

**SELMON**  
**EXPRESSWAY**

South Selmon PD&E Study

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**Noise Study Report**

May 2021

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## ES. Executive Summary

The Tampa Hillsborough Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate capacity improvements along Selmon Expressway [State Road (SR) 618] in Hillsborough County, Florida. The project limits extend from Himes Avenue to the beginning of the six-lane section near East Whiting Street, approximately 4.5 miles.

The highway traffic noise analysis presented in this Noise Study Report (NSR) was prepared to support the PD&E Study. The analysis was performed so that the results comply with the requirements of the Code of Federal Regulations (23 CFR 772)—*Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010) using methodologies outlined in the Florida Department of Transportation's (FDOT's) Noise Policy (i.e., the FDOT's PD&E Manual, Chapter 18 [*Highway Traffic Noise*]).

A total of 1,015 properties for which the existing land use has a Federal Highway Administration/FDOT established Noise Abatement Criteria (NAC) were evaluated within 21 Common Noise Environments (CNEs). CNEs are groups of properties within the same area that have the same land use (e.g., the residences within a subdivision or abutting subdivisions). The 1,015 properties are comprised of 1,009 residences, two active sports areas, one park, and three schools.

With the exception of predicted traffic noise levels at two of the three schools, traffic noise is predicted to exceed the NAC within each CNE for the existing condition (year 2019), and for future conditions (year 2046) both without (No Build) and with the proposed alternatives to the Selmon Expressway. When compared to existing levels, the maximum increase in future traffic noise levels with the No Build Alternative is 1.2 decibels on the "A"-weighted scale (dB(A)) and the maximum increase with the proposed alternatives is 4.4 dB(A). These levels of traffic noise increase can be described as being undetectable (1.2 dB(A)) to not readily detectable (4.4 dB(A)) in an ambient (i.e., outdoor) environment. Based on the results on the analysis, with the proposed alternatives, a total of up to 624 properties would be impacted by traffic noise.

Traffic management measures, modifications to the roadway alignment, and buffer zones were considered as potential traffic noise abatement measures for the impacted properties but the measures would not be both feasible and reasonable methods of reducing/eliminating predicted impacts with the proposed alternatives. Noise barriers were also considered as an abatement measure. Based on the results of a noise barrier-specific evaluation, barriers may be both a feasible and reasonable traffic noise abatement method for some of impacted properties within the CNEs listed in **Table ES-1** (the barrier locations are depicted on aerials in the appendices of this NSR).



**Table ES-1: CNEs with Potential Noise Barriers**

Alt.	CNE	Area	Number of Impacted Properties <sup>a</sup>	Number of Benefited Properties		Estimated Barrier Cost <sup>b</sup>	Cost Per Benefited Property <sup>b</sup>
				Impacted	Not Impacted		
2	E6	Bay to Bay Blvd to W. Watrous Ave	84	46	7	\$761,100	\$14,360
	E8	W. Swann Ave to S. Willow Ave	22	7	12	\$519,240	\$27,328
6	E6	Bay to Bay Blvd to W. Watrous Ave	72	39	12	\$626,700	\$12,288
	E8	W. Swann Ave to S. Willow Ave	13	5	19	\$660,780	\$27,533

Alt = Alternative    Blvd = Boulevard    Ave = Avenue    S = South    W = West

<sup>a</sup> With the proposed alternatives, there would be up to 624 total impacted properties.

<sup>b</sup> The total barrier cost and cost per benefited property listed in **Table ES-1** are for the most cost-effective barrier when considering the impacted properties that would be benefited by a noise barrier.

Notably, less than eight percent of the impacted properties would be benefited by noise barriers with Alternatives 2 and 6. Noise barriers would provide minimal noise reduction to the majority of the impacted properties due to limitations on the heights of the barriers with both of the project alternatives. Following FDOT safety requirements, noise barriers on bridges and retaining structures were limited to a height of eight feet, traffic railing/noise barrier combinations were limited to a maximum height of 14 feet, and where evaluated, ground mounted barriers at the right-of-way were limited to a height of 22 feet.

THEA is committed to constructing the noise barriers listed in **Table ES-1** contingent upon the following:

- Detailed noise analysis during the final design process supports the need for, and the feasibility and reasonableness of, providing the noise barriers as abatement;
- The detailed analysis demonstrates that the cost of a noise barrier would not exceed the cost-effective criteria \$42,000 per benefited property;
- All safety and engineering conflicts or issues related to construction of a noise barrier are resolved; and
- The residents/property owners benefitted by a noise barrier desire that a barrier be constructed.

## 1.0 Introduction and Summary of Project

The Tampa Hillsborough Expressway Authority (THEA) conducted a Project Development and Environment (PD&E) Study to evaluate capacity improvements along the Selmon Expressway [State Road (SR) 618] in Hillsborough County, Florida. The project limits extend from Himes Avenue to the beginning of the six-lane section near Whiting Street, approximately 4.5 miles.

The objective of the PD&E Study was to assist THEA in reaching a decision on a conceptual design that would safely and efficiently accommodate future travel demand within existing THEA right-of-way (ROW). The analysis results presented in this Noise Study Report (NSR) were prepared to support the PD&E Study using methodologies in the Florida Department of Transportation's (FDOT's) PD&E Manual, Chapter 18 (Highway Traffic Noise).

### 1.1 Project Description

The PD&E Study evaluated the need to provide capacity improvements along approximately 4.5 miles of the Selmon Expressway from the eastern project limit of the Selmon Expressway West Extension Project to the beginning of the six-lane section near Whiting Street in Hillsborough County, Florida, as shown in **Figure 1**. Capacity improvements evaluated included widening inside to the median, adding inside paved shoulders, and adding lanes by widening to the outside or constructing elevated lanes along the median. The ability of technology to improve efficiency and capacity was also evaluated. The improvements would be accommodated within existing ROW.

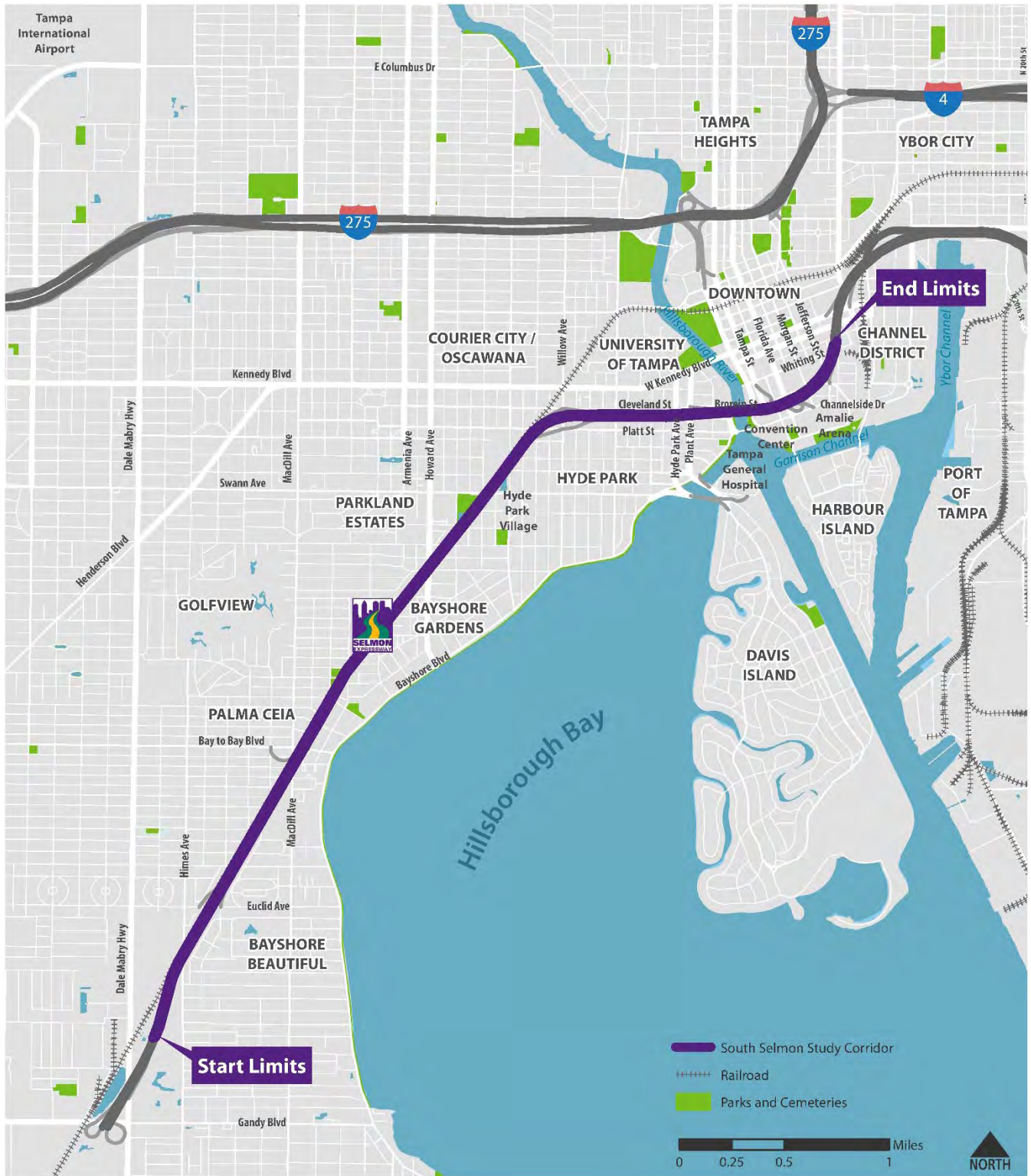
The Selmon Expressway is a limited access, tolled facility providing east-west connectivity from Interstate 75 (I-75) to downtown Tampa and United States Highway 92 (US 92). The Selmon Expressway within the project limits currently consists of two 12-foot-wide travel lanes in each direction separated by a 38-foot paved median with a concrete barrier wall. The outside shoulders are eight feet wide and contain either shoulder gutter with guardrail or shoulder gutter with barrier wall. The facility is elevated through downtown Tampa and includes structures over the Hillsborough River and multiple local roadways.

### 1.2 Purpose and Need

The primary purposes of the South Selmon PD&E Study were to reduce congestion and improve safety along the corridor. Bottlenecks occur regularly at on- and off- ramp locations even though the existing capacity of the mainline currently meets demand, and there is a high frequency of crashes within the project limits. An additional goal of this study was how to address transportation demand, which is expected to increase and contribute to congestion and safety issues and do so within existing THEA ROW.

The on- and off- ramps experience frequent bottlenecks backing up onto the mainline due to deficient acceleration/deceleration lanes. Successive on-ramps, as well as off-ramps that split into multiple lanes, contribute to congestion, and add safety conflict points. Successive on-ramps include Morgan Street and Tampa Street. Off-ramps that split into multiple lanes past the exit include Brorein Street, Channelside

Figure 1: Project Location





Drive/Florida Avenue, Plant Avenue, Willow Avenue, and Bay-to-Bay Boulevard. Additionally, periodic off-ramp closures at the downtown exits create bottlenecks.

Over the five-year period from 2013 to 2017, a total of 237 crashes occurred on the Selmon Expressway mainline or its ramps. The merge and weave areas on Selmon Expressway create safety conflict points. In addition to crashes on the Selmon Expressway, several intersection points at the on- and off- ramps experience frequent crashes that can cause backups onto the mainline. High-crash locations include the eastbound off-ramp to Channelside Drive and Morgan Street and the eastbound and westbound off-ramps to Willow Avenue (*THEA: Arterial Safety Analysis March 2019*).

While the existing capacity meets current demand, future transportation demand is expected to exceed the existing capacity and increase the existing congestion and safety issues. Traffic along this portion of the Selmon Expressway has nearly doubled in the last 10 years (*THEA: 2017 Traffic and Revenue Report*). The existing Level of Service (LOS) is C from the eastern project limit to Willow Avenue and it is projected to fail by 2033. The existing LOS is D from Willow Avenue to Whiting Street (northern project limit), and it is projected to fail by 2025. The University of Florida Bureau of Economic and Business Research (BEER) estimates the 2019 population of Hillsborough County at 1.47 million and the medium 2045 projection for population growth at 1.96 million, an increase of 33 percent.

This facility is vital to accommodating the economic and social demands of the region as population and employment opportunities in the region grow. The Selmon Expressway provides regional connectivity between several densely populated areas and regional attractors, including Pinellas County and St. Petersburg via the Gandy Boulevard Bridge, MacDill Air Force Base, Downtown Tampa, Port Tampa Bay, and Brandon. It also serves as an Alternative to Interstate 4 (I-4), I-75, and Interstate 275 (I-275) during road closures and is a critical corridor for hurricane evacuations.

### 1.3 Project Alternatives

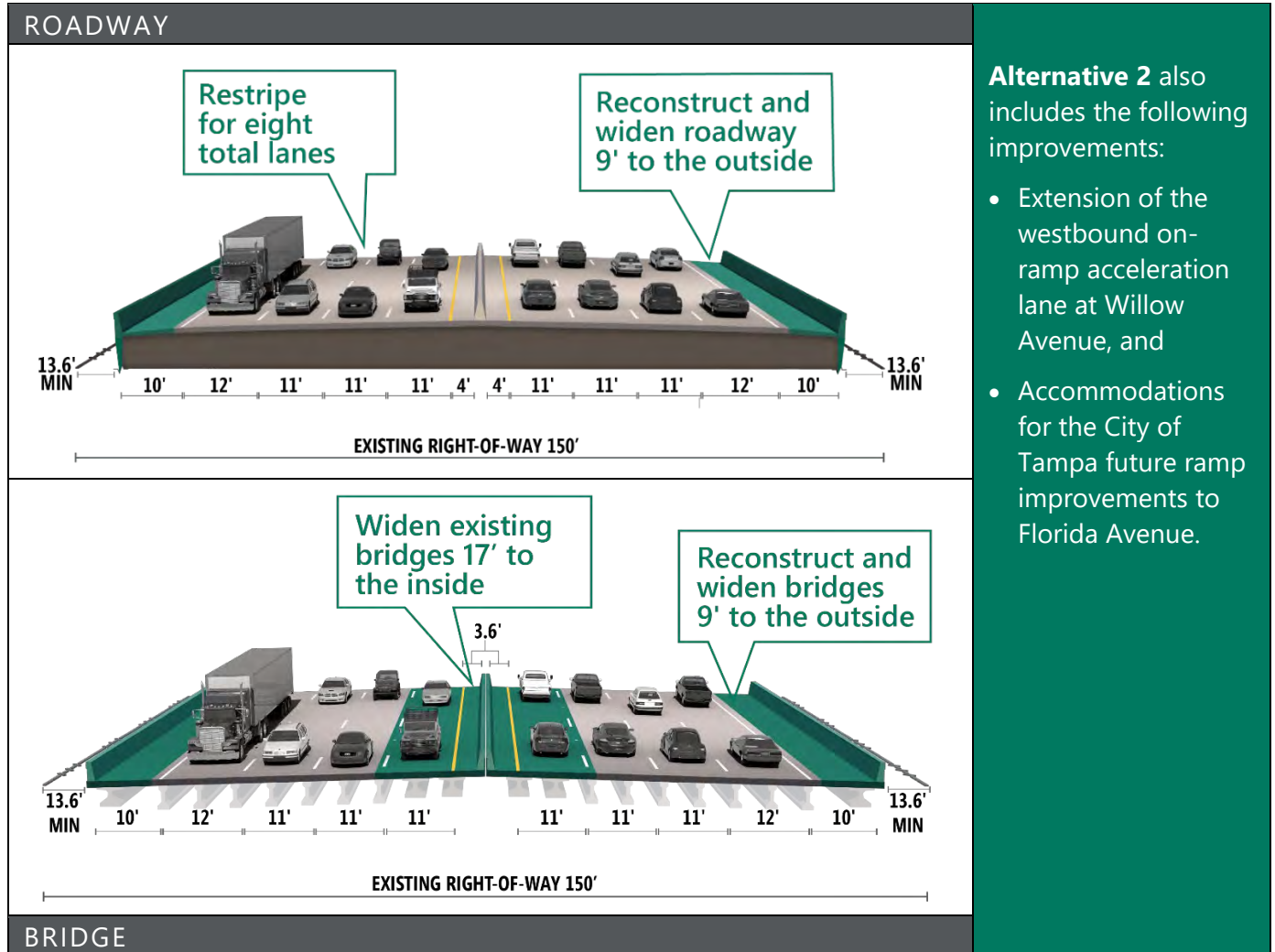
Five preliminary alternative configurations (Alternatives 1 through 5) were considered for this PD&E Study. However, Alternative 1 was eliminated because it would require demolition of interim improvements and significant reconstruction to widen to the outside in the ultimate phase. Alternatives 3 and 4 were eliminated from further evaluation based on the results of the traffic analysis and Alternative 5 was eliminated based on excessive construction costs. An additional alternative, Alternative 6, was added to address concerns related to inside widening. Alternatives evaluated in this NSR are described below.

#### 1.3.1 Alternative 2 – Eight lanes at-grade with outside widening

Alternative 2 proposes to utilize the improvements provided by the South Selmon Safety Project by restriping the existing lanes and inside paved shoulders and widening 9-feet to the outside in both directions to accommodate an eight-lane section. The typical section for Alternative 2 consists of three 11-foot lanes and one 12-foot outside lane in each direction with four-foot inside shoulders and 10-foot outside shoulders (see **Figure 2**). The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the 10-foot outside shoulder.

The existing median barrier wall would remain. Alternative 2 requires inside and outside widening of the existing bridges along the corridor to match the proposed roadway section.

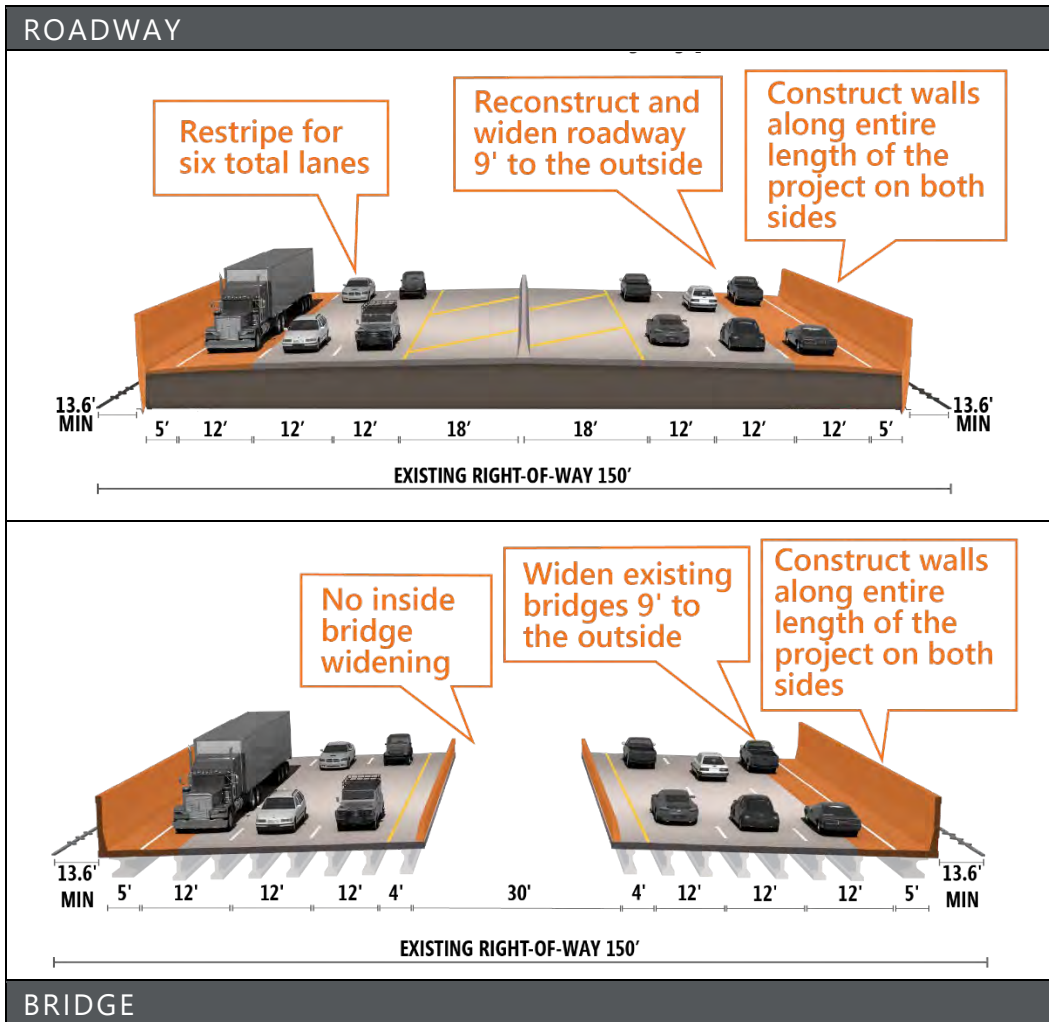
**Figure 2: Alternative 2 – Roadway and Bridge**



### 1.3.2 Alternative 6 – Six lanes at-grade with outside widening

Alternative 6 was developed to provide the same outside widening footprint as shown in Alternative 2 (widening 9-feet to the outside in both directions). In the interim phase (**Figure 3**), Alternative 6 provides for a 6 lane section by widening to the outside and therefore does not require inside bridge widening at all overpass locations. Alternative 6 in the ultimate phase (**Figure 4**) would be able to accommodate a future 8-lane section without outside widening. The roadway typical section in the interim phase for Alternative 6 consists of three 12-foot lanes in each direction with 18-foot inside shoulders (utilizing improvements provided by the South Selmon Safety Project) and five-foot outside shoulders. The existing outside barrier wall would be removed and a new retaining wall with barrier would be constructed in order to accommodate the outside widening. The existing median barrier wall would remain. Existing bridges along the corridor would be widened to the outside to the same extent as shown in Alternative 2. Unless it is required to maintain ingress and egress at the interchanges, all overpass bridges would not be widened to the inside during the interim phase and would maintain the existing 4-foot inside shoulder. Bridges that require both inside and outside widening would provide a 10-foot minimum inside shoulder (Himes, Euclid, El Prado, and Platt).

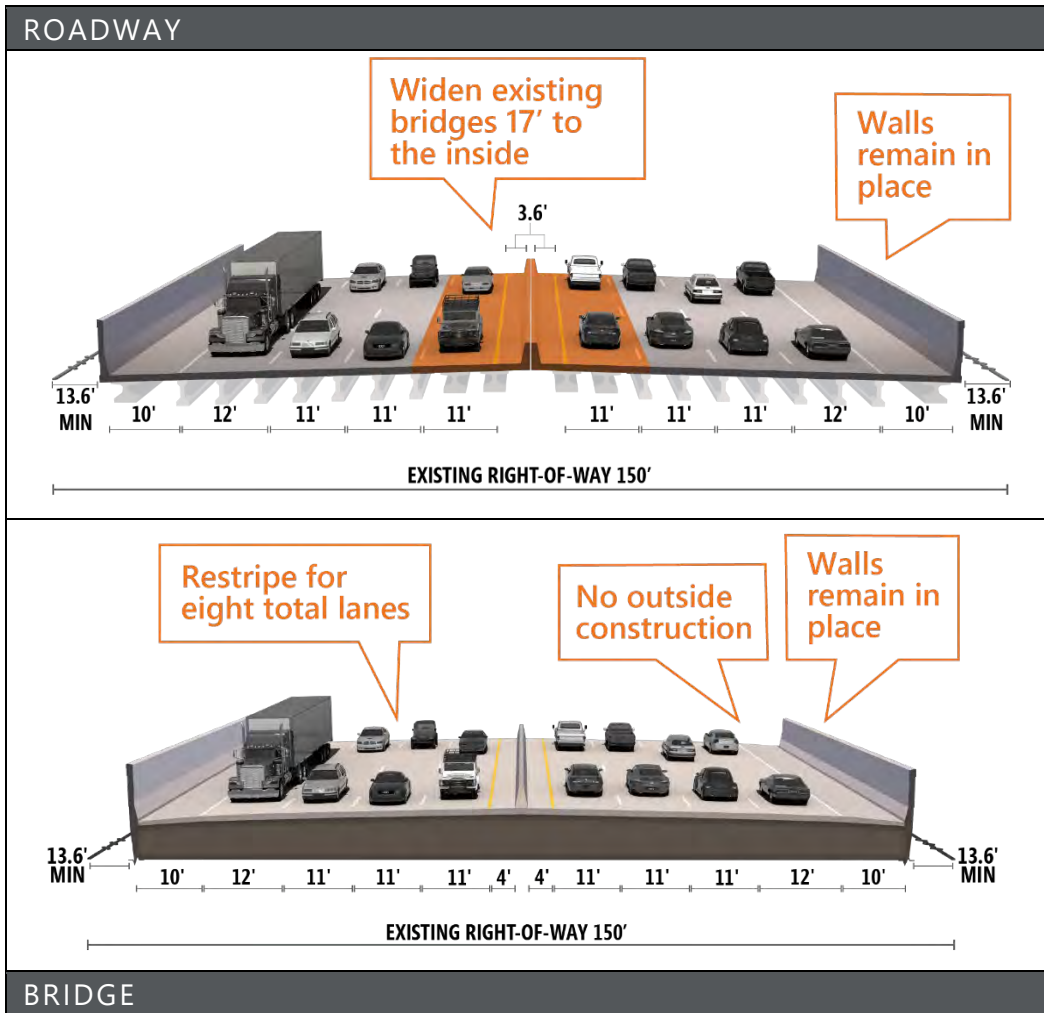
**Figure 3: Alternative 6 – Interim Roadway and Bridge**



**Alternative 6** also includes the following improvements:

- Extension of the westbound on-ramp acceleration lane at Willow Avenue, and
- Accommodations for the City of Tampa future ramp improvements to Florida Avenue.

**Figure 4: Alternative 6 – Ultimate Roadway and Bridge**



**Alternative 6** also includes the following improvements:

- Extension of the westbound on-ramp acceleration lane at Willow Avenue, and
- Accommodations for the City of Tampa future ramp improvements to Florida Avenue.



## 2.0 Methodology

The highway traffic noise analysis results presented in this NSR were prepared in accordance with all applicable guidelines as stated within both Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) and Chapter 18 of the FDOT's PD&E Manual (the FDOT's Noise Policy). The analysis was performed using the Federal Highway Administration's (FHWA's) Traffic Noise Model (TNM, Version 2.5). Both 23 CFR 772 and the FDOT's Noise Policy require the use of the TNM for the evaluation of highway traffic noise for roadway improvement projects for which the regulations, policies and guidelines within 23 CFR 772 and the Noise Policy are applicable.

Following FDOT's Noise Policy, for non-residential properties, the highway traffic noise analysis methodologies described in the FDOT's *A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations* were used.

### 2.1 Noise Metrics

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

### 2.2 Traffic Data

Traffic noise levels are low when traffic volumes are low and operating conditions are good (level of service [LOS]<sup>1</sup> A or B) and when traffic is so congested that movement is slow (LOS D, E, or F). Generally, the maximum hourly noise level occurs between these two conditions (i.e., LOS C). For analysis of the Future Build (year 2046), LOS C traffic volumes were used along the mainline of the Selmon Expressway. The traffic data that was used to evaluate highway traffic noise for the proposed alternatives are provided in **Appendix A** of this NSR.

### 2.3 Noise Abatement Criteria

For the purpose of evaluating traffic noise, the FHWA established Noise Abatement Criteria (NAC). As shown in **Table 2-1**, these criteria vary according to a properties' activity category (i.e. land use). For comparative purposes, typical noise levels for common indoor and outdoor activities are provided in **Table 2-2**. The TNM is used to predict worst-case highway traffic noise for both existing conditions and future conditions both with and without proposed alternatives. The predictions are made at discrete representative locations on the properties for which there are NAC. These TNM-modeled locations are referred to as "receptors".

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<sup>1</sup> Level of Service: A quantitative stratification of a performance measure that represents quality of service of a transportation facility measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the worst.

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

**Table 2-1: FHWA Noise Abatement Criteria**

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

Sources: Table 1 of 23 CFR Part 772 and Table 18.1 of Chapter 18 of the FDOT's PD&E Manual (dated July 1, 2020).

<sup>1</sup> The Leq(h) activity criteria values are for impact determination only. The values are not design standards for noise abatement measures.

<sup>2</sup> Includes undeveloped lands permitted for this activity category.

Note: FDOT defines that a substantial traffic noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, there is a requirement to consider noise abatement.

**Table 2-2: Typical Sound Levels**

Common Outdoor Activities	Sound 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) →		← Food blender (at 3 feet)
	<b>80</b>	← Garbage disposal (at 3 feet)
Noisy urban area (daytime) →		
Gas lawnmower (at 100 feet) →	<b>70</b>	← Vacuum cleaner (at 10 feet)
Commercial area →		← Normal speech (at 3 feet)
Heavy traffic (at 300 feet) →	<b>60</b>	
		← Large business office
Quiet urban (daytime) →	<b>50</b>	← Dishwasher (in next room)
Quiet urban (nighttime) →	<b>40</b>	← Theater, large conference room (background)
Quiet suburban (nighttime) →		
	<b>30</b>	← Library
		← Bedroom (at night), concert hall (background)
Quiet rural (nighttime) →		
	<b>20</b>	
		← Broadcast/recording studio
	<b>10</b>	
	<b>0</b>	

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

## 2.4 Noise Abatement Measures

When traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties and the feasibility and reasonableness of providing abatement is evaluated. Feasibility factors relate to the acoustical and engineering properties of an abatement measure while reasonableness factors relate to a measures social, economic and environmental properties. The following subsections of this NSR discuss the four methods of abating (i.e., reducing) traffic noise impacts that are typically considered for roadway improvement projects.

### 2.4.1 Traffic Management

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

### 2.4.2 Alignment Modifications

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

### 2.4.3 Buffer Zones

Providing a buffer between a roadway and noise sensitive land uses is an abatement measure that can minimize/eliminate noise impacts. To abate traffic noise at an existing noise sensitive land use, the property would be acquired to create a buffer zone.

### 2.4.4 Noise Barriers

The most common noise abatement measure is providing a noise barrier. Noise barriers have the potential to reduce traffic noise levels by interrupting the sound path between the motor vehicles on the roadway (i.e., the source of the sound) and the noise sensitive land uses adjacent to the roadway. In order to effectively reduce traffic noise, a noise barrier must be relatively long, continuous (without intermittent openings) and sufficiently tall. Based on FDOT's Noise Policy, for a noise barrier to be considered a potential abatement measure, the barrier must meet the acoustic and cost requirements described in the next subsections of this NSR.

Notably, if the results of the preliminary analysis indicate that a noise barrier would meet the acoustic and cost requirements described below, additional abatement feasibility and reasonableness factors are considered. These factors relate to barrier design and construction (i.e., given site-specific details, can a barrier actually be constructed), safety, access to and from adjacent properties, ROW requirements, maintenance and impacts on utilities and drainage. The viewpoint of the impacted property owners (and renters if applicable) who may, or may not, desire a noise barrier, is also considered.

#### 2.4.4.1 Minimum Noise Reduction Requirements

The FDOT has two acoustic requirements to consider a noise abatement method both a feasible and reasonable measure when evaluating the level of reduction in traffic noise. First, to be considered acoustically feasible, a barrier must provide at least a 5 dB(A) reduction in traffic noise for two or more impacted *receptors*. Because more than one receptor was modeled at certain properties adjacent to the Selmon Expressway (e.g., two-story residences) and certain receptors were modeled to represent multiple properties (i.e., one receptor represented two or more separate properties), in this NSR the minimum noise reduction requirement is that a noise barrier must provide at least a 5 dB(A) reduction in traffic noise for two or more impacted *properties*. If a noise abatement measure was determined to be not feasible, it was not considered any further.

The FDOT's second acoustic requirement, which indicates a noise barrier is acoustically reasonable, is that a noise barrier must provide at least a 7 dB(A) reduction for at least one impacted *receptor*. A reduction of 7 dB(A) is the FDOT's noise reduction design goal for all properties impacted by traffic noise with a roadway improvement project. Again, because certain receptors were modeled to represent more than one location on a property or modeled to represent multiple properties, in this NSR, a noise barrier is considered to be acoustically reasonable if the reduction in noise is at least 7 dB(A) for one impacted *property*. If a noise abatement measure was determined to be not acoustically reasonable, it was not considered any further.

Notably, following FDOT's methodologies, if an evaluation indicates that a noise barrier would not reduce traffic noise at least a 5 dB(A) for at least two impacted properties, the barrier is not considered to be an acoustically feasible abatement measure. Additionally, if a noise barrier provides a reduction of 5 dB(A) for at least two impacted properties but not a reduction of at least 7 dB(A) for one impacted property, the barrier is not considered to be an acoustically reasonable abatement measure. If a noise abatement measure was determined to be not acoustically feasible or reasonable, it was not considered any further.

#### 2.4.4.2 Cost Effective Criteria

Based on FDOT's Noise Policy, at a cost of \$30 per square foot, a noise barrier should not cost more than \$42,000 per benefited noise sensitive receptor (a benefited receptor is a receptor that would have at least a 5 dB(A) reduction in highway traffic noise from a mitigation measure). For special use locations (e.g., parks and active sport areas), the cost of a noise barrier should not be more than \$995,935 per person-hour per square foot (dollars/person-ft<sup>2</sup>). If the estimated cost to construct a noise barrier is greater than these cost-effective criteria, a noise barrier is not considered to be a cost reasonable abatement measure. Again, because more than one *receptor* was evaluated for some properties adjacent to the Selmon Expressway and some receptors were evaluated to represent multiple properties, in this NSR the cost-effective criteria is stated as being \$42,000 per benefited *property*. If a noise abatement measure was determined to be not cost reasonable, it was not considered any further.

## 3.0 Traffic Noise Analyses

The properties and receptor locations that were evaluated for the proposed alternatives are shown on aerials in **Appendix B**. For the evaluation of the improvements, 1,110 noise sensitive receptors representing 1,015 properties were evaluated within 21 Common Noise Environments (CNEs). A CNE is comprised of a group of receptors within the same activity category that are exposed to similar noise sources and levels; traffic volumes, traffic mix, speed, and topographic features. Generally, CNEs occur between two secondary noise sources (e.g., interchanges, intersections, cross-roads). Of the 1,015 properties, 1,009 are residences, two are active sports area, one is a park, and three are schools. **Table 3-1** lists each of the evaluated CNEs and provides the number of receptors and properties that were evaluated within each CNE.

Following the FDOT's Noise Policy, the residences were evaluated as Activity Category "B" and abatement was considered if the predicted future traffic noise level with the proposed alternatives was 66 dB(A) or greater. The active sports areas, the park, and one of the three schools were evaluated as Activity Category "C" and abatement considered if the predicted future traffic noise with the proposed alternatives was also 66 dB(A) or greater. Because two of the schools (St. John's Episcopal Parish Day School and the University of South Florida) do not have areas of frequent exterior use, these properties were evaluated as Activity Category "D" and abatement was considered if the predicted traffic noise was 51 dB(A) or greater, applied to the interior areas of this activity category.

### 3.1 Measured Sound Levels

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

The field measurements were conducted in accordance with the FHWA's *Measurement of Highway-Related Noise*. The measurements were obtained using Larson Davis sound level meters Model LxT and 831. The sound level meters were calibrated before and after each monitoring period with a Larson Davis calibrator Model CAL200. The observed traffic conditions (e.g., volume of motor vehicles, motor vehicle fleet, and vehicle speed) during each measurement period are provided in **Appendix C** of this NSR.

The locations at which the measurements were obtained are depicted on the aerials in **Appendix B**. **Table 3-2** provides the field measurements and the validation results for the Selmon Expressway. As shown, the ability of the model to predict noise levels within the FDOT threshold of plus or minus 3.0 dBA was confirmed.



**Table 3-1: Common Noise Environments**

East / West of Expressway	CNE	Alt. No. <sup>1</sup>	Location or Area	Activity Category	Number of Receptors	Number of Properties
East	E1	1	Himes Ave Sports Complex	C – Active Sports Area	21	1
	E2	2	S. Himes Ave to W. Euclid Ave	B - Residential	45	45
	E3	2-3	W. Euclid Ave to N. of N. Julia Circle	B - Residential	31	31
	E4	3	Academy of the Holy Names	C – School/Exterior	31	1
	E5	4	N. of W. Mason St to Bay to Bay Blvd	B - Residential	81	81
	E6	4-5	Bay to Bay Blvd to W. Watrous Ave	B - Residential	158	158
	E7	6	W. Watrous Ave to W. Swann Ave	B - Residential	69	69
	E8	7	W. Swann Ave to S. Willow Ave	B – Residential	67	47
	E9	7-8	S. Willow Ave to S. Hyde Park Ave	B - Residential	12	37
	E10	8	St. John’s Episcopal Parish Day School	D – School/Interior	1	1
West	W1	2	S. Himes Ave to W Euclid Ave	B - Residential	16	16
	W2	2-4	W. Euclid Ave to Bay to Bay Blvd	B - Residential	88	88
	W3	4-6	Bay to Bay Blvd to S. Howard Ave	B - Residential	110	102
	W4	5	Palma Ceia Park	C – Park	24	1
	W5	6	S. Howard Ave to W. Swann Ave	B – Residential	15	15
	W6	6	Hyde Park	C – Active Sports Area	18	1
	W7	6-7	W. Swann Ave to N. Willow Ave	B - Residential	51	51
	W8	8	S. Magnolia Ave to S. Cedar Ave	B - Residential	84	84
	W9	8-9	S. Parker St to the Hillsborough River	B - Residential	105	105
	W10	9	University of South Florida	D – School/Interior	3	1
	W11	9	S. Morgan St to E. Whiting St	B - Residential	80	80
<b>Total</b>					<b>1,110</b>	<b>1,015</b>

<sup>1</sup> See Appendix B.

Blvd = Boulevard Ave = Avenue St = Street S = South W = West N = North E = East

**Table 3-2: TNM Validation Data**

Location	Sheet No. <sup>1</sup>	Measurement Period	Measured Sound (dB(A))	Modeled Traffic Noise (dB(A))	Difference (dB(A))
V1	3	1	64.7	66.1	1.4
		2	65.2	66.4	1.2
		3	66.5	66.4	-0.1
V2	5	1	73.5	72.7	-0.8
		2	73.5	73.0	-0.5
		3	73.9	72.5	-1.4
V3	5	1	69.2	68.8	-0.4
		2	68.9	67.0	-1.9
		3	67.6	67.1	-0.5
V4	7	1	64.8	65.2	0.4
		2	61.2	61.8	0.6
		3	60.7	60.3	-0.4

<sup>1</sup> See Appendix B.

### 3.2 Predicted Traffic Noise Levels

The predicted traffic noise levels for each evaluated receptor and property are provided in **Table 3-3**. **Table 3-3** summarizes the total number of properties evaluated within each CNE, the NAC for the land uses within the CNEs, as well as the predicted ranges of predicted traffic noise for the existing condition (year 2019) and for future conditions (year 2046) without the proposed alternatives (No Build) and with the proposed alternatives (Alternatives 2 and 6). The maximum increase in highway traffic noise within each CNE without and with the proposed alternatives when compared to existing levels is also provided.

As shown in **Table 3-3**, with the exception of CNE E10 and W10, traffic noise levels exceed the NAC within each CNE for the existing condition as well as the No Build Alternative and the maximum increase in traffic noise with the No Build Alternative when compared to the existing condition is 1.2 (CNE W11). As also shown in the table and again with the exception of CNE E10 and W10, highway traffic noise levels are predicted to exceed the NAC within each CNE with each of the proposed alternatives. With Alternatives 2 and 6, the maximum increases in traffic noise when compared to the existing condition are 4.4, and 3.2 dB(A), respectively and when compared to the No Build Alternative the maximum increases are 4.0, and 2.3 dB(A), respectively. Notably, these increases in the predicted



**Table 3-3: Summary of Traffic Noise Analysis**

East / West of Expressway	CNE	Sheet No. <sup>1</sup>	Activity Category	Number of Evaluated Properties	NAC (dB(A))	Existing (2019)	No Build (2046)	Predicted Traffic Noise Level (dB(A))		Maximum Increase in Traffic Noise with No Build Alternative (dB(A))	Maximum Increase in Traffic Noise with Build Alternative (dB(A))				Number of Properties Impacted with Build Alternative <sup>2</sup>			
								Build (2046) <sup>2</sup>			When Compared to Existing		When Compared to No Build		Alt. 2		Alt. 6	
								Alt. 2	Alt. 6		Alt. 2	Alt. 6	Alt. 2	Alt. 6	Alt. 2	Alt. 6		
East	E1	1	C – Active Sports Area	1	66	67.4	67.4	68.4	66.9	0.0	2.8	1.3	2.8	1.3	1	1		
	E2	2	B – Residential	45	66	63.1 – 70.1	63.2 – 70.1	65.4 – 71.0	64.3 – 70.5	0.4	2.9	1.5	2.8	1.5	43	34		
	E3	2–3	B – Residential	31	66	62.2 – 75.9	62.4 – 75.8	63.8 – 73.8	63.0 – 73.1	0.5	2.3	1.2	2.4	1.2	21	17		
	E4	3	C – School/Exterior	1	66	62.5 – 73.9	62.5 – 73.9	64.5 – 73.9	63.2 – 72.7	0.0	2.0	0.7	2.1	0.8	1	1		
	E5	4	B – Residential	81	66	55.5 – 68.9	55.6 – 68.7	56.6 – 68.7	55.9 – 69.0	0.3	2.4	1.6	2.2	1.4	20	16		
	E6	4–5	B – Residential	158	66	54.7 – 76.3	54.4 – 76.2	57.4 – 77.1	55.9 – 75.3	0.1	2.8	1.5	3.0	1.8	84	72		
	E7	6	B – Residential	69	66	57.8 – 75.6	58.0 – 75.5	60.4 – 72.9	59.3 – 72.5	0.2	2.8	1.6	2.8	1.6	42	29		
	E8	7	B – Residential	47	66	54.2 – 70.1	54.5 – 70.2	57.6 – 73.0	56.4 – 72.0	0.7	3.4	2.3	3.1	2.1	22	13		
	E9	7–8	B – Residential	37	66	63.2 – 66.2	63.2 – 66.5	64.3 – 67.6	63.3 – 66.9	0.4	2.2	1.5	2.2	1.5	27	27		
	E10	8	D – School/Interior	1	51	41.6	42.4	43.1	42.9	0.8	1.5	1.3	0.7	0.5	0	0		
West	W1	2	B – Residential	16	66	62.9 – 67.8	63.0 – 67.8	65.9 – 69.8	64.5 – 69.1	0.2	3.0	1.6	2.9	1.6	15	12		
	W2	2–4	B – Residential	88	66	60.3 – 71.9	61.1 – 71.8	62.6 – 72.4	61.8 – 71.1	1.0	2.9	1.8	2.9	1.6	53	40		
	W3	4–6	B – Residential	102	66	54.9 – 72.2	55.2 – 72.0	58.0 – 71.6	56.9 – 70.3	0.6	3.8	2.3	3.4	1.9	61	50		
	W4	5	C – Park	1	66	62.3 – 71.9	62.2 – 71.9	64.0 – 72.1	62.7 – 70.9	0.1	1.7	0.4	1.8	0.5	1	1		
	W5	6	B – Residential	15	66	50.2 – 68.3	50.3 – 68.0	53.4 – 70.9	51.9 – 69.5	0.3	4.2	2.2	4.0	2.0	5	4		
	W6	6	C – Active Sports Area	1	66	60.6 – 68.5	60.7 – 68.5	63.4 – 70.3	62.2 – 69.3	0.1	2.8	2.3	2.8	2.3	1	1		
	W7	6–7	B – Residential	51	66	56.2 – 73.0	56.6 – 72.5	58.5 – 75.8	57.5 – 74.6	0.5	3.3	1.9	3.5	2.1	35	29		
	W8	8	B – Residential	84	66	64.2 – 72.6	64.3 – 72.6	74.2 – 75.4	64.0 – 74.3	0.6	3.1	1.9	3.0	1.9	81	77		
	W9	8–9	B – Residential	105	66	60.1 – 72.1	60.2 – 72.2	60.3 – 75.1	59.4 – 73.7	0.4	3.2	1.8	3.2	1.7	74	68		
	W10	9	D – School/Interior	1	51	37.3 – 41.6	37.4 – 42.3	39.4 – 46.0	38.6 – 44.3	0.7	4.4	2.7	3.7	2.0	0	0		
	W11	9	B – Residential	80	66	53.3 – 74.6	53.3 – 74.7	54.7 – 77.7	53.9 – 76.1	1.2	3.9	3.2	3.6	2.0	37	30		
<b>Total Number of Impacted Properties with Build Alternative</b>														<b>624</b>	<b>522</b>			

Alt = Alternative

<sup>1</sup> See **Appendix B**.

<sup>2</sup> Impacted receptors (i.e., properties) are defined as receptors with a future design year, build alternative traffic noise level that is predicted to approach, meet, or exceed the NAC for its respective activity category, or will experience an increase in noise levels of 15 dB(A) or more in the design year when compared to an existing noise level.

highway traffic noise are not considered to be readily detectable in an ambient (i.e., outdoor) environment.

The number of properties predicted to be impacted with each of the proposed alternatives is also provided in **Table 3-3**. As shown, the number of properties impacted varies depending on the CNE and the proposed alternative. Differences in the predicted traffic noise for the proposed alternatives result from the proposed number of travel lanes for a proposed alternative, the location of the additional travel lanes, the elevation of the roadway, and whether a section of the roadway within each CNE would be at-grade or elevated.

## 4.0 Abatement Considerations

As previously stated, when traffic noise impacts are predicted, noise abatement measures are considered for the impacted properties. The following discusses the consideration of each of the measures to reduce predicted highway traffic noise with the proposed alternatives.

### 4.1 Traffic Management

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

### 4.2 Alignment Modifications

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

### 4.3 Buffer Zones

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

#### 4.4 Noise Barriers

TNM was used to evaluate the ability of noise barriers to reduce traffic noise levels for the impacted receptors adjacent to the Selmon Expressway with each of the proposed alternatives. With the exception of a barrier evaluated for the impacted receptors in CNE E8, the noise barriers were evaluated on the outside edge of the improved Selmon Expressway bridge structures or shoulder lanes (see **Figures 2 through 4**). For CNE E8, the need for a gantry (i.e., a roadway sign structure) at the Selmon Expressway off ramp at South Willow Avenue necessitated the evaluation of a combination structure, shoulder and ROW barrier system.

Following FDOT safety requirements, noise barriers on bridges and retaining structures (referred to as structure barriers in this NSR) were limited to a height of eight feet<sup>2</sup>, traffic railing/noise barrier combinations (referred to in this NSR as shoulder barriers) were limited to a maximum height of 14 feet, and ground mounted barriers located within the Selmon Expressway ROW were limited to a height of 22 feet (referred to as ROW barriers in this NSR).

For each CNE, the length of the barriers was optimized in an attempt to benefit all of the impacted receptors. Once optimized, the reduction in traffic noise at each impacted property was reviewed to determine if the acoustic feasibility requirement (i.e., a reduction of at least 5 dB(A) for two impacted properties) and the acoustic reasonableness requirement (i.e., a reduction of at least 7 dB(A) for one benefitted property) could be achieved. If the acoustic requirements were met, the cost effectiveness/reasonableness of providing a noise barrier as an abatement measure was also considered.

Noise barriers evaluated for the proposed alternatives are listed in **Table 4-1**. As stated in the Introduction to this NSR, the proposed project is currently in the PD&E phase. As such, the roadway elevations and alignment information used to perform the highway traffic analysis are not finalized. Therefore, the results of the analysis presented in this report should be considered preliminary (i.e., the locations of the noise barriers are potential). A final determination as to the feasibility and reasonableness of providing noise barriers as a highway traffic noise abatement measure will be made during the project's design phase.

The following discusses the results of the noise barrier evaluation for each of the proposed alternatives.

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<sup>2</sup> Structure barriers are barriers on bridges and on mechanically stabilized earth (MSE) walls. MSE walls stabilize slopes and retain soil on steep slopes. The wall face is typically precast segmental blocks.

**Table 4-1: Summary of Noise Barrier Evaluation**

East / West of Expressway	CNE <sup>1</sup>	Sheet No. <sup>2</sup>	Location	Activity Category	Number of Evaluated Receptors / Properties	Number of Traffic Noise Receptors / Properties Impacted with Build Alternative <sup>3</sup>		Feasibility and Reasonableness Determinations	
						Alternative 2	Alternative 6	Alternative 2	Alternative 6
East	E1	1-2	Himes Ave Sports Complex	C – Active Sports Area	21 / 1	/ 1	/ 1	Not cost feasible	Not cost feasible
	E2	2	S. Himes Ave to W. Euclid Ave	B - Residential	45 / 45	43 / 43	34 / 34	Not acoustically feasible	Not acoustically reasonable
	E3	2-3	W. Euclid Ave to N. of N. Julia Circle	B - Residential	31 / 31	21 / 21	17 / 17	Not acoustically reasonable	Not acoustically reasonable
	E4	3	Academy of the Holy Names	C – School/Exterior	31 / 1	23 / 1	19 / 1	Not acoustically reasonable	Not acoustically reasonable
	E5	4	N. of W. Mason St to Bay to Bay Blvd	B - Residential	81 / 81	20 / 20	16 / 16	Not acoustically feasible	Not acoustically feasible
	E6	4-5	Bay to Bay Blvd to W. Watrous Ave	B - Residential	158 / 158	84 / 84	72 / 72	<b>Feasible and Reasonable</b>	<b>Feasible and Reasonable</b>
	E7	6	W. Watrous Ave to W. Swann Ave	B - Residential	69 / 69	42 / 42	29 / 29	Not acoustically feasible	Not acoustically reasonable
	E8	6-7	W. Swann Ave to S. Willow Ave	B – Residential	67 / 47	27 / 22	15 / 13	<b>Feasible and Reasonable</b>	<b>Feasible and Reasonable</b>
	E9	7-8	S. Willow Ave to S. Hyde Park Ave	B - Residential	12 / 37	7 / 27	7 / 27	Not acoustically feasible	Not acoustically feasible
West	W1	2	S. Himes Ave to W Euclid Ave	B - Residential	16 / 16	15 / 15	12 / 12	Not acoustically feasible	Not acoustically feasible
	W2	2-4	W. Euclid Ave to W. Bay to Bay Blvd	B - Residential	88 / 88	53 / 53	40 / 40	Not acoustically feasible	Not acoustically reasonable
	W3	4-6	W. Bay to Bay Blvd to S. Howard Ave	B - Residential	110 / 102	69 / 61	56 / 50	Not acoustically feasible	Not acoustically feasible
	W4	4-5	Palma Ceia Park	C – Park	24 / 1	21 / 1	17 / 1	Not acoustically feasible	Not acoustically feasible
	W5	6	S. Howard Ave to W. Swann Ave	B – Residential	15 / 15	5 / 5	4 / 4	Not acoustically feasible	Not acoustically feasible
	W6	6	Hyde Park	C – Active Sports Area	18 / 1	10 / 1	8 / 1	Not acoustically feasible	Not acoustically feasible
	W7	6-7	W. Swann Ave to N. Willow Ave	B - Residential	51 / 51	35 / 35	28 / 29	Not acoustically reasonable	Not acoustically reasonable
	W8	8	S. Magnolia Ave to S. Cedar Ave	B - Residential	84 / 84	81 / 81	77 / 77	Not acoustically feasible	Not acoustically feasible
	W9	8-9	S. Parker St to the Hillsborough River	B - Residential	105 / 105	74 / 74	68 / 68	Not acoustically feasible	Not acoustically reasonable
	W11	9	Hillsborough River to E. Whiting St	B - Residential	80 / 80	37 / 37	30 / 30	Not acoustically reasonable	Not acoustically reasonable

Blvd = Boulevard Ave = Avenue St = Street S = South W = West N = North E = East

<sup>1</sup> A noise barrier was not evaluated for CNE E10 or W10 because a traffic noise impact is not predicted at either school.

<sup>2</sup> See Appendix B.

<sup>3</sup> Impacted receptors (i.e., properties) are defined as receptors with a future design year, build alternative traffic noise level that is predicted to approach, meet, or exceed the NAC for its respective activity category, or will experience an increase in noise levels of 15 dB(A) or more in the design year when compared to an existing noise level.

#### 4.4.1 Feasible and Reasonable Noise Barriers – Alternative 2

With Alternative 2, the roadway would be constructed almost entirely on MSE wall. Therefore, the height of the evaluated shoulder barriers was limited to eight feet along a majority of the alignment. This limitation resulted in a noise barrier being both a feasible and reasonable abatement measure only within CNEs E6 and E8.

Within CNE E6 there are 84 receptors representing 84 residential properties that are predicted to be impacted by traffic noise between Bay to Bay Boulevard and West Watrous Avenue (the locations of the impacted receptors are shown on Sheets 4 through 6 in **Appendix B**).

Within CNE E8 there are 27 receptors representing 22 residential properties that are predicted to be impacted by traffic noise between West Swann Avenue and South Willow Avenue (the locations of the impacted receptors are shown on Sheet 7 in **Appendix B**).

##### 4.4.1.1 Noise Barrier – CNE E6

The noise barrier evaluated for this area was located on both structure and shoulder. The segment of shoulder barrier, with a maximum allowable height of 14 feet, was evaluated between West Maryland Avenue and West Stroud Avenue. Although there are impacted receptors located from Bay to Bay Boulevard to West Watrous Avenue within CNE E6, a noise barrier could only be optimized to provide the required reduction in traffic noise for the residences located from Bay to Bay Boulevard to West Stroud Avenue. This is the only area for which a noise barrier would benefit the impacted properties because within this area a ground mounted shoulder barrier could be constructed.

The results of the analysis for the combined structure and shoulder barrier, with shoulder barrier heights ranging from eight to 14 feet are provided in **Table 4-2**. As shown, at these shoulder barrier heights, from nine to 46 of the 84 impacted properties would benefit from a reduction in traffic noise of 5 dB(A) or more and the noise reduction design goal of 7 dB(A) would be achieved. Up to seven properties, not predicted to be impacted by traffic noise, would also be benefited by the barrier. The estimated total barrier costs range from \$516,240 to \$761,100 and the cost per benefited property ranges from \$14,360 to \$57,360. The costs with a shoulder barrier ranging from 10 to 14 feet are below the FDOT's cost effectiveness criteria. Additional considerations regarding the construction of a traffic noise barrier for the residences in CNE E6 with Alternative 2 are discussed in Section 4.4.3.



**Table 4-2: Noise Barrier Evaluation - Alternative 2/CNE E6**

Structure/ Shoulder Barrier Height (feet) <sup>1</sup>	Structure / Shoulder / ROW Barrier Length (feet) <sup>2</sup>	Noise Reduction at Impacted Properties (dB(A)) <sup>3</sup>			Number of Benefited Properties <sup>4</sup>			Total Estimated Cost <sup>5</sup>	Cost per Benefited Property <sup>6</sup>
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total		
Number of Impacted Properties = 84									
8 / 8	1,056 / 1,095	5	3	1	9	0	9	\$516,240	\$57,360
8 / 10	1,255 / 1,095	15	5	7	27	0	27	\$629,700	\$23,322
8 / 12	1,255 / 1,095	7	17	19	43	2	45	\$695,400	\$15,453
8 / 14	1,255 / 1,095	7	6	33	46	7	53	\$761,100	\$14,360

<sup>1</sup> The noise barrier evaluated for this area was located on structure and on the shoulder of the Selmon Expressway. The height of the barrier on structure is provided, which is limited to eight feet, followed by the height of the shoulder barrier, which is limited to a maximum height of 14 feet.

<sup>2</sup> The optimal length of the structure barrier is provided, then followed by the optimal length of the shoulder barrier.

<sup>3</sup> Properties for which the predicted highway traffic noise level is 66 dB(A) or greater.

<sup>4</sup> Properties with a predicted reduction of 5 dB(A) or more are considered benefited.

<sup>5</sup> Based on a unit cost of \$30 per square foot.

<sup>6</sup> FDOT cost reasonable criterion is \$42,000 per benefited receptor. Because multiple receptors were evaluated at some properties and in some areas multiple properties were evaluated with one receptor, the cost reasonable criterion used in this NSR is a cost per benefited property.

**4.4.1.2 Noise Barrier – CNE E8**

The noise barrier evaluated for this area was located on structure and because of the need for a gantry (i.e., a roadway sign structure) at the Selmon Expressway off ramp at South Willow Avenue, a part of the barrier system was evaluated at the ROW. Additionally, a small segment of shoulder barrier, assumed at the maximum allowable height of 14 feet was also evaluated. Although there are impacted receptors located from West Swann Avenue to South Willow Avenue within CNE E8, a noise barrier could only be optimized to provide the required reduction in traffic noise at a cost below the cost effectiveness criteria for the residences located north of West Azeele Street to South Willow Avenue. This is the only area for which a noise barrier would benefit the impacted properties because within this area a ground mounted shoulder barrier could be constructed with a maximum height of 14 feet and a ROW barrier could be constructed with a maximum height of 22 feet.

The results of the analysis for ROW barrier heights ranging from eight to 22 feet are provided in **Table 4-3**. As shown, at these ROW barrier heights, from three to seven of the 22 impacted properties would benefit from a reduction in traffic noise of 5 dB(A) or more and the noise reduction design goal of 7 dB(A) would be achieved. From two to 12 properties, not predicted to be impacted by traffic noise, would also be benefited by the barrier. The estimated total barrier costs range from \$147,600 to \$519,240 and the cost per benefited property ranges from \$20,164 to \$41,349. These costs are below the FDOT’s cost effectiveness criteria. Additional considerations regarding the construction of a traffic noise barrier for the residences in CNE E8 with Alternative 2 are discussed in Section 4.4.3.

**Table 4-3: Noise Barrier Evaluation - Alternative 2/CNE E8**

Structure/ Shoulder / ROW Barrier Height (feet) <sup>1</sup>	Structure / Shoulder / ROW Barrier Length (feet) <sup>2</sup>	Noise Reduction at Impacted Properties (dB(A)) <sup>3</sup>			Number of Benefited Properties <sup>4</sup>			Total Estimated Cost <sup>5</sup>	Cost per Benefited Property <sup>6</sup>
		5 -5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total		
Number of Impacted Properties = 22									
8 / 14 / 8	99 / 160 / 236	1	1	1	3	4	7	\$147,600	\$21,086
8 / 14 / 10	536 / 223 / 406	2	0	3	5	11	16	\$344,100	\$21,506
8 / 14 / 12	192 / 223 / 452	2	0	3	5	10	15	\$302,460	\$20,164
8 / 14 / 14	139 / 40 / 452	3	0	2	5	2	7	\$240,000	\$34,286
8 / 14 / 16	139 / 40 / 452	2	1	2	5	2	7	\$267,120	\$38,160
8 / 14 / 18	119 / 40 / 452	2	1	2	5	2	7	\$289,440	\$41,349
8 / 14 / 20	1,062 / 100 / 366	1	0	5	6	11	17	\$516,480	\$30,381
8 / 14 / 22	982 / 100 / 366	2	0	5	7	12	19	\$519,240	\$27,328

<sup>1</sup> The noise barrier evaluated for this area was located on structure, on the shoulder, and along the ROW of the Selmon Expressway. The height of the barrier on structure is provided, which is limited to eight feet, followed by the height of the shoulder barrier, and then the height of the ROW barrier.

<sup>2</sup> The optimal length of the structure barrier is provided, followed by the optimal length of the shoulder barrier, and then the optimal length of the ROW barrier.

<sup>3</sup> Properties for which the predicted highway traffic noise level is 66 dB(A) or greater.

<sup>4</sup> Properties with a predicted reduction of 5 dB(A) or more are considered benefited.

<sup>5</sup> Based on a unit cost of \$30 per square foot.

<sup>6</sup> FDOT cost reasonable criterion is \$42,000 per benefited receptor. Because multiple receptors were evaluated at some properties and in some areas multiple properties were evaluated with one receptor, the cost reasonable criterion used in this NSR is a cost per benefited property.

#### 4.4.2 Feasible and Reasonable Noise Barriers – Alternative 6

With Alternative 6, because the roadway would be constructed almost entirely on MSE wall, the height of the evaluated shoulder barriers was limited to eight feet along a majority of the alignment. This limitation, identical to Alternative 2, resulted in a noise barrier being both a feasible and reasonable abatement measure only within CNEs E6 and E8.

Within CNE E6 there are 72 receptors representing 72 residential properties that are predicted to be impacted by traffic noise between Bay to Bay Boulevard and West Watrous Avenue (the locations of the impacted receptors are shown on Sheets 4 through 6 in **Appendix B**).

Within CNE E8 there are 15 receptors representing 13 residential properties that are predicted to be impacted by traffic noise between West Swann Avenue and South Willow Avenue (the locations of the impacted receptors are shown on Sheet 7 in **Appendix B**).

##### 4.4.2.1 Noise Barrier – CNE E6

The noise barrier evaluated for this area was located on both structure and shoulder. The segment of shoulder barrier, with a maximum allowable height of 14 feet, was evaluated between West Maryland Avenue and West Stroud Avenue. Although there are impacted receptors located from Bay to Bay Boulevard to West Watrous Avenue within CNE E6, a noise barrier could only be optimized to provide the required reduction in traffic noise for the residences located from south of West Maryland Avenue

to West Stroud Avenue. This is the only area for which a noise barrier would benefit the impacted properties because within this area a ground mounted shoulder barrier could be constructed.

The results of the analysis for the combined structure and shoulder barrier, with shoulder barrier heights ranging from eight to 14 feet are provided in **Table 4-4**. As shown, at a shoulder barrier height of eight feet, the barrier failed to achieve the noise reduction design goal of 7 dB(A) at any receptor. At shoulder barrier heights ranging from 10 to 14 feet, from 26 to 39 of the 72 impacted properties would benefit from a reduction in traffic noise of 5 dB(A) or more and the noise reduction design goal of 7 dB(A) would be achieved. Up to 12 properties, not predicted to be impacted by traffic noise, would also be benefited by the barrier. The estimated total barrier costs range from \$495,540 to \$626,700 and the cost per benefited property ranges from \$12,288 to \$19,059. These costs are below the FDOT’s cost effectiveness criteria. Additional considerations regarding the construction of a traffic noise barrier for the residences in CNE E6 with Alternative 6 are discussed in Section 4.4.3.

**Table 4-4: Noise Barrier Evaluation - Alternative 6/CNE E6**

Structure/ Shoulder / ROW Barrier Height (feet) <sup>1</sup>	Structure / Shoulder / ROW Barrier Length (feet) <sup>2</sup>	Noise Reduction at Impacted Properties (dB(A)) <sup>3</sup>			Number of Benefited Properties <sup>4</sup>			Total Estimated Cost <sup>5</sup>	Cost per Benefited Property <sup>6</sup>
		5 - 5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total		
Number of Impacted Properties = 72									
8 / 8	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>	NA <sup>7</sup>
8 / 10	696 / 1,095	19	3	4	26	0	0	\$495,540	\$19,059
8 / 12	896 / 1,095	4	13	21	38	6	44	\$609,240	\$13,846
8 / 14	695 / 1,095	3	5	31	39	12	51	\$626,700	\$12,288

<sup>1</sup> The noise barrier evaluated for this area was located on structure and on the shoulder of the Selmon Expressway. The height of the barrier on structure is provided, which is limited to eight feet, followed by the height of the shoulder barrier, which is limited to a maximum height of 14 feet.

<sup>2</sup> The optimal length of the structure barrier is provided, then followed by the optimal length of the shoulder barrier.

<sup>3</sup> Properties for which the predicted highway traffic noise level is 66 dB(A) or greater.

<sup>4</sup> Properties with a predicted reduction of 5 dB(A) or more are considered benefited.

<sup>5</sup> Based on a unit cost of \$30 per square foot.

<sup>6</sup> FDOT cost reasonable criterion is \$42,000 per benefited receptor. Because multiple receptors were evaluated at some properties and in some areas multiple properties were evaluated with one receptor, the cost reasonable criterion used in this NSR is a cost per benefited property.

<sup>7</sup> 7 dB(A) reduction not achieved at any receptor at any length.

**4.4.2.2 Noise Barrier – CNE E8**

The noise barrier evaluated for this area was located on structure and because of the need for a gantry at the off ramp at South Willow Avenue, a part of the barrier system was also evaluated at the ROW. Additionally, a small segment of shoulder barrier, assumed at the maximum allowable height of 14 feet was also evaluated. Although there are impacted properties located from West Swann Avenue to South Willow Avenue within CNE E8 with Alternative 6, a noise barrier could only be optimized to provide the required reduction in traffic noise at a cost below the cost effectiveness criteria for the residences located north of West De Leon Street and South Willow Avenue. This is the only area for which a noise



barrier would benefit the impacted properties because within this area a ground mounted shoulder barrier could be constructed with a maximum height of 14 feet and a ROW barrier could be constructed with a maximum height of 22 feet.

The results of the analysis for ROW barrier heights ranging from eight to 22 feet are provided in **Table 4-5**. As shown, at these ROW barrier heights, from three to five of the 13 impacted properties would benefit from a reduction in traffic noise of 5 dB(A) or more and the noise reduction design goal of 7 dB(A) would be achieved. From eight to 19 properties, not predicted to be impacted by traffic noise, would also be benefited by the barrier. The estimated total barrier costs range from \$363,180 to \$674,940 and the cost per benefited property ranges from \$27,533 to \$33,453. These costs are below the FDOT’s cost effectiveness criteria. Additional considerations regarding the construction of a traffic noise barrier for the residences in CNE E8 with Alternative 6 are discussed in Section 4.4.3.

**Table 4-5: Noise Barrier Evaluation - Alternative 6/CNE E8**

Structure/ Shoulder / ROW Barrier Height (feet) <sup>1</sup>	Structure / Shoulder / ROW Barrier Length (feet) <sup>2</sup>	Noise Reduction at Impacted Properties (dB(A)) <sup>3</sup>			Number of Benefited Properties <sup>4</sup>			Total Estimated Cost <sup>5</sup>	Cost per Benefited Property <sup>6</sup>
		5 - 5.9	6 – 6.9	≥7	Impacted	Not Impacted	Total		
Number of Impacted Properties = 13									
8 / 14 / 8	1,043 / 8,344 / 80	1	1	1	3	8	11	\$363,180	\$33,016
8 / 14 / 10	1,043 / 8,344 / 80	1	0	2	3	8	11	\$367,980	\$33,453
8 / 14 / 12	1,043 / 8,344 / 80	1	0	2	3	9	12	\$372,780	\$31,065
8 / 14 / 14	1,043 / 8,344 / 80	1	0	2	3	9	12	\$377,580	\$31,465
8 / 14 / 16	1,043 / 8,344 / 80	1	0	2	3	10	13	\$382,380	\$29,414
8 / 14 / 18	1,853 / 14,824 / 236	2	0	2	4	19	23	\$665,820	\$28,949
8 / 14 / 20	1,773 / 14,184 / 236	3	0	2	5	19	24	\$660,780	\$27,533
8 / 14 / 22	1,773 / 14,184 / 236	3	0	2	5	19	24	\$674,940	\$28,123

<sup>1</sup> The noise barrier evaluated for this area was located on structure, on the shoulder, and along the ROW of the Selmon Expressway. The height of the barrier on structure is provided, which is limited to eight feet, followed by the height of the shoulder barrier, and then the height of the ROW barrier.

<sup>2</sup> The optimal length of the structure barrier is provided, followed by the optimal length of the shoulder barrier, and then the optimal length of the ROW barrier.

<sup>3</sup> Properties for which the predicted highway traffic noise level is 66 dB(A) or greater.

<sup>4</sup> Properties with a predicted reduction of 5 dB(A) or more are considered benefited.

<sup>5</sup> Based on a unit cost of \$30 per square foot.

<sup>6</sup> FDOT cost reasonable criterion is \$42,000 per benefited receptor. Because multiple receptors were evaluated at some properties and in some areas multiple properties were evaluated with one receptor, the cost reasonable criterion used in this NSR is a cost per benefited property.

#### 4.4.3 Additional Noise Barrier Considerations

As previously stated, when the results of the preliminary analysis indicate that a noise barrier could provide the required reduction in traffic noise at a cost at or below the cost-effective limit, additional feasibility factors are considered. These feasibility factors relate to barrier design and construction (i.e., given site-specific details, can a barrier actually be constructed), safety, access to and from adjacent properties, ROW requirements, maintenance and impacts on utilities and drainage. The viewpoint of the impacted property owners (and renters if applicable) who may, or may not, desire a noise barrier, is also a factor that is considered when evaluating noise barriers as an abatement measure.

Comments on additional feasibility factors as they relate to the noise barriers evaluated for the proposed project are provided in **Table 4-6**. As stated, there are certain noise barrier considerations for which decisions and/or data are not available until design plans for the improvements are prepared. One additional consideration, the viewpoint of the benefited receptors, must also be considered. This consideration is a reasonableness factor. During a project's conceptual design phase (i.e., the current phase for the improvements to the Selmon Expressway), the viewpoints of potentially benefited property owners are gathered/obtained by various methods (e.g., workshops, project websites). Because the analysis of highway traffic noise analysis presented in this report was performed using data developed for the project's PD&E/conceptual phase, the analysis results are considered preliminary. During this PD&E Study, the desires of the impacted property owners and renters (if applicable) that would benefit from a noise barrier were solicited. A more detailed analysis will be performed during the project's design phase for the noise barriers that are accepted by these property owners and renters (if applicable), at which time the desires of the impacted property owners and renters (if applicable) that would benefit from a noise barrier may again be solicited.

**Table 4-6: Additional Noise Barrier Feasibility Considerations**

Evaluation Criteria	Comment
<ul style="list-style-type: none"> <li>• <b>Design and Construction</b></li> </ul>	<p>A determination of whether the noise barriers can be constructed using standard construction methods and techniques will be made during the project’s design phase. Notably, any barrier-specific additional costs identified in the design phase will be included in the final cost reasonableness evaluation of the barriers.</p>
<ul style="list-style-type: none"> <li>• <b>Safety</b></li> </ul>	<p>Safety concerns associated with the noise barriers will be addressed during the project’s design phase.</p>
<ul style="list-style-type: none"> <li>• <b>Accessibility</b></li> </ul>	<p>The barrier would be located within the Selmon Expressway ROW and would not block ingress or egress to any property.</p>
<ul style="list-style-type: none"> <li>• <b>ROW</b></li> </ul>	<p>No acquisition of ROW or easements for construction/ maintenance would be necessary to construct the barriers.</p>
<ul style="list-style-type: none"> <li>• <b>Maintenance</b></li> </ul>	<p>The barriers should be maintainable at the evaluated locations using standard practices.</p>
<ul style="list-style-type: none"> <li>• <b>Drainage</b></li> </ul>	<p>A determination as to whether the barriers can be designed so that water would be directed along, under, or away from the barriers will be made during the project’s design phase.</p>
<ul style="list-style-type: none"> <li>• <b>Utilities</b></li> </ul>	<p>A determination of utility conflicts, which would only relate to the ROW barrier, will be made during the project’s design phase.</p>

## 5.0 Construction Noise and Vibration

There are land uses adjacent to the Selmon Expressway that are both noise- and vibration-sensitive (e.g., residences). It is anticipated that construction of the proposed roadway improvements would not have a significant noise or vibration effect. Additionally, the application of the **FDOT Standard Specifications for Road and Bridge Construction** may minimize or eliminate potential issues. Should noise or vibration issues arise during the construction process, the Project Engineer, in coordination with THEA, will investigate additional methods of controlling such impacts.

## 6.0 References

- FHWA. U.S. Department of Transportation. July 13, 2010. Title 23 CFR, Part 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*.
- FHWA. February 2004. *Traffic Noise Model, Version 2.5*.
- FHWA. December 2011. *Highway Traffic Noise: Analysis and Abatement Guidance*.
- FHWA. June 1, 2018. *Noise Measurement Handbook*. FHWA-HEP-18-065.
- FDOT. July 1, 2020. *Project Development and Environment Manual*, Part 2, Chapter 18 – Highway Traffic Noise.
- FDOT. July 1, 2013. *Plans Preparation Manual*, Volume 1, Chapter 32 – Sound Barriers.
- FDOT. July 2018. *Standard Specifications for Road and Bridge Construction*.
- FDOT. Environmental Management Office. January 1, 2016. *Traffic Noise Modeling and Analysis Practitioners Handbook*.
- California Department of Transportation. September 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*.

## Appendix A - Traffic Data

**TRAFFIC DATA FOR NOISE STUDIES**

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

Project: S Selmon Expressway PD&E Study

State Project Number(s):

Work Program Number(s):

Federal Aid Number(s):

Segment Description: S Selmon Expressway from South of Euclid Avenue to Kennedy Boulevard

Date: 3/12/2020

Prepared By: HDR

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

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

**Northbound S Selmon Expressway Mainline**

Segment No:	1			2			3			4			5			6			7		
From/To:	Dale Mabry Hwy to Euclid Ave			Euclid Ave to Bay to Bay Blvd			Bay to Bay Blvd to Willow Ave			Willow Ave to Plant Ave			Plant Ave to Florida Ave			Florida Ave to Whiting St			Whiting St to Kennedy Blvd		
Model:	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
Dir Lanes:	2	2	4	2	2	4	2	2	4	2	2	4	2+1Aux	2+1Aux	4+1Aux	2	2	4	3	3	4
Year:	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
ADT: LOS (C)	64000	64000	126400	64000	64000	126400	64000	64000	126400	64000	64000	126400	84000	84000	146400	64000	64000	126400	95200	95200	126400
ADT: Demand	31100	60900	83200	43700	78900	93500	56000	90100	107300	65000	92400	113700	76700	106400	138200	62900	101500	112500	74900	111400	118500
Speed: (mph)	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
(kmh)	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89
K =	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T <sub>24</sub> =	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
DHT =	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
% Medium Trucks DHV	1.32%	1.32%	1.32%	1.80%	1.80%	1.80%	1.75%	1.75%	1.75%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
% Heavy Trucks DHV	2.61%	2.61%	2.61%	1.96%	2.03%	2.03%	1.96%	2.03%	2.03%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%
% Buses DHV	0.07%	0.07%	0.07%	0.23%	0.23%	0.23%	0.21%	0.21%	0.21%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.35%	0.35%	0.35%	0.50%	0.50%	0.50%	0.58%	0.58%	0.58%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
LOS C Peak:	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	4,788	4,788	8,345	3,648	3,648	7,205	5,426	5,426	7,205
LOS C Off-Peak:	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	3,612	3,612	6,295	2,752	2,752	5,435	4,094	4,094	5,435
Demand Peak (Calculated):	1,773	3,471	4,742	2,491	4,497	5,330	3,192	5,136	6,116	3,705	5,267	6,481	4,372	6,065	7,877	3,585	5,786	6,413	4,269	6,350	6,755
Demand Off-Peak (Calculated):	1,337	2,619	3,578	1,879	3,393	4,021	2,408	3,874	4,614	2,795	3,973	4,889	3,298	4,575	5,943	2,705	4,365	4,838	3,221	4,790	5,096
Demand Peak (Given):	1,620			2,350			2,870			3,310			3,950			3,350			4,035		
Demand Off-Peak (Given):	1,605			2,120			2,640			3,100			3,530			2,625			3,005		
Demand Peak:	1,620	3,471	4,742	2,350	4,497	5,330	2,870	5,136	6,116	3,310	5,267	6,481	3,950	6,065	7,877	3,350	5,786	6,413	4,035	6,350	6,755
Demand Off-Peak:	1,605	2,619	3,578	2,120	3,393	4,021	2,640	3,874	4,614	3,100	3,973	4,889	3,530	4,575	5,943	2,625	4,365	4,838	3,005	4,790	5,096
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
<b>LOS C Peak:</b>																					
Autos	3,489	3,489	6,892	3,484	3,484	6,880	3,481	3,481	6,875	3,490	3,490	6,892	4,580	4,580	7,983	3,490	3,490	6,892	5,191	5,191	6,892
Med Trucks	48	48	95	66	66	130	64	64	126	61	61	120	80	80	139	61	61	120	90	90	120
Hvy Trucks	95	95	188	72	72	141	74	74	147	80	80	157	105	105	182	80	80	157	119	119	157
Buses	2	2	5	9	9	17	8	8	15	5	5	11	7	7	13	5	5	11	8	8	11
Motorcycles	13	13	25	18	18	36	21	21	42	12	12	24	16	16	28	12	12	24	18	18	24
Total	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	4,788	4,788	8,345	3,648	3,648	7,205	5,426	5,426	7,205
<b>LOS C Off-Peak:</b>																					
Autos	2,632	2,632	5,199	2,628	2,628	5,190	2,626	2,626	5,186	2,633	2,633	5,199	3,455	3,455	6,022	2,633	2,633	5,199	3,916	3,916	5,199
Med Trucks	36	36	72	50	50	98	48	48	95	46	46	91	60	60	105	46	46	91	68	68	91
Hvy Trucks	72	72	142	54	54	107	56	56	111	60	60	119	79	79	137	60	60	119	89	89	119
Buses	2	2	4	6	6	13	6	6	12	4	4	8	5	5	9	4	4	8	6	6	8
Motorcycles	10	10	19	14	14	27	16	16	31	9	9	18	12	12	21	9	9	18	14	14	18
Total	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	3,612	3,612	6,295	2,752	2,752	5,435	4,094	4,094	5,435
<b>Demand Peak:</b>																					
Autos	1,550	3,320	4,536	2,244	4,295	5,090	2,739	4,901	5,836	3,166	5,038	6,200	3,779	5,802	7,536	3,205	5,534	6,134	3,860	6,074	6,461
Med Trucks	21	46	63	42	81	96	50	90	107	55	88	108	66	101	131	56	96	107	67	106	112
Hvy Trucks	42	91	124	46	88	105	58	104	124	72	115	142	86	132	172	73	126	140	88	139	148
Buses	1	2	3	5	10	12	6	11	13	5	8	10	6	9	12	5	9	10	6	10	10
Motorcycles	6	12	16	12	23	27	17	30	35	11	18	22	13	21	27	11	20	22	14	22	23
Total	1,620	3,471	4,742	2,350	4,497	5,330	2,870	5,136	6,116	3,310	5,267	6,481	3,950	6,065	7,877	3,350	5,786	6,413	4,035	6,350	6,755
<b>Demand Off-Peak:</b>																					
Autos	1,535	2,505	3,422	2,025	3,240	3,839	2,519	3,697	4,403	2,965	3,801	4,677	3,377	4,377	5,685	2,511	4,175	4,628	2,875	4,582	4,874
Med Trucks	21	35	47	38	61	72	46	68	81	52	66	81	59	76	99	44	73	81	50	80	85
Hvy Trucks	42	68	93	42	67	79	54	79	94	68	79	94	77	100	130	57	95	106	66	105	111
Buses	1	2	2	5	8	9	6	8	10	5	6	7	5	7	9	4	7	7	5	7	8
Motorcycles	6	9	12	11	17	20	15	22	27	11	13	17	12	16	20	9	15	16	10	16	17
Total	1,605	2,619	3,578	2,120	3,393	4,021	2,640	3,874	4,614	3,100	3,973	4,889	3,530	4,575	5,943	2,625	4,365	4,838	3,005	4,790	5,096

Existing Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Existing AADT	31100	31100	43700	43700	56000	56000	65000	65000	65000	65000	65000	65000	65000	65000	65000	62900	62900	62900	74900	74900	74900
Cube Year	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
Design Year	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046
Growth Rate																					
Growth Scale																					
Cube AADT	54300	71600	71100	82400	82500	95900	86300	95900	86300	102900	102900	102900	99800	124500	124500	92900	101500	101500	103300	108800	108800
Design Year AADT	60900	83200	78900	93500	90100	107300	92400	113700	113700	113700	113700	113700	106400	138200	138200	101500	112500	112500	111400	118500	118500

**TRAFFIC DATA FOR NOISE STUDIES**

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

Project: S Selmon Expressway PD&E Study  
 State Project Number(s):  
 Work Program Number(s):  
 Federal Aid Number(s):  
 Segment Description: S Selmon Expressway from South of Euclid Avenue to Kennedy Boulevard

Date: 3/12/2020  
 Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)  
 NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

**Southbound S Selmon Expressway Mainline**

Segment No:	1			2			3			4			5			6			7			8		
From/To:	Kennedy Blvd to Whiting St			Whiting St to Florida Ave			Florida Ave to Tampa St			Tampa St to Plant Ave			Plant Ave to Willow Ave			Willow Ave to Bay to Bay Ave			Bay to Bay Ave to Euclid Avenue			Euclid Ave to Dale Mabry Hwy		
Model:	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
Dir Lanes:	3	3	4	2	2	4	2	2	4	2+1Aux	2+1Aux	4+1Aux	2	2	4	2	2	4	2	2	4	2	2	4
Year:	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
ADT: LOS (C)	95200	95200	126400	64000	64000	126400	64000	64000	126400	84000	84000	146400	64000	64000	126400	64000	64000	126400	64000	64000	126400	64000	64000	126400
ADT: Demand	74900	111400	118500	62900	101500	112500	68100	108100	122000	76700	106400	138200	65000	92400	113700	56000	90100	107300	43700	78900	93500	31100	60900	83200
Speed: (mph)	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55
(kmh)	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89	89
K =	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T <sub>24</sub> =	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
DHT =	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
% Medium Trucks DHV	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.53%	1.53%	1.53%	1.56%	1.56%	1.56%	1.32%	1.32%	1.32%
% Heavy Trucks DHV	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.24%	2.24%	2.24%	2.31%	2.31%	2.31%	2.61%	2.61%	2.61%
% Buses DHV	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.22%	0.22%	0.22%	0.13%	0.13%	0.13%	0.07%	0.07%	0.07%
% Motorcycles DHV	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.40%	0.40%	0.40%	0.44%	0.44%	0.44%	0.35%	0.35%	0.35%
LOS C Peak:	5,426	5,426	7,205	3,648	3,648	7,205	3,648	3,648	7,205	4,788	4,788	8,345	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205
LOS C Off-Peak:	4,094	4,094	5,435	2,752	2,752	5,435	2,752	2,752	5,435	3,612	3,612	6,295	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435
Demand Peak (Calculated):	4,269	6,350	6,755	3,585	5,786	6,413	3,882	6,162	6,954	4,372	6,065	7,877	3,705	5,267	6,481	3,192	5,136	6,116	2,491	4,497	5,330	1,773	3,471	4,742
Demand Off-Peak (Calculated):	3,221	4,790	5,096	2,705	4,365	4,838	2,928	4,648	5,246	3,298	4,575	5,943	2,795	3,973	4,889	2,408	3,874	4,614	1,879	3,393	4,021	1,337	2,619	3,578
Demand Peak (Given):	4,280			3,275			3,555			3,835			3,170			2,940			2,235			1,515		
Demand Off-Peak (Given):	3,435			2,925			3,285			3,700			3,050			2,585			2,015			1,480		
Demand Peak:	4,280	6,350	6,755	3,275	5,786	6,413	3,555	6,162	6,954	3,835	6,065	7,877	3,170	5,267	6,481	2,940	5,136	6,116	2,235	4,497	5,330	1,515	3,471	4,742
Demand Off-Peak:	3,435	4,790	5,096	2,925	4,365	4,838	3,285	4,648	5,246	3,700	4,575	5,943	3,050	3,973	4,889	2,585	3,874	4,614	2,015	3,393	4,021	1,480	2,619	3,578
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
LOS C Peak:																								
Autos	5,188	5,188	6,888	3,488	3,488	6,888	3,488	3,488	6,888	4,578	4,578	7,978	3,488	3,488	6,888	3,487	3,487	6,888	3,486	3,486	6,885	3,489	3,489	6,892
Med Trucks	98	98	130	66	66	130	66	66	130	86	86	150	66	66	130	56	56	111	57	57	112	48	48	95
Hvy Trucks	111	111	148	75	75	148	75	75	148	98	98	171	75	75	148	82	82	162	84	84	167	95	95	188
Buses	8	8	11	6	6	11	6	6	11	7	7	13	6	6	11	8	8	16	5	5	9	2	2	5
Motorcycles	21	21	28	14	14	28	14	14	28	19	19	33	14	14	28	15	15	29	16	16	32	13	13	25
Total	5,426	5,426	7,205	3,648	3,648	7,205	3,648	3,648	7,205	4,788	4,788	8,345	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205	3,648	3,648	7,205
LOS C Off-Peak:																								
Autos	3,914	3,914	5,196	2,631	2,631	5,196	2,631	2,631	5,196	3,453	3,453	6,019	2,631	2,631	5,196	2,631	2,631	5,196	2,630	2,630	5,194	2,632	2,632	5,199
Med Trucks	74	74	98	50	50	98	50	50	98	65	65	113	50	50	98	42	42	83	43	43	85	36	36	72
Hvy Trucks	84	84	111	56	56	111	56	56	111	74	74	129	56	56	111	62	62	122	64	64	126	72	72	142
Buses	6	6	8	4	4	8	4	4	8	5	5	10	4	4	8	6	6	12	4	4	7	2	2	4
Motorcycles	16	16	21	11	11	21	11	11	21	14	14	25	11	11	21	11	11	22	12	12	24	10	10	19
Total	4,094	4,094	5,435	2,752	2,752	5,435	2,752	2,752	5,435	3,612	3,612	6,295	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435	2,752	2,752	5,435
Demand Peak:																								
Autos	4,092	6,071	6,458	3,131	5,531	6,131	3,399	5,891	6,648	3,667	5,798	7,531	3,031	5,035	6,196	2,811	4,910	5,847	2,136	4,298	5,093	1,449	3,320	4,536
Med Trucks	77	114	122	59	104	115	64	111	125	69	109	142	57	95	117	45	79	94	35	70	83	20	46	63
Hvy Trucks	88	130	138	67	119	131	73	126	143	79	124	161	65	108	133	66	115	137	52	104	123	40	91	124
Buses	6	10	10	5	9	10	5	9	10	6	9	12	5	8	10	6	11	13	3	6	7	1	2	3
Motorcycles	17	25	27	13	23	25	14	24	27	15	24	31	12	21	26	12	21	25	10	20	23	5	12	16
Total	4,280	6,350	6,755	3,275	5,786	6,413	3,555	6,162	6,954	3,835	6,065	7,877	3,170	5,267	6,481	2,940	5,136	6,116	2,235	4,497	5,330	1,515	3,471	4,742
Demand Off-Peak:																								
Autos	3,284	4,580	4,872	2,796	4,173	4,625	3,141	4,444	5,016	3,537	4,374	5,682	2,916	3,799	4,674	2,471	3,704	4,411	1,926	3,242	3,842	1,416	2,505	3,422
Med Trucks	62	86	92	53	79	87	59	84	94	67	82	107	55	72	88	40	59	71	31	53	63	20	35	47
Hvy Trucks	70	98	104	60	89	99	67	95	108	76	94	122	63	81	100	58	87	104	47	78	93	39	68	93
Buses	5	7	8	4	7	7	5	7	8	6	7	9	5	6	7	6	9	10	3	4	5	1	2	2
Motorcycles	14	19	20	12	17	19	13	18	21	15	18	23	12	16	19	10	16	19	9	15	18	5	9	12
Total	3,435	4,790	5,096	2,925	4,365	4,838	3,285	4,648	5,246	3,700	4,575	5,943	3,050	3,973	4,889	2,585	3,874	4,614	2,015	3,393	4,021	1,480	2,619	3,578

Existing Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Existing AADT	74900	74900	126400	62900	62900	112500	68100	68100															

**TRAFFIC DATA FOR NOISE STUDIES**

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

Project: S Selmon Expressway PD&E Study

State Project Number(s):

Work Program Number(s):

Federal Aid Number(s):

Segment Description: S Selmon Expressway from South of Euclid Avenue to Kennedy Boulevard

Date: 3/12/2020

Prepared By: HDR

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

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

**Northbound S Selmon Expressway Ramps**

Segment No:	1			2			3			4			5			6			7		
From/To:	Euclid Ave On Ramp			Bay to Bay Blvd On Ramp			Willow Ave Off Ramp			Willow Ave On Ramp			Plant Ave On Ramp			Florida Off Ramp			Morgan St Off Ramp (Whiting in Build)		
Model:	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
Dir Lanes:	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1
Year:	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
ADT: LOS (C)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ADT: Demand	6300	10500	10500	5200	8700	8700	3400	4900	10300	9600	12200	13600	6400	11000	11300	4400	6300	4900	1600	2400	14300
Speed: (mph)	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	30	30	50	50	50	50
(kmh)	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	48	48	80	80	80	80
K =	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T <sub>24</sub> =	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
DHT =	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
% Medium Trucks DHV	1.80%	1.80%	1.80%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%	1.67%
% Heavy Trucks DHV	1.96%	1.96%	1.96%	2.03%	2.03%	2.03%	2.03%	2.03%	2.03%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%	2.18%
% Buses DHV	0.23%	0.23%	0.23%	0.21%	0.21%	0.21%	0.21%	0.21%	0.21%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%
% Motorcycles DHV	0.50%	0.50%	0.50%	0.58%	0.58%	0.58%	0.58%	0.58%	0.58%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%	0.34%
LOS C Peak:																					
LOS C Off-Peak:																					
Demand Peak (Calculated):	718	1,197	1,197	593	992	992	388	559	1,174	1,094	1,391	1,550	730	1,254	1,288	502	718	559	182	274	1,630
Demand Off-Peak (Calculated):	542	903	903	447	748	748	292	421	886	826	1,049	1,170	550	946	972	378	542	421	138	206	1,230
Demand Peak (Given):	745			520			460			955			640			685			220		
Demand Off-Peak (Given):	500			520			285			690			430			440			160		
Demand Peak:	745	1,197	1,197	520	992	992	460	559	1,174	955	1,391	1,550	640	1,254	1,288	685	718	559	220	274	1,630
Demand Off-Peak:	500	903	903	520	748	748	285	421	886	690	1,049	1,170	430	946	972	440	542	421	160	206	1,230
Stamina/TNM Input	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand
LOS C Peak:																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOS C Off-Peak:																					
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Peak:																					
Autos	711	1,143	1,143	496	946	946	439	533	1,120	914	1,330	1,483	612	1,200	1,232	655	687	534	210	262	1,559
Med Trucks	13	22	22	9	17	17	8	10	21	16	23	26	11	21	21	11	12	9	4	5	27
Hvy Trucks	15	24	24	11	20	20	9	11	24	21	30	34	14	27	28	15	16	12	5	6	36
Buses	2	3	3	1	2	2	1	1	3	1	2	2	1	2	2	1	1	1	0	0	2
Motorcycles	4	6	6	3	6	6	3	3	7	3	5	5	2	4	4	2	2	2	1	1	6
Total	745	1,197	1,197	520	992	992	460	559	1,174	955	1,391	1,550	640	1,254	1,288	685	718	559	220	274	1,630
Demand Off-Peak:																					
Autos	477	862	862	496	714	714	272	402	845	660	1,004	1,119	411	905	930	421	518	403	153	197	1,176
Med Trucks	9	16	16	9	13	13	5	7	16	11	17	19	7	16	16	7	9	7	3	3	20
Hvy Trucks	10	18	18	11	15	15	6	9	18	15	23	26	9	21	21	10	12	9	3	5	27
Buses	1	2	2	1	2	2	1	1	2	1	2	2	1	1	1	1	1	1	0	0	2
Motorcycles	3	5	5	3	4	4	2	2	5	2	4	4	1	3	3	1	2	1	1	1	4
Total	500	903	903	520	748	748	285	421	886	690	1,049	1,170	430	946	972	440	542	421	160	206	1,230

Existing Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Existing AADT	6300	6300	5200	5200	3400	3400	9600	9600	6400	6400	4400	4400	1600	1600							
Cube Year	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040							
Design Year	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046							
Growth Rate																					
Growth Scale																					
Cube AADT	9600	9600	7900	7900	4600	8800	11600	12700	10000	10200	5900	4800	2200	11500							
Design Year AADT	10500	10500	8700	8700	4900	10300	12200	13600	11000	11300	6300	4900	2400	14300							



**TRAFFIC DATA FOR NOISE STUDIES**

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

Project: S Selmon Expressway PD&E Study  
 State Project Number(s):  
 Work Program Number(s):  
 Federal Aid Number(s):  
 Segment Description: S Selmon Expressway from South of Euclid Avenue to Kennedy Boulevard

Date: 3/12/2020  
 Prepared By: HDR

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)  
 NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

**Southbound S Selmon Expressway Ramps**

Segment No:	1			2			3			4			5			6			7			8		
From/To:	Morgan St Off Ramp			Morgan St On Ramp			Tampa St On Ramp			Plant Ave Off Ramp			Willow Ave Off Ramp			Willow Ave On Ramp			Bay to Bay Blvd Off Ramp			Euclid Ave Off Ramp		
Model:	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
Dir Lanes:	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Year:	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
ADT: LOS (C)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ADT: Demand	5,100	7,000	11,500	3,600	5,700	13,100	4,200	6,900	8,100	5,300	8,900	13,100	6,200	11,300	12,400	3,400	7,600	9,400	7,100	11,900	11,900	6,300	10,500	10,500
Speed: (mph)	50	50	50	50	50	50	30	30	30	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
(kmh)	80	80	80	80	80	80	48	48	48	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
K =	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T <sub>24</sub> =	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
DHT =	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
% Medium Trucks DHV	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.80%	1.53%	1.53%	1.53%	1.53%	1.53%	1.53%	1.53%	1.56%	1.56%
% Heavy Trucks DHV	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.05%	2.24%	2.24%	2.24%	2.24%	2.24%	2.24%	2.31%	2.31%	2.31%
% Buses DHV	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.15%	0.22%	0.22%	0.22%	0.22%	0.22%	0.22%	0.13%	0.13%	0.13%
% Motorcycles DHV	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.40%	0.40%	0.40%	0.40%	0.40%	0.40%	0.44%	0.44%	0.44%
LOS C Peak:																								
LOS C Off-Peak:																								
Demand Peak (Calculated):	581	798	1,311	410	650	1,493	479	787	923	604	1,015	1,493	707	1,288	1,414	388	866	1,072	809	1,357	1,357	718	1,197	1,197
Demand Off-Peak (Calculated):	439	602	989	310	490	1,127	361	593	697	456	765	1,127	533	972	1,066	292	654	808	611	1,023	1,023	542	903	903
Demand Peak (Given):	1,005			360			415			785			750			390			705			755		
Demand Off-Peak (Given):	510			280			280			530			620			285			570			500		
Demand Peak:	1,005	798	1,311	360	650	1,493	415	787	923	785	1,015	1,493	750	1,288	1,414	390	866	1,072	705	1,357	1,357	755	1,197	1,197
Demand Off-Peak:	510	602	989	280	490	1,127	280	593	697	530	765	1,127	620	972	1,066	285	654	808	570	1,023	1,023	500	903	903
Stamina/TNM Input	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand	Demand
LOS C Peak:																								
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LOS C Off-Peak:																								
Autos	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Med Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Demand Peak:																								
Autos	961	763	1,253	344	621	1,428	397	752	883	751	970	1,428	717	1,232	1,351	373	828	1,024	674	1,297	1,297	721	1,144	1,144
Med Trucks	18	14	24	6	12	27	7	14	17	14	18	27	13	23	25	6	13	16	11	21	21	12	19	19
Hvy Trucks	21	16	27	7	13	31	9	16	19	16	21	31	15	26	29	9	19	24	16	30	30	17	28	28
Buses	2	1	2	1	1	2	1	1	1	1	2	2	1	2	2	1	2	2	2	3	3	1	2	2
Motorcycles	4	3	5	1	3	6	2	3	4	3	4	6	3	5	6	2	3	4	3	5	5	3	5	5
Total	1,005	798	1,311	360	650	1,493	415	787	923	785	1,015	1,493	750	1,288	1,414	390	866	1,072	705	1,357	1,357	755	1,197	1,197
Demand Off-Peak:																								
Autos	488	576	946	268	469	1,077	268	567	666	507	732	1,077	593	929	1,020	272	625	773	545	978	978	478	863	863
Med Trucks	9	11	18	5	9	20	5	11	13	10	14	20	11	17	19	4	10	12	9	16	16	8	14	14
Hvy Trucks	10	12	20	6	10	23	6	12	14	11	16	23	13	20	22	6	15	18	13	23	23	12	21	21
Buses	1	1	1	0	1	2	0	1	1	1	1	2	1	1	2	1	1	2	1	2	2	1	1	1
Motorcycles	2	2	4	1	2	4	1	2	3	2	3	4	2	4	4	1	3	3	2	4	4	2	4	4
Total	510	602	989	280	490	1,127	280	593	697	530	765	1,127	620	972	1,066	285	654	808	570	1,023	1,023	500	903	903

Existing Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Existing AADT	5,100	5,100	5,100	3,600	5,700	13,100	4,200	6,900	8,100	5,300	8,900	13,100	6,200	11,300	12,400	3,400	7,600	9,400	7,100	11,900	11,900	6,300	10,500	10,500
Cube Year	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
Design Year	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046
Growth Rate																								
Growth Scale																								
Cube AADT	6600	10100	10100	5200	11000	13100	6300	7200	8100	8100	11400	13100	8100	11400	12400	6700	8100	8100	10800	10800	9600	9600	9600	
Design Year AADT	7000	11500	11500	5700	13100	13100	6900	8100	8100	8900	13100	13100	11300	12400	12400	7600	9400	9400	11900	11900	10500	10500	10500	

**TRAFFIC DATA FOR NOISE STUDIES**

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

Project: S Selmon Expressway PD&E Study

State Project Number(s):

Work Program Number(s):

Federal Aid Number(s):

Segment Description: S Selmon Expressway from South of Euclid Avenue to Kennedy Boulevard

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

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

**S Selmon Expressway Arterials**

Segment No:	1			2			3			4			5			6			7			8	
From/To:	Euclid Ave W of Selmon			Euclid Ave E of Selmon			El Prado Blvd			Bay to Bay Blvd E of Ferdinand Ave			Bay to Bay Blvd W of MacDill Ave			Bay to Bay Blvd E of MacDill Ave			Bay to Bay Blvd W of Ysabella Ave			MacDill Ave S of Bay to E	
Model:	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)
Dir Lanes:	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Year:	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046
ADT: LOS (C)	6570	6570	6570	6570	6570	6570	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	6570	6570
ADT: Demand	17200	24200	24200	10100	14200	14200	18300	25700	25700	18300	25700	25700	14400	20200	20200	13800	19400	19400	12300	17300	17300	15200	21400
Speed: (mph)	30	30	30	30	30	30	30	30	30	35	35	35	35	35	35	35	35	35	35	35	35	35	35
(kmh)	48	48	48	48	48	48	48	48	48	56	56	56	56	56	56	56	56	56	56	56	56	56	56
K =	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
D =	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
T <sub>24</sub> =	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
DHT =	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
% Medium Trucks DHV	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%
% Heavy Trucks DHV	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%
% Buses DHV	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%
% Motorcycles DHV	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%
LOS C Peak:	374	374	374	374	374	374	744	744	744	744	744	744	744	744	744	744	744	744	744	744	744	374	374
LOS C Off-Peak:	283	283	283	283	283	283	561	561	561	561	561	561	561	561	561	561	561	561	561	561	561	283	283
Demand Peak (Calculated):	980	1,379	1,379	576	809	809	0	0	0	1,043	1,465	1,465	821	1,151	1,151	787	1,106	1,106	701	986	986	866	1,220
Demand Off-Peak (Calculated):	740	1,041	1,041	434	611	611	0	0	0	787	1,105	1,105	619	869	869	593	834	834	529	744	744	654	920
Demand Peak (Given):																							
Demand Off-Peak (Given):																							
Demand Peak:	980	1,379	1,379	576	809	809	0	0	0	1,043	1,465	1,465	821	1,151	1,151	787	1,106	1,106	701	986	986	866	1,220
Demand Off-Peak:	740	1,041	1,041	434	611	611	0	0	0	787	1,105	1,105	619	869	869	593	834	834	529	744	744	654	920
Stamina/TNM Input	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	LOS (C)	LOS (C)
<b>LOS C Peak:</b>																							
Autos	366	366	366	366	366	366	727	727	727	727	727	727	727	727	727	727	727	727	727	727	727	366	366
Med Trucks	4	4	4	4	4	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	4	4
Hvy Trucks	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3
Buses	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Motorcycles	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
Total	374	374	374	374	374	374	744	744	744	744	744	744	744	744	744	744	744	744	744	744	744	374	374
<b>LOS C Off-Peak:</b>																							
Autos	276	276	276	276	276	276	548	548	548	548	548	548	548	548	548	548	548	548	548	548	548	276	276
Med Trucks	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3
Hvy Trucks	2	2	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2
Buses	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0
Motorcycles	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	283	283	283	283	283	283	561	561	561	561	561	561	561	561	561	561	561	561	561	561	561	283	283
<b>Demand Peak:</b>																							
Autos	958	1,348	1,348	563	791	791	0	0	0	1,020	1,432	1,432	802	1,125	1,125	769	1,081	1,081	685	964	964	847	1,192
Med Trucks	10	15	15	6	9	9	0	0	0	11	15	15	9	12	12	8	12	12	7	10	10	9	13
Hvy Trucks	8	11	11	4	6	6	0	0	0	8	11	11	6	9	9	6	9	9	5	8	8	7	9
Buses	2	2	2	1	1	1	0	0	0	2	3	3	1	2	2	1	2	2	1	2	2	2	2
Motorcycles	3	4	4	1	2	2	0	0	0	3	4	4	2	3	3	2	3	3	2	3	3	2	3
Total	980	1,379	1,379	576	809	809	0	0	0	1,043	1,465	1,465	821	1,151	1,151	787	1,106	1,106	701	986	986	866	1,220
<b>Demand Off-Peak:</b>																							
Autos	723	1,017	1,017	424	597	597	0	0	0	769	1,080	1,080	605	849	849	580	815	815	517	727	727	639	899
Med Trucks	8	11	11	5	6	6	0	0	0	8	12	12	7	9	9	6	9	9	6	8	8	7	10
Hvy Trucks	6	8	8	3	5	5	0	0	0	6	9	9	5	7	7	5	6	6	4	6	6	5	7
Buses	1	2	2	1	1	1	0	0	0	1	2	2	1	2	2	1	1	1	1	1	1	1	2
Motorcycles	2	3	3	1	2	2	0	0	0	2	3	3	2	2	2	2	2	2	1	2	2	2	2
Total	740	1,041	1,041	434	611	611	0	0	0	787	1,105	1,105	619	869	869	593	834	834	529	744	744	654	920

Existing Year	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
Existing AADT	17200	17200	17200	10100	10100	10100	0	0	0	18300	18300	18300	14400	14400	14400	13800	13800	13800	12300	12300	12300	15200	21400
Cube Year	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
Design Year	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046
Growth Rate	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Growth Scale	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405
Cube AADT																							
Design Year AADT	24200	24200	24200	14200	14200	14200	0	0	0	25700	25700	25700	20200	20200	20200	19400	19400	19400	17300	17300	17300	15200	21400

Bay Blvd	9			10			11			12			13			14			15			16		
	MacDill Ave N of Bay to Bay Blvd			Swann Ave			Cleveland St W of Willow Ave			Cleveland St E of Willow Ave			Cleveland St E of South Blvd			Borein St E of Hyde Park Ave			Borein St E of Plant Ave			Platt St W of Willow Ave		
Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2
2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
6570	6570	6570	6570	6570	6570	6570	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	20970	13050	13050	13050
21400	14900	20900	20900	21000	29500	29500	21300	29900	29900	21300	29900	29900	17200	24200	24200	19900	28000	28000	10400	14600	14600	13200	18500	18500
35	35	35	35	30	30	30	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
56	56	56	56	48	48	48	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56
10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	1.05%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%
0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.77%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%
0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.17%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%
0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%
374	374	374	374	374	374	374	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	744	744	744	
283	283	283	283	283	283	283	902	902	902	902	902	902	902	902	902	902	902	902	902	902	902	561	561	561
1,220	849	1,191	1,191	0	0	0	1,197	1,682	1,682	1,214	1,704	1,704	980	1,379	1,379	1,134	1,596	1,596	593	832	832	752	1,055	1,055
920	641	899	899	0	0	0	903	1,269	1,269	916	1,286	1,286	740	1,041	1,041	856	1,204	1,204	447	628	628	568	796	796
LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	Demand	Demand	LOS (C)	LOS (C)	LOS (C)
366	366	366	366	366	366	366	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	1,180	734	734	734
4	4	4	4	4	4	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	4
3	3	3	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	3	3
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2
374	374	374	374	374	374	374	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	1,195	744	744	744
276	276	276	276	276	276	276	890	890	890	890	890	890	890	890	890	890	890	890	890	890	890	554	554	554
3	3	3	3	3	3	3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	3	3
2	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2
0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1
283	283	283	283	283	283	283	902	902	902	902	902	902	902	902	902	902	902	902	902	902	902	561	561	561
1,192	830	1,164	1,164	0	0	0	1,182	1,660	1,660	1,199	1,683	1,683	968	1,362	1,362	1,120	1,576	1,576	585	822	822	743	1,041	1,041
13	9	13	13	0	0	0	6	9	9	6	9	9	5	7	7	6	8	8	3	4	4	4	6	6
9	7	9	9	0	0	0	5	7	7	5	7	7	4	5	5	4	6	6	2	3	3	3	4	4
2	1	2	2	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	2	3	3	0	0	0	3	4	4	3	4	4	3	4	4	3	4	4	2	2	2	2	3	3
1,220	849	1,191	1,191	0	0	0	1,197	1,682	1,682	1,214	1,704	1,704	980	1,379	1,379	1,134	1,596	1,596	593	832	832	752	1,055	1,055
899	626	878	878	0	0	0	892	1,252	1,252	904	1,269	1,269	730	1,027	1,027	845	1,189	1,189	442	620	620	560	785	785
10	7	9	9	0	0	0	5	7	7	5	7	7	4	5	5	4	6	6	2	3	3	3	4	4
7	5	7	7	0	0	0	3	5	5	4	5	5	3	4	4	3	5	5	2	2	2	2	3	3
2	1	2	2	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	1	1
2	2	2	2	0	0	0	2	3	3	2	3	3	2	3	3	2	3	3	1	2	2	1	2	2
920	641	899	899	0	0	0	903	1,269	1,269	916	1,286	1,286	740	1,041	1,041	856	1,204	1,204	447	628	628	568	796	796

2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
15200	14900	14900	14900	0	0	0	21000	21000	21000	21300	21300	21300	21300	21300	21300	17200	17200	19900	19900	10400	10400	13200	13200	13200
2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405
21400	20900	20900	20900	0	0	0	29500	29500	29500	29900	29900	29900	29900	29900	29900	24200	24200	28000	28000	14600	14600	18500	18500	18500

17			18			19			20			21			22			23			24			South
Platt St E of Willow Ave			Platt St E of South Blvd			Platt St E of Plant Ave			Willow Ave S of Platt St			Willow Ave N of Platt St			Willow Ave N of Cleveland Ave			South Blvd S of Platt St			South Blvd N of Platt St			South
Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility
2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019
13050	13050	13050	13050	13050	13050	13050	13050	13050	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570	6570
17200	24200	24200	10400	14600	14600	7300	10300	10300	4200	5900	5900	6300	8900	8900	7900	11100	11100	8500	11900	11900	9100	12800	12800	10100
35	35	35	35	35	35	35	35	35	25	25	25	30	30	30	30	30	30	30	30	30	30	30	30	30
56	56	56	56	56	56	56	56	56	40	40	40	48	48	48	48	48	48	48	48	48	48	48	48	48
10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%
0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%
0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%
0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%
744	744	744	744	744	744	744	744	744	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374
561	561	561	561	561	561	561	561	561	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
980	1,379	1,379	593	832	832	416	587	587	239	336	336	359	507	507	450	633	633	485	678	678	519	730	730	576
740	1,041	1,041	447	628	628	314	443	443	181	254	254	271	383	383	340	477	477	366	512	512	391	550	550	434
LOS (C)	LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	Demand	Demand	Demand	Demand	Demand	Demand	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)
734	734	734	734	734	734	734	734	734	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370	370
4	4	4	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
744	744	744	744	744	744	744	744	744	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374	374
554	554	554	554	554	554	554	554	554	279	279	279	279	279	279	279	279	279	279	279	279	279	279	279	279
3	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
561	561	561	561	561	561	561	561	561	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
968	1,362	1,362	585	822	822	411	580	580	236	332	332	355	501	501	445	625	625	478	670	670	512	720	720	568
5	7	7	3	4	4	2	3	3	1	2	2	2	3	3	2	3	3	3	4	4	3	4	4	3
4	5	5	2	3	3	2	2	2	1	1	1	1	2	2	2	2	2	2	3	3	2	3	3	2
1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1	1
3	4	4	2	2	2	1	2	2	1	1	1	1	1	1	1	2	2	1	2	2	1	2	2	2
980	1,379	1,379	593	832	832	416	587	587	239	336	336	359	507	507	450	633	633	485	678	678	519	730	730	576
730	1,027	1,027	442	620	620	310	437	437	178	250	250	267	378	378	335	471	471	361	505	505	386	543	543	429
4	5	5	2	3	3	2	2	2	1	1	1	1	2	2	2	3	3	2	3	3	2	3	3	2
3	4	4	2	2	2	1	2	2	1	1	1	1	1	1	1	2	2	1	2	2	2	2	2	2
1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	3	3	1	2	2	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
740	1,041	1,041	447	628	628	314	443	443	181	254	254	271	383	383	340	477	477	366	512	512	391	550	550	434

2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
17200	17200	10400	10400	7300	7300	4200	4200	6300	6300	7900	7900	8500	8500	9100	9100	9100	9100	9100	9100	9100	9100	9100	9100	9100
2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046	2046
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405
24200	24200	14600	14600	10300	10300	5900	5900	8900	8900	11100	11100	11900	11900	11900	11900	11900	11900	11900	11900	11900	12800	12800	12800	

25		26			27			28			29			30		
Blvd N of Cleveland Ave		Hyde Park Ave S of Cleveland Ave			Hyde Park Ave N of Cleveland Ave			Plant Ave S of Platt St			Plant Ave N of Platt St			Plant Ave N of Brorein St		
No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)	Existing Facility	No-Build (Design Year)	Build 2 (Design Year)
1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046	2019	2046	2046
6570	6570	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050	13050
14200	14200	9700	13600	13600	6400	9000	9000	11400	16000	16000	14400	20200	20200	3900	5500	5500
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%	10.00%
57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%	57.00%
2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%	0.53%
0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%	0.39%
0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%	0.09%
0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%	0.26%
374	374	744	744	744	744	744	744	744	744	744	744	744	744	744	744	744
283	283	561	561	561	561	561	561	561	561	561	561	561	561	561	561	561
809	809	553	775	775	365	513	513	650	912	912	821	1,151	1,151	222	314	314
611	611	417	585	585	275	387	387	490	688	688	619	869	869	168	237	237
LOS (C)	LOS (C)	Demand	LOS (C)	LOS (C)	Demand	Demand	Demand	Demand	LOS (C)	LOS (C)	LOS (C)	LOS (C)	LOS (C)	Demand	Demand	Demand
370	370	734	734	734	734	734	734	734	734	734	734	734	734	734	734	734
2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
374	374	744	744	744	744	744	744	744	744	744	744	744	744	744	744	744
279	279	554	554	554	554	554	554	554	554	554	554	554	554	554	554	554
1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
283	283	561	561	561	561	561	561	561	561	561	561	561	561	561	561	561
799	799	546	765	765	360	507	507	642	900	900	810	1,137	1,137	219	310	310
4	4	3	4	4	2	3	3	3	5	5	4	6	6	1	2	2
3	3	2	3	3	1	2	2	3	4	4	3	4	4	1	1	1
1	1	0	1	1	0	0	0	1	1	1	1	1	1	0	0	0
2	2	1	2	2	1	1	1	2	2	2	2	3	3	1	1	1
809	809	553	775	775	365	513	513	650	912	912	821	1,151	1,151	222	314	314
603	603	412	577	577	272	382	382	484	679	679	611	858	858	166	234	234
3	3	2	3	3	1	2	2	3	4	4	3	5	5	1	1	1
2	2	2	2	2	1	1	1	2	3	3	2	3	3	1	1	1
1	1	0	1	1	0	0	0	0	1	1	1	1	1	0	0	0
2	2	1	2	2	1	1	1	1	2	2	2	2	2	0	1	1
611	611	417	585	585	275	387	387	490	688	688	619	869	869	168	237	237

2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019
10100	10100	9700	9700	9700	6400	6400	6400	11400	11400	11400	14400	14400	14400	3900	3900	3900
2046	2046	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040	2040
2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405	1.405
14200	14200	13600	13600	13600	9000	9000	9000	16000	16000	16000	20200	20200	20200	5500	5500	5500

## Appendix B - Project Aerials





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**SELMON EXPRESSWAY**

**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited

- Impacted, Not Benefited
- Impacted, Benefited

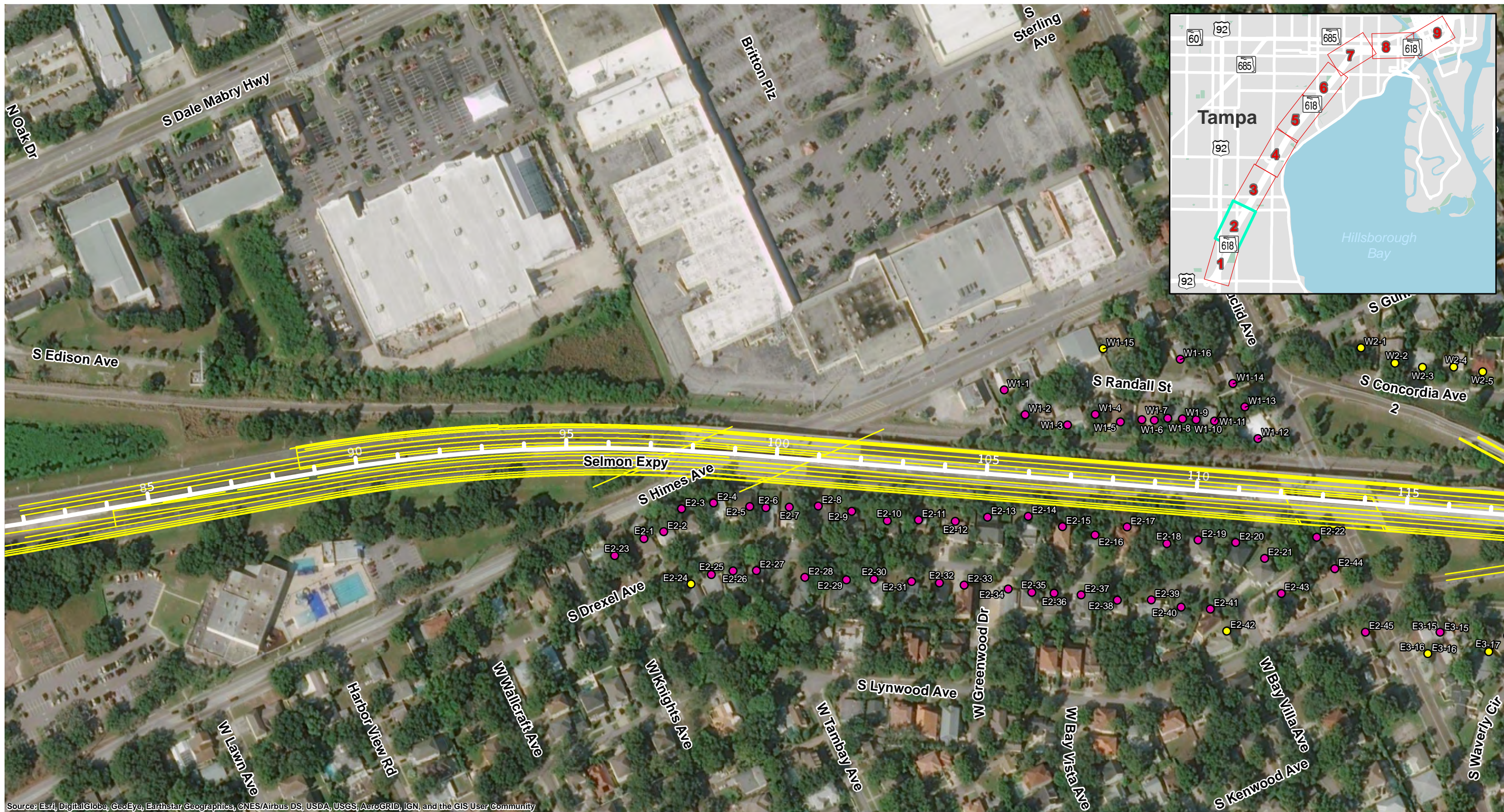
- Validation Sites
- Proposed Noise Wall

- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 1 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

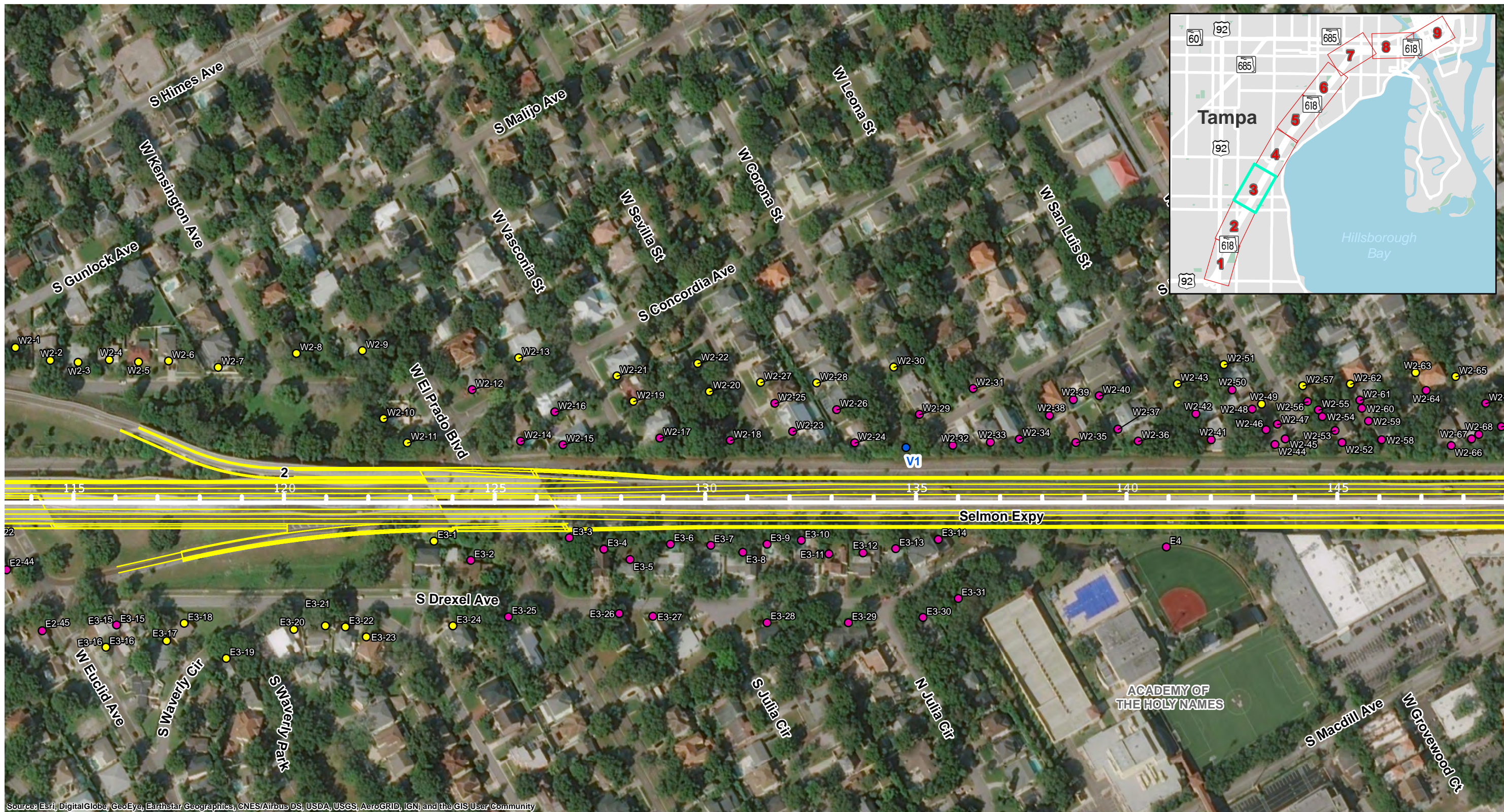


**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



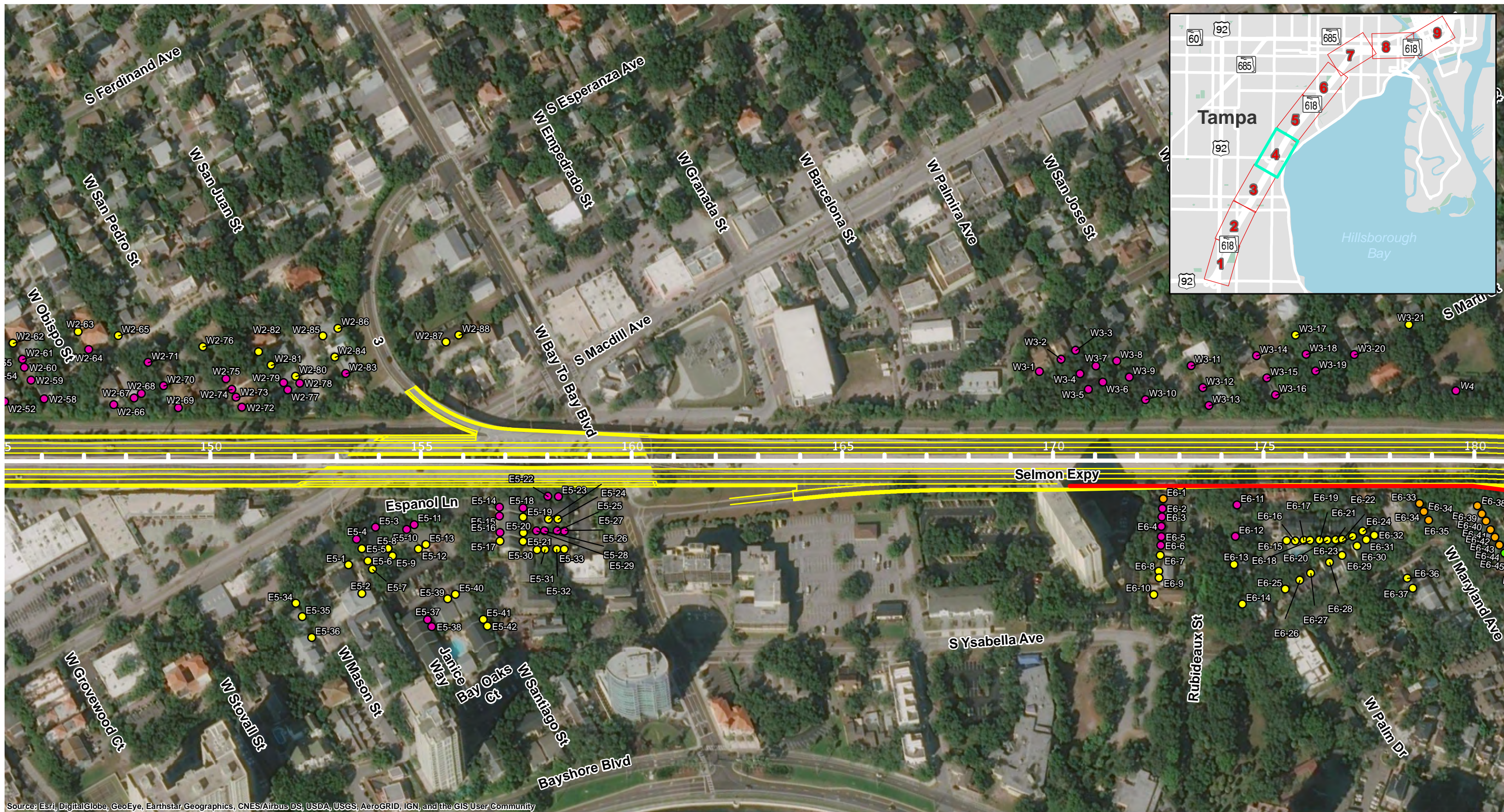
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 3 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



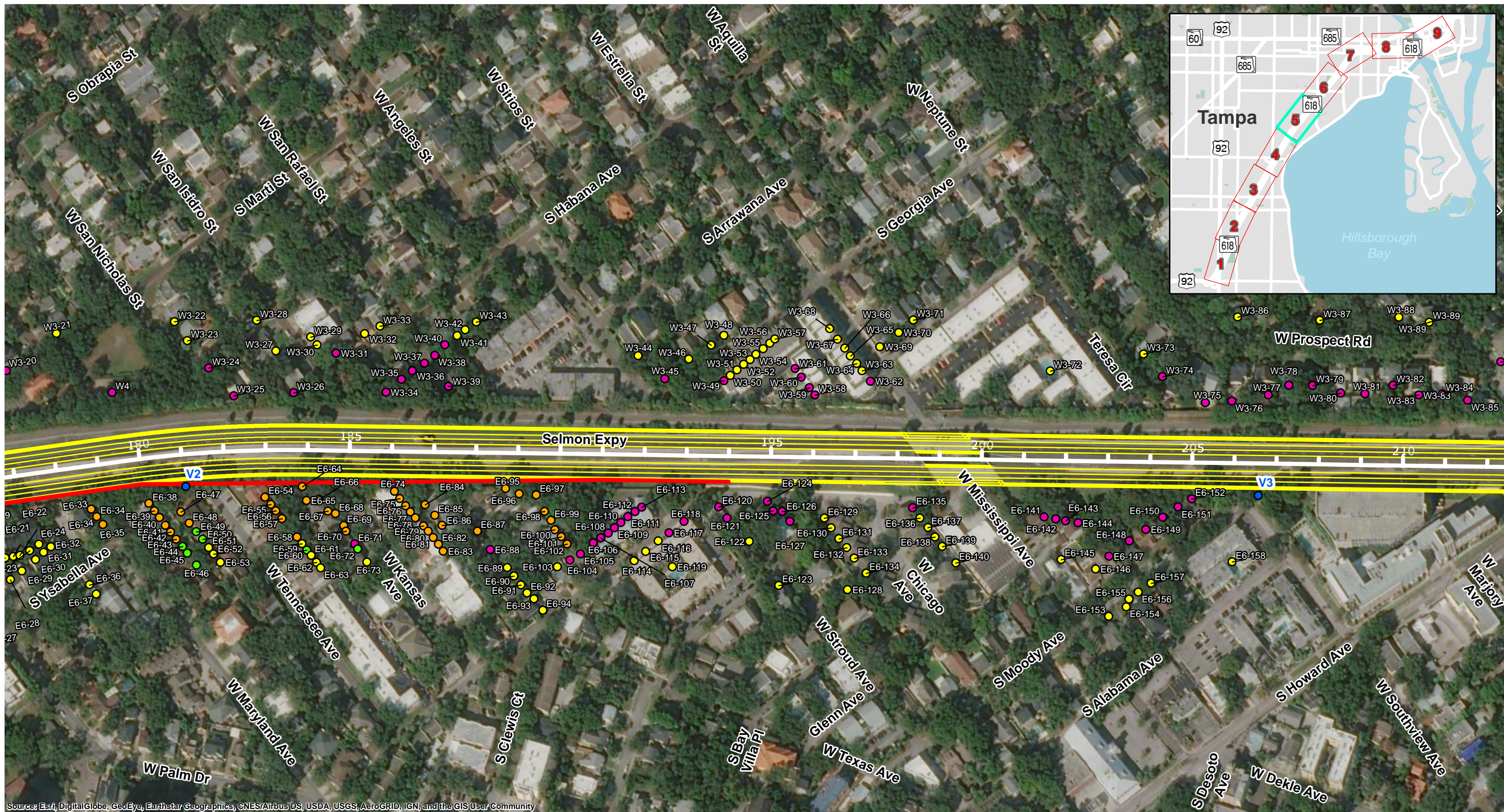
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 4 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



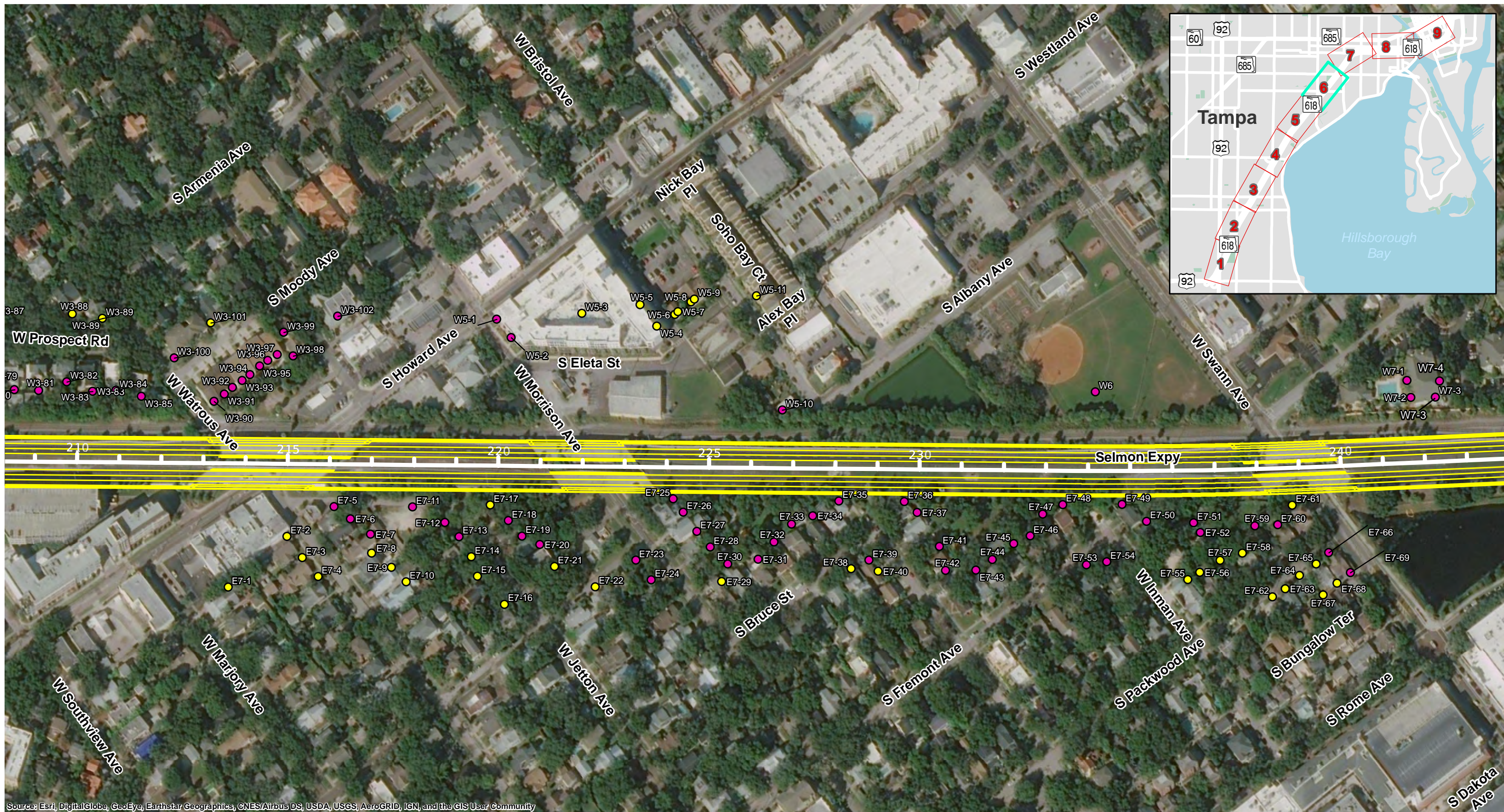
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 5 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



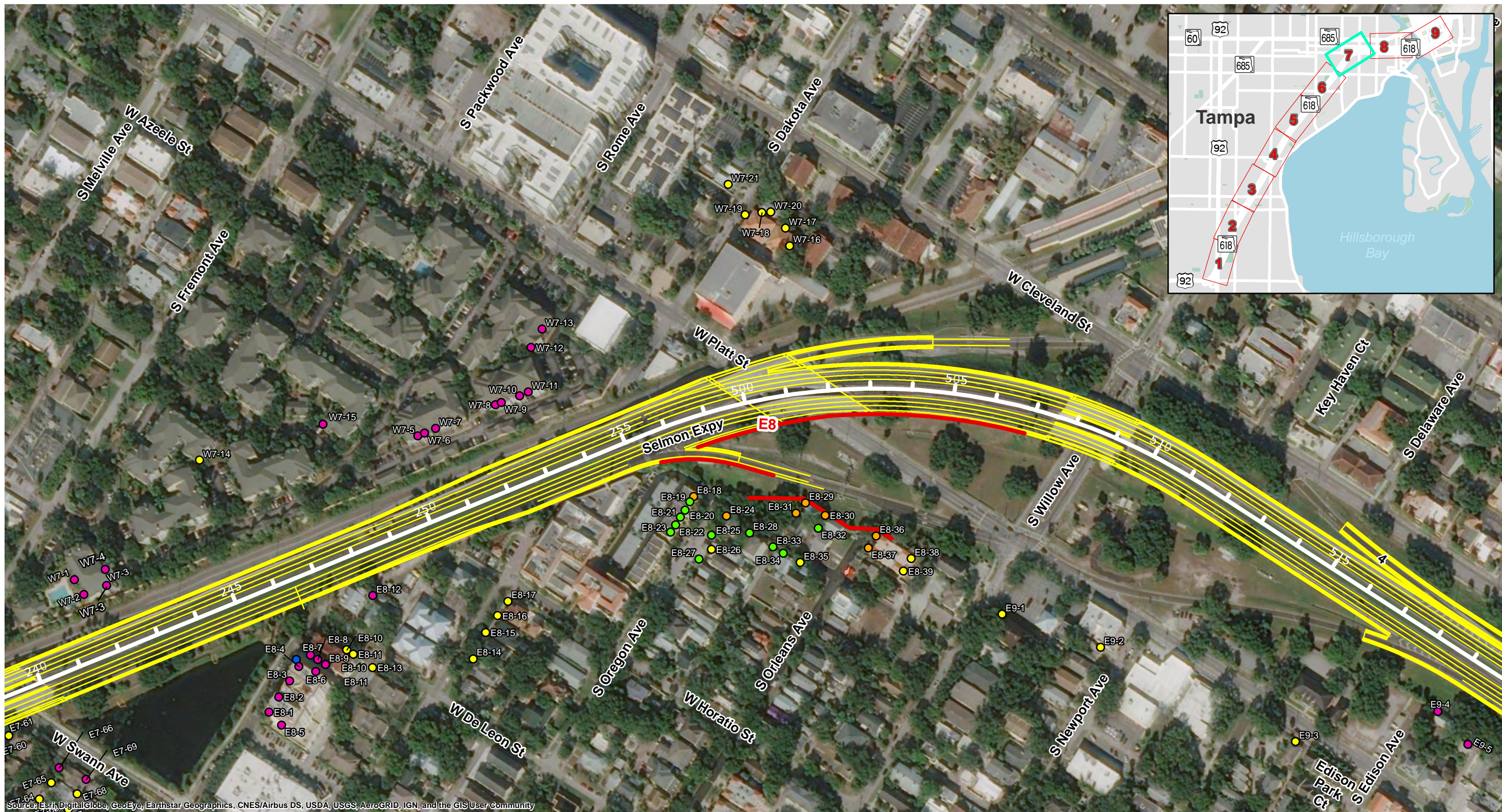
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 6 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



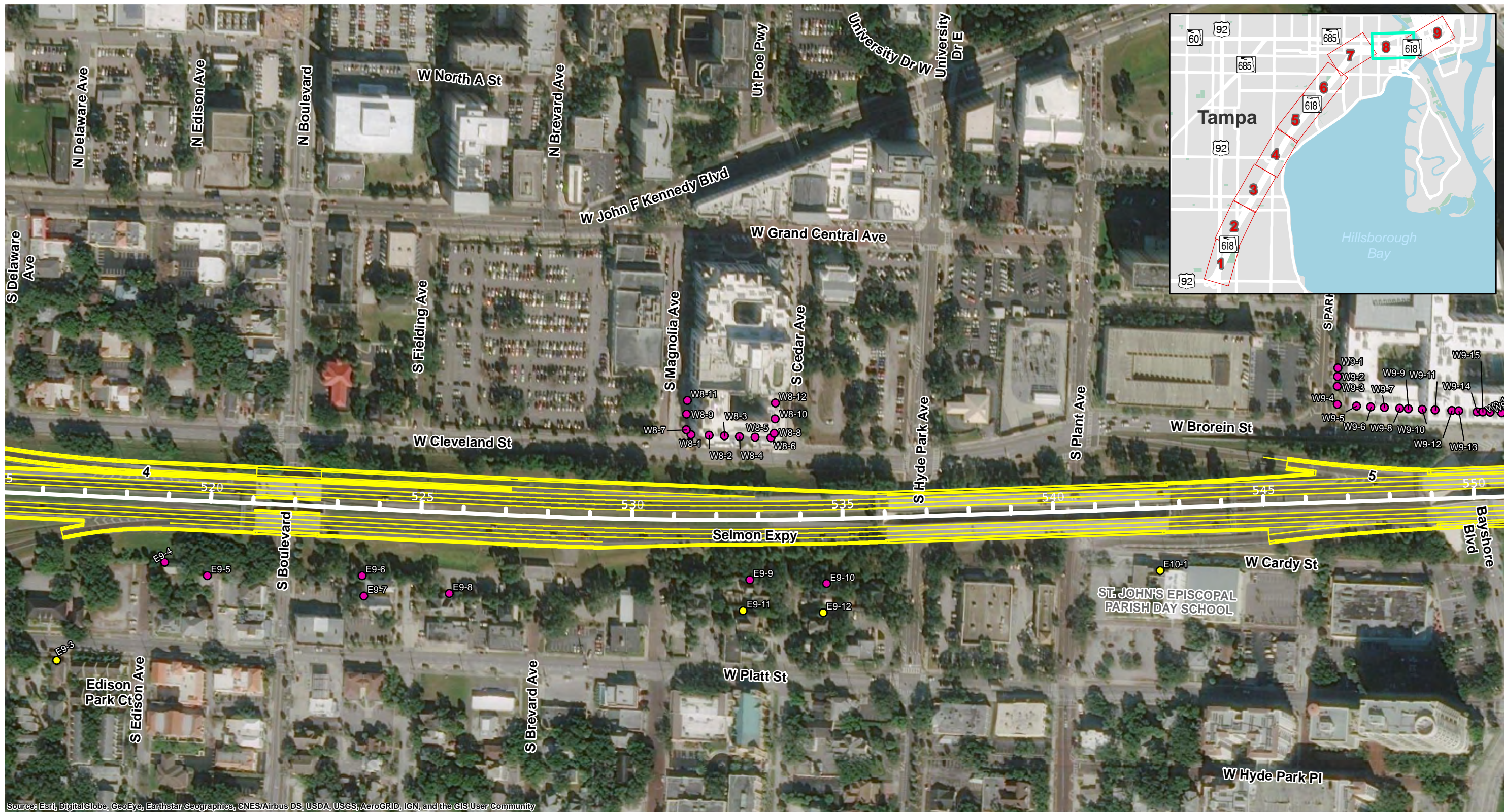
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 7 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



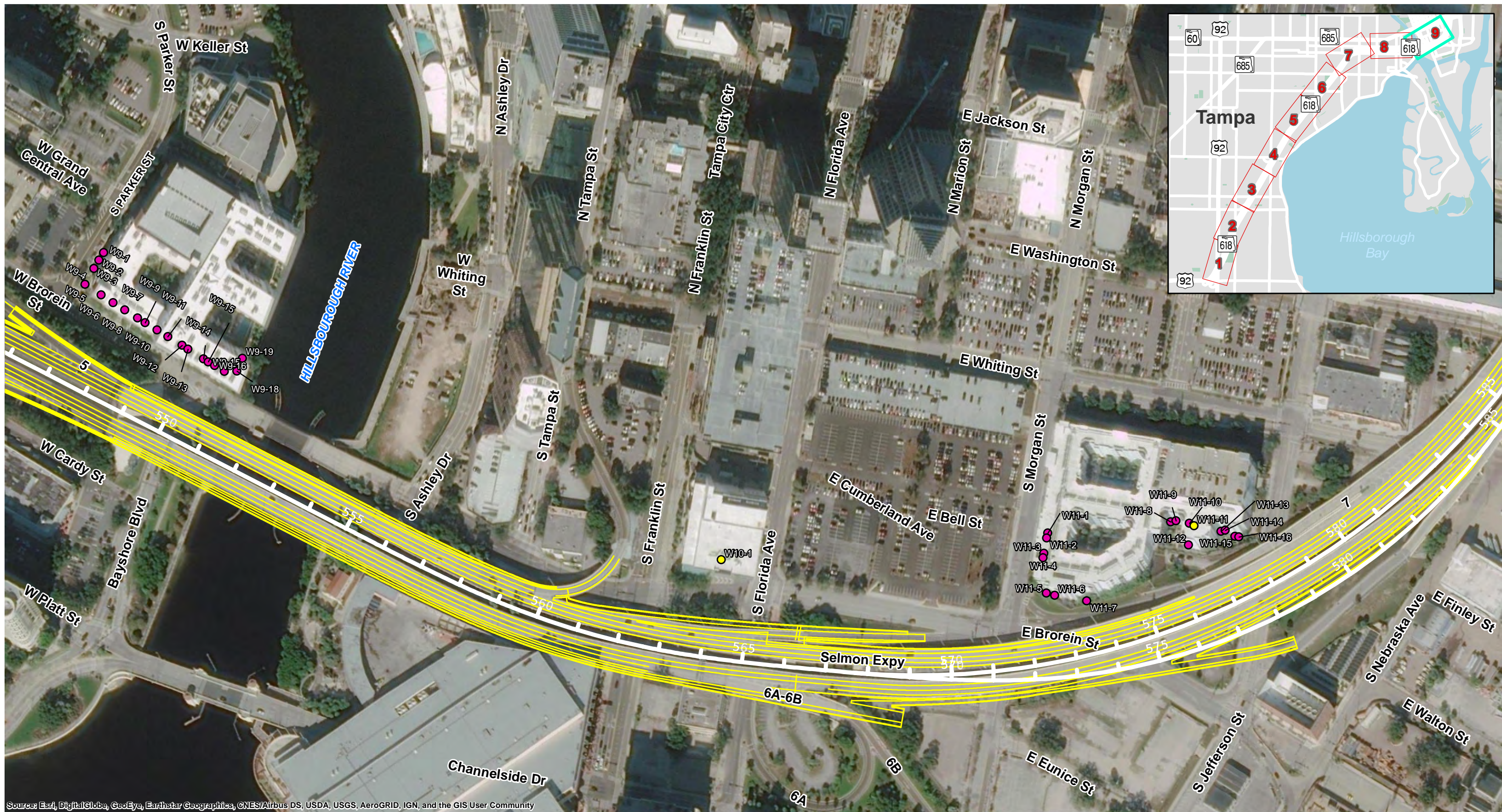
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 8 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



**Receptors:**

- Not Impacted, Not Benefited
- Impacted, Not Benefited
- Validation Sites
- Proposed Improvements
- Not Impacted, Benefited
- Impacted, Benefited
- Proposed Noise Wall



**South Selmon PD&E Study**  
**Noise Barriers Alternative 2**  
 Map 9 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**SELMON EXPRESSWAY**

**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited

- Impacted, Not Benefited
- Impacted, Benefited

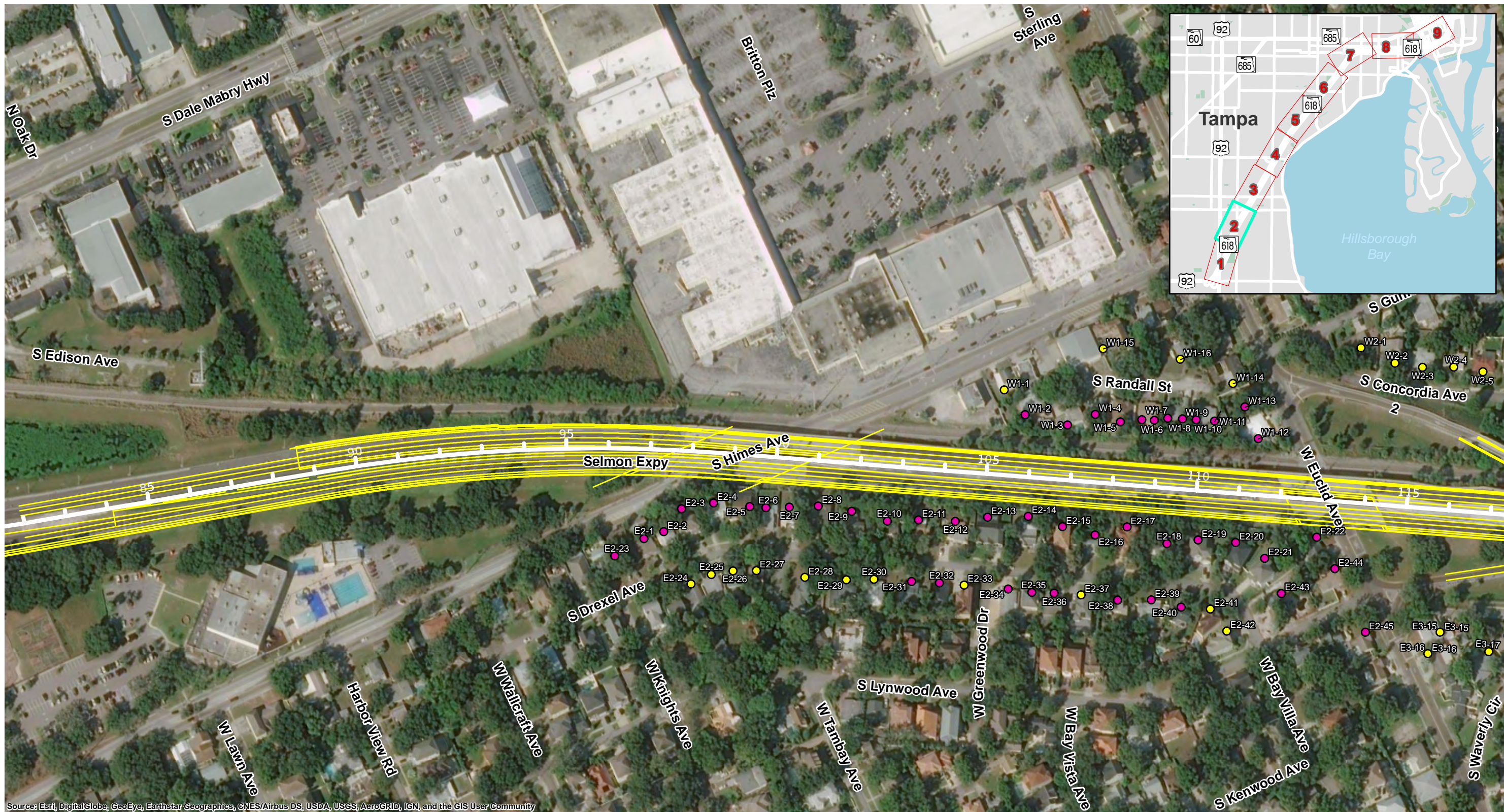
- Validation Sites
- Proposed Noise Wall

- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 1 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

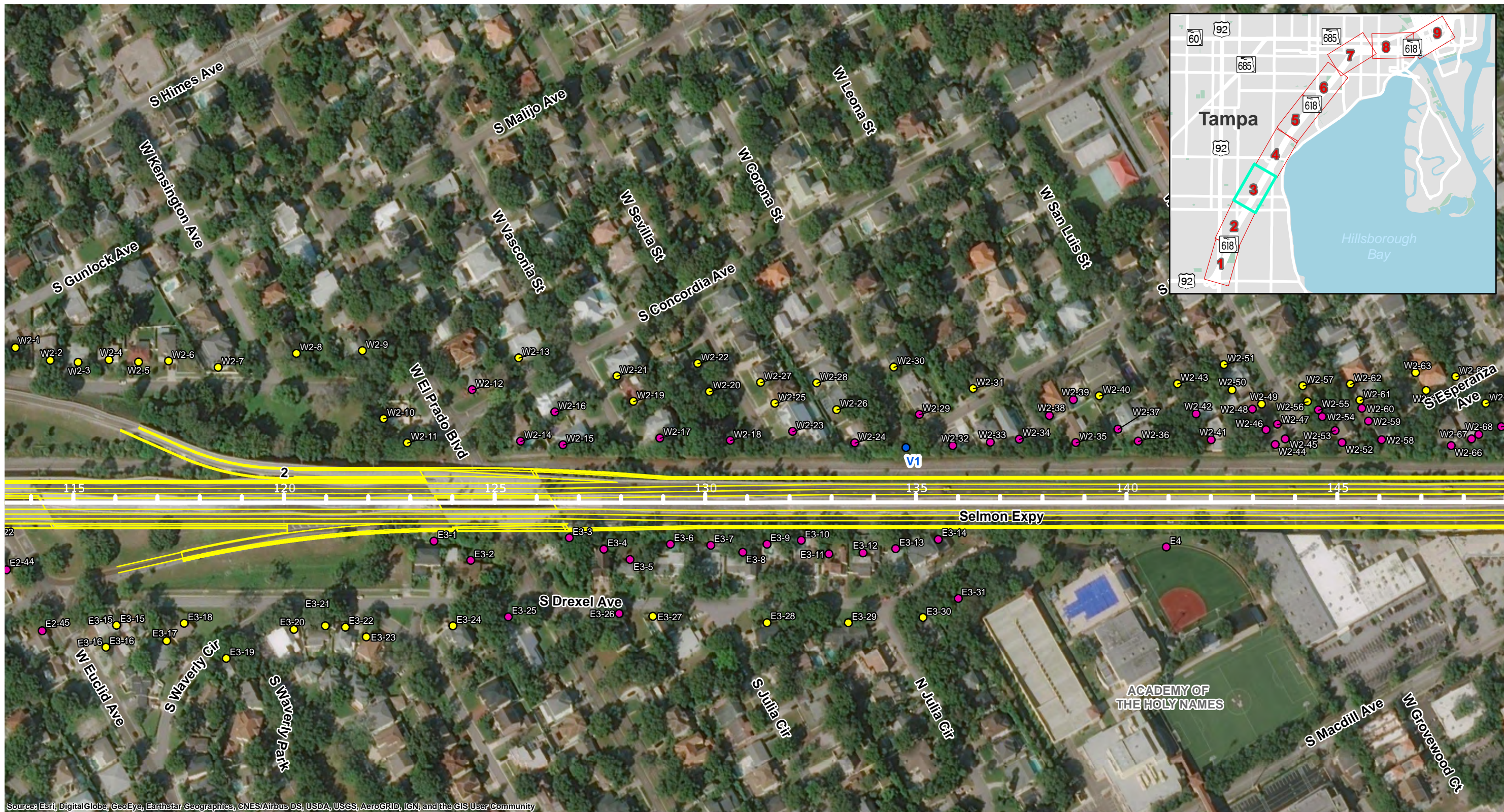


**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

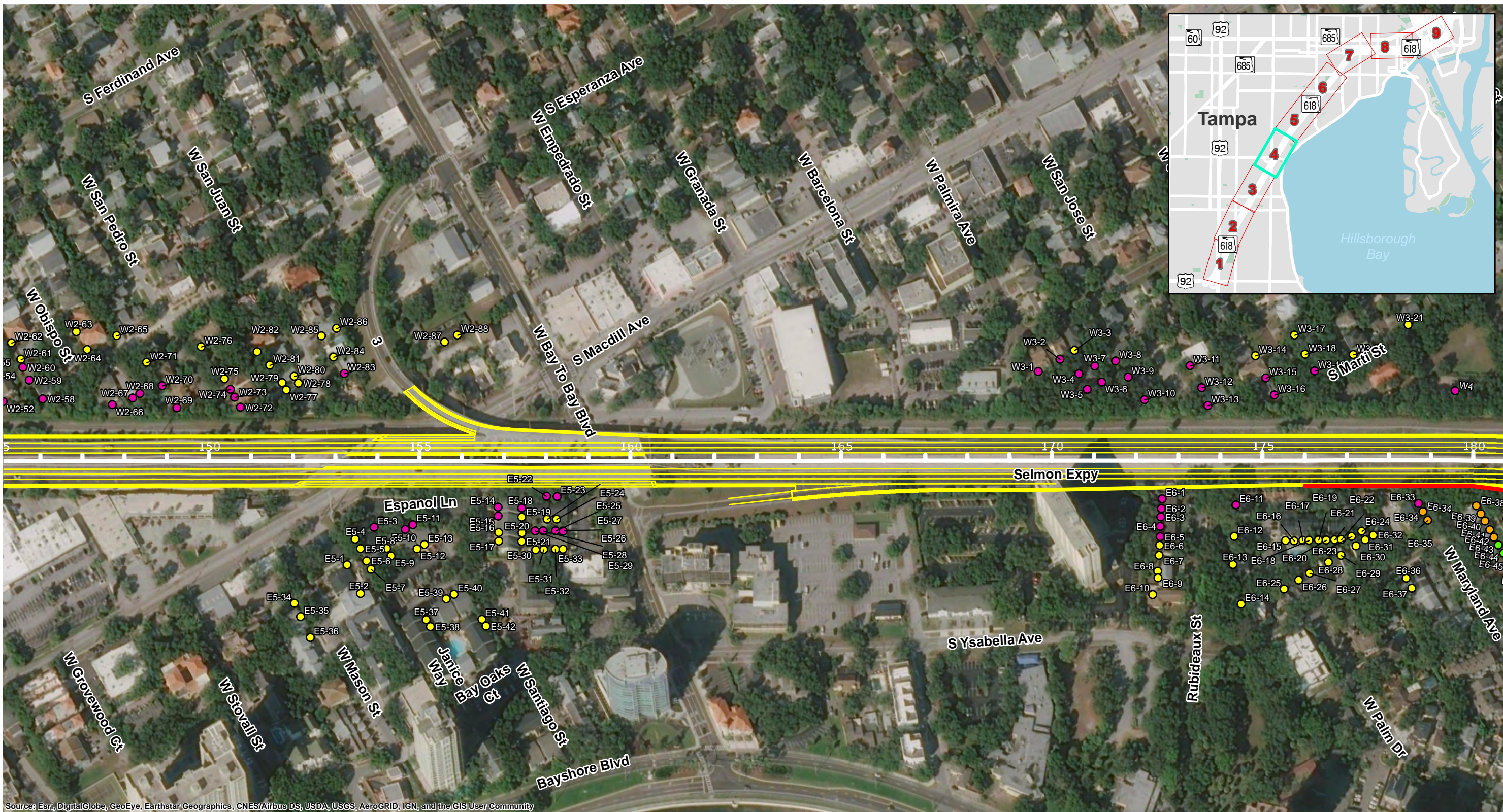


**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

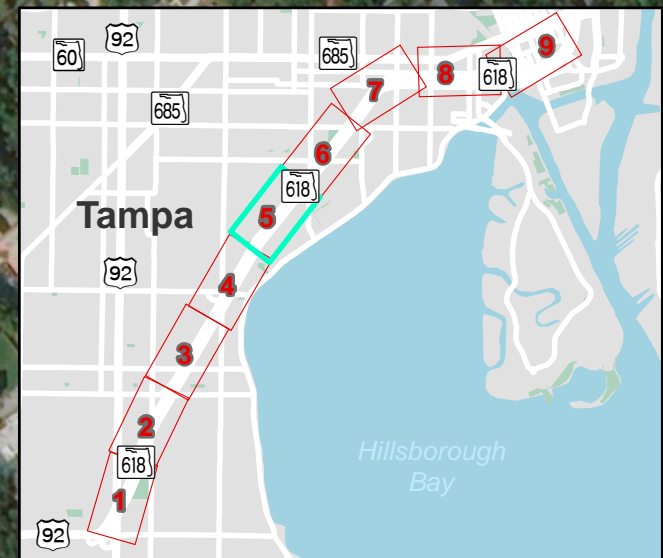
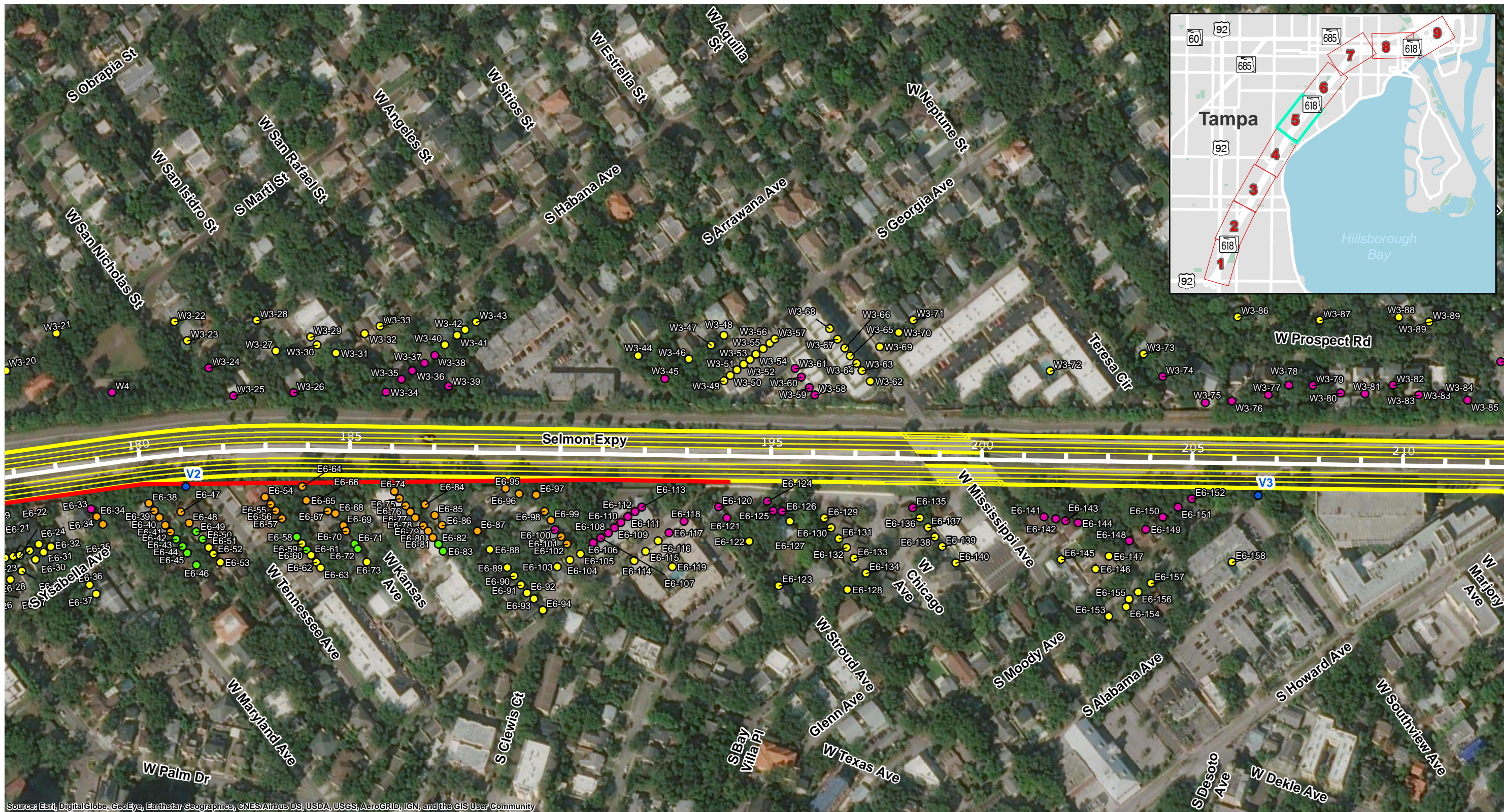


**Receptors:**

- Not Impacted, Not Benefited
- Impacted, Not Benefited
- Validation Sites
- Proposed Improvements
- Impacted, Benefited
- Proposed Noise Wall







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



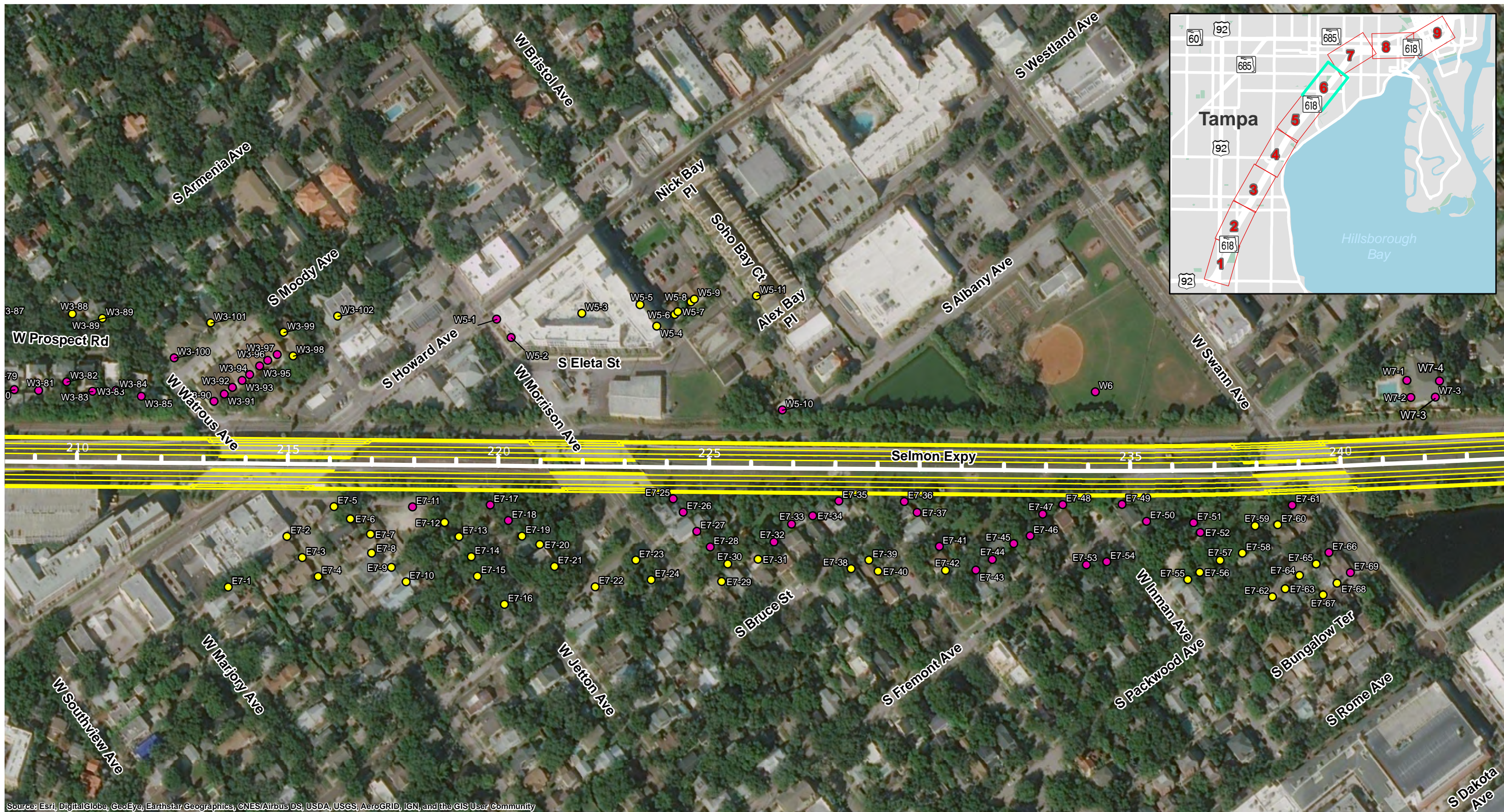
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 5 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



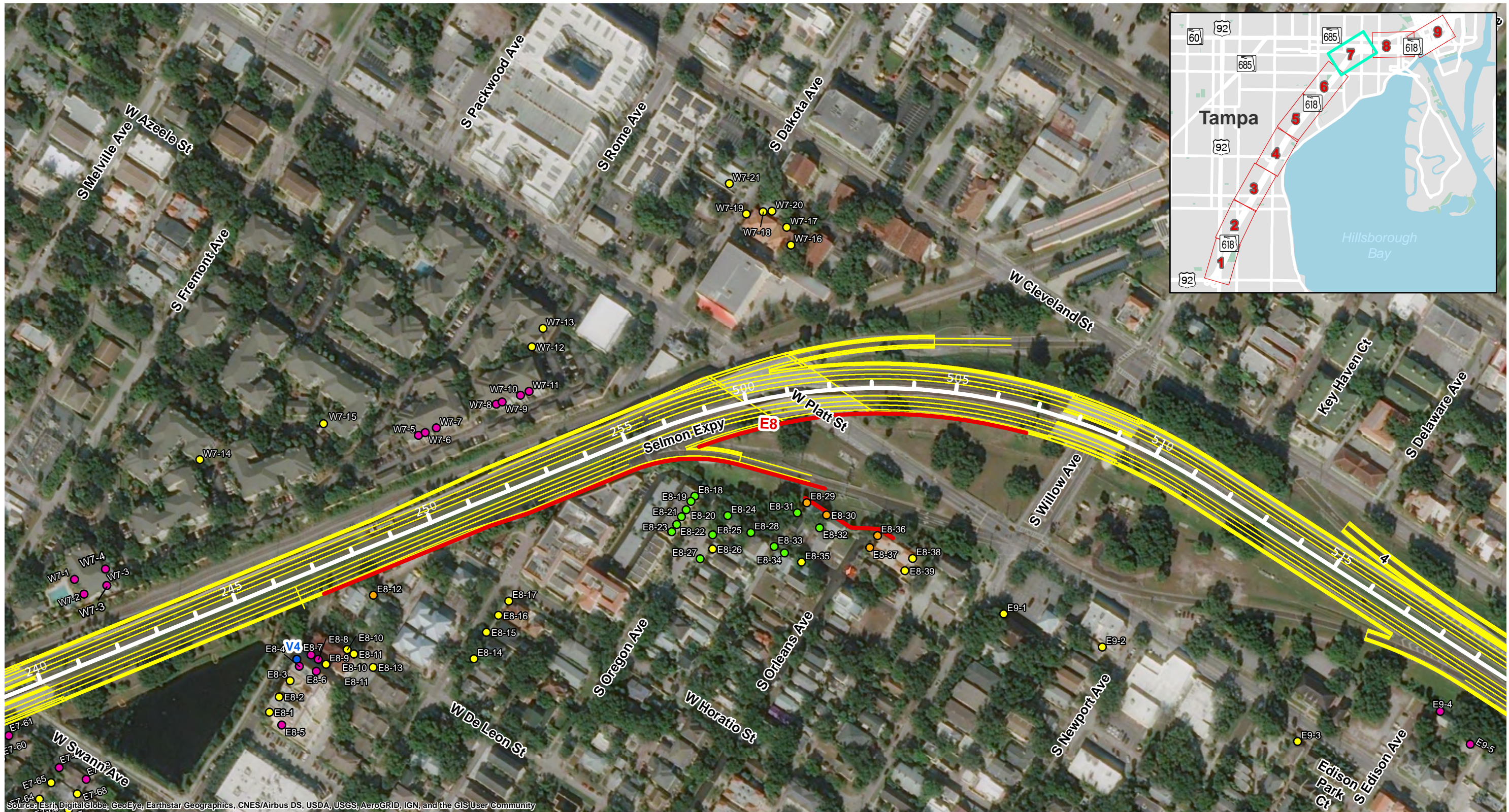
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 6 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**SELMON EXPRESSWAY**

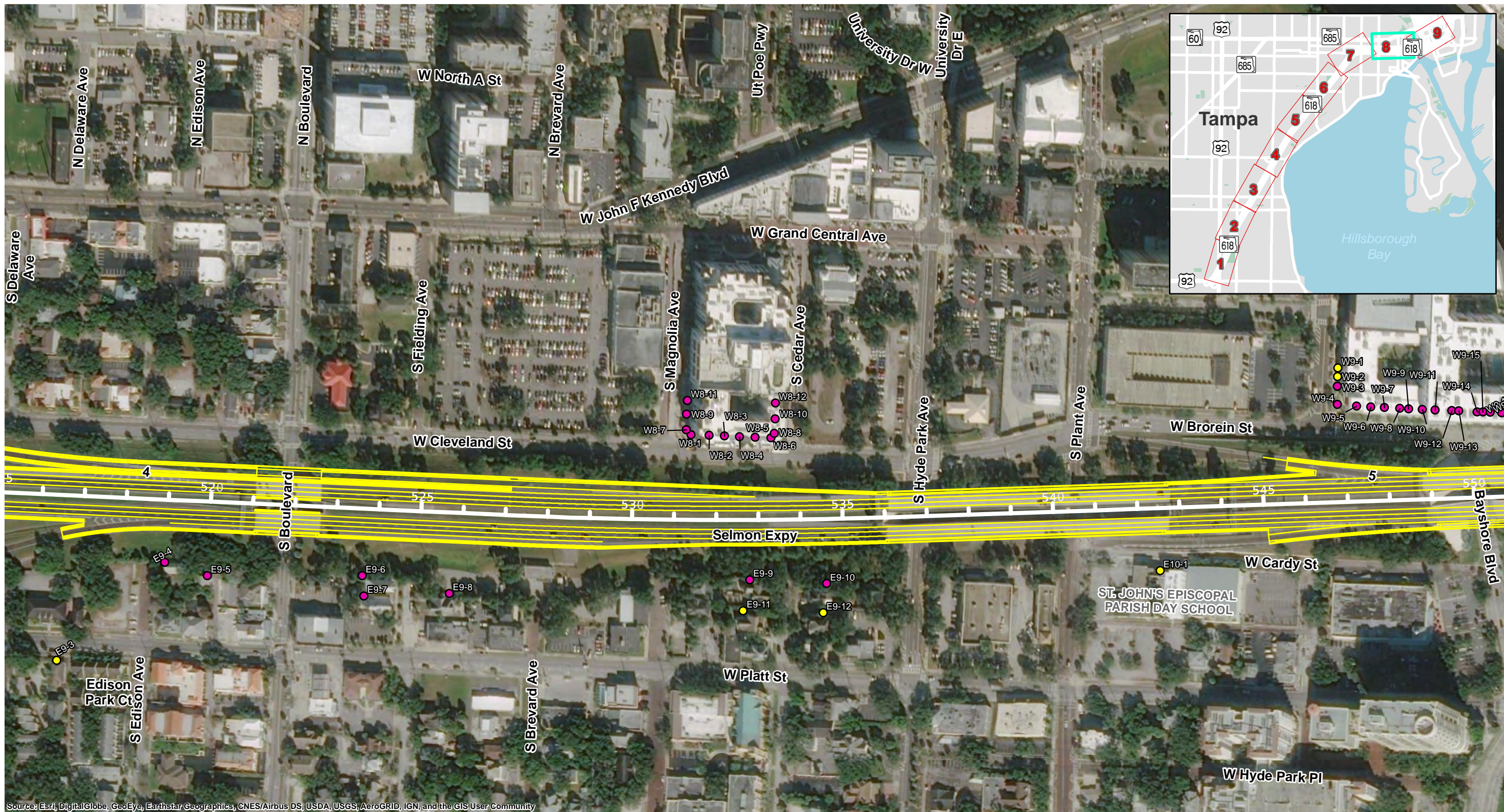
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 7 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



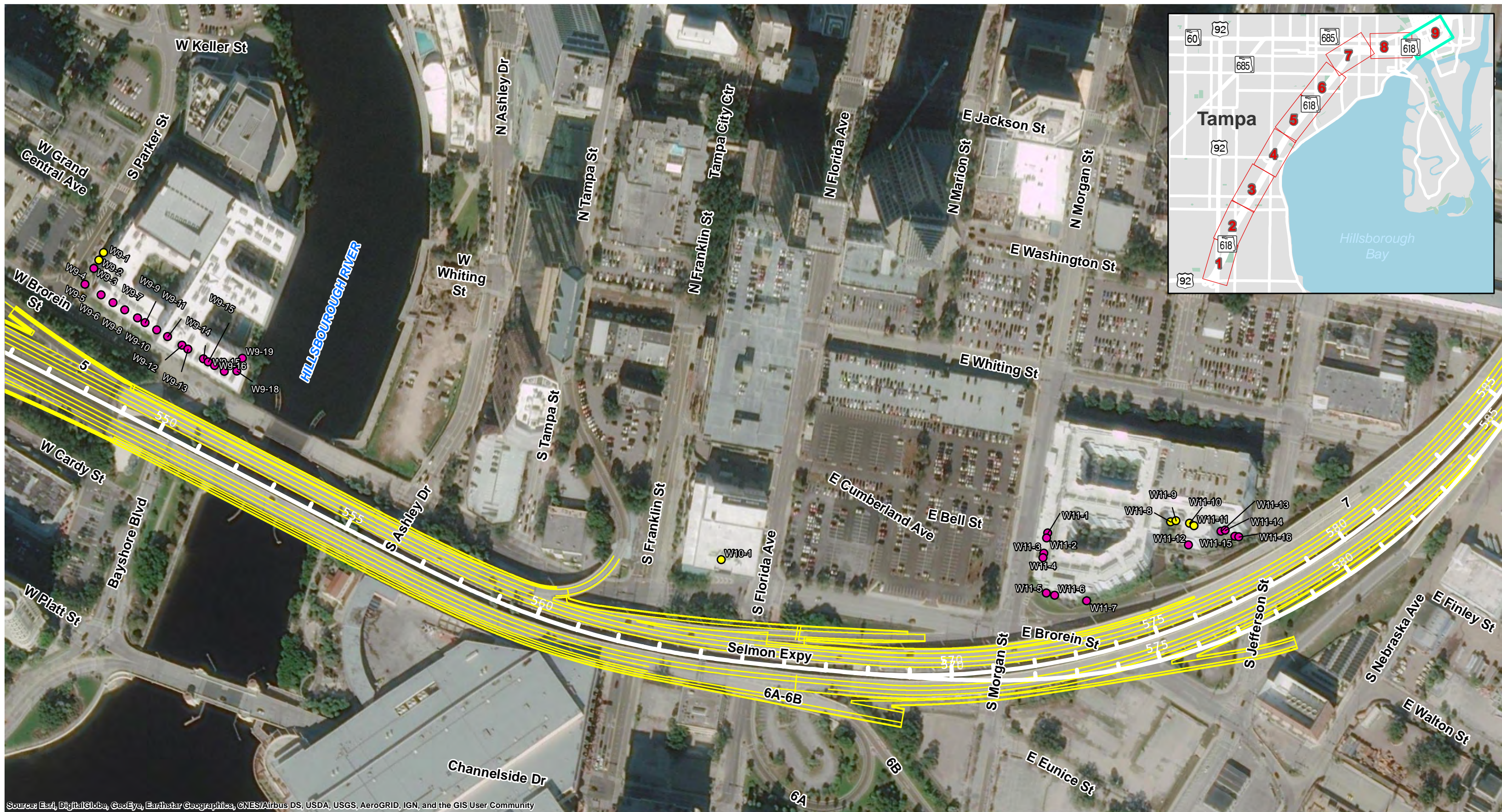
**Receptors:**

- Not Impacted, Not Benefited
- Not Impacted, Benefited
- Impacted, Not Benefited
- Impacted, Benefited
- Validation Sites
- Proposed Noise Wall
- Proposed Improvements



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 8 of 9





Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**SELMON EXPRESSWAY**

**Receptors:**

- Not Impacted, Not Benefited
- Impacted, Not Benefited
- Validation Sites
- Proposed Improvements
- Not Impacted, Benefited
- Impacted, Benefited
- Proposed Noise Wall



**South Selmon PD&E Study**  
**Noise Barriers Alternative 6**  
 Map 9 of 9



## Appendix C - Validation Data

NOISE MEASUREMENT DATA SHEET

Measurements Taken By: L. Baumaister, L. Del Grosso, E. Howard Date: 6/1/2020  
 Time Study Started: 8:27 Time Study Ended: 9:04

Project Identification:

Project ID: \_\_\_\_\_  
 Project Location: South Selmon Expressway

Site Identification: 1: W. Corona Street, Tampa  
Jersey barrier in median

Weather Conditions:

Sky: Clear \_\_\_\_\_ Partly Cloudy \_\_\_\_\_ Cloudy X Other \_\_\_\_\_  
 Temperature 82.9°F Wind Speed N/A Wind Direction N/A Humidity 88%

Equipment:

Sound Level Meter:

Type: Larson Davis 831 Serial Number(s): 1285  
 Did you check the battery? Yes X No \_\_\_\_\_  
 Calibration Readings: Start 114.00 End 114.02  
 Response Settings: Fast \_\_\_\_\_ Slow X  
 Weighting: A \_\_\_\_\_ Other X

Calibrator:

Type: Larson Davis CAL 200 Serial Number: 5592  
 Did you check the battery? Yes X No \_\_\_\_\_

TRAFFIC DATA

Roadway Identification	Selmon Expy Northbound		Selmon Expy Southbound	
	Run 1-Run 2-Run 3		Run 1-Run 2-Run 3	
Vehicle Type	Volume	Speed (mph) <sup>1</sup>	Volume	Speed (mph)
Autos	147-173-136	--	164-166-147	64-58-64
Medium Trucks	2-2-9	--	16-14-17	60-59-57
Heavy Trucks	9-7-7	--	7-13-13	59-58-54
Buses	0-0-0	--	0-0-0	n/a - n/a - n/a
Motoreycles	0-0-0	--	1-0-1	n/a <sup>2</sup> - n/a - 86
Duration	10 minutes per run		10 minutes per run	

<sup>1</sup> Speeds were only recorded for southbound vehicles.

<sup>2</sup> Speeds were not documented for all vehicle types.

RESULTS [dB(A)]

L<sub>EQ</sub> 64.7 / 65.2 / 66.5

Background Noise: Birds

Major Sources: Selmon Expressway

Unusual Events: ambulance siren; truck with tarp flapping truckbed



NOISE MEASUREMENT DATA SHEET

Measurements Taken By: L. Baumaister, L. Del Grosso, E. Howard Date: 6/1/2020  
 Time Study Started: 10:30 Time Study Ended: 11:30

Project Identification:

Project ID: \_\_\_\_\_  
 Project Location: South Selmon Expressway

Site Identification: 2: W. Tennessee Ave, Tampa  
Jersey barrier in median

Weather Conditions:

Sky: Clear \_\_\_\_\_ Partly Cloudy X Cloudy \_\_\_\_\_ Other \_\_\_\_\_  
 Temperature 86.1°F Wind Speed N/A Wind Direction N/A Humidity 85%

Equipment:

Sound Level Meter:

Type: Larson Davis 831 Serial Number(s): 1285  
 Did you check the battery? Yes X No \_\_\_\_\_  
 Calibration Readings: Start 114.01 End 114.01  
 Response Settings: Fast \_\_\_\_\_ Slow X  
 Weighting: A \_\_\_\_\_ Other X

Calibrator:

Type: Larson Davis CAL 200 Serial Number: 5592  
 Did you check the battery? Yes X No \_\_\_\_\_

TRAFFIC DATA

Roadway Identification	Selmon Expy Northbound		Selmon Expy Southbound	
	Run 1-Run 2-Run 3		Run 1-Run 2-Run 3	
Vehicle Type	Volume	Speed (mph)	Volume	Speed (mph) <sup>1</sup>
Autos	127-138-110	61-61-60	158-167-121	--
Medium Trucks	4-5-10	52-56-57	3-7-3	--
Heavy Trucks	8-7-8	55-54-54	10-5-6	--
Buses	0-1-0	n/a-n/a <sup>2</sup> -n/a	0-1-0	--
Motoreycles	0-1-0	n/a-n/a <sup>2</sup> -n/a	0-0-0	--
Duration	10 minutes per run		10 minutes per run	

<sup>1</sup> Speeds were only recorded for northbound vehicles.

<sup>2</sup> Speeds were not documented for all vehicle types.

RESULTS [dB(A)]

L<sub>EQ</sub> 73.5 / 73.5 / 73.9

Background Noise: \_\_\_\_\_

Major Sources: Selmon Expressway

Unusual Events: beeping from water delivery truck backing up





NOISE MEASUREMENT DATA SHEET

Measurements Taken By: L. Baumaister, L. Del Grosso, E. Howard Date: 6/1/2020  
 Time Study Started: 10:30 Time Study Ended: 11:30

Project Identification:

Project ID: \_\_\_\_\_  
 Project Location: South Selmon Expressway

Site Identification: 3: W. Southview Street, Tampa  
Jersey barrier in median

Weather Conditions:

Sky: Clear \_\_\_\_\_ Partly Cloudy X Cloudy \_\_\_\_\_ Other \_\_\_\_\_  
 Temperature 90°F Wind Speed N/A Wind Direction N/A Humidity 79%

Equipment:

Sound Level Meter:

Type: Larson Davis 831 Serial Number(s): 1285  
 Did you check the battery? Yes X No \_\_\_\_\_  
 Calibration Readings: Start 114.01 End 113.99  
 Response Settings: Fast \_\_\_\_\_ Slow X  
 Weighting: A \_\_\_\_\_ Other X

Calibrator:

Type: Larson Davis CAL 200 Serial Number: 5592  
 Did you check the battery? Yes X No \_\_\_\_\_

TRAFFIC DATA

Roadway Identification	Selmon Expy Northbound		Selmon Expy Southbound	
	Run 1-Run 2-Run 3		Run 1-Run 2-Run 3	
Vehicle Type	Volume	Speed (mph)	Volume	Speed (mph) <sup>1</sup>
Autos	140-111-122	61-60-57	98-113-101	--
Medium Trucks	4-10-4	60-56-52	6-5-8	--
Heavy Trucks	11-7-7	57-56-56	8-3-4	--
Buses	0-0-1	n/a-n/a-n/a <sup>2</sup>	2-1-0	--
Motoreycles	0-0-0	n/a-n/a-n/a	0-1-0	--
Duration	10 minutes per run		10 minutes per run	

<sup>1</sup> Speeds were only recorded for northbound vehicles.

<sup>2</sup> Speeds were not documented for all vehicle types.

RESULTS [dB(A)]

L<sub>EQ</sub> 69.2 / 68.9 / 67.6

Background Noise: Birds

Major Sources: Selmon Expressway

Unusual Events: ambulance siren



NOISE MEASUREMENT DATA SHEET

Measurements Taken By: L. Baumaister, L. Del Grosso, E. Howard, W. Arner Date: 6/18/2020  
 Time Study Started: 8:30 Time Study Ended: 9:26

Project Identification:

Project ID: \_\_\_\_\_

Project Location: South Selmon Expressway

Site Identification: 4: S. Rome Avenue near W De Leon Street, Tampa

Jersey barrier in median

Weather Conditions:

Sky: Clear X Partly Cloudy \_\_\_\_\_ Cloudy \_\_\_\_\_ Other \_\_\_\_\_

Temperature 82°F Wind Speed 2mph Wind Direction South Humidity 83%

Equipment:

Sound Level Meter:

Type: Larson Davis 831 Serial Number(s): 1285

Did you check the battery? Yes X No \_\_\_\_\_

Calibration Readings: Start 114.00 End 113.9

Response Settings: Fast \_\_\_\_\_ Slow X

Weighting: A \_\_\_\_\_ Other X

Calibrator:

Type: Larson Davis CAL 200 Serial Number: 5592

Did you check the battery? Yes X No \_\_\_\_\_

TRAFFIC DATA

Roadway Identification	Selmon Expy Northbound		Selmon Expy Southbound	
	Run 1-Run 2-Run 3		Run 1-Run 2-Run 3	
Vehicle Type	Volume	Speed (mph) <sup>1</sup>	Volume	Speed (mph)
Autos	217-157-144	61-63-63	191-162-155	--
Medium Trucks	3-3-8	53-56-57	12-15-3	--
Heavy Trucks	13-11-4	54-50-55	15-13-5	--
Buses	0-0-0	n/a-n/a-n/a <sup>2</sup>	0-0-1	--
Motoreycles	0-0-0	n/a-n/a-n/a	0-0-0	--
Duration	10 minutes per run		10 minutes per run	

<sup>1</sup> Speeds were only recorded for northbound vehicles.

<sup>2</sup> Speeds were not documented for all vehicle types.

RESULTS [dB(A)]

LEQ 64.8 / 61.2 / 60.7

Background Noise: Landscaping, pond fountain, birds, passbys on Rome Ave and De Leon St.

Major Sources: Selmon Expressway

Unusual Events: Lawn mowing halfway through Run 1.



## Appendix D - Predicted Traffic Noise Levels

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Alternative 2			Alternative 6			
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	
E1	1	1	Himes Ave Sports Complex	T-ball fields	1	C	Active sports area	66	66.8	66.8	67.7	Yes	66.3	Yes
E1	2	1	Himes Ave Sports Complex	T-ball fields	N/A	C	Active sports area	66	63.2	63.2	64.9		63.5	
E1	3	1	Himes Ave Sports Complex	Tennis courts	N/A	C	Active sports area	66	67.4	67.4	68.4	Yes	66.9	Yes
E1	4	1	Himes Ave Sports Complex	Tennis courts	N/A	C	Active sports area	66	64.8	64.8	66.5	Yes	65.0	
E1	5	1	Himes Ave Sports Complex	Tennis courts	N/A	C	Active sports area	66	62.9	62.9	65.1		63.6	
E1	6	1	Himes Ave Sports Complex	Playground	N/A	C	Active sports area	66	64.2	64.2	66.1	Yes	64.5	
E1	7	1	Himes Ave Sports Complex	Basketball courts	N/A	C	Active sports area	66	65.4	65.4	67.1	Yes	65.6	
E1	8	1	Himes Ave Sports Complex	Basketball courts	N/A	C	Active sports area	66	63.1	63.1	65.2		63.7	
E1	9	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	69.8	69.8	70.8	Yes	69.1	Yes
E1	10	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	68.8	68.8	69.4	Yes	67.9	Yes
E1	11	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	66.7	66.7	68.2	Yes	66.7	Yes
E1	12	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	65.1	65.1	66.4	Yes	65.0	
E1	13	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	62.2	62.2	64.3		62.7	
E1	14	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	63.8	63.8	65.8		64.3	
E1	15	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	61.9	61.9	64.3		62.8	
E1	16	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	60.0	60.0	62.8		61.3	
E1	17	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	62.2	62.2	64.6		63.1	
E1	18	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	63.2	63.2	65.4		63.9	
E1	19	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	59.6	59.6	62.3		60.8	
E1	20	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	61.1	61.1	63.6		62.1	
E1	21	1	Himes Ave Sports Complex	Swimming pool area	N/A	C	Active sports area	66	62.2	62.2	64.6		63.2	
E2	1	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.0	66.0	67.3	Yes	66.8	Yes
E2	2	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.4	66.4	67.3	Yes	66.8	Yes
E2	3	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.1	66.1	67.3	Yes	67.1	Yes
E2	4	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	65.9	65.9	66.9	Yes	66.7	Yes
E2	5	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	65.6	65.6	66.7	Yes	66.4	Yes
E2	6	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	65.6	65.5	66.7	Yes	66.3	Yes
E2	7	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	65.7	65.7	66.7	Yes	66.5	Yes
E2	8	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.2	66.2	66.8	Yes	67.2	Yes
E2	9	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.2	66.2	67.5	Yes	67.3	Yes
E2	10	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	66.1	66.1	67.9	Yes	67.4	Yes
E2	11	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	67.1	67.1	68.5	Yes	68.0	Yes
E2	12	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	68.0	68.0	69.2	Yes	68.6	Yes
E2	13	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	68.8	68.8	69.9	Yes	69.5	Yes
E2	14	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	70.1	70.1	71.0	Yes	70.5	Yes
E2	15	2	S. Himes Ave to W. Euclid Ave		1	B	Residential	66	68.9	68.9	70.3	Yes	69.8	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
E2	16	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	68.2	68.2	70.3	Yes	69.5	Yes
E2	17	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	69.3	69.3	70.3	Yes	69.7	Yes
E2	18	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	67.9	67.8	69.5	Yes	69.0	Yes
E2	19	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	67.9	67.9	69.2	Yes	68.7	Yes
E2	20	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	67.0	67.0	68.6	Yes	68.2	Yes
E2	21	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	66.4	66.5	67.7	Yes	67.0	Yes
E2	22	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	67.4	67.3	66.5	Yes	67.5	Yes
E2	23	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	65.4	65.4	67.1	Yes	66.2	Yes
E2	24	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	63.3	63.5	65.6	--	64.8	--
E2	25	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.0	64.1	66.2	Yes	65.1	--
E2	26	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.2	64.3	66.3	Yes	65.3	--
E2	27	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.4	64.4	66.6	Yes	65.6	--
E2	28	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.2	64.3	66.5	Yes	65.5	--
E2	29	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.2	64.2	66.5	Yes	65.4	--
E2	30	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.3	64.3	66.7	Yes	65.7	--
E2	31	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.5	64.5	67.2	Yes	66.0	Yes
E2	32	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.6	64.6	67.2	Yes	66.0	Yes
E2	33	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.4	64.5	67.0	Yes	65.8	--
E2	34	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.6	64.7	67.4	Yes	66.0	Yes
E2	35	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.5	64.6	67.4	Yes	66.0	Yes
E2	36	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.6	64.6	67.4	Yes	66.1	Yes
E2	37	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.4	64.5	67.2	Yes	65.9	--
E2	38	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.6	64.6	67.4	Yes	66.0	Yes
E2	39	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.8	64.9	67.5	Yes	66.2	Yes
E2	40	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.7	64.7	67.3	Yes	66.0	Yes
E2	41	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	64.3	64.3	66.7	Yes	65.7	--
E2	42	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	63.1	63.2	65.4	--	64.3	--
E2	43	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	65.2	65.4	67.1	Yes	66.3	Yes
E2	44	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	67.3	67.6	68.2	Yes	67.7	Yes
E2	45	2	S. Himes Ave to W. Euclid Ave		1	B Residential	66	65.8	66.2	67.5	Yes	67.0	Yes
E3	1	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.2	66.2	65.5	--	66.4	Yes
E3	2	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.3	66.4	67.1	Yes	66.5	Yes
E3	3	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	67.1	67.1	66.9	Yes	67.4	Yes
E3	4	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.3	66.3	67.5	Yes	67.1	Yes
E3	5	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.3	66.3	67.4	Yes	66.7	Yes
E3	6	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.8	66.8	67.9	Yes	67.6	Yes



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E3	7	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	68.2	68.2	69.0	Yes	68.6	Yes	
E3	8	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	68.4	68.4	69.3	Yes	68.9	Yes	
E3	9	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	69.9	69.9	70.9	Yes	70.7	Yes	
E3	10	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	70.7	70.7	71.0	Yes	71.1	Yes	
E3	11	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	70.0	70.1	71.4	Yes	70.3	Yes	
E3	12	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	71.7	71.7	71.7	Yes	70.6	Yes	
E3	13	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	73.5	73.3	72.8	Yes	71.6	Yes	
E3	14	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	75.9	75.8	73.8	Yes	73.1	Yes	
E3	15	2-3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	64.5	65.0	66.4	Yes	65.6	--	
E3	16	2-3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.7	63.9	65.0	--	64.5	--	
E3	17	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.2	63.6	65.0	--	64.1	--	
E3	18	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.9	64.3	65.7	--	64.9	--	
E3	19	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	62.2	62.4	63.8	--	63.0	--	
E3	20	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.5	63.8	64.8	--	63.9	--	
E3	21	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.6	63.8	64.9	--	64.0	--	
E3	22	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.6	63.7	64.9	--	64.0	--	
E3	23	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.1	63.2	64.6	--	63.6	--	
E3	24	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	64.2	64.3	65.9	--	65.2	--	
E3	25	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	65.8	65.8	67.2	Yes	66.4	Yes	
E3	26	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	65.2	65.2	67.0	Yes	66.3	Yes	
E3	27	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	64.4	64.4	66.5	Yes	65.6	--	
E3	28	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	64.0	63.9	66.3	Yes	65.0	--	
E3	29	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	63.9	63.9	66.0	Yes	64.7	--	
E3	30	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	64.7	64.5	66.3	Yes	65.0	--	
E3	31	3	W. Euclid Ave to North of N. of Julia Circle		1	B Residential	66	66.7	66.5	67.7	Yes	66.9	Yes	
E4 <sup>2</sup>	1	3	Academy of the Holy Names	Receptor Grid: Field/Pool	1	C School	66	70.8	70.8	71.4	Yes	70.1	Yes	
E4 <sup>2</sup>	2	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	69.5	69.5	70.2	Yes	68.8	Yes	
E4 <sup>2</sup>	3	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	68.2	68.2	69.2	Yes	67.9	Yes	
E4 <sup>2</sup>	4	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	67.0	66.9	68.3	Yes	67.0	Yes	
E4 <sup>2</sup>	5	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	68.4	68.4	69.4	Yes	68.1	Yes	
E4 <sup>2</sup>	6	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	67.0	67.0	68.4	Yes	67.0	Yes	
E4 <sup>2</sup>	7	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C School	66	66.0	65.9	67.6	Yes	66.2	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Alternative 2		Alternative 6		
										Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	
E4 <sup>2</sup>	8	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	64.5	64.5	66.2	Yes	64.9	--
E4 <sup>2</sup>	9	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	66.1	66.1	67.7	Yes	66.3	Yes
E4 <sup>2</sup>	10	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	64.9	64.9	66.7	Yes	65.3	--
E4 <sup>2</sup>	11	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	64.0	63.9	65.8	--	64.5	--
E4 <sup>2</sup>	12	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	62.8	62.7	64.8	--	63.5	--
E4 <sup>2</sup>	13	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	64.0	63.9	65.2	--	64.0	--
E4 <sup>2</sup>	14	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	69.5	69.5	70.0	Yes	68.7	Yes
E4 <sup>2</sup>	15	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	73.1	73.0	73.3	Yes	72.1	Yes
E4 <sup>2</sup>	16	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	73.9	73.8	73.9	Yes	72.7	Yes
E4 <sup>2</sup>	17	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	71.6	71.5	72.1	Yes	70.7	Yes
E4 <sup>2</sup>	18	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	68.5	68.5	69.3	Yes	68.0	Yes
E4 <sup>2</sup>	19	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	70.6	70.5	71.1	Yes	69.8	Yes
E4 <sup>2</sup>	20	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	70.1	70.1	70.6	Yes	69.3	Yes
E4 <sup>2</sup>	21	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	67.8	67.8	68.5	Yes	67.2	Yes
E4 <sup>2</sup>	22	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	63.9	63.8	65.4	--	64.1	--
E4 <sup>2</sup>	23	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	66.1	66.0	67.5	Yes	66.1	Yes
E4 <sup>2</sup>	24	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	67.7	67.7	68.6	Yes	67.4	Yes
E4 <sup>2</sup>	25	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	67.3	67.3	68.3	Yes	67.1	Yes
E4 <sup>2</sup>	26	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	65.9	65.9	67.2	Yes	65.9	--
E4 <sup>2</sup>	27	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	63.3	63.3	65.2	--	63.8	--
E4 <sup>2</sup>	28	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	63.7	63.6	65.6	--	64.2	--
E4 <sup>2</sup>	29	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	64.5	64.4	66.1	Yes	64.8	--
E4 <sup>2</sup>	30	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	62.7	62.6	64.7	--	63.3	--

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Alternative 2		Alternative 6		
										Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	
E4 <sup>2</sup>	31	3	Academy of the Holy Names	Receptor Grid: Field/Pool	N/A	C	School	66	62.5	62.5	64.5	--	63.2	--
E5	1	4	N. of W. Mason St to W. Bay to Bay Blvd		1	B	Residential	66	62.7	62.8	63.4	--	63.2	--
E5	2	4	N. of W. Mason St to W. Bay to Bay Blvd		1	B	Residential	66	61.8	61.9	63.1	--	62.5	--
E5	3	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	65.1	65.3	66.5	Yes	66.2	Yes
E5	3	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	67.0	67.1	67.9	Yes	67.4	Yes
E5	4	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	63.1	63.1	63.7	--	63.3	--
E5	4	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.4	65.6	66.1	Yes	65.8	--
E5	5	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.6	61.7	62.6	--	62.0	--
E5	5	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	64.4	64.4	65.4	--	64.8	--
E5	6	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	60.4	60.5	61.6	--	61.3	--
E5	6	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.3	63.4	65.0	--	64.3	--
E5	7	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	59.9	60.0	61.2	--	60.9	--
E5	7	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	62.7	62.7	64.6	--	63.9	--
E5	8	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	63.9	64.1	64.5	--	64.2	--
E5	8	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.5	65.6	65.7	--	65.7	--
E5	9	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	63.3	63.5	64.0	--	63.4	--
E5	9	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	64.7	64.9	65.6	--	65.4	--
E5	10	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	64.6	64.8	65.9	--	66.0	Yes
E5	10	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	66.6	66.7	67.6	Yes	67.2	Yes
E5	11	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	64.8	65.0	66.1	Yes	66.0	Yes
E5	11	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	66.8	66.9	67.6	Yes	67.4	Yes
E5	12	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	59.0	59.1	60.1	--	59.9	--
E5	12	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	61.4	61.5	62.1	--	62.0	--
E5	13	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	59.5	59.7	61.2	--	61.1	--
E5	13	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	62.2	62.4	62.9	--	62.8	--
E5	14	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	64.3	64.4	65.2	--	65.5	--
E5	14	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	66.3	66.4	67.4	Yes	67.4	Yes
E5	15	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	63.8	64.0	64.7	--	64.8	--
E5	15	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.4	65.5	66.8	Yes	66.6	Yes
E5	16	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.8	63.0	64.2	--	64.1	--
E5	16	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.1	65.2	66.0	Yes	65.4	--
E5	17	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.5	62.7	64.1	--	63.8	--
E5	17	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	64.9	65.0	65.6	--	65.5	--
E5	18	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	64.4	64.5	64.7	--	64.7	--
E5	18	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	66.9	66.9	67.4	Yes	67.2	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E5	19	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.3	61.6	61.4	--	61.8	--
E5	19	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.7	63.9	65.0	--	64.6	--
E5	20	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	60.6	60.7	61.7	--	61.4	--
E5	20	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	64.5	64.6	65.6	--	64.9	--
E5	21	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.3	61.3	62.1	--	61.9	--
E5	21	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.2	65.2	65.8	--	65.6	--
E5	22	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	66.0	66.0	66.4	Yes	65.9	--
E5	22	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	68.5	68.4	68.3	Yes	68.7	Yes
E5	23	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	66.5	66.4	66.8	Yes	66.4	Yes
E5	23	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	68.9	68.7	68.7	Yes	69.0	Yes
E5	24	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	59.3	59.3	60.2	--	59.6	--
E5	24	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.0	63.1	64.2	--	63.5	--
E5	25	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.6	61.4	62.1	--	61.5	--
E5	25	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	64.8	64.5	65.3	--	64.7	--
E5	26	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	63.7	63.6	64.3	--	64.0	--
E5	26	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	67.8	67.7	68.0	Yes	67.9	Yes
E5	27	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.7	62.6	63.5	--	63.1	--
E5	27	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	67.2	67.1	67.6	Yes	67.5	Yes
E5	28	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.6	61.5	62.4	--	62.0	--
E5	28	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	66.4	66.3	67.1	Yes	66.9	Yes
E5	29	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.2	61.3	62.4	--	62.0	--
E5	29	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	65.5	65.5	66.8	Yes	66.7	Yes
E5	30	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	55.5	55.6	56.6	--	55.9	--
E5	30	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	59.9	60.1	61.7	--	60.8	--
E5	31	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	55.8	55.8	56.8	--	56.0	--
E5	31	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	59.5	59.8	61.4	--	60.5	--
E5	32	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	58.0	58.0	58.9	--	58.2	--
E5	32	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	61.0	61.3	62.6	--	61.8	--
E5	33	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.1	61.0	61.5	--	60.9	--
E5	33	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.6	63.6	64.6	--	63.9	--
E5	34	4	N. of W. Mason St to W. Bay to Bay Blvd		1	B	Residential	66	62.0	62.2	64.3	--	63.2	--
E5	35	4	N. of W. Mason St to W. Bay to Bay Blvd		1	B	Residential	66	61.6	61.8	63.8	--	63.1	--
E5	36	4	N. of W. Mason St to W. Bay to Bay Blvd		1	B	Residential	66	61.4	61.6	63.8	--	63.0	--
E5	37	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.3	62.4	63.9	--	63.4	--
E5	37	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.1	63.2	65.2	--	64.4	--
E5	37	4	N. of W. Mason St to W. Bay to Bay Blvd	3rd Floor	1	B	Residential	66	64.5	64.6	66.7	Yes	65.4	--

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E5	38	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.1	62.2	63.7	--	63.1	--
E5	38	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	62.7	62.8	64.9	--	64.1	--
E5	38	4	N. of W. Mason St to W. Bay to Bay Blvd	3rd Floor	1	B	Residential	66	64.0	64.1	66.2	Yes	65.0	--
E5	39	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.3	62.5	62.7	--	62.7	--
E5	39	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.4	63.6	65.4	--	64.6	--
E5	40	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	62.4	62.6	62.7	--	62.6	--
E5	40	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	63.5	63.7	65.3	--	64.6	--
E5	41	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.6	61.8	62.9	--	62.4	--
E5	41	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	61.9	62.1	64.0	--	63.3	--
E5	42	4	N. of W. Mason St to W. Bay to Bay Blvd	1st Floor	1	B	Residential	66	61.5	61.6	63.0	--	62.4	--
E5	42	4	N. of W. Mason St to W. Bay to Bay Blvd	2nd Floor	1	B	Residential	66	61.9	62.0	64.1	--	63.3	--
E6	1	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	75.5	75.3	73.5	Yes	72.7	Yes
E6	2	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	72.5	72.3	71.6	Yes	70.4	Yes
E6	3	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	70.7	70.5	70.6	Yes	69.3	Yes
E6	4	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	69.2	69.0	69.3	Yes	68.1	Yes
E6	5	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	67.8	67.6	68.1	Yes	66.8	Yes
E6	6	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	66.4	66.2	67.0	Yes	65.6	--
E6	7	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	65.0	64.7	65.8	--	64.5	--
E6	8	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	62.9	62.7	64.2	--	62.9	--
E6	9	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	62.2	61.9	63.5	--	62.2	--
E6	10	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	60.5	60.3	62.2	--	60.9	--
E6	11	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	74.0	73.7	71.4	Yes	70.7	Yes
E6	12	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	67.6	67.2	67.2	Yes	65.8	--
E6	13	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	63.6	63.2	64.5	--	63.3	--
E6	14	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	60.8	60.1	62.3	--	60.9	--
E6	15	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	62.5	62.1	62.6	--	61.2	--
E6	16	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	57.5	57.2	59.3	--	58.0	--
E6	17	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	56.3	56.0	58.7	--	57.5	--
E6	18	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	56.2	55.8	58.8	--	57.6	--
E6	19	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	56.0	55.7	58.7	--	57.5	--
E6	20	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	55.7	55.3	58.3	--	57.1	--
E6	21	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	55.6	55.2	58.2	--	57.0	--
E6	22	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	55.6	55.2	58.1	--	56.9	--
E6	23	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	55.7	55.4	58.2	--	56.9	--
E6	24	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	55.9	55.5	58.2	--	56.9	--
E6	25	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	59.5	59.0	61.1	--	59.8	--



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E6	26	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.5	59.1	61.2	--	59.9	--	
E6	27	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.0	58.7	61.0	--	59.6	--	
E6	28	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	58.7	58.3	60.8	--	59.4	--	
E6	29	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	57.9	57.6	60.1	--	58.7	--	
E6	30	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	58.4	58.0	60.4	--	59.1	--	
E6	31	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	61.1	60.5	61.5	--	60.2	--	
E6	32	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.3	63.7	63.7	--	62.4	--	
E6	33	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	74.3	74.2	73.0	Yes	72.0	Yes	
E6	34	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.4	72.3	71.9	Yes	70.7	Yes	
E6	35	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.7	70.6	70.6	Yes	69.3	Yes	
E6	36	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	61.3	61.1	62.8	--	61.5	--	
E6	37	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.3	60.2	62.2	--	60.9	--	
E6	38	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	74.0	73.9	74.0	Yes	72.8	Yes	
E6	39	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.5	72.3	72.7	Yes	71.5	Yes	
E6	40	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.8	70.7	71.1	Yes	69.9	Yes	
E6	41	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.1	69.0	69.6	Yes	68.3	Yes	
E6	42	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.6	67.4	68.2	Yes	66.9	Yes	
E6	43	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.6	65.5	66.6	Yes	65.3	--	
E6	44	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	63.7	63.6	65.1	--	63.8	--	
E6	45	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.3	62.1	63.9	--	62.5	--	
E6	46	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.9	59.8	61.9	--	60.6	--	
E6	47	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	71.8	71.7	71.9	Yes	70.7	Yes	
E6	48	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.3	67.2	67.7	Yes	66.5	Yes	
E6	49	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.5	64.4	65.3	--	64.0	--	
E6	50	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.3	62.3	63.6	--	62.3	--	
E6	51	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.6	60.5	62.2	--	60.9	--	
E6	52	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.5	59.4	61.3	--	60.0	--	
E6	53	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	58.1	58.0	60.1	--	58.8	--	
E6	54	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	73.4	73.2	75.0	Yes	73.1	Yes	
E6	55	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	71.2	71.1	71.8	Yes	70.6	Yes	
E6	56	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.6	69.4	70.5	Yes	69.2	Yes	
E6	57	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.8	67.7	69.0	Yes	67.7	Yes	
E6	58	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.1	64.0	66.2	Yes	64.8	--	
E6	59	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	63.2	63.1	65.6	--	64.2	--	
E6	60	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.0	61.9	64.5	--	62.9	--	
E6	61	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	61.2	61.1	63.8	--	62.4	--	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E6	62	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.5	60.4	63.2	--	61.8	--	
E6	63	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.8	59.7	62.6	--	61.2	--	
E6	64	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	76.2	76.1	75.8	Yes	74.8	Yes	
E6	65	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.0	71.9	73.0	Yes	71.8	Yes	
E6	66	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	73.0	72.9	73.5	Yes	72.2	Yes	
E6	67	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.8	70.7	71.3	Yes	70.0	Yes	
E6	68	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.4	70.3	70.9	Yes	69.6	Yes	
E6	69	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.4	68.2	69.0	Yes	67.7	Yes	
E6	70	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.2	67.1	68.1	Yes	66.8	Yes	
E6	71	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.0	64.9	66.7	Yes	65.3	--	
E6	72	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	63.9	63.8	65.4	--	64.1	--	
E6	73	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.1	62.0	64.2	--	62.9	--	
E6	74	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	75.2	75.0	74.9	Yes	73.8	Yes	
E6	75	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	73.4	73.3	73.3	Yes	72.1	Yes	
E6	76	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.0	71.8	72.1	Yes	70.8	Yes	
E6	77	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.9	70.8	71.3	Yes	69.9	Yes	
E6	78	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.0	69.8	70.1	Yes	68.9	Yes	
E6	79	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.7	68.5	69.1	Yes	67.8	Yes	
E6	80	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.7	67.5	68.5	Yes	67.1	Yes	
E6	81	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.8	66.5	67.8	Yes	66.4	Yes	
E6	82	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.1	65.9	67.3	Yes	65.9	--	
E6	83	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.1	64.9	66.5	Yes	65.1	--	
E6	84	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.1	72.0	72.5	Yes	71.2	Yes	
E6	85	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.8	69.7	70.8	Yes	69.5	Yes	
E6	86	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.2	68.1	69.2	Yes	67.9	Yes	
E6	87	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.8	67.7	68.6	Yes	67.2	Yes	
E6	88	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.9	64.8	66.6	Yes	65.1	--	
E6	89	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.8	62.7	64.8	--	63.4	--	
E6	90	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	61.6	61.4	63.5	--	62.2	--	
E6	91	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.8	60.6	62.9	--	61.5	--	
E6	92	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.3	60.2	62.6	--	61.2	--	
E6	93	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.2	60.0	62.5	--	61.1	--	
E6	94	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.2	59.0	61.4	--	60.2	--	
E6	95	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	76.3	76.2	77.1	Yes	75.3	Yes	
E6	96	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	75.1	75.0	76.7	Yes	74.5	Yes	
E6	97	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	74.8	74.7	76.0	Yes	74.1	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E6	98	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	71.7	71.6	72.3	Yes	71.0	Yes	
E6	99	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.6	70.5	71.1	Yes	69.7	Yes	
E6	100	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.9	68.8	69.5	Yes	68.2	Yes	
E6	101	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.8	67.6	68.6	Yes	67.2	Yes	
E6	102	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.7	66.5	67.8	Yes	66.4	Yes	
E6	103	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.0	61.9	63.9	--	62.8	--	
E6	104	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.8	64.6	66.2	Yes	64.9	--	
E6	105	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.3	65.2	66.6	Yes	65.3	--	
E6	106	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.1	66.9	68.0	Yes	66.7	Yes	
E6	107	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	67.9	67.8	68.6	Yes	67.3	Yes	
E6	108	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.6	68.5	69.0	Yes	67.8	Yes	
E6	109	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.6	69.4	69.7	Yes	68.4	Yes	
E6	110	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.3	70.1	70.3	Yes	69.0	Yes	
E6	111	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	71.2	71.0	71.0	Yes	69.7	Yes	
E6	112	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.0	71.8	71.3	Yes	70.1	Yes	
E6	113	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	72.7	72.5	71.5	Yes	70.4	Yes	
E6	114	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.8	60.4	62.2	--	60.9	--	
E6	115	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.8	62.4	64.1	--	62.5	--	
E6	116	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.6	65.2	65.9	--	64.5	--	
E6	117	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.3	67.7	67.5	Yes	66.2	Yes	
E6	118	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	70.5	70.2	69.1	Yes	68.1	Yes	
E6	119	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	54.7	54.4	57.4	--	55.9	--	
E6	120	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.0	69.0	68.9	Yes	68.6	Yes	
E6	121	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	69.2	69.2	67.7	Yes	67.3	Yes	
E6	122	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.5	66.4	65.9	--	65.0	--	
E6	123	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	62.2	62.1	62.9	--	61.8	--	
E6	124	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	68.0	67.8	67.8	Yes	67.4	Yes	
E6	125	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.6	66.3	67.0	Yes	66.4	Yes	
E6	126	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	66.6	66.4	67.1	Yes	66.6	Yes	
E6	127	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	65.6	65.3	66.2	Yes	65.5	--	
E6	128	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.1	59.1	60.4	--	59.2	--	
E6	129	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	64.3	64.0	64.7	--	64.2	--	
E6	130	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	61.9	61.5	62.8	--	61.9	--	
E6	131	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	60.3	59.9	61.5	--	60.8	--	
E6	132	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	59.2	58.8	60.7	--	59.8	--	
E6	133	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B Residential	66	58.9	58.7	60.2	--	59.2	--	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E6	134	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	58.2	58.2	59.4	--	58.2	--
E6	135	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	65.4	65.4	66.2	Yes	66.1	Yes
E6	136	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	64.3	64.4	65.8	--	65.5	--
E6	137	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	64.4	64.3	65.2	--	64.6	--
E6	138	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	61.8	61.8	62.7	--	62.2	--
E6	139	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	60.0	60.0	61.7	--	61.1	--
E6	140	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	58.3	58.4	60.6		59.7	
E6	141	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	66.9	66.7	67.6	Yes	67.0	Yes
E6	142	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	67.0	66.9	67.8	Yes	66.9	Yes
E6	143	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	67.0	66.9	67.8	Yes	67.0	Yes
E6	144	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	67.1	66.9	67.9	Yes	67.3	Yes
E6	145	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	62.6	62.3	63.6	--	62.5	--
E6	146	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	64.1	63.9	64.7	--	63.6	--
E6	147	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	66.1	65.9	66.3	Yes	65.1	--
E6	148	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	68.7	68.5	68.1	Yes	67.0	Yes
E6	149	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	70.4	70.1	69.2	Yes	68.2	Yes
E6	150	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	72.0	71.9	70.4	Yes	69.4	Yes
E6	151	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	73.8	73.7	71.1	Yes	70.7	Yes
E6	152	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	76.0	75.9	72.3	Yes	72.3	Yes
E6	153	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	61.8	61.0	62.7	--	61.4	--
E6	154	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	62.7	61.8	63.3	--	62.0	--
E6	155	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	63.5	62.6	64.0	--	62.7	--
E6	156	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	64.2	63.3	64.4	--	63.1	--
E6	157	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	65.0	64.0	65.0	--	63.6	--
E6	158	5	W. Bay to Bay Blvd to W. Watrous Ave		1	B	Residential	66	56.1	55.7	58.7	--	57.4	--
E7	1	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	57.8	58.0	60.4	--	59.3	--
E7	2	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	60.8	60.8	62.3	--	61.9	--
E7	3	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	62.9	62.9	64.4	--	63.9	--
E7	4	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	62.7	62.7	64.9	--	63.9	--
E7	5	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.6	65.6	66.3	Yes	65.9	--
E7	6	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.7	64.6	66.2	Yes	65.7	--
E7	7	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.9	64.9	66.1	Yes	65.5	--
E7	8	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.9	63.9	65.1	--	64.6	--
E7	9	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.7	63.7	65.0	--	64.5	--
E7	10	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.2	63.2	65.2	--	64.3	--
E7	11	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.7	65.7	66.4	Yes	66.1	Yes



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
E7	12	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.3	64.2	66.0	Yes	65.7	--
E7	13	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.5	64.4	66.3	Yes	65.4	--
E7	14	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.4	64.3	65.7	--	65.0	--
E7	15	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	63.0	63.0	64.9	--	64.2	--
E7	16	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	62.4	62.5	64.7	--	63.7	--
E7	17	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.4	65.4	65.8	--	66.4	Yes
E7	18	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.0	64.9	66.6	Yes	66.1	Yes
E7	19	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.9	64.9	66.4	Yes	65.5	--
E7	20	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.9	64.8	66.1	Yes	65.6	--
E7	21	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.1	64.1	65.7	--	65.2	--
E7	22	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	62.7	62.7	64.9	--	63.9	--
E7	23	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.4	64.4	66.2	Yes	65.4	--
E7	24	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	63.7	63.7	66.0	Yes	65.3	--
E7	25	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	66.7	66.6	66.2	Yes	66.1	Yes
E7	26	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	66.2	66.2	67.6	Yes	67.2	Yes
E7	27	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.7	65.7	66.9	Yes	66.5	Yes
E7	28	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.7	64.7	67.0	Yes	66.0	Yes
E7	29	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	62.6	62.6	65.4	--	64.2	--
E7	30	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	63.8	63.7	66.3	Yes	65.3	--
E7	31	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.5	64.4	67.0	Yes	65.9	--
E7	32	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.8	65.7	67.9	Yes	66.9	Yes
E7	33	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	67.1	67.1	68.3	Yes	67.8	Yes
E7	34	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	68.1	68.0	68.8	Yes	68.7	Yes
E7	35	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	70.8	70.8	70.8	Yes	70.6	Yes
E7	36	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	75.6	75.5	72.8	Yes	72.5	Yes
E7	37	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	73.8	73.7	72.9	Yes	71.9	Yes
E7	38	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	63.7	63.6	65.9	--	64.6	--
E7	39	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.5	65.4	67.1	Yes	65.7	--
E7	40	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	64.2	64.0	65.9	--	64.5	--
E7	41	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	68.6	68.4	69.4	Yes	68.1	Yes
E7	42	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.4	65.3	67.0	Yes	65.7	--
E7	43	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	65.7	65.7	67.6	Yes	66.3	Yes
E7	44	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	66.7	66.6	68.3	Yes	67.0	Yes
E7	45	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	68.6	68.5	69.8	Yes	68.5	Yes
E7	46	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	68.9	68.9	70.4	Yes	69.1	Yes
E7	47	6	W. Watrous Ave to W. Swann Ave		1	B Residential	66	70.7	70.7	71.8	Yes	71.0	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
E7	48	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	70.8	70.8	71.0	Yes	70.8	Yes
E7	49	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	67.4	67.4	67.9	Yes	67.9	Yes
E7	50	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	66.9	66.8	68.0	Yes	67.5	Yes
E7	51	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.7	65.7	67.3	Yes	66.8	Yes
E7	52	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.8	65.8	67.2	Yes	66.5	Yes
E7	53	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.4	65.4	67.4	Yes	66.2	Yes
E7	54	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.1	65.1	67.1	Yes	66.0	Yes
E7	55	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.5	63.5	65.4	--	64.3	--
E7	56	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.9	63.9	65.7	--	64.6	--
E7	57	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.3	64.3	65.9	--	65.0	--
E7	58	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.3	64.3	65.7	--	65.2	--
E7	59	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.8	64.8	66.2	Yes	65.7	--
E7	60	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.7	64.8	66.0	Yes	65.5	--
E7	61	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	66.0	66.0	65.5	--	66.5	Yes
E7	62	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	62.4	62.5	64.2	--	63.1	--
E7	63	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.1	63.1	64.6	--	63.6	--
E7	64	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.6	63.6	64.9	--	64.0	--
E7	65	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	64.3	64.3	65.5	--	65.0	--
E7	66	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.6	65.6	66.6	Yes	66.4	Yes
E7	67	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	62.9	62.9	64.5	--	63.6	--
E7	68	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	63.6	63.6	65.2	--	64.3	--
E7	69	6	W. Watrous Ave to W. Swann Ave		1	B	Residential	66	65.8	65.7	66.9	Yes	66.2	Yes
E8	1	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	64.5	64.4	66.3	Yes	64.9	--
E8	2	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	65.0	64.9	66.6	Yes	65.3	--
E8	3	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	65.6	65.5	67.0	Yes	65.7	--
E8	4	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	66.2	66.1	67.5	Yes	66.2	Yes
E8	5	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	61.6	61.6	63.3	--	61.9	--
E8	5	7	W. Swann Ave to S. Willow Ave	3rd Floor	1	B	Residential	66	63.2	63.0	65.6	--	63.8	--
E8	5	7	W. Swann Ave to S. Willow Ave	4th Floor	1	B	Residential	66	64.3	64.0	66.7	Yes	65.3	--
E8	5	7	W. Swann Ave to S. Willow Ave	5th Floor	1	B	Residential	66	64.9	64.6	67.4	Yes	66.0	Yes
E8	5	7	W. Swann Ave to S. Willow Ave	6th Floor	1	B	Residential	66	65.1	64.9	67.8	Yes	66.3	Yes
E8	6	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	63.9	63.3	64.5	--	63.2	--
E8	6	7	W. Swann Ave to S. Willow Ave	3rd Floor	1	B	Residential	66	65.7	64.4	67.1	Yes	65.8	--
E8	6	7	W. Swann Ave to S. Willow Ave	4th Floor	1	B	Residential	66	68.2	67.7	70.4	Yes	69.2	Yes
E8	6	7	W. Swann Ave to S. Willow Ave	5th Floor	1	B	Residential	66	70.1	70.1	72.8	Yes	71.4	Yes
E8	6	7	W. Swann Ave to S. Willow Ave	6th Floor	1	B	Residential	66	70.1	70.2	73.0	Yes	72.0	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties		Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
									Alternative 2			Alternative 6			
									Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?		Build	Approaches, Meets, or Exceeds the NAC?
E8	7	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	64.9	64.9	67.4	Yes	66.5	Yes	
E8	7	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	67.5	67.0	68.5	Yes	66.7	Yes	
E8	7	7	W. Swann Ave to S. Willow Ave	3rd Floor	N/A	B	Residential	66	68.8	67.9	70.3	Yes	69.0	Yes	
E8	8	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	63.5	63.8	66.2	Yes	65.0	--	
E8	8	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	65.8	65.5	67.3	Yes	65.5	--	
E8	8	7	W. Swann Ave to S. Willow Ave	3rd Floor	1	B	Residential	66	67.3	66.4	68.9	Yes	67.5	Yes	
E8	9	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	62.4	62.6	65.2	--	64.0	--	
E8	9	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	64.0	63.6	65.3	--	63.3	--	
E8	9	7	W. Swann Ave to S. Willow Ave	3rd Floor	1	B	Residential	66	65.5	64.5	66.9	Yes	65.5	--	
E8	10	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	61.2	61.4	64.2	--	62.8	--	
E8	10	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	62.0	61.5	62.8	--	61.1	--	
E8	10	7	W. Swann Ave to S. Willow Ave	3rd Floor	N/A	B	Residential	66	63.6	62.5	64.9	--	63.3	--	
E8	11	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	60.3	60.5	63.4	--	62.1	--	
E8	11	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	60.4	59.9	61.1	--	59.5	--	
E8	11	7	W. Swann Ave to S. Willow Ave	3rd Floor	N/A	B	Residential	66	62.0	61.0	63.4	--	61.7	--	
E8	12	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	67.7	67.6	68.5	Yes	68.4	Yes	
E8	13	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	59.0	59.2	62.2	--	60.8	--	
E8	14	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	58.5	58.6	61.4	--	60.1	--	
E8	15	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	59.7	59.8	62.5	--	61.3	--	
E8	16	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	60.3	60.3	63.3	--	62.0	--	
E8	17	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	60.9	60.8	63.6	--	62.6	--	
E8	18 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	59.7	59.9	62.6	--	62.0	--	
E8	18 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	64.4	64.7	66.7	Yes	65.6	--	
E8	19 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	59.7	59.8	61.9	--	61.3	--	
E8	19 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	63.5	63.8	65.6	--	64.5	--	
E8	20 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	59.9	60.0	61.8	--	61.2	--	
E8	20 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	63.1	63.3	65.1	--	64.0	--	
E8	21 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	59.7	59.8	61.7	--	60.8	--	
E8	21 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	62.5	62.8	64.6	--	63.5	--	
E8	22 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	59.4	59.6	61.6	--	60.5	--	
E8	22 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	62.1	62.4	64.2	--	63.1	--	
E8	23 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	59.1	59.4	61.3	--	60.3	--	
E8	23 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	61.7	62.1	63.8	--	62.7	--	
E8	24	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	64.0	64.2	66.6	Yes	65.6	--	
E8	25	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	61.5	61.7	63.8	--	62.8	--	
E8	26	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	54.2	54.5	57.6	--	56.4	--	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties		Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
									Alternative 2			Alternative 6		
									Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
E8	27	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	57.9	58.2	60.3	--	59.1	--
E8	28	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	63.8	64.1	65.9	--	64.8	--
E8	29	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	65.9	66.2	68.0	Yes	67.2	Yes
E8	30	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	65.4	65.7	67.3	Yes	66.4	Yes
E8	31	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	64.4	64.7	66.6	Yes	65.6	--
E8	32	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	61.2	61.6	63.5	--	62.5	--
E8	33	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	62.7	63.0	64.9	--	63.8	--
E8	34	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	62.2	62.4	64.6	--	63.4	--
E8	35	7	W. Swann Ave to S. Willow Ave		1	B	Residential	66	61.7	62.0	64.2	--	62.9	--
E8	36 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	64.9	65.4	66.8	Yes	65.7	--
E8	36 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	66.8	67.4	68.5	Yes	67.5	Yes
E8	37 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	N/A	B	Residential	66	63.4	64.0	65.4	--	64.2	--
E8	37 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	1	B	Residential	66	65.4	66.0	67.1	Yes	66.0	Yes
E8	38 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	62.0	62.7	63.5	--	62.6	--
E8	38 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	63.8	64.3	65.1	--	64.2	--
E8	39 1st	7	W. Swann Ave to S. Willow Ave	1st Floor	1	B	Residential	66	58.4	58.7	60.2	--	59.3	--
E8	39 2n	7	W. Swann Ave to S. Willow Ave	2nd Floor	N/A	B	Residential	66	60.1	60.5	62.2	--	61.3	--
E9	1	7	S. Willow Ave to S. Hyde Ave Park Ave		1	B	Residential	66	63.8	64.2	65.1	--	64.6	--
E9	2	7	S. Willow Ave to S. Hyde Ave Park Ave		1	B	Residential	66	64.4	64.8	65.7	--	65.1	--
E9	3		S. Willow Ave to S. Hyde Ave Park Ave		1	B	Residential	66	63.2	63.2	64.3	--	63.3	--
E9	4	8	S. Willow Ave to S. Hyde Ave Park Ave		1	B	Residential	66	66.2	66.5	67.6	Yes	66.9	Yes
E9	5	8	S. Willow Ave to S. Hyde Ave Park Ave		1	B	Residential	66	65.5	65.7	66.9	Yes	66.4	Yes
E9	6	8	S. Willow Ave to S. Hyde Ave Park Ave		5	B	Residential	66	65.4	65.4	67.4	Yes	66.9	Yes
E9	7	8	S. Willow Ave to S. Hyde Ave Park Ave		5	B	Residential	66	65.2	65.2	67.3	Yes	66.4	Yes
E9	8	8	S. Willow Ave to S. Hyde Ave Park Ave		3	B	Residential	66	65.1	65.1	67.3	Yes	66.5	Yes
E9	9	8	S. Willow Ave to S. Hyde Ave Park Ave		5	B	Residential	66	65.6	65.7	66.6	Yes	66.2	Yes
E9	10	8	S. Willow Ave to S. Hyde Ave Park Ave		7	B	Residential	66	65.6	65.6	66.4	Yes	66.0	Yes
E9	11	8	S. Willow Ave to S. Hyde Ave Park Ave		2	B	Residential	66	65.1	64.9	65.4	--	64.7	--
E9	12	8	S. Willow Ave to S. Hyde Ave Park Ave		5	B	Residential	66	64.7	64.8	65.4	--	64.9	--
E10	1	8	St. John's Episcopal Parish Day School		1	D	School	51	41.6	42.4	43.1	--	42.9	--
W1	1	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	63.6	63.6	66.3	Yes	65.2	--
W1	2	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	67.1	67.1	69.4	Yes	68.4	Yes
W1	3	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	67.8	67.8	69.8	Yes	69.1	Yes
W1	4	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	66.7	66.8	69.4	Yes	68.3	Yes
W1	5	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	67.3	67.3	69.6	Yes	68.9	Yes
W1	6	2	S. Himes Ave to W Euclid Ave		1	B	Residential	66	66.9	66.9	69.3	Yes	68.5	Yes



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W1	7	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.9	66.9	69.2	Yes	68.4	Yes
W1	8	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.5	66.5	68.6	Yes	67.7	Yes
W1	9	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.4	66.4	68.5	Yes	67.6	Yes
W1	10	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.4	66.4	68.2	Yes	67.5	Yes
W1	11	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.4	66.5	68.1	Yes	67.4	Yes
W1	12	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	66.3	66.4	67.6	Yes	67.1	Yes
W1	13	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	65.0	65.1	67.0	Yes	66.2	Yes
W1	14	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	64.1	64.2	66.4	Yes	65.5	--
W1	15	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	62.9	63.0	65.9	--	64.5	--
W1	16	2	S. Himes Ave to W Euclid Ave		1	B Residential	66	63.4	63.6	66.1	Yes	64.9	--
W2	1	2	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.0	63.7	65.4	--	64.6	--
W2	2	2	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.9	63.6	65.4	--	64.6	--
W2	3	2	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.6	62.4	64.2	--	63.4	--
W2	4	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	60.9	61.7	63.4	--	62.7	--
W2	5	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	60.3	61.3	62.7	--	62.0	--
W2	6	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	60.3	61.3	62.6	--	61.8	--
W2	7	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	60.8	61.7	63.0	--	62.3	--
W2	8	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.6	62.3	63.8	--	63.2	--
W2	9	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.9	64.3	65.3	--	64.9	--
W2	10	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.0	64.7	65.7	--	65.4	--
W2	11	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.2	64.7	65.4	--	65.1	--
W2	12	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.3	65.5	66.7	Yes	66.4	Yes
W2	13	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.1	62.3	64.3	--	63.6	--
W2	14	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.9	66.1	67.4	Yes	67.1	Yes
W2	15	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.2	66.3	67.5	Yes	67.1	Yes
W2	16	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.5	64.7	66.2	Yes	66.0	Yes
W2	17	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.3	66.3	67.5	Yes	67.0	Yes
W2	18	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.0	67.0	68.3	Yes	67.9	Yes
W2	19	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.5	63.6	65.6	--	64.9	--
W2	20	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.2	61.2	63.7	--	62.7	--
W2	21	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.5	62.6	64.8	--	63.9	--
W2	22	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.0	61.1	63.7	--	62.6	--
W2	23	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.1	67.2	69.2	Yes	68.0	Yes
W2	24	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	70.2	70.2	71.2	Yes	70.0	Yes
W2	25	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.9	64.0	66.5	Yes	65.3	--
W2	26	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.3	65.3	66.9	Yes	65.7	--

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W2	27	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.2	62.3	64.9	--	63.7	--
W2	28	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.8	61.8	63.9	--	62.6	--
W2	29	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.5	67.4	68.5	Yes	67.2	Yes
W2	30	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.2	62.2	64.5	--	63.2	--
W2	31	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.9	64.7	66.2	Yes	64.9	--
W2	32	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.9	71.8	72.1	Yes	70.9	Yes
W2	33	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.4	71.4	71.9	Yes	70.6	Yes
W2	34	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.0	71.0	71.5	Yes	70.2	Yes
W2	35	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.5	71.5	71.9	Yes	70.7	Yes
W2	36	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.3	71.3	71.8	Yes	70.5	Yes
W2	37	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	69.8	69.8	70.3	Yes	69.0	Yes
W2	38	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.9	67.8	68.9	Yes	67.5	Yes
W2	39	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.7	65.6	67.4	Yes	66.0	Yes
W2	40	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.5	65.4	66.9	Yes	65.6	--
W2	41	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	70.7	70.6	71.2	Yes	70.0	Yes
W2	42	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.6	67.5	68.6	Yes	67.3	Yes
W2	43	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.3	64.2	65.8	--	64.4	--
W2	44	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	71.7	71.7	72.4	Yes	71.1	Yes
W2	45	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	70.7	70.7	71.4	Yes	70.0	Yes
W2	46	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	69.7	69.7	70.3	Yes	69.0	Yes
W2	47	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.1	67.0	68.2	Yes	66.9	Yes
W2	48	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.9	66.7	68.0	Yes	66.7	Yes
W2	49	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.0	63.9	65.9	--	64.6	--
W2	50	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.7	64.6	66.3	Yes	65.0	--
W2	51	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.3	62.1	64.1	--	62.8	--
W2	52	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	70.6	70.5	71.9	Yes	70.6	Yes
W2	53	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	69.1	69.1	70.4	Yes	69.1	Yes
W2	54	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.2	67.1	68.7	Yes	67.4	Yes
W2	55	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.4	66.3	68.0	Yes	66.7	Yes
W2	56	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.6	65.5	67.2	Yes	65.9	--
W2	57	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.9	63.9	65.9	--	64.6	--
W2	58	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	68.4	68.6	70.7	Yes	69.4	Yes
W2	59	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.6	66.6	69.0	Yes	67.7	Yes
W2	60	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.7	65.7	67.8	Yes	66.5	Yes
W2	61	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.0	65.0	67.1	Yes	65.8	--
W2	62	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.2	63.2	65.7	--	64.4	--

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W2	63	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	61.7	61.7	64.6	--	63.3	--
W2	64	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.3	63.4	66.2	Yes	64.8	--
W2	65	3	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	62.4	62.5	65.1	--	63.8	--
W2	66	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	67.7	67.7	69.7	Yes	68.9	Yes
W2	67	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.9	66.9	68.9	Yes	68.0	Yes
W2	68	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.4	66.4	68.5	Yes	67.5	Yes
W2	69	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.8	66.8	68.1	Yes	67.4	Yes
W2	70	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.7	65.8	68.0	Yes	67.1	Yes
W2	71	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.9	64.1	66.5	Yes	65.2	--
W2	72	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	66.5	66.5	67.9	Yes	67.2	Yes
W2	73	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.9	65.9	67.0	Yes	66.6	Yes
W2	74	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.1	65.2	66.7	Yes	66.1	Yes
W2	75	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.3	64.3	66.5	Yes	65.5	--
W2	76	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.2	63.2	65.6	--	64.6	--
W2	77	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.1	65.2	66.6	Yes	65.8	--
W2	78	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.2	65.4	66.1	Yes	65.7	--
W2	79	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.9	65.0	66.2	Yes	65.6	--
W2	80	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.7	64.9	65.8	--	65.4	--
W2	81	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.9	64.0	65.8	--	65.0	--
W2	82	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.2	63.4	65.4	--	64.6	--
W2	83	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	65.3	65.6	66.4	Yes	66.1	Yes
W2	84	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.4	64.7	65.5	--	65.3	--
W2	85	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.4	63.8	65.5	--	64.8	--
W2	86	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	63.1	63.7	65.2	--	64.6	--
W2	87	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.5	65.1	65.5	--	65.5	--
W2	88	4	W. Euclid Ave to Bay to Bay Blvd		1	B Residential	66	64.4	64.8	65.6	--	65.4	--
W3	1	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.5	67.5	68.8	Yes	67.4	Yes
W3	2	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.0	66.0	67.6	Yes	66.1	Yes
W3	3	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.1	65.0	66.8	Yes	65.3	--
W3	4	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.9	67.8	69.1	Yes	67.6	Yes
W3	5	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	70.1	70.0	70.8	Yes	69.4	Yes
W3	6	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	69.1	69.0	70.0	Yes	68.6	Yes
W3	7	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.9	66.9	68.3	Yes	66.8	Yes
W3	8	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.3	66.2	67.6	Yes	66.2	Yes
W3	9	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	68.4	68.2	68.9	Yes	67.5	Yes
W3	10	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	71.3	71.1	70.6	Yes	69.3	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W3	11	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.7	66.5	67.4	Yes	66.1	Yes
W3	12	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	69.6	69.4	69.4	Yes	68.1	Yes
W3	13	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	72.2	72.0	71.1	Yes	69.8	Yes
W3	14	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.5	65.3	66.1	Yes	64.8	--
W3	15	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.2	67.2	67.7	Yes	66.5	Yes
W3	16	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	70.4	70.2	70.3	Yes	69.0	Yes
W3	17	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.5	63.3	65.1	--	63.7	--
W3	18	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.1	65.1	66.7	Yes	65.4	--
W3	19	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.4	67.4	68.4	Yes	67.1	Yes
W3	20	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.6	65.5	67.0	Yes	65.6	--
W3	21	4	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.5	62.4	64.3	--	63.0	--
W3	22	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.4	62.2	64.0	--	62.7	--
W3	23	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.7	63.7	65.3	--	64.0	--
W3	24	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.4	66.4	67.7	Yes	66.3	Yes
W3	25	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	70.5	70.5	70.6	Yes	69.6	Yes
W3	26	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	70.8	70.8	71.3	Yes	70.0	Yes
W3	27	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.5	63.3	64.8	--	63.5	--
W3	28	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	61.0	60.7	62.7	--	61.3	--
W3	29	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.3	63.2	64.8	--	63.4	--
W3	30	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.3	64.2	65.6	--	64.3	--
W3	31	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.8	65.6	66.9	Yes	65.5	--
W3	32	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.7	63.5	65.1	--	63.7	--
W3	33	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.0	62.9	64.5	--	63.2	--
W3	34	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	71.4	71.3	71.6	Yes	70.3	Yes
W3	35	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	69.6	69.6	70.1	Yes	68.7	Yes
W3	36	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	68.4	68.3	69.2	Yes	67.8	Yes
W3	37	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.3	67.2	68.4	Yes	67.0	Yes
W3	38	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.2	66.2	67.6	Yes	66.2	Yes
W3	39	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	70.6	70.6	71.3	Yes	70.0	Yes
W3	40	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.7	64.7	66.3	Yes	65.0	--
W3	41	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.3	63.3	65.1	--	63.7	--
W3	42	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.1	62.1	63.9	--	62.6	--
W3	43	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.2	60.2	62.1	--	60.8	--
W3	44	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.4	62.5	65.6	--	64.2	--
W3	45	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.6	65.8	68.7	Yes	67.4	Yes
W3	46	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.8	62.9	65.7	--	64.3	--



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W3	47	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.4	60.5	63.3	--	61.9	--
W3	48	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	58.8	58.9	61.6	--	60.3	--
W3	49	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.7	64.2	66.9	Yes	65.4	--
W3	50	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.5	62.2	65.2	--	63.7	--
W3	51	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	61.5	61.2	64.1	--	62.8	--
W3	52	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.7	60.4	63.4	--	62.0	--
W3	53	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.0	59.7	62.7	--	61.4	--
W3	54	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	59.3	59.1	62.1	--	60.8	--
W3	55	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	58.5	58.4	61.4	--	60.0	--
W3	56	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	57.8	57.8	60.8	--	59.5	--
W3	57	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	57.7	57.7	60.5	--	59.3	--
W3	58	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.8	68.3	70.8	Yes	69.4	Yes
W3	59	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.8	67.4	70.3	Yes	68.5	Yes
W3	60	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.9	66.3	69.7	Yes	68.2	Yes
W3	61	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.0	65.4	68.8	Yes	67.3	Yes
W3	62	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.5	63.7	66.0	Yes	65.0	--
W3	63	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	61.4	61.6	64.1	--	63.0	--
W3	64	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.5	60.6	63.2	--	62.0	--
W3	65	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	59.7	59.8	62.4	--	61.2	--
W3	66	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	59.1	59.2	62.0	--	60.6	--
W3	67	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	58.5	58.5	61.3	--	59.9	--
W3	68	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	57.9	58.0	60.7	--	59.3	--
W3	69	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	60.7	60.7	62.8	--	61.9	--
W3	70	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	57.2	57.3	60.0	--	58.9	--
W3	71	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	54.9	55.2	58.0	--	56.9	--
W3	72	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	56.3	56.2	59.0	--	57.9	--
W3	73	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.3	62.5	65.4	--	64.0	--
W3	74	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.9	65.1	67.9	Yes	66.6	Yes
W3	75	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.8	68.1	70.6	Yes	69.4	Yes
W3	76	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	67.7	67.9	70.4	Yes	69.2	Yes
W3	77	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.9	67.1	69.9	Yes	68.6	Yes
W3	78	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.8	66.1	68.9	Yes	67.6	Yes
W3	79	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.9	66.1	68.8	Yes	67.4	Yes
W3	80	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.3	66.4	69.0	Yes	67.8	Yes
W3	81	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.2	66.2	68.8	Yes	67.8	Yes
W3	82	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.3	65.3	67.9	Yes	66.9	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
								Alternative 2			Alternative 6		
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W3	83	5	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.1	66.1	68.3	Yes	67.4	Yes
W3	84	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.9	65.9	67.7	Yes	67.1	Yes
W3	85	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	66.0	66.0	67.4	Yes	66.8	Yes
W3	86	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	61.5	61.6	64.9	--	63.5	--
W3	87	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	61.9	62.0	65.1	--	63.7	--
W3	88	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.0	62.0	64.9	--	63.5	--
W3	89	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	62.3	62.4	65.2	--	63.8	--
W3	90	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	1	B Residential	66	66.3	66.3	67.4	Yes	66.9	Yes
W3	90	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	N/A	B Residential	66	68.5	68.6	70.8	Yes	70.0	Yes
W3	91	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	1	B Residential	66	65.9	66.0	67.3	Yes	66.5	Yes
W3	91	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	N/A	B Residential	66	68.1	68.1	70.2	Yes	69.5	Yes
W3	92	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	1	B Residential	66	66.4	66.4	67.2	Yes	66.8	Yes
W3	92	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	N/A	B Residential	66	67.8	67.9	70.2	Yes	69.4	Yes
W3	93	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	N/A	B Residential	66	65.8	65.8	66.6	Yes	66.3	Yes
W3	93	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	1	B Residential	66	67.0	67.1	69.4	Yes	68.6	Yes
W3	94	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	N/A	B Residential	66	65.5	65.5	66.5	Yes	65.9	--
W3	94	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	1	B Residential	66	66.7	66.8	69.0	Yes	68.0	Yes
W3	95	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	N/A	B Residential	66	65.2	65.3	66.4	Yes	66.1	Yes
W3	95	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	1	B Residential	66	66.1	66.2	68.6	Yes	67.5	Yes
W3	96	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	1	B Residential	66	65.1	65.1	66.9	Yes	66.1	Yes
W3	96	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	N/A	B Residential	66	66.1	66.2	68.4	Yes	67.2	Yes
W3	97	6	Bay to Bay Blvd to S. Howard Ave	1st Floor	N/A	B Residential	66	64.9	64.9	66.8	Yes	65.9	--
W3	97	6	Bay to Bay Blvd to S. Howard Ave	2nd Floor	1	B Residential	66	65.9	65.9	68.2	Yes	67.0	Yes
W3	98	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.9	64.9	66.6	Yes	65.9	--
W3	99	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	63.9	64.0	66.1	Yes	65.4	--
W3	100	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	65.1	65.5	67.9	Yes	66.6	Yes
W3	101	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	59.7	60.1	62.7	--	61.5	--
W3	102	6	Bay to Bay Blvd to S. Howard Ave		1	B Residential	66	64.3	64.4	66.9	Yes	65.5	--
W4 <sup>2</sup>	1	5	Palm Ceia Park		1	C Park	66	71.9	71.9	72.1	Yes	70.8	Yes
W4 <sup>2</sup>	2	5	Palm Ceia Park		N/A	C Park	66	71.9	71.9	72.1	Yes	70.9	Yes
W4 <sup>2</sup>	3	5	Palm Ceia Park		N/A	C Park	66	71.8	71.8	71.9	Yes	70.7	Yes
W4 <sup>2</sup>	4	5	Palm Ceia Park		N/A	C Park	66	71.4	71.4	71.4	Yes	70.2	Yes
W4 <sup>2</sup>	5	5	Palm Ceia Park		N/A	C Park	66	70.7	70.7	70.9	Yes	69.6	Yes
W4 <sup>2</sup>	6	5	Palm Ceia Park		N/A	C Park	66	70.1	70.2	70.4	Yes	69.3	Yes
W4 <sup>2</sup>	7	5	Palm Ceia Park		N/A	C Park	66	70.1	70.1	70.4	Yes	69.2	Yes
W4 <sup>2</sup>	8	5	Palm Ceia Park		N/A	C Park	66	70.0	70.0	70.4	Yes	69.1	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties		Activity Category	NAC	Predicted Traffic Noise Level (dB(A))					
									Alternative 2			Alternative 6		
									Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W4 <sup>2</sup>	9	5	Palm Ceia Park		N/A	C	Park	66	69.8	69.9	70.2	Yes	68.9	Yes
W4 <sup>2</sup>	10	5	Palm Ceia Park		N/A	C	Park	66	69.3	69.4	69.8	Yes	68.5	Yes
W4 <sup>2</sup>	11	5	Palm Ceia Park		N/A	C	Park	66	68.8	68.8	69.5	Yes	68.2	Yes
W4 <sup>2</sup>	12	5	Palm Ceia Park		N/A	C	Park	66	68.2	68.2	69.0	Yes	67.7	Yes
W4 <sup>2</sup>	13	5	Palm Ceia Park		N/A	C	Park	66	67.9	67.9	68.8	Yes	67.5	Yes
W4 <sup>2</sup>	14	5	Palm Ceia Park		N/A	C	Park	66	67.8	67.8	68.7	Yes	67.4	Yes
W4 <sup>2</sup>	15	5	Palm Ceia Park		N/A	C	Park	66	67.2	67.3	68.2	Yes	66.9	Yes
W4 <sup>2</sup>	16	5	Palm Ceia Park		N/A	C	Park	66	66.9	66.9	67.9	Yes	66.6	Yes
W4 <sup>2</sup>	17	5	Palm Ceia Park		N/A	C	Park	66	66.4	66.4	67.6	Yes	66.3	Yes
W4 <sup>2</sup>	18	5	Palm Ceia Park		N/A	C	Park	66	65.7	65.7	67.1	Yes	65.8	--
W4 <sup>2</sup>	19	5	Palm Ceia Park		N/A	C	Park	66	65.3	65.3	66.8	Yes	65.5	--
W4 <sup>2</sup>	20	5	Palm Ceia Park		N/A	C	Park	66	65.0	65.0	66.5	Yes	65.2	--
W4 <sup>2</sup>	21	5	Palm Ceia Park		N/A	C	Park	66	64.9	64.9	66.4	Yes	65.0	--
W4 <sup>2</sup>	22	5	Palm Ceia Park		N/A	C	Park	66	63.9	63.8	65.5	--	64.2	--
W4 <sup>2</sup>	23	5	Palm Ceia Park		N/A	C	Park	66	63.6	63.6	65.2	--	63.9	--
W4 <sup>2</sup>	24	5	Palm Ceia Park		N/A	C	Park	66	62.3	62.2	64.0	--	62.7	--
W5	1	6	S. Howard Ave to W. Swann Ave	3rd Floor	1	B	Residential	66	63.7	63.9	67.9	Yes	65.9	--
W5	1	6	S. Howard Ave to W. Swann Ave	4th Floor	1	B	Residential	66	66.6	66.3	69.8	Yes	68.2	Yes
W5	2	6	S. Howard Ave to W. Swann Ave	3rd Floor	1	B	Residential	66	64.7	65.0	68.4	Yes	66.9	Yes
W5	2	6	S. Howard Ave to W. Swann Ave	4th Floor	1	B	Residential	66	68.3	68.0	70.9	Yes	69.5	Yes
W5	3	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	50.2	50.3	53.4	--	51.9	--
W5	4	6	S. Howard Ave to W. Swann Ave	3rd Floor	1	B	Residential	66	60.9	60.6	63.8	--	62.4	--
W5	4	6	S. Howard Ave to W. Swann Ave	4th Floor	1	B	Residential	66	63.1	62.2	65.0	--	63.3	--
W5	5	6	S. Howard Ave to W. Swann Ave	3rd Floor	1	B	Residential	66	59.2	59.3	62.4	--	61.1	--
W5	5	6	S. Howard Ave to W. Swann Ave	4th Floor	1	B	Residential	66	61.6	60.9	63.4	--	61.9	--
W5	6	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	59.5	59.6	62.3	--	61.0	--
W5	7	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	59.7	59.8	62.4	--	61.1	--
W5	8	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	59.9	60.0	62.6	--	61.3	--
W5	9	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	59.8	59.8	62.5	--	61.2	--
W5	10	6	S. Howard Ave to W. Swann Ave		1	B	Residential	66	67.5	67.5	69.0	Yes	68.5	Yes
W5	11	6	S. Howard Ave to W. Swann Ave	4th Floor	1	B	Residential	66	52.8	52.4	55.6	--	54.2	--
W6 <sup>2</sup>	1	6	Hyde Park		1	C	Park	66	68.5	68.5	70.3	Yes	69.3	Yes
W6 <sup>2</sup>	2	6	Hyde Park		N/A	C	Park	66	67.9	67.9	69.9	Yes	69.0	Yes
W6 <sup>2</sup>	3	6	Hyde Park		N/A	C	Park	66	67.7	67.7	69.1	Yes	68.6	Yes
W6 <sup>2</sup>	4	6	Hyde Park		N/A	C	Park	66	67.1	67.2	69.1	Yes	67.8	Yes
W6 <sup>2</sup>	5	6	Hyde Park		N/A	C	Park	66	66.2	66.2	68.4	Yes	67.3	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Alternative 2			Alternative 6			
								Existing	No Build	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	
W6 <sup>2</sup>	6	6	Hyde Park		N/A	C	Park	66	66.1	66.1	68.5	Yes	68.4	Yes
W6 <sup>2</sup>	7	6	Hyde Park		N/A	C	Park	66	65.7	65.7	68.0	Yes	66.7	Yes
W6 <sup>2</sup>	8	6	Hyde Park		N/A	C	Park	66	64.7	64.8	67.2	Yes	65.8	--
W6 <sup>2</sup>	9	6	Hyde Park		N/A	C	Park	66	64.7	64.8	67.2	Yes	66.0	Yes
W6 <sup>2</sup>	10	6	Hyde Park		N/A	C	Park	66	64.1	64.2	66.8	Yes	65.5	--
W6 <sup>2</sup>	11	6	Hyde Park		N/A	C	Park	66	63.0	63.0	65.6	--	64.4	--
W6 <sup>2</sup>	12	6	Hyde Park		N/A	C	Park	66	63.5	63.6	65.9	--	64.7	--
W6 <sup>2</sup>	13	6	Hyde Park		N/A	C	Park	66	62.8	62.9	65.6	--	64.4	--
W6 <sup>2</sup>	14	6	Hyde Park		N/A	C	Park	66	61.7	61.8	64.5	--	63.2	--
W6 <sup>2</sup>	15	6	Hyde Park		N/A	C	Park	66	62.9	62.9	65.1	--	64.0	--
W6 <sup>2</sup>	16	6	Hyde Park		N/A	C	Park	66	61.7	61.7	64.5	--	63.2	--
W6 <sup>2</sup>	17	6	Hyde Park		N/A	C	Park	66	60.6	60.7	63.4	--	62.2	--
W6 <sup>2</sup>	18	6	Hyde Park		N/A	C	Park	66	63.5	63.5	65.2	--	64.3	--
W7	1	6	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	63.6	63.6	65.7	--	64.8	--
W7	1	6	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	65.3	65.6	68.3	Yes	66.9	Yes
W7	1	6	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	68.7	68.8	71.9	Yes	70.1	Yes
W7	2	6	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	65.3	65.3	66.7	Yes	66.1	Yes
W7	2	6	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	67.4	67.8	70.6	Yes	69.1	Yes
W7	2	6	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	71.4	71.4	74.7	Yes	72.9	Yes
W7	3	6	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	66.9	67.0	69.2	Yes	68.3	Yes
W7	3	6	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	69.8	69.7	73.0	Yes	71.5	Yes
W7	3	6	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	73.0	72.5	75.8	Yes	74.6	Yes
W7	4		W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	63.2	63.2	66.0	Yes	64.8	--
W7	4		W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	66.3	66.0	69.2	Yes	67.8	Yes
W7	4		W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	69.2	67.9	71.3	Yes	69.7	Yes
W7	5	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	65.6	65.7	68.3	Yes	67.1	Yes
W7	5	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	68.6	68.2	71.3	Yes	69.8	Yes
W7	5	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	71.2	70.2	73.7	Yes	72.1	Yes
W7	6	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	65.5	65.6	68.2	Yes	67.1	Yes
W7	6	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	68.5	68.1	71.3	Yes	69.8	Yes
W7	6	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	71.2	70.2	73.6	Yes	72.0	Yes
W7	7	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	65.4	65.4	68.0	Yes	67.0	Yes
W7	7	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	68.3	68.0	71.1	Yes	69.7	Yes
W7	7	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	71.1	70.1	73.5	Yes	71.7	Yes
W7	8	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	64.9	64.9	67.2	Yes	66.1	Yes
W7	8	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	67.0	67.4	70.2	Yes	68.8	Yes



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W7	8	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	70.1	69.6	72.6	Yes	71.0	Yes
W7	9	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	64.8	64.9	67.1	Yes	66.1	Yes
W7	9	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	66.9	67.3	70.0	Yes	68.5	Yes
W7	9	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	70.1	69.6	72.5	Yes	71.0	Yes
W7	10	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	64.6	64.7	66.9	Yes	65.9	--
W7	10	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	66.7	67.1	69.5	Yes	68.2	Yes
W7	10	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	69.7	69.4	72.2	Yes	70.6	Yes
W7	11	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	64.5	64.6	66.6	Yes	65.8	--
W7	11	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	66.6	67.0	69.3	Yes	68.0	Yes
W7	11	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	69.3	69.0	72.0	Yes	70.4	Yes
W7	12	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	60.5	60.6	62.8	--	61.6	--
W7	12	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	62.1	62.2	64.4	--	63.1	--
W7	12	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	63.2	63.5	66.4	Yes	64.9	--
W7	13	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	60.8	60.9	63.1	--	61.9	--
W7	13	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	62.4	62.4	64.7	--	63.5	--
W7	13	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	63.4	63.6	66.5	Yes	65.0	--
W7	14	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	57.6	57.8	60.4	--	59.0	--
W7	14	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	61.0	60.4	62.5	--	61.2	--
W7	14	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	63.4	62.5	64.7	--	63.0	--
W7	15	7	W. Swann Ave to N. Willow Ave	1st Floor	1	B	Residential	66	60.0	60.1	63.2	--	61.9	--
W7	15	7	W. Swann Ave to N. Willow Ave	2nd Floor	1	B	Residential	66	63.4	62.5	65.4	--	64.1	--
W7	15	7	W. Swann Ave to N. Willow Ave	3rd Floor	1	B	Residential	66	65.7	64.5	67.5	Yes	65.8	--
W7	16	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.3	56.6	58.5	--	57.5	--
W7	17	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.6	57.1	59.1	--	58.3	--
W7	18	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.3	56.8	59.1	--	58.2	--
W7	19	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.3	56.6	58.9	--	57.9	--
W7	20	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.2	56.7	59.0	--	58.1	--
W7	21	7	W. Swann Ave to N. Willow Ave		1	B	Residential	66	56.9	57.1	59.6	--	58.5	--
W8	1	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B	Residential	66	70.3	70.2	69.5	Yes	68.3	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B	Residential	66	72.2	71.4	72.4	Yes	70.8	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B	Residential	66	72.5	71.7	74.0	Yes	72.7	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B	Residential	66	72.4	72.2	74.9	Yes	73.7	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B	Residential	66	72.3	72.4	75.2	Yes	73.9	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B	Residential	66	72.3	72.3	75.2	Yes	74.1	Yes
W8	1	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B	Residential	66	72.2	72.2	75.1	Yes	74.0	Yes
W8	2	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B	Residential	66	70.0	70.0	69.2	Yes	68.1	Yes

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W8	2	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	72.2	71.5	72.3	Yes	70.7	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	72.5	71.8	74.1	Yes	72.6	Yes	
W8	2	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	72.4	72.2	74.9	Yes	73.7	Yes	
W8	2	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	72.4	72.4	75.3	Yes	74.0	Yes	
W8	2	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	72.3	72.3	75.2	Yes	74.2	Yes	
W8	2	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	72.1	72.2	75.1	Yes	74.0	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	69.5	69.5	69.0	Yes	67.9	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	72.2	71.6	72.3	Yes	70.7	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	72.5	71.9	74.2	Yes	72.6	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	72.5	72.3	75.0	Yes	73.7	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	72.4	72.5	75.3	Yes	74.0	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	72.3	72.4	75.2	Yes	74.2	Yes	
W8	3	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	72.2	72.2	75.2	Yes	74.1	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	67.8	68.3	68.9	Yes	67.8	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	72.1	71.8	72.3	Yes	70.8	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	72.5	72.0	74.3	Yes	72.6	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	72.5	72.4	75.0	Yes	73.8	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	72.4	72.5	75.3	Yes	74.0	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	72.3	72.4	75.3	Yes	74.2	Yes	
W8	4	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	72.2	72.3	75.2	Yes	74.1	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	67.6	68.1	68.7	Yes	67.8	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	72.1	71.9	72.3	Yes	70.8	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	72.5	72.1	74.4	Yes	72.5	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	72.6	72.4	75.1	Yes	73.8	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	72.5	72.6	75.4	Yes	74.0	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	72.4	72.5	75.3	Yes	74.2	Yes	
W8	5	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	72.2	72.3	75.2	Yes	74.1	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	67.4	68.0	68.6	Yes	67.7	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	72.2	72.0	72.4	Yes	70.8	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	72.6	72.3	74.5	Yes	72.6	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	72.6	72.5	75.2	Yes	73.9	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	72.5	72.6	75.4	Yes	74.0	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	72.4	72.5	75.3	Yes	74.3	Yes	
W8	6	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	72.3	72.4	75.2	Yes	74.2	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	68.4	68.2	67.8	Yes	66.4	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	70.0	69.0	70.2	Yes	68.7	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W8	7	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	70.4	69.2	71.6	Yes	70.2	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	70.3	70.0	72.6	Yes	71.5	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	70.2	70.2	73.0	Yes	71.7	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	70.1	70.1	72.9	Yes	71.9	Yes	
W8	7	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	70.0	70.0	72.9	Yes	71.8	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	65.1	65.7	66.4	Yes	65.6	--	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	70.0	70.1	70.1	Yes	68.5	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	70.5	70.4	72.5	Yes	70.8	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	70.5	70.6	73.3	Yes	71.8	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	70.5	70.6	73.5	Yes	71.9	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	70.3	70.4	73.4	Yes	72.2	Yes	
W8	8	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	70.2	70.3	73.2	Yes	72.1	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	66.4	66.2	66.4	Yes	65.0	--	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	67.9	67.2	68.5	Yes	66.7	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	68.6	67.5	69.7	Yes	68.3	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	68.7	67.8	70.6	Yes	69.6	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	68.6	68.6	71.2	Yes	70.0	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	68.5	68.5	71.4	Yes	70.1	Yes	
W8	9	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	68.4	68.5	71.3	Yes	70.3	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	65.4	65.5	65.4	--	64.4	--	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	68.1	68.3	68.3	Yes	66.8	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	68.8	68.9	70.6	Yes	69.2	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	69.0	69.1	71.7	Yes	70.0	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	69.1	69.2	71.8	Yes	70.4	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	69.0	69.1	72.0	Yes	70.4	Yes	
W8	10	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	68.9	69.0	71.9	Yes	70.7	Yes	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	65.3	65.1	65.6	--	64.2	--	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	66.9	66.3	67.5	Yes	65.8	--	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	67.7	66.6	68.8	Yes	67.2	Yes	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	67.9	66.9	69.5	Yes	68.5	Yes	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	67.9	67.7	70.1	Yes	69.0	Yes	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	67.8	67.8	70.6	Yes	69.2	Yes	
W8	11	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	67.7	67.7	70.6	Yes	69.4	Yes	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	2nd Floor	1	B Residential	66	64.2	64.3	64.8	--	64.0	--	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	3rd Floor	1	B Residential	66	66.8	67.1	67.3	Yes	65.8	--	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	4th Floor	1	B Residential	66	67.9	68.0	69.4	Yes	68.2	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Alternative 2			Alternative 6	
										Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	5th Floor	1	B Residential	66	68.1	68.2	70.5	Yes	68.8	Yes	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	6th Floor	1	B Residential	66	68.1	68.2	70.9	Yes	69.4	Yes	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	7th Floor	1	B Residential	66	68.2	68.3	71.1	Yes	69.5	Yes	
W8	12	8	S. Magnolia Ave to S. Cedar Ave	8th Floor	1	B Residential	66	68.1	68.2	71.1	Yes	69.5	Yes	
W9	1	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	60.1	60.2	60.3	--	59.4	--	
W9	1	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	62.2	62.6	62.8	--	61.8	--	
W9	1	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	64.6	64.9	64.6	--	63.1	--	
W9	1	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	66.3	66.4	66.4	Yes	65.0	--	
W9	2	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	60.4	60.5	60.5	--	59.7	--	
W9	2	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	62.6	63.0	63.0	--	62.1	--	
W9	2	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	65.1	65.5	64.9	--	63.5	--	
W9	2	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	66.8	67.0	67.0	Yes	65.6	--	
W9	3	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	60.5	60.6	60.7	--	60.1	--	
W9	3	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	62.5	62.9	63.3	--	62.4	--	
W9	3	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	65.4	65.8	65.2	--	64.0	--	
W9	3	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	67.5	67.6	67.5	Yes	66.1	Yes	
W9	4	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.1	66.3	Yes	65.5	--	
W9	4	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	68.0	68.5	Yes	67.8	Yes	
W9	4	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.4	71.4	71.2	Yes	69.8	Yes	
W9	5	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.1	66.1	Yes	65.5	--	
W9	5	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	68.0	68.5	Yes	67.6	Yes	
W9	5	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.5	71.5	71.4	Yes	69.8	Yes	
W9	6	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.2	66.1	Yes	65.5	--	
W9	6	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	67.7	68.5	Yes	67.6	Yes	
W9	6	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.4	71.3	71.5	Yes	69.9	Yes	
W9	7	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.2	65.2	66.0	Yes	65.6	--	
W9	7	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	67.8	68.3	Yes	67.6	Yes	
W9	7	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.3	71.2	71.6	Yes	70.0	Yes	
W9	8	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.2	65.2	65.9	--	65.5	--	
W9	8	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	67.7	68.3	Yes	67.6	Yes	
W9	8	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.2	71.1	71.6	Yes	70.0	Yes	
W9	9	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.0	65.1	65.9	--	65.5	--	
W9	9	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.8	67.7	68.3	Yes	67.6	Yes	
W9	9	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	71.1	71.0	71.6	Yes	70.1	Yes	
W9	10	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.7	63.7	64.2	--	63.7	--	
W9	10	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.0	65.1	65.9	--	65.6	--	



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W9	10	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.3	67.5	68.3	Yes	67.3	Yes	
W9	10	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	70.7	70.8	71.5	Yes	70.1	Yes	
W9	10	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.4	71.6	73.8	Yes	72.4	Yes	
W9	10	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.7	Yes	73.0	Yes	
W9	10	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	71.9	72.0	74.9	Yes	73.3	Yes	
W9	10	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	71.9	74.8	Yes	73.3	Yes	
W9	11	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.1	63.1	64.3	--	63.8	--	
W9	11	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.0	65.1	65.9	--	65.7	--	
W9	11	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.2	67.4	68.2	Yes	67.2	Yes	
W9	11	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	70.5	70.6	71.3	Yes	70.1	Yes	
W9	11	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.3	71.5	73.7	Yes	72.4	Yes	
W9	11	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.7	Yes	73.0	Yes	
W9	11	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	71.9	72.0	74.9	Yes	73.3	Yes	
W9	11	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	71.9	74.8	Yes	73.3	Yes	
W9	12	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.1	63.1	64.4	--	63.9	--	
W9	12	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.1	65.8	--	65.8	--	
W9	12	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.1	67.4	68.3	Yes	67.3	Yes	
W9	12	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	70.2	70.4	71.2	Yes	69.9	Yes	
W9	12	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.3	71.4	73.7	Yes	72.4	Yes	
W9	12	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.7	Yes	73.0	Yes	
W9	12	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	71.9	72.0	74.9	Yes	73.3	Yes	
W9	12	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	71.9	74.8	Yes	73.3	Yes	
W9	13	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.1	63.1	64.4	--	64.0	--	
W9	13	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.2	65.8	--	65.8	--	
W9	13	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.1	67.4	68.2	Yes	67.2	Yes	
W9	13	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	70.1	70.3	71.1	Yes	69.8	Yes	
W9	13	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.2	71.4	73.7	Yes	72.4	Yes	
W9	13	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.7	Yes	73.0	Yes	
W9	13	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	71.9	72.1	74.9	Yes	73.3	Yes	
W9	13	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	71.9	74.8	Yes	73.4	Yes	
W9	14	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.2	63.2	64.3	--	64.2	--	
W9	14	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.2	65.8	--	65.7	--	
W9	14	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.1	67.2	68.2	Yes	67.3	Yes	
W9	14	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	69.5	69.7	71.0	Yes	69.7	Yes	
W9	14	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.2	71.3	73.8	Yes	72.4	Yes	
W9	14	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.8	Yes	73.0	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))							
								Existing	No Build	Alternative 2			Alternative 6		
										Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?
W9	14	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	72.0	72.1	75.0	Yes	73.4	Yes		
W9	14	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	71.9	74.9	Yes	73.6	Yes		
W9	15	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.3	63.3	64.4	--	64.3	--		
W9	15	8	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.1	65.2	65.9	--	65.4	--		
W9	15	8	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.2	67.3	68.3	Yes	67.2	Yes		
W9	15	8	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	69.5	69.7	71.0	Yes	69.7	Yes		
W9	15	8	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.2	71.3	73.7	Yes	72.5	Yes		
W9	15	8	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.8	Yes	73.1	Yes		
W9	15	8	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	72.0	72.1	75.0	Yes	73.4	Yes		
W9	15	8	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.8	72.0	74.9	Yes	73.6	Yes		
W9	16	8	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	63.4	63.4	64.5	--	64.4	--		
W9	16	9	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	65.2	65.3	65.9	--	65.2	--		
W9	16	9	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	67.2	67.3	68.2	Yes	67.1	Yes		
W9	16	9	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	69.4	69.6	71.0	Yes	69.7	Yes		
W9	16	9	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	71.2	71.3	73.8	Yes	72.5	Yes		
W9	16	9	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.8	Yes	73.1	Yes		
W9	16	9	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	72.0	72.1	75.0	Yes	73.4	Yes		
W9	16	9	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.9	72.0	74.9	Yes	73.6	Yes		
W9	17	9	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	71.7	71.8	74.9	Yes	73.2	Yes		
W9	17	9	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	72.1	72.2	75.1	Yes	73.4	Yes		
W9	17	9	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	71.9	72.0	75.0	Yes	73.7	Yes		
W9	18	9	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	61.2	61.2	62.8	--	62.4	--		
W9	18	9	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	62.7	62.7	63.5	--	63.7	--		
W9	18	9	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	64.3	64.3	65.5	--	64.6	--		
W9	18	9	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	65.7	65.8	68.2	Yes	66.9	Yes		
W9	18	9	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	67.9	67.9	70.9	Yes	69.6	Yes		
W9	18	9	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	68.7	68.7	71.9	Yes	70.1	Yes		
W9	18	9	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	69.1	69.2	71.9	Yes	70.5	Yes		
W9	18	9	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	69.0	69.0	72.1	Yes	70.5	Yes		
W9	19	9	S. Parker St to the Hillsborough River	1st Floor	1	B Residential	66	61.2	61.2	62.3	--	61.6	--		
W9	19	9	S. Parker St to the Hillsborough River	2nd Floor	1	B Residential	66	62.1	62.1	63.0	--	62.7	--		
W9	19	9	S. Parker St to the Hillsborough River	3rd Floor	1	B Residential	66	63.3	63.4	64.8	--	64.4	--		
W9	19	9	S. Parker St to the Hillsborough River	4th Floor	1	B Residential	66	64.7	64.8	67.6	Yes	66.2	Yes		
W9	19	9	S. Parker St to the Hillsborough River	5th Floor	1	B Residential	66	66.9	66.9	69.5	Yes	68.4	Yes		
W9	19	9	S. Parker St to the Hillsborough River	6th Floor	1	B Residential	66	67.7	67.7	70.7	Yes	69.2	Yes		
W9	19	9	S. Parker St to the Hillsborough River	7th Floor	1	B Residential	66	68.2	68.2	71.0	Yes	69.6	Yes		



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W9	19	9	S. Parker St to the Hillsborough River	8th Floor	1	B Residential	66	68.1	68.2	71.2	Yes	69.5	Yes	
W10	1	9	University of South Florida	1st Floor	1	D School	51	37.3	37.4	39.4	--	38.6	--	
W10	1	9	University of South Florida	2nd Floor	N/A	D School	51	40.0	40.3	42.4	--	41.4	--	
W10	1	9	University of South Florida	3rd Floor	N/A	D School	51	41.6	42.3	46.0	--	44.3	--	
W11	1	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	56.9	57.0	59.1	--	57.9	--	
W11	1	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	59.8	60.1	62.5	--	61.2	--	
W11	1	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	62.5	62.7	65.3	--	63.6	--	
W11	1	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	63.9	64.2	66.8	Yes	65.2	--	
W11	1	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	64.8	64.9	68.4	Yes	66.5	Yes	
W11	2	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	57.2	57.3	59.3	--	58.2	--	
W11	2	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	60.1	60.4	62.7	--	61.5	--	
W11	2	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	62.9	63.0	65.5	--	63.9	--	
W11	2	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	64.2	64.5	67.1	Yes	65.5	--	
W11	2	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	65.3	65.3	68.7	Yes	66.8	Yes	
W11	3	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	58.0	58.0	60.0	--	58.9	--	
W11	3	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	61.0	61.2	63.4	--	62.3	--	
W11	3	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	64.0	63.7	66.5	Yes	64.7	--	
W11	3	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	65.4	65.6	68.4	Yes	67.0	Yes	
W11	3	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	66.6	66.6	69.9	Yes	68.0	Yes	
W11	4	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	58.3	58.3	60.2	--	59.2	--	
W11	4	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	61.3	61.6	63.7	--	62.6	--	
W11	4	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	64.4	64.0	66.8	Yes	65.0	--	
W11	4	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	65.7	65.9	68.8	Yes	67.4	Yes	
W11	4	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	66.9	67.0	70.2	Yes	68.4	Yes	
W11	5	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	63.0	63.0	64.5	--	64.0	--	
W11	5	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	65.8	66.0	67.3	Yes	66.7	Yes	
W11	5	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	69.7	69.2	71.6	Yes	70.3	Yes	
W11	5	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	71.6	71.8	75.4	Yes	73.6	Yes	
W11	5	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	73.0	73.1	76.1	Yes	74.6	Yes	
W11	6	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	62.9	62.8	64.5	--	64.0	--	
W11	6	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	66.0	66.1	67.3	Yes	66.8	Yes	
W11	6	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	69.8	69.4	71.6	Yes	70.8	Yes	
W11	6	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	72.0	72.1	75.5	Yes	74.0	Yes	
W11	6	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	73.3	73.4	76.2	Yes	74.9	Yes	
W11	7	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	63.6	63.5	64.6	--	64.2	--	
W11	7	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	65.8	65.9	67.2	Yes	66.9	Yes	

CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))						
								Existing	No Build	Build	Alternative 2		Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build
W11	7	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	70.3	70.7	71.2	Yes	70.3	Yes	
W11	7	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	73.4	73.5	76.6	Yes	75.1	Yes	
W11	7	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	74.6	74.7	77.7	Yes	76.1	Yes	
W11	8	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	54.6	54.7	56.5	--	55.5	--	
W11	8	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	57.5	57.6	58.5	--	57.8	--	
W11	8	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	58.3	58.5	60.7	--	59.6	--	
W11	8	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	61.0	61.1	64.1	--	62.1	--	
W11	8	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	64.0	63.9	66.6	Yes	65.1	--	
W11	9	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	55.2	55.3	56.9	--	56.0	--	
W11	9	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	58.1	58.3	59.1	--	58.4	--	
W11	9	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	59.1	59.6	61.3	--	60.2	--	
W11	9	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	61.7	62.0	64.8	--	62.7	--	
W11	9	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	64.4	64.4	67.1	Yes	65.7	--	
W11	10	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	54.9	55.0	56.3	--	55.6	--	
W11	10	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	57.5	57.6	58.6	--	58.1	--	
W11	10	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	59.0	59.5	60.8	--	60.0	--	
W11	10	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	62.1	62.4	64.8	--	62.7	--	
W11	10	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	63.9	64.0	67.0	Yes	65.6	--	
W11	11	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	53.3	53.3	54.7	--	53.9	--	
W11	11	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	55.8	55.9	57.0	--	56.5	--	
W11	11	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	57.6	58.3	59.2	--	58.5	--	
W11	11	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	61.0	61.4	63.3	--	61.3	--	
W11	11	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	62.1	62.3	65.5	--	64.1	--	
W11	12	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	57.4	57.5	59.0	--	58.8	--	
W11	12	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	60.2	60.3	61.3	--	60.5	--	
W11	12	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	62.6	63.0	63.9	--	62.8	--	
W11	12	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	66.1	66.3	67.8	Yes	67.0	Yes	
W11	12	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	67.6	67.7	70.7	Yes	69.4	Yes	
W11	13	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	58.1	58.2	59.7	--	59.2	--	
W11	13	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	60.5	60.6	61.6	--	61.0	--	
W11	13	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	63.2	63.5	64.7	--	63.7	--	
W11	13	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	64.8	66.0	68.7	Yes	68.0	Yes	
W11	13	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	68.6	69.0	71.6	Yes	70.3	Yes	
W11	14	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	57.1	57.2	58.7	--	58.2	--	
W11	14	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	59.5	59.6	60.6	--	60.0	--	
W11	14	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	62.3	62.5	63.4	--	62.6	--	



CNE	Receptor	Sheet No. <sup>1</sup>	Description	Notes	Number of Properties	Activity Category	NAC	Predicted Traffic Noise Level (dB(A))							
								Existing	No Build	Build	Alternative 2			Alternative 6	
											Approaches, Meets, or Exceeds the NAC?	Build	Approaches, Meets, or Exceeds the NAC?	Build	
W11	14	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	63.8	64.9	67.7	Yes	66.9	Yes		
W11	14	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	67.6	68.0	70.8	Yes	69.2	Yes		
W11	15	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	61.4	61.5	62.6	--	62.5	--		
W11	15	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	63.6	63.7	64.8	--	64.3	--		
W11	15	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	67.2	67.5	67.3	Yes	66.8	Yes		
W11	15	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	69.0	69.2	71.9	Yes	70.5	Yes		
W11	15	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	72.2	72.2	75.2	Yes	73.6	Yes		
W11	16	9	S. Morgan St to E. Whiting St	1st Floor	1	B Residential	66	61.8	61.8	62.8	--	62.8	--		
W11	16	9	S. Morgan St to E. Whiting St	2nd Floor	1	B Residential	66	63.5	63.7	64.9	--	64.7	--		
W11	16	9	S. Morgan St to E. Whiting St	3rd Floor	1	B Residential	66	67.6	67.8	67.5	Yes	67.2	Yes		
W11	16	9	S. Morgan St to E. Whiting St	4th Floor	1	B Residential	66	69.3	69.6	72.4	Yes	70.9	Yes		
W11	16	9	S. Morgan St to E. Whiting St	5th Floor	1	B Residential	66	72.5	72.6	75.6	Yes	74.0	Yes		

N/A = More than one receptor was modeled at the same property.

<sup>1</sup> See aerials in Appendix B.

<sup>2</sup> Only the receptor for which a determination of impact was made is shown on the aerials in Appendix B. For the purpose of evaluating a noise barrier, a grid of receptors was evaluated for this special land use