



**Tampa Interstate Study
Supplemental Environmental Impact
Statement
Noise Contour Study
Technical Memorandum**

**I-275 from Howard Frankland Bridge to
North of Dr. Martin Luther King, Jr. Boulevard
and**

**I-4 from I-275 to East of 50th Street with New Alignment from I-4 South to
the Existing Selmon Expressway and Improvements to the Selmon
Expressway from the Kennedy Boulevard Overpass East to Maydell Drive**

Work Program Segment # 258337-2

Segments 1A, 2A, 2B, 3A, and 3B

February 2019

EXECUTIVE SUMMARY

Purpose of the Technical Memorandum

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS) for which FHWA issued the Records of Decision (ROD) in 1997 and 1999. FDOT and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by FDOT in separate studies. FDOT, in coordination with FHWA, will prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

This technical memorandum provides a comparison of the magnitude of potential highway traffic noise impacts for the improvement alternatives/options under consideration from the Howard Frankland Bridge (HFB) to north of Dr. Martin Luther King, Jr. Blvd. on Interstate 275 (I-275) and east of 50th Street on I-4. It is not intended to provide an analysis of individually impacted receptors, nor is it intended to analyze abatement for potentially impacted receptors.

Methodology

Noise sensitive land uses are any properties where there is frequent human use that might be impacted by traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria (NAC) – levels established by the FHWA at which abatement must be considered. Typical noise sensitive land uses include residences, schools, churches, commercial properties with outdoor areas of use, and recreational areas. The NAC vary by activity category.

The NAC Activity Categories B and C (i.e., 66 decibels on the “A”-weighted scale (dB(A))) were used for this contour study to make comparisons between the proposed Design Options.^{a, b} Analysis of additional Activity Categories (i.e., A, D and E) and abatement analysis will be conducted in a future Noise Study Report Addendum (NSRA). NAC Activity Category B consists of residences. Examples of NAC Activity Category C land uses include exterior use areas of parks, schools, day care centers, and places of worship (referred to as special land uses).^c These categories were used for this contour study in order to make comparisons of how many residences and common special land uses could potentially be impacted by each express lane option.

The distances between the proposed highway and locations where traffic noise levels approach and/or exceed the NAC for Activity Categories B and C were determined by identifying high and low elevations along the roadway alignment and using FHWA’s Traffic Noise Model (TNM, 2004)² to place receptors at various distances from the roadway to identify the distance from the roadway where receptors may receive a traffic noise level at or above 66 dB(A) (i.e., the NAC threshold for both NAC Activity Categories B and C). Receptors were placed at 31 locations along the roadway. Notably, the results of the evaluation do not account for any reduction in traffic noise that may be provided by berms, privacy walls or intervening structures in the noise propagation path (i.e.,

^a NAC Activity Categories B and C were the only Activity Categories examined in this contour study per the methodology approved by the Florida Department of Transportation (FDOT) on November 16, 2018 and consistent with contour analyses methodology.

^b For NAC Activity Categories B and C, noise abatement measures are considered when predicted traffic noise levels approach or exceed the NAC of 67 dB(A). FDOT defines “approach” as within 1 dB(A) of FHWA criteria (i.e., 66 dB(A) for NAC Activity Categories B and C).

^c See **Table 4-2** for a complete listing of NAC Activity Category C land uses.

shielding). The noise contours also do not account for elevated noise sensitive sites (e.g., second floor patios).

Contour Study Results

TIS SEIS Segments 1A, 2A, and 3B do not have multiple express lane alignment options.^d In these segments, the express lane alignments have been determined. For these segments with no competing alignment options, 'N/A' has been used in **Table ES-1**. Conversely, for Segments 2B and 3A that have multiple express lane alignment options, 'N/A' is used in the "No Design Options" column of the table to show that "No Design Options" is not applicable. The tabulation of potential impacts is shown under the columns for each option.

As shown in the table below, the results of this contour study show that within the TIS SEIS Segments where no express lane Design Options are being considered (TIS SEIS Segments 1A, 2A, and 3B), there are 60 potential residential (NAC Activity Category B) impacts and one potential NAC Activity Category C impact. Of the express lane options identified in TIS SEIS Segments 2B and 3A, Design Option B has the least potential to impact receptors with 271 potential NAC Activity Category B and C impacts, and Design Option D has the highest potential to impact receptors with 289 potential NAC Activity Category B and C impacts.

Table ES-1
Number of Potential Noise Impacts by NAC

TIS SEIS Segment	Potential Impacts				
	No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B					
Segment 1A	0	N/A ^a			
Segment 2A	44				
Segment 2B	N/A	205	202	212	228
Segment 3A		66	63	57	56
Segment 3B	16	N/A ^a			
Total Potential NAC Activity Category B Impacts within all Segments	60	271	265	269	284
NAC Activity Category C					
Segment 1A	0	N/A ^a			
Segment 2A	1				
Segment 2B	N/A	5	5	7	4
Segment 3A		1	1	1	1
Segment 3B	0	N/A ^a			
Total Potential NAC Activity Category C Impacts within all Segments	1	6	6	8	5
Total Potential NAC Activity Categories B & C Impacts within all Segments	61	277	271	277	289

SOURCE: Atkins, 2019.

^a No Design Options are being considered for Segment 1A, 2A and 3B. As such, N/A is listed for potential impacts within Segment 1A, 2A and 3B for Design Options A, B, C, and D.

^d For Segment limit descriptions, see **Section 2.3**.

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Acronyms

CFR	Code of Federal Regulations
CBD	Central Business District
CNE	Common Noise Environment
dB(A)	A-weighted Decibel
EIS	Environmental Impact Statement
FDOT	Florida Department of Transportation
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
HFB	Howard Frankland Bridge
HOV	High-Occupancy Vehicle
I	Interstate
LOS	Level of Service
LRTP	Long Range Transportation Plan
MLK	Martin Luther King
MPO	Metropolitan Planning Organization
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NSR	Noise Study Report
NSRA	Noise Study Report Addendum
PD&E	Project Development and Environment
ROD	Record of Decision

ROW	Right-of-way
SEIS	Supplemental Environmental Impact Statement
SR	State Road
TBARTA	Tampa Bay Area Regional Transportation Authority
TBX	Tampa Bay Express
TIA	Tampa International Airport
TIP	Transportation Improvement Program
TIS	Tampa Interstate Study
TNM	Traffic Noise Model

1. INTRODUCTION

The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) have initiated the environmental review process for the Tampa Interstate Study (TIS) Project in Tampa, Hillsborough County, Florida. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS). FHWA issued the Records of Decision (ROD) in 1997 and 1999. FDOT and FHWA are conducting this study based on a proposed design change that includes a new alternative not previously considered, as well as modified alternatives presented in the 1996 TIS FEIS to accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some of which are being considered by FDOT in separate studies. FDOT, in coordination with FHWA, will prepare a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements.

1.1 Purpose of the Technical Memorandum

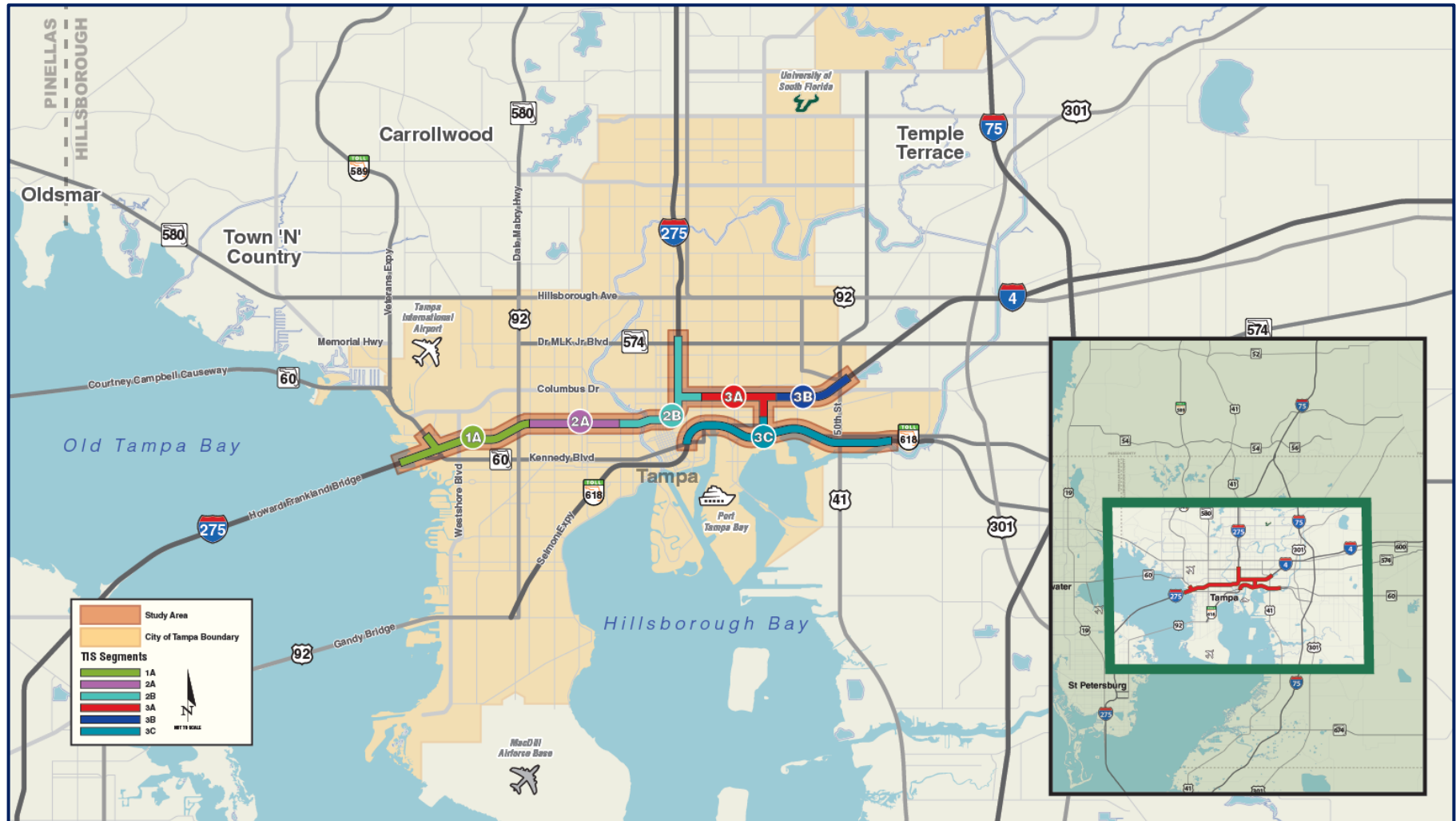
This technical memorandum provides a comparison of the magnitude of potential highway traffic noise impacts for the improvement alternatives/options under consideration from the Howard Frankland Bridge (HFB) to north of Dr. Martin Luther King (MLK), Jr. Boulevard on Interstate (I) 275 and east of 50th Street on I-4. It is not intended to provide an analysis of individually impacted receptors, nor is it intended to analyze abatement for potentially impacted receptors.

1.2 Location of the TIS SEIS Project

The proposed TIS SEIS Project is located in the City of Tampa in Hillsborough County, Florida. The study area comprises approximately 11 miles of I-275 and I-4, an approximate 4.4-mile segment of the Selmon Expressway, and an approximate 0.8-mile segment of the I-4/Selmon Expressway Connector (previously known as the Crosstown Connector). The proposed improvements would involve the reconstruction/widening of I-275 from east of Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. MLK Jr. Blvd.), and I-4 from I-275 to east of 50th Street. The proposed improvements are located in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, and 3B (see **Figure 1-1**). TIS Segment 3C is not being considered in the TIS SEIS because it has been constructed.

1.3 Background of the TIS SEIS Project

The TIS Project has been under consideration for many years. The Tampa Interstate system is the cornerstone of the Tampa Bay Region's surface transportation system and improvements to the system have been a priority to the State since the 1980's. The proposed improvements to the interstate system are found in the Hillsborough Metropolitan Planning Organization's (MPO) *2035 Long Range Transportation Plan for Hillsborough County* (LRTP) (2009)⁶ and the *Imagine 2040: Hillsborough Long Range Transportation Plan* (2018)⁷.



SOURCE: FDOT 1996

Note: Segment 3C has been constructed and is not included in this SEIS.

Figure 1-1 Tampa Interstate Study SEIS Project Study Area

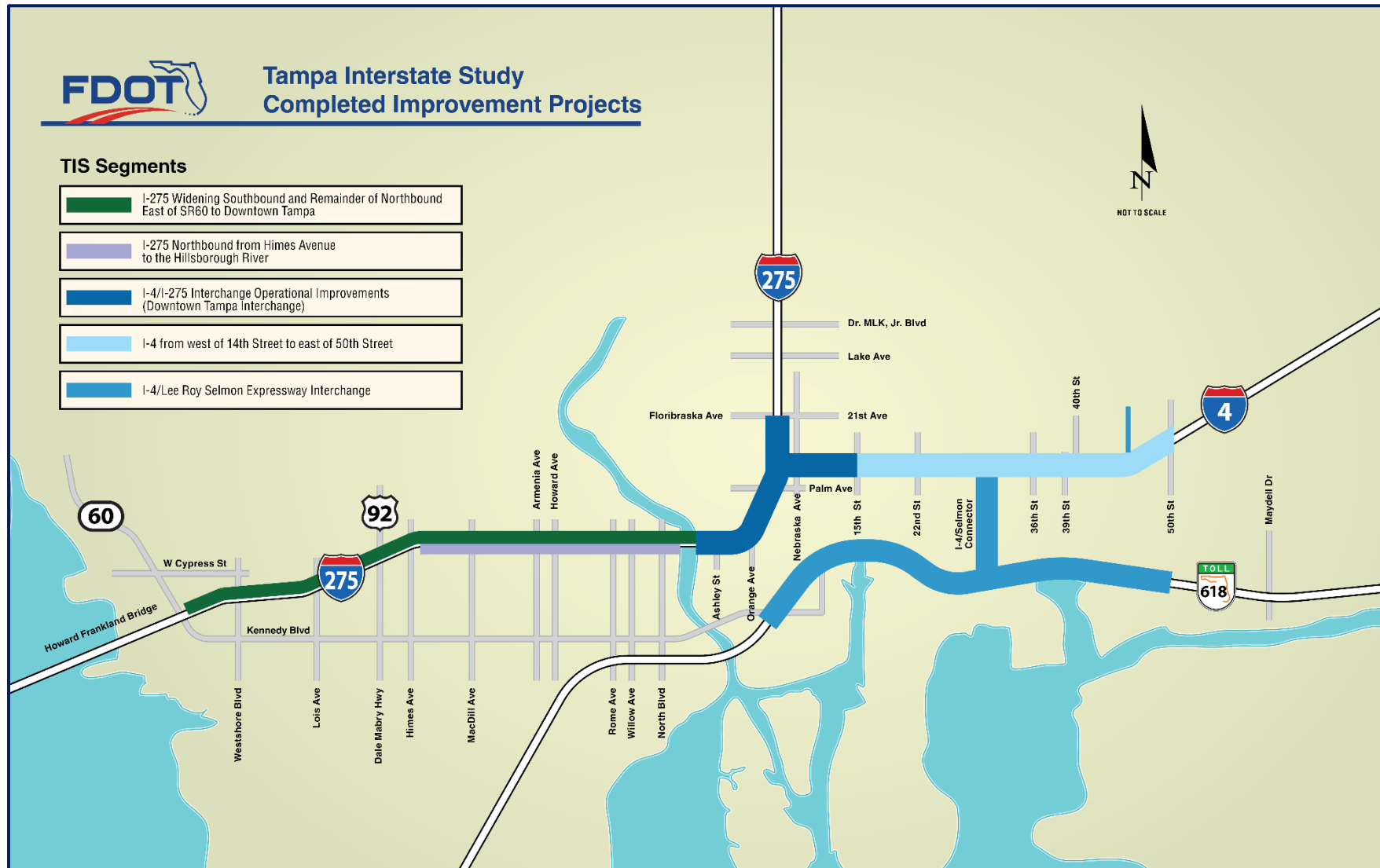
In 1983, FDOT began to identify potential improvements to the Tampa Interstate system, which was constructed in the early 1960's. These improvements included potential short-term safety solutions and design changes, and long-term high-occupancy vehicle (HOV) related improvements to accommodate growing traffic volumes and congestion. The 1983 study considered all transportation needs within the TIS study area, including concurrent highway, rail, and/or transit improvements.

Using the 1983 study as a documented base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities, traffic management techniques, and traffic surveillance and control systems. Based on the work performed, FDOT published the *TIS Master Plan Report*³ in 1989. The Hillsborough County MPO adopted the Tampa Interstate Master Plan Concept into the 2010 L RTP⁷ in November 1989.

Following completion of the *TIS Master Plan Report*³, FHWA, in cooperation with FDOT, began the preparation of an Environmental Impact Statement (EIS) and the supporting documentation necessary for state and federal approvals and subsequent funding of the *TIS Master Plan Report*³ concepts. The EIS evaluated impacts associated with a Selected Alternative, a Long-Term Preferred Alternative, and a No-Action Alternative, addressed agency and citizen concerns, and identified ways to minimize impacts.

FHWA approved the EIS in November 1996, issued the ROD for the 1996 TIS FEIS in January 1997, and an amended ROD in June 1999. The 1997 and 1999 RODs are the documents that have governed the development of all improvements to I-275 and I-4 providing a roadway system that includes general use lanes and separated express lanes in each direction, as well as a future transit corridor. The intent of the FHWA and the FDOT is to ultimately construct the Long-Term Preferred Alternative as funding becomes available through the Hillsborough County MPO. Since issuance of the 1997 and 1999 RODs, FDOT has taken several major steps to advance the TIS Project to full implementation. The TIS Project has been re-evaluated several times to advance various elements of the project, many of which FDOT has already constructed including portions of Segment 1A, Segment 2A, Segment 3A, Segment 3B, and Segment 3C (see **Figure 1-2**). The following describes the projects that FDOT has constructed.

- **I-275 Widening Southbound and Remainder of Northbound from east of SR 60 to Downtown Tampa** – Corridor length: 4.2 miles, Construction Cost: \$217.3 million, Start: July 2012 – Completion: Fall 2016. Reconstruction and roadway widening. Improvements included: providing four through lanes in each direction, flattening the profile of the roadway at bridges over the crossroads, aesthetic treatments, improved interchanges, and increased median width for future improvements.
- **I-275 Northbound from Himes Avenue to the Hillsborough River** – Corridor Length: 2 miles, Construction Cost: \$109 million, Start: August 2007 – Completion: Spring 2010. Reconstruction of a 3-lane roadway into a 4-lane roadway primarily south of the existing alignment. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **I-4/I-275 Interchange Operational Improvements (Downtown Tampa Interchange)** - Corridor Length: 2.7 miles, Construction Cost: \$81 million, Start: October 2002 – Completion: December 2006. Capacity and safety improvements to the Downtown Tampa Interchange, which widened both interstates to four lanes in each direction. Improvements also included: extending the Ashley Street entrance ramp, providing a local auxiliary exit ramp system, improving weaving movements related to the I-275 southbound to I-4 eastbound flyover ramp, shoulder-mounted 8-foot noise walls near densely developed residential areas, landscaping within infield area and aesthetic treatments.



SOURCE: FDOT 2000-2015

Notes: Green line represents TBX Segments 4, 5, and 6, referred to as Segments 1A, 2A, and part of 2B in the 1996 TIS FEIS; Grey line comprises part of TBX Section 5, referred to as Segment 2A in the 1996 TIS FEIS; Dark blue line comprises part of TBX Section 6, referred to as part of Segment 2B in the 1996 TIS FEIS; the light blue line comprises part of TBX Section 6, referred to as Segment 3A and 3C in the 1996 TIS FEIS; the turquoise line comprises part of TBX Section 6, referred to as part of Segment 3B and Segment 3C in the 1996 TIS FEIS.

Figure 1-2 Tampa Interstate Study Completed Improvement Projects

- **I-4 from West of 14th Street to East of 50th Street** – Corridor Length: 3.2 miles, Construction Cost: \$185 million, Start: February 2004 – Completion: Fall 2007. Reconstruction of a 4-lane roadway into a 6-lane roadway (three lanes in each direction with auxiliary lanes) to tie into the Downtown Tampa Interchange improvement project completed in December 2006. Improvements also included: providing an increased median width reserved for future transportation needs, new bridges with improved height clearances, shoulder-mounted 8-foot noise walls near densely developed residential areas, aesthetic treatments, and improved lighting and drainage.
- **I-4/Lee Roy Selmon Expressway Interchange** – Corridor Length: 1 mile, Construction Cost: \$425 million, Start: March 2010 – Completion: Spring 2014. Construction of a new north-south toll interchange, which connects I-4 with the Lee Roy Selmon Expressway (SR 618). The elevated roadway with an all-electronic toll collection system links these two, major east-west corridors, and provides “truck-only” lanes for direct access to the Port Tampa Bay to reduce heavy truck traffic from local roads in Ybor City. Aesthetic treatments were also included in this project.

In 2011, FDOT released the *Florida Transportation Vision for the 21st Century*. The vision focused on innovative financing alternatives, advancing projects, and accommodating economic growth. While the 1996 TIS FEIS always included express lanes along the region’s interstates, tolling was not a consideration at the time. As a result of the 2011 Vision, FDOT initiated a master plan study in 2012 to determine the feasibility of dynamically tolling the proposed express lanes on the interstate. FDOT’s 2015 *Tampa Bay Express (TBX) Master Plan*, which included the TIS Project limits, established a system-wide framework for implementation of dynamically-tolled express lanes within the Tampa Bay Region. As part of the development of the *TBX Master Plan*, FDOT conducted extensive outreach, beginning with focus groups, to better understand public perceptions of the express lanes concept.

1.4 Purpose of the TIS SEIS Project

In the 1996 TIS FEIS, the purpose for the proposed action was: “...to upgrade the safety and efficiency of the existing I-275 and I-4 corridors that service the Tampa urban area while maintaining access to the surrounding community.”

The current SEIS Purpose is consistent with the 1996 TIS FEIS Purpose and expands upon the originally identified purpose and need to include congestion relief that improves accessibility, mobility, travel times, system linkages, and multimodal connections, while supporting regional economic development goals and enhancing quality of life for Tampa Bay residents and visitors.

2. DEFINITION OF ALTERNATIVES CONSIDERED

The alternatives that will be evaluated in the TIS SEIS are described in the following sections.

2.1 No Further Action Alternative

Portions of the Selected Alternative in the 1996 TIS FEIS have been constructed, so the No-Action Alternative that was evaluated in previous studies is no longer applicable. Therefore, a new No Further Action Alternative will be evaluated for comparison to the 1996 TIS FEIS Long-Term Preferred Alternative and a 2018 Express Lane Alternative. The No Further Action Alternative is defined as the existing transportation system plus projects included in the Hillsborough MPO’s *Imagine 2040: Hillsborough Long Range Transportation Plan*⁷. In Segment 1A, the No Further Action Alternative includes construction of the general use lanes (outer roadways) within the

I-275/SR 60 Interchange, which was approved under the 1999 ROD. Within the TIS SEIS study area, the remainder of the Imagine 2040 projects have already been built. This alternative provides a baseline against which the Build alternatives can be compared.

2.2 1996 TIS FEIS Long-Term Preferred Alternative (Non-Tolled)

Proposed improvements of the 1996 TIS FEIS Long-Term Preferred Alternative consist of a four-roadway system (general use lanes that provide local access and non-tolled express lanes in each direction of travel) on I-275 throughout the study limits and the preservation of a HOV/Transitway corridor within the interstate alignment. Proposed interchange improvements include:

- a fully directional interchange for the I-275 connection to the SR 60/Veterans Expressway;
- modifications to the existing Westshore Boulevard, Lois Avenue, and Dale Mabry Highway interchanges;
- split interchange ramps remaining at Howard and Armenia Avenues;
- a new west bank Central Business District (CBD) interchange with ramps to and from the west on I-275 at North Boulevard;
- a fully directional interchange for the I-4/I-275 connection;
- removal of the existing ramps to and from the north at Floribaska Avenue;
- a full interchange at Dr. MLK, Jr. Boulevard;
- reconfiguration of the split interchange at Columbus Drive and 50th Street;
- removal of the interchange ramps at 40th Street;
- a new directional freeway-to-freeway interchange with the proposed I-4/Selmon Expressway Connector on I-4 near 31st Street; and
- a new Ybor City/east side CBD split interchange on I-4 at 14th and 15th Streets (with extension of the ramps at 14th and 15th Streets as parallel frontage roads to 21st and 22nd Streets to replace the existing access from I-4 to these streets).

Other new non-interstate improvements include the following:

- the removal of the 19th Street overpass and the maintenance of the 26th Street overpass;
- the extension of Sherrill Street from Memorial Highway (SR 60) and Kennedy Boulevard under I-275 to Cypress Street;
- the extension of Trask Street under I-275;
- a Lemon Street Connector to Westshore Boulevard from Occident Street;
- park-n-ride lots to provide access to HOV lanes located at the Florida State Fairgrounds, Yukon Street, Sinclair Hills Road, and SR 56;
- overpass width to accommodate pedestrian and bicycle facilities on cross street; and
- a multi-modal terminal/parking garage at the norther end of the Marion Street.

The TIS FEIS Long-Term Preferred Alternative has been reevaluated numerous times throughout the past 20 years as the various segments of interstate have been constructed. Therefore, this alternative consists of the original impacts, as updated by the approved re-evaluations.

2.3 2018 Express Lane Alternative (Tolled or Non-Tolled Build Alternative)

Improvements identified for the segments that will be evaluated in the TIS SEIS include major components of the 1996 TIS FEIS Long-Term Preferred Alternative. There are areas where the design has changed in alignment and configuration. The TIS segments that will be evaluated in the SEIS and the design differences from the 1996 TIS FEIS Long-Term Preferred Alternative are described in the following sections. **Figure 1-1** shows the TIS SEIS segments.

1A – I-275 from Howard Frankland Bridge/Kennedy Boulevard ramps and just north of Cypress Street on Memorial Highway (SR 60) to East of Himes Avenue: The general use lanes (outer roadways) in this section were included in the 1996 TIS FEIS and approved by the 1997 ROD. The design changes would involve the use of tolled or non-tolled express lanes and access changes between general and express lanes; expansion of I-275 from HFB to south of SR 60 to accommodate express lanes along I-275; and local street changes, including relocation of Lemon Street, the extension of Occident Street, modified Trask Street ramp connections, replacement of the Executive Drive to southbound I-275 ramp connection, and extension of Sherrill Street with a new I-275 Reo Street interchange that would provide a connection between Kennedy Boulevard, Reo Street, and I-275. Additional right-of-way (ROW) would be needed to accommodate express lanes near the SR 60 interchange south to and from I-275, a new toll ramp into Tampa International Airport (TIA), the addition of general use lanes west of Westshore Boulevard, and expansion of the corridor for future transit use west of SR 60. No acquisitions would occur in historic districts.

2A – I-275 from East of Himes Avenue to East of Rome Avenue: The general use and express lanes in this section were included in the 1996 TIS FEIS and approved in the 1997 and 1999 ROD. The outer roadway (general use lanes) has already been constructed with I-275 improvements. The work in this section includes adding express lanes in the median. Himes Avenue would be a full express lanes interchange with direct express lane ramps constructed within the I-275 median area, tying into the Himes Avenue between the northbound and southbound I-275 bridges. Left turns from northbound and southbound Himes Avenue to the express lane ramps would be prohibited. Construction would include the widening of the I-275 bridges over Himes Avenue, toward the median, with pavement widening, median modifications and sidewalk construction along Himes Avenue. These interchange modifications would not require additional ROW and the existing northbound I-275 general use on-ramp and the existing southbound I-275 general use off-ramp to remain in place.

2B – I-275 from East of Rome Avenue to North of MLK Jr. Boulevard and I-4 from I-275 to East of 15th Street: Operational improvements at the I-275/I-4 interchange were included in the 1996 TIS FEIS. The design changes include tolled or non-tolled express lanes; changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas.

3A – I-4 from East of 15th Street to East of 34th Street: The general use and express lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 21st Street to 34th Street. The design changes involve tolled or non-tolled express lanes; changes in access to express lanes, which include slip ramp access east of downtown; and ramp access change with I-4 interchanges at 14/15th Street and 21/22nd Street. No additional ROW would be acquired. Land uses adjacent to this section include historic districts and a mix of residential and commercial areas such as Ybor City and East Tampa.

3B – I-4 from East of 34th Street to East of 50th Street: The general use lanes in this section were included in the 1996 TIS FEIS. The outer roadway (general use lanes) has already been constructed from 34th Street to 50th Street.

Minimal ROW would be acquired in this section just east of 50th Street to accommodate barrier separated express lanes along I-4 while accommodating an eastbound ingress just east of 50th Street. Work in this section would include adding express lanes in the median and adjustments in access between express and general lanes. This would require the mainline and eastbound entrance ramp to shift south of the existing ROW within the limits of the ramp.

2.4 Design Options for the 2018 Express Lane Alternative

Four express lane interchange design options are being considered for the Downtown Interchange (I-275/I-4) in Segment 2B and 3A. They represent both tolled and non-tolled options for managed lanes.

- **Options A and B - Reconstructed Interchange** - The proposed improvements under Options A and B would include reconstructing the interchange to provide a fully directional interchange for the I-4/I-275 connection, with express lanes. The design options include changes in access to express lanes, which include adding a direct connection to the downtown local street network and slip ramp access north and east of downtown; adding overpasses at several locations to open cross-connections of local streets through the interstate footprint; and additional ROW acquisition involving vacant or undeveloped portions of land at a few pinch-points. This section is adjacent to several historic districts and primarily residential areas. The differences between Options A and B are as follows:
 - **Option A - Reconstructed Interchange with Express Lanes to the North:** Option A includes express lanes along the north leg of I-275 with direct connections to I-275 and I-4.
 - **Option B - Reconstructed Interchange without Express Lanes to the North:** Option B does not include express lanes along the north leg of I-275 and does not include direct connections from the express lanes to the north leg of I-275.
- **Options C and D - Existing Interchange with Elevated Express Lanes** - Proposed improvements under Options C and D would include preserving the existing I-275 and I-4 interstate while adding express lanes on elevated structure from west of the Hillsborough River to I-4. Access would be provided to the downtown street grid from the elevated express lanes. However, like the 1996 Long-Term Preferred Alternative, there would be no access to Floribaska Avenue since the ramps would be eliminated. Other improvements include providing two-lane ramps for connections to I-4 and the north leg of I-275, adding express lane ramp connections from I-4 to the north leg of I-275 and reconfiguring the eastbound I-4 exit to Ybor City, to increase capacity and improve operations between the Selmon Connector and the north leg of I-275. Adding express lane ramp connection from I-4 to the north leg of I-275 would eliminate weaving on I-4 for traffic traveling to and from the Selmon Connector and the north leg of I-275. Reconfiguring the eastbound I-4 exit to Ybor City would eliminate weaving between the southbound I-275 ramp to eastbound I-4 and the exit to Ybor City. This would be accomplished by removing the ramp along eastbound I-4, currently serving only 21st/22nd Street and providing separate exits from northbound I-275 and southbound I-275.

The exit from northbound I-275 would be located between Palm Avenue and Nebraska Avenue while the exit from southbound I-275 would be located off the two-lane flyover to eastbound I-4. Those two separate ramps would then combine along the south side of the eastbound I-4 mainline east of Nebraska Avenue and would tie into 14th/15th Street, providing a new access point that would serve both the 14th/15th Street and 21st/22nd Street interchanges. The ramp would align with the eastbound frontage road that currently connects 14th/15th Street and 21st/22nd Street. The frontage road would be widened to two lanes to facilitate traffic to 21st/22nd Street. The differences between Options C and D are as follows:

- **Option C - Existing Interchange with Elevated Express Lanes – South Side of I-275:** Under Option C, the

elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the northbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing northbound I-275 lanes from the Hillsborough River to I-4, on the south side of I-275. The elevated express lanes would turn east along I-4 by crossing over to the north side of I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.

- **Option D - Existing Interchange with Elevated Express Lanes – North Side of I-275:** Under Option D, the elevated express lanes would fly out from the median of I-275 west of the Hillsborough River over the southbound I-275 lanes to the outside of the existing interstate and run adjacent to the existing southbound I-275 lanes from the Hillsborough River to I-4, on the north side of I-275. The elevated express lanes would turn east along I-4, adjacent to the westbound I-4 lanes from I-275 to east of 15th Street. The elevated express lanes would then fly over the westbound I-4 lanes back into the median of I-4 just west of 21st Street.

3. REGULATORY SETTING

The traffic noise contour study was performed in accordance with the Code of Federal Regulations (CFR) Title 23 Part 772 (23 CFR 772)¹ using methodology established by FDOT in its *Project Development and Environment Manual*,⁵ Part 2, Chapter 18 (2019)^e. Specifically, CFR 772.9(c) states that, “Noise contour lines may be used for project alternative screening or for land use planning to comply with 772.17 of this part but shall not be used for determining highway traffic noise impacts.” Traffic noise impacts will be evaluated in a separate Noise Study Report Addendum (NSRA) after the development of a Preferred Alternative. Predicted noise levels were produced using the FHWA’s Traffic Noise Model (TNM, 2004)², version 2.5. These noise levels were then utilized to develop contours. The methodology for the analysis is described in Section 4.

4. METHODOLOGY

The methodology that was used to prepare this contour study is described in the following sections.

4.1 Noise Metrics

The traffic noise levels developed for this contour study are expressed in decibels (dB) using an “A”-scale weighting (dB(A)). This scale most closely approximates the response characteristics of the human ear. All noise levels are reported as hourly equivalent noise levels (Leq(h)). The Leq(h) is defined as the equivalent steady-state sound level that, in a given hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period.

4.2 Traffic Data

Among other factors, traffic noise is dependent on the speed of motor vehicles with the amount of noise generated increasing as vehicle speed increases. FDOT traffic data for the 2045 Build condition were reviewed to identify forecasted traffic volumes that would yield the highest traffic noise impact for the design year.

^e 772.9(c) Noise contour lines may be used for project alternative screening or for land use planning to comply with 772.17 of this part, but shall not be used for determining highway traffic noise impacts. Traffic noise impacts will be evaluated in a separate Noise Study Report Addendum (NSRA) after the development of a Preferred Alternative

According to the FDOT *Project Development and Environment Manual*,⁵ Part 2, Chapter 18.2.1.5 (2019), for roadway segments where the predicted hourly design year traffic volumes equal or exceed LOS C, LOS C hourly traffic should be utilized. For roadway segments where the predicted hourly traffic demand is less than LOS C traffic volumes, the predicted hourly demand volumes should be utilized. For interchange ramp traffic, demand volumes should be used even if they are higher than LOS C.

Based on this review, LOS C traffic volumes for the 2045 Build conditions were modeled on the general use lanes and the express lanes for the TIS SEIS project. Demand volumes were used on all ramps.

The total vehicle volume was divided between five classifications: cars, medium trucks, heavy trucks, buses, and motorcycles. Based on the forecasted traffic data, the percentages of medium trucks, heavy trucks, buses, and motorcycles listed in **Table 4-1** were used in the evaluation. Notably, because trucks would not be permitted on the express lanes, no trucks were assigned to these lanes. Traffic volumes and speeds used in the analysis for TIS SEIS Segments 1A, 2A, 2B and 3A are provided in **Appendix A**. Traffic data (volumes and speeds) for TIS SEIS Segment 3B were obtained from a Traffic Noise Study Technical Memorandum that was prepared separately for I-4 from 35th Street to East of 50th Street (FDOT, 2017)⁴.

Table 4-1
Traffic Data Vehicle Percentages by Segment

TIS SEIS Segment	Limits	Medium Trucks	Heavy Trucks	Buses	Motorcycles
1A	I-275, West of Lois Avenue	1.10%	1.50%	0.03%	0.03%
	I-275, West of Westshore Boulevard	0.90%	1.20%	0.03%	0.03%
	I-275, East of HFB	0.80%	1.10%	0.03%	0.03%
	I-275, West Dale Mabry	1.20%	2.00%	0.01%	0.01%
1A/2A	I-275, East of Dale Mabry	0.90%	1.20%	0.03%	0.03%
2B	I-275, North of Dr. MLK Jr. Boulevard	0.90%	1.00%	0.01%	0.01%
	I-275, South of Dr. MLK Jr. Boulevard	2.80%	2.30%	0.10%	0.10%
	I-275, North of Columbus Drive	2.80%	2.30%	0.10%	0.10%
	I-275, South of Columbus Drive	0.80%	1.10%	0.02%	0.02%
	I-275, East of Florida Avenue	0.90%	1.20%	0.03%	0.03%
	I-275, South of Palm Avenue	0.90%	1.20%	0.03%	0.03%
3A	I-4, East of I-275 to East of 34 th Street	1.90%	1.60%	0.08%	0.08%
3B	I-4 East of 34 th Street to East of 50 th Street	2.00%	3.00%	0.00%	0.00%

SOURCE: FDOT District 7, August 2018 and FDOT's Traffic Noise Study Technical Memorandum for I-4 from 35th Street to east of 50th Street, March 2017⁴.

4.3 Contour Study Methodology

A contour study does not analyze individual noise sensitive sites, nor does it perform an analysis for abatement measures to reduce traffic noise for impacted receptors. A detailed noise analysis and consideration of noise abatement alternatives will be performed as part of a future NSRA if a Preferred Build Alternative has been chosen. A contour noise study compares degrees of possible impacts from competing alternatives to assist in choosing a Preferred Alternative.

Noise sensitive land uses are properties where there is frequent human use that might be impacted by traffic

noise levels that approach^f, meet, or exceed the Noise Abatement Criteria (NAC) – levels established by the FHWA at which abatement must be considered. Typical noise sensitive land uses include residences, schools, churches, commercial properties with outdoor areas of use, and recreational areas. As shown in **Table 4-2**, the NAC vary by activity category.

The NAC Activity Categories B and C (shown in **Table 4-2**) were used for this contour study to make comparisons between Design Options.^g These categories were used for this contour study in order to make comparisons of how many residences and common special land uses could potentially be impacted by each express lane option.^h As previously stated, abatement considerations will be analyzed as part of a future NSRA if a Preferred Build Alternative is chosen.

Table 4-2
FHWA Noise Abatement Criteria

Activity Category	Activity Criteria Leq(h)	Evaluation Location	Description of Land Use Activity Category
A	57	Exterior	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.
B	67	Exterior	Residential.
C	67	Exterior	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, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	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.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A – D or F.
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.

SOURCE: FHWA, 2010. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, 23 CFR Part 772.¹

^f FDOT defines “approach” as a predicted traffic noise level that is within 1 dB(A) of FHWA criteria.

^g NAC Activity Categories B and C were the only Activity Categories examined per the methodology approved by FDOT on November 16, 2018 and consistent with contour analyses methodology. Analysis of additional Activity Categories (i.e., A, D and E) and abatement analysis will be conducted during a future noise study.

^h The methodology for analyzing abatement measures for NAC Activity Categories B and C (i.e., residences versus special land uses) differ. As such, NAC Activity Categories B and C were separated in this analysis.

The distances between the proposed highway and locations where traffic noise levels approach and/or exceed the NAC for Activity Categories B and C were determined by identifying high and low elevations along the roadway alignment and using FHWA's TNM² to place receptors at various distances from the roadway to identify the distance from the roadway where receptors may receive a traffic noise level at or above 66 dB(A) (i.e., the NAC threshold for both NAC Activity Categories B and C). Receptors were placed at 31 locations along the roadway. This modeling methodology resulted in abrupt differences in the contours generated, as shown in **Appendix B**, as a continuous line was not modeled. Notably, the contour distances do not account for any reduction in noise levels that may be provided by berms, privacy walls or intervening structures in the noise propagation path (i.e., shielding). The noise contours also do not account for elevated noise sensitive sites (e.g., second floor patios).

The noise contour study area (**Figure 1-2**) consists of the original TIS Segment limits with each NAC B and C Common Noise Environment (CNE) studied separately. A CNE is a group of receptors of the same NAC that are exposed to noise in a similar way. These noise exposures are due to traffic mix, volume, speed and topographic features, and typically occur between two secondary noise sources such as interchanges, intersections, and cross roads. Each TIS SEIS Segment was grouped according to the express lanes project limits and each TIS SEIS Segment was analyzed separately. This is because some project limits have multiple options that are being considered, and others do not have any. As previously stated, only NAC Activity Categories B and C (i.e., 66 dB(A)) were used to make a comparison of the degree of possible impacts.

5. CONTOUR STUDY RESULTS

The results of the contour study for TIS SEIS Segments 1A, 2A, 2B, 3A, and 3B are described in the following sections.

5.1 TIS SEIS Segment 1A

The CNEs within TIS SEIS Segment 1A are: Mariner Street Residences, Westshore Boulevard to Lois Avenue, Lois Avenue to Dale Mabry Highway, on I-275. On SR 60, the CNEs are Lois Avenue to Cypress Street northbound and Cypress Street to the HFB southbound.

There are no express lane alignment options for TIS SEIS Segment 1A and, therefore, no evaluation of differing Design Options. In addition, there are no potential NAC B or NAC C impacts identified in the contour study in TIS SEIS Segment 1A, as shown in **Table 5-1**. Most of the land uses in TIS SEIS Segment 1A are commercial, with some industrial uses. There is very little residential use (one residential area on northbound I-275). Notably, the No Further Action considers the outer roadway built in this area, and it is assumed that any noise walls in this area are built in their ultimate location. With the addition of the barrier, the NAC Activity Categories B and C contour line would not extend beyond the I-275 roadway.

Table 5-1
TIS SEIS Segment 1A Potential Impacts by NAC

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B						
Northbound I-275	Mariner Street residences	0	N/A			
	Westshore Boulevard to Lois Avenue					
	Lois Avenue to Dale Mabry Highway					
Southbound I-275	Dale Mabry Highway to Lois Avenue					
Southbound I-275 to Northbound SR 60	Lois Avenue to Cypress Street/SR 60					
Southbound SR 60	Cypress Street/SR 60 to Howard Frankland Bridge					
Total Potential NAC Activity Category B Impacts within Segment						
NAC Activity Category C						
Northbound I-275	Mariner Street	0	N/A			
	Westshore Boulevard to Lois Avenue					
	Lois Avenue to Dale Mabry Highway					
Southbound I-275	Dale Mabry Highway to Lois Avenue					
Southbound I-275 to Northbound SR 60	Lois Avenue to Cypress Street/SR 60	0				
Southbound SR 60	Cypress Street/SR 60 to Howard Frankland Bridge	0				
Total Potential NAC Activity Category C Impacts within Segment		0				
Total Potential NAC Activity Categories B and C Impacts within Segment		0	N/A			

SOURCE: Atkins, 2019.

Note: N/A was indicated for the segments with no Design Options.

In addition, the 66 dB(A) contour did not extend beyond the roadway in the following areas:

- Near Mariner Street – Due to the fact that the loop ramp to Veterans Expressway is beginning to elevate thus blocking much of the traffic noise, the 66 dB(A) contour did not extend beyond the roadway.

- Near Cypress Street – Due to the fact that the southbound SR 60 to westbound I-275 loop ramp is elevated and blocks the noise from the farther lanes, the 66 dB(A) contour did not extend beyond the roadway.
- Just south of Westshore Boulevard – Due to the fact that the southbound mainline lanes are elevated and block the noise from the farther lanes, the 66 dB(A) contour did not extend beyond the roadway.
- Just north of North Trask Street – Due to the fact that the southbound mainline lanes are elevated and block the noise from the farther lanes, the 66 dB(A) contour did not extend beyond the roadway.
- Between Lois and Dale Mabry Avenue – Due to the elevated roadway and the existing 8-foot barrier, the 66 dB(A) contour did not extend beyond the roadway.

5.2 TIS SEIS Segment 2A

The CNEs within TIS SEIS Segment 2A are: Himes Avenue to MacDill Avenue, MacDill Avenue to Armenia Avenue, Armenia Avenue to Howard Avenue, Howard Avenue to east of Rome Avenue, and east of Rome Avenue to North Boulevard. Note that there were no Design Options for TIS SEIS Segment 2A and therefore no evaluation of differing Design Options.ⁱ

As shown in **Table 5-2**, along northbound I-275, 12 potential residential impacts were identified between Armenia Avenue and Howard Avenue, and 22 potential residential impacts were identified between Howard Avenue and east of Rome Avenue. One potential NAC Activity Category C impact would occur (Argosy University's outside picnic tables) on northbound I-275 within these limits.

Southbound on I-275, the study showed five potential residential impacts between east of Rome Avenue and Howard Avenue, and five potential residential impacts between Howard Avenue and Armenia Avenue. Potential NAC Activity Category C impacts do not exist along southbound I-275 within these limits.

In total, 45 potential impacts were identified within Segment 2A.

Table 5-2
TIS SEIS Segment 2A Potential Impacts by NAC

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B						
Northbound I-275	Himes Avenue to MacDill Avenue	0	N/A			
	MacDill Avenue to Armenia Avenue	0				
	Armenia Avenue to Howard Avenue	12				
	Howard Avenue to east of Rome Avenue	22				
Southbound I-275	North Boulevard to east of	N/A	0			

ⁱ Note that an overlap of segments (and therefore options) occurs in the vicinity of North Boulevard to east of Rome Avenue. This is noted in **Table 5-2**.

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
	Rome Avenue ^a					
	East of Rome Avenue to Howard Avenue	5	N/A			
	Howard Avenue to Armenia Avenue	5				
	Armenia Avenue to MacDill Avenue	0				
	MacDill Avenue to Himes Avenue	0				
Total Potential NAC Activity Category B Impacts within Segment		44	0			
NAC Activity Category C						
Northbound I-275	Himes Avenue to MacDill Avenue	0	N/A			
	MacDill Avenue to Armenia Avenue	0				
	Armenia Avenue to Howard Avenue	0				
	Howard Avenue to east of Rome Avenue	1				
Southbound I-275	North Boulevard to east of Rome Avenue ^a	N/A	0			
	East of Rome Avenue to Howard Avenue	0	N/A			
	Howard Avenue to Armenia Avenue	0				
	Armenia Avenue to MacDill Avenue	0				
	MacDill Avenue to Himes Avenue	0				
Total Potential NAC Activity Category C Impacts within Segment		1				
Total Potential NAC Activity Category B and C Impacts within Segment		45	0			

SOURCE: Atkins, 2019.

Note: N/A was indicated for the segments with no Design Options.

^a Although overlap exists between segments (and therefore options), NAC Activity Category B and C land uses are not located in this area.

In addition, the 66 dB(A) contour did not extend beyond the roadway in two areas, listed below.

- Himes Avenue – Due to the elevated roadway over Himes Avenue, the 66 dB(A) contour did not extend

beyond the roadway.

- MacDill Avenue – Due to the elevated roadway over MacDill Avenue and the existing 8-foot barrier, the 66 dB(A) contour did not extend beyond the roadway.

5.3 TIS SEIS Segment 2B

The CNEs within TIS SEIS Segment 2B along northbound on I-275 are: east of Rome Avenue to North Boulevard, North Boulevard to Palm Avenue, Columbus Drive to Floribaska Avenue, Floribaska Avenue to Dr. MLK Jr. Boulevard, and Dr. MLK Jr. Boulevard to Osbourne Avenue. The southbound I-275 CNEs are Osbourne Avenue to Chelsea Street, Chelsea Street to Dr. MLK Jr. Boulevard, Dr. MLK Jr. Boulevard to Lake Avenue, Lake Avenue to Emily Street, Robles Park, Adalee Street to Floribaska Avenue, Floribaska Avenue to Columbus Drive, Columbus Drive to Palm Avenue, Palm Avenue to Morgan Street, and Morgan Street to North Boulevard. The eastbound I-4 CNEs are Palm Avenue to west of 12th Street, and west of 12th Street to east of 15th Street. The westbound I-4 CNE is east of 15th Street to Nebraska Avenue.

There are four express lane Design Options for TIS SEIS Segment 2B; Option A, Option B, Option C, and Option D. The potential impacts for each CNE can be found in **Table 5-3**. Between Palm Avenue and Morgan Street on southbound I-275 is the Mobley Park Apartments. This apartment complex consists of 238 units that was not previously evaluated in the 1996 TIS FEIS because they were built in 2000. With Options A, B, and D these apartments would be a full take and, therefore, the overall number of impacted receptors would not change. With Option C, the apartment complex would remain fully as is and, therefore, would be evaluated in the future NSRA. Six and a half apartment buildings fall within the Option C contour and would result in 34 potential impacts.

There are two trails which are associated with the Hillsborough River which could potentially be impacted by highway traffic noise. The Hillsborough River Paddling Trail and the Tampa Riverwalk Trail (also identified as a Section 4(f) resource) are public trails which operate within the Option C contour line and outside the FDOT ROW. Therefore, these two trails were identified as potential impacts.

For TIS SEIS Segment 2B, 203 potential residential (i.e., NAC Activity Category B) and 7 potential NAC Activity Category C impacts were identified for Option A; 195 potential residential impacts and 7 potential NAC Activity Category C impacts were identified for Option B; 207 potential residential impacts and 9 potential NAC Activity Category C impacts were identified for Option C; and 230 potential residential impacts and 6 potential NAC Activity Category C impacts were identified for Option D.

In total for TIS SEIS Segment 2B, 210 potential impacts were identified for Option A; 202 potential impacts were identified for Option B; 216 potential impacts were identified for Option C; and 236 potential impacts were identified for Option D.

Table 5-3
TIS SEIS Segment 2B Potential Impacts by NAC

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B						
Northbound I-275	East of Rome Avenue to North Boulevard	N/A	16	16	5	0
	Doyle Carlton Drive to Cass Orange Connector	N/A	0	0	23	0
	Armwood Court to East Palm Avenue	N/A	1	1	5	0
	Columbus Drive to Floribrasca Avenue		0	0	0	0
	Residences from Floribrasca Avenue to Dr. MLK, Jr. Boulevard		78	75	45	51
	Dr. MLK, Jr. Boulevard to Osbourne Avenue	N/A	39	39	1	0
Southbound I-275	Osbourne Avenue to Chelsea Street		11	11	0	0
	Chelsea Street to Dr. MLK, Jr. Boulevard		18	18	3	3
	Dr. MLK, Jr. Boulevard to Lake Avenue		18	18	13	10
	Lake Avenue to Emily Street		9	9	7	7
	Adalee Street to Floribrasca Avenue	N/A	13	13	8	7
	Floribrasca Avenue to Columbus Drive		0	0	0	0
	Columbus Drive to Palm Avenue		0	0	0	24
	Palm Avenue to Morgan Street		2	2	35	4
	Morgan Street to North Boulevard		0	0	0	0
Eastbound I-4	Palm Avenue to west of 12 th Street	N/A	0	0	25	38
	West of 12 th Street to east of 15 th Street		0	0	0	12
Westbound I-4	East of 15 th Street to Nebraska Avenue		0	0	42	72
Total Potential NAC Activity Category B Impacts			205	202	212	228

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
within Segment						
NAC Activity Category C						
Northbound I-275	East of Rome Avenue to North Boulevard	N/A	0	0	0	0
	Julian B. Lane Park ^a		0	0	1	0
	Doyle Carlton Drive to Cass Orange Connector		1	1	1	1
	Perry Harvey Sr. Park		1	1	1	1
	Armwood Court to East Palm Avenue		0	0	0	0
	Columbus Drive to Floribaska Avenue		0	0	0	0
	Residences from Floribaska Avenue to Dr. MLK, Jr. Boulevard		0	0	0	0
	Borrell Park (formerly Nebraska Avenue Park) ^a		1	1	0	0
	Dr. MLK, Jr. Boulevard to Osbourne Avenue		0	0	0	0
Southbound I-275	Osbourne Avenue to Chelsea Street		0	0	0	0
	Chelsea Street to Dr. MLK, Jr. Boulevard		0	0	0	0
	Dr. MLK, Jr. Boulevard to Lake Avenue		0	0	0	0
	Lake Avenue to Emily Street		0	0	0	0
	Robles Park ^a		1	1	1	1
	Adalee Street to Floribaska Avenue		0	0	0	0
	Floribaska Avenue to Columbus Drive		0	0	0	0
	Columbus Drive to Palm Avenue		0	0	0	0
	Palm Avenue to Morgan Street		0	0	0	0
Morgan Street to North Boulevard	0		0	2	0	
Eastbound I-4	Palm Avenue to west of 12 th Street	0	0	0	0	
	West of 12 th Street to east of 15 th Street	0	0	0	0	

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
Westbound I-4	East of 15 th Street to Nebraska Avenue		1	1	1	1
Total Potential NAC Activity Category C Impacts within Segment			5	5	7	4
Total Potential NAC Activity Categories B and C Impacts within Segment		N/A	210	207	219	232

SOURCE: Atkins, 2019.

^a Julian B. Lane Park (identified as a Section 4(f) resource), Perry Harvey Sr. Park (identified as a Section 4(f) resource), Borrell Park (formerly known as Nebraska Avenue Park), and Robles Park, contain no residences in the TIS SEIS study area; therefore, NAC B does not apply.

In addition, the 66 dB(A) contour did not extend beyond the roadway in eight areas. These areas are described below.

- Near Oregon Avenue (Options C and D) – Due to the elevated roadway and the existing 8-foot barrier, the 66 dB(A) contour did not extend beyond the roadway.
- Near JB Lane park (Options A and B) – Due to the elevated ramp from northbound Ashley Drive to westbound I-275 blocking traffic noise from the far lanes, the 66 dB(A) contour did not extend beyond the roadway.
- Near JB Lane park (Option D) – Due to the elevated express lanes located northwest of the I-275 mainline thru lanes blocking the traffic noise from the mainline thru lanes, the 66 dB(A) contour did not extend beyond the roadway.
- Between 7th Avenue and Palm Avenue (Option C) – Due to the elevated roadway and the existing 8-foot barrier, the 66 dB(A) contour did not extend beyond the roadway.
- Near Sparkman Avenue (Options A, B, C, D) – Due to the elevated ramp from southbound I-275 to eastbound I-4 Flyover, the 66 dB(A) contour did not extend beyond the roadway.
- Near Bryan Street (Options A, B, C, D) – Due to the elevated southbound mainline roadway, the 66 dB(A) contour did not extend beyond the roadway.
- Near Chelsea Street (Options C and D) – Due to the elevated southbound mainline roadway, the 66 dB(A) contour did not extend beyond the roadway. Options A and B would have a lowered southbound off ramp to Dr. MLK, Jr. Boulevard that allows for the mainline traffic noise to reach the receptors.
- Near 10th Street (Options A and B) – Due to the elevated westbound I-4 mainline roadway and westbound to northbound loop ramp blocking most of the far lane traffic, the 66 dB(A) contour did not extend beyond the roadway.

5.4 TIS SEIS Segment 3A

The CNEs within TIS SEIS Segment 3A are: east of 15th Street to 21st Street, and 21st Street to the Selmon Connector. There are four express lane options for TIS SEIS Segment 3A; Option A, Option B, Option C, and Option D. The impacts for each CNE can be found in **Table 5-4**.

For TIS SEIS Segment 3A, 65 potential residential (i.e., NAC Activity Category B) impacts and 1 potential NAC Activity Category C impact were identified for Option A; 65 potential residential impacts and 1 potential NAC

Activity Category C impact was identified for Option B; 58 potential residential impacts and 1 potential Activity Category C impact was identified for Option C; and 57 potential residential impacts and 1 potential Activity Category C impact was identified for Option D.

In total for TIS SEIS Segment 3A, 66 potential impacts were identified for Option A; 66 potential impacts were identified for Option B; 59 potential impacts were identified for Option C; and 58 potential impacts were identified for Option D.

Table 5-4
TIS SEIS Segment 3A Potential Impacts by NAC

Area	CNE	Potential Impacts				
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B						
Eastbound I-4	East of 15 th Street to 21 st Street	N/A	20	20	16	16
	21 st Street to Selmon Connector		0	0	0	0
Westbound I-4	Selmon Connector to 21 st Street		0	0	0	0
	21 st Street to east of 15 th Street		46	43	41	40
Total Potential NAC Activity Category B Impacts within Segment			66	63	57	56
NAC Activity Category C						
Eastbound I-4	East of 15 th Street to 21 st Street	N/A	0	0	0	0
	21 st Street to Selmon Connector		0	0	0	0
Westbound I-4	Selmon Connector to 21 st Street		0	0	0	0
	21 st Street to east of 15 th Street		1	1	1	1
Total Potential NAC Activity Category C Impacts within Segment			1	1	1	1
Total Potential NAC Activity Categories B and C Impacts within Segment			N/A	67	64	58

SOURCE: Atkins, 2019.

In addition, the 66 dB(A) contour did not extend beyond the road in one area near 26th Street– due to the elevated westbound mainline roadway blocking the far lanes.

5.5 TIS SEIS Segment 3B

The CNEs within TIS SEIS Segment 3B are: Selmon Connector to 36th Street, from 36th Street to east of 40th Street, east of 40th Street to Columbus Drive, Columbus Drive to 50th Street and East of 50th Street. Note that there were no Design Options for TIS SEIS Segment 3B and therefore no evaluation of differing Design Options. The potential impacts for each CNE are provided in **Table 5-5**.

For TIS SEIS Segment 3B, 16 residences (NAC Activity Category B) and no potential NAC Activity Category C impacts were identified.

Table 5-5
TIS SEIS Segment 3B Potential Impacts by NAC

Area	CNE	Potential Impacts								
		No Design Options	Design Option A	Design Option B	Design Option C	Design Option D				
NAC Activity Category B										
Eastbound I-4	Selmon Connector to 36 th Street	0	N/A							
	36 th Street to East of 40 th Street	0								
	East of 40 th Street to Columbus Drive	0								
	Columbus Drive to 50 th Street	0								
	East of 50 th Street	16								
Westbound I-4	East of 50 th Street	0								
	50 th Street to Columbus Drive	0								
	Columbus Drive to East of 40 th Street	0								
	East of 40 th Street to 36 th Street	0								
	36 th Street to Selmon Connector	0								
Total Potential NAC Activity Category B Impacts within Segment		16								
NAC Activity Category C										
Eastbound I-4	Selmon Connector to 36 th Street	0	N/A							
	36 th Street to East of 40 th Street									
	East of 40 th Street to Columbus Drive									
	Columbus Drive to 50 th Street									
	East of 50 th Street									
Westbound I-4	East of 50 th Street									
	50 th Street to Columbus Drive									
	Columbus Drive to East of 40 th Street									
	East of 40 th Street to 36 th Street									
	36 th Street to Selmon Connector									
Total Potential NAC Activity Category C Impacts within Segment										
Total Potential NAC Activity Categories B and C Impacts within Segment		16	N/A							

SOURCE: Atkins, 2019.

Note: N/A was indicated for the segments with no Design Options.

5.6 Overall Results

Overall, 271 potential residential (i.e., NAC Activity Category B) impacts and 6 potential NAC Activity Category C impacts were identified for Option A; 265 potential residential impacts and 6 potential NAC Activity Category C impacts were identified for Option B; 269 potential residential impacts and 8 potential Activity Category C impacts were identified for Option C; and 284 potential residential impacts and 5 potential Activity Category C impacts were identified for Option D.

As shown in **Table 5-6**, the overall potential impacts of this contour study show that within the TIS SEIS Segments where no express lane Design Options are being considered (Segments 1A, 2A, and 3B), 60 potential residential (NAC Activity Category B) impacts and 1 potential NAC Activity Category C impact may occur. Of the express lane design options identified in TIS SEIS Segments 2B and 3A, Design Option B would have the least potential to impact receptors with 271 potential NAC Activity Category B and C impacts, and Design Option D would have the highest potential to impact receptors with 289 potential NAC Activity Category B and C impacts.

Table 5-6
Total Potential Impacts by NAC

TIS SEIS Segment	Potential Impacts				
	No Design Options	Design Option A	Design Option B	Design Option C	Design Option D
NAC Activity Category B					
Segment 1A	0	N/A ^a			
Segment 2A	44				
Segment 2B	N/A	2053	202	212	228
Segment 3A		66	63	269	284
Segment 3B	16	N/A ^a			
Total Potential NAC Activity Category B Impacts within all Segments	60	271	265	269	284
NAC Activity Category C					
Segment 1A	0	N/A ^a			
Segment 2A	1				
Segment 2B	N/A	5	5	7	4
Segment 3A		1	1	1	1
Segment 3B	0	N/A ^a			
Total Potential NAC Activity Category C Impacts within all Segments	1	6	6	8	5
Total Potential NAC Activity Categories B & C Impacts within all Segments	61	277	271	277	289

SOURCE: Atkins, 2019.

^a No Design Options are being considered for Segment 1A, 2A, and 3B. As such, N/A is listed for potential impacts within Segment 1A, 2A and 3B for Design Options A, B, C, and D.

6. REFERENCES

1. Federal Highway Administration; July 2010. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*; Title 23 Code of Federal Regulations Part 772.
2. Federal Highway Administration; 2004. Traffic Noise Model (TNM).
3. Florida Department of Transportation; 1989. *TIS Master Plan Report*.
4. Florida Department of Transportation; March 2017. *Traffic Noise Study Technical Memorandum for Interstate 4 from 35th Street to East of 50th Street*.
5. Florida Department of Transportation; January 2019. *Project Development and Environment Manual*, Part 2, Chapter 18.
6. Hillsborough County Metropolitan Planning Organization; December 2009. *2035 Long Range Transportation Plan for Hillsborough County* (LRTP).
7. Hillsborough County Metropolitan Planning Organization; February 2018. *Imagine 2040: Hillsborough Long Range Transportation Plan*.

APPENDIX A

Traffic Data

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 1A
Segment Description:	I-275, West of Lois Ave - Site No: 102019
Section Number:	10190000
Mile Post To/From:	2.930/3.067

Existing Facility:		D •	57.00%	%
		T24 •	5.20%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.60%	% of Design Hour Volume
		MT •	1.10%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11535	HT •	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	10055	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	5.20%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.60%	% of Design Hour Volume
		MT •	1.10%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11535	HT •	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	5.20%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.60%	% of Design Hour Volume
		MT •	1.10%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	14370	HT •	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	12426	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 1A
Segment Description:	I-275, West of Westshore Blvd - Site No: 102020
Section Number:	10190000
Mile Post To/From:	2.357/2.616

Existing Facility:		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	9721	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	9597	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 1A
Segment Description:	I-275, East of Howard Frankland Bridge - Site No:102022
Section Number:	16170000
Mile Post To/From:	0.159/1.158

Existing Facility:		D •	57.00%	%
		T24 •	4.10%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	8644	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.10%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.10%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	10392	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	434043-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 1A
Segment Description:	I-275, West Dale Mabry Hwy - Site No: 102018
Section Number:	10190000
Mile Post To/From:	3.477/3.650

Existing Facility:		D •	57.00%	%
		T24 •	6.40%	% of 24 Hour Volume
Year:	2017	Tpeak •	3.20%	% of Design Hour Volume
		MT •	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	10927	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	6.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	3.20%	% of Design Hour Volume
		MT •	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	6.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	3.20%	% of Design Hour Volume
		MT •	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	11738	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 1A
Segment Description:	I-275 Express Lane, East of Howard Frankland Bridge
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	NT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	NT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	3933	NT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 1A
Segment Description:	I-275 Express Lane, East of Lois Ave
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4405	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 1A
Segment Description:	I-275 Express Lane, West of Kennedy Blvd
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	3255	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 1A
Segment Description:	Ramp from NB I-275 Express Lane to NB SR 60 Express Lane
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	892	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 1A
Segment Description:	Ramp from SB I-275 Express Lane to NB SR 60 Express Lane
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	3070	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	2295	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433535-7-32-01
State/Federal Route No.:	0
Road Name:	SR 60 Express Lane
Project Description:	TIS SEIS Segment 1A
Segment Description:	Ramp from SB SR 60 Express Lane to NB I-275 Express Lane
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	2396	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number[s]:	433535-7-32-01
State/Federal Route No.:	0
Road Name:	SR 60 Express Lane
Project Description:	TISSEB Segment 1A
Segment Description:	Ramp from SB SR 60 Express Lane to SB I-275 Express Lane
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1039	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	434043-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2A
Segment Description:	I-275, East of Dale Mabry Hwy - Site No: 105609
Section Number:	10190000
Mile Post To/From:	3.843/4.139

Existing Facility:		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	10080	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	12527	B •	0.03%	% of Design Hour Volume
Posted Speed:	55	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	434043-2-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 2A
Segment Description:	I-275 Express Lane, E of Dale Mabry Hwy
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	WVALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	WVALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	3517	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	4340043-2-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TIS SEIS Segment 2A
Segment Description:	I-275 Express Lane, E of Howard Ave
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	NT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	NT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	8370	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	6892	NT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number[s]:	434043-2-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TIS SEIS Segment 2A
Segment Description:	I-275 Express Lane, W of Howard Ave
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4815	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, N of MLK Jr Blvd - Site No: 102008
Section Number:	10320000
Mile Post To/From:	1.583/1.654

Existing Facility:		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	1.00%	% of Design Hour Volume
Demand Peak Hour Volume:	9080	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	1.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.30%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.10%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.00%	% of Design Hour Volume
Demand Peak Hour Volume:	12796	B •	0.01%	% of Design Hour Volume
Posted Speed:	55	MC •	0.01%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, S of MLK Jr Blvd - Site No: 102009
Section Number:	10320000
Mile Post To/From:	1.200/1.290

Existing Facility:		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2017	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	8926	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	16460	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	13292	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, N of Columbus Dr - Site No: 102010
Section Number:	10320000
Mile Post To/From:	0.436/0.530

Existing Facility:		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2017	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	9735	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	8721	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	9735	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak •	5.40%	% of Design Hour Volume
		MT •	2.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	9036	B •	0.10%	% of Design Hour Volume
Posted Speed:	55	MC •	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, S of Columbus Dr - Site No: 102012
Section Number:	10320000
Mile Post To/From:	0.368/0.436

Existing Facility:		D •	57.00%	%
		T24 •	3.90%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.00%	% of Design Hour Volume
		MT •	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6955	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4463	B •	0.02%	% of Design Hour Volume
Posted Speed:	50	MC •	0.02%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	3.90%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.00%	% of Design Hour Volume
		MT •	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6955	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.02%	% of Design Hour Volume
Posted Speed:	50	MC •	0.02%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	3.90%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.00%	% of Design Hour Volume
		MT •	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8370	HT •	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	7765	B •	0.02%	% of Design Hour Volume
Posted Speed:	50	MC •	0.02%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, E of Florida Ave - Site No: 102015
Section Number:	10190000
Mile Post To/From:	6.682/6.718

Existing Facility:		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	12570	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	10645	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	12570	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	12570	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	14798	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275, S of Palm Ave - Site No: 105352
Section Number:	10190000
Mile Post To/From:	7.143/7.289

Existing Facility:		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2017	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	16170	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	11594	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	16170	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D •	57.00%	%
		T24 •	4.40%	% of 24 Hour Volume
Year:	2045	Tpeak •	2.20%	% of Design Hour Volume
		MT •	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	14040	HT •	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	17385	B •	0.03%	% of Design Hour Volume
Posted Speed:	50	MC •	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Connector
Project Description:	TISSEIS Segment 2B
Segment Description:	Ramp from I-4 Connector to EB I-4 Express Lane - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	568	MT =	0.00%	% of Design Hour Volume
Posted Speed:	50	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Connector
Project Description:	TISSEB Segment 2B
Segment Description:	Ramp from I-4 Connector to WB I-4 Express Lane - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1328	MT =	0.00%	% of Design Hour Volume
Posted Speed:	50	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Express Lane
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-4 Express Lane, W of 22nd St - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	53.50%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.50%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.50%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	8370	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4635	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Express Lane
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-4 Express Lane, E of I-4 Connector - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	53.50%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.50%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	INVALID!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.50%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	3481	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number[s]:	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TIS SEIS Segment 2B
Segment Description:	I-275 Express Lane, S of Palm Ave - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	57.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	5540	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4164	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275 Express Lane
Project Description:	TISSEIS Segment 2B
Segment Description:	Ramp from NB I-275 Express Lane to Ashley St - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1236	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-275
Project Description:	TISSEIS Segment 2B
Segment Description:	Ramp from SB I-275 to EB I-4 Express Lane - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	N/A	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	771	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4
Project Description:	TIS SEIS Segment 3A
Segment Description:	I-4, E of I-275 - Site No: 102028
Section Number:	10190000
Mile Post To/From:	7.700/7.904

Existing Facility:		D •	53.50%	%
		T24 •	7.50%	% of 24 Hour Volume
Year:	2017	Tpeak •	3.80%	% of Design Hour Volume
		MT •	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.60%	% of Design Hour Volume
Demand Peak Hour Volume:	8932	B •	0.08%	% of Design Hour Volume
Posted Speed:	50	MC •	0.08%	% of Design Hour Volume

No Build Alternative (Design Year):		D •	53.50%	%
		T24 •	7.50%	% of 24 Hour Volume
Year:	2045	Tpeak •	3.80%	% of Design Hour Volume
		MT •	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.60%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B •	0.08%	% of Design Hour Volume
Posted Speed:	50	MC •	0.08%	% of Design Hour Volume

Build Alternative (Design Year):		D •	53.50%	%
		T24 •	7.50%	% of 24 Hour Volume
Year:	2045	Tpeak •	3.80%	% of Design Hour Volume
		MT •	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11100	HT •	1.60%	% of Design Hour Volume
Demand Peak Hour Volume:	11732	B •	0.08%	% of Design Hour Volume
Posted Speed:	50	MC •	0.08%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number[s]:	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Express Lane
Project Description:	TIS SEIS Segment 3A
Segment Description:	Ramp from WB I-4 Express Lane to Downtown Tampa - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	0.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	1226	MT =	0.00%	% of Design Hour Volume
Posted Speed:	45	HT =	0.00%	% of Design Hour Volume
		B =	0.00%	% of Design Hour Volume
		MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2018.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 7

FPID Number(s):	433821-2-32-01
State/Federal Route No.:	0
Road Name:	I-4 Frontage Road
Project Description:	TISSEIS Segment 3A
Segment Description:	Imp from WB I-4 Frontage Road [from 21st/22nd St] to NB I-275 - Site N
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2017	T24 =	7.50%	% of 24 Hour Volume
IDS C Peak Hour Directional Volume:	NA	Tpeak =	3.80%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	2.40%	% of Design Hour Volume
Posted Speed:	NA	HT =	1.50%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	7.50%	% of 24 Hour Volume
IDS C Peak Hour Directional Volume:	NA	Tpeak =	3.80%	% of Design Hour Volume
Demand Peak Hour Volume:	NA	MT =	2.40%	% of Design Hour Volume
Posted Speed:	NA	HT =	1.50%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative [Design Year]:		D =	100.00%	%
Year:	2045	T24 =	7.50%	% of 24 Hour Volume
IDS C Peak Hour Directional Volume:	1010	Tpeak =	3.80%	% of Design Hour Volume
Demand Peak Hour Volume:	587	MT =	2.40%	% of Design Hour Volume
Posted Speed:	45	HT =	1.50%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

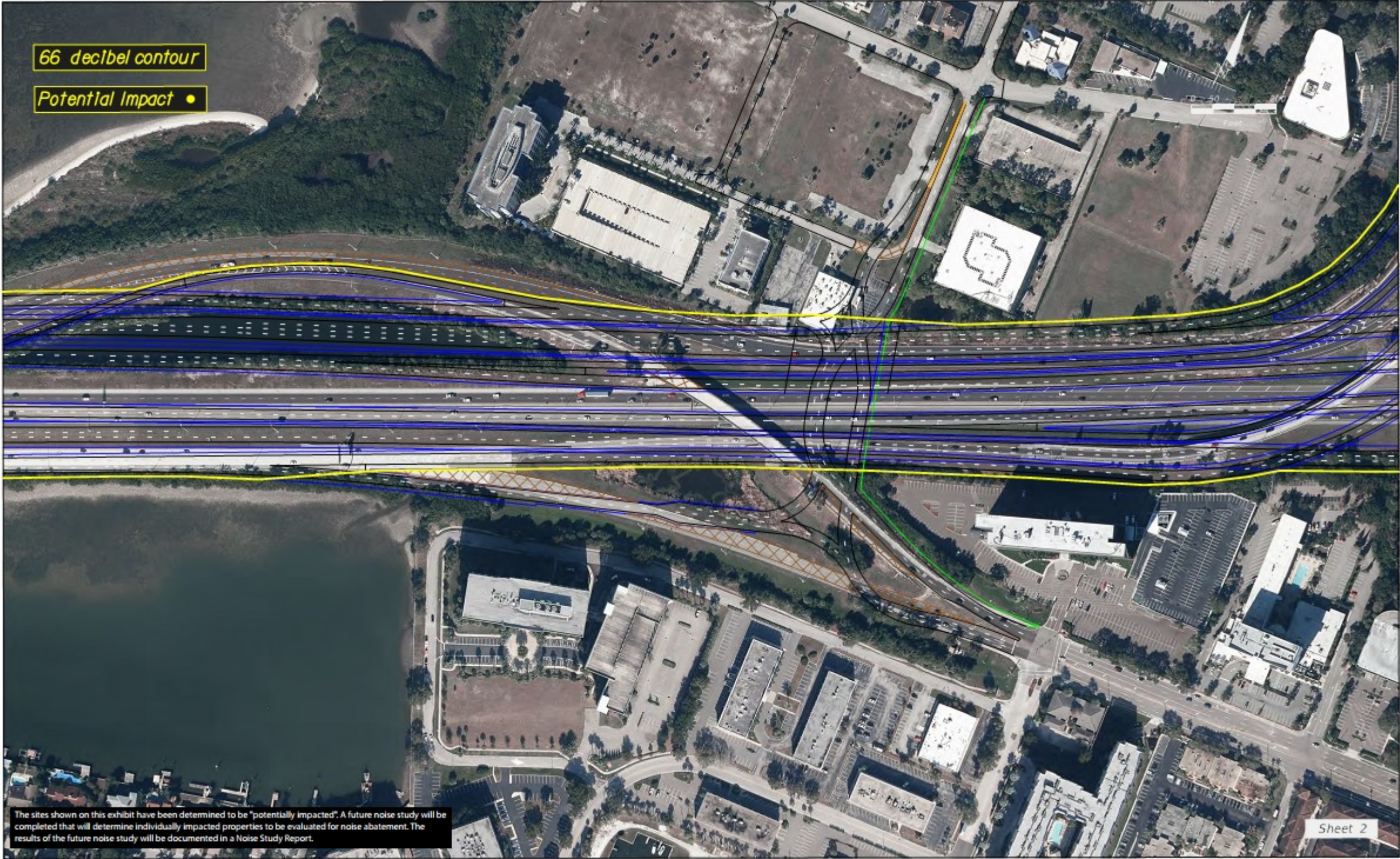
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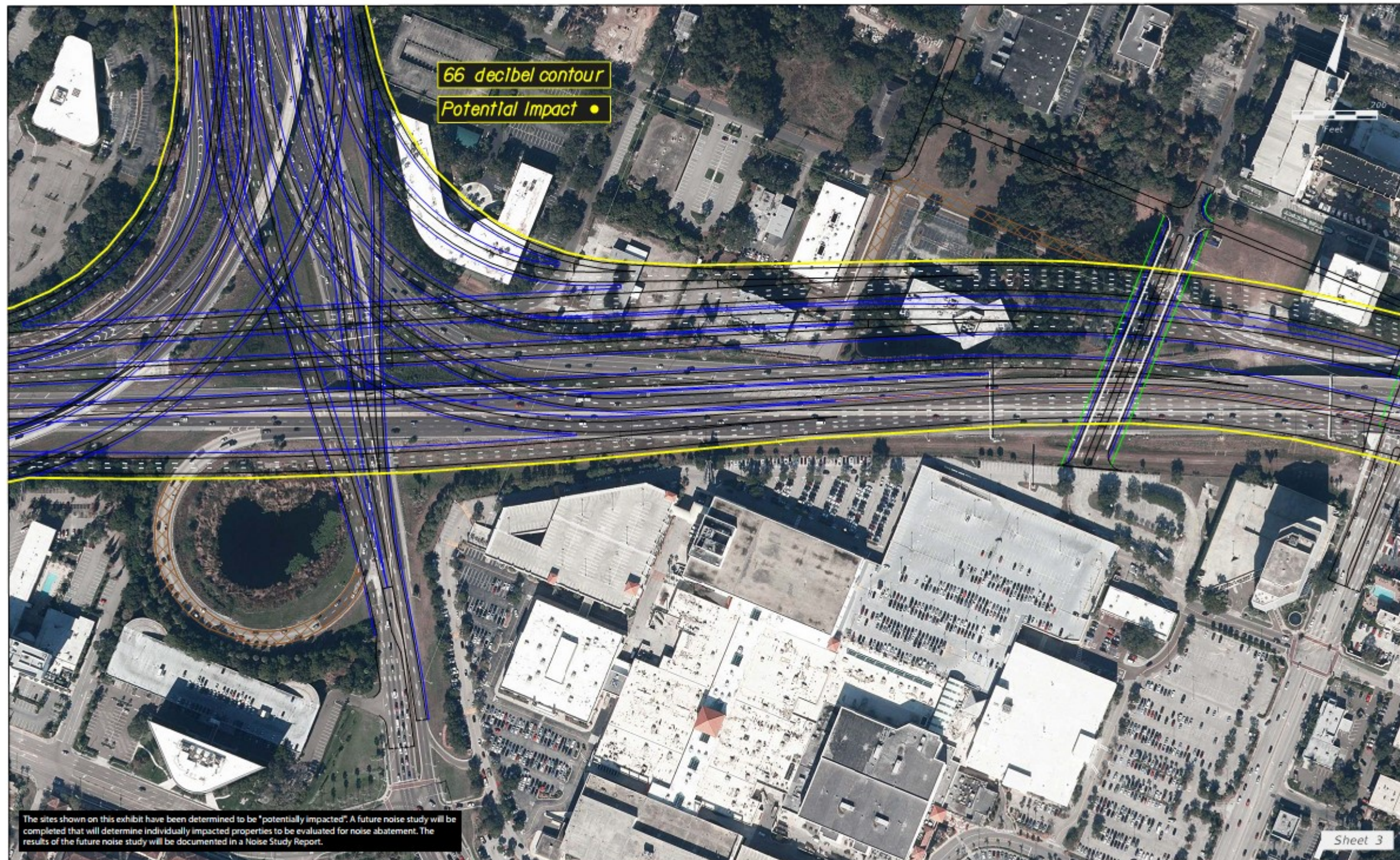
APPENDIX B

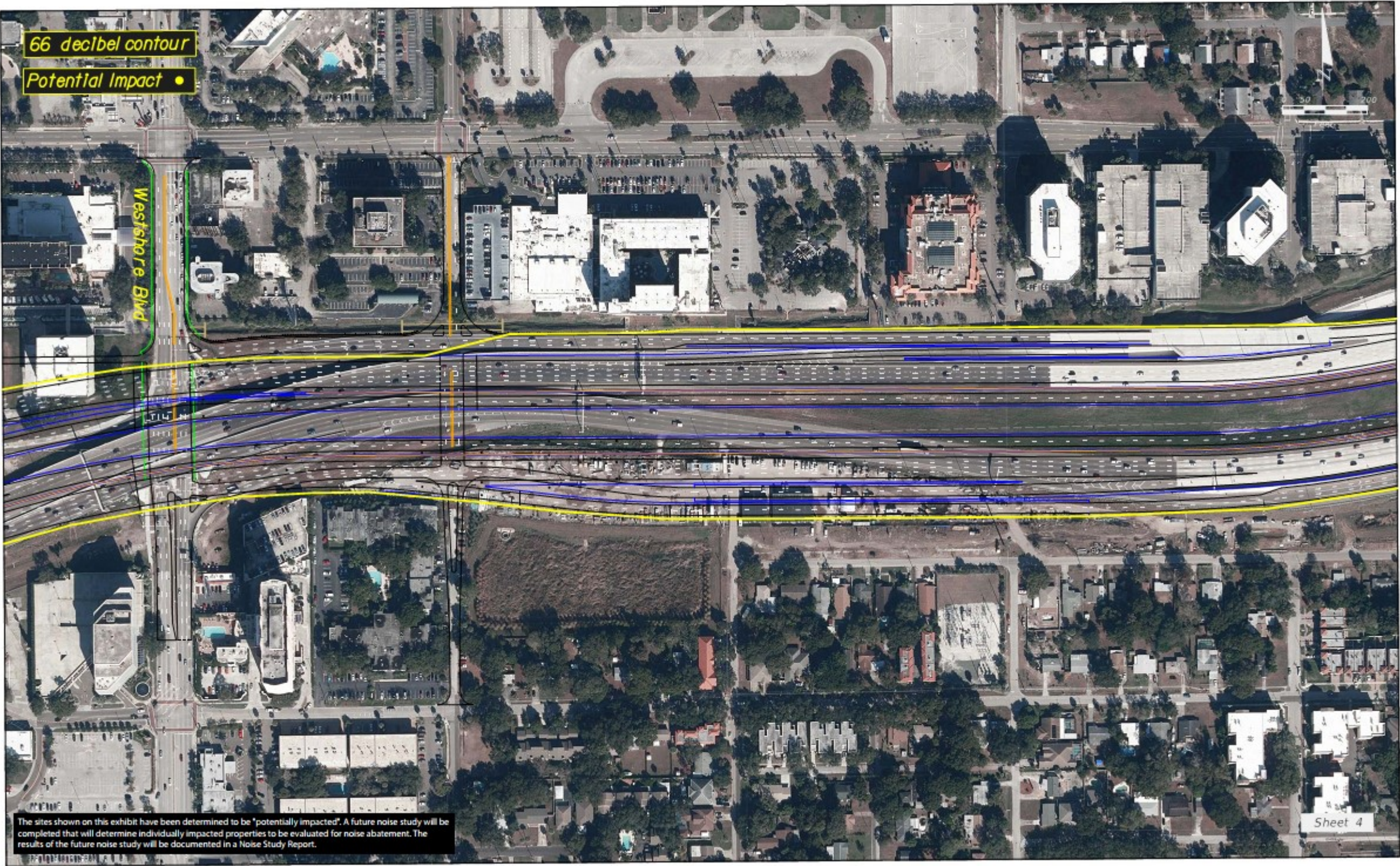
Project Aerials

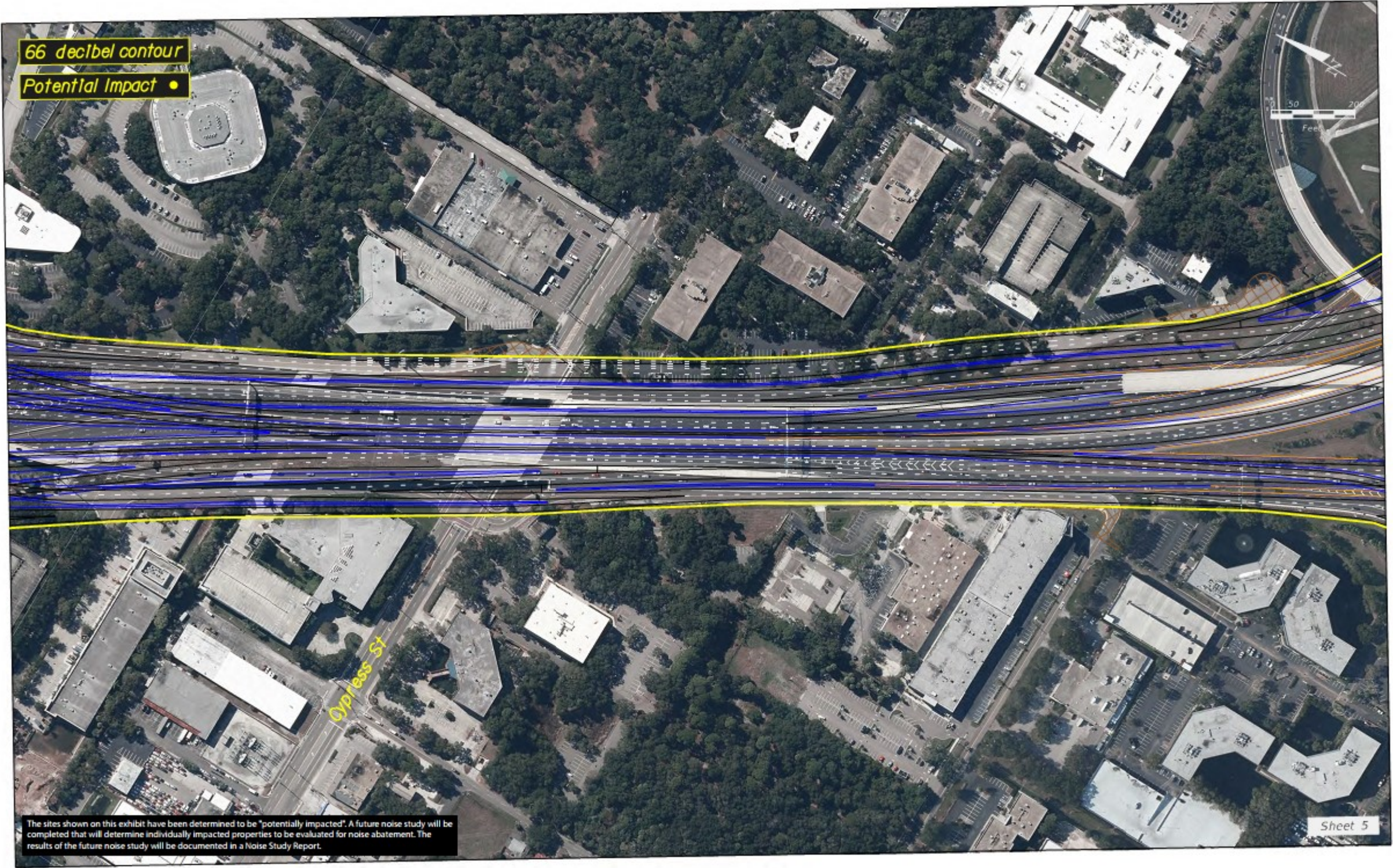
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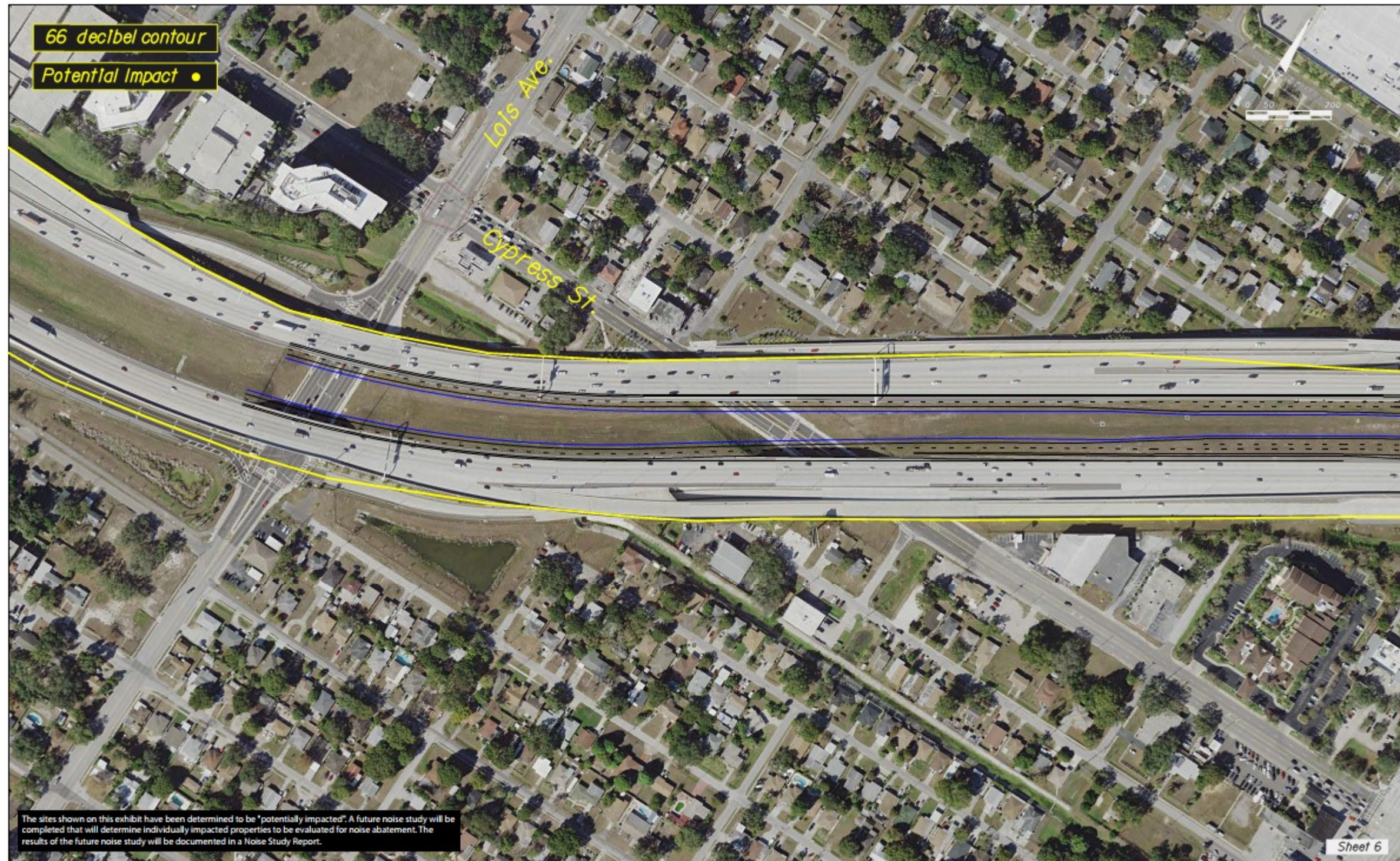


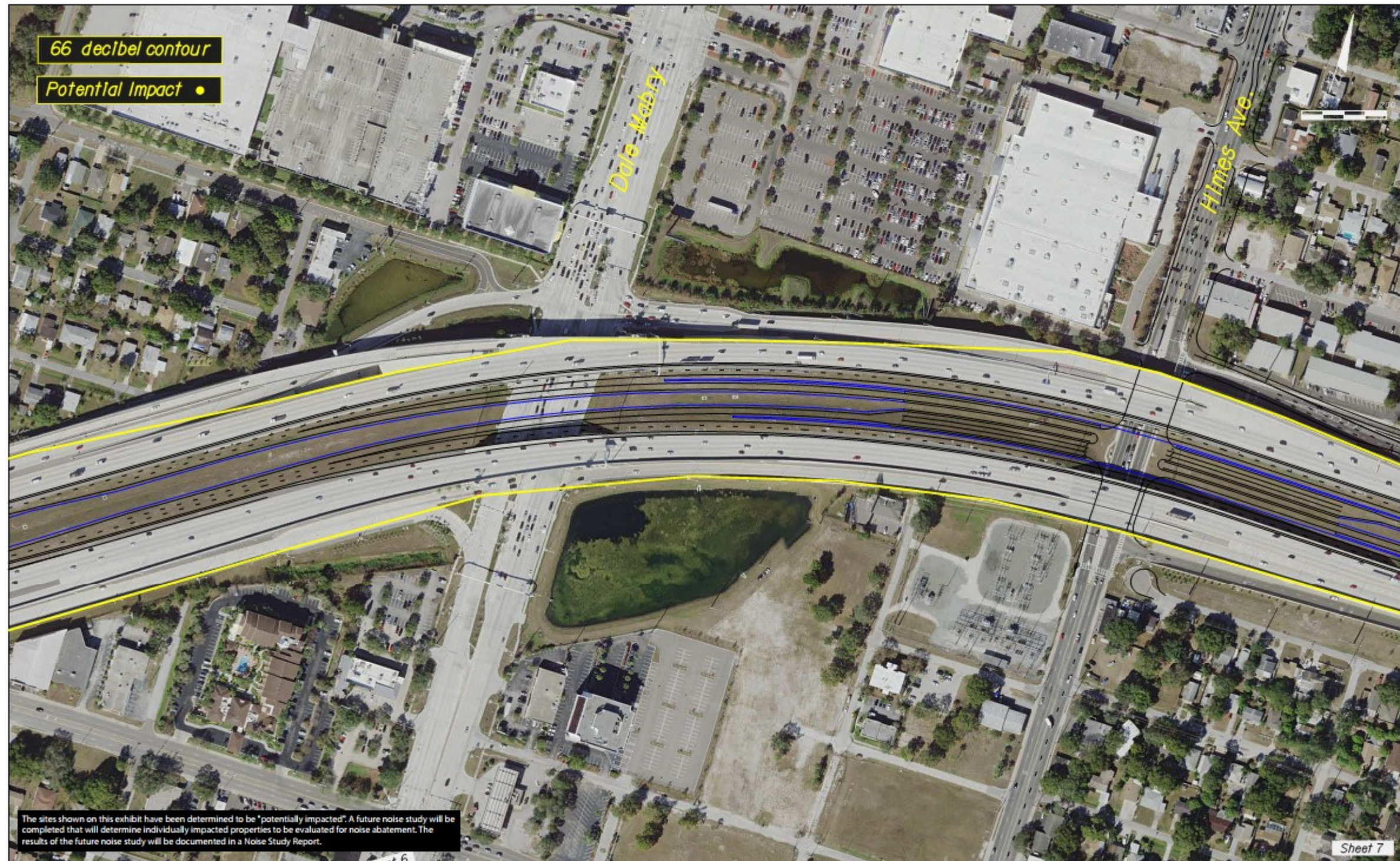




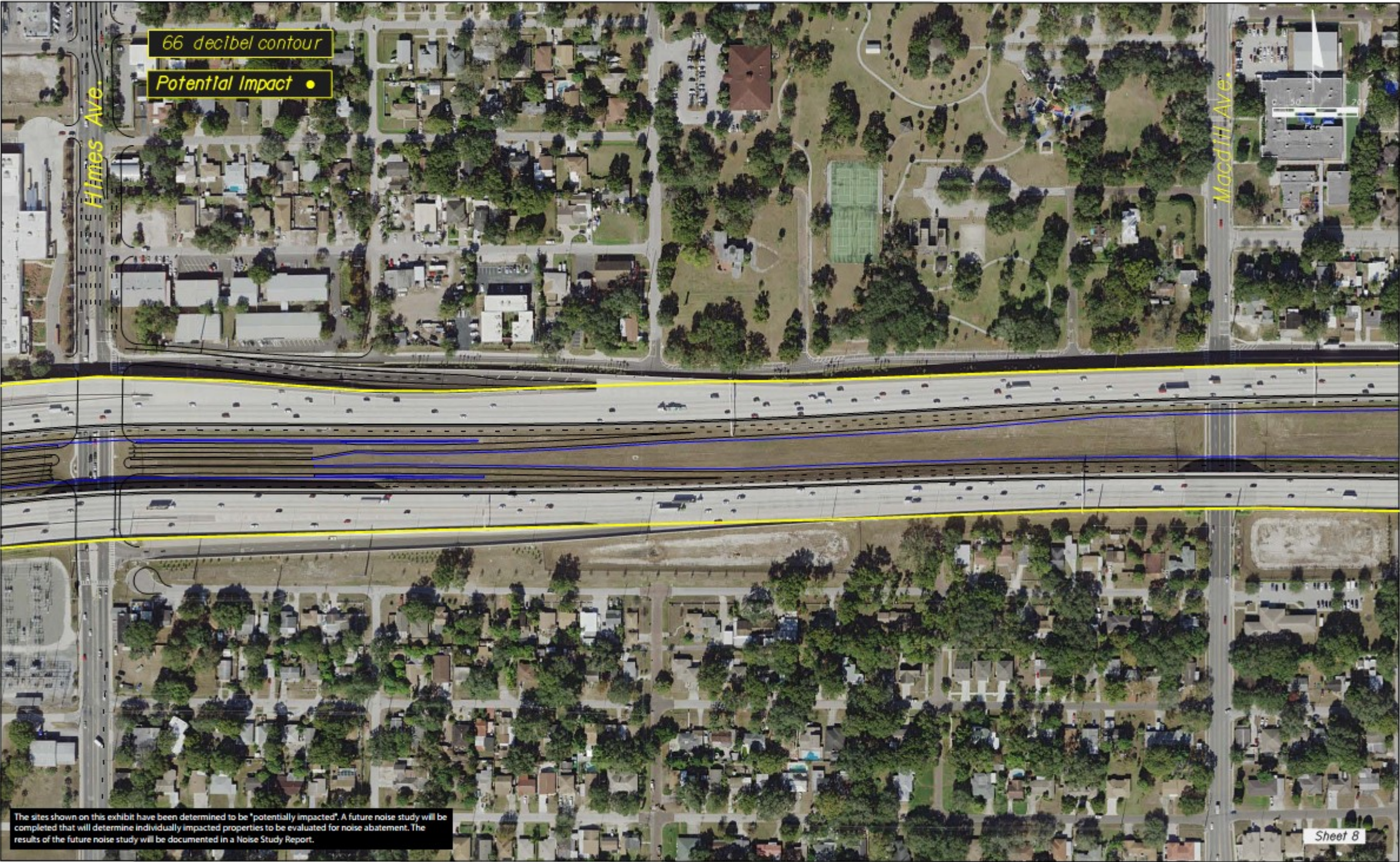


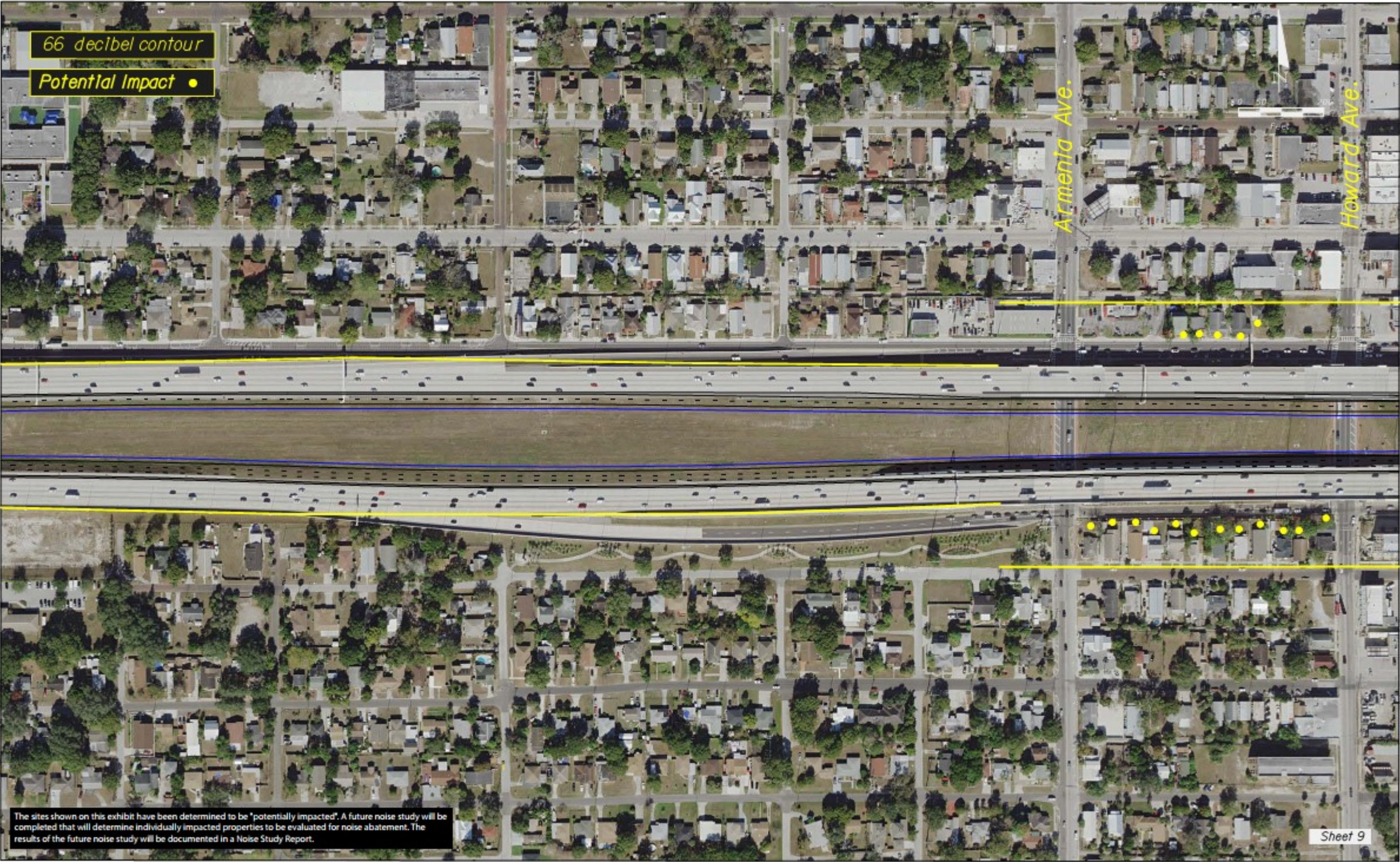


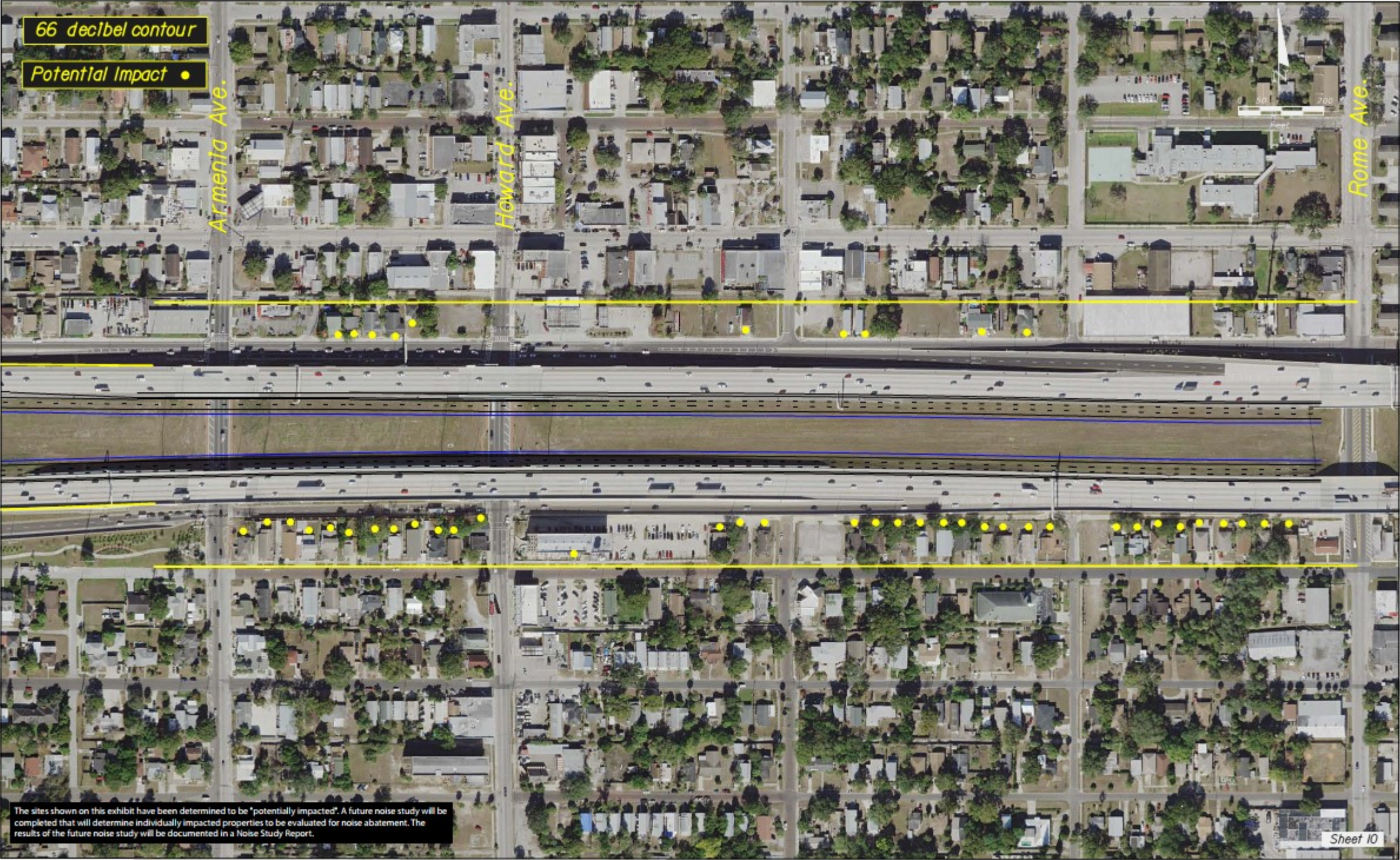


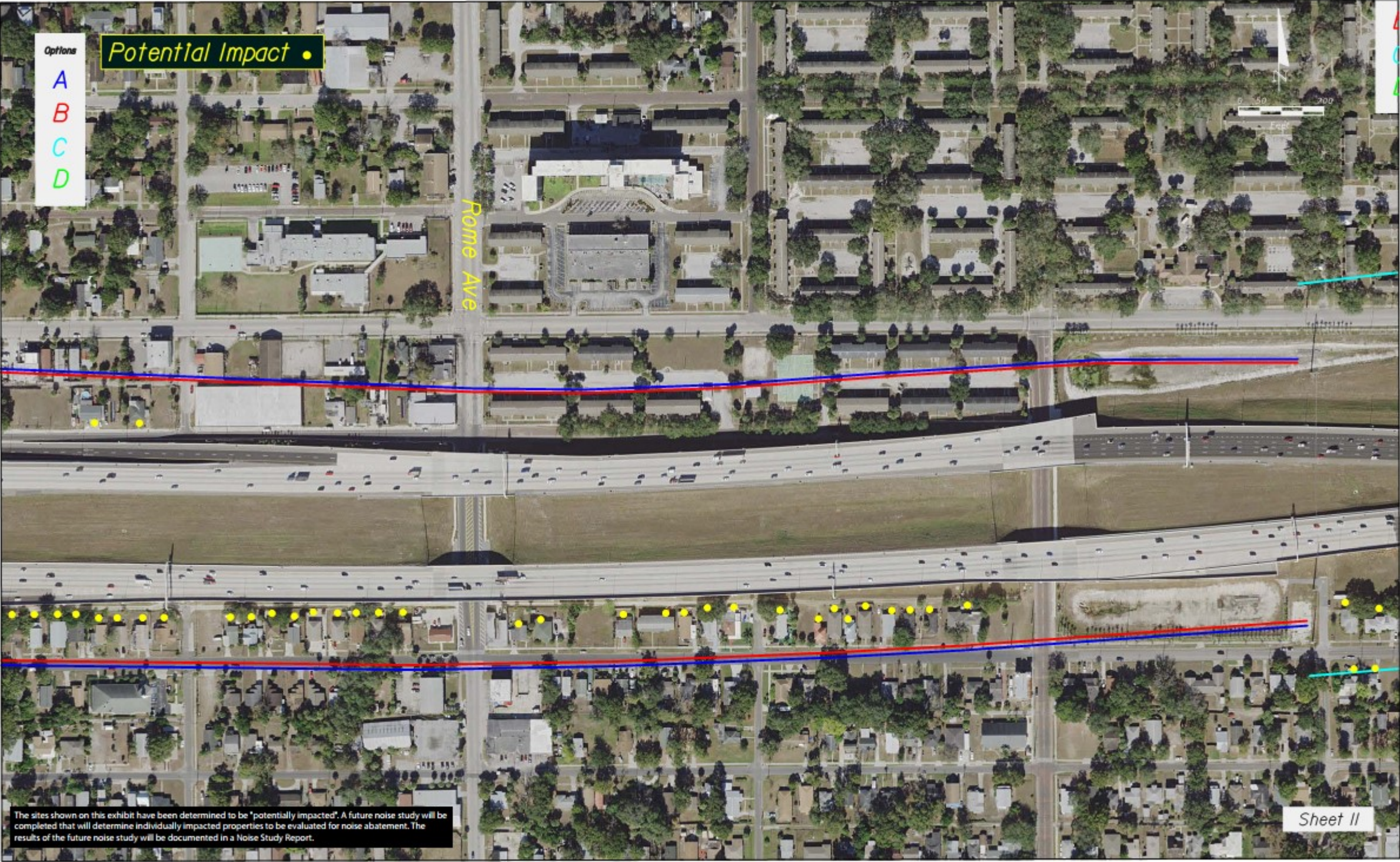


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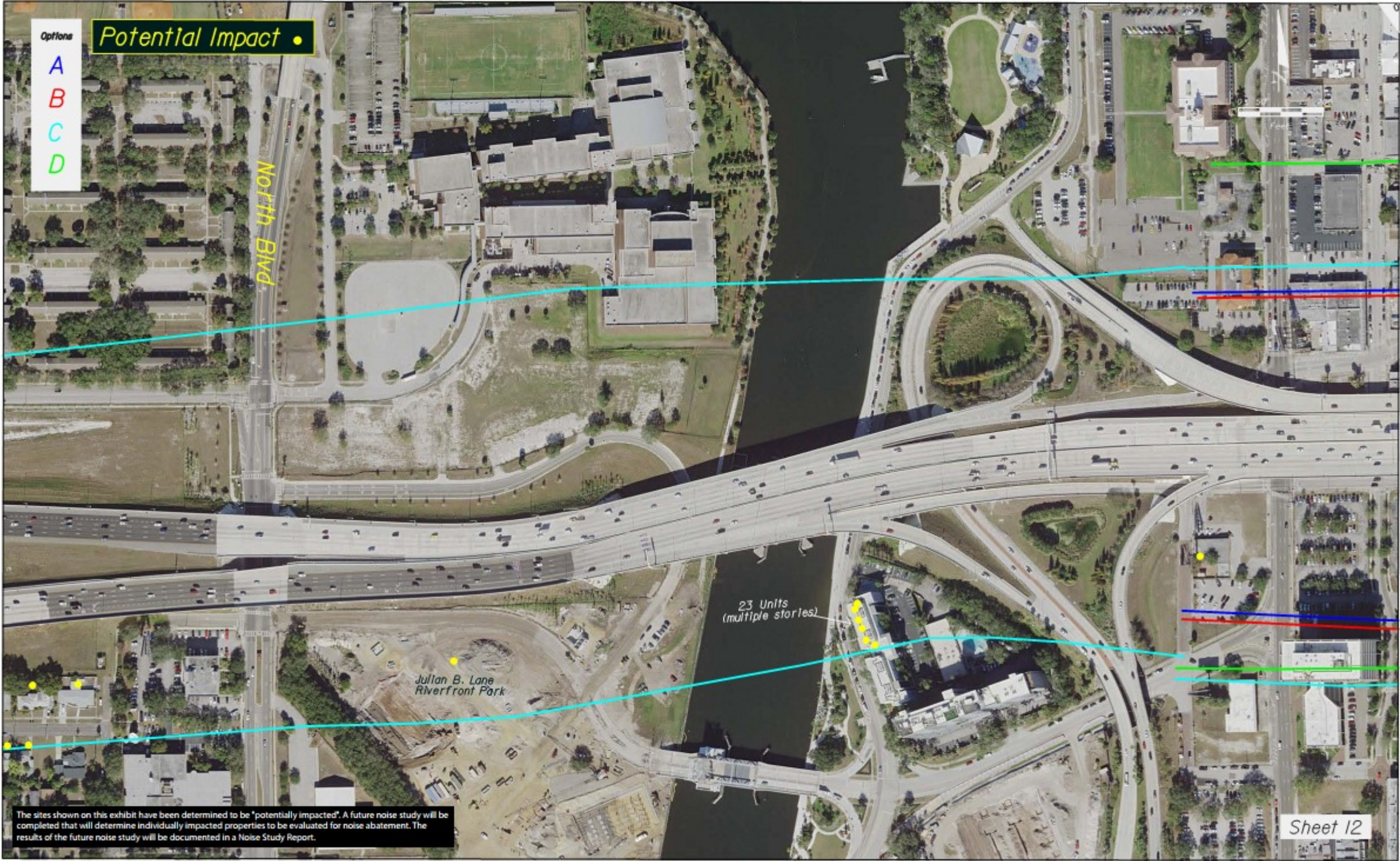


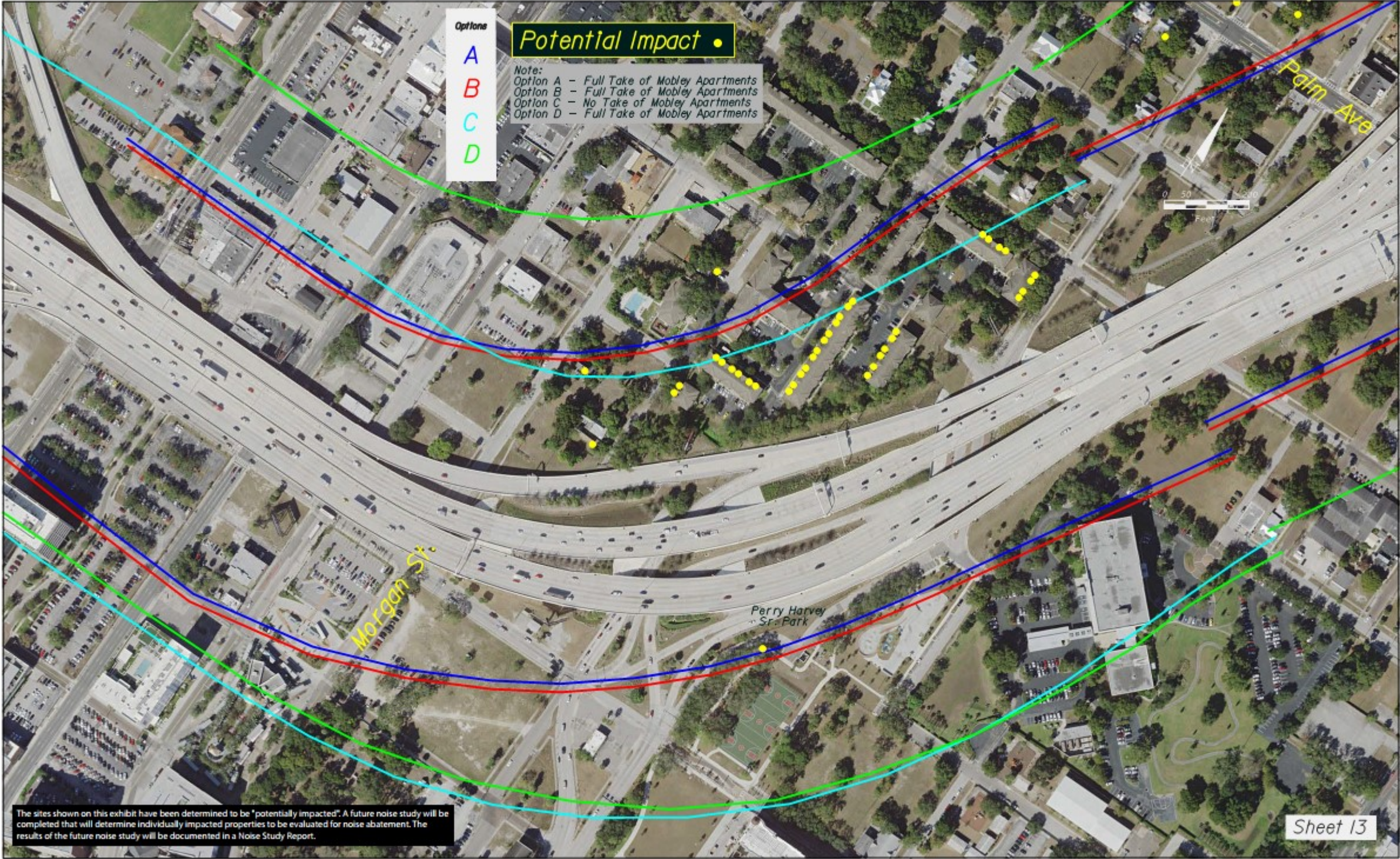


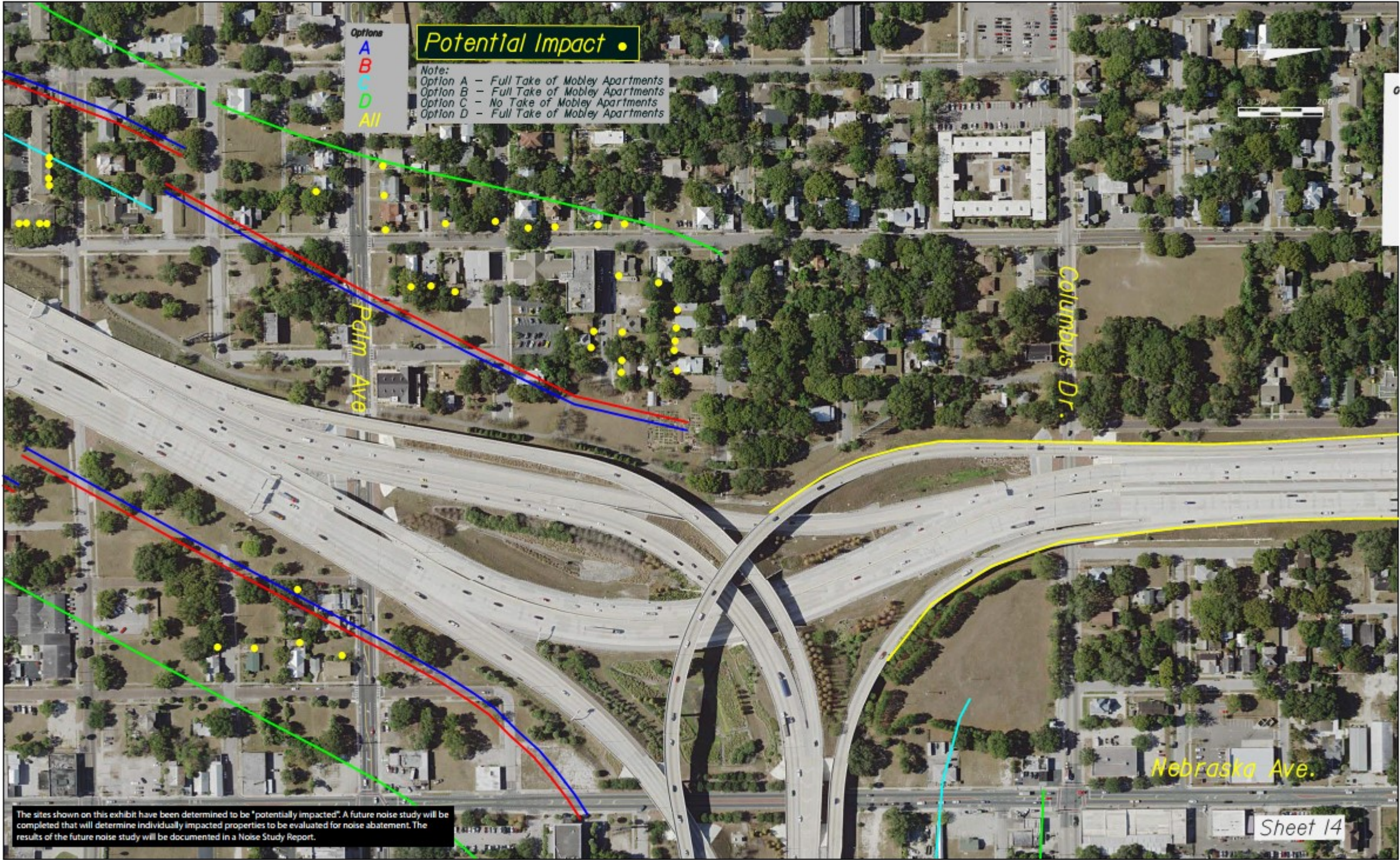


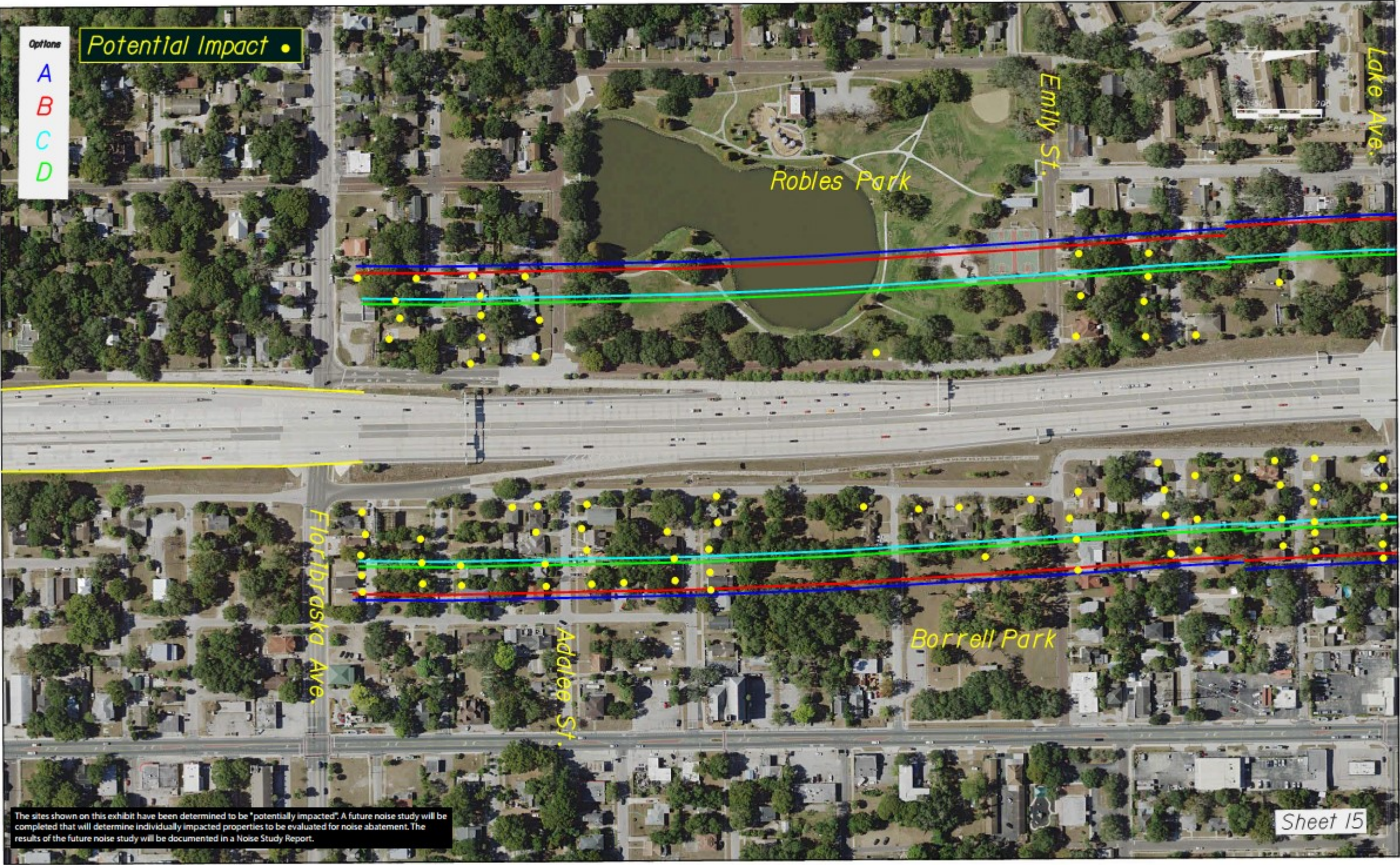


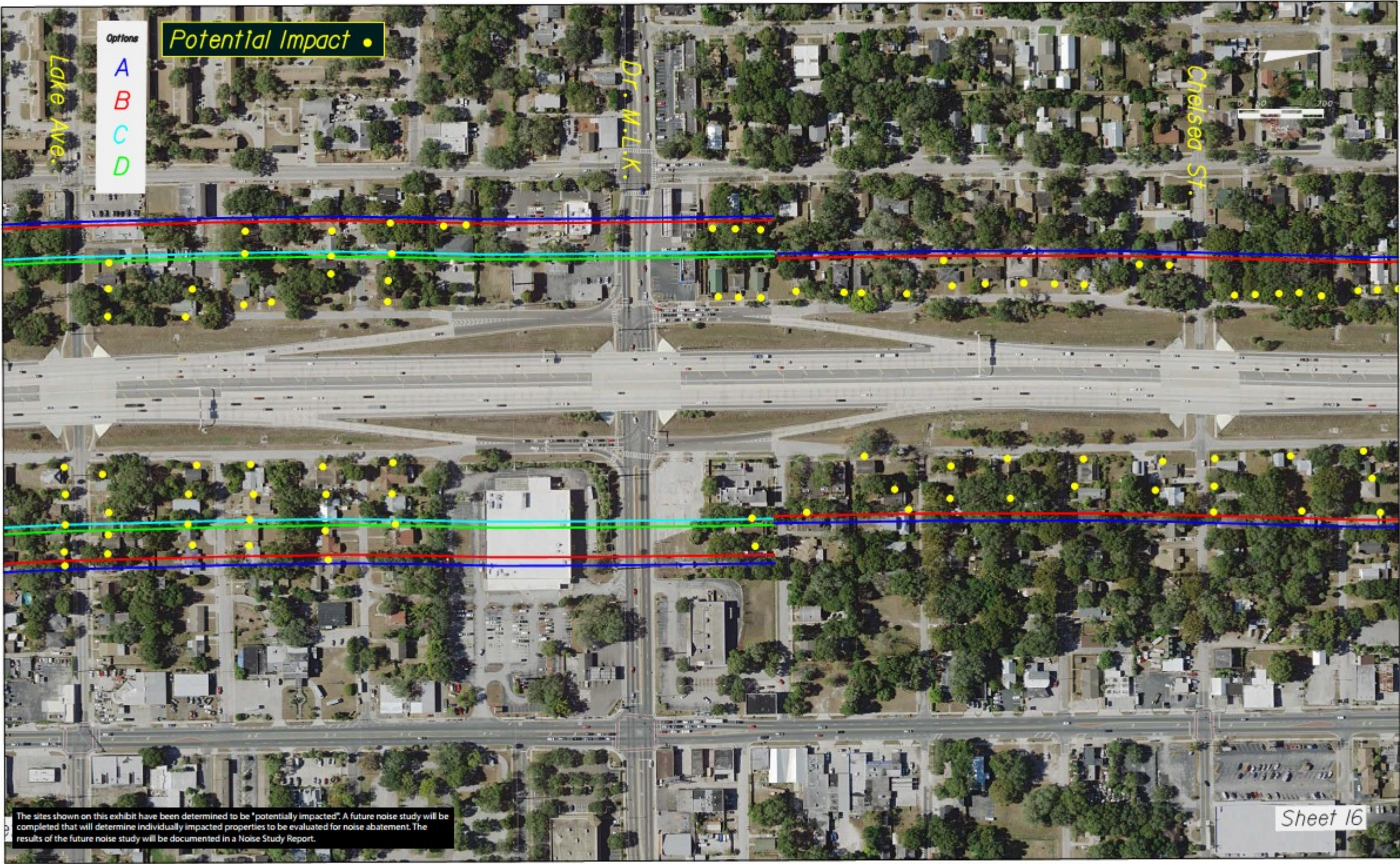
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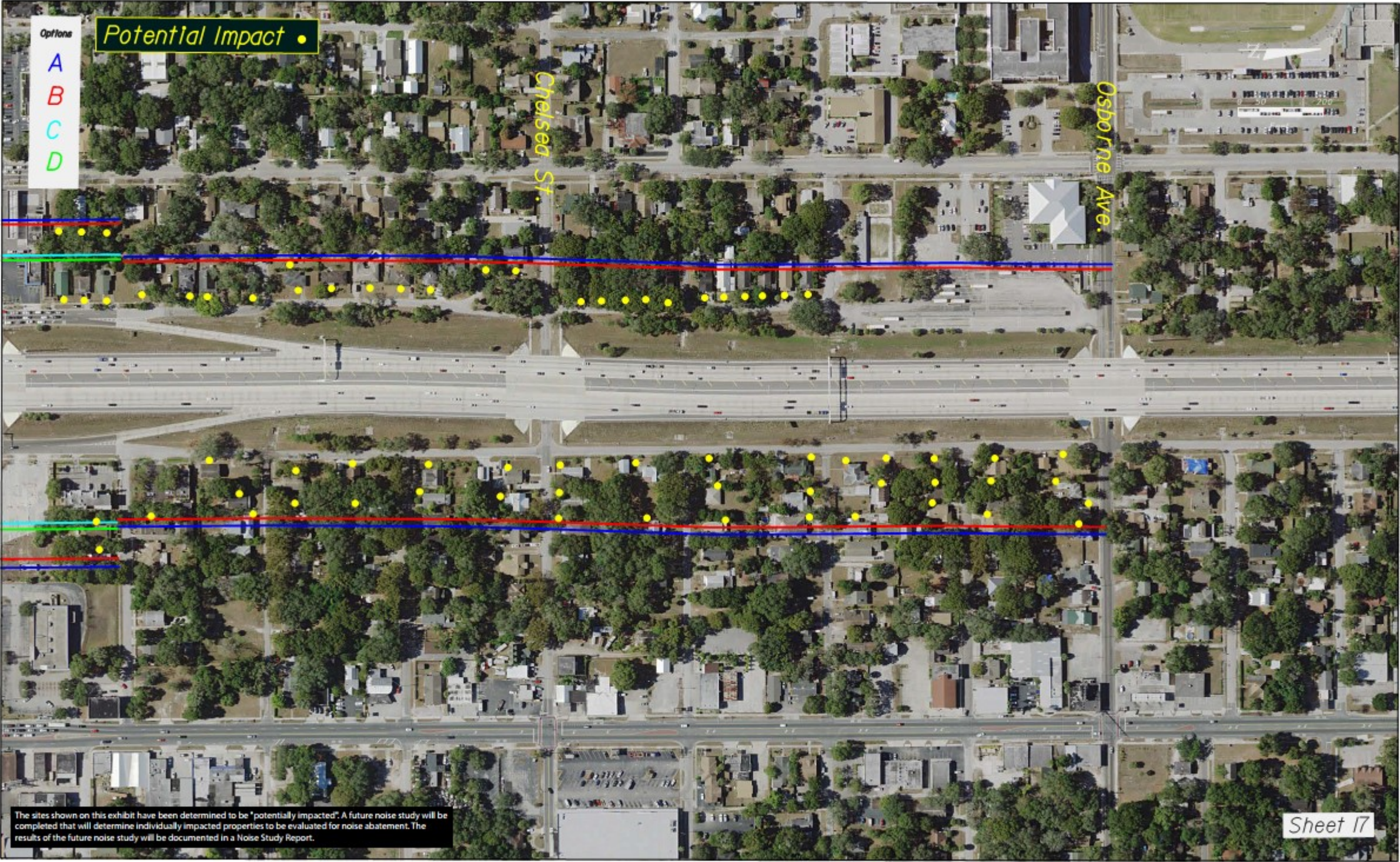


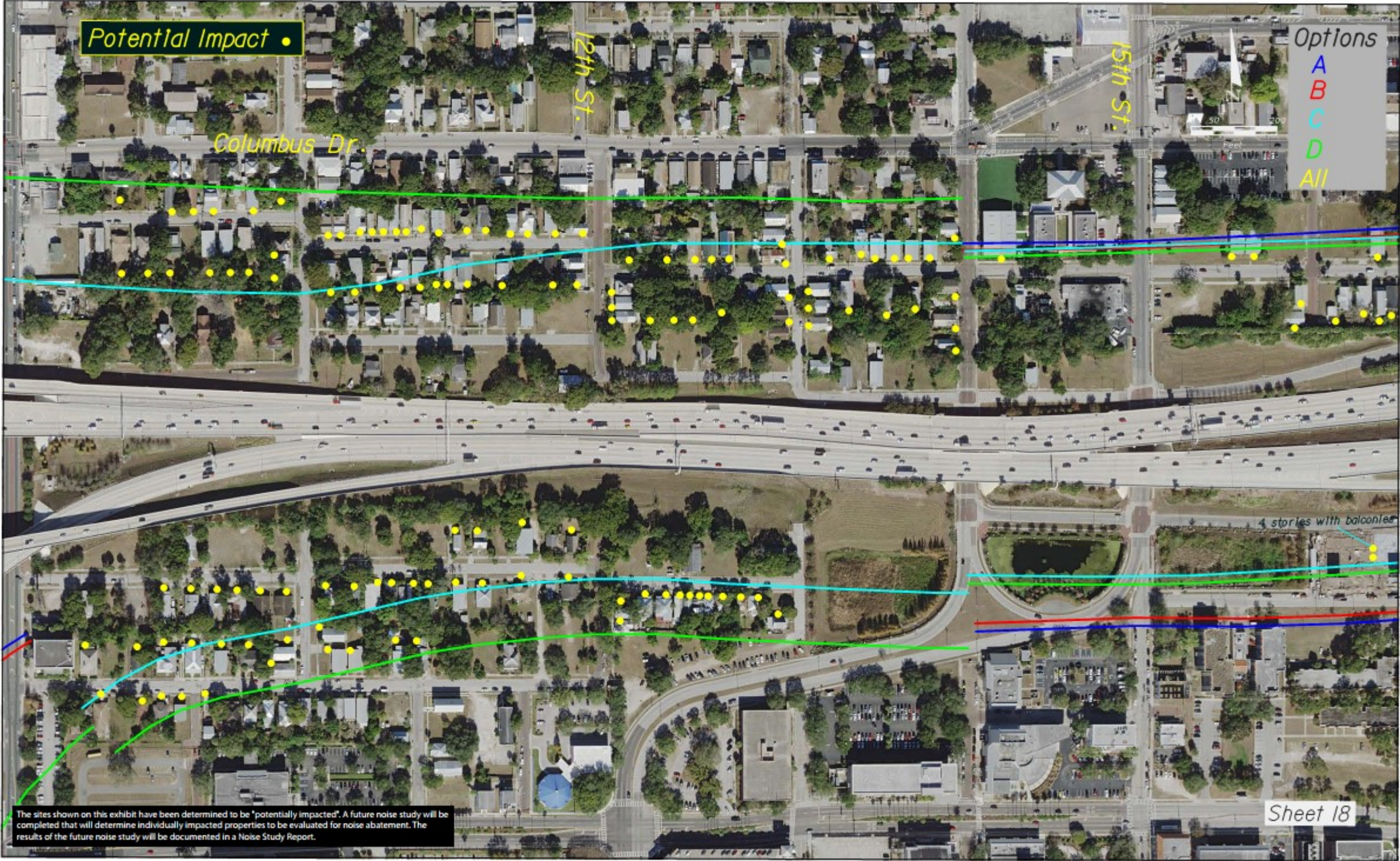




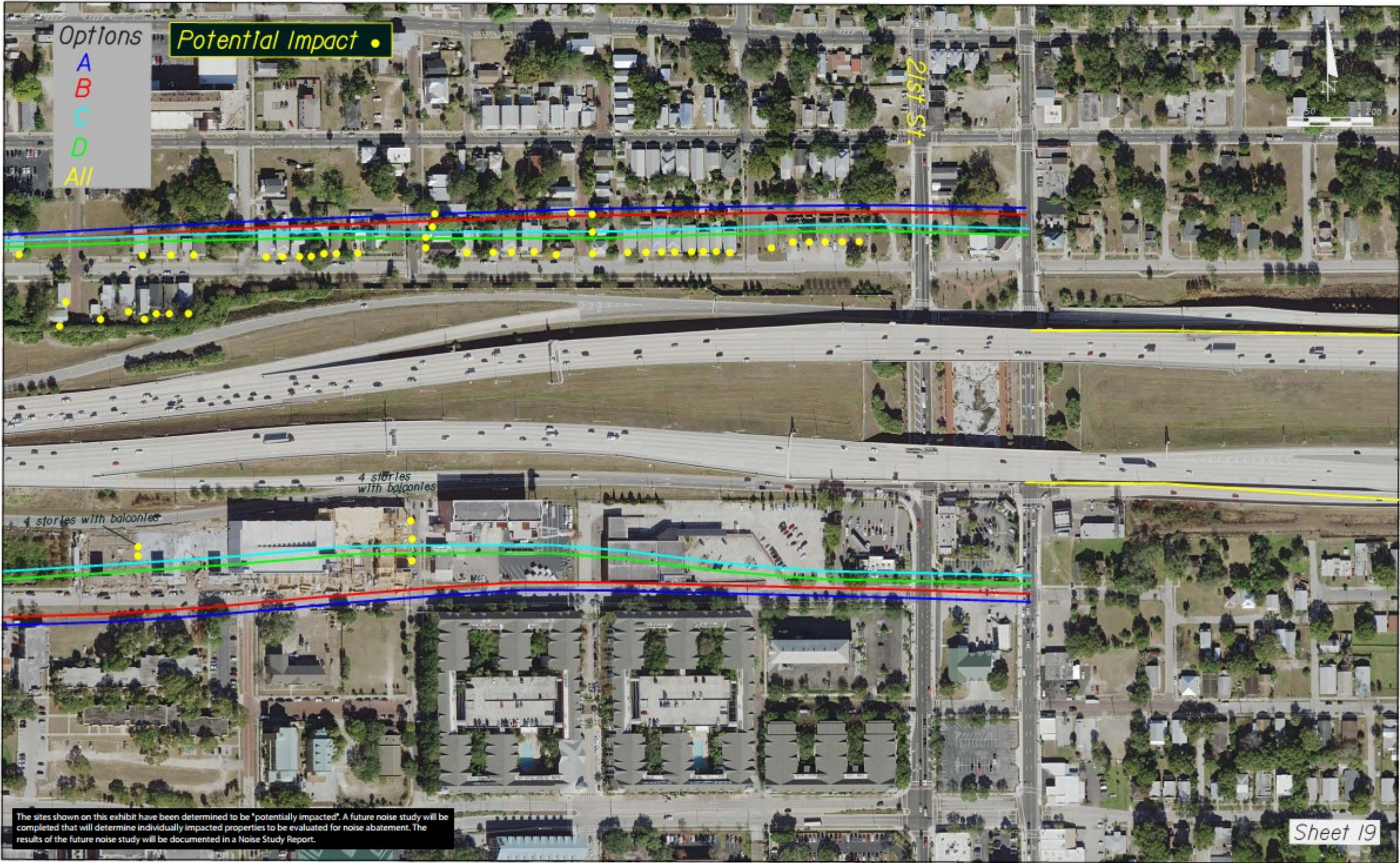








TIS SEIS Segment 3A





TIS SEIS Segment 3B

