Final Noise Study Report Update

US 301/SR 41 (Gall Blvd.) from SR 39 to South of CR 54

Work Program Item Segment No.: 256422-2

Project Development & Environment Study Update

Florida Department of Transportation
11201 North McKinley Drive
Tampa, Florida 33612

November 2012 (Cover Update)

NOISE STUDY REPORT UPDATE

US 301/SR 41 (GALL BLVD.) FROM SR 39 TO SOUTH OF CR 54 (EILAND BLVD.), PASCO COUNTY, FLORIDA

WPI Segment No.: 256422-2
FAP No.: N/A

Prepared for:

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

January 2012

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January 2012

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, Pasco County, and the City of Zephyrhills are working together to determine alternative roadway improvements to be considered in a Project Development and Environment (PD&E) Study Update for US 301/SR 41 (Gall Boulevard) in southeastern Pasco County. The study limits are from SR 39 to south of CR 54 (Eiland Blvd.), a distance of 2.6 miles. This Noise Study Report (NSR) Update was prepared as part of the PD&E Study Update and is as an update of the original NSR that was prepared in February 2000 as part of the US 301 PD&E Study. This NSR presents the traffic noise assessment for the 6th Street and US 301/SR 41 (Gall Blvd.) One- Way Pair Alternative (Alternative 1) and the 6th and 7th Street One-Way Pair Alternative (Alternative 2).

Noise Sensitive Sites

For Alternative 1, 128 noise sensitive sites were evaluated (e.g., residences, churches, etc.). For Alternative 2, 167 noise sensitive sites were evaluated.

Traffic Noise Levels

In the future, without the proposed improvements, the exterior traffic noise levels are predicted to range from 52.4 to 68.5 dB(A), and the interior traffic noise levels are predicted to range from 45.8 to 46.7 dB(A).

With the Alternative 1 improvements, exterior traffic noise levels are predicted to range from 51.7 to 72.4 dB(A)—decreases and increases from existing levels that range from -0.9 dB(A) to 11.3 dB(A). Interior traffic noise levels are predicted to range from 43.3 to 50.4 dB(A)—increases from existing levels that range from 1.2 to 8.3 dB(A). With Alternative 2, exterior traffic noise levels are predicted to range from 55.8 to 73.2 dB(A)—decreases and increases from existing levels that range from -0.4 to 12.3 dB(A). Interior traffic noise levels are predicted to range from 48.6 to 49.5 dB(A)--increases from existing levels ranging from 6.5 to 7.4 dB(A).

Based on the results of the analysis, traffic noise would not substantially exceed existing levels with either of the evaluated build alternatives. However, traffic noise levels are predicted to approach or exceed the NAC at 62 residences with Alternative 1 and 67 residences with Alternative 2. Notably, all but seven of the residences are affected under both alternatives, one residence is affected only with Alternative 1, and six residences are affected only with Alternative 2.

Noise Abatement Measures

The noise abatement measures considered for impacted residences were traffic management, alternative roadway alignment, property acquisition, and noise barriers. None of these measures were considered to be both feasible and reasonable to abate predicted impacts.

Construction Noise

Construction of the US 301 improvements would result in a temporary noise increase within the project area. The noise would be generated primarily from the heavy equipment used to haul materials and construct the improvements.

Noise Contours

To reduce the potential for additional noise-sensitive sites to be located within an area incompatible with traffic noise, noise contours were developed to illustrate the distance from the improved roadway edge at which a traffic noise level of 66 dB(A) would be expected to occur. A level of 66 dB approaches the FHWA's NAC for Activity Category B land uses which includes residences. The results of the analysis indicate that the noise contour would extend from 45 to 50 feet from the edge of the near travel lane with Alternative 1, and would extend from 40 to 55 feet with Alternative 2. It should be noted that these distances to not consider intervening structures which would reduce the predicted impact area. Regardless, local officials should not approve construction of any noise-sensitive site (e.g., residences, parks, churches, etc.) within the noise contour area.

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Note: Electronic versions of the Traffic Noise Model (TNM) input/output are available for review at the District Seven Office of the Florida Department of Transportation.

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INTRODUCTION

1.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT), District Seven, Pasco County, and the City of Zephyrhills are working together to determine alternative roadway improvements to be considered in a Project Development and Environment (PD&E) Study Update for US 301/SR 41 (Gall Blvd.) in southeastern Pasco County. The project location is illustrated on **Figure 1**. The study limits are from SR 39 to south of CR 54 (Eiland Blvd.) a distance of 2.6 miles.

The objective of this PD&E Study is to provide documented environmental and engineering analysis which will assist the FDOT and the Federal Highway Administration (FHWA) reach a decision on the type, conceptual design and location of the necessary improvements within the US 301 study corridor to safely and efficiently accommodate future travel demand. The PD&E Study Update also satisfies the requirements of the National Environmental Policy Act (NEPA) and other applicable federal requirements, in order for this project to qualify for federal-aid funding of its subsequent phases. The PD&E Study Update will compare alternatives based on a variety of parameters using a matrix format. This analytical process identifies the alternative that would have the least impact while providing the necessary improvements.

1.2 EXISTING FACILITY

The existing US 301 roadway is a two-lane, undivided rural road with four-foot paved shoulders from SR 39 to Geiger Road (North Avenue). North of Geiger Road, US 301 is a four-lane, divided rural road with four-foot paved shoulders. A one-way pair of roadways was created in 1996 by the City of Zephyrhills using 6th and 7th Streets as an alternate route to US 301. The couplet begins at A Avenue for northbound traffic on 7th Street and ends at Geiger Road, while southbound traffic on 6th Street begins at 15th Avenue and ends at A Avenue.

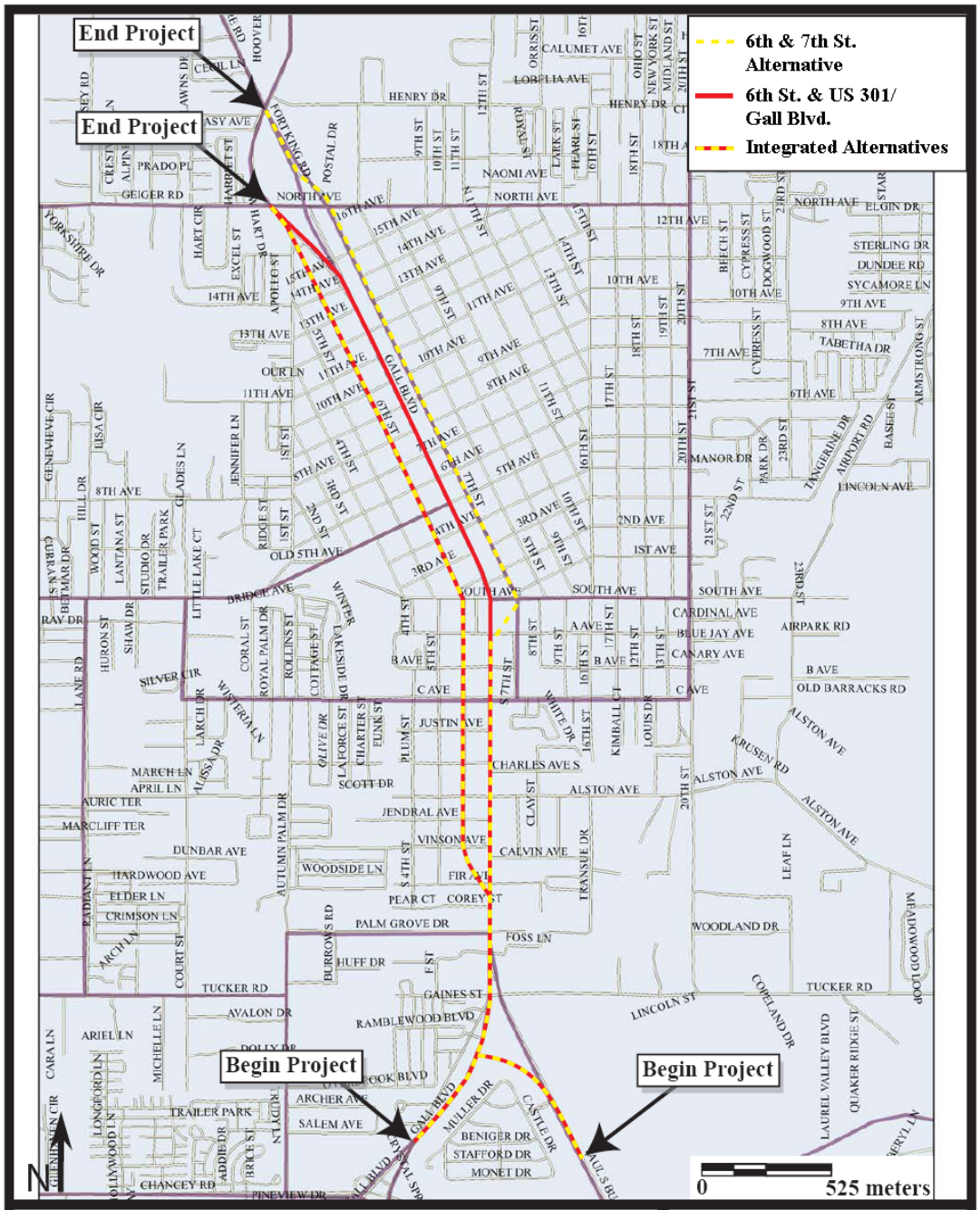


Figure 1. Project Location Map showing the Study Alternatives (Tiger 2008).

US 301/SR 41 (Gall Blvd.) from SR 39 to south of CR 54 Pasco County

1.3 PROJECT NEED

US 301 is a north-south arterial that spans the limits of eastern Pasco County and serves as a primary route connecting the cities of Zephyrhills and Dade City. A highway capacity analysis along the US 301 study corridor shows that only one of five southbound roadway segments on US 301 currently does not operate at the adopted Level of Service (LOS) standard D in either the AM or PM peak hours. All five northbound roadway segments operate at an acceptable LOS in both the AM and PM peak hours. All seven of the intersections studied along US 301 within the study corridor currently operate at an overall LOS D or better during both the AM and PM peak hours. Design year (2035) traffic projections show that if no improvements are made to US 301 unacceptable LOS (LOS E or worse) is projected on additional US 301 roadway segments (three of five northbound and four of five southbound) during the AM and/or the PM peak hours. Additionally, six of the seven study intersections will also operate at an unacceptable LOS during the AM and/or the PM peak hours.

The 2035 Cost Affordable Roadway Plan of the *Pasco County MPO Long Range Transportation Plan (LRTP)* identifies the conversion of US 301 from an existing two-lane undivided roadway to a one-way pair system. To provide an acceptable LOS in the design year three through lanes in one direction on each of the two roadways forming the one-way pair system are needed.

1.4 PROPOSED IMPROVEMENTS

The two proposed build alternatives consist of the 6th Street and US 301/SR 41 (Gall Blvd.) One-Way Pair Alternative (Alternative 1) and the 6th and 7th Street One-Way Pair Alternative (Alternative 2). Under the proposed 6th Street and US 301/SR 41 (Gall Blvd.) One-Way Pair Alternative, US 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Cory Street to Geiger Road (North Avenue). Sixth Street is extended south to Cory Street where it will join US 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue. Seventh Street remains unchanged as a one-way (northbound) roadway facility from A Avenue to Geiger Road.

Under the 6th Street and 7th Street One-Way Pair Alternative, US 301 is converted from a two-lane, two-way, undivided roadway facility to a one-way, three-lane (northbound) roadway from Cory Street to A Avenue where it will connect with 7th Street. Seventh Street is widened from a two-lane, one-way (northbound) to a three-lane, one-way (northbound) roadway facility from A Avenue to Fort King Road where it intersects with US 301. US 301/SR 41 (Gall Blvd.) remains as a two-lane, two-way, undivided roadway facility from A Avenue to south of Geiger Road. Sixth Street is extended south to Cory Street

where it will join US 301 and is widened from a two-lane, one-way (southbound) to a three-lane, one-way (southbound) roadway facility to 16th Avenue.

1.5 REPORT PURPOSE

This Noise Study Report (NSR) Update was prepared as part of the PD&E Study Update and is as an update of the original NSR that was prepared in February 2000 as part of the US 301 PD&E Study. The objectives of this NSR Update were to:

- identify noise sensitive sites adjacent to Alternative 1 and Alternative 2,
- evaluate future traffic noise level changes at the noise sensitive sites due to the proposed improvements to the roadway, and
- evaluate the need for, and effectiveness of, noise abatement measures.

In addition, noise contours were developed to identify potential future impacts. Noise contours indicate the distance from the roadway that traffic noise levels are predicted to approach, meet, or exceed the FHWA's Noise Abatement Criteria (NAC). **Table 1** presents the FHWA's NAC. As shown, the NAC vary based on the activities that occur at/on a property. This evaluation was prepared in general accordance with the FHWA Technical Advisory T 6640.8a, dated October 30, 1987, and with the FDOT PD&E Manual Part 2, Chapter 17, April 18, 2007.

Table 1
Federal Highway Administration's Noise Abatement Criteria

Activity Category	Description	Noise Abatement Criteria, Leq(h) dB(A)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	57 (Exterior)
B	Picnic area, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (Exterior)
C	Developed lands, properties or activities not included in Categories A or B above.	72 (Exterior)
D	Undeveloped lands.	N/A
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)

Source: Code of Federal Regulations, Title 23, Part 772
Leq(h) - values that contain the same amount of acoustic energy as a time-varying sound level over a period of one-hour.

SECTION 2
PROPOSED IMPROVEMENTS

2.1 EXISTING CONDITIONS

US 301 is predominately a rural two-lane, two-way, undivided arterial roadway with four-foot wide paved shoulders from SR 39 to Geiger Road (North Avenue). The existing five-foot wide sidewalk is limited to the west side from South Avenue to 10th Avenue. A one-way pair of roadways was created in 1996 by the City of Zephyrhills using 6th Street and 7th Street, which run parallel to US 301. The couplet begins at A Avenue for northbound traffic on 7th Street and ends at North Avenue. Southbound, one-way traffic on 6th Street is from 16th Avenue to A Avenue where 6th Street converts to two-way traffic. 7th Street is currently a two-lane, one-way, northbound, undivided roadway beginning at A Avenue and ending at Geiger Road (North Avenue). It has a continuous five-foot sidewalk on the east side and an intermittent five-foot sidewalk on the west side. The existing right-of-way (ROW) width for US 301, 6th Street, and 7th Street is approximately 60 feet (**Figure 2**).

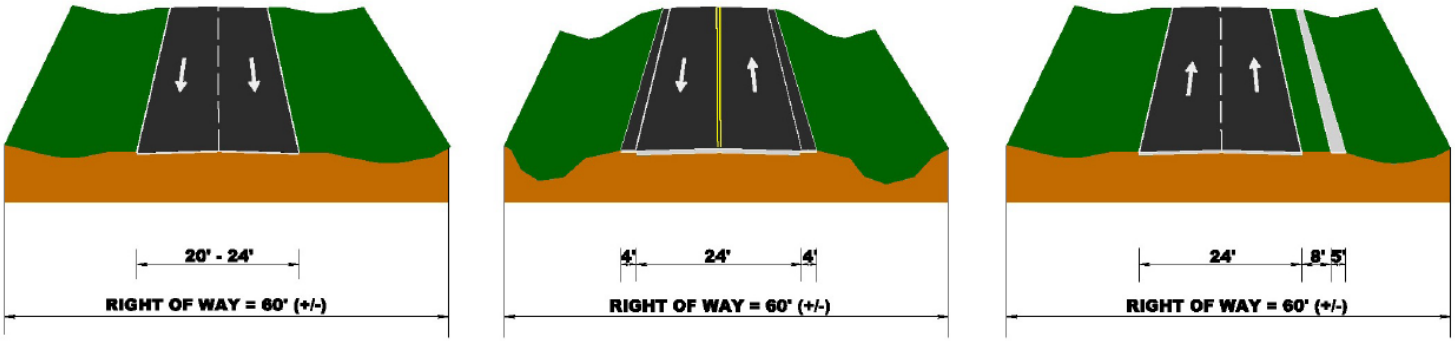
2.2 PROPOSED CONDITIONS

The two proposed build alternatives consist of:

- Alternative 1: 6th Street and US 301 One-Way Pair Alternative, and
- Alternative 2: 6th and 7th Street One-Way Pair Alternative.

The proposed Alternative 1 (6th Street and US 301 One-Way Pair Alternative) would convert US 301 from a two-lane, two-way, undivided roadway to a one-way, three-lane, northbound roadway from A Avenue to Geiger Road (North Avenue). 6th Street will be widened from a two-lane to a three-lane, one-way, southbound roadway from A Avenue to 16th Avenue. 7th Street will remain as it currently exists. The proposed US 301/SR 41 and 6th Street typical sections will consist of three 11-foot lanes, a four-foot bike lane, curb and gutter, and six-foot sidewalks on both sides (**Figure 3**). No on-street parking will be provided. The proposed ROW width is the existing width of approximately 60 feet. The design speed is 40 miles per hour (mph).

EXISTING TYPICAL SECTIONS

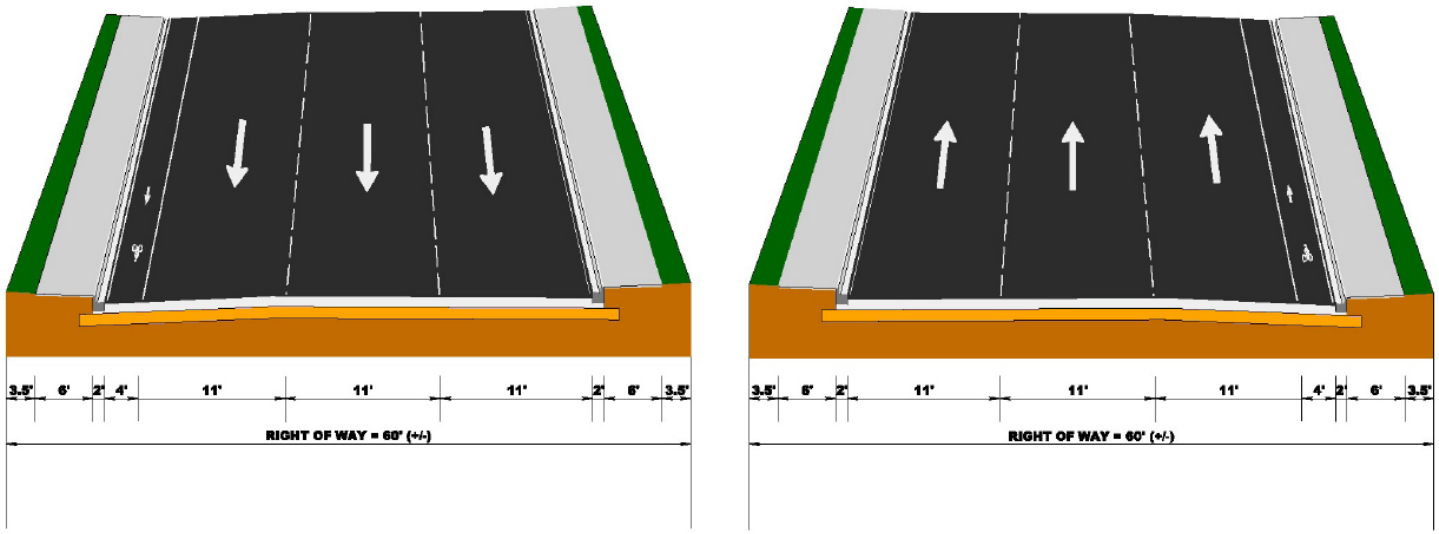


6TH STREET **US 301** **7TH STREET**

Figure 2. Existing Typical Sections

US 301/SR 41 (Gall Blvd.)
from SR 39 to
south of CR 54
Pasco County

6TH STREET AND US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE



6TH STREET **US 301**

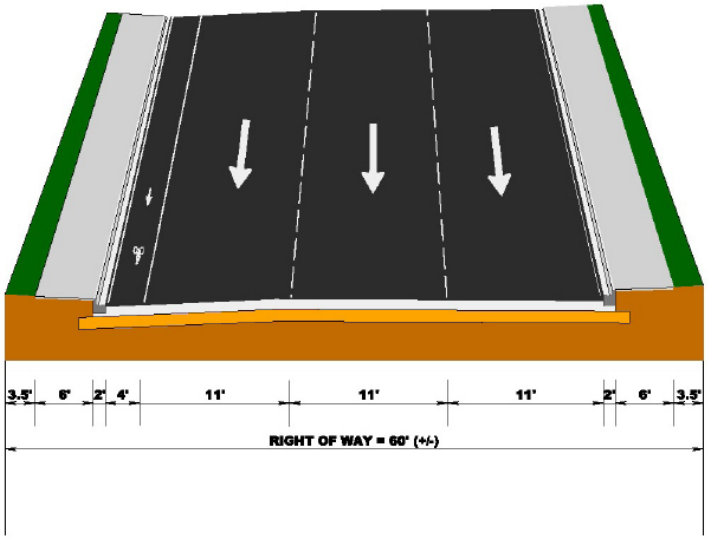
Figure 3. 6th Street and US 301/SR 41 (Gall Blvd.) One Way Pair Alternative Proposed Typical Sections.

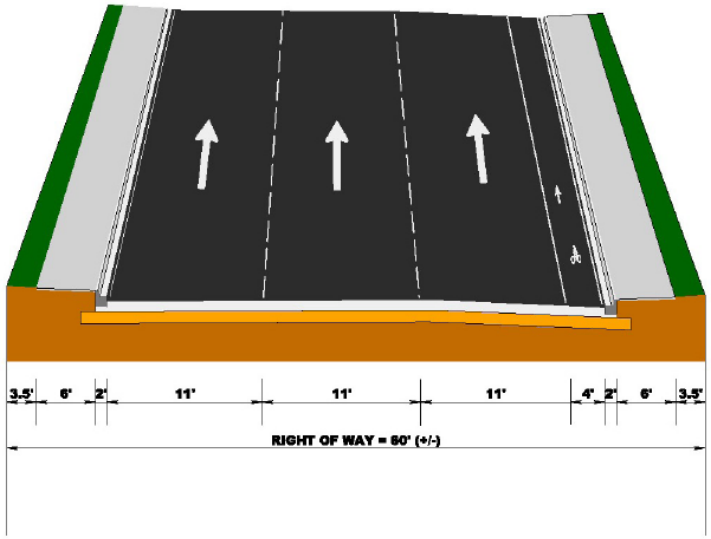
US 301/SR 41 (Gall Blvd.)
from SR 39 to
south of CR 54
Pasco County

For the proposed Alternative 2 (6th and 7th Street One-Way Pair Alternative), US 301 will remain in its existing condition from A Avenue to North Avenue. Maintenance of this segment of roadway will be transferred to the City of Zephyrhills. 6th Street will be widened from a two-lane to a three-lane, one-way, southbound roadway from A Avenue to 16th Avenue. 7th Street will be widened from a two-lane to a three-lane, one-way, northbound roadway beginning at A Avenue and ending at Fort King Road. The proposed 6th and 7th Street typical sections will both consist of three 11-foot lanes, a four-foot bike lane, curb and gutter, and six-foot sidewalks on both sides (**Figure 4**). No on-street parking will be provided. The proposed ROW width is the existing width of approximately 60 feet. The design speed is 40 mph.

At the southern limit of the project, the two-lane rural SR 39 currently intersects the two-lane rural US 301 at an acute angle just south of Palm Grove Avenue. Northbound traffic on SR 39 merges with northbound traffic on US 301. Southbound traffic on US 301 must make a permissive left turn to merge onto southbound SR 39. For the proposed condition, the SR 39 intersection with US 301 is moved south of Tucker Road. SR 39 is realigned to intersect US 301 at a right angle at a new signal controlled intersection. Both US 301 and SR 39 will be divided four-lane roadways at the new intersection.

6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE





6TH STREET **7TH STREET**

Figure 4. 6th Street and 7th Street One Way Pair Alternative Proposed Typical Sections.

US 301/SR 41 (Gall Blvd.)
from SR 39 to
south of CR 54
Pasco County

SECTION 3
TRAFFIC NOISE ANALYSIS

3.1 METHODOLOGY

The traffic noise analysis was performed following FDOT procedures (PD&E Manual, Chapter 17-Noise, April 18, 2007). These procedures provide the means for projects to comply with Part 772 of Title 23 of the Code of Federal Regulations (23 CFR 772)--Procedures for Abatement of Highway Traffic Noise and Construction Noise.

The traffic noise levels in this NSR were predicted using the FHWA's computer model for the prediction and analysis of highway traffic noise using the Traffic Noise Model (TNM - Version 2.5). The TNM propagates sound energy, in 1/3 octave bands, between highways and nearby receptors taking the intervening ground's acoustical characteristic and topography, and intervening structures (i.e., buildings) into consideration.

The noise levels discussed in this NSR are expressed in decibels (dB) on the A-weighted scale (dB(A)). The A-weighted scale is widely used in environmental studies because this scale closely resembles the non-linearity of human hearing and correlates well with human perceptions of noise. All sound and traffic noise levels are also reported as one-hour equivalent levels (Leq(h)), values which theoretically contain the same amount of acoustic energy as an actual time-varying A-weighted sound level over a period of one-hour.

The existing and forecast future traffic data used in the TNM to predict noise levels within the project limits are presented in **Appendix A** of this report. Noise levels are low when traffic volumes are low (level-of-service [LOS] "A" or "B") or when traffic is so congested that movement is slow (LOS "D", "E", or "F"). The maximum hourly noise level occurs between these two conditions, therefore, traffic volumes used in the analysis reflect either the design LOS "C" volumes or the demand volumes (if forecast demand volumes meet the LOS "A" or "B" criteria), whichever is less. A combination of LOS "C" and demand volumes was used to predict noise levels, depending on the roadway segment. **Appendix A** provides which volumes were used for each roadway segment. To be conservative, the analysis assumes motor vehicles are traveling at the posted speed regardless of the forecast LOS.

3.2 NOISE SENSITIVE SITES

Noise sensitive sites are defined as properties where frequent human use occurs and where a lowered noise level would be of benefit. When predicted traffic noise levels approach, meet, or exceed the NAC, or when noise levels are predicted to increase substantially with a proposed project when compared to existing levels, the FHWA requires that noise abatement measures be considered. The FDOT defines "approach" to be within 1 dB(A) of FHWA's NAC and considers an increase to be substantial if predicted future traffic noise levels with proposed roadway improvements increase traffic noise 15 dB(A) or more when compared to existing levels. Notably, increases of 15 dB(A) are not typically predicted to occur for roadway projects that involve widening an existing roadway.

For Alternative 1, there are 128 noise sensitive sites that have the potential to be impacted by traffic noise with the proposed improvements. For Alternative 2, there are 167 noise sensitive sites that have the potential to be impacted. The locations of the Alternative 1 sites are illustrated on aerials provided in **Appendix B** of this NSR. The locations of the Alternative 2 sites are illustrated on aerials in **Appendix C**. The evaluated sites for Alternative 1 are located between A Avenue and Geiger Road (North Avenue). For Alternative 2, the evaluated sites are located between A Avenue and Fort King Road. The noise sensitive sites for Alternative 1 consist of a church, a daycare center, a public meeting room, two hotel/motels, and 123 residences. The noise sensitive sites for Alternative 2 include the list of sites above for Alternative 1, an additional 27 residences located in the Pinecrest Mobile Home Park (MHP) and 12 residences located in Parkview Acres. These two noise sensitive sites, for which the 39 additional residences were evaluated, are located along US 301 between Geiger Road (North Avenue) and Fort King Road. The land use reviews, during which these noise sensitive sites were identified, was concluded on January 20, 2011.

All of the residences, the daycare center, and the hotel/motels were evaluated as Activity Category "B" (see **Table 1**). As such, these sites were determined to be affected by traffic noise levels if predicted exterior traffic noise levels were 66 dB(A) or more (within one dB(A) of the FHWA NAC for an Activity Category "B" land use), or if traffic noise levels were predicted to increase 15 dB(A) or more from existing levels. The church and the public meeting room were evaluated as Activity Category "E" because they do not have exterior areas of frequent human use in vicinity of 6^{th} or 7^{th} Street. These sites were determined to be affected by traffic noise if predicted interior traffic noise levels were 51 dB(A) or more.

3.3 MEASURED NOISE LEVELS

To provide an indication of the accuracy of the TNM to be used in predicting traffic noise levels for this project, the computer model was validated using measured sound levels. The measured levels were obtained using a calibrated Larson Davis sound level meter. During each measurement period, traffic volumes, vehicle mix, vehicle speeds, background sounds, and meteorological conditions were recorded. Following procedures in the FDOT PD&E Manual, if the TNM-predicted and field measured levels are within 3 dB(A) of one another, the TNM can be considered to have an acceptable level of accuracy for existing conditions.

As shown in **Table 2**, the measured versus modeled values are within the acceptable range. The field measurement locations are illustrated on the aerials provided in **Appendix B** and **C**. Additional details related to the field measurements are provided in the **Appendix D**.

Table 2
TNM Validation Results

Location	Test Period	Noise Level (dB(A))			Validates?
		Measured	Modeled	Difference	
Site 1: 7th Street between 3rd and 4th Avenue	1	60.2	60.0	0.2	Yes
	2	60.5	60.2	0.3	Yes
	3	61.2	60.2	1.0	Yes
Site 2: 6th Street between 12th and 13th Avenue	1	61.5	59.4	2.1	Yes
	2	62.0	60.7	1.3	Yes
	3	61.9	62.6	0.7	Yes

3.4 OUTDOOR SOUND PROPAGATION

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

Because there are no topographical features between US 301 and the evaluated noise sensitive sites that would affect predicted traffic noise levels (e.g., ponds, heavily forested areas, berms, etc.), no such features were considered in the analysis.

3.5 RESULTS OF THE ANALYSIS

Table 3 presents the predicted existing traffic noise levels and the future traffic noise levels with and without the proposed improvements to US 301. As shown, the exterior traffic noise levels with the existing roadway are predicted to range from 49.8 to 64.5 dB(A) and the interior traffic noise levels for both the church and the public meeting room are predicted to be 42.1 dB(A).

In the future, without the proposed improvements (no-build), the exterior traffic noise levels are predicted to range from 52.4 to 68.5 dB(A) and the interior traffic noise levels are predicted to range from 45.8 to 46.7 dB(A).

With the Alternative 1 improvements, exterior traffic noise levels are predicted to range from 51.7 to 72.4 dB(A)—decreases and increases from existing levels ranging from -0.9 dB(A) to 11.3 dB(A). With the same scenario, the interior traffic noise levels are predicted to range from 43.3 to 50.4 dB(A)—increases from existing levels ranging from 1.2 to 8.3 dB(A).

With Alternative 2, exterior traffic noise levels are predicted to range from 55.8 to 73.2 dB(A)—decreases and increases from existing levels that range from -0.4 to 12.3 dB(A) while interior traffic noise levels are predicted to range from 48.6 to 49.5 dB(A)—increases from existing levels ranging from 6.5 to 7.4 dB(A).

Based on the results of the analysis, traffic noise would not substantially exceed existing levels with either of the evaluated build alternatives. However, traffic noise levels are predicted to approach or exceed the NAC at 62 residences with Alternative 1 and 67 residences with Alternative 2. Notably, all but seven of the residences are affected under both alternatives with one “unique” residence affected only by Alternative 1 and six “unique” residences affected only with Alternative 2.

Table 3
Predicted Traffic Noise Levels

NSS Site ID	Number of Represented NSS[a]	Sheet No. (App. B & C)		Existing	No-Build	Build		Incr. from Existing		Approaches, Meets, or Exceeds NAC?	
		Alt. 1	Alt. 2			Alt. 1	Alt. 2	Alt. 1	Alt. 2	Alt. 1	Alt. 2
1	1	5	5	57.9	63.1	68.1	68.9	10.2	11.0	Yes	Yes
2	1	5	5	59.5	64.7	70.6	71.5	11.1	12.0	Yes	Yes
3	1	5	5	60.1	65.2	71.0	72.0	10.9	11.9	Yes	Yes
4	1	5	5	62.4	66.6	71.9	73.2	9.5	10.8	Yes	Yes
5a	1	5	5	60.0	65.1	71.3	72.3	11.3	12.3	Yes	Yes
5b	1	5	5	56.9	60.1	64.0	64.4	7.1	7.5		
5c	1	5	5	57.2	60.3	64.2	64.6	7.0	7.4		
6a	1	5	5	60.5	65.4	71.3	72.3	10.8	11.8	Yes	Yes
6b	1	5	5	58.7	61.5	64.9	65.4	6.2	6.7		
6c	1	5	5	62.1	66.4	70.9	72.0	8.8	9.9	Yes	Yes
7	1	5A	5A	61.7	63.8	63.8	63.4	2.1	1.7		
8	1	6	5	61.4	65.8	71.2	71.0	9.8	9.6	Yes	Yes
9	1	6	5	58.8	63.4	68.5	67.6	9.7	8.8	Yes	Yes
10	1	6	5	58.7	63.4	68.7	67.7	10.0	9.0	Yes	Yes
11	1	6	5	58.8	63.6	68.9	67.9	10.1	9.1	Yes	Yes
12	1	6	5	56.4	61.0	64.6	63.6	8.2	7.2		
13	1	6	6	59.0	63.9	68.9	67.8	9.9	8.8	Yes	Yes
14	1	6	6	59.4	64.3	69.2	68.1	9.8	8.7	Yes	Yes
15	1	6	6	59.6	64.5	69.4	68.3	9.8	8.7	Yes	Yes
16 (First Baptist)	1	6	6	42.1	46.7	50.4	49.5	8.3	7.4		
17a	1	6	5	62.2	66.4	70.1	70.7	7.9	8.5	Yes	Yes
17b	1	6	5	59.0	61.4	63.9	63.8	4.9	4.8		
18a	2	6	5	59.5	64.0	69.7	68.9	10.2	9.4	Yes	Yes
18b	2	6	5	57.8	60.5	63.9	63.5	6.1	5.7		
19	1	6	5	59.4	64.1	70.3	69.2	10.9	9.8	Yes	Yes
20	1	6	6A	59.0	63.8	68.9	67.8	9.9	8.8	Yes	Yes
21	7	6	6A	58.3	63.5	69.0	67.8	10.7	9.5	Yes	Yes
22	1	6	6A	57.3	59.6	62.6	61.3	5.3	4.0		
23	1	6	6A	62.4	67.3	71.9	70.9	9.5	8.5	Yes	Yes
24a (1st Floor)	2	6	6A	63.6	68.2	72.4	71.5	8.8	7.9	Yes	Yes
24b (2nd Floor)	2	6	6A	64.5	68.5	72.4	71.5	7.9	7.0	Yes	Yes
25	1	6A	6A	59.3	60.4	63.3	61.0	4.0	1.7		
26	1	5A	5A	60.7	64.5	62.5	67.2	1.8	6.5		Yes
27	1	6A	5A	55.9	59.5	58.1	63.3	2.2	7.4		
28	1	6A	6A	60.3	64.6	61.9	68.5	1.6	8.2		Yes
29	1	6A	6A	59.7	63.9	61.3	67.6	1.6	7.9		Yes
30	1	6A	6A	60.2	64.4	61.7	68.2	1.5	8.0		Yes
31	1	6A	6B	51.8	54.4	54.7	57.0	2.9	5.2		
32 (Tourist Club)	1	6A	6A	42.1	45.8	43.3	48.6	1.2	6.5		
33	1	7	7	59.1	63.2	66.7	65.8	7.6	6.7	Yes	
34	1	7	7	58.5	62.5	65.7	64.8	7.2	6.3		
35	1	7	7	56.5	60.4	63.1	62.3	6.6	5.8		
36	1	7	7	59.8	64.0	68.2	67.3	8.4	7.5	Yes	Yes

Table 3 (cont.)
Predicted Traffic Noise Levels

NSS Site ID	Number of Represented NSS[a]	Sheet No. (App. B & C)		Existing	No-Build	Build		Incr. from Existing		Approaches, Meets, or Exceeds NAC?	
		Alt. 1	Alt. 2			Alt. 1	Alt. 2	Alt. 1	Alt. 2	Alt. 1	Alt. 2
37	1	7	7	60.0	64.3	68.7	67.7	8.7	7.7	Yes	Yes
38	1	7	7	59.8	64.1	68.3	67.4	8.5	7.6	Yes	Yes
39	1	7	7	60.1	64.3	68.7	67.8	8.6	7.7	Yes	Yes
40	1	7	7	56.0	60.1	63.1	62.1	7.1	6.1		
41	1	7	7A	60.0	64.0	68.5	67.6	8.5	7.6	Yes	Yes
42	1	7	7A	58.0	61.7	64.4	63.4	6.4	5.4		
43	1	7	7A	61.4	65.7	70.6	69.7	9.2	8.3	Yes	Yes
44	1	7	7A	60.5	64.8	69.6	68.7	9.1	8.2	Yes	Yes
45	1	7A	7B	61.0	64.2	61.3	68.5	0.3	7.5		Yes
46	1	7A	7B	51.9	54.3	54.7	57.0	2.8	5.1		
47	1	7A	7B	55.1	58.2	56.2	60.9	1.1	5.8		
48	1	7	7	55.4	59.3	62.7	61.6	7.3	6.2		
49	1	7	7	59.4	63.5	68.2	67.1	8.8	7.7	Yes	Yes
50	1	7	8	57.2	61.3	64.8	63.7	7.6	6.5		
51	1	8	8	55.8	59.8	63.5	62.4	7.7	6.6		
52	1	8	8	59.6	63.9	68.9	67.8	9.3	8.2	Yes	Yes
53	1	8	8	59.1	63.3	68.2	67.0	9.1	7.9	Yes	Yes
54	2	8	8	60.1	64.3	69.7	68.5	9.6	8.4	Yes	Yes
55	2	8	8	56.0	60.0	64.2	63.0	8.2	7.0		
56	1	8	8	58.8	62.9	68.7	67.3	9.9	8.5	Yes	Yes
57	1	8	8	60.0	64.0	70.5	69.1	10.5	9.1	Yes	Yes
58a	1	8	8	61.5	65.3	71.9	70.5	10.4	9.0	Yes	Yes
58b	1	8	8	57.0	60.5	63.6	62.7	6.6	5.7		
59	1	8	8	61.6	65.3	70.5	69.2	8.9	7.6	Yes	Yes
60	1	8	8	58.2	61.9	65.5	64.4	7.3	6.2		
61	1	8	8	59.6	63.8	68.0	67.0	8.4	7.4	Yes	Yes
62	1	8	8	60.0	64.1	68.4	67.4	8.4	7.4	Yes	Yes
63	1	8	8A	56.8	60.2	64.1	62.8	7.3	6.0		
64	1	8	8A	59.4	63.5	68.6	67.5	9.2	8.1	Yes	Yes
65	1	8	8A	59.3	63.4	68.5	67.3	9.2	8.0	Yes	Yes
66a	1	8	8A	60.1	64.2	70.9	69.6	10.8	9.5	Yes	Yes
66b	1	8	8A	57.7	61.1	65.8	64.5	8.1	6.8		
67	1	8	8A	60.2	64.2	71.0	69.6	10.8	9.4	Yes	Yes
68	2	8	8A	60.8	64.9	69.9	68.9	9.1	8.1	Yes	Yes
69	2	8	8A	60.7	64.8	69.8	68.8	9.1	8.1	Yes	Yes
70	2	8	8A	57.8	60.7	64.2	63.1	6.4	5.3		
71	2	8	8A	57.5	60.6	63.9	62.8	6.4	5.3		
72	1	7A	8B	54.7	57.7	55.8	60.1	1.1	5.4		
73	1	8A	8B	55.4	58.4	56.2	60.7	0.8	5.3		
74a	1	8A	8B	58.3	61.5	58.5	63.6	0.2	5.3		
74b (Hotel/Motel)	1	8A	8A	62.9	63.0	64.9	62.5	2.0	-0.4		
75	4	8A	8B	53.6	55.4	55.4	57.4	1.8	3.8		
76	4	8A	8B	53.1	54.9	54.9	57.7	1.8	4.6		
77	1	8	8	59.7	63.9	68.1	67.2	8.4	7.5	Yes	Yes
78	1	8	8	55.8	59.8	62.7	61.8	6.9	6.0		

Table 3 (cont.)
Predicted Traffic Noise Levels

NSS Site ID	Number of Represented NSS[a]	Sheet No. (App. B & C)		Existing	No-Build	Build		Incr. from Existing		Approaches, Meets, or Exceeds NAC?	
		Alt. 1	Alt. 2			Alt. 1	Alt. 2	Alt. 1	Alt. 2	Alt. 1	Alt. 2
79	1	8	8	60.1	64.4	68.7	67.8	8.6	7.7	Yes	Yes
80 (Daycare Center)	1	8	9	57.9	62.0	64.9	63.9	7.0	6.0		
81	1	9	9	57.7	61.7	64.5	63.6	6.8	5.9		
82	1	9	9	58.1	62.2	65.3	64.3	7.2	6.2		
83	1	9	9	55.2	58.1	61.4	60.3	6.2	5.1		
84	1	8	8A	58.5	62.2	65.6	64.6	7.1	6.1		
85	1	8	8A	59.8	63.8	68.4	67.4	8.6	7.6	Yes	Yes
86	1	8	9A	59.3	63.2	67.4	66.4	8.1	7.1	Yes	Yes
87 (Hotel/Motel)	1	8A	8A	57.8	58.3	61.9	58.6	4.1	0.8		
88	3	8A	8B	50.1	52.4	52.0	56.2	1.9	6.1		
89	3	9A	9B	49.8	52.4	51.7	56.1	1.9	6.3		
90	1	9A	9B	60.1	63.9	59.2	68.0	-0.9	7.9		Yes
91	2	9A	9B	52.7	54.7	54.1	56.3	1.4	3.6		
1 (Pinecrest MHP 1-27)	1	n/a	10	58.9	59.6	n/a	62.7	n/a	3.8		
2	1	n/a	10	58.7	59.4	n/a	62.5	n/a	3.8		
3	1	n/a	10	58.9	59.7	n/a	62.8	n/a	3.9		
4	1	n/a	10	59.6	60.3	n/a	63.5	n/a	3.9		
5	1	n/a	10	60.4	61.1	n/a	64.3	n/a	3.9		
6	1	n/a	10	59.9	60.7	n/a	63.8	n/a	3.9		
7	1	n/a	10	59.9	60.6	n/a	63.7	n/a	3.8		
8	1	n/a	10	60.7	61.4	n/a	64.5	n/a	3.8		
9	1	n/a	10	60.6	61.4	n/a	64.4	n/a	3.8		
10	1	n/a	10	60.1	60.8	n/a	63.8	n/a	3.7		
11	1	n/a	10	59.9	60.6	n/a	63.5	n/a	3.6		
12	1	n/a	10	59.5	60.2	n/a	63.0	n/a	3.5		
13	1	n/a	10	59.2	60.0	n/a	62.7	n/a	3.5		
14	1	n/a	10	59.9	60.7	n/a	63.3	n/a	3.4		
15	1	n/a	10	55.2	55.9	n/a	59.1	n/a	3.9		
16	1	n/a	10	55.4	56.1	n/a	59.3	n/a	3.9		
17	1	n/a	10	55.8	56.5	n/a	59.7	n/a	3.9		
18	1	n/a	10	56.1	56.9	n/a	60.1	n/a	4.0		
19	1	n/a	10	56.2	57.0	n/a	60.1	n/a	3.9		
20	1	n/a	10	56.1	56.8	n/a	60.1	n/a	4.0		
21	1	n/a	10	56.1	56.9	n/a	60.0	n/a	3.9		
22	1	n/a	10	55.9	56.7	n/a	59.7	n/a	3.8		
23	1	n/a	10	55.7	56.4	n/a	59.5	n/a	3.8		
24	1	n/a	10	55.5	56.3	n/a	59.3	n/a	3.8		
25	1	n/a	10	55.4	56.1	n/a	59.1	n/a	3.7		
26	1	n/a	10	55.2	56.0	n/a	58.9	n/a	3.7		
27	1	n/a	10	54.9	55.7	n/a	58.4	n/a	3.5		
1 (Parkview Acres 1-12)	1	n/a	10	61.2	61.9	n/a	64.7	n/a	3.5		
2	1	n/a	10	61.7	62.5	n/a	65.1	n/a	3.4		
3	1	n/a	10	60.7	61.4	n/a	64.1	n/a	3.4		

Table 3 (cont.)
Predicted Traffic Noise Levels

NSS Site ID	Number of Represented NSS[a]	Sheet No. (App. B & C)		Existing	No-Build	Build		Incr. from Existing		Approaches, Meets, or Exceeds NAC?	
		Alt. 1	Alt. 2			Alt. 1	Alt. 2	Alt. 1	Alt. 2	Alt. 1	Alt. 2
4	1	n/a	10	61.6	62.4	n/a	65.4	n/a	3.8		
5	1	n/a	10	58.5	59.2	n/a	62.0	n/a	3.5		
6	1	n/a	10	57.7	58.5	n/a	60.4	n/a	2.7		
7	1	n/a	10	56.8	57.6	n/a	59.0	n/a	2.2		
8	1	n/a	10	56.9	57.7	n/a	59.9	n/a	3.0		
9	1	n/a	10	56.1	56.9	n/a	59.9	n/a	3.8		
10	1	n/a	10	54.8	55.6	n/a	56.5	n/a	1.7		
11	1	n/a	10	53.8	54.6	n/a	55.8	n/a	2.0		
12	1	n/a	10	53.2	54.0	n/a	55.9	n/a	2.7		

NSS = noise sensitive site
[a] The number of noise sensitive sites that was evaluated at each evaluated location (distinguished by separate IDs).

SECTION 4

NOISE ABATEMENT MEASURES

As previously stated, noise abatement measures are to be considered when predicted traffic noise levels approach or exceed the NAC. The measures considered for US 301 were traffic management, alternative roadway alignment, property acquisition, and noise barriers. The following discusses the feasibility (acoustics and engineering considerations) and reasonableness (number of noise-sensitive sites benefited, absolute noise levels, cost, etc.) of the measures.

4.1 TRAFFIC MANAGEMENT

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

4.2 ALTERNATIVE ROADWAY ALIGNMENT

The residences affected by traffic noise with the proposed improvements are located in close proximity to either US 301, 6th Street, or 7th Street. As such, significant shifts, that would greatly increase the cost of the improvements to US 301, would be required to affect a substantial change in the level of predicted noise.

4.3 PROPERTY ACQUISITION

Property acquisition is not considered to be a reasonable method of abating traffic noise.

4.4 NOISE BARRIERS

Noise barriers reduce sound levels by blocking the path of the sound between the source (roadway) and the receptor (listener). In order to effectively reduce traffic noise, a noise barrier must be relatively long, continuous (without intermittent openings), and of sufficient height to break the line-of-sight between the source and the receptor. Following procedures outlined in FDOT's PD&E Manual, the minimum requirements for a noise barrier to be considered feasible and economically reasonable are:

- A barrier must provide at least a five dB(A) reduction in traffic noise with a design goal of 10 dB(A) or more desired.

- A barrier should cost no more than $42,000 per benefited noise sensitive site. For a receptor to be considered benefited, the barrier must provide at least a five dB(A) reduction in noise. The current estimated cost to construct a noise barrier (materials and labor) is $30.00 per square foot ($ft^2$).

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

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

The following presents the results of a noise barrier analysis. The analysis was performed to determine if noise barriers would provide at least the minimum required insertion loss at a cost at or below the cost reasonable guideline.

Receptors 20 and 21 were selected as being a "best case" example of all of the affected residences for both build alternatives (Alternative 1 and Alternative 2). These residences were selected as the "best case" example because the residences are located in close proximity to the roadway, site conditions would allow for the longest and continuous noise barrier (e.g., no gaps to accommodate driveways), and, if a barrier were determine to provide at least the minimum required reduction in traffic noise, the greatest number of noise sensitive sites would be benefited. In theory, if the analysis indicates that a noise barrier would not be considered both feasible and reasonable at this location, it can be assumed that noise barriers would not be feasible and reasonable at any other location.

Noise Sensitive Sites 20 and 21 are located adjacent to 6th Street between 3rd and 4th Avenue. At this location, the optimal length of a noise barrier would be the same regardless of build alternative (202 feet). The evaluated location of the barrier is shown on the aerials in Appendix B and C for Alternatives 1 and 2, respectively. At heights ranging from eight to 22 feet, a barrier would not reduce predicted traffic

noise levels by at least the minimum required five dBA at either evaluated noise sensitive site. As such, a noise barrier is not considered a feasible noise abatement measure at this, or any other location adjacent to Alternatives 1 or 2.

SECTION 5

CONSTRUCTION NOISE AND VIBRATION

Construction of roadway improvements would have a temporary impact on noise-sensitive sites adjacent to the project corridor. Trucks, earth moving equipment, pumps, and generators are construction noise and vibration sources. Construction noise and vibration could be controlled by the contractor's adherence to the FDOT's "Standard Specifications for Road and Bridge Construction".

SECTION 6

NOISE CONTOURS

As previously stated, land uses such as residences, motels, schools, churches, recreation areas and parks are considered *incompatible* with highway noise levels above 66 dB(A). In order to reduce the possibility of additional noise sensitive sites being located within an area with traffic noise of this level, a noise contour was developed for the future improved roadway facility. This noise contour delineates the unobstructed distance from the improved roadway's edge of nearest travel lane where the FHWA's NAC is predicted to be approached (within one dB(A) of the NAC). **Table 4** provides the distance from the edge of the near travel lane to where traffic noise levels are predicted to be 66 dB(A) or higher under Alternatives 1 and 2. Notably, local officials should not approve construction of any additional noise-sensitive sites (e.g., residences, parks, churches, etc.) within the traffic noise contour areas.

Table 4
Noise Contours

Alt	Road	Segment	66 dB(A) Distance from Edge of Nearest Travel Lane (feet)
1	6th St	C Ave – US 301	50
1	US 301	C Ave – South Ave	50
1		South Ave – SR 54	45
1		SR 54 – 12th Ave	50
1		12th Ave – North Ave	50
2	6th St	C Ave – South Ave	50
2		South Ave – SR 54	40
2		SR 54 – 12th Ave	45
2		12th Ave – US 301	45
2	7th St	South Ave – SR 54	40
2		SR 54 – 12th Ave	40
2		12th Ave – North Ave	40
2	US 301	North of North Ave/Geiger Rd	55
2	Fort King Rd	North Ave – US 301	40

SECTION 7

REFERENCES

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

Federal Highway Administration, Title 23 CFR, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, April 1, 2009 Edition.

Florida Department of Transportation, Project Development and Environment Manual, Chapter 17 (Noise), April 18, 2007.

Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, 2010.

Federal Highway Administration, Measurement of Highway-Related Noise: Final Report, October 2003.

Federal Highway Administration, Highway Traffic Noise Analysis and Abatement: Policy and Guidance, June 1995.

APPENDIX A

TRAFFIC DATA SHEETS

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Financial Project ID Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 39 to Palm Grove Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	4
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)	10,500	ADT: LOS (C)	10,500	ADT: LOS (C)	25,000
Demand	16,900	Demand	49,000	Demand	48,700
Posted Spd:	45 mph / 72 kmh	Posted Spd:	45 mph / 72 kmh	Posted Spd:	45 mph / 72 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	1268
	Med Trucks	9		Med Trucks	9		Med Trucks	21
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	14
	Buses	2		Buses	2		Buses	4
	Motorcycles	4		Motorcycles	4		Motorcycles	8
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	996
	Med Trucks	7		Med Trucks	7		Med Trucks	16
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	11
	Buses	1		Buses	1		Buses	3
	Motorcycles	3		Motorcycles	3		Motorcycles	7
Demand			Demand			Demand		
Peak:	Autos	857	Peak:	Autos	2485	Peak:	Autos	2470
	Med Trucks	14		Med Trucks	41		Med Trucks	41
	Hvy Trucks	10		Hvy Trucks	28		Hvy Trucks	28
	Buses	3		Buses	8		Buses	8
	Motorcycles	6		Motorcycles	17		Motorcycles	16
Off Peak:	Autos	674	Off Peak:	Autos	1953	Off Peak:	Autos	1941
	Med Trucks	11		Med Trucks	32		Med Trucks	32
	Hvy Trucks	8		Hvy Trucks	22		Hvy Trucks	22
	Buses	2		Buses	6		Buses	6
	Motorcycles	4		Motorcycles	13		Motorcycles	13

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Financial Project ID Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from Palm Grove Avenue to C Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)	10,500	ADT: LOS (C)	10,500	ADT: LOS (C)	23,400
Demand	17,300	Demand	43,400	Demand	21,600
Posted Spd:	45 mph / 72 kmh	Posted Spd:	45 mph / 72 kmh	Posted Spd:	35 mph / 56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**Demand**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	533	Peak: Autos	533	Peak: Autos	2374
Med Trucks	9	Med Trucks	9	Med Trucks	39
Hvy Trucks	6	Hvy Trucks	6	Hvy Trucks	27
Buses	2	Buses	2	Buses	8
Motorcycles	4	Motorcycles	4	Motorcycles	16
Off Peak: Autos	418	Off Peak: Autos	418		
Med Trucks	7	Med Trucks	7		
Hvy Trucks	5	Hvy Trucks	5		
Buses	1	Buses	1		
Motorcycles	3	Motorcycles	3		
Demand		Demand		Demand	
Peak: Autos	878	Peak: Autos	2201	Peak: Autos	2191
Med Trucks	14	Med Trucks	36	Med Trucks	36
Hvy Trucks	10	Hvy Trucks	25	Hvy Trucks	25
Buses	3	Buses	7	Buses	7
Motorcycles	6	Motorcycles	15	Motorcycles	15
Off Peak: Autos	689	Off Peak: Autos	1730		
Med Trucks	11	Med Trucks	29		
Hvy Trucks	8	Hvy Trucks	20		
Buses	2	Buses	6		
Motorcycles	5	Motorcycles	11		

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from C Avenue to South Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	23,400
Demand	16,900	Demand	42,100	Demand	21,800
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	857	Peak:	Autos	2135	Peak:	Autos	2212
	Med Trucks	14		Med Trucks	35		Med Trucks	36
	Hvy Trucks	10		Hvy Trucks	24		Hvy Trucks	25
	Buses	3		Buses	7		Buses	7
	Motorcycles	6		Motorcycles	14		Motorcycles	15
Off Peak:	Autos	674	Off Peak:	Autos	1678			
	Med Trucks	11		Med Trucks	28			
	Hvy Trucks	8		Hvy Trucks	19			
	Buses	2		Buses	5			
	Motorcycles	4		Motorcycles	11			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from South Avenue to SR 54 (5th Avenue)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	23,400
Demand	13,100	Demand	29,000	Demand	19,500
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	664	Peak:	Autos	1471	Peak:	Autos	1978
	Med Trucks	11		Med Trucks	24		Med Trucks	33
	Hvy Trucks	8		Hvy Trucks	17		Hvy Trucks	23
	Buses	2		Buses	5		Buses	6
	Motorcycles	4		Motorcycles	10		Motorcycles	13
Off Peak:	Autos	522	Off Peak:	Autos	1156			
	Med Trucks	9		Med Trucks	19			
	Hvy Trucks	6		Hvy Trucks	13			
	Buses	2		Buses	4			
	Motorcycles	3		Motorcycles	8			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 54 (5th Avenue) to 12th Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	23,400
Demand	14,300	Demand	29,600	Demand	21,400
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	725	Peak:	Autos	1501	Peak:	Autos	2171
	Med Trucks	12		Med Trucks	25		Med Trucks	36
	Hvy Trucks	8		Hvy Trucks	17		Hvy Trucks	25
	Buses	2		Buses	5		Buses	7
	Motorcycles	5		Motorcycles	10		Motorcycles	14
Off Peak:	Autos	570	Off Peak:	Autos	1180			
	Med Trucks	9		Med Trucks	19			
	Hvy Trucks	7		Hvy Trucks	13			
	Buses	2		Buses	4			
	Motorcycles	4		Motorcycles	8			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from 12th Avenue to North Avenue (Geiger Road)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	23,400
Demand	14,900	Demand	30,200	Demand	20,900
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	756	Peak:	Autos	1532	Peak:	Autos	2120
	Med Trucks	12		Med Trucks	25		Med Trucks	35
	Hvy Trucks	9		Hvy Trucks	17		Hvy Trucks	24
	Buses	2		Buses	5		Buses	7
	Motorcycles	5		Motorcycles	10		Motorcycles	14
Off Peak:	Autos	594	Off Peak:	Autos	1204			
	Med Trucks	10		Med Trucks	20			
	Hvy Trucks	7		Hvy Trucks	14			
	Buses	2		Buses	4			
	Motorcycles	4		Motorcycles	8			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from North Avenue (Geiger Road) to Fort King Road	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	25,000	LOS (C)	25,000	LOS (C)	39,000
Demand	20,900	Demand	41,300	Demand	47,900
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1268	Peak:	Autos	1268	Peak:	Autos	1978
	Med Trucks	21		Med Trucks	21		Med Trucks	33
	Hvy Trucks	14		Hvy Trucks	14		Hvy Trucks	23
	Buses	4		Buses	4		Buses	6
	Motorcycles	8		Motorcycles	8		Motorcycles	13
Off Peak:	Autos	996	Off Peak:	Autos	996	Off Peak:	Autos	1554
	Med Trucks	16		Med Trucks	16		Med Trucks	26
	Hvy Trucks	11		Hvy Trucks	11		Hvy Trucks	18
	Buses	3		Buses	3		Buses	5
	Motorcycles	7		Motorcycles	7		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	1060	Peak:	Autos	2095	Peak:	Autos	2430
	Med Trucks	17		Med Trucks	35		Med Trucks	40
	Hvy Trucks	12		Hvy Trucks	24		Hvy Trucks	28
	Buses	3		Buses	7		Buses	8
	Motorcycles	7		Motorcycles	14		Motorcycles	16
Off Peak:	Autos	833	Off Peak:	Autos	1646	Off Peak:	Autos	1909
	Med Trucks	14		Med Trucks	27		Med Trucks	32
	Hvy Trucks	10		Hvy Trucks	19		Hvy Trucks	22
	Buses	3		Buses	5		Buses	6
	Motorcycles	6		Motorcycles	11		Motorcycles	13

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from Fort King Road to CR 54 (Eiland Boulevard)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	25,000	LOS (C)	25,000	LOS (C)	39,000
Demand	21,400	Demand	43,000	Demand	43,000
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1268	Peak:	Autos	1268	Peak:	Autos	1978
	Med Trucks	21		Med Trucks	21		Med Trucks	33
	Hvy Trucks	14		Hvy Trucks	14		Hvy Trucks	23
	Buses	4		Buses	4		Buses	6
	Motorcycles	8		Motorcycles	8		Motorcycles	13
Off Peak:	Autos	996	Off Peak:	Autos	996	Off Peak:	Autos	1554
	Med Trucks	16		Med Trucks	16		Med Trucks	26
	Hvy Trucks	11		Hvy Trucks	11		Hvy Trucks	18
	Buses	3		Buses	3		Buses	5
	Motorcycles	7		Motorcycles	7		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	1085	Peak:	Autos	2181	Peak:	Autos	2181
	Med Trucks	18		Med Trucks	36		Med Trucks	36
	Hvy Trucks	12		Hvy Trucks	25		Hvy Trucks	25
	Buses	3		Buses	7		Buses	7
	Motorcycles	7		Motorcycles	14		Motorcycles	14
Off Peak:	Autos	853	Off Peak:	Autos	1714	Off Peak:	Autos	1714
	Med Trucks	14		Med Trucks	28		Med Trucks	28
	Hvy Trucks	10		Hvy Trucks	20		Hvy Trucks	20
	Buses	3		Buses	6		Buses	6
	Motorcycles	6		Motorcycles	11		Motorcycles	11

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	15,000
Demand	3,500	Demand	10,300	Demand	4,300
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	1522
	Med Trucks	25		Med Trucks	25		Med Trucks	25
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	17
	Buses	5		Buses	5		Buses	5
	Motorcycles	10		Motorcycles	10		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	355	Peak:	Autos	1045	Peak:	Autos	436
	Med Trucks	6		Med Trucks	17		Med Trucks	7
	Hvy Trucks	4		Hvy Trucks	12		Hvy Trucks	5
	Buses	1		Buses	3		Buses	1
	Motorcycles	2		Motorcycles	7		Motorcycles	3

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	15,000
Demand	4,600	Demand	10,600	Demand	3,800
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	1522
	Med Trucks	25		Med Trucks	25		Med Trucks	25
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	17
	Buses	5		Buses	5		Buses	5
	Motorcycles	10		Motorcycles	10		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	467	Peak:	Autos	1075	Peak:	Autos	386
	Med Trucks	8		Med Trucks	18		Med Trucks	6
	Hvy Trucks	5		Hvy Trucks	12		Hvy Trucks	4
	Buses	2		Buses	3		Buses	1
	Motorcycles	3		Motorcycles	7		Motorcycles	3

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from 12th Avenue to North Avenue (Geiger Road)	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	15,000
Demand	3,900	Demand	10,100	Demand	2,700
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	1522
	Med Trucks	25		Med Trucks	25		Med Trucks	25
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	17
	Buses	5		Buses	5		Buses	5
	Motorcycles	10		Motorcycles	10		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	396	Peak:	Autos	1025	Peak:	Autos	274
	Med Trucks	7		Med Trucks	17		Med Trucks	5
	Hvy Trucks	5		Hvy Trucks	12		Hvy Trucks	3
	Buses	1		Buses	3		Buses	1
	Motorcycles	3		Motorcycles	7		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Fort King Road from North Avenue (Geiger Road) to US 301	Alternative:	PD&E Alternative

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

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

Existing Facility			No-Build (Design Year)			Build (Design Year)		
Lanes:	2		Lanes:	2		Lanes:	2	
Year:	2010		Year:	2035		Year:	2035	
ADT:			ADT:			ADT:		
LOS (C)	10,500		LOS (C)	10,500		LOS (C)	10,500	
Demand	7,100		Demand	13,400		Demand	4,700	
Posted Spd:	30	mph	Posted Spd:	30	mph	Posted Spd:	30	mph
	48	kmh		48	kmh		48	kmh
K=	9.40	%	K=	9.40	%	K=	9.40	%
D=	56.00	%	D=	56.00	%	D=	56.00	%
T=	6.00	% for 24 hrs.	T=	6.00	% for 24 hrs.	T=	6.00	% for 24 hrs.
T=	3.00	% Design hr	T=	3.00	% Design hr	T=	3.00	% Design hr
1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV	
1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV	
0.31	% Buses DHV		0.31	% Buses DHV		0.31	% Buses DHV	
0.64	% Motorcycles DHV		0.64	% Motorcycles DHV		0.64	% Motorcycles DHV	

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	533
	Med Trucks	9		Med Trucks	9		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	6
	Buses	2		Buses	2		Buses	2
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	418
	Med Trucks	7		Med Trucks	7		Med Trucks	7
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Demand			Demand			Demand		
Peak:	Autos	360	Peak:	Autos	680	Peak:	Autos	238
	Med Trucks	6		Med Trucks	11		Med Trucks	4
	Hvy Trucks	4		Hvy Trucks	8		Hvy Trucks	3
	Buses	1		Buses	2		Buses	1
	Motorcycles	2		Motorcycles	5		Motorcycles	2
Off Peak:	Autos	283	Off Peak:	Autos	534	Off Peak:	Autos	187
	Med Trucks	5		Med Trucks	9		Med Trucks	3
	Hvy Trucks	3		Hvy Trucks	6		Hvy Trucks	2
	Buses	1		Buses	2		Buses	1
	Motorcycles	2		Motorcycles	4		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from C Avenue to South Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	1,300	Demand	5,000	Demand	24,400
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**Demand**	**No-Build (Design Year) Model:**	**Demand**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	1522	Peak: Autos	1522	Peak: Autos	2374
Med Trucks	25	Med Trucks	25	Med Trucks	39
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	27
Buses	5	Buses	5	Buses	8
Motorcycles	10	Motorcycles	10	Motorcycles	16
Demand		Demand		Demand	
Peak: Autos	132	Peak: Autos	507	Peak: Autos	2475
Med Trucks	2	Med Trucks	8	Med Trucks	41
Hvy Trucks	2	Hvy Trucks	6	Hvy Trucks	28
Buses	0	Buses	2	Buses	8
Motorcycles	1	Motorcycles	3	Motorcycles	16

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	2,800	Demand	9,600	Demand	24,100
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**Demand**	**No-Build (Design Year) Model:**	**Demand**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	1522	Peak: Autos	1522	Peak: Autos	2374
Med Trucks	25	Med Trucks	25	Med Trucks	39
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	27
Buses	5	Buses	5	Buses	8
Motorcycles	10	Motorcycles	10	Motorcycles	16
Demand		Demand		Demand	
Peak: Autos	284	Peak: Autos	974	Peak: Autos	2445
Med Trucks	5	Med Trucks	16	Med Trucks	40
Hvy Trucks	3	Hvy Trucks	11	Hvy Trucks	28
Buses	1	Buses	3	Buses	8
Motorcycles	2	Motorcycles	6	Motorcycles	16

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	4,400	Demand	12,200	Demand	26,700
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**Demand**	**No-Build (Design Year) Model:**	**Demand**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	1522	Peak: Autos	1522	Peak: Autos	2374
Med Trucks	25	Med Trucks	25	Med Trucks	39
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	27
Buses	5	Buses	5	Buses	8
Motorcycles	10	Motorcycles	10	Motorcycles	16
Demand		Demand		Demand	
Peak: Autos	446	Peak: Autos	1238	Peak: Autos	2709
Med Trucks	7	Med Trucks	20	Med Trucks	45
Hvy Trucks	5	Hvy Trucks	14	Hvy Trucks	31
Buses	1	Buses	4	Buses	9
Motorcycles	3	Motorcycles	8	Motorcycles	18

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from 12th Avenue to US 301	Alternative:	PD&E Alternative

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	4,400	Demand	12,200	Demand	26,600
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**Demand**	**No-Build (Design Year) Model:**	**Demand**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	1522	Peak: Autos	1522	Peak: Autos	2374
Med Trucks	25	Med Trucks	25	Med Trucks	39
Hvy Trucks	17	Hvy Trucks	17	Hvy Trucks	27
Buses	5	Buses	5	Buses	8
Motorcycles	10	Motorcycles	10	Motorcycles	16
Demand		Demand		Demand	
Peak: Autos	446	Peak: Autos	1238	Peak: Autos	2699
Med Trucks	7	Med Trucks	20	Med Trucks	45
Hvy Trucks	5	Hvy Trucks	14	Hvy Trucks	31
Buses	1	Buses	4	Buses	9
Motorcycles	3	Motorcycles	8	Motorcycles	18

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (W. of 6th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)		LOS (C)		LOS (C)	
Demand	1,900	Demand	2,800	Demand	2,800
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	96	Peak:	Autos	142	Peak:	Autos	142
	Med Trucks	2		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	76	Off Peak:	Autos	112	Off Peak:	Autos	112
	Med Trucks	1		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	1		Hvy Trucks	1
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (6th St to US 301)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	3,700	Demand	6,800	Demand	6,300
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	0	Peak: Autos	0	Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Off Peak: Autos	0	Off Peak: Autos	0	Off Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Peak: Autos	188	Peak: Autos	345	Peak: Autos	320
Med Trucks	3	Med Trucks	6	Med Trucks	5
Hvy Trucks	2	Hvy Trucks	4	Hvy Trucks	4
Buses	1	Buses	1	Buses	1
Motorcycles	1	Motorcycles	2	Motorcycles	2
Off Peak: Autos	147	Off Peak: Autos	271	Off Peak: Autos	251
Med Trucks	2	Med Trucks	4	Med Trucks	4
Hvy Trucks	2	Hvy Trucks	3	Hvy Trucks	3
Buses	0	Buses	1	Buses	1
Motorcycles	1	Motorcycles	2	Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (US 301 to 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	4,100	Demand	7,300	Demand	7,000
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	208	Peak:	Autos	370	Peak:	Autos	355
	Med Trucks	3		Med Trucks	6		Med Trucks	6
	Hvy Trucks	2		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2
Off Peak:	Autos	163	Off Peak:	Autos	291	Off Peak:	Autos	279
	Med Trucks	3		Med Trucks	5		Med Trucks	5
	Hvy Trucks	2		Hvy Trucks	3		Hvy Trucks	3
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (E. of 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,100	Demand	7,800	Demand	7,800
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	259	Peak:	Autos	396	Peak:	Autos	396
	Med Trucks	4		Med Trucks	7		Med Trucks	7
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	203	Off Peak:	Autos	311	Off Peak:	Autos	311
	Med Trucks	3		Med Trucks	5		Med Trucks	5
	Hvy Trucks	2		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (W. of 6th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	11,000	Demand	16,900	Demand	16,900
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	558	Peak:	Autos	857	Peak:	Autos	857
	Med Trucks	9		Med Trucks	14		Med Trucks	14
	Hvy Trucks	6		Hvy Trucks	10		Hvy Trucks	10
	Buses	2		Buses	3		Buses	3
	Motorcycles	4		Motorcycles	6		Motorcycles	6
Off Peak:	Autos	438	Off Peak:	Autos	674	Off Peak:	Autos	674
	Med Trucks	7		Med Trucks	11		Med Trucks	11
	Hvy Trucks	5		Hvy Trucks	8		Hvy Trucks	8
	Buses	1		Buses	2		Buses	2
	Motorcycles	3		Motorcycles	4		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (6th St to US 301)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	9,800	Demand	15,300	Demand	13,600
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	497	Peak:	Autos	776	Peak:	Autos	690
	Med Trucks	8		Med Trucks	13		Med Trucks	11
	Hvy Trucks	6		Hvy Trucks	9		Hvy Trucks	8
	Buses	2		Buses	2		Buses	2
	Motorcycles	3		Motorcycles	5		Motorcycles	5
Off Peak:	Autos	391	Off Peak:	Autos	610	Off Peak:	Autos	542
	Med Trucks	6		Med Trucks	10		Med Trucks	9
	Hvy Trucks	4		Hvy Trucks	7		Hvy Trucks	6
	Buses	1		Buses	2		Buses	2
	Motorcycles	3		Motorcycles	4		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (US 301 to 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,700	Demand	8,600	Demand	9,400
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	289	Peak:	Autos	436	Peak:	Autos	477
	Med Trucks	5		Med Trucks	7		Med Trucks	8
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	2
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	227	Off Peak:	Autos	343	Off Peak:	Autos	375
	Med Trucks	4		Med Trucks	6		Med Trucks	6
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (E. of 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,700	Demand	8,200	Demand	8,200
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	289	Peak:	Autos	416	Peak:	Autos	416
	Med Trucks	5		Med Trucks	7		Med Trucks	7
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	227	Off Peak:	Autos	327	Off Peak:	Autos	327
	Med Trucks	4		Med Trucks	5		Med Trucks	5
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (W. of 6th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	1,500	Demand	3,300	Demand	3,300
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	76	Peak:	Autos	167	Peak:	Autos	167
	Med Trucks	1		Med Trucks	3		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	60	Off Peak:	Autos	132	Off Peak:	Autos	132
	Med Trucks	1		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (6th St to US 301)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,500	Demand	3,800	Demand	4,700
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	127	Peak:	Autos	193	Peak:	Autos	238
	Med Trucks	2		Med Trucks	3		Med Trucks	4
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	3
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	2
Off Peak:	Autos	100	Off Peak:	Autos	151	Off Peak:	Autos	187
	Med Trucks	2		Med Trucks	2		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (US 301 to 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,800	Demand	3,800	Demand	4,500
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	142	Peak:	Autos	193	Peak:	Autos	228
	Med Trucks	2		Med Trucks	3		Med Trucks	4
	Hvy Trucks	2		Hvy Trucks	2		Hvy Trucks	3
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	2
Off Peak:	Autos	112	Off Peak:	Autos	151	Off Peak:	Autos	179
	Med Trucks	2		Med Trucks	2		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (E. of 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,800	Demand	3,800	Demand	3,800
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	142	Peak:	Autos	193	Peak:	Autos	193
	Med Trucks	2		Med Trucks	3		Med Trucks	3
	Hvy Trucks	2		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	112	Off Peak:	Autos	151	Off Peak:	Autos	151
	Med Trucks	2		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (W. of US 301)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	4,600	Demand	7,100	Demand	7,100
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	0	Peak: Autos	0	Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Off Peak: Autos	0	Off Peak: Autos	0	Off Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Peak: Autos	233	Peak: Autos	360	Peak: Autos	360
Med Trucks	4	Med Trucks	6	Med Trucks	6
Hvy Trucks	3	Hvy Trucks	4	Hvy Trucks	4
Buses	1	Buses	1	Buses	1
Motorcycles	2	Motorcycles	2	Motorcycles	2
Off Peak: Autos	183	Off Peak: Autos	283	Off Peak: Autos	283
Med Trucks	3	Med Trucks	5	Med Trucks	5
Hvy Trucks	2	Hvy Trucks	3	Hvy Trucks	3
Buses	1	Buses	1	Buses	1
Motorcycles	1	Motorcycles	2	Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (US 301 to 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,700	Demand	7,600	Demand	9,400
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	289	Peak:	Autos	386	Peak:	Autos	477
	Med Trucks	5		Med Trucks	6		Med Trucks	8
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	5
	Buses	1		Buses	1		Buses	2
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	227	Off Peak:	Autos	303	Off Peak:	Autos	375
	Med Trucks	4		Med Trucks	5		Med Trucks	6
	Hvy Trucks	3		Hvy Trucks	3		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (E. of 7th St)	Alternative:	PD&E Alternative

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	7,700	Demand	10,100	Demand	10,100
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	391	Peak:	Autos	512	Peak:	Autos	512
	Med Trucks	6		Med Trucks	8		Med Trucks	8
	Hvy Trucks	4		Hvy Trucks	6		Hvy Trucks	6
	Buses	1		Buses	2		Buses	2
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	307	Off Peak:	Autos	403	Off Peak:	Autos	403
	Med Trucks	5		Med Trucks	7		Med Trucks	7
	Hvy Trucks	4		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	3		Motorcycles	3

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Financial Project ID Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 39 to Palm Grove Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	4
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	25,000
Demand	16,900	Demand	49,000	Demand	48,700
Posted Spd:	45 mph	Posted Spd:	45 mph	Posted Spd:	45 mph
	72 kmh		72 kmh		72 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.	T=	6.0 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	1268
	Med Trucks	9		Med Trucks	9		Med Trucks	21
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	14
	Buses	2		Buses	2		Buses	4
	Motorcycles	4		Motorcycles	4		Motorcycles	8
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	996
	Med Trucks	7		Med Trucks	7		Med Trucks	16
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	11
	Buses	1		Buses	1		Buses	3
	Motorcycles	3		Motorcycles	3		Motorcycles	7
Demand			Demand			Demand		
Peak:	Autos	857	Peak:	Autos	2485	Peak:	Autos	2470
	Med Trucks	14		Med Trucks	41		Med Trucks	41
	Hvy Trucks	10		Hvy Trucks	28		Hvy Trucks	28
	Buses	3		Buses	8		Buses	8
	Motorcycles	6		Motorcycles	17		Motorcycles	16
Off Peak:	Autos	674	Off Peak:	Autos	1953	Off Peak:	Autos	1941
	Med Trucks	11		Med Trucks	32		Med Trucks	32
	Hvy Trucks	8		Hvy Trucks	22		Hvy Trucks	22
	Buses	2		Buses	6		Buses	6
	Motorcycles	4		Motorcycles	13		Motorcycles	13

TRAFFIC DATA FOR NOISE STUDIES

Project: _____ Date: 9/3/2010

State Project Number(s): N/A Prepared By: HDR, Inc.

Financial Project ID Number(s): 256422-2-32-02

Federal Aid Number(s): N/A

Segment Description: US 301 from Palm Grove Avenue to C Avenue Alternative: 6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility			No-Build (Design Year)			Build (Design Year)*		
Lanes:	2		Lanes:	2		Lanes:	3	
Year:	2010		Year:	2035		Year:	2035	
ADT:			ADT:			ADT:		
LOS (C)	10,500		LOS (C)	10,500		LOS (C)	23,400	
Demand	17,300		Demand	43,400		Demand	21,600	
Posted Spd:	45	mph	Posted Spd:	45	mph	Posted Spd:	35	mph
	72	kmh		72	kmh		56	kmh
K=	9.40	%	K=	9.40	%	K=	9.40	%
D=	56.00	%	D=	56.00	%	D=	56.00	%
T=	6.0	% for 24 hrs.	T=	6.0	% for 24 hrs.	T=	6.0	% for 24 hrs.
T=	3.00	% Design hr	T=	3.00	% Design hr	T=	3.00	% Design hr
1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV	
1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV	
0.31	% Buses DHV		0.31	% Buses DHV		0.31	% Buses DHV	
0.64	% Motorcycles DHV		0.64	% Motorcycles DHV		0.64	% Motorcycles DHV	

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	878	Peak:	Autos	2201	Peak:	Autos	2191
	Med Trucks	14		Med Trucks	36		Med Trucks	36
	Hvy Trucks	10		Hvy Trucks	25		Hvy Trucks	25
	Buses	3		Buses	7		Buses	7
	Motorcycles	6		Motorcycles	15		Motorcycles	15
Off Peak:	Autos	689	Off Peak:	Autos	1730			
	Med Trucks	11		Med Trucks	29			
	Hvy Trucks	8		Hvy Trucks	20			
	Buses	2		Buses	6			
	Motorcycles	5		Motorcycles	11			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from C Avenue to South Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)	10,500	ADT: LOS (C)	10,500	ADT: LOS (C)	10,500
Demand	16,900	Demand	42,100	Demand	21,800
Posted Spd:	35 mph / 56 kmh	Posted Spd:	35 mph / 56 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	533
	Med Trucks	9		Med Trucks	9		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	6
	Buses	2		Buses	2		Buses	2
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	418
	Med Trucks	7		Med Trucks	7		Med Trucks	7
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Demand			Demand			Demand		
Peak:	Autos	857	Peak:	Autos	2135	Peak:	Autos	1106
	Med Trucks	14		Med Trucks	35		Med Trucks	18
	Hvy Trucks	10		Hvy Trucks	24		Hvy Trucks	13
	Buses	3		Buses	7		Buses	4
	Motorcycles	6		Motorcycles	14		Motorcycles	7
Off Peak:	Autos	674	Off Peak:	Autos	1678	Off Peak:	Autos	869
	Med Trucks	11		Med Trucks	28		Med Trucks	14
	Hvy Trucks	8		Hvy Trucks	19		Hvy Trucks	10
	Buses	2		Buses	5		Buses	3
	Motorcycles	4		Motorcycles	11		Motorcycles	6

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	10,500
Demand	13,100	Demand	29,000	Demand	14,300
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	30 mph
	56 kmh		56 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	533
	Med Trucks	9		Med Trucks	9		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	6
	Buses	2		Buses	2		Buses	2
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	418
	Med Trucks	7		Med Trucks	7		Med Trucks	7
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Demand			Demand			Demand		
Peak:	Autos	664	Peak:	Autos	1471	Peak:	Autos	725
	Med Trucks	11		Med Trucks	24		Med Trucks	12
	Hvy Trucks	8		Hvy Trucks	17		Hvy Trucks	8
	Buses	2		Buses	5		Buses	2
	Motorcycles	4		Motorcycles	10		Motorcycles	5
Off Peak:	Autos	522	Off Peak:	Autos	1156	Off Peak:	Autos	570
	Med Trucks	9		Med Trucks	19		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	13		Hvy Trucks	7
	Buses	2		Buses	4		Buses	2
	Motorcycles	3		Motorcycles	8		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)	10,500	ADT: LOS (C)	10,500	ADT: LOS (C)	10,500
Demand	14,300	Demand	29,600	Demand	15,700
Posted Spd:	35 mph / 56 kmh	Posted Spd:	35 mph / 56 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	533
	Med Trucks	9		Med Trucks	9		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	6
	Buses	2		Buses	2		Buses	2
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	418
	Med Trucks	7		Med Trucks	7		Med Trucks	7
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Demand			Demand			Demand		
Peak:	Autos	725	Peak:	Autos	1501	Peak:	Autos	796
	Med Trucks	12		Med Trucks	25		Med Trucks	13
	Hvy Trucks	8		Hvy Trucks	17		Hvy Trucks	9
	Buses	2		Buses	5		Buses	3
	Motorcycles	5		Motorcycles	10		Motorcycles	5
Off Peak:	Autos	570	Off Peak:	Autos	1180	Off Peak:	Autos	626
	Med Trucks	9		Med Trucks	19		Med Trucks	10
	Hvy Trucks	7		Hvy Trucks	13		Hvy Trucks	7
	Buses	2		Buses	4		Buses	2
	Motorcycles	4		Motorcycles	8		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from 12th Avenue to North Avenue (Geiger Road)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)	10,500	ADT: LOS (C)	10,500	ADT: LOS (C)	10,500
Demand	14,900	Demand	30,200	Demand	15,600
Posted Spd:	35 mph / 56 kmh	Posted Spd:	35 mph / 56 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	533
	Med Trucks	9		Med Trucks	9		Med Trucks	9
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	6
	Buses	2		Buses	2		Buses	2
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Off Peak:	Autos	418	Off Peak:	Autos	418	Off Peak:	Autos	418
	Med Trucks	7		Med Trucks	7		Med Trucks	7
	Hvy Trucks	5		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	3		Motorcycles	3		Motorcycles	3
Demand			Demand			Demand		
Peak:	Autos	756	Peak:	Autos	1532	Peak:	Autos	791
	Med Trucks	12		Med Trucks	25		Med Trucks	13
	Hvy Trucks	9		Hvy Trucks	17		Hvy Trucks	9
	Buses	2		Buses	5		Buses	3
	Motorcycles	5		Motorcycles	10		Motorcycles	5
Off Peak:	Autos	594	Off Peak:	Autos	1204	Off Peak:	Autos	622
	Med Trucks	10		Med Trucks	20		Med Trucks	10
	Hvy Trucks	7		Hvy Trucks	14		Hvy Trucks	7
	Buses	2		Buses	4		Buses	2
	Motorcycles	4		Motorcycles	8		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from North Avenue (Geiger Road) to Fort King Road	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility			No-Build (Design Year)			Build (Design Year)		
Lanes:	4		Lanes:	4		Lanes:	6	
Year:	2010		Year:	2035		Year:	2035	
ADT:			ADT:			ADT:		
LOS (C)	25,000		LOS (C)	25,000		LOS (C)	39,000	
Demand	20,900		Demand	41,300		Demand	35,900	
Posted Spd:	35	mph	Posted Spd:	35	mph	Posted Spd:	35	mph
	56	kmh		56	kmh		56	kmh
K=	9.40	%	K=	9.40	%	K=	9.40	%
D=	56.00	%	D=	56.00	%	D=	75.00	% *
T=	6.00	% for 24 hrs.	T=	6.00	% for 24 hrs.	T=	6.00	% for 24 hrs.
T=	3.00	% Design hr	T=	3.00	% Design hr	T=	3.00	% Design hr
1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV		1.59	% Medium Trucks DHV	
1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV		1.10	% Heavy Trucks DHV	
0.31	% Buses DHV		0.31	% Buses DHV		0.31	% Buses DHV	
0.64	% Motorcycles DHV		0.64	% Motorcycles DHV		0.64	% Motorcycles DHV	

*75% of traffic is traveling in the SB direction and 25% is traveling in the NB direction; some of the NB traffic is being diverted to 7th Street

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1268	Peak:	Autos	1268	Peak:	Autos	2649
	Med Trucks	21		Med Trucks	21		Med Trucks	44
	Hvy Trucks	14		Hvy Trucks	14		Hvy Trucks	30
	Buses	4		Buses	4		Buses	9
	Motorcycles	8		Motorcycles	8		Motorcycles	18
Off Peak:	Autos	996	Off Peak:	Autos	996	Off Peak:	Autos	883
	Med Trucks	16		Med Trucks	16		Med Trucks	15
	Hvy Trucks	11		Hvy Trucks	11		Hvy Trucks	10
	Buses	3		Buses	3		Buses	3
	Motorcycles	7		Motorcycles	7		Motorcycles	6
Demand			Demand			Demand		
Peak:	Autos	1060	Peak:	Autos	2095	Peak:	Autos	2439
	Med Trucks	17		Med Trucks	35		Med Trucks	40
	Hvy Trucks	12		Hvy Trucks	24		Hvy Trucks	28
	Buses	3		Buses	7		Buses	8
	Motorcycles	7		Motorcycles	14		Motorcycles	16
Off Peak:	Autos	833	Off Peak:	Autos	1646	Off Peak:	Autos	813
	Med Trucks	14		Med Trucks	27		Med Trucks	13
	Hvy Trucks	10		Hvy Trucks	19		Hvy Trucks	9
	Buses	3		Buses	5		Buses	3
	Motorcycles	6		Motorcycles	11		Motorcycles	5

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from Fort King Road to CR 54 (Eiland Boulevard)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	4	Lanes:	4	Lanes:	6
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	25,000	LOS (C)	25,000	LOS (C)	39,000
Demand	21,400	Demand	43,000	Demand	43,000
Posted Spd:	35 mph	Posted Spd:	35 mph	Posted Spd:	35 mph
	56 kmh		56 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1268	Peak:	Autos	1268	Peak:	Autos	1978
	Med Trucks	21		Med Trucks	21		Med Trucks	33
	Hvy Trucks	14		Hvy Trucks	14		Hvy Trucks	23
	Buses	4		Buses	4		Buses	6
	Motorcycles	8		Motorcycles	8		Motorcycles	13
Off Peak:	Autos	996	Off Peak:	Autos	996	Off Peak:	Autos	1554
	Med Trucks	16		Med Trucks	16		Med Trucks	26
	Hvy Trucks	11		Hvy Trucks	11		Hvy Trucks	18
	Buses	3		Buses	3		Buses	5
	Motorcycles	7		Motorcycles	7		Motorcycles	10
Demand			Demand			Demand		
Peak:	Autos	1085	Peak:	Autos	2181	Peak:	Autos	2181
	Med Trucks	18		Med Trucks	36		Med Trucks	36
	Hvy Trucks	12		Hvy Trucks	25		Hvy Trucks	25
	Buses	3		Buses	7		Buses	7
	Motorcycles	7		Motorcycles	14		Motorcycles	14
Off Peak:	Autos	853	Off Peak:	Autos	1714	Off Peak:	Autos	1714
	Med Trucks	14		Med Trucks	28		Med Trucks	28
	Hvy Trucks	10		Hvy Trucks	20		Hvy Trucks	20
	Buses	3		Buses	6		Buses	6
	Motorcycles	6		Motorcycles	11		Motorcycles	11

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	3,500	Demand	10,300	Demand	16,100
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	355	Peak:	Autos	1045	Peak:	Autos	1633
	Med Trucks	6		Med Trucks	17		Med Trucks	27
	Hvy Trucks	4		Hvy Trucks	12		Hvy Trucks	19
	Buses	1		Buses	3		Buses	5
	Motorcycles	2		Motorcycles	7		Motorcycles	11

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	4,600	Demand	10,600	Demand	16,500
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	467	Peak:	Autos	1075	Peak:	Autos	1674
	Med Trucks	8		Med Trucks	18		Med Trucks	28
	Hvy Trucks	5		Hvy Trucks	12		Hvy Trucks	19
	Buses	2		Buses	3		Buses	5
	Motorcycles	3		Motorcycles	7		Motorcycles	11

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from 12th Avenue to North Avenue (Geiger Road)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	3,900	Demand	10,100	Demand	16,300
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	396	Peak:	Autos	1025	Peak:	Autos	1654
	Med Trucks	7		Med Trucks	17		Med Trucks	27
	Hvy Trucks	5		Hvy Trucks	12		Hvy Trucks	19
	Buses	1		Buses	3		Buses	5
	Motorcycles	3		Motorcycles	7		Motorcycles	11

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Fort King Road from North Avenue (Geiger Road) to US 301	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	10,500	LOS (C)	10,500	LOS (C)	23,400
Demand	7,100	Demand	13,400	Demand	16,100
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	533	Peak:	Autos	533	Peak:	Autos	2374
	Med Trucks	9		Med Trucks	9		Med Trucks	39
	Hvy Trucks	6		Hvy Trucks	6		Hvy Trucks	27
	Buses	2		Buses	2		Buses	8
	Motorcycles	4		Motorcycles	4		Motorcycles	16
Off Peak:	Autos	418	Off Peak:	Autos	418			
	Med Trucks	7		Med Trucks	7			
	Hvy Trucks	5		Hvy Trucks	5			
	Buses	1		Buses	1			
	Motorcycles	3		Motorcycles	3			
Demand			Demand			Demand		
Peak:	Autos	360	Peak:	Autos	680	Peak:	Autos	1633
	Med Trucks	6		Med Trucks	11		Med Trucks	27
	Hvy Trucks	4		Hvy Trucks	8		Hvy Trucks	19
	Buses	1		Buses	2		Buses	5
	Motorcycles	2		Motorcycles	5		Motorcycles	11
Off Peak:	Autos	283	Off Peak:	Autos	534			
	Med Trucks	5		Med Trucks	9			
	Hvy Trucks	3		Hvy Trucks	6			
	Buses	1		Buses	2			
	Motorcycles	2		Motorcycles	4			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from C Avenue to South Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	1,300	Demand	5,000	Demand	22,200
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	132	Peak:	Autos	507	Peak:	Autos	2252
	Med Trucks	2		Med Trucks	8		Med Trucks	37
	Hvy Trucks	2		Hvy Trucks	6		Hvy Trucks	26
	Buses	0		Buses	2		Buses	7
	Motorcycles	1		Motorcycles	3		Motorcycles	15

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	2,800	Demand	9,600	Demand	17,200
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	284	Peak:	Autos	974	Peak:	Autos	1745
	Med Trucks	5		Med Trucks	16		Med Trucks	29
	Hvy Trucks	3		Hvy Trucks	11		Hvy Trucks	20
	Buses	1		Buses	3		Buses	6
	Motorcycles	2		Motorcycles	6		Motorcycles	12

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	4,400	Demand	12,200	Demand	19,100
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	446	Peak:	Autos	1238	Peak:	Autos	1938
	Med Trucks	7		Med Trucks	20		Med Trucks	32
	Hvy Trucks	5		Hvy Trucks	14		Hvy Trucks	22
	Buses	1		Buses	4		Buses	6
	Motorcycles	3		Motorcycles	8		Motorcycles	13

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from 12th Avenue to US 301	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility*		No-Build (Design Year)*		Build (Design Year)*	
Lanes:	2	Lanes:	2	Lanes:	3
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)	15,000	LOS (C)	15,000	LOS (C)	23,400
Demand	4,400	Demand	12,200	Demand	19,200
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	35 mph
	48 kmh		48 kmh		56 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**Demand**	**No-Build (Design Year) Model:**		**Demand**	**Build (Design Year) Model:**		**Demand**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	1522	Peak:	Autos	1522	Peak:	Autos	2374
	Med Trucks	25		Med Trucks	25		Med Trucks	39
	Hvy Trucks	17		Hvy Trucks	17		Hvy Trucks	27
	Buses	5		Buses	5		Buses	8
	Motorcycles	10		Motorcycles	10		Motorcycles	16
Demand			Demand			Demand		
Peak:	Autos	446	Peak:	Autos	1238	Peak:	Autos	1948
	Med Trucks	7		Med Trucks	20		Med Trucks	32
	Hvy Trucks	5		Hvy Trucks	14		Hvy Trucks	22
	Buses	1		Buses	4		Buses	6
	Motorcycles	3		Motorcycles	8		Motorcycles	13

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (W. of 6th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	1,900	Demand	2,800	Demand	2,800
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	96	Peak:	Autos	142	Peak:	Autos	142
	Med Trucks	2		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	76	Off Peak:	Autos	112	Off Peak:	Autos	112
	Med Trucks	1		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	1		Hvy Trucks	1
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (6th St to US 301)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	3,700	Demand	6,800	Demand	9,000
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	188	Peak:	Autos	345	Peak:	Autos	457
	Med Trucks	3		Med Trucks	6		Med Trucks	8
	Hvy Trucks	2		Hvy Trucks	4		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	3
Off Peak:	Autos	147	Off Peak:	Autos	271	Off Peak:	Autos	359
	Med Trucks	2		Med Trucks	4		Med Trucks	6
	Hvy Trucks	2		Hvy Trucks	3		Hvy Trucks	4
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (US 301 to 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)		LOS (C)		LOS (C)	
Demand	4,100	Demand	7,300	Demand	7,000
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	208	Peak:	Autos	370	Peak:	Autos	355
	Med Trucks	3		Med Trucks	6		Med Trucks	6
	Hvy Trucks	2		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2
Off Peak:	Autos	163	Off Peak:	Autos	291	Off Peak:	Autos	279
	Med Trucks	3		Med Trucks	5		Med Trucks	5
	Hvy Trucks	2		Hvy Trucks	3		Hvy Trucks	3
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	South Ave (E. of 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,100	Demand	7,800	Demand	7,800
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	259	Peak:	Autos	396	Peak:	Autos	396
	Med Trucks	4		Med Trucks	7		Med Trucks	7
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	203	Off Peak:	Autos	311	Off Peak:	Autos	311
	Med Trucks	3		Med Trucks	5		Med Trucks	5
	Hvy Trucks	2		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (W. of 6th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	11,000	Demand	16,900	Demand	16,900
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	558	Peak:	Autos	857	Peak:	Autos	857
	Med Trucks	9		Med Trucks	14		Med Trucks	14
	Hvy Trucks	6		Hvy Trucks	10		Hvy Trucks	10
	Buses	2		Buses	3		Buses	3
	Motorcycles	4		Motorcycles	6		Motorcycles	6
Off Peak:	Autos	438	Off Peak:	Autos	674	Off Peak:	Autos	674
	Med Trucks	7		Med Trucks	11		Med Trucks	11
	Hvy Trucks	5		Hvy Trucks	8		Hvy Trucks	8
	Buses	1		Buses	2		Buses	2
	Motorcycles	3		Motorcycles	4		Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (6th St to US 301)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	9,800	Demand	15,300	Demand	13,900
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	0	Peak: Autos	0	Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Off Peak: Autos	0	Off Peak: Autos	0	Off Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Peak: Autos	497	Peak: Autos	776	Peak: Autos	705
Med Trucks	8	Med Trucks	13	Med Trucks	12
Hvy Trucks	6	Hvy Trucks	9	Hvy Trucks	8
Buses	2	Buses	2	Buses	2
Motorcycles	3	Motorcycles	5	Motorcycles	5
Off Peak: Autos	391	Off Peak: Autos	610	Off Peak: Autos	554
Med Trucks	6	Med Trucks	10	Med Trucks	9
Hvy Trucks	4	Hvy Trucks	7	Hvy Trucks	6
Buses	1	Buses	2	Buses	2
Motorcycles	3	Motorcycles	4	Motorcycles	4

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (US 301 to 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,700	Demand	8,600	Demand	10,600
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	289	Peak:	Autos	436	Peak:	Autos	538
	Med Trucks	5		Med Trucks	7		Med Trucks	9
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	6
	Buses	1		Buses	1		Buses	2
	Motorcycles	2		Motorcycles	3		Motorcycles	4
Off Peak:	Autos	227	Off Peak:	Autos	343	Off Peak:	Autos	422
	Med Trucks	4		Med Trucks	6		Med Trucks	7
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	3

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	SR 54 (E. of 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT:		ADT:		ADT:	
LOS (C)		LOS (C)		LOS (C)	
Demand	5,700	Demand	8,200	Demand	8,200
Posted Spd:	30 mph	Posted Spd:	30 mph	Posted Spd:	30 mph
	48 kmh		48 kmh		48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	289	Peak:	Autos	416	Peak:	Autos	416
	Med Trucks	5		Med Trucks	7		Med Trucks	7
	Hvy Trucks	3		Hvy Trucks	5		Hvy Trucks	5
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	3		Motorcycles	3
Off Peak:	Autos	227	Off Peak:	Autos	327	Off Peak:	Autos	327
	Med Trucks	4		Med Trucks	5		Med Trucks	5
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (W. of 6th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	1,500	Demand	3,300	Demand	3,300
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	76	Peak:	Autos	167	Peak:	Autos	167
	Med Trucks	1		Med Trucks	3		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	60	Off Peak:	Autos	132	Off Peak:	Autos	132
	Med Trucks	1		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (6th St to US 301)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,500	Demand	3,800	Demand	3,600
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	127	Peak:	Autos	193	Peak:	Autos	183
	Med Trucks	2		Med Trucks	3		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	100	Off Peak:	Autos	151	Off Peak:	Autos	143
	Med Trucks	2		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (US 301 to 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,800	Demand	3,800	Demand	4,400
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	142	Peak:	Autos	193	Peak:	Autos	223
	Med Trucks	2		Med Trucks	3		Med Trucks	4
	Hvy Trucks	2		Hvy Trucks	2		Hvy Trucks	3
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	112	Off Peak:	Autos	151	Off Peak:	Autos	175
	Med Trucks	2		Med Trucks	2		Med Trucks	3
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	12th Ave (E. of 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	2,800	Demand	3,800	Demand	3,800
Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh	Posted Spd:	30 mph 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	142	Peak:	Autos	193	Peak:	Autos	193
	Med Trucks	2		Med Trucks	3		Med Trucks	3
	Hvy Trucks	2		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	1		Motorcycles	1
Off Peak:	Autos	112	Off Peak:	Autos	151	Off Peak:	Autos	151
	Med Trucks	2		Med Trucks	2		Med Trucks	2
	Hvy Trucks	1		Hvy Trucks	2		Hvy Trucks	2
	Buses	0		Buses	0		Buses	0
	Motorcycles	1		Motorcycles	1		Motorcycles	1

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (W. of US 301)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	4,600	Demand	7,100	Demand	7,100
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:		**LOS (C)**	**No-Build (Design Year) Model:**		**LOS (C)**	**Build (Design Year) Model:**		**LOS (C)**
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	0	Peak:	Autos	0	Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Off Peak:	Autos	0	Off Peak:	Autos	0	Off Peak:	Autos	0
	Med Trucks	0		Med Trucks	0		Med Trucks	0
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	0
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Demand			Demand			Demand		
Peak:	Autos	233	Peak:	Autos	360	Peak:	Autos	360
	Med Trucks	4		Med Trucks	6		Med Trucks	6
	Hvy Trucks	3		Hvy Trucks	4		Hvy Trucks	4
	Buses	1		Buses	1		Buses	1
	Motorcycles	2		Motorcycles	2		Motorcycles	2
Off Peak:	Autos	183	Off Peak:	Autos	283	Off Peak:	Autos	283
	Med Trucks	3		Med Trucks	5		Med Trucks	5
	Hvy Trucks	2		Hvy Trucks	3		Hvy Trucks	3
	Buses	1		Buses	1		Buses	1
	Motorcycles	1		Motorcycles	2		Motorcycles	2

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (US 301 to 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	5,700	Demand	7,600	Demand	9,800
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	0	Peak: Autos	0	Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Off Peak: Autos	0	Off Peak: Autos	0	Off Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Peak: Autos	289	Peak: Autos	386	Peak: Autos	497
Med Trucks	5	Med Trucks	6	Med Trucks	8
Hvy Trucks	3	Hvy Trucks	4	Hvy Trucks	6
Buses	1	Buses	1	Buses	2
Motorcycles	2	Motorcycles	3	Motorcycles	3
Off Peak: Autos	227	Off Peak: Autos	303	Off Peak: Autos	391
Med Trucks	4	Med Trucks	5	Med Trucks	6
Hvy Trucks	3	Hvy Trucks	3	Hvy Trucks	4
Buses	1	Buses	1	Buses	1
Motorcycles	2	Motorcycles	2	Motorcycles	3

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	3/8/2011
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Geiger Rd/North Ave (E. of 7th St)	Alternative:	6th & 7th Sts One-Way Pairs Alt

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

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

Existing Facility		No-Build (Design Year)		Build (Design Year)	
Lanes:	2	Lanes:	2	Lanes:	2
Year:	2010	Year:	2035	Year:	2035
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	
Demand	7,700	Demand	10,100	Demand	10,100
Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh	Posted Spd:	30 mph / 48 kmh
K=	9.40 %	K=	9.40 %	K=	9.40 %
D=	56.00 %	D=	56.00 %	D=	56.00 %
T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.	T=	6.00 % for 24 hrs.
T=	3.00 % Design hr	T=	3.00 % Design hr	T=	3.00 % Design hr
1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV	1.59	% Medium Trucks DHV
1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV	1.10	% Heavy Trucks DHV
0.31	% Buses DHV	0.31	% Buses DHV	0.31	% Buses DHV
0.64	% Motorcycles DHV	0.64	% Motorcycles DHV	0.64	% Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

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

Existing Facility Model:	**LOS (C)**	**No-Build (Design Year) Model:**	**LOS (C)**	**Build (Design Year) Model:**	**LOS (C)**
LOS (C)		LOS (C)		LOS (C)	
Peak: Autos	0	Peak: Autos	0	Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Off Peak: Autos	0	Off Peak: Autos	0	Off Peak: Autos	0
Med Trucks	0	Med Trucks	0	Med Trucks	0
Hvy Trucks	0	Hvy Trucks	0	Hvy Trucks	0
Buses	0	Buses	0	Buses	0
Motorcycles	0	Motorcycles	0	Motorcycles	0
Demand		Demand		Demand	
Peak: Autos	391	Peak: Autos	512	Peak: Autos	512
Med Trucks	6	Med Trucks	8	Med Trucks	8
Hvy Trucks	4	Hvy Trucks	6	Hvy Trucks	6
Buses	1	Buses	2	Buses	2
Motorcycles	3	Motorcycles	3	Motorcycles	3
Off Peak: Autos	307	Off Peak: Autos	403	Off Peak: Autos	403
Med Trucks	5	Med Trucks	7	Med Trucks	7
Hvy Trucks	4	Hvy Trucks	5	Hvy Trucks	5
Buses	1	Buses	1	Buses	1
Motorcycles	2	Motorcycles	3	Motorcycles	3

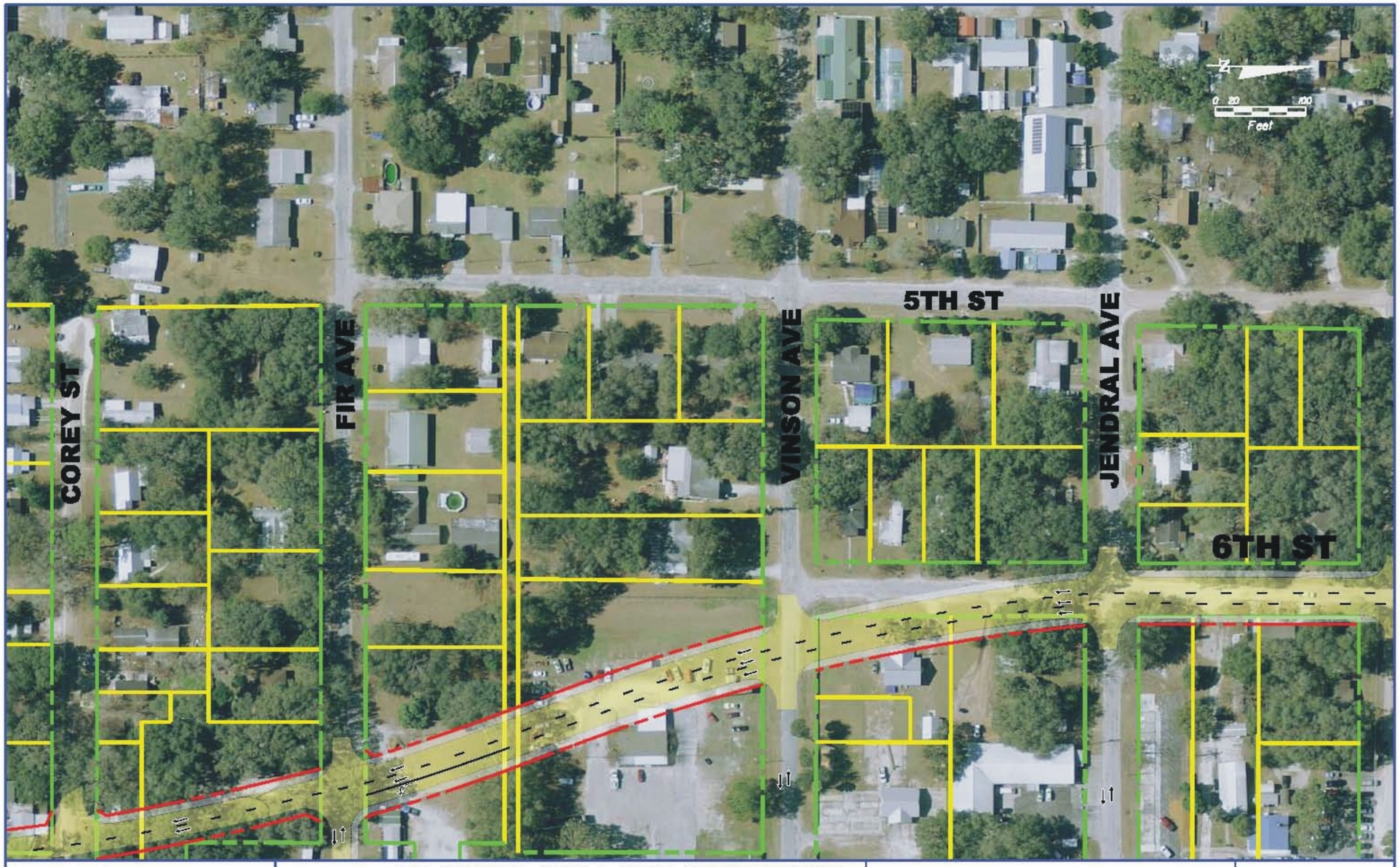
APPENDIX B

ALTERNATIVE 1 AERIALS
- NOISE SENSITIVE SITES

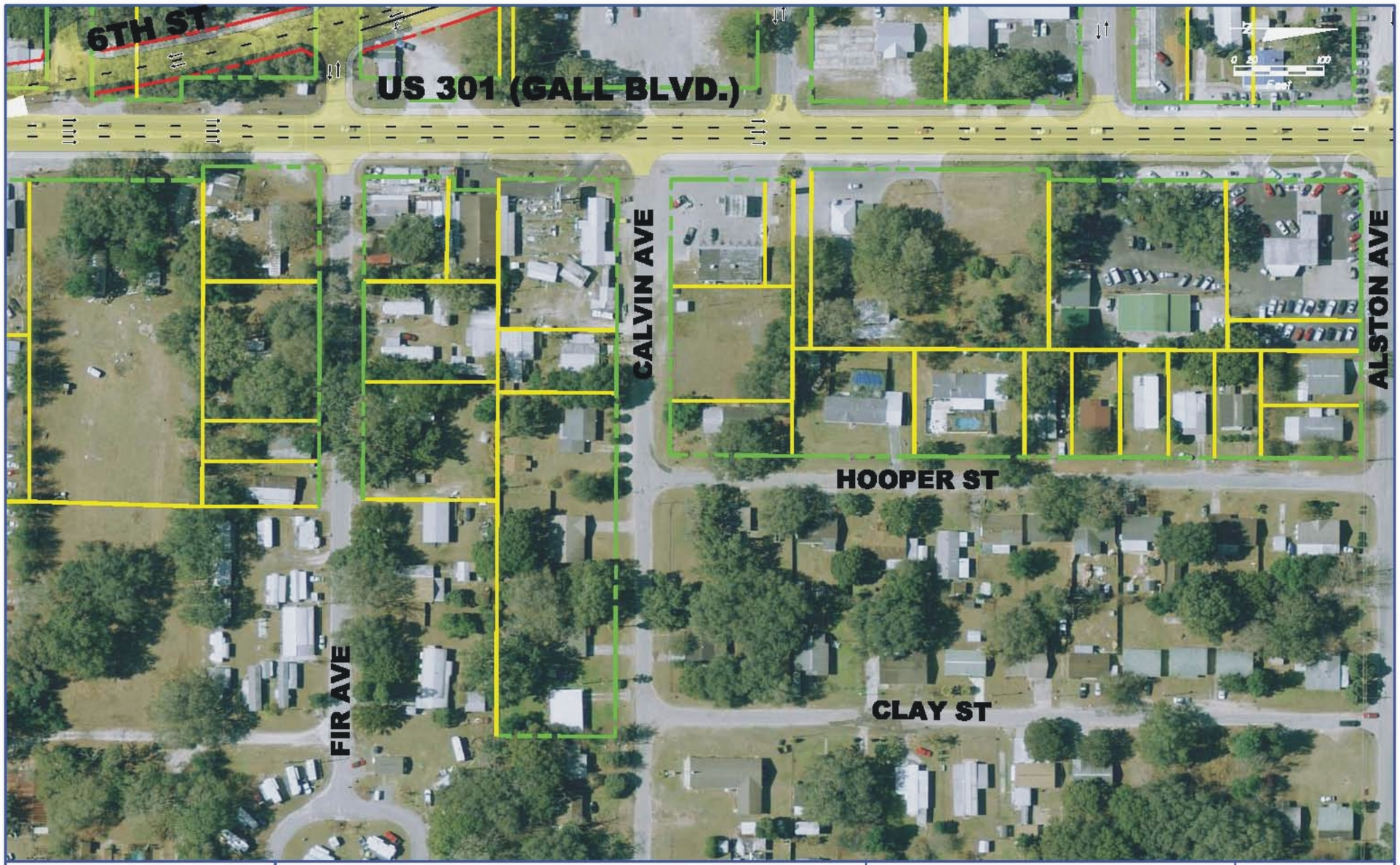
LEGEND:	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
SR 39 PD&E STUDY WPI SEGMENT NOS. 255099-1 AND 256289-1	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	1

LEGEND:	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
SR 39 PD&E STUDY WPI SEGMENT NOS. 255099-1 AND 256289-1	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	1A

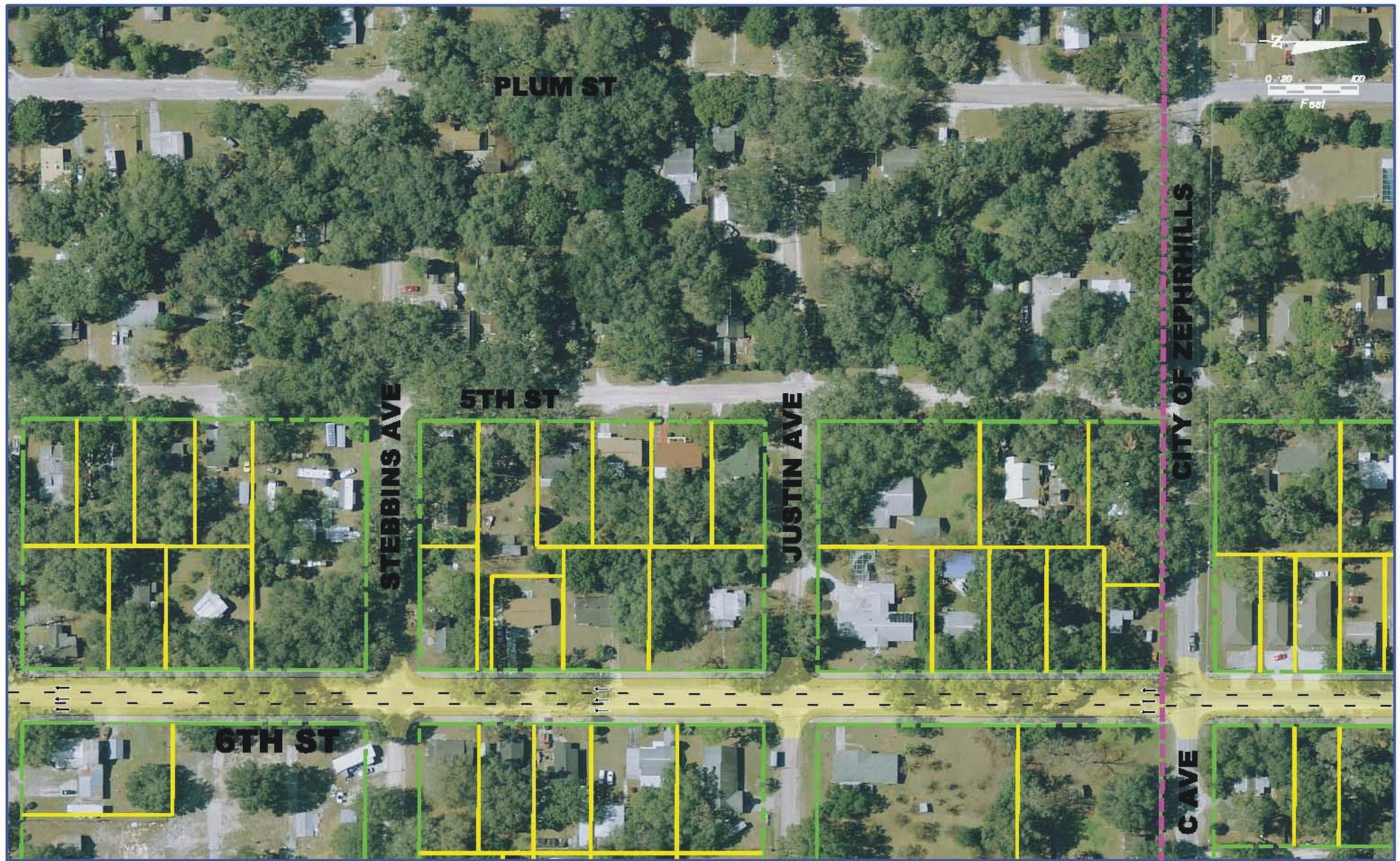
	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 2



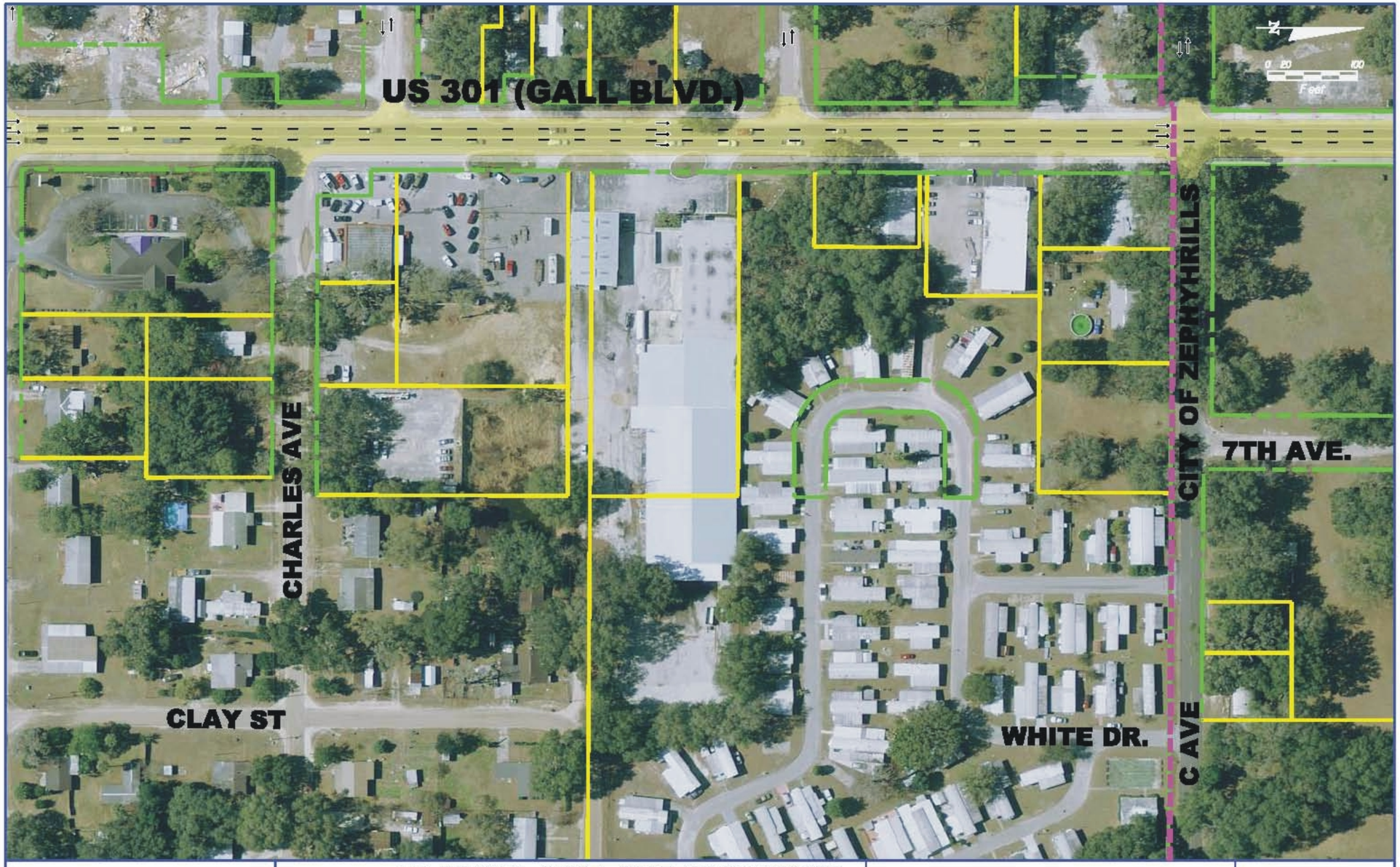
	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 3



	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 3A

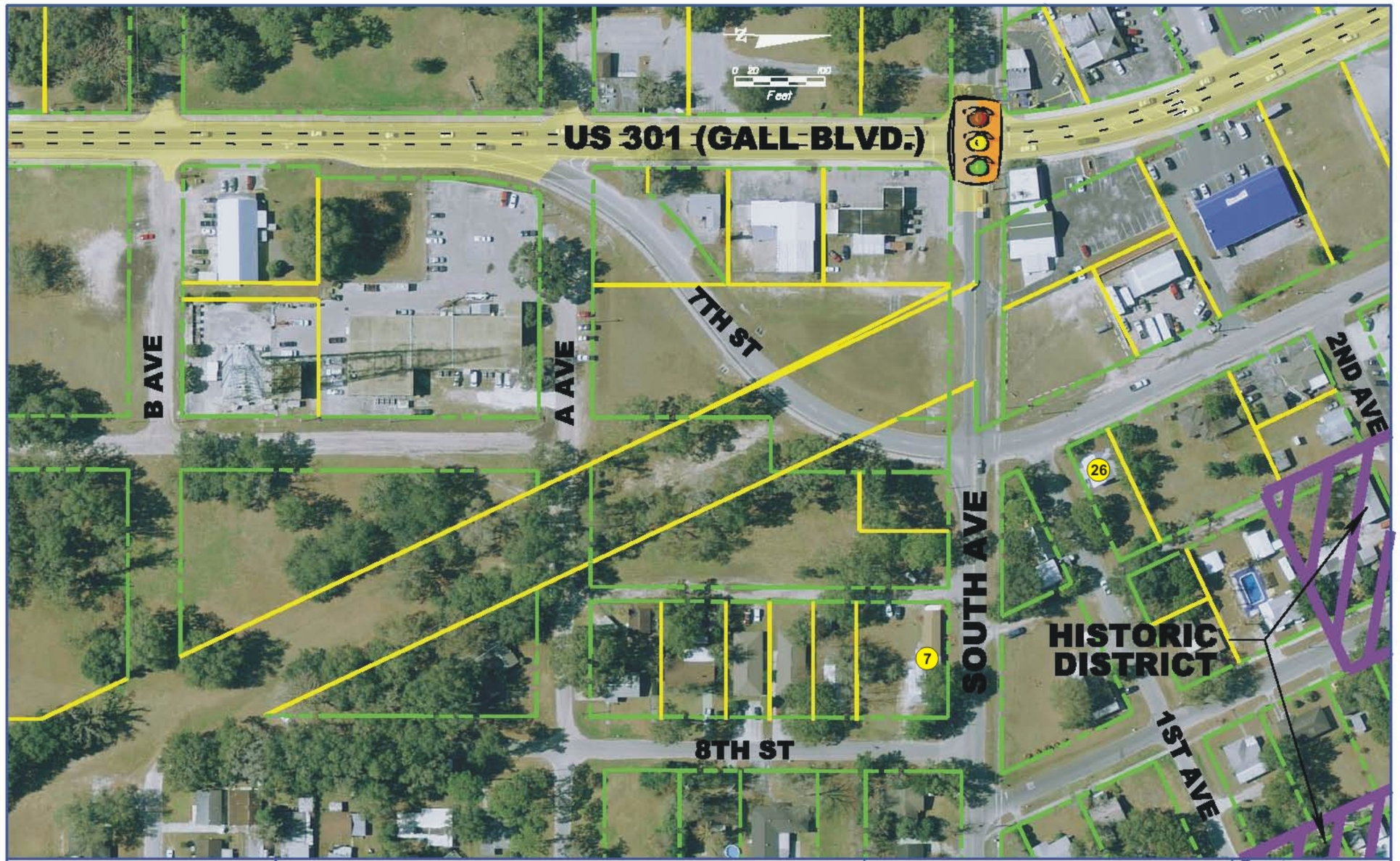


	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 4

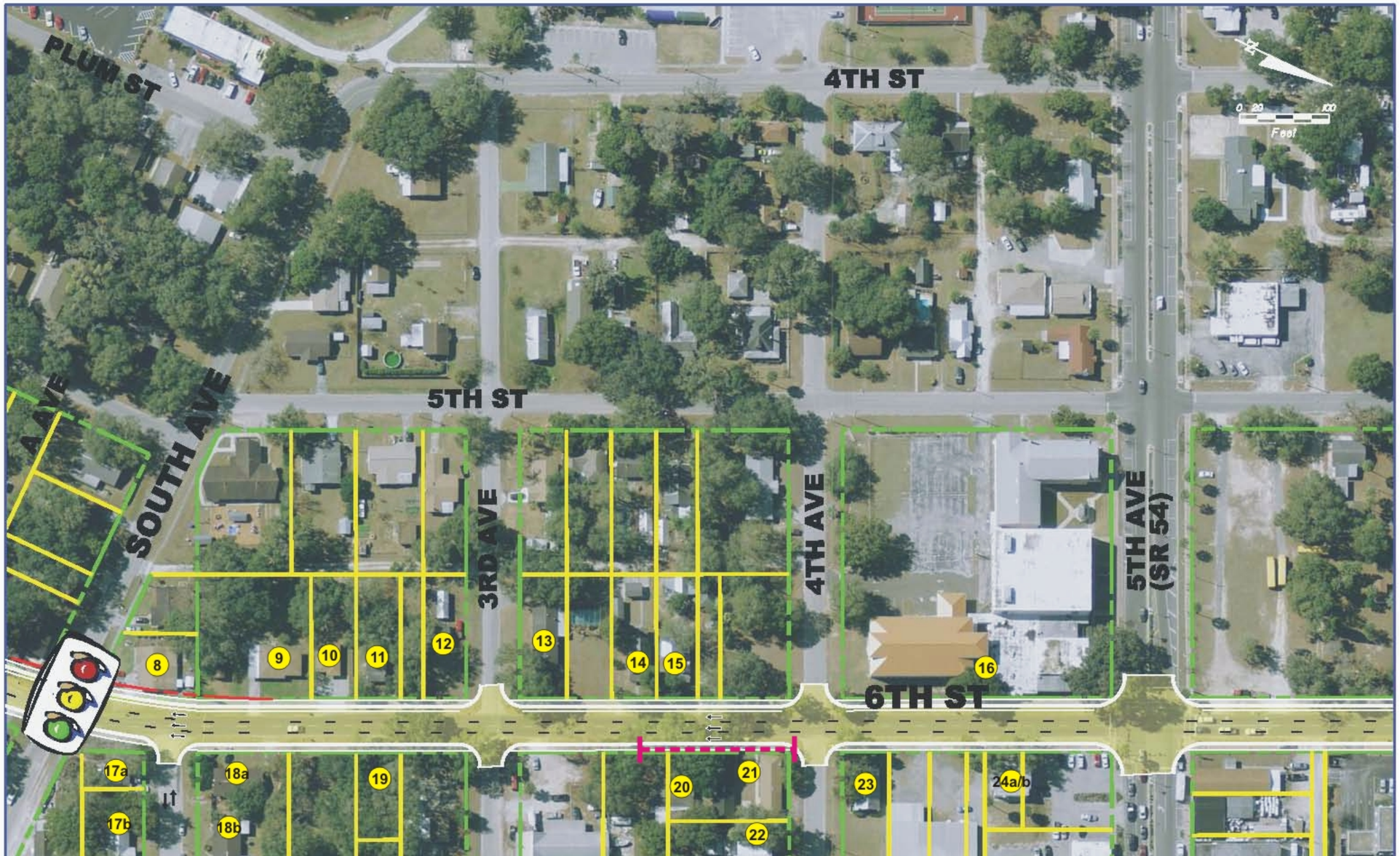


	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 4A

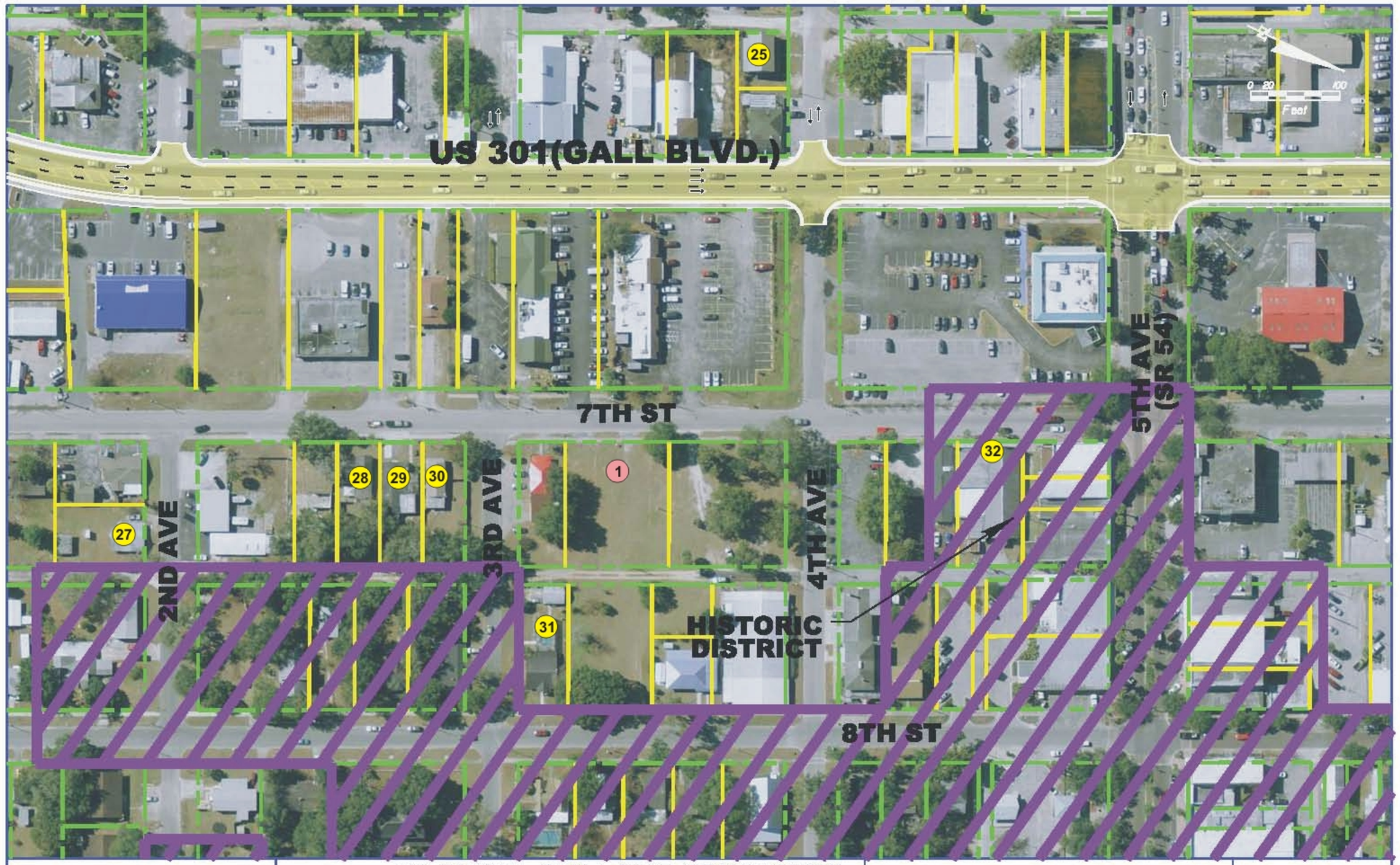
Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY		5



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 5A



Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
1 Noise Sensitive Site Location/Extent of Evaluated Barrier	SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	6



Legend

1 Noise Sensitive Site

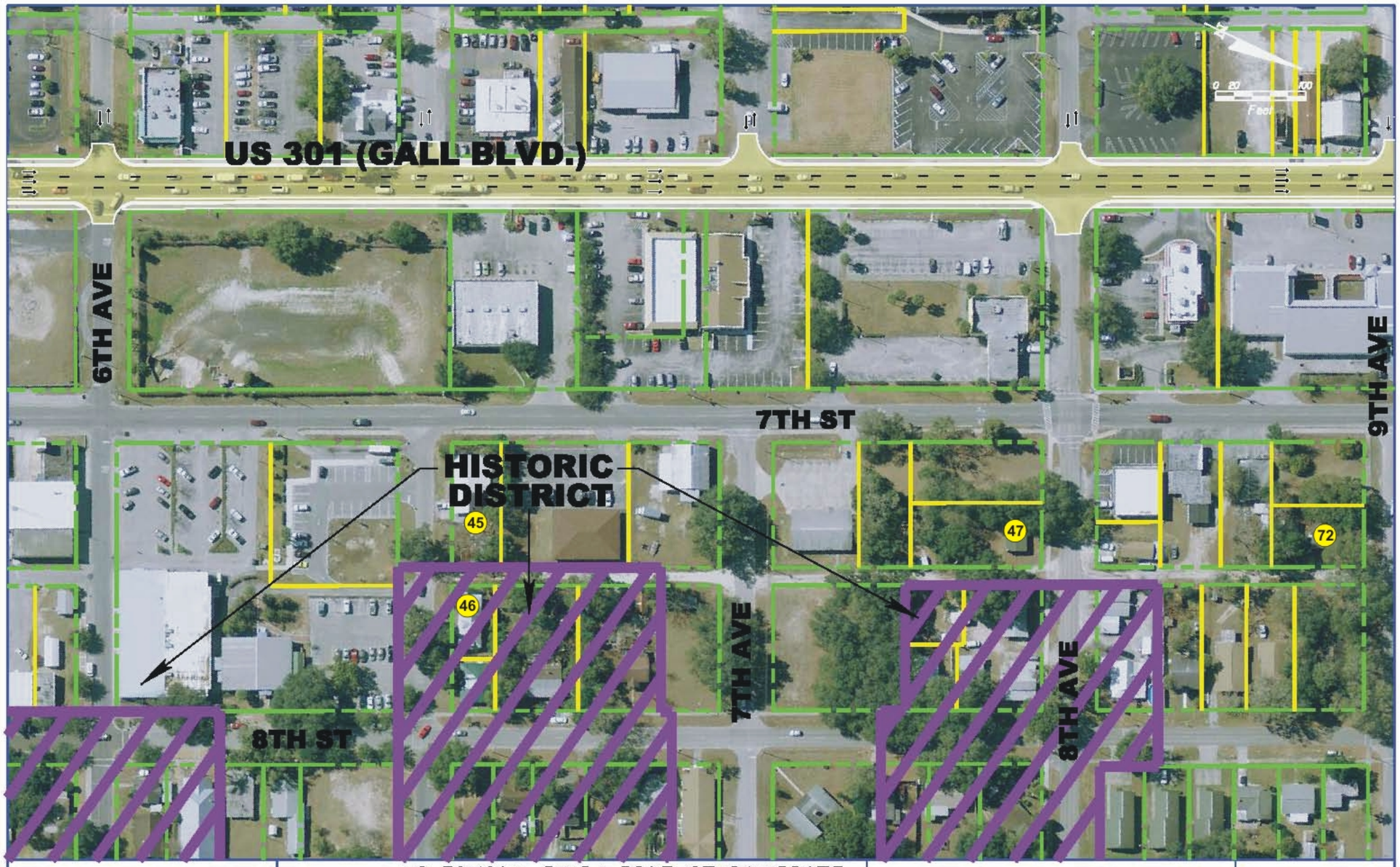
1 Validation Site

US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

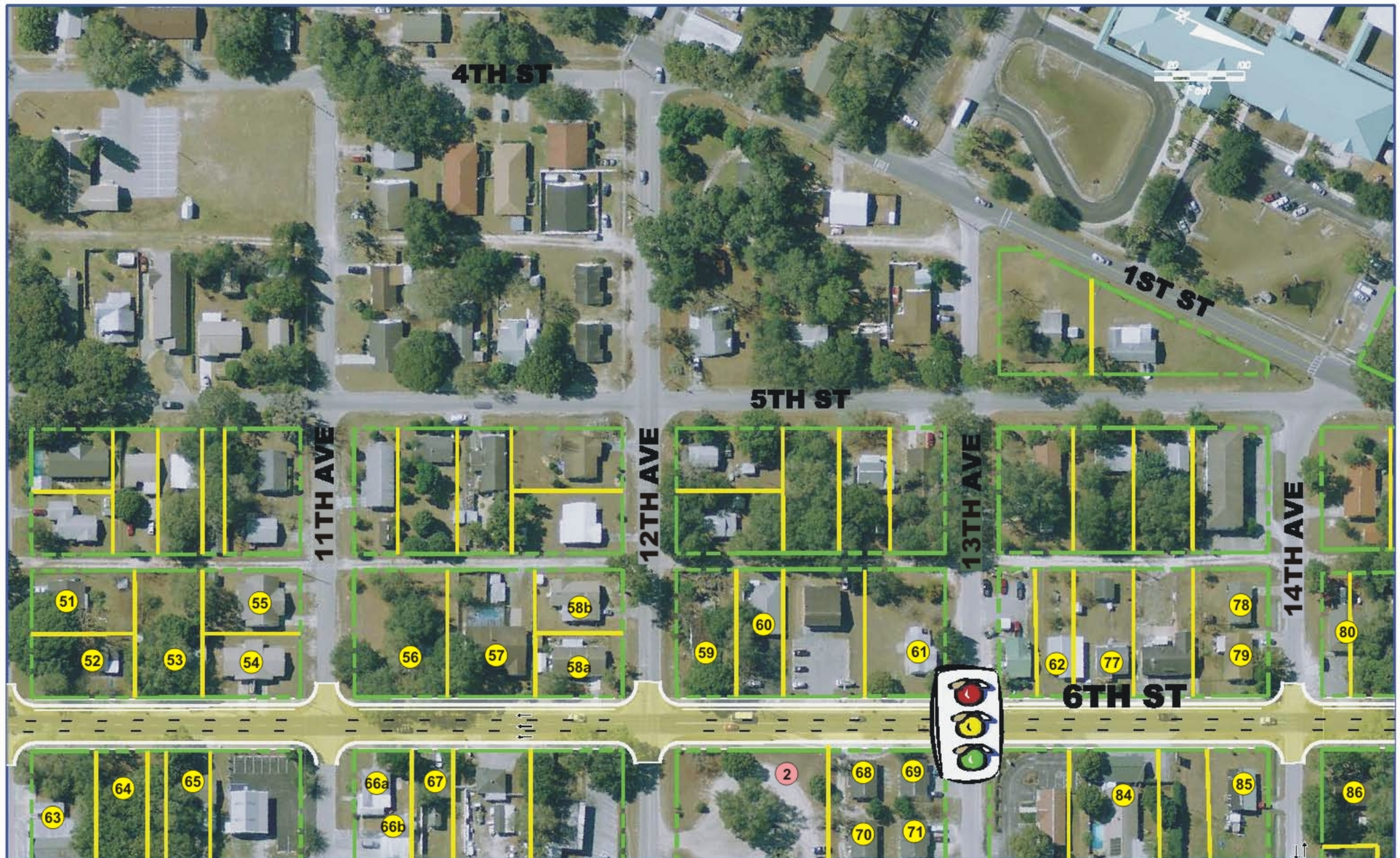
6TH STREET & US 301 (GALL BLVD.)
ONE WAY PAIR ALTERNATIVE

FIGURE NO.
6A

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	7



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 7A



Legend

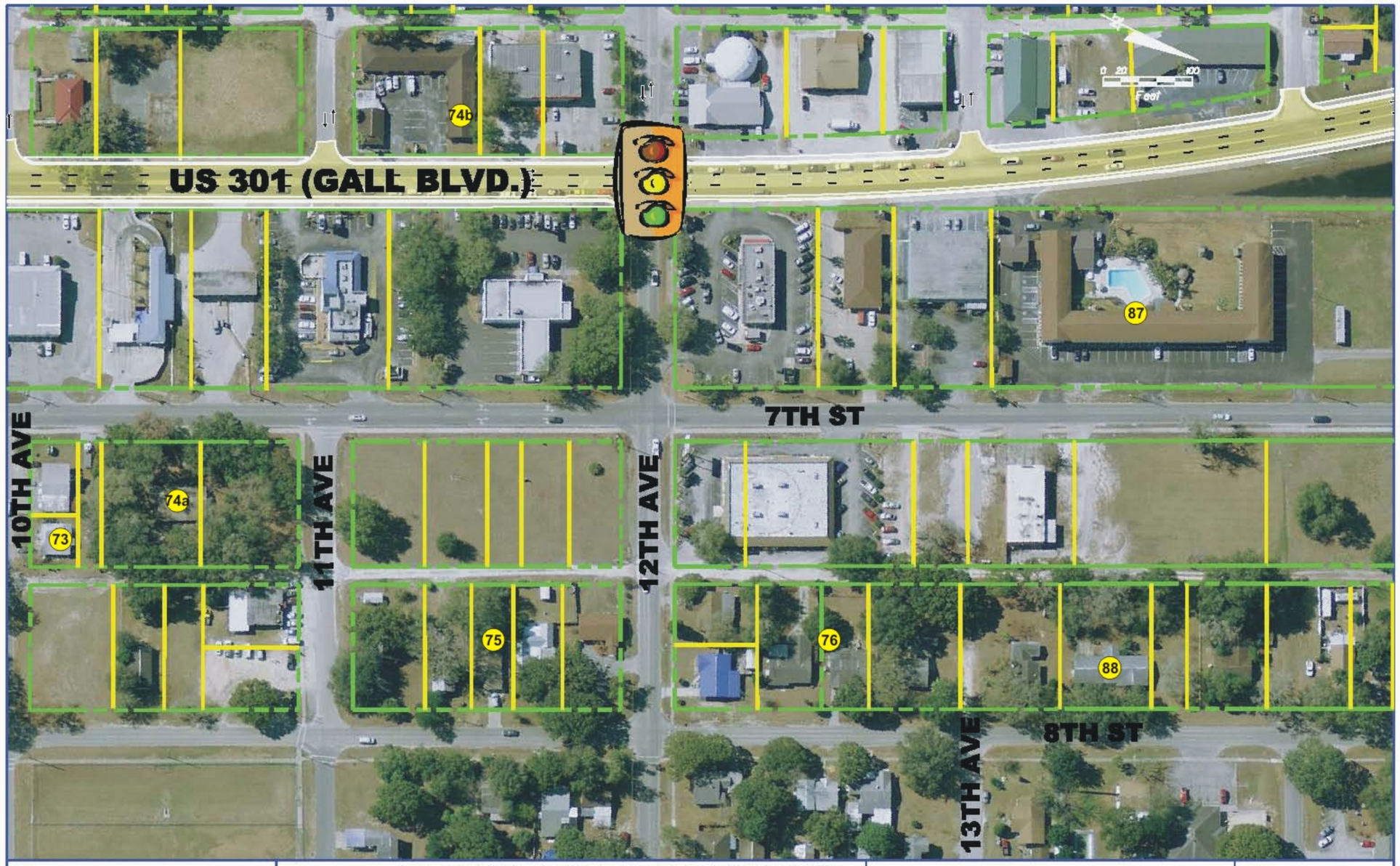
1 Noise Sensitive Site

1 Validation Site

US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI: 256422-2
PASCO COUNTY

6TH STREET & US 301 (GALL BLVD.)
ONE WAY PAIR ALTERNATIVE

FIGURE NO.
8



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	6TH STREET & US 301 (GALL BLVD.) ONE WAY PAIR ALTERNATIVE	FIGURE NO. 8A

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	9

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH STREET & US 301 (GALL BLVD.)	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	9A

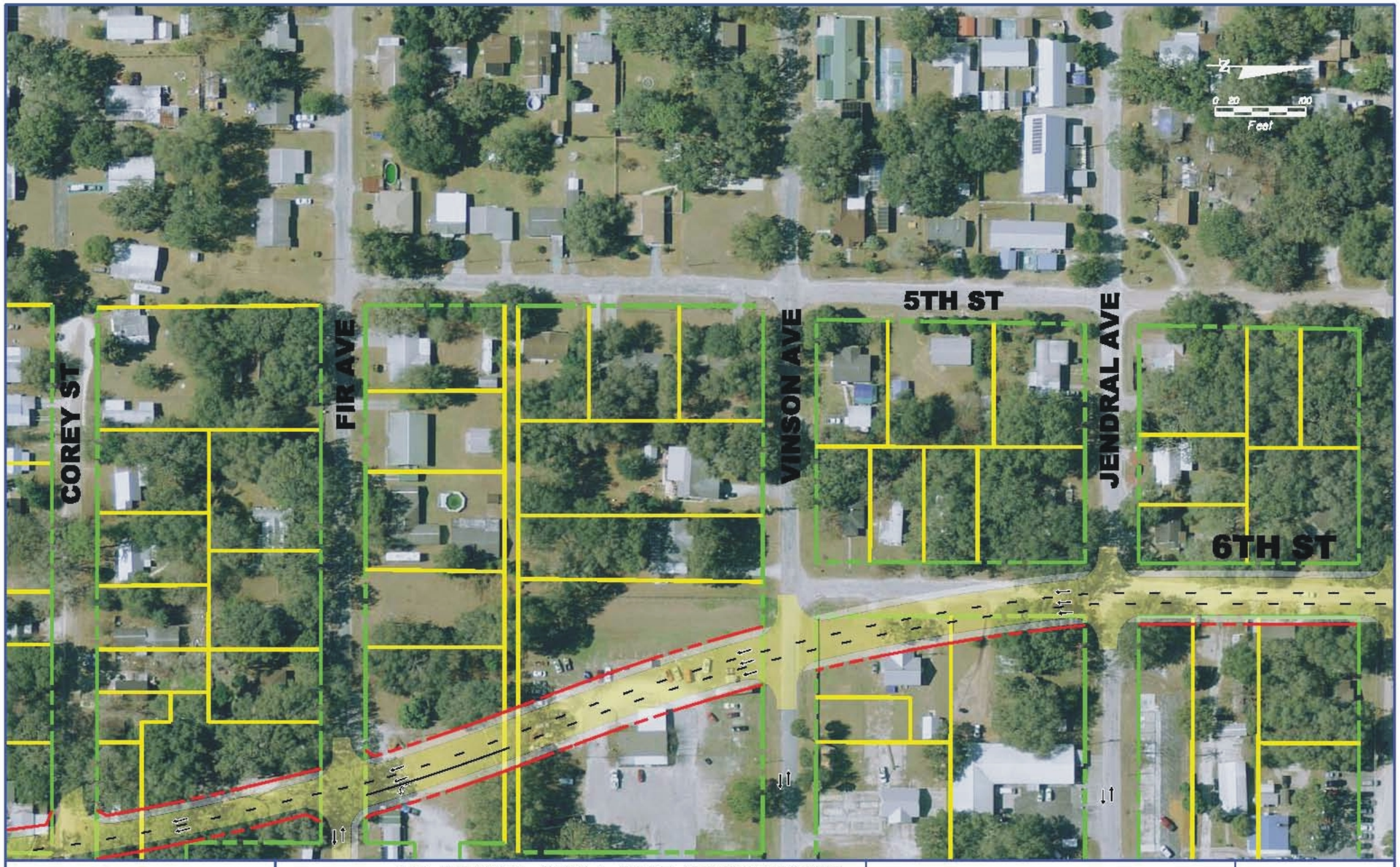
APPENDIX C

ALTERNATIVE 2 AERIALS
- NOISE SENSITIVE SITES

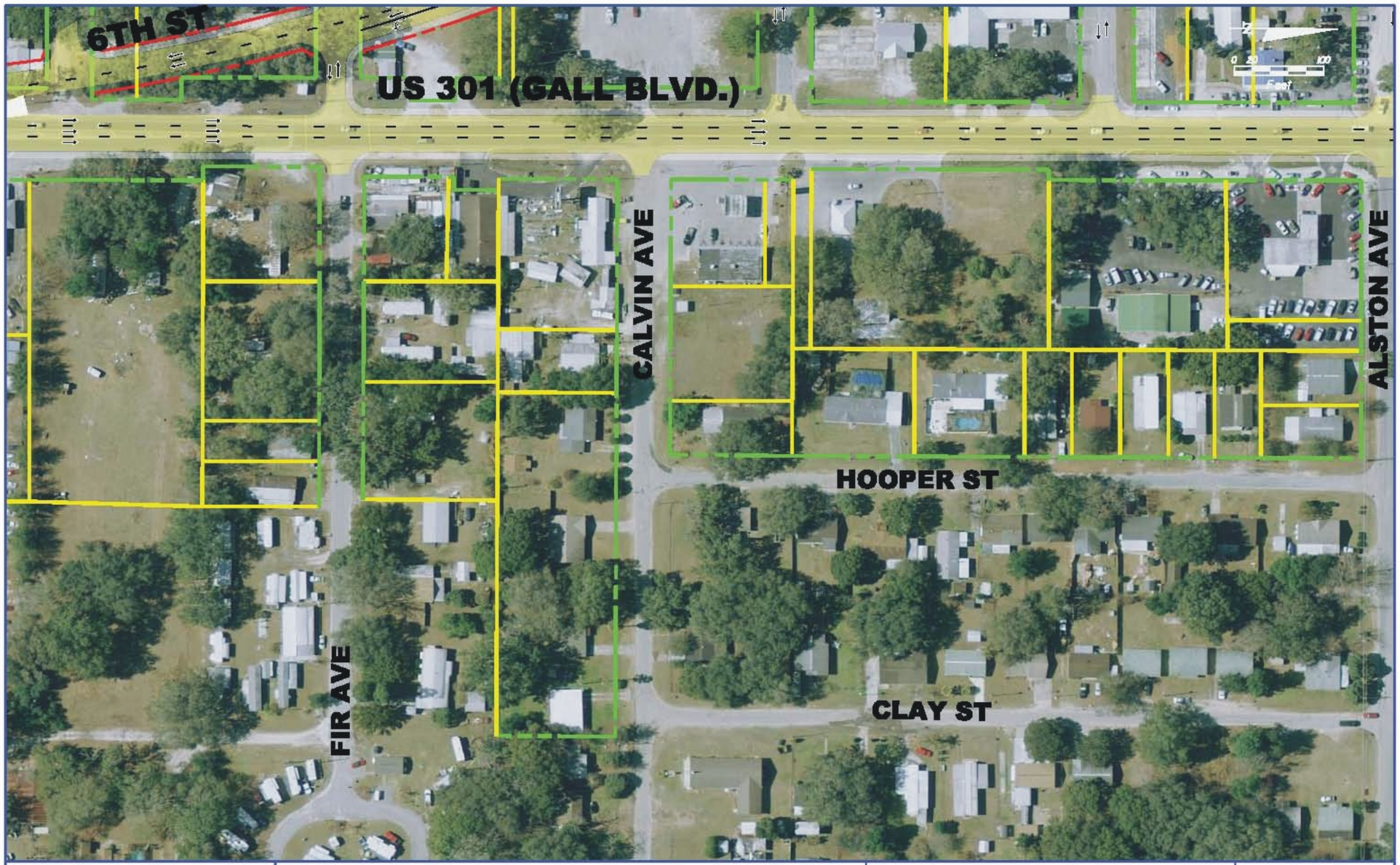
LEGEND:	US 301 (GALL BLVD.) PD&E STUDY UPDATE		FIGURE NO.
SR 39 PD&E STUDY WPI SEGMENT NOS. 255099-1 AND 256289-1	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	1

LEGEND:	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH & 7TH STREET	FIGURE NO.
SR 39 PD&E STUDY WPI SEGMENT NOS. 255099-1 AND 256289-1	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	1A

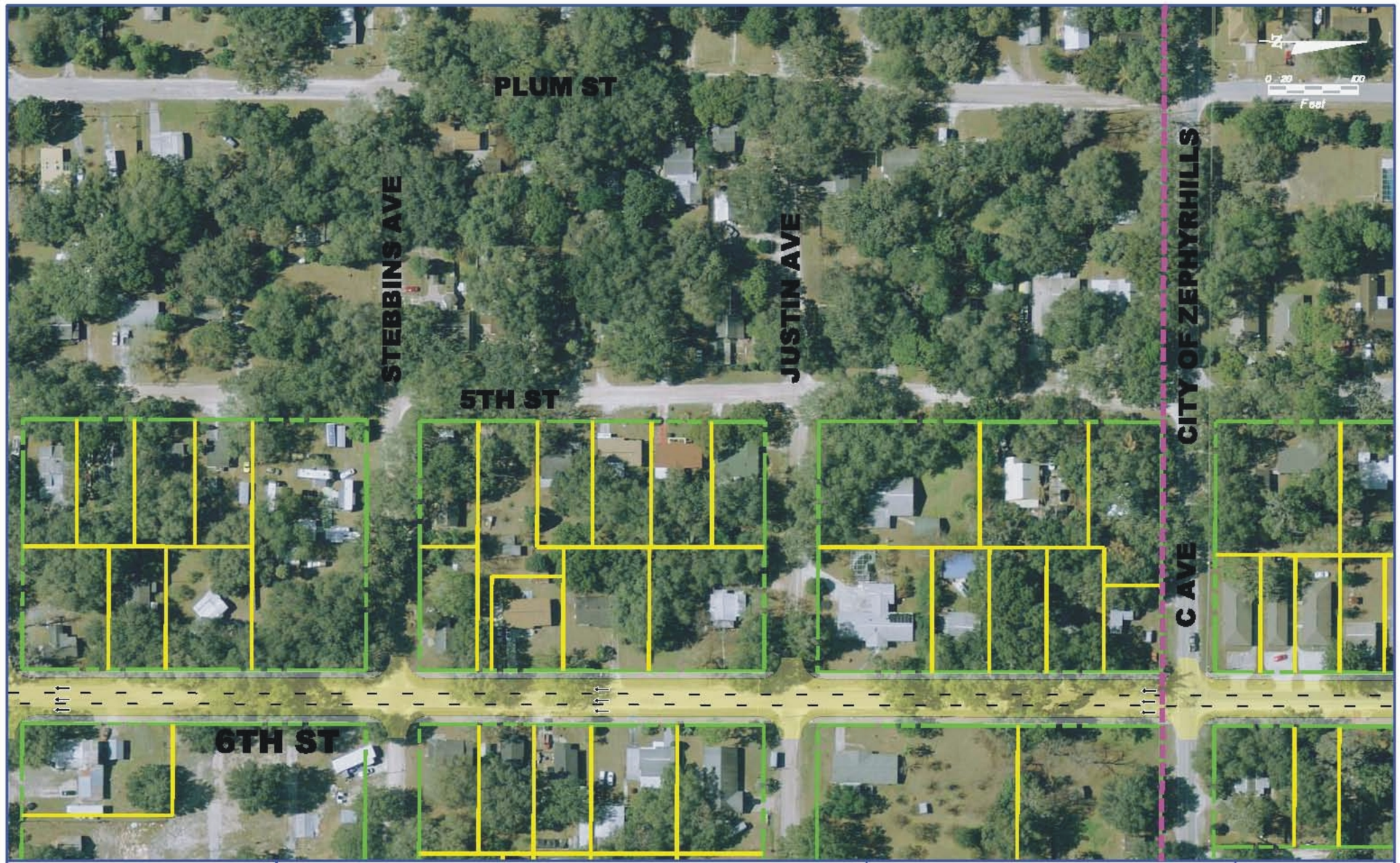
	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 2



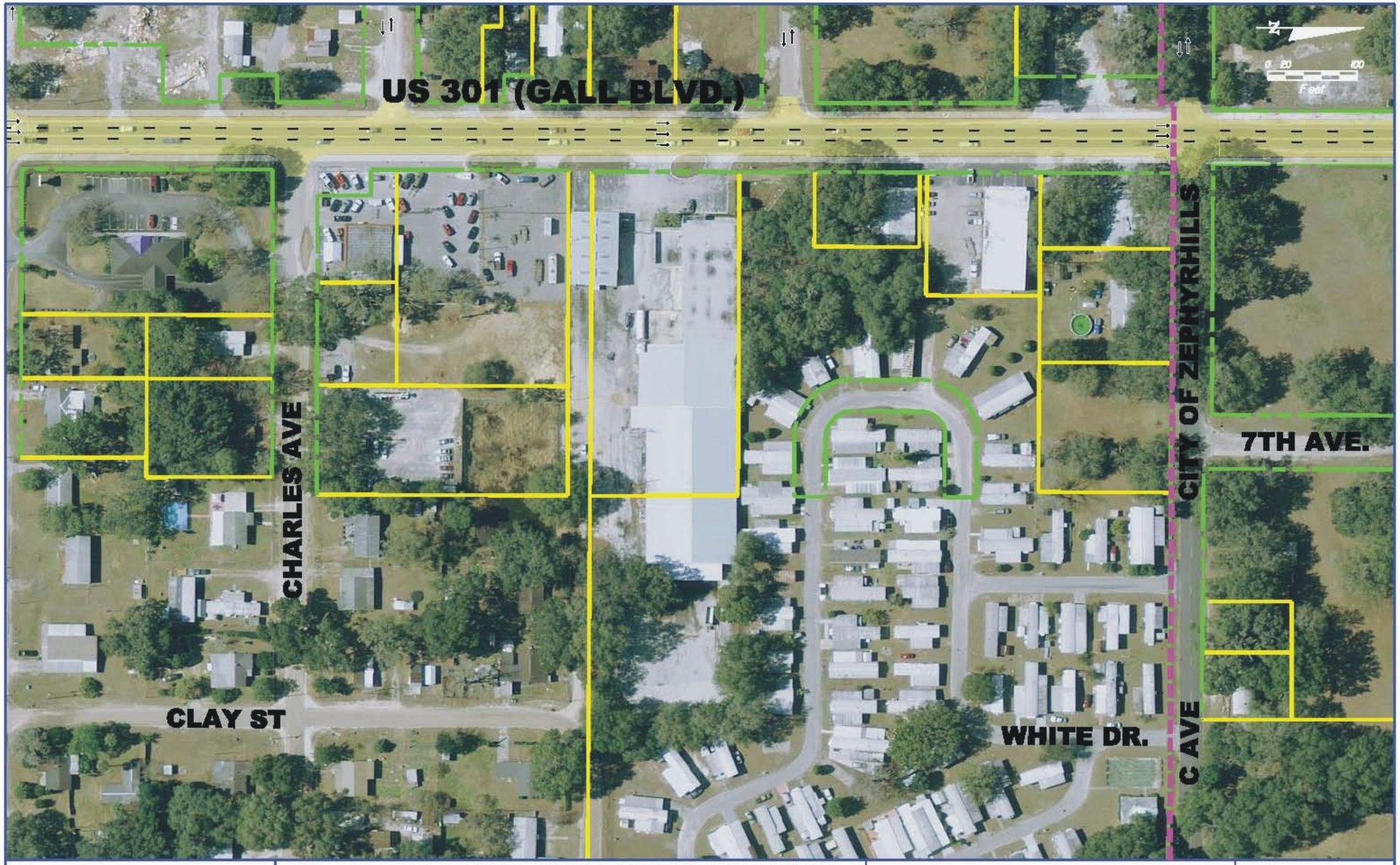
	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 3



	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 3A

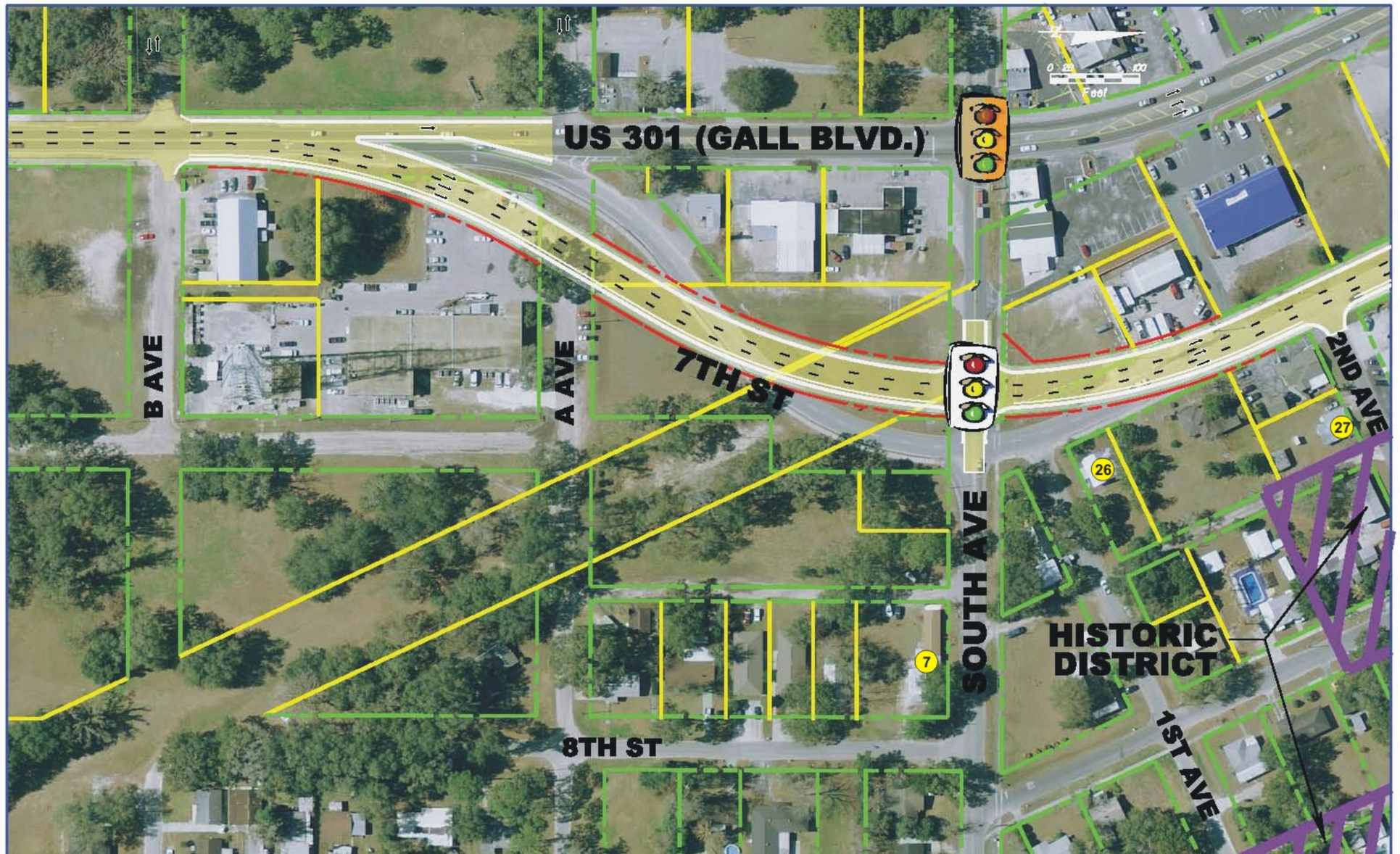


	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH AND 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 4

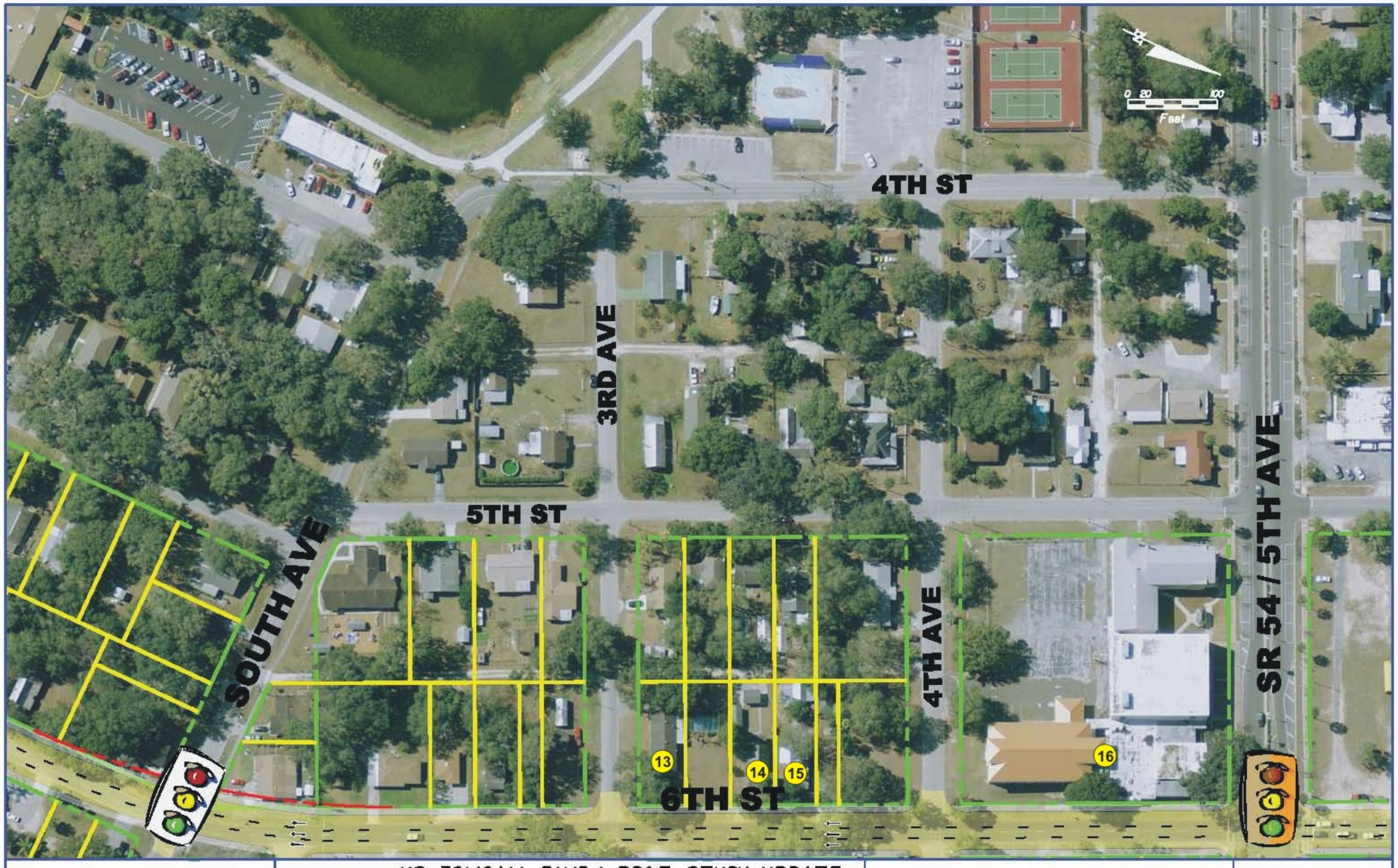


	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 4A

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH & 7TH STREET	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	5



Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH & 7TH STREET	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	5A



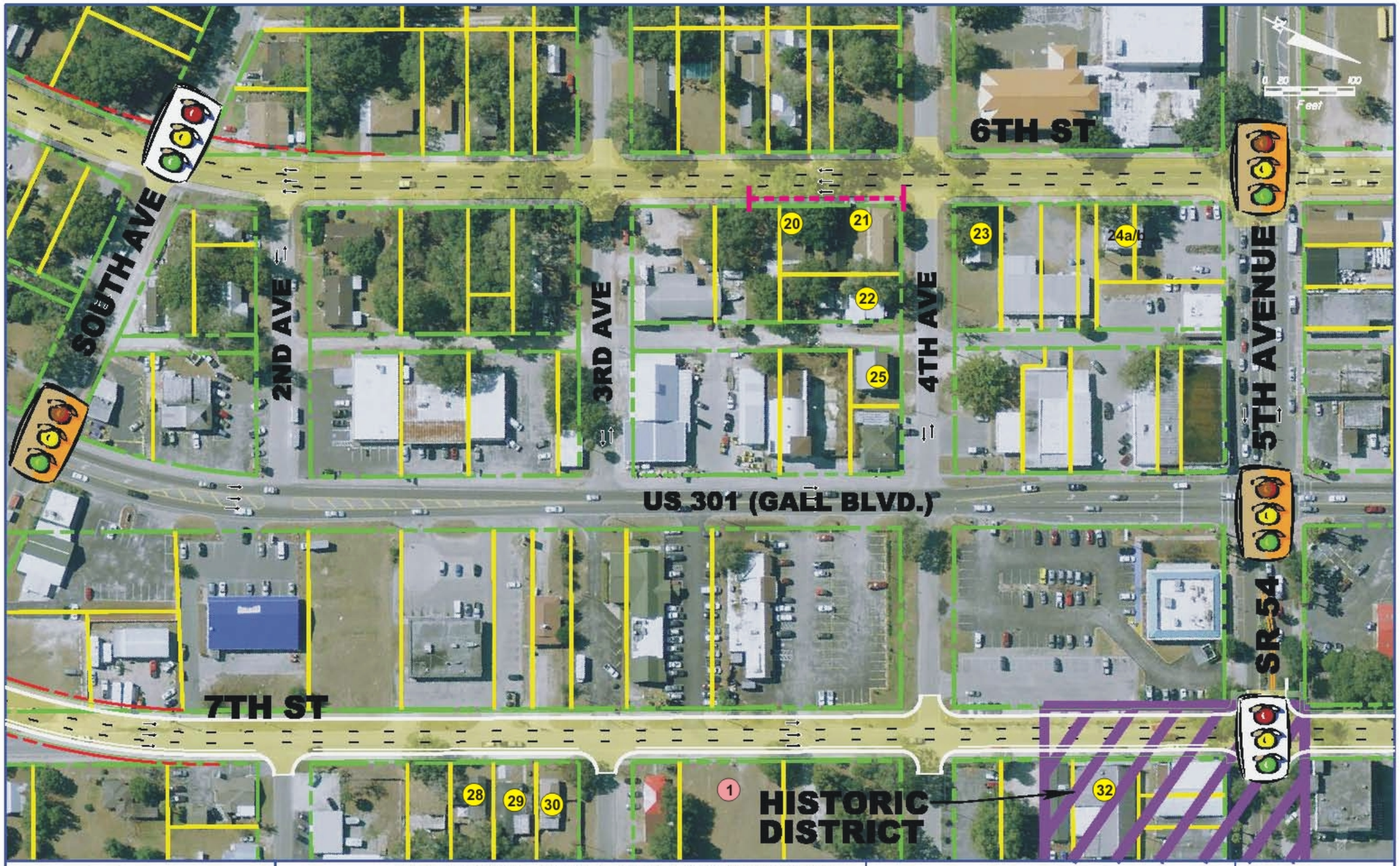
Legend

1 Noise Sensitive Site

US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI SEGMENT NO.: 256422-2
PASCO COUNTY

6TH & 7TH STREET
ONE WAY PAIR ALTERNATIVE

FIGURE NO.
6



Legend

1 Noise Sensitive Site

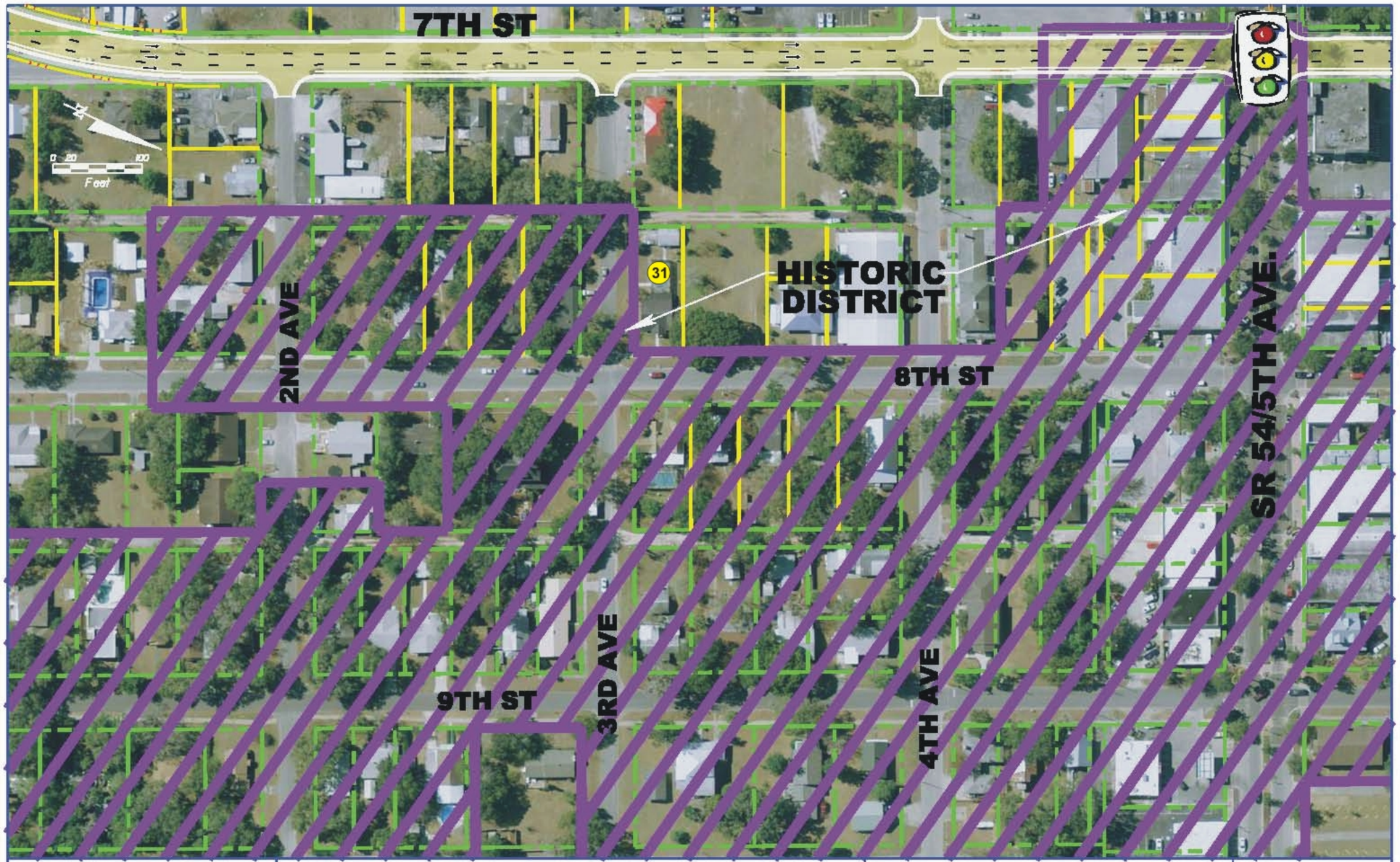
1 Validation Site

Location/Extent of Evaluated Barrier

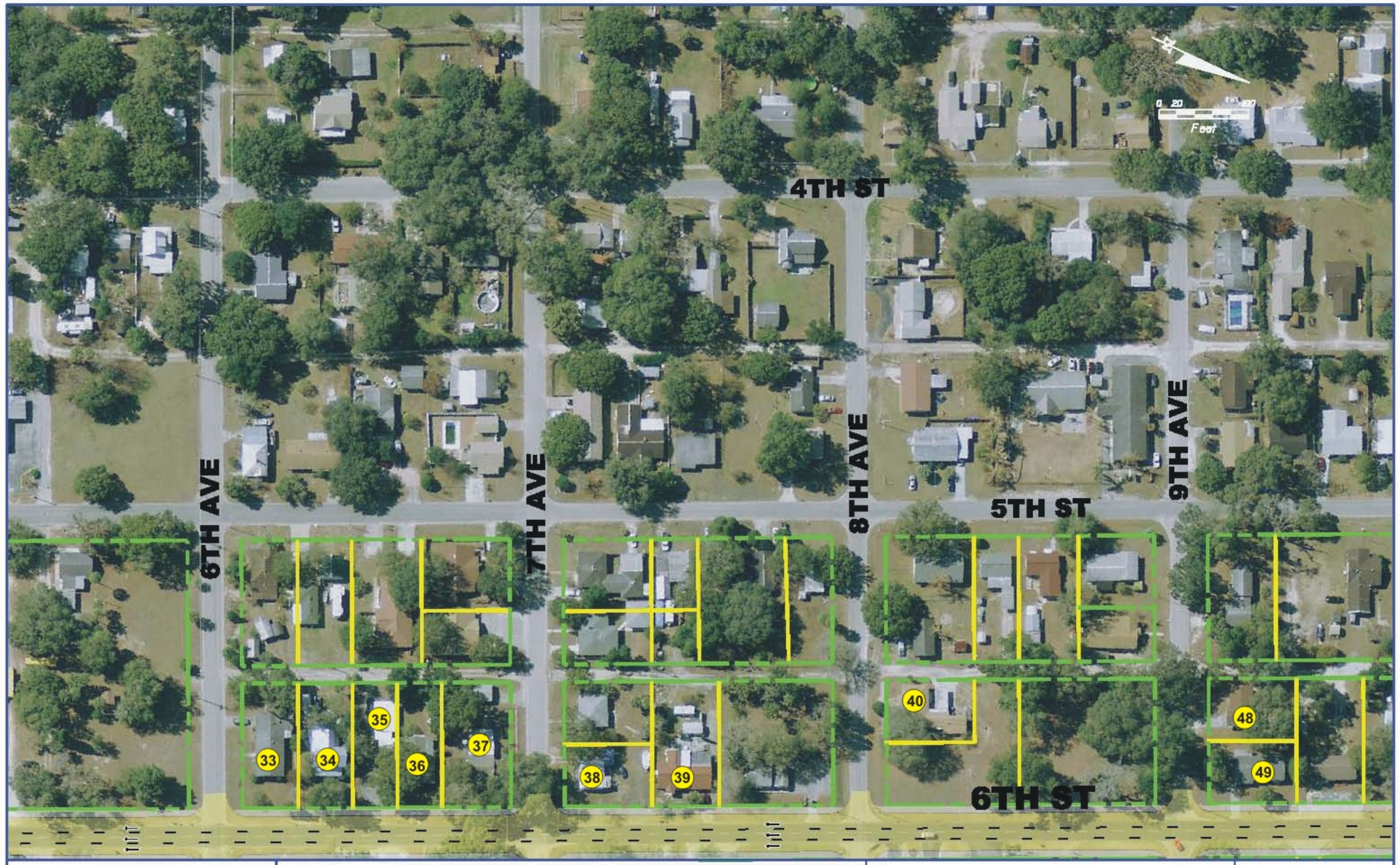
US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI SEGMENT NO.: 256422-2
PASCO COUNTY

6TH & 7TH STREET
ONE WAY PAIR ALTERNATIVE

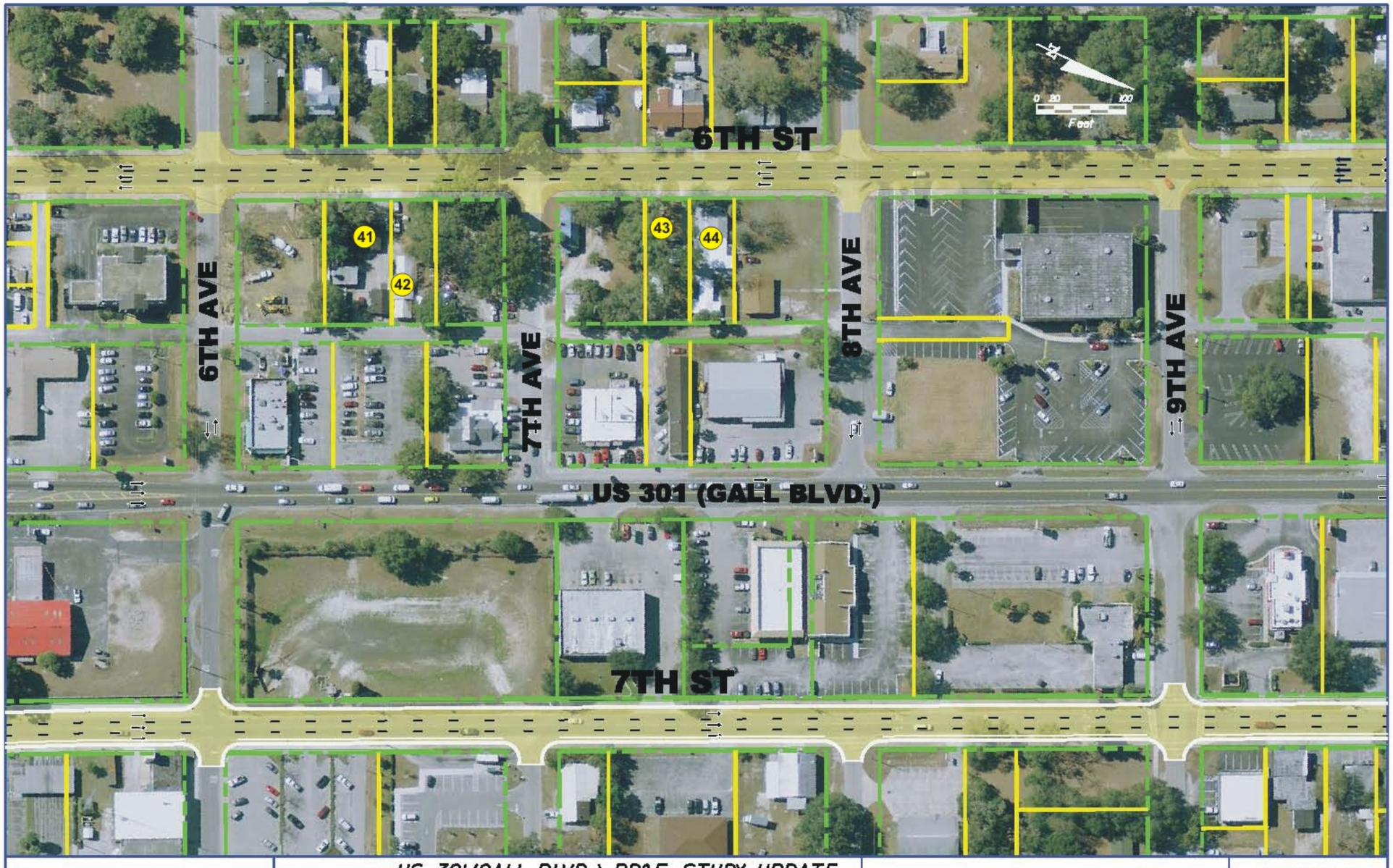
FIGURE NO.
6A



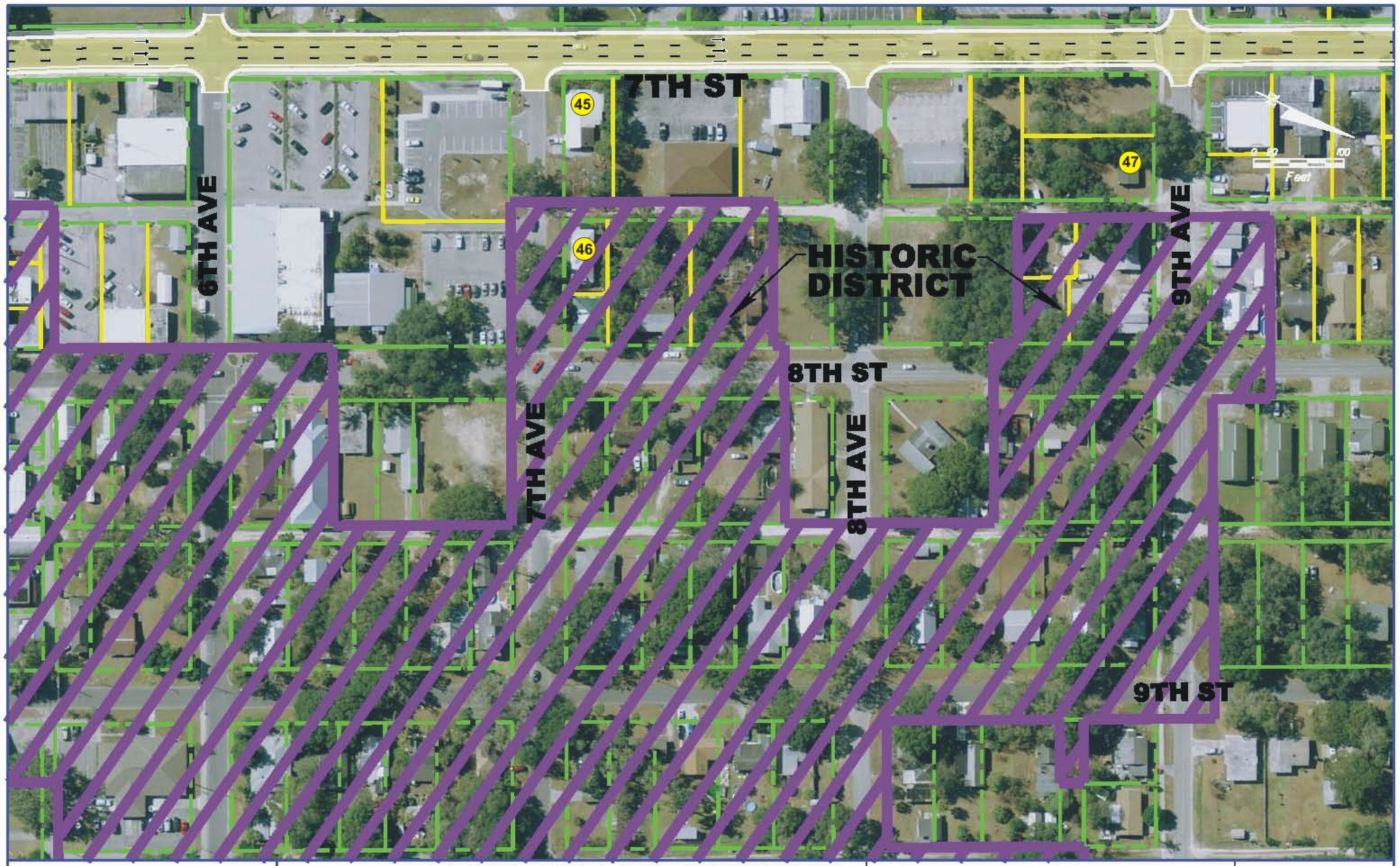
Legend 1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 6B



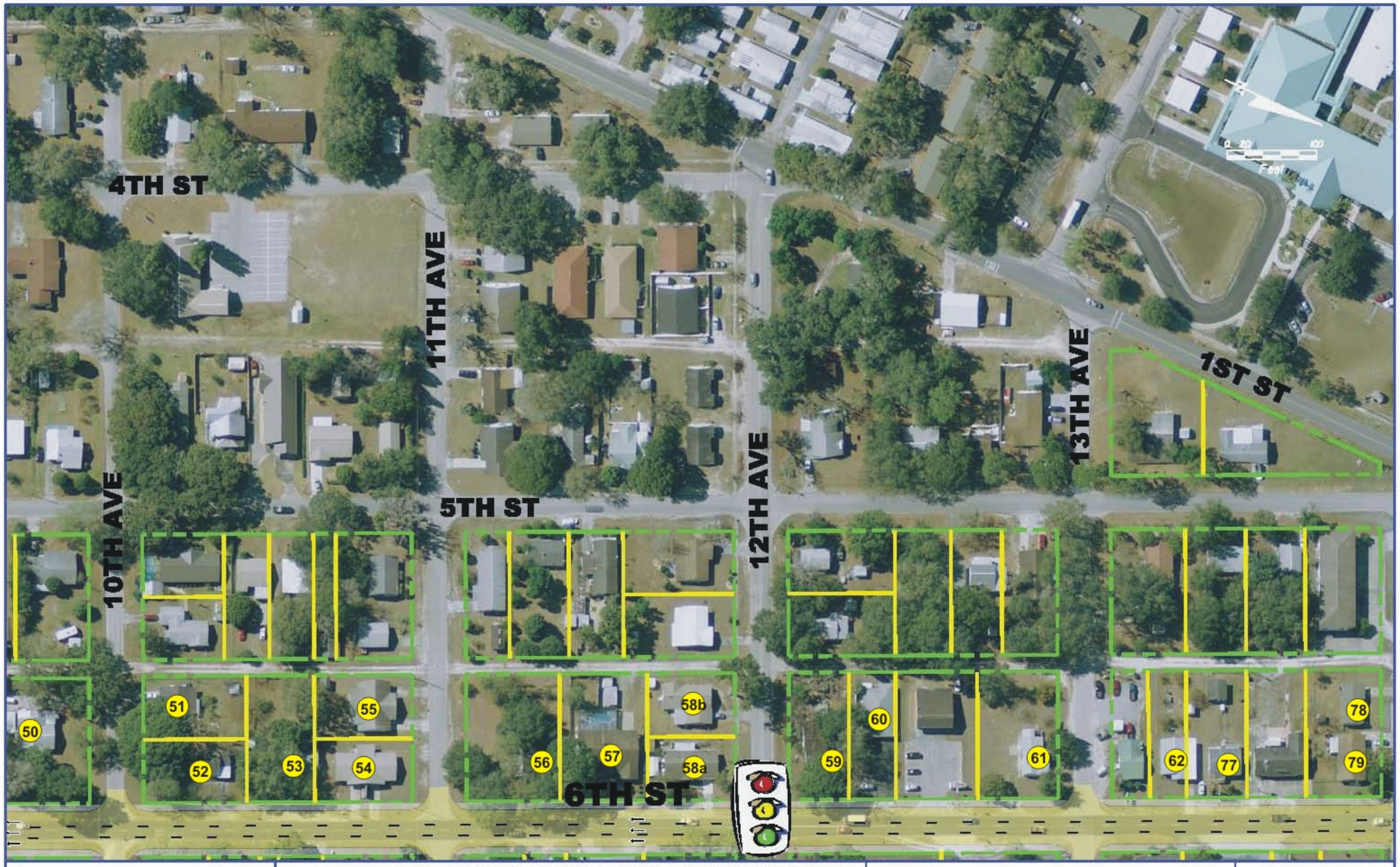
Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 7



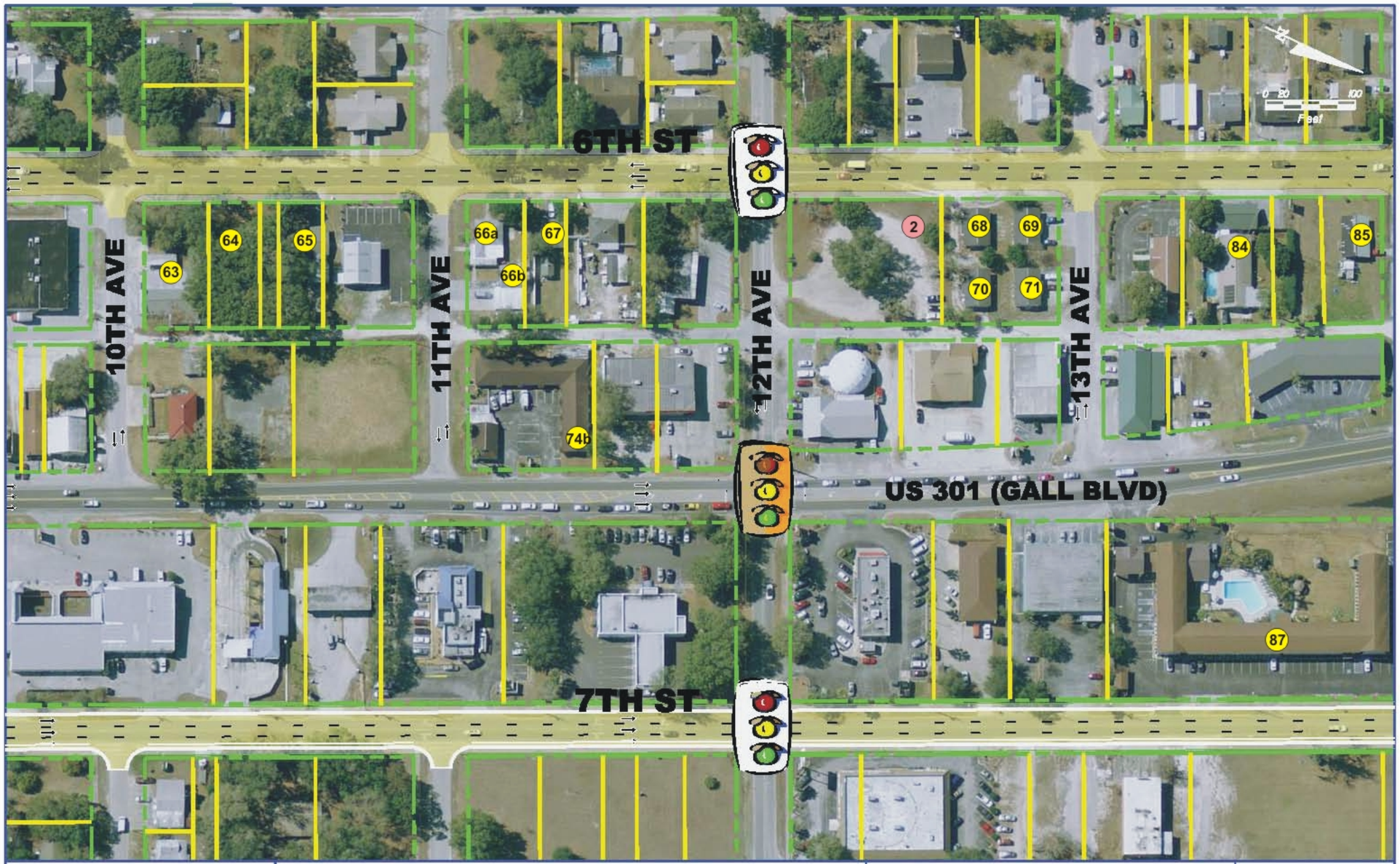
Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 7A



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 7B



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 8



Legend

1 Noise Sensitive Site

1 Validation Site

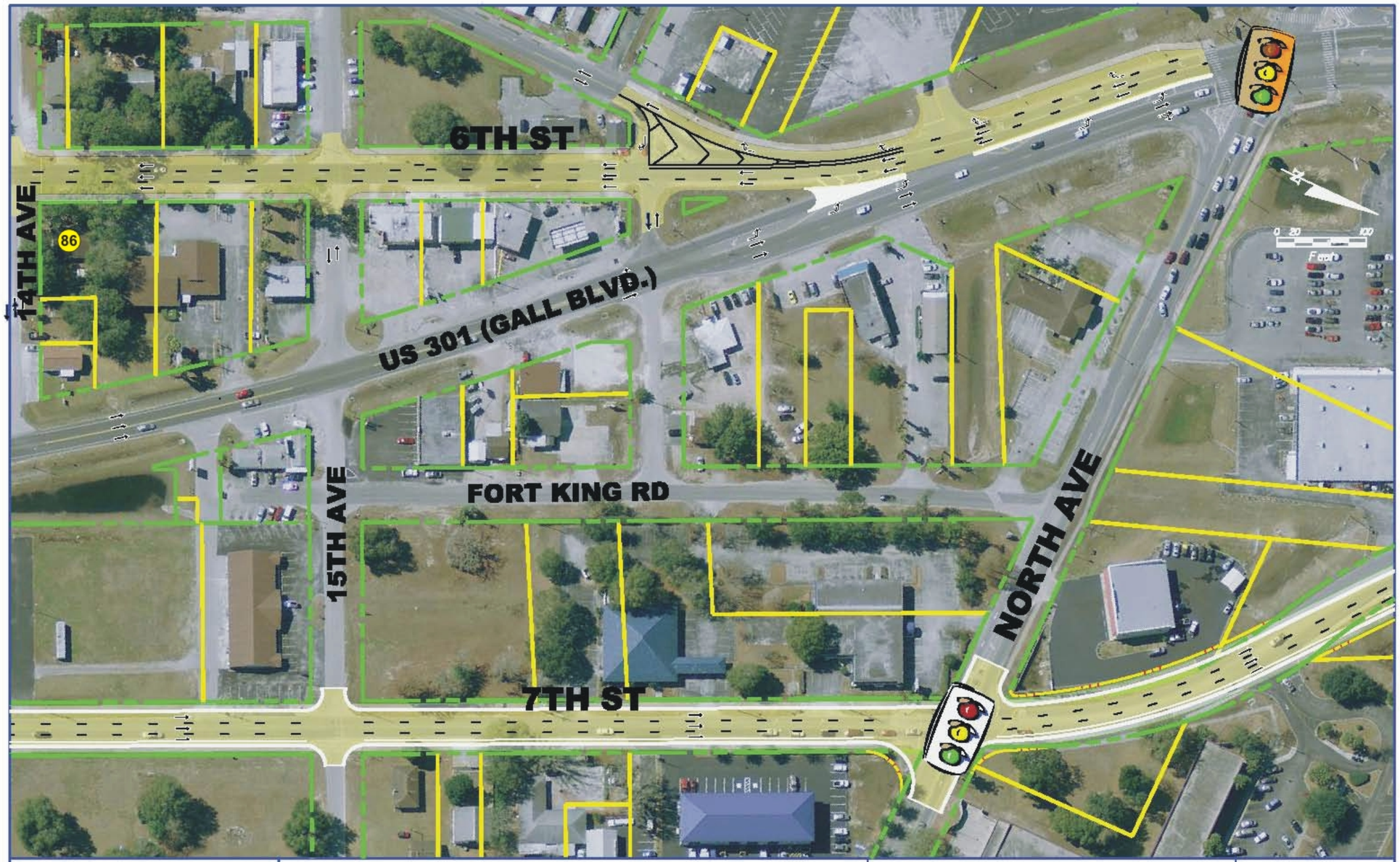
US 301 (GALL BLVD.) PD&E STUDY UPDATE
SR 39 TO SOUTH OF CR 54
WPI SEGMENT NO.: 256422-2
PASCO COUNTY

6TH & 7TH STREET
ONE WAY PAIR ALTERNATIVE

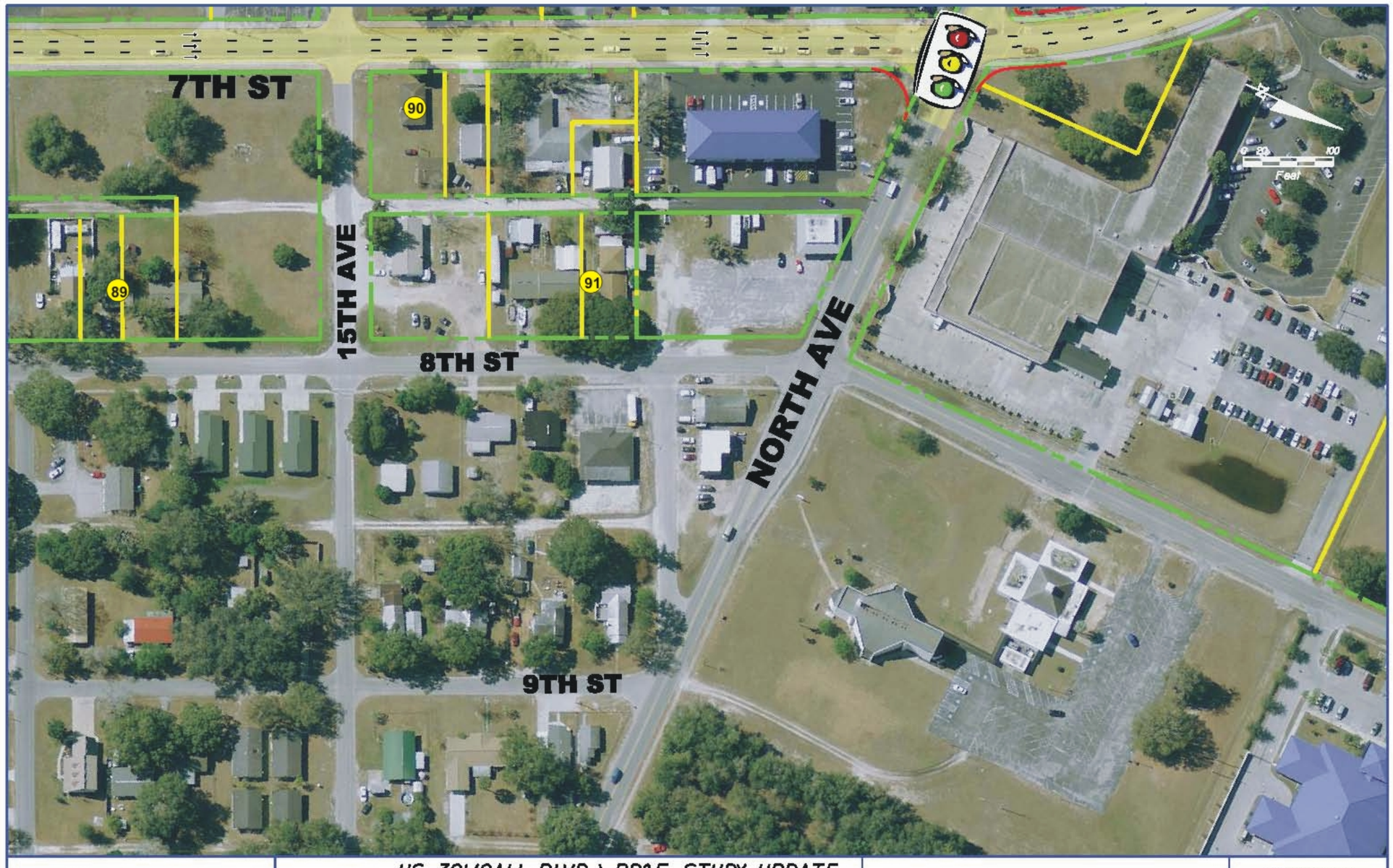
FIGURE NO.
8A

Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 8B

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH & 7TH STREET	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	9



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 9A



Legend			
1 Noise Sensitive Site	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 9B

Legend	US 301 (GALL BLVD.) PD&E STUDY UPDATE	6TH & 7TH STREET	FIGURE NO.
1 Noise Sensitive Site	SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	ONE WAY PAIR ALTERNATIVE	10

	US 301 (GALL BLVD.) PD&E STUDY UPDATE SR 39 TO SOUTH OF CR 54 WPI SEGMENT NO.: 256422-2 PASCO COUNTY	6TH & 7TH STREET ONE WAY PAIR ALTERNATIVE	FIGURE NO. 10A

APPENDIX D

NOISE MEASUREMENT DATA SHEETS/ TNM VALIDATION

NOISE MEASUREMENT DATA SHEET

Measurements Taken By: Sarah Sloan, Wayne Arner Date: 1/20/11
Time Study Started: 10:56 Time Study Ended: 11:35
Project Identification:
WPI Number: 256422-2
Project Location: US 301 (SR 41)
From SR 39 to S. of CR 54 (Eiland Blvd)

Site Identification: Site #1 – 7th Street (between 3rd and 4th Ave)

Weather Conditions:
Sky: Clear ____ Partly Cloudy ____ Cloudy X Other ____
Temperature 66F Wind Speed 1.6mph Wind Direction NW Humidity 78%

Equipment:
Sound Level Meter:
Type: Larson Davis LxT Serial Number(s): 1843
Did you check the battery? Yes X No ____
Calibration Readings: Start 114.0 End 113.9
Response Settings: Fast ____ Slow X
Weighting: A X Other ____
Calibrator:
Type: Larson Davis CAL200 Serial Number: 5592
Did you check the battery? Yes X No ____

TRAFFIC DATA

Roadway Identification		7th Street		US 301	
Vehicle Type		Volume (vph)	Speed (mph)	Volume (vph)	Speed (mph)
Autos	*NB*	246-294-384	28-26-29	474-588-636	35-35-35
	SB	N/A	N/A	570-498-582	35-35-35
Medium Trucks	*NB*	18-36-12	22-25-30	6-6-0	35-35-0
	SB	N/A	N/A	12-24-12	35-35-35
Heavy Trucks	*NB*	6-0-0	25-0-0	24-6-12	35-35-35
	SB	N/A	N/A	0-24-24	0-35-35
Buses	*NB*	0-0-0	0-0-0	0-0-0	0-0-0
	SB	N/A	N/A	0-0-0	0-0-0

RESULTS [dB(A)]

L_{EQ} 60.2-60.5-61.2 Lmax 76.7-78.7-73.4

Background Noise: Birds
Major Sources: 7th Street and US 301
Unusual Events: Delivery truck idling across the street, two flyovers, loud truck on 4th Ave

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NOISE MEASUREMENT DATA SHEET

Measurements Taken By: Sarah Sloan, Wayne Arner Date: 1/20/11
Time Study Started: 13:07 Time Study Ended: 13:42
Project Identification:
WPI Number: 256422-2
Project Location: US 301 (SR 41)
From SR 39 to S. of CR 54 (Eiland Blvd)
Site Identification: Site #2 – 6th Street (between 12th and 13th Ave)

Weather Conditions:
Sky: Clear X Partly Cloudy ___ Cloudy ___ Other ___
Temperature 73.5F Wind Speed 1.8mph Wind Direction NW Humidity 51%
Equipment:
Sound Level Meter:
Type: Larson Davis LxT Serial Number(s): 1843
Did you check the battery? Yes X No ___
Calibration Readings: Start 114.0 End 114.0
Response Settings: Fast ___ Slow X
Weighting: A X Other ___
Calibrator:
Type: Larson Davis CAL200 Serial Number: 5592
Did you check the battery? Yes X No ___

TRAFFIC DATA

Roadway Identification		6th Street		12th Avenue (EB + WB directions)	
Vehicle Type		Volume (vph)	Speed (mph)	Volume (vph)	Speed (mph)
Autos	*SB*	336-420-432	31-32-33	294-222-204	30-30-30
Medium Trucks	*SB*	12-6-6	24-30-37	0-0-6	0-0-30
Heavy Trucks	*SB*	0-0-12	0-0-30	0-0-0	0-0-0
Buses	*SB*	0-0-0	0-0-0	0-54-66	0-30-30

RESULTS [dB(A)]

L_{EQ} 61.5-62.0-61.9 Lmax 79.7-77.9-75.8

Background Noise:
Major Sources: 6th Street and 12th Avenue
Unusual Events: Two flyovers, idling delivery truck, and school bus air brakes

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