



# **Tampa Interstate Study Supplemental Environmental Impact Statement Noise Study Report Update**

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

**Interstate 275 from the Howard Frankland Bridge to Dr. Martin Luther  
King Jr. Boulevard and Interstate 4 from Interstate 275 to 50<sup>th</sup> Street**

**Work Program Segment # 258337-2**

**May 2020**

## EXECUTIVE SUMMARY

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 Hillsborough County. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS) for which FHWA issued Records of Decision in 1997 and 1999. FDOT and FHWA are conducting this study because of a proposed design change in Segments 1A and 2B of the TIS. The design change includes a new alternative not previously considered, as well as modified alternatives from those presented in the 1996 TIS FEIS. The modified alternatives would accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some which are being considered by FDOT separately. FDOT, in coordination with FHWA, is preparing a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act and other regulatory requirements.

This Noise Study Report Update (NSRU) presents the highway traffic noise analysis for the proposed design change. Traffic noise levels were predicted at 1,746 receptors (i.e., discrete or representative location(s) of a noise sensitive area(s) for any of the land uses for which there are Noise Abatement Criteria (NAC)). The evaluated receptors represent 1,851 properties for which the land use is residential and 59 special land uses (SLU). Examples of SLUs are parks and places of worship.

The following summarizes the results of the highway traffic noise analysis that was performed to evaluate the proposed design change in Segments 1A and 2B of the TIS. For completeness, the status of the highway traffic noise analysis results for Segments 2A, 3A, 3B, and 3C are also provided.

- **Segment 1A: I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to east of Himes Avenue and Memorial Highway (SR 560) from I-275 to north of Cypress Street** – With the design change, design year (2045) traffic noise levels are predicted to approach, meet, or exceed the NAC at four receptors representing four residences within Common Noise Environment (CNE) 20 (Carver City neighborhood). An 8' shoulder barrier was evaluated but the results of the analysis indicated that the barrier would not provide sufficient reduction in traffic noise to be considered a reasonable abatement option for the impacted residences.

The 1992 noise analysis for the TIS indicated that a noise barrier was a feasible and reasonable abatement measure for CNE 20. Subsequent analyses, performed for the project's design phase and a Design Build re-evaluation did not confirm the feasibility and reasonableness of a barrier or barrier system. The change in the determination was attributed to, among other factors, a change in the elevation of the I-275 mainline, a change in the computer prediction model, and changes to the FDOT's Noise Policy.

Based on community input from the Carver City neighborhood during the Design-Build project, the FDOT constructed an 8 foot (ft.) visual barrier along the I-275 exit ramp to Cypress Street (Appendix C, Sheet 6). As part of a trailhead project, an 8 ft. perimeter wall was constructed in the vicinity of N. Clark Avenue and W. Grace Street. An 8 ft. visual barrier is also planned to be constructed at the southern end of Church Street along the entrance ramp from Dale Mabry Highway. Despite these features, the residents in Carver City have remained interested in having noise barriers constructed for the community. If there are future design changes that substantially alter the current proposed vertical or horizontal geometry, traffic noise levels and potential abatement measures will be reevaluated.

Additionally, an 8 ft. visual barrier is planned to be constructed on the south side of I-275 between Westshore Boulevard and Lois Avenue (i.e., CNE 12, shown on aerial sheet 5 and 6 in Appendix C). This barrier was proposed in a Project Development and Environment (PD&E) phase Noise Study Report that was prepared in the year 1992 as well as a Design phase Noise Analysis Update Report (NAUR) that was prepared in 2004 in which the FDOT committed to constructing a noise barrier. However, the results of a reevaluation that was performed in 2013 demonstrated that the noise barrier would not be a feasible and reasonable abatement measure. The change in the feasibility/reasonableness of providing the noise barrier was due to modifications in the vertical and horizontal alignment of I-275 in the area, a change in the NAC, and methodologies by which noise barriers were/are evaluated.

In April of 2013, the FDOT mailed notifications to the property and business owners to notify the residences that a noise barrier would no longer be considered for the area. The community responded with a request that the FDOT adhere to the commitment to provide a noise barrier. Based on the comments from the public and the historical commitment that had been made, the FDOT reaffirmed the commitment to construct a noise barrier in this area. As such, the traffic noise analysis that was performed for Segment 1A included the barrier (see TIS SEIS Segment 1A Sheets 5 and 6 in Appendix A).

- **Segment 2A: I-275 from east of Himes Avenue to east of Rome Avenue** – There are no design changes proposed in Segment 2A. Therefore, the results of the highway traffic noise analysis presented in the 2004 NAUR, an analysis for the I-275 Revised Modified Links Segment 2A Operational Improvement Project, remains valid.
- **Segment 2B: I-275 from east of Rome Avenue to Dr. Martin Luther King (MLK) Jr. Boulevard and I-4 from I-275 to east of 15<sup>th</sup> Street** – With the design change, design year (2045) traffic noise levels are predicted to approach, meet, or exceed the NAC at 317 receptors that represent 270 residences and 9 SLUs. The results of the analysis of the design change that is presented in this NSRU identified four Common Noise Environments (CNEs) for which noise barriers are a potential feasible and reasonable abatement measure. The CNEs are:
  - CNE 1 – Residences east of I-275 between Floribaska Avenue and Dr. MLK Jr. Boulevard (Appendix C, Aerial Sheets 12 - 14)
  - CNE 9 - Residences west of I-275 between Emily Street and Dr. MLK Jr. Boulevard (Appendix C, Aerial Sheets 13 & 14)
  - CNE 15 – Residences south of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue (Appendix C, Aerial Sheets 14 and 15)
  - CNE 17 - Residences west of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue (Appendix C, Aerial Sheet 14)

The FDOT is committed to the construction of noise barriers for the residences within CNE 1, CNE 9, CNE 15, and CNE 17 contingent upon the following:

- Detailed noise analysis during the final Design Phase process continues to support the need for, and the feasibility and reasonableness of, providing the barriers as abatement;
- The detailed analysis demonstrates that the cost of the noise barrier will not exceed the cost-effective limit;

- The residents/property owners benefitted by the noise barrier desire that a noise barrier be constructed; and,
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved.

Notably, in some areas, the improvements to I-275 and I-4 would require that existing noise barriers or segments of existing noise barriers be removed. In these areas, where the noise barrier evaluation indicated that barriers would not be a feasible and reasonable abatement measure, the FDOT also commits to further evaluating comparable replacement walls. The FDOT believes that constructing the barriers is vital to the betterment of the community. The areas for which the comparable replacement barriers would be further evaluated are:

- South of I-275 and west of the Hillsborough River (see Appendix C, Aerial Sheet 9)
  - South of I-275 between N. Nebraska Avenue and N. 13<sup>th</sup> Street (see Appendix C, Aerial Sheet 16)
  - West of I-275 and north of Palm Avenue (see Appendix C, Aerial Sheet 11)
  - North of I-4 between N. Nebraska Avenue and N. 15<sup>th</sup> Street (see Appendix C, Aerial Sheets 12 and 16)
  - East of I-275 between E. Columbus Drive and E. Floribaska Avenue (see Appendix C, Aerial Sheet 12)
  - West of I-275 between E. Columbus Drive and E. Floribaska Avenue (see Appendix C, Aerial Sheets 12 and 13)
- **Segment 3A: I-4 from west of 14<sup>th</sup> Street to East of 50<sup>th</sup> Street** – The existing noise barriers in this segment of the TIS were constructed at the maximum height and there are no proposed design changes in this area. As such, no traffic noise analysis was performed for this segment of I-4.
  - **Segment 3B: I-4 from east of 34<sup>th</sup> Street to east of 50<sup>th</sup> Street** – There are no proposed design changes in this segment of I-4. This segment of the TIS was last addressed in a Traffic Noise Study Technical Memorandum that is dated March 3, 2017. Based on the results of the analysis that was performed at that time, the FDOT committed to perform a detailed evaluation of a noise barrier in the project's design phase. If the design phase analysis confirms the feasibility and reasonableness of the barrier, the barrier would be located on the south side of I-4 and east of 50<sup>th</sup> Street.
  - **Segment 3C: Selmon Expressway Connector from I-4 to the Selmon Expressway** – The TIS improvements have already been constructed in this segment of the project.



## Table of Contents

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Location of the TIS SEIS Project.....	1
1.2	Purpose of the Report.....	3
1.3	Background of the TIS SEIS Project .....	3
1.4	Purpose of the TIS SEIS Project .....	6
1.5	Proposed Locally Preferred Alternative .....	7
<b>2.</b>	<b>METHODOLOGY .....</b>	<b>14</b>
2.1	Noise Metrics .....	15
2.2	Noise Abatement Criteria .....	15
2.3	Noise Abatement Measures.....	18
2.4	Computer Modeling Considerations.....	18
<b>3.</b>	<b>TRAFFIC NOISE ANALYSIS .....</b>	<b>20</b>
3.1	TIS SEIS Segment 1A.....	21
3.2	TIS SEIS Segment 2B.....	25
<b>4.</b>	<b>STATEMENT OF LIKELIHOOD .....</b>	<b>36</b>
<b>5.</b>	<b>CONSTRUCTION NOISE AND VIBRATION .....</b>	<b>37</b>
<b>6.</b>	<b>REFERENCES .....</b>	<b>38</b>

## Figures

Figure 1-1	Tampa Interstate Study SEIS Project Study Area.....	2
Figure 1-2	Tampa Interstate Study Completed Improvement Projects .....	5
Figure 1-3	Proposed LPA Improvements in TIS Segments 1A and 2A – Westshore and West Tampa... 8	
Figure 1-4	Proposed Himes Avenue Express Lane Access .....	9
Figure 1-5	Proposed LPA Improvements Southbound I-275 to Eastbound I-4 .....	11
Figure 1-6	Proposed LPA Improvements Westbound I-4 to Northbound I-275.....	12
Figure 1-7	Proposed LPA Improvements Westbound I-4 to Southbound I-275.....	13
Figure 1-8	Proposed Interim Connection near the Selmon Connector Interchange and the 50 <sup>th</sup> Street Interchange.....	14

## Tables

Table 2-1	Noise Abatement Criteria .....	16
Table 2-2	Typical Noise Levels .....	17
Table 3-1	Summary of Predicted Traffic Noise – Segment 1A .....	22
Table 3-2	Summary of Predicted Traffic Noise – Segment 2B .....	23
Table 3-3	Noise Barrier Evaluation – CNE 1 .....	25
Table 3-4	Noise Barrier Evaluation – CNE 9 .....	27
Table 3-5	Noise Barrier Evaluation – CNE 15 .....	28
Table 3-6	Noise Barrier Evaluation – CNE 17 .....	29
Table 3-7	Summary of Barrier Evaluation .....	35

## Appendices

Appendix A	Traffic Data
Appendix B	Predicted Traffic Noise Levels
Appendix C	Project Aerials
Appendix D	TNM Files

## 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
LPA	Locally Preferred Alternative
LRTP	Long Range Transportation Plan
MLK	Martin Luther King
MPO	Metropolitan Planning Organization
NAC	Noise Abatement Criteria
NAUR	Noise Analysis Update Report
NEPA	National Environmental Policy Act
NSR	Noise Study Report
NSRU	Noise Study Report Update

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 Hillsborough County. The study is a supplement to the 1996 Final Environmental Impact Statement (FEIS) for which FHWA issued Records of Decision in 1997 and 1999. FDOT and FHWA are conducting this study because of a proposed design change in Segments 1A and 2B of the TIS. The design change includes a new alternative not previously considered, as well as modified alternatives from those presented in the 1996 TIS FEIS. The modified alternatives would accommodate tolled or non-tolled express lanes and other capacity and mobility improvement alternatives, some which are being considered by FDOT separately. FDOT, in coordination with FHWA, is preparing a Supplemental Environmental Impact Statement (SEIS) in accordance with the National Environmental Policy Act and other regulatory requirements.

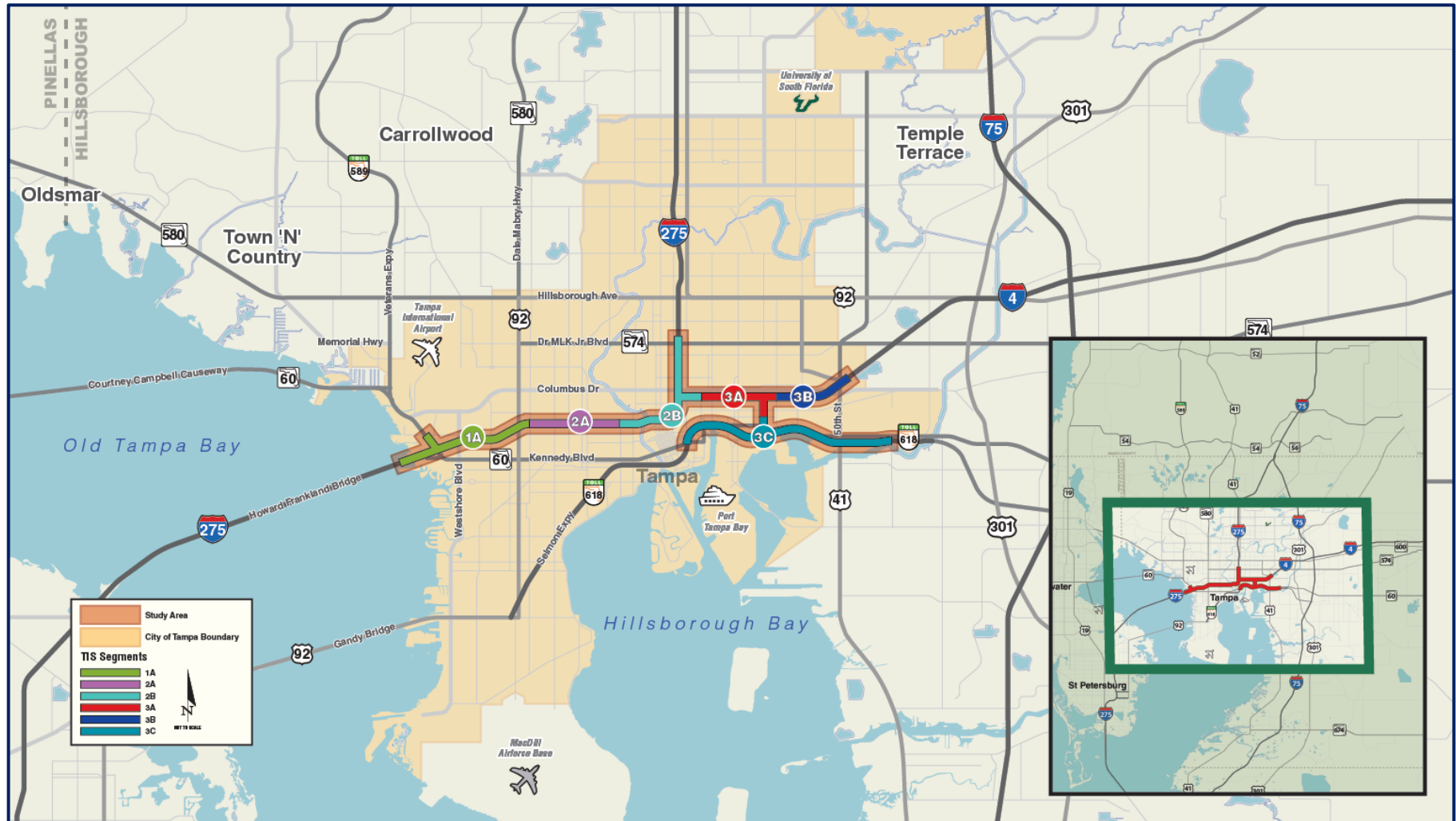
### 1.1 Location of the TIS SEIS Project

The TIS SEIS project is located in the City of Tampa. The TIS SEIS study area comprises approximately 11 miles of Interstate (I)-275 and I-4 as well as an approximate 0.8-mile segment of the Selmon Expressway Connector between I-4 and the Selmon Expressway (previously known as the Crosstown Connector). The original 1996 FEIS improvements included high occupancy vehicle (HOV) lanes, additional mainline lanes, and collector-distributor lanes. The FEIS improvements involve the reconstruction/widening of I-275 from east of the Howard Frankland Bridge (HFB) to north of State Road (SR) 574 (Dr. Martin Luther King (MLK) Jr. Boulevard), and the reconstruction/widening of I-4 from I-275 to east of 50th Street. The improvements are proposed or have already been constructed in the 1996 TIS FEIS Segments 1A, 2A, 2B, 3A, 3B, and 3C (see **Figure 1-1**). The limits of each FEIS Segment are as follows:

- Segment 1A: I-275 from the Howard Frankland Bridge/Kennedy Boulevard ramps to east of Himes Avenue and Memorial Highway (SR 560) from I-275 to north of Cypress Street
- Segment 2A: I-275 from east of Himes Avenue to east of Rome Avenue
- Segment 2B: I-275 from east of Rome to north of Martin Luther King Jr. Boulevard and I-4 from I-275 to east of 15<sup>th</sup> Street
- Segment 3A: I-4 from east of 15<sup>th</sup> Street to 34<sup>th</sup> Street
- Segment 3B: I-4 from 34<sup>th</sup> Street to East of 50<sup>th</sup> Street
- Segment 3C: Selmon Expressway Connector from I-4 to the Selmon Expressway

Of note, the traffic noise analysis presented in this Noise Study Report Update (NSRU) only addresses proposed design changes in Segments 1A and 2B of the TIS. The following are the reasons additional traffic noise analysis was not performed for Segments 2A, 3A, 3B, and 3C.

- Segment 2A: I-275 from east of Himes Avenue to east of Rome Avenue – There are no design changes proposed in Segment 2A. Therefore, the results of the highway traffic noise analysis presented in the 2004 Noise Analysis Update Report (NAUR), an analysis for the I-275 Revised Modified Links Segment 2A Operational Improvement Project remain valid.



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**

- Segment 3A: I-4 from west of 14th Street to East of 50th Street – There are no design changes proposed in Segment 3A. Therefore, the results of the highway traffic noise analysis presented in the *Noise Study Technical Memorandum – Interstate 4 from West of 14th Street to East of 50th Street* (2001) remain valid.
- Segment 3B: I-4 from east of 34<sup>th</sup> Street to east of 50<sup>th</sup> Street – There are no proposed design changes in this segment of I-4. This segment of the TIS was last addressed in a Traffic Noise Study Technical Memorandum dated March 3, 2017. Based on the results of the analysis that was performed at that time, the FDOT committed to perform a detailed evaluation of a noise barrier for the residences located south of I-4 and east of 50<sup>th</sup> Street in the project's design phase.
- Segment 3C: Selmon Expressway Connector from I-4 to the Selmon Expressway – The TIS improvements have already been constructed in this segment of the project.

## 1.2 Purpose of the Report

This NSRU provides the results of a traffic noise analysis that was performed for Segments 1A and 2B to evaluate a proposed design change in these segments of the TIS.

## 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 have been a priority to the State since the 1980s. 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) and the *Imagine 2040: Hillsborough Long Range Transportation Plan* (2018).

In 1983, FDOT began to identify potential improvements to the Tampa interstate system, which was constructed in the early 1960s. 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.

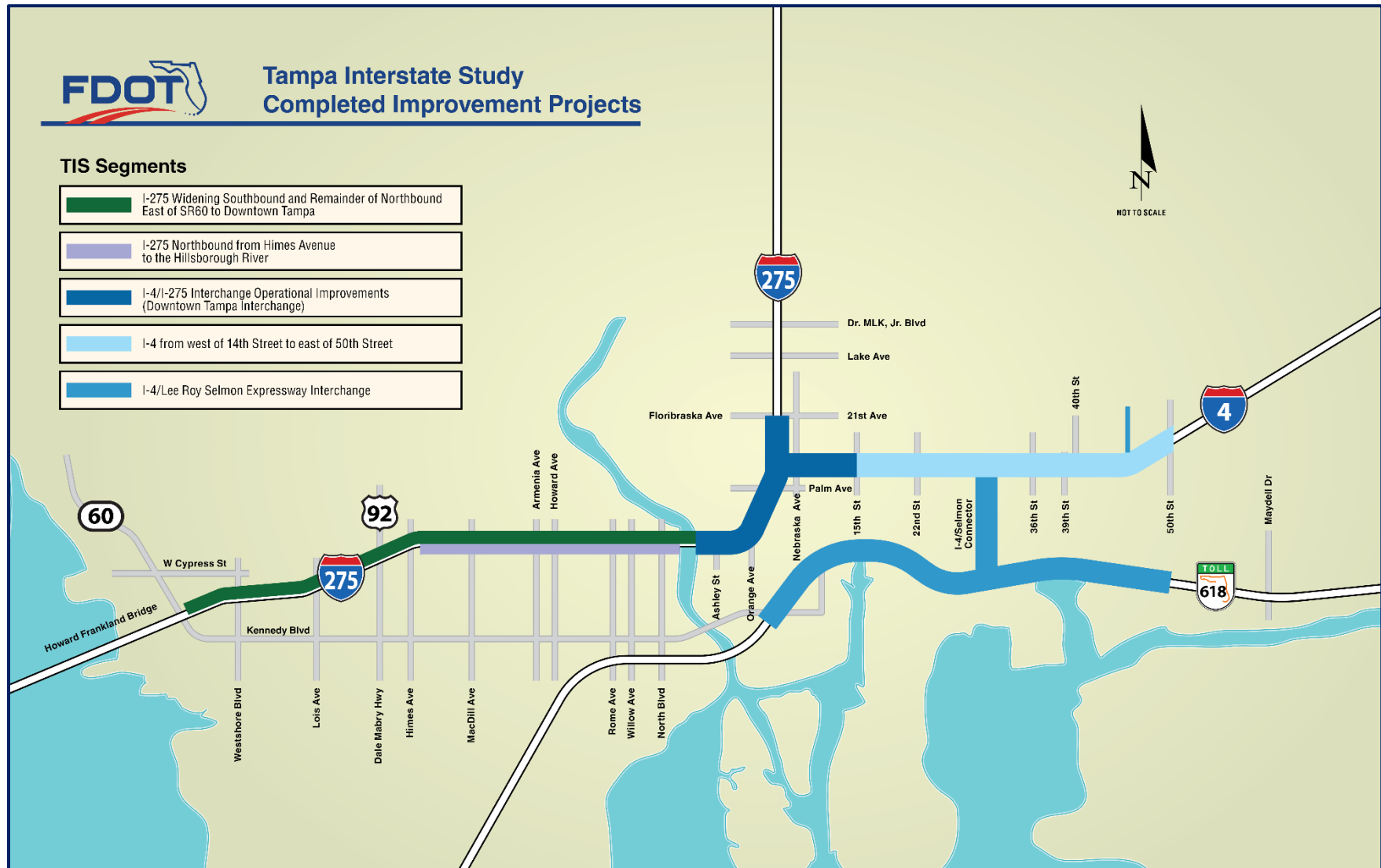
Using the 1983 study as a documented base, FDOT began Phase I of the TIS in 1987. The purpose of the Phase I study was to produce a Master Plan to identify alternatives and make recommendations regarding the preferred type and location of multi-lane improvements, potential HOV facilities, transit facilities,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

Following completion of the *TIS Master Plan Report*, 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* 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,



SOURCE: FDOT 2000-2015

Notes: Green line represents Tampa Bay Express (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**



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 (ft.) noise barriers 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 Drive 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 ft. noise barriers near densely developed residential areas, landscaping within infield area and aesthetic treatments.
- **I-4 from West of 14<sup>th</sup> Street to East of 50<sup>th</sup> 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 ft. noise barriers 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 21<sup>st</sup> 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.

## 1.5 Proposed Locally Preferred Alternative

The 1996 TIS FEIS Long-Term Preferred Alternative consisted of a four-roadway system comprised of general use lanes to provide local access and non-tolled express lanes in each direction of travel. There was no tolling planned for the express lanes at that time because tolling on limited access facilities was not allowed. There was also no direct express lane connection to Westshore Boulevard or Downtown Tampa. The Long-Term Preferred Alternative has been re-evaluated numerous times since approval in 1996, as various segments of the interstate have been constructed. During the SEIS alternatives analysis, FDOT updated the improvement concept to meet today's design standards, address public and agency comments, and reflect changes in the project area since the original document was approved. The following describes the current design change that is referred to as the Locally Preferred Alternative (LPA).

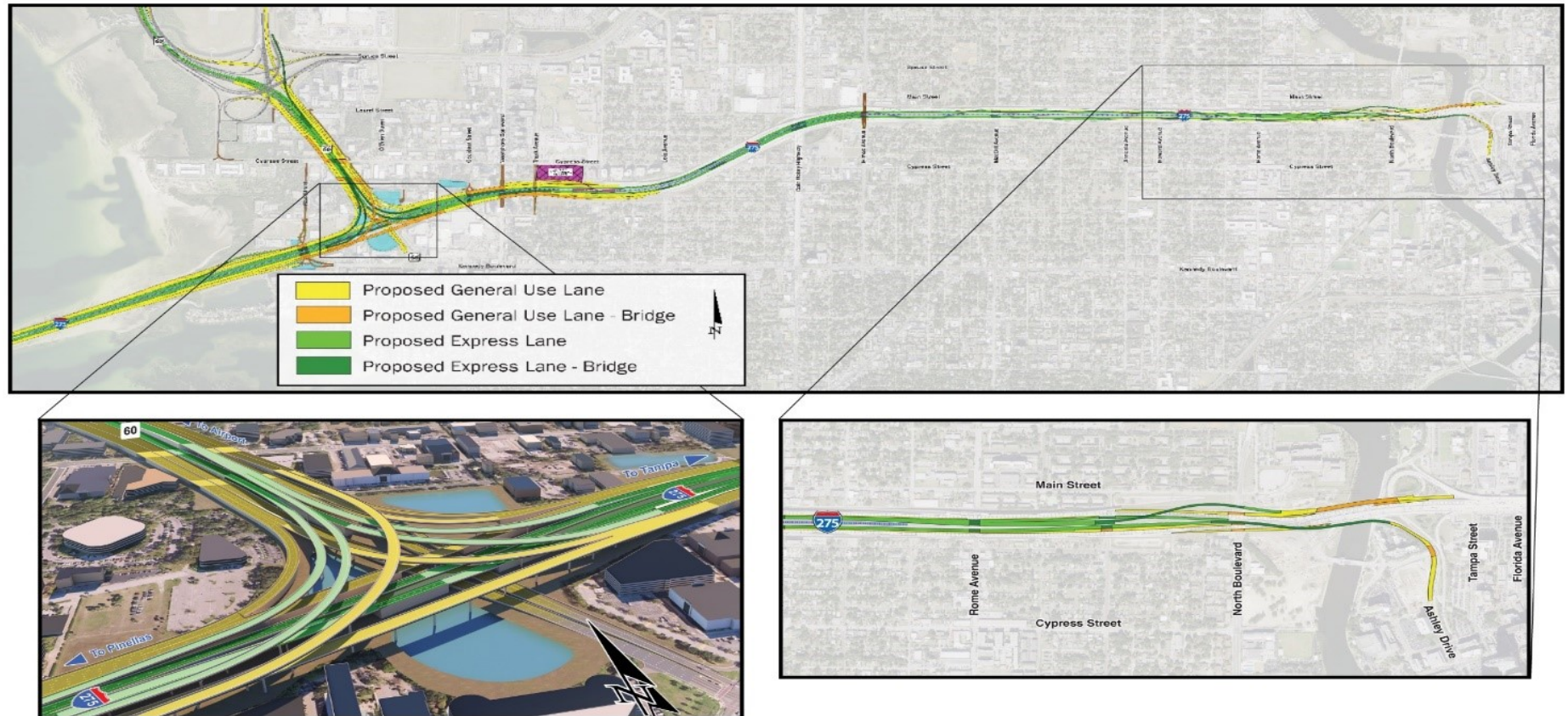
### 1.5.1 TIS Segments 1A and 2A

In TIS Segments 1A and 2A, the Westshore Area Interchange's design has generated weaving and merging issues, as well as drivers experiencing limited sight distances due to sharp curves. Many areas around the interchange experience congestion due to insufficient capacity along the corridor. The full reconstruction of the Westshore Area Interchange (I-275/SR 60), shown on **Figure 1-3**, would include the addition of tolled express lanes and would accommodate future fixed-guideway transit in the median. The proposed express lane improvements would provide direct connections from I-275 to the Veterans Expressway, Independence Parkway, Courtney Campbell Causeway, TIA, Reo Street, St Pete-Clearwater International Airport (PIE), and Himes Avenue. The proposed Himes Avenue access is illustrated in **Figure 1-4**. At a local level, the proposed improvements would provide a substantial benefit to the walk/bike network and traffic circulation in the Westshore Business District by reconnecting Reo Street, Occident Street, and Trask Street beneath the interstate. Reconnecting these streets would relieve traffic bottlenecks on Westshore Boulevard and improve access and connectivity. The proposed improvements would also include lighting improvements, other minor enhancements to existing underpasses, and enhance bike/pedestrian connectivity between underpasses.

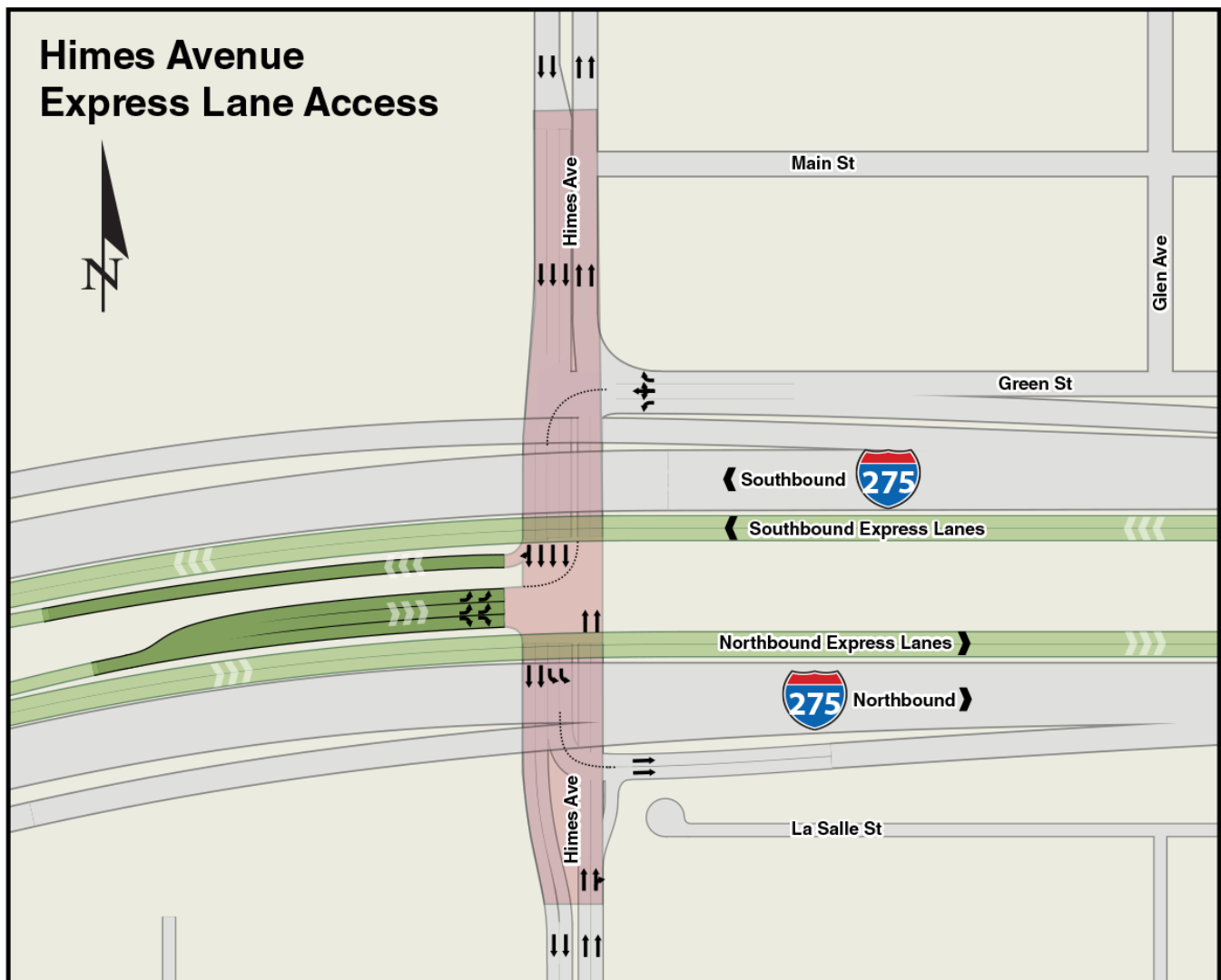
The 4.5 mile I-275 corridor between the Westshore Area Interchange and the Downtown Interchange was reconstructed in 2016, and the median was widened to accommodate a transit corridor and future express lanes and access the Westshore Multimodal Center on the northside of I-275 near Cypress and Trask Streets. The improvements in this corridor would be constructed along with improvements to the Westshore Area Interchange. The Westshore Area Interchange is included in the FDOT *Strategic Intermodal Funding Strategy First Five-Year Plan* (FY2019/2020 through FY 2023/2024).

### 1.5.2 TIS Segments 2B and 3A

In TIS Segments 2B and 3A, the Downtown Interchange (I-275/I-4) is a known pressure point for congestion. I-275, I-4, and the Selmon Expressway serve as important connections to where people live, work, and play in the Tampa Bay region, providing access to jobs, education and cultural experiences. Drivers using the I-275/I-4 interchange experience congestion and high crash rates caused by existing bottlenecks along the high-volume corridors of I-4 and I-275. Backups occur along southbound I-275 as drivers stack along the corridor to exit to eastbound I-4 via the one-lane exit ramp. This causes congestion for drivers continuing southbound. Along westbound I-4, congestion occurs within the interchange as drivers exit via a one-lane ramp to northbound I-275, turn to southbound I-275 or exit to Downtown Tampa within a very short distance.



**Figure 1-3 Proposed LPA Improvements in TIS Segments 1A and 2A – Westshore and West Tampa**



SOURCE: FDOT 2019

**Figure 1-4 Proposed Himes Avenue Express Lane Access**

FDOT developed Design Option E, which is part of the LPA, to enhance traffic operations and safety in TIS Segments 2B and 3A. These improvements would address the existing bottlenecks and high crash rates experienced within the I-275/I-4 interchange. Option E would include the beginning and the end of the proposed express lanes that are a continuation from the Westshore area extending to Ashley Drive and three safety and operational improvements within the I-275/I-4 interchange. There would be no interstate access to North Boulevard. In addition, the LPA would remove, replace, and widen existing bridges within the Downtown Interchange of I-275 and I-4. Most of the bridges to be replaced were constructed in the 1960s and do not meet inventory and/or operating ratings, have low deck ratings and are functionally obsolete and/or fracture critical. All the existing bridges to be widened or to remain would be reviewed for rehabilitation measures to improve the superstructure and substructure rating. Some of 1960s bridges to be widened would have the bridge decks replaced with low deck ratings and/or full shoulders would be added where currently there is minimal to no shoulder width. The bridges that would remain would maintain the existing shoulder width.



#### I-275 from Rome Avenue to Ashley Drive

Northbound, the two express lanes would merge to one lane approaching North Boulevard and continue as a new single-lane flyover ramp to the outside of northbound I-275 over the Hillsborough River. The express lane ramp would then terminate to the outside of the Ashley Drive off-ramp to downtown, providing direct access to downtown. Southbound, a new two-lane bridge would be constructed north of the existing southbound I-275 lanes over the Hillsborough River for the downtown on-ramps from Tampa Street and Ashley Drive. The existing general use lanes would shift outward and allow for the development of an express lane with a buffer separation beginning just east of North Boulevard. A single-lane express lane ramp from the Ashley Drive/Tampa Street on-ramp would flyover from the outside of I-275 to the median of I-275 between North Boulevard and Willow Avenue.

#### Southbound I-275 to Eastbound I-4

The southbound I-275 to eastbound I-4 improvements include widening the existing flyover ramp to two lanes. New signage located near Hillsborough Avenue would inform drivers that they can remain in the outermost lane to access the dual lane flyover ramp to I-4. The existing auxiliary lane that begins at the entrance ramp from Dr. MLK, Jr. Boulevard would continue to provide drivers access to the I-4 flyover ramp without changing lanes. The existing exit ramp to Floribanks Avenue would remain.

The improvements would also include relocating the exit ramp to Ybor City and East Tampa from the existing location at 21<sup>st</sup>/22<sup>nd</sup> Street to 14<sup>th</sup>/15<sup>th</sup> Street. The relocated exit ramp would provide enhanced access to businesses, educational institutions, and residential areas. Drivers would still access 21<sup>st</sup>/22<sup>nd</sup> Street via widening the existing single-lane frontage road, East 13<sup>th</sup> Avenue, to two lanes. These proposed operational improvements would be completed almost entirely within the existing FDOT owned ROW. Only one additional parcel impact is anticipated. See **Figure 1-5**.

#### Westbound I-4 to Northbound I-275

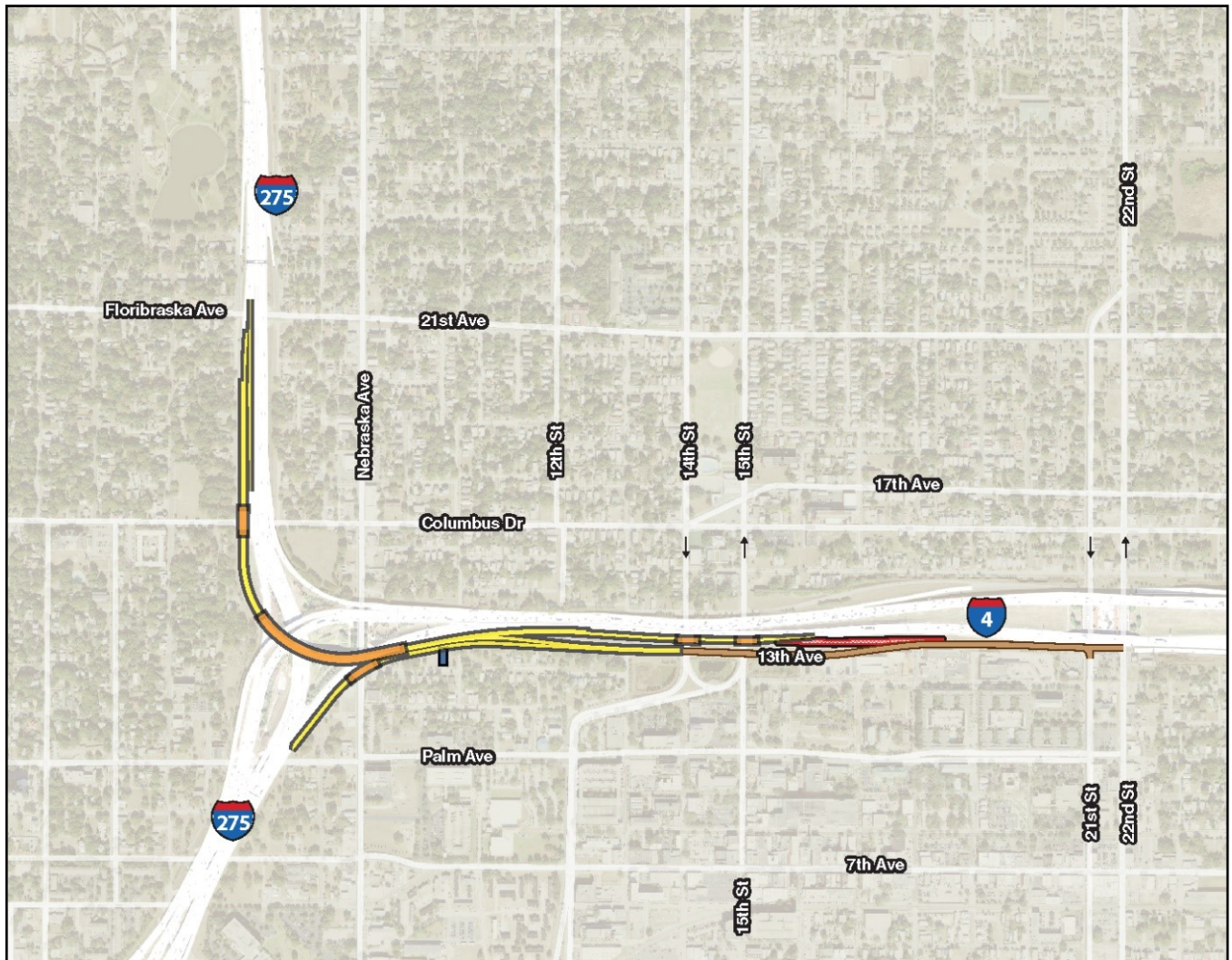
The westbound I-4 to northbound I-275 operational improvement would include widening the existing exit to northbound I-275. Westbound I-4 would be widened beginning at the westbound on-ramp from 21<sup>st</sup> Street and continuing to northbound I-275, providing for a widened two-lane exit to north I-275.

The additional widened lane would continue north along I-275 to provide five lanes from I-4 to the Floribanks Avenue on-ramp. Between the Floribanks Avenue on-ramp and the Dr. MLK, Jr. Boulevard exit ramp, a sixth auxiliary lane would be added connecting the existing Floribanks Avenue on-ramp to the Dr. MLK, Jr. Boulevard exit ramp. The existing single-lane exit ramp to Dr. MLK, Jr. Boulevard would be widened to two lanes. From the exit ramp to Dr. MLK, Jr. Boulevard north, the five lanes would continue and then reduce to four lanes prior to the on-ramp from Dr. MLK, Jr. Boulevard and continuing to Hillsborough Avenue. The on-ramp from Dr. MLK, Jr. Boulevard would merge prior to Osborne Avenue. Drivers in the innermost lane from the ramp to I-275 northbound would be able to continue in this lane to Hillsborough Avenue. These proposed operational improvements would be completed mostly within the existing FDOT-owned ROW. Seven parcels would need to be acquired. See **Figure 1-6**.

#### Westbound I-4 to Southbound I-275

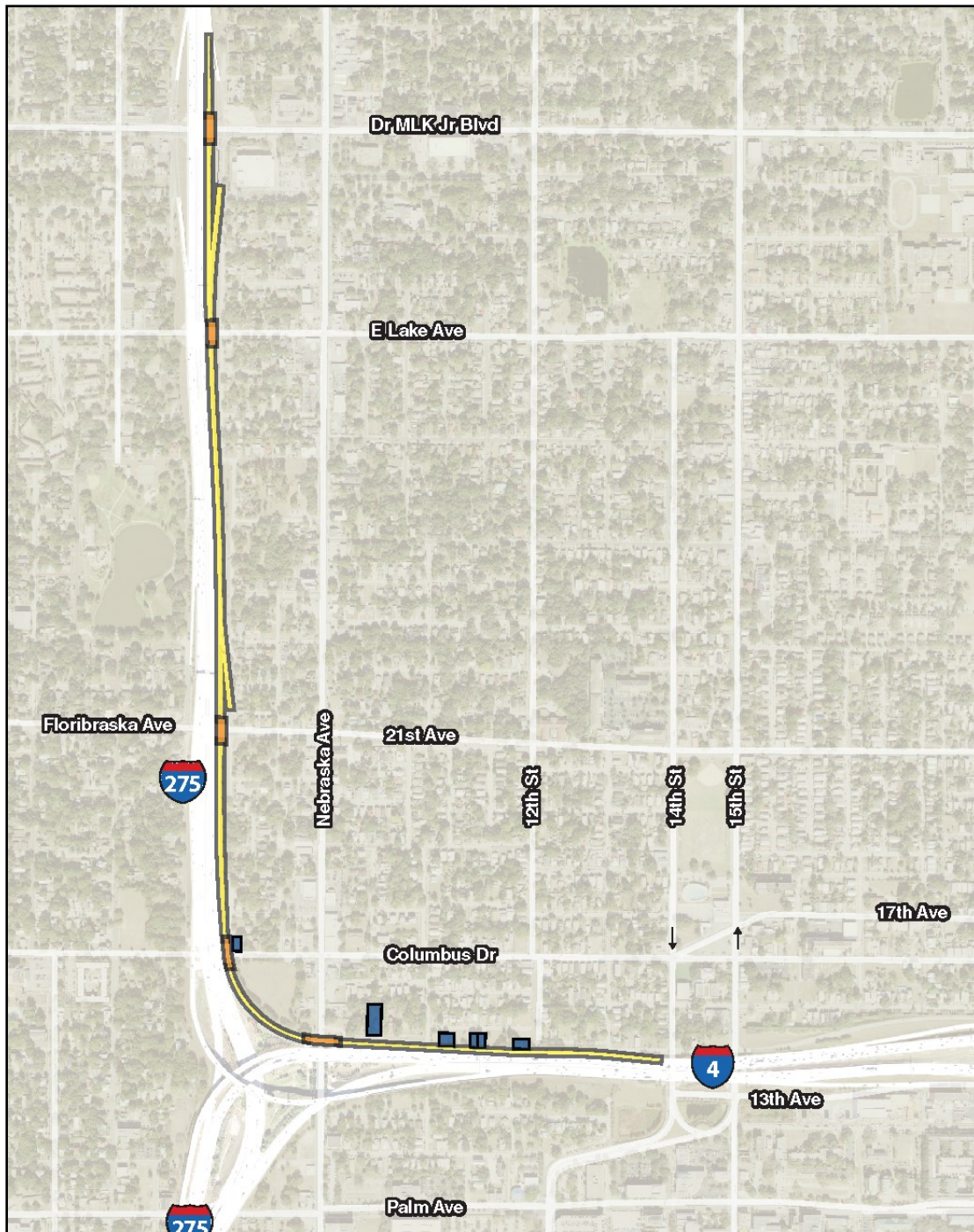
The westbound I-4 to southbound I-275 operational improvements would include widening the southbound I-275 ramp from two lanes to three lanes. The three lanes would join the two lanes from southbound I-275 to provide five lanes. The five lanes would then merge to four lanes near Jefferson Street. The exit ramps to Downtown Tampa would be adjusted to improve spacing so drivers can more efficiently exit to downtown. The exit ramps would still serve Orange Avenue, Jefferson Street, Ashley Drive, and Doyle Carlton Drive. The improvements would remove the existing ramp bridge structure over I-275 as part of the ramp relocations. The

existing shoulders would be widened on I-275 from Palm Avenue to Jefferson Street. These proposed operational improvements would be completed entirely within the existing FDOT-owned ROW. See **Figure 1-7**.



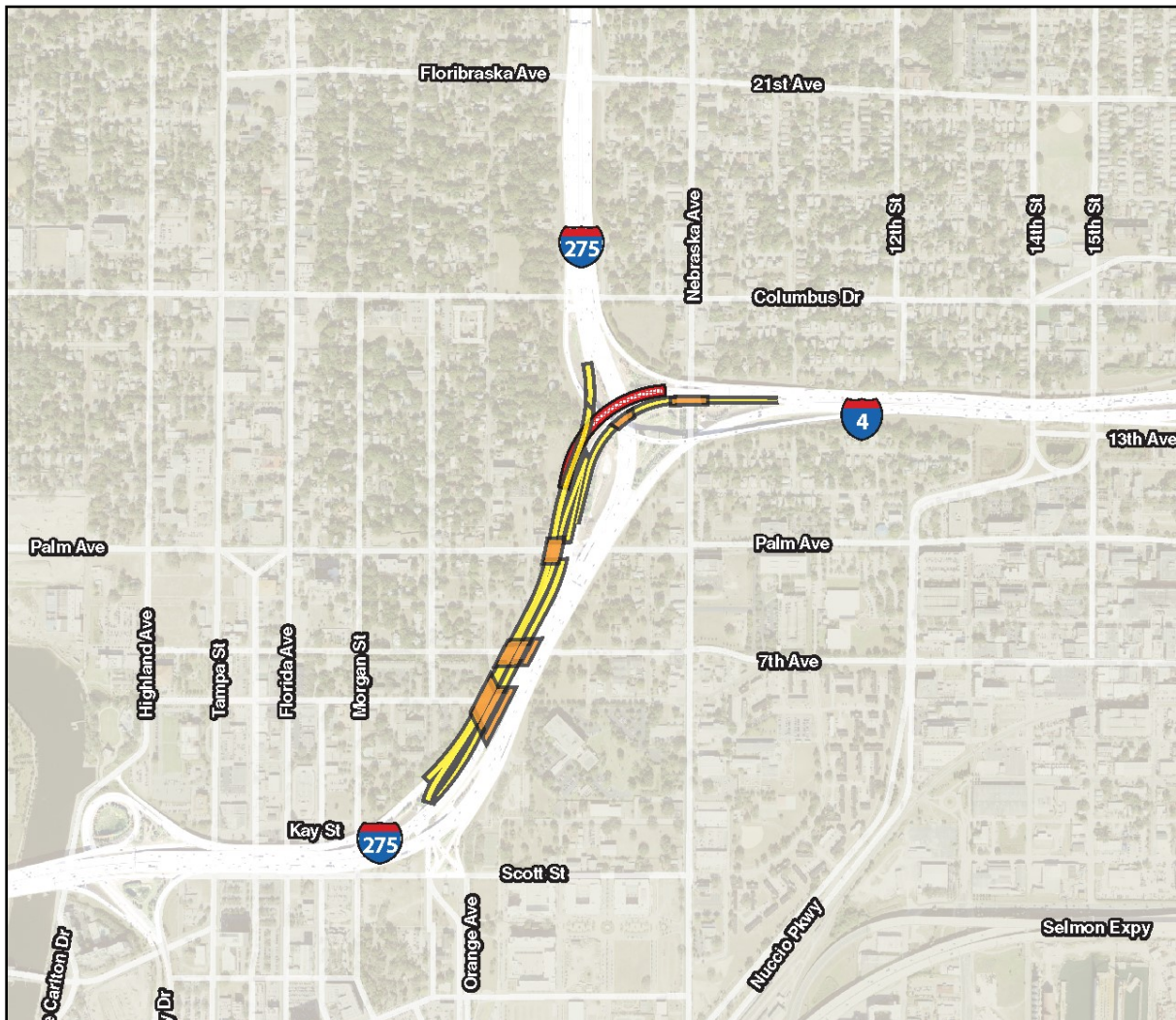
**Figure 1-5 Proposed LPA Improvements Southbound I-275 to Eastbound I-4**





**Figure 1-6 Proposed LPA Improvements Westbound I-4 to Northbound I-275**





**Figure 1-7 Proposed LPA Improvements Westbound I-4 to Southbound I-275**

### **TIS Segments 3A, 3B, and 3C**

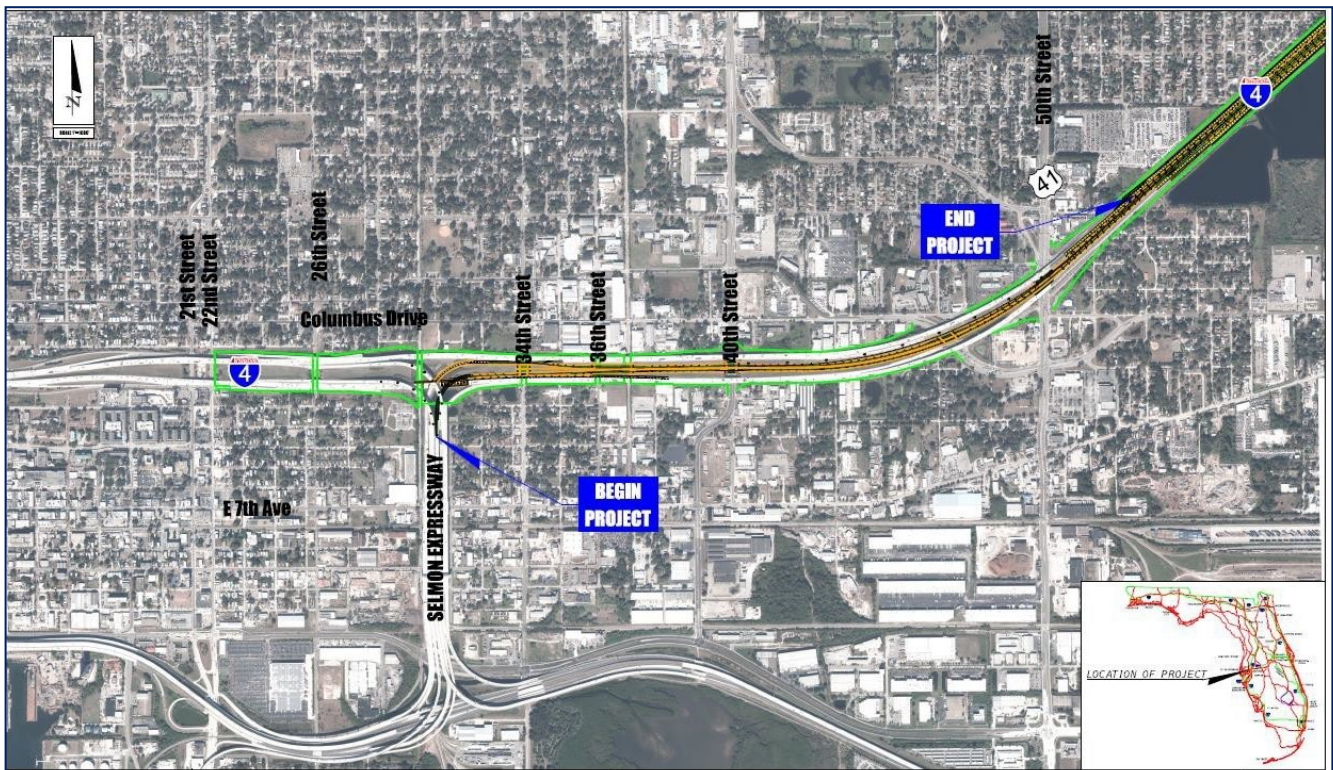
There are no improvements proposed in TIS Segments 3A and 3B under the LPA. However, within the TIS SEIS study limits, there is work proposed as part of the improvements associated with I-4 eastward to the Polk County Line (TBNext Section 8), which was determined to be appropriate to evaluate the environmental impacts independent of this SEIS. To make a seamless transition to I-4, FDOT prepared an Engineering and Environmental Technical Compendium (EETC) for I-4 from the Selmon Connector to east of 50<sup>th</sup> Street. FDOT prepared the EETC in support of the I-4 Categorical Exclusion prepared for TBNext Section 8.

For TIS Segments 3A and 3B, the eastbound interim connection would begin at the I-4/Selmon Connector. A new one lane ramp would connect from northbound I-4/Selmon Connector to the I-4 eastbound express lanes. The ramp would pass under the existing eastbound I-4 general use lanes in order to connect to the proposed I-4 express lane within the median of I-4. In addition, a new ingress from the I-4 general use lanes into the Selmon on-ramp would be provided just west of the 50th Street on-ramp. This would provide an opportunity for the I-4 general use lane traffic coming from the Downtown and west of the Selmon Connector to be able to enter into the express lane system. The ramp from the I-4/Selmon Connector would continue to tie-in to the western



project limits of TBNext Section 8 (see the TBNext website: <http://www.tampabaynext.com/projects/i-4-corridor/>).

In the westbound direction, the single lane Selmon ramp coming from the east would continue west on the inside and would be barrier-separated from the adjacent general use lanes. The single lane Selmon ramp would join the existing exit ramp from the general use lanes to the I-4 Selmon Connector. The two converged lanes would tie into the existing two-lane ramp to the I-4/Selmon Connector. **Figure 1-8** provides the proposed interim connection concept near the Selmon Connector Interchange and the 50<sup>th</sup> Street Interchange. The Selmon Connector and its associate improvements along the Selmon Expressway were constructed as part of the 1997 TIS ROD.



SOURCE: FDOT 2018

**Figure 1-8 Proposed Interim Connection near the Selmon Connector Interchange and the 50<sup>th</sup> Street Interchange**

## 2. METHODOLOGY

This traffic noise study was performed in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise* using methodology in FDOT's *Project Development and Environment Manual*, Part 2, Chapter 18 (January 2019), *Traffic Noise Modeling and Analysis Practitioners Handbook* (January 2016), and *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* (July 2009).

## 2.1 Noise Metrics

Following requirements of 23 CFR 772, the highway traffic noise levels presented in this NSRU were predicted using the FHWA's Traffic Noise Model (TNM, 2004), version 2.5. The traffic noise levels are expressed in decibels (dB) on an "A"-weighted scale (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.

### 2.1.1 Traffic Data

Traffic data prepared in support of traffic noise analysis were reviewed to identify forecasted traffic conditions that would yield the greatest traffic noise impact for the design year. Following procedures in FDOT's Project Development and Environment (PD&E) Manual, for roadway segments where the predicted hourly design year traffic volumes equal or exceed those for Level of Service (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 a review of traffic data prepared in support of the project, 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 for Segment 1A. LOS C volumes were used on all ramps for Segment 2B, as demand values were not available, with the exception of the Floribaska Avenue on/off ramps, the westbound I-4 ramp from 21<sup>st</sup>/22<sup>nd</sup> Street, the southbound I-275 ramp to 14<sup>th</sup>/15<sup>th</sup> Street, and the northbound I-275 ramp to 14<sup>th</sup>/15<sup>th</sup> Street. Use of the LOS C volumes on the ramps results in conservatively high estimates of predicted traffic noise.

The percentages of automobiles, medium trucks, heavy trucks, buses, and motorcycles listed in **Appendix A** were used in the evaluation. Notably, because trucks would not be permitted on the express lanes, no trucks were assigned to the lanes. Additional traffic data (i.e., traffic volumes and motor vehicle speeds) that were used in the analysis for TIS SEIS Segment 1A and 2B<sup>a</sup> are also provided in Appendix A.

## 2.2 Noise Abatement Criteria

Noise sensitive land uses are properties where there is frequent human use and for which there are NAC— levels established by the FHWA at which abatement must be considered. Typical noise sensitive land uses include residences, schools, places of worship, commercial properties with outdoor areas of use, and recreational areas. As shown in **Table 2-1**, the NAC vary by activity category. For comparative purposes, the typical sound (i.e., noise) levels of common indoor and outdoor activities are provide in **Table 2-2** Typical Noise Levels.

<sup>a</sup> Traffic volumes and speeds used in the analysis for TIS SEIS Segment 2A can be found in FDOT's "Noise Analysis Update Report. Interstate 275 (SR 93) Segment 2A from Himes Avenue to the Hillsborough River." October 2004.

Table 2-1 Noise Abatement Criteria

Activity Category	Activity Leq(h)		Evaluation Location	Description of Land Use Activity Category
	FHWA	FDOT		
A	57	56	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	66	Exterior	Residential.
C	67	66	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	51	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	71	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: FDOT, PD&E Manual Part 2, Chapter 18, Figure 18-1

**Table 2-2 Typical Noise Levels**

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

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

When predicted traffic noise levels “approach”, meet, or exceed the NAC or, when predicted noise levels increase substantially as a direct result of a transportation project, the FHWA requires that noise abatement measures be considered. Consistent with FHWA policy, the FDOT defines the word “approach” to mean within 1 dB(A) of the NAC for a given activity category. Noise abatement measures must also be considered when a substantial increase in traffic noise occurs as a direct result of the transportation project. FDOT defines a substantial increase as being 15 dB(A) or more above existing conditions.

A substantial increase in highway traffic noise typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed (e.g., new alignment project). Results from the noise analysis performed during the PD&E phase of this project indicated that a substantial increase in traffic noise would not occur at any receptor. Because the current design will follow the alignment that was proposed in previous evaluation, no substantial increase in highway traffic noise is anticipated.



## **2.3 Noise Abatement Measures**

The abatement measures considered during the PD&E phase were traffic management, alignment modifications, noise buffer zones through application of land use controls, and noise barriers. In Segments 1A and 2B or the TIS, noise barriers were determined to be the only viable noise abatement measure at the conclusion of the PD&E study. As such, this method of abating traffic noise was also considered for all the receptors evaluated within Segments 1A and 2B for which the highway traffic noise level was predicted to approach, meet, or exceed the NAC in the year 2045 with the design change.

Noise barriers reduce traffic noise by interrupting the sound path between the motor vehicles on a highway and the noise sensitive sites adjacent to the highway. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent openings), and of sufficient height. For a noise barrier to be considered acoustically feasible and cost reasonable, the following minimum conditions should be met:

- To be considered feasible, at least two impacted receptors must be benefited by a traffic noise reduction of 5 dB(A) or more.
- To be considered reasonable, a noise barrier must provide sufficient insertion loss so that the Noise Reduction Design Goal (NRDG) is achieved. The FDOT's NRDG is the achievement of at least 7 dB(A) for at least one benefited receptor.
- To be considered cost effective (a reasonableness consideration), the FDOT established a cost effectiveness criterion of \$42,000 per benefited receptor as an upper limit. The current unit cost to construct a noise barrier is \$30 per square foot (sq. ft.).

Noise barrier locations were evaluated as follows:

- Initially, right-of-way (ROW) noise barriers located outside the clear recovery zone, but within the ROW, were considered at heights ranging from 8 ft. to 22 ft. in 2 ft. increments. Following requirements of the FDOT PD&E Manual, ground mounted noise barrier are not to exceed a height of 22 ft.
- If a ROW barrier would not provide at least a 5 dB(A) reduction to an impacted receptor or the barrier is not feasible due to construction limitations, then a shoulder barrier was evaluated. The height of ground mounted shoulder barriers was limited to 14 ft. The height of shoulder barriers on structure was limited to 8 ft.
- The length and height of both ROW and shoulder barriers was optimized based on the benefit provided to noise sensitive sites for which traffic noise levels were predicted to approach, meet, or exceed the NAC.

## **2.4 Computer Modeling Considerations**

For the analysis of Segments 1A and 2B, and in certain areas, there are factors that were considered in the prediction of highway traffic noise with the design change. These factors are discussed below.

### **2.4.1 Existing and Planned Barriers**

Within Segments 1A and 2B, there are existing noise barriers that would remain with the design change and, noise barriers for which the FDOT has already made a construction commitment. These barriers were considered in the analysis of the design change. The locations of the existing noise barriers are depicted on aerials provided in Appendix A of this NSRU. The segments of the barriers that would be retained with the proposed improvements as well as the barrier segments that would be removed are identified on the aerials.

In the areas where existing barriers would remain and where the traffic noise analysis indicated that there would be no land uses impacted, replacement or modification of the existing barriers was not considered. Where barrier segments would be removed, and pending a review of safety and engineering factors, the FDOT is committed to constructing comparable replacement walls in locations where the noise barrier segments are currently. Notably, the in-kind walls are not intended to provide a reduction in traffic noise that would meet the requirements of 23 CFR 772 or the PD&E Manual.

An 8 ft. visual barrier system is planned to be constructed on the south side of I-275 between Westshore Boulevard and Lois Avenue along both the northbound mainline and the exit ramp to Lois Avenue (within Common Noise Environment (CNE) 12, shown on aerial sheet 5 and 6 in **Appendix C**). A barrier was proposed in a PD&E phase Noise Study Report that was prepared in the year 1992 as well as a Design phase NAUR that was prepared in 2004 in which the FDOT committed to constructing a noise barrier. However, the results of a reevaluation that was performed in 2013 demonstrated that the noise barrier would not be a feasible and reasonable abatement measure. The change in the feasibility/reasonableness of providing the noise barrier was due to modifications in the vertical and horizontal alignment of I-275 in the area, a change in the NAC, and methodologies by which noise barriers were/are evaluated.

In April 2013, the FDOT mailed notifications to the property and business owners in CNE 12 to notify the residences that a noise barrier would no longer be considered for the area. The community responded with a request that the FDOT adhere to the commitment to provide a noise barrier. Based on the comments from the public and the historical commitment that had been made, the FDOT reaffirmed the commitment to construct a noise barrier in this area. As such, the traffic noise analysis that was performed for Segment 1A included the barrier system (see TIS SEIS Segment 1A Sheets 5 and 6 in Appendix A).

The 1992 PD&E phases noise analysis that was prepared after the TIS Master Plan was approved identified a noise barrier that was a potential feasible and reasonable abatement measure for impacted residences within CNE 20 (Carver City, north of I-275 between Lois Avenue and Dale Mabry Highway). The analysis also identified that a barrier was potentially feasible and reasonable for impacted residences located south of I-275 between Westshore Boulevard and Himes Avenue. An analysis that was performed in support of the project's design phase analysis (*Noise Analysis Update Report, Interstate 275 (SR 93) Segment 1A from Howard Franklin Bridge to Himes Avenue*, 2004), indicated that the cost of the barrier on the north side of I-275 for the residences of Carver City would greatly exceed the cost reasonableness limit while the barrier on the south side was determined to be a feasible and reasonable abatement measure.

Subsequent to the 2004 analysis, a Design-Build team proposed a change in the elevation of I-275. The results of the traffic noise analysis performed to evaluate the elevation change (*Traffic Noise Design Re-evaluation*, 2014) indicated that a noise barrier would not provide sufficient reduction such that the FDOT's NRDG would be achieved north of I-275. The same determination was made for the noise barrier on the south side of I-275. The change in the determination for the barriers was attributed to the change in elevation but also to changes in the computer prediction model, NAC, and abatement feasibility and reasonableness factors.

In April 2013, the FDOT conducted public outreach to inform the residences on the southside of I-275 that a noise barrier would not be constructed. The residents north of I-275 were not informed of the change because the design phase analysis had already indicated a barrier would not be both feasible and reasonable. At the conclusion of the 2004 study, based on comments from the public (during historic and the then current outreach efforts) and the intent of the Code of Federal Regulations to include noise abatement measures based on

commitments, the FDOT constructed the noise barriers on the southside of I-275.

Notably, in CNE 20 as part of the Design-Build project, an 8 ft. visual barrier was constructed along the I-275 exit ramp to Cypress Street (See Appendix C, Sheet 6). As part of a trailhead project, an 8 ft. perimeter wall was also recently constructed in the vicinity of N. Clark Avenue and W. Grace Street. An 8 ft. visual barrier is also planned to be constructed at the southern end of Church Street along the entrance ramp from Dale Mabry Highway. The visual barrier and perimeter walls within CNE 20 were included in the computer modeling for the design change.

### 3. TRAFFIC NOISE ANALYSIS

The following lists the number and type of land uses that were evaluated within Segments 1A and 2B:

- Segment 1A
  - Activity Category B – 504 residences.
  - Activity Category C – The disk golf recreation area of a park.
  - Activity Category D – Because no exterior use areas were identified, the interior use areas of four places of worship.
  - Activity Category E – Five offices and five hotel pools
- Segment 2B
  - Activity Category B - 1,346 residences.
  - Activity Category C – Playgrounds at five daycares, four parks, three recreational areas, two community playgrounds, three playgrounds at places of worship, and a recreational area at one school.
  - Activity Category D – 14 places of worship, three medical facilities, one library, three nonprofit organizations, three schools, and one TV/recording studio.
  - Activity Category E – Two restaurants and one office area.

The alphanumeric identification for each (e.g., RN4, RS7, A3-5S, A7-86N, etc.) is formulated as follows:

- Segment 1A
  - An “R” in front of the receptor name indicates that the receptor is in TIS Segment 1A (i.e., “Receptor”).
  - An “N” or “S” following the “R” denotes which side of I-275 the receptor is located (e.g., RS4). An “N” indicates that the receptor is located along northbound I-275 (i.e., to the south or east of I-275) while an “S” indicates that the receptor is located along southbound I-275 (i.e., to the north or west of I-275).
  - The numbers identify a specific receptor point and generally increase from west to east.
- Segment 2B
  - An “A” in front of the receptor name represents that the receptor is in TIS Segment 2B (i.e., “Area”).
  - The number proceeding the “A” represents the area (i.e., “A3-” indicates the receptor is located in Area 3).
  - The numbers identify a specific receptor point and generally increase from west to east or south to north, depending on the orientation of the highway.
  - A “N”, “S”, “E”, or “W” following the “-#” denotes which side of I-275 the receptor is located (e.g., RS4). An “N” indicates that the receptor is located along northbound I-275 (i.e., to the

south or east of I-275) while an “S” indicates that the receptor is located along southbound I-275 (i.e., to the north or west of I-275). Likewise, a “W” indicates the receptor is located along westbound I-4 (i.e., to the north of I-4), and an “E” indicates the receptor is located along eastbound I-4 (i.e., to the south of I-4).

The locations of the above receptors are illustrated on aerials provided in Appendix A.

### **3.1 TIS SEIS Segment 1A**

The results of the traffic noise analysis for Segment 1A are summarized in **Table 3-1** Summary of Predicted Traffic Noise – Segment 1A. Predicted traffic noise levels for each of the evaluated receptors are provided in **Appendix B**. As shown, with the exception of receptors in CNE20 (residences between Lois Avenue and Dale Mabry Highway within Carver City), traffic noise levels are not predicted to approach, meet, or exceed the NAC at the evaluated receptors within Segment 1A.

#### **3.1.1 CNE 20 - Residences north of I-275 between Lois Avenue and Dale Mabry Highway (Carver City)**

Of the 135 receptors evaluated in CNE 20, four receptors/residences (**Appendix C**, Aerial Sheets 6 and 7) are predicted to be impacted by traffic noise that approaches, meets, or exceeds the NAC with the design change. Additionally, due to the elevation of I-275, a barrier of sufficient effective height could not be constructed on the ROW. As such, a shoulder barrier was evaluated. Because the barrier would be located on mechanically stabilized earth (MSE) walls and a bridge structure, the height of the barrier was limited to 8 ft. The results of the analysis indicate that the barrier would not provide sufficient reduction in traffic noise to achieve the NRDG or provide a benefit of a 5 dB(A) reduction in traffic noise. Therefore, a noise barrier is not considered a reasonable abatement measure for the impacted residences in CNE 20.

However, as mentioned in **Section 2.4.3**, in this area and as part of the Design-Build project, a visual barrier was constructed along the I-275 exit ramp and another 8 ft. visual barrier is planned to be constructed at the southern end of Church Street along the entrance ramp from Dale Mabry Highway. A perimeter wall was also recently constructed in the vicinity of N. Clark Avenue and W. Grace Street.



Table 3-1 Summary of Predicted Traffic Noise – Segment 1A

CNE Number	Activity Category	Noise Abatement Criteria	Evaluation Location	Land Use	Location/Description of Common Noise Environment	Appendix A Sheet Number	Number of Evaluated Receptors and Properties		Predicted Build dB(A) (min/max)		Number of Impacted Receptors and Properties	
1	B	66	Exterior	Residential	Mariner Street	1 & 2	25	25	57.2	63.1	0	0
2	B	66	Exterior	Residential	Mariner North Condominiums	2	56	56	56.5	60	0	0
3	E	71	Exterior	Office	Cypress Bay Offices	2	1	1	67		0	0
4	E	71	Exterior	Office	Lincoln Center Offices	2	1	1	54.6		0	0
5	E	71	Exterior	Hotel - Pool	Crowne Plaza Hotel	2 & 4	1	1	60.4		0	0
6	E	71	Exterior	Office	Reo Center Offices	3	2	1	59.9	60.1	0	0
7	C	66	Exterior	Recreational Area - Disk Golf	Cypress Point Park	3	3	1	58.1	59.6	0	0
8	B	66	Exterior	Residential	Shore Colony Condominiums	5	6	30	54.5	63.3	0	0
9	E	71	Exterior	Office	Logan Laboratories	4	1	1	62.2		0	0
10	E	71	Exterior	Hotel - Pool	Holiday Inn Hotel	4 & 5	1	1	61.1		0	0
11	E	71	Exterior	Hotel - Pool	Embassy Suites	5	1	1	58.3		0	0
12	B	66	Exterior	Residential	Between Westshore Boulevard and Lois Avenue	5 & 6	89	130	50.8	65.5	0	0
13	E	71	Exterior	Hotel - Pool	Double Tree Hotel	5	1	1	53.7		0	0
14	B	66	Exterior	Residential	Between Lois Avenue and Cypress Street	6	110	110	53.6	60.2	0	0
15	E	71	Exterior	Office	Dr. Nick's White and Healthy Dentistry	6	1	1	56.5		0	0
16	E	71	Exterior	Hotel - Pool	Courtyard Marriot Hotel	6 & 7	1	1	51.8		0	0
17	D	51	Interior	Place of Worship	Florida Bahamas Synod Evangelical Lutheran Church	6	1	1	31.3		0	0
18	D	51	Interior	Place of Worship	Friendship M.B. Church	5	1	1	31.8		0	0
19	B	66	Exterior	Residential	Between N. Manhattan Ave and Lois Avenue	5 & 6	10	18	52.6	61.1	0	0
20	B	66	Exterior	Residential	Between Lois Avenue and Dale Mabry Highway	6 & 7	135	135	56.0	67.2	9	9
21	D	51	Interior	Place of Worship	Bible Church of God	6 & 7	1	1	32.8		0	0
22	D	51	Interior	Place of Worship	St. Mary Missionary Baptist Church	6 & 7	1	1	34.6		0	0

Table 3-2 Summary of Predicted Traffic Noise – Segment 2B

CNE Number	Activity Category	Noise Abatement Criteria	Evaluation Location	Land Use	Location/Description of Common Noise Environment	Appendix A Sheet Number	Number of Evaluated Receptors and Properties		Predicted Build dB(A) (min/max)		Number of Impacted Receptors and Properties	
1	B	66	Exterior	Residential	Between Floribrasca Avenue and Dr. MLK Jr. Boulevard	12 & 13	120	129	59.9-	74.9	58	59
2	D	51	Interior	Place of Worship	Deeper Life Christian Church	13	1	1	37.2		0	0
3	C	66	Exterior	Daycare	Precious Bundles/Celebrity Kids Club of Pinellas	13	1	1	61.3		0	0
4	C	66	Exterior	Park	Borrell Park-Nebraska Avenue Park	13	2	1	64.3-	66.2	1	1
5	B	66	Exterior	Residential	Between Floribrasca Avenue and Adalee Street	12 & 13	25	25	62.2-	73.1	8	8
6	B	66	Exterior	Residential	West of Robles Park	13	1	16	61.6		0	0
7	C	66	Exterior	Park	Robles Park	13	4	1	63.1-	69.8	2	1
8	C	66	Exterior	Place of Worship	True Holiness	13 & 14	1	1	63.3-	63.3	0	0
9	B	66	Exterior	Residential	Between Emily Street and Dr. MLK Jr. Boulevard	13 & 14	60	60	60.2-	74.8	20	20
10	D	51	Interior	Place of Worship	Glorious Church of God with Deliverance	13	1	1	40.3		0	0
11	D	51	Interior	Place of Worship	Temple of Apostles	13	1	1	40.9		0	0
12	C	66	Exterior	Playground	Robles Park Apartments	14	1	1	61.3		0	0
13	C	66	Exterior	Daycare	Robles Park Head Start Center	14	1	1	61.7		0	0
14	C	66	Exterior	Daycare	Baycrest Academy Child Care Center	14	1	1	62.3		0	0
15	B	66	Exterior	Residential	Between Dr. MLK Jr. Boulevard and Osborne Avenue	14	84	87	61.6-	73.4	32	32
16	D	51	Interior	Medical Facility	William F. Marsh D.D.S. Dental	14 & 15	1	1	44.9		0	0
17	B	66	Exterior	Residential	Between Dr. MLK Jr. Boulevard and Osborne Avenue	14	77	77	59.8-	72.1	25	25
18	D	51	Interior	Place of Worship	Metropolitan Community Church	15	1	1	34.9		0	0
19	D	51	Interior	School	Memorial Middle School	15	1	1	33.3		0	0
20	D	51	Interior	Library	Seminole Heights Library	15	1	1	39.7		0	0
21	B	66	Exterior	Residential	Between N. Rome Avenue and N. Willow Avenue	8	28	66	58.6-	61.3	0	0
22	D	51	Interior	Place of Worship	First Baptist Church of West Tampa	8 & 9	2	1	34.9-	36.6	0	0
23	B	66	Exterior	Residential	Between N. Willow Avenue and N. Munro Street	8	19	40	57.2-	62.3	0	0
24	D	51	Interior	TV/Recording Studio	WEDU PBS	9	1	1	37.2		0	0
25	D	51	Interior	Nonprofit organization	Boys and Girls Club of Tampa Bay	9	1	1	38.4		0	0
26	C	66	Exterior	Park	Julian B. Lane Riverfront Park	9	1	1	68		1	1
27	B	66	Exterior	Residential	Art Center Lofts	9	46	45	62.7-	72.3	29	29
28	C	66	Exterior	Daycare	Learning Academy	9 & 10	1	1	62.4		0	0
29	C	66	Exterior	Park	Perry Harvey Park	10	3	1	63.2-	66.5	1	1
30	B	66	Exterior	Residential	The Tempo at Encore	10	7	7	60.5-	67.7	5	5
31	B	66	Exterior	Residential	Between E. 7th Avenue and E. Palm Avenue	11	10	13	59.2-	65.2	0	0
32	D	51	Interior	Medical Facility	Ybor City Healthcare and Rehabilitation Center	11	1	1	37.8		0	0
33	C	66	Exterior	Daycare	A Brighter Community Daycare Center	10 & 11	1	1	60		0	0
34	B	66	Exterior	Residential	Between N. Morgan Street and Henderson Avenue	10 & 11	2	3	59.2-	67.8	1	2
35	C	66	Exterior	Playground	Mobley Park	10 & 11	1	1	63.8		0	0
36	D	51	Interior	Nonprofit organization	German American Club	11, 12 & 16	2	1	40.8-	64.5	0	0
37	B	66	Exterior	Residential	Between N. Nebraska Avenue and N. 13th Street	11, 12 & 16	51	73	58.5	73.5	16	25
38	D	51	Interior	Place of Worship	University Haitian Baptist Church	11 & 12	1	1	36.4		0	0

CNE Number	Activity Category	Noise Abatement Criteria	Evaluation Location	Land Use	Location/Description of Common Noise Environment	Appendix A Sheet Number	Number of Evaluated Receptors and Properties		Predicted Build dB(A) (min/max)		Number of Impacted Receptors and Properties	
39	D	51	Interior	Place of Worship	Allen Temple AME Church	16	1	1	35.9		0	0
40	D	51	Interior	School	Hillsborough Community College	16	1	1	36.6		0	0
41	B	66	Exterior	Residential	Between E. Palm Avenue and E. Columbus Drive	11	65	94	54.5-	65.6	0	0
42	C	66	Exterior	Place of Worship	Faith Temple Missionary Baptist Church/Community Center	11	1	1	66.8		1	1
43	C	66	Exterior	Recreational Area	Community Garden	11 & 12	1	1	67.1		1	1
44	E	71	Exterior	Outdoor Dining	Lee's Grocery	11 & 12	1	1	58.7		0	0
45	D	51	Interior	Place of Worship	Pentecostal Church of God	12	1	1	37.9		0	0
46	B	66	Exterior	Residential	Between N. Nebraska Avenue and N. 15th Street	12 & 16	87	102	58.1-	70	27	30
47	C	66	Exterior	School	Academy Prep Foundation	16	2	1	40.0-	64.9	0	0
48	D	51	Interior	Medical Facility	Hacienda Villas	17	2	1	38.7-	39.5	0	0
49	B	66	Exterior	Residential	Hacienda de Ybor Apartments	17 & 18	5	26	51.3-	60	0	0
50	D	51	Interior	Place of Worship	Diocese of Street Petersburg	17	1	1		29.2	0	0
51	E	71	Exterior	Office	Ybor Convent	17	1	1		58.8	0	0
52	B	66	Exterior	Residential	The Quarter at Ybor	17	158	158	52.2-	68.1	5	5
53	B	66	Exterior	Residential	Between N 22nd Street and N. 24th Street	17	19	24	56.8-	66.8	1	1
54	B	66	Exterior	Residential	Bainbridge Apartments	17	68	68	55.8-	70.7	12	12
55	B	66	Exterior	Residential	Between N. 15th Street and N. 21st Street	17 & 18	86	114	54.2	66.6	5	9
56	D	51	Interior	Place of Worship	Christian Praise and Worship Center	16 & 17	1	1	38		0	0
57	D	51	Interior	Place of Worship	Community Holiness Church Apostolic Faith	12 & 13	1	1	40.5		0	0
58	D	51	Interior	Place of Worship	Greater Grace Apostolic Church	17	1	1	33.8		0	0
59	B	66	Exterior	Residential	Between N. 21st Street and N. 24th Street	17	13	14	55.0-	62.6	0	0
60	D	51	Interior	Place of Worship	New Beginning Tabernacle Missionary Baptist Church	12 & 13	1	1	33.1		0	0
61	B	66	Exterior	Residential	Between E. Columbus Drive and E. Floribaska Avenue	12	44	49	58.2-	67.8	7	7
62	D	51	Interior	Place of Worship	Faith Tabernacle of Tampa (Tabernaculo La Fe de Tampa)	12	2	1	35.1-	35.1	0	0
63	C	66	Exterior	Place of Worship	Street James House of Prayer	12	1	1	59.3		0	0
64	B	66	Exterior	Residential	Between E. Columbus Drive and E. Floribaska Avenue	12	44	49	57.7-	66.5	2	2
65	C	66	Exterior	Trail	Tampa Riverwalk Trail	9	62	1	61.3-	71.3	31	1
66	C	66	Exterior	Trail	Hillsborough River Paddling Trail	9	55	1	61.9-	71.7	26	1
67	D	51	Interior	School	Howard W. Blake High School	9	1	1	40.3		0	0
68	B	66	Interior	Residential	Between E. 7th Avenue and E. Palm Avenue	11	8	8	60.2-	64.4	0	0

## 3.2 TIS SEIS Segment 2B

The results of the traffic noise analysis for Segment 2B are summarized in **Table 3-2**. Predicted traffic noise levels for each of the evaluated receptors are provided in Appendix B. As shown, traffic noise levels are predicted to approach, meet, or exceed the NAC at evaluated receptors within 22 of CNEs. The following presents the results of the noise barrier evaluation for each of the CNEs.

### 3.2.1 CNE 1 – Residences east of I-275 between Floribraska Avenue and Dr. Martin Luther King Jr. Boulevard

A noise barrier was evaluated for the residences located east of I-275 between Floribraska Avenue and Dr. Martin Luther King Jr. Boulevard (**Appendix C**, Aerial Sheets 12 - 14). Of the 120 receptors/129 properties evaluated in this area, 58 receptors representing 59 residences would be impacted by highway traffic noise with the design change (shown in Appendix B and C).

A barrier system was evaluated along the roadway shoulder. Because some of the shoulder barrier would be located on structure, the height of the structure barrier was limited to 8 ft., while the remaining shoulder barrier was limited to 14 ft. As shown in **Table 3-3**, the results of the evaluation indicate that a 14 ft. and 8 ft. shoulder barrier system would meet the minimum noise reduction requirements (i.e., at least two receptors would be benefited by a reduction in traffic noise of at least 5 dB(A) and at least one receptor would be benefited by a reduction in traffic noise of at least 7 dB(A)) and the barrier would be cost reasonable (i.e., the cost would be at or below the cost effectiveness criteria of \$42,000 per benefitted residence). As such, it is recommended that a noise barrier be evaluated further in the project's design phase to abate traffic noise for the residences in CNE 1.

**Table 3-3 Noise Barrier Evaluation – CNE 1**

Barrier			Number of Impacted Residences	Number of Impacted Residences With Noise Reduction			Number of Benefitted Residences			Total Estimated Cost <sup>d</sup>	Cost Per Benefitted Residence	Cost Reasonable Yes/No
Height (ft.)	Location	Length (ft.)		5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted <sup>a</sup>	Not Impacted <sup>b</sup>	Total			
8	Shoulder - Structure	238	59	21	4	2	27	0	27	\$883,440	\$32,720	Yes
	Shoulder	3,443										
8	Shoulder - Structure	425	59	19	18	11	42	6	48	\$1,200,300	\$25,006	Yes
10	Shoulder	3,661										
8	Shoulder - Structure	138	59	29	11	22	48	14	62	\$1,341,720	\$21,641	Yes
12	Shoulder	3,635										
8	Shoulder - Structure	325	59	42	19	29	57	33	90	\$1,562,700	\$17,363	Yes
14	Shoulder	3,535										

<sup>a</sup> Benefitted residences with a predicted noise level that approaches or exceeds the NAC.

<sup>b</sup> Benefitted residences with a predicted noise level that does not approach the NAC.

<sup>c</sup> Unit cost of \$30/ft.<sup>2</sup> for all barriers.

### 3.2.2 CNE 4 – Borrell Park-Nebraska Avenue Park

Borrell Park-Nebraska Avenue Park (Appendix C, Aerial Sheet 13) is a park located east of I-275 and west of N. Nebraska Avenue between E. 26<sup>th</sup> Ave and E. Plymouth Street. The results of the analysis indicate that an area within the park would be impacted by highway traffic noise with the I-275 improvements.

Using a grid of receptors, a noise barrier was evaluated following procedures documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. The results of the analysis indicate that a noise barrier, 22 ft. in height would potentially benefit 50 percent of the impacted area and achieve the NRDG of a 7 dB(A) reduction. To not exceed the cost reasonable limit of \$995,935 per person-hour of use per sq. ft. of noise barrier, 1,780 person-hours of use would need to occur within the benefited area on an average day (i.e., 1,780 people would have to use the benefitted area for one hour each day of the year). Considering the general usage of Borrell Park, it is not conceivable for the park to be utilized by enough people to meet the person-hours at the cost reasonable limits. As such, a noise barrier is not considered a reasonable abatement measure for CNE 4.

### 3.2.3. CNE 5 – Residences west of I-275 between Floribaska and Adalee Street

A noise barrier was evaluated for the residences located west of I-275 between Floribaska Avenue and Adalee Street (Appendix C, Aerial Sheets 12 and 13). Of the 25 residences evaluated in this CNE, 8 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

Within this area, a segment of an existing shoulder barrier that currently parallels I-275 would remain with the proposed improvements. As such, an evaluation was performed to determine if a ROW barrier in combination with an extension of the existing shoulder barrier would be a feasible and reasonable abatement measure. Because the shoulder barrier would be on structure, the height of the barrier was limited to 8 ft. The results of the noise barrier evaluation indicate that a combination ROW and shoulder barrier extension would not achieve the NRDG of 7 dB(A) at any of the evaluated residences. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 5.

### 3.2.4 CNE 7 – Robles Park

Robles Park (Appendix C, Aerial Sheet 13) is a City of Tampa park located west of I-275 between Adalee Street and Emily Street. The park has two playgrounds, a baseball field, two basketball courts, and a trail. In TNM, these areas were represented by 4 receptors. The results of the analysis indicate that an area within the park would be impacted by highway traffic noise with the I-275 improvements.

Using a grid of receptors, a combination ROW and shoulder noise barrier system was evaluated following procedures documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. The shoulder barrier was limited to 8 ft. height because the barrier would be mounted on structure. Based on the results of the analysis, the NRDG could not be achieved at any location within the park. As such, a noise barrier is not considered a reasonable abatement measure for CNE 7.

### 3.2.5 CNE 9 - Residences west of I-275 between Emily Street and Dr. Dr. MLK Jr. Boulevard

A noise barrier was evaluated for the residences located west of I-275. were evaluated for traffic noise impacts (Appendix C, Aerial Sheets 13 and 14). Of the 60 residences evaluated in this CNE, 20 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

A barrier system was evaluated on the roadway shoulder. Because some of the shoulder barrier would be located on structure, the height of the structure barrier was limited to 8 ft., while the remaining shoulder barrier was limited to 14 ft. As shown in **Table 3-4**, the results of the evaluation indicate that a 14 ft. and 8 ft. shoulder barrier system would meet the minimum noise reduction requirements (i.e., at least two receptors would be benefited by a reduction in traffic noise of at least 5 dB(A) and at least one receptor would be benefited by a reduction in traffic noise of at least 7 dB(A)) and the barrier would be cost reasonable (i.e., the cost would be at or below the cost effectiveness criteria of \$42,000 per benefitted residence). As such, it is recommended that a noise barrier be evaluated further in the project's design phase to abate traffic noise for the residences in CNE 9.

**Table 3-4 Noise Barrier Evaluation – CNE 9**

Barrier			Number of Impacted Residences	Number of Impacted Residences Within Noise Reduction			Number of Benefited Residences			Total Estimated Cost <sup>c</sup>	Cost Per Benefited Residence	Cost Reasonable Yes/No
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted <sup>a</sup>	Not Impacted <sup>b</sup>	Total			
8	Shoulder	2,540	20	7	2	1	10	0	10	\$609,600	\$60,960	No
8	Shoulder-Structure	374	20	15	4	3	20	2	22	\$901,260	\$40,966	Yes
10	Shoulder	2,705										
8	Shoulder-Structure	148	20	10	7	6	20	3	23	\$873,600	\$37,983	Yes
12	Shoulder	2,328										
8	Shoulder-Structure	148	20	9	12	5	20	6	26	\$978,000	\$37,615	Yes
14	Shoulder	2,244										

<sup>a</sup> Benefited residences with a predicted noise level that approaches or exceeds the NAC.

<sup>b</sup> Benefited residences with a predicted noise level that does not approach the NAC.

<sup>c</sup> Unit cost of \$30/ft.<sup>2</sup> for all barriers.

### 3.2.6 CNE 15 – Residences east of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue

A noise barrier was evaluated for the residences located east of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue (**Appendix C**, Aerial Sheets 14 and 15). Of the 87 residences evaluated in this area, 32 residences are predicted to be impacted by highway traffic noise with the design change (shown in Appendix B and C).

A combination barrier system was evaluated with barrier segments on the ROW and on the roadway shoulder. Because the shoulder barrier would be located on structure, the height of the structure barrier was limited to 8 ft. As shown in **Table 3-5**, the results of the analysis indicate that a barrier system with a ROW barrier less than 12 ft. in height would not provide sufficient reduction in traffic noise to achieve the NRDG. At a ROW barrier height of 22 ft., the minimum noise reduction requirements would be met and the barrier would be cost reasonable. As such, it is recommended that a noise barrier be evaluated further in the project's design phase to abate traffic noise for the residences in CNE 15.



Table 3-5 Noise Barrier Evaluation – CNE 15

Barrier			Number of Impacted Residences	Number of Impacted Residences Within Noise Reduction			Number of Benefited Residences			Total Estimated Cost <sup>c</sup>	Cost Per Benefited Residence	Cost Reasonable Yes/No
				5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted <sup>a</sup>	Not Impacted <sup>b</sup>	Total			
12	ROW	337	32	6	1	3	10	0	10	\$550,680	\$55,068	No
8	Shoulder	1,789										
14	ROW	680	32	11	0	4	15	0	15	\$793,440	\$52,896	No
8	Shoulder	2,116										
16	ROW	1,641	32	12	2	8	22	1	23	\$1,382,640	\$60,115	No
8	Shoulder	2,479										
18	ROW	2,163	32	7	10	13	30	6	36	\$1,713,780	\$47,605	No
8	Shoulder	2,274										
20	ROW	2,163	32	13	6	11	30	4	34	\$1,626,360	\$47,834	No
8	Shoulder	1,369										
22	ROW	2,163	32	3	5	23	31	32	63	\$1,938,780	\$30,774	Yes
8	Shoulder	2,130										

<sup>a</sup> Benefited residences with a predicted noise level that approaches or exceeds the NAC.

<sup>b</sup> Benefited residences with a predicted noise level that does not approach the NAC.

<sup>c</sup> Unit cost of \$30/ft<sup>2</sup> for all barriers.

### 3.2.7 CNE 17 – Residences west of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue

A noise barrier was evaluated for the residences located west of I-275. were evaluated for traffic noise impacts (Appendix C, Aerial Sheets 14 and 15). Of the 77 residences evaluated in this CNE, 25 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

A combination barrier system was evaluated with barrier segments on the ROW and on the roadway shoulder. Because the shoulder barrier would be located on structure, the height of the structure barrier was limited to 8 ft. As shown in **Table 3-6**, the results of the evaluation indicate that a 22 ft. ROW barrier in combination with an 8 ft. shoulder barrier system would meet the minimum noise reduction requirements (i.e., at least two receptors would be benefited by a reduction in traffic noise of at least 5 dB(A) and at least one receptor would be benefited by a reduction in traffic noise of at least 7 dB(A)) and the barrier would be cost reasonable (i.e., the cost would be at or below the cost effectiveness criteria of \$42,000 per benefitted residence). As such, it is recommended that a noise barrier be evaluated further in the project's design phase to abate traffic noise for the residences in CNE 17.

**Table 3-6 Noise Barrier Evaluation – CNE 17**

Barrier			Number of Impacted Residences	Number of Impacted Residences With Noise Reduction			Number of Benefited Residences			Total Estimated Cost <sup>c</sup>	Cost Per Benefited Residence	Cost Reasonable Yes/No
Height (ft)	Location	Length (ft)		5-5.9 dB(A)	6-6.9 dB(A)	≥ 7 dB(A)	Impacted <sup>a</sup>	Not Impacted <sup>b</sup>	Total			
14	ROW	1,130	25	8	2	6	16	0	16	\$919,320	\$57,458	No
8	Shoulder	1,853										
16	ROW	1,056	25	5	9	4	18	0	18	\$902,640	\$50,147	No
8	Shoulder	1,649										
18	ROW	1,056	25	5	5	9	19	0	19	\$1,210,080	\$63,688	No
8	Shoulder	2,666										
20	ROW	1,056	25	5	4	10	19	4	23	\$1,078,560	\$46,894	No
8	Shoulder	1,854										
22	ROW	1,684	25	14	9	16	19	20	39	\$1,534,080	\$39,335	Yes
8	Shoulder	1,761										

<sup>a</sup> Benefited residences with a predicted noise level that approaches or exceeds the NAC.

<sup>b</sup> Benefited residences with a predicted noise level that does not approach the NAC.

<sup>c</sup> Unit cost of \$30/ft.<sup>2</sup> for all barriers.

### 3.2.8 CNE 26 – Julian B. Lane Riverfront Park

The Julian B. Lane Riverfront Park (Appendix C, Aerial Sheet 9) is located south of I-275 and west of the Hillsborough River. The results of the traffic noise analysis indicated that a portion of the park would be impacted with the improvements to I-275. There is an existing 8 ft. shoulder/structure mounted barrier on the mainline of I-275 within the limits of a portion of the park. This barrier was constructed as part of previous improvements to I-275 in the year 2010. As a result of the design change, a segment of the barrier from west of North Boulevard to the barrier terminus on the east end would be removed.

The park was evaluated following procedures in the FDOT's *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. Because the elevation of I-275 in this area would not allow for a ROW with a sufficient effective height to be constructed, only a structure mounted barrier, limited to a height of 8 ft. was evaluated. Based on the results of the analysis, the shoulder barrier would not provide sufficient reduction such that the NRDG would be met. As such, a noise barrier is not considered to be a reasonable noise abatement measure for CNE 26.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the park, the FDOT has committed to further evaluating walls along I-275 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier along I-275 within the limits of Julian B. Lane Riverfront Park during the project's design phase.



### 3.2.9 CNE 27 – Residences in the Art Center Lofts

A noise barrier was evaluated for the residences in the Art Center Lofts located south of I-275 and east of the Hillsborough River (Appendix C, Aerial Sheet 9). Of the 45 residences and outdoor use area in this CNE, 28 residences and the outdoor use area are predicted to be impacted by traffic noise (shown in Appendix B and C).

Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 27.

### 3.2.10 CNE 29 – Perry Harvey Park

Perry Harvey Park (Appendix C, Aerial Sheet 10) is located southeast of I-275 between N. Orange Avenue and Central Avenue. A recreational area within the park is predicted to be impacted by highway traffic noise with the design change.

A noise barrier was evaluated following procedures documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only structure mounted shoulder barriers were evaluated (along the mainline and an I-275 entrance ramp). The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 29.

### 3.2.11 CNE 30 – Residences southeast of I-275 in The Tempo at Encore

A noise barrier was evaluated for the residences in The Tempo at Encore located southeast of I-275 and south of Scott Street (Appendix C, Aerial Sheet 10). Of the 7 residences evaluated, 5 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only structure mounted shoulder barriers were evaluated (along the I-275 mainline and the I-275 entrance ramp). The results of the evaluation indicate that a shoulder barrier system would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 30.

### 3.2.12 CNE 34 – Residences northwest of I-275 between N. Morgan Street and Henderson Avenue

A noise barrier was evaluated for the residences located northwest of I-275 between N. Morgan Street and Henderson Avenue (Appendix C, Aerial Sheets 10 and 11). Of the 3 residences evaluated, 2 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier system would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 34.

### 3.2.13 CNE 37 – Residences south of I-4 between N. Nebraska Avenue and N. 13<sup>th</sup> Street

A noise barrier was evaluated for residences located south of I-4 between N. Nebraska Avenue and N. 13th Street (Appendix C, Aerial Sheet 16). Of the 73 residences evaluated, 25 residences are predicted to be impacted by traffic noise.

Along the ramp from I-275 to I-4, there is an existing 8 ft. shoulder barrier. This barrier was constructed with previous improvements to I-4 in the year 2006. With the design change, the barrier would be removed. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 37.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the impacted residences in CNE 37, the FDOT has committed to further evaluating walls along I-275 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier along I-275 within the limits of CNE 37 during the project's design phase.

### 3.2.14 CNE 42 – Faith Temple Missionary Baptist Church/Community Center

The Faith Temple Missionary Baptist Church/Community Center (Appendix C, Aerial Sheet 11) is located west of I-275 and north of E. Palm Avenue. A noise barrier was evaluated for the playground at this place of worship.

There is an existing 8 ft. shoulder barrier along the I-4 westbound to I-275 southbound ramp that was constructed as part of previous improvements to this area in the year 2006. As a result of the design change, the barrier would be removed.

A noise barrier was evaluated following procedures documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 42.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the place of worship in CNE 42, the FDOT has committed to further evaluating walls along I-4 and I-275 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier within the area of CNE 42 during the project's design phase.

### 3.2.15 CNE 43 – Community Garden

A noise barrier was evaluated for a community garden located at the corner of E. Frances Avenue and N. Grove Avenue (Appendix C, Aerial Sheets 11 and 12).

In this area, there is an existing 8 ft. shoulder barrier along the I-4 westbound to I-275 southbound ramp that was constructed as part of previous improvements to this area in the year 2006. As a result of the design change, the barrier would be removed.

A noise barrier was evaluated following procedures documented in *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations*. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 43.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the community garden in CNE 43, the FDOT has committed to further evaluating walls along I-4 and I-275 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier within the area of CNE 43 during the project's design phase.

### **3.2.16 CNE 46 – Residences north of I-4 between N. Nebraska Avenue and N. 15<sup>th</sup> Street**

A noise barrier was evaluated for residences located north of I-4 between N. Nebraska Avenue and N. 15th Street (Appendix C, Aerial Sheets 12 and 16). Of the 102 residences evaluated, 30 residences are predicted to be impacted by traffic noise (shown in Appendix B and C).

Along I-4, there is an existing 8 ft. shoulder barrier. This barrier was constructed with previous improvements to I-4 in the year 2006. With the design change, the barrier would be removed. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 46.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the impacted residences in CNE 46, the FDOT has committed to further evaluating walls along I-275 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier along I-275 within the limits of CNE 46 during the project's design phase.

### **3.2.17 CNE 52 and 54 – Residences south of I-4 in the Bainbridge Apartments and The Quarter at Ybor Apartments**

A noise barrier was evaluated for the residences in the multi-family complexes (the Bainbridge Apartments and The Quarter at Ybor Apartments) between N. 16th Street and N. 21st Street in Ybor City (Appendix C, Aerial Sheet 17). Of the 226 residences evaluated, 17 would be impacted by highway traffic noise with the improvements to I-4 (shown in Appendix B and C).

There is limited ROW in this area. As such, only a shoulder noise barrier was evaluated. Because this shoulder barrier would not be on structure, the barrier was evaluated at heights ranging from 8 to 14 ft. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 52 and 54.

#### **3.2.18 CNE 53 – Residences south of I-4 between N. 22<sup>nd</sup> Street and N. 24<sup>th</sup> Street**

A noise barrier was considered for the residences south of I-4 between N. 22<sup>nd</sup> Street and N. 24<sup>th</sup> Street (Appendix C, Aerial Sheets 17 and 18). Of the 24 residences evaluated in this area, one is predicted to be impacted by traffic noise (shown in Appendix B and C).

Notably, there are two 8 ft. shoulder barriers in this area (one barrier along the mainline and one along the I-4 entrance ramp from N. 22<sup>nd</sup> Street). These barriers were constructed with improvements to I-4 in the year 2007. With the design change, both barriers would remain. As such, a noise evaluation was not performed because, following FDOT procedures, noise abatement measures are not considered feasible if a measure only reduces traffic noise for one residential land use.

#### **3.2.19 CNE 55 - Residences north of I-4 between N. 15<sup>th</sup> Street and N. 21<sup>st</sup> Street**

A noise barrier was evaluated for the residences north of I-4 between N. 15<sup>th</sup> Street and N. 21<sup>st</sup> Street (Appendix C, Aerial Sheets 17 and 18). Of the 114 residences evaluated, nine are predicted to be impacted by traffic noise (shown in Appendix B and C).

There are also two 8 ft. shoulder barriers in this area (one barrier along the mainline and one along the I-4 entrance ramp). These barriers were also constructed with improvements to I-4 in the year 2007. With the design change, both barriers would remain. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 55.

#### **3.2.20 CNE 61 - Residences east of I-275 between E. Columbus Drive and E. Floribruska Avenue**

A noise barrier was evaluated for the residences east of I-275 between E. Columbus Drive and E. Floribruska Avenue (Appendix C, Aerial Sheet 12). Of the 49 residences evaluated in this area, seven would be impacted by traffic noise with the improvement to I-275 (shown in Appendix B and C).

There is an existing 8 ft. shoulder barrier in this area that was constructed in the year 2006. With the design change, the barrier would be removed. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 46.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the impacted residences in CNE 61, the FDOT has committed to further evaluating walls along I-275 and I-4 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community.

Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier along I-275 within the limits of CNE 61 during the project's design phase.

### **3.2.21 CNE 64 - Residences west of I-275 between E. Columbus Drive and E. Floribruska Avenue**

A noise barrier was evaluated for the residences located west of I-275 between E. Columbus Drive and E. Floribruska Avenue (Appendix C, Aerial Sheets 12 and 13). Of the 49 residences evaluated in this area, two are predicted to be impacted by traffic noise (shown in Appendix B and C).

There is an existing 8 ft. shoulder barrier in this area that was constructed in the year 2006. With the design change, a portion of the barrier would be removed. Because the elevation of I-275 in this area would not allow for a ROW barrier with an effective height to be constructed, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 46.

Although the results of the analysis indicate that a noise barrier would not be a reasonable noise abatement measure for the impacted residences in CNE 61, the FDOT has committed to further evaluating walls along I-275 and I-4 at locations where existing noise barriers would be removed because of the design change and this noise barrier evaluation indicates that a noise barrier would not be a feasible and reasonable abatement measure. The FDOT believes that constructing the walls in such locations is vital to the betterment of the community. Therefore, the FDOT will commit to further evaluating an 8 ft. shoulder barrier along I-275 within the limits of CNE 61 during the project's design phase.

### **3.2.21 CNE 65 – Tampa Riverwalk Trail**

A noise barrier was evaluated for the Tampa Riverwalk Trail which parallels the Hillsborough River on the east side. Of the 62 receptors evaluated along the trail, 31 are predicted to be impacted by traffic noise (shown in Appendix B and C).

Because it is not possible to construct a ROW barrier in this area, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 65.

### **3.2.21 CNE 66 – Hillsborough River Paddling Trail**

A noise barrier was evaluated for the Hillsborough River Paddling Trail along the Hillsborough River. Of the 55 receptors evaluated along the trail, 26 are predicted to be impacted by traffic noise (shown in Appendix B and C).

Because it is not possible to construct a ROW barrier in this area, only a structure mounted shoulder barrier was evaluated. The results of the evaluation indicate that a shoulder barrier would not provide sufficient reduction in traffic noise such that the NRDG would be met. Therefore, a noise barrier is not considered a reasonable abatement measure for CNE 66.

### **3.2.22 Summary of the Traffic Noise Analysis**

A traffic noise analysis was performed to evaluate a design change for proposed improvements to I-275 and I-4

within Segments 1A and 2B of the SEIS TIS. The results of the analysis indicated that none of the land uses for which there are NAC would be impacted by traffic noise in Segment 1A. In Segment 2B, the analysis indicates that 317 of the 1,297 evaluated receptors, representing 279 properties (i.e., 271 residential and eight SLUs) would be impacted by traffic noise (shown in Appendix B and C). The impacted land uses are located within 24 CNEs.

An evaluation was performed to determine if noise barriers would be a feasible and reasonable abatement measure for the impacted land uses within the 24 CNEs. As shown in **Table 3-7**, the results of the evaluation indicate that barriers are a potential abatement measure for residences within four CNEs:

- CNE 1 – Residences east of I-275 between Floribaska Avenue and Dr. MLK Jr. Boulevard
- CNE 9 – Residences west of I-275 between Emily Street and Dr. MLK Jr. Boulevard
- CNE 15 – Residences east of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue
- CNE 17 – Residences west of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue

**Table 3-7 Summary of Barrier Evaluation**

CNE Number	Land Use	Location	Appendix A Sheet Number	Number of Impacted Receptors/Number of Impacted Properties		Is a Noise Barrier Recommended for Further Evaluation?
1	Residential	East of I-275 between Floribaska Avenue and Dr. MLK Jr. Boulevard	12 & 13	58	59	Yes
4	Park	East of I-275 between E. 26th Avenue and E. Emily St (Borrell Park-Nebraska Avenue Park)	13	1	1	No
5	Residential	West of I-275 between Floribaska Avenue and Adalee Street	12 & 13	8	8	No
7	Park	West of I-275 between Adalee Street and Emily Street (Robles Park)	13	2	1	No
9	Residential	West of I-275 between Emily Street and Dr. MLK Jr. Boulevard	13 & 14	20	20	Yes
15	Residential	East of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue	14	32	32	Yes
17	Residential	West of I-275 between Dr. MLK Jr. Boulevard and Osborne Avenue	14	25	25	Yes
26	Park	South of I-275 and west of the Hillsborough River (Julian B. Lane Riverfront Park)	9	1	1	No
27	Residential	South of I-275 and east of the Hillsborough River (Art Center Lofts)	9	29	29	No
29	Park	Southeast of I-275 between N. Orange Avenue and Central Avenue (Perry Harvey Park)	10	1	1	No
30	Residential	Southeast of I-275 and south of Scott Street (The Tempo at Encore)	10	5	5	No
34	Residential	Northwest of I-275 between N. Morgan Street and Henderson Avenue	10 & 11	1	2	No
37	Residential	South of I-4, between N. Nebraska Avenue and N. 13th Street	11, 12 & 16	16	25	No
42	Place of Worship - Playground	West of I-275 and north of Palm Avenue (Faith Temple Missionary Baptist Church/Community Center)	11	1	1	No
43	Recreational Area - Garden	West of I-275 and south of E. Frances Avenue (Community Garden)	11 & 12	1	1	No
46	Residential	North of I-4 between N. Nebraska Avenue and N. 15th Street	12 & 16	27	30	No
52	Residential	South of I-4 between N. 16th Street and N. 21st St (The Quarter at Ybor)	17	5	5	No



CNE Number	Land Use	Location	Appendix A Sheet Number	Number of Impacted Receptors/Number of Impacted Properties		Is a Noise Barrier Recommended for Further Evaluation?
53	Residential	South of I-4 between N. 22nd Street and N. 24th Street	17	1	1	No
54	Residential	South of I-4 between N. 16th Street and N. 21st St (Bainbridge Apartments)	17	12	12	No
55	Residential	North of I-4 between N. 15th Street and N. 21st Street	17 & 18	5	9	No
61	Residential	East of I-275 between E. Columbus Drive and E. Floribaska Avenue	12	7	7	No
64	Residential	West of I-275 between E. Columbus Drive and E. Floribaska Avenue	12	2	2	No
65	Trail	Tampa Riverwalk Trail	9	62	1	No
66	Trail	Hillsborough River Paddling Trail	9	55	1	No

## 4. STATEMENT OF LIKELIHOOD

The FDOT is committed to the construction of noise barriers for the residences within CNE 1 (Appendix C, Aerial Sheets 12 – 14), CNE 9 (Appendix C, Aerial Sheets 13 & 14), CNE 15 (Appendix C, Aerial Sheets 14 and 15), and CNE 17 (Appendix C, Aerial Sheet 14) contingent upon the following:

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

Additionally, as noted previously in **Section 2.4.1**, an 8 ft. visual barrier system is planned to be constructed on the south side of I-275 between Westshore Boulevard and Lois Avenue along both the mainline and the exit ramp to Lois Avenue (CNE 12, shown on aerial sheet 5 and 6 in **Appendix C**). An 8 ft. visual barrier is also planned to be constructed at the southern end of Church Street along the entrance ramp from Dale Mabry Highway, as noted in **Section 2.4.3**. (CNE 20, shown on aerial sheets 6 and 7 in **Appendix C**).

Notably, in some areas, the improvements to I-275 and I-4 would require that existing noise barriers or segments of existing barriers be removed. In these areas and where the noise barrier evaluation indicated that barriers would not be a feasible and reasonable abatement measure, the FDOT also commits to further evaluating comparable replacement walls in the design plans. The FDOT believes that constructing the walls is vital to the betterment of the community. The areas for which the comparable replacement walls will be further evaluated are:

- South of I-275 and west of the Hillsborough River (see Appendix C, Aerial Sheet 9)
- South of I-275 between N. Nebraska Avenue and N. 13<sup>th</sup> Street (see Appendix C, Aerial Sheet 16)



- West of I-275 and north of Palm Avenue (see Appendix C, Aerial Sheet 11)
- North of I-4 between N. Nebraska Avenue and N. 15<sup>th</sup> Street (see Appendix C, Aerial Sheets 12 and 16)
- East of I-275 between E. Columbus Drive and E. Floribaska Avenue (see Appendix C, Aerial Sheet 12)
- West of I-275 between E. Columbus Drive and E. Floribaska Avenue (see Appendix C, Aerial Sheets 12 and 13)

## **5. CONSTRUCTION NOISE AND VIBRATION**

Land uses adjacent to I-275 are identified on the FDOT listing of construction noise and vibration sensitive sites (i.e., residences, medical facilities, schools, places of worship, parks, and businesses with outdoor use). Any noise or vibration generated during construction of the proposed highway improvements is expected to be temporary. If additional sensitive land uses develop adjacent to the roadway prior to construction, an increase in the number of noise sensitive sites impacted by potential noise or vibration could result. It is anticipated that the application of the *FDOT Standard Specifications for Road and Bridge Construction* will minimize or eliminate construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in coordination with the FDOT's Noise Specialist and the Contractor, will investigate additional methods of controlling the impacts.

## 6. REFERENCES

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FDOT, 1989. *TIS Master Plan Report*.

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FDOT, "Noise Study Technical Memorandum- Interstate 4 from West of 14<sup>th</sup> Street to East of 50<sup>th</sup> Street." August 2000, Amended May 2001.

FDOT, "Noise Analysis Update Report. Interstate 275 (SR 93) Segment 2A from Himes Avenue to the Hillsborough River." October 2004.

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FHWA, Report FHWA-HEP-10-025, *"Highway Traffic Noise: Analysis and Abatement Guidance"*, December 2011; 75 pages.

Hillsborough County MPO, December 2009. *2035 Long Range Transportation Plan for Hillsborough County (LRTP)*.

Hillsborough County MPO, February 2018. *Imagine 2040: Hillsborough Long Range Transportation Plan*.

## APPENDIX A

# Traffic Data



## Segment 1A



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 •	0.80%	% 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 •	0.80%	% 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 •	0.80%	% 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:	TIS SEIS 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:	TIS SEIS 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:	2018	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:	944	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, 2019.

**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:	TIS SEIS 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:	2018	T24 =	0.00%	% of 24 Hour Volume
		Tpeak =	0.00%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	NA	HT =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.00%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.00%	% of Design Hour Volume

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

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
		Tpeak =	0.00%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	2403	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.00%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from SB I-275 to NB SR 60 - Site No: 102661
Section Number:	10190051
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	10.80%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	5.40%	% of Design Hour Volume
Demand Peak Hour Volume:	4680	MT =	2.60%	% of Design Hour Volume
Posted Speed:	35	HT =	2.60%	% of Design Hour Volume
		B =	0.08%	% of Design Hour Volume
		MC =	0.08%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	10.80%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	5.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	2.60%	% of Design Hour Volume
Posted Speed:	35	HT =	2.60%	% of Design Hour Volume
		B =	0.08%	% of Design Hour Volume
		MC =	0.08%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	10.80%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	5.40%	% of Design Hour Volume
Demand Peak Hour Volume:	3263	MT =	2.60%	% of Design Hour Volume
Posted Speed:	35	HT =	2.60%	% of Design Hour Volume
		B =	0.08%	% of Design Hour Volume
		MC =	0.08%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## 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:	2018	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:	3070	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	2408	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, 2019.

## 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 SB I-275 Express Lane
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	0.00%	% of 24 Hour Volume
		Tpeak =	0.00%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	NA	HT =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.00%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.00%	% of Design Hour Volume

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

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	0.00%	% of 24 Hour Volume
		Tpeak =	0.00%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	558	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	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
Project Description:	TIS SEIS Segment 1A
Segment Description:	Ramp From NB I-275 to Kennedy Blvd - Site No: 102663
Section Number:	10270129
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	10.80%	% of 24 Hour Volume
Year:	2018	Tpeak =	5.40%	% of Design Hour Volume
		MT =	3.01%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	3.01%	% of Design Hour Volume
Demand Peak Hour Volume:	758	B =	0.21%	% of Design Hour Volume
Posted Speed:	45	MC =	0.21%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	5.40%	% of Design Hour Volume
		MT =	3.01%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	3.01%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.21%	% of Design Hour Volume
Posted Speed:	45	MC =	0.21%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	10.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	5.40%	% of Design Hour Volume
		MT =	3.01%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	3.01%	% of Design Hour Volume
Demand Peak Hour Volume:	781	B =	0.21%	% of Design Hour Volume
Posted Speed:	45	MC =	0.21%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp NB I-275 to NB SR 60 - Site No: 102763
Section Number:	10190009
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	7.90%	% of 24 Hour Volume
Year:	2018	Tpeak =	3.95%	% of Design Hour Volume
		MT =	2.20%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.73%	% of Design Hour Volume
Demand Peak Hour Volume:	2572	B =	0.15%	% of Design Hour Volume
Posted Speed:	45	MC =	0.15%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	7.90%	% of 24 Hour Volume
Year:	2045	Tpeak =	3.95%	% of Design Hour Volume
		MT =	2.20%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.73%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.15%	% of Design Hour Volume
Posted Speed:	45	MC =	0.15%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	7.90%	% of 24 Hour Volume
Year:	2045	Tpeak =	3.95%	% of Design Hour Volume
		MT =	2.20%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	1.73%	% of Design Hour Volume
Demand Peak Hour Volume:	2655	B =	0.15%	% of Design Hour Volume
Posted Speed:	45	MC =	0.15%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from SB SR 60 to NB I-275 - Site No: 102764
Section Number:	10190175
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	7.90%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	3.95%	% of Design Hour Volume
Demand Peak Hour Volume:	4680	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	1.73%	% 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 =	7.90%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	3.95%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	1.73%	% 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 =	7.90%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	3.95%	% of Design Hour Volume
Demand Peak Hour Volume:	3263	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	1.73%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from Lois Ave to NB I-275 - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	666	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	864	MT =	090%	% of Design Hour Volume
Posted Speed:	NA	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## 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:	Ramp from NB I-275 to Lois Ave - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	360	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	1710	B =	0.03%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from NB I-275 to Dale Mabry - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	1080	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	2520	B =	0.03%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from Dale Mabry to NB I-275 - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3070	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	2250	B =	0.03%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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
Project Description:	TIS SEIS Segment 1A
Segment Description:	Ramp from NB Veterans to Independence Pkwy - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	400%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	200%	% of Design Hour Volume
Demand Peak Hour Volume:	2016	MT =	130%	% of Design Hour Volume
Posted Speed:	30	HT =	070%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	400%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	200%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	130%	% of Design Hour Volume
Posted Speed:	30	HT =	070%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	400%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	3070	Tpeak =	200%	% of Design Hour Volume
Demand Peak Hour Volume:	2315	MT =	130%	% of Design Hour Volume
Posted Speed:	NA	HT =	070%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from Lois Ave to SB I-275 - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	360	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	1710	MT =	090%	% of Design Hour Volume
Posted Speed:	NA	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from SB I-275 to Cypress Ave - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	666	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	090%	% of Design Hour Volume
Posted Speed:	30	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
IOS C Peak Hour Directional Volume:	1010	Tpeak =	220%	% of Design Hour Volume
Demand Peak Hour Volume:	864	MT =	090%	% of Design Hour Volume
Posted Speed:	NA	HT =	120%	% of Design Hour Volume
		B =	003%	% of Design Hour Volume
		MC =	003%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## 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:	Ramp from SB I-275 to Dale Mabry - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	440%	% of 24 Hour Volume
		Tpeak =	220%	% of Design Hour Volume
		MT =	090%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	120%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	B =	003%	% of Design Hour Volume
Posted Speed:	30	MC =	003%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	220%	% of Design Hour Volume
		MT =	090%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	120%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	003%	% of Design Hour Volume
Posted Speed:	30	MC =	003%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	440%	% of 24 Hour Volume
		Tpeak =	220%	% of Design Hour Volume
		MT =	090%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	3070	HT =	120%	% of Design Hour Volume
Demand Peak Hour Volume:	2250	B =	003%	% of Design Hour Volume
Posted Speed:	NA	MC =	003%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## 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:	Ramp from Dale Mabry to SB I-275 - Site No:
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	1080	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.03%	% of Design Hour Volume
Posted Speed:	30	MC =	0.03%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	4.40%	% of 24 Hour Volume
		Tpeak =	2.20%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
IOS C Peak Hour Directional Volume:	1010	HT =	1.20%	% of Design Hour Volume
Demand Peak Hour Volume:	2520	B =	0.03%	% of Design Hour Volume
Posted Speed:	NA	MC =	0.03%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## Segment 2B

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	N/A
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275 Express Lane
Project Description:	TB Next Section 5
Segment Description:	I-275 Express Lane, East of North Blvd - Northbound
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	0	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% 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 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	0	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% 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 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	N/A
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275 Express Lane
Project Description:	TB Next Section 5
Segment Description:	I-275 Express Lane, East of North Blvd - Southbound
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	0	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% 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 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	0	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% 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 =	0.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	0.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.00%	% of Design Hour Volume
Posted Speed:	55	HT =	0.00%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	N/A
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 5
Segment Description:	75, Between Armenia/Howard Ave and Ashley St (NB)- Site No: 1020
Section Number:	10190000
Mile Post To/From:	5.513/6.295

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7080	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	12794	MT =	1.20%	% of Design Hour Volume
Posted Speed:	55	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 =	57.60%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7080	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	14940	MT =	1.20%	% of Design Hour Volume
Posted Speed:	55	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 =	57.60%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	8680	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.20%	% of Design Hour Volume
Posted Speed:	55	HT =	1.50%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	N/A
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 5
Segment Description:	75, Between Armenia/Howard Ave and Ashley St (SB)- Site No: 1020
Section Number:	10190000
Mile Post To/From:	5.513/6.295

Existing Facility:		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2018	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	7080	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	12794	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	7080	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	14940	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8680	HT =	1.50%	% 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

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of MLK Jr Blvd (NB) - Site No: 102008
Section Number:	10320000
Mile Post To/From:	1.583/2.329

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	4.50%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	9176	MT =	1.00%	% of Design Hour Volume
Posted Speed:	55	HT =	1.30%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	4.50%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	13271	MT =	1.00%	% of Design Hour Volume
Posted Speed:	55	HT =	1.30%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	4.50%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	2.30%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.00%	% of Design Hour Volume
Posted Speed:	55	HT =	1.30%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of MLK Jr Blvd (SB) - Site No: 102008
Section Number:	10320000
Mile Post To/From:	1.583/2.329

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	4.50%	% of 24 Hour Volume
		Tpeak =	2.30%	% of Design Hour Volume
		MT =	1.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4580	HT =	1.30%	% of Design Hour Volume
Demand Peak Hour Volume:	9176	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	4.50%	% of 24 Hour Volume
		Tpeak =	2.30%	% of Design Hour Volume
		MT =	1.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4580	HT =	1.30%	% of Design Hour Volume
Demand Peak Hour Volume:	13271	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	4.50%	% of 24 Hour Volume
		Tpeak =	2.30%	% of Design Hour Volume
		MT =	1.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.30%	% 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

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, S of MLK Jr Blvd (NB) - Site No: 102009
Section Number:	10320000
Mile Post To/From:	0.889/1.290

Existing Facility:		D =	57.60%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2018	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	9207	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	12856	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	8680	HT =	1.10%	% 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

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, S of MLK Jr Blvd (SB) - Site No: 102009
Section Number:	10320000
Mile Post To/From:	0.889/1.290

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	9207	MT =	0.80%	% of Design Hour Volume
Posted Speed:	55	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	12856	MT =	0.80%	% of Design Hour Volume
Posted Speed:	55	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	55	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of SR 400/I-4 (NB) - Site No: 102010
Section Number:	10320000
Mile Post To/From:	0.472/0.668

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	6988	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	9103	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	10320	HT =	1.10%	% 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

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of SR 400/I-4 (SB) - Site No: 102010
Section Number:	10320000
Mile Post To/From:	0.472/0.668

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4580	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	6988	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4580	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	9103	B =	0.10%	% of Design Hour Volume
Posted Speed:	55	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.10%	% 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

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of Palm Ave (NB) - Site No: 102012
Section Number:	10320000
Mile Post To/From:	0.171/0.472

Existing Facility:		D =	57.60%	%
Year:	2018	T24 =	3.90%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4479	MT =	0.90%	% of Design Hour Volume
Posted Speed:	50	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.90%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4686	MT =	0.90%	% of Design Hour Volume
Posted Speed:	50	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
Year:	2045	T24 =	3.90%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.90%	% of Design Hour Volume
Posted Speed:	50	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT  
FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of Palm Ave (SB) - Site No: 102012
Section Number:	10320000
Mile Post To/From:	0.171/0.472

Existing Facility:		D =	57.60%	%
		T24 =	3.90%	% of 24 Hour Volume
Year:	2018	Tpeak =	2.00%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3020	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4479	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
		T24 =	3.90%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.00%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3020	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4686	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
		T24 =	3.90%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.00%	% of Design Hour Volume
		MT =	0.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	3020	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, E of Florida Ave (NB) - Site No: 102015
Section Number:	10190000
Mile Post To/From:	6.682/6.718

Existing Facility:		D =	58.00%	%
Year:	2018	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	10169	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	58.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	11599	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	58.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, E of Florida Ave (SB) - Site No: 102015
Section Number:	10190000
Mile Post To/From:	6.682/6.718

Existing Facility:		D =	58.00%	%
Year:	2018	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	10169	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	58.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	11599	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	58.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	I-4, W of 50th St (EB) - Site No: 102026
Section Number:	10190000
Mile Post To/From:	9.233/10.023

Existing Facility:		D =	53.90%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	8518	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	13389	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT  
FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	I-4, W of 50th St (WB) - Site No: 102026
Section Number:	10190000
Mile Post To/From:	9.233/10.023

Existing Facility:		D =	53.90%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	8518	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	13389	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.70%	% of Design Hour Volume
Posted Speed:	55	HT =	2.70%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.40%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	I-4, E of SR45/Nebraska Ave (EB) - Site No: 102028
Section Number:	10190000
Mile Post To/From:	7.700/8.063

Existing Facility:		D =	53.90%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	10575	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	15174	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	7680	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	I-4, E of SR45/Nebraska Ave (WB) - Site No: 102028
Section Number:	10190000
Mile Post To/From:	7.700/8.063

Existing Facility:		D =	53.90%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	10575	MT =	1.70%	% of Design Hour Volume
Posted Speed:	50	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	6080	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	15174	MT =	1.70%	% of Design Hour Volume
Posted Speed:	50	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	53.90%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	7680	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.70%	% of Design Hour Volume
Posted Speed:	50	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of Orange Ave (NB) - Site No: 105352
Section Number:	10190000
Mile Post To/From:	7.143/7.289

Existing Facility:		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2018	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11320	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	10098	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11320	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	11519	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	11320	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	I-275, N of Orange Ave (SB) - Site No: 105352
Section Number:	10190000
Mile Post To/From:	7.143/7.289

Existing Facility:		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2018	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	10098	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6080	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	11519	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	57.60%	%
		T24 =	5.30%	% of 24 Hour Volume
Year:	2045	Tpeak =	2.70%	% of Design Hour Volume
		MT =	1.20%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	7680	HT =	1.50%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from SB I-275 to MLK Jr Blvd - Site No: 102627
Section Number:	10320161
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	837	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	1530	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	3.80%	% of 24 Hour Volume
		Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from MLK Jr Blvd to NB I-275 - Site No: 102628
Section Number:	10320162
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2018	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	837	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	1530	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	3.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	1.90%	% of Design Hour Volume
		MT =	0.80%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	1.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from MLK Jr Blvd to SB I-275 - Site No: 102629
Section Number:	10320159
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	864	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from NB I-275 to MLK Jr Blvd - Site No: 102630
Section Number:	10320160
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	864	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from SB I-275 to Downtown Tampa - Site No: 102634
Section Number:	10190071
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1656	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2862	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	mp from Jefferson St to NB I-275 (Left Lane Entrance) - Site No: 1026
Section Number:	10190072
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2160	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	np from Jefferson St to NB I-275 (Right Lane Entrance) - Site No: 102
Section Number:	10190454
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	990	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from Ashley St to NB I-275 - Site No: 102637
Section Number:	10190070
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	900	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	np from Ashley St/Tamp St/Kay St to SB I-275 - Site No: 102641/1026
Section Number:	10190457
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2340	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2970	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	30	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from NB I-275 to Ashley St/Scott St - Site No: 102642/102638
Section Number:	10190067
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2340	MT =	0.80%	% of Design Hour Volume
Posted Speed:	20	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	2970	MT =	0.80%	% of Design Hour Volume
Posted Speed:	20	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	0.80%	% of Design Hour Volume
Posted Speed:	20	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to 50th St - Site No: 102669
Section Number:	10190455
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2018	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	882	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from 50th St to EB I-4 - Site No: 102670
Section Number:	10190456
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	882	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1170	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from Columbus Dr to WB I-4 - Site No: 102671
Section Number:	10190445
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2018	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1890	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	8.80%	% of 24 Hour Volume
Year:	2045	Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from EB I-4 to Columbus Dr - Site No: 102672
Section Number:	10190446
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	1890	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
		Tpeak =	4.40%	% of Design Hour Volume
		MT =	1.70%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	45	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to 21st/22nd St - Site No: 102677
Section Number:	10190447
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	522	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	990	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from 21st/22nd St to EB I-4 - Site No: 102680
Section Number:	10190448
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	522	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	990	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT  
FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93 / SR 400
Road Name:	I-275 / I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from NB I-275 to EB I-4 - Site No: 102682
Section Number:	10190007
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	7110	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	9270	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.20%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93 / SR 400
Road Name:	I-275 / I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from SB I-275 to EB I-4 - Site No: 102683
Section Number:	10320182
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	2700	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	2.80%	% 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 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	4806	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	2.80%	% 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 =	10.00%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	5.00%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	2.20%	% of Design Hour Volume
Posted Speed:	45	HT =	2.80%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400 / SR 93
Road Name:	I-4 / I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to NB I-275 - Site No: 102684
Section Number:	10190451
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
		T24 =	10.00%	% of 24 Hour Volume
Year:	2018	Tpeak =	5.00%	% of Design Hour Volume
		MT =	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	2700	B =	0.30%	% of Design Hour Volume
Posted Speed:	45	MC =	0.50%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	10.00%	% of 24 Hour Volume
Year:	2045	Tpeak =	5.00%	% of Design Hour Volume
		MT =	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	880	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4806	B =	0.30%	% of Design Hour Volume
Posted Speed:	45	MC =	0.50%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
		T24 =	10.00%	% of 24 Hour Volume
Year:	2045	Tpeak =	5.00%	% of Design Hour Volume
		MT =	1.90%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4806	B =	0.30%	% of Design Hour Volume
Posted Speed:	45	MC =	0.50%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400 / SR 93
Road Name:	I-4 / I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to SB I-275 - Site No: 102685
Section Number:	10190008
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	3020	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	5706	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	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 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	3020	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	7362	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	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 =	5.30%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	4580	Tpeak =	2.70%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.20%	% of Design Hour Volume
Posted Speed:	50	HT =	1.50%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from EB I-4 to I-4 Connector - Site No: 972500
Section Number:	10472500
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2070	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2700	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to I-4 Connector - Site No: 972502
Section Number:	10472502
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	6.80%	% of 24 Hour Volume
		Tpeak =	3.40%	% of Design Hour Volume
		MT =	1.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.10%	% of Design Hour Volume
Demand Peak Hour Volume:	1080	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
		Tpeak =	3.40%	% of Design Hour Volume
		MT =	1.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.10%	% of Design Hour Volume
Demand Peak Hour Volume:	2664	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
		Tpeak =	3.40%	% of Design Hour Volume
		MT =	1.30%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2560	HT =	2.10%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	B =	0.10%	% of Design Hour Volume
Posted Speed:	50	MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from I-4 Connector to EB I-4 - Site No: 972503
Section Number:	10190503
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	1080	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2664	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from I-4 Connector to WB I-4 - Site No: 972503
Section Number:	10472503
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2070	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2700	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	6.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	2560	Tpeak =	3.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.30%	% of Design Hour Volume
Posted Speed:	50	HT =	2.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from WB I-4 to Downtown Tampa
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	5.70%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	2.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.30%	% of Design Hour Volume
Posted Speed:	NA	HT =	1.60%	% 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 =	5.70%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	2.90%	% of Design Hour Volume
Demand Peak Hour Volume:	1908	MT =	1.30%	% of Design Hour Volume
Posted Speed:	NA	HT =	1.60%	% 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 =	5.70%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	2.90%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	1.30%	% of Design Hour Volume
Posted Speed:	45	HT =	1.60%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.



## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from SB I-275 to Floribaska Ave - Site No: 102632
Section Number:	10320160
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	576	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	855	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	855	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from NB I-275 to 14th St
Section Number:	0
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	2.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	2.40%	% of Design Hour Volume
		B =	0.30%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	NA	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	#VALUE!	MT =	2.00%	% of Design Hour Volume
Posted Speed:	NA	HT =	2.40%	% of Design Hour Volume
		B =	0.30%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	990	MT =	2.00%	% of Design Hour Volume
Posted Speed:	45	HT =	2.40%	% of Design Hour Volume
		B =	0.30%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	?
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from Floribaska Ave to NB I-275 - Site No: 102631
Section Number:	10320160
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	576	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	855	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% 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 =	3.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	1.90%	% of Design Hour Volume
Demand Peak Hour Volume:	855	MT =	0.80%	% of Design Hour Volume
Posted Speed:	45	HT =	1.10%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.10%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 400
Road Name:	I-4
Project Description:	TB Next Section 6
Segment Description:	Ramp from 21st/22nd St to WB I-4 - Site No: 102678
Section Number:	10190450
Mile Post To/From:	0

Existing Facility:		D =	100.00%	%
Year:	2018	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	1440	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

No Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2610	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Build Alternative (Design Year):		D =	100.00%	%
Year:	2045	T24 =	8.80%	% of 24 Hour Volume
LOS C Peak Hour Directional Volume:	880	Tpeak =	4.40%	% of Design Hour Volume
Demand Peak Hour Volume:	2610	MT =	1.70%	% of Design Hour Volume
Posted Speed:	45	HT =	2.70%	% of Design Hour Volume
		B =	0.10%	% of Design Hour Volume
		MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT FDOT DISTRICT 7

Federal Aid Number(s):	0
FPID Number(s):	433821-2-32-01
State/Federal Route No.:	SR 93
Road Name:	I-275
Project Description:	TB Next Section 6
Segment Description:	Ramp from SB I-275 to 14th St - Site No: NA
Section Number:	0
Mile Post To/From:	0

### Existing Facility:

Year:

2018

LOS C Peak Hour Directional Volume:

NA

Demand Peak Hour Volume:

#VALUE!

Posted Speed:

NA

D =	100.00%	%
T24 =	8.80%	% of 24 Hour Volume
Tpeak =	4.40%	% of Design Hour Volume
MT =	1.70%	% of Design Hour Volume
HT =	2.70%	% of Design Hour Volume
B =	0.10%	% of Design Hour Volume
MC =	0.20%	% of Design Hour Volume

### No Build Alternative (Design Year):

Year:

2045

LOS C Peak Hour Directional Volume:

NA

Demand Peak Hour Volume:

#VALUE!

Posted Speed:

NA

D =	100.00%	%
T24 =	8.80%	% of 24 Hour Volume
Tpeak =	4.40%	% of Design Hour Volume
MT =	1.70%	% of Design Hour Volume
HT =	2.70%	% of Design Hour Volume
B =	0.10%	% of Design Hour Volume
MC =	0.20%	% of Design Hour Volume

### Build Alternative (Design Year):

Year:

2045

LOS C Peak Hour Directional Volume:

880

Demand Peak Hour Volume:

1620

Posted Speed:

45

D =	100.00%	%
T24 =	8.80%	% of 24 Hour Volume
Tpeak =	4.40%	% of Design Hour Volume
MT =	1.70%	% of Design Hour Volume
HT =	2.70%	% of Design Hour Volume
B =	0.10%	% of Design Hour Volume
MC =	0.20%	% of Design Hour Volume

Source: FDOT, District 7, 2019.

## APPENDIX B

# Predicted Traffic Noise Levels



Table B-1 Segment 1A Predicted Traffic Noise Levels

Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
Mariner Street	1	RN1	B	Residential		1	56.9	No
	1	RN2	B	Residential		1	57.2	No
	1	RN3	B	Residential		1	57.6	No
	1	RN4	B	Residential		1	58.2	No
	1	RN5	B	Residential		1	58.9	No
	1	RN6	B	Residential		1	59.7	No
	1	RN7	B	Residential		1	62.2	No
	1	RN8	B	Residential		1	63.1	No
	1	RN9	B	Residential		1	61.9	No
	1	RN10	B	Residential		1	61.0	No
	1	RN11	B	Residential		1	60.5	No
	1	RN12	B	Residential		1	60.7	No
	1	RN13	B	Residential		1	60.5	No
	1	RN14	B	Residential		1	60.0	No
	1	RN15	B	Residential		1	59.9	No
	1	RN16	B	Residential		1	59.6	No
	1	RN17	B	Residential		1	59.4	No
	1 & 2	RN18	B	Residential		1	59.2	No
	1 & 2	RN19	B	Residential		1	59.1	No
	1 & 2	RN20	B	Residential		1	58.6	No
	2	RN21	B	Residential		1	58.3	No
	2	RN22	B	Residential		1	58.2	No
	2	RN23	B	Residential		1	57.8	No
	2	RN24	B	Residential		1	57.7	No
	2	RN25	B	Residential		1	57.4	No
Mariner North Condominiums	2	RN26B	B	Residential		1	56.5	No
	2	RN26C	B	Residential		1	56.7	No
	2	RN26D	B	Residential		1	57.2	No
	2	RN26E	B	Residential		1	58.2	No
	2	RN26F	B	Residential		1	58.8	No
	2	RN26G	B	Residential		1	59.1	No
	2	RN26H	B	Residential		1	59.6	No
	2	RN27B	B	Residential		1	56.5	No
	2	RN27C	B	Residential		1	56.7	No
	2	RN27D	B	Residential		1	57.1	No
	2	RN27E	B	Residential		1	58.2	No
	2	RN27F	B	Residential		1	58.8	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	2	RN27G	B	Residential		1	59.1	No
	2	RN27H	B	Residential		1	59.6	No
	2	RN28B	B	Residential		1	56.6	No
	2	RN28C	B	Residential		1	56.7	No
	2	RN28D	B	Residential		1	57.2	No
	2	RN28E	B	Residential		1	58.3	No
	2	RN28F	B	Residential		1	58.9	No
	2	RN28G	B	Residential		1	59.2	No
	2	RN28H	B	Residential		1	59.7	No
	2	RN29B	B	Residential		1	56.7	No
	2	RN29C	B	Residential		1	56.7	No
	2	RN29D	B	Residential		1	57.2	No
	2	RN29E	B	Residential		1	58.3	No
	2	RN29F	B	Residential		1	58.9	No
	2	RN29G	B	Residential		1	59.2	No
	2	RN29H	B	Residential		1	59.7	No
	2	RN30B	B	Residential		1	56.7	No
	2	RN30C	B	Residential		1	56.7	No
	2	RN30D	B	Residential		1	57.1	No
	2	RN30E	B	Residential		1	58.3	No
	2	RN30F	B	Residential		1	58.9	No
	2	RN30G	B	Residential		1	59.3	No
	2	RN30H	B	Residential		1	59.8	No
	2	RN31B	B	Residential		1	56.7	No
	2	RN31C	B	Residential		1	56.7	No
	2	RN31D	B	Residential		1	57.1	No
	2	RN31E	B	Residential		1	58.2	No
	2	RN31F	B	Residential		1	59.0	No
	2	RN31G	B	Residential		1	59.3	No
	2	RN31H	B	Residential		1	59.8	No
	2	RN32B	B	Residential		1	56.7	No
	2	RN32C	B	Residential		1	56.6	No
	2	RN32D	B	Residential		1	57.1	No
	2	RN32E	B	Residential		1	58.1	No
	2	RN32F	B	Residential		1	59.0	No
	2	RN32G	B	Residential		1	59.4	No
	2	RN32H	B	Residential		1	59.9	No
	2	RN33B	B	Residential		1	56.6	No
	2	RN33C	B	Residential		1	56.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	2	RN33D	B	Residential		1	57.0	No
	2	RN33E	B	Residential		1	58.1	No
	2	RN33F	B	Residential		1	59.1	No
	2	RN33G	B	Residential		1	59.4	No
	2	RN33H	B	Residential		1	60.0	No
Cypress Bay Offices	2	RS1	E	Office - Exterior use	Special Land Use	0	67.0	No
Lincoln Center Offices	2	RN34	E	Office - Exterior use	Special Land Use	0	54.6	No
Crowne Plaza Hotel	2 & 4	RN35	E	Hotel - Pool	Special Land Use	0	60.4	No
Reo Center Offices	3	RS3	E	Office - Exterior use	Special Land Use	0	60.1	No
	3	RS4	E	Office - Exterior use	Special Land Use	0	59.9	No
Cypress Point Park	3	RS5	C	Recreational Area - Disk Golf	Special Land Use	0	58.1	No
	3	RS6	C	Recreational Area - Disk Golf	Special Land Use	0	58.3	No
	3	RS7	C	Recreational Area - Disk Golf	Special Land Use	0	59.6	No
Shore Colony Condominiums	5	RN36A	B	Residential		5	58.3	No
	5	RN36B	B	Residential		5	60.9	No
	5	RN36C	B	Residential		5	63.3	No
	5	RN37A	B	Residential		5	54.5	No
	5	RN37B	B	Residential		5	56.6	No
	5	RN37C	B	Residential		5	59.5	No
Logan Laboratories	4	RS13	E	Office - Exterior use	Special Land Use	0	62.2	No
Holiday Inn Hotel	4 & 5	RS13.1	E	Hotel - Pool	Special Land Use	0	61.1	No
Embassy Suites	5	RN46	E	Hotel - Pool	Special Land Use	0	58.2	No
Between Westshore Boulevard and Lois Avenue	5	RN47A	B	Residential		1	58.8	No
	5	RN47B	B	Residential		1	60.9	No
	5	RN47C	B	Residential		1	63.7	No
	5	RN48A	B	Residential		2	58.7	No
	5	RN48B	B	Residential		2	60.9	No
	5	RN48C	B	Residential		2	63.7	No
	5	RN49A	B	Residential		1	58.4	No
	5	RN49B	B	Residential		1	60.6	No
	5	RN49C	B	Residential		1	63.2	No
	5	RN50A	B	Residential		2	57.9	No
	5	RN50B	B	Residential		2	60.3	No
	5	RN50C	B	Residential		2	62.5	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	5	RN51	B	Residential		1	55.8	No
	5	RN52	B	Residential		1	55.7	No
	5	RN53	B	Residential		1	55.6	No
	5	RN54	B	Residential		1	55.3	No
	5	RN55	B	Residential		1	55.3	No
	5	RN56	B	Residential		1	55.4	No
	5	RN57	B	Residential		4	55.6	No
	5	RN58	B	Residential		7	55.2	No
	5	RN59	B	Residential		1	55.4	No
	5	RN60	B	Residential		1	55.3	No
	5	RN61	B	Residential		1	55.2	No
	5	RN62	B	Residential		1	55.5	No
	5	RN63	B	Residential		2	56.6	No
	5	RN64	B	Residential		1	55.8	No
	5	RN65	B	Residential		1	56.3	No
	5	RN66	B	Residential		2	57.0	No
	5	RN67	B	Residential		2	58.5	No
	5	RN68	B	Residential		1	59.7	No
	5	RN69	B	Residential		1	60.5	No
	5	RN70	B	Residential		1	55.5	No
	5	RN71	B	Residential		1	56.5	No
	5	RN72	B	Residential		1	58.0	No
	5	RN73	B	Residential		1	59.5	No
	5	RN74	B	Residential		2	61.2	No
	5	RN75	B	Residential		3	61.0	No
	5	RN76	B	Residential		3	57.7	No
	5	RN77	B	Residential		3	58.4	No
	5	RN78	B	Residential		1	58.6	No
	5	RN79	B	Residential		1	58.9	No
	5	RN80	B	Residential		1	59.2	No
	5	RN81	B	Residential		1	59.5	No
	5	RN82	B	Residential		1	63.8	No
	5	RN83	B	Residential		1	64.3	No
	5	RN84	B	Residential		3	64.9	No
	5	RN85	B	Residential		3	65.2	No
	5	RN86	B	Residential		1	65.2	No
	5	RN87	B	Residential		1	63.1	No
	5	RN88	B	Residential		1	61.5	No
	5	RN89	B	Residential		1	61.5	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	5	RN90	B	Residential		2	61.8	No
	5	RN91	B	Residential		1	61.6	No
	5	RN92	B	Residential		1	62.0	No
	5	RN93	B	Residential		1	60.8	No
	5	RN94	B	Residential		1	59.0	No
	5	RN95	B	Residential		1	59.4	No
	5	RN96	B	Residential		1	59.4	No
	5	RN97	B	Residential		1	58.7	No
	5	RN98	B	Residential		1	59.4	No
	5	RN99A	B	Residential		3	60.3	No
	5	RN99B	B	Residential		3	63.9	No
	5	RN99C	B	Residential		3	65.1	No
	5 & 6	RN100	B	Residential		1	60.2	No
	5 & 6	RN101	B	Residential		1	60.0	No
	5 & 6	RN102	B	Residential		1	59.6	No
	5	RN103	B	Residential		1	58.4	No
	5	RN104	B	Residential		1	56.0	No
	5	RN105	B	Residential		1	55.6	No
	5	RN106	B	Residential		1	55.1	No
	5	RN107	B	Residential		1	54.6	No
	5	RN108	B	Residential		1	54.1	No
	5	RN109	B	Residential		1	57.1	No
	5 & 6	RN110	B	Residential		1	57.9	No
	5 & 6	RN111	B	Residential		1	58.0	No
	5 & 6	RN112	B	Residential		1	58.0	No
	5 & 6	RN113	B	Residential		1	57.7	No
	5 & 6	RN114	B	Residential		1	57.5	No
	5	RN115A	B	Residential		1	53.6	No
	5	RN115B	B	Residential		1	57.0	No
	5	RN115C	B	Residential		1	59.8	No
	5	RN116A	B	Residential		1	50.8	No
	5	RN116B	B	Residential		1	53.5	No
	5	RN116C	B	Residential		1	57.5	No
	5	RN117	B	Residential		1	51.6	No
	5 & 6	RN118	B	Residential		6	55.3	No
	6	RN119	B	Residential		1	53.5	No
	6	RN120	B	Residential		1	53.5	No
	6	RN121	B	Residential		1	54.4	No
Double Tree Hotel	5	RS15.1	E	Hotel - Pool	Special Land Use	0	53.7	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
Between Lois Avenue and Cypress Street	6	RN122	B	Residential		1	60.2	No
	6	RN123	B	Residential		1	59.7	No
	6	RN124	B	Residential		1	59.4	No
	6	RN125	B	Residential		1	59.1	No
	6	RN126	B	Residential		1	58.9	No
	6	RN127	B	Residential		1	58.8	No
	6	RN128	B	Residential		1	58.6	No
	6	RN129	B	Residential		1	58.4	No
	6	RN130	B	Residential		1	58.0	No
	6	RN131	B	Residential		1	57.2	No
	6	RN132	B	Residential		1	58.0	No
	6	RN133	B	Residential		1	57.5	No
	6	RN134	B	Residential		1	57.5	No
	6	RN135	B	Residential		1	57.4	No
	6	RN136	B	Residential		1	57.2	No
	6	RN137	B	Residential		1	56.6	No
	6	RN138	B	Residential		1	56.8	No
	6	RN139	B	Residential		1	56.6	No
	6	RN140	B	Residential		1	57.5	No
	6	RN141	B	Residential		1	57.0	No
	6	RN142	B	Residential		1	57.0	No
	6	RN143	B	Residential		1	56.6	No
	6	RN144	B	Residential		1	56.1	No
	6	RN145	B	Residential		1	55.7	No
	6	RN146	B	Residential		1	56.0	No
	6	RN147	B	Residential		1	55.1	No
	6	RN148	B	Residential		1	55.1	No
	6	RN149	B	Residential		1	56.0	No
	6	RN150	B	Residential		1	55.4	No
	6	RN151	B	Residential		1	55.0	No
	6	RN152	B	Residential		1	54.3	No
	6	RN153	B	Residential		1	54.1	No
	6	RN154	B	Residential		1	53.6	No
	6	RN155	B	Residential		1	54.2	No
	6	RN156	B	Residential		1	54.1	No
	6	RN157	B	Residential		1	53.6	No
Between Lois Avenue and Cypress Street	6	RN159	B	Residential		1	58.0	No
	6	RN160	B	Residential		1	57.6	No
	6	RN161	B	Residential		1	56.8	No





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	6	RN162	B	Residential		1	56.2	No
	6	RN163	B	Residential		1	56.4	No
	6	RN164	B	Residential		1	56.0	No
	6	RN165	B	Residential		1	55.2	No
	6	RN166	B	Residential		1	54.6	No
	6	RN167	B	Residential		1	60.2	No
	6	RN168	B	Residential		1	59.3	No
	6	RN169	B	Residential		1	58.5	No
	6	RN170	B	Residential		1	57.9	No
	6	RN171	B	Residential		1	57.5	No
	6	RN172	B	Residential		1	57.0	No
	6	RN173	B	Residential		1	56.6	No
	6	RN174	B	Residential		1	56.4	No
	6	RN175	B	Residential		1	56.1	No
	6	RN176	B	Residential		1	55.7	No
	6	RN177	B	Residential		1	55.5	No
	6	RN178	B	Residential		1	55.1	No
	6	RN179	B	Residential		1	58.8	No
	6	RN180	B	Residential		1	58.0	No
	6	RN181	B	Residential		1	57.8	No
	6	RN182	B	Residential		1	57.0	No
	6	RN183	B	Residential		1	56.8	No
	6	RN184	B	Residential		1	56.3	No
	6	RN185	B	Residential		1	55.5	No
	6	RN186	B	Residential		1	54.9	No
	6	RN187	B	Residential		1	54.6	No
	6	RN188	B	Residential		1	54.3	No
	6	RN189	B	Residential		1	57.6	No
	6	RN190	B	Residential		1	57.2	No
	6	RN191	B	Residential		1	57.1	No
	6	RN192	B	Residential		1	56.5	No
	6	RN193	B	Residential		1	56.1	No
	6	RN194	B	Residential		1	56.0	No
	6	RN195	B	Residential		1	55.6	No
	6	RN196	B	Residential		1	54.8	No
	6	RN197	B	Residential		1	54.6	No
	6	RN198	B	Residential		1	56.3	No
	6	RN199	B	Residential		1	55.1	No
	6	RN200	B	Residential		1	54.5	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	6	RN201	B	Residential		1	57.4	No
	6	RN202	B	Residential		1	57.7	No
	6	RN203	B	Residential		1	57.7	No
	6	RN204	B	Residential		1	57.4	No
	6	RN205	B	Residential		1	56.8	No
	6	RN206	B	Residential		1	56.6	No
	6	RN207	B	Residential		1	56.5	No
	6	RN208	B	Residential		1	56.4	No
	6	RN209	B	Residential		1	56.3	No
	6	RN210	B	Residential		1	56.8	No
	6	RN211	B	Residential		1	56.4	No
	6	RN212	B	Residential		1	56.1	No
	6	RN213	B	Residential		1	55.8	No
	6	RN214	B	Residential		1	55.8	No
	6	RN215	B	Residential		1	55.2	No
	6	RN216	B	Residential		1	55.3	No
	6	RN217	B	Residential		1	55.0	No
	6	RN218	B	Residential		1	55.8	No
	6	RN219	B	Residential		1	54.5	No
	6	RN220	B	Residential		1	55.5	No
	6	RN221	B	Residential		1	55.0	No
	6	RN222	B	Residential		1	55.0	No
	6	RN223	B	Residential		1	54.8	No
	6	RN224	B	Residential		1	54.5	No
	6	RN225	B	Residential		1	54.7	No
	6	RN226	B	Residential		1	54.5	No
	6	RN227	B	Residential		1	54.3	No
	6	RN228	B	Residential		1	54.3	No
	6	RN229	B	Residential		1	53.8	No
	6	RN230	B	Residential		1	53.8	No
	6	RN231	B	Residential		1	53.8	No
	6	RN158.1	B	Residential		1	57.3	No
Dr. Nick's White and Healthy Dentistry	6	RN158	E	Office - Exterior use	Special Land Use	0	56.5	No
Courtyard Marriot Hotel	6 & 7	RN250	E	Hotel - Pool	Special Land Use	0	51.8	No
Florida Bahamas Synod Evangelical Lutheran Church	6	RN209.1	D	Place of Worship (interior)	Special Land Use	0	31.3	No
Friendship M.B. Church	5	RS58	D	Place of Worship (interior)	Special Land Use	0	31.8	No
Between N. Manhattan Avenue and Lois Avenue	5	RS59	B	Residential		1	55.2	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	5	RS60	B	Residential		1	55.0	No
	5	RS61	B	Residential		3	54.7	No
	5 & 6	RS62	B	Residential		3	52.6	No
	5 & 6	RS63	B	Residential		3	52.7	No
	5 & 6	RS64	B	Residential		3	56.7	No
	6	RS65	B	Residential		1	59.9	No
	6	RS66	B	Residential		1	61.1	No
	6	RS76	B	Residential		1	59.2	No
	6	RS77	B	Residential		1	59.0	No
Between Lois Avenue and Dale Mabry Highway	6	RS67	B	Residential		1	66.0	Yes
	6	RS68	B	Residential		1	64.3	No
	6	RS69	B	Residential		1	62.8	No
	6	RS70	B	Residential		1	63.2	No
	6	RS71	B	Residential		1	63.4	No
	6	RS72	B	Residential		1	63.2	No
	6	RS73	B	Residential		1	65.3	No
	6	RS74	B	Residential		1	66.4	Yes
	6	RS75	B	Residential		1	67.2	Yes
	6	RS78	B	Residential		1	60.5	No
	6	RS79	B	Residential		1	60.4	No
	6	RS80	B	Residential		1	61.1	No
	6	RS81	B	Residential		1	61.7	No
	6	RS82	B	Residential		1	62.4	No
	6	RS83	B	Residential		1	63.0	No
	6	RS84	B	Residential		1	63.3	No
	6	RS85	B	Residential		1	63.8	No
	6	RS86	B	Residential		1	64.4	No
	6	RS87	B	Residential		1	64.7	No
	6	RS88	B	Residential		1	64.9	No
	6	RS89	B	Residential		1	65.6	No
	6	RS90	B	Residential		1	57.8	No
	6	RS91	B	Residential		1	58.8	No
	6	RS92	B	Residential		1	59.1	No
	6	RS93	B	Residential		1	59.0	No
	6	RS94	B	Residential		1	58.9	No
	6	RS95	B	Residential		1	60.0	No
	6	RS96	B	Residential		1	60.4	No
	6	RS97	B	Residential		1	60.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	6	RS98	B	Residential		1	61.4	No
	6	RS99	B	Residential		1	62.3	No
	6	RS100	B	Residential		1	63.5	No
	6	RS101	B	Residential		1	57.9	No
	6	RS102	B	Residential		1	58.8	No
	6	RS103	B	Residential		1	59.0	No
	6	RS104	B	Residential		1	60.2	No
	6	RS105	B	Residential		1	60.5	No
	6	RS106	B	Residential		1	61.2	No
	6	RS107	B	Residential		1	57.9	No
	6	RS108	B	Residential		1	57.6	No
	6	RS109	B	Residential		1	58.1	No
	6	RS110	B	Residential		1	59.0	No
	6	RS111	B	Residential		1	60.3	No
	6	RS117	B	Residential		1	59.3	No
	6	RS118	B	Residential		1	61.7	No
	6	RS119	B	Residential		1	64.4	No
	6	RS120	B	Residential		1	62.9	No
	6	RS121	B	Residential		1	66.7	Yes
	6	RS122	B	Residential		1	65.8	No
	6	RS123	B	Residential		1	61.6	No
	6	RS124	B	Residential		1	61.8	No
	6	RS125	B	Residential		1	61.8	No
	6	RS126	B	Residential		1	62.1	No
	6	RS127	B	Residential		1	62.2	No
	6	RS128	B	Residential		1	62.4	No
	6	RS129	B	Residential		1	63.3	No
	6	RS130	B	Residential		1	63.8	No
	6	RS131	B	Residential		1	63.8	No
	6	RS132	B	Residential		1	59.1	No
	6	RS133	B	Residential		1	58.7	No
	6	RS134	B	Residential		1	59.3	No
	6	RS135	B	Residential		1	60.7	No
	6	RS136	B	Residential		1	61.6	No
	6	RS137	B	Residential		1	62.1	No
	6	RS138	B	Residential		1	58.0	No
	6	RS139	B	Residential		1	57.9	No
	6	RS140	B	Residential		1	58.2	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	6	RS141	B	Residential		1	58.5	No
	6	RS142	B	Residential		1	59.0	No
	6	RS143	B	Residential		1	59.2	No
	6	RS144	B	Residential		1	59.0	No
	6	RS145	B	Residential		1	59.7	No
	6	RS146	B	Residential		1	59.9	No
	6	RS147	B	Residential		1	60.6	No
	6	RS148	B	Residential		1	56.9	No
	6	RS149	B	Residential		1	56.9	No
	6	RS150	B	Residential		1	57.1	No
	6	RS151	B	Residential		1	57.3	No
	6	RS152	B	Residential		1	57.6	No
	6	RS153	B	Residential		1	57.7	No
	6	RS154	B	Residential		1	58.0	No
	6	RS155	B	Residential		1	58.1	No
	6	RS156	B	Residential		1	58.4	No
	6	RS157	B	Residential		1	59.2	No
	6	RS158	B	Residential		1	59.4	No
	6	RS159	B	Residential		1	57.3	No
	6	RS160	B	Residential		1	57.4	No
	6	RS161	B	Residential		1	57.8	No
	6	RS162	B	Residential		1	57.8	No
	6	RS163	B	Residential		1	58.2	No
	6	RS164	B	Residential		1	58.1	No
	6	RS165	B	Residential		1	58.5	No
	6	RS166	B	Residential		1	56.0	No
	6	RS167	B	Residential		1	56.3	No
	6	RS168	B	Residential		1	56.9	No
	6	RS169	B	Residential		1	56.8	No
	6	RS170	B	Residential		1	57.1	No
	6	RS172	B	Residential		1	62.1	No
	6	RS173	B	Residential		1	61.3	No
	6 & 7	RS174	B	Residential		1	60.7	No
	6 & 7	RS175	B	Residential		1	59.1	No
	6	RS176	B	Residential		1	61.2	No
	6	RS177	B	Residential		1	60.6	No
	6 & 7	RS178	B	Residential		1	61.1	No
	6 & 7	RS179	B	Residential		1	60.0	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached, Met, or Exceeded?
	6 & 7	RS180	B	Residential		1	59.6	No
	6 & 7	RS181	B	Residential		1	59.9	No
	6	RS183	B	Residential		1	59.7	No
	6	RS184	B	Residential		1	60.1	No
	6 & 7	RS185	B	Residential		1	59.6	No
	6 & 7	RS186	B	Residential		1	59.1	No
	6 & 7	RS187	B	Residential		1	59.4	No
	6 & 7	RS188	B	Residential		1	59.9	No
	6 & 7	RS189	B	Residential		1	60.6	No
	6 & 7	RS190	B	Residential		1	60.6	No
	6 & 7	RS191	B	Residential		1	61.4	No
	6 & 7	RS192	B	Residential		1	62.0	No
	6 & 7	RS193	B	Residential		1	63.2	No
	6 & 7	RS194	B	Residential		1	65.3	No
	6	RS195	B	Residential		1	59.1	No
	6 & 7	RS196	B	Residential		1	58.6	No
	6 & 7	RS197	B	Residential		1	59.0	No
	6 & 7	RS198	B	Residential		1	59.7	No
	6 & 7	RS199	B	Residential		1	60.1	No
	6 & 7	RS200	B	Residential		1	60.6	No
	6 & 7	RS201	B	Residential		1	61.2	No
	6 & 7	RS202	B	Residential		1	61.7	No
	6 & 7	RS203	B	Residential		1	62.5	No
	6 & 7	RS204	B	Residential		1	64.3	No
	6 & 7	RS206	B	Residential		1	56.9	No
	6 & 7	RS207	B	Residential		1	57.5	No
	6 & 7	RS208	B	Residential		1	57.9	No
	6 & 7	RS210	B	Residential		1	60.7	No
	6	RS211	B	Residential		1	60.9	No
	6 & 7	RS212	B	Residential		1	62.5	No
Bible Church of God	6 & 7	RS205	D	Place of Worship (interior)	Special Land Use	0	32.8	No
St. Mary Missionary Baptist Church	6 & 7	RS209	D	Place of Worship (interior)	Special Land Use	0	34.6	No





Table B-2 Segment 2B Predicted Traffic Noise Levels

Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
Between Floribraska and Dr. MLK Jr. Boulevard (Northbound)	12 & 13	A6-1N	B	Residential		1	64.6	No
	12 & 13	A6-2N	B	Residential		1	63.7	No
	12 & 13	A6-3N	B	Residential		1	65.9	No
	12 & 13	A6-4N	B	Residential		1	61.4	No
	12 & 13	A6-5N	B	Residential		1	71.0	Yes
	12 & 13	A6-6N	B	Residential		1	66.8	Yes
	12 & 13	A6-7N	B	Residential		1	62.6	No
	12 & 13	A6-8N	B	Residential		2	64.3	No
	13	A6-9N	B	Residential		1	67.3	Yes
	13	A6-10N	B	Residential		1	62.7	No
	13	A6-11N	B	Residential		1	65.3	No
	13	A6-12N	B	Residential		1	68.7	Yes
	13	A6-13N	B	Residential		1	64.0	No
	13	A6-14N	B	Residential		1	63.6	No
	13	A6-15N	B	Residential		1	72.9	Yes
	13	A6-16N	B	Residential		1	64.7	No
	13	A6-17N	B	Residential		1	63.1	No
	13	A6-18N	B	Residential		1	67.0	Yes
	13	A6-19N	B	Residential		1	63.5	No
	13	A6-20N	B	Residential		1	70.2	Yes
	13	A6-21N	B	Residential		1	73.0	Yes
	13	A6-22N	B	Residential		1	61.9	No
	13	A6-23N	B	Residential		1	70.5	Yes
	13	A6-24N	B	Residential		1	62.9	No
	13	A6-25N	B	Residential		1	67.0	Yes
	13	A6-26N	B	Residential		1	68.4	Yes
	13	A6-27N	B	Residential		1	74.3	Yes
	13	A6-28N	B	Residential		1	66.9	Yes
	13	A6-29N	B	Residential		1	65.5	No
	13	A6-30N	B	Residential		1	66.2	Yes
	13	A6-31N	B	Residential		1	71.0	Yes
	13	A6-32N	B	Residential		1	65.5	No
	13	A6-33N	B	Residential		1	66.2	Yes
	13	A6-34N	B	Residential		1	68.5	Yes
	13	A6-35N	B	Residential		1	64.5	No
	13	A6-36N	B	Residential		1	70.4	Yes
	13	A6-37N	B	Residential		1	73.5	Yes
	13	A6-38N	B	Residential		1	63.1	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	13	A6-40N	B	Residential		1	61.4	No
	13	A6-41N	B	Residential		1	71.4	Yes
	13	A6-44N	B	Residential		1	71.2	Yes
	13	A6-45N	B	Residential		1	71.3	Yes
	13	A6-47N	B	Residential		1	70.1	Yes
Deeper Life Christian Church	13	A6-39N	D	Place of Worship (Interior)	Special Land Use	0	37.2	No
Precious Bundles/Celebrity Kids Club of Pinellas	13	A6-42N	C	Daycare - Playground	Special Land Use	0	61.3	No
Borrell Park-Nebraska Avenue Park	13	A6-43N	C	Park	Special Land Use	0	66.2	Yes
	13	A6-46N	C	Park - Playground	Special Land Use	0	64.3	No
	12 & 13	A6-1S	B	Residential		1	63.7	No
Between Floribraska Avenue and Adalee Street (Southbound)	12 & 13	A6-2S	B	Residential		1	63.0	No
	12 & 13	A6-3S	B	Residential		1	62.3	No
	13	A6-4S	B	Residential		1	63.5	No
	13	A6-5S	B	Residential		1	71.1	Yes
	13	A6-6S	B	Residential		1	67.3	Yes
	13	A6-7S	B	Residential		1	66.0	Yes
	13	A6-8S	B	Residential		1	64.7	No
	13	A6-9S	B	Residential		1	64.1	No
	13	A6-10S	B	Residential		1	62.2	No
	13	A6-11S	B	Residential		1	73.1	Yes
	13	A6-12S	B	Residential		1	65.7	No
	13	A6-13S	B	Residential		1	65.1	No
	13	A6-14S	B	Residential		1	67.2	Yes
	13	A6-15S	B	Residential		1	65.9	No
	13	A6-16S	B	Residential		1	66.5	Yes
	13	A6-17S	B	Residential		1	64.0	No
	13	A6-18S	B	Residential		1	64.5	No
	13	A6-19S	B	Residential		1	62.7	No
	13	A6-20S	B	Residential		1	71.1	Yes
	13	A6-21S	B	Residential		1	67.8	Yes
	13	A6-22S	B	Residential		1	64.3	No
	13	A6-23S	B	Residential		1	64.3	No
	13	A6-24S	B	Residential		1	63.9	No
	13	A6-25S	B	Residential		1	63.0	No
West of Robles Park	13	A6-26S	B	Residential		16	61.6	No
Robles Park	13	A6-27S	C	Recreational Area	Special Land Use	0	65.3	No
	13	A6-28S	C	Park - Playground	Special Land Use	0	69.8	Yes
	13	A6-29S	C	Park - Baseball field	Special Land Use	0	63.1	No
	13	A6-30S	C	Park - Basketball Courts	Special Land Use	0	69.2	Yes
Between Floribraska and Dr. MLK Jr. Boulevard (Northbound)	13	A7-1N	B	Residential		1	67.9	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	13	A7-2N	B	Residential		1	61.2	No
	13	A7-3N	B	Residential		1	60.5	No
	13	A7-4N	B	Residential		1	61.8	No
	13	A7-5N	B	Residential		1	59.9	No
	13	A7-6N	B	Residential		1	70.6	Yes
	13	A7-7N	B	Residential		1	74.8	Yes
	13	A7-8N	B	Residential		1	65.0	No
	13	A7-9N	B	Residential		1	67.4	Yes
	13	A7-10N	B	Residential		1	60.7	No
	13	A7-11N	B	Residential		2	63.5	No
	13	A7-12N	B	Residential		1	63.2	No
	13	A7-13N	B	Residential		1	73.9	Yes
	13	A7-14N	B	Residential		1	65.9	No
	13	A7-15N	B	Residential		1	62.2	No
	13	A7-16N	B	Residential		1	62.7	No
	13	A7-17N	B	Residential		1	67.9	Yes
	13	A7-18N	B	Residential		1	70.4	Yes
	13	A7-19N	B	Residential		1	67.6	Yes
	13	A7-20N	B	Residential		1	72.3	Yes
	13	A7-21N	B	Residential		1	66.3	Yes
	13	A7-22N	B	Residential		1	61.7	No
	13	A7-23N	B	Residential		1	61.9	No
	13	A7-24N	B	Residential		1	62.8	No
	13	A7-25N	B	Residential		1	71.7	Yes
	13	A7-26N	B	Residential		1	68.5	Yes
	13	A7-27N	B	Residential		1	60.9	No
	13	A7-28N	B	Residential		2	63.7	No
	13	A7-29N	B	Residential		1	67.0	Yes
	13	A7-30N	B	Residential		2	63.3	No
	13	A7-31N	B	Residential		1	63.0	No
	13	A7-32N	B	Residential		1	62.0	No
	13	A7-33N	B	Residential		1	65.1	No
	13	A7-34N	B	Residential		1	61.5	No
	13	A7-35N	B	Residential		1	66.4	Yes
	13	A7-36N	B	Residential		1	63.9	No
	13	A7-37N	B	Residential		1	71.5	Yes
	13	A7-38N	B	Residential		1	68.7	Yes
	13	A7-39N	B	Residential		1	61.5	No
	13 & 14	A7-40N	B	Residential		1	68.5	Yes
	13 & 14	A7-41N	B	Residential		1	72.9	Yes
	13 & 14	A7-42N	B	Residential		1	62.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	13 & 14	A7-43N	B	Residential		4	62.3	No
	13 & 14	A7-44N	B	Residential		1	62.7	No
	13 & 14	A7-45N	B	Residential		1	66.7	Yes
	13 & 14	A7-46N	B	Residential		1	65.4	No
	13 & 14	A7-47N	B	Residential		1	72.1	Yes
	13 & 14	A7-48N	B	Residential		1	62.4	No
	13 & 14	A7-49N	B	Residential		2	68.3	Yes
	13 & 14	A7-50N	B	Residential		1	61.8	No
	13 & 14	A7-51N	B	Residential		1	65.1	No
	13 & 14	A7-52N	B	Residential		2	63.5	No
	13 & 14	A7-53N	B	Residential		1	72.2	Yes
	13 & 14	A7-54N	B	Residential		1	65.8	No
	13 & 14	A7-55N	B	Residential		1	71.0	Yes
	13 & 14	A7-56N	B	Residential		1	62.7	No
	13 & 14	A7-57N	B	Residential		1	66.4	Yes
	13 & 14	A7-58N	B	Residential		1	64.2	No
	13 & 14	A7-59N	B	Residential		1	69.3	Yes
	13 & 14	A7-60N	B	Residential		1	61.9	No
	13 & 14	A7-61N	B	Residential		1	63.1	No
	13 & 14	A7-62N	B	Residential		1	73.1	Yes
	13 & 14	A7-64N	B	Residential		1	64.4	No
	13 & 14	A7-65N	B	Residential		1	73.5	Yes
	13 & 14	A7-66N	B	Residential		1	70.0	Yes
	13 & 14	A7-67N	B	Residential		1	67.0	Yes
	13 & 14	A7-69N	B	Residential		1	64.5	No
	14	A7-70N	B	Residential		1	66.7	Yes
	14	A7-71N	B	Residential		1	69.5	Yes
	14	A7-72N	B	Residential		1	64.1	No
	14	A7-73N	B	Residential		1	74.7	Yes
	14	A7-74N	B	Residential		1	74.9	Yes
	14	A7-75N	B	Residential		1	69.5	Yes
	14	A7-76N	B	Residential		1	63.1	No
	14	A7-77N	B	Residential		1	64.9	No
	14	A7-78N	B	Residential		1	61.3	No
	14	A7-79N	B	Residential		1	67.5	Yes
True Holiness	13 & 14	A7-63N	C	Place of Worship - Playground	Special Land Use	0	63.3	No
Between Emily Street and MLK Jr.Boulevard (Southbound)	13	A7-1S	B	Residential		1	63.0	No
	13	A7-2S	B	Residential		1	74.8	Yes
	13	A7-3S	B	Residential		1	64.8	No
	13	A7-4S	B	Residential		1	70.3	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	13	A7-5S	B	Residential		1	67.4	Yes
	13	A7-6S	B	Residential		1	60.9	No
	13	A7-7S	B	Residential		1	68.1	Yes
	13	A7-8S	B	Residential		1	64.5	No
	13	A7-9S	B	Residential		1	72.3	Yes
	13	A7-10S	B	Residential		1	66.6	Yes
	13	A7-11S	B	Residential		1	66.4	Yes
	13	A7-12S	B	Residential		1	62.0	No
	13	A7-13S	B	Residential		1	61.7	No
	13	A7-14S	B	Residential		1	61.4	No
	13	A7-15S	B	Residential		1	61.1	No
	13	A7-16S	B	Residential		1	62.5	No
	13	A7-17S	B	Residential		1	62.2	No
	13	A7-18S	B	Residential		1	65.8	No
	13	A7-19S	B	Residential		1	61.0	No
	13	A7-20S	B	Residential		1	61.2	No
	13	A7-21S	B	Residential		1	71.6	Yes
	13	A7-22S	B	Residential		1	61.5	No
	13	A7-23S	B	Residential		1	61.7	No
	13	A7-24S	B	Residential		1	61.9	No
	13	A7-25S	B	Residential		1	62.2	No
	13	A7-27S	B	Residential		1	63.2	No
	13	A7-28S	B	Residential		1	68.3	Yes
	13	A7-30S	B	Residential		1	61.5	No
	13	A7-31S	B	Residential		1	61.3	No
	13	A7-32S	B	Residential		1	60.9	No
	13	A7-33S	B	Residential		1	60.7	No
	13	A7-34S	B	Residential		1	60.2	No
	13	A7-35S	B	Residential		1	62.0	No
	13	A7-36S	B	Residential		1	63.1	No
	13 & 14	A7-37S	B	Residential		1	69.8	Yes
	13 & 14	A7-38S	B	Residential		1	72.0	Yes
	13 & 14	A7-39S	B	Residential		1	65.9	No
	13 & 14	A7-40S	B	Residential		1	62.6	No
	13 & 14	A7-41S	B	Residential		1	68.0	Yes
	13 & 14	A7-42S	B	Residential		1	70.7	Yes
	13 & 14	A7-43S	B	Residential		1	61.7	No
	13 & 14	A7-44S	B	Residential		1	63.7	No
	13 & 14	A7-45S	B	Residential		1	66.0	Yes
	13 & 14	A7-46S	B	Residential		1	70.3	Yes
	14	A7-48S	B	Residential		1	71.1	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	14	A7-49S	B	Residential		1	63.4	No
	14	A7-50S	B	Residential		1	69.9	Yes
	14	A7-51S	B	Residential		1	65.3	No
	14	A7-52S	B	Residential		1	64.0	No
	14	A7-54S	B	Residential		1	63.3	No
	14	A7-55S	B	Residential		1	70.5	Yes
	14	A7-56S	B	Residential		1	67.5	Yes
	14	A7-57S	B	Residential		1	66.2	Yes
	14	A7-59S	B	Residential		1	64.5	No
	14	A7-60S	B	Residential		1	62.8	No
	14	A7-61S	B	Residential		1	62.0	No
	14	A7-62S	B	Residential		1	63.5	No
	14	A7-63S	B	Residential		1	62.7	No
	14	A7-64S	B	Residential		1	61.6	No
	14	A7-65S	B	Residential		1	60.7	No
Glorious Church of God with Deliverance	13	A7-26S	D	Place of Worship (Interior)	Special Land Use	0	40.3	No
Temple of Apostles	13	A7-29S	D	Place of Worship (Interior)	Special Land Use	0	40.9	No
Robles Park Apartments Playground	14	A7-47S	C	Community Playground	Special Land Use	0	61.3	No
Robles Park Head Start Center	14	A7-58S	C	Daycare - Playground	Special Land Use	0	61.7	No
Baycrest Academy Child Care Center	14	A7-66S	C	Daycare - Playground	Special Land Use	0	62.3	No
Between Dr. MLK Jr. Boulevard and Osborne Avenue (Northbound)	14	A8-1N	B	Residential		1	66.2	Yes
	14	A8-2N	B	Residential		1	63.5	No
	14	A8-3N	B	Residential		1	64.5	No
	14	A8-4N	B	Residential		1	66.8	Yes
	14	A8-5N	B	Residential		1	63.5	No
	14	A8-6N	B	Residential		1	62.7	No
	14	A8-7N	B	Residential		1	61.6	No
	14	A8-9N	B	Residential		1	69.1	Yes
	14	A8-10N	B	Residential		1	67.1	Yes
	14	A8-11N	B	Residential		1	63.2	No
	14	A8-12N	B	Residential		1	64.0	No
	14	A8-13N	B	Residential		1	63.0	No
	14	A8-14N	B	Residential		1	62.0	No
	14	A8-15N	B	Residential		1	69.1	Yes
	14	A8-16N	B	Residential		1	63.5	No
	14	A8-17N	B	Residential		1	62.6	No
	14	A8-18N	B	Residential		1	65.6	No
	14	A8-19N	B	Residential		1	64.7	No
	14	A8-20N	B	Residential		1	68.2	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	14	A8-21N	B	Residential		1	64.1	No
	14	A8-22N	B	Residential		1	63.8	No
	14	A8-23N	B	Residential		1	62.7	No
	14	A8-24N	B	Residential		1	62.0	No
	14	A8-25N	B	Residential		1	66.1	Yes
	14	A8-26N	B	Residential		1	65.3	No
	14	A8-27N	B	Residential		1	62.2	No
	14	A8-28N	B	Residential		1	65.0	No
	14	A8-29N	B	Residential		1	65.2	No
	14	A8-30N	B	Residential		1	62.9	No
	14	A8-31N	B	Residential		1	67.7	Yes
	14	A8-32N	B	Residential		1	64.4	No
	14	A8-33N	B	Residential		1	64.0	No
	14 & 15	A8-34N	B	Residential		1	66.9	Yes
	14 & 15	A8-35N	B	Residential		1	62.0	No
	14 & 15	A8-36N	B	Residential		1	63.0	No
	14 & 15	A8-37N	B	Residential		1	65.6	No
	14 & 15	A8-38N	B	Residential		1	65.0	No
	14 & 15	A8-39N	B	Residential		1	64.0	No
	14 & 15	A8-40N	B	Residential		1	64.9	No
	14 & 15	A8-41N	B	Residential		4	65.3	No
	14 & 15	A8-42N	B	Residential		1	63.1	No
	14 & 15	A8-43N	B	Residential		1	64.2	No
	14 & 15	A8-44N	B	Residential		1	66.3	Yes
	14 & 15	A8-45N	B	Residential		1	62.0	No
	14 & 15	A8-46N	B	Residential		1	66.3	Yes
	14 & 15	A8-47N	B	Residential		1	68.0	Yes
	14 & 15	A8-48N	B	Residential		1	64.5	No
	14 & 15	A8-49N	B	Residential		1	65.7	No
	14 & 15	A8-50N	B	Residential		1	63.5	No
	14 & 15	A8-51N	B	Residential		1	67.5	Yes
	14 & 15	A8-52N	B	Residential		1	69.1	Yes
	14 & 15	A8-53N	B	Residential		1	64.7	No
	14 & 15	A8-54N	B	Residential		1	65.9	No
	14 & 15	A8-55N	B	Residential		1	63.6	No
	15	A8-56N	B	Residential		1	64.7	No
	15	A8-57N	B	Residential		1	64.6	No
	15	A8-58N	B	Residential		1	67.3	Yes
	15	A8-59N	B	Residential		1	68.5	Yes
	15	A8-60N	B	Residential		1	69.6	Yes
	15	A8-61N	B	Residential		1	71.6	Yes





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	15	A8-62N	B	Residential		1	72.9	Yes
	15	A8-63N	B	Residential		1	64.9	No
	15	A8-64N	B	Residential		1	67.2	Yes
	15	A8-65N	B	Residential		1	68.3	Yes
	15	A8-66N	B	Residential		1	65.8	No
	15	A8-67N	B	Residential		1	69.8	Yes
	15	A8-68N	B	Residential		1	73.4	Yes
	15	A8-69N	B	Residential		1	67.7	Yes
	15	A8-70N	B	Residential		1	64.8	No
	15	A8-71N	B	Residential		1	64.0	No
	15	A8-72N	B	Residential		1	69.8	Yes
	15	A8-73N	B	Residential		1	68.0	Yes
	15	A8-74N	B	Residential		1	66.6	Yes
	15	A8-75N	B	Residential		1	64.9	No
	15	A8-76N	B	Residential		1	69.0	Yes
	15	A8-77N	B	Residential		1	66.5	Yes
	15	A8-78N	B	Residential		1	63.9	No
	15	A8-79N	B	Residential		1	66.9	Yes
	15	A8-80N	B	Residential		1	65.3	No
	15	A8-81N	B	Residential		1	64.0	No
	15	A8-82N	B	Residential		1	66.5	Yes
	15	A8-83N	B	Residential		1	67.2	Yes
	15	A8-84N	B	Residential		1	65.8	No
	15	A8-85N	B	Residential		1	63.1	No
William F. Marsh D.D.S. Dental	14	A8-8N	D	Medical Facility (interior)	Special Land Use	0	44.9	No
Between Dr. MLK Jr. Boulevard and Osborne Avenue (Southbound)	14	A8-1S	B	Residential		1	72.1	Yes
	14	A8-2S	B	Residential		1	63.2	No
	14	A8-3S	B	Residential		1	65.6	No
	14	A8-4S	B	Residential		1	71.2	Yes
	14	A8-5S	B	Residential		1	66.1	Yes
	14	A8-6S	B	Residential		1	63.1	No
	14	A8-7S	B	Residential		1	66.0	Yes
	14	A8-8S	B	Residential		1	70.3	Yes
	14	A8-9S	B	Residential		1	62.8	No
	14	A8-10S	B	Residential		1	65.5	No
	14	A8-11S	B	Residential		1	68.8	Yes
	14	A8-12S	B	Residential		1	62.6	No
	14	A8-13S	B	Residential		1	65.3	No
	14	A8-14S	B	Residential		1	62.7	No
	14	A8-15S	B	Residential		1	65.3	No
	14	A8-16S	B	Residential		1	69.1	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	14	A8-17S	B	Residential		1	62.6	No
	14	A8-18S	B	Residential		1	65.3	No
	14	A8-19S	B	Residential		1	68.8	Yes
	14	A8-20S	B	Residential		1	62.5	No
	14	A8-21S	B	Residential		1	65.2	No
	14	A8-22S	B	Residential		1	68.8	Yes
	14	A8-23S	B	Residential		1	62.2	No
	14	A8-24S	B	Residential		1	65.2	No
	14	A8-25S	B	Residential		1	68.4	Yes
	14	A8-26S	B	Residential		1	62.2	No
	14	A8-27S	B	Residential		1	65.0	No
	14	A8-28S	B	Residential		1	62.3	No
	14	A8-29S	B	Residential		1	67.6	Yes
	14	A8-30S	B	Residential		1	62.3	No
	14	A8-31S	B	Residential		1	64.6	No
	14	A8-32S	B	Residential		1	67.1	Yes
	14	A8-33S	B	Residential		1	64.5	No
	14	A8-34S	B	Residential		1	62.3	No
	14	A8-35S	B	Residential		1	64.3	No
	14	A8-36S	B	Residential		1	61.8	No
	14	A8-37S	B	Residential		1	66.9	Yes
	14	A8-38S	B	Residential		1	61.7	No
	14	A8-39S	B	Residential		1	64.0	No
	14	A8-40S	B	Residential		1	66.7	Yes
	14	A8-41S	B	Residential		1	61.6	No
	14	A8-42S	B	Residential		1	66.4	Yes
	14	A8-43S	B	Residential		1	64.1	No
	14	A8-44S	B	Residential		1	61.9	No
	14	A8-45S	B	Residential		1	61.9	No
	14	A8-46S	B	Residential		1	63.3	No
	14 & 15	A8-47S	B	Residential		1	65.5	No
	14 & 15	A8-48S	B	Residential		1	61.5	No
	14 & 15	A8-49S	B	Residential		1	61.4	No
	14 & 15	A8-50S	B	Residential		1	63.2	No
	14 & 15	A8-51S	B	Residential		1	61.2	No
	14 & 15	A8-52S	B	Residential		1	65.0	No
	14 & 15	A8-53S	B	Residential		1	63.5	No
	14 & 15	A8-54S	B	Residential		1	66.0	Yes
	14 & 15	A8-55S	B	Residential		1	66.3	Yes
	14 & 15	A8-56S	B	Residential		1	64.3	No
	14 & 15	A8-57S	B	Residential		1	60.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	14 & 15	A8-58S	B	Residential		1	63.8	No
	14 & 15	A8-59S	B	Residential		1	66.5	Yes
	14 & 15	A8-60S	B	Residential		1	63.7	No
	14 & 15	A8-61S	B	Residential		1	66.8	Yes
	14 & 15	A8-62S	B	Residential		1	64.6	No
	14 & 15	A8-63S	B	Residential		1	64.0	No
	14 & 15	A8-64S	B	Residential		1	66.9	Yes
	14 & 15	A8-65S	B	Residential		1	60.9	No
	15	A8-66S	B	Residential		1	67.3	Yes
	15	A8-67S	B	Residential		1	60.7	No
	15	A8-68S	B	Residential		1	67.4	Yes
	15	A8-69S	B	Residential		1	64.0	No
	15	A8-70S	B	Residential		1	67.2	Yes
	15	A8-71S	B	Residential		1	60.0	No
	15	A8-72S	B	Residential		1	63.8	No
	15	A8-73S	B	Residential		1	67.4	Yes
	15	A8-74S	B	Residential		1	59.8	No
	15	A8-75S	B	Residential		1	67.3	Yes
	15	A8-76S	B	Residential		1	63.4	No
	15	A8-78S	B	Residential		1	60.5	No
Metropolitan Community Church	15	A8-77S	D	Place of Worship (Interior)	Special Land Use	0	34.9	No
Memorial Middle School	15	A8-79S	D	School (interior)	Special Land Use	0	33.3	No
Seminole Heights Library	15	A8-80S	D	Library	Special Land Use	0	39.7	No
Between N. Rome Avenue and N. Willow Avenue (Northbound)	8	A1-1N	B	Residential		1	60.5	No
	8	A1-2N	B	Residential		1	60.1	No
	8	A1-3N	B	Residential		3	60.0	No
	8	A1-4N	B	Residential		1	59.3	No
	8	A1-5N	B	Residential		2	58.6	No
	8	A1-6N	B	Residential		2	59.7	No
	8	A1-7N	B	Residential		2	59.2	No
	8	A1-8N	B	Residential		1	59.5	No
	8	A1-9N	B	Residential		6	59.3	No
	8	A1-10N	B	Residential		2	59.1	No
	8	A1-11N	B	Residential		3	59.4	No
	8	A1-12N	B	Residential		5	59.5	No
	8	A1-13N	B	Residential		1	59.0	No
	8	A1-14N	B	Residential		2	59.4	No
	8	A1-15N	B	Residential		1	59.0	No
	8	A1-16N	B	Residential		3	58.7	No
	8	A1-17N	B	Residential		3	59.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	8	A1-18N	B	Residential		2	59.1	No
	8	A1-19N	B	Residential		2	59.4	No
	8	A1-20N	B	Residential		1	59.8	No
	8	A1-21N	B	Residential		3	59.3	No
	8	A1-22N	B	Residential		1	60.2	No
	8	A1-23N	B	Residential		4	59.0	No
	8	A1-24N	B	Residential		6	59.6	No
	8	A1-25N	B	Residential		3	60.6	No
	8	A1-26N	B	Residential		2	59.2	No
	8	A1-27N	B	Residential		1	60.2	No
	8	A1-28N	B	Residential		2	61.3	No
First Baptist Church of West Tampa	8	A1-29N	D	Place of Worship (Interior)	Special Land Use	0	34.9	No
	8	A1-30N	D	Place of Worship (Interior)	Special Land Use	0	36.6	No
Between N. Willow Avenue and N. Munro Street (Northbound)	8	A1-31N	B	Residential		5	61.4	No
	8	A1-32N	B	Residential		2	60.2	No
	8	A1-33N	B	Residential		3	59.5	No
	8	A1-34N	B	Residential		1	60.8	No
	8	A1-35N	B	Residential		2	59.5	No
	8	A1-36N	B	Residential		2	60.6	No
	8	A1-37N	B	Residential		5	58.4	No
	8	A1-38N	B	Residential		2	60.2	No
	8	A1-39N	B	Residential		1	58.2	No
	8	A1-40N	B	Residential		1	58.3	No
	8 & 9	A1-41N	B	Residential		1	59.1	No
	8 & 9	A1-42N	B	Residential		1	61.8	No
	8 & 9	A1-43N	B	Residential		1	59.5	No
	8 & 9	A1-44N	B	Residential		1	59.3	No
	8 & 9	A1-45N	B	Residential		4	58.2	No
	8 & 9	A1-46N	B	Residential		2	62.3	No
	8 & 9	A1-47N	B	Residential		4	57.2	No
	8 & 9	A1-48N	B	Residential		1	58.4	No
	8 & 9	A1-49N	B	Residential		1	60.3	No
WEDU PBS	9	A1-50N	D	TV/Recording Studio	Special Land Use	0	37.2	No
Boys and Girls Club of Tampa Bay	9	A1-51N	D	Nonprofit organization	Special Land Use	0	38.4	No
Julian B. Lane Riverfront Park	9	A1-52N	C	Park	Special Land Use	0	68.0	Yes
Art Center Lofts	9	A2-1N	B	Residential		1	67.2	Yes
	9	A2-2N	B	Residential		1	69.1	Yes
	9	A2-3N	B	Residential		1	71.2	Yes
	9	A2-4N	B	Residential		1	72.3	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	9	A2-5N	C	Recreational area	Special Land Use	0	68.1	Yes
	9	A2-6N	B	Residential		1	67.5	Yes
	9	A2-7N	B	Residential		1	69.4	Yes
	9	A2-8N	B	Residential		1	71.7	Yes
	9	A2-9N	B	Residential		1	66.1	Yes
	9	A2-10N	B	Residential		1	68.2	Yes
	9	A2-11N	B	Residential		1	69.5	Yes
	9	A2-12N	B	Residential		1	70.3	Yes
	9	A2-13N	B	Residential		1	65.5	No
	9	A2-14N	B	Residential		1	67.7	Yes
	9	A2-15N	B	Residential		1	68.8	Yes
	9	A2-16N	B	Residential		1	69.6	Yes
	9	A2-17N	B	Residential		1	64.9	No
	9	A2-18N	B	Residential		1	67.3	Yes
	9	A2-19N	B	Residential		1	68.1	Yes
	9	A2-20N	B	Residential		1	68.9	Yes
	9	A2-21N	B	Residential		1	64.5	No
	9	A2-22N	B	Residential		1	66.4	Yes
	9	A2-23N	B	Residential		1	67.0	Yes
	9	A2-24N	B	Residential		1	67.9	Yes
	9	A2-25N	B	Residential		1	64.2	No
	9	A2-26N	B	Residential		1	66.7	Yes
	9	A2-27N	B	Residential		1	67.4	Yes
	9	A2-28N	B	Residential		1	64.1	No
	9	A2-29N	B	Residential		1	66.4	Yes
	9	A2-30N	B	Residential		1	67.1	Yes
	9	A2-31N	B	Residential		1	63.9	No
	9	A2-32N	B	Residential		1	65.6	No
	9	A2-33N	B	Residential		1	66.2	Yes
	9	A2-34N	B	Residential		1	67.2	Yes
	9	A2-35N	B	Residential		1	63.7	No
	9	A2-36N	B	Residential		1	65.2	No
	9	A2-37N	B	Residential		1	65.9	No
	9	A2-38N	B	Residential		1	66.9	Yes
	9	A2-39N	B	Residential		1	63.3	No
	9	A2-40N	B	Residential		1	64.7	No
	9	A2-41N	B	Residential		1	65.4	No
	9	A2-42N	B	Residential		1	66.4	Yes
	9	A2-43N	B	Residential		1	62.7	No
	9	A2-44N	B	Residential		1	64.1	No
	9	A2-45N	B	Residential		1	64.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	9	A2-46N	C	Pool	Special Land Use	0	65.6	No
Learning Academy	9 & 10	A2-48N	C	Daycare - Playground	Special Land Use	0	62.4	No
Perry Harvey Park	10	A2-53N	C	Park	Special Land Use	0	63.2	No
	10	A2-54N	C	Park - Basketball Courts	Special Land Use	0	66.5	Yes
	10 & 11	A2-62N	C	Park	Special Land Use	0	63.6	No
The Tempo at Encore	10	A2-55N	B	Residential		1	60.5	No
	10	A2-56N	B	Residential		1	63.7	No
	10	A2-57N	B	Residential		1	66.2	Yes
	10	A2-58N	B	Residential		1	67.0	Yes
	10	A2-59N	B	Residential		1	67.4	Yes
	10	A2-60N	B	Residential		1	67.6	Yes
	10	A2-61N	B	Residential		1	67.7	Yes
Between E. 7th Avenue and E. Palm Avenue (Northbound)	11	A2-63N	B	Residential		4	64.2	No
Ybor City Healthcare and Rehabilitation Center	11	A2-64N	D	Medical Facility (interior)	Special Land Use	0	37.8	No
Between E. 7th Avenue and E. Palm Avenue (Northbound)	11	A2-65N	B	Residential		1	64.6	No
	11	A2-66N	B	Residential		1	64.4	No
	11	A2-67N	B	Residential		1	63.3	No
	11	A2-68N	B	Residential		1	62.6	No
	11	A2-69N	B	Residential		1	65.2	No
	11	A2-70N	B	Residential		1	60.7	No
	11	A2-71N	B	Residential		1	61.0	No
	11	A2-72N	B	Residential		1	59.2	No
	11	A2-73N	B	Residential		1	59.2	No
A Brighter Community Daycare Center	10 & 11	A2-4S	C	Daycare - Playground	Special Land Use	0	60.0	No
Between N. Morgan Street and Henderson Avenue (Southbound)	10 & 11	A2-5S	B	Residential		1	59.2	No
	10	A2-15S	B	Residential		2	67.8	Yes
Mobley Park Playground	10 & 11	A2-6S	C	Community Playground	Special Land Use	0	63.8	No
German American Club	11, 12 & 16	A3-1E	D	Nonprofit organization	Special Land Use	0	40.8	No
	11, 12 & 16	A3-2E	E	Outdoor Dining	Special Land Use	0	64.5	No
Between N. Nebraska Avenue and N. 13th Street (Eastbound)	11, 12 & 16	A3-3E	B	Residential		1	60.9	No
	11, 12 & 16	A3-4E	B	Residential		1	62.9	No
	11, 12 & 16	A3-5E	B	Residential		1	60.1	No
	11, 12 & 16	A3-6E	B	Residential		1	62.3	No
	11, 12 & 16	A3-7E	B	Residential		1	60.4	No
	16	A3-8E	B	Residential		1	59.6	No
	16	A3-9E	B	Residential		2	65.3	No
	16	A3-10E	B	Residential		1	62.6	No
	16	A3-11E	B	Residential		1	59.5	No
	16	A3-12E	B	Residential		1	64.7	No
	16	A3-13E	B	Residential		1	62.2	No





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	16	A3-14E	B	Residential		1	59.0	No
	16	A3-15E	B	Residential		1	63.3	No
	16	A3-16E	B	Residential		3	61.8	No
	16	A3-17E	B	Residential		2	59.8	No
	16	A3-18E	B	Residential		2	64.5	No
	16	A3-19E	B	Residential		2	64.4	No
	16	A3-20E	B	Residential		2	59.5	No
	16	A3-21E	B	Residential		1	59.8	No
	16	A3-22E	B	Residential		1	61.6	No
	16	A3-23E	B	Residential		2	64.4	No
	16	A3-24E	B	Residential		1	59.4	No
	16	A3-25E	B	Residential		1	59.4	No
	16	A3-26E	B	Residential		3	65.6	No
	16	A3-27E	B	Residential		1	60.4	No
	16	A3-28E	B	Residential		1	61.0	No
	16	A3-29E	B	Residential		3	59.7	No
	16	A3-30E	B	Residential		3	66.8	Yes
	16	A3-31E	B	Residential		1	62.1	No
	16	A3-32E	B	Residential		1	58.7	No
	16	A3-33E	B	Residential		1	62.4	No
	16	A3-34E	B	Residential		1	61.1	No
	16	A3-35E	B	Residential		1	58.5	No
	16	A3-36E	B	Residential		2	67.3	Yes
	16	A3-37E	B	Residential		1	69.1	Yes
	16	A3-38E	B	Residential		2	58.8	No
	16	A3-39E	B	Residential		1	70.1	Yes
	16	A3-41E	B	Residential		1	63.7	No
	16	A3-42E	B	Residential		1	67.9	Yes
	16	A3-43E	B	Residential		1	72.2	Yes
	16	A3-44E	B	Residential		1	73.5	Yes
	16	A3-45E	B	Residential		2	68.0	Yes
	16	A3-46E	B	Residential		1	71.4	Yes
	16	A3-48E	B	Residential		1	63.1	No
	16	A3-49E	B	Residential		1	67.8	Yes
	16	A3-50E	B	Residential		2	68.7	Yes
	16	A3-51E	B	Residential		5	68.4	Yes
	16	A3-52E	B	Residential		1	68.8	Yes
	16	A3-53E	B	Residential		1	68.4	Yes
	16	A3-54E	B	Residential		1	66.9	Yes
	16	A3-55E	B	Residential		1	71.0	Yes





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
University Haitian Baptist Church	16	A3-40E	D	Place of Worship (Interior)	Special Land Use	0	36.4	No
Allen Temple AME Church	16	A3-47E	D	Place of Worship (Interior)	Special Land Use	0	35.9	No
Hillsborough Community College	16	A3-56E	D	School (interior)	Special Land Use	0	36.6	No
Faith Temple Missionary Baptist Church/Community Center	11	A3-10S	C	Place of Worship - Playground	Special Land Use	0	66.8	Yes
Community Garden	11 & 12	A3-25S	C	Recreational Area - Garden	Special Land Use	0	67.1	Yes
Between E. Palm Avenue and E. Columbus Drive (Southbound)	11	A3-1S	B	Residential		1	58.7	No
	11	A3-2S	B	Residential		1	59.6	No
	11	A3-3S	B	Residential		1	61.2	No
	11	A3-4S	B	Residential		1	56.0	No
	11	A3-5S	B	Residential		1	59.2	No
	11	A3-6S	B	Residential		1	62.9	No
	11	A3-8S	B	Residential		1	62.9	No
	11	A3-9S	B	Residential		1	59.0	No
	11	A3-11S	B	Residential		1	62.6	No
	11 & 12	A3-12S	B	Residential		1	56.7	No
	11 & 12	A3-13S	B	Residential		1	54.5	No
	11 & 12	A3-14S	B	Residential		1	54.8	No
	11 & 12	A3-15S	B	Residential		2	59.1	No
	11 & 12	A3-16S	B	Residential		1	58.1	No
	11 & 12	A3-17S	B	Residential		1	56.3	No
	11 & 12	A3-18S	B	Residential		1	55.8	No
	11 & 12	A3-19S	B	Residential		1	56.8	No
	11 & 12	A3-20S	B	Residential		1	58.0	No
	11 & 12	A3-21S	B	Residential		1	60.6	No
	11 & 12	A3-22S	B	Residential		1	57.8	No
	11 & 12	A3-23S	B	Residential		1	65.6	No
	11 & 12	A3-24S	B	Residential		1	63.0	No
	11 & 12	A3-26S	B	Residential		1	60.9	No
	11 & 12	A3-27S	B	Residential		1	63.4	No
	11 & 12	A3-28S	B	Residential		1	61.3	No
	11 & 12	A3-29S	B	Residential		1	65.2	No
	11 & 12	A3-30S	B	Residential		2	58.7	No
	11 & 12	A3-32S	B	Residential		1	62.7	No
	11 & 12	A3-33S	B	Residential		1	60.9	No
	11 & 12	A3-34S	B	Residential		1	59.8	No
	11 & 12	A3-35S	B	Residential		2	63.5	No
	11 & 12	A3-36S	B	Residential		1	59.0	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	11 & 12	A3-37S	B	Residential		1	57.4	No
	11 & 12	A3-38S	B	Residential		1	58.0	No
	11 & 12	A3-39S	B	Residential		1	61.1	No
	11 & 12	A3-40S	B	Residential		1	59.9	No
	11 & 12	A3-41S	B	Residential		1	57.9	No
	11 & 12	A3-42S	B	Residential		1	57.2	No
	11 & 12	A3-43S	B	Residential		1	64.1	No
	11 & 12	A3-44S	B	Residential		1	57.4	No
	11 & 12	A3-45S	B	Residential		1	57.6	No
	11 & 12	A3-46S	B	Residential		3	62.1	No
	11 & 12	A3-47S	B	Residential		1	60.3	No
	11 & 12	A3-48S	B	Residential		1	59.1	No
	11 & 12	A3-49S	B	Residential		1	58.3	No
	11 & 12	A3-50S	B	Residential		1	58.3	No
	11 & 12	A3-51S	B	Residential		1	63.7	No
	11 & 12	A3-52S	B	Residential		1	57.5	No
	11 & 12	A3-53S	B	Residential		1	61.9	No
	11 & 12	A3-54S	B	Residential		1	59.8	No
	11 & 12	A3-55S	B	Residential		1	59.6	No
	11 & 12	A3-56S	B	Residential		4	57.7	No
	11 & 12	A3-57S	B	Residential		1	60.4	No
	11 & 12	A3-58S	B	Residential		1	57.9	No
	11 & 12	A3-59S	B	Residential		7	57.9	No
	11 & 12	A3-60S	B	Residential		2	58.6	No
	11 & 12	A3-61S	B	Residential		1	59.0	No
	12	A3-62S	B	Residential		1	61.8	No
	11 & 12	A3-63S	B	Residential		1	61.2	No
	11 & 12	A3-64S	B	Residential		8	58.4	No
	12	A3-65S	B	Residential		1	63.5	No
	12	A3-66S	B	Residential		4	59.0	No
	12	A3-67S	B	Residential		1	61.5	No
	12	A3-68S	B	Residential		3	60.1	No
	12	A3-69S	B	Residential		3	59.3	No
Lee's Grocery	11 & 12	A3-31S	E	Outdoor Dining	Special Land Use	0	58.7	No
Pentecostal Church of God	12	A3-70S	D	Place of Worship (Interior)	Special Land Use	0	37.9	No
Between N. Nebraska Avenue and N. 15th Street (Westbound)	12 & 16	A3-1W	B	Residential		1	60.9	No
	12 & 16	A3-2W	B	Residential		1	64.4	No
	12 & 16	A3-3W	B	Residential		2	64.4	No
	12 & 16	A3-4W	B	Residential		1	60.7	No
	12 & 16	A3-5W	B	Residential		1	64.1	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	16	A3-6W	B	Residential		1	60.7	No
	16	A3-7W	B	Residential		2	64.3	No
	16	A3-8W	B	Residential		2	59.0	No
	16	A3-9W	B	Residential		1	60.6	No
	16	A3-10W	B	Residential		1	59.5	No
	16	A3-11W	B	Residential		1	64.0	No
	16	A3-12W	B	Residential		1	59.0	No
	16	A3-13W	B	Residential		1	59.9	No
	16	A3-14W	B	Residential		1	58.2	No
	16	A3-15W	B	Residential		1	59.8	No
	16	A3-16W	B	Residential		1	65.1	No
	16	A3-17W	B	Residential		2	62.5	No
	16	A3-18W	B	Residential		2	61.5	No
	16	A3-19W	B	Residential		1	67.7	Yes
	16	A3-20W	B	Residential		1	64.7	No
	16	A3-21W	B	Residential		1	68.2	Yes
	16	A3-22W	B	Residential		2	64.2	No
	16	A3-23W	B	Residential		1	60.9	No
	16	A3-24W	B	Residential		1	68.5	Yes
	16	A3-25W	B	Residential		1	64.2	No
	16	A3-26W	B	Residential		3	60.0	No
	16	A3-27W	B	Residential		1	70.0	Yes
	16	A3-28W	B	Residential		1	64.3	No
	16	A3-29W	B	Residential		1	59.6	No
	16	A3-30W	B	Residential		1	69.0	Yes
	16	A3-31W	B	Residential		1	60.5	No
	16	A3-32W	B	Residential		1	61.0	No
	16	A3-33W	B	Residential		1	68.2	Yes
	16	A3-34W	B	Residential		1	58.1	No
	16	A3-35W	B	Residential		2	65.3	No
	16	A3-36W	B	Residential		1	61.0	No
	16	A3-37W	B	Residential		1	68.2	Yes
	16	A3-38W	B	Residential		1	65.2	No
	16	A3-39W	B	Residential		1	68.1	Yes
	16	A3-40W	B	Residential		1	61.9	No
	16	A3-41W	B	Residential		1	65.9	No
	16	A3-42W	B	Residential		1	68.3	Yes
	16	A3-43W	B	Residential		1	62.4	No
	16	A3-44W	B	Residential		1	68.8	Yes
	16	A3-45W	B	Residential		1	67.0	Yes
	16	A3-46W	B	Residential		1	61.7	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	16	A3-47W	B	Residential		2	61.1	No
	16	A3-48W	B	Residential		1	63.0	No
	16	A3-49W	B	Residential		1	67.4	Yes
	16	A3-50W	B	Residential		1	66.2	Yes
	16	A3-51W	B	Residential		1	66.7	Yes
	16	A3-52W	B	Residential		1	64.7	No
	16	A3-53W	B	Residential		1	66.5	Yes
	16	A3-54W	B	Residential		1	64.6	No
	16	A3-55W	B	Residential		1	68.5	Yes
	16	A3-56W	B	Residential		1	64.6	No
	16	A3-57W	B	Residential		2	64.0	No
	16	A3-58W	B	Residential		1	59.7	No
	16	A3-59W	B	Residential		2	67.8	Yes
	16	A3-60W	B	Residential		1	66.1	Yes
	16	A3-61W	B	Residential		1	61.3	No
	16	A3-62W	B	Residential		1	60.2	No
	16	A3-63W	B	Residential		1	60.6	No
	16	A3-64W	B	Residential		1	65.1	No
	16	A3-65W	B	Residential		1	63.7	No
	16	A3-66W	B	Residential		1	64.8	No
	16	A3-67W	B	Residential		1	62.4	No
	16	A3-68W	B	Residential		1	63.6	No
	16	A3-69W	B	Residential		1	59.5	No
	16	A3-70W	B	Residential		1	61.4	No
	16	A3-71W	B	Residential		2	65.0	No
	16	A3-72W	B	Residential		1	62.5	No
	16	A3-73W	B	Residential		1	66.0	Yes
	16	A3-74W	B	Residential		1	62.2	No
	16	A3-75W	B	Residential		1	61.9	No
	16	A3-76W	B	Residential		1	65.7	No
	16	A3-77W	B	Residential		1	62.2	No
	16	A3-78W	B	Residential		1	65.0	No
	16	A3-79W	B	Residential		1	66.2	Yes
	16	A3-80W	B	Residential		1	66.7	Yes
Academy Prep Foundation	16	A3-81W	C	School - Basketball Courts	Special Land Use	0	64.9	No
	16	A3-83W	D	Nonprofit organization	Special Land Use	0	40.0	No
Between N. Nebraska Avenue and N. 15th Street (Westbound)	16	A3-84W	B	Residential		1	68.8	Yes
Hacienda Villas	17	A4-1E	D	Medical Facility (interior)	Special Land Use	0	39.5	No
	17	A4-2E	D	Medical Facility (interior)	Special Land Use	0	38.7	No
Hacienda de Ybor Apartments	17	A4-3E	B	Residential		4	59.7	No
	17	A4-4E	B	Residential		4	60.0	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-5E	B	Residential		8	51.3	No
	17	A4-6E	B	Residential		5	59.7	No
	17	A4-7E	B	Residential		5	53.5	No
Diocese of Street Petersburg	17	A4-8E	D	Place of Worship (Interior)	Special Land Use	0	29.2	No
Ybor Convent	17	A4-9E	E	Office - Exterior use	Special Land Use	0	58.8	No
The Quarter at Ybor	17	A4-10E	B	Residential		1	53.5	No
	17	A4-11E	B	Residential		1	54.7	No
	17	A4-12E	B	Residential		1	55.7	No
	17	A4-13E	B	Residential		1	55.3	No
	17	A4-14E	B	Residential		1	56.3	No
	17	A4-15E	B	Residential		1	54.2	No
	17	A4-16E	B	Residential		1	55.5	No
	17	A4-17E	B	Residential		1	56.6	No
	17	A4-18E	B	Residential		1	52.7	No
	17	A4-19E	B	Residential		1	54.0	No
	17	A4-20E	B	Residential		1	55.1	No
	17	A4-21E	B	Residential		1	55.0	No
	17	A4-22E	B	Residential		1	56.4	No
	17	A4-23E	B	Residential		1	57.6	No
	17	A4-24E	B	Residential		1	52.8	No
	17	A4-25E	B	Residential		1	54.1	No
	17	A4-26E	B	Residential		1	55.2	No
	17	A4-27E	B	Residential		1	55.0	No
	17	A4-28E	B	Residential		1	56.5	No
	17	A4-29E	B	Residential		1	57.6	No
	17	A4-30E	B	Residential		1	52.5	No
	17	A4-31E	B	Residential		1	53.9	No
	17	A4-32E	B	Residential		1	54.9	No
	17	A4-33E	B	Residential		1	55.3	No
	17	A4-34E	B	Residential		1	56.7	No
	17	A4-35E	B	Residential		1	57.9	No
	17	A4-36E	B	Residential		1	55.3	No
	17	A4-37E	B	Residential		1	56.8	No
	17	A4-38E	B	Residential		1	57.9	No
	17	A4-39E	B	Residential		1	55.0	No
	17	A4-40E	B	Residential		1	56.4	No
	17	A4-41E	B	Residential		1	57.5	No
	17	A4-42E	B	Residential		1	59.4	No
	17	A4-43E	B	Residential		1	61.2	No
	17	A4-44E	B	Residential		1	63.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-45E	B	Residential		1	60.8	No
	17	A4-46E	B	Residential		1	62.8	No
	17	A4-47E	B	Residential		1	64.5	No
	17	A4-48E	B	Residential		1	61.4	No
	17	A4-49E	B	Residential		1	63.3	No
	17	A4-50E	B	Residential		1	64.9	No
	17	A4-51E	B	Residential		1	62.3	No
	17	A4-52E	B	Residential		1	64.4	No
	17	A4-53E	B	Residential		1	66.3	Yes
	17	A4-54E	B	Residential		1	53.3	No
	17	A4-55E	B	Residential		1	54.5	No
	17	A4-56E	B	Residential		1	57.0	No
	17	A4-57E	B	Residential		1	55.1	No
	17	A4-58E	B	Residential		1	56.4	No
	17	A4-59E	B	Residential		1	59.2	No
	17	A4-60E	B	Residential		1	55.4	No
	17	A4-61E	B	Residential		1	56.6	No
	17	A4-62E	B	Residential		1	59.6	No
	17	A4-63E	B	Residential		1	55.7	No
	17	A4-64E	B	Residential		1	58.3	No
	17	A4-65E	B	Residential		1	57.0	No
	17	A4-66E	B	Residential		1	58.5	No
	17	A4-67E	B	Residential		1	61.8	No
	17	A4-68E	B	Residential		1	57.3	No
	17	A4-69E	B	Residential		1	58.7	No
	17	A4-70E	B	Residential		1	62.3	No
	17	A4-71E	B	Residential		1	58.8	No
	17	A4-72E	B	Residential		1	60.3	No
	17	A4-73E	B	Residential		1	63.7	No
	17	A4-74E	B	Residential		1	52.2	No
	17	A4-75E	B	Residential		1	53.2	No
	17	A4-76E	B	Residential		1	54.7	No
	17	A4-77E	B	Residential		1	57.1	No
	17	A4-78E	B	Residential		1	58.5	No
	17	A4-79E	B	Residential		1	59.9	No
	17	A4-80E	B	Residential		1	53.0	No
	17	A4-81E	B	Residential		1	53.9	No
	17	A4-82E	B	Residential		1	55.5	No
	17	A4-83E	B	Residential		1	58.1	No
	17	A4-84E	B	Residential		1	59.3	No
	17	A4-85E	B	Residential		1	60.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-86E	B	Residential		1	53.1	No
	17	A4-87E	B	Residential		1	54.1	No
	17	A4-88E	B	Residential		1	55.8	No
	17	A4-89E	B	Residential		1	58.3	No
	17	A4-90E	B	Residential		1	59.6	No
	17	A4-91E	B	Residential		1	61.2	No
	17	A4-92E	B	Residential		1	54.8	No
	17	A4-93E	B	Residential		1	55.9	No
	17	A4-94E	B	Residential		1	57.5	No
	17	A4-95E	B	Residential		1	54.5	No
	17	A4-96E	B	Residential		1	55.4	No
	17	A4-97E	B	Residential		1	57.1	No
	17	A4-98E	B	Residential		1	59.6	No
	17	A4-99E	B	Residential		1	61.0	No
	17	A4-100E	B	Residential		1	62.7	No
	17	A4-101E	B	Residential		1	56.8	No
	17	A4-102E	B	Residential		1	58.3	No
	17	A4-103E	B	Residential		1	60.7	No
	17	A4-104E	B	Residential		1	63.1	No
	17	A4-105E	B	Residential		1	67.4	Yes
	17	A4-106E	B	Residential		1	61.5	No
	17	A4-107E	B	Residential		1	63.7	No
	17	A4-108E	B	Residential		1	67.6	Yes
	17	A4-109E	B	Residential		1	63.2	No
	17	A4-110E	B	Residential		1	65.4	No
	17	A4-111E	B	Residential		1	68.0	Yes
	17	A4-112E	B	Residential		1	63.8	No
	17	A4-113E	B	Residential		1	65.8	No
	17	A4-114E	B	Residential		1	68.1	Yes
	17	A4-115E	B	Residential		1	53.7	No
	17	A4-116E	B	Residential		1	55.1	No
	17	A4-117E	B	Residential		1	56.8	No
	17	A4-118E	B	Residential		1	54.5	No
	17	A4-119E	B	Residential		1	56.0	No
	17	A4-120E	B	Residential		1	57.7	No
	17	A4-121E	B	Residential		1	54.9	No
	17	A4-122E	B	Residential		1	56.3	No
	17	A4-123E	B	Residential		1	57.9	No
	17	A4-124E	B	Residential		1	56.7	No
	17	A4-125E	B	Residential		1	57.9	No
	17	A4-126E	B	Residential		1	59.9	No





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-127E	B	Residential		1	58.1	No
	17	A4-128E	B	Residential		1	60.1	No
	17	A4-129E	B	Residential		1	61.6	No
	17	A4-130E	B	Residential		1	63.6	No
	17	A4-131E	B	Residential		1	65.4	No
	17	A4-132E	B	Residential		1	58.6	No
	17	A4-133E	B	Residential		1	59.9	No
	17	A4-134E	B	Residential		1	62.0	No
	17	A4-135E	B	Residential		1	60.0	No
	17	A4-136E	B	Residential		1	61.5	No
	17	A4-137E	B	Residential		1	63.5	No
	17	A4-138E	B	Residential		1	60.8	No
	17	A4-139E	B	Residential		1	62.3	No
	17	A4-140E	B	Residential		1	64.3	No
	17	A4-141E	B	Residential		1	61.0	No
	17	A4-142E	B	Residential		1	62.5	No
	17	A4-143E	B	Residential		1	64.4	No
	17	A4-144E	B	Residential		1	53.1	No
	17	A4-145E	B	Residential		1	54.7	No
	17	A4-146E	B	Residential		1	52.7	No
	17	A4-147E	B	Residential		1	54.4	No
	17	A4-148E	B	Residential		1	54.4	No
	17	A4-149E	B	Residential		1	55.8	No
	17	A4-150E	B	Residential		1	54.9	No
	17	A4-151E	B	Residential		1	56.2	No
	17	A4-152E	B	Residential		1	56.6	No
	17	A4-153E	B	Residential		1	57.4	No
	17	A4-154E	B	Residential		1	54.6	No
	17	A4-155E	B	Residential		1	54.9	No
	17	A4-156E	B	Residential		1	58.4	No
	17	A4-157E	B	Residential		1	59.2	No
	17	A4-158E	B	Residential		1	58.9	No
	17	A4-159E	B	Residential		1	59.6	No
	17	A4-160E	B	Residential		1	60.5	No
	17	A4-161E	B	Residential		1	61.4	No
	17	A4-162E	B	Residential		1	58.7	No
	17	A4-163E	B	Residential		1	59.2	No
	17	A4-164E	B	Residential		1	59.8	No
	17	A4-165E	B	Residential		1	60.6	No
	17	A4-166E	B	Residential		1	58.3	No
	17	A4-167E	B	Residential		1	58.9	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
Between N 22nd Street and N. 24th Street (Eastbound)	17	A4-168E	B	Residential		1	61.0	No
	17	A4-169E	B	Residential		1	66.8	Yes
	17	A4-170E	B	Residential		1	59.0	No
	17	A4-171E	B	Residential		1	65.5	No
	17	A4-172E	B	Residential		1	65.9	No
	17 & 18	A4-173E	B	Residential		1	62.1	No
	17 & 18	A4-174E	B	Residential		1	60.1	No
	17 & 18	A4-175E	B	Residential		1	58.7	No
	17 & 18	A4-176E	B	Residential		3	61.1	No
	18	A4-177E	B	Residential		1	62.1	No
	18	A4-178E	B	Residential		1	61.5	No
	18	A4-179E	B	Residential		2	60.5	No
	18	A4-180E	B	Residential		1	59.3	No
	18	A4-181E	B	Residential		1	56.8	No
	18	A4-182E	B	Residential		1	59.9	No
	18	A4-183E	B	Residential		1	59.4	No
	18	A4-184E	B	Residential		3	61.1	No
	18	A4-185E	B	Residential		1	57.3	No
	18	A4-186E	B	Residential		1	59.6	No
Bainbridge Apartments	17	A4-187E	B	Residential		1	65.0	No
	17	A4-188E	B	Residential		1	66.7	Yes
	17	A4-189E	B	Residential		1	67.8	Yes
	17	A4-190E	B	Residential		1	69.6	Yes
	17	A4-192E	B	Residential		1	67.2	Yes
	17	A4-193E	B	Residential		1	68.1	Yes
	17	A4-191E	B	Residential		1	65.5	No
	17	A4-194E	B	Residential		1	70.0	Yes
	17	A4-195E	B	Residential		1	59.8	No
	17	A4-196E	B	Residential		1	61.6	No
	17	A4-197E	B	Residential		1	63.5	No
	17	A4-198E	B	Residential		1	65.3	No
	17	A4-199E	B	Residential		1	58.9	No
	17	A4-200E	B	Residential		1	60.5	No
	17	A4-201E	B	Residential		1	62.6	No
	17	A4-202E	B	Residential		1	64.5	No
	17	A4-203E	B	Residential		1	57.8	No
	17	A4-204E	B	Residential		1	59.3	No
	17	A4-205E	B	Residential		1	61.4	No
	17	A4-206E	B	Residential		1	63.7	No
	17	A4-207E	B	Residential		1	57.3	No
	17	A4-208E	B	Residential		1	58.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-209E	B	Residential		1	60.8	No
	17	A4-210E	B	Residential		1	63.2	No
	17	A4-211E	B	Residential		1	57.1	No
	17	A4-212E	B	Residential		1	58.4	No
	17	A4-213E	B	Residential		1	60.5	No
	17	A4-214E	B	Residential		1	62.9	No
	17	A4-215E	B	Residential		1	57.4	No
	17	A4-216E	B	Residential		1	58.8	No
	17	A4-217E	B	Residential		1	60.9	No
	17	A4-218E	B	Residential		1	63.2	No
	17	A4-219E	B	Residential		1	56.7	No
	17	A4-220E	B	Residential		1	58.0	No
	17	A4-221E	B	Residential		1	60.1	No
	17	A4-222E	B	Residential		1	62.5	No
	17	A4-223E	B	Residential		1	56.1	No
	17	A4-224E	B	Residential		1	57.2	No
	17	A4-225E	B	Residential		1	59.2	No
	17	A4-226E	B	Residential		1	62.0	No
	17	A4-227E	B	Residential		1	55.8	No
	17	A4-228E	B	Residential		1	56.7	No
	17	A4-229E	B	Residential		1	58.8	No
	17	A4-230E	B	Residential		1	61.9	No
	17	A4-231E	B	Residential		1	55.8	No
	17	A4-232E	B	Residential		1	56.6	No
	17	A4-233E	B	Residential		1	58.8	No
	17	A4-234E	B	Residential		1	61.8	No
	17	A4-235E	B	Residential		1	55.8	No
	17	A4-236E	B	Residential		1	56.6	No
	17	A4-237E	B	Residential		1	58.7	No
	17	A4-238E	B	Residential		1	61.9	No
	17	A4-239E	B	Residential		1	56.2	No
	17	A4-240E	B	Residential		1	57.1	No
	17	A4-241E	B	Residential		1	59.1	No
	17	A4-242E	B	Residential		1	62.0	No
	17	A4-243E	B	Residential		1	62.1	No
	17	A4-244E	B	Residential		1	63.3	No
	17	A4-245E	B	Residential		1	65.2	No
	17	A4-246E	B	Residential		1	67.2	Yes
	17	A4-247E	B	Residential		1	63.4	No
	17	A4-248E	B	Residential		1	64.9	No
	17	A4-249E	B	Residential		1	66.7	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-250E	B	Residential		1	68.4	Yes
	17	A4-251E	B	Residential		1	65.6	No
	17	A4-252E	B	Residential		1	67.3	Yes
	17	A4-253E	B	Residential		1	69.2	Yes
	17	A4-254E	B	Residential		1	70.7	Yes
Christian Praise and Worship Center	16 & 17	A4-4W	D	Place of Worship (Interior)	Special Land Use	0	38.0	No
Between N. 15th Street and N. 21st Street (Westbound)	16 & 17	A4-1W	B	Residential		1	59.2	No
	16 & 17	A4-2W	B	Residential		1	59.6	No
	16 & 17	A4-3W	B	Residential		1	60.4	No
	17	A4-5W	B	Residential		1	62.7	No
	17	A4-6W	B	Residential		1	62.6	No
	17	A4-7W	B	Residential		1	58.5	No
	17	A4-8W	B	Residential		1	59.1	No
	17	A4-9W	B	Residential		1	59.9	No
	17	A4-10W	B	Residential		1	60.0	No
	17	A4-11W	B	Residential		1	60.5	No
	17	A4-12W	B	Residential		1	59.1	No
	17	A4-13W	B	Residential		1	59.6	No
	17	A4-14W	B	Residential		1	59.3	No
	17	A4-15W	B	Residential		2	60.2	No
	17	A4-16W	B	Residential		1	59.0	No
	17	A4-17W	B	Residential		1	60.5	No
	17	A4-18W	B	Residential		1	59.7	No
	17	A4-19W	B	Residential		1	59.4	No
	17	A4-20W	B	Residential		1	61.1	No
	17	A4-21W	B	Residential		2	61.6	No
	17	A4-22W	B	Residential		2	62.8	No
	17	A4-23W	B	Residential		1	63.3	No
	17	A4-24W	B	Residential		1	57.9	No
	17	A4-25W	B	Residential		1	60.1	No
	17	A4-26W	B	Residential		1	64.6	No
	17	A4-27W	B	Residential		1	60.5	No
	17	A4-28W	B	Residential		1	60.0	No
	17	A4-29W	B	Residential		1	60.6	No
	17	A4-30W	B	Residential		1	61.7	No
	17	A4-31W	B	Residential		1	65.1	No
	17	A4-32W	B	Residential		1	63.9	No
	17	A4-33W	B	Residential		1	59.4	No
	17	A4-34W	B	Residential		1	65.6	No
	17	A4-35W	B	Residential		2	57.0	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	17	A4-36W	B	Residential		2	61.2	No
	17	A4-37W	B	Residential		2	66.0	Yes
	17	A4-38W	B	Residential		1	59.9	No
	17	A4-39W	B	Residential		2	57.5	No
	17	A4-40W	B	Residential		2	61.8	No
	17	A4-41W	B	Residential		2	65.8	No
	17	A4-42W	B	Residential		2	57.6	No
	17	A4-43W	B	Residential		2	62.0	No
	17	A4-44W	B	Residential		1	59.2	No
	17	A4-45W	B	Residential		1	56.9	No
	17	A4-46W	B	Residential		1	56.7	No
	17	A4-47W	B	Residential		1	56.3	No
	17	A4-48W	B	Residential		1	57.3	No
	17	A4-49W	B	Residential		1	66.0	Yes
	17	A4-50W	B	Residential		1	63.1	No
	17	A4-51W	B	Residential		1	59.5	No
	17	A4-52W	B	Residential		1	58.0	No
	17	A4-53W	B	Residential		1	64.0	No
	17	A4-54W	B	Residential		1	59.4	No
	17	A4-55W	B	Residential		1	66.6	Yes
	17	A4-56W	B	Residential		1	59.8	No
	17	A4-57W	B	Residential		1	59.0	No
	17	A4-58W	B	Residential		1	57.1	No
	17	A4-59W	B	Residential		3	66.6	Yes
	17	A4-60W	B	Residential		1	59.6	No
	17	A4-61W	B	Residential		1	59.5	No
	17	A4-62W	B	Residential		2	66.2	Yes
	17	A4-63W	B	Residential		2	54.3	No
	17	A4-64W	B	Residential		1	59.6	No
	17	A4-65W	B	Residential		1	54.2	No
	17	A4-66W	B	Residential		1	59.6	No
	17	A4-67W	B	Residential		1	54.4	No
	17	A4-68W	B	Residential		2	65.8	No
	17	A4-69W	B	Residential		1	54.6	No
	17	A4-70W	B	Residential		1	60.4	No
	17	A4-71W	B	Residential		2	65.7	No
	17	A4-72W	B	Residential		3	60.6	No
	17	A4-73W	B	Residential		2	55.3	No
	17	A4-74W	B	Residential		1	57.9	No
Community Holiness Church Apostolic Faith	17	A4-75W	D	Place of Worship (Interior)	Special Land Use	0	40.5	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
Between N. 15th Street and N. 21st Street (Westbound)	17	A4-76W	B	Residential		2	65.3	No
	17	A4-77W	B	Residential		2	56.2	No
	17	A4-78W	B	Residential		1	59.3	No
	17	A4-79W	B	Residential		4	65.2	No
	17	A4-80W	B	Residential		1	54.6	No
	17	A4-81W	B	Residential		1	59.2	No
	17	A4-82W	B	Residential		1	54.8	No
	17	A4-83W	B	Residential		1	59.1	No
	17	A4-84W	B	Residential		1	55.2	No
	17	A4-85W	B	Residential		4	65.0	No
	17	A4-86W	B	Residential		1	59.3	No
	17	A4-87W	B	Residential		1	59.9	No
	17	A4-88W	B	Residential		1	56.9	No
	17	A4-90W	B	Residential		1	62.5	No
	17	A4-91W	B	Residential		1	58.3	No
	17	A4-92W	B	Residential		1	57.9	No
	17	A4-93W	B	Residential		1	62.6	No
	17	A4-95W	B	Residential		2	58.3	No
	17 & 18	A4-96W	B	Residential		1	61.8	No
	18	A4-97W	B	Residential		1	61.3	No
	18	A4-98W	B	Residential		1	55.0	No
	18	A4-99W	B	Residential		1	58.0	No
	18	A4-100W	B	Residential		1	61.1	No
	18	A4-101W	B	Residential		1	58.2	No
	18	A4-102W	B	Residential		1	61.2	No
	18	A4-103W	B	Residential		1	57.8	No
Greater Grace Apostolic Church	17	A4-89W	D	Place of Worship (Interior)	Special Land Use	0	33.8	No
New Beginning Tabernacle Missionary Baptist Church	17	A4-94W	D	Place of Worship (Interior)	Special Land Use	0	33.1	No
Between E. Columbus Drive and E. Floribaska Avenue (Northbound)	12	A5-1N	B	Residential		1	64.7	No
	12	A5-2N	B	Residential		1	64.7	No
	12	A5-3N	B	Residential		1	62.5	No
	12	A5-4N	B	Residential		1	63.3	No
	12	A5-5N	B	Residential		1	61.1	No
	12	A5-6N	B	Residential		1	63.3	No
	12	A5-7N	B	Residential		1	65.6	No
	12	A5-8N	B	Residential		1	66.4	Yes
	12	A5-9N	B	Residential		1	64.6	No
	12	A5-10N	B	Residential		1	64.0	No
	12	A5-11N	B	Residential		2	59.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	12	A5-12N	B	Residential		1	64.9	No
	12	A5-13N	B	Residential		1	67.1	Yes
	12	A5-14N	B	Residential		1	65.2	No
	12	A5-15N	B	Residential		1	65.8	No
	12	A5-16N	B	Residential		1	66.8	Yes
	12	A5-17N	B	Residential		1	64.8	No
	12	A5-18N	B	Residential		1	61.7	No
	12	A5-19N	B	Residential		1	60.8	No
	12	A5-20N	B	Residential		1	64.2	No
	12	A5-21N	B	Residential		1	58.2	No
	12	A5-22N	B	Residential		1	63.6	No
	12	A5-24N	B	Residential		1	63.2	No
	12	A5-26N	B	Residential		1	66.8	Yes
	12	A5-27N	B	Residential		1	58.8	No
	12	A5-28N	B	Residential		1	66.9	Yes
	12	A5-29N	B	Residential		2	63.1	No
	12	A5-30N	B	Residential		1	60.3	No
	12	A5-31N	B	Residential		1	58.9	No
	12	A5-32N	B	Residential		1	66.6	Yes
	12	A5-33N	B	Residential		2	63.1	No
	12	A5-34N	B	Residential		1	59.2	No
	12	A5-35N	B	Residential		1	58.8	No
	12	A5-36N	B	Residential		1	58.3	No
	12	A5-37N	B	Residential		1	59.1	No
	12	A5-38N	B	Residential		1	60.1	No
	12	A5-39N	B	Residential		1	64.5	No
	12	A5-40N	B	Residential		1	67.8	Yes
	12	A5-41N	B	Residential		1	63.1	No
	12	A5-42N	B	Residential		1	61.6	No
	12	A5-43N	B	Residential		1	64.0	No
	12	A5-44N	B	Residential		3	58.2	No
	12 & 13	A5-45N	B	Residential		1	59.9	No
	12 & 13	A5-46N	B	Residential		1	62.5	No
Faith Tabernacle of Tampa (Tabernaculo La Fe de Tampa)	12	A5-23N	D	Place of Worship (Interior)	Special Land Use	0	35.1	No
	12	A5-25N	D	Place of Worship (Interior)	Special Land Use	0	35.1	No
Street James House of Prayer	12	A5-1S	C	Place of Worship - Playground	Special Land Use	0	59.3	No





Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
Between E. Columbus Drive and E. Floribraska Avenue (Southbound)	12	A5-2S	B	Residential		1	64.0	No
	12	A5-3S	B	Residential		1	59.0	No
	12	A5-4S	B	Residential		1	59.0	No
	12	A5-5S	B	Residential		1	58.6	No
	12	A5-6S	B	Residential		1	64.4	No
	12	A5-7S	B	Residential		2	58.5	No
	12	A5-8S	B	Residential		1	61.4	No
	12	A5-9S	B	Residential		1	58.2	No
	12	A5-10S	B	Residential		1	64.7	No
	12	A5-11S	B	Residential		1	64.9	No
	12	A5-12S	B	Residential		1	58.1	No
	12	A5-13S	B	Residential		2	61.8	No
	12	A5-14S	B	Residential		1	66.0	Yes
	12	A5-15S	B	Residential		1	57.7	No
	12	A5-16S	B	Residential		1	61.1	No
	12	A5-17S	B	Residential		1	61.1	No
	12	A5-18S	B	Residential		1	66.5	Yes
	12	A5-19S	B	Residential		1	57.7	No
	12	A5-20S	B	Residential		1	60.8	No
	12	A5-21S	B	Residential		3	65.2	No
	12	A5-22S	B	Residential		2	62.4	No
	12	A5-23S	B	Residential		1	58.2	No
	12	A5-24S	B	Residential		1	60.8	No
	12	A5-25S	B	Residential		1	62.4	No
	12	A5-26S	B	Residential		1	62.0	No
	12	A5-27S	B	Residential		1	63.8	No
	12	A5-28S	B	Residential		1	60.0	No
	12	A5-29S	B	Residential		1	59.3	No
	12	A5-30S	B	Residential		1	59.7	No
	12	A5-31S	B	Residential		1	59.5	No
	12	A5-32S	B	Residential		1	63.8	No
	12	A5-33S	B	Residential		1	61.3	No
	12	A5-34S	B	Residential		1	59.8	No
	12	A5-35S	B	Residential		1	64.0	No
	12 & 13	A5-36S	B	Residential		1	60.4	No
	12 & 13	A5-37S	B	Residential		1	60.8	No
	12 & 13	A5-38S	B	Residential		1	65.1	No
	12 & 13	A5-39S	B	Residential		1	64.3	No
	12 & 13	A5-40S	B	Residential		1	64.2	No
	12 & 13	A5-41S	B	Residential		1	64.9	No
	12 & 13	A5-42S	B	Residential		1	63.6	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	12 & 13	A5-43S	B	Residential		1	63.5	No
	12 & 13	A5-44S	B	Residential		1	62.9	No
	12 & 13	A5-45S	B	Residential		1	61.8	No
Tampa Riverwalk Trail	9	A2-RT1	C	Trail	Special Land Use	0	62.8	No
	9	A2-RT2	C	Trail	Special Land Use	0	62.8	No
	9	A2-RT3	C	Trail	Special Land Use	0	63.0	No
	9	A2-RT4	C	Trail	Special Land Use	0	63.3	No
	9	A2-RT5	C	Trail	Special Land Use	0	63.6	No
	9	A2-RT6	C	Trail	Special Land Use	0	63.9	No
	9	A2-RT7	C	Trail	Special Land Use	0	64.1	No
	9	A2-RT8	C	Trail	Special Land Use	0	64.3	No
	9	A2-RT9	C	Trail	Special Land Use	0	64.4	No
	9	A2-RT10	C	Trail	Special Land Use	0	64.5	No
	9	A2-RT11	C	Trail	Special Land Use	0	64.9	No
	9	A2-RT12	C	Trail	Special Land Use	0	65.2	No
	9	A2-RT13	C	Trail	Special Land Use	0	65.5	No
	9	A2-RT14	C	Trail	Special Land Use	0	65.9	No
	9	A2-RT15	C	Trail	Special Land Use	0	66.3	Yes
	9	A2-RT16	C	Trail	Special Land Use	0	66.8	Yes
	9	A2-RT17	C	Trail	Special Land Use	0	67.3	Yes
	9	A2-RT18	C	Trail	Special Land Use	0	67.8	Yes
	9	A2-RT19	C	Trail	Special Land Use	0	68.4	Yes
	9	A2-RT20	C	Trail	Special Land Use	0	69.1	Yes
	9	A2-RT21	C	Trail	Special Land Use	0	69.7	Yes
	9	A2-RT22	C	Trail	Special Land Use	0	70.5	Yes
	9	A2-RT23	C	Trail	Special Land Use	0	71.3	Yes
	9	A2-RT24	C	Trail	Special Land Use	0	65.6	No
	9	A2-RT25	C	Trail	Special Land Use	0	67.7	Yes
	9	A2-RT26	C	Trail	Special Land Use	0	68.7	Yes
	9	A2-RT27	C	Trail	Special Land Use	0	69.0	Yes
	9	A2-RT28	C	Trail	Special Land Use	0	69.2	Yes
	9	A2-RT29	C	Trail	Special Land Use	0	69.3	Yes
	9	A2-RT30	C	Trail	Special Land Use	0	69.3	Yes
	9	A2-RT31	C	Trail	Special Land Use	0	69.4	Yes
	9	A2-RT32	C	Trail	Special Land Use	0	69.4	Yes
	9	A2-RT33	C	Trail	Special Land Use	0	69.3	Yes
	9	A2-RT34	C	Trail	Special Land Use	0	69.1	Yes
	9	A2-RT35	C	Trail	Special Land Use	0	68.9	Yes
	9	A2-RT36	C	Trail	Special Land Use	0	68.7	Yes
	9	A2-RT37	C	Trail	Special Land Use	0	68.3	Yes
	9	A2-RT38	C	Trail	Special Land Use	0	68.0	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	9	A2-RT39	C	Trail	Special Land Use	0	67.6	Yes
	9	A2-RT40	C	Trail	Special Land Use	0	67.4	Yes
	9	A2-RT41	C	Trail	Special Land Use	0	67.4	Yes
	9	A2-RT42	C	Trail	Special Land Use	0	67.3	Yes
	9	A2-RT43	C	Trail	Special Land Use	0	67.1	Yes
	9	A2-RT44	C	Trail	Special Land Use	0	66.9	Yes
	9	A2-RT45	C	Trail	Special Land Use	0	66.7	Yes
	9	A2-RT46	C	Trail	Special Land Use	0	66.3	Yes
	9	A2-RT47	C	Trail	Special Land Use	0	65.9	No
	9	A2-RT48	C	Trail	Special Land Use	0	65.7	No
	9	A2-RT49	C	Trail	Special Land Use	0	65.3	No
	9	A2-RT50	C	Trail	Special Land Use	0	64.8	No
	9	A2-RT51	C	Trail	Special Land Use	0	64.3	No
	9	A2-RT52	C	Trail	Special Land Use	0	64.0	No
	9	A2-RT53	C	Trail	Special Land Use	0	63.7	No
	9	A2-RT54	C	Trail	Special Land Use	0	63.4	No
	9	A2-RT55	C	Trail	Special Land Use	0	63.2	No
	9	A2-RT56	C	Trail	Special Land Use	0	62.9	No
	9	A2-RT57	C	Trail	Special Land Use	0	62.7	No
	9	A2-RT58	C	Trail	Special Land Use	0	62.4	No
	9	A2-RT59	C	Trail	Special Land Use	0	62.2	No
	9	A2-RT60	C	Trail	Special Land Use	0	61.9	No
	9	A2-RT61	C	Trail	Special Land Use	0	61.6	No
	9	A2-RT62	C	Trail	Special Land Use	0	61.3	No
Hillsborough River Paddling Trail	9	A2-HR1	C	Trail	Special Land Use	0	62.4	No
	9	A2-HR2	C	Trail	Special Land Use	0	62.6	No
	9	A2-HR3	C	Trail	Special Land Use	0	62.8	No
	9	A2-HR4	C	Trail	Special Land Use	0	63.2	No
	9	A2-HR5	C	Trail	Special Land Use	0	63.7	No
	9	A2-HR6	C	Trail	Special Land Use	0	64.0	No
	9	A2-HR7	C	Trail	Special Land Use	0	64.2	No
	9	A2-HR8	C	Trail	Special Land Use	0	64.5	No
	9	A2-HR9	C	Trail	Special Land Use	0	64.8	No
	9	A2-HR10	C	Trail	Special Land Use	0	65.2	No
	9	A2-HR11	C	Trail	Special Land Use	0	65.5	No
	9	A2-HR12	C	Trail	Special Land Use	0	66.0	Yes
	9	A2-HR13	C	Trail	Special Land Use	0	66.5	Yes
	9	A2-HR14	C	Trail	Special Land Use	0	67.0	Yes
	9	A2-HR15	C	Trail	Special Land Use	0	67.5	Yes
	9	A2-HR16	C	Trail	Special Land Use	0	68.1	Yes
	9	A2-HR17	C	Trail	Special Land Use	0	68.8	Yes



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	9	A2-HR18	C	Trail	Special Land Use	0	69.4	Yes
	9	A2-HR19	C	Trail	Special Land Use	0	70.2	Yes
	9	A2-HR20	C	Trail	Special Land Use	0	71.1	Yes
	9	A2-HR21	C	Trail	Special Land Use	0	71.7	Yes
	9	A2-HR22	C	Trail	Special Land Use	0	63.9	No
	9	A2-HR23	C	Trail	Special Land Use	0	65.1	No
	9	A2-HR24	C	Trail	Special Land Use	0	65.5	No
	9	A2-HR25	C	Trail	Special Land Use	0	65.9	No
	9	A2-HR26	C	Trail	Special Land Use	0	66.4	Yes
	9	A2-HR27	C	Trail	Special Land Use	0	66.6	Yes
	9	A2-HR28	C	Trail	Special Land Use	0	66.9	Yes
	9	A2-HR29	C	Trail	Special Land Use	0	67.2	Yes
	9	A2-HR30	C	Trail	Special Land Use	0	67.3	Yes
	9	A2-HR31	C	Trail	Special Land Use	0	67.5	Yes
	9	A2-HR32	C	Trail	Special Land Use	0	67.4	Yes
	9	A2-HR33	C	Trail	Special Land Use	0	67.3	Yes
	9	A2-HR34	C	Trail	Special Land Use	0	67.2	Yes
	9	A2-HR35	C	Trail	Special Land Use	0	67.1	Yes
	9	A2-HR36	C	Trail	Special Land Use	0	66.9	Yes
	9	A2-HR37	C	Trail	Special Land Use	0	66.7	Yes
	9	A2-HR38	C	Trail	Special Land Use	0	66.6	Yes
	9	A2-HR39	C	Trail	Special Land Use	0	66.4	Yes
	9	A2-HR40	C	Trail	Special Land Use	0	66.2	Yes
	9	A2-HR41	C	Trail	Special Land Use	0	66.0	Yes
	9	A2-HR42	C	Trail	Special Land Use	0	65.8	No
	9	A2-HR43	C	Trail	Special Land Use	0	65.6	No
	9	A2-HR44	C	Trail	Special Land Use	0	65.5	No
	9	A2-HR45	C	Trail	Special Land Use	0	65.3	No
	9	A2-HR46	C	Trail	Special Land Use	0	65.1	No
	9	A2-HR47	C	Trail	Special Land Use	0	64.8	No
	9	A2-HR48	C	Trail	Special Land Use	0	64.4	No
	9	A2-HR49	C	Trail	Special Land Use	0	64.0	No
	9	A2-HR50	C	Trail	Special Land Use	0	63.8	No
	9	A2-HR51	C	Trail	Special Land Use	0	63.5	No
	9	A2-HR52	C	Trail	Special Land Use	0	63.2	No
	9	A2-HR53	C	Trail	Special Land Use	0	62.8	No
	9	A2-HR54	C	Trail	Special Land Use	0	62.3	No
	9	A2-HR55	C	Trail	Special Land Use	0	61.9	No
Howard W. Blake High School	9	A2-2S	D	School (interior)	Special Land Use	0	40.3	No
Between E. 7th Avenue and E. Palm Avenue (Southbound)	10 & 11	A2-7S	B	Residential		1	62.8	No
	11	A2-8S	B	Residential		1	61.4	No



Noise Sensitive Area	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Special Land Use	Number of Residents Represented	2045 Build Condition dB(A)	NAC Approached or Exceeded?
	11	A2-9S	B	Residential		1	63.4	No
	11	A2-10S	B	Residential		1	60.9	No
	11	A2-11S	B	Residential		1	60.2	No
	11	A2-12S	B	Residential		1	62.2	No
	11	A2-13S	B	Residential		1	63.2	No
	11	A2-14S	B	Residential		1	64.4	No
Between N. Nebraska Avenue and N. 15th Street (Westbound)	16	A3-85W	B	Residential		1	68.8	Yes
	16	A3-86W	B	Residential		1	68.7	Yes
	16	A3-87W	B	Residential		1	65.4	No
	16	A3-88W	B	Residential		2	67.2	Yes
	16	A3-89W	B	Residential		2	67.4	Yes
	16	A3-90W	B	Residential		1	67.1	Yes

## APPENDIX C

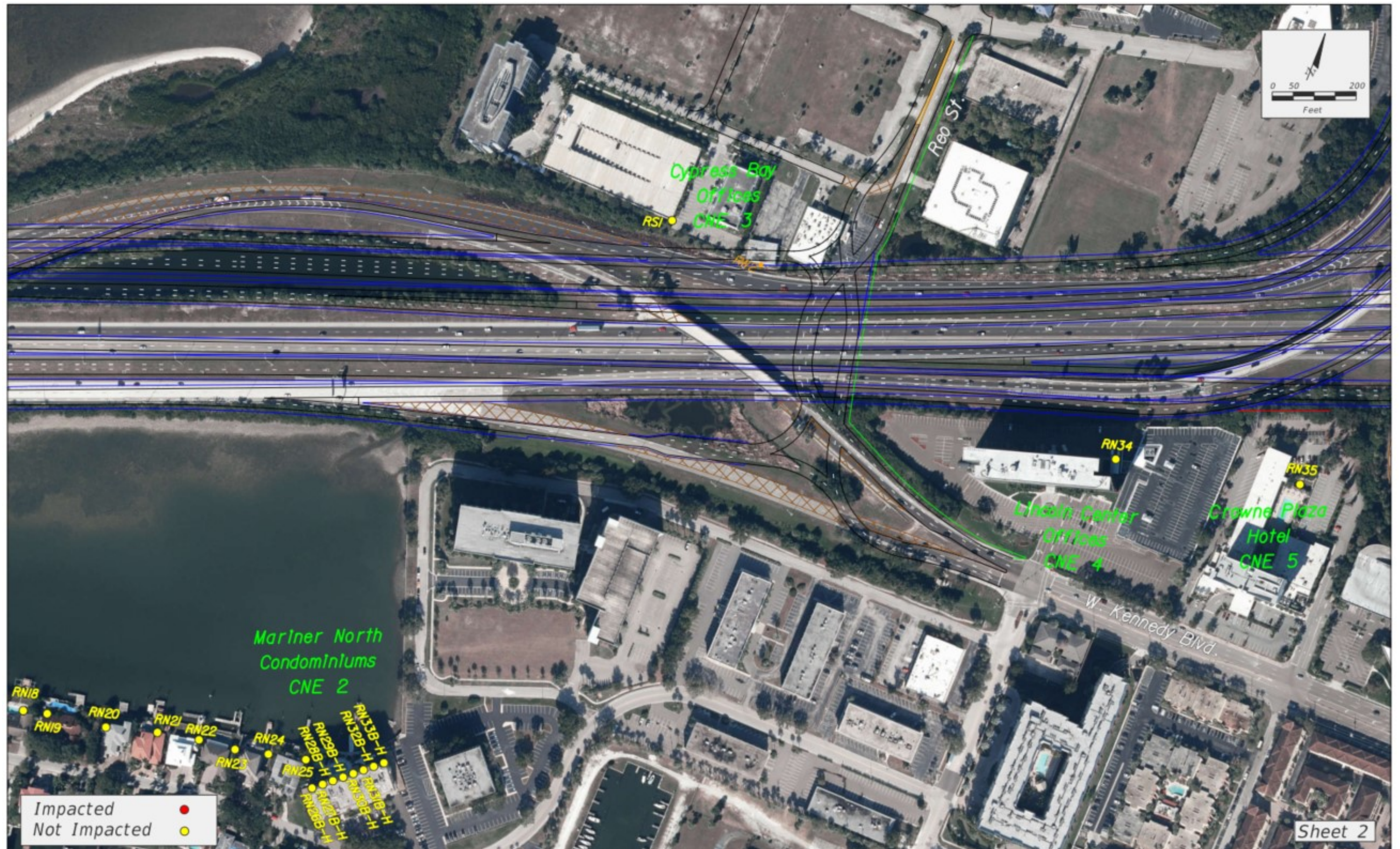
# Project Aerials

# Segment 1A

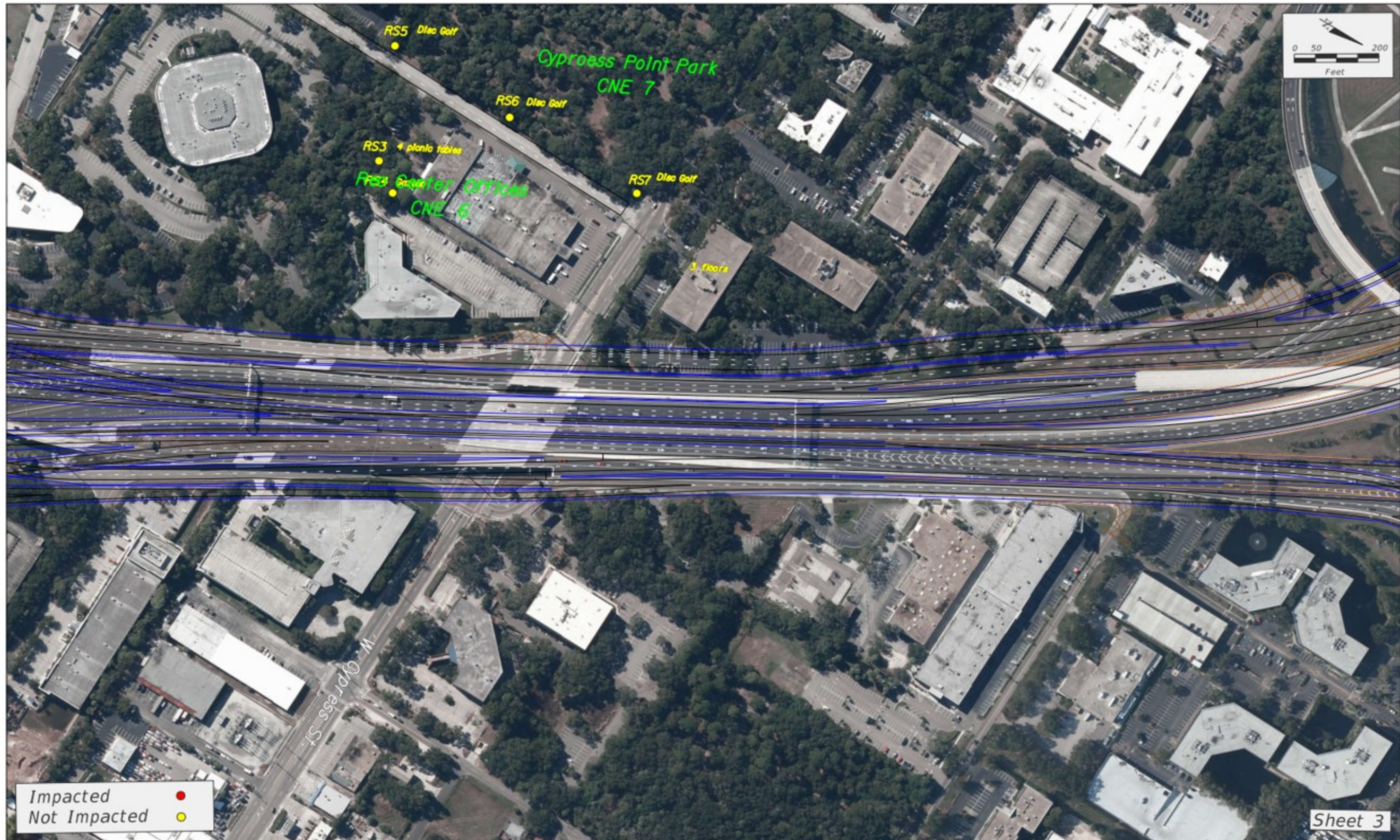




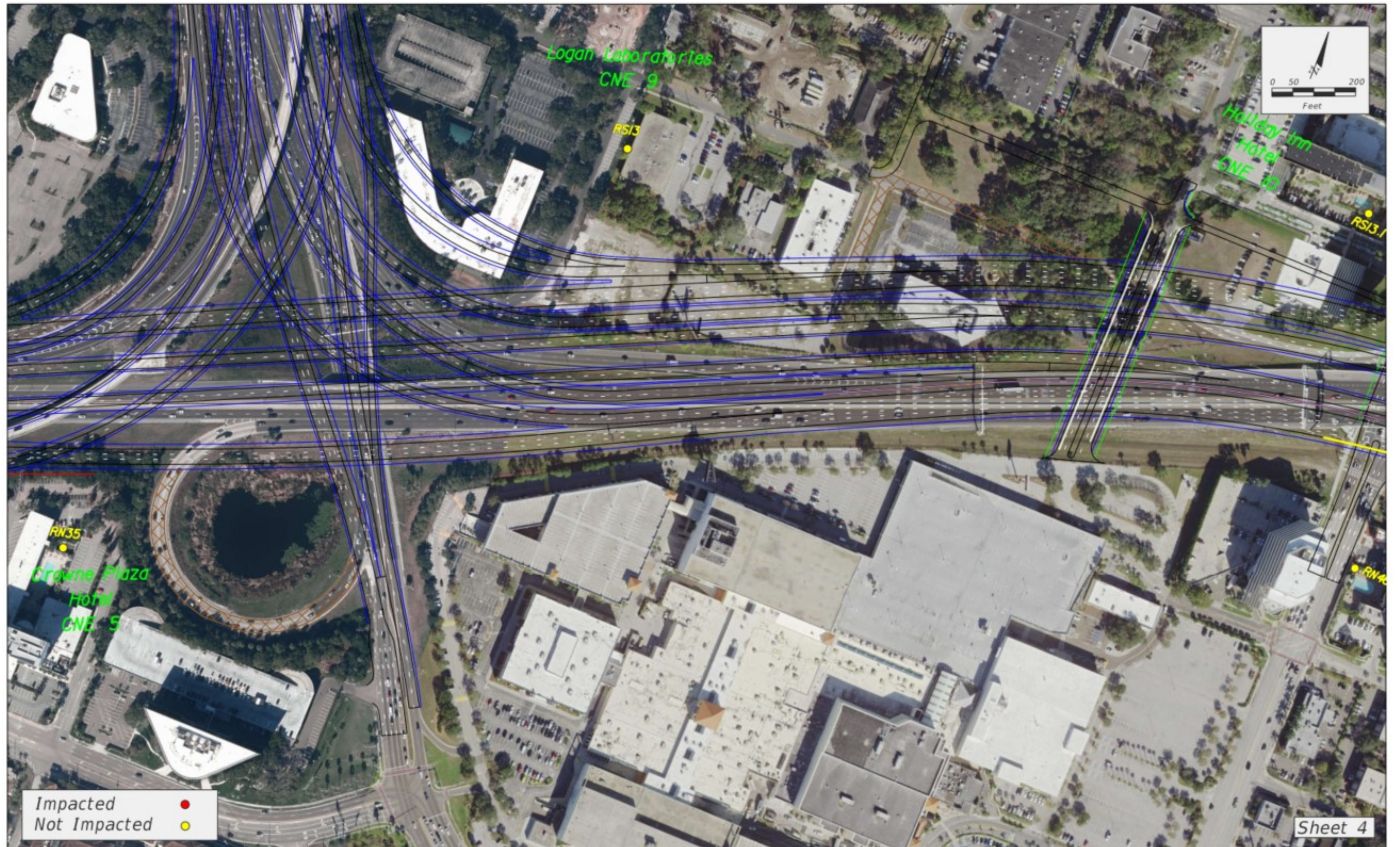








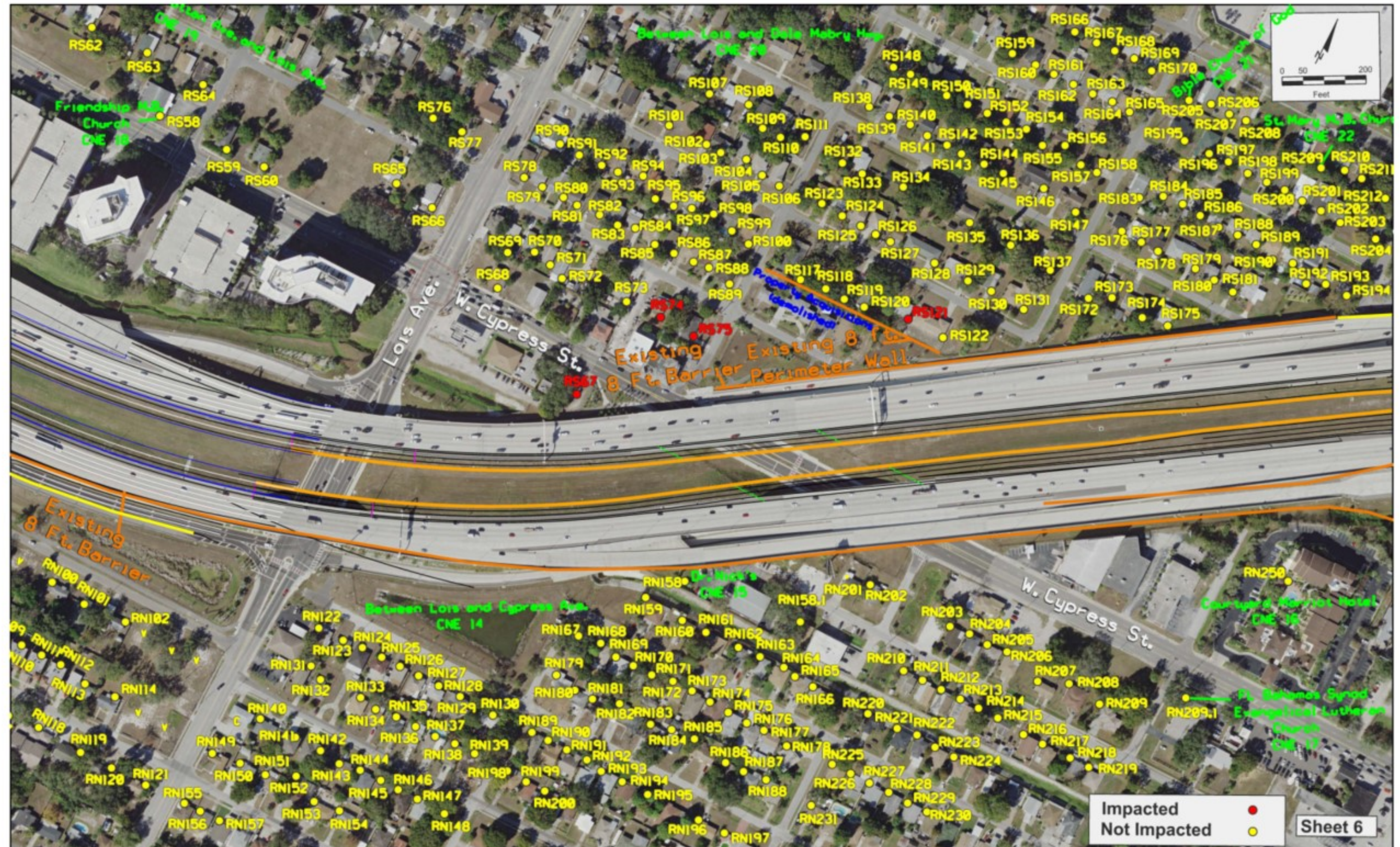




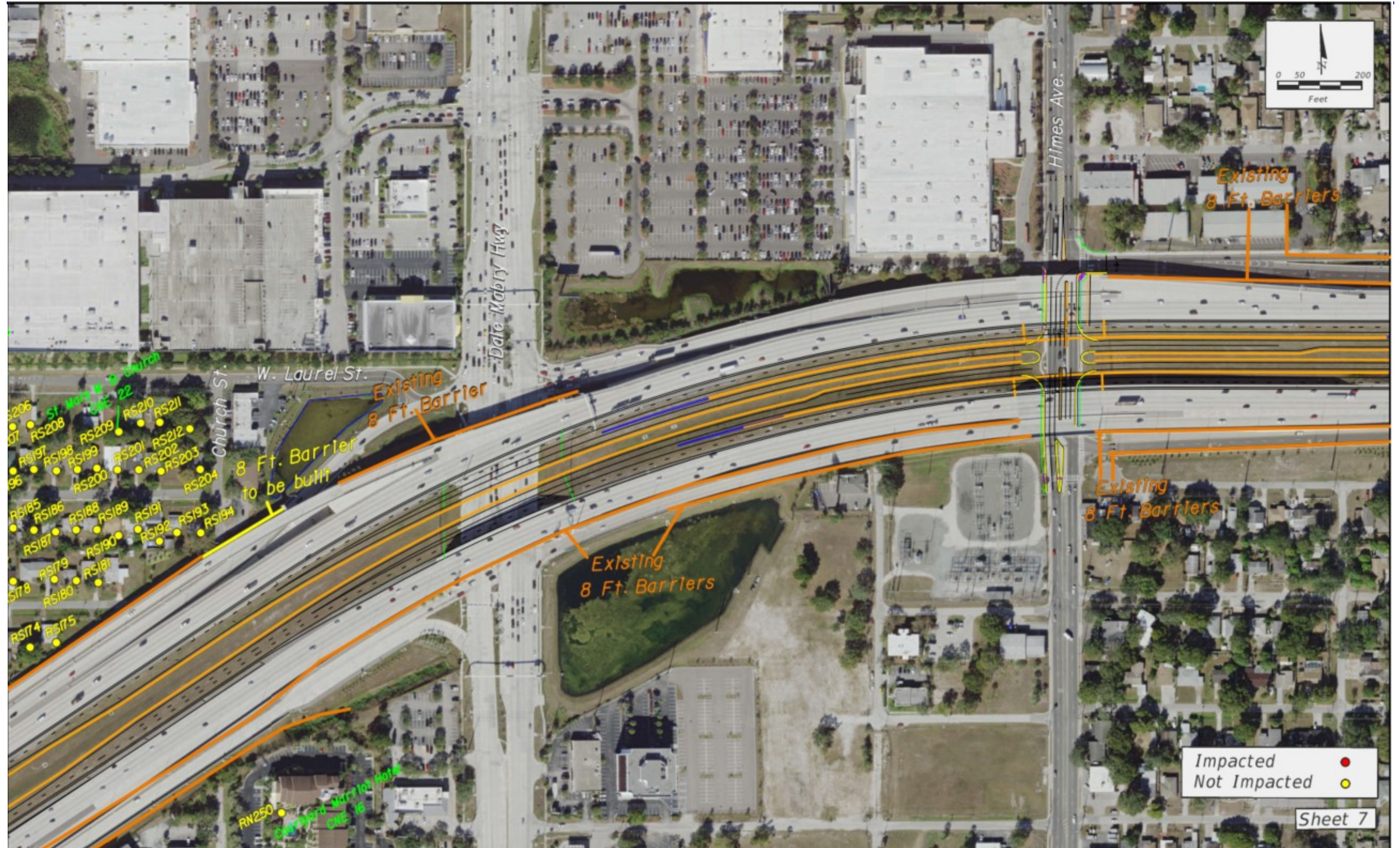








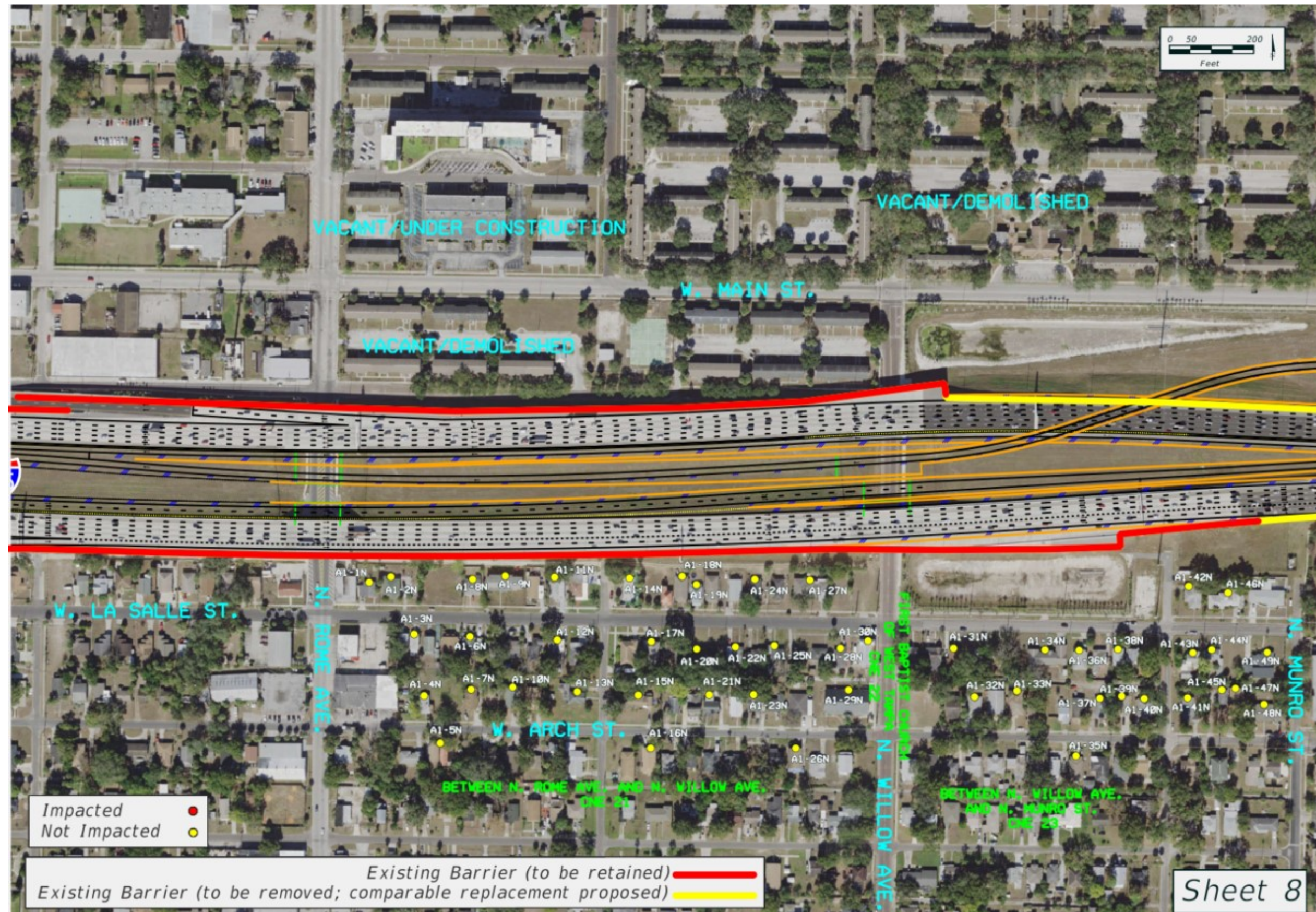




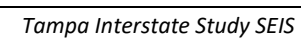


## Segment 2B

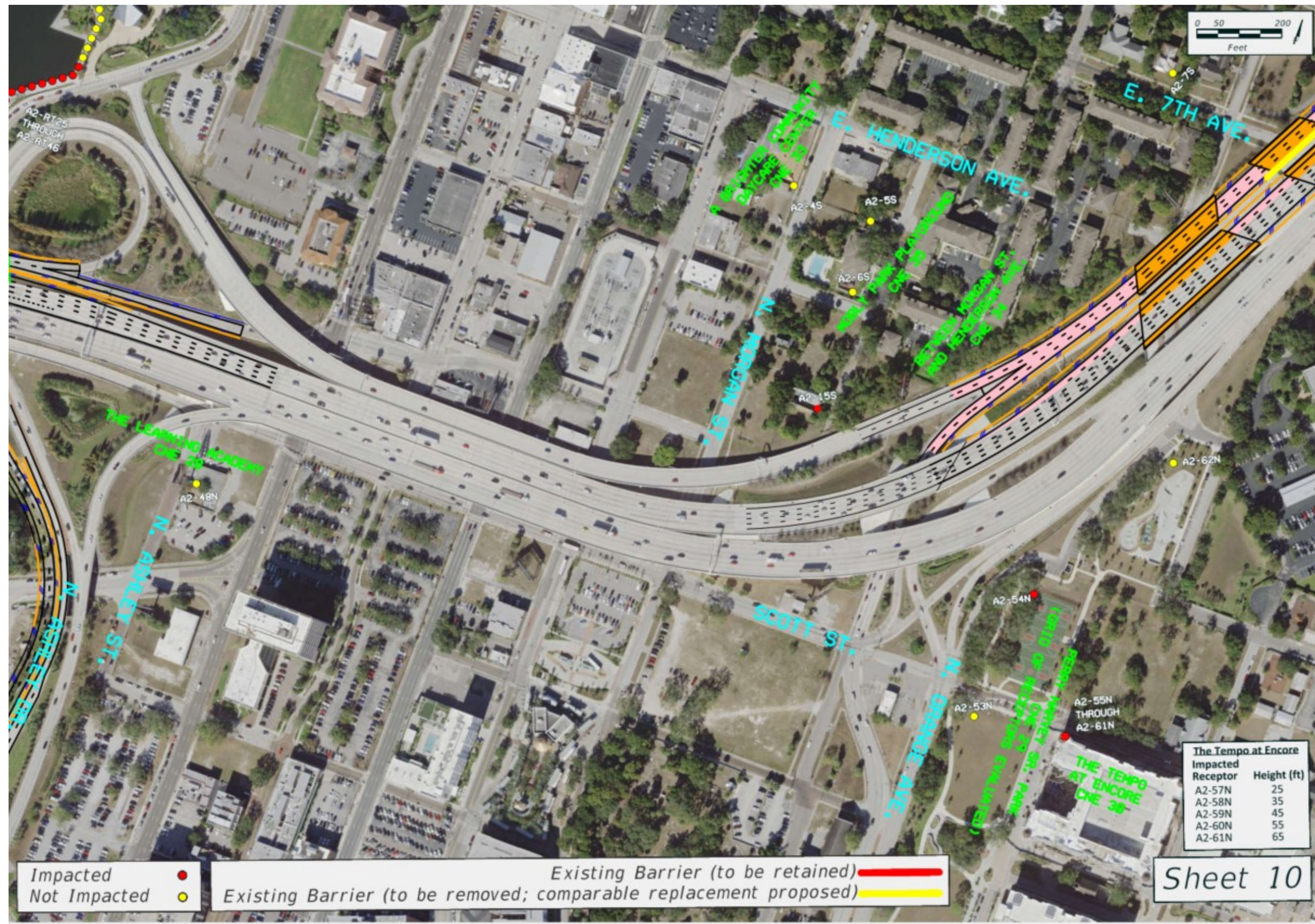




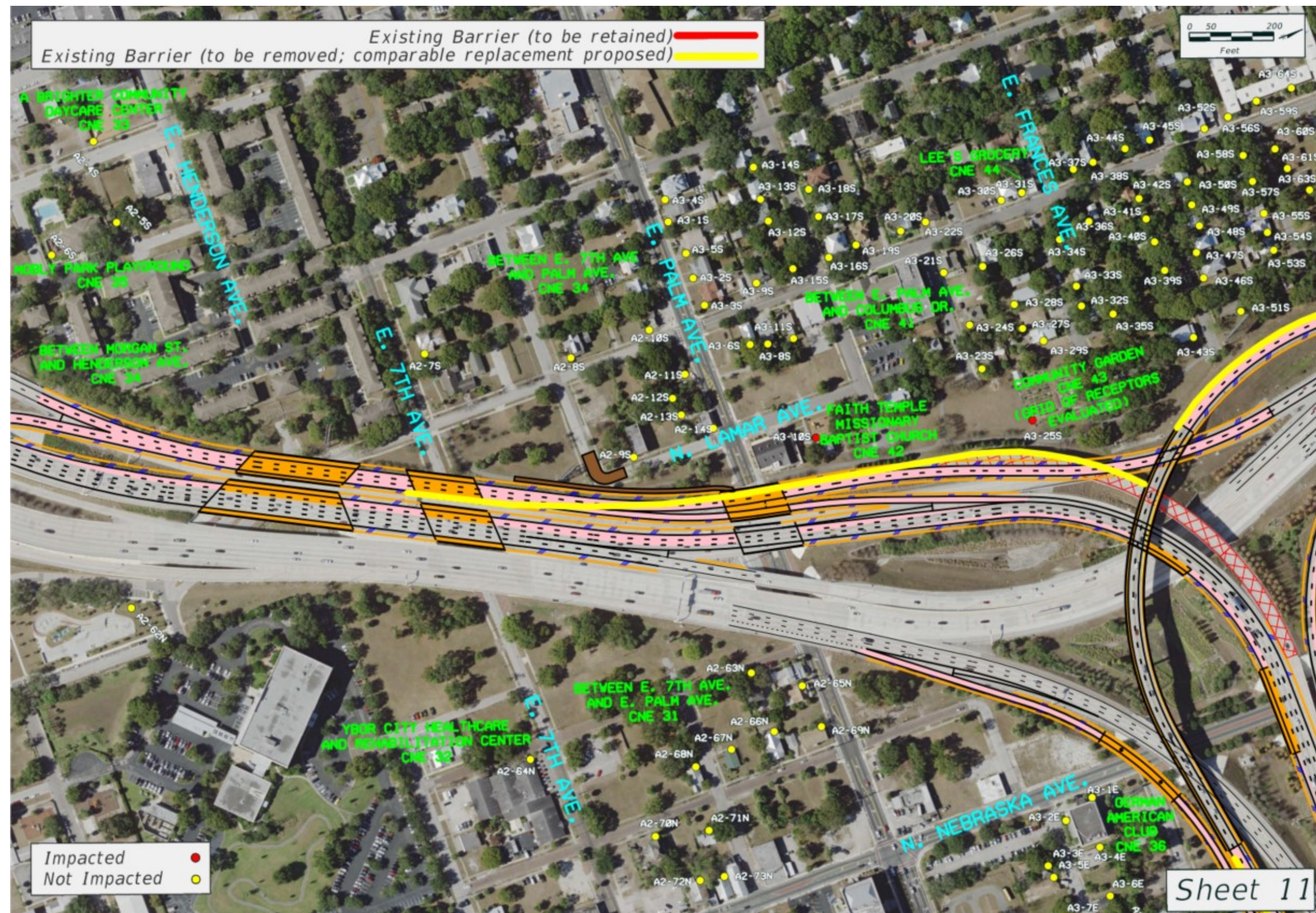




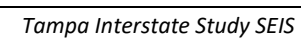




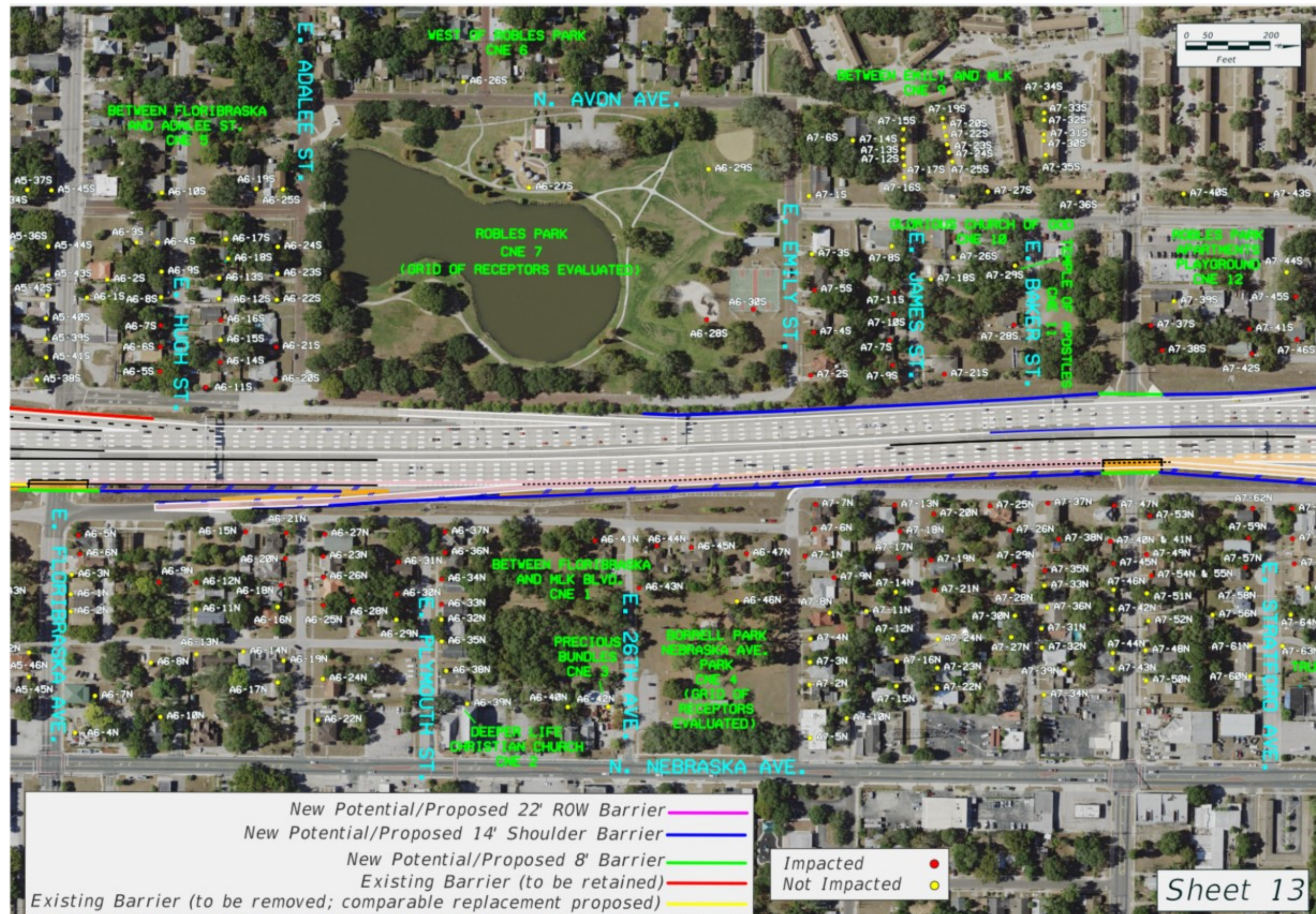




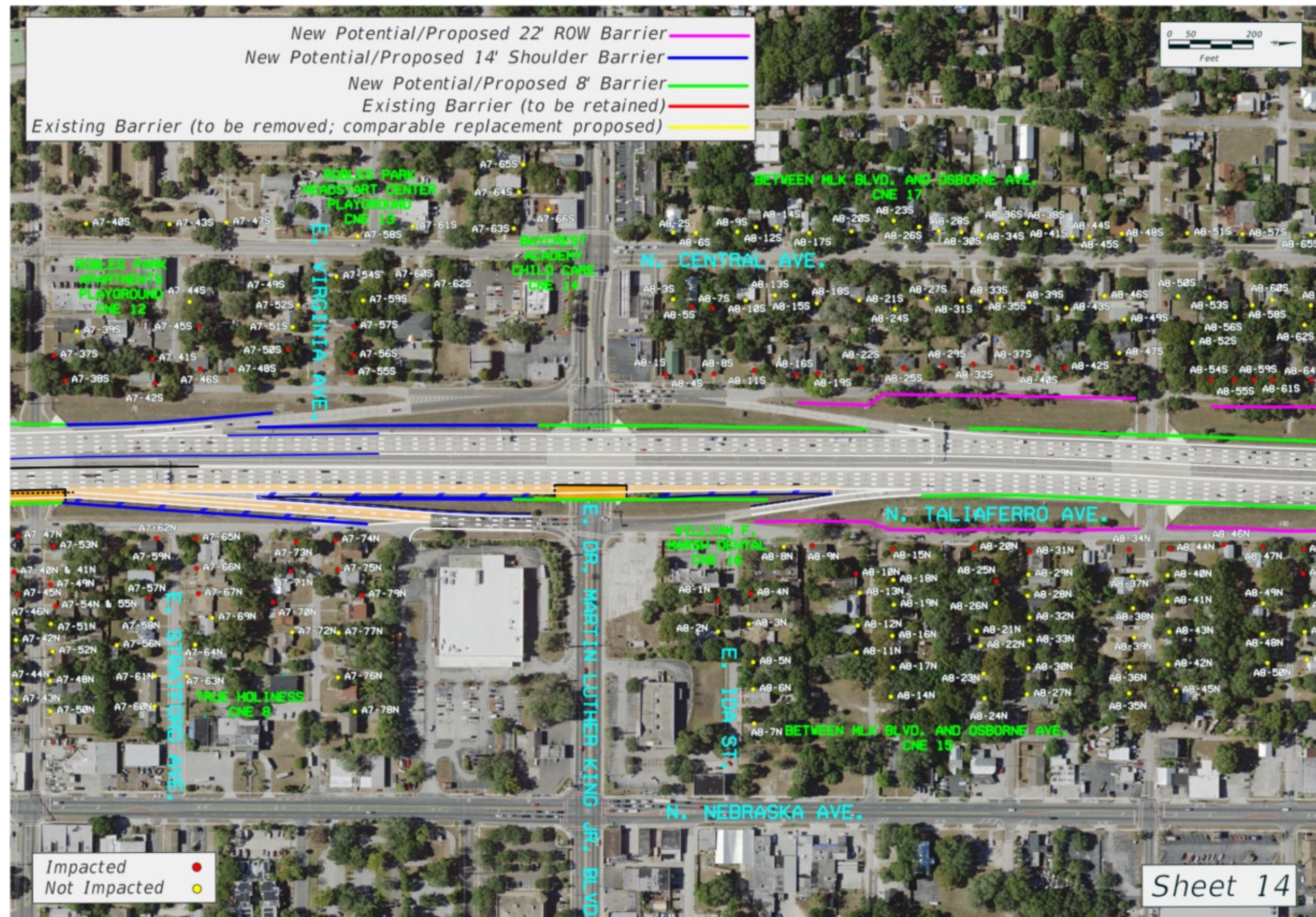




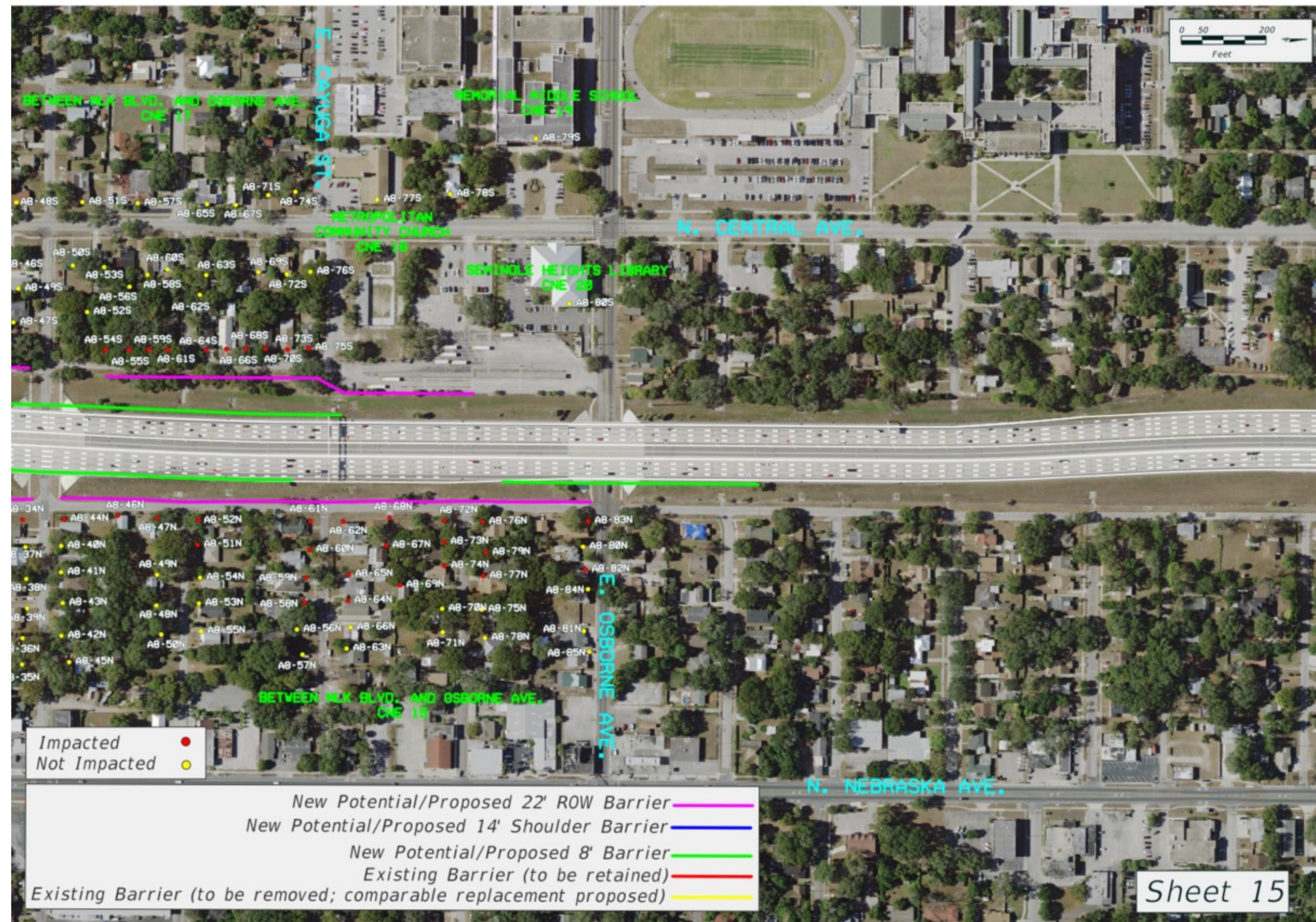




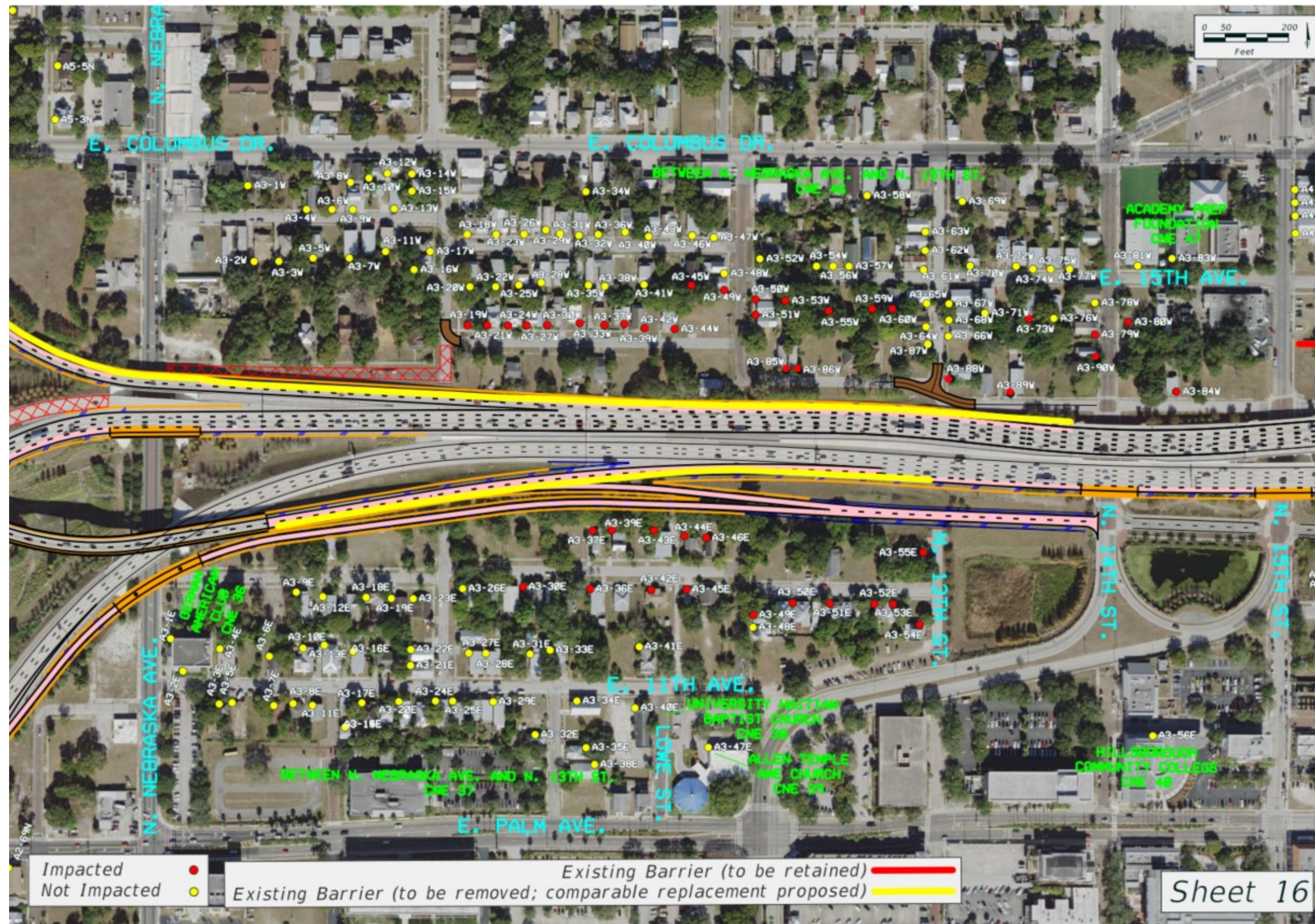








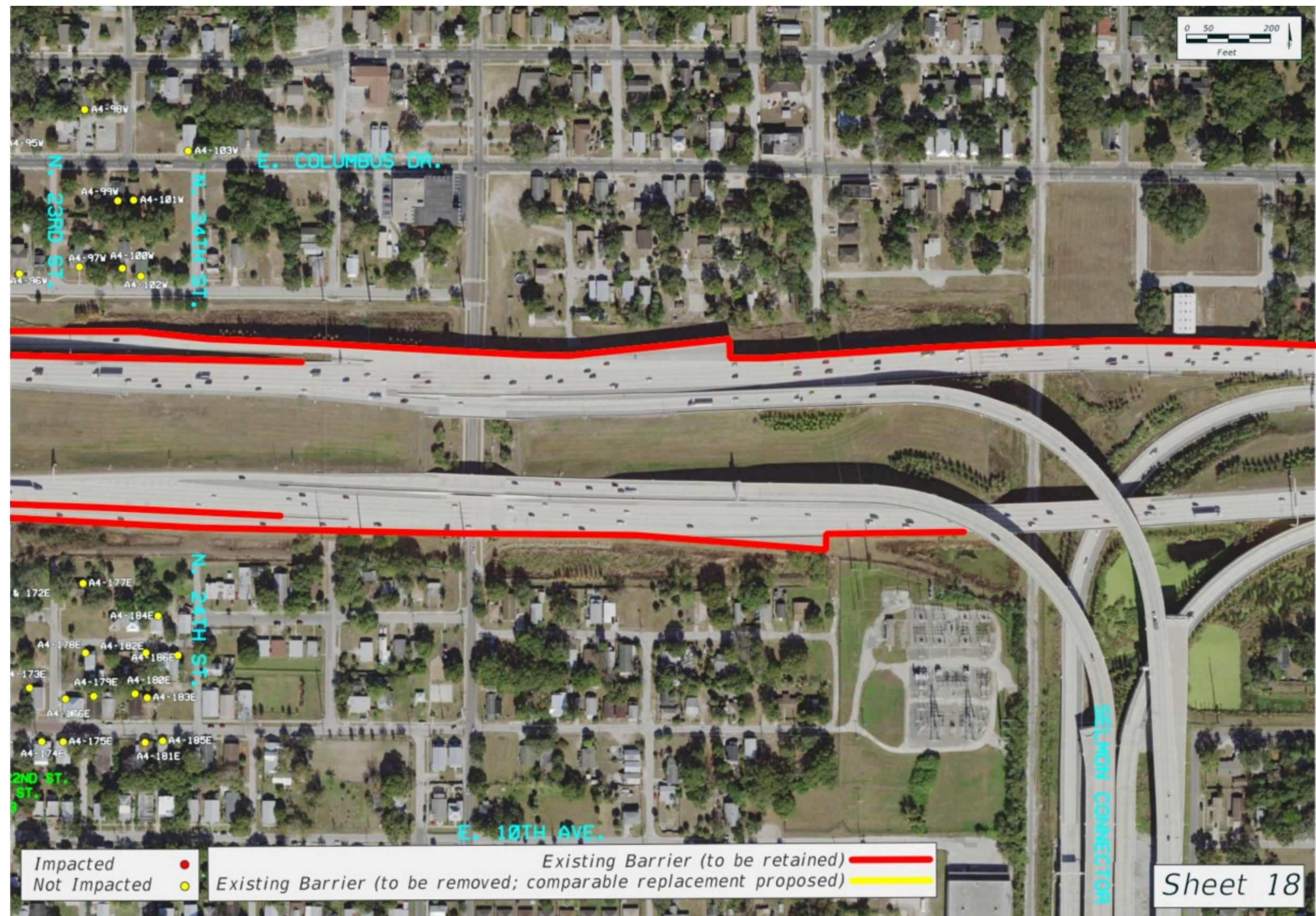














## APPENDIX D

# TNM Files

TNM files provided in SWEPT.