
54		14	1	0.0	57.4	66	57.4	10	-----			57.4	0.0	8	-8.0		
55		15	1	0.0	55.3	66	55.3	10	-----			55.3	0.0	8	-8.0		
56		16	2	0.0	53.4	66	53.4	10	-----			53.4	0.0	8	-8.0		
57		17	1	0.0	60.4	66	60.4	10	-----			60.4	0.0	8	-8.0		
58		18	1	0.0	52.5	66	52.5	10	-----			52.5	0.0	8	-8.0		
59		19	1	0.0	57.9	66	57.9	10	-----			57.9	0.0	8	-8.0		
60		20	1	0.0	60.8	66	60.8	10	-----			60.8	0.0	8	-8.0		
61		21	1	0.0	53.8	66	53.8	10	-----			53.8	0.0	8	-8.0		
62		22	1	0.0	52.5	66	52.5	10	-----			52.5	0.0	8	-8.0		
63		23	9	0.0	65.2	66	65.2	10	-----			65.2	0.0	8	-8.0		

U:\TNM JOBS\416561\Exlat Linda to MBR

RESULTS: SOUND LEVELS

SR 54/ 416561

64	24	7	0.0	62.9	66	62.9	10	---	62.9	0.0	8	-8.0
65	25	6	0.0	58.2	66	58.2	10	---	58.2	0.0	8	-8.0
66	27	8	0.0	60.2	66	60.2	10	---	60.2	0.0	8	-8.0
Dwelling Units												
			# DUs		Noise Reduction							
					Min	Avg	Max					
					dB	dB	dB					
All Selected			53		0.0	0.0	0.0	0.0				
All Impacted			0		0.0	0.0	0.0	0.0				
All that meet NR Goal			0		0.0	0.0	0.0	0.0				

INPUT: RECEIVERS

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

SR 54/ 416561

RUN: Existing from Linda Ave to Morris Bridge

Receiver

Name	No.	#DUs	Coordinates (ground)			Height above Ground		Input Sound Levels and Criteria				Active In	
			X	Y	Z	ft	ft	Existing LAeq1h	Impact Criteria LAeq1h	Sub'I	NR Goal	dB	Calc.
			ft	ft	ft			dBA	dBA	dB	dB		
41	1	1	7,800.0			460.0	0.00	4.92	0.00	66	10.0	8.0	Y
42	2	1	7,830.0			460.0	0.00	5.00	0.00	66	10.0	8.0	Y
43	3	1	7,860.0			465.0	0.00	5.00	0.00	66	10.0	8.0	Y
44	4	1	7,900.0			470.0	0.00	5.00	0.00	66	10.0	8.0	Y
45	5	1	8,000.0			440.0	0.00	5.00	0.00	66	10.0	8.0	Y
46	6	1	8,000.0			390.0	0.00	5.00	0.00	66	10.0	8.0	Y
47	7	1	8,060.0			400.0	0.00	5.00	0.00	66	10.0	8.0	Y
48	8	1	8,100.0			455.0	0.00	5.00	0.00	66	10.0	8.0	Y
49	9	1	9,750.0			770.0	0.00	5.00	0.00	66	10.0	8.0	Y
50	10	1	9,430.0			370.0	0.00	5.00	0.00	66	10.0	8.0	Y
51	11	1	9,820.0			400.0	0.00	5.00	0.00	66	10.0	8.0	Y
52	12	1	10,700.0			270.0	0.00	5.00	0.00	66	10.0	8.0	Y
53	13	1	11,030.0			720.0	0.00	5.00	0.00	66	10.0	8.0	Y
54	14	1	11,620.0			750.0	0.00	5.00	0.00	66	10.0	8.0	Y
55	15	1	11,600.0			820.0	0.00	5.00	0.00	66	10.0	8.0	Y
56	16	2	11,850.0			890.0	0.00	5.00	0.00	66	10.0	8.0	Y
57	17	1	12,680.0			720.0	0.00	5.00	0.00	66	10.0	8.0	Y
58	18	1	12,730.0			910.0	0.00	5.00	0.00	66	10.0	8.0	Y
59	19	1	13,130.0			740.0	0.00	5.00	0.00	66	10.0	8.0	Y
60	20	1	13,360.0			390.0	0.00	5.00	0.00	66	10.0	8.0	Y
61	21	1	13,580.0			250.0	0.00	5.00	0.00	66	10.0	8.0	Y
62	22	1	14,160.0			230.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

SR 64/ 416561

63		23	9	15,140.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
64		24	7	15,140.0	430.0	0.00	5.00	0.00	66	10.0	8.0	Y
65		25	6	15,140.0	370.0	0.00	5.00	0.00	66	10.0	8.0	Y
66		27	8	14,860.0	390.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TRAFFIC FOR LAeq1h Volumes

SR 54/ 416561

FDOT

RMIR

9 June 2008

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

SR 54/ 416561

RUN:

Existing from Linda Ave to Morris Bridge

Roadway		Points											
Name		No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
WB1			1	717	50	20	50	7	50	0	0	0	
			2										
EB1			4	717	50	20	50	7	50	0	0	0	
			5										

INPUT: ROADWAYS

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

RUN:

SR 54/ 416561

Existing from Linda Ave to Morris Bridge

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

Roadway		Points									
Name	Width	No.	Name	Coordinates (pavement)			Flow Control		Segment		
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
WB1	12.0	1	point1	1,000.0		550.0			0.00	Average	
		2	point2	20,000.0		550.0			0.00		
EB1	12.0	4	point4	1,000.0		562.0			0.00	Average	
		5	point5	20,000.0		562.0			0.00		

RESULTS: SOUND LEVELS

416561

tdot
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

E of Morris Bridge Rd

RUN:

INPUT HEIGHTS

BARRIER DESIGN:

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver											
Name		No.	#DUs	Existing LAeq1h	No Barrier		With Barrier				
				LAeq1h	Calculated	Crit'n	Increase over existing	Type	Calculated LAeq1h	Noise Reduction	Calculated minus Goal
				dBA	dBA		Calculated	Crit'n Sub'l Inc	dBA	dB	dB
67		1	4	0.0	63.9	66	63.9	10	63.9	0.0	8
68		2	1	0.0	64.1	66	64.1	10	64.1	0.0	8
69		3	1	0.0	61.9	66	61.9	10	61.9	0.0	8
70		4	1	0.0	58.8	66	58.8	10	58.8	0.0	8
71		5	1	0.0	58.4	66	58.4	10	58.4	0.0	8
72		6	1	0.0	53.8	66	53.8	10	53.8	0.0	8
Dwelling Units		# DUs		Noise Reduction							
				Min	Avg	Max					
				dB	dB	dB					
All Selected		9		0.0	0.0	0.0	0.0				
All Impacted		0		0.0	0.0	0.0	0.0				
All that meet NR Goal		0		0.0	0.0	0.0	0.0				

INPUT: RECEIVERS

416561

fdot

RMR

9 June 2008

TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

416561

RUN:

E of Morris Bridge Rd

Receiver

Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active	
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	In	Calc.
			ft	ft	ft	ft	dBA	dBA		dB		dB
67	1	4	15,800.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y
68	2	1	15,950.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y
69	3	1	16,160.0	450.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y
70	4	1	16,640.0	520.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y
71	5	1	16,680.0	530.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y
72	6	1	16,820.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y	Y

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

fdot

9 June 2008

RMIR

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: 416561

RUN: E of Morris Bridge Rd

Roadway		Points													
Name		No.	Segment												
			Autos		MTrucks		HTrucks		Buses		Motorcycles				
			V	S	V	S	V	S	V	S	V	S			
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph			
EB1			1	717	45	20	45	7	45	0	0	0	0		
			2	717	45	20	45	7	45	0	0	0	0		
			3	717	45	20	45	7	45	0	0	0	0		
			4	717	45	20	45	7	45	0	0	0	0		
			5	717	45	20	45	7	45	0	0	0	0		
			6	717	45	20	45	7	45	0	0	0	0		
			7	717	45	20	45	7	45	0	0	0	0		
			15												
WB1			8	717	45	20	45	7	45	0	0	0	0		
			9	717	45	20	45	7	45	0	0	0	0		
			10	717	45	20	45	7	45	0	0	0	0		
			11	717	45	20	45	7	45	0	0	0	0		
			12	717	45	20	45	7	45	0	0	0	0		
			13	717	45	20	45	7	45	0	0	0	0		
			16	717	45	20	45	7	45	0	0	0	0		
			14												

INPUT: ROADWAYS

416561

fdot

RMR

9 June 2008

TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

RUN:

416561
E of Morris Bridge RdAverage pavement type shall be used unless
a State highway agency substantiates the use
of a different type with the approval of FHWA

Roadway Name		Points												
	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment				
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?			
	ft			ft	ft	ft			mph					
EB1	12.0	point1	1	12,000.0		550.0		0.00					Average	
		point2	2	15,540.0		550.0		0.00					Average	
		point3	3	16,000.0		550.0		0.00					Average	
		point4	4	16,250.0		560.0		0.00					Average	
		point5	5	16,500.0		620.0		0.00					Average	
		point6	6	16,900.0		800.0		0.00					Average	
		point7	7	17,200.0		1,000.0		0.00					Average	
WB1		point15	15	20,000.0		1,000.0		0.00						
	12.0	point8	8	12,000.0		562.0		0.00					Average	
		point9	9	15,540.0		562.0		0.00					Average	
		point10	10	16,000.0		562.0		0.00					Average	
		point11	11	16,250.0		562.0		0.00					Average	
		point12	12	16,500.0		632.0		0.00					Average	
		point13	13	16,900.0		812.0		0.00					Average	
	point15	16	17,200.0		1,012.0		0.00					Average		
	point14	14	20,000.0		1,012.0		0.00						Average	

RESULTS: SOUND LEVELS

SR 54 416561

FDOT
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: SR 54 416561

RUN: Build Curley to Foxridge
BARRIER DESIGN: INPUT HEIGHTS

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing			Type Impact	With Barrier		Calculated minus Goal
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	LAeq1h Calculated		Noise Reduction Calculated		
				dBA	dBA	dBA	dB	dB	dB	dB	dB	dB
Receiver1		1	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8
Receiver2		2	1	0.0	61.0	66	61.0	10	-----	61.0	0.0	8
Receiver3		3	1	0.0	64.9	66	64.9	10	-----	64.9	0.0	8
Receiver4		4	1	0.0	62.9	66	62.9	10	-----	62.9	0.0	8
Dwelling Units												
# DUs			Noise Reduction									
			Min		Avg		Max					
			dB		dB		dB					
All Selected			4		0.0		0.0					
All Impacted			1		0.0		0.0					
All that meet NR Goal			0		0.0		0.0					

INPUT: RECEIVERS

SR 54 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

SR 54 416561

RUN: Build Curley to Foxridge

Receiver													
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria					Active	
							Existing LAeq1h	Impact Criteria		NR	In	Calc.	
			X	Y	Z			Sub'l	Goal				
													ft
Receiver1	1	1	700.0	794.0	0.00	5.00	0.00	66	10.0	8.0	Y		
Receiver2	2	1	920.0	880.0	0.00	5.00	0.00	66	10.0	8.0	Y		
Receiver3	3	1	1,020.0	790.0	0.00	5.00	0.00	66	10.0	8.0	Y		
Receiver4	4	1	2,000.0	694.0	0.00	5.00	0.00	66	10.0	8.0	Y		

INPUT: TRAFFIC FOR LAeq1h Volumes

SR 54 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: SR 54 416561

RUN: Build Curley to Foxridge

Roadway	Name	No.	Points											
			Segment				Autos				MTrucks			
			V		S		V		S		V		S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
WB1	point1	1	423	45	12	45	4	45	0	0	4	45	0	0
	point28	28	423	45	12	45	4	45	0	0	4	45	0	0
	point27	27	423	45	12	45	4	45	0	0	4	45	0	0
	point26	26	423	45	12	45	4	45	0	0	4	45	0	0
	point2	2												
WB2	point3	3	423	45	12	45	4	45	0	0	4	45	0	0
	point4	4	423	45	12	45	4	45	0	0	4	45	0	0
	point30	30	423	45	12	45	4	45	0	0	4	45	0	0
	point29	29	423	45	12	45	4	45	0	0	4	45	0	0
	point5	5												
WB3	point6	6	412	45	12	45	4	45	0	0	4	45	0	0
	point7	7	412	45	12	45	4	45	0	0	4	45	0	0
	point8	8	412	45	12	45	4	45	0	0	4	45	0	0
	point9	9	412	45	12	45	4	45	0	0	4	45	0	0
	point10	10												
EB1	point11	11	423	45	12	45	4	45	0	0	4	45	0	0
	point12	12	423	45	12	45	4	45	0	0	4	45	0	0
	point13	13	423	45	12	45	4	45	0	0	4	45	0	0
	point14	14	423	45	12	45	4	45	0	0	4	45	0	0
	point15	15												
EB2	point16	16	423	45	12	45	4	45	0	0	4	45	0	0
	point17	17	423	45	12	45	4	45	0	0	4	45	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

SR 54 416561

	point18	18	423	45	12	45	4	45	0	0	0	0
	point19	19	423	45	12	45	4	45	0	0	0	0
	point20	20										
EB3	point21	21	423	45	12	45	4	45	0	0	0	0
	point22	22	423	45	12	45	4	45	0	0	0	0
	point23	23	423	45	12	45	4	45	0	0	0	0
	point24	24	423	45	12	45	4	45	0	0	0	0
	point25	25										

INPUT: ROADWAYS

SR 54 416561

FDOT
RMR9 June 2008
TNM 2.5INPUT: ROADWAYS
PROJECT/CONTRACT:
RUN:Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with the approval of FHWASR 54 416561
Build Curley to Foxridge

Roadway Name	Width	Points			Coordinates (pavement)			Flow Control			Segment		
		Name	No.		X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?	
	ft				ft	ft	ft		mph	%			
WB1		point1	1		-1,000.0	640.0	0.00				Average		
		point28	28		390.0	640.0	0.00				Average		
		point27	27		830.0	660.0	0.00				Average		
		point26	26		1,400.0	472.0	0.00				Average		
		point2	2		3,000.0	472.0	0.00						
WB2		point3	3		-1,000.0	652.0	0.00				Average		
		point4	4		390.0	652.0	0.00				Average		
		point30	30		830.0	672.0	0.00				Average		
		point29	29		1,400.0	484.0	0.00				Average		
		point5	5		3,000.0	484.0	0.00						
WB3		point6	6		-1,000.0	664.0	0.00				Average		
		point7	7		390.0	664.0	0.00				Average		
		point8	8		830.0	684.0	0.00				Average		
		point9	9		1,400.0	496.0	0.00				Average		
		point10	10		3,000.0	496.0	0.00						
EB1		point11	11		-1,000.0	710.0	0.00				Average		
		point12	12		390.0	710.0	0.00				Average		
		point13	13		830.0	740.0	0.00				Average		
		point14	14		1,400.0	550.0	0.00				Average		
		point15	15		3,000.0	550.0	0.00						
EB2		point16	16		-1,000.0	722.0	0.00				Average		
		point17	17		390.0	722.0	0.00				Average		
		point18	18		830.0	752.0	0.00				Average		
		point19	19		1,400.0	562.0	0.00				Average		
		point20	20		3,000.0	562.0	0.00						

U:\TNM JOBS\416561\Build Curley to Foxwood

INPUT: ROADWAYS

SR 54 416561

EB3	12.0	point21	21	-1,000.0	734.0	0.00			Average
		point22	22	390.0	734.0	0.00			Average
		point23	23	830.0	764.0	0.00			Average
		point24	24	1,400.0	574.0	0.00			Average
		point25	25	3,000.0	574.0	0.00			

RESULTS: SOUND LEVELS

416561

FDOT
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

Build Foxridge to Linda

RUN:

INPUT HEIGHTS

BARRIER DESIGN:

68 deg F, 50% RH

ATMOSPHERICS:

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

Receiver		No Barrier										With Barrier			
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	Calculated		Goal	Noise Reduction		Calculated minus Goal	dB
				LAeq1h	Crit'n	Calculated	Crit'n		Calculated	Sub'l Inc		LAeq1h	Calculated		
				dBA	dBA	dBA	dBA		dB	dB		dBA	dB		
5	1	1	0.0	59.4	66	59.4	10	----	59.4	10	8	59.4	0.0	8	-8.0
6	2	1	0.0	57.3	66	57.3	10	----	57.3	10	8	57.3	0.0	8	-8.0
7	3	1	0.0	58.2	66	58.2	10	----	58.2	10	8	58.2	0.0	8	-8.0
8	4	1	0.0	60.0	66	60.0	10	----	60.0	10	8	60.0	0.0	8	-8.0
9	5	1	0.0	59.9	66	59.9	10	----	59.9	10	8	59.9	0.0	8	-8.0
10	6	1	0.0	58.2	66	58.2	10	----	58.2	10	8	58.2	0.0	8	-8.0
11	7	1	0.0	55.5	66	55.5	10	----	55.5	10	8	55.5	0.0	8	-8.0
12	8	1	0.0	57.7	66	57.7	10	----	57.7	10	8	57.7	0.0	8	-8.0
13	9	1	0.0	61.7	66	61.7	10	----	61.7	10	8	61.7	0.0	8	-8.0
14	10	1	0.0	62.4	66	62.4	10	----	62.4	10	8	62.4	0.0	8	-8.0
15	11	1	0.0	62.0	66	62.0	10	----	62.0	10	8	62.0	0.0	8	-8.0
16	12	8	0.0	62.6	66	62.6	10	----	62.6	10	8	62.6	0.0	8	-8.0
17	13	1	0.0	61.7	66	61.7	10	----	61.7	10	8	61.7	0.0	8	-8.0
18	14	1	0.0	59.3	66	59.3	10	----	59.3	10	8	59.3	0.0	8	-8.0
19	15	1	0.0	58.2	66	58.2	10	----	58.2	10	8	58.2	0.0	8	-8.0
18A	16	1	0.0	60.7	66	60.7	10	----	60.7	10	8	60.7	0.0	8	-8.0
20	17	1	0.0	58.1	66	58.1	10	----	58.1	10	8	58.1	0.0	8	-8.0
21	18	1	0.0	60.5	66	60.5	10	----	60.5	10	8	60.5	0.0	8	-8.0
22	19	1	0.0	62.3	66	62.3	10	----	62.3	10	8	62.3	0.0	8	-8.0
23	20	1	0.0	65.0	66	65.0	10	----	65.0	10	8	65.0	0.0	8	-8.0
24	21	3	0.0	66.7	66	66.7	10	Snd Lvl	66.7	10	8	66.7	0.0	8	-8.0
25	22	4	0.0	66.9	66	66.9	10	Snd Lvl	66.9	10	8	66.9	0.0	8	-8.0
26	23	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	10	8	66.6	0.0	8	-8.0

U:ITNM JOBS\416561\Build Foxwood to Linda

1

9 June 2008

RESULTS: SOUND LEVELS

418561

Dwelling Units		# DUs	Noise Reduction			66	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
			Min	Avg	Max										
			dB	dB	dB										
All Selected		50	0.0	0.0	0.0										
All Impacted		11	0.0	0.0	0.0										
All that meet NR Goal		0	0.0	0.0	0.0										
27	24	1	0.0	0.0	0.0	66	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
28	25	2	0.0	0.0	0.0	66	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
29	26	1	0.0	0.0	0.0	66	65.6	66	65.6	10		65.6	0.0	8	-8.0
30	27	1	0.0	0.0	0.0	66	62.7	66	62.7	10		62.7	0.0	8	-8.0
31	28	1	0.0	0.0	0.0	66	59.7	66	59.7	10		59.7	0.0	8	-8.0
32	29	1	0.0	0.0	0.0	66	64.5	66	64.5	10		64.5	0.0	8	-8.0
33	30	1	0.0	0.0	0.0	66	60.1	66	60.1	10		60.1	0.0	8	-8.0
34	31	1	0.0	0.0	0.0	66	55.2	66	55.2	10		55.2	0.0	8	-8.0
35	32	1	0.0	0.0	0.0	66	55.8	66	55.8	10		55.8	0.0	8	-8.0
36	33	1	0.0	0.0	0.0	66	54.5	66	54.5	10		54.5	0.0	8	-8.0
37	34	1	0.0	0.0	0.0	66	54.5	66	54.5	10		54.5	0.0	8	-8.0
38	35	1	0.0	0.0	0.0	66	57.4	66	57.4	10		57.4	0.0	8	-8.0
39	36	1	0.0	0.0	0.0	66	56.3	66	56.3	10		56.3	0.0	8	-8.0
40	37	1	0.0	0.0	0.0	66	59.9	66	59.9	10		59.9	0.0	8	-8.0

INPUT: RECEIVERS

416561

FDOT
RMR9 June 2008
TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

416561

RUN:

Build Foxridge to Linda

Receiver

Name	No.	#DUs	Coordinates (ground)				Height above Ground	Input Sound Levels and Criteria				Active In Calc.
			X	Y	Z			Existing LAeq1h	Impact Criteria LAeq1h	Sub'I	NR Goal	
			ft	ft	ft		ft	dBA	dBA		dB	
5	1	1	350.0	770.0	0.00		5.00	0.00	66	10.0	8.0	Y
6	2	1	410.0	820.0	0.00		5.00	0.00	66	10.0	8.0	Y
7	3	1	510.0	780.0	0.00		5.00	0.00	66	10.0	8.0	Y
8	4	1	560.0	720.0	0.00		5.00	0.00	66	10.0	8.0	Y
9	5	1	680.0	720.0	0.00		5.00	0.00	66	10.0	8.0	Y
10	6	1	740.0	760.0	0.00		5.00	0.00	66	10.0	8.0	Y
11	7	1	760.0	860.0	0.00		5.00	0.00	66	10.0	8.0	Y
12	8	1	1,020.0	790.0	0.00		5.00	0.00	66	10.0	8.0	Y
13	9	1	1,100.0	700.0	0.00		5.00	0.00	66	10.0	8.0	Y
14	10	1	1,160.0	690.0	0.00		5.00	0.00	66	10.0	8.0	Y
15	11	1	1,210.0	700.0	0.00		5.00	0.00	66	10.0	8.0	Y
16	12	8	1,260.0	690.0	0.00		5.00	0.00	66	10.0	8.0	Y
17	13	1	1,730.0	710.0	0.00		5.00	0.00	66	10.0	8.0	Y
18	14	1	1,790.0	760.0	0.00		5.00	0.00	66	10.0	8.0	Y
19	15	1	1,810.0	830.0	0.00		5.00	0.00	66	10.0	8.0	Y
18A	16	1	2,020.0	785.0	0.00		5.00	0.00	66	10.0	8.0	Y
20	17	1	2,700.0	860.0	0.00		5.00	0.00	66	10.0	8.0	Y
21	18	1	2,720.0	800.0	0.00		5.00	0.00	66	10.0	8.0	Y
22	19	1	2,740.0	750.0	0.00		5.00	0.00	66	10.0	8.0	Y
23	20	1	2,800.0	720.0	0.00		5.00	0.00	66	10.0	8.0	Y
24	21	3	2,850.0	698.0	0.00		5.00	0.00	66	10.0	8.0	Y
25	22	4	2,940.0	690.0	0.00		5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

416561

26		23	1	3,120.0	698.0	0.00	5.00	0.00	66	10.0	8.0	Y
27		24	1	3,160.0	690.0	0.00	5.00	0.00	66	10.0	8.0	Y
28		25	2	3,200.0	698.0	0.00	5.00	0.00	66	10.0	8.0	Y
29		26	1	3,330.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y
30		27	1	3,390.0	750.0	0.00	5.00	0.00	66	10.0	8.0	Y
31		28	1	3,410.0	820.0	0.00	5.00	0.00	66	10.0	8.0	Y
32		29	1	1,810.0	410.0	0.00	5.00	0.00	66	10.0	8.0	Y
33		30	1	2,280.0	340.0	0.00	5.00	0.00	66	10.0	8.0	Y
34		31	1	4,910.0	180.0	0.00	5.00	0.00	66	10.0	8.0	Y
35		32	1	4,960.0	210.0	0.00	5.00	0.00	66	10.0	8.0	Y
36		33	1	5,300.0	130.0	0.00	5.00	0.00	66	10.0	8.0	Y
37		34	1	5,570.0	140.0	0.00	5.00	0.00	66	10.0	8.0	Y
38		35	1	7,000.0	280.0	0.00	5.00	0.00	66	10.0	8.0	Y
39		36	1	7,050.0	230.0	0.00	5.00	0.00	66	10.0	8.0	Y
40		37	1	7,500.0	350.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

416561

Build Foxridge to Linda

Roadway	Name	No.	Points											
			Segment			Autos			MTrucks			HTrucks		
			V	S	veh/hr	V	S	veh/hr	V	S	veh/hr	V	S	veh/hr
WB1	point1	1	795	50	23	50	50	8	50	50	0	0	0	0
	point2	2	795	50	23	50	50	8	50	50	0	0	0	0
	point3	3	795	50	23	50	50	8	50	50	0	0	0	0
	point13	13	795	50	23	50	50	8	50	50	0	0	0	0
	point4	4												
EB1	point6	6	795	50	23	50	50	8	50	50	0	0	0	0
	point7	7	795	50	23	50	50	8	50	50	0	0	0	0
	point8	8	795	50	23	50	50	8	50	50	0	0	0	0
	point12	12	795	50	23	50	50	8	50	50	0	0	0	0
	point9	9												
WB2	point14	14	795	50	23	50	50	8	50	50	0	0	0	0
	point15	15	795	50	23	50	50	8	50	50	0	0	0	0
	point16	16	795	50	23	50	50	8	50	50	0	0	0	0
	point17	17	795	50	23	50	50	8	50	50	0	0	0	0
	point18	18												
EB2	point19	19	795	50	23	50	50	8	50	50	0	0	0	0
	point20	20	795	50	23	50	50	8	50	50	0	0	0	0
	point21	21	795	50	23	50	50	8	50	50	0	0	0	0
	point22	22	795	50	23	50	50	8	50	50	0	0	0	0
	point23	23												

INPUT: ROADWAYS

416561

FDOT

RMR

9 June 2008

TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

RUN:

416561

Build Foxridge to Linda

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

Roadway		Points										
Name	Width	Name	No.	Coordinates (pavement)			Flow Control		Segment	On		
	ft			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	Struct?	
				ft	ft	ft		mph	%			
WB1		point1	1	-1,000.0		560.0			0.00			Average
	12.0	point2	2	510.0		580.0			0.00			Average
		point3	3	1,260.0		610.0			0.00			Average
		point13	13	2,000.0		610.0			0.00			Average
		point4	4	13,000.0		610.0			0.00			Average
EB1		point6	6	-1,000.0		500.0			0.00			Average
	12.0	point7	7	510.0		530.0			0.00			Average
		point8	8	1,260.0		550.0			0.00			Average
		point12	12	2,000.0		550.0			0.00			Average
		point9	9	13,000.0		550.0			0.00			Average
WB2		point14	14	-1,000.0		548.0			0.00			Average
	12.0	point15	15	510.0		568.0			0.00			Average
		point16	16	1,260.0		598.0			0.00			Average
		point17	17	2,000.0		598.0			0.00			Average
		point18	18	13,000.0		598.0			0.00			Average
EB2		point19	19	-1,000.0		488.0			0.00			Average
	12.0	point20	20	510.0		518.0			0.00			Average
		point21	21	1,260.0		538.0			0.00			Average
		point22	22	2,000.0		538.0			0.00			Average
		point23	23	13,000.0		538.0			0.00			Average

INPUT: BARRIERS

416561

FDOT
RMR
9 June 2008
TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: 416561

RUN: Build Foxridge to Linda

Barrier										Points									
Name	Type	Height		Max	If Wall \$ per Unit Area	If Berm \$ per Unit Vol.	Top Width	Run:Rise	Add'tnl \$ per Unit Length	Name	No.	Coordinates (bottom)			Height at Point	Segment		On struct?	Important Reflec- tions?
		Min	ft									X	Y	Z		Incr- ment	#Up	#Dn	
Barrier1	W	0.00	99.99	0.00					0.00	point1	1	450.0	660.0	0.00	5.50	0.00	0	0	
										point2	2	680.0	660.0	0.00	5.50	0.00	0	0	
										point3	3	790.0	760.0	0.00	5.50	0.00	0	0	
										point4	4	790.0	1,010.0	0.00	5.50				
Barrier2	W	0.00	99.99	0.00					0.00	point5	5	990.0	860.0	0.00	5.50	0.00	0	0	
										point6	6	995.0	770.0	0.00	5.50	0.00	0	0	
										point7	7	1,030.0	670.0	0.00	5.50	0.00	0	0	
										point8	8	1,730.0	670.0	0.00	5.50	0.00	0	0	
										point9	9	1,820.0	750.0	0.00	5.50				

INPUT: GROUND ZONES

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: GROUND ZONES

PROJECT/CONTRACT:

416561

Build Foxridge to Linda

RUN:

Ground Zone					
Name	Type	Flow Resistivity cgs rayls	Points		
			No.	Coordinates	
				X	Y
				ft	ft
Ground Zone1	Water	20000	1	920.0	840.0
			2	920.0	690.0
			3	1,000.0	690.0
			4	1,000.0	720.0
			5	970.0	770.0
			6	970.0	840.0
Ground Zone2	Water	20000	7	3,430.0	710.0
			8	3,430.0	730.0
			9	3,480.0	850.0
			10	3,480.0	1,020.0
			11	3,570.0	1,020.0
			12	3,560.0	700.0
Ground Zone3	Water	20000	13	3,610.0	720.0
			14	3,610.0	850.0
			15	3,630.0	960.0
			16	3,700.0	940.0
			17	3,840.0	940.0
			18	3,870.0	840.0
			19	3,820.0	780.0
			20	3,710.0	770.0
			21	3,720.0	700.0

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

SR 54/ 416561
Build from Linda Ave to Morris Bridge
INPUT HEIGHTS

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	With Barrier		Noise Reduction	
				Calculated	Crit'n	Calculated	Crit'n		Calculated	LAeq1h	Calculated	Goal
				dBA	dBA	dB	dBA		dB	dBA	dB	Calculated minus Goal
41	1	1	0.0	66.0	66.0	66.0	66	10	66.0	66.0	0.0	8
42	2	1	0.0	66.2	66.2	66.2	66	10	66.2	66.2	0.0	8
43	3	1	0.0	66.5	66.5	66.5	66	10	66.5	66.5	0.0	8
44	4	1	0.0	66.8	66.8	66.8	66	10	66.8	66.8	0.0	8
45	5	1	0.0	64.0	64.0	64.0	66	10	64.0	64.0	0.0	8
46	6	1	0.0	61.1	61.1	61.1	66	10	61.1	61.1	0.0	8
47	7	1	0.0	62.0	62.0	62.0	66	10	62.0	62.0	0.0	8
48	8	1	0.0	65.3	65.3	65.3	66	10	65.3	65.3	0.0	8
49	9	1	0.0	59.1	59.1	59.1	66	10	59.1	59.1	0.0	8
50	10	1	0.0	59.6	59.6	59.6	66	10	59.6	59.6	0.0	8
51	11	1	0.0	61.4	61.4	61.4	66	10	61.4	61.4	0.0	8
52	12	1	0.0	56.5	56.5	56.5	66	10	56.5	56.5	0.0	8
53	13	1	0.0	62.2	62.2	62.2	66	10	62.2	62.2	0.0	8
54	14	1	0.0	60.8	60.8	60.8	66	10	60.8	60.8	0.0	8
55	15	1	0.0	57.2	57.2	57.2	66	10	57.2	57.2	0.0	8
56	16	2	0.0	55.7	55.7	55.7	66	10	55.7	55.7	0.0	8
57	17	1	0.0	62.7	62.7	62.7	66	10	62.7	62.7	0.0	8
58	18	1	0.0	54.9	54.9	54.9	66	10	54.9	54.9	0.0	8
59	19	1	0.0	61.4	61.4	61.4	66	10	61.4	61.4	0.0	8
60	20	1	0.0	61.1	61.1	61.1	66	10	61.1	61.1	0.0	8
61	21	1	0.0	55.9	55.9	55.9	66	10	55.9	55.9	0.0	8
62	22	1	0.0	55.6	55.6	55.6	66	10	55.6	55.6	0.0	8
63	23	9	0.0	68.1	68.1	68.1	66	10	68.1	68.1	0.0	8

RESULTS: SOUND LEVELS

SR 64/ 416561

64	24	7	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
65	25	6	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
66	27	8	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
Dwelling Units												
				# DUs		Noise Reduction						
						Min	Avg	Max				
						dB	dB	dB				
All Selected				53		0.0	0.0	0.0	0.0			
All Impacted				13		0.0	0.0	0.0	0.0			
All that meet NR Goal				0		0.0	0.0	0.0	0.0			

INPUT: RECEIVERS

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

SR 54/ 416561

RUN:

Build from Linda Ave to Morris Bridge

Receiver																			
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria					Active In Calc.							
							X	Y	Z	ft	ft		dBA	dBA	Sub'i	NR Goal			
			ft	ft	dBA												dBA	Sub'i	NR Goal
41	1	1	7,800.0	460.0	0.00	5.00	0.00	66	10.0	8.0	Y								
42	2	1	7,830.0	460.0	0.00	5.00	0.00	66	10.0	8.0	Y								
43	3	1	7,860.0	465.0	0.00	5.00	0.00	66	10.0	8.0	Y								
44	4	1	7,900.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y								
45	5	1	8,000.0	440.0	0.00	5.00	0.00	66	10.0	8.0	Y								
46	6	1	8,000.0	390.0	0.00	5.00	0.00	66	10.0	8.0	Y								
47	7	1	8,060.0	400.0	0.00	5.00	0.00	66	10.0	8.0	Y								
48	8	1	8,100.0	455.0	0.00	5.00	0.00	66	10.0	8.0	Y								
49	9	1	9,750.0	770.0	0.00	5.00	0.00	66	10.0	8.0	Y								
50	10	1	9,430.0	370.0	0.00	5.00	0.00	66	10.0	8.0	Y								
51	11	1	9,820.0	400.0	0.00	5.00	0.00	66	10.0	8.0	Y								
52	12	1	10,700.0	270.0	0.00	5.00	0.00	66	10.0	8.0	Y								
53	13	1	11,030.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y								
54	14	1	11,620.0	750.0	0.00	5.00	0.00	66	10.0	8.0	Y								
55	15	1	11,600.0	820.0	0.00	5.00	0.00	66	10.0	8.0	Y								
56	16	2	11,850.0	890.0	0.00	5.00	0.00	66	10.0	8.0	Y								
57	17	1	12,680.0	720.0	0.00	5.00	0.00	66	10.0	8.0	Y								
58	18	1	12,730.0	910.0	0.00	5.00	0.00	66	10.0	8.0	Y								
59	19	1	13,130.0	740.0	0.00	5.00	0.00	66	10.0	8.0	Y								
60	20	1	13,360.0	390.0	0.00	5.00	0.00	66	10.0	8.0	Y								
61	21	1	13,580.0	250.0	0.00	5.00	0.00	66	10.0	8.0	Y								
62	22	1	14,160.0	230.0	0.00	5.00	0.00	66	10.0	8.0	Y								

INPUT: RECEIVERS

SR 54/ 416561

63		23	9	15,140.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
64		24	7	15,140.0	430.0	0.00	5.00	0.00	66	10.0	8.0	Y
65		25	6	15,140.0	370.0	0.00	5.00	0.00	66	10.0	8.0	Y
66		27	8	14,860.0	390.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: TRAFFIC FOR LAeq1h Volumes

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

SR 54/ 416561

RUN:

Build from Linda Ave to Morris Bridge

Roadway		Points													
Name		No.		Segment											
				Autos		MTrucks		HTrucks		Buses		Motorcycles			
				V	S	V	S	V	S	V	S	V	S		
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph		
WB1	point1	1	735	45	21	45	7	45	0	0	0	0	0		
	point2	2	735	45	21	45	7	45	0	0	0	0	0		
	point12	12	735	45	21	45	7	45	0	0	0	0	0		
	point13	13	735	45	21	45	7	45	0	0	0	0	0		
	point14	14													
WB2	point4	4	735	45	21	45	7	45	0	0	0	0	0		
	point5	5	735	45	21	45	7	45	0	0	0	0	0		
	point15	15	735	45	21	45	7	45	0	0	0	0	0		
	point16	16	735	45	21	45	7	45	0	0	0	0	0		
	point17	17													
EB1	point7	7	735	45	21	45	7	45	0	0	0	0	0		
	point8	8	735	45	21	45	7	45	0	0	0	0	0		
	point18	18	735	45	21	45	7	45	0	0	0	0	0		
	point19	19	735	45	21	45	7	45	0	0	0	0	0		
	point20	20													
EB2	point9	9	735	45	21	45	7	45	0	0	0	0	0		
	point10	10	735	45	21	45	7	45	0	0	0	0	0		
	point11	11	735	45	21	45	7	45	0	0	0	0	0		
	point21	21	735	45	21	45	7	45	0	0	0	0	0		
	point22	22													

INPUT: ROADWAYS

SR 54/ 416561

FDOT

RMR

9 June 2008

TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

SR 54/ 416561

Build from Linda Ave to Morris Bridge

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

RUN:

Roadway Name		Points													
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment					
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?				
	ft			ft	ft	ft			mph	%					
WB1	12.0	point1	1	1,000.0		550.0	0.00					Average			
		point2	2	9,000.0		540.0	0.00					Average			
		point12	12	9,890.0		530.0	0.00					Average			
		point13	13	15,000.0		530.0	0.00					Average			
		point14	14	20,000.0		530.0	0.00								
WB2	12.0	point4	4	1,000.0		562.0	0.00					Average			
		point5	5	9,000.0		552.0	0.00					Average			
		point15	15	9,890.0		542.0	0.00					Average			
		point16	16	15,000.0		542.0	0.00					Average			
		point17	17	20,000.0		542.0	0.00								
EB1	12.0	point7	7	1,000.0		600.0	0.00					Average			
		point8	8	9,000.0		590.0	0.00					Average			
		point18	18	9,890.0		580.0	0.00					Average			
		point19	19	15,000.0		580.0	0.00					Average			
		point20	20	20,000.0		580.0	0.00								
EB2	12.0	point9	9	1,000.0		612.0	0.00					Average			
		point10	10	9,000.0		602.0	0.00					Average			
		point11	11	9,890.0		592.0	0.00					Average			
		point21	21	15,000.0		592.0	0.00					Average			
		point22	22	20,000.0		592.0	0.00								

RESULTS: SOUND LEVELS

416561

fdot
RMR

9 June 2008
TNM 2.5
Calculated with TNM 2.6

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

BUILD E of Morris Bridge Rd

RUN:

INPUT HEIGHTS

BARRIER DESIGN:

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver											
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		LAeq1h Calculated	Noise Reduction Calculated	Goal
				dBA	dBA	dB	dB		dBA	dB	dB
67	1	2	0.0	68.3	66	68.3	10	Snd Lvl	61.6	6.7	8
1	2	1	0.0	68.1	66	68.1	10	Snd Lvl	65.8	2.3	8
1a	3	0	0.0	64.5	66	64.5	10	---	62.7	1.8	8
2	4	1	0.0	68.1	66	68.1	10	Snd Lvl	61.8	6.3	8
2a	5	0	0.0	64.8	66	64.8	10	---	61.4	3.4	8
68	8	1	0.0	68.1	66	68.1	10	Snd Lvl	68.0	0.1	8
69	9	1	0.0	65.2	66	65.2	10	---	65.2	0.0	8
70	10	1	0.0	61.4	66	61.4	10	---	61.4	0.0	8
71	11	1	0.0	60.9	66	60.9	10	---	60.9	0.0	8
72	12	1	0.0	57.0	66	57.0	10	---	57.0	0.0	8
Dwelling Units		# DUs		Noise Reduction							
				Min	Avg	Max					
				dB	dB	dB					
All Selected		9		0.0	2.1	6.7					
All Impacted		5		0.1	3.8	6.7					
All that meet NR Goal		0		0.0	0.0	0.0					

INPUT: RECEIVERS

416561

fdot

RMR

9 June 2008

TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

416561

RUN:

Build E of Morris Bridge Rd

Receiver

Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active In Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dB	dB	dB	dB	
67	1	2	15,800.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
1	2	1	15,680.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
1a	3	0	15,680.0	440.0	0.00	5.00	0.00	66	10.0	8.0	Y
2	4	1	15,810.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
2a	5	0	15,810.0	440.0	0.00	5.00	0.00	66	10.0	8.0	Y
68	8	1	15,950.0	470.0	0.00	5.00	0.00	66	10.0	8.0	Y
69	9	1	16,160.0	450.0	0.00	5.00	0.00	66	10.0	8.0	Y
70	10	1	16,640.0	520.0	0.00	5.00	0.00	66	10.0	8.0	Y
71	11	1	16,680.0	530.0	0.00	5.00	0.00	66	10.0	8.0	Y
72	12	1	16,820.0	480.0	0.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

416561

fdot
RMR9 June 2008
TNM 2.5

INPUT: ROADWAYS

PROJECT/CONTRACT:

RUN:

416561

Build E of Morris Bridge Rd

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

Roadway	Points										Flow Control				Segment	
	Name	No.	Coordinates (pavement)			Z		Control Device		Speed Constraint		Percent Vehicles Affected		Pvmt Type		On Struct?
	Width		X	Y		ft	ft			mph		%				
EB1	12.0	point1	1	12,000.0		530.0					0.00				Average	
		point2	2	15,540.0		530.0					0.00				Average	
		point3	3	16,000.0		530.0					0.00				Average	
		point4	4	16,250.0		540.0					0.00				Average	
		point5	5	16,500.0		610.0					0.00				Average	
		point6	6	16,900.0		820.0					0.00				Average	
		point7	7	17,200.0		1,000.0					0.00				Average	
WB1		point15	15	20,000.0		1,000.0					0.00					
	12.0	point8	8	12,000.0		580.0					0.00				Average	
		point9	9	15,540.0		580.0					0.00				Average	
		point10	10	16,000.0		580.0					0.00				Average	
		point11	11	16,250.0		590.0					0.00				Average	
		point12	12	16,500.0		660.0					0.00				Average	
		point13	13	16,900.0		832.0					0.00				Average	
EB2		point15	16	17,200.0		1,012.0					0.00				Average	
		point14	14	20,000.0		1,012.0					0.00					
	12.0	point17	17	12,000.0		542.0					0.00				Average	
		point18	18	15,540.0		542.0					0.00				Average	
		point19	19	16,000.0		542.0					0.00				Average	
		point20	20	16,250.0		552.0					0.00				Average	
		point21	21	16,500.0		622.0					0.00					
WB2		point25	25	12,000.0		592.0					0.00				Average	
	12.0	point26	26	15,540.0		592.0					0.00				Average	
		point27	27	16,000.0		592.0					0.00				Average	
		point28	28	16,250.0		602.0					0.00				Average	

U:\TNM JOBS\416561\Build E of MBR

INPUT: ROADWAYS						416561									
			point29	29	16,500.0	672.0	0.00								

9 June 2008

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

9 June 2008
RMR
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

416561
Build E of Morris Bridge Rd

Roadway		Points													
Name	No.	Segment													
		Autos		MTrucks		HTrucks		Buses		Motorcycles					
		V	S	V	S	V	S	V	S	V	S				
		veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB1	point1	1	735	45	21	45	7	45	0	0	0	0	0	0	0
	point2	2	735	45	21	45	7	45	0	0	0	0	0	0	0
	point3	3	735	45	21	45	7	45	0	0	0	0	0	0	0
	point4	4	735	45	21	45	7	45	0	0	0	0	0	0	0
	point5	5	1470	45	42	45	14	45	0	0	0	0	0	0	0
	point6	6	1470	45	42	45	14	45	0	0	0	0	0	0	0
	point7	7	735	45	21	45	7	45	0	0	0	0	0	0	0
WB1	point15	15													
	point8	8	735	45	21	45	7	45	0	0	0	0	0	0	0
	point9	9	735	45	21	45	7	45	0	0	0	0	0	0	0
	point10	10	735	45	21	45	7	45	0	0	0	0	0	0	0
	point11	11	735	45	21	45	7	45	0	0	0	0	0	0	0
	point12	12	1470	45	22	45	14	45	0	0	0	0	0	0	0
	point13	13	1470	45	22	45	14	45	0	0	0	0	0	0	0
EB2	point15	16	1470	45	22	45	14	45	0	0	0	0	0	0	0
	point14	14													
	point17	17	735	45	21	45	7	45	0	0	0	0	0	0	0
	point18	18	735	45	21	45	7	45	0	0	0	0	0	0	0
	point19	19	735	45	21	45	7	45	0	0	0	0	0	0	0
	point20	20	735	45	21	45	7	45	0	0	0	0	0	0	0
	point21	21													
WB2	point25	25	735	45	21	45	7	45	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

416561

point26	26	735	45	21	45	7	45	0	0	0	0
point27	27	735	45	21	45	7	45	0	0	0	0
point28	28	735	45	21	45	7	45	0	0	0	0
point29	29										

APPENDIX D

TNM Barrier Analysis

INPUT: TRAFFIC FOR LAeq1h Volumes

SR 54 New River Twosp 2:40-2:50

FDOT

21 April 2008

mmr

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

SR 54 New River Twosp 2:40-2:50

RUN:

416561

Roadway		Points													
Name		No.	Segment	Autos				MTrucks				HTrucks			
				V		S		V		S		V		S	
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
WB				point2	2	624	47	30	47	36	47	24	47	0	0
				point1	1										
EB				point3	3	744	47	30	47	36	47	18	47	0	0
				point4	4										

INPUT: BARRIERS

416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: 416561

RUN: wall at white bay circle

Barrier														Points									
Name	Type	Height		Max	If Wall		If Berm		Add'tnl \$ per Unit Length	Name	No.	Coordinates (bottom)			Height at Point		Segment			Important Reflec-tions?			
		Min	ft		\$ per Unit Area	\$ per Unit Vol.	Top Width	Run:Rise				X	Y	Z	ft	ft	ft	Incre-ment	#Up		#Dn	On Struct?	
Barrier3	W	8.00	99.99	0.00					0.00	point12	12	2,700.0	660.0	0.00	8.00	2.00	4	0					
										point13	13	2,720.0	660.0	0.00	8.00	2.00	4	0					
										point14	14	2,740.0	660.0	0.00	8.00	2.00	4	0					
										point24	24	2,760.0	660.0	0.00	8.00	2.00	4	0					
										point15	15	2,780.0	660.0	0.00	8.00	2.00	4	0					
										point25	25	2,800.0	660.0	0.00	8.00	2.00	4	0					
										point16	16	2,820.0	660.0	0.00	8.00	2.00	4	0					
										point30	30	3,200.0	660.0	0.00	8.00	2.00	4	0					
										point29	29	3,250.0	660.0	0.00	8.00	2.00	4	0					
										point28	28	3,300.0	660.0	0.00	8.00	2.00	4	0					
										point27	27	3,350.0	660.0	0.00	8.00	2.00	4	0					

8' wall

RESULTS: SOUND LEVELS

416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

RUN:

wall at new river lakes

BARRIER DESIGN:

white bay circle wall

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver		No Barrier										With Barrier			
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing			Type Impact	Calculated LAeq1h	Noise Reduction		Calculated minus Goal		
				Calculated	Crit'n	Calculated	Crit'n	Sub'l Inc			Calculated	Goal			
			dBA	dBA	dBA		dB			dBA	dB	dB			
30		27	1	0.0	62.5	66	62.5	10	----	61.8	0.7	8	-7.3		
29		26	1	0.0	65.5	66	65.5	10	----	62.8	2.7	8	-5.3		
28A		40	0	0.0	63.2	66	63.2	10	----	60.1	3.1	8	-4.9		
28.1		41	1	0.0	66.7	66	66.7	10	Snd Lvl	61.5	5.2	8	-2.8		
28		25	1	0.0	66.7	66	66.7	10	Snd Lvl	60.8	5.9	8	-2.1		
26		23	1	0.0	66.7	66	66.7	10	Snd Lvl	60.6	6.1	8	-1.9		
24		21	3	0.0	66.6	66	66.6	10	Snd Lvl	60.7	5.9	8	-2.1		
24A		39	0	0.0	62.6	66	62.6	10	----	59.8	2.8	8	-5.2		
23		20	1	0.0	65.1	66	65.1	10	----	60.4	4.7	8	-3.3		
25		22	4	0.0	67.2	66	67.2	10	Snd Lvl	60.4	6.8	8	-1.2		
27		24	1	0.0	67.2	66	67.2	10	Snd Lvl	60.2	7.0	8	-1.0		

Dwelling Units		# DUs			Noise Reduction		
		Min	Avg	Max	Min	Avg	Max
		dB	dB	dB	dB	dB	dB
All Selected		14	0.7	4.6	7.0		
All Impacted		11	5.2	6.1	7.0		
All that meet NR Goal		0	0.0	0.0	0.0		

RESULTS: SOUND LEVELS

416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

416561

wall at new river lakes
white bay circle wall

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver		With Barrier									
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	Calculated		Calculated minus Goal
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		LAeq1h Calculated	Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB
30	27	1	0.0	62.5	66	62.5	10	---	61.6	0.9	8
29	26	1	0.0	65.5	66	65.5	10	---	62.3	3.2	8
28A	40	0	0.0	63.2	66	63.2	10	---	59.2	4.0	8
28.1	41	1	0.0	66.7	66	66.7	10	Snd Lvl	60.4	6.3	8
28	25	1	0.0	66.7	66	66.7	10	Snd Lvl	59.3	7.4	8
26	23	1	0.0	66.7	66	66.7	10	Snd Lvl	59.0	7.7	8
24	21	3	0.0	66.6	66	66.6	10	Snd Lvl	59.2	7.4	8
24A	39	0	0.0	62.6	66	62.6	10	---	58.8	3.8	8
23	20	1	0.0	65.1	66	65.1	10	---	59.2	5.9	8
25	22	4	0.0	67.2	66	67.2	10	Snd Lvl	59.0	8.2	8
27	24	1	0.0	67.2	66	67.2	10	Snd Lvl	58.8	8.4	8

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	14	0.9	5.7	8.4
All Impacted	11	6.3	7.6	8.4
All that meet NR Goal	5	8.2	8.3	8.4

10' wall

RESULTS: SOUND LEVELS

416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

RUN:
BARRIER DESIGN:
wall at new river lakes
white bay circle wall

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver											
Name	No.	#DUs	Existing		No Barrier		With Barrier		Type		Calculated minus Goal
			LAeq1h	Crit'n	LAeq1h	Crit'n	LAeq1h	Crit'n	Impact	Goal	
			dBA		dBA		dBA				dB
30	27	1	0.0	66	62.5	66	62.5	10	---	1.1	8
29	26	1	0.0	66	65.5	66	65.5	10	---	3.4	8
28A	40	0	0.0	66	63.2	66	63.2	10	---	4.5	8
28.1	41	1	0.0	66	66.7	66	66.7	10	Snd Lvl	6.9	8
28	25	1	0.0	66	66.7	66	66.7	10	Snd Lvl	8.3	8
28	23	1	0.0	66	66.7	66	66.7	10	Snd Lvl	8.7	8
24	21	3	0.0	66	66.6	66	66.6	10	Snd Lvl	8.4	8
24A	39	0	0.0	66	62.6	66	62.6	10	---	4.3	8
23	20	1	0.0	66	65.1	66	65.1	10	---	6.5	8
25	22	4	0.0	66	67.2	66	67.2	10	Snd Lvl	9.1	8
27	24	1	0.0	66	67.2	66	67.2	10	Snd Lvl	9.3	8

Dwelling Units

	# DUs	Noise Reduction	
		Min	Max
		dB	dB
All Selected	14	1.1	9.3
All Impacted	11	6.9	9.3
All that meet NR Goal	10	8.3	9.3

121 wall

RESULTS: SOUND LEVELS

416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.6

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

416561

RUN:
BARRIER DESIGN:

wall at new river lakes
white bay circle wall

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver														
Name	No.	#DUs	Existing		No Barrier		With Barrier							
			LAeq1h	dBA	LAeq1h	dBA	Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction			
							Calculated	Crit'n			Calculated	Crit'n Sub'l Inc	Calculated	Goal
30		27	1	0.0	62.5	66	62.5	66	62.5	10	61.4	1.1	8	-6.9
29		26	1	0.0	65.5	66	65.5	66	65.5	10	61.9	3.6	8	-4.4
28A		40	0	0.0	63.2	66	63.2	66	63.2	10	58.3	4.9	8	-3.1
28.1		41	1	0.0	66.7	66	66.7	66	66.7	10	59.3	7.4	8	-0.6
28		25	1	0.0	66.7	66	66.7	66	66.7	10	57.7	9.0	8	1.0
26		23	1	0.0	66.7	66	66.7	66	66.7	10	57.2	9.5	8	1.5
24		21	3	0.0	66.6	66	66.6	66	66.6	10	57.5	9.1	8	1.1
24A		39	0	0.0	62.6	66	62.6	66	62.6	10	57.9	4.7	8	-3.3
23		20	1	0.0	65.1	66	65.1	66	65.1	10	58.1	7.0	8	-1.0
25		22	4	0.0	67.2	66	67.2	66	67.2	10	57.2	10.0	8	2.0
27		24	1	0.0	67.2	66	67.2	66	67.2	10	56.9	10.3	8	2.3

Dwelling Units	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	14	1.1	7.0	10.3
All Impacted	11	7.4	9.2	10.3
All that meet NR Goal	10	9.0	9.6	10.3

14' wall

RESULTS: SOUND LEVELS

416561

16' wall

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

ATMOSPHERICS:

416561

wall at new river lakes
white bay circle wall

68 deg F, 50% RH

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

Receiver													
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	With Barrier		Noise Reduction		Calculated minus Goal
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		LAeq1h Calculated	dBA	Calculated	Goal	
			dBA	dBA	dBA	dB	dB	dB	dBA	dB	dB	dB	
30		27	1	0.0	62.5	66	62.5	10	-----	61.3	1.2	8	-6.8
29		26	1	0.0	65.5	66	65.5	10	-----	61.8	3.7	8	-4.3
28A		40	0	0.0	63.2	66	63.2	10	-----	58.1	5.1	8	-2.9
28.1		41	1	0.0	66.7	66	66.7	10	Snd Lvl	58.9	7.8	8	-0.2
28		25	1	0.0	66.7	66	66.7	10	Snd Lvl	57.0	9.7	8	1.7
26		23	1	0.0	66.7	66	66.7	10	Snd Lvl	56.4	10.3	8	2.3
24		21	3	0.0	66.6	66	66.6	10	Snd Lvl	56.8	9.8	8	1.8
24A		39	0	0.0	62.6	66	62.6	10	-----	57.6	5.0	8	-3.0
23		20	1	0.0	65.1	66	65.1	10	-----	57.7	7.4	8	-0.6
25		22	4	0.0	67.2	66	67.2	10	Snd Lvl	56.4	10.8	8	2.8
27		24	1	0.0	67.2	66	67.2	10	Snd Lvl	56.1	11.1	8	3.1
Dwelling Units													
		# DUs	Noise Reduction										
			Min dB	Avg dB	Max dB								
All Selected		14	1.2	7.4	11.1								
All Impacted		11	7.8	9.9	11.1								
All that meet NR Goal		10	9.7	10.3	11.1								

INPUT: BARRIERS

SR 54/ 416561

FDOT
RMR

9 June 2008
TNM 2.5

INPUT: BARRIERS

PROJECT/CONTRACT: SR 54/ 416561

BUILD from Linda Ave to Morris Bridge

RUN:

Barrier Name	Type	Height		If Wall	If Berm	Run: Rise		Add'l Unit Length	Coordinates (bottom)			Height at Point	Segment		Important Reflections?
		Min	Max	\$ per Unit Area	\$ per Unit Vol.	Top Width	ft:ft		X	Y	Z		Incr- ment	#Up #Dn	
		ft	ft	\$/sq ft	\$/cu yd	ft	ft:ft	\$/ft	ft	ft	ft	ft	ft		
Barrier1	W	0.00	99.99	0.00				0.00	1	7,700.0	510.0	0.00	2.00	6	0
									2	7,720.0	510.0	0.00	2.00	6	0
									3	7,740.0	510.0	0.00	2.00	6	0
									4	7,760.0	510.0	0.00	2.00	6	0
									5	7,780.0	510.0	0.00	2.00	6	0
									6	7,900.0	510.0	0.00	2.00	6	0
									7	7,920.0	510.0	0.00	2.00	6	0
									8	7,940.0	510.0	0.00	2.00	6	0
									9	7,960.0	510.0	0.00	2.00	6	0
									10	7,980.0	510.0	0.00	2.00	6	0
									11	8,000.0	510.0	0.00	2.00	6	0

RESULTS: SOUND LEVELS

SR 64/ 416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

ATMOSPHERICS:

SR 64/ 416561

Build from Linda Ave to Morris Bridge
River Haven MHP

68 deg F, 50% RH

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

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing			Type Impact	With Barrier		Calculated minus Goal dB
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	LAeq1h Calculated		Noise Reduction Calculated Goal		
			dBA	dBA	dBA	dB	dB	dB		dBA	dB	dB

8' wall

RESULTS: SOUND LEVELS

SR 54/ 416561

12' wall

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

RUN:

BARRIER DESIGN:

SR 54/ 416561

Build from Linda Ave to Morris Bridge
River Haven MHP

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier			With Barrier			Calculated LAeq1h	Noise Reduction		Calculated minus Goal
				LAeq1h		Type Impact	Calculated	dB	dB		Goal		
				Calculated	Crit'n							Increase over existing Calculated	
				dBA	dBA	dBA	dB	dB	dB	dB	dB	dB	
41		1	1	0.0	65.9	66	65.9	10	59.4	6.5	8	-1.5	
42		2	1	0.0	65.9	66	65.9	10	58.7	7.2	8	-0.8	
43		3	1	0.0	66.6	66	66.6	10	58.5	8.1	8	0.1	
44		4	1	0.0	66.9	66	66.9	10	59.0	7.9	8	-0.1	
41a		32	1	0.0	63.9	66	63.9	10	58.9	5.0	8	-3.0	
44a		33	1	0.0	63.9	66	63.9	10	58.7	5.2	8	-2.8	
Dwelling Units													
		# DUs	Noise Reduction										
			Min	Avg	Max								
All Selected		6	6	5.0	6.7	8.1							
All Impacted		2	2	7.9	8.0	8.1							
All that meet NR Goal		1	1	8.1	8.1	8.1							

RESULTS: SOUND LEVELS

SR 54/ 416561

14 wall

FDOT
RMR

19 May 2008
TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT:

Calculated with TNM 2.5

RUN:

SR 54/ 416561

Build from Linda Ave to Morris Bridge
River Haven MHP

BARRIER DESIGN:

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	With Barrier		Noise Reduction	
				LAeq1h Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated LAeq1h	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
41		1	1	0.0	65.9	66	65.9	10	59.0	6.9	8	-1.1
42		2	1	0.0	65.9	66	65.9	10	58.3	7.6	8	-0.4
43		3	1	0.0	66.6	66	66.6	10	57.9	8.7	8	0.7
44		4	1	0.0	66.9	66	66.9	10	58.5	8.4	8	0.4
41a		32	1	0.0	63.9	66	63.9	10	58.6	5.3	8	-2.7
44a		33	1	0.0	63.9	66	63.9	10	58.4	5.5	8	-2.5
Dwelling Units			# DUs		Noise Reduction							
					Min		Avg		Max			
					dB		dB		dB			
All Selected			6		5.3		7.1		8.7			
All Impacted			2		8.4		8.5		8.7			
All that meet NR Goal			2		8.4		8.5		8.7			

RESULTS: SOUND LEVELS

SR 54/ 416561

16' wall

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT:

SR 54/ 416561

BUILD from Linda Ave to Morris Bridge
River Haven MHP

BARRIER DESIGN:

ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		With Barrier				Calculated minus Goal dB	
				LAeq1h		Increase over existing		Type Impact	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated LAeq1h		Goal
			dBA	dBA	dBA	dB	dB	dBA	dB	dB	
41	1	1	0.0	65.9	66	65.9	10	----	58.7	7.2	8
42	2	1	0.0	65.9	66	65.9	10	----	57.9	8.0	8
43	3	1	0.0	66.6	66	66.6	10	Snd Lvl	57.8	9.0	8
44	4	1	0.0	66.9	66	66.9	10	Snd Lvl	58.2	8.7	8
41a	32	1	0.0	63.9	66	63.9	10	-----	58.4	5.5	8
44a	33	1	0.0	63.9	66	63.9	10	-----	58.2	5.7	8
Dwelling Units											
			# DUs		Noise Reduction						
			Min	Avg	Max						
			dB	dB	dB						
All Selected			6	5.5	7.4	9.0					
All Impacted			2	8.7	8.9	9.0					
All that meet NR Goal			3	8.0	8.6	9.0					

INPUT: BARRIERS

SR 54/ 416561

9 June 2008
TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT:

SR 54/ 416561

BUILD from Linda Ave to Morris Bridge

RUN:

Barrier										Points									
Name	Type	Height		Max	If Wall	\$ per Unit Area	If Berm	\$ per Unit Vol.	Top Width	Run: Rise	Add'l Length	\$ per Unit	Coordinates (bottom)			Height at Point	Segment		Important Reflections?
		Min	ft										X	Y	Z		Incr- ment	#Up #Dn	
Barrier4	W	0.00	ft	99.99		\$/sq ft		\$/cu yd	ft	ft:ft	\$/ft		ft	ft	ft	ft	ft		
													15,060.0	490.0	0.00	8.00	2.00	4	0
													15,190.0	490.0	0.00	8.00	2.00	4	0
													15,200.0	470.0	0.00	8.00			

8' wall

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT
RMR

19 May 2008

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

Build from Linda Ave to Morris Bridge

BARRIER DESIGN:

8' Ralph's MHP

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver											
Name	No.	#DUs	Existing		No Barrier		With Barrier				
			LAeq1h	dBA	LAeq1h	Crit'n	Calculated	Increase over existing	Type Impact	Calculated LAeq1h	Noise Reduction
								Calculated	Crit'n Sub'l Inc		Calculated Goal
				dBA	dBA		dBA	dB	dB	dBA	dB
63	23	5	0.0	68.2	66	68.2	66	68.2	10	61.5	6.7
1	28	1	0.0	68.0	66	68.0	66	68.0	10	64.2	3.8
1a	29	0	0.0	64.5	66	64.5	66	64.5	10	62.4	2.1
2	30	1	0.0	68.0	66	68.0	66	68.0	10	62.5	5.5
3	34	1	0.0	68.1	66	68.1	66	68.1	10	65.6	2.5
3a	35	0	0.0	64.6	66	64.6	66	64.6	10	62.8	1.8
Dwelling Units											
# DUs			Noise Reduction								
			Min	Avg	Max						
			dB	dB	dB						
All Selected		8	1.8	3.7	6.7						
All Impacted		8	2.5	4.6	6.7						
All that meet NR Goal		0	0.0	0.0	0.0						

10' wall

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT

RMR

19 May 2008

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

BUILD from Linda Ave to Morris Bridge

8

RUN:

BARRIER DESIGN:

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		With Barrier				Calculated LAeq1h	Noise Reduction		Calculated minus Goal
				LAeq1h		Increase over existing		Type Impact	Calculated		Goal		
				Calculated	Crit'n	Calculated	Crit'n						
				dBA	dBA	dBA	dB	dB	dB		dB	dB	
63	23	5	0.0	68.2	66	68.2	10	Snd Lvl	60.7	7.5	8	-0.5	
1	28	1	0.0	68.0	66	68.0	10	Snd Lvl	63.9	4.1	8	-3.9	
1a	29	0	0.0	64.5	66	64.5	10	----	62.1	2.4	8	-5.6	
2	30	1	0.0	68.0	66	68.0	10	Snd Lvl	61.9	6.1	8	-1.9	
3	34	1	0.0	68.1	66	68.1	10	Snd Lvl	65.5	2.6	8	-5.4	
3a	35	0	0.0	64.6	66	64.6	10	----	62.5	2.1	8	-5.9	
Dwelling Units													
# DUs			Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected			8	2.1	4.1	7.5							
All Impacted			8	2.6	5.1	7.5							
All that meet NR Goal			0	0.0	0.0	0.0							

12' wall

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

RUN:

Build from Linda Ave to Morris Bridge

BARRIER DESIGN:

8

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver											
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB
				LAeq1h Calculated	Crit'n dBA	Calculated	Crit'n Sub'l Inc dB		LAeq1h Calculated	Noise Reduction Calculated	Goal
63	23	5	0.0	68.2	66	68.2	10	Snd Lvl	60.1	8.1	8
1	28	1	0.0	68.0	66	68.0	10	Snd Lvl	63.7	4.3	8
1a	29	0	0.0	64.5	66	64.5	10	---	61.9	2.6	8
2	30	1	0.0	68.0	66	68.0	10	Snd Lvl	61.4	6.6	8
3	34	1	0.0	68.1	66	68.1	10	Snd Lvl	65.4	2.7	8
3a	35	0	0.0	64.6	66	64.6	10	---	62.4	2.2	8
Dwelling Units											
# DUs			Noise Reduction								
			Min	Avg	Max						
			dB	dB	dB						
All Selected			8	2.2	4.4	8.1					
All Impacted			8	2.7	5.4	8.1					
All that meet NR Goal			5	8.1	8.1	8.1					

RESULTS: SOUND LEVELS

SR 54/ 416561

14' wall

FDOT

RMR

19 May 2008

TNM 2.5

Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

Build from Linda Ave to Morris Bridge

Ralph's TP

BARRIER DESIGN:

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		With Barrier							
				LAeq1h		Type Impact	Calculated LAeq1h	Noise Reduction					
				Calculated	Crit'n			Calculated	Crit'n Sub'l Inc	Calculated	Goal		
			dB	dBA	dB	dBA	dB	dBA	dB	dB	Calculated minus Goal	dB	
63		23	5	0.0	68.2	66	68.2	10	Snd Lvl	59.7	8.5	8	0.5
1		28	1	0.0	68.0	66	68.0	10	Snd Lvl	63.6	4.4	8	-3.6
1a		29	0	0.0	64.5	66	64.5	10	----	61.8	2.7	8	-5.3
2		30	1	0.0	68.0	66	68.0	10	Snd Lvl	61.2	6.8	8	-1.2
3		34	1	0.0	68.1	66	68.1	10	Snd Lvl	65.3	2.8	8	-5.2
3a		35	0	0.0	64.6	66	64.6	10	----	62.3	2.3	8	-5.7
Dwelling Units													
		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		8	2.3	4.6	8.5								
All Impacted		8	2.8	5.6	8.5								
All that meet NR Goal		5	8.5	8.5	8.5								

16' wall

RESULTS: SOUND LEVELS

SR 54/ 416561

FDOT
RMR

19 May 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

SR 54/ 416561

RUN:

Build from Linda Ave to Morris Bridge

BARRIER DESIGN:

8

ATMOSPHERICS:

68 deg F, 50% RH

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

Receiver																
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing				Type Impact	With Barrier		Calculated LAeq1h	Noise Reduction		Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n	dB	dBA		dB	dBA		Calculated	Goal	
			dBA	dBA	dBA											
63		23	5	0.0	68.2	66	68.2	66	68.2	10	Snd Lvl	59.4	8.8	8	0.8	
1		28	1	0.0	68.0	66	68.0	66	68.0	10	Snd Lvl	63.5	4.5	8	-3.5	
1a		29	0	0.0	64.5	66	64.5	66	64.5	10	----	61.7	2.8	8	-5.2	
2		30	1	0.0	68.0	66	68.0	66	68.0	10	Snd Lvl	61.0	7.0	8	-1.0	
3		34	1	0.0	68.1	66	68.1	66	68.1	10	Snd Lvl	65.2	2.9	8	-5.1	
3a		35	0	0.0	64.6	66	64.6	66	64.6	10	----	62.2	2.4	8	-5.6	
Dwelling Units																
		# DUs	Noise Reduction													
			Min	Avg	Max											
			dB	dB	dB											
All Selected			8	2.4	4.7	8.8										
All Impacted			8	2.9	5.8	8.8										
All that meet NR Goal			5	8.8	8.8	8.8										