Noise Study Report

Florida Department of Transportation

District 5

LPGA Boulevard PD&E Study

Limits of Project: From US 92 (SR 600) to Williamson Boulevard

Volusia County, Florida

Financial Management Number: 448456-1

ETDM Number: 14332

Date: April 2023

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

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY

FPID: 448456-1-22-01

NOISE STUDY REPORT

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April 2023

FDOT

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1.0 Introduction

The purpose of this report is to present the findings of a traffic noise analysis for a Florida Department of Transportation (FDOT) District Five Project Development and Environment (PD&E) Study. Part 2, Chapter 18 of the FDOT PD&E Manual constitutes the official FDOT noise policy and procedures for the purpose of meeting the requirements of Title 23 of the Code of Federal Regulations (CFR) Part 772 and applicable state laws. The noise analysis summarized in this report conforms with Federal Highway Administration (FHWA) Regulation 23 CFR 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise," and all applicable state laws.

The purpose of this analysis is to demonstrate due diligence in accordance with the state and federal regulations.

1.1 Project Description

FDOT is conducting a PD&E Study of LPGA Boulevard from US 92 (International Speedway Boulevard) to Williamson Boulevard within the City of Daytona Beach in Volusia County (approximately 6.2 miles). The proposed improvements involve widening of LPGA Boulevard which would include the addition of bicycle and pedestrian facilities and modifications to the LPGA Boulevard/I-95 interchange.

A project location map is provided in **Figure 1.1**. Existing LPGA Boulevard is a two-lane roadway from US 92 to Tomoka Farms Road (east of the Tomoka River), a four-lane roadway from Tomoka Farms Road to the I-95 Southbound Ramps, and a six-lane roadway from the I-95 Southbound Ramps over I-95 to Williamson Boulevard. There are 14 intersections along the corridor including ramp terminals at the I-95 interchange, nine of which are signalized.

LPGA Boulevard is a county road maintained by Volusia County, except between Tomoka Farms Road and Technology Boulevard/Outlet Boulevard where FDOT maintains the limited access right-of-way (ROW) to the I-95 interchange. Most of LPGA Boulevard does not have paved shoulders and sidewalks, and there are only limited areas of sidewalks between Tymber Creek Road and Williamson Boulevard.

I-95 is a six-lane, Strategic Intermodal System (SIS) facility and is a hurricane evacuation route. The I-95 interchange at LPGA Boulevard (Exit 265) is a partial cloverleaf interchange, or parclo interchange, with six on and off ramps. This interchange is located approximately 3.5 miles north of the I-95 and US 92 interchange and approximately 2.7 miles south of the I-95 and SR 40 interchange.

Figure 1.1 Project Location Map

1.2 Purpose and Need

The purpose of this project is to accommodate existing and projected future travel demand, enhance safety, and improve operations for the LPGA Boulevard corridor and the I-95 interchange.

The need for the project is based on existing and future transportation demand and safety along the LPGA Boulevard corridor and at the interchange area. Improvements are necessary to address unacceptable levels of service (LOS) (below target LOS D and LOS E) and enhance the safety of travel conditions along LPGA Boulevard and at the I-95 interchange area.

1.2.1 Transportation Demand

LPGA Boulevard from US 92 to Williamson Boulevard is currently operating near capacity. A review of existing (2021) traffic volumes in the project area showed an Annual Average Daily Traffic (AADT) of 12,000 vehicles per day for LPGA Boulevard from US 92 to Tomoka Farms Road and an AADT of up to 44,000 vehicles per day from Tomoka Farms Road through the I-95 interchange to Williamson Boulevard. Large, approved developments and active construction projects (such as LPGA Preserve, Indian Road Warehouse, and Tomoka Village), in combination with additional planned growth in the vicinity of LPGA Boulevard, are expected to increase traffic to levels that would exceed maximum service volumes for two-lane and six-lane, non-state, signalized roadways per the 2020 FDOT Quality/Level of Service (QLOS) Handbook. Future (2050) travel demands along LPGA Boulevard are expected to double or triple in some locations. The AADT between US 92 and Tymber Creek Road is expected to reach 36,000 vehicles per day. Heavy volumes are expected east of the I-95 interchange where AADT will reach 78,000 vehicles per day in 2050. These volumes will significantly exceed the existing roadway capacity and cause LPGA Boulevard to operate at LOS F.

The target LOS for I-95 and LPGA Boulevard is LOS D per FDOT and LOS E per Volusia County. The I-95 freeway segment approaching LPGA Boulevard currently functions at LOS D or better. However, queuing has been observed on the I-95 northbound and southbound off-ramps and on westbound LPGA Boulevard west of I-95, indicating capacity deficiencies. Based on anticipated growth, the quality of traffic flow on I-95 and LPGA Boulevard in the study area is expected to decline in future years. Without improvements to the LPGA Boulevard corridor, the intersections on LPGA Boulevard as well as the I-95 off-ramps are anticipated to operate over capacity in the future resulting in longer travel times to reach workplaces, schools, and businesses.

1.2.2 Safety

A review of crash data reported in the study area for the five-year period from January 1, 2015 to December 31, 2019 indicated there were 1,354 crashes, an average of 270 crashes per year. The most predominant crash type reported for the overall study area is rear-end

crashes (37%). There were 11 reported fatal crashes, 414 injury crashes and 929 property-damage-only crashes reported for the overall study area.

The highest numbers of crashes correspond to the locations with deficient LOS. These include the I-95 northbound off-ramp to LPGA Boulevard with crashes during the intersection's right turn on red condition; the I-95 southbound loop on-ramp from LPGA Boulevard westbound, and the eastbound approach of LPGA Boulevard to Williamson Boulevard. There are also high numbers of crashes at the intersections and uncontrolled access points along LPGA Boulevard. Most of LPGA Boulevard lacks pedestrian and bicycle facilities, which creates unsafe conditions for nonmotorized users. Between 2015 and 2019 six pedestrian/bicycle crashes were reported within the study area.

Without improvements to the LPGA Boulevard corridor and at the I-95 interchange, the number of crashes is expected to continue to rise as future traffic volumes increase substantially, compromising the safety for both vehicular and nonmotorized users.

1.3 Description of Considered Alternatives

The PD&E Study evaluated the following alternatives.

- No-Build Alternative
- Transportation Systems Management and Operations (TSMO) Alternative
- Build Alternative

These alternatives are further described below.

1.3.1 No-Build Alternative

The No-Build Alternative maintains the existing roadway along LPGA Boulevard and loop ramp interchange configuration at the I-95 interchange. There are no additional planned and programmed improvements within the study limits. This alternative does not address the purpose and need for this project. However, it was evaluated throughout the PD&E Study process as a baseline for comparison against the No Build Alternative.

1.3.2 Transportation Systems Management and Operations

TSMO strategies for safety and congestion management, such as addition of turn lanes and storage lengths, signal timing optimization, auxiliary lanes, premium transit, and technology improvements were considered. However, these improvements by themselves do not address the levels of traffic demand projected to use LPGA Boulevard and the I-95 interchange in the design year (2050). It is noted that ramp metering (traffic signals on a ramp) was evaluated and included in the Build Alternative to control the rate vehicles enter a freeway facility. As part of the design and operational optimization of the proposed improvements, applicable TSMO strategies such as Wrong-Way Vehicle Detection Systems and Dynamic Speed Feedback Systems will be evaluated and included in the Build Alternative during the Design phase, as appropriate.

1.3.3 Build Alternative

One build alternative was developed and evaluated against the No-Build Alternative. The Build Alternative consists of widening LPGA Boulevard to an urban typical section with different number of lanes (depending on the future travel demand), intersection improvements, redesigning to the I-95 interchange to an innovative design concept called Signalized Turbine Interchange, and addition of shared use paths on both sides of the road to accommodate pedestrians and bicycles.

The proposed improvements along LPGA Boulevard are described as follows.

1.3.3.1 LPGA Boulevard from US 92 to Tymber Creek Road

An urban typical section with two 12-ft travel lanes in each direction separated by a 54-ft raised grass median is proposed, a distance of 4.5 miles. The wider median would allow for future addition of two more lanes should the travel demand warrant beyond the design year for this project. Bicyclists and pedestrians would be accommodated by 14-ft shared use paths on both sides of the road. The design speed is 45 mph, and the proposed roadway improvements are within the existing 200-ft ROW.

1.3.3.2 LPGA Boulevard from Tymber Creek Road to Williamson Boulevard

An urban typical section with three to four 11-ft travel lanes in each direction separated by a variable width raised median, a distance of 1.7 miles. The wider median would allow for accommodation of up to triple left turn lanes at LPGA Boulevard and Outlet Boulevard/Technology Boulevard intersection and LPGA Boulevard and Williamson Boulevard intersection. At some intersections (and ramp terminals) exclusive right turn lanes are proposed to accommodate heavy turning traffic volumes. Bicyclists and pedestrians would be accommodated by 12-ft shared use paths on both sides of the road. The design speed is 35 mph and the proposed roadway improvements are within the existing185-ft to 320-ft of ROW.

1.3.3.3 Tomoka River Bridge

Tomoka River Bridge would be replaced with a single wider and longer bridge to accommodate widening of LPGA Boulevard and address bridge hydraulics including sea-level rise effect. The proposed bridge typical section for the Tomoka River Bridge is based on the typical section for the segment between Tymber Creek Road and Williamson Boulevard and includes three 11-ft travel lanes in each direction, left turn lanes, and 12-ft shared use paths on both sides of the bridge to accommodate pedestrians and bicycles. The bridge would be approximately 340 ft long.

1.3.3.4 Intersections

LPGA Boulevard improvements include the following intersection concepts.

- US 92 – Signalized Intersection
- Welshinger Butler Circle South – Roundabout
- Welshinger Butler Circle North – Signalized Intersection
- International Tennis Drive/International Golf Drive - Roundabout

- Tournament Drive – Signalized Intersection
- Tymber Creek Road – Signalized Intersection
- Tomoka Farms Road – Signalized Intersection with a Partial Thru-Cut and Restricted Control U Turn (RCUT)
- Outlet Boulevard/Technology Boulevard – Signalized Thru-Cut Intersection
- Williamson Boulevard – Signalized Intersection
- Concierge Boulevard – Right-In-Right-Out Intersection

1.3.3.5 I-95 Interchange

After consideration of the future (2050) demand volumes, potential future growth trends in the LPGA Boulevard area, and coordination with District 5, a Signalized Turbine Interchange concept was proposed to be evaluated at the I-95 interchange. This interchange concept is needed to accommodate heavy traffic flows which head to and from I-95; in addition to traffic volumes between the I-95 ramp terminals and the Outlet Boulevard/Technology Boulevard intersection. The Signalized Turbine Interchange is expected to address unbalanced and heavy traffic movements from/to I-95 and Technology Boulevard, Outlet Boulevard, and Williamson Boulevard.

The Signalized Turbine Interchange concept is an innovative low speed with signal controls interchange variant of the turbine interchange typically implemented in freeway-to-freeway (system) interchanges. Compared to a conventional high-speed turbine interchange, this concept has two levels, and its ramps are curved to connect along LPGA Boulevard with two-phase signals. The LPGA Boulevard is split into separate one-way pairs by 200 – 300 feet, providing additional queue storage of left turning vehicles without conflicting to the oncoming traffic.

The signalized turbine interchange concept spreads the traffic across westbound and eastbound LPGA Boulevard and, as a result, it moves high traffic volumes and provides enough queue storage between signalized ramp terminals. This concept would provide better safety and operational benefits than the other conventional concepts during the design year. Additionally, the Signalized Turbine Interchange can more easily allow for expansion of through lanes along LPGA Boulevard should future travel demand warrant.

2.0 Methodology

This noise study report was prepared in accordance with Part 2, Chapter 18 of the FDOT *PD&E Manual*, dated July 1, 2020, and complies with the amended 23 CFR 772 which became effective July 2011. The FHWA Traffic Noise Model (TNM), version 2.5, was used to predict noise levels, and develop noise isopleths. Noise modeling was performed following the guidance in the FDOT Traffic Noise Modeling and Analysis Practitioners Handbook, December 31, 2018.

2.1 Noise Metrics

The decibel (dB) is a unit of measure of sound level.[1] For traffic noise purposes the A-weighted scale, which closely approximates the range of frequencies a human ear can hear, is used. The A-weighted decibel is abbreviated dB(A).

The noise level descriptor used by FDOT is the L_{eq}. L_{eq} is the equivalent steady-state sound level, which, in a stated period of time, contains the same acoustic energy as the time-varying sound level during the same time period, with $L_{eq(h)}$ being the hourly value of the L_{eq}.

Figure 2.1 illustrates how traffic noise levels relate to other sound sources.

Figure 2.1 Typical Noise Levels

Common Outdoor Activities	Noise Level dB(A)	Common Indoor Activities
	-110-	Rock Band
Jet Fly-over at 1000 ft		
	-100-	
Gas Lawn Mower at 3 ft		
	-90-	
Diesel Truck at 50 ft, at 50 mph		Food Blender at 1 m (3 ft)
	-80-	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area (Daytime)		
Gas Lawn Mower at 100 ft	**-70-**	Vacuum Cleaner at 10 ft
Commercial Area		Normal Speech at 3 ft
Heavy Traffic at 300 ft	**-60-**	
		Large Business Office
Quiet Urban Daytime	**-50-**	Dishwasher Next Room
Quiet Urban Nighttime	**-40-**	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	-30-	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	-20-	
		Broadcast/Recording Studio
	-10-	
Lowest Threshold of Human Hearing	**-0-**	Lowest Threshold of Human Hearing

Source: California Dept. of Transportation Technical Noise Supplement, Oct. 1998, Page 18.

2.2 Traffic Data

The existing (2021) and design year (2050) traffic noise levels for the Existing, No-Build, and Build Alternative were calculated for 135 individual noise receptors (representing 135 noise sensitive sites) using the FHWA TNM software, version 2.5. The traffic volume, vehicle mix and vehicle speeds were based on information provided to HDR on February 7, 2023. The traffic parameters used in the noise model for prediction of future noise levels are presented in **Appendix A.** The maximum peak-hourly traffic volume representing LOS C was used, unless the traffic analysis showed that LOS C would not be reached. If LOS C would not

[1] The number of decibels is calculated as ten times the base-10 logarithm of the square of the ratio of the mean-square sound pressure (often frequency weighted), and the reference mean-squared sound pressure of 20 µPa, the threshold of human hearing.

be reached, demand volumes were used. If demand volumes were used in place of LOS C volumes, the directional peak traffic should be worst-case for receptors on each side of the roadway.

Design plans overlaid on project aerials were used in conjunction with field reviews to develop the horizontal and vertical coordinate input data required by TNM. Roadway coordinates were placed down the center of each roadway lane in both directions. Receptor locations were identified from both project aerials and from driving the corridor.

2.3 Noise Abatement Criteria

A receptor is a discrete or representative location of a noise sensitive site or area for the land use categories. In determining traffic noise impacts, primary consideration is given to exterior areas where frequent human use occurs, unless no exterior activities are likely based on field observation. Unless the area of frequent human use is identified elsewhere, residential receptor sites should be placed at the edge of the dwelling unit closest to the major traffic noise source or as dictated by professional judgment. Receptor heights for first (ground) floor receptors are always assumed to be five feet above ground elevation. The location of each receptor is shown in **Appendix B.**

The noise study area was comprised of receptors within 500 feet from the edge of the travel lane. Existing land uses within the noise study area are mainly residential (Category B) with a school, tennis courts and an outdoor area at the humane society (Category C) scattered throughout the project area. Several restaurant patios, a hotel pool and an office outdoor area (Category E) are also located within the project area. Residential land use is the predominant land use adjacent to the corridor.

The FHWA Noise Abatement Criteria (NAC) (**Table 2.1**) establishes criteria for traffic noise impact assessment with respect to various land uses. If one or more receptors are affected by project-related traffic noise levels that approach or exceed the NAC, or that substantially exceed existing noise levels, then abatement measures must be considered. According to FDOT policy, as approved by FHWA, approaching the criteria means within 1 dB(A) of the appropriate FHWA NAC. A substantial noise increase is defined as an increase in noise levels of 15 dB(A) or more in the design year above the existing noise level as a direct result of the transportation improvement project in question. If the NAC is not approached or exceeded, or if projected traffic noise levels do not substantially exceed existing noise levels, abatement measures are not considered. For this analysis, noise impacts were evaluated for locations where predicted noise levels were 1 dB(A) less than the NAC for Activity Category “B,” “Activity Category “C” and Activity Category “E,” or if projected traffic noise levels substantially exceed the existing noise levels.

Table 2.1 | Noise Abatement Criteria

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

(Based on Table 1 of 23 CFR Part 772)

[1] *The $L_{eq(h)}$ Activity Criteria values are for impact determination only and are not design standards for noise abatement measures.*

[2] *Includes undeveloped lands permitted for this activity category.*

3.0 Traffic Noise Analysis

3.1 Model Validation

Existing noise levels were measured in the field and compared against computer predictions to verify the accuracy of the TNM. If the predicted and measured levels are within plus or minus 3 dB(A) of one another, this is an indication that the model is within the accepted level of accuracy.

3.1.1 Field Testing Procedure

On March 14, 2022, noise levels were measured along the project corridor. Field data collection sheets are provided in **Appendix C**. Traffic noise measurements were conducted in accordance with the FHWA-HEP-18-065 Noise Measurement Handbook (June 2018). The average meteorological conditions were reported as shown in **Table 3.1** below.

Table 3.1 | Meteorological Conditions

Meteorological Conditions	
Temperature	≈ 76 ° - 85 ° F
Humidity	≈ 70-94%
Wind	≈ 5-10 mph
Conditions	Cloudy
Barometric Pressure	≈ 29.67 – 29.83 inches

3.1.2 Instrumentation

Noise monitoring was conducted using a Larson Davis 824 Sound Level Meter (SLM). **Table 3.2** summarizes the instruments used to collect the monitoring data for this noise analysis report.

Table 3.2 | Noise Analysis Instrumentation Summary

Instrument	Make	Model	Serial Number
Sound Level Meter	Larson Davis	824	2636
Calibrator	Larson Davis	CAL200	3669

3.1.1 Field Measurement Methods

The SLM was programmed to compute the equivalent sound level (L_{eq}).

The following procedures were used for noise monitoring:

- The duration of the Leq measurements were three repetitions of 10 minutes.

- The SLM was calibrated before and after monitoring. No significant calibration drifts were detected during the study.
- The microphone was mounted on a tripod 5 feet above the ground.
- The microphone was covered with a windscreen.
- Traffic was counted manually, classified by vehicle type, and used as input in the validation of the FHWA TNM.

3.1.3 Field Measurement Locations

Table 3.3 describes the locations of each of the validation/monitoring sites.

Table 3.3 | Noise Validation / Monitoring Location Summary

Measurement Location	Description
A	near Father Lopez High School Tennis Courts
B	near Mosaic Community; 133 Springberry Court

3.1.4 Model Validation Results

The measured and predicted noise levels for the monitoring sites selected along the project corridor are presented in **Table 3.4**. The set of predicted and measured data was found to be within the acceptable plus or minus 3 dB(A) tolerance.

Table 3.4 | Model Validation Results

Measurement Location	Measurement	Time/ Date	Measured Leq dB(A)	Predicted Leq dB(A)	Difference Leq dB(A)
A	A1	12:00 – 12:10/ Mar 14, 2022	57.2	56.2	-1.0
	A2	12:11 – 12:21/ Mar 14, 2022	57.9	57.2	-0.7
	A3	12:22 – 12:32/ Mar 14, 2022	58.7	57.0	-1.7
B	B1	13:16 – 13:26/ Mar 14, 2022	62.4	62.3	-0.1
	B2	13:27 – 13:37/ Mar 14, 2022	62.7	63.5	+0.8
	B3	13:38 – 13:48/ Mar 14, 2022	65.2	64.1	-1.1

3.2 Predicted Noise Levels

The results of the noise analysis are presented in **Table 3.5**. The predicted noise levels reflect the existing field conditions, elevation differences, and the proposed roadway alignment in relation to the noise receptor sites.

Table 3.5 | Predicted Noise Levels

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
W1 -- Father Lopez School tennis court (1)	C	≈ 251	66	58.4	59.9	60.5	2.1
W2 -- Father Lopez School tennis court (1)	C	≈ 252	66	58.8	60.3	60.4	1.6
W3 -- Father Lopez School (1)	C	≈ 354	66	54.7	56.3	58.3	3.6
W4 -- Florida Tennis Center tennis court (1)	C	≈ 193	66	59.1	60.5	62.8	3.7
W5 -- Florida Tennis Center tennis court (1)	C	≈ 186	66	60.0	61.4	63.0	3.0
W6 -- Residential (1)	B	≈ 470	66	54.9	55.9	54.4	-0.5
W7 -- Residential (1)	B	≈ 417	66	55.8	56.8	55.5	-0.3
W8 -- Residential (1)	B	≈ 351	66	57.3	58.3	57.1	-0.2
W9 -- Residential (1)	B	≈ 315	66	57.4	58.5	57.4	0.0
W10 -- Residential (1)	B	≈ 261	66	57.7	58.7	58.2	0.5
W11 -- Residential (1)	B	≈ 237	66	57.0	58.0	59.0	2.0
W12 -- Residential (1)	B	≈ 221	66	57.1	58.1	59.4	2.3
W13 -- Residential (1)	B	≈ 210	66	57.1	58.1	59.9	2.8
W14 -- Residential (1)	B	≈ 220	66	56.7	57.7	59.4	2.7
W15 -- Residential (1)	B	≈ 239	66	55.5	56.5	58.0	2.5
W16 -- Residential (1)	B	≈ 273	66	54.7	55.7	57.1	2.4
W17 -- Residential (1)	B	≈ 296	66	54.2	55.3	56.5	2.3
W18 -- Residential (1)	B	≈ 325	66	53.3	54.3	55.3	2.0
W19 -- Residential (1)	B	≈ 374	66	52.2	53.2	54.4	2.2
W20 -- Residential (1)	B	≈ 419	66	51.4	52.4	53.6	2.2

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
W21 -- Residential (1)	B	≈ 417	66	51.6	52.6	53.8	2.2
W22 -- Residential (1)	B	≈ 465	66	50.6	51.6	52.7	2.1
W23 -- Residential (1)	B	≈ 431	66	51.4	52.5	53.5	2.1
W24 -- Residential (1)	B	≈ 415	66	51.8	52.8	53.9	2.1
W25 -- Residential (1)	B	≈ 422	66	51.5	52.5	53.4	1.9
W26 -- Residential (1)	B	≈ 462	66	50.8	51.8	52.6	1.8
W27 -- Residential (1)	B	≈ 476	66	50.1	51.2	49.9	-0.2
W28 -- Residential (1)	B	≈ 429	66	49.5	50.5	50.4	0.9
W29 -- Residential (1)	B	≈ 393	66	48.9	49.9	50.8	1.9
W30 -- Residential (1)	B	≈ 385	66	49.3	50.3	51.3	2.0
W31 -- Residential (1)	B	≈ 435	66	48.2	49.3	50.0	1.8
W32 -- Residential (1)	B	≈ 457	66	50.4	51.4	51.1	0.7
W33 -- Residential (1)	B	≈ 472	66	49.6	50.6	50.7	1.1
W34 -- Residential (1)	B	≈ 477	66	48.9	49.9	50.8	1.9
W35 -- Residential (1)	B	≈ 251	66	55.9	57.0	57.7	1.8
W36 -- Residential (1)	B	≈ 225	66	56.2	57.2	58.1	1.9
W37 -- Residential (1)	B	≈ 219	66	55.2	56.3	57.4	2.2
W38 -- Residential (1)	B	≈ 207	66	53.7	54.7	56.2	2.5
W39 -- Residential (1)	B	≈ 221	66	53.6	54.6	56.0	2.4
W40 -- Residential (1)	B	≈ 221	66	54.3	55.3	56.5	2.2
W41 -- Residential (1)	B	≈ 238	66	53.6	54.6	55.8	2.2
W42 -- Residential (1)	B	≈ 262	66	54.2	55.2	56.0	1.8
W43 -- Residential (1)	B	≈ 271	66	54.4	55.4	56.1	1.7
W44 -- Residential (1)	B	≈ 293	66	54.0	55.0	55.8	1.8
W45 -- Residential (1)	B	≈ 291	66	54.1	55.1	56.0	1.9
W46 -- Residential (1)	B	≈ 307	66	53.8	54.8	55.7	1.9
W47 -- Residential (1)	B	≈ 308	66	53.8	54.9	55.8	2.0
W48 -- Residential (1)	B	≈ 325	66	53.2	54.2	55.0	1.8

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
W49 -- Residential (1)	B	≈ 320	66	53.2	54.2	55.0	1.8
W50 -- Residential (1)	B	≈ 298	66	53.5	54.5	55.4	1.9
W51 -- Residential (1)	B	≈ 256	66	53.7	54.7	56.6	2.9
W52 -- Residential (1)	B	≈ 285	66	54.0	55.0	56.5	2.5
W53 -- Residential (1)	B	≈ 388	66	50.6	51.7	52.3	1.7
W54 -- Residential (1)	B	≈ 372	66	50.4	51.4	51.9	1.5
W55 -- Residential (1)	B	≈ 370	66	49.0	50.1	50.7	1.7
W56 -- Residential (1)	B	≈ 379	66	48.5	49.5	49.9	1.4
W57 -- Residential (1)	B	≈ 408	66	47.8	48.8	49.8	2.0
W58 -- Residential (1)	B	≈ 420	66	47.9	49.0	49.6	1.7
W59 -- Residential (1)	B	≈ 426	66	47.7	48.7	49.7	2.0
W60 -- Residential (1)	B	≈ 444	66	47.6	48.6	49.8	2.2
W61 -- Residential (1)	B	≈ 456	66	46.3	47.3	48.6	2.3
W62 -- Residential (1)	B	≈ 465	66	46.2	47.1	48.4	2.2
W63 -- Residential (1)	B	≈ 471	66	47.5	48.5	49.4	1.9
W64 -- Residential (1)	B	≈ 481	66	46.5	47.5	48.8	2.3
W65 -- Residential (1)	B	≈ 480	66	47.2	48.3	49.4	2.2
W66 -- Residential (1)	B	≈ 473	66	47.5	48.6	49.7	2.2
W67 -- Residential (1)	B	≈ 470	66	47.8	48.9	50.1	2.3
W68 -- Residential (1)	B	≈ 478	66	47.9	48.9	50.1	2.2
W69 -- Residential (1)	B	≈ 398	66	50.5	51.5	53.4	2.9
W70 -- Restaurant patio (1)	E	≈ 244	71	62.9	64.6	61.9	-1.0
W71 -- Outdoor area Boarding and Grooming (1)	C	≈ 285	66	62.3	64.2	60.6	-1.7
W72 -- Outdoor area Humane Society (1)	C	≈ 110	66	59.2	61.2	57.3	-1.9
W73 -- Restaurant Patio (1)	E	≈ 291	71	64.9	66.0	62.6	-2.3
E1 -- Residential (1)	B	≈ 258	66	53.7	55.2	56.6	2.9
E2 -- Residential (1)	B	≈ 237	66	55.0	56.5	57.8	2.8

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
E3 -- Residential (1)	B	≈ 216	66	55.8	57.3	58.6	2.8
E4 -- Residential (1)	B	≈ 216	66	56.9	58.4	59.6	2.7
E5 -- Residential (1)	B	≈ 223	66	57.0	58.6	59.8	2.8
E6 -- Residential (1)	B	≈ 218	66	56.8	58.3	59.6	2.8
E7 -- Residential (1)	B	≈ 216	66	57.0	58.5	59.7	2.7
E8 -- Residential (1)	B	≈ 218	66	57.1	58.6	59.8	2.7
E9 -- Residential (1)	B	≈ 211	66	57.1	58.6	59.8	2.7
E10 -- Residential (1)	B	≈ 220	66	57.4	58.9	60.1	2.7
E11 -- Residential (1)	B	≈ 217	66	57.0	58.5	59.8	2.8
E12 -- Residential (1)	B	≈ 222	66	57.2	58.7	60.0	2.8
E13 -- Residential (1)	B	≈ 219	66	57.0	58.5	59.8	2.8
E14 -- Residential (1)	B	≈ 220	66	57.1	58.7	59.9	2.8
E15 -- Residential (1)	B	≈ 221	66	57.0	58.5	59.8	2.8
E16 -- Residential (1)	B	≈ 241	66	57.0	58.6	59.7	2.7
E17 -- Residential (1)	B	≈ 269	66	56.1	57.6	58.7	2.6
E18 -- Residential (1)	B	≈ 292	66	55.7	57.3	58.3	2.6
E19 -- Residential (1)	B	≈ 360	66	55.4	56.9	57.9	2.5
E20 -- Residential (1)	B	≈ 430	66	52.7	54.2	54.9	2.2
E21 -- Residential (1)	B	≈ 395	66	47.4	48.9	50.5	3.1
E22 -- Residential (1)	B	≈ 393	66	48.1	49.6	50.6	2.5
E23 -- Residential (1)	B	≈ 390	66	47.4	48.9	50.0	2.6
E24 -- Residential (1)	B	≈ 392	66	46.8	48.3	49.4	2.6
E25 -- Residential (1)	B	≈ 390	66	47.1	48.6	49.8	2.7
E26 -- Residential (1)	B	≈ 392	66	47.1	48.6	49.7	2.6
E27 -- Residential (1)	B	≈ 390	66	46.8	48.3	49.5	2.7
E28 -- Residential (1)	B	≈ 392	66	47.1	48.6	49.8	2.7
E29 -- Residential (1)	B	≈ 397	66	47.0	48.5	49.9	2.9
E30 -- Residential (1)	B	≈ 399	66	47.2	48.7	49.9	2.7

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
E31 -- Residential (1)	B	≈ 404	66	46.9	48.4	49.6	2.7
E32 -- Residential (1)	B	≈ 394	66	47.1	48.6	49.6	2.5
E33 -- Residential (1)	B	≈ 424	66	47.7	49.2	50.2	2.5
E34 -- Residential (1)	B	≈ 455	66	47.5	49.0	50.0	2.5
E35 -- Residential (1)	B	≈ 214	66	47.4	48.9	49.8	2.4
E36 -- LPGA office bench (1)	E	≈ 259	71	55.4	56.6	55.3	-0.1
E37 -- Residential (1)	B	≈ 284	66	56.6	57.6	57.8	1.2
E38 -- Residential (1)	B	≈ 303	66	55.8	56.9	57.1	1.3
E39 -- Residential (1)	B	≈ 326	66	55.3	56.4	56.7	1.4
E40 -- Residential (1)	B	≈ 338	66	54.7	55.8	56.2	1.5
E41 -- Residential (1)	B	≈ 336	66	54.5	55.5	56.0	1.5
E42 -- Residential (1)	B	≈ 337	66	54.6	55.6	56.0	1.4
E43 -- Residential (1)	B	≈ 333	66	54.6	55.7	55.9	1.3
E44 -- Residential (1)	B	≈ 312	66	54.7	55.8	55.9	1.2
E45 -- Residential (1)	B	≈ 309	66	55.2	56.3	56.1	0.9
E46 -- Residential (1)	B	≈ 307	66	55.4	56.4	56.2	0.8
E47 -- Residential (1)	B	≈ 306	66	55.1	56.1	56.3	1.2
E48 -- Residential (1)	B	≈ 313	66	55.1	56.2	56.4	1.3
E49 -- Residential (1)	B	≈ 311	66	55.0	56.0	56.1	1.1
E50 -- Residential (1)	B	≈ 309	66	55.0	56.0	56.2	1.2
E51 -- Residential (1)	B	≈ 306	66	55.0	56.1	56.3	1.3
E52 -- Residential (1)	B	≈ 487	66	55.1	56.1	56.5	1.4
E53 -- Residential (1)	B	≈ 463	66	53.6	54.3	54.8	1.2
E54 -- Residential (1)	B	≈ 450	66	54.0	54.6	55.0	1.0
E55 -- Residential (1)	B	≈ 393	66	54.3	54.9	55.4	1.1
E56 -- Residential (1)	B	≈ 331	66	55.0	55.5	56.2	1.2
E57 -- Residential (1)	B	≈ 255	66	55.2	55.8	56.2	1.0

Noise Receptor (Receptors Represented)	NAC Category	Approx. Distance from CL of Existing Closest Lane (feet)	FDOT NAC dB(A)	2021 Existing Hourly $L_{eq(h)}$ dB(A)	2050 No-Build Hourly $L_{eq(h)}$ dB(A)	2050 Build Hourly $L_{eq(h)}$ dB(A)	Difference Between Existing and Build $L_{eq(h)}$ dB(A)
E58 -- Residential (1)	B	≈ 213	66	55.2	55.8	56.2	1.0
E59 -- Residential (1)	B	≈ 163	66	55.9	56.4	56.8	0.9
E60 -- Residential (1)	B	≈ 298	66	55.7	56.2	56.7	1.0
E61 -- Fire station (1)	B	≈ 222	66	58.7	60.3	58.1	-0.6
E62 -- Hotel pool (1)	E	≈ 191	71	61.1	61.2	60.3	-0.8

3.3 Noise Impact Analysis

The results of the noise analysis are presented in **Table 3.5**. The predicted noise levels reflect the existing field conditions, elevation differences, and the proposed roadway alignment in relation to the noise receptor sites.

One hundred, thirty-five (135) receptors (representing 135 noise sensitive sites) were evaluated throughout the project area. Project aerial sheets are provided in **Appendix B**. The majority of these sites are single-family homes where frequent human use would commonly occur, and all of these receptors were evaluated under Activity Category B of the NAC. One school, four tennis courts and two outdoor boarding and grooming areas at the Halifax Humane Society were evaluated under Activity Category C of the NAC. One hotel pool, one outdoor office seating area and two restaurant patios were evaluated under Activity Category E of the NAC.

Predicted traffic noise levels resulting from the design year (2050) No-Build alternative are expected to increase up to 2.0 dB(A) over the (2021) Existing condition.

As a result of the (2050) Build Alternative, traffic noise levels are not predicted to approach or exceed the NAC. Predicted noise levels resulting from the design year (2050) Build alternative are expected to increase up to 3.7 dB(A) over the (2021) Existing condition.

Noise impacts also occur when future noise levels are predicted to increase substantially over existing noise levels even if resulting noise levels do not approach or exceed the FHWA NAC. A substantial noise increase occurs when the existing noise level is predicted to increase by 15 dB(A) or more as a result of the proposed transportation improvement project. These impacts occur primarily when proposed roadway improvements are planned in the vicinity of noise sensitive areas, where existing noise levels are relatively low. Review of the predicted noise levels presented in **Table 3.5** indicate the proposed project would not cause substantial noise level increases.

As indicated in **Table 3.5**, the proposed project would not result in a traffic noise impact.

4.0 Conclusions

Of the 135 individual noise receptors (representing 135 noise sensitive sites) found to exist along the project corridor, the traffic noise analysis for project 448456-1-22-01 determined that noise impacts would not occur in the project design year (2050) if the project is constructed. The change in relative noise levels directly attributable to the 2050 Build Alternative are expected to increase up to 3.7 dB(A) from the existing year (2021) noise levels.

5.0 Construction Noise and Vibration

5.1 Potential Impacts

The construction of the proposed project would result in temporary noise and vibration increases within the project area. The noise and vibration would be generated primarily from heavy equipment used in hauling materials and building the roadway improvements. Sensitive areas located close to the construction area may temporarily experience increased noise and vibration levels. Construction and demolition noise will be minimized to the greatest extent practicable through the adherence to controls listed in the latest edition of the FDOT's *Standard Specifications for Road and Bridge Construction.*

5.2 Potential Sensitive Receptors

Based on FDOT's listing of construction noise and vibration sensitive sites, the following have been identified as being potential construction noise and vibration sensitive sites that exist along the project corridor:

- Father Lopez School

6.0 Community Coordination

To aid in promoting land use compatibility, a copy of this report, which provides information that can be used to protect future land development from becoming incompatible with anticipated traffic noise levels, will be provided to Volusia County. In addition, generalized future noise impact contours for properties in the immediate vicinity of the project have been developed for Noise Abatement Activity Categories A, B, C and E. These contours represent the approximate distance from the nearest through travel lane of a roadway to the limits of the area predicted to approach [i.e., within 1 dB(A)] or exceed the NAC in the Design Year (2050). The distances do not account for any reduction in noise levels that may be provided by berms, privacy walls or intervening structures. Distances also do not account for any increase in noise levels that may be caused by a variation in the noise path, increased roadway elevation or increased elevation of the noise sensitive site (e.g., second floor patio). Within the project corridor, the distance between the proposed edge of the outside travel lane and the contour at various locations are presented in **Table 6.1**. To minimize the potential for incompatible land use, noise sensitive land uses should be located beyond this distance.

Table 6.1 | Noise Abatement Criteria Contours

Project Area	Activity Category[1] [Noise Abatement Criteria]	Distance[2]
LPGA Boulevard West of I-95	A [56 dB(A)]	≈ 415 feet
	B & C [66 dB(A)]	≈ 75 feet
	E [71 dB(A)]	≈ 33 feet
LPGA Boulevard East of I-95	A [56 dB(A)]	>500 feet
	B & C [66 dB(A)]	≈ 40 feet
	E [71 dB(A)]	≈ 15 feet

[1] Activity Categories are defined in 23 CFR 772.

[2] Distance is approximate and is referenced to the nearest through lane. Distance does not account for any reduction in noise levels that may be provided by berms, privacy walls or intervening structures. Distance does not account for any increase in noise levels that may be caused by a variation in the noise path, increased roadway elevation or increased elevation of the noise sensitive site (i.e. second floor patio).

7.0 References

Florida Department of Transportation, *PD&E Manual*. Part 2, Chapter 18, *Highway Traffic Noise*. Effective July 1, 2020.

Florida Department of Transportation, Quality/Level of Service Handbook.

Florida Department of Transportation, *Traffic Noise Modeling and Analysis Practitioners Handbook.* December 31, 2018.

U.S. Department of Transportation, Federal Highway Administration. Noise Measurement Handbook. FHWA-HEP-18-065. June 2018.

U.S. Department of Transportation, Federal Highway Administration. FHWA Traffic Noise Model: User's Guide. FHWA Report Number FHWA-PD-96-009. January 1998.

U.S. Department of Transportation, Federal Highway Administration. FHWA Traffic Noise Model: User's Guide (Version 2.5 Addendum). April 2004.

U.S. National Archives and Records Administration, Office of the Federal Register. Title 23, Code of Federal Regulations, Part 772. Procedures for Abatement of Highway Traffic Noise and Construction Noise.

Appendix A | Traffic Data

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	US 92 to Welshinger Butler Blvd
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**904**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2720**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2720**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:18:50-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Welshinger Butler Blvd to International Tennis Dr
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**904**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2720**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.88%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**1.58%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2720**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) David M. Sheets (Signature) Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:19:20-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) DocuSigned by: 31B93B7DE97B485... (Signature) Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	International Tennis/Golf Dr to Tournament Dr
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**2.04%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1004**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**1.33%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**2.04%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2605**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**1.33%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**2.04%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2605**	B =	**0.14%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**1.33%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:19:33-05'00'

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FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Tournament Dr to Tymber Creek Rd
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.96%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**2.36%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1357**	B =	**0.28%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.96%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**2.36%**	% of Design Hour Volume
Demand Peak Hour Volume:	**3446**	B =	**0.28%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.96%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**2.36%**	% of Design Hour Volume
Demand Peak Hour Volume:	**3446**	B =	**0.28%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) David M. Sheets (Signature) Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:20:03-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) (Signature) Date: 02/09/2023 | 1:41 PM EST

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TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Tymber Creek Rd to Champions Dr
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**3.04%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.56%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1451**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**3.04%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.56%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4418**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**3.04%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1449**	HT =	**1.56%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4418**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**35**	MC =	**0.30%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:20:21-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Champions Dr to Tomoka Farms Rd
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.39%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.79%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1680**	B =	**0.42%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.39%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**747**	HT =	**1.79%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4730**	B =	**0.42%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.30%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**2.39%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1449**	HT =	**1.79%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4730**	B =	**0.42%**	% of Design Hour Volume
Posted Speed:	**35**	MC =	**0.30%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:20:47-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Tomoka Farms Rd to I-95
Section Number:	
Mile Post To/From:	

		K=	**8.5**	%
Existing Facility:		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**3.07%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1974**	B =	**0.11%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.90%**	% of Design Hour Volume

		K=	**8.5**	%
No Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1719**	HT =	**3.07%**	% of Design Hour Volume
Demand Peak Hour Volume:	**5535**	B =	**0.11%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.90%**	% of Design Hour Volume

		K=	**8.5**	%
Build Alternative (Design Year):		D =	**58.60%**	%
		T24 =	**5.70%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**4.60%**	% of Design Hour Volume
		MT =	**1.42%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**1449**	HT =	**3.07%**	% of Design Hour Volume
Demand Peak Hour Volume:	**5535**	B =	**0.11%**	% of Design Hour Volume
Posted Speed:	**35**	MC =	**0.90%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:21:21-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	I-95 to Technology Blvd
Section Number:	
Mile Post To/From:	

		K=	7.5	%
Existing Facility:		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2021	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	1719	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4207	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.00%	% of Design Hour Volume

		K=	7.5	%
No Build Alternative (Design Year):		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2050	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	1719	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	6294	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.00%	% of Design Hour Volume

		K=	7.5	%
Build Alternative (Design Year):		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2050	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	1449	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	6294	B =	0.00%	% of Design Hour Volume
Posted Speed:	35	MC =	0.00%	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
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Date: 2023.02.07 15:21:58-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Technology Blvd to Williamson Blvd
Section Number:	
Mile Post To/From:	

		K=	7.5	%
Existing Facility:		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2021	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2646	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	3190	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.00%	% of Design Hour Volume

		K=	7.5	%
No Build Alternative (Design Year):		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2050	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2646	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4624	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.00%	% of Design Hour Volume

		K=	7.5	%
Build Alternative (Design Year):		D =	57.00%	%
		T24 =	3.10%	% of 24 Hour Volume
Year:	2050	Tpeak =	3.10%	% of Design Hour Volume
		MT =	0.00%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	1449	HT =	3.10%	% of Design Hour Volume
Demand Peak Hour Volume:	4624	B =	0.00%	% of Design Hour Volume
Posted Speed:	35	MC =	0.00%	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:22:19-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	Williamson Blvd to Clyde Morris Blvd
Section Number:	
Mile Post To/From:	

		K=	**7.5**	%
Existing Facility:		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.82%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2646**	HT =	**0.98%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2751**	B =	**0.30%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.34%**	% of Design Hour Volume

		K=	**7.5**	%
No Build Alternative (Design Year):		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.82%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2646**	HT =	**0.98%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4396**	B =	**0.30%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.34%**	% of Design Hour Volume

		K=	**7.5**	%
Build Alternative (Design Year):		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.82%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**3573**	HT =	**0.98%**	% of Design Hour Volume
Demand Peak Hour Volume:	**4396**	B =	**0.30%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.34%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Digitally signed by David M. Sheets DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets Date: 2023.02.07 15:22:56-05'00' — Date: 2/7/2023

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: william walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	East of Clyde Morris Blvd
Section Number:	
Mile Post To/From:	

		K=	**7.5**	%
Existing Facility:		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.49%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2646**	HT =	**1.34%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1993**	B =	**0.27%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.57%**	% of Design Hour Volume

		K=	**7.5**	%
No Build Alternative (Design Year):		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.49%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2646**	HT =	**1.34%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2964**	B =	**0.27%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.57%**	% of Design Hour Volume

		K=	**7.5**	%
Build Alternative (Design Year):		D =	**57.00%**	%
		T24 =	**3.10%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**3.10%**	% of Design Hour Volume
		MT =	**1.49%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2646**	HT =	**1.34%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2964**	B =	**0.27%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.57%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:23:10-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — (Signature) — Date: 02/09/2023 | 1:41 PM EST

DocuSigned by:
...DE97B485...

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	I-95 SB Off-Ramp to LPGA Blvd
Section Number:	
Mile Post To/From:	

		K=	**8**	%
Existing Facility:		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.75%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.63%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1186**	B =	**0.12%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

		K=	**8**	%
No Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.75%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.63%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2147**	B =	**0.12%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

		K=	**8**	%
Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.75%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2292**	HT =	**5.63%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2147**	B =	**0.12%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:24:00-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 91B05B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	LPGA Blvd WB to I-95 SB On-Ramp
Section Number:	
Mile Post To/From:	

		K=	8	%
Existing Facility:		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2021	Tpeak =	11.50%	% of Design Hour Volume
		MT =	5.41%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	996	HT =	6.09%	% of Design Hour Volume
Demand Peak Hour Volume:	823	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.34%	% of Design Hour Volume

		K=	8	%
No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	5.41%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	996	HT =	6.09%	% of Design Hour Volume
Demand Peak Hour Volume:	1044	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.34%	% of Design Hour Volume

		K=	8	%
Build Alternative (Design Year):		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	5.41%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2292	HT =	6.09%	% of Design Hour Volume
Demand Peak Hour Volume:	1044	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.34%	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
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Date: 2023.02.07 15:24:29-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	LPGA Blvd EB to I-95 SB On-Ramp
Section Number:	
Mile Post To/From:	

		K=	**8**	%
Existing Facility:		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**7.32%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**4.18%**	% of Design Hour Volume
Demand Peak Hour Volume:	**106**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

		K=	**8**	%
No Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**7.32%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**4.18%**	% of Design Hour Volume
Demand Peak Hour Volume:	**810**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

		K=	**8**	%
Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**7.32%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2292**	HT =	**4.18%**	% of Design Hour Volume
Demand Peak Hour Volume:	**810**	B =	**0.00%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.40%**	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:25:37-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	LPGA Blvd EB to I-95 NB On-Ramp
Section Number:	
Mile Post To/From:	

		K=	8	%
Existing Facility:		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2021	Tpeak =	11.50%	% of Design Hour Volume
		MT =	4.83%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	996	HT =	6.67%	% of Design Hour Volume
Demand Peak Hour Volume:	295	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.32%	% of Design Hour Volume

		K=	8	%
No Build Alternative (Design Year):		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	4.83%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	996	HT =	6.67%	% of Design Hour Volume
Demand Peak Hour Volume:	890	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.32%	% of Design Hour Volume

		K=	8	%
Build Alternative (Design Year):		D =	100.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	4.83%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	2292	HT =	6.67%	% of Design Hour Volume
Demand Peak Hour Volume:	890	B =	0.00%	% of Design Hour Volume
Posted Speed:	45	MC =	0.32%	% of Design Hour Volume

I certify that the above information is accurate and appropriate for use with the traffic noise analysis.

Prepared By: David Sheets (Print Name) — David M. Sheets (Signature) — Date: 2/7/2023

Digitally signed by David M. Sheets
DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:25:49-05'00'

I have reviewed and concur that the above information is appropriate for use with the traffic noise analysis.

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TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	I-95 NB Off-Ramp
Section Number:	
Mile Post To/From:	

		K=	**8**	%
Existing Facility:		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.45%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.09%**	% of Design Hour Volume
Demand Peak Hour Volume:	**949**	B =	**0.95%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.27%**	% of Design Hour Volume

		K=	**8**	%
No Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.45%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.09%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2245**	B =	**0.95%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.27%**	% of Design Hour Volume

		K=	**8**	%
Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.45%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2292**	HT =	**5.09%**	% of Design Hour Volume
Demand Peak Hour Volume:	**2245**	B =	**0.95%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.27%**	% of Design Hour Volume

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DN: C=US, E=dmsheets@hntb.com, O=HNTB, CN=David M. Sheets
Date: 2023.02.07 15:26:02-05'00'

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TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	N/A
Road Name:	LPGA Blvd
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	LPGA Blvd WB to I-95 NB On-Ramp
Section Number:	
Mile Post To/From:	

		K=	**8**	%
Existing Facility:		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2021**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.10%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.54%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1006**	B =	**0.86%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.11%**	% of Design Hour Volume

		K=	**8**	%
No Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.10%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**996**	HT =	**5.54%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1550**	B =	**0.86%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.11%**	% of Design Hour Volume

		K=	**8**	%
Build Alternative (Design Year):		D =	**100.00%**	%
		T24 =	**17.20%**	% of 24 Hour Volume
Year:	**2050**	Tpeak =	**11.50%**	% of Design Hour Volume
		MT =	**5.10%**	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	**2292**	HT =	**5.54%**	% of Design Hour Volume
Demand Peak Hour Volume:	**1550**	B =	**0.86%**	% of Design Hour Volume
Posted Speed:	**45**	MC =	**0.11%**	% of Design Hour Volume

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TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	SR-9
Road Name:	I-95
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	I-95 North of LPGA Blvd
Section Number:	79002000
Mile Post To/From:	32.960 to 34.990

		K=	8	%
Existing Facility:		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2021	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.61%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6200	HT =	8.89%	% of Design Hour Volume
Demand Peak Hour Volume:	7542	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

		K=	8	%
No Build Alternative (Design Year):		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.61%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6200	HT =	8.89%	% of Design Hour Volume
Demand Peak Hour Volume:	11060	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

		K=	8	%
Build Alternative (Design Year):		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.61%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	6200	HT =	8.89%	% of Design Hour Volume
Demand Peak Hour Volume:	11060	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

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TRAFFIC DATA FOR NOISE STUDIES - SUMMARY OUTPUT
FDOT DISTRICT 5

Federal Aid Number(s):	0
FPID Number(s):	448456-1-22-01
State/Federal Route No.:	SR-9
Road Name:	I-95
Project Description:	PD&E Study for the LPGA Blvd from US 92 to Williamson Blvd
Segment Description:	I-95 South of LPGA Blvd
Section Number:	79002000
Mile Post To/From:	29.655 to 32.185

		K=	8	%
Existing Facility:		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2021	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.77%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4650	HT =	8.73%	% of Design Hour Volume
Demand Peak Hour Volume:	7109	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

		K=	8	%
No Build Alternative (Design Year):		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.77%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4650	HT =	8.73%	% of Design Hour Volume
Demand Peak Hour Volume:	10641	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

		K=	8	%
Build Alternative (Design Year):		D =	53.00%	%
		T24 =	17.20%	% of 24 Hour Volume
Year:	2050	Tpeak =	11.50%	% of Design Hour Volume
		MT =	2.77%	% of Design Hour Volume
LOS C Peak Hour Directional Volume:	4650	HT =	8.73%	% of Design Hour Volume
Demand Peak Hour Volume:	10641	B =	0.00%	% of Design Hour Volume
Posted Speed:	65	MC =	0.00%	% of Design Hour Volume

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FDOT Reviewer: William Walsh (Print Name) — DocuSigned by: 31B93B7DE97B485... (Signature) — Date: 02/09/2023 | 1:41 PM EST

2021 Existing Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	95.10%	2.88%	1.58%	0.14%	0.30%
NB LPGABlvd (US92 to WelshingerS)	55	747	**530**	504	15	8	1	2
SB LPGABlvd (US92 to WelshingerS)	55	747	**530**	504	15	8	1	2
RT from NBLPGABlvd to WelshingerS	--	--	--	--	--	--	--	--
SB LPGABlvd (US92 to WelshingerS)out	55	374	**265**	252	8	4	0	1
SB LPGABlvd (US92 to WelshingerS)in	55	374	**265**	252	8	4	0	1
NB LPGABlvd (WelshingerS to WelshN)	55	747	**530**	504	15	8	1	2
SB LPGABlvd (WelshingerS to WelshN)	55	747	**530**	504	15	8	1	2
RT from LPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to WelshingerS	--	--	--	--	--	--	--	--
LT from LPGABlvd to FatherLopenHS	--	--	--	--	--	--	--	--
LT from LPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
RT from LPGABlvd to FatherLopenHS	--	--	--	--	--	--	--	--
NB LPGABlvd (WelshN to InterGolfDr)	55	747	**530**	504	15	8	1	2
SB LPGABlvd (WelshN to InterGolfDr)	55	747	**530**	504	15	8	1	2
SB Merge Lane from WaterTreatment	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to WaterTreatment	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to WaterTreatment	--	--	--	--	--	--	--	--
RT from LPGABlvd to InterNatGolfDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
RT from LPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to InterGolfDr	--	--	--	--	--	--	--	--
			vehicle mix	94.07%	2.42%	2.04%	0.14%	1.33%
NB LPGABlvd (InterGolfDr to TournDr)	55	747	**588**	553	14	12	1	8
SB LPGABlvd (InterGolfDr to TournDr)	55	747	**588**	553	14	12	1	8
RT from LPGABlvd to ?	--	--	--	--	--	--	--	--
LT from LPGABlvd to ?	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
LT from NBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	1.96%	2.36%	0.28%	0.30%
NB LPGABlvd (TournDr to TymberCreek)	55	**747**	795	710	15	18	2	2
SB LPGABlvd (TournDr to TymberCreek)	55	**747**	795	710	15	18	2	2
LT from LPGABlvd to Tymber Creek Rd	--	--	--	--	--	--	--	--
RT from LPGABlvd to Tymber Creek Rd	--	--	--	--	--	--	--	--

2021 Existing Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	95.10%	3.04%	1.56%	0.00%	0.30%
NB LPGABlvd (Tymber to PriestBranch)	55	**747**	850	710	23	12	0	2
SB LPGABlvd (Tymber to PriestBranch)	55	**747**	850	710	23	12	0	2
NB LPGABlvd (Priest to ChampionsDr)	55	**747**	850	710	23	12	0	2
SB LPGABlvd (Priest to ChampionsDr)	55	**747**	850	710	23	12	0	2
RT from LPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to PublixLiquors	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	2.39%	1.79%	0.42%	0.30%
NB LPGABlvd (ChampDr to TomokaF)	45	**747**	984	710	18	13	3	2
SB LPGABlvd (ChampDr to TomokaF)	45	**747**	984	710	18	13	3	2
RT from LPGABlvd to TomokaFarmsRd	--	--	--	--	--	--	--	--
LT from LPGABlvd to TomokaFarmsRd	--	--	--	--	--	--	--	--
			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
NB LPGABlvd (TomokaF to SBI-95OnR)	45	1719	**1157**	1093	16	36	1	10
NB LPGA (SBI-95OnR to SBI95OffR)out	45	860	**578**	547	8	18	1	5
NB LPGA (SBI-95OnR to SBI95OffR)in	45	860	**578**	547	8	18	1	5
NB LPGA (SBI95OffR to NBI95OnR)out	45	860	**578**	547	8	18	1	5
NB LPGA (SBI95OffR to NBI95OnR)in	45	860	**578**	547	8	18	1	5
NB LPGA (NBI95OnR to NBI95OffR)out	45	860	**578**	547	8	18	1	5
NB LPGA (NBI95OnR to NBI95OffR)in	45	860	**578**	547	8	18	1	5
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NB LPGA (NBI95OffR to Technology)out	45	**860**	1199	833	0	27	0	0
NB LPGA (NBI95OffR to Technology)in	45	**860**	1199	833	0	27	0	0
LT from NBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
RT from NBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
LT from SBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
SB LPGA (Technology to NBI95OnR)out	45	**860**	1199	833	0	27	0	0
SB LPGA (Technology to NBI95OnR)in	45	**860**	1199	833	0	27	0	0
SB LPGA (NBI95OnR to NBI95OffR)out	45	**860**	1199	833	0	27	0	0
SB LPGA (NBI95OnR to NBI95OffR)in	45	**860**	1199	833	0	27	0	0
SB LPGA (NBI95Offr to SBI95OnR)out	45	**860**	1199	833	0	27	0	0
SB LPGA (NBI95Offr to SBI95OnR)in	45	**860**	1199	833	0	27	0	0
SB LPGA (SBI95OnR to SBI95OffR)out	45	**860**	1199	833	0	27	0	0
SB LPGA (SBI95OnR to SBI95OffR)in	45	**860**	1199	833	0	27	0	0

2021 Existing Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
SB LPGA (SBI95OffR to TomokaF)out	45	860	578	547	8	18	1	5
SB LPGA (SBI95OffR to TomokaF)in	45	860	578	547	8	18	1	5
SB LPGA (SBI95OffR to TomokaF)	45	1719	1157	1093	16	36	1	10
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NBLPGA(Technology to Williamson)out	45	1323	909	881	0	28	0	0
NBLPGA(Technology to Williamson)in	45	1323	909	881	0	28	0	0
SBLPGA(Technology to Williamson)out	45	1323	909	881	0	28	0	0
SBLPGA(Technology to Williamson)in	45	1323	909	881	0	28	0	0
RT from SBLPGA to IntracoastalBank	--	--	--	--	--	--	--	--
RT from NB LPGA to Willamson	--	--	--	--	--	--	--	--
LT from NB LPGA to Willamson out	--	--	--	--	--	--	--	--
LT from NB LPGA to Willamson in	--	--	--	--	--	--	--	--
LT from SB LPGA to Willamson out	--	--	--	--	--	--	--	--
LT from SB LPGA to Willamson in	--	--	--	--	--	--	--	--
RT from SB LPGA to Willamson	--	--	--	--	--	--	--	--
			vehicle mix	96.56%	1.82%	0.98%	0.30%	0.34%
NBLPGA(Williamson to ClydeMorris)out	45	1323	784	757	14	8	2	3
NBLPGA(Williamson to ClydeMorris)in	45	1323	784	757	14	8	2	3
SBLPGA(Williamson to ClydeMorris)out	45	1323	784	757	14	8	2	3
SBLPGA(Williamson to ClydeMorris)in	45	1323	784	757	14	8	2	3
LT from NB LPGA to Concierge Blvd	--	--	--	--	--	--	--	--
EB International Tennis Drive	--	--	--	--	--	--	--	--
WB International Tennis Drive	--	--	--	--	--	--	--	--
RT from InternationalTennis to LPGA	--	--	--	--	--	--	--	--
EB International Golf Drivev	--	--	--	--	--	--	--	--
WB International Golf Drive	--	--	--	--	--	--	--	--
WB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)out	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)in	--	--	--	--	--	--	--	--
WB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
WB Tymber Creek Rd out	--	--	--	--	--	--	--	--
WB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Tymber Creek Rd	--	--	--	--	--	--	--	--

2021 Existing Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
EB Tymber Creek Rd out	--	--	--	--	--	--	--	--
EB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Champions Drive	--	--	--	--	--	--	--	--
WB Champions Drive	--	--	--	--	--	--	--	--
EB TomokaFarmsRd out	--	--	--	--	--	--	--	--
EB TomokaFarmsRd in	--	--	--	--	--	--	--	--
WB TomokaFarmsRd out	--	--	--	--	--	--	--	--
WB TomokaFarmsRd in	--	--	--	--	--	--	--	--
TomokaFarmsRd Turn Lane	--	--	--	--	--	--	--	--
			vehicle mix	88.16%	5.41%	6.09%	0.00%	0.34%
SB I-95 ON RAMP	45	--	**929**	819	50	57	0	3
			vehicle mix	88.24%	5.45%	5.09%	0.95%	0.27%
NB I-95 OFF RAMP	45	--	**949**	837	52	48	9	3
NB I-95 OFF RAMP LT1	45	--	**237**	209	13	12	2	1
NB I-95 OFF RAMP LT2	45	--	**237**	209	13	12	2	1
NB I-95 OFF RAMP RT1	45	--	**237**	209	13	12	2	1
NB I-95 OFF RAMP RT2	45	--	**237**	209	13	12	2	1
			vehicle mix	88.18%	4.83%	6.67%	0.00%	0.32%
NB I-95 ON RAMP	45	--	**1301**	1147	63	87	0	4
			vehicle mix	88.10%	5.75%	5.63%	0.12%	0.40%
SB I-95 OFF RAMP	45	--	**1186**	1045	68	67	1	5
SB I-95 OFF RAMP RT	45	--	**395**	348	23	22	0	2
SB I-95 OFF RAMP LT1	45	--	**395**	348	23	22	0	2
SB I-95 OFF RAMP LT2	45	--	**395**	348	23	22	0	2
			vehicle mix	88.50%	2.61%	8.89%	0.00%	0.00%
SB I-95 (between ramps)out	65	2067	**1332**	1179	35	118	0	0
SB I-95 (between ramps)mid	65	2067	**1332**	1179	35	118	0	0
SB I-95 (between ramps)in	65	2067	**1332**	1179	35	118	0	0
NB I-95 (between ramps)out	65	2067	**1332**	1179	35	118	0	0
NB I-95 (between ramps)mid	65	2067	**1332**	1179	35	118	0	0
NB I-95 (between ramps)in	65	2067	**1332**	1179	35	118	0	0
NB TechnologyBlvd	--	--	--	--	--	--	--	--
SB TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SB TechnologyBlvd	--	--	--	--	--	--	--	--
LT from NB TechBlvd to Gateway	--	--	--	--	--	--	--	--
SB Outlet Blvd out	--	--	--	--	--	--	--	--

2021 Existing Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
SB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd out	--	--	--	--	--	--	--	--
NB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd LT	--	--	--	--	--	--	--	--
NB Outlet Blvd RT	--	--	--	--	--	--	--	--
Birkdale Drive	--	--	--	--	--	--	--	--
Wentworth Avenue	--	--	--	--	--	--	--	--
Bauer Circle	--	--	--	--	--	--	--	--
Bayberry Lakes Blvd	--	--	--	--	--	--	--	--
Boysenberry Lane	--	--	--	--	--	--	--	--
Springberry Court	--	--	--	--	--	--	--	--

2050 No-Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	95.10%	2.88%	1.58%	0.14%	0.30%
NB LPGABlvd (US92 to WelshingerS)	55	747	1594	710	22	12	1	2
SB LPGABlvd (US92 to WelshingerS)	55	747	1594	710	22	12	1	2
RT from NBLPGABlvd to WelshingerS	--	--	--	--	--	--	--	--
SB LPGABlvd (US92 to WelshingerS)out	55	374	797	355	11	6	1	1
SB LPGABlvd (US92 to WelshingerS)in	55	374	797	355	11	6	1	1
NB LPGABlvd (WelshingerS to WelshN)	55	747	1594	710	22	12	1	2
SB LPGABlvd (WelshingerS to WelshN)	55	747	1594	710	22	12	1	2
RT from LPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to WelshingerS	--	--	--	--	--	--	--	--
LT from LPGABlvd to FatherLopenHS	--	--	--	--	--	--	--	--
LT from LPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
RT from LPGABlvd to FatherLopenHS	--	--	--	--	--	--	--	--
NB LPGABlvd (WelshN to InterGolfDr)	55	747	1594	710	22	12	1	2
SB LPGABlvd (WelshN to InterGolfDr)	55	747	1594	710	22	12	1	2
SB Merge Lane from WaterTreatment	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to WaterTreatment	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to WaterTreatment	--	--	--	--	--	--	--	--
RT from LPGABlvd to InterNatGolfDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
RT from LPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to InterGolfDr	--	--	--	--	--	--	--	--
			vehicle mix	94.07%	2.42%	2.04%	0.14%	1.33%
NB LPGABlvd (InterGolfDr to TournDr)	55	747	1527	703	18	15	1	10
SB LPGABlvd (InterGolfDr to TournDr)	55	747	1527	703	18	15	1	10
RT from LPGABlvd to ?	--	--	--	--	--	--	--	--
LT from LPGABlvd to ?	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
LT from NBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to TournamentDr	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	1.96%	2.36%	0.28%	0.30%
NB LPGABlvd (TournDr to TymberCreek)	55	747	2019	710	15	18	2	2
SB LPGABlvd (TournDr to TymberCreek)	55	747	2019	710	15	18	2	2
LT from LPGABlvd to Tymber Creek Rd	--	--	--	--	--	--	--	--
RT from LPGABlvd to Tymber Creek Rd	--	--	--	--	--	--	--	--

2050 No-Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	95.10%	3.04%	1.56%	0.00%	0.30%
NB LPGABlvd (Tymber to PriestBranch)	55	**747**	2589	710	23	12	0	2
SB LPGABlvd (Tymber to PriestBranch)	55	**747**	2589	710	23	12	0	2
NB LPGABlvd (Priest to ChampionsDr)	55	**747**	2589	710	23	12	0	2
SB LPGABlvd (Priest to ChampionsDr)	55	**747**	2589	710	23	12	0	2
RT from LPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from LPGABlvd to PublixLiquors	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	2.39%	1.79%	0.42%	0.30%
NB LPGABlvd (ChampDr to TomokaF)	45	**747**	2772	710	18	13	3	2
SB LPGABlvd (ChampDr to TomokaF)	45	**747**	2772	710	18	13	3	2
RT from LPGABlvd to TomokaFarmsRd	--	--	--	--	--	--	--	--
LT from LPGABlvd to TomokaFarmsRd	--	--	--	--	--	--	--	--
			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
NB LPGABlvd (TomokaF to SBI-95OnR)	45	**1719**	3244	1624	24	53	2	15
NB LPGA (SBI-95OnR to SBI95OffR)out	45	**860**	1622	812	12	26	1	8
NB LPGA (SBI-95OnR to SBI95OffR)in	45	**860**	1622	812	12	26	1	8
NB LPGA (SBI95OffR to NBI95OnR)out	45	**860**	1622	812	12	26	1	8
NB LPGA (SBI95OffR to NBI95OnR)in	45	**860**	1622	812	12	26	1	8
NB LPGA (NBI95OnR to NBI95OffR)out	45	**860**	1622	812	12	26	1	8
NB LPGA (NBI95OnR to NBI95OffR)in	45	**860**	1622	812	12	26	1	8
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NB LPGA (NBI95OffR to Technology)out	45	**860**	1794	833	0	27	0	0
NB LPGA (NBI95OffR to Technology)in	45	**860**	1794	833	0	27	0	0
LT from NBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
RT from NBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
LT from SBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
SB LPGA (Technology to NBI95OnR)out	45	**860**	1794	833	0	27	0	0
SB LPGA (Technology to NBI95OnR)in	45	**860**	1794	833	0	27	0	0
SB LPGA (NBI95OnR to NBI95OffR)out	45	**860**	1794	833	0	27	0	0
SB LPGA (NBI95OnR to NBI95OffR)in	45	**860**	1794	833	0	27	0	0
SB LPGA (NBI95Offr to SBI95OnR)out	45	**860**	1794	833	0	27	0	0
SB LPGA (NBI95Offr to SBI95OnR)in	45	**860**	1794	833	0	27	0	0
SB LPGA (SBI95OnR to SBI95OffR)out	45	**860**	1794	833	0	27	0	0
SB LPGA (SBI95OnR to SBI95OffR)in	45	**860**	1794	833	0	27	0	0

2050 No-Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
SB LPGA (SBI95OffR to TomokaF)out	45	**860**	1622	812	12	26	1	8
SB LPGA (SBI95OffR to TomokaF)in	45	**860**	1622	812	12	26	1	8
SB LPGA (SBI95OffR to TomokaF)	45	**1719**	3244	1624	24	53	2	15
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NBLPGA(Technology to Williamson)out	45	1323	**1318**	1277	0	41	0	0
NBLPGA(Technology to Williamson)in	45	1323	**1318**	1277	0	41	0	0
SBLPGA(Technology to Williamson)out	45	1323	**1318**	1277	0	41	0	0
SBLPGA(Technology to Williamson)in	45	1323	**1318**	1277	0	41	0	0
RT from SBLPGA to IntracoastalBank	--	--	--	--	--	--	--	--
RT from NB LPGA to Willamson	--	--	--	--	--	--	--	--
LT from NB LPGA to Willamson out	--	--	--	--	--	--	--	--
LT from NB LPGA to Willamson in	--	--	--	--	--	--	--	--
LT from SB LPGA to Willamson out	--	--	--	--	--	--	--	--
LT from SB LPGA to Willamson in	--	--	--	--	--	--	--	--
RT from SB LPGA to Willamson	--	--	--	--	--	--	--	--
			vehicle mix	96.56%	1.82%	0.98%	0.30%	0.34%
NBLPGA(Williamson to ClydeMorris)out	45	1323	**1253**	1210	23	12	4	4
NBLPGA(Williamson to ClydeMorris)in	45	1323	**1253**	1210	23	12	4	4
SBLPGA(Williamson to ClydeMorris)out	45	1323	**1253**	1210	23	12	4	4
SBLPGA(Williamson to ClydeMorris)in	45	1323	**1253**	1210	23	12	4	4
LT from NB LPGA to Concierge Blvd	--	--	--	--	--	--	--	--
EB International Tennis Drive	--	--	--	--	--	--	--	--
WB International Tennis Drive	--	--	--	--	--	--	--	--
RT from InternationalTennis to LPGA	--	--	--	--	--	--	--	--
EB International Golf Drivev	--	--	--	--	--	--	--	--
WB International Golf Drive	--	--	--	--	--	--	--	--
WB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)out	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)in	--	--	--	--	--	--	--	--
WB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
WB Tymber Creek Rd out	--	--	--	--	--	--	--	--
WB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Tymber Creek Rd	--	--	--	--	--	--	--	--

2050 No-Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
EB Tymber Creek Rd out	--	--	--	--	--	--	--	--
EB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Champions Drive	--	--	--	--	--	--	--	--
WB Champions Drive	--	--	--	--	--	--	--	--
EB TomokaFarmsRd out	--	--	--	--	--	--	--	--
EB TomokaFarmsRd in	--	--	--	--	--	--	--	--
WB TomokaFarmsRd out	--	--	--	--	--	--	--	--
WB TomokaFarmsRd in	--	--	--	--	--	--	--	--
TomokaFarmsRd Turn Lane	--	--	--	--	--	--	--	--
			vehicle mix	88.16%	5.41%	6.09%	0.00%	0.34%
SB I-95 ON RAMP	45	--	**1854**	1634	100	113	0	6
			vehicle mix	88.24%	5.45%	5.09%	0.95%	0.27%
NB I-95 OFF RAMP	45	--	**2245**	1981	122	114	21	6
NB I-95 OFF RAMP LT1	45	--	**561**	495	31	29	5	2
NB I-95 OFF RAMP LT2	45	--	**561**	495	31	29	5	2
NB I-95 OFF RAMP RT1	45	--	**561**	495	31	29	5	2
NB I-95 OFF RAMP RT2	45	--	**561**	495	31	29	5	2
			vehicle mix	88.18%	4.83%	6.67%	0.00%	0.32%
NB I-95 ON RAMP	45	--	**2440**	2152	118	163	0	8
			vehicle mix	88.10%	5.75%	5.63%	0.12%	0.40%
SB I-95 OFF RAMP	45	--	**2147**	1892	123	121	3	9
SB I-95 OFF RAMP RT	45	--	**716**	631	41	40	1	3
SB I-95 OFF RAMP LT1	45	--	**716**	631	41	40	1	3
SB I-95 OFF RAMP LT2	45	--	**716**	631	41	40	1	3
			vehicle mix	88.50%	2.61%	8.89%	0.00%	0.00%
SB I-95 (between ramps)out	65	2067	**1954**	1729	51	174	0	0
SB I-95 (between ramps)mid	65	2067	**1954**	1729	51	174	0	0
SB I-95 (between ramps)in	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)out	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)mid	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)in	65	2067	**1954**	1729	51	174	0	0
NB TechnologyBlvd	--	--	--	--	--	--	--	--
SB TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SB TechnologyBlvd	--	--	--	--	--	--	--	--
LT from NB TechBlvd to Gateway	--	--	--	--	--	--	--	--
SB Outlet Blvd out	--	--	--	--	--	--	--	--

2050 No-Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
SB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd out	--	--	--	--	--	--	--	--
NB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd LT	--	--	--	--	--	--	--	--
NB Outlet Blvd RT	--	--	--	--	--	--	--	--
Birkdale Drive	--	--	--	--	--	--	--	--
Wentworth Avenue	--	--	--	--	--	--	--	--
Bauer Circle	--	--	--	--	--	--	--	--
Bayberry Lakes Blvd	--	--	--	--	--	--	--	--
Boysenberry Lane	--	--	--	--	--	--	--	--
Springberry Court	--	--	--	--	--	--	--	--

2050 Build Traffic								
Segment	**Speed Limit (mph)**	**LOS C**	**Demand PHV**	**Autos**	**MT**	**HT**	**B**	**MC**
Note: Green highlighted volumes were used in the FHWA TNM.								
			vehicle mix	95.10%	2.88%	1.58%	0.14%	0.30%
EB International Tennis Drive	--	--	--	--	--	--	--	--
WB International Tennis Drive	--	--	--	--	--	--	--	--
RT from InternationalTennis to LPGA	--	--	--	--	--	--	--	--
EB International Golf Drivev	--	--	--	--	--	--	--	--
WB International Golf Drive	--	--	--	--	--	--	--	--
WB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)out	--	--	--	--	--	--	--	--
EB TournamentDrive (W of LPGA)in	--	--	--	--	--	--	--	--
WB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
EB TournamentDrive (E of LPGA)	--	--	--	--	--	--	--	--
WB Tymber Creek Rd out	--	--	--	--	--	--	--	--
WB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Tymber Creek Rd	--	--	--	--	--	--	--	--
EB Tymber Creek Rd out	--	--	--	--	--	--	--	--
EB Tymber Creek Rd in	--	--	--	--	--	--	--	--
EB Champions Drive	--	--	--	--	--	--	--	--
WB Champions Drive	--	--	--	--	--	--	--	--
EB TomokaFarmsRd out	--	--	--	--	--	--	--	--
EB TomokaFarmsRd in	--	--	--	--	--	--	--	--
WB TomokaFarmsRd out	--	--	--	--	--	--	--	--
WB TomokaFarmsRd in	--	--	--	--	--	--	--	--
TomokaFarmsRd Turn Lane	--	--	--	--	--	--	--	--
			vehicle mix	88.50%	2.61%	8.89%	0.00%	0.00%
SB I-95 (between ramps)out	65	2067	**1954**	1729	51	174	0	0
SB I-95 (between ramps)mid	65	2067	**1954**	1729	51	174	0	0
SB I-95 (between ramps)in	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)out	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)mid	65	2067	**1954**	1729	51	174	0	0
NB I-95 (between ramps)in	65	2067	**1954**	1729	51	174	0	0
NB TechnologyBlvd	--	--	--	--	--	--	--	--
SB TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SB TechnologyBlvd	--	--	--	--	--	--	--	--
LT from NB TechBlvd to Gateway	--	--	--	--	--	--	--	--
SB Outlet Blvd out	--	--	--	--	--	--	--	--

SB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd out	--	--	--	--	--	--	--	--
NB Outlet Blvd in	--	--	--	--	--	--	--	--
NB Outlet Blvd LT	--	--	--	--	--	--	--	--
NB Outlet Blvd RT	--	--	--	--	--	--	--	--
Birkdale Drive	--	--	--	--	--	--	--	--
Wentworth Avenue	--	--	--	--	--	--	--	--
Bauer Circle	--	--	--	--	--	--	--	--
Bayberry Lakes Blvd	--	--	--	--	--	--	--	--
Boysenberry Lane	--	--	--	--	--	--	--	--
Springberry Court	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	2.88%	1.58%	0.14%	0.30%
NB LPGABlvd (US92 to WelshingerS)out	45	860	**797**	758	23	13	1	2
NB LPGABlvd (US92 to WelshingerS)in	45	860	**797**	758	23	13	1	2
SB LPGABlvd (US92 to WelshingerS)out	45	860	**797**	758	23	13	1	2
SB LPGABlvd (US92 to WelshingerS)in	45	860	**797**	758	23	13	1	2
RT from NBLPGABlvd to WelshingerS 1	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to WelshingerS 2	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to US92	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to US92	--	--	--	--	--	--	--	--
RT to RoyalCtyBlvd	--	--	--	--	--	--	--	--
LT to RoyalCtyBlvd	--	--	--	--	--	--	--	--
NB LPGABlvd (Welsh to Welsh)out	45	860	**797**	758	23	13	1	2
NB LPGABlvd (Welsh to Welsh)in	45	860	**797**	758	23	13	1	2
LT from NBLPGABlvd to FatherLopenHS	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
SB LPGABlvd (Welsh to Welsh)out	45	860	**797**	758	23	13	1	2
SB LPGABlvd (Welsh to Welsh)in	45	860	**797**	758	23	13	1	2
LT from SBLPGABlvd to WelshingerN	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to FrLopezHS1	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to FrLopezHS2	--	--	--	--	--	--	--	--
NB LPGABlvd (Welsh to InterTennisDr)o	45	860	**797**	758	23	13	1	2
NB LPGABlvd (Welsh to InterTennisDr)in	45	860	**797**	758	23	13	1	2
SB LPGABlvd (Welsh to InterTennisDr)o	45	860	**797**	758	23	13	1	2
SB LPGABlvd (Welsh to InterTennisDr)in	45	860	**797**	758	23	13	1	2
RT from NBLPGABlvd to DaytonaBeachP	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to DaytonaBeachP	--	--	--	--	--	--	--	--
			vehicle mix	94.07%	2.42%	2.04%	0.14%	1.33%
NB LPGABlvd (InterTennis to TournDr)ou	45	860	**763**	718	18	16	1	10
NB LPGABlvd (InterTennis to TournDr)in	45	860	**763**	718	18	16	1	10
SB LPGABlvd (InterTennis to TournDr)ou	45	860	**763**	718	18	16	1	10

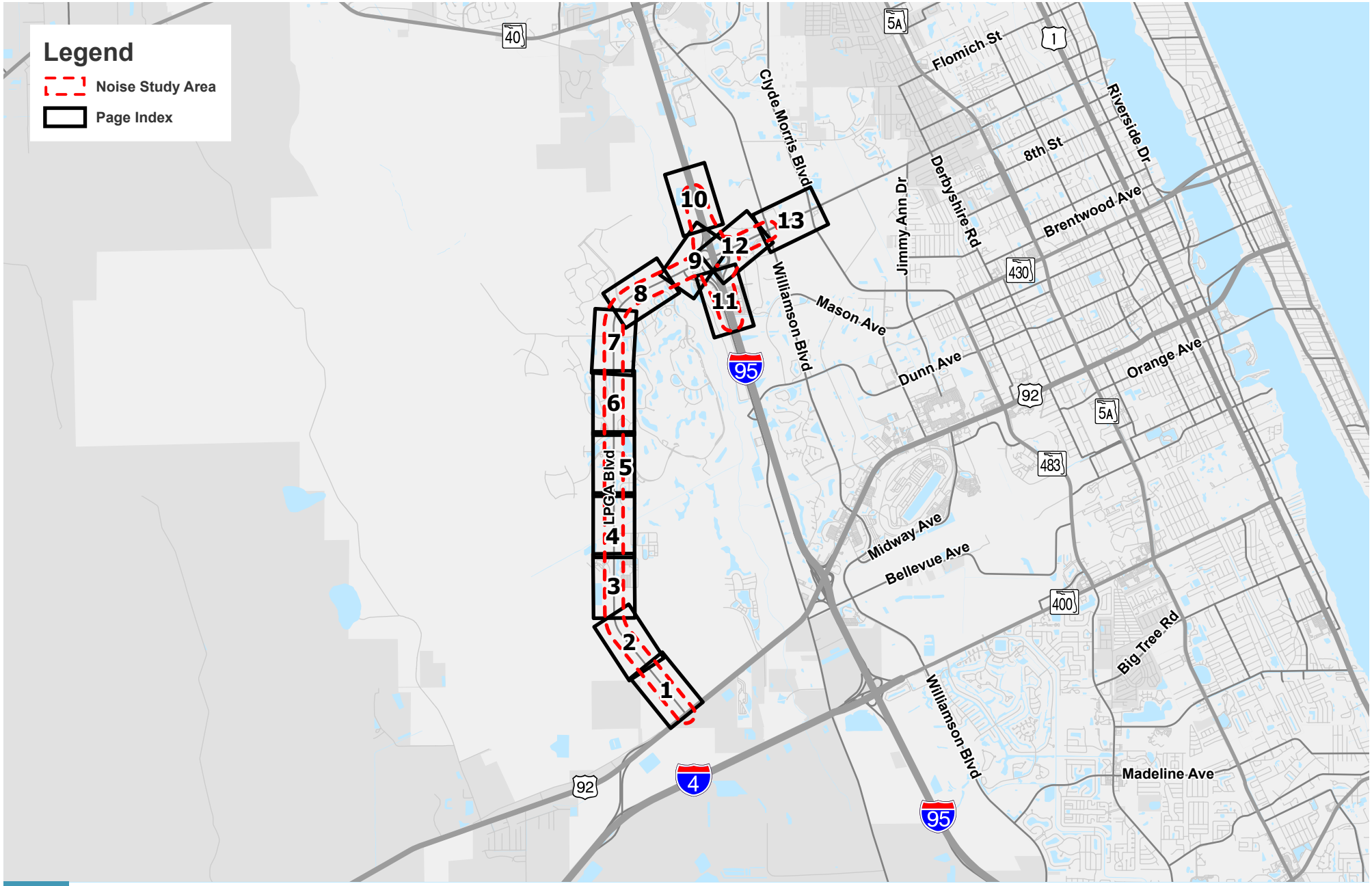
SB LPGABlvd (InterTennis to TournDr)in	45	860	**763**	718	18	16	1	10
LT from NBLPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to InterTennisDr	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	1.96%	2.36%	0.28%	0.30%
NB LPGABlvd (TournDr to TymberCrk)ou	45	**860**	1010	817	17	20	2	3
NB LPGABlvd (TournDr to TymberCrk)in	45	**860**	1010	817	17	20	2	3
SB LPGABlvd (TournDr to TymberCrk)ou	45	**860**	1010	817	17	20	2	3
SB LPGABlvd (TournDr to TymberCrk)in	45	**860**	1010	817	17	20	2	3
LT from NBLPGABlvd to TymberCrkRd 1	--	--	--	--	--	--	--	--
LT from NBLPGABlvd to TymberCrkRd 2	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to Tymber Creek R	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to Tymber Creek R	--	--	--	--	--	--	--	--
RT from SBLPGABlvd to Tymber Creek R	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	3.04%	1.56%	0.00%	0.30%
NB LPGABlvd (Tymber to FireSta)out1	35	**725**	1294	689	22	11	0	2
NB LPGABlvd (Tymber to FireSta)in1	35	**725**	1294	689	22	11	0	2
NB LPGABlvd (Tymber to FireSta)out2	35	**483**	863	459	15	8	0	1
NB LPGABlvd (Tymber to FireSta)mid2	35	**483**	863	459	15	8	0	1
NB LPGABlvd (Tymber to FireSta)in2	35	**483**	863	459	15	8	0	1
NB LPGABlvd (FireSta to ChampDr)out	35	**483**	863	459	15	8	0	1
NB LPGABlvd (FireSta to ChampDr)mid	35	**483**	863	459	15	8	0	1
NB LPGABlvd (FireSta to ChampDr)in	35	**483**	863	459	15	8	0	1
SB LPGABlvd (FireSta to ChampDr)out	35	**483**	863	459	15	8	0	1
SB LPGABlvd (FireSta to ChampDr)mid	35	**483**	863	459	15	8	0	1
SB LPGABlvd (FireSta to ChampDr)in	35	**483**	863	459	15	8	0	1
LT from NBLPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to ChampionsDr	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to FireStation	--	--	--	--	--	--	--	--
			vehicle mix	95.10%	2.39%	1.79%	0.42%	0.30%
NB LPGABlvd (ChampDr to TomokaF)out	35	**483**	924	459	12	9	2	1
NB LPGABlvd (ChampDr to TomokaF)mid	35	**483**	924	459	12	9	2	1
NB LPGABlvd (ChampDr to TomokaF)in	35	**483**	924	459	12	9	2	1
SB LPGABlvd (ChampDr to TomokaF)out	35	**483**	924	459	12	9	2	1
SB LPGABlvd (ChampDr to TomokaF)mid	35	**483**	924	459	12	9	2	1
SB LPGABlvd (ChampDr to TomokaF)in	35	**483**	924	459	12	9	2	1
LT from NBLPGABlvd to TomokaF 1	--	--	--	--	--	--	--	--
LT from NBLPGABlvd to TomokaF 2	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to TomokaF 1	--	--	--	--	--	--	--	--
LT from SBLPGABlvd to TomokaF 2	--	--	--	--	--	--	--	--

			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
NB LPGABlvd (Tomoka to SBI95OnR)out	35	483	1081	456	7	15	1	4
NB LPGABlvd (Tomoka to SBI95OnR)mid	35	483	1081	456	7	15	1	4
NB LPGABlvd (Tomoka to SB-95OnR)in1	35	483	1081	456	7	15	1	4
NB LPGABlvd (Tomoka to SBI95OnR)ou2	35	362	811	342	5	11	0	3
NB LPGA (Tomoka to SBI95OnR)omid2	35	362	811	342	5	11	0	3
NB LPGA (Tomoka to SBI95OnR)imid2	35	362	811	342	5	11	0	3
NB LPGA (Tomoka to SB-95OnR)in2	35	362	811	342	5	11	0	3
LT from NBLPGABlvd to turnaround	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to I95S OnRamp 1	--	--	--	--	--	--	--	--
RT from NBLPGABlvd to I95S OnRamp 2	--	--	--	--	--	--	--	--
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NB LPGA (I95 to TechnologyBlvd)out	35	483	1196	468	0	15	0	0
NB LPGA (I95 to TechnologyBlvd)mid	35	483	1196	468	0	15	0	0
NB LPGA (I95 to TechnologyBlvd)in	35	483	1196	468	0	15	0	0
SB LPGA (I95 to TechnologyBlvd)out	35	362	897	351	0	11	0	0
SB LPGA (I95 to TechnologyBlvd)omid	35	362	897	351	0	11	0	0
SB LPGA (I95 to TechnologyBlvd)imid	35	362	897	351	0	11	0	0
SB LPGA (I95 to TechnologyBlvd)in	35	362	897	351	0	11	0	0
			vehicle mix	94.50%	1.42%	3.07%	0.11%	0.90%
SB LPGABlvd (I95Ramps to Tomoka)out	35	483	1081	456	7	15	1	4
SB LPGABlvd (I95Ramps to Tomoka)mid	35	483	1081	456	7	15	1	4
SB LPGABlvd (I95Ramps to Tomoka)in1	35	483	1081	456	7	15	1	4
SB LPGABlvd (I95Ramps 2 Tomoka)out2	35	483	1081	456	7	15	1	4
SB LPGABlvd (I95Ramps 2 Tomoka)mid2	35	483	1081	456	7	15	1	4
SB LPGABlvd (I95Ramps 2 Tomoka)in2	35	483	1081	456	7	15	1	4
RT from NBLPGA to TechnologyBlvd 1	--	--	--	--	--	--	--	--
RT from NBLPGA to TechnologyBlvd 2	--	--	--	--	--	--	--	--
LT from NBLPGA to TechnologyBlvd 1	--	--	--	--	--	--	--	--
LT from NBLPGA to TechnologyBlvd 2	--	--	--	--	--	--	--	--
LT from SBLPGA to TechnologyBlvd1	--	--	--	--	--	--	--	--
LT from SBLPGA to TechnologyBlvd2	--	--	--	--	--	--	--	--
RT from SBLPGA to TechnologyBlvd	--	--	--	--	--	--	--	--
RT from SBLPGA to I95 OnRamp	--	--	--	--	--	--	--	--
LT from SBLPGA to SBI95 OnRamp	--	--	--	--	--	--	--	--
			vehicle mix	96.90%	0.00%	3.10%	0.00%	0.00%
NB LPGA (Technology to Williamson)out	35	483	879	468	0	15	0	0
NB LPGA (Technology to Williamson)mid	35	483	879	468	0	15	0	0
NB LPGA (Technology to Williamson)in	35	483	879	468	0	15	0	0
SB LPGA (Technology to Williamson)out	35	362	659	351	0	11	0	0
SB LPGA (Technology to Williamson)omi	35	362	659	351	0	11	0	0

SB LPGA (Technology to Williamson)imid	35	362	659	351	0	11	0	0
SB LPGA (Technology to Williamson)in	35	362	659	351	0	11	0	0
LT from NBLPGA to Williamson 1	--	--	--	--	--	--	--	--
LT from NBLPGA to Williamson 2	--	--	--	--	--	--	--	--
LT from NBLPGA to Williamson 3	--	--	--	--	--	--	--	--
RT from NBLPGA to Williamson	--	--	--	--	--	--	--	--
RT from SBLPGA to Williamson	--	--	--	--	--	--	--	--
LT from SBLPGA to Williamson 1	--	--	--	--	--	--	--	--
LT from SBLPGA to Williamson 2	--	--	--	--	--	--	--	--
			vehicle mix	96.56%	1.82%	0.98%	0.30%	0.34%
NB LPGA (Williamson to ClydeMorris)out	45	1191	835	807	15	8	3	3
NB LPGA (Williamson to ClydeMorris)mid	45	1191	835	807	15	8	3	3
NB LPGA (Williamson to ClydeMorris)in	45	1191	835	807	15	8	3	3
SB LPGA (Williamson to ClydeMorris)out	45	1191	835	807	15	8	3	3
SB LPGA (Williamson to ClydeMorris)mid	45	1191	835	807	15	8	3	3
SB LPGA (Williamson to ClydeMorris)in	45	1191	835	807	15	8	3	3
TurnAround1	--	--	--	--	--	--	--	--
TurnAround2	--	--	--	--	--	--	--	--
TurnAround3	--	--	--	--	--	--	--	--
TurnAround4	--	--	--	--	--	--	--	--
TurnAround5	--	--	--	--	--	--	--	--
TurnAround6	--	--	--	--	--	--	--	--
TurnAround7	--	--	--	--	--	--	--	--
TurnAround8	--	--	--	--	--	--	--	--
TurnAround9	--	--	--	--	--	--	--	--
TurnAround10	--	--	--	--	--	--	--	--
TurnAround11	--	--	--	--	--	--	--	--
TurnAround12	--	--	--	--	--	--	--	--
TurnAround13	--	--	--	--	--	--	--	--
TurnAround14	--	--	--	--	--	--	--	--
			vehicle mix	88.10%	5.75%	5.63%	0.12%	0.40%
SB I95 OFFRAMP out	45	--	1074	946	62	60	1	4
SB I95 OFFRAMP in	45	--	1074	946	62	60	1	4
SB I95 OFFRAMP in 1	45	--	358	315	21	20	0	1
SB I95 OFFRAMP in 2	45	--	358	315	21	20	0	1
SB I95 OFFRAMP in 3	45	--	358	315	21	20	0	1
SB I95 OFFRAMP out 1	45	--	358	315	21	20	0	1
SB I95 OFFRAMP out 2	45	--	358	315	21	20	0	1
SB I95 OFFRAMP out 3	45	--	358	315	21	20	0	1
			vehicle mix	88.16%	5.41%	6.09%	0.00%	0.34%
SB I95 ONRAMP out	45	--	522	460	28	32	0	2

SB I95 ONRAMP in	45	--	**522**	460	28	32	0	2
SB I95 ONRAMP out 2	45	--	**927**	817	50	56	0	3
SB I95 ONRAMP in 2	45	--	**927**	817	50	56	0	3
SB I95 ONRAMP	45	--	**1854**	1634	100	113	0	6
			vehicle mix	88.24%	5.45%	5.09%	0.95%	0.27%
NB I95 OFFRAMP out	45	--	**1123**	990	61	57	11	3
NB I95 OFFRAMP out 1	45	--	**374**	330	20	19	4	1
NB I95 OFFRAMP out 2	45	--	**374**	330	20	19	4	1
NB I95 OFFRAMP out 3	45	--	**374**	330	20	19	4	1
NB I95 OFFRAMP in	45	--	**1123**	990	61	57	11	3
NB I95 OFFRAMP in 1	45	--	**562**	495	31	29	5	2
NB I95 OFFRAMP in 2	45	--	**562**	495	31	29	5	2
			vehicle mix	88.18%	4.83%	6.67%	0.00%	0.32%
NB I95 ONRAMP out	45	--	**1220**	1076	59	81	0	4
NB I95 ONRAMP in	45	--	**1220**	1076	59	81	0	4
NB I95 OnRamp 1	45	--	**890**	785	43	59	0	3
NB I95 OnRamp 2	45	--	**890**	785	43	59	0	3

Appendix B | Receptor Location Maps and Figures



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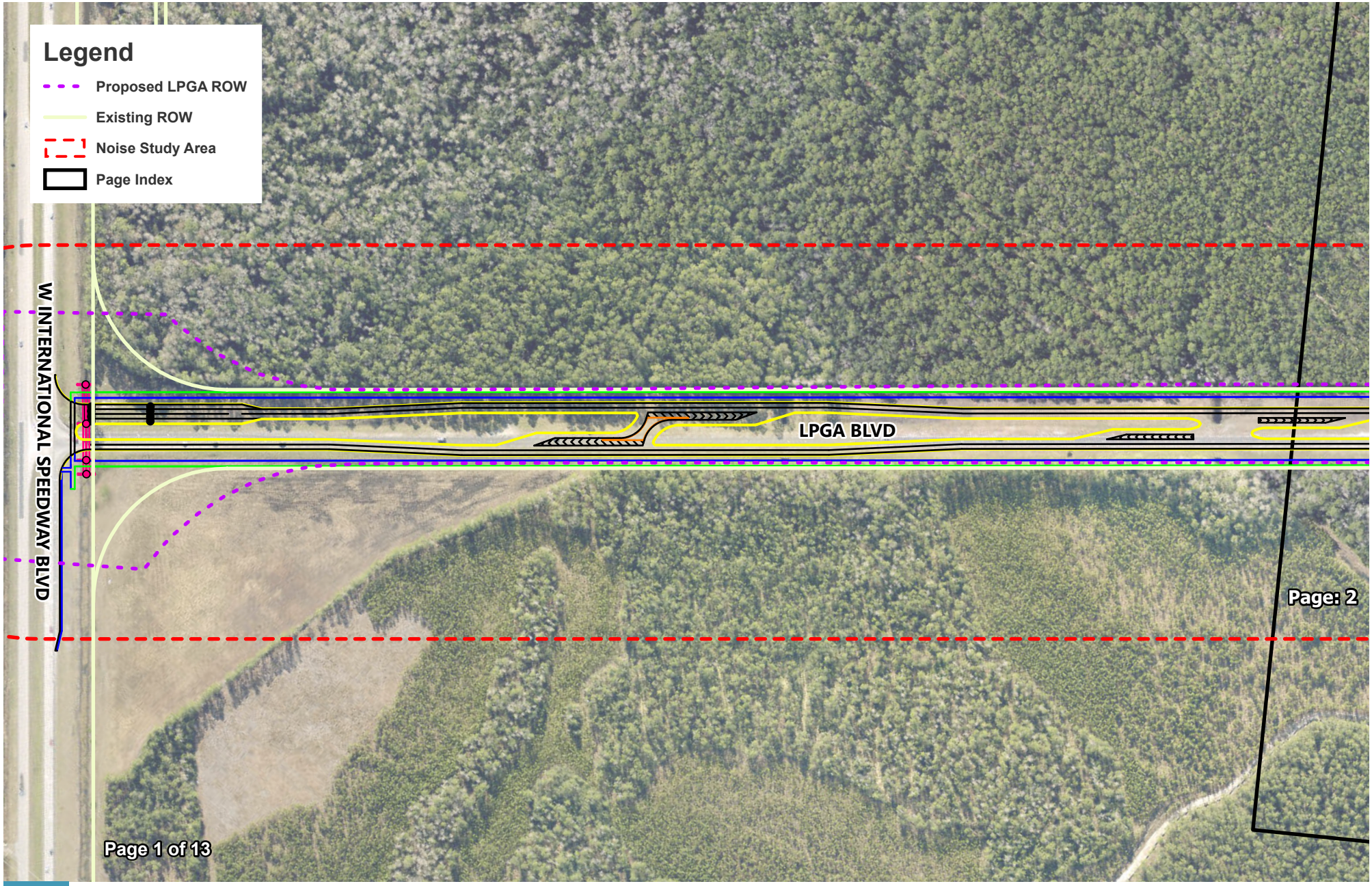
MILES

NOISE ANALYSIS OVERVIEW MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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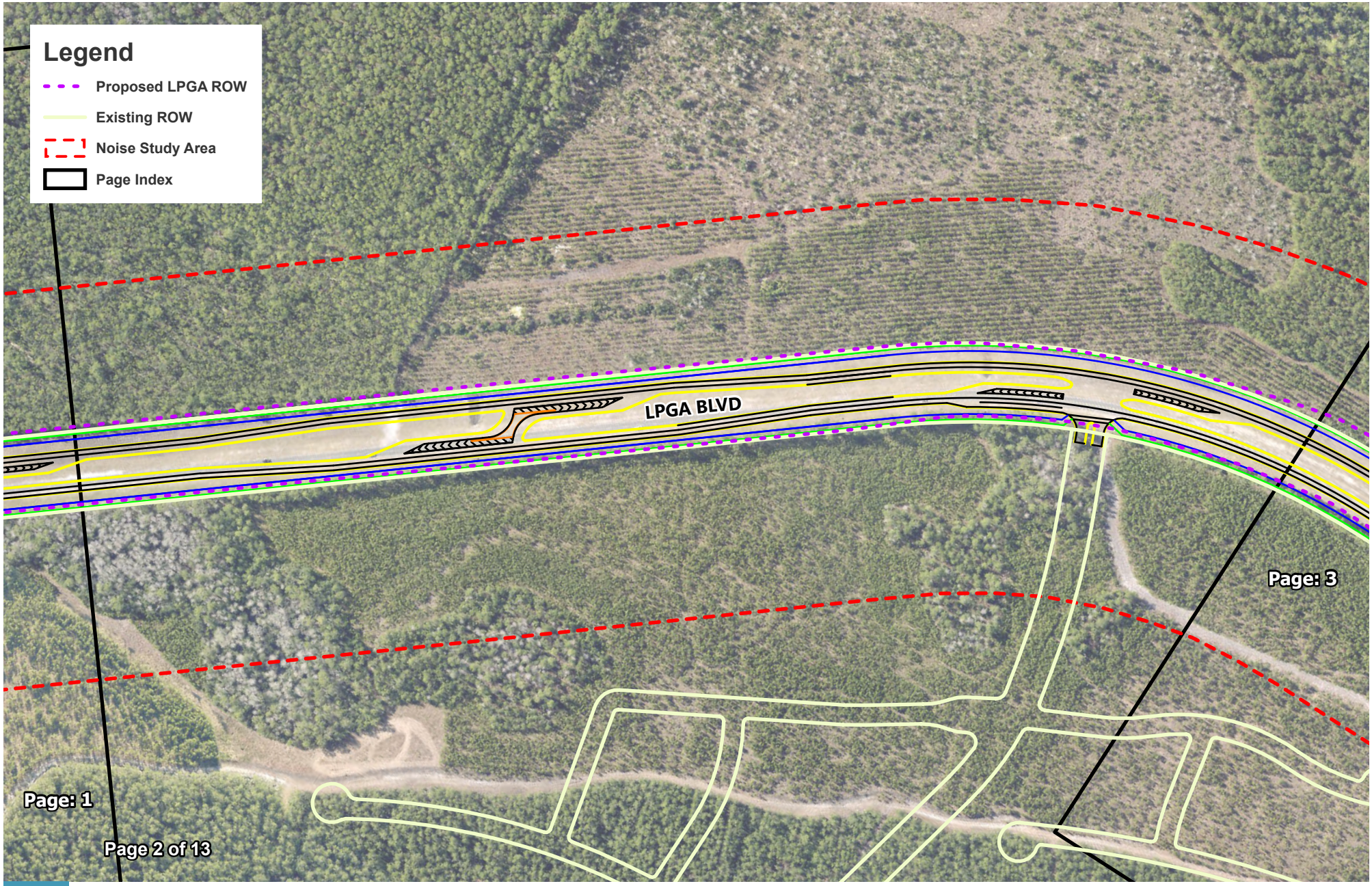
NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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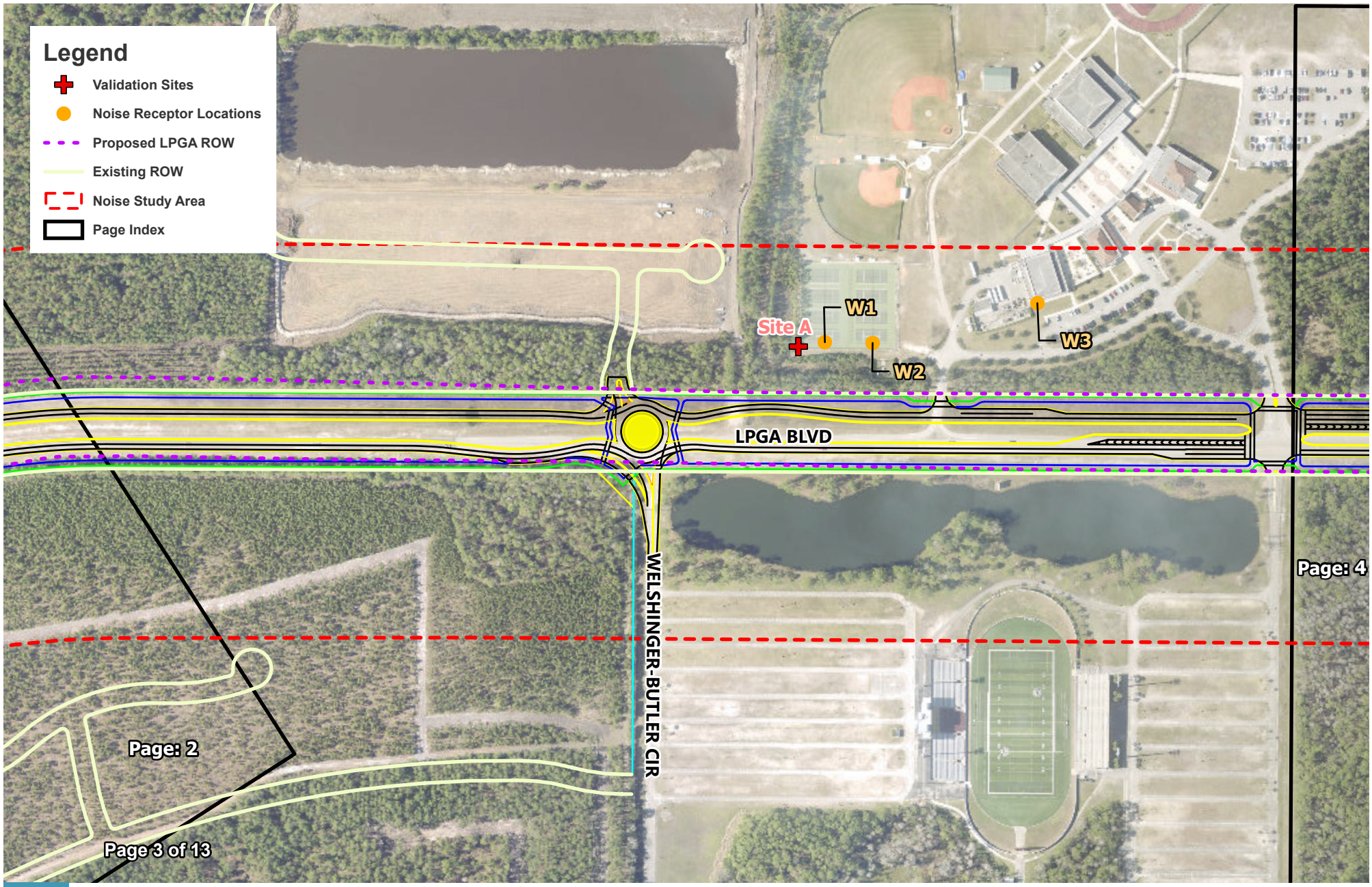
NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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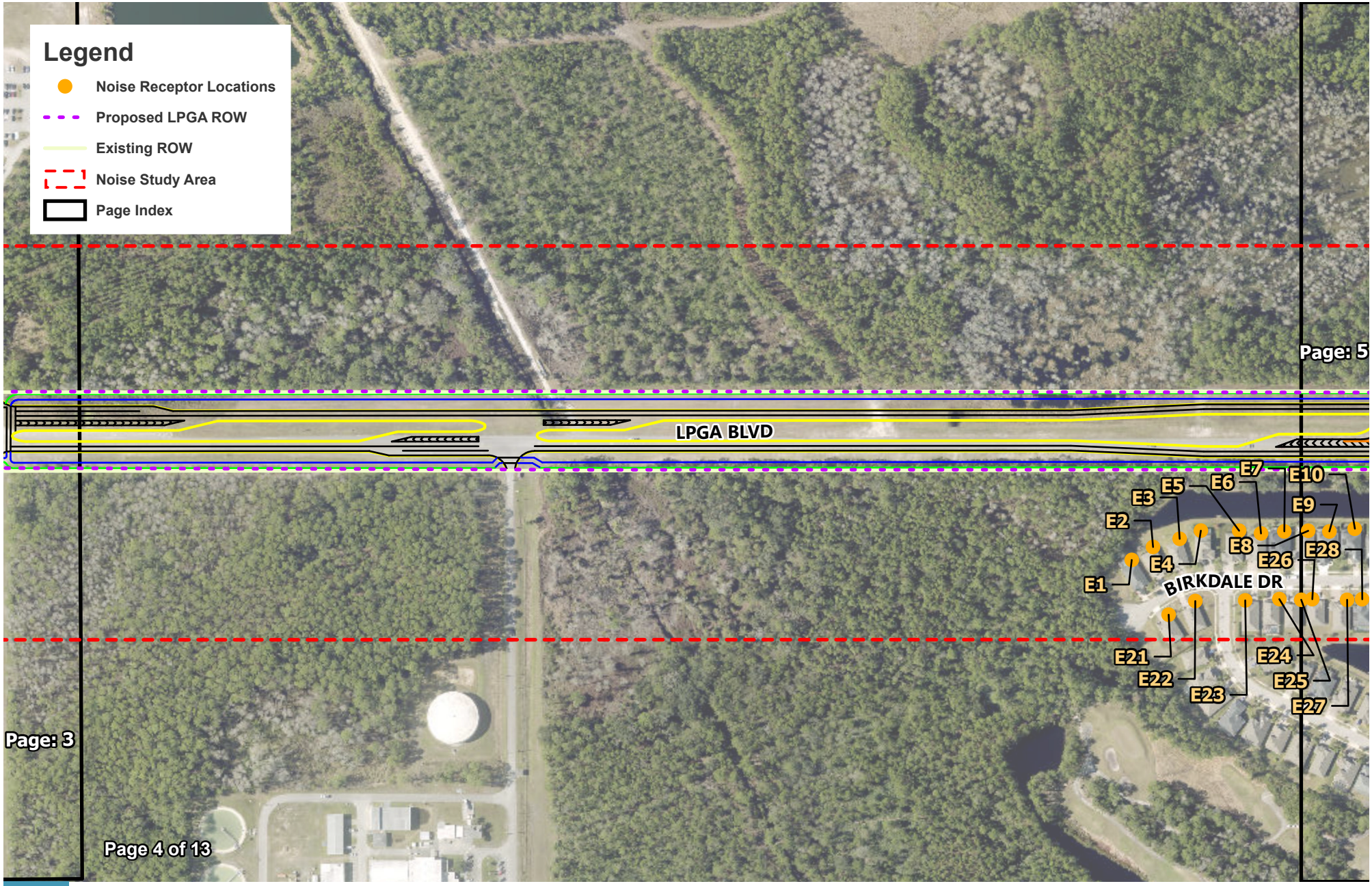
NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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NOISE ANALYSIS MAP

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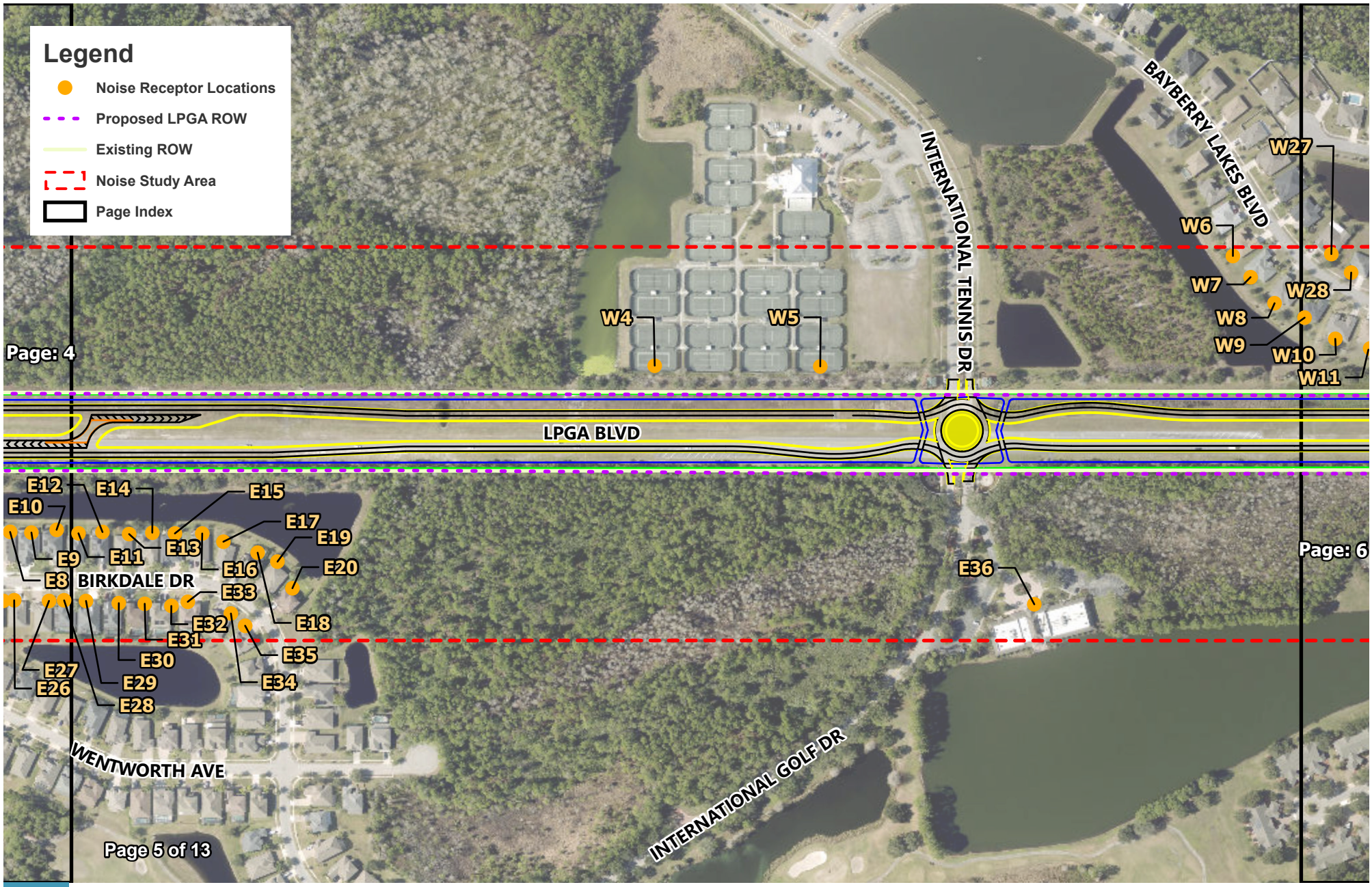
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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NOISE ANALYSIS MAP

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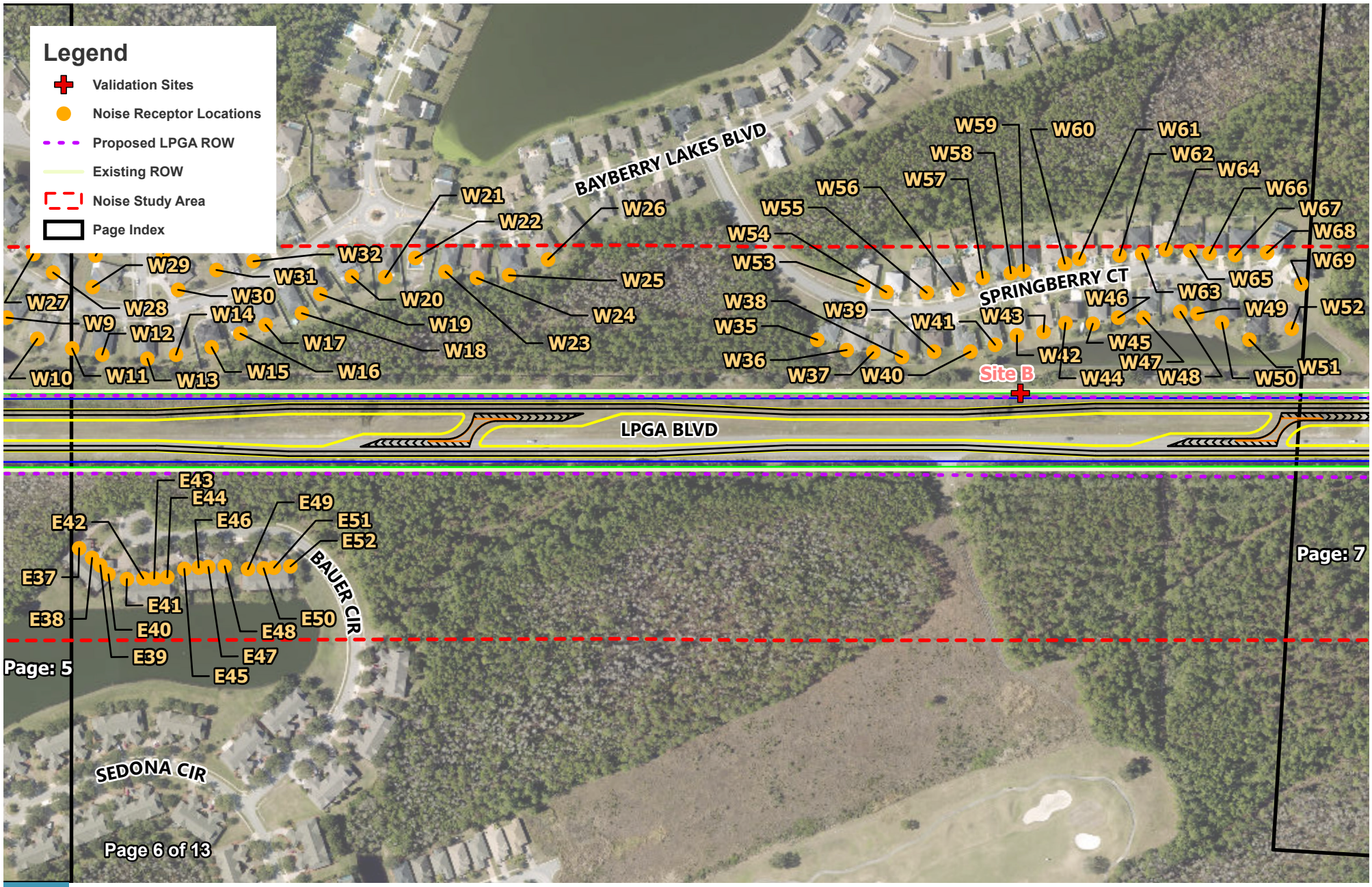
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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NOISE ANALYSIS MAP

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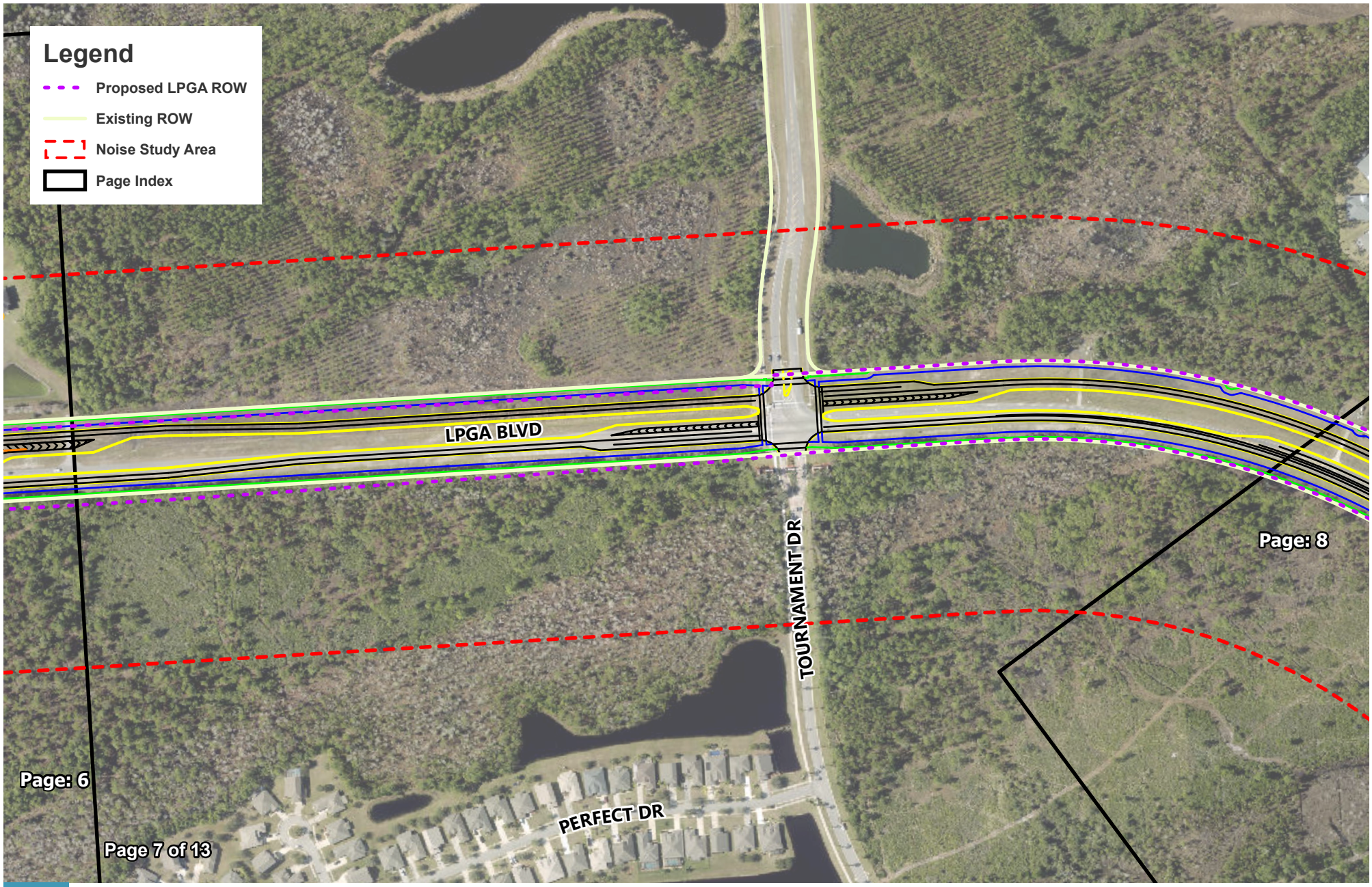
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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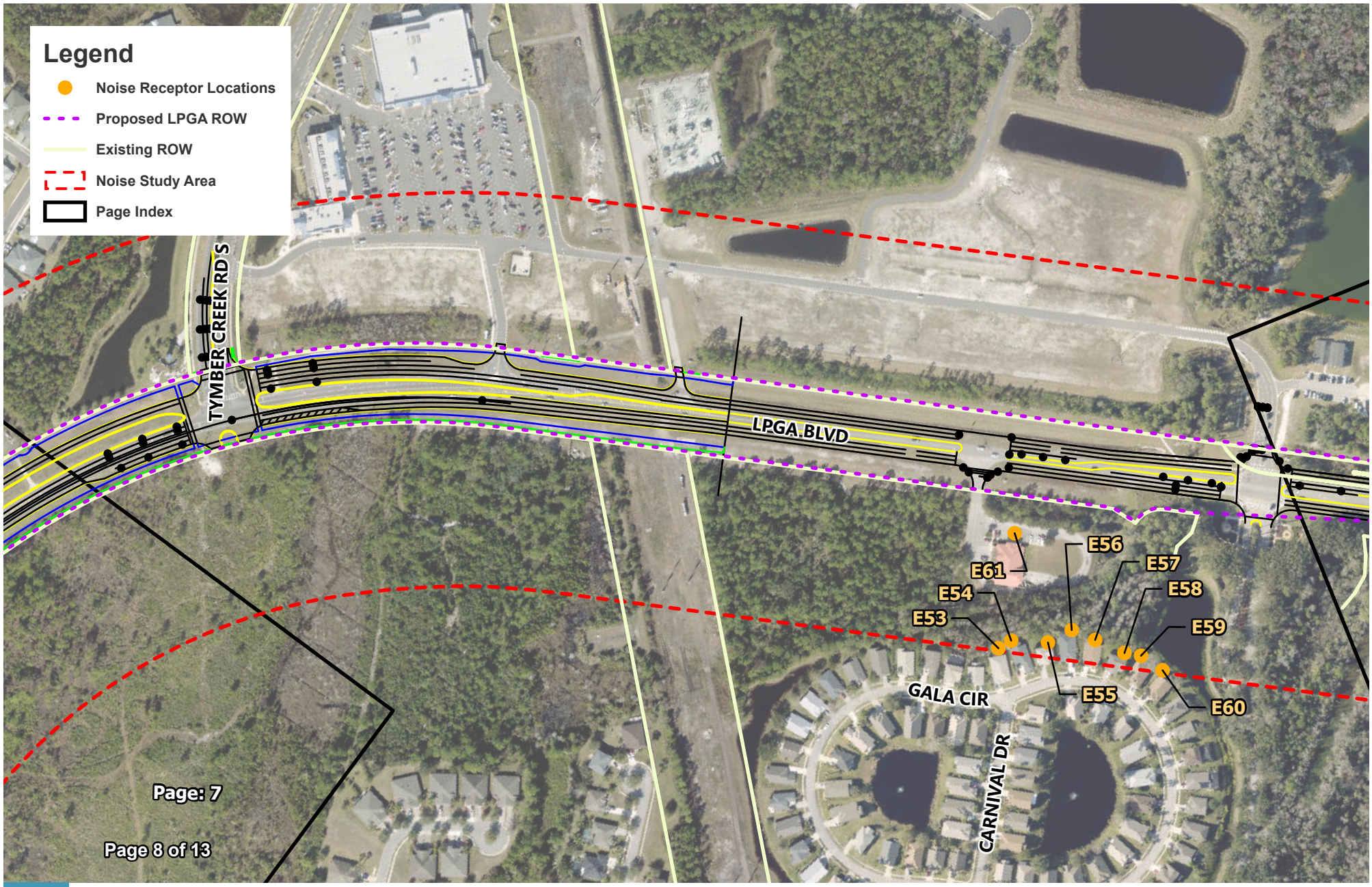
NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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NOISE ANALYSIS MAP

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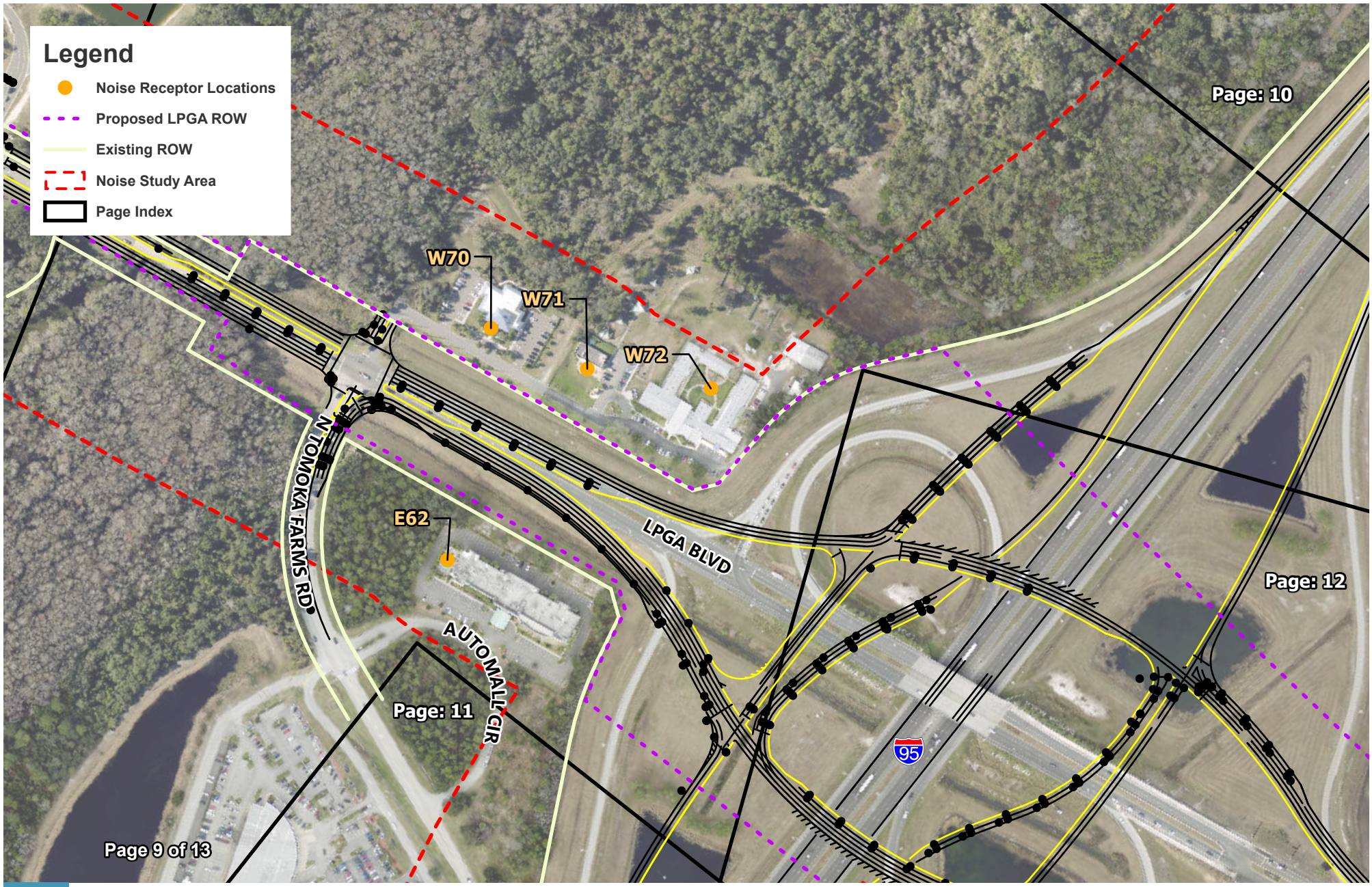
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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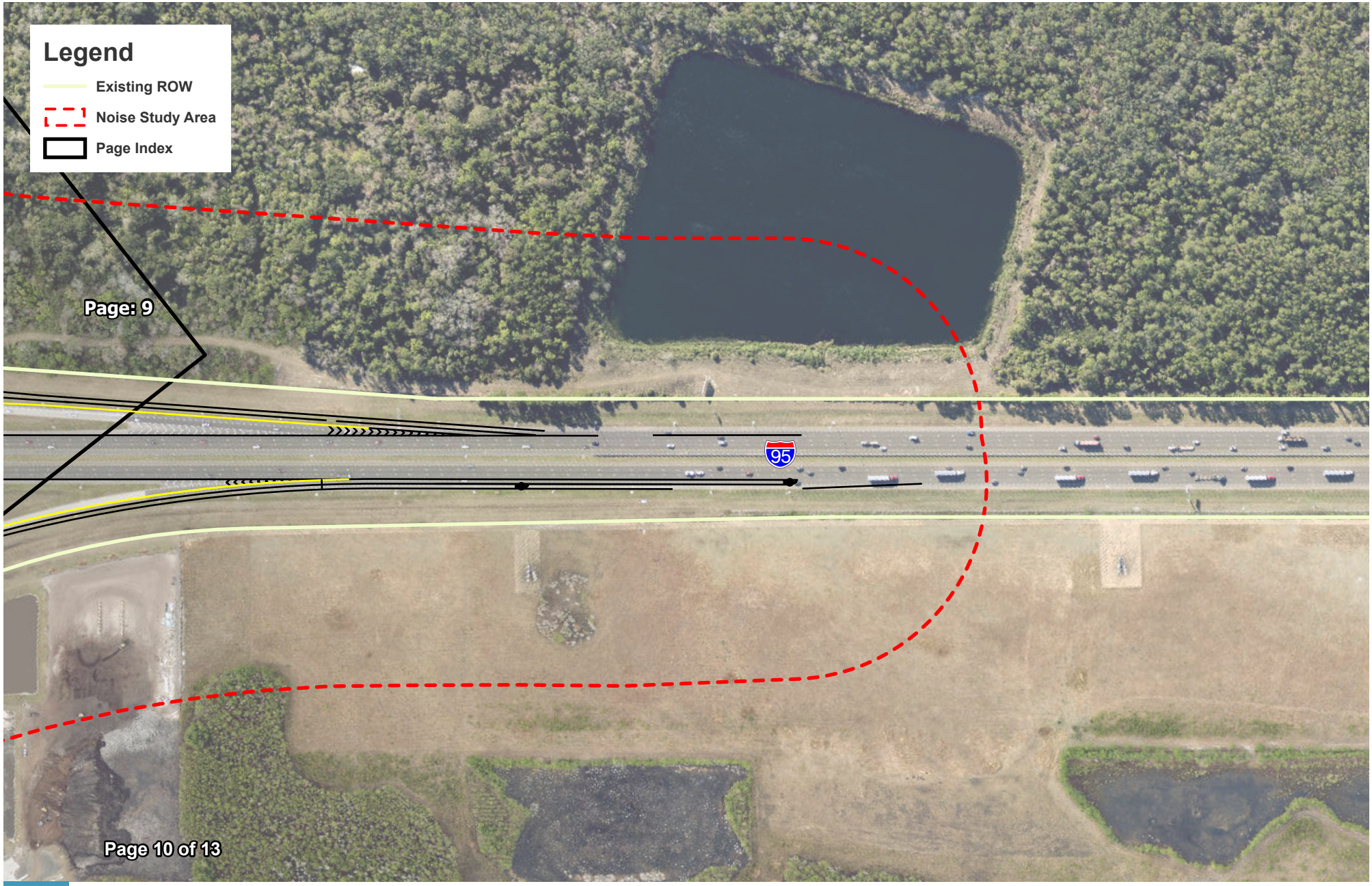
NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



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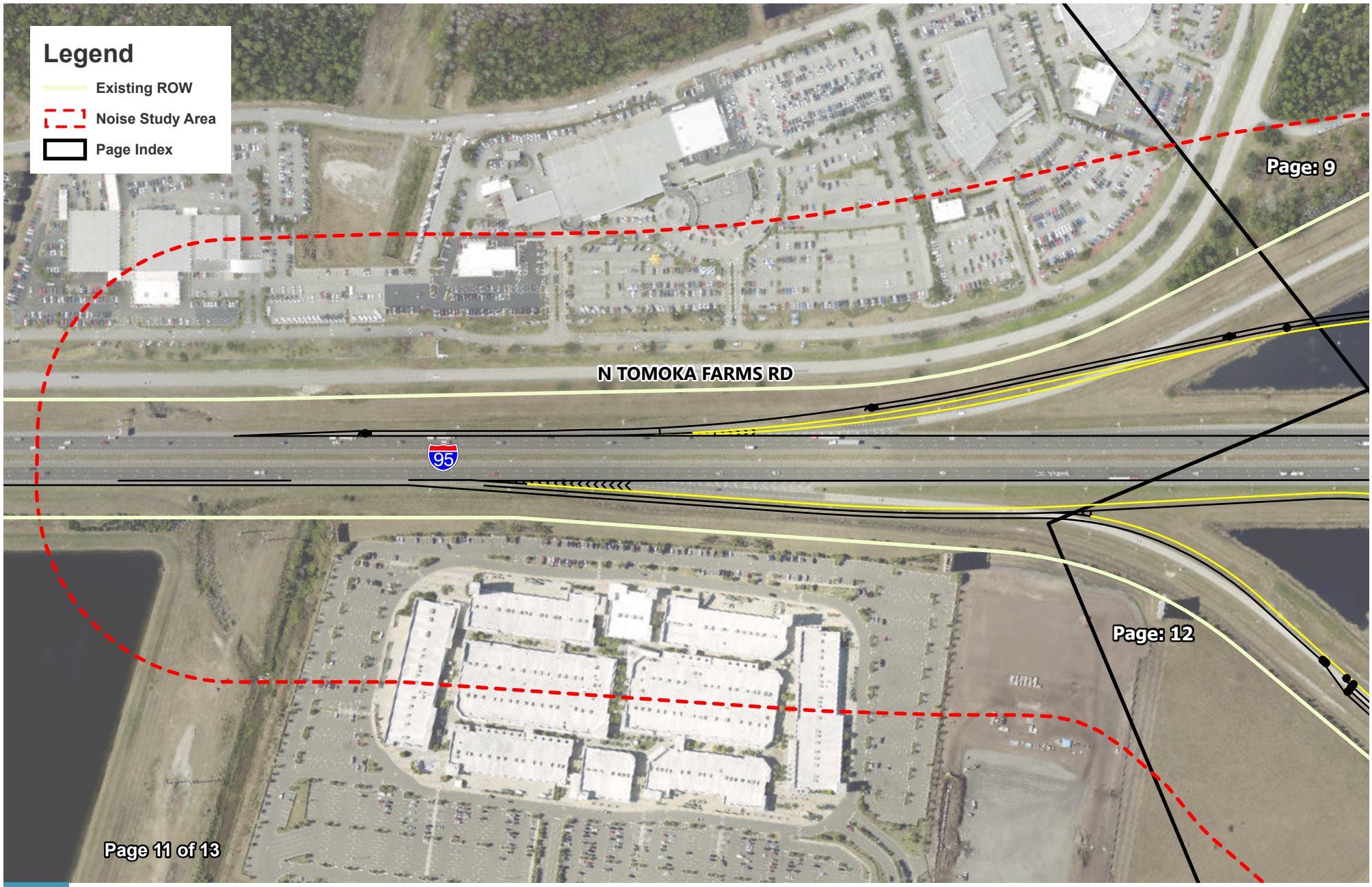
FEET

NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01

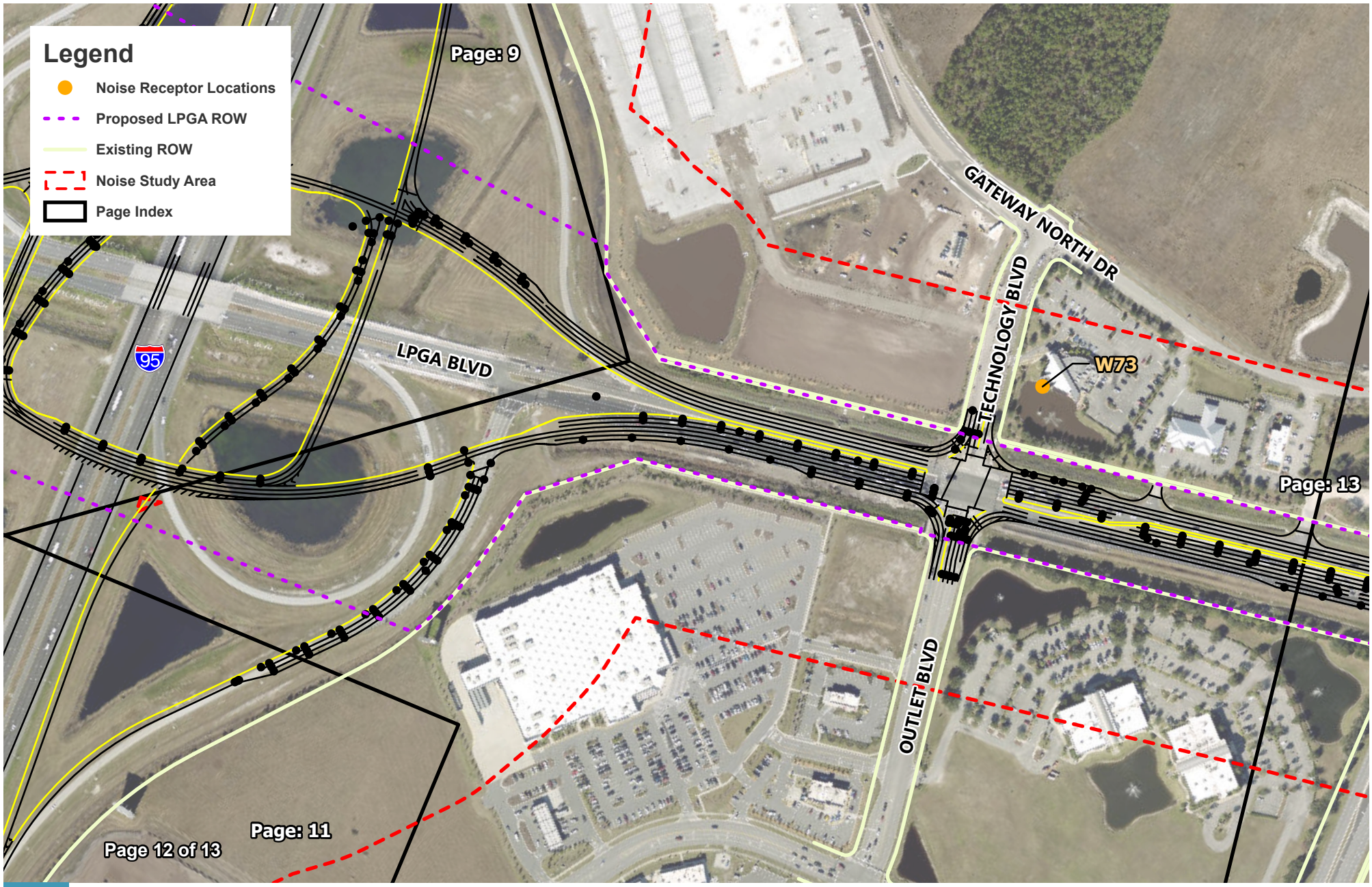


FDOT

0 230
FEET

NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01

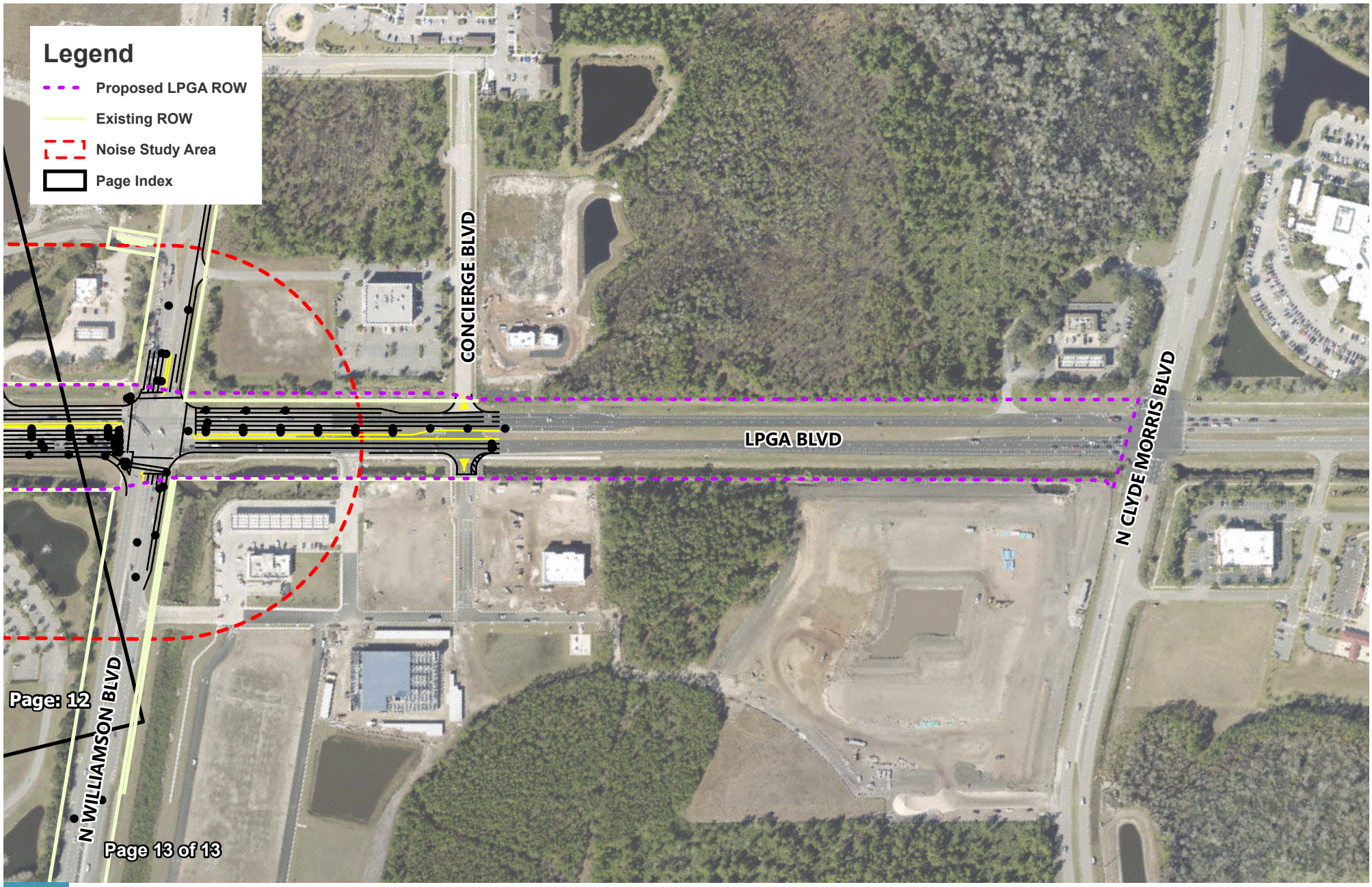


FDOT

0 230
FEET

NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01



FDOT

0 230
FEET

NOISE ANALYSIS MAP

LPGA BOULEVARD FROM US 92 (SR 600) TO WILLIAMSON BOULEVARD PD&E STUDY
VOLUSIA COUNTY, FLORIDA
FPID: 448456-1-22-01

Appendix C | Field Data

TRAFFIC NOISE MONITORING LOG SHEET A1

Project Description: LPGA Blvd PD&E Data File: 04

Job Number: Noise Source: vehicles on LPGA Blvd

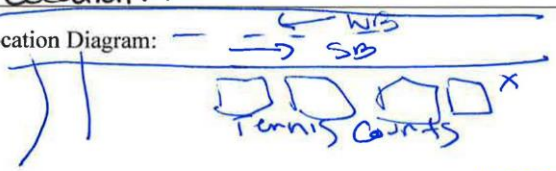
Date: 3/14/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: Florida tennis Center #1 10' from Location A

Location Diagram: 

Start Time: 12:00 AM (PM) Stop Time: 12:10 AM (PM) Duration: 10min

Wind Speed: 1.3 mph Wind Direction:

Temperature: Partly Cloudy

Calibration results before: 114 dBA and after dBA

Leq 57.2 dBA Lmin 46.3 dBA Lmax 66.3 dBA

South Bound - LPGA Boulevard

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
39	1	2		

Traffic counts need to be directional

small airplane @ 4:20-4:30 file #24

TRAFFIC NOISE MONITORING LOG SHEET

A1

Project Description: LPGA Blvd PD&E Data File: 24

Job Number: Noise Source: Vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (**SLOW**)

WEIGHTING (circle one) (**A**) Lin.

Location Description: Florida Tennis Center #1 10 ft south of court 24 (A)

Location Diagram:

See #1 South Bound

Start Time: 12 :00 AM PM

Stop Time: 12 :10 AM PM

Duration: 10 minutes

Wind Speed: 1.3 mph

Wind Direction:

Temperature:

Calibration results before: 114 @ 11:~~59~~ 57 am dBA and after — dBA

Leq 57.2 dBA Lmin 46.3 dBA Lmax 66.3 dBA

North bound

Autos	Medium Trucks (Ford w/ trailer)	Heavy Trucks	Buses	Motorcycles
134	3	1		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

A2

Project Description: LPGA Blvd PD&E Data File: #25

Job Number: Noise Source:

Date: 3/4/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: Florida Tennis Center #2

Location Diagram: see #1 Southbound

Start Time: 12:11 AM (PM) Stop Time: 12:21 AM (PM) Duration: 10min (10min)

Wind Speed: 1.5 mph Wind Direction:

Temperature: 78°F partly cloudy

Calibration results before: ——— dBA and after ——— dBA

Leq ~~57.9~~ dBA Lmin 43.2 dBA Lmax 69.2 dBA

Southbound – LPGA Blvd

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 (30)		1111 (4)		

Traffic counts need to be directional

4:28 → helicopter in the distance

TRAFFIC NOISE MONITORING LOG SHEET

A2

Project Description: LPGA Blvd PD&E Data File: 25

Job Number: Noise Source: vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: Florida Tennis Center 10ft South of court 24 #2

Location Diagram:

See #1

Start Time: 12 :11 AM PM Stop Time: 12 :21 AM PM Duration: 10 minutes

Wind Speed: mph Wind Direction:

Temperature: 76°F partly cloudy

Calibration results before: — dBA and after — dBA

Leq 57.9 dBA Lmin 43.2 dBA Lmax 69.2 dBA

Northbound (Utility Van) (garbage truck) 12:16 - distinct noise south, heli?

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
34	2	3		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

A3

Project Description: LPGA Blvd PD&E Data File: 26

Job Number: Noise Source:

Date: 3/4/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: Florida Tennis Center #3

Location Diagram:

See #1

Start Time: 12:22 AM (PM) Stop Time: 10min 12:32 AM (PM) Duration: 10min

Wind Speed: 2.6 mph Wind Direction:

Temperature: ~~79.5~~ Partly Cloudy

Calibration results before: — dBA and after — dBA

Leq 58.7 dBA Lmin 44.1 dBA Lmax 70.4 dBA

Southband - LPGA Blvd

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
~~HHH HHH HHH HHH~~ 1111		1111		
(34)		(4)		

Traffic counts need to be directional

Min
1:46 Small plane
3:43 Small plane

#26

TRAFFIC NOISE MONITORING LOG SHEET

A3

Project Description: LPGA Blvd PD&E Data File: 26

Job Number: _____ Noise Source: Vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (**SLOW**)

WEIGHTING (circle one) (**A**) Lin.

Location Description: Florida Tennis ~~Court~~ Center 10 ft south of court #3
24

Location Diagram:

See #1 B

Start Time: 12 :22 AM PM Stop Time: 12 :32 AM PM Duration: 10 minutes

Wind Speed: 2.6 mph Wind Direction: _____

Temperature: 79.5

Calibration results before: — dBA and after — dBA

Leq 58.7 dBA Lmin 44.1 dBA Lmax 70.4 dBA

Northbound (trucks w/ trailer, Utility truck)

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
33	3	2		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

B1

Project Description: LPGA Blvd PD&E Data File: #27

Job Number: _____ Noise Source: vehicles on LPGA Blvd

Date: 3/4/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

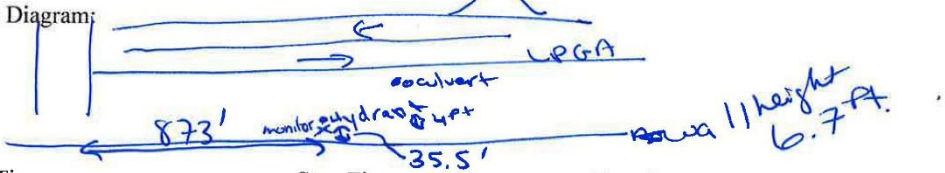
SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: LPGA Blvd - #1

location B in front of magic Community

Location Diagram:



Start Time: 1 : 16 AM (PM) Stop Time: 1 : 26 AM (PM) Duration: 10 min

Wind Speed: 5.1 mph Wind Direction: _____

Temperature: 74.3

Calibration results before: — dBA and after — dBA

Leq ~~63.4~~ 62.4 dBA Lmin 62.1 dBA Lmax 92.9 dBA

Southbound LPGA Blvd

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
41	1	2		2

Traffic counts need to be directional

5:27 Honking

#27

TRAFFIC NOISE MONITORING LOG SHEET

B1

Project Description: LPGA Blvd PD&E Data File: 27

Job Number: Noise Source: Vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

873 ft. from

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2686
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3469

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: 873 ft from pavement. 4 ft from fire hydrant. 355 ft from noise wall (B) ~~across~~ mosaic comm. in front of

Location Diagram:

See * Southbound

Start Time: 1:16 AM PM Stop Time: 1:26 AM PM Duration: 10 minutes

Wind Speed: 5.1 mph Wind Direction:

Temperature: 74.3

Calibration results before: — dBA and after — dBA

Leq 62.49 dBA Lmin 62.1 dBA Lmax 92.9 dBA

Northbound hour 1:21 pm

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
45	1	11		
	(1)	(2)		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

B2

Project Description: LPGA Blvd PD&E Data File: #25

Job Number: Noise Source: vehicles on LPGA

Date: 3/14/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (SLOW)

WEIGHTING (circle one) (A) Lin.

Location Description: LPGA Blvd #2

Location 3

Location Diagram:

see #1 Southbound

Start Time: 1:27 AM (PM) Stop Time: 1:37 AM (PM) Duration: 10min

Wind Speed: 5.8 mph Wind Direction:

Temperature: 71° cloudy

Calibration results before: — dBA and after — dBA

Leq ~~72.9~~ 62.9 dBA Lmin 61.3 dBA Lmax 86 dBA

Southbound LPGA Blvd

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
39	7	5		

Traffic counts need to be directional

2:40 hank #28

TRAFFIC NOISE MONITORING LOG SHEET

B2

Project Description: LPGA Blvd PD&E Data File: 28

Job Number: Noise Source: Vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (**SLOW**)

WEIGHTING (circle one) (**A**) Lin.

Location Description: ~~ACROSS~~ Mosaic community in front of

Location Diagram:

See #1 SB

Start Time: 1:07 AM/PM Stop Time: 1:37 AM/PM Duration: 10 minutes

Wind Speed: 5.8 mph Wind Direction:

Temperature: 71 cloudy

Calibration results before: — dBA and after — dBA

Leq 62.7 dBA Lmin 61.3 dBA Lmax 86 dBA

Northbound

Autos	Medium Trucks (incl. trailers)	Heavy Trucks	Buses	Motorcycles
37 (main)	3	3		

Traffic counts need to be directional

TRAFFIC NOISE MONITORING LOG SHEET

B3

Project Description: LPGA Blvd PD&E Data File: #29

Job Number: Noise Source: vehicles on LPGA Blvd.

Date: 3/4/2022 By: Noemi Castillo

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2036
Microphone	Larson Davis 2541	~~4188~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (**SLOW**)

WEIGHTING (circle one) (**A**) Lin.

Location Description: LPGA Blvd #3

Location B

Location Diagram: See #1 Southbound

Start Time: 1:38 AM(PM) Stop Time: 1:48 AM(PM) Duration: 10min

Wind Speed: 5.8 mph Wind Direction:

Temperature:

Calibration results before: — dBA and after 114.1 @1:52pm dBA

Leq ~~75.2~~ **65.2** dBA Lmin 61.9 dBA Lmax 90.2 dBA

Southbound LPGA Blvd

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
58		4		

Traffic counts need to be directional

#29

TRAFFIC NOISE MONITORING LOG SHEET B3

Project Description: LPGA Blvd PD&E Data File: 29

Job Number: Noise Source: Vehicles on LPGA Blvd

Date: 3/14/2022 By: Chelsea Williams

Equipment	Type	Serial #
Sound Level Meter	Larson Davis 824	824A~~0764~~ 2636
Microphone	Larson Davis 2541	~~4185~~ 7490
Calibrator	Larson Davis CAL200	~~3755~~ 3669

SLM SETTINGS (circle one) FAST (**SLOW**)

WEIGHTING (circle one) (**A**) Lin.

Location Description: ~~Across~~ Mosaic Residential community
infront of

Location Diagram:

See #1 SB

Start Time: 1 :38 AM PM Stop Time: 1 :48 AM PM Duration: 10 minutes

Wind Speed: 5.8 mph Wind Direction:

Temperature:

Calibration results before: — dBA and after 114.1 @ 1:52 PM dBA

Leq 65.2 dBA Lmin 61.9 dBA Lmax 90.2 dBA

Northbound truck w/ trailer

Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
38	4	5		2

Traffic counts need to be directional

Appendix D | TNM Modeling Files

TNM Files will be uploaded to the StateWide Environmental Project Tracker (SWEPT) Project File.

Florida Department of Transportation District 5

Environmental Management Office

719 S. Woodland Blvd.

DeLand, FL 32720