STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TECHNICAL REPORT COVERSHEET

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ENVIRONMENTAL
MANAGEMENT
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NOISE STUDY REPORT

Florida Department of Transportation

District Seven

US 92/SR 600/Gandy Boulevard

Limits of Project: 4th Street to West Shore Boulevard

Pinellas and Hillsborough Counties, Florida

Work Program Item Segment Number: 441250-1

ETDM Number: 14335

Date: August 2023

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

Noise Study Report

US 92/SR 600/Gandy Boulevard from 4th Street to West Shore Boulevard Project Development and Environment Study

Pinellas & Hillsborough Counties, Florida

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Federal Aid Project No.: N/A
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Prepared for:

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Florida Department of Transportation
District Seven

Prepared by:

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Executive Summary

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements to US 92/SR 600/Gandy Boulevard including roadway widening, bridge widening and replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the study are from 4th Street in St. Petersburg (Pinellas County) to Westshore Boulevard in Tampa (Hillsborough County), a distance of approximately 7.0 miles. The project study area and project limits are shown in Figure 1-1. The project is located in Sections 7 and 8 of Township 30 South, Range 18 East, and Sections 15, 16, 17, 18, and 19 of Township 30 South, Range 17 East. The results of the study will aid FDOT District 7 and the FDOT Office of Environmental Management (OEM) in deciding the location and design concept for the proposed improvements.

The purpose of this project is to reduce traffic congestion and improve pedestrian and bicycle accommodations on Gandy Boulevard. This project is intended to address current and future roadway capacity deficiencies on Gandy Boulevard. The segment from 4th Street to the west end of the Gandy Bridges has a deficient level of service (LOS) in both 2016 and 2040. The segment of Gandy Boulevard from the east end of the Gandy Bridges to the vicinity of West Shore Boulevard is forecasted to have a deficient LOS in 2040. In addition to addressing roadway capacity, this project will also address the need for pedestrian and bicycle accommodations with potential connectivity over Old Tampa Bay. According to the Pinellas Metropolitan Planning Organizations Bicycle Pedestrian Master Plan, construction of bike lanes and a trail from 4th Street to west of San Martin Boulevard is planned. The Duke Energy/Pinellas Loop from 28th Street to San Martin Boulevard is also planned.

A total of 469 noise sensitive receptors were evaluated within 25 Common Noise Environments (CNEs). The evaluated properties represent 457 properties with residential land use, seven recreational areas, three restaurants (outdoor dining areas), a television studio, and public meeting rooms at a Coast Guard Auxiliary facility.

The results of the traffic noise analysis indicate that 159 of the 469 noise sensitive receptors would be impacted by traffic noise in the project's design year (2050) with the Preferred Build Alternative. All 159 of the impacted properties are residences. Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as abatement measures, but these measures were not determined to be both feasible and reasonable methods of reducing/eliminating the predicted impact. Noise barriers were also considered. Based on the results of the evaluation, noise barriers, evaluated five feet within the FDOT's right-of-way, were determined to potentially be a feasible and reasonable traffic noise abatement method for the locations listed in **Table ES-1**.

Table ES-1 Potential Noise Barriers

CNE	Location	Length (ft)	Height (ft)	Estimated Cost
2	Vantage Point Apartments	1,044	16 - 22	$267,264 - $505,296
16	Gateway Mobile Home Park	626 - 701	8 - 22	$150,240 - $462,660
18	Sienna Bay Apartments	192 - 217	18 - 22	$117,180 - $130,200
Total				$534,684 - $1,098,156

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

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

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

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1.0 Introduction

1.1 Project Description

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate improvements to US 92/SR 600/Gandy Boulevard including roadway widening, bridge widening and/or replacement, new stormwater management facilities, and pedestrian and bicycle accommodations. The limits of the study are from US 92/SR 687/4th Street North in St. Petersburg (Pinellas County) to CR 587/South West Shore Boulevard in Tampa (Hillsborough County), a distance of approximately 7.0 miles. The project study area and project limits are shown in **Figure 1-1**. The existing Gandy Boulevard is a four-lane roadway with sidewalks and segments of multi-use trails. The project is located in Sections 7 and 8 of Township 30 South, Range 18 East, and Sections 15, 16, 17, 18, and 19 of Township 30 South, Range 17 East. Proposed improvements include a 4-lane to 6-lane controlled access elevated roadway, frontage roads and multi-use trails. The results of the study will aid FDOT District Seven and the FDOT Office of Environmental Management (OEM) in deciding the location and design concept for the proposed improvements.

The project was evaluated through FDOT's Efficient Transportation Decision Making (ETDM) process as project #14335. An ETDM *Programming Screen Summary Report* containing comments from the Environmental Technical Advisory Team (ETAT) was published on November 8, 2018. The ETAT evaluated the project's effects on various natural, physical, and social resources.

1.2 Project Purpose and Need

The purpose of this project is to reduce traffic congestion and improve pedestrian and bicycle accommodations on Gandy Boulevard.

This project is needed to address current and future traffic demand by improving roadway capacity and to address pedestrian and bicycle accommodations with potential connectivity over Old Tampa Bay. According to Forward Pinellas (Metropolitan Planning Organization) Active Transportation Plan, construction of bike lanes and a trail from 4th Street to west of San Martin Boulevard is planned. The Duke Energy/Pinellas Loop Trail from 28th Street to San Martin Boulevard and the San Martin Boulevard Trail from Macoma Drive (at Patica Road NE) to Gandy Boulevard are also planned.

Roadway Capacity: The US 92/SR 600/Gandy Boulevard PD&E study segment was divided into three segments for the purposes of roadway capacity and pedestrian analysis. The segment from 4th Street to the west end of the Gandy Bridge operates at a deficient level of service (LOS) in both the existing year 2020 and design year 2050. The segment from the east end of the Gandy bridges to West Shore Boulevard is forecasted to have a deficient LOS in the design year 2050.

Roadway Deficiencies: On the western side of the Gandy Bridge, a sidewalk is present on the south side of the roadway from the vicinity of 99th Avenue North to approximately 0.25 miles

east of San Fernando Drive. On the north side of the roadway a sidewalk is present from Oak Street to Brighton Bay Boulevard. At Brighton Bay Boulevard, a multi-use trail begins and terminates in the vicinity of the west end of Gandy bridges over Old Tampa Bay. On the eastern side of the Gandy Bridge, sidewalks are present on both sides of the roadway from the vicinity of Gandy Park South to West Shore Boulevard. There are no pedestrian or bicycle accommodations located on Gandy Bridge. This project will address the need for bicycle and pedestrian improvements along the US 92/SR 600/Gandy Boulevard corridor.

1.3 Existing Facility and Project Segments

Gandy Boulevard is part of FDOT's Strategic Intermodal System (SIS) and a designated hurricane evacuation route. FDOT's functional classification for Gandy Boulevard is an urban principal arterial-other roadway.

The project was divided into three segments for the purpose of evaluating future traffic capacity needs and differences in existing roadway typical sections as shown in **Figure 1-1**.

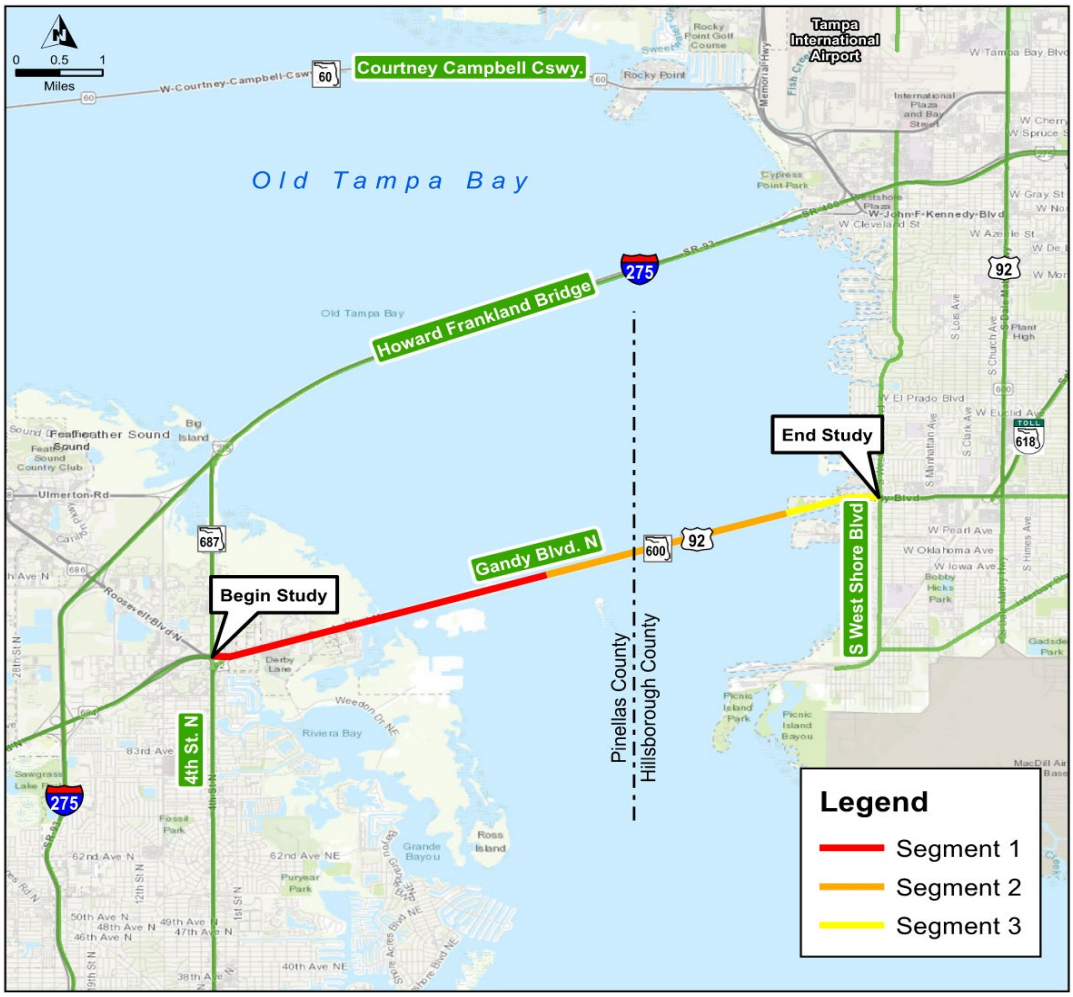

Figure 1-1: Project Location Map

Segment 1

Segment 1 (Pinellas Segment) begins at the western project limit at 4th Street and extends 3.5 miles to the west end of the Gandy bridges over Old Tampa Bay in Pinellas County. Within Segment 1, the existing facility consists of a four-lane divided roadway with a varying median width (40 feet minimum), four 12-foot travel lanes, paved outside shoulders (four-foot minimum) designated for bicycle use on the south side, intermittent sidewalk segments, a 12-foot multi-use trail on the north side, and open ditches along the outside. The existing right-of-way (ROW) width varies in Segment 1 with a minimum width of 172 feet as shown in **Figure 1-2**. There are numerous side street and driveway connections to the residential and business land uses between 4th Street and San Fernando Drive.

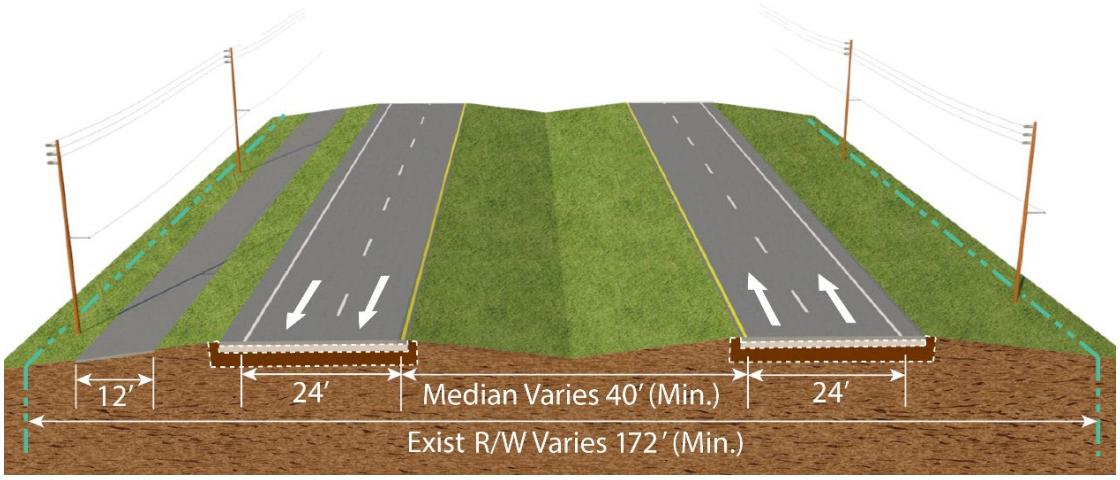

Figure 1-2: Existing Roadway Typical Section – Segment 1 – 4th Street to West End of Gandy Bridges

Segment 2

Segment 2 (Bay Segment) includes the Gandy bridges over Old Tampa Bay. The existing eastbound bridge (#100300), constructed in 1975, and existing westbound bridge (#100585), constructed in 1996, extend approximately 2.5 miles. Both the existing eastbound and westbound bridges consist of two 12-foot travel lanes, a six-foot inside shoulder, and a ten-foot outside shoulder as shown in **Figure 1-3**. The westbound bridge was designed to accommodate an additional travel lane by widening on both sides of the bridge. Currently, neither the eastbound or westbound bridge provides pedestrian or bicycle accommodations.

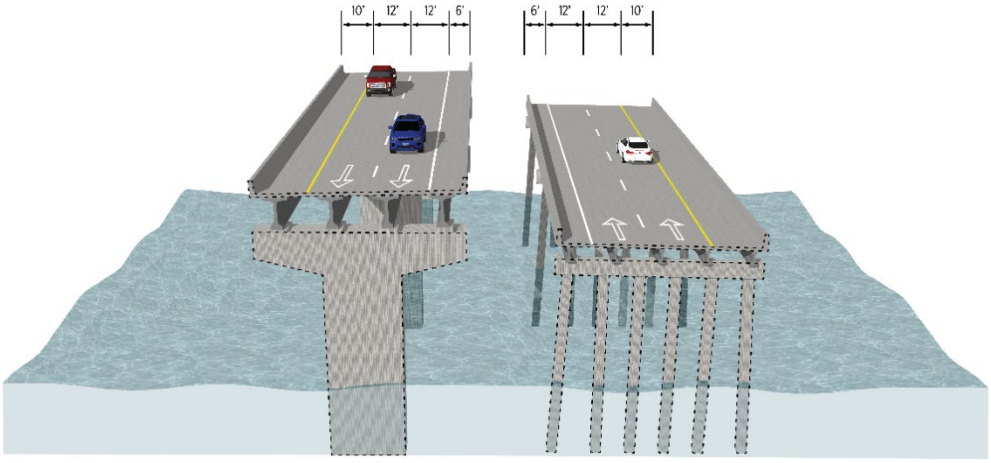

Figure 1-3: Existing Bridges Typical Section – Segment 2 – Gandy Bridges

Segment 3

Segment 3 (Hillsborough Segment) begins at the east end of the Gandy bridges over Old Tampa Bay and extends approximately one mile to West Shore Boulevard in Hillsborough County. Within Segment 3, the existing Gandy Boulevard consists of a four-lane divided roadway. The typical section consists of two 11-foot travel lanes, urban curb and gutter, and a 6 to 12-foot sidewalk/multi-use trail on the north and south side. There is a varying median width due to the inside two elevated travel lanes which serve as the Selmon Expressway (SR 618) viaduct operated and maintained by the Tampa Hillsborough Expressway Authority (THEA). The existing ROW width varies in Segment 3 with a minimum width of 100 feet as shown in **Figure 1-4**.

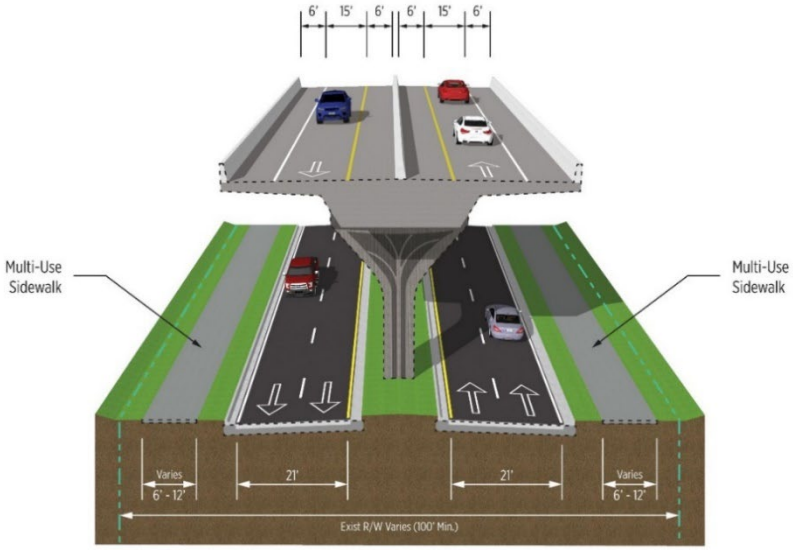

Figure 1-4: Existing Roadway Typical Section (Curb and Gutter) – Segment 3 – East End of Gandy Bridges to West Shore Boulevard

1.4 Proposed Action

The proposed action is to reduce traffic congestion and improve pedestrian and bicycle accommodations by reconstructing Gandy Boulevard to provide an elevated controlled access roadway mainline separated from local traffic with frontage roads and multi-use trails on both sides of the corridor for pedestrians and bicyclists. The proposed action will also widen the existing westbound Gandy bridge to accommodate a third travel lane and construct a new bridge to provide a wider structure for three travel lanes and a multi-use trail.

1.5 Build Alternative

1.5.1 Segment 1

Typical Section 1

The Build Alternative for Segment 1 (Pinellas Segment) includes three typical sections. Typical Section 1 is proposed from 4th Street to Brighton Bay Boulevard and from east of San Martin Boulevard to approximately 3,000 feet east of San Fernando Drive. Typical Section 1 consists of an elevated controlled access facility with two 12-foot travel lanes in each direction, varying inside shoulder widths (four feet to eight feet paved), ten-foot paved outside shoulders, and a 46-foot depressed median separated by guardrail. The local traffic will be accommodated along eastbound and westbound one-way frontage roads consisting of two 11-foot travel lanes with curb and gutter. Twelve-foot multi-use trails are proposed along the outside of the frontage roads on both sides of the corridor as shown in **Figure 1-5**. Typical Section 1 will require ROW acquisition to the south side of Gandy Boulevard approaching Brighton Bay Boulevard which varies from zero to 119 feet. The alignment shifts from the south to the north through the San Martin Boulevard intersection heading east where the ROW acquisition varies from zero to 80 feet.

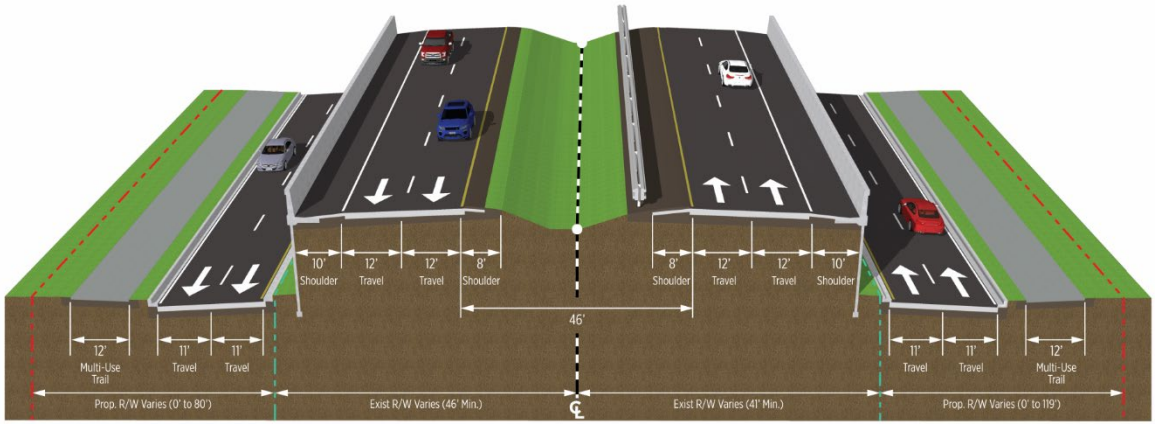

Figure 1-5: Segment 1 – Typical Section 1 from 4th Street to Brighton Bay Boulevard; San Martin Boulevard to East of San Fernando Drive

Typical Section 2

Typical Section 2 is proposed from west of Brighton Bay Boulevard to San Martin Boulevard and consists of a centered elevated viaduct with frontage roads on both sides. The viaduct consists of two 12-foot travel lanes in each direction separated by a concrete barrier wall with six-foot inside shoulders and ten-foot outside shoulders. The bridge concept could be widened to the outside if additional lanes are needed in the future. The eastbound and westbound frontage roads consist of two 11-foot travel lanes with curb and gutter. Twelve-foot multi-use trails are proposed along the outside of the frontage roads on both sides of the corridor as shown in **Figure 1-6**. Typical Section 2 will require ROW acquisition along the south side of Gandy Boulevard which varies from zero to 119 feet and along the north side of Gandy Boulevard varying from zero to 80 feet.

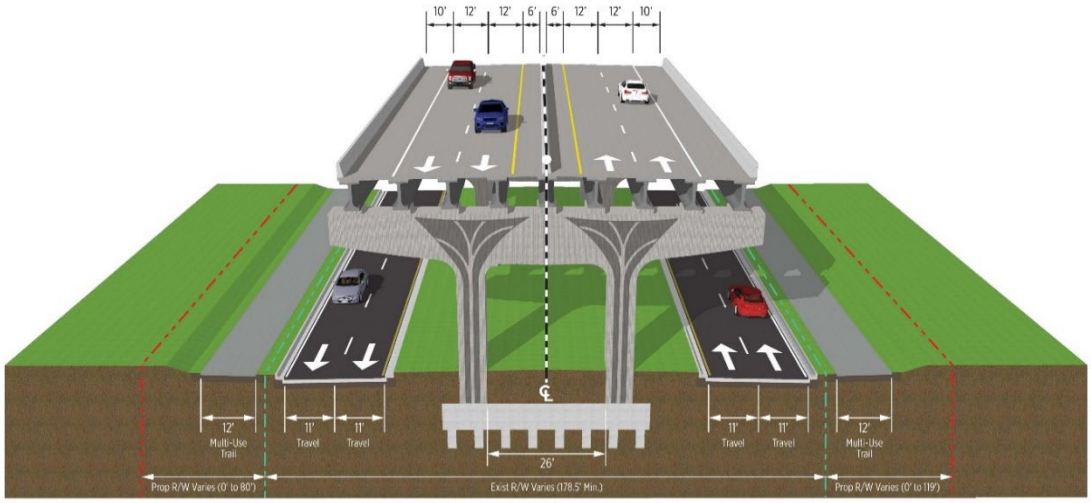

Figure 1-6: Segment 1 – Typical Section 2 from Brighton Bay Boulevard to San Martin Boulevard

Typical Section 3

Typical Section 3 is proposed from East of San Fernando Drive to the west end of the Gandy bridges. An additional travel lane in either direction is developed from the direct connect access ramps from the local frontage roads creating a six-lane typical section throughout the causeway which continues east over the Gandy bridges. Typical Section 3 consists of an elevated controlled access roadway with three 12-foot travel lanes in each direction, ten-foot paved inside shoulders, and ten-foot paved outside shoulders with barrier wall in each direction. The median transitions from 46 feet to 22 feet with opposing travel lanes separated by median barrier wall. One-lane frontage roads are proposed on the outside of the controlled access roadway in each direction with a 15-foot travel lane, varying outside shoulder widths (seven feet to nine feet paved), curb and gutter, and a 12-foot multi-use trail. One of the frontage roads will provide access to multi-use trail parking. Typical Section 3 is proposed within the existing FDOT ROW as shown in **Figure 1-7**.

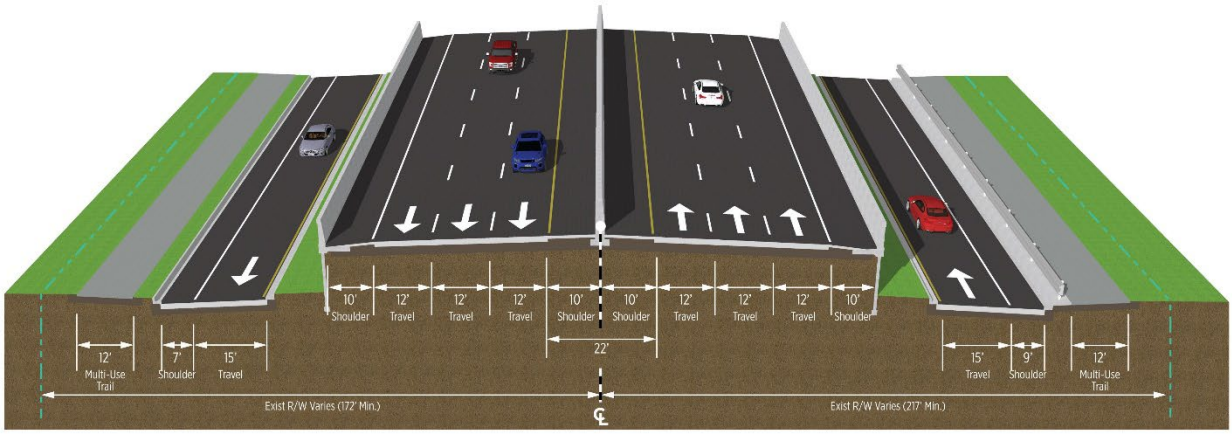

Figure 1-7: Segment 1 – Typical Section 3 from East of San Fernando Dr. to West End of Gandy Bridges

1.5.2 Segment 2

Typical Section 4

The Build Alternative for Segment 2 (Bay Segment) includes Typical Section 4 with three eastbound travel lanes, three westbound travel lanes, and a multi-use trail on the north side of the westbound bridge. As part of the Build Alternative, the existing eastbound bridge (#100300) will be demolished. The existing westbound bridge (#100585) will be widened to both the north and south sides and placed into service as the eastbound bridge. The widened bridge (#100585) will consist of three 12-foot travel lanes and ten-foot inside and outside shoulders. A new westbound bridge will be constructed on the north side of the widened bridge. The new westbound bridge will consist of three 12-foot travel lanes, ten-foot inside and outside shoulders, and a 16-foot multi-use trail separated by barrier wall as shown in **Figure 1-8**. The typical section includes an 88-foot median with approximately 65 feet of separation between the two bridges for constructability. The proposed bridge improvements over Old Tampa Bay are within the existing FDOT ROW.

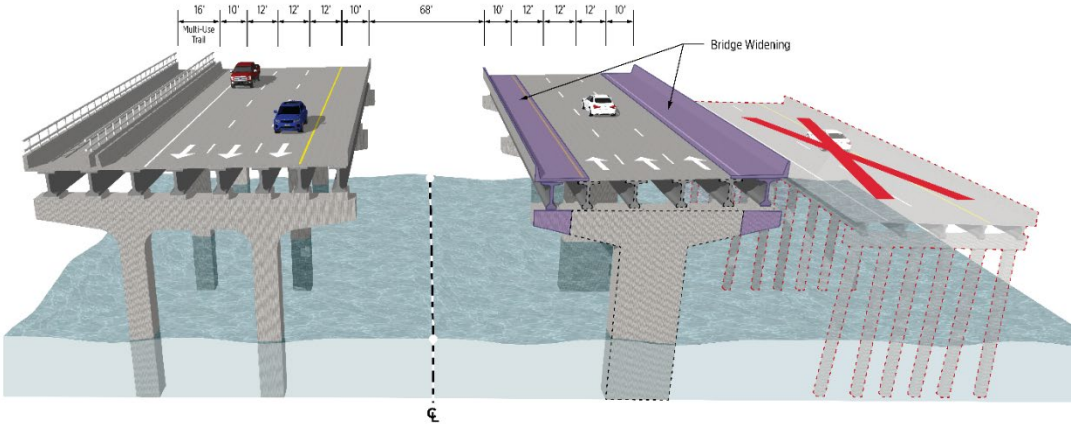

Figure 1-8: Segment 2 – Typical Section 4 Bridges Over Old Tampa Bay

1.5.3 Segment 3

Typical Section 5

The Build Alternative for Segment 3 (Hillsborough Segment) provides a four-lane and six-lane divided typical section. Typical Section 5 is a transitional typical section proposed between the east end of the Gandy bridges to approximately 1,800 feet west of Bridge Street where the Selmon Expressway two-lane elevated viaduct begins in the median. Typical Section 5 consists of three 12-foot travel lanes in each direction, ten-foot paved inside shoulders bordered with guardrail and barrier wall, and ten-foot paved outside shoulders with barrier wall. The inside travel lanes function as the general use lanes across the Gandy bridges and become auxiliary lanes to serve as the entrance and exit lanes for the Selmon Expressway viaduct in the median. A 12-foot-wide multi-use trail is proposed on both sides of the roadway as shown in **Figure 1-9**.

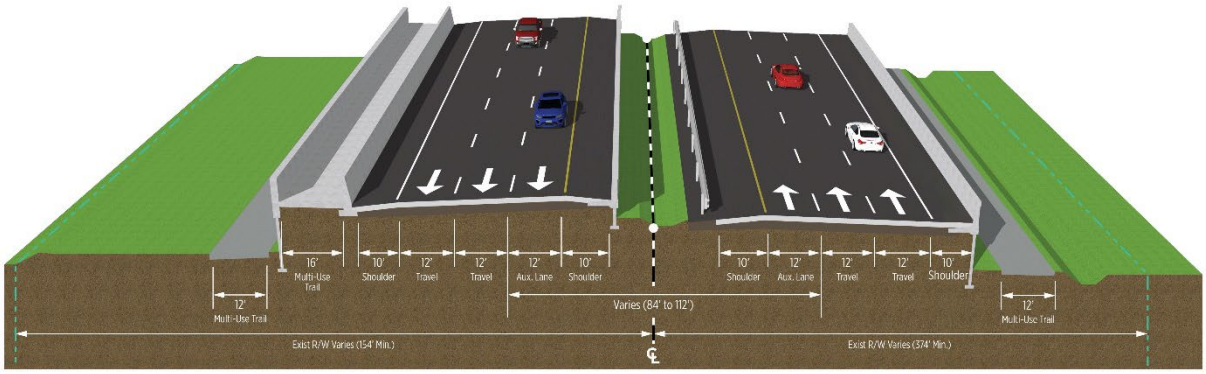

Figure 1-9: Segment 3 – Typical Section 5 from East End of the Gandy Bridges to Approximately 1,800 Feet West of Bridge Street

Typical Section 6

Typical Section 6 is proposed from approximately 1,800 feet west of Bridge Street to West Shore Boulevard. The proposed improvements within the limits of Typical Section 6 are limited to intersection and access management improvements, and auxiliary lane development to connect the proposed relocated Gandy Boat Ramp turnout approximately 800 feet west of Bridge Street. The proposed typical section will match the existing roadway with a four-lane divided roadway, one 10-foot travel lane and one 11-foot travel lane in each direction. Typical Section 6 will accommodate the existing Selmon Expressway two-lane viaduct within the median with intermittent bridge piers. (**Figure 1-10**). The Segment 3 improvements are proposed within the existing FDOT ROW.

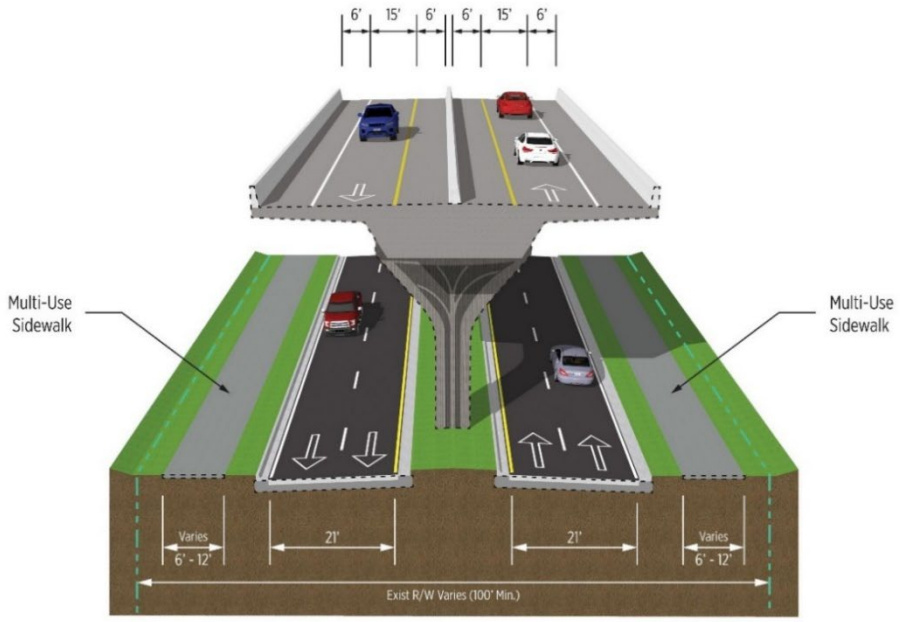

Figure 1-10: Segment 3 – Typical Section 6 from 1,800 Feet West of Bridge Street to West Shore Boulevard

1.5 Proposed Pond Sites

There are four proposed drainage basins associated with the Build Alternative. In Basin 1, there is one proposed stormwater management facility (SMF), which is an expansion of an existing FDOT SMF at Gandy Boulevard and 4th Street. In Basin 2, there are two offsite wet detention SMF alternatives, both located on the south side of Gandy Boulevard, and one (Pond 2B) is recommended for this study. Basins 3 are 4 are proposed to utilize nutrient removal credits that were created by the Old Tampa Bay Water Quality Improvement Project, and therefore do not have proposed SMFs. In total, two SMFs are recommended for this study.

1.6 Purpose of Report

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

2.0 Methodology

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

For properties with uses other than residential, the highway traffic noise analysis methodologies described in the FDOT's *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* were used. The special land uses within the study area for this project are seven recreational areas (common use areas in subdivisions), two restaurants (outdoor seating areas), a television studio, and public meeting rooms at a Coast Guard Auxiliary facility.

2.1 Noise Metrics

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

2.2 Traffic Data

Noise levels are low when traffic volumes are low and operating conditions are good (level of service (LOS) A or B) and when traffic is so congested that movement is slow (LOS D, E, or F). Generally, the maximum hourly noise level occurs between these two conditions (i.e., LOS C). For analysis of the Existing (2020) traffic noise levels and future (2050) traffic noise levels without the improvements to Gandy Boulevard (i.e., the No Build Alternative) and with the Preferred Build Alternative, both LOS C and Demand traffic volumes were used, depending on the roadway segment. Detailed traffic data (e.g., motor vehicle volumes, fleet mixes, speeds) are provided in **Appendix A** of this NSR.

2.3 Noise Abatement Criteria

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

Table 2-1 FHWA Noise Abatement Criteria

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

Sources: Table 1 of 23 CFR Part 772 and Table 18.1 of Chapter 18 of the FDOT's PD&E Manual, Part 2 (dated 7-1-2020).
[1] The Leq(h) activity criteria values are for impact determination only and are not design standards for noise abatement measures.
[2] Includes undeveloped lands permitted for this activity category.
Note: FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.

Table 2-2 Typical Noise Levels

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

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

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

2.4 Noise Abatement Measures

When traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties and the feasibility and reasonableness of providing an abatement measure are considered. Feasibility factors are related to the acoustical and engineering properties of an abatement measure while reasonableness factors relate to the social, economic, and environmental properties of a measure.

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

2.4.1 Traffic Management

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

2.4.2 Alignment Modifications

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

2.4.3 Buffer Zones

Providing a buffer between a roadway and noise sensitive land uses is an abatement measure that can minimize/eliminate noise impacts. To abate traffic noise at an existing noise sensitive land use, the property would be acquired to create a buffer zone. Buffer zones can also be used to eliminate the potential for new noise sensitive land uses to be impacted by traffic noise. For this purpose, and to encourage use of this abatement measure through local land use planning, noise contours have been developed and are further discussed in Section 4.0 of this NSR.

2.4.4 Noise Barriers

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

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

- Minimum Noise Reduction Requirements – A barrier must provide at least a 5 dB(A) reduction in traffic noise for two or more impacted noise sensitive receptors and provide at least a 7 dB(A) reduction (i.e., the FDOT's noise reduction design goal) for at least one impacted receptor.
- Cost-Effective Criteria – At a cost of $30 per square foot, a barrier should not cost more than $42,000 per benefited noise sensitive receptor (a benefited receptor is one that receives at least a 5 dB(A) reduction in noise from a mitigation measure). For special land uses (e.g., the outdoor eating area of a restaurant), the cost of a barrier should not be more than $995,935 per person-hour per square foot (dollars/person-ft^2). Notably, 23 CFR 772 and the FDOT's Noise Policy address the cost of abatement with respect to the number of modeled receptors.

3.0 Traffic Noise Analysis

3.1 Noise Sensitive Receptors

As previously stated, receptors are discrete representative locations of a noise sensitive land use. The locations of the receptors evaluated for the Gandy Boulevard improvements are shown on aerials provided in **Appendix B**. A total of 469 noise sensitive receptors were evaluated within 25 Common Noise Environments (CNEs). The evaluated properties represent 457 residential properties, seven recreational areas, three restaurants (i.e., outdoor dining areas), a television studio, and a public meeting room (i.e., the Coast Guard Auxiliary).

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

Table 3-1 Common Noise Environments

CNE	Sheet No.[1]	Subdivision/Location	Activity Category	Number of Receptors
1	1	L C Sharks Fish Market Bar & Grill	E - Restaurant	1
2	2-3	Vantage Point Apartments	B – Residential	59
3	2	Vantage Point Apartments Common Area	C – Recreational Area	1
4	5	Twin City Manufactured Home Community	B – Residential	4
5	7	The Getaway Restaurant	E - Restaurant	1
6	7	The Grande Verandahs	B - Residential	7
7	7	The Grande Verandahs Common Area	C – Recreational Area	1
8	7	WTSP Television Station	D – Television Studio	1
9	4	Peridot Palms	B – Residential	92
10	3	Kahuna's Bar & Grill	E - Restaurant	1
11	4	Tortuga Pointe	B – Residential	39
12	3	Pinewood Village Common Area	C – Recreational Area	1
13	3	Pinewood Village	B – Residential	11
14	2	Itopia Condominiums	B – Residential	4
15	2	Itopia Condominiums Common Area	C – Recreational area	1
16	2	Gateway Mobile Home Park	B – Residential	43
17	1	Sienna Bay Apartments Common Area	C – Recreational area	1
18	1	Sienna Bay Apartments	B – Residential	8
19	27	Coast Guard Auxiliary	D– Public Meeting Room	1
20	27	Marina Pointe Condominiums	B – Residential	40
21	27-28	Westshore Club II Condominiums	B – Residential	36
22	28	Westshore Club II Condominiums Common Area	C – Recreational Area	1
23	28	Homes of Regency Cove Mobile Home Park	B – Residential	6
24	27	Culbreath Key Bayside Condominiums	B – Residential	108
25	27	Culbreath Key Bayside Condominiums Common Area	C – Recreational Area	1
			Total	469

Following FHWA/FDOT guidance, the residences were evaluated as Activity Category "B" and abatement was considered if the predicted future traffic noise level with the improvements was 66 dB(A)). The recreational areas were evaluated as Activity Category "C" and abatement was considered at an exterior predicted traffic noise level of 66 dB(A). The television studio and the public meeting rooms do not have areas of exterior use. Therefore, the facilities were evaluated as Activity Category "D" and abatement was considered at a predicted interior traffic noise level of 51 dB(A)). Interior building noise levels were derived by applying an exterior-to-interior noise reduction factor from the predicted exterior noise levels. Because the facilities are located in buildings of masonry construction, a noise reduction factor of 25 dB was used. Finally, the restaurants were evaluated as Activity Category "E" and abatement was considered at an exterior predicted traffic noise level of 71 dB(A).

3.2 Measured Sound Levels

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

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

Table 3-2 presents the field measurements and the validation results. As shown, the ability of the model to predict noise levels within the FDOT limit of plus or minus 3.0 dB(A) for the project was confirmed.

Table 3-2 Validation Data

Location[a]	Measurement Period	Sound Level Meter[b]	Measured Sound (dB(A))	Modeled Traffic Noise (dB(A))	Difference
Gandy Boulevard East of Vantage Point Condominiums	1	LxT	65.6	64.7	0.9
		831	67.2	66.7	0.5
	2	LxT	65.9	63.0	2.9
		831	67.6	65.0	2.6
	3	LxT	64.6	64.7	-0.1
		831	66.2	66.8	-0.6
Gandy Boulevard adjacent to Gandy Park South	1	LxT	69.4	67.2	2.2
		831	63.9	63.3	0.6
	2	LxT	69.1	66.9	2.2
		831	63.9	63.2	0.7
	3	LxT	70.0	68.7	1.3
		831	64.6	65.0	-0.4

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

3.3 Predicted Traffic Noise Levels

The predicted existing (2020), future No-Build Alternative (2050), and future Preferred Build Alternative (2050) traffic noise levels for each evaluated receptor are provided in **Appendix C. Table 3-3** provides the range of predicted traffic noise within each CNE and the number of evaluated receptors/properties at which the Preferred Build Alternative traffic noise level is predicted to approach, meet, or exceed the NAC. None of the receptors/properties are predicted to have traffic noise levels in the future with the Preferred Build Alternative that would increase substantially (i.e., 15 dB(A) or greater) when compared to existing levels. However, as shown in Table 3-3, with the Preferred Build Alternative traffic noise levels are predicted to approach, meet, or exceed the NAC at 159 properties for which there are NAC. All 159 of the impacted properties are residences.

Table 3-3 Predicted Traffic Noise Levels

CNE	Appendix B Sheet No.	Subdivision/Location	Activity Category	Traffic Noise Level			
				Existing dB(A)	No-Build dB(A)	Build	
						dB(A)	Number of Receptors Level ≥ NAC
1	1	L C Sharks Fish Market Bar & Grill	E - Restaurant	58.5	60.2	67.7	0
2	2-3	Vantage Point Apartments	B – Residential	46.9 – 62.4	48.6 – 64.1	55.1 – 69.5	20
3	2	Vantage Point Apartments Common Area	C – Recreational Area	55.8	57.6	63.8	0
4	5	Twin City Manufactured Home Community	B – Residential	54.3 – 56.8	56.1 – 58.6	63.2 – 65.4	0
5	7	The Getaway Restaurant	E - Restaurant	57.0	58.7	60.6	0
6	7	The Grande Verandahs	B - Residential	52.0 – 63.1	53.7 – 64.8	58.7 – 70.6	5
7	7	The Grande Verandahs Common Area	C – Recreational Area	57.6	59.3	64.2	0
8	7	WTSP Television Station	D – Television Studio	31.1	32.8	39.0	0
9	4	Peridot Palms	B – Residential	53.5 – 65.6	55.3 – 67.3	59.2 – 69.8	41
10	3	Kahuna's Bar & Grill	E - Restaurant	67.0	68.8	70.4	0
11	4	Tortuga Pointe	B – Residential	51.6 – 64.8	53.3 – 66.6	55.4 – 68.8	10
12	3	Pinewood Village Common Area	C – Recreational Area	63.0	64.8	65.7	0
13	3	Pinewood Village	B – Residential	53.4 – 56.1	55.2 – 57.9	58.7 – 61.3	0
14	2	Itopia Condominiums	B – Residential	54.1 – 58.2	55.9 – 60.0	60.7– 63.3	0
15	2	Itopia Condominiums Common Area	C – Recreational area	52.3	54.1	59.0	0
16	2	Gateway Mobile Home Park	B – Residential	49.8 – 63.7	51.6 – 65.4	56.1 – 68.4	12
17	1	Sienna Bay Apartments Common Area	C – Recreational area	57.1	58.9	62.3	0

CNE	Appendix B Sheet No.	Subdivision/Location	Activity Category	Traffic Noise Level			
				Existing dB(A)	No-Build dB(A)	Build	
						dB(A)	Number of Receptors Level ≥ NAC
18	1	Sienna Bay Apartments	B – Residential	56.3 – 62.3	58.0 – 64.1	60.1 – 68.1	2
19	27	Coast Guard Auxiliary	D– Public Meeting Room	39.2	39.2	43.8	0
20	27	Marina Pointe Condominiums	B – Residential	57.9 – 65.6	57.9 – 65.5	63.5 – 67.7	22
21	27-28	Westshore Club II Condominiums	B – Residential	50.7 – 65.2	50.6 – 65.1	56.3 – 67.5	4
22	28	Westshore Club II Condominiums Common Area	C – Recreational Area	54.0	53.9	58.0	0
23	28	Homes of Regency Cove Mobile Home Park	B – Residential	59.9 – 62.3	59.8 – 62.3	63.7 – 64.3	0
24	27	Culbreath Key Bayside Condominiums	B – Residential	43.0 – 67.6	43.1 – 67.5	45.2 – 68.5	43
25	27	Culbreath Key Bayside Condominiums Common Area	C – Recreational Area	60.3	60.2	63.4	0
			Total	31.1 – 67.6	32.8 – 68.8	39.0 – 70.6	159

3.4 Evaluation of Abatement Measures

As previously stated, when traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties. The following discusses the FDOT's evaluation of each of the measures for which an overview was provided in Section 2.4 of this NSR.

3.4.1 Traffic Management

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

3.4.2 Alignment Modifications

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

3.4.3 Buffer Zones

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

3.4.4 Noise Barriers

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

Noise barriers were evaluated five feet within the FDOT's ROW. In elevated sections of FDOT's roadways, where a barrier would be on either a bridge or a retaining wall structure, the barrier was evaluated at a maximum height of eight feet. Barriers were not evaluated on the elevated viaduct of the Selmon Expressway (SR 618), as this roadway is owned and operated by THEA. For all evaluated locations, the length and height of the barriers were optimized to benefit the greatest number of impacted receptors in a CNE as possible.

Notably, although noise barriers were evaluated for the impacted receptors in CNE 20, 21, and 24, as stated previously, the proposed improvements in this area are limited to intersection/access management improvements and auxiliary lane development to connect the proposed relocated Gandy Boat Ramp turnout. Additionally, the proposed typical section within this area would match the existing four-lane divided roadway (i.e., there would be no capacity improvements).

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

CNE 2 – Vantage Point Apartments

A noise barrier was evaluated five feet inside the existing ROW for the twenty impacted residences in the Vantage Point Apartment complex (CNE 2). As shown in **Table 3-4,** at heights of 16 to 22 feet, the results of the analysis indicate that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a barrier be evaluated further for the residences in CNE 2 during the project's design phase (see Section 3.4.5 of this NSR for design phase traffic noise considerations).

Table 3-4 Noise Barrier Results: CNE 2

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property [4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Properties = 20										
16	1,044	2	0	6	8	22	30	$267,264	$8,909	Yes
18	1,044	7	6	6	19	24	43	$338,256	$7,866	Yes
20	1,044	1	5	14	20	24	44	$417,600	$9,491	Yes
22	1,044	0	2	18	20	24	44	$505,296	$11,484	Yes

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

CNE 6 – The Grande Verandahs

A noise barrier was evaluated for the five impacted receptors in the Grande Verandahs condominiums. Because the residences are located adjacent to the proposed elevated controlled-access facility, a combination noise barrier was evaluated. One segment of the

barrier was evaluated five feet within the FDOT ROW and a second segment on the elevated controlled-access facility. Because the impacts occur at residents at the second level and above, the noise reduction design goal of 7 dB(A) could not be achieved at any of the evaluated barrier heights. Therefore, a noise barrier is not considered a reasonable noise abatement measure for CNE 6.

CNE 9 – Peridot Palms

A noise barrier was evaluated for the 41 impacted residences located in the Peridot Palms apartment complex. Because the residences are located adjacent to the proposed elevated controlled-access facility, a combination noise barrier was evaluated. One segment of the barrier was evaluated five feet within the FDOT ROW, and a second segment was evaluated on the elevated controlled-access facility. Because the impacts occur at the second, third, and fourth level residences, the noise minimum 5 dB(A) reduction could not be achieved at any of the evaluated barrier heights. Therefore, a noise barrier is not considered a reasonable noise abatement measure for CNE 9.

CNE 11 – Tortuga Pointe

A noise barrier was evaluated for the 10 impacted residences located in the Tortuga Pointe apartment complex. Because the residences are located adjacent to the proposed elevated controlled-access facility, a combination noise barrier was evaluated. Two segments of the barrier were evaluated five feet within the FDOT ROW, and another segment was evaluated on the elevated controlled-access facility. Because the impacts occur at the second, third, and fourth level residences, the noise minimum 5 dB(A) reduction could not be achieved at any of the evaluated barrier heights. Therefore, a noise barrier is not considered a reasonable noise abatement measure for CNE 11.

CNE 16 – Gateway Mobile Home Park

A noise barrier was evaluated for the 12 impacted residences located Gateway Mobile Home Park. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-5,** at heights of 8 to 22 feet, the results of the analysis indicate that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a noise barrier be evaluated further for the residences in CNE 16 during the project's design phase (see Section 3.4.5 of this NSR for design phase traffic noise considerations).

Table 3-5 Noise Barrier Results: CNE 16

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property [4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Properties = 12										
8	626	0	4	7	11	0	11	$150,240	$13,658	Yes
10	701	1	0	11	12	0	12	$210,300	$17,525	Yes
12	701	1	0	11	12	0	12	$252,360	$21,030	Yes
14	701	1	0	11	12	2	14	$294,420	$21,030	Yes
16	701	1	0	11	12	3	15	$336,480	$22,432	Yes
18	701	1	0	11	12	5	17	$378,540	$22,267	Yes
20	701	1	0	11	12	6	18	$420,600	$23,367	Yes
22	701	1	0	11	12	7	19	$462,660	$24,351	Yes

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

CNE 18 – Sienna Bay Apartments

A noise barrier was evaluated for the two impacted residences located in the Sienna Bay Apartments. The barrier was evaluated five feet inside the ROW. As shown in **Table 3-6**, at heights of 18 to 22 feet, the results of the analysis indicate that the minimum noise reduction requirements would be met, and the estimated cost of the barrier would be below the cost reasonable criteria. Based on these results, it is recommended that a noise barrier be evaluated further for the residences in CNE 18 during the project's design phase (see Section 3.4.5 of this NSR for design phase traffic noise considerations).

Table 3-6 Noise Barrier Results: CNE 18

Barrier Height (feet)	Barrier Length (feet)	Noise Reduction at Impacted Properties (dB(A))[1]			Number of Benefited Properties [2]			Total Estimated Cost[3]	Cost per Benefited Property [4]	Cost Reasonable Yes/No
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total			
Number of Impacted Properties = 2										
18	217	0	1	1	2	3	5	$117,180	$23,436	Yes
20	217	0	0	2	2	4	6	$130,200	$21,700	Yes
22	192	0	0	2	2	4	6	$126,720	$21,120	Yes

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

CNE 20 – Marina Pointe Condominiums

A noise barrier was evaluated for the 22 impacted residences located in the Marina Pointe Condominiums. The barrier was evaluated five feet inside the ROW. A barrier was not evaluated on the elevated viaduct of the Selmon Expressway (SR 618) as this roadway is operated by THEA. Because the impacts occur at the second, third, and fourth level residences, the noise minimum 5 dB(A) reduction could not be achieved at any of the

evaluated barrier heights. Further, as previously stated, the proposed improvements in this area are limited to intersection and access management improvements as well as auxiliary lane development to connect the proposed relocated Gandy Boat Ramp turnout. For these reasons, a noise barrier is not considered a reasonable noise abatement measure for CNE 20.

CNE 21 – Westshore Club II Condominiums

A noise barrier was evaluated for the four impacted residences located in the Westshore Club Condominiums. Of note, there is an existing concrete wall four feet in height adjacent to the Westshore Club Condominiums. The barrier was evaluated five feet inside the ROW. A barrier was not evaluated on the elevated viaduct of the Selmon Expressway (SR 618) as this roadway is operated by THEA. Because the impacts occur at second level residences, the noise minimum 5 dB(A) reduction could not be achieved at any of the evaluated barrier heights. As stated previously, the proposed improvements in this area are limited to intersection and access management improvements as well as auxiliary lane development. For these reasons, a noise barrier is not considered a reasonable noise abatement measure for CNE 21.

CNE 24 – Culbreath Key Bayside Condominiums

A noise barrier was evaluated for the 43 impacted residences located in the Culbreath Key Bayside Condominiums. The barrier was evaluated five feet inside the ROW. A noise barrier was not evaluated on the elevated viaduct of the Selmon Expressway (SR 618) as this roadway is operated by THEA. Because the impacts occur at the second, third, and fourth level residences, the noise minimum 5 dB(A) reduction could not be achieved at any of the evaluated barrier heights. As stated previously, the proposed improvements in this area are limited to intersection/access management improvements and auxiliary lane development to connect the proposed relocated Gandy Boat Ramp turnout (i.e., no capacity improvement). For these reasons, a noise barrier is not considered a reasonable noise abatement measure for CNE 24.

3.4.5 Abatement Considerations

The results of the evaluation of measures to reduce predicted traffic noise impacts for Preferred Build Alternative for Gandy Boulevard indicate that constructing noise barriers is a potential feasible and reasonable abatement measure five feet within the FDOT's ROW for the impacted residences listed in **Table 3-7**.

Table 3-7 Potential Noise Barriers

CNE(s)	Location	Length (ft)	Height (ft)	Estimated Cost
2	Vantage Point Apartments	1,044	16 - 22	$267,264 - $505,296
16	Gateway Mobile Home Park	626 - 701	8 - 22	$150,240 - $462,660
18	Sienna Bay Apartments	192 - 217	18 - 22	$117,180 - $130,200
Total				$534,684 - $1,098,156

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

3.4.6 Statement of Likelihood

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

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

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

4.0 Noise Contours

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

Local officials will be provided a copy of the Final NSR to promote compatibility with the land uses adjacent to Gandy Boulevard.

Table 4-1 Noise Contour Limits

Gandy Boulevard Roadway Segment	Distance from Improved Roadway's Edge-of-Travel Lane (ft)*		
	Activity Category A 56 dB(A)	Activity Category B/C 66 dB(A)	Activity Category E 71 dB(A)
4th Street to Brighton Bay Ramps	590	135	45
Brighton Bay Ramps to Brighton Bay Overpass	680	160	40
Brighton Bay Overpass to Gandy Bridge	660	165	35
Gandy Bridge to Selmon Expressway viaduct	760	245	125
Selmon Express viaduct to Westshore Blvd	730	190	60

* See Table 2-1 for a description of the activities that occur within each category. Distances do not reflect any reduction in noise levels that would occur from existing structures (shielding) and should be used for planning purposes only.

5.0 Construction and Vibration

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

6.0 Community Coordination

FDOT held a Public Hearing at the Pinellas Park Performing Art Center in Pinellas Park on February 11, 2023. The hearing provided attendees with an overview of the preferred improvements, the status of the study to date and an opportunity to ask questions and provide comments. Noise specialists familiar with the traffic noise analysis for the project were present to answer questions and discuss FDOT's traffic noise evaluation process.

Three comments related to traffic noise was received, two by email and one that was mailed during the 10-day comment period following the hearing. FDOT provided written responses to the comments.

7.0 References

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

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Appendices

Appendix A Traffic Volumes

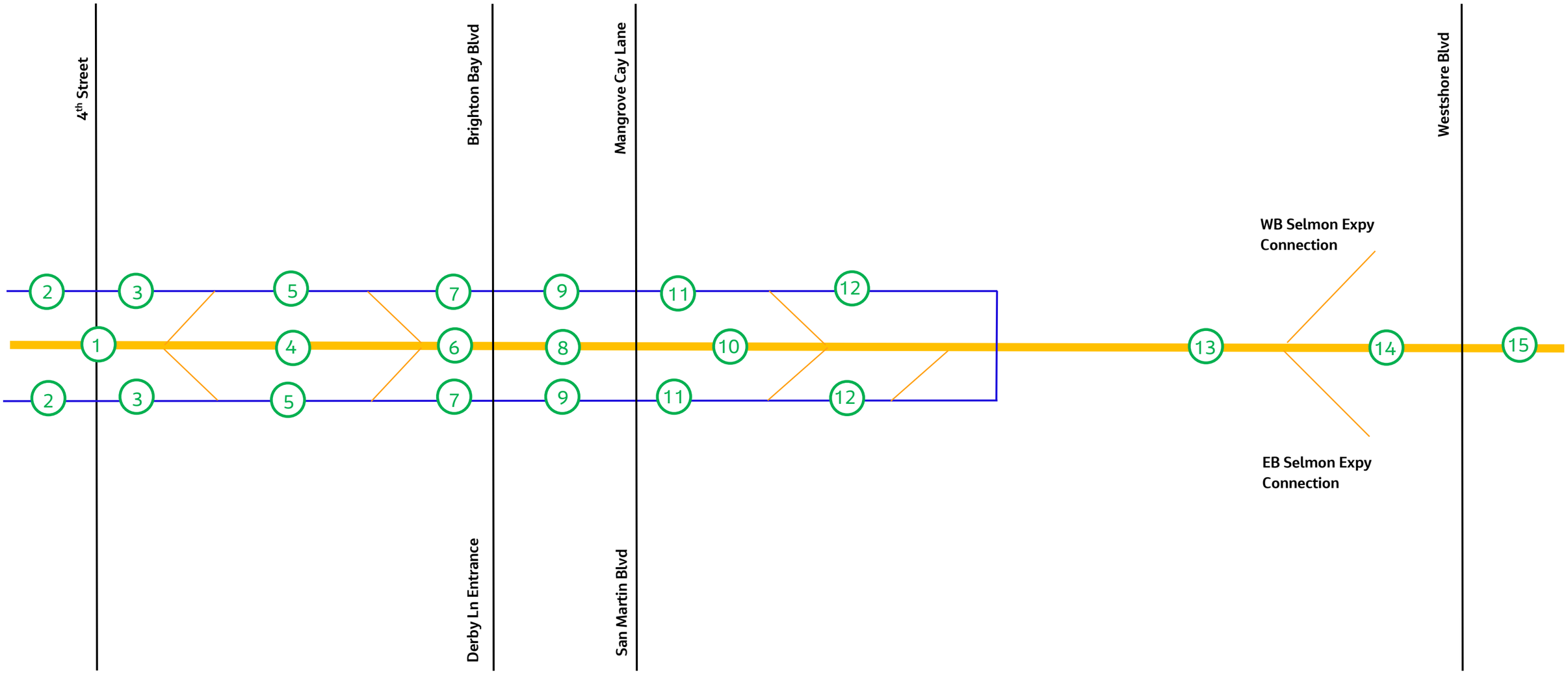
Appendix B Noise Sensitive Receptor Locations

Appendix C Predicted Traffic Noise Levels

Appendix A

Traffic Volumes

Gandy Blvd – Traffic Noise Evaluation Segment Locations



This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd at 4th St Overpass		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	62,700	ADT: LOS (C)	62,700	ADT: LOS (C)	62,700
Demand	24,500	Demand	36,500	Demand	47,200
Speed:	50 mph	Speed:	50 mph	Speed:	50 mph
	80 kmh		80 kmh		80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	53.4 %	D=	53.4 %	D=	53.4 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	2712	Southbound:	Autos	2712	Southbound:	Autos	2712
	Med Trucks	199		Med Trucks	199		Med Trucks	199
	Hvy Trucks	63		Hvy Trucks	63		Hvy Trucks	63
	Buses	30		Buses	30		Buses	30
	Motorcycles	9		Motorcycles	9		Motorcycles	9
Northbound:	Autos	2367	Northbound:	Autos	2367	Northbound:	Autos	2367
	Med Trucks	174		Med Trucks	174		Med Trucks	174
	Hvy Trucks	55		Hvy Trucks	55		Hvy Trucks	55
	Buses	26		Buses	26		Buses	26
	Motorcycles	8		Motorcycles	8		Motorcycles	8
Demand			Demand			Demand		
Southbound:	Autos	1060	Southbound:	Autos	1579	Southbound:	Autos	2042
	Med Trucks	78		Med Trucks	116		Med Trucks	150
	Hvy Trucks	25		Hvy Trucks	37		Hvy Trucks	48
	Buses	12		Buses	18		Buses	23
	Motorcycles	4		Motorcycles	5		Motorcycles	7
Northbound:	Autos	925	Northbound:	Autos	1378	Northbound:	Autos	1782
	Med Trucks	68		Med Trucks	101		Med Trucks	131
	Hvy Trucks	22		Hvy Trucks	32		Hvy Trucks	42
	Buses	10		Buses	15		Buses	20
	Motorcycles	3		Motorcycles	5		Motorcycles	6

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - West of 4th St		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	39,800	ADT: LOS (C)	39,800	ADT: LOS (C)	39,800
Demand	25,500	Demand	37,500	Demand	43,000
Speed:	40 mph	Speed:	40 mph	Speed:	40 mph
	64 kmh		64 kmh		64 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	62.0 %	D=	62.0 %	D=	62.0 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1999	Southbound:	Autos	1999	Southbound:	Autos	1999
	Med Trucks	147		Med Trucks	147		Med Trucks	147
	Hvy Trucks	47		Hvy Trucks	47		Hvy Trucks	47
	Buses	22		Buses	22		Buses	22
	Motorcycles	7		Motorcycles	7		Motorcycles	7
Northbound:	Autos	1225	Northbound:	Autos	1225	Northbound:	Autos	1225
	Med Trucks	90		Med Trucks	90		Med Trucks	90
	Hvy Trucks	29		Hvy Trucks	29		Hvy Trucks	29
	Buses	14		Buses	14		Buses	14
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	1281	Southbound:	Autos	1883	Southbound:	Autos	2159
	Med Trucks	94		Med Trucks	138		Med Trucks	158
	Hvy Trucks	30		Hvy Trucks	44		Hvy Trucks	50
	Buses	14		Buses	21		Buses	24
	Motorcycles	4		Motorcycles	6		Motorcycles	7
Northbound:	Autos	785	Northbound:	Autos	1154	Northbound:	Autos	1324
	Med Trucks	58		Med Trucks	85		Med Trucks	97
	Hvy Trucks	18		Hvy Trucks	27		Hvy Trucks	31
	Buses	9		Buses	13		Buses	15
	Motorcycles	3		Motorcycles	4		Motorcycles	4

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - East of 4th St		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	39,800	ADT: LOS (C)	39,800	ADT: LOS (C)	39,800
Demand	23,000	Demand	34,000	Demand	38,500
Speed:	40 mph	Speed:	40 mph	Speed:	40 mph
	64 kmh		64 kmh		64 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	62.0 %	D=	62.0 %	D=	62.0 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1999	Southbound:	Autos	1999	Southbound:	Autos	1999
	Med Trucks	147		Med Trucks	147		Med Trucks	147
	Hvy Trucks	47		Hvy Trucks	47		Hvy Trucks	47
	Buses	22		Buses	22		Buses	22
	Motorcycles	7		Motorcycles	7		Motorcycles	7
Northbound:	Autos	1225	Northbound:	Autos	1225	Northbound:	Autos	1225
	Med Trucks	90		Med Trucks	90		Med Trucks	90
	Hvy Trucks	29		Hvy Trucks	29		Hvy Trucks	29
	Buses	14		Buses	14		Buses	14
	Motorcycles	4		Motorcycles	4		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	1155	Southbound:	Autos	1707	Southbound:	Autos	1933
	Med Trucks	85		Med Trucks	125		Med Trucks	142
	Hvy Trucks	27		Hvy Trucks	40		Hvy Trucks	45
	Buses	13		Buses	19		Buses	21
	Motorcycles	4		Motorcycles	6		Motorcycles	6
Northbound:	Autos	708	Northbound:	Autos	1047	Northbound:	Autos	1185
	Med Trucks	52		Med Trucks	77		Med Trucks	87
	Hvy Trucks	17		Hvy Trucks	24		Hvy Trucks	28
	Buses	8		Buses	12		Buses	13
	Motorcycles	2		Motorcycles	3		Motorcycles	4

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - Between 4th St and Brighton Blvd Ramps (Overpass in Build conditions)		

(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:	4	
Year:	2020		Year:	2050		Year:	2050	
ADT: LOS (C)	39,800		ADT: LOS (C)	39,800		ADT: LOS (C)	62,700	
Demand	47,000		Demand	69,500		Demand	38,000	
Speed:	50	mph	Speed:	50	mph	Speed:	50	mph
	80	kmh		80	kmh		80	kmh
K=	9.0	%	K=	9.0	%	K=	9.0	%
D=	53.4	%	D=	53.4	%	D=	53.4	%
T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.
T=	N/A	% Design hr	T=	N/A	% Design hr	T=	N/A	% Design hr
6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV	
2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV	
1.0	% Buses DHV		1.0	% Buses DHV		1.0	% Buses DHV	
0.3	% Motorcycles DHV		0.3	% Motorcycles DHV		0.3	% 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:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	2712
	Med Trucks	126		Med Trucks	126		Med Trucks	199
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	63
	Buses	19		Buses	19		Buses	30
	Motorcycles	6		Motorcycles	6		Motorcycles	9
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	2367
	Med Trucks	110		Med Trucks	110		Med Trucks	174
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	55
	Buses	17		Buses	17		Buses	26
	Motorcycles	5		Motorcycles	5		Motorcycles	8
Demand			Demand			Demand		
Southbound:	Autos	2033	Southbound:	Autos	3006	Southbound:	Autos	1644
	Med Trucks	149		Med Trucks	220		Med Trucks	121
	Hvy Trucks	47		Hvy Trucks	70		Hvy Trucks	38
	Buses	23		Buses	33		Buses	18
	Motorcycles	7		Motorcycles	10		Motorcycles	5
Northbound:	Autos	1774	Northbound:	Autos	2623	Northbound:	Autos	1434
	Med Trucks	130		Med Trucks	192		Med Trucks	105
	Hvy Trucks	41		Hvy Trucks	61		Hvy Trucks	33
	Buses	20		Buses	29		Buses	16
	Motorcycles	6		Motorcycles	9		Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - Between 4th St and Brighton Blvd Ramps		

(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:		Lanes:		Lanes:	4
Year:		Year:		Year:	2050
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	39,800
Demand		Demand		Demand	47,000
Speed:	mph	Speed:	mph	Speed:	40 mph
	kmh		kmh		64 kmh
K=	%	K=	%	K=	9.0 %
D=	%	D=	%	D=	62.0 %
T=	% for 24 hrs.	T=	% for 24 hrs.	T=	N/A % for 24 hrs.
T=	% Design hr	T=	% Design hr	T=	N/A % Design hr
	% Medium Trucks DHV		% Medium Trucks DHV	6.6	% Medium Trucks DHV
	% Heavy Trucks DHV		% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
	% Buses DHV		% Buses DHV	1.0	% Buses DHV
	% Motorcycles DHV		% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	1999
	Med Trucks	0		Med Trucks	0		Med Trucks	147
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	47
	Buses	0		Buses	0		Buses	22
	Motorcycles	0		Motorcycles	0		Motorcycles	7
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	1225
	Med Trucks	0		Med Trucks	0		Med Trucks	90
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	29
	Buses	0		Buses	0		Buses	14
	Motorcycles	0		Motorcycles	0		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	2360
	Med Trucks	0		Med Trucks	0		Med Trucks	173
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	55
	Buses	0		Buses	0		Buses	26
	Motorcycles	0		Motorcycles	0		Motorcycles	8
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	1447
	Med Trucks	0		Med Trucks	0		Med Trucks	106
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	34
	Buses	0		Buses	0		Buses	16
	Motorcycles	0		Motorcycles	0		Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - West of Brighton Bay Blvd (Overpass in Build conditions)		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	39,800	ADT: LOS (C)	39,800	ADT: LOS (C)	62,700
Demand	47,000	Demand	69,500	Demand	58,200
Speed:	50 mph	Speed:	50 mph	Speed:	50 mph
	80 kmh		80 kmh		80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	53.4 %	D=	53.4 %	D=	53.4 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	2712
	Med Trucks	126		Med Trucks	126		Med Trucks	199
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	63
	Buses	19		Buses	19		Buses	30
	Motorcycles	6		Motorcycles	6		Motorcycles	9
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	2367
	Med Trucks	110		Med Trucks	110		Med Trucks	174
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	55
	Buses	17		Buses	17		Buses	26
	Motorcycles	5		Motorcycles	5		Motorcycles	8
Demand			Demand			Demand		
Southbound:	Autos	2033	Southbound:	Autos	3006	Southbound:	Autos	2517
	Med Trucks	149		Med Trucks	220		Med Trucks	185
	Hvy Trucks	47		Hvy Trucks	70		Hvy Trucks	59
	Buses	23		Buses	33		Buses	28
	Motorcycles	7		Motorcycles	10		Motorcycles	8
Northbound:	Autos	1774	Northbound:	Autos	2623	Northbound:	Autos	2197
	Med Trucks	130		Med Trucks	192		Med Trucks	161
	Hvy Trucks	41		Hvy Trucks	61		Hvy Trucks	51
	Buses	20		Buses	29		Buses	24
	Motorcycles	6		Motorcycles	9		Motorcycles	7

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - West of Brighton Bay Blvd		

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

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:		Lanes:		Lanes:	4
Year:		Year:		Year:	2050
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	39,800
Demand		Demand		Demand	27,000
Speed:	mph	Speed:	mph	Speed:	40 mph
	kmh		kmh		64 kmh
K=	%	K=	%	K=	9.0 %
D=	%	D=	%	D=	62.0 %
T=	% for 24 hrs.	T=	% for 24 hrs.	T=	N/A % for 24 hrs.
T=	% Design hr	T=	% Design hr	T=	N/A % Design hr
	% Medium Trucks DHV		% Medium Trucks DHV	6.6	% Medium Trucks DHV
	% Heavy Trucks DHV		% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
	% Buses DHV		% Buses DHV	1.0	% Buses DHV
	% Motorcycles DHV		% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	1999
	Med Trucks	0		Med Trucks	0		Med Trucks	147
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	47
	Buses	0		Buses	0		Buses	22
	Motorcycles	0		Motorcycles	0		Motorcycles	7
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	1225
	Med Trucks	0		Med Trucks	0		Med Trucks	90
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	29
	Buses	0		Buses	0		Buses	14
	Motorcycles	0		Motorcycles	0		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	1356
	Med Trucks	0		Med Trucks	0		Med Trucks	99
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	32
	Buses	0		Buses	0		Buses	15
	Motorcycles	0		Motorcycles	0		Motorcycles	5
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	831
	Med Trucks	0		Med Trucks	0		Med Trucks	61
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	19
	Buses	0		Buses	0		Buses	9
	Motorcycles	0		Motorcycles	0		Motorcycles	3

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - East of Brighton Bay Blvd (Overpass in Build conditions)		

(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:	4	
Year:	2020		Year:	2050		Year:	2050	
ADT: LOS (C)	39,800		ADT: LOS (C)	39,800		ADT: LOS (C)	62,700	
Demand	41,500		Demand	61,500		Demand	58,200	
Speed:	50	mph	Speed:	50	mph	Speed:	50	mph
	80	kmh		80	kmh		80	kmh
K=	9.0	%	K=	9.0	%	K=	9.0	%
D=	53.4	%	D=	53.4	%	D=	53.4	%
T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.
T=	N/A	% Design hr	T=	N/A	% Design hr	T=	N/A	% Design hr
6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV	
2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV	
1.0	% Buses DHV		1.0	% Buses DHV		1.0	% Buses DHV	
0.3	% Motorcycles DHV		0.3	% Motorcycles DHV		0.3	% 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:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	2712
	Med Trucks	126		Med Trucks	126		Med Trucks	199
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	63
	Buses	19		Buses	19		Buses	30
	Motorcycles	6		Motorcycles	6		Motorcycles	9
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	2367
	Med Trucks	110		Med Trucks	110		Med Trucks	174
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	55
	Buses	17		Buses	17		Buses	26
	Motorcycles	5		Motorcycles	5		Motorcycles	8
Demand			Demand			Demand		
Southbound:	Autos	1795	Southbound:	Autos	2660	Southbound:	Autos	2517
	Med Trucks	132		Med Trucks	195		Med Trucks	185
	Hvy Trucks	42		Hvy Trucks	62		Hvy Trucks	59
	Buses	20		Buses	30		Buses	28
	Motorcycles	6		Motorcycles	9		Motorcycles	8
Northbound:	Autos	1566	Northbound:	Autos	2321	Northbound:	Autos	2197
	Med Trucks	115		Med Trucks	170		Med Trucks	161
	Hvy Trucks	37		Hvy Trucks	54		Hvy Trucks	51
	Buses	17		Buses	26		Buses	24
	Motorcycles	5		Motorcycles	8		Motorcycles	7

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - East of Brighton Bay Blvd		

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

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:		Lanes:		Lanes:	4
Year:		Year:		Year:	2050
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	39,800
Demand		Demand		Demand	16,900
Speed:	mph	Speed:	mph	Speed:	40 mph
	kmh		kmh		64 kmh
K=	%	K=	%	K=	9.0 %
D=	%	D=	%	D=	62.0 %
T=	% for 24 hrs.	T=	% for 24 hrs.	T=	N/A % for 24 hrs.
T=	% Design hr	T=	% Design hr	T=	N/A % Design hr
	% Medium Trucks DHV		% Medium Trucks DHV	6.6	% Medium Trucks DHV
	% Heavy Trucks DHV		% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
	% Buses DHV		% Buses DHV	1.0	% Buses DHV
	% Motorcycles DHV		% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	1999
	Med Trucks	0		Med Trucks	0		Med Trucks	147
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	47
	Buses	0		Buses	0		Buses	22
	Motorcycles	0		Motorcycles	0		Motorcycles	7
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	1225
	Med Trucks	0		Med Trucks	0		Med Trucks	90
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	29
	Buses	0		Buses	0		Buses	14
	Motorcycles	0		Motorcycles	0		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	849
	Med Trucks	0		Med Trucks	0		Med Trucks	62
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	20
	Buses	0		Buses	0		Buses	9
	Motorcycles	0		Motorcycles	0		Motorcycles	3
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	520
	Med Trucks	0		Med Trucks	0		Med Trucks	38
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	12
	Buses	0		Buses	0		Buses	6
	Motorcycles	0		Motorcycles	0		Motorcycles	2

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - East of San Martin Blvd (Overpass in Build conditions)		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	39,800	ADT: LOS (C)	39,800	ADT: LOS (C)	62,700
Demand	36,500	Demand	54,000	Demand	58,200
Speed:	50 mph	Speed:	50 mph	Speed:	50 mph
	80 kmh		80 kmh		80 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	53.4 %	D=	53.4 %	D=	53.4 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	2712
	Med Trucks	126		Med Trucks	126		Med Trucks	199
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	63
	Buses	19		Buses	19		Buses	30
	Motorcycles	6		Motorcycles	6		Motorcycles	9
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	2367
	Med Trucks	110		Med Trucks	110		Med Trucks	174
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	55
	Buses	17		Buses	17		Buses	26
	Motorcycles	5		Motorcycles	5		Motorcycles	8
Demand			Demand			Demand		
Southbound:	Autos	1579	Southbound:	Autos	2336	Southbound:	Autos	2517
	Med Trucks	116		Med Trucks	171		Med Trucks	185
	Hvy Trucks	37		Hvy Trucks	55		Hvy Trucks	59
	Buses	18		Buses	26		Buses	28
	Motorcycles	5		Motorcycles	8		Motorcycles	8
Northbound:	Autos	1378	Northbound:	Autos	2038	Northbound:	Autos	2197
	Med Trucks	101		Med Trucks	149		Med Trucks	161
	Hvy Trucks	32		Hvy Trucks	48		Hvy Trucks	51
	Buses	15		Buses	23		Buses	24
	Motorcycles	5		Motorcycles	7		Motorcycles	7

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Road) - East of San Martin Blvd		

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

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:		Lanes:		Lanes:	4
Year:		Year:		Year:	2050
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	39,800
Demand		Demand		Demand	8,000
Speed:	mph	Speed:	mph	Speed:	40 mph
	kmh		kmh		64 kmh
K=	%	K=	%	K=	9.0 %
D=	%	D=	%	D=	62.0 %
T=	% for 24 hrs.	T=	% for 24 hrs.	T=	N/A % for 24 hrs.
T=	% Design hr	T=	% Design hr	T=	N/A % Design hr
	% Medium Trucks DHV		% Medium Trucks DHV	6.6	% Medium Trucks DHV
	% Heavy Trucks DHV		% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
	% Buses DHV		% Buses DHV	1.0	% Buses DHV
	% Motorcycles DHV		% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	1999
	Med Trucks	0		Med Trucks	0		Med Trucks	147
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	47
	Buses	0		Buses	0		Buses	22
	Motorcycles	0		Motorcycles	0		Motorcycles	7
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	1225
	Med Trucks	0		Med Trucks	0		Med Trucks	90
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	29
	Buses	0		Buses	0		Buses	14
	Motorcycles	0		Motorcycles	0		Motorcycles	4
Demand			Demand			Demand		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	402
	Med Trucks	0		Med Trucks	0		Med Trucks	29
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	9
	Buses	0		Buses	0		Buses	4
	Motorcycles	0		Motorcycles	0		Motorcycles	1
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	246
	Med Trucks	0		Med Trucks	0		Med Trucks	18
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	6
	Buses	0		Buses	0		Buses	3
	Motorcycles	0		Motorcycles	0		Motorcycles	1

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd (Frontage Rd) - West of Bridge		

(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:		Lanes:		Lanes:	2
Year:		Year:		Year:	2050
ADT: LOS (C)		ADT: LOS (C)		ADT: LOS (C)	5,800
Demand		Demand		Demand	1,400
Speed:	mph	Speed:	mph	Speed:	30 mph
	kmh		kmh		48 kmh
K=	%	K=	%	K=	9.0 %
D=	%	D=	%	D=	62.0 %
T=	% for 24 hrs.	T=	% for 24 hrs.	T=	N/A % for 24 hrs.
T=	% Design hr	T=	% Design hr	T=	N/A % Design hr
	% Medium Trucks DHV		% Medium Trucks DHV	6.6	% Medium Trucks DHV
	% Heavy Trucks DHV		% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
	% Buses DHV		% Buses DHV	1.0	% Buses DHV
	% Motorcycles DHV		% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		Demand
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	291
	Med Trucks	0		Med Trucks	0		Med Trucks	21
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	7
	Buses	0		Buses	0		Buses	3
	Motorcycles	0		Motorcycles	0		Motorcycles	1
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	179
	Med Trucks	0		Med Trucks	0		Med Trucks	13
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	4
	Buses	0		Buses	0		Buses	2
	Motorcycles	0		Motorcycles	0		Motorcycles	1
Demand			Demand			Demand		
Southbound:	Autos	0	Southbound:	Autos	0	Southbound:	Autos	70
	Med Trucks	0		Med Trucks	0		Med Trucks	5
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	2
	Buses	0		Buses	0		Buses	1
	Motorcycles	0		Motorcycles	0		Motorcycles	0
Northbound:	Autos	0	Northbound:	Autos	0	Northbound:	Autos	43
	Med Trucks	0		Med Trucks	0		Med Trucks	3
	Hvy Trucks	0		Hvy Trucks	0		Hvy Trucks	1
	Buses	0		Buses	0		Buses	0
	Motorcycles	0		Motorcycles	0		Motorcycles	0

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - Bridge		

(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:	2020		Year:	2050		Year:	2050	
ADT: LOS (C)	52,600		ADT: LOS (C)	52,600		ADT: LOS (C)	93,900	
Demand	33,500		Demand	57,500		Demand	64,750	
Speed:	55	mph	Speed:	55	mph	Speed:	55	mph
	89	kmh		89	kmh		89	kmh
K=	9.0	%	K=	9.0	%	K=	9.0	%
D=	53.4	%	D=	53.4	%	D=	53.4	%
T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.
T=	N/A	% Design hr	T=	N/A	% Design hr	T=	N/A	% Design hr
6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV	
2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV	
1.0	% Buses DHV		1.0	% Buses DHV		1.0	% Buses DHV	
0.3	% Motorcycles DHV		0.3	% Motorcycles DHV		0.3	% 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)		
Southbound:	Autos	2275	Southbound:	Autos	2275	Southbound:	Autos	4062
	Med Trucks	167		Med Trucks	167		Med Trucks	298
	Hvy Trucks	53		Hvy Trucks	53		Hvy Trucks	95
	Buses	25		Buses	25		Buses	45
	Motorcycles	8		Motorcycles	8		Motorcycles	14
Northbound:	Autos	1985	Northbound:	Autos	1985	Northbound:	Autos	3544
	Med Trucks	146		Med Trucks	146		Med Trucks	260
	Hvy Trucks	46		Hvy Trucks	46		Hvy Trucks	83
	Buses	22		Buses	22		Buses	39
	Motorcycles	7		Motorcycles	7		Motorcycles	12
Demand			Demand			Demand		
Southbound:	Autos	1449	Southbound:	Autos	2487	Southbound:	Autos	2801
	Med Trucks	106		Med Trucks	182		Med Trucks	205
	Hvy Trucks	34		Hvy Trucks	58		Hvy Trucks	65
	Buses	16		Buses	28		Buses	31
	Motorcycles	5		Motorcycles	8		Motorcycles	9
Northbound:	Autos	1264	Northbound:	Autos	2170	Northbound:	Autos	2444
	Med Trucks	93		Med Trucks	159		Med Trucks	179
	Hvy Trucks	30		Hvy Trucks	51		Hvy Trucks	57
	Buses	14		Buses	24		Buses	27
	Motorcycles	4		Motorcycles	7		Motorcycles	8

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - West of Westshore Blvd (NOTE: In Existing Year Selmon Extension was NOT open to traffic.)		

(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:	4
Year:	2020	Year:	2050	Year:	2050
ADT: LOS (C)	39,800	ADT: LOS (C)	39,800	ADT: LOS (C)	39,800
Demand	38,500	Demand	37,500	Demand	40,000
Speed:	45 mph	Speed:	45 mph	Speed:	45 mph
	72 kmh		72 kmh		72 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	53.4 %	D=	53.4 %	D=	53.4 %
T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.	T=	N/A % for 24 hrs.
T=	N/A % Design hr	T=	N/A % Design hr	T=	N/A % Design hr
6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV	6.6	% Medium Trucks DHV
2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV	2.1	% Heavy Trucks DHV
1.0	% Buses DHV	1.0	% Buses DHV	1.0	% Buses DHV
0.3	% Motorcycles DHV	0.3	% Motorcycles DHV	0.3	% 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:		Demand	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	1722
	Med Trucks	126		Med Trucks	126		Med Trucks	126
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	40
	Buses	19		Buses	19		Buses	19
	Motorcycles	6		Motorcycles	6		Motorcycles	6
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	1502
	Med Trucks	110		Med Trucks	110		Med Trucks	110
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	35
	Buses	17		Buses	17		Buses	17
	Motorcycles	5		Motorcycles	5		Motorcycles	5
Demand			Demand			Demand		
Southbound:	Autos	1665	Southbound:	Autos	1622	Southbound:	Autos	1730
	Med Trucks	122		Med Trucks	119		Med Trucks	127
	Hvy Trucks	39		Hvy Trucks	38		Hvy Trucks	40
	Buses	19		Buses	18		Buses	19
	Motorcycles	6		Motorcycles	5		Motorcycles	6
Northbound:	Autos	1453	Northbound:	Autos	1415	Northbound:	Autos	1510
	Med Trucks	107		Med Trucks	104		Med Trucks	111
	Hvy Trucks	34		Hvy Trucks	33		Hvy Trucks	35
	Buses	16		Buses	16		Buses	17
	Motorcycles	5		Motorcycles	5		Motorcycles	5

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

TRAFFIC DATA FOR NOISE STUDIES

Project:	Gandy Blvd (SWAT)	Date:	11/2/2022
State Project Number(s):	6201912	Prepared By:	DMP
Financial Project ID:	441250-1-22-01 / 256931-4-32-01		
Federal Aid Number(s):			
Segment Description:	Gandy Blvd - East of Westshore Blvd (NOTE: In Existing Year Selmon Extension was NOT open to traffic.)		

(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:	4	
Year:	2020		Year:	2050		Year:	2050	
ADT: LOS (C)	39,800		ADT: LOS (C)	39,800		ADT: LOS (C)	39,800	
Demand	42,500		Demand	44,000		Demand	47,000	
Speed:	45	mph	Speed:	45	mph	Speed:	45	mph
	72	kmh		72	kmh		72	kmh
K=	9.0	%	K=	9.0	%	K=	9.0	%
D=	53.4	%	D=	53.4	%	D=	53.4	%
T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.	T=	N/A	% for 24 hrs.
T=	N/A	% Design hr	T=	N/A	% Design hr	T=	N/A	% Design hr
6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV		6.6	% Medium Trucks DHV	
2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV		2.1	% Heavy Trucks DHV	
1.0	% Buses DHV		1.0	% Buses DHV		1.0	% Buses DHV	
0.3	% Motorcycles DHV		0.3	% Motorcycles DHV		0.3	% Motorcycles DHV	

STAMINA/TNM INPUT

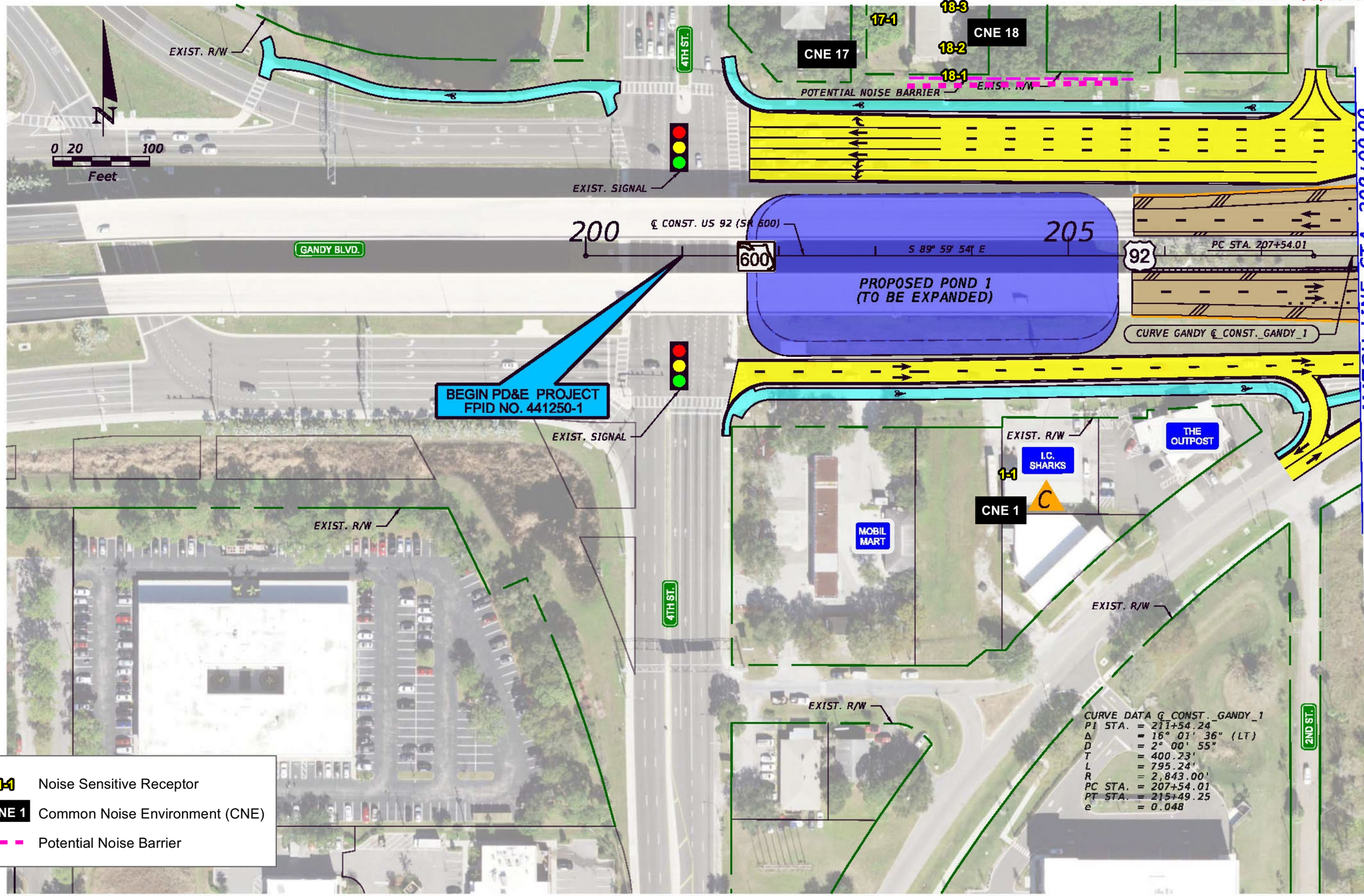
The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:		LOS (C)	No-Build (Design Year) Model:		LOS (C)	Build (Design Year) Model:		LOS (C)
LOS (C)			LOS (C)			LOS (C)		
Southbound:	Autos	1722	Southbound:	Autos	1722	Southbound:	Autos	1722
	Med Trucks	126		Med Trucks	126		Med Trucks	126
	Hvy Trucks	40		Hvy Trucks	40		Hvy Trucks	40
	Buses	19		Buses	19		Buses	19
	Motorcycles	6		Motorcycles	6		Motorcycles	6
Northbound:	Autos	1502	Northbound:	Autos	1502	Northbound:	Autos	1502
	Med Trucks	110		Med Trucks	110		Med Trucks	110
	Hvy Trucks	35		Hvy Trucks	35		Hvy Trucks	35
	Buses	17		Buses	17		Buses	17
	Motorcycles	5		Motorcycles	5		Motorcycles	5
Demand			Demand			Demand		
Southbound:	Autos	1838	Southbound:	Autos	1903	Southbound:	Autos	2033
	Med Trucks	135		Med Trucks	140		Med Trucks	149
	Hvy Trucks	43		Hvy Trucks	44		Hvy Trucks	47
	Buses	20		Buses	21		Buses	23
	Motorcycles	6		Motorcycles	6		Motorcycles	7
Northbound:	Autos	1604	Northbound:	Autos	1661	Northbound:	Autos	1774
	Med Trucks	118		Med Trucks	122		Med Trucks	130
	Hvy Trucks	37		Hvy Trucks	39		Hvy Trucks	41
	Buses	18		Buses	18		Buses	20
	Motorcycles	5		Motorcycles	6		Motorcycles	6

Appendix B

Noise Sensitive Receptor Locations

AERIAL DATE: 2/3/2020



MATCH LINE STA. 208+00.00

PREFERRED ALTERNATIVE

LEGEND

EXISTING PARCEL
EXISTING R/W LINE
EXISTING WETLAND
PROPOSED R/W LINE
PROPOSED RETAINING WALL
POTENTIAL CONTAMINATION SITE
PROPOSED ROADWAY
PROPOSED GRADE SEPARATION
PROPOSED BRIDGE
PROPOSED SIDEWALK/ SHARED USE PATH
PREFERRED POND SITES
EXISTING BRIDGE
PROPOSED BRIDGE WIDENING
PROPOSED BRIDGE DEMOLITION
PROPOSED MILLING & RESURFACING
PROPOSED PAVEMENT REMOVAL
POTENTIAL BUSINESS RELOCATION

Kisinger Campo & Associates Corp.
201 N. Franklin Street, Suite 400
Tampa, Florida 33602
Engineer of Record: Branan Anderson, P.E.
P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (1)

SHEET NO. 01

dgrumbach 7/14/2023 11:26:48 AM M:\6201912 Gandy Blvd PDE\Design\roadway\PLANRD03.dgn

AERIAL DATE: 2/3/2020

16-24 16-23 16-22 16-21 16-1 16-2 16-3 16-4 16-5 16-6 16-7 16-8 16-9 16-10 16-11 16-12 16-13 16-14 16-15 16-16 16-17 16-18 16-19 16-20 16-27 16-34 16-35 16-28 16-36 16-43 16-33 16-37 16-42 16-29 16-32 16-38 16-41 16-30 16-31 16-39 16-40

CNE 16 CNE 15 CNE 14

ITOPIA RESIDENCE

GATEWAY COMMUNITY

102ND TERRANCE

WATERFORD

15-1 14-2 14-1

N

0 20 100
Feet

MATCH LINE STA. 208+00.00

MATCH LINE STA. 222+00.00

POTENTIAL NOISE BARRIER
EXIST. R/W

EXIST. R/W
220

GANDY BLVD.

PT STA. 215+49.25

℄ CONST. US 92 (SR 600)

600

92

N 73° 58' 30" E

PROP. R/W

EXIST. R/W
POTENTIAL NOISE BARRIER

CURVE GANDY ℄ CONST._GANDY_1

2-12 2-13 2-14 2-15 2-16 2-17

VANTAGE POINT CONDOMINIUMS

CNE 3

3-1

2-6 2-7 2-8 2-9 2-10 2-11

2-18 2-19 2-20 2-21 2-22

2-1 2-2 2-3 2-4 2-5

CNE 2

CURVE DATA ℄ CONST._GANDY_1
PI STA. = 211+54.24
Δ = 16° 01' 36" (LT)
D = 2° 00' 55"
T = 400.23'
L = 795.24'
R = 2,843.00'
PC STA. = 207+54.01
PT STA. = 215+49.25
e = 0.048

1-1 Noise Sensitive Receptor
CNE 1 Common Noise Environment (CNE)
Potential Noise Barrier

PREFERRED ALTERNATIVE

LEGEND

EXISTING PARCEL
EXISTING R/W LINE
EXISTING WETLAND
PROPOSED R/W LINE
PROPOSED RETAINING WALL
POTENTIAL CONTAMINATION SITE
PROPOSED ROADWAY
PROPOSED GRADE SEPARATION
PROPOSED BRIDGE
PROPOSED SIDEWALK/ SHARED USE PATH
PREFERRED POND SITES
EXISTING BRIDGE
PROPOSED BRIDGE WIDENING
PROPOSED BRIDGE DEMOLITION
PROPOSED MILLING & RESURFACING
PROPOSED PAVEMENT REMOVAL
POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (2)

SHEET NO. 02

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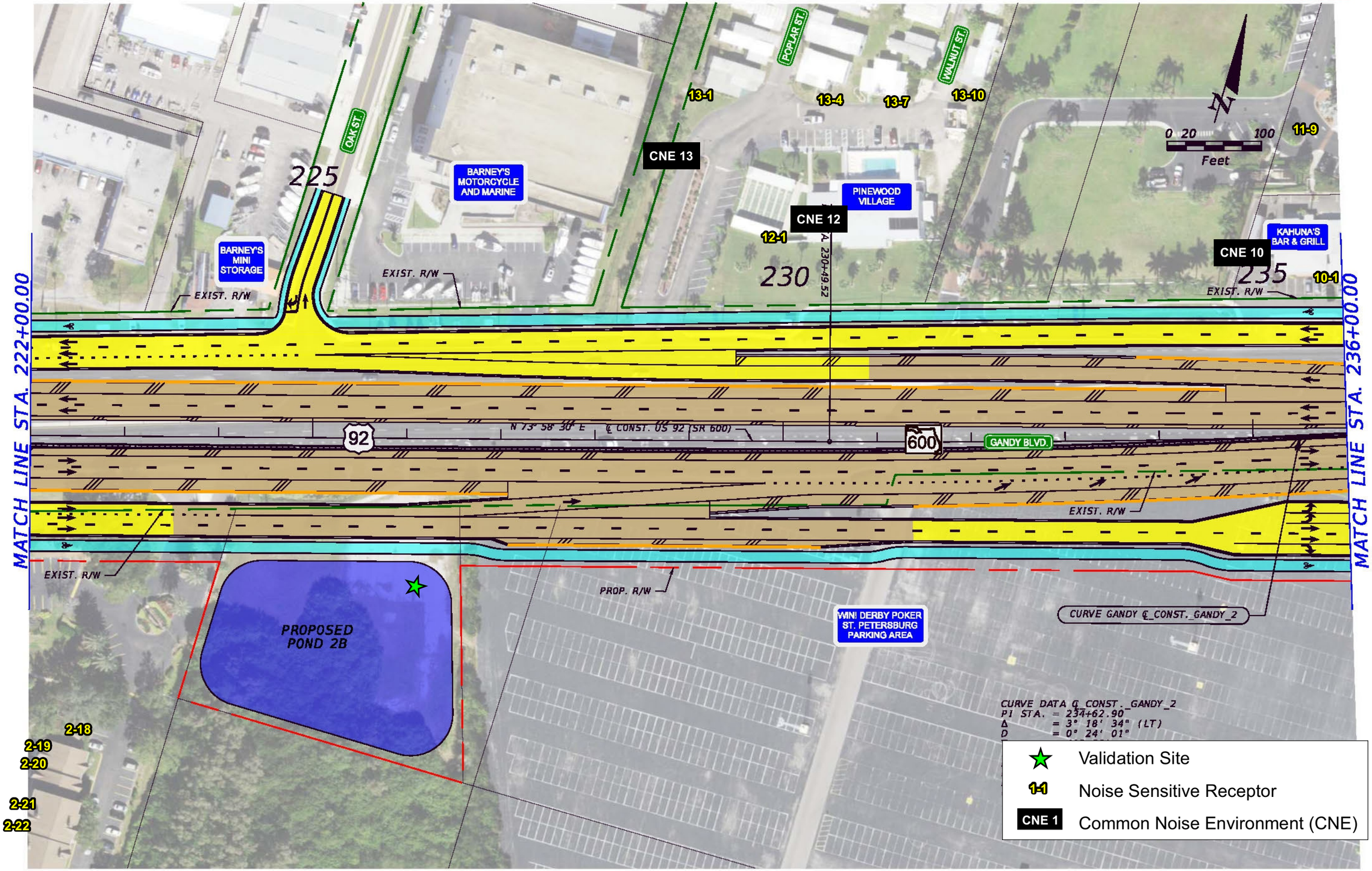

★ Validation Site

1-1 Noise Sensitive Receptor

CNE 1 Common Noise Environment (CNE)

PREFERRED ALTERNATIVE

LEGEND

EXISTING PARCEL
EXISTING R/W LINE
EXISTING WETLAND
PROPOSED R/W LINE
PROPOSED RETAINING WALL
POTENTIAL CONTAMINATION SITE
PROPOSED ROADWAY
PROPOSED GRADE SEPARATION
PROPOSED BRIDGE
PROPOSED SIDEWALK/ SHARED USE PATH
PREFERRED POND SITES
EXISTING BRIDGE
PROPOSED BRIDGE WIDENING
PROPOSED BRIDGE DEMOLITION
PROPOSED MILLING & RESURFACING
PROPOSED PAVEMENT REMOVAL
POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (3)

SHEET NO. 03

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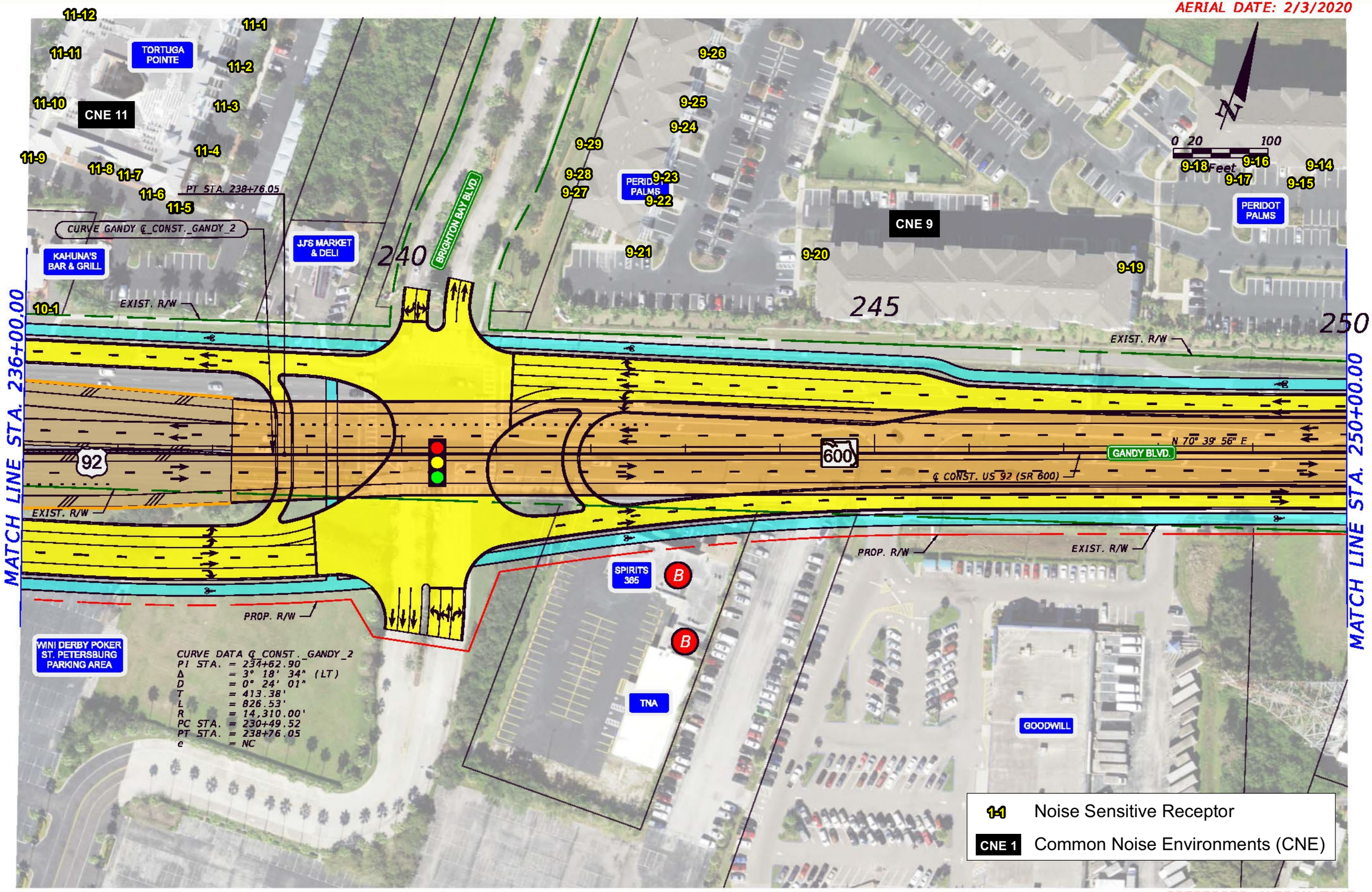

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (4)

SHEET NO. 04

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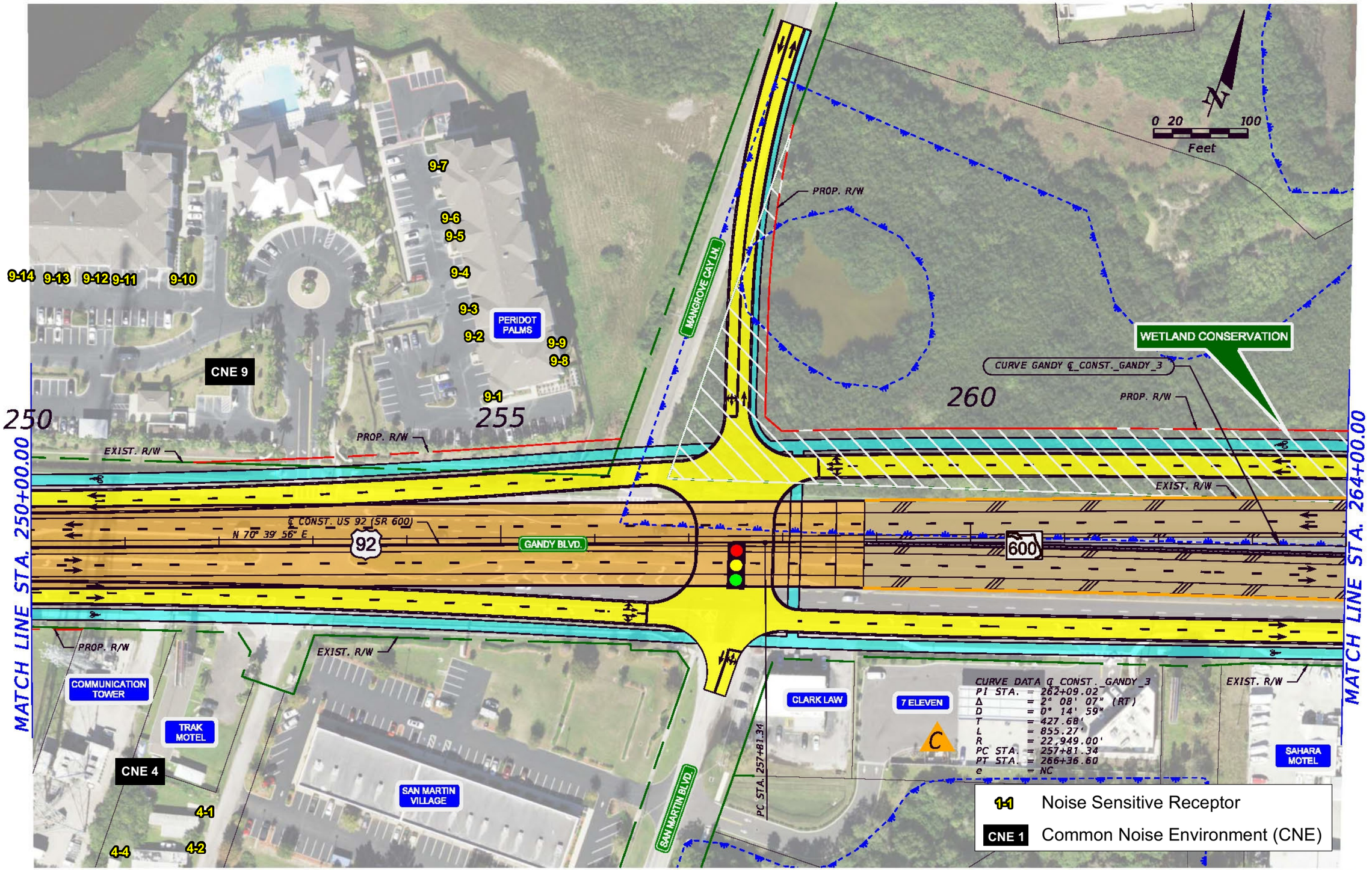

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- C POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- B POTENTIAL BUSINESS RELOCATION

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P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (5)

SHEET NO. 05

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MATCH LINE STA. 264+00.00

MATCH LINE STA. 278+00.00

THREE WWMI 1380 KHZ RADIO TOWER

WTSP

N

0 20 100

Feet

CURVE GANDY ℄_CONST._GANDY_3

WETLAND CONSERVATION

265

270

275

PROP. R/W

EXIST. R/W

92

600

N 72° 48' 03" E

GANDY BLVD.

℄ CONST. US 92 (SR 600)

EXIST. R/W

PT STA. 266+36.60

SAHARA MOTEL

CURVE DATA ℄_CONST._GANDY_3
PI STA. = 262+09.02
Δ = 2° 08' 07" (RT)
D = 0° 14' 59"
T = 427.68'
L = 855.27'
R = 22,949.00'
PC STA. = 257+81.34
PT STA. = 266+36.60
e = NC

SNUG HARBOR RD.

SAN FERNANDO DR.

CRAB SHACK RESTAURANT

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (6)

SHEET NO. 06

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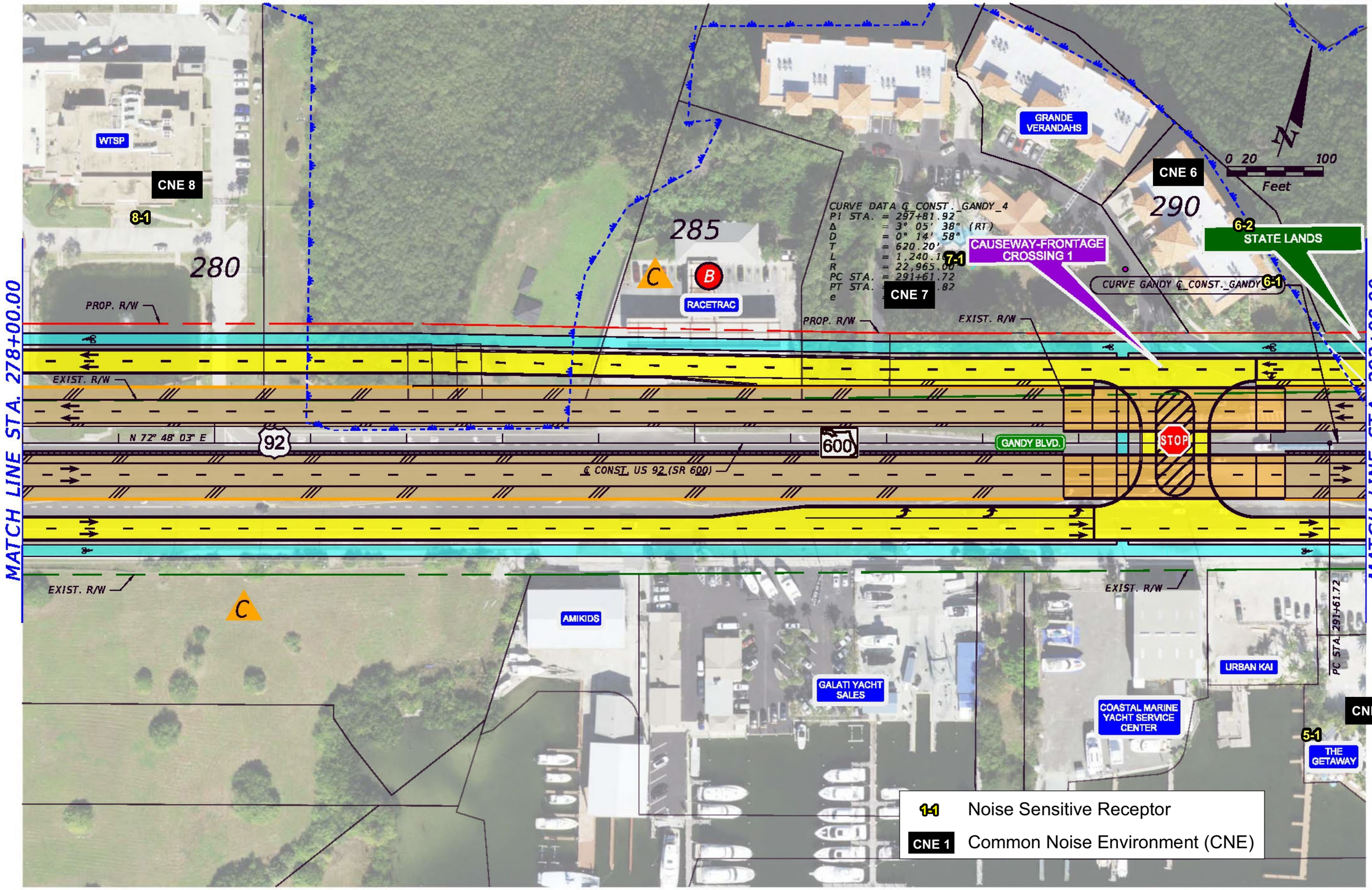

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- C POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- B POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (7)

SHEET NO. 07

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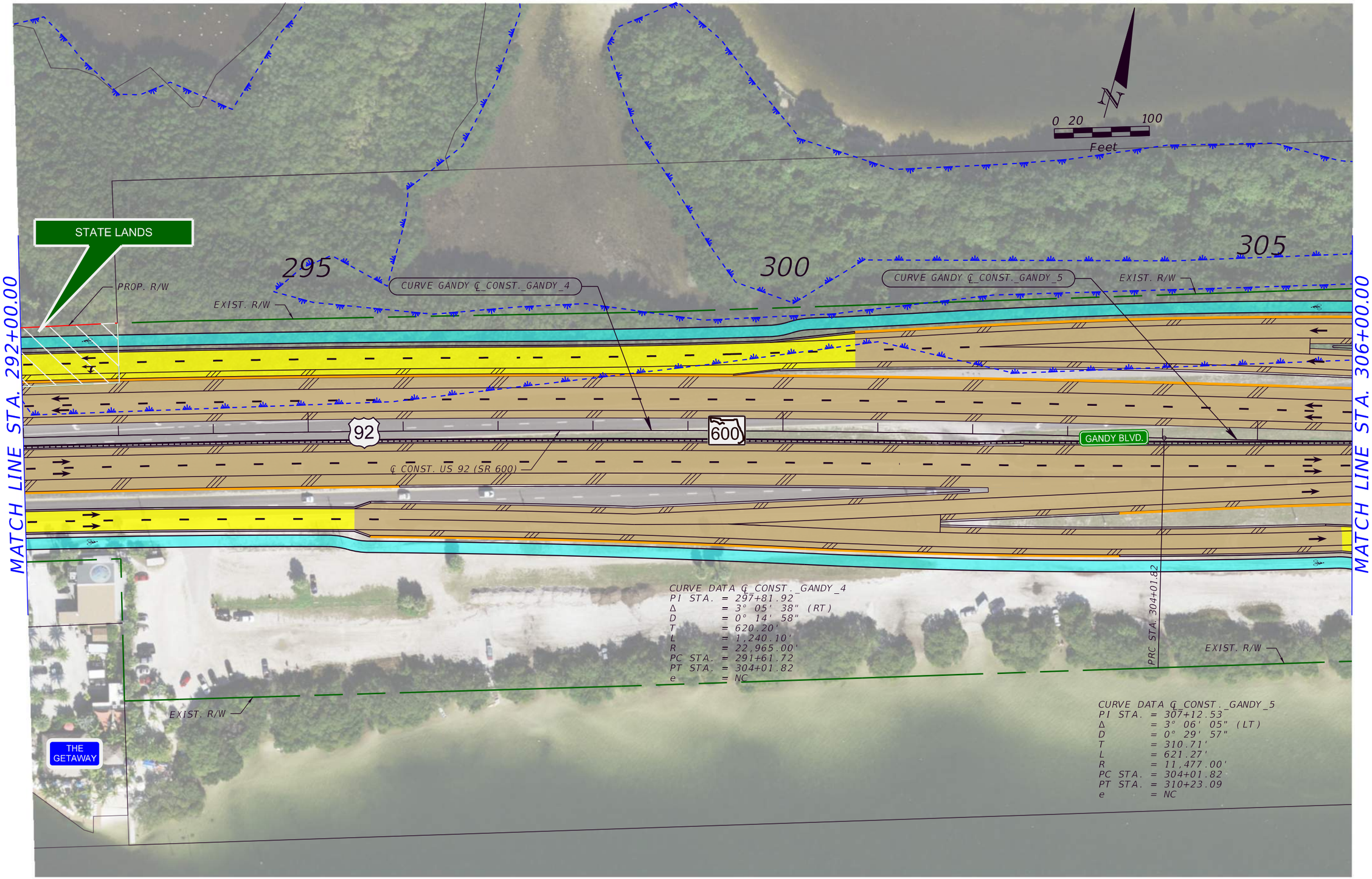

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
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- POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

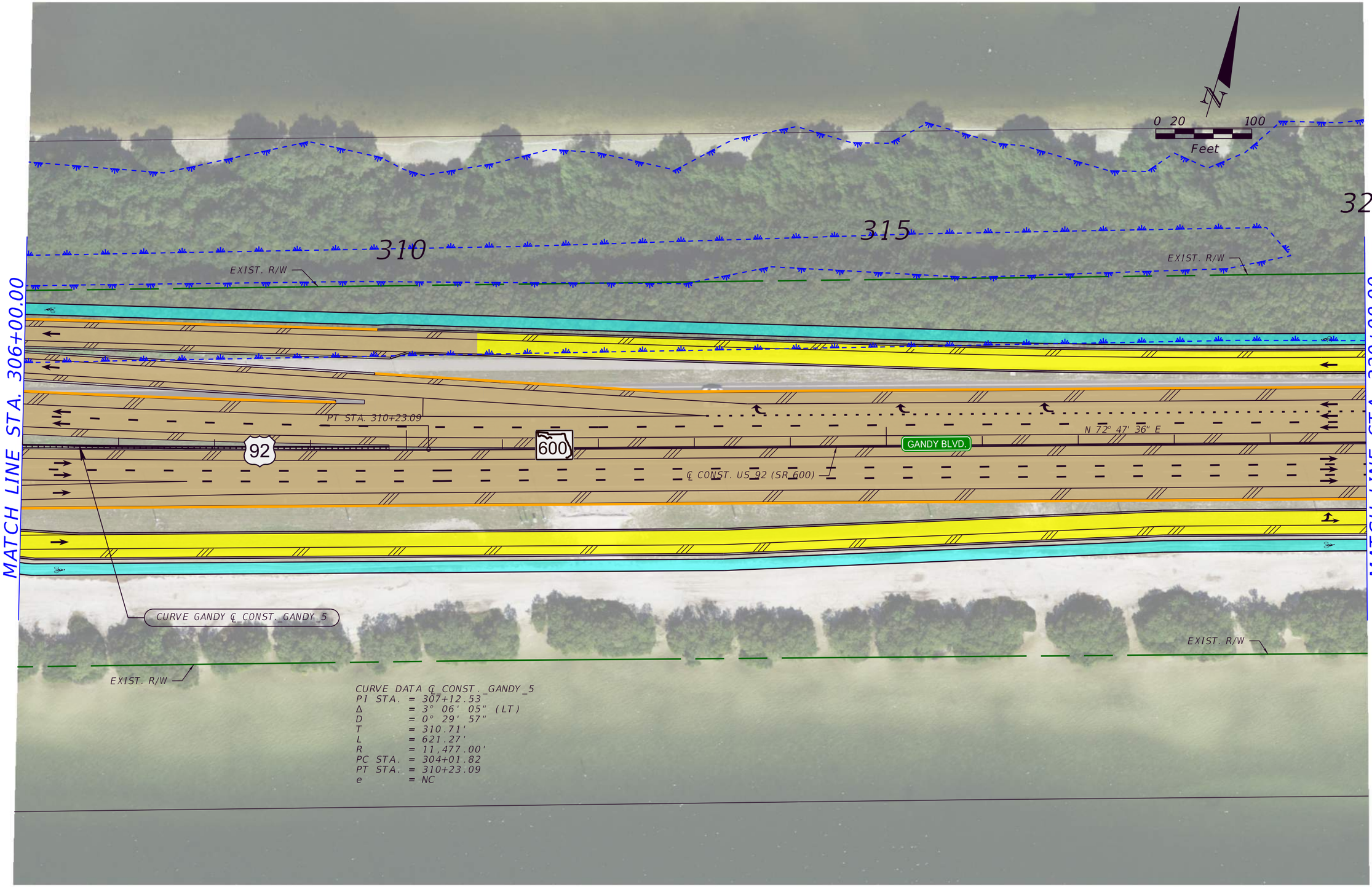
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (8)

SHEET NO. 08

AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (9)

SHEET NO. 09

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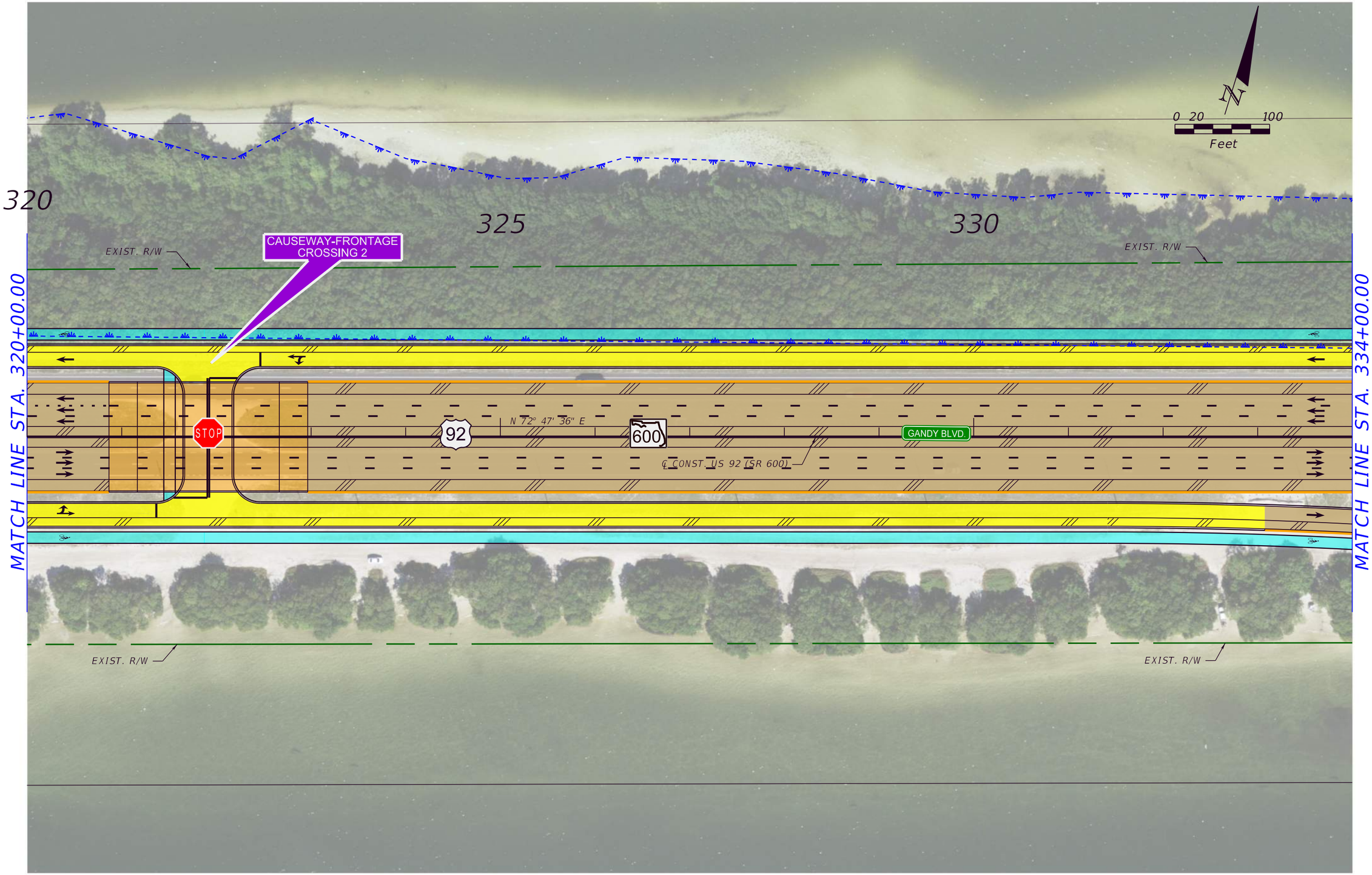

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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Tampa, Florida 33602
Engineer of Record: Branan Anderson, P.E.
P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

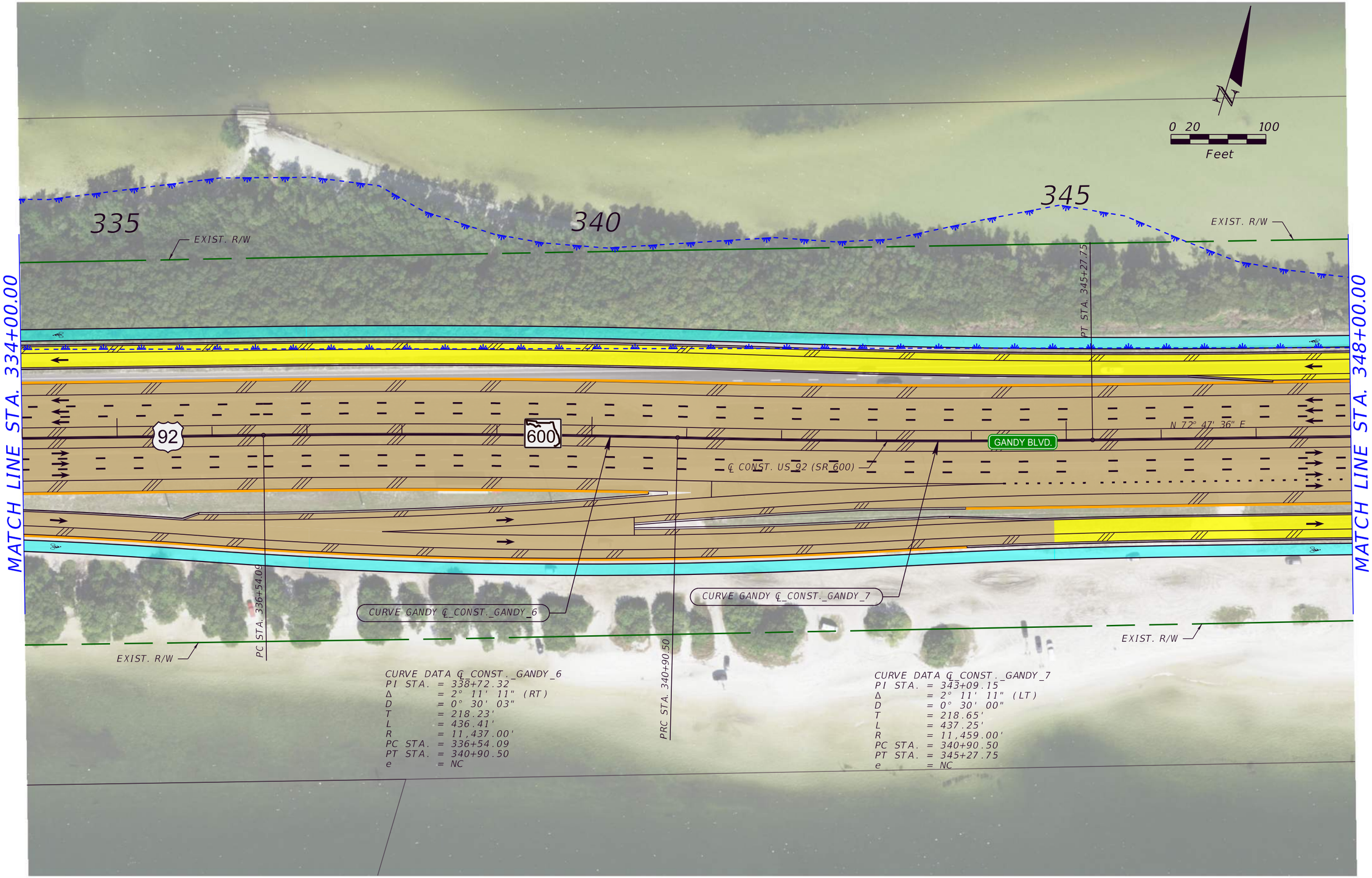
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (10)

SHEET NO. 10

AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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Tampa, Florida 33602
Engineer of Record: Branan Anderson, P.E.
P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

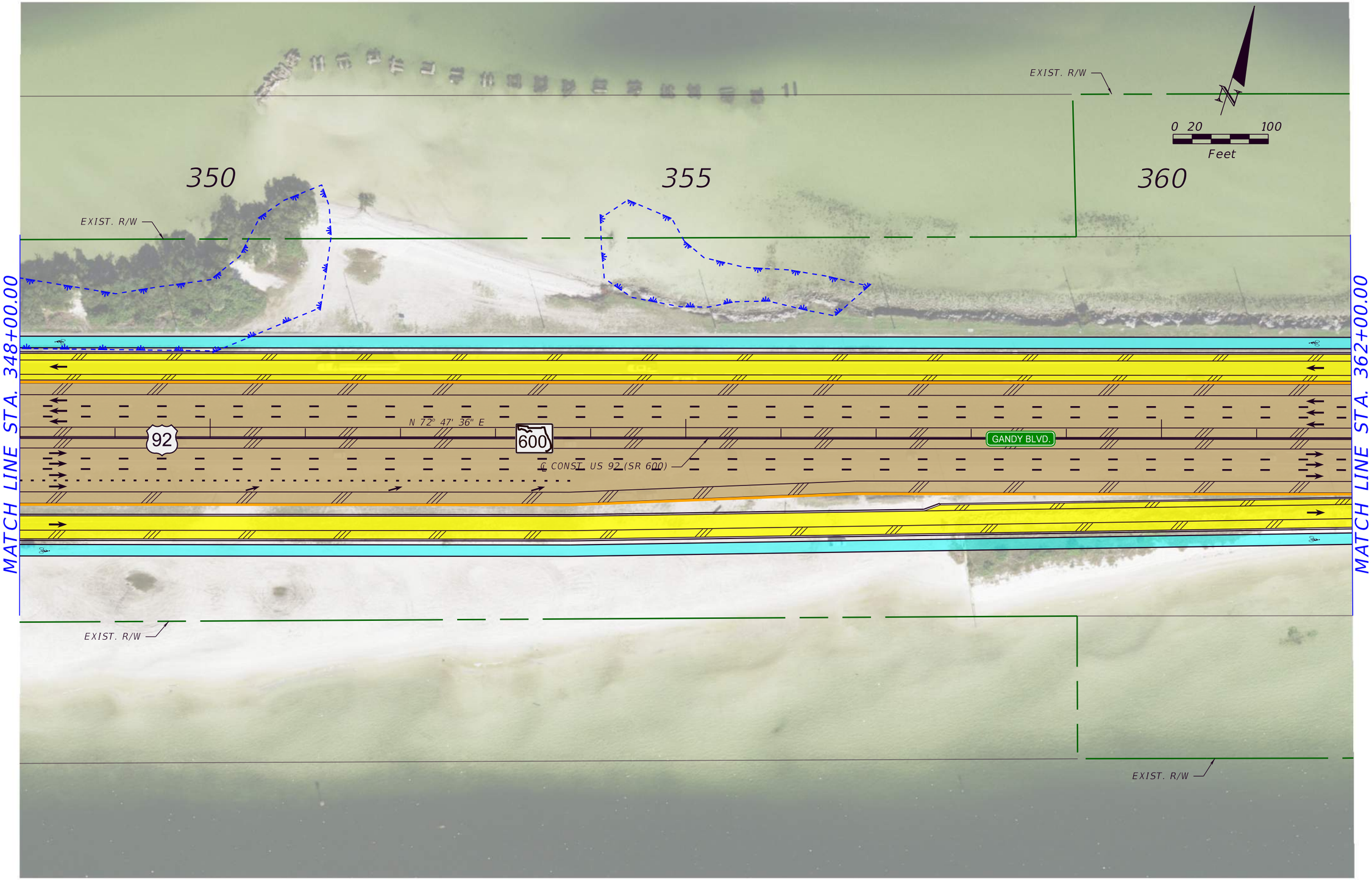
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (11)

SHEET NO. 11

AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (12)

SHEET NO. 12

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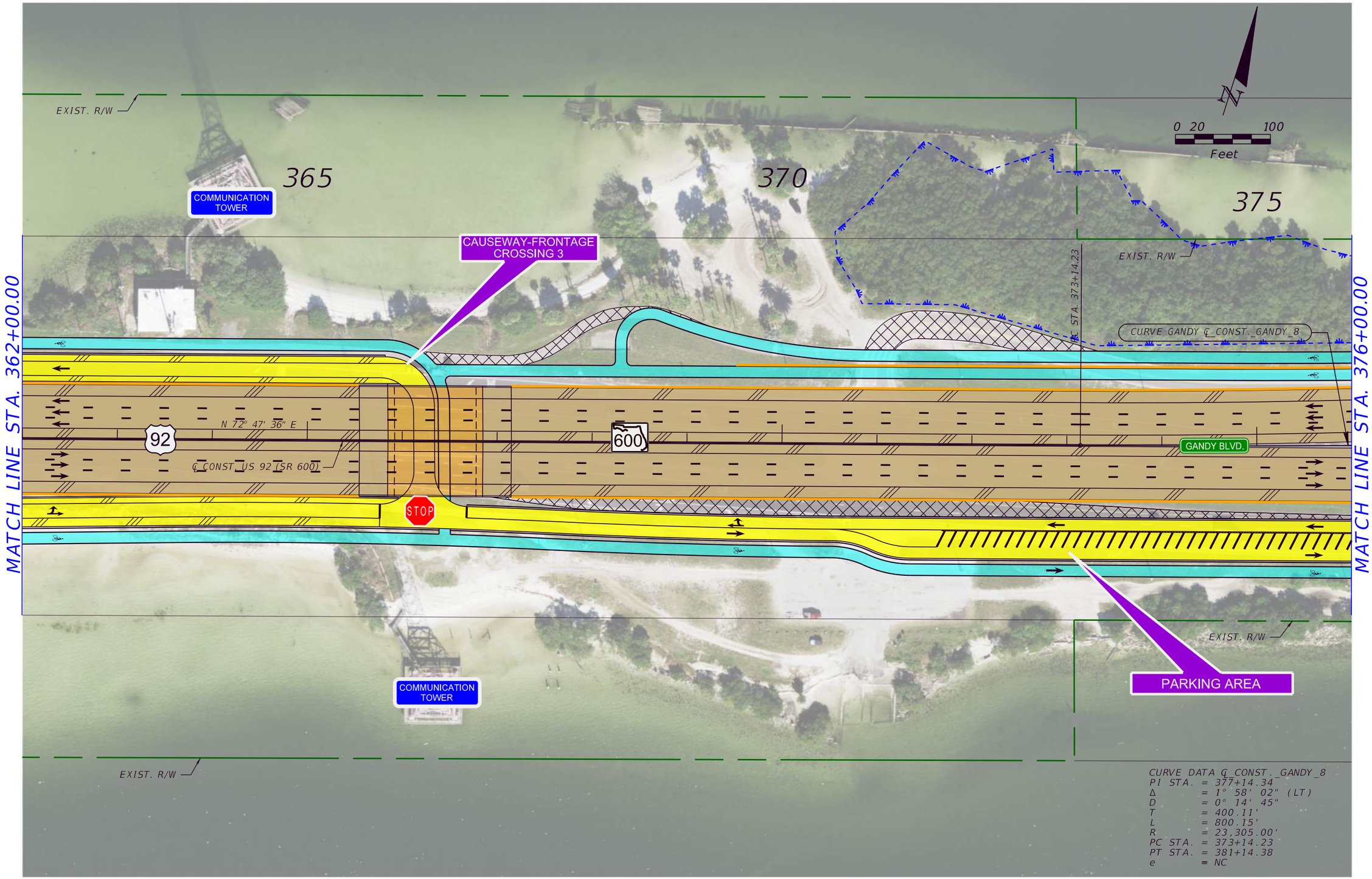
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
- PROPOSED BRIDGE DEMOLITION
- PROPOSED MILLING & RESURFACING
- PROPOSED PAVEMENT REMOVAL
- POTENTIAL BUSINESS RELOCATION

Kisinger Campo & Associates Corp.
201 N. Franklin Street, Suite 400
Tampa, Florida 33602
Engineer of Record: Branan Anderson, P.E.
P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

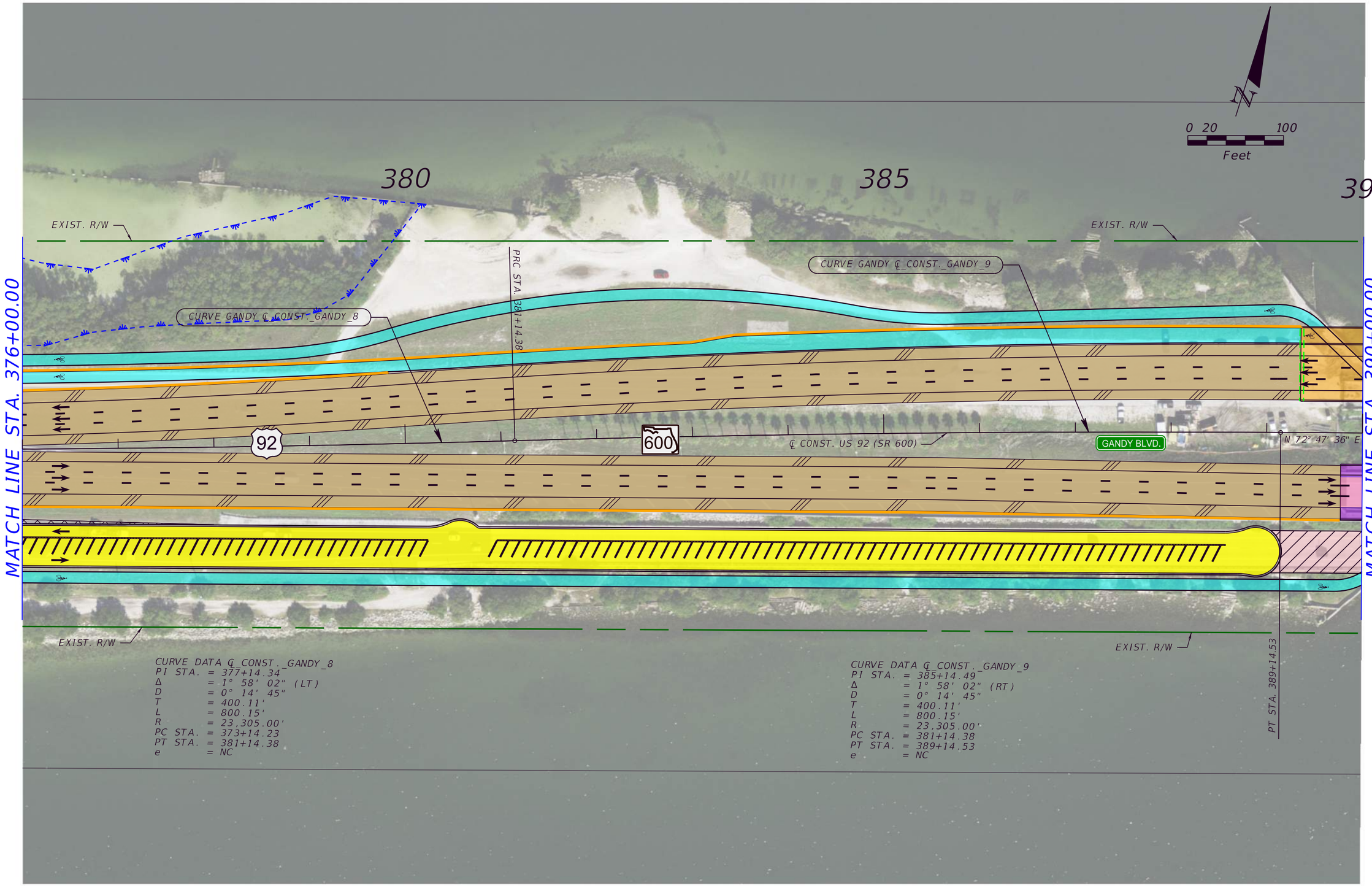
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (13)

SHEET NO. 13

AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

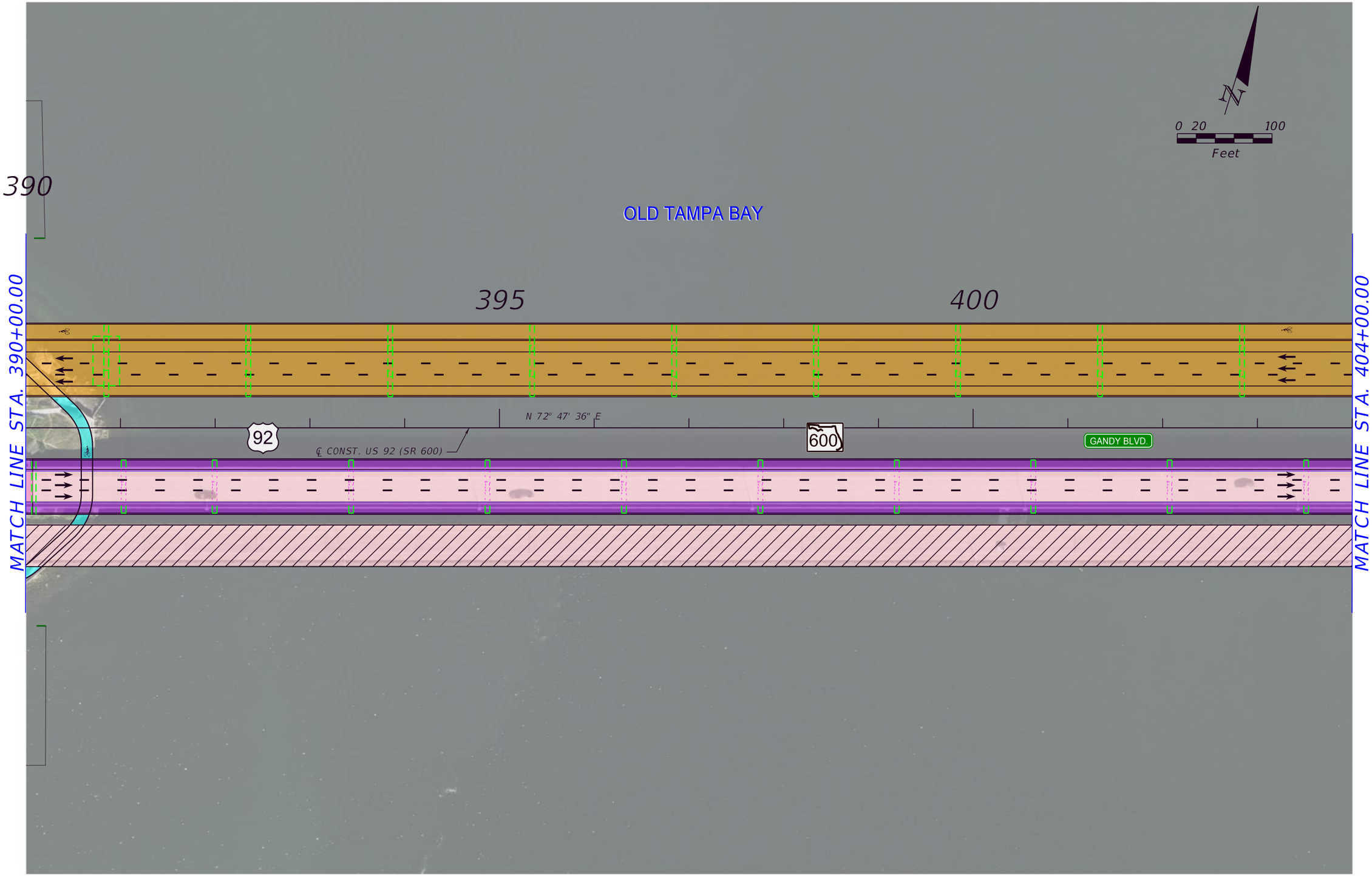
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - PINELLAS SEGMENT

CONCEPT PLANS (14)

SHEET NO. 14

AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
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- PROPOSED BRIDGE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - BAY SEGMENT

CONCEPT PLANS (15)

SHEET NO. 15

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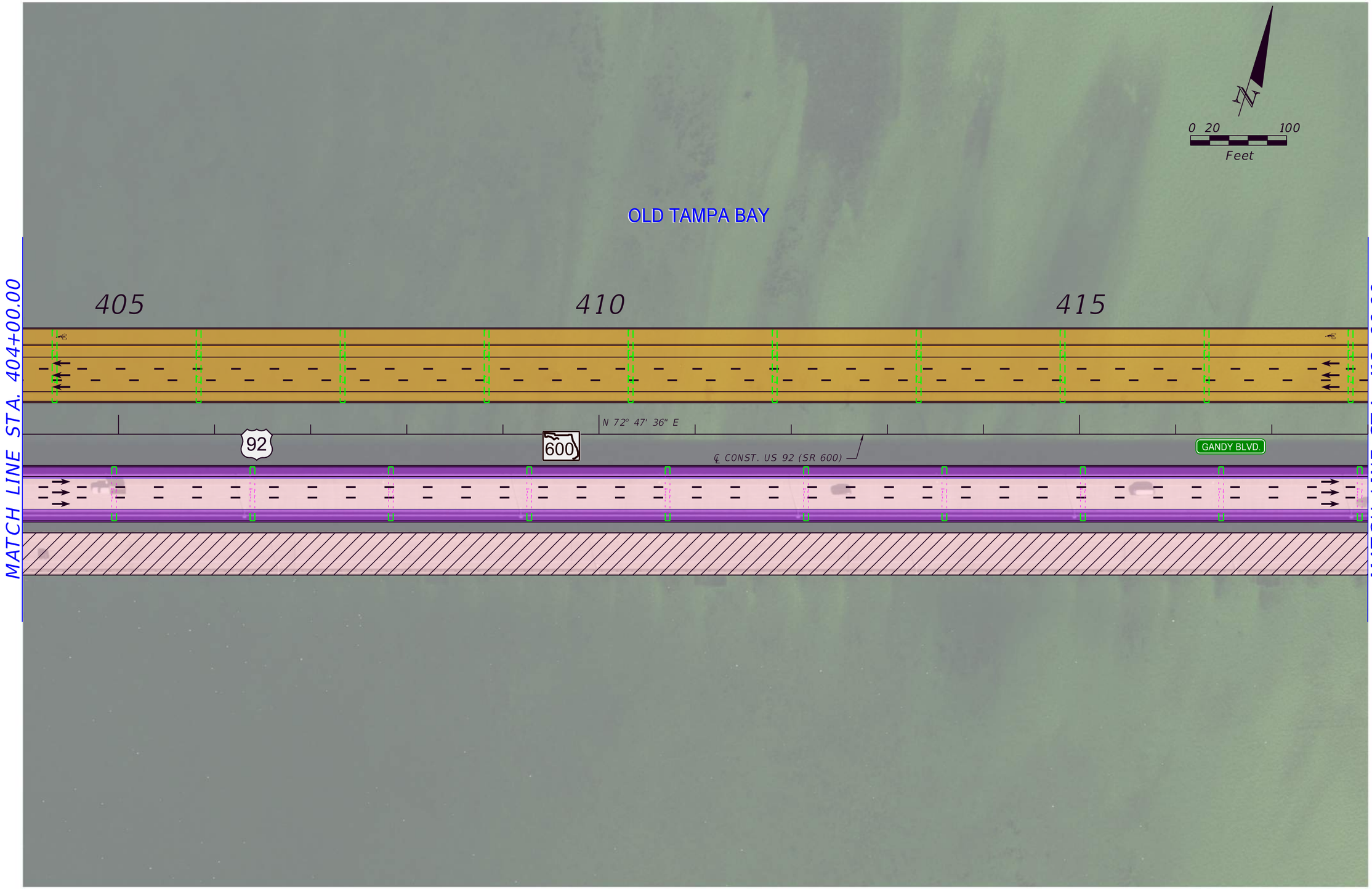
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - BAY SEGMENT

CONCEPT PLANS (16)

SHEET NO. 16

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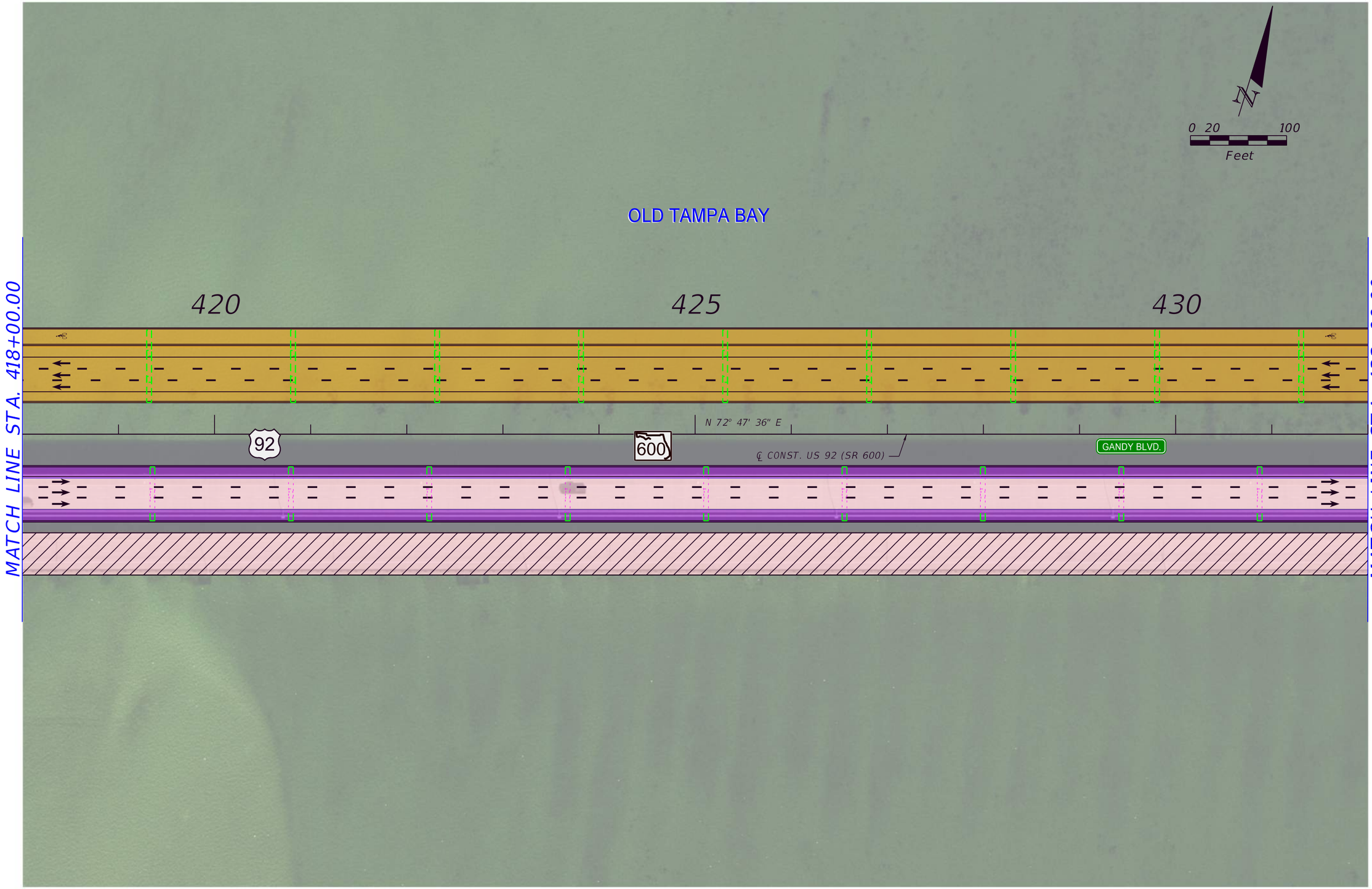
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
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- PROPOSED BRIDGE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	PINELLAS	441250-1-22-01

GANDY BLVD. PD&E - BAY SEGMENT

CONCEPT PLANS (17)

SHEET NO. 17

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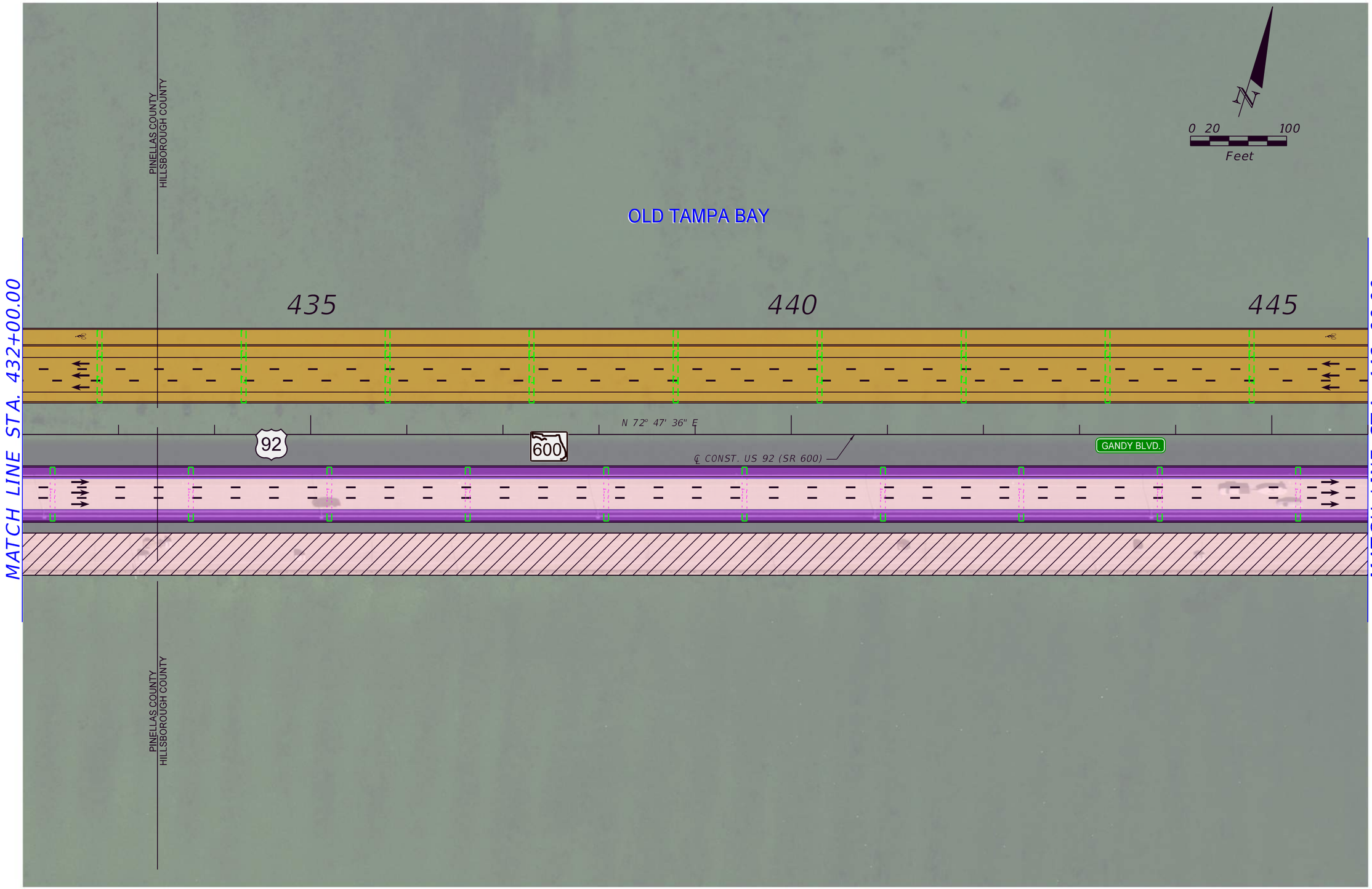

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (18)

SHEET NO. 18

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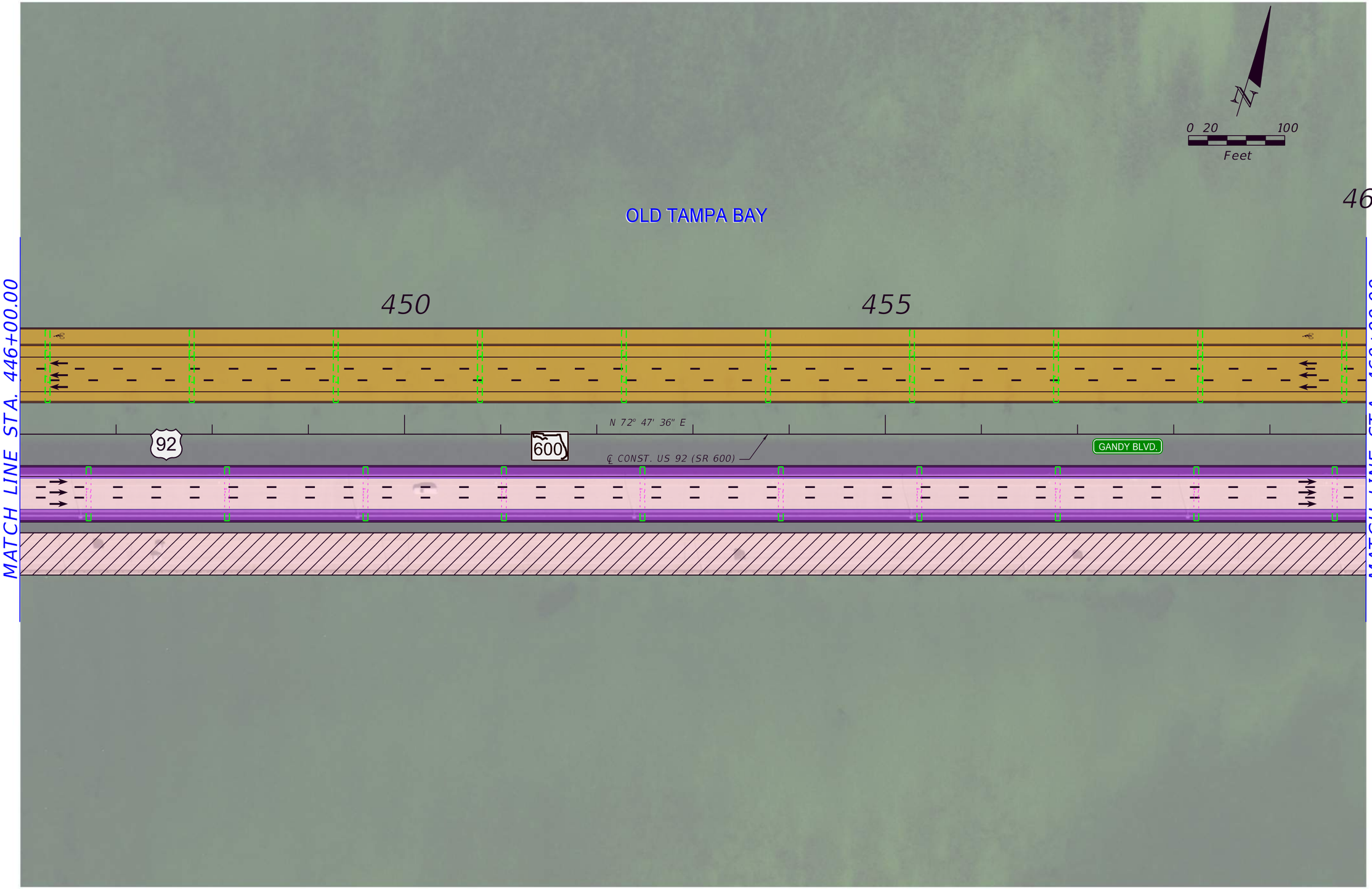
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (19)

SHEET NO. 19

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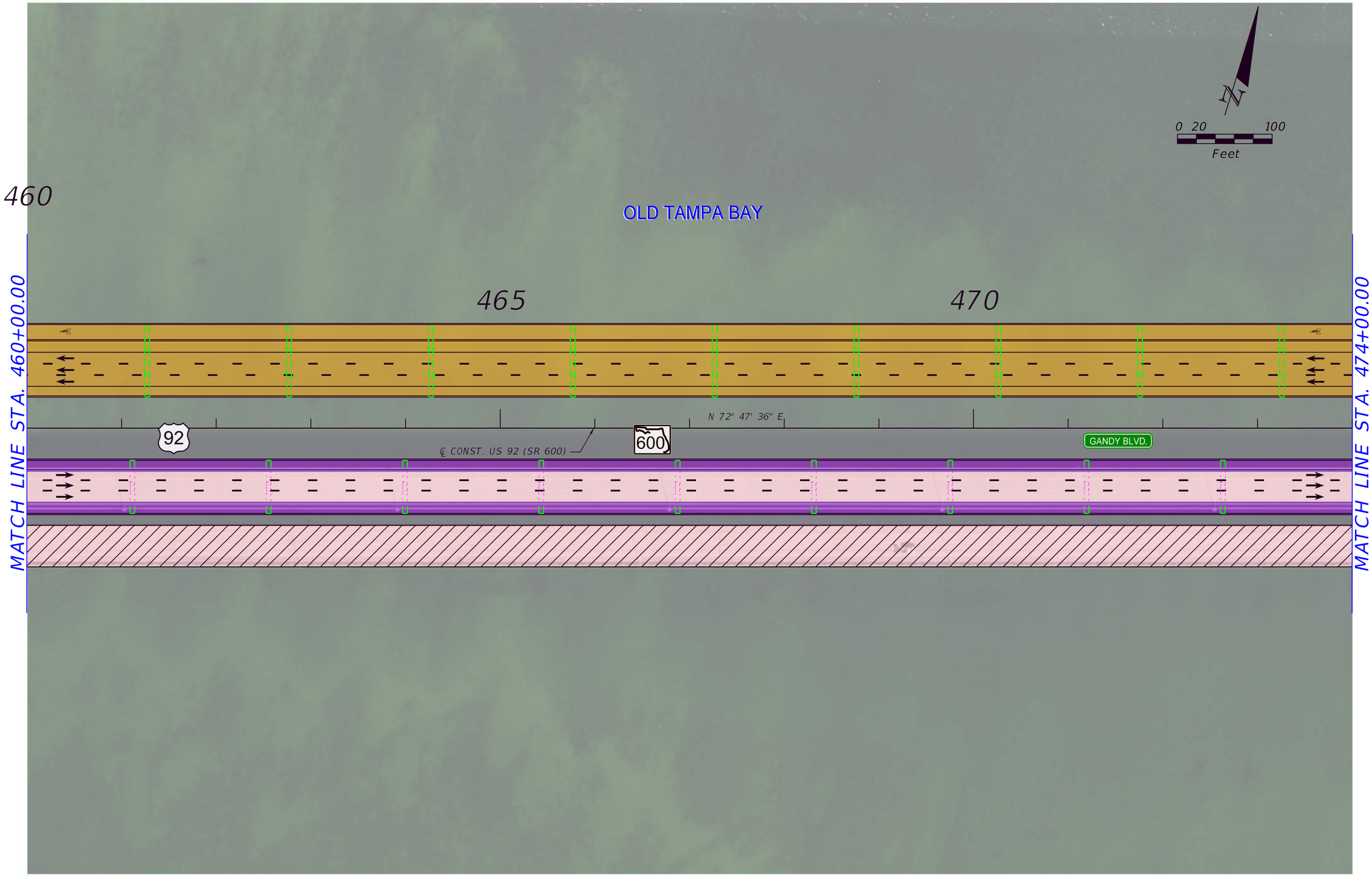
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (20)

SHEET NO. 20

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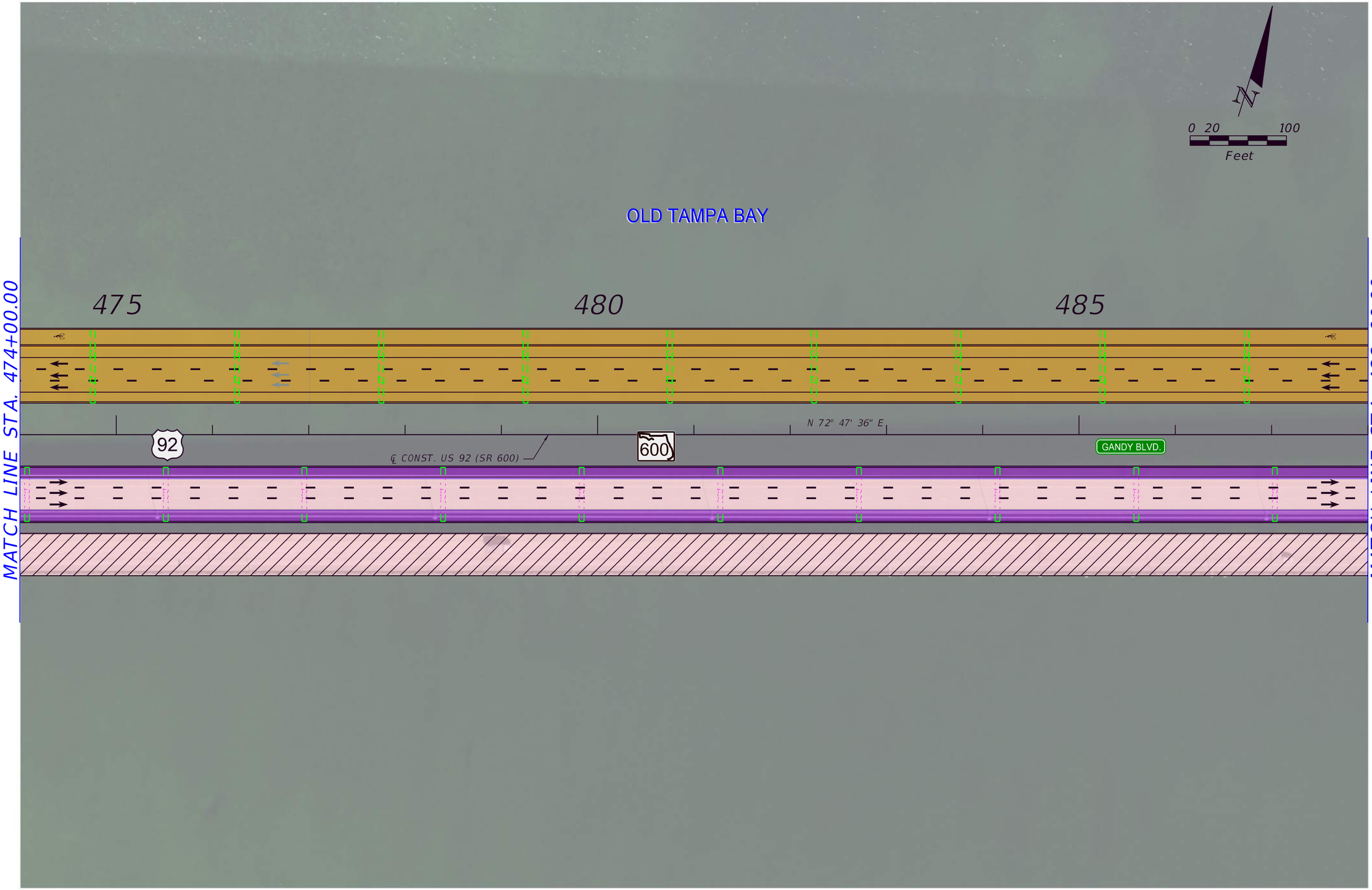
AERIAL DATE: 2/3/2020



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
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- PROPOSED BRIDGE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (21)

SHEET NO. 21

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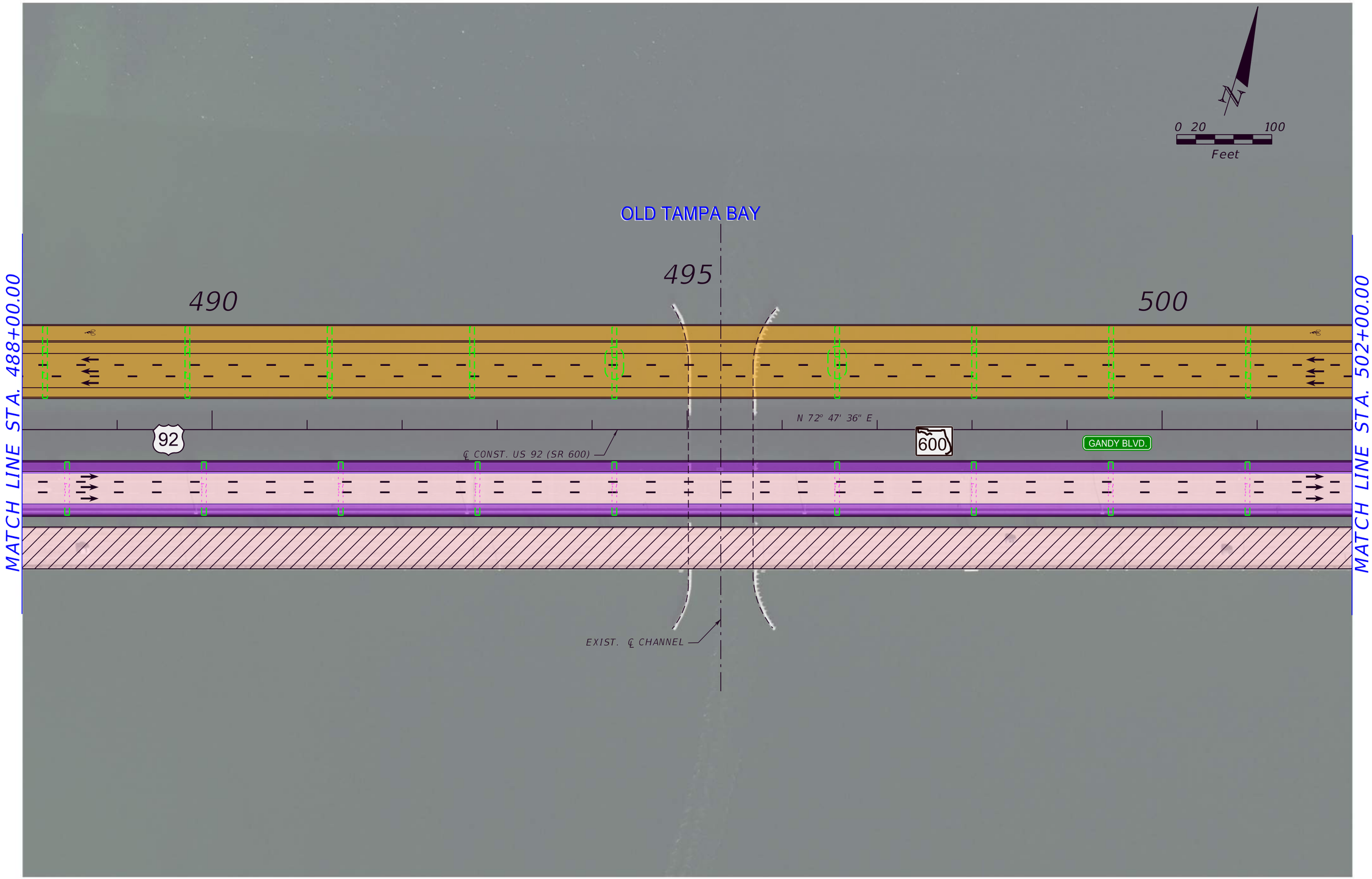

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
- PREFERRED POND SITES
- EXISTING BRIDGE
- PROPOSED BRIDGE WIDENING
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- PROPOSED PAVEMENT REMOVAL
- B POTENTIAL BUSINESS RELOCATION

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (22)

SHEET NO. 22

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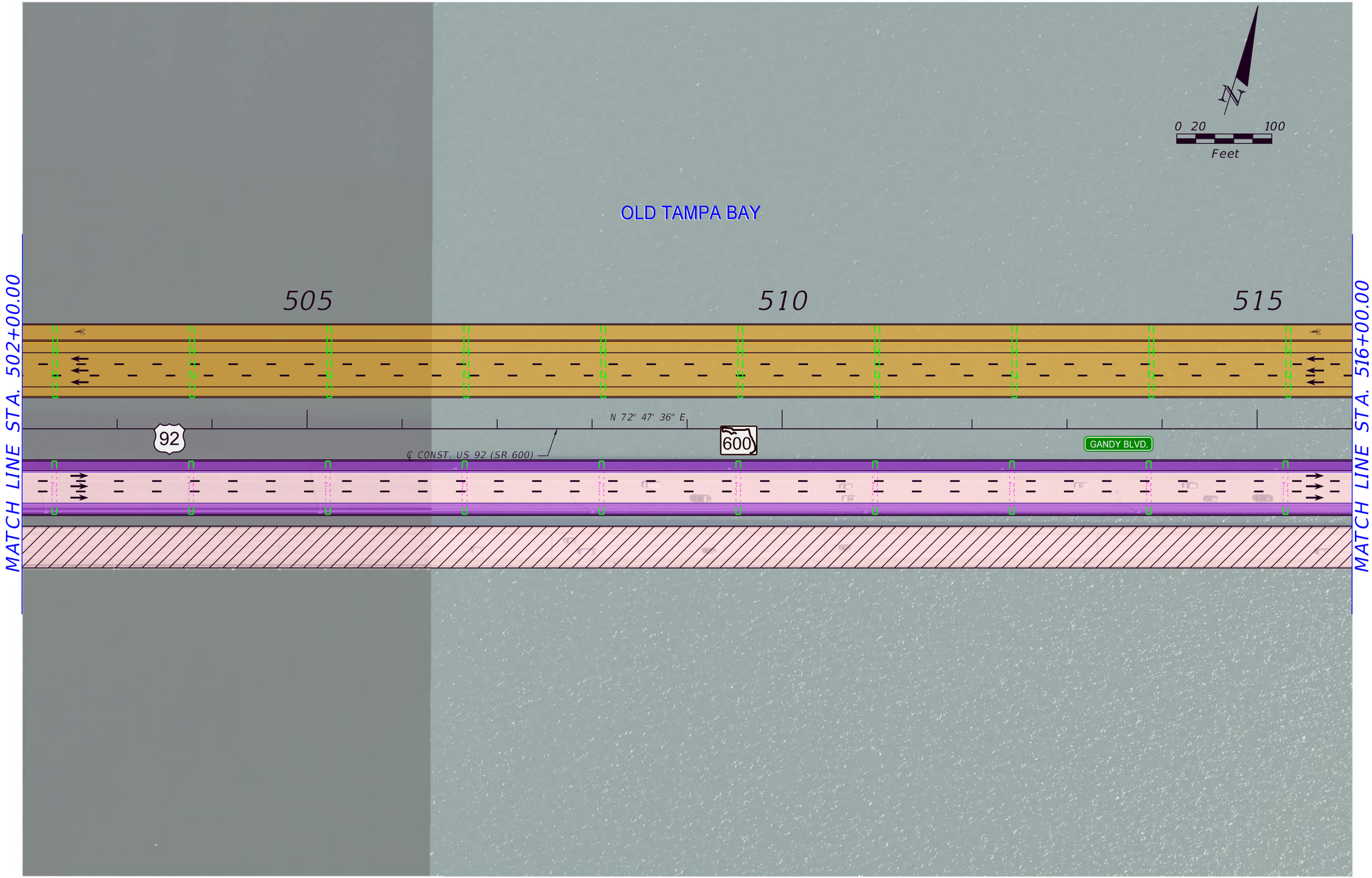
AERIAL DATE: 6/7/2021



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
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- PROPOSED BRIDGE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (23)

SHEET NO. 23

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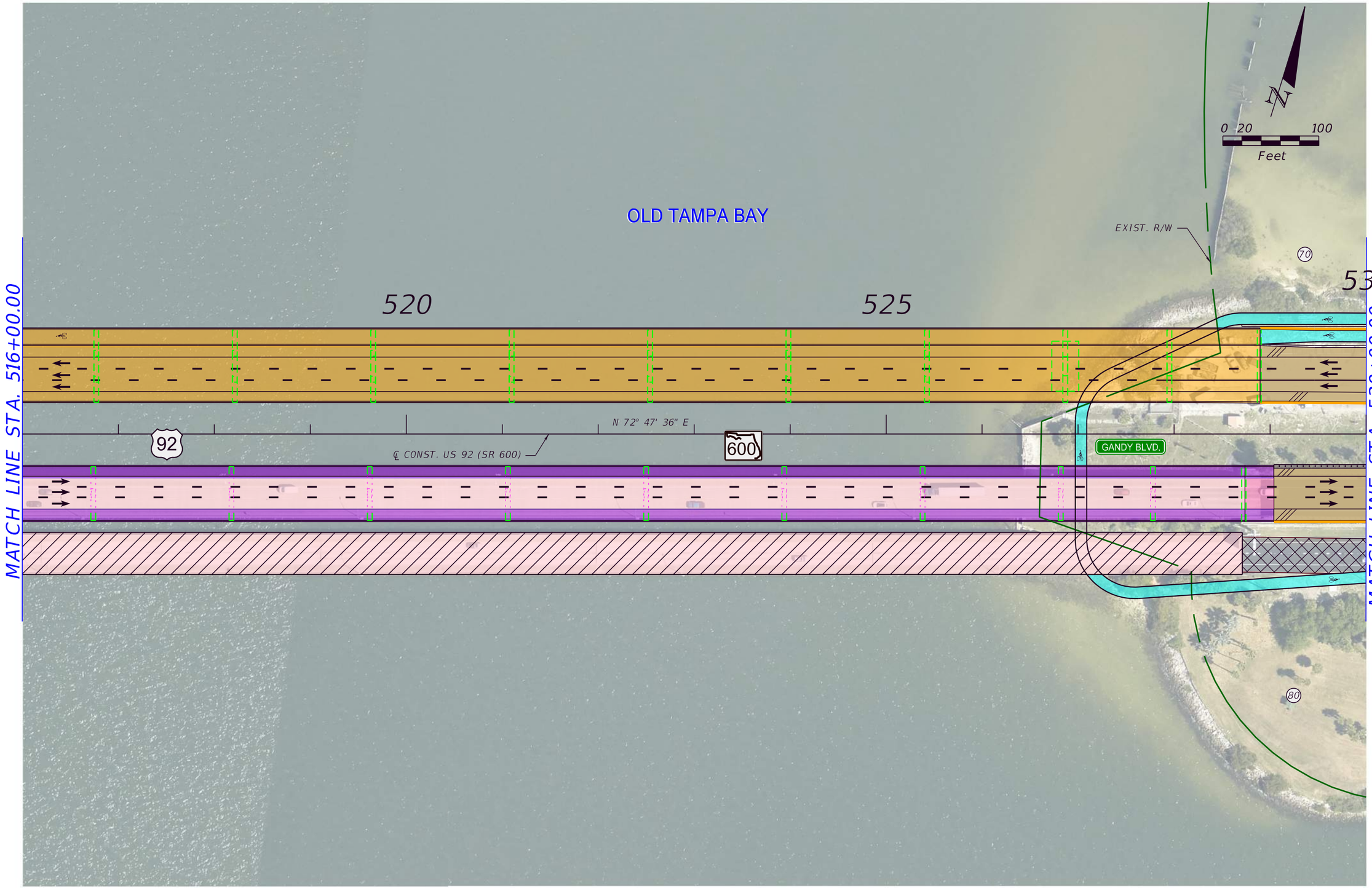
AERIAL DATE: 6/7/2021



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (24)

SHEET NO. 24

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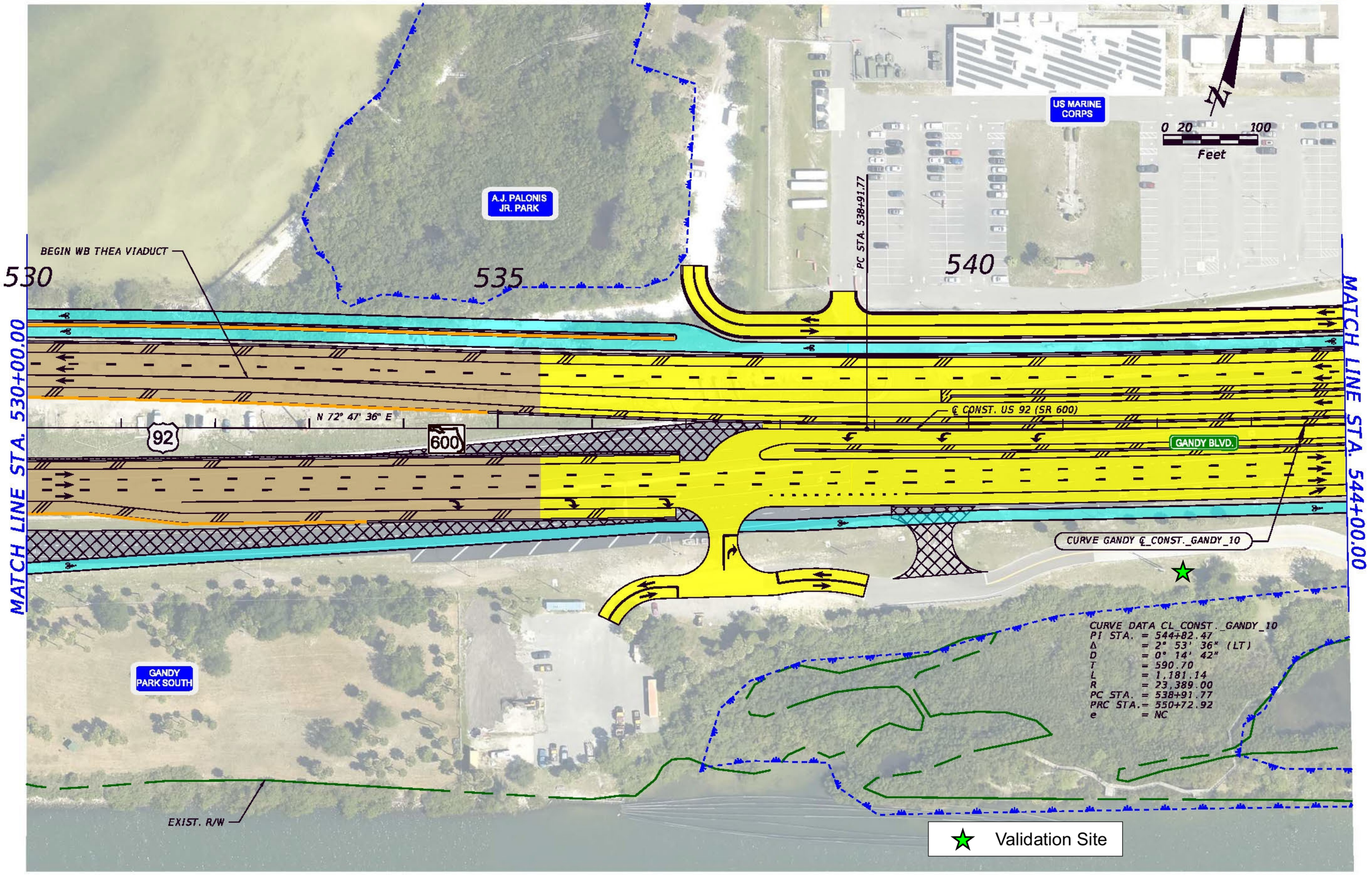
AERIAL DATE: 6/7/2021



PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (25)

SHEET NO. 25

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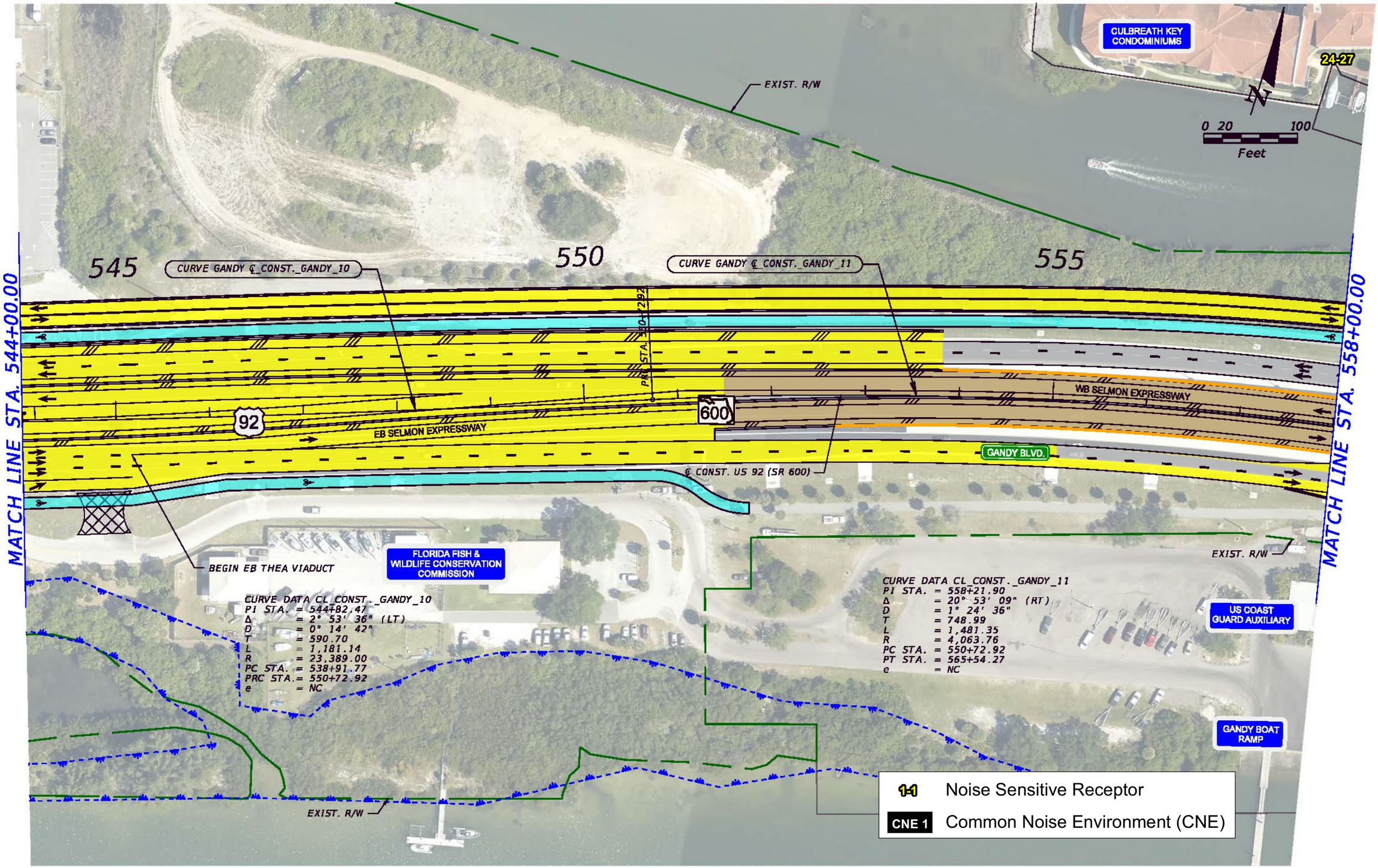

PREFERRED ALTERNATIVE

LEGEND

- EXISTING PARCEL
- EXISTING R/W LINE
- EXISTING WETLAND
- PROPOSED R/W LINE
- PROPOSED RETAINING WALL
- POTENTIAL CONTAMINATION SITE
- PROPOSED ROADWAY
- PROPOSED GRADE SEPARATION
- PROPOSED BRIDGE
- PROPOSED SIDEWALK/ SHARED USE PATH
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (26)

SHEET NO. 26

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AERIAL DATE: 6/7/2021

24-23 24-24 24-26 24-22 24-21 24-20 24-19 24-18 24-17 24-16 24-15 24-14 24-13 24-12 24-11 24-10 24-9 24-8 24-7 24-6 24-5 24-4 24-3 24-2 24-1 25-1

CNE 24 CNE 25 CNE 19 CNE 20 CNE 21

CULBREATH KEY CONDOMINIUMS

CULBREATH KEY WAY

BEGIN TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY SELMON EXPRESSWAY (SR 618) VIADUCT

CURVE GANDY ℄ CONST._GANDY_11

EXIST. R/W

560 565 570

MATCH LINE STA. 558+00.00

MATCH LINE STA. 572+00.00

WB SELMON EXPRESSWAY

EB SELMON EXPRESSWAY

92 600

℄ CONST. US 92 (SR 600)

S 89° 12' 51" E

GANDY BLVD.

PT STA. 565+54.27

EXIST. R/W

PROP. R/W

BRIDGE ST.

US COAST GUARD AUXILIARY

GANDY BOAT RAMP

19-1 20-1 20-2 20-3 20-4 20-5 20-6 20-7 20-8 20-9 20-10 21-1 21-2 21-3 21-4 21-5 21-6

0 20 100 Feet

N

CURVE DATA CL_CONST._GANDY_11
PI STA. = 558+21.90
Δ = 20° 53' 09" (RT)
D = 1° 24' 36"
T = 748.99
L = 1,481.35
R = 4,063.76
PC STA. = 550+72.92
PT STA. = 565+54.27
e = NC

1-1 Noise Sensitive Receptor

CNE 1 Common Noise Environment (CNE)

PREFERRED ALTERNATIVE

LEGEND

EXISTING PARCEL
EXISTING R/W LINE
EXISTING WETLAND
PROPOSED R/W LINE
PROPOSED RETAINING WALL
C POTENTIAL CONTAMINATION SITE
PROPOSED ROADWAY
PROPOSED GRADE SEPARATION
PROPOSED BRIDGE
PROPOSED SIDEWALK/ SHARED USE PATH
PREFERRED POND SITES
EXISTING BRIDGE
PROPOSED BRIDGE WIDENING
PROPOSED BRIDGE DEMOLITION
PROPOSED MILLING & RESURFACING
PROPOSED PAVEMENT REMOVAL
B POTENTIAL BUSINESS RELOCATION

Kisinger Campo & Associates Corp.
201 N. Franklin Street, Suite 400
Tampa, Florida 33602
Engineer of Record: Branan Anderson, P.E.
P.E. No.: 78438

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (27)

SHEET NO. 27

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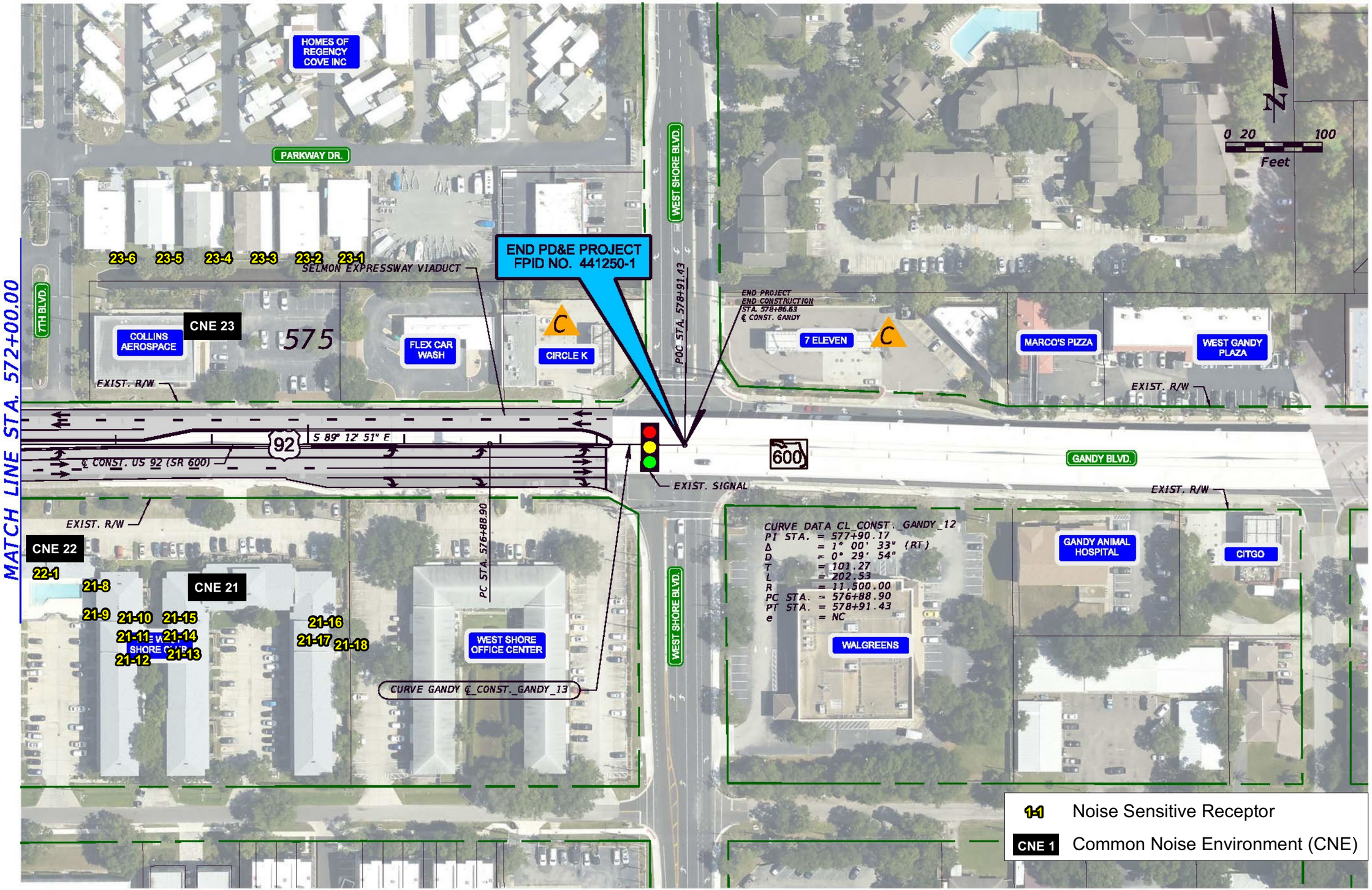
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

AERIAL DATE: 6/7/2021



PREFERRED ALTERNATIVE

LEGEND

EXISTING PARCEL
EXISTING R/W LINE
EXISTING WETLAND
PROPOSED R/W LINE
PROPOSED RETAINING WALL
POTENTIAL CONTAMINATION SITE
PROPOSED ROADWAY
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 600	HILLSBOROUGH	441250-1-22-01

GANDY BLVD. PD&E - HILLSBOROUGH SEGMENT

CONCEPT PLANS (28)

SHEET NO. 28

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Appendix C

Predicted Traffic Noise Levels

CNE	ID	Desc_	NAC	NAC Description	NAC level	Existing	No Build	Build	: from Exist	Impacted?
1	1-1	L C Sharks Fish Market Bar & Grill	E	Outdoor dining	71	58.5	60.2	67.7	9.2	0
2	2-1	Vantage Point Apts	B	Residential	66	52.9	54.7	60.9	8.0	0
2	2-1b	Vantage Point Apts	B	Residential	66	57.0	58.7	62.7	5.7	0
2	2-2	Vantage Point Apts	B	Residential	66	51.3	53.1	59.3	8.0	0
2	2-2b	Vantage Point Apts	B	Residential	66	55.4	57.1	61.1	5.7	0
2	2-3	Vantage Point Apts	B	Residential	66	48.5	50.3	56.6	8.1	0
2	2-3b	Vantage Point Apts	B	Residential	66	52.3	54.0	58.3	6.0	0
2	2-3c	Vantage Point Apts	B	Residential	66	54.4	56.2	60.9	6.5	0
2	2-4	Vantage Point Apts	B	Residential	66	46.9	48.6	55.1	8.2	0
2	2-4b	Vantage Point Apts	B	Residential	66	50.3	52.0	56.7	6.4	0
2	2-4c	Vantage Point Apts	B	Residential	66	53.1	54.8	60.2	7.1	0
2	2-5	Vantage Point Apts	B	Residential	66	49.1	50.9	57.9	8.8	0
2	2-5b	Vantage Point Apts	B	Residential	66	52.0	53.7	60.4	8.4	0
2	2-6	Vantage Point Apts	B	Residential	66	56.1	57.8	63.8	7.7	0
2	2-6b	Vantage Point Apts	B	Residential	66	59.8	61.6	66.2	6.4	YES
2	2-6c	Vantage Point Apts	B	Residential	66	61.3	63.0	68.2	6.9	YES
2	2-7	Vantage Point Apts	B	Residential	66	55.7	57.5	63.4	7.7	0
2	2-7b	Vantage Point Apts	B	Residential	66	59.6	61.3	65.8	6.2	0
2	2-7c	Vantage Point Apts	B	Residential	66	61.0	62.8	67.8	6.8	YES
2	2-8	Vantage Point Apts	B	Residential	66	56.0	57.8	63.6	7.6	0
2	2-8b	Vantage Point Apts	B	Residential	66	59.9	61.6	66.1	6.2	YES
2	2-8c	Vantage Point Apts	B	Residential	66	61.3	63.1	68.0	6.7	YES
2	2-9	Vantage Point Apts	B	Residential	66	55.5	57.3	63.1	7.6	0
2	2-9b	Vantage Point Apts	B	Residential	66	59.5	61.2	65.6	6.1	0
2	2-9c	Vantage Point Apts	B	Residential	66	60.9	62.7	67.5	6.6	YES
2	2-10	Vantage Point Apts	B	Residential	66	55.8	57.6	63.3	7.5	0
2	2-10b	Vantage Point Apts	B	Residential	66	59.7	61.5	65.8	6.1	0
2	2-10c	Vantage Point Apts	B	Residential	66	61.2	62.9	67.8	6.6	YES
2	2-11	Vantage Point Apts	B	Residential	66	55.1	56.9	62.6	7.5	0
2	2-11b	Vantage Point Apts	B	Residential	66	59.1	60.8	65.1	6.0	0
2	2-11c	Vantage Point Apts	B	Residential	66	60.5	62.2	67.0	6.5	YES
2	2-12	Vantage Point Apts	B	Residential	66	57.7	59.4	64.8	7.1	0
2	2-12b	Vantage Point Apts	B	Residential	66	61.2	62.9	67.6	6.4	YES
2	2-12c	Vantage Point Apts	B	Residential	66	62.4	64.1	69.4	7.0	YES
2	2-13	Vantage Point Apts	B	Residential	66	57.3	59.1	64.6	7.3	0
2	2-13b	Vantage Point Apts	B	Residential	66	60.9	62.6	67.4	6.5	YES
2	2-13c	Vantage Point Apts	B	Residential	66	62.2	63.9	69.2	7.0	YES
2	2-14	Vantage Point Apts	B	Residential	66	57.7	59.4	64.9	7.2	0
2	2-14b	Vantage Point Apts	B	Residential	66	61.2	62.9	67.8	6.6	YES
2	2-14c	Vantage Point Apts	B	Residential	66	62.4	64.1	69.5	7.1	YES
2	2-15	Vantage Point Apts	B	Residential	66	57.2	59.0	64.7	7.5	0
2	2-15b	Vantage Point Apts	B	Residential	66	60.8	62.6	67.4	6.6	YES
2	2-15c	Vantage Point Apts	B	Residential	66	62.1	63.8	69.2	7.1	YES
2	2-16	Vantage Point Apts	B	Residential	66	57.4	59.2	64.8	7.4	0
2	2-16b	Vantage Point Apts	B	Residential	66	60.9	62.7	67.6	6.7	YES
2	2-16c	Vantage Point Apts	B	Residential	66	62.2	63.9	69.3	7.1	YES
2	2-17	Vantage Point Apts	B	Residential	66	56.9	58.7	64.5	7.6	0
2	2-17b	Vantage Point Apts	B	Residential	66	60.6	62.3	67.2	6.6	YES
2	2-17c	Vantage Point Apts	B	Residential	66	61.9	63.6	69.0	7.1	YES
2	2-18	Vantage Point Apts	B	Residential	66	54.4	56.1	62.6	8.2	0
2	2-19	Vantage Point Apts	B	Residential	66	53.5	55.2	61.6	8.1	0
2	2-19b	Vantage Point Apts	B	Residential	66	57.6	59.3	63.7	6.1	0
2	2-20	Vantage Point Apts	B	Residential	66	53.2	54.9	61.3	8.1	0
2	2-20b	Vantage Point Apts	B	Residential	66	57.3	59.0	63.4	6.1	0
2	2-21	Vantage Point Apts	B	Residential	66	52.0	53.7	59.8	7.8	0
2	2-21b	Vantage Point Apts	B	Residential	66	56.1	57.8	62.2	6.1	0
2	2-21c	Vantage Point Apts	B	Residential	66	57.3	59.0	63.6	6.3	0
2	2-22	Vantage Point Apts	B	Residential	66	51.5	53.2	59.1	7.6	0
2	2-22b	Vantage Point Apts	B	Residential	66	55.5	57.3	61.5	6.0	0
2	2-22c	Vantage Point Apts	B	Residential	66	56.7	58.4	63.0	6.3	0
3	3-1	Vantage Point Apts - Common Area (p	C	Recreational Area	66	55.8	57.6	63.8	8.0	0
4	4-1	Twin City Manuf Home	B	Residential	66	56.8	58.6	65.4	8.6	0

4	4-2	Twin City Manuf Home	B	Residential	66	54.7	56.5	63.2	8.5	0
4	4-3	Twin City Manuf Home	B	Residential	66	54.3	56.1	64.1	9.8	0
4	4-4	Twin City Manuf Home	B	Residential	66	55.7	57.4	64.4	8.7	0
5	5-1	The Getaway Restaurant - outdoor di	E	Outdoor dining	71	57.0	58.7	60.6	3.6	0
6	6-1	The Grande Verandahs	B	Residential	66	58.9	60.7	64.4	5.5	0
6	6-1b	The Grande Verandahs	B	Residential	66	61.9	63.7	66.3	4.4	YES
6	6-1c	The Grande Verandahs	B	Residential	66	62.9	64.7	68.1	5.2	YES
6	6-1d	The Grande Verandahs	B	Residential	66	63.1	64.8	69.5	6.4	YES
6	6-1e	The Grande Verandahs	B	Residential	66	63.0	64.8	70.6	7.6	YES
6	6-1f	The Grande Verandahs	B	Residential	66	62.9	64.6	70.5	7.6	YES
6	6-2	The Grande Verandahs	B	Residential	66	52.0	53.7	58.7	6.7	0
7	7-1	The Grande Verandahs - Common Ar	C	Recreational Area	66	57.6	59.3	64.2	6.6	0
8	8-1	WTSP TV Station	D	Television Studio	51	31.1	32.8	39.0	7.9	0
9	9-1b	Peridot Palms	B	Residential	66	63.2	64.9	67.8	4.6	YES
9	9-1c	Peridot Palms	B	Residential	66	63.9	65.6	69.8	5.9	YES
9	9-1d	Peridot Palms	B	Residential	66	63.9	65.7	69.8	5.9	YES
9	9-2b	Peridot Palms	B	Residential	66	59.5	61.3	64.8	5.3	0
9	9-2c	Peridot Palms	B	Residential	66	60.8	62.6	67.3	6.5	YES
9	9-2d	Peridot Palms	B	Residential	66	61.2	62.9	67.4	6.2	YES
9	9-3b	Peridot Palms	B	Residential	66	58.5	60.2	64.2	5.7	0
9	9-3c	Peridot Palms	B	Residential	66	59.8	61.6	66.5	6.7	YES
9	9-3d	Peridot Palms	B	Residential	66	60.4	62.1	66.5	6.1	YES
9	9-4b	Peridot Palms	B	Residential	66	57.3	59.0	64.8	7.5	0
9	9-4c	Peridot Palms	B	Residential	66	58.6	60.3	65.7	7.1	0
9	9-4d	Peridot Palms	B	Residential	66	59.4	61.1	65.9	6.5	0
9	9-5b	Peridot Palms	B	Residential	66	56.1	57.8	63.7	7.6	0
9	9-5c	Peridot Palms	B	Residential	66	57.3	59.1	64.7	7.4	0
9	9-5d	Peridot Palms	B	Residential	66	58.3	60.0	64.8	6.5	0
9	9-6b	Peridot Palms	B	Residential	66	55.7	57.5	63.2	7.5	0
9	9-6c	Peridot Palms	B	Residential	66	56.9	58.7	64.4	7.5	0
9	9-6d	Peridot Palms	B	Residential	66	57.9	59.6	64.6	6.7	0
9	9-7b	Peridot Palms	B	Residential	66	54.5	56.2	61.6	7.1	0
9	9-7c	Peridot Palms	B	Residential	66	55.6	57.4	62.8	7.2	0
9	9-7d	Peridot Palms	B	Residential	66	56.5	58.3	63.6	7.1	0
9	9-8	Peridot Palms	B	Residential	66	55.6	57.4	62.7	7.1	0
9	9-8b	Peridot Palms	B	Residential	66	58.9	60.6	64.1	5.2	0
9	9-8c	Peridot Palms	B	Residential	66	60.1	61.8	66.1	6.0	YES
9	9-8d	Peridot Palms	B	Residential	66	60.4	62.1	66.3	5.9	YES
9	9-9	Peridot Palms	B	Residential	66	54.7	56.4	62.2	7.5	0
9	9-9b	Peridot Palms	B	Residential	66	58.1	59.9	63.3	5.2	0
9	9-9c	Peridot Palms	B	Residential	66	59.4	61.1	65.5	6.1	0
9	9-9d	Peridot Palms	B	Residential	66	59.8	61.5	65.7	5.9	0
9	9-10b	Peridot Palms	B	Residential	66	59.3	61.1	66.6	7.3	YES
9	9-10c	Peridot Palms	B	Residential	66	60.7	62.4	67.8	7.1	YES
9	9-10d	Peridot Palms	B	Residential	66	61.4	63.1	67.9	6.5	YES
9	9-11b	Peridot Palms	B	Residential	66	59.4	61.1	66.6	7.2	YES
9	9-11c	Peridot Palms	B	Residential	66	60.7	62.5	67.9	7.2	YES
9	9-11d	Peridot Palms	B	Residential	66	61.4	63.1	68.0	6.6	YES
9	9-12b	Peridot Palms	B	Residential	66	59.4	61.1	66.5	7.1	YES
9	9-12c	Peridot Palms	B	Residential	66	60.7	62.4	67.9	7.2	YES
9	9-12d	Peridot Palms	B	Residential	66	61.3	63.1	68.0	6.7	YES
9	9-13b	Peridot Palms	B	Residential	66	59.3	61.0	66.5	7.2	YES
9	9-13c	Peridot Palms	B	Residential	66	60.6	62.3	67.8	7.2	YES
9	9-13d	Peridot Palms	B	Residential	66	61.3	63.0	67.9	6.6	YES
9	9-14b	Peridot Palms	B	Residential	66	59.1	60.9	66.3	7.2	YES
9	9-14c	Peridot Palms	B	Residential	66	60.4	62.2	67.7	7.3	YES
9	9-14d	Peridot Palms	B	Residential	66	61.1	62.9	67.7	6.6	YES
9	9-15b	Peridot Palms	B	Residential	66	59.0	60.8	66.2	7.2	YES
9	9-15c	Peridot Palms	B	Residential	66	60.4	62.1	67.6	7.2	YES
9	9-15d	Peridot Palms	B	Residential	66	61.0	62.8	67.7	6.7	YES
9	9-16b	Peridot Palms	B	Residential	66	58.9	60.6	66.0	7.1	YES
9	9-16c	Peridot Palms	B	Residential	66	60.2	61.9	67.4	7.2	YES
9	9-16d	Peridot Palms	B	Residential	66	60.9	62.6	67.5	6.6	YES

9	9-17b	Peridot Palms	B	Residential	66	58.8	60.6	65.9	7.1	0
9	9-17c	Peridot Palms	B	Residential	66	60.1	61.9	67.3	7.2	YES
9	9-17d	Peridot Palms	B	Residential	66	60.8	62.6	67.4	6.6	YES
9	9-18b	Peridot Palms	B	Residential	66	58.2	59.9	65.2	7.0	0
9	9-18c	Peridot Palms	B	Residential	66	59.5	61.2	66.6	7.1	YES
9	9-18d	Peridot Palms	B	Residential	66	60.2	61.9	66.7	6.5	YES
9	9-19b	Peridot Palms	B	Residential	66	61.3	63.1	65.8	4.5	0
9	9-19c	Peridot Palms	B	Residential	66	62.1	63.8	68.6	6.5	YES
9	9-19d	Peridot Palms	B	Residential	66	62.2	63.9	68.4	6.2	YES
9	9-20b	Peridot Palms	B	Residential	66	62.2	63.9	64.6	2.4	0
9	9-20c	Peridot Palms	B	Residential	66	63.0	64.7	66.5	3.5	YES
9	9-20d	Peridot Palms	B	Residential	66	63.1	64.8	67.1	4.0	YES
9	9-21b	Peridot Palms	B	Residential	66	64.7	66.4	67.0	2.3	YES
9	9-21c	Peridot Palms	B	Residential	66	65.5	67.2	68.7	3.2	YES
9	9-21d	Peridot Palms	B	Residential	66	65.6	67.3	69.5	3.9	YES
9	9-22b	Peridot Palms	B	Residential	66	59.2	60.9	64.1	4.9	0
9	9-22c	Peridot Palms	B	Residential	66	60.4	62.2	64.8	4.4	0
9	9-22d	Peridot Palms	B	Residential	66	60.8	62.6	65.7	4.9	0
9	9-23b	Peridot Palms	B	Residential	66	57.9	59.7	63.3	5.4	0
9	9-23c	Peridot Palms	B	Residential	66	59.2	61.0	64.0	4.8	0
9	9-23d	Peridot Palms	B	Residential	66	59.8	61.5	64.8	5.0	0
9	9-24b	Peridot Palms	B	Residential	66	55.9	57.6	61.7	5.8	0
9	9-24c	Peridot Palms	B	Residential	66	57.1	58.8	62.6	5.5	0
9	9-24d	Peridot Palms	B	Residential	66	57.9	59.7	63.2	5.3	0
9	9-25b	Peridot Palms	B	Residential	66	55.0	56.7	60.8	5.8	0
9	9-25c	Peridot Palms	B	Residential	66	56.2	57.9	62.0	5.8	0
9	9-25d	Peridot Palms	B	Residential	66	57.1	58.9	62.8	5.7	0
9	9-26b	Peridot Palms	B	Residential	66	53.5	55.3	59.5	6.0	0
9	9-26c	Peridot Palms	B	Residential	66	54.7	56.4	60.7	6.0	0
9	9-26d	Peridot Palms	B	Residential	66	55.6	57.3	61.7	6.1	0
9	9-27	Peridot Palms	B	Residential	66	57.7	59.5	60.5	2.8	0
9	9-27b	Peridot Palms	B	Residential	66	60.4	62.2	62.5	2.1	0
9	9-27c	Peridot Palms	B	Residential	66	61.6	63.4	64.0	2.4	0
9	9-27d	Peridot Palms	B	Residential	66	62.0	63.7	65.0	3.0	0
9	9-28	Peridot Palms	B	Residential	66	57.1	58.9	60.1	3.0	0
9	9-28b	Peridot Palms	B	Residential	66	59.9	61.7	61.9	2.0	0
9	9-28c	Peridot Palms	B	Residential	66	61.1	62.8	63.6	2.5	0
9	9-28d	Peridot Palms	B	Residential	66	61.5	63.3	64.6	3.1	0
9	9-29	Peridot Palms	B	Residential	66	55.7	57.5	59.2	3.5	0
9	9-29b	Peridot Palms	B	Residential	66	58.7	60.5	61.0	2.3	0
9	9-29c	Peridot Palms	B	Residential	66	59.9	61.6	62.3	2.4	0
9	9-29d	Peridot Palms	B	Residential	66	60.5	62.2	63.6	3.1	0
10	10-1	Kahuna's Bar & Grill	E	Outdoor dining	71	67.0	68.8	70.4	3.4	0
11	11-1b	Tortuga Pointe	B	Residential	66	57.0	58.8	60.7	3.7	0
11	11-1c	Tortuga Pointe	B	Residential	66	58.0	59.7	61.7	3.7	0
11	11-1d	Tortuga Pointe	B	Residential	66	58.8	60.5	62.9	4.1	0
11	11-2b	Tortuga Pointe	B	Residential	66	58.1	59.8	61.7	3.6	0
11	11-2c	Tortuga Pointe	B	Residential	66	59.1	60.8	62.9	3.8	0
11	11-2d	Tortuga Pointe	B	Residential	66	59.9	61.7	64.0	4.1	0
11	11-3b	Tortuga Pointe	B	Residential	66	59.1	60.9	62.6	3.5	0
11	11-3c	Tortuga Pointe	B	Residential	66	60.2	62.0	64.0	3.8	0
11	11-3d	Tortuga Pointe	B	Residential	66	61.0	62.8	64.9	3.9	0
11	11-4b	Tortuga Pointe	B	Residential	66	60.4	62.2	63.8	3.4	0
11	11-4c	Tortuga Pointe	B	Residential	66	61.6	63.3	65.2	3.6	0
11	11-4d	Tortuga Pointe	B	Residential	66	62.1	63.9	65.9	3.8	0
11	11-5b	Tortuga Pointe	B	Residential	66	63.4	65.1	66.3	2.9	YES
11	11-5c	Tortuga Pointe	B	Residential	66	64.4	66.1	67.7	3.3	YES
11	11-5d	Tortuga Pointe	B	Residential	66	64.8	66.6	68.8	4.0	YES
11	11-6b	Tortuga Pointe	B	Residential	66	62.6	64.4	65.7	3.1	0
11	11-6c	Tortuga Pointe	B	Residential	66	63.7	65.5	67.2	3.5	YES
11	11-6d	Tortuga Pointe	B	Residential	66	64.2	66.0	68.3	4.1	YES
11	11-7b	Tortuga Pointe	B	Residential	66	61.6	63.4	64.8	3.2	0
11	11-7c	Tortuga Pointe	B	Residential	66	62.8	64.6	66.6	3.8	YES

11	11-7d	Tortuga Pointe	B	Residential	66	63.4	65.1	67.6	4.2	YES
11	11-8b	Tortuga Pointe	B	Residential	66	61.2	63.0	64.5	3.3	0
11	11-8c	Tortuga Pointe	B	Residential	66	62.5	64.2	66.3	3.8	YES
11	11-8d	Tortuga Pointe	B	Residential	66	63.1	64.8	67.4	4.3	YES
11	11-9b	Tortuga Pointe	B	Residential	66	60.4	62.1	63.8	3.4	0
11	11-9c	Tortuga Pointe	B	Residential	66	61.7	63.4	65.7	4.0	0
11	11-9d	Tortuga Pointe	B	Residential	66	62.3	64.1	67.0	4.7	YES
11	11-10b	Tortuga Pointe	B	Residential	66	54.6	56.3	57.6	3.0	0
11	11-10c	Tortuga Pointe	B	Residential	66	55.9	57.6	59.6	3.7	0
11	11-10d	Tortuga Pointe	B	Residential	66	56.8	58.5	60.7	3.9	0
11	11-11b	Tortuga Pointe	B	Residential	66	53.5	55.3	56.7	3.2	0
11	11-11c	Tortuga Pointe	B	Residential	66	54.7	56.5	58.2	3.5	0
11	11-11d	Tortuga Pointe	B	Residential	66	55.7	57.4	59.4	3.7	0
11	11-12b	Tortuga Pointe	B	Residential	66	52.7	54.5	56.1	3.4	0
11	11-12c	Tortuga Pointe	B	Residential	66	53.9	55.6	57.4	3.5	0
11	11-12d	Tortuga Pointe	B	Residential	66	54.8	56.6	58.5	3.7	0
11	11-13b	Tortuga Pointe	B	Residential	66	51.6	53.3	55.4	3.8	0
11	11-13c	Tortuga Pointe	B	Residential	66	52.9	54.7	56.4	3.5	0
11	11-13d	Tortuga Pointe	B	Residential	66	53.8	55.6	57.5	3.7	0
12	12-1	Pinewood Village - Common Area (Sh	C	Recreational Area	66	63.0	64.8	65.7	2.7	0
13	13-1	Pinewood Village MHP	B	Residential	66	55.6	57.4	60.9	5.3	0
13	13-2	Pinewood Village MHP	B	Residential	66	54.4	56.1	59.7	5.3	0
13	13-3	Pinewood Village MHP	B	Residential	66	53.4	55.2	58.7	5.3	0
13	13-4	Pinewood Village MHP	B	Residential	66	56.0	57.8	61.2	5.2	0
13	13-5	Pinewood Village MHP	B	Residential	66	54.8	56.5	60.1	5.3	0
13	13-6	Pinewood Village MHP	B	Residential	66	53.7	55.5	59.2	5.5	0
13	13-7	Pinewood Village MHP	B	Residential	66	56.1	57.9	61.3	5.2	0
13	13-8	Pinewood Village MHP	B	Residential	66	55.2	57.0	60.6	5.4	0
13	13-9	Pinewood Village MHP	B	Residential	66	54.1	55.9	59.6	5.5	0
13	13-10	Pinewood Village MHP	B	Residential	66	55.8	57.6	61.1	5.3	0
13	13-11	Pinewood Village MHP	B	Residential	66	53.9	55.6	59.5	5.6	0
14	14-1	Itopia Private Residences (Condos)	B	Residential	66	54.8	56.6	61.4	6.6	0
14	14-1b	Itopia Private Residences (Condos)	B	Residential	66	58.2	60.0	63.3	5.1	0
14	14-2	Itopia Private Residences (Condos)	B	Residential	66	54.1	55.9	60.7	6.6	0
14	14-2b	Itopia Private Residences (Condos)	B	Residential	66	57.7	59.4	62.8	5.1	0
15	15-1	Itopia Private Residences - Common A	C	Recreational Area	66	52.3	54.1	59.0	6.7	0
16	16-1	Gateway MHP	B	Residential	66	51.3	53.0	58.0	6.7	0
16	16-2	Gateway MHP	B	Residential	66	52.1	53.9	59.0	6.9	0
16	16-3	Gateway MHP	B	Residential	66	52.9	54.7	59.9	7.0	0
16	16-4	Gateway MHP	B	Residential	66	53.7	55.5	60.9	7.2	0
16	16-5	Gateway MHP	B	Residential	66	54.6	56.4	61.8	7.2	0
16	16-6	Gateway MHP	B	Residential	66	55.9	57.7	62.6	6.7	0
16	16-7	Gateway MHP	B	Residential	66	57.7	59.4	63.6	5.9	0
16	16-8	Gateway MHP	B	Residential	66	60.2	62.0	64.8	4.6	0
16	16-9	Gateway MHP	B	Residential	66	62.9	64.6	67.0	4.1	YES
16	16-10	Gateway MHP	B	Residential	66	63.7	65.4	68.4	4.7	YES
16	16-11	Gateway MHP	B	Residential	66	61.7	63.5	69.1	7.4	YES
16	16-12	Gateway MHP	B	Residential	66	60.0	61.8	69.2	9.2	YES
16	16-13	Gateway MHP	B	Residential	66	58.7	60.4	68.5	9.8	YES
16	16-14	Gateway MHP	B	Residential	66	57.9	59.7	68.0	10.1	YES
16	16-15	Gateway MHP	B	Residential	66	57.3	59.1	67.3	10.0	YES
16	16-16	Gateway MHP	B	Residential	66	57.1	58.9	67.6	10.5	YES
16	16-17	Gateway MHP	B	Residential	66	57.0	58.8	67.5	10.5	YES
16	16-18	Gateway MHP	B	Residential	66	57.0	58.8	67.6	10.6	YES
16	16-19	Gateway MHP	B	Residential	66	57.1	58.9	67.5	10.4	YES
16	16-20	Gateway MHP	B	Residential	66	57.3	59.1	68.1	10.8	YES
16	16-21	Gateway MHP	B	Residential	66	55.3	57.0	63.3	8.0	0
16	16-22	Gateway MHP	B	Residential	66	53.5	55.3	61.3	7.8	0
16	16-23	Gateway MHP	B	Residential	66	52.4	54.2	60.0	7.6	0
16	16-24	Gateway MHP	B	Residential	66	51.4	53.2	58.5	7.1	0
16	16-25	Gateway MHP	B	Residential	66	50.7	52.5	57.0	6.3	0
16	16-26	Gateway MHP	B	Residential	66	49.8	51.6	56.1	6.3	0
16	16-27	Gateway MHP	B	Residential	66	51.3	53.1	59.0	7.7	0

16	16-28	Gateway MHP	B	Residential	66	52.2	53.9	60.3	8.1	0
16	16-29	Gateway MHP	B	Residential	66	52.8	54.6	61.6	8.8	0
16	16-30	Gateway MHP	B	Residential	66	54.3	56.0	62.9	8.6	0
16	16-31	Gateway MHP	B	Residential	66	55.3	57.0	63.6	8.3	0
16	16-32	Gateway MHP	B	Residential	66	53.8	55.5	62.1	8.3	0
16	16-33	Gateway MHP	B	Residential	66	52.8	54.5	60.8	8.0	0
16	16-34	Gateway MHP	B	Residential	66	52.0	53.7	59.4	7.4	0
16	16-35	Gateway MHP	B	Residential	66	52.0	53.8	59.2	7.2	0
16	16-36	Gateway MHP	B	Residential	66	52.9	54.6	60.4	7.5	0
16	16-37	Gateway MHP	B	Residential	66	53.9	55.6	61.6	7.7	0
16	16-38	Gateway MHP	B	Residential	66	54.9	56.7	62.7	7.8	0
16	16-39	Gateway MHP	B	Residential	66	56.5	58.2	63.7	7.2	0
16	16-40	Gateway MHP	B	Residential	66	57.6	59.4	63.9	6.3	0
16	16-41	Gateway MHP	B	Residential	66	55.8	57.5	62.9	7.1	0
16	16-42	Gateway MHP	B	Residential	66	54.3	56.1	61.7	7.4	0
16	16-43	Gateway MHP	B	Residential	66	53.4	55.1	60.6	7.2	0
17	17-1	Sienna Bay - Common Area (Playgrou	C	Recreational Area	66	57.1	58.9	62.3	5.2	0
18	18-1	Sienna Bay	B	Residential	66	58.6	60.3	65.2	6.6	0
18	18-1b	Sienna Bay	B	Residential	66	62.3	64.1	68.1	5.8	YES
18	18-2	Sienna Bay	B	Residential	66	57.8	59.5	63.0	5.2	0
18	18-2b	Sienna Bay	B	Residential	66	60.8	62.6	66.1	5.3	YES
18	18-3	Sienna Bay	B	Residential	66	56.8	58.5	61.0	4.2	0
18	18-3b	Sienna Bay	B	Residential	66	59.1	60.8	63.9	4.8	0
18	18-4	Sienna Bay	B	Residential	66	56.3	58.0	60.1	3.8	0
18	18-4b	Sienna Bay	B	Residential	66	58.2	59.9	62.9	4.7	0
19	19-1	Coast Guard Auxiliary	D	Public Meeting Roon	51	39.2	39.2	43.8	4.6	0
20	20-1	Marina Pointe	B	Residential	66	57.9	57.9	63.5	5.6	0
20	20-1b	Marina Pointe	B	Residential	66	61.7	61.7	65.6	3.9	0
20	20-1c	Marina Pointe	B	Residential	66	64.0	63.9	66.7	2.7	YES
20	20-1d	Marina Pointe	B	Residential	66	65.1	65.0	67.3	2.2	YES
20	20-2	Marina Pointe	B	Residential	66	58.5	58.4	64.0	5.5	0
20	20-2b	Marina Pointe	B	Residential	66	62.4	62.4	66.1	3.7	YES
20	20-2c	Marina Pointe	B	Residential	66	64.7	64.6	67.3	2.6	YES
20	20-2d	Marina Pointe	B	Residential	66	65.6	65.5	67.7	2.1	YES
20	20-3	Marina Pointe	B	Residential	66	58.5	58.4	63.9	5.4	0
20	20-3b	Marina Pointe	B	Residential	66	62.4	62.3	66.0	3.6	YES
20	20-3c	Marina Pointe	B	Residential	66	64.7	64.6	67.3	2.6	YES
20	20-3d	Marina Pointe	B	Residential	66	65.6	65.5	67.7	2.1	YES
20	20-4	Marina Pointe	B	Residential	66	58.0	57.9	63.5	5.5	0
20	20-4b	Marina Pointe	B	Residential	66	61.8	61.7	65.7	3.9	0
20	20-4c	Marina Pointe	B	Residential	66	64.1	64.0	66.9	2.8	YES
20	20-4d	Marina Pointe	B	Residential	66	65.2	65.1	67.5	2.3	YES
20	20-5	Marina Pointe	B	Residential	66	57.9	57.9	63.4	5.5	0
20	20-5b	Marina Pointe	B	Residential	66	61.7	61.6	65.6	3.9	0
20	20-5c	Marina Pointe	B	Residential	66	64.0	63.9	66.8	2.8	YES
20	20-5d	Marina Pointe	B	Residential	66	65.1	65.0	67.4	2.3	YES
20	20-6	Marina Pointe	B	Residential	66	57.9	57.8	63.3	5.4	0
20	20-6b	Marina Pointe	B	Residential	66	61.7	61.6	65.6	3.9	0
20	20-6c	Marina Pointe	B	Residential	66	63.9	63.8	66.8	2.9	YES
20	20-6d	Marina Pointe	B	Residential	66	65.0	64.9	67.4	2.4	YES
20	20-7	Marina Pointe	B	Residential	66	57.9	57.9	63.3	5.4	0
20	20-7b	Marina Pointe	B	Residential	66	61.7	61.6	65.6	3.9	0
20	20-7c	Marina Pointe	B	Residential	66	64.0	63.9	66.9	2.9	YES
20	20-7d	Marina Pointe	B	Residential	66	65.1	65.0	67.4	2.3	YES
20	20-8	Marina Pointe	B	Residential	66	57.9	57.8	63.3	5.4	0
20	20-8b	Marina Pointe	B	Residential	66	61.7	61.6	65.6	3.9	0
20	20-8c	Marina Pointe	B	Residential	66	63.9	63.8	66.9	3.0	YES
20	20-8d	Marina Pointe	B	Residential	66	65.0	64.9	67.4	2.4	YES
20	20-9	Marina Pointe	B	Residential	66	58.3	58.2	63.6	5.3	0
20	20-9b	Marina Pointe	B	Residential	66	62.2	62.1	65.9	3.7	0
20	20-9c	Marina Pointe	B	Residential	66	64.4	64.3	67.3	2.9	YES
20	20-9d	Marina Pointe	B	Residential	66	65.3	65.3	67.7	2.4	YES
20	20-10	Marina Pointe	B	Residential	66	58.3	58.2	63.6	5.3	0

20	20-10b	Marina Pointe	B	Residential	66	62.1	62.0	65.8	3.7	0
20	20-10c	Marina Pointe	B	Residential	66	64.3	64.3	67.3	3.0	YES
20	20-10d	Marina Pointe	B	Residential	66	65.3	65.2	67.6	2.3	YES
21	21-1	Westshore Club II Condos	B	Residential	66	57.8	57.7	62.8	5.0	0
21	21-1b	Westshore Club II Condos	B	Residential	66	61.9	61.9	64.8	2.9	0
21	21-2	Westshore Club II Condos	B	Residential	66	58.6	58.5	63.4	4.8	0
21	21-2b	Westshore Club II Condos	B	Residential	66	62.8	62.7	65.4	2.6	0
21	21-3	Westshore Club II Condos	B	Residential	66	59.1	59.0	63.9	4.8	0
21	21-3b	Westshore Club II Condos	B	Residential	66	63.4	63.3	65.8	2.4	0
21	21-4	Westshore Club II Condos	B	Residential	66	55.2	55.1	59.4	4.2	0
21	21-4b	Westshore Club II Condos	B	Residential	66	65.2	65.1	67.0	1.8	YES
21	21-5	Westshore Club II Condos	B	Residential	66	53.7	53.6	58.3	4.6	0
21	21-5b	Westshore Club II Condos	B	Residential	66	64.2	64.1	66.4	2.2	YES
21	21-6	Westshore Club II Condos	B	Residential	66	50.7	50.6	60.2	9.5	0
21	21-6b	Westshore Club II Condos	B	Residential	66	58.4	58.3	62.7	4.3	0
21	21-7	Westshore Club II Condos	B	Residential	66	55.2	55.1	58.6	3.4	0
21	21-7b	Westshore Club II Condos	B	Residential	66	65.1	65.0	67.5	2.4	YES
21	21-8	Westshore Club II Condos	B	Residential	66	54.0	54.0	57.9	3.9	0
21	21-8b	Westshore Club II Condos	B	Residential	66	64.4	64.3	66.7	2.3	YES
21	21-9	Westshore Club II Condos	B	Residential	66	51.1	51.0	59.8	8.7	0
21	21-9b	Westshore Club II Condos	B	Residential	66	58.6	58.6	63.1	4.5	0
21	21-10	Westshore Club II Condos	B	Residential	66	54.9	54.8	58.6	3.7	0
21	21-10b	Westshore Club II Condos	B	Residential	66	58.2	58.1	60.9	2.7	0
21	21-11	Westshore Club II Condos	B	Residential	66	53.9	53.8	57.6	3.7	0
21	21-11b	Westshore Club II Condos	B	Residential	66	57.1	57.0	59.5	2.4	0
21	21-12	Westshore Club II Condos	B	Residential	66	52.5	52.5	56.3	3.8	0
21	21-12b	Westshore Club II Condos	B	Residential	66	55.6	55.5	58.5	2.9	0
21	21-13	Westshore Club II Condos	B	Residential	66	52.5	52.4	56.3	3.8	0
21	21-13b	Westshore Club II Condos	B	Residential	66	55.6	55.5	58.7	3.1	0
21	21-14	Westshore Club II Condos	B	Residential	66	54.0	53.9	57.7	3.7	0
21	21-14b	Westshore Club II Condos	B	Residential	66	57.2	57.1	59.7	2.5	0
21	21-15	Westshore Club II Condos	B	Residential	66	54.8	54.8	58.5	3.7	0
21	21-15b	Westshore Club II Condos	B	Residential	66	58.1	58.0	61.0	2.9	0
21	21-16	Westshore Club II Condos	B	Residential	66	60.6	60.5	61.7	1.1	0
21	21-16b	Westshore Club II Condos	B	Residential	66	64.6	64.5	65.2	0.6	0
21	21-17	Westshore Club II Condos	B	Residential	66	60.2	60.1	61.6	1.4	0
21	21-17b	Westshore Club II Condos	B	Residential	66	64.1	64.0	64.7	0.6	0
21	21-18	Westshore Club II Condos	B	Residential	66	59.7	59.6	61.3	1.6	0
21	21-18b	Westshore Club II Condos	B	Residential	66	63.4	63.2	63.9	0.5	0
22	22-1	Westshore Club II Condos - common	C	Recreational Area	66	54.0	53.9	58.0	4.0	0
23	23-1	Regency Cove	B	Residential	66	62.3	62.3	64.3	2.0	0
23	23-2	Regency Cove	B	Residential	66	62.1	62.1	64.3	2.2	0
23	23-3	Regency Cove	B	Residential	66	61.8	61.7	64.2	2.4	0
23	23-4	Regency Cove	B	Residential	66	61.2	61.2	64.0	2.8	0
23	23-5	Regency Cove	B	Residential	66	60.2	60.1	63.6	3.4	0
23	23-6	Regency Cove	B	Residential	66	59.9	59.8	63.7	3.8	0
24	24-1	Culbreath Key Bayside Condos	B	Residential	66	62.1	62.0	65.8	3.7	0
24	24-1b	Culbreath Key Bayside Condos	B	Residential	66	66.3	66.2	67.7	1.4	YES
24	24-1c	Culbreath Key Bayside Condos	B	Residential	66	67.6	67.5	68.5	0.9	YES
24	24-2	Culbreath Key Bayside Condos	B	Residential	66	62.0	62.0	65.7	3.7	0
24	24-2b	Culbreath Key Bayside Condos	B	Residential	66	66.2	66.1	67.7	1.5	YES
24	24-2c	Culbreath Key Bayside Condos	B	Residential	66	67.5	67.4	68.4	0.9	YES
24	24-3	Culbreath Key Bayside Condos	B	Residential	66	62.0	61.9	65.6	3.6	0
24	24-3b	Culbreath Key Bayside Condos	B	Residential	66	66.1	66.1	67.6	1.5	YES
24	24-3c	Culbreath Key Bayside Condos	B	Residential	66	67.5	67.4	68.3	0.8	YES
24	24-4	Culbreath Key Bayside Condos	B	Residential	66	57.5	57.4	61.4	3.9	0
24	24-4b	Culbreath Key Bayside Condos	B	Residential	66	61.4	61.4	63.2	1.8	0
24	24-4c	Culbreath Key Bayside Condos	B	Residential	66	63.4	63.3	64.0	0.6	0
24	24-5	Culbreath Key Bayside Condos	B	Residential	66	57.7	57.7	61.6	3.9	0
24	24-5b	Culbreath Key Bayside Condos	B	Residential	66	61.4	61.3	64.1	2.7	0
24	24-5c	Culbreath Key Bayside Condos	B	Residential	66	65.0	64.9	66.4	1.4	YES
24	24-6	Culbreath Key Bayside Condos	B	Residential	66	55.9	55.8	59.7	3.8	0
24	24-6b	Culbreath Key Bayside Condos	B	Residential	66	59.1	59.0	62.9	3.8	0

24	24-6c	Culbreath Key Bayside Condos	B	Residential	66	64.5	64.4	66.3	1.8	YES
24	24-7	Culbreath Key Bayside Condos	B	Residential	66	56.0	56.0	59.8	3.8	0
24	24-7b	Culbreath Key Bayside Condos	B	Residential	66	58.8	58.8	62.8	4.0	0
24	24-7c	Culbreath Key Bayside Condos	B	Residential	66	64.2	64.1	66.1	1.9	YES
24	24-8	Culbreath Key Bayside Condos	B	Residential	66	58.0	57.9	61.4	3.4	0
24	24-8b	Culbreath Key Bayside Condos	B	Residential	66	60.1	60.0	63.7	3.6	0
24	24-8c	Culbreath Key Bayside Condos	B	Residential	66	64.0	63.9	66.0	2.0	YES
24	24-9b	Culbreath Key Bayside Condos	B	Residential	66	55.1	55.0	58.4	3.3	0
24	24-9c	Culbreath Key Bayside Condos	B	Residential	66	58.5	58.4	60.4	1.9	0
24	24-9d	Culbreath Key Bayside Condos	B	Residential	66	60.4	60.3	61.7	1.3	0
24	24-10b	Culbreath Key Bayside Condos	B	Residential	66	61.2	61.1	64.6	3.4	0
24	24-10c	Culbreath Key Bayside Condos	B	Residential	66	63.7	63.6	66.0	2.3	YES
24	24-10d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.8	66.6	1.8	YES
24	24-11b	Culbreath Key Bayside Condos	B	Residential	66	61.2	61.2	64.7	3.5	0
24	24-11c	Culbreath Key Bayside Condos	B	Residential	66	63.8	63.7	66.0	2.2	YES
24	24-11d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.8	66.6	1.8	YES
24	24-12b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	64.8	3.3	0
24	24-12c	Culbreath Key Bayside Condos	B	Residential	66	63.9	63.8	66.1	2.2	YES
24	24-12d	Culbreath Key Bayside Condos	B	Residential	66	64.9	64.8	66.6	1.7	YES
24	24-13b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	64.9	3.4	0
24	24-13c	Culbreath Key Bayside Condos	B	Residential	66	63.9	63.8	66.1	2.2	YES
24	24-13d	Culbreath Key Bayside Condos	B	Residential	66	64.9	64.8	66.6	1.7	YES
24	24-14b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	64.9	3.4	0
24	24-14c	Culbreath Key Bayside Condos	B	Residential	66	63.8	63.7	66.1	2.3	YES
24	24-14d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.7	66.6	1.8	YES
24	24-15b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	64.9	3.4	0
24	24-15c	Culbreath Key Bayside Condos	B	Residential	66	63.8	63.7	66.1	2.3	YES
24	24-15d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.7	66.6	1.8	YES
24	24-16b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.5	64.9	3.4	0
24	24-16c	Culbreath Key Bayside Condos	B	Residential	66	63.8	63.7	66.1	2.3	YES
24	24-16d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.7	66.6	1.8	YES
24	24-17b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.5	64.9	3.4	0
24	24-17c	Culbreath Key Bayside Condos	B	Residential	66	63.8	63.7	66.1	2.3	YES
24	24-17d	Culbreath Key Bayside Condos	B	Residential	66	64.8	64.7	66.6	1.8	YES
24	24-18b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	65.0	3.5	0
24	24-18c	Culbreath Key Bayside Condos	B	Residential	66	63.7	63.6	66.2	2.5	YES
24	24-18d	Culbreath Key Bayside Condos	B	Residential	66	64.7	64.7	66.7	2.0	YES
24	24-19b	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.4	64.9	3.4	0
24	24-19c	Culbreath Key Bayside Condos	B	Residential	66	63.7	63.6	66.2	2.5	YES
24	24-19d	Culbreath Key Bayside Condos	B	Residential	66	64.7	64.6	66.7	2.0	YES
24	24-20b	Culbreath Key Bayside Condos	B	Residential	66	61.4	61.3	64.9	3.5	0
24	24-20c	Culbreath Key Bayside Condos	B	Residential	66	63.6	63.5	66.1	2.5	YES
24	24-20d	Culbreath Key Bayside Condos	B	Residential	66	64.6	64.5	66.6	2.0	YES
24	24-21b	Culbreath Key Bayside Condos	B	Residential	66	61.3	61.3	64.8	3.5	0
24	24-21c	Culbreath Key Bayside Condos	B	Residential	66	63.6	63.5	66.0	2.4	YES
24	24-21d	Culbreath Key Bayside Condos	B	Residential	66	64.6	64.5	66.6	2.0	YES
24	24-22b	Culbreath Key Bayside Condos	B	Residential	66	61.2	61.2	64.8	3.6	0
24	24-22c	Culbreath Key Bayside Condos	B	Residential	66	63.5	63.4	66.0	2.5	YES
24	24-22d	Culbreath Key Bayside Condos	B	Residential	66	64.5	64.4	66.5	2.0	YES
24	24-23b	Culbreath Key Bayside Condos	B	Residential	66	43.0	43.1	45.2	2.2	0
24	24-23c	Culbreath Key Bayside Condos	B	Residential	66	44.5	44.6	46.4	1.9	0
24	24-23d	Culbreath Key Bayside Condos	B	Residential	66	46.0	46.0	48.0	2.0	0
24	24-24b	Culbreath Key Bayside Condos	B	Residential	66	59.3	59.2	63.2	3.9	0
24	24-24c	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.5	64.4	2.9	0
24	24-24d	Culbreath Key Bayside Condos	B	Residential	66	63.0	63.0	65.4	2.4	0
24	24-25b	Culbreath Key Bayside Condos	B	Residential	66	59.3	59.2	63.2	3.9	0
24	24-25c	Culbreath Key Bayside Condos	B	Residential	66	61.6	61.5	64.4	2.8	0
24	24-25d	Culbreath Key Bayside Condos	B	Residential	66	63.0	62.9	65.4	2.4	0
24	24-26b	Culbreath Key Bayside Condos	B	Residential	66	59.3	59.2	63.1	3.8	0
24	24-26c	Culbreath Key Bayside Condos	B	Residential	66	61.5	61.5	64.3	2.8	0
24	24-26d	Culbreath Key Bayside Condos	B	Residential	66	63.0	62.9	65.3	2.3	0
24	24-27b	Culbreath Key Bayside Condos	B	Residential	66	59.2	59.1	63.0	3.8	0
24	24-27c	Culbreath Key Bayside Condos	B	Residential	66	61.4	61.3	64.2	2.8	0

24	24-27d	Culbreath Key Bayside Condos	B	Residential	66	62.9	62.8	65.1	2.2	0
24	24-28b	Culbreath Key Bayside Condos	B	Residential	66	58.9	58.8	62.6	3.7	0
24	24-28c	Culbreath Key Bayside Condos	B	Residential	66	61.1	61.0	63.8	2.7	0
24	24-28d	Culbreath Key Bayside Condos	B	Residential	66	62.5	62.4	64.7	2.2	0
24	24-29b	Culbreath Key Bayside Condos	B	Residential	66	60.9	60.8	64.5	3.6	0
24	24-29c	Culbreath Key Bayside Condos	B	Residential	66	63.2	63.1	65.8	2.6	0
24	24-29d	Culbreath Key Bayside Condos	B	Residential	66	64.3	64.2	66.6	2.3	YES
24	24-30b	Culbreath Key Bayside Condos	B	Residential	66	60.9	60.8	64.5	3.6	0
24	24-30c	Culbreath Key Bayside Condos	B	Residential	66	63.2	63.1	65.8	2.6	0
24	24-30d	Culbreath Key Bayside Condos	B	Residential	66	64.3	64.2	66.6	2.3	YES
24	24-31b	Culbreath Key Bayside Condos	B	Residential	66	60.8	60.7	64.5	3.7	0
24	24-31c	Culbreath Key Bayside Condos	B	Residential	66	63.2	63.1	65.8	2.6	0
24	24-31d	Culbreath Key Bayside Condos	B	Residential	66	64.2	64.2	66.6	2.4	YES
24	24-32b	Culbreath Key Bayside Condos	B	Residential	66	60.8	60.7	64.5	3.7	0
24	24-32c	Culbreath Key Bayside Condos	B	Residential	66	63.1	63.0	65.7	2.6	0
24	24-32d	Culbreath Key Bayside Condos	B	Residential	66	64.2	64.1	66.6	2.4	YES
24	24-33b	Culbreath Key Bayside Condos	B	Residential	66	60.7	60.6	64.4	3.7	0
24	24-33c	Culbreath Key Bayside Condos	B	Residential	66	63.0	62.9	65.7	2.7	0
24	24-33d	Culbreath Key Bayside Condos	B	Residential	66	64.1	64.0	66.6	2.5	YES
24	24-34b	Culbreath Key Bayside Condos	B	Residential	66	60.7	60.6	64.4	3.7	0
24	24-34c	Culbreath Key Bayside Condos	B	Residential	66	63.0	62.9	65.7	2.7	0
24	24-34d	Culbreath Key Bayside Condos	B	Residential	66	64.1	64.0	66.6	2.5	YES
24	24-35b	Culbreath Key Bayside Condos	B	Residential	66	60.4	60.4	64.2	3.8	0
24	24-35c	Culbreath Key Bayside Condos	B	Residential	66	62.7	62.6	65.5	2.8	0
24	24-35d	Culbreath Key Bayside Condos	B	Residential	66	63.9	63.9	66.5	2.6	YES
24	24-36b	Culbreath Key Bayside Condos	B	Residential	66	55.0	55.0	59.4	4.4	0
24	24-36c	Culbreath Key Bayside Condos	B	Residential	66	57.4	57.3	61.0	3.6	0
24	24-36d	Culbreath Key Bayside Condos	B	Residential	66	59.0	58.9	62.1	3.1	0
25	25-1	Culbreath Key Bayside Condos Public	C	Recreational Area	66	60.3	60.2	63.4	3.1	0