

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	1

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	114.0	114.0	9:40 a.m.	9:50 a.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
84	Partly Cloudy	58%	Calm

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
121	2	0	6	4

Traffic Classifications – NB SB **WB** EB

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
127	2	1	7	7

Other Comments: _____

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	2

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	N/A	N/A	10:05 a.m.	10:15 a.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
84	Partly Cloudy	58%	Calm

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
119	0	0	4	6

Traffic Classifications – NB SB **WB EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
109	0	0	10	4

Other Comments: _____

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	3

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	N/A	N/A	10:25 a.m.	10:35 a.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
84	Partly Cloudy	58%	Calm

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
103	0	0	1	5

Traffic Classifications – NB SB **WB EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
84	1	0	1	8

Other Comments: _____

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	4

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	113.9	114.0	1:30 p.m.	1:40 p.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
91	Partly Cloudy	35%	10.4 mph/SW

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
97	2	1	8	7

Traffic Classifications – NB SB **WB EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
107	0	0	3	5

Other Comments: _____

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	5

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	N/A	N/A	1:50 p.m.	2:00 p.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
91	Partly Cloudy	35%	10.4 mph/SW

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
131	1	0	4	6

Traffic Classifications – NB SB **WB** EB

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
98	1	0	2	7

Other Comments: Jet takeoff from Air Force Base, Boat noise

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	5

Speed Counts – NB SB WB EB

Cars	Cars	Cars	H. Trucks	M. Trucks	M. Trucks	Buses
46			43	41		
50			40	47		
39			48			
42			41			
47						
50						
48						
48						
						Motorcycle
						49

Location (Address and Country)/Site Identification	Station Number	Survey No.
Gandy Boulevard (front of Culbreath Key)	1	6

Date	Measurement taken by	Calibration Begin	Calibration End	Time Begin	Time End
5/12/09	CC/CS	N/A	N/A	2:15 p.m.	2:25 p.m.

Weather Data

Temperature	Cloud/Sun Cover	Precipitation/ Humidity	Wind Speed/Direction
91	Partly Cloudy	35%	10.4 mph/SW

Traffic Classifications – NB SB WB **EB**

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
125	0	0	4	4

Traffic Classifications – NB SB **WB** EB

Cars	Motorcycles	Buses	Med. Trucks	Heavy Trucks
159	2	0	4	6

Other Comments:

Run Identification		Traffic for Validation of Noise Model from Field Counts						
		Cars	Medium Trucks	Heavy Trucks	Buses	Motorcycles		
RUN 1	Eastbound (10 Minutes)	121	6	4	0	2		
	Eastbound (1 Hour)	726	36	24	0	12		
	Westbound (10 Minutes)	127	7	7	1	2		
	Westbound (1 Hour)	762	42	42	6	12		
	Total 1 Hour Two-Way	1488	78	66	6	24		
RUN 2	Eastbound (10 Minutes)	119	4	6	0	0		
	Eastbound (1 Hour)	714	24	36	0	0		
	Westbound (10 Minutes)	109	10	4	0	0		
	Westbound (1 Hour)	654	60	24	0	0		
	Total 1 Hour Two-Way	1368	84	60	0	0		
RUN 3	Eastbound (10 Minutes)	103	1	5	0	0		
	Eastbound (1 Hour)	618	6	30	0	0		
	Westbound (10 Minutes)	84	1	8	0	1		
	Westbound (1 Hour)	504	6	48	0	6		
	Total 1 Hour Two-Way	1122	12	78	0	6		
RUN 4	Eastbound (10 Minutes)	97	8	7	1	2		
	Eastbound (1 Hour)	582	48	42	6	12		
	Westbound (10 Minutes)	107	3	5	0	0		
	Westbound (1 Hour)	642	18	30	0	0		
	Total 1 Hour Two-Way	1224	66	72	6	12		
RUN 5	Eastbound (10 Minutes)	131	4	6	0	1		
	Eastbound (1 Hour)	786	24	36	0	6		
	Westbound (10 Minutes)	98	2	7	0	1		
	Westbound (1 Hour)	588	12	42	0	6		
	Total 1 Hour Two-Way	1374	36	78	0	12		
RUN 6	Eastbound (10 Minutes)	125	4	4	0	0		
	Eastbound (1 Hour)	750	24	24	0	0		
	Westbound (10 Minutes)	159	4	6	0	2		
	Westbound (1 Hour)	954	24	36	0	12		
	Total 1 Hour Two-Way	1704	48	60	0	12		

Vehicle Speed Sampling - Eastbound																	
Cars						Medium Trucks						Heavy Trucks					
Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
43	40	53	35	42	48	44	42	47	32	40	42	47	37	42	52	39	43
45	60	39	40	50	42	42	44		47	35	38	33	39	39	39	44	51
37	45	48	39	43	48	33			43	36	48	38	43	45	42	39	45
42	47	49	50	45	45	52			42						46	40	
55	44	51	46	40	45				40								
65	42	49	50	49	53												
55	46	61	47	43	39												
42	51	47	46	43	46	42.75	43	47	40.8	37	42.67	39.33	39.67	42	44.75	40.5	46.33
42		46	44														
			39														
Buses																	
Motorcycles						Motorcycles						Buses					
Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
						42			37			N	N	N	40		
						47	N	N		44	N	O	O	O			
							N	N			N	O	O	O			
							N	N			N	O	O	O			
							N	N			N	O	O	O			
							N	N			N	O	O	O			
47.33	46.88	49.22	43.6	44.38	45.75	44.5			37	44		N	N	N			
												O	O	O			
												O	O	O			
												O	O	O			
												O	O	O			
												O	O	O			

Red and Bold text indicates averages of speeds sampled

Vehicle Speed Sampling - Westbound																	
Cars						Medium Trucks						Heavy Trucks					
Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
48	45	42	41	46	44	42	39	42	44	41	43	42	41	42	49	43	27
51	52	52	40	50	40	44	50		48	47	45	39	40	39	38	40	43
50	48	43	45	39	42	46	42					35	41	43	44	48	44
43	49	50	48	42	43	44	41							42		41	43
43	54	44	48	47	39												
50	43	41	48	50	46												
46	44	38	47	48	41												
54	47	44	45	48	50	44	43	42	46	44	44	38.67	40.67	41.5	43.67	43	39.25
48	52		45		48												
43			56														
44																	
Buses																	
Motorcycles						Motorcycles						Buses					
Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6
						50	N	48	N	49	50	45	N	N	N	N	N
							O		O				O	O	O	O	O
							n		n				n	n	n	n	n
						50	e	48	e	49	50	45	e	e	e	e	e

Red and Bold text indicates averages of speeds sampled

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	09:36:51	
End of run	05/12/2009	09:46:51	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	08:11:04	at	114.0	dB
Calibrated after run on	05/12/2009	10:24:26	at	113.9	dB
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 09:36:51
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	81.1
LAFmn	47.9
LAeq	64.7
LZpk	102.8
LAE	92.5
LEP,d	47.9
LTm3	67.7
LTm5	68.7
HML	11.8

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	10:04:20	
End of run	05/12/2009	10:14:20	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	08:11:04	at	114.0	dB
Calibrated after run on	05/12/2009	10:24:26	at	113.9	dB
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 10:04:20
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	78.8
LAFmn	43.9
LAeq	63.5
LZpk	98.7
LAE	91.3
LEP,d	46.7
LTm3	66.4
LTm5	67.4
HML	9.1

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	10:26:01	
End of run	05/12/2009	10:36:01	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	10:24:26	at	113.9	dB
Calibrated after run on	05/12/2009	13:25:05	at	114.0	dB
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 10:26:01
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	80.4
LAFmn	45.7
LAeq	64.5
LZpk	103.8
LAE	92.3
LEP,d	47.7
LTm3	68.3
LTm5	69.5
HML	12.4

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	13:30:12	
End of run	05/12/2009	13:40:12	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	13:25:05	at	114.0	dB
Calibrated after run on	No calibration available				
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 13:30:12
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	77.7
LAFmn	46.6
LAeq	63.0
LZpk	99.6
LAE	90.8
LEP,d	46.2
LTm3	66.1
LTm5	67.5
HML	11.8

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	13:51:52	
End of run	05/12/2009	14:01:52	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	13:25:05	at	114.0	dB
Calibrated after run on	No calibration available				
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 13:51:52
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	79.0
LAFmn	48.8
LAeq	63.4
LZpk	107.3
LAE	91.1
LEP,d	46.5
LTm3	66.6
LTm5	67.9
HML	15.0

- Run Summary -

Logging times:	mm/dd/yyyy	hh:mm:ss	Duration
			hh:mm:ss.ss
Start of run	05/12/2009	14:15:46	
End of run	05/12/2009	14:25:46	
Duration of run			00:10:00.00
Total pause time			00:00:00.00
Overload occurred	No		
Total overload time			00:00:00.00
Under-range occurred	No		
Low battery occurred	No		

User calibration information:

Calibrated before run on	05/12/2009	13:25:05	at	114.0	dB
Calibrated after run on	No calibration available				
Input	Microphone				

Setup information:

Setup name	Factory Setup
Model number	CEL-450 Version 1.06
Serial number	074210
Run Mode	Broadband SLM
Frequency weighting for RMS	A
Frequency weighting for Peak	Z
Time weighting	Fast
Measurement range	0 - 140 dB
Exchange rate (Q)	3
Period time	n.a.
Exposure duration	00:00:00
Threshold	70 dB

Time history profiles:

Profiles:	Off
Profile sample interval	n.a.
Profile function 1	n.a.
Profile function 2	n.a.
Profile function 3	n.a.
Profile function 4	n.a.

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- Cumulative period results -

Number of records	0
Start of run	05/12/2009 14:15:46
Duration of run	00:10:00.00
Overload occurred	No
Under-range occurred	No
Low battery occurred	No
Pause was used	No

Function	Level (dB)
LAFmx	81.9
LAFmn	51.0
LAeq	65.1
LZpk	104.6
LAE	92.8
LEP,d	48.2
LTm3	68.6
LTm5	69.5
HML	12.2

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting
Corey Carter

2 June 2009
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:

Gandy Connector PD&E

RUN: Validation Run 1

Roadway Name	Points	Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside		point59	64	363	47	18	43	12	39	0	0	6	45
		point58	65	363	47	18	43	12	39	0	0	6	45
		point57	66	363	47	18	43	12	39	0	0	6	45
		point56	67	363	47	18	43	12	39	0	0	6	45
		point55	68	363	47	18	43	12	39	0	0	6	45
		point54	69	363	47	18	43	12	39	0	0	6	45
		point53	70	363	47	18	43	12	39	0	0	6	45
		point52	71	363	47	18	43	12	39	0	0	6	45
		point51	72	363	47	18	43	12	39	0	0	6	45
		point50	73	363	47	18	43	12	39	0	0	6	45
		point49	74	363	47	18	43	12	39	0	0	6	45
		point48	75	363	47	18	43	12	39	0	0	6	45
		point47	76	363	47	18	43	12	39	0	0	6	45
		point46	77	363	47	18	43	12	39	0	0	6	45
		point45	78	363	47	18	43	12	39	0	0	6	45
		point44	79	363	47	18	43	12	39	0	0	6	45
		point43	80	363	47	18	43	12	39	0	0	6	45
		point42	81	363	47	18	43	12	39	0	0	6	45
		point41	82	363	47	18	43	12	39	0	0	6	45
		point40	83	363	47	18	43	12	39	0	0	6	45
		point39	84	363	47	18	43	12	39	0	0	6	45
		point38	85	363	47	18	43	12	39	0	0	6	45
		point37	86	363	47	18	43	12	39	0	0	6	45

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point131	87	363	47	18	43	12	39	0	0	6	45
	point130	88	363	47	18	43	12	39	0	0	6	45
	point129	89	363	47	18	43	12	39	0	0	6	45
	point128	90	363	47	18	43	12	39	0	0	6	45
	point127	91	363	47	18	43	12	39	0	0	6	45
	point126	92	363	47	18	43	12	39	0	0	6	45
	point125	93	363	47	18	43	12	39	0	0	6	45
	point124	94	363	47	18	43	12	39	0	0	6	45
	point123	95	363	47	18	43	12	39	0	0	6	45
	point122	96	363	47	18	43	12	39	0	0	6	45
	point121	97	363	47	18	43	12	39	0	0	6	45
	point120	98	363	47	18	43	12	39	0	0	6	45
	point119	99										
EB Gandy west of Westshore Outside	point83	101	363	47	18	43	12	39	0	0	6	45
	point82	102	363	47	18	43	12	39	0	0	6	45
	point81	103	363	47	18	43	12	39	0	0	6	45
	point80	104	363	47	18	43	12	39	0	0	6	45
	point79	105	363	47	18	43	12	39	0	0	6	45
	point78	106	363	47	18	43	12	39	0	0	6	45
	point77	107	363	47	18	43	12	39	0	0	6	45
	point76	108	363	47	18	43	12	39	0	0	6	45
	point75	109	363	47	18	43	12	39	0	0	6	45
	point74	110	363	47	18	43	12	39	0	0	6	45
	point73	111	363	47	18	43	12	39	0	0	6	45
	point72	112	363	47	18	43	12	39	0	0	6	45
	point71	113	363	47	18	43	12	39	0	0	6	45
	point70	114	363	47	18	43	12	39	0	0	6	45
	point69	115	363	47	18	43	12	39	0	0	6	45
	point68	116	363	47	18	43	12	39	0	0	6	45
	point67	117	363	47	18	43	12	39	0	0	6	45
	point66	118	363	47	18	43	12	39	0	0	6	45
	point65	119	363	47	18	43	12	39	0	0	6	45
	point64	120	363	47	18	43	12	39	0	0	6	45
	point63	121	363	47	18	43	12	39	0	0	6	45
	point62	122	363	47	18	43	12	39	0	0	6	45
	point61	123	363	47	18	43	12	39	0	0	6	45

INPUT: TRAFFIC FOR LAeq1h Volumes

	point60	124	363	47	18	43	12	39	0	6	45
	point60	124	363	47	18	43	12	39	0	6	45
	point144	126	363	47	18	43	12	39	0	6	45
	point143	127	363	47	18	43	12	39	0	6	45
	point142	128	363	47	18	43	12	39	0	6	45
	point141	129	363	47	18	43	12	39	0	6	45
	point140	130	363	47	18	43	12	39	0	6	45
	point139	131	363	47	18	43	12	39	0	6	45
	point138	132	363	47	18	43	12	39	0	6	45
	point137	133	363	47	18	43	12	39	0	6	45
	point136	134	363	47	18	43	12	39	0	6	45
	point135	135	363	47	18	43	12	39	0	6	45
	point134	136	363	47	18	43	12	39	0	6	45
	point133	137									
WB Gandy west of Westshore Outside-2	point818	818	381	47	21	44	21	39	3	45	50
	point84	2	381	47	21	44	21	39	3	45	50
	point85	3	381	47	21	44	21	39	3	45	50
	point86	4	381	47	21	44	21	39	3	45	50
	point87	5	381	47	21	44	21	39	3	45	50
	point88	6	381	47	21	44	21	39	3	45	50
	point89	7	381	47	21	44	21	39	3	45	50
	point90	8	381	47	21	44	21	39	3	45	50
	point91	9	381	47	21	44	21	39	3	45	50
	point92	10	381	47	21	44	21	39	3	45	50
	point93	11	381	47	21	44	21	39	3	45	50
	point94	12	381	47	21	44	21	39	3	45	50
	point95	13	381	47	21	44	21	39	3	45	50
	point96	14	381	47	21	44	21	39	3	45	50
	point97	15	381	47	21	44	21	39	3	45	50
	point19	16	381	47	21	44	21	39	3	45	50
	point18	17	381	47	21	44	21	39	3	45	50
	point17	18	381	47	21	44	21	39	3	45	50
	point16	19	381	47	21	44	21	39	3	45	50
	point15	20	381	47	21	44	21	39	3	45	50
	point14	21	381	47	21	44	21	39	3	45	50
	point13	22	381	47	21	44	21	39	3	45	50
	point12	23	381	47	21	44	21	39	3	45	50

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point11	24	381	47	21	44	21	39	3	45	6	50
	point10	25	381	47	21	44	21	39	3	45	6	50
	point9	26	381	47	21	44	21	39	3	45	6	50
	point8	27	381	47	21	44	21	39	3	45	6	50
	point7	28	381	47	21	44	21	39	3	45	6	50
	point6	29	381	47	21	44	21	39	3	45	6	50
	point5	30	381	47	21	44	21	39	3	45	6	50
	point4	31										
WB Gandy west of Westshore Inside-2	point819	819	381	47	21	44	21	39	3	45	6	50
	point99	33	381	47	21	44	21	39	3	45	6	50
	point100	34	381	47	21	44	21	39	3	45	6	50
	point101	35	381	47	21	44	21	39	3	45	6	50
	point102	36	381	47	21	44	21	39	3	45	6	50
	point103	37	381	47	21	44	21	39	3	45	6	50
	point104	38	381	47	21	44	21	39	3	45	6	50
	point105	39	381	47	21	44	21	39	3	45	6	50
	point106	40	381	47	21	44	21	39	3	45	6	50
	point107	41	381	3	21	44	21	39	3	45	6	50
	point108	42	381	47	21	44	21	39	3	45	6	50
	point109	43	381	47	21	44	21	39	3	45	6	50
	point110	44	381	47	21	44	21	39	3	45	6	50
	point111	45	381	47	21	44	21	39	3	45	6	50
	point112	46	381	47	21	44	21	39	3	45	6	50
	point113	47	381	47	21	44	21	39	3	45	6	50
	point35	48	381	47	21	44	21	39	3	45	6	50
	point34	49	381	47	21	44	21	39	3	45	6	50
	point33	50	381	47	21	44	21	39	3	45	6	50
	point32	51	381	47	21	44	21	39	3	45	6	50
	point31	52	381	47	21	44	21	39	3	45	6	50
	point30	53	381	47	21	44	21	39	3	45	6	50
	point29	54	381	47	21	44	21	39	3	45	6	50
	point28	55	381	47	21	44	21	39	3	45	6	50
	point27	56	381	47	21	44	21	39	3	45	6	50
	point26	57	381	47	21	44	21	39	3	45	6	50
	point25	58	381	47	21	44	21	39	3	45	6	50
	point24	59	381	47	21	44	21	39	3	45	6	50

INPUT: TRAFFIC FOR LAeq1h Volumes

												Gandy Connector PD&E					
	point23	60	381	47	21	44	21	39	3	45	6	50					
	point22	61	381	47	21	44	21	39	3	45	6	50					
	point21	62	381	47	21	44	21	39	3	45	6	50					
	point20	63															

RESULTS: SOUND LEVELS

Gandy Connector PD&E

American Consulting																				
Corey Carter																				
RESULTS: SOUND LEVELS																				
PROJECT/CONTRACT:																				
RUN:																				
BARRIER DESIGN:																				
ATMOSPHERICS:																				
Receiver																				
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal								
Validation Receiver	1	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0								
Dwelling Units	# DUs	Noise Reduction	Min dB	Avg dB	Max dB															
All Selected	1	0.0	0.0	0.0	0.0															
All Impacted	1	0.0	0.0	0.0	0.0															
All that meet NR Goal	0	0.0	0.0	0.0	0.0															

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Gandy Connector PD&E
Validation Run 1
INPUT HEIGHTS
68 deg F, 50% RH

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting
Corey Carter

2 June 2009
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:

Gandy Connector PD&E
Validation Run 2

Roadway Name	Points	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside	point59	64	357	47	12	43	18	40	0	0	0	0
	point58	65	357	47	12	43	18	40	0	0	0	0
	point57	66	357	47	12	43	18	40	0	0	0	0
	point56	67	357	47	12	43	18	40	0	0	0	0
	point55	68	357	47	12	43	18	40	0	0	0	0
	point54	69	357	47	12	43	18	40	0	0	0	0
	point53	70	357	47	12	43	18	40	0	0	0	0
	point52	71	357	47	12	43	18	40	0	0	0	0
	point51	72	357	47	12	43	18	40	0	0	0	0
	point50	73	357	47	12	43	18	40	0	0	0	0
	point49	74	357	47	12	43	18	40	0	0	0	0
	point48	75	357	47	12	43	18	40	0	0	0	0
	point47	76	357	47	12	43	18	40	0	0	0	0
	point46	77	357	47	12	43	18	40	0	0	0	0
	point45	78	357	47	12	43	18	40	0	0	0	0
	point44	79	357	47	12	43	18	40	0	0	0	0
	point43	80	357	47	12	43	18	40	0	0	0	0
	point42	81	357	47	12	43	18	40	0	0	0	0
	point41	82	357	47	12	43	18	40	0	0	0	0
	point40	83	357	47	12	43	18	40	0	0	0	0
	point39	84	357	47	12	43	18	40	0	0	0	0
	point38	85	357	47	12	43	18	40	0	0	0	0
	point37	86	357	47	12	43	18	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point131	87	357	47	12	43	18	40	0	0	0
	point130	88	357	47	12	43	18	40	0	0	0
	point129	89	357	47	12	43	18	40	0	0	0
	point128	90	357	47	12	43	18	40	0	0	0
	point127	91	357	47	12	43	18	40	0	0	0
	point126	92	357	47	12	43	18	40	0	0	0
	point125	93	357	47	12	43	18	40	0	0	0
	point124	94	357	47	12	43	18	40	0	0	0
	point123	95	357	47	12	43	18	40	0	0	0
	point122	96	357	47	12	43	18	40	0	0	0
	point121	97	357	47	12	43	18	40	0	0	0
	point120	98	357	47	12	43	18	40	0	0	0
	point119	99									
EB Gandy west of Westshore Outside	point83	101	357	47	12	43	18	40	0	0	0
	point82	102	357	47	12	43	18	40	0	0	0
	point81	103	357	47	12	43	18	40	0	0	0
	point80	104	357	47	12	43	18	40	0	0	0
	point79	105	357	47	12	43	18	40	0	0	0
	point78	106	357	47	12	43	18	40	0	0	0
	point77	107	357	47	12	43	18	40	0	0	0
	point76	108	357	47	12	43	18	40	0	0	0
	point75	109	357	47	12	43	18	40	0	0	0
	point74	110	357	47	12	43	18	40	0	0	0
	point73	111	357	47	12	43	18	40	0	0	0
	point72	112	357	47	12	43	18	40	0	0	0
	point71	113	357	47	12	43	18	40	0	0	0
	point70	114	357	47	12	43	18	40	0	0	0
	point69	115	357	47	12	43	18	40	0	0	0
	point68	116	357	47	12	43	18	40	0	0	0
	point67	117	357	47	12	43	18	40	0	0	0
	point66	118	357	47	12	43	18	40	0	0	0
	point65	119	357	47	12	43	18	40	0	0	0
	point64	120	357	47	12	43	18	40	0	0	0
	point63	121	357	47	12	43	18	40	0	0	0
	point62	122	357	47	12	43	18	40	0	0	0
	point61	123	357	47	12	43	18	40	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point60	124	357	47	12	43	18	40	0	0	0	0
	point144	126	357	47	12	43	18	40	0	0	0	0
	point143	127	357	47	12	43	18	40	0	0	0	0
	point142	128	357	47	12	43	18	40	0	0	0	0
	point141	129	357	47	12	43	18	40	0	0	0	0
	point140	130	357	47	12	43	18	40	0	0	0	0
	point139	131	357	47	12	43	18	40	0	0	0	0
	point138	132	357	47	12	43	18	40	0	0	0	0
	point137	133	357	47	12	43	18	40	0	0	0	0
	point136	134	357	47	12	43	18	40	0	0	0	0
	point135	135	357	47	12	43	18	40	0	0	0	0
	point134	136	357	47	12	43	18	40	0	0	0	0
	point133	137										
WB Gandy west of Westshore Outside-2	point818	818	327	48	30	43	12	41	0	0	0	0
	point84	2	327	48	30	43	12	41	0	0	0	0
	point85	3	327	48	30	43	12	41	0	0	0	0
	point86	4	327	48	30	43	12	41	0	0	0	0
	point87	5	327	48	30	43	12	41	0	0	0	0
	point88	6	327	48	30	43	12	41	0	0	0	0
	point89	7	327	48	30	43	12	41	0	0	0	0
	point90	8	327	48	30	43	12	41	0	0	0	0
	point91	9	327	48	30	43	12	41	0	0	0	0
	point92	10	327	48	30	43	12	41	0	0	0	0
	point93	11	327	48	30	43	12	41	0	0	0	0
	point94	12	327	48	30	43	12	41	0	0	0	0
	point95	13	327	48	30	43	12	41	0	0	0	0
	point96	14	327	48	30	43	12	41	0	0	0	0
	point97	15	327	48	30	43	12	41	0	0	0	0
	point19	16	327	48	30	43	12	41	0	0	0	0
	point18	17	327	48	30	43	12	41	0	0	0	0
	point17	18	327	48	30	43	12	41	0	0	0	0
	point16	19	327	48	30	43	12	41	0	0	0	0
	point15	20	327	48	30	43	12	41	0	0	0	0
	point14	21	327	48	30	43	12	41	0	0	0	0
	point13	22	327	48	30	43	12	41	0	0	0	0
	point12	23	327	48	30	43	12	41	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

		Gandy Connector PD&E											
		point11	24	327	48	30	43	12	41	0	0	0	0
		point10	25	327	48	30	43	12	41	0	0	0	0
		point9	26	327	48	30	43	12	41	0	0	0	0
		point8	27	327	48	30	43	12	41	0	0	0	0
		point7	28	327	48	30	43	12	41	0	0	0	0
		point6	29	327	48	30	43	12	41	0	0	0	0
		point5	30	327	48	30	43	12	41	0	0	0	0
		point4	31										
	WB Gandy west of Westshore Inside-2	point819	819	327	48	30	43	12	41	0	0	0	0
		point99	33	327	48	30	43	12	41	0	0	0	0
		point100	34	327	48	30	43	12	41	0	0	0	0
		point101	35	327	48	30	43	12	41	0	0	0	0
		point102	36	327	48	30	43	12	41	0	0	0	0
		point103	37	327	48	30	43	12	41	0	0	0	0
		point104	38	327	48	30	43	12	41	0	0	0	0
		point105	39	327	48	30	43	12	41	0	0	0	0
		point106	40	327	48	30	43	12	41	0	0	0	0
		point107	41	327	48	30	43	12	41	0	0	0	0
		point108	42	327	48	30	43	12	41	0	0	0	0
		point109	43	327	48	30	43	12	41	0	0	0	0
		point110	44	327	48	30	43	12	41	0	0	0	0
		point111	45	327	48	30	43	12	41	0	0	0	0
		point112	46	327	48	30	43	12	41	0	0	0	0
		point113	47	327	48	30	43	12	41	0	0	0	0
		point35	48	327	48	30	43	12	41	0	0	0	0
		point34	49	327	48	30	43	12	41	0	0	0	0
		point33	50	327	48	30	43	12	41	0	0	0	0
		point32	51	327	48	30	43	12	41	0	0	0	0
		point31	52	327	48	30	43	12	41	0	0	0	0
		point30	53	327	48	30	43	12	41	0	0	0	0
		point29	54	327	48	30	43	12	41	0	0	0	0
		point28	55	327	48	30	43	12	41	0	0	0	0
		point27	56	327	48	30	43	12	41	0	0	0	0
		point26	57	327	48	30	43	12	41	0	0	0	0
		point25	58	327	48	30	43	12	41	0	0	0	0
		point24	59	327	48	30	43	12	41	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

	point23	60	327	48	30	43	12	41	0	0	0	0	0	0	0	0	0	0	0	0
	point22	61	327	48	30	43	12	41	0	0	0	0	0	0	0	0	0	0	0	0
	point21	62	327	48	30	43	12	41	0	0	0	0	0	0	0	0	0	0	0	0
	point20	63																		

Gandy Connector PD&E

RESULTS: SOUND LEVELS

Gandy Connector PD&E									
American Consulting									
Corey Carter								2 June 2009	
								TNM 2.5	
								Calculated with TNM 2.5	
RESULTS: SOUND LEVELS									
PROJECT/CONTRACT:	Gandy Connector PD&E								
RUN:	Validation Run 2								
BARRIER DESIGN:	INPUT HEIGHTS								
ATMOSPHERICS:	68 deg F, 50% RH								
Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Calculated	Crit'n	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal
Validation Receiver	1	1	0.0	65.4	65.4	66	65.4	0.0	-8.0
Dwelling Units	# DUs	Noise Reduction		Crit'n		Sub'l Inc	Type Impact	Calculated	Goal
		Min	Avg	Max	dB	dB	dB	minus	Goal
All Selected	1	0.0	0.0	0.0	0.0	0.0	dB	dB	dB
All Impacted	0	0.0	0.0	0.0	0.0	0.0			
All that meet NR Goal	0	0.0	0.0	0.0	0.0	0.0			

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting														
Corey Carter														
INPUT: TRAFFIC FOR LAeq1h Volumes														
PROJECT/CONTRACT:														
RUN:														
Gandy Connector PD&E														
Validation Run 3														

2 June 2009
TNM 2.5

Gandy Connector PD&E
Validation Run 3

Roadway Name	Points	Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside		point59	64	309	49	3	47	15	42	0	0	0	0
		point58	65	309	49	3	47	15	42	0	0	0	0
		point57	66	309	49	3	47	15	42	0	0	0	0
		point56	67	309	49	3	47	15	42	0	0	0	0
		point55	68	309	49	3	47	15	42	0	0	0	0
		point54	69	309	49	3	47	15	42	0	0	0	0
		point53	70	309	49	3	47	15	42	0	0	0	0
		point52	71	309	49	3	47	15	42	0	0	0	0
		point51	72	309	49	3	47	15	42	0	0	0	0
		point50	73	309	49	3	47	15	42	0	0	0	0
		point49	74	309	49	3	47	15	42	0	0	0	0
		point48	75	309	49	3	47	15	42	0	0	0	0
		point47	76	309	49	3	47	15	42	0	0	0	0
		point46	77	309	49	3	47	15	42	0	0	0	0
		point45	78	309	49	3	47	15	42	0	0	0	0
		point44	79	309	49	3	47	15	42	0	0	0	0
		point43	80	309	49	3	47	15	42	0	0	0	0
		point42	81	309	49	3	47	15	42	0	0	0	0
		point41	82	309	49	3	47	15	42	0	0	0	0
		point40	83	309	49	3	47	15	42	0	0	0	0
		point39	84	309	49	3	47	15	42	0	0	0	0
		point38	85	309	49	3	47	15	42	0	0	0	0
		point37	86	309	49	3	47	15	42	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point131	87	309	49	3	47	15	42	0	0	0
	point130	88	309	49	3	47	15	42	0	0	0
	point129	89	309	49	3	47	15	42	0	0	0
	point128	90	309	49	3	47	15	42	0	0	0
	point127	91	309	49	3	47	15	42	0	0	0
	point126	92	309	49	3	47	15	42	0	0	0
	point125	93	309	49	3	47	15	42	0	0	0
	point124	94	309	49	3	47	15	42	0	0	0
	point123	95	309	49	3	47	15	42	0	0	0
	point122	96	309	49	3	47	15	42	0	0	0
	point121	97	309	49	3	47	15	42	0	0	0
	point120	98	309	49	3	47	15	42	0	0	0
	point119	99									
EB Gandy west of Westshore Outside	point83	101	309	49	3	47	15	42	0	0	0
	point82	102	309	49	3	47	15	42	0	0	0
	point81	103	309	49	3	47	15	42	0	0	0
	point80	104	309	49	3	47	15	42	0	0	0
	point79	105	309	49	3	47	15	42	0	0	0
	point78	106	309	49	3	47	15	42	0	0	0
	point77	107	309	49	3	47	15	42	0	0	0
	point76	108	309	49	3	47	15	42	0	0	0
	point75	109	309	49	3	47	15	42	0	0	0
	point74	110	309	49	3	47	15	42	0	0	0
	point73	111	309	49	3	47	15	42	0	0	0
	point72	112	309	49	3	47	15	42	0	0	0
	point71	113	309	49	3	47	15	42	0	0	0
	point70	114	309	49	3	47	15	42	0	0	0
	point69	115	309	49	3	47	15	42	0	0	0
	point68	116	309	49	3	47	15	42	0	0	0
	point67	117	309	49	3	47	15	42	0	0	0
	point66	118	309	49	3	47	15	42	0	0	0
	point65	119	309	49	3	47	15	42	0	0	0
	point64	120	309	49	3	47	15	42	0	0	0
	point63	121	309	49	3	47	15	42	0	0	0
	point62	122	309	49	3	47	15	42	0	0	0
	point61	123	309	49	3	47	15	42	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point60	124	309	49	3	47	15	42	0	0	0	0
	point144	126	309	49	3	47	15	42	0	0	0	0
	point143	127	309	49	3	47	15	42	0	0	0	0
	point142	128	309	49	3	47	15	42	0	0	0	0
	point141	129	309	49	3	47	15	42	0	0	0	0
	point140	130	309	49	3	47	15	42	0	0	0	0
	point139	131	309	49	3	47	15	42	0	0	0	0
	point138	132	309	49	3	47	15	42	0	0	0	0
	point137	133	309	49	3	47	15	42	0	0	0	0
	point136	134	309	49	3	47	15	42	0	0	0	0
	point135	135	309	49	3	47	15	42	0	0	0	0
	point134	136	309	49	3	47	15	42	0	0	0	0
	point133	137										
WB Gandy west of Westshore Outside-2	point818	818	252	44	3	42	24	42	0	0	3	48
	point84	2	252	44	3	42	24	42	0	0	3	48
	point85	3	252	44	3	42	24	42	0	0	3	48
	point86	4	252	44	3	42	24	42	0	0	3	48
	point87	5	252	44	3	42	24	42	0	0	3	48
	point88	6	252	44	3	42	24	42	0	0	3	48
	point89	7	252	44	3	42	24	42	0	0	3	48
	point90	8	252	44	3	42	24	42	0	0	3	48
	point91	9	252	44	3	42	24	42	0	0	3	48
	point92	10	252	44	3	42	24	42	0	0	3	48
	point93	11	252	44	3	42	24	42	0	0	3	48
	point94	12	252	44	3	42	24	42	0	0	3	48
	point95	13	252	44	3	42	24	42	0	0	3	48
	point96	14	252	44	3	42	24	42	0	0	3	48
	point97	15	252	44	3	42	24	42	0	0	3	48
	point19	16	252	44	3	42	24	42	0	0	3	48
	point18	17	252	44	3	42	24	42	0	0	3	48
	point17	18	252	44	3	42	24	42	0	0	3	48
	point16	19	252	44	3	42	24	42	0	0	3	0
	point15	20	252	44	3	42	24	42	0	0	3	48
	point14	21	252	44	3	42	24	42	0	0	3	48
	point13	22	252	44	3	42	24	42	0	0	3	48
	point12	23	252	44	3	42	24	42	0	0	3	48

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point11	24	252	44	3	42	24	42	0	0	3	48
	point10	25	252	44	3	42	24	42	0	0	3	48
	point9	26	252	44	3	42	24	42	0	0	3	48
	point8	27	252	44	3	42	24	42	0	0	3	48
	point7	28	252	44	3	42	24	42	0	0	3	48
	point6	29	252	44	3	42	24	42	0	0	3	48
	point5	30	252	44	3	42	24	42	0	0	3	48
	point4	31										
WB Gandy west of Westshore Inside-2	point819	819	252	44	3	42	24	42	0	0	3	48
	point99	33	252	44	3	42	24	42	0	0	3	48
	point100	34	252	44	3	42	24	42	0	0	3	48
	point101	35	252	44	3	42	24	42	0	0	3	48
	point102	36	252	44	3	42	24	42	0	0	3	48
	point103	37	252	44	3	42	24	42	0	0	3	48
	point104	38	252	44	3	42	24	42	0	0	3	48
	point105	39	252	44	3	42	24	42	0	0	3	48
	point106	40	252	44	3	42	24	42	0	0	3	48
	point107	41	252	44	3	42	24	42	0	0	3	48
	point108	42	252	44	3	42	24	42	0	0	3	48
	point109	43	252	44	3	42	24	42	0	0	3	48
	point110	44	252	44	3	42	24	42	0	0	3	48
	point111	45	252	44	3	42	24	42	0	0	3	48
	point112	46	252	44	3	42	24	42	0	0	3	48
	point113	47	252	44	3	42	24	42	0	0	3	48
	point35	48	252	44	3	42	24	42	0	0	3	48
	point34	49	252	44	3	42	24	42	0	0	3	48
	point33	50	252	44	3	42	24	42	0	0	3	48
	point32	51	252	44	3	42	24	42	0	0	3	48
	point31	52	252	44	3	42	24	42	0	0	3	48
	point30	53	252	44	3	42	24	42	0	0	3	48
	point29	54	252	44	3	42	24	42	0	0	3	48
	point28	55	252	44	3	42	24	42	0	0	3	48
	point27	56	252	44	3	42	24	42	0	0	3	48
	point26	57	252	44	3	42	24	42	0	0	3	48
	point25	58	252	44	3	42	24	42	0	0	3	48
	point24	59	252	44	3	42	24	42	0	0	3	48

INPUT: TRAFFIC FOR LAeq1h Volumes

		Gandy Connector PD&E										
	point23	60	252	44	3	42	24	42	0	0	3	48
	point22	61	252	44	3	42	24	42	0	0	3	48
	point21	62	252	44	3	42	24	42	0	0	3	48
	point20	63										

RESULTS: SOUND LEVELS

Gandy Connector PD&E

American Consulting																			
Corey Carter																			
RESULTS: SOUND LEVELS																			
PROJECT/CONTRACT:																			
RUN:																			
BARRIER DESIGN:																			
ATMOSPHERICS:																			
Receiver																			
Name	No.	#DUs	Existing L_{Aeq}1h	No Barrier L_{Aeq}1h	Increase over existing Calculated	Crit'n	With Barrier Calculated L_{Aeq}1h	Type Impact	Noise Reduction Calculated	Goal	Calculated minus Goal								
			dBA	dBA	dB	dB	dBA	dB	dB	dB	dB								
Validation Receiver	1	1	0.0	64.5	66	64.5	64.5	10	0.0	8	-8.0								
Dwelling Units	# DUs	Noise Reduction																	
		Min	Avg	Max															
		dB	dB	dB															
All Selected	1	0.0	0.0	0.0		0.0													
All Impacted	0	0.0	0.0	0.0		0.0													
All that meet NR Goal	0	0.0	0.0	0.0		0.0													

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting
Corey Carter

2 June 2009
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:

Gandy Connector PD&E

RUN: Validation Run 4

Roadway Name	Points	Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside		point59	64	291	44	24	41	21	45	3	40	6	37
		point58	65	291	44	24	41	21	45	3	40	6	37
		point57	66	291	44	24	41	21	45	3	40	6	37
		point56	67	291	44	24	41	21	45	3	40	6	37
		point55	68	291	44	24	41	21	45	3	40	6	37
		point54	69	291	44	24	41	21	45	3	40	6	37
		point53	70	291	44	24	41	21	45	3	40	6	37
		point52	71	291	44	24	41	21	45	3	40	6	37
		point51	72	291	44	24	41	21	45	3	40	6	37
		point50	73	291	44	24	41	21	45	3	40	6	37
		point49	74	291	44	24	41	21	45	3	40	6	37
		point48	75	291	44	24	41	21	45	3	40	6	37
		point47	76	291	44	24	41	21	45	3	40	6	37
		point46	77	291	44	24	41	21	45	3	40	6	37
		point45	78	291	44	24	41	21	45	3	40	6	37
		point44	79	291	44	24	41	21	45	3	40	6	37
		point43	80	291	44	24	41	21	45	3	40	6	37
		point42	81	291	44	24	41	21	45	3	40	6	37
		point41	82	291	44	24	41	21	45	3	40	6	37
		point40	83	291	44	24	41	21	45	3	40	6	37
		point39	84	291	44	24	41	21	45	3	40	6	37
		point38	85	291	44	24	41	21	45	3	40	6	37
		point37	86	291	44	24	41	21	45	3	40	6	37

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point131	87	291	44	24	41	21	45	3	40	6	37
	point130	88	291	44	24	41	21	45	3	40	6	37
	point129	89	291	44	24	41	21	45	3	40	6	37
	point128	90	291	44	24	41	21	45	3	40	6	37
	point127	91	291	44	24	41	21	45	3	40	6	37
	point126	92	291	44	24	41	21	45	3	40	6	37
	point125	93	291	44	24	41	21	45	3	40	6	37
	point124	94	291	44	24	41	21	45	3	40	6	37
	point123	95	291	44	24	41	21	45	3	40	6	37
	point122	96	291	44	24	41	21	45	3	40	6	37
	point121	97	291	44	24	41	21	45	3	40	6	37
	point120	98	291	44	24	41	21	45	3	40	6	37
	point119	99										
EB Gandy west of Westshore Outside	point83	101	291	44	24	41	21	45	3	40	6	37
	point82	102	291	44	24	41	21	45	3	40	6	37
	point81	103	291	44	24	41	21	45	3	40	6	37
	point80	104	291	44	24	41	21	45	3	40	6	37
	point79	105	291	44	24	41	21	45	3	40	6	37
	point78	106	291	44	24	41	21	45	3	40	6	37
	point77	107	291	44	24	41	21	45	3	40	6	37
	point76	108	291	44	24	41	21	45	3	40	6	37
	point75	109	291	44	24	41	21	45	3	40	6	37
	point74	110	291	44	24	41	21	45	3	40	6	37
	point73	111	291	44	24	41	21	45	3	40	6	37
	point72	112	291	44	24	41	21	45	3	40	6	37
	point71	113	291	44	24	41	21	45	3	40	6	37
	point70	114	291	44	24	41	21	45	3	40	6	37
	point69	115	291	44	24	41	21	45	3	40	6	37
	point68	116	291	44	24	41	21	45	3	40	6	37
	point67	117	291	44	24	41	21	45	3	40	6	37
	point66	118	291	44	24	41	21	45	3	40	6	37
	point65	119	291	44	24	41	21	45	3	40	6	37
	point64	120	291	44	24	41	21	45	3	40	6	37
	point63	121	291	44	24	41	21	45	3	40	6	37
	point62	122	291	44	24	41	21	45	3	40	6	37
	point61	123	291	44	24	41	21	45	3	40	6	37

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point60	124	291	44	24	41	21	45	3	40	6	37
	point144	126	291	44	24	41	21	45	3	40	6	37
	point143	127	291	44	24	41	21	45	3	40	6	37
	point142	128	291	44	24	41	21	45	3	40	6	37
	point141	129	291	44	24	41	21	45	3	40	6	37
	point140	130	291	44	24	41	21	45	3	40	6	37
	point139	131	291	44	24	41	21	45	3	40	6	37
	point138	132	291	44	24	41	21	45	3	40	6	37
	point137	133	291	44	24	41	21	45	3	40	6	37
	point136	134	291	44	24	41	21	45	3	40	6	37
	point135	135	291	44	24	41	21	45	3	40	6	37
	point134	136	291	44	24	41	21	45	3	40	6	37
	point133	137										
WB Gandy west of Westshore Outside-2	point818	818	321	46	9	46	15	44	0	0	0	0
	point84	2	321	46	9	46	15	44	0	0	0	0
	point85	3	321	46	9	46	15	44	0	0	0	0
	point86	4	321	46	9	46	15	44	0	0	0	0
	point87	5	321	46	9	46	15	44	0	0	0	0
	point88	6	321	46	9	46	15	44	0	0	0	0
	point89	7	321	46	9	46	15	44	0	0	0	0
	point90	8	321	46	9	46	15	44	0	0	0	0
	point91	9	321	46	9	46	15	44	0	0	0	0
	point92	10	321	46	9	46	15	44	0	0	0	0
	point93	11	321	46	9	46	15	44	0	0	0	0
	point94	12	321	46	9	46	15	44	0	0	0	0
	point95	13	321	46	9	46	15	44	0	0	0	0
	point96	14	321	46	9	46	15	44	0	0	0	0
	point97	15	321	46	9	46	15	44	0	0	0	0
	point19	16	321	46	9	46	15	44	0	0	0	0
	point18	17	321	46	9	46	15	44	0	0	0	0
	point17	18	321	46	9	46	15	44	0	0	0	0
	point16	19	321	46	9	46	15	44	0	0	0	0
	point15	20	321	46	9	46	15	44	0	0	0	0
	point14	21	321	46	9	46	15	44	0	0	0	0
	point13	22	321	46	9	46	15	44	0	0	0	0
	point12	23	321	46	9	46	15	44	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point11	24	321	46	9	46	15	44	0	0	0
	point10	25	321	46	9	46	15	44	0	0	0
	point9	26	321	46	9	46	15	44	0	0	0
	point8	27	321	46	9	46	15	44	0	0	0
	point7	28	321	46	9	46	15	44	0	0	0
	point6	29	321	46	9	46	15	44	0	0	0
	point5	30	321	46	9	46	15	44	0	0	0
	point4	31									
WB Gandy west of Westshore Inside-2	point819	819	321	46	9	46	15	44	0	0	0
	point99	33	321	46	9	46	15	44	0	0	0
	point100	34	321	46	9	46	15	44	0	0	0
	point101	35	321	46	9	46	15	44	0	0	0
	point102	36	321	46	9	46	15	44	0	0	0
	point103	37	321	46	9	46	15	44	0	0	0
	point104	38	321	46	9	46	15	44	0	0	0
	point105	39	321	46	9	46	15	44	0	0	0
	point106	40	321	46	9	46	15	44	0	0	0
	point107	41	321	46	9	46	15	44	0	0	0
	point108	42	321	46	9	46	15	44	0	0	0
	point109	43	321	46	9	46	15	44	0	0	0
	point110	44	321	46	9	46	15	44	0	0	0
	point111	45	321	46	9	46	15	44	0	0	0
	point112	46	321	46	9	46	15	44	0	0	0
	point113	47	321	46	9	46	15	44	0	0	0
	point35	48	321	46	9	46	15	44	0	0	0
	point34	49	321	46	9	46	15	44	0	0	0
	point33	50	321	46	9	46	15	44	0	0	0
	point32	51	321	46	9	46	15	44	0	0	0
	point31	52	321	46	9	46	15	44	0	0	0
	point30	53	321	46	9	46	15	44	0	0	0
	point29	54	321	46	9	46	15	44	0	0	0
	point28	55	321	46	9	46	15	44	0	0	0
	point27	56	321	46	9	46	15	44	0	0	0
	point26	57	321	46	9	46	15	44	0	0	0
	point25	58	321	46	9	46	15	44	0	0	0
	point24	59	321	46	9	46	15	44	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

	point23	60	321	46	9	46	15	44	0	0	0
	point22	61	321	46	9	46	15	44	0	0	0
	point21	62	321	46	9	46	15	44	0	0	0
	point20	63									

Gandy Connector PD&E

RESULTS: SOUND LEVELS**Gandy Connector PD&E**

American Consulting															
Corey Carter															
RESULTS: SOUND LEVELS															
PROJECT/CONTRACT:															
RUN:															
BARRIER DESIGN:															
ATMOSPHERICS:															
Receiver															
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Calculated LAeq1h	Type Impact	Noise Reduction Calculated	Goal	Calculated minus Goal			
Validation Receiver	1	1	0.0	64.9	66	64.9	dB	64.9	dB	0.0	8	-8.0			
Dwelling Units	# DUs	Noise Reduction	Min dB	Avg dB	Max dB										
All Selected	1	0.0	0.0	0.0	0.0										
All Impacted	0	0.0	0.0	0.0	0.0										
All that meet NR Goal	0	0.0	0.0	0.0	0.0										

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting
Corey Carter

2 June 2009
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:

Gandy Connector PD&E
Validation Run 5

RUN:

Roadway Name	Points	Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside		point59	64	393	44	12	37	18	41	0	0	3	44
		point58	65	393	44	12	37	18	41	0	0	3	44
		point57	66	393	44	12	37	18	41	0	0	3	44
		point56	67	393	44	12	37	18	41	0	0	3	44
		point55	68	393	44	12	37	18	41	0	0	3	44
		point54	69	393	44	12	37	18	41	0	0	3	44
		point53	70	393	44	12	37	18	41	0	0	3	44
		point52	71	393	44	12	37	18	41	0	0	3	44
		point51	72	393	44	12	37	18	41	0	0	3	44
		point50	73	393	44	12	37	18	41	0	0	3	44
		point49	74	393	44	12	37	18	41	0	0	3	44
		point48	75	393	44	12	37	18	41	0	0	3	44
		point47	76	393	44	12	37	18	41	0	0	3	44
		point46	77	393	44	12	37	18	41	0	0	3	44
		point45	78	393	44	12	37	18	41	0	0	3	44
		point44	79	393	44	12	37	18	41	0	0	3	44
		point43	80	393	44	12	37	18	41	0	0	3	44
		point42	81	393	44	12	37	18	41	0	0	3	44
		point41	82	393	44	12	37	18	41	0	0	3	44
		point40	83	393	44	12	37	18	41	0	0	3	44
		point39	84	393	44	12	37	18	41	0	0	3	44
		point38	85	393	44	12	37	18	41	0	0	3	44
		point37	86	393	44	12	37	18	41	0	0	3	44

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point131	87	393	44	12	37	18	41	0	0	3	44
	point130	88	393	44	12	37	18	41	0	0	3	44
	point129	89	393	44	12	37	18	41	0	0	3	44
	point128	90	393	44	12	37	18	41	0	0	3	44
	point127	91	393	44	12	37	18	41	0	0	3	44
	point126	92	393	44	12	37	18	41	0	0	3	44
	point125	93	393	44	12	37	18	41	0	0	3	44
	point124	94	393	44	12	37	18	41	0	0	3	44
	point123	95	393	44	12	37	18	41	0	0	3	44
	point122	96	393	44	12	37	18	41	0	0	3	44
	point121	97	393	44	12	37	18	41	0	0	3	44
	point120	98	393	44	12	37	18	41	0	0	3	44
	point119	99										
EB Gandy west of Westshore Outside	point83	101	393	44	12	37	18	41	0	0	3	44
	point82	102	393	44	12	37	18	41	0	0	3	44
	point81	103	393	44	12	37	18	41	0	0	3	44
	point80	104	393	44	12	37	18	41	0	0	3	44
	point79	105	393	44	12	37	18	41	0	0	3	44
	point78	106	393	44	12	37	18	41	0	0	3	44
	point77	107	393	44	12	37	18	41	0	0	3	44
	point76	108	393	44	12	37	18	41	0	0	3	44
	point75	109	393	44	12	37	18	41	0	0	3	44
	point74	110	393	44	12	37	18	41	0	0	3	44
	point73	111	393	44	12	37	18	41	0	0	3	44
	point72	112	393	44	12	37	18	41	0	0	3	44
	point71	113	393	44	12	37	18	41	0	0	3	44
	point70	114	393	44	12	37	18	41	0	0	3	44
	point69	115	393	44	12	37	18	41	0	0	3	44
	point68	116	393	44	12	37	18	41	0	0	3	44
	point67	117	393	44	12	37	18	41	0	0	3	44
	point66	118	393	44	12	37	18	41	0	0	3	44
	point65	119	393	44	12	37	18	41	0	0	3	44
	point64	120	393	44	12	37	18	41	0	0	3	44
	point63	121	393	44	12	37	18	41	0	0	3	44
	point62	122	393	44	12	37	18	41	0	0	3	44
	point61	123	393	44	12	37	18	41	0	0	3	44

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

	point60	124	393	44	12	37	18	41	0	0	3	44
	point144	126	393	44	12	37	18	41	0	0	3	44
	point143	127	393	44	12	37	18	41	0	0	3	44
	point142	128	393	44	12	37	18	41	0	0	3	44
	point141	129	393	44	12	37	18	41	0	0	3	44
	point140	130	393	44	12	37	18	41	0	0	3	44
	point139	131	393	44	12	37	18	41	0	0	3	44
	point138	132	393	44	12	37	18	41	0	0	3	44
	point137	133	393	44	12	37	18	41	0	0	3	44
	point136	134	393	44	12	37	18	41	0	0	3	44
	point135	135	393	44	12	37	18	41	0	0	3	44
	point134	136	393	44	12	37	18	41	0	0	3	44
	point133	137										
WB Gandy west of Westshore Outside-2	point818	818	294	46	6	44	21	43	0	0	3	49
	point84	2	294	46	6	44	21	43	0	0	3	49
	point85	3	294	46	6	44	21	43	0	0	3	49
	point86	4	294	46	6	44	21	43	0	0	3	49
	point87	5	294	46	6	44	21	43	0	0	3	49
	point88	6	294	46	6	44	21	43	0	0	3	49
	point89	7	294	46	6	44	21	43	0	0	3	49
	point90	8	294	46	6	44	21	43	0	0	3	49
	point91	9	294	46	6	44	21	43	0	0	3	49
	point92	10	294	46	6	44	21	43	0	0	3	49
	point93	11	294	46	6	44	21	43	0	0	3	49
	point94	12	294	46	6	44	21	43	0	0	3	49
	point95	13	294	46	6	44	21	43	0	0	3	49
	point96	14	294	46	6	44	21	43	0	0	3	49
	point97	15	294	46	6	44	21	43	0	0	3	49
	point19	16	294	46	6	44	21	43	0	0	3	49
	point18	17	294	46	6	44	21	43	0	0	3	49
	point17	18	294	46	6	44	21	43	0	0	3	49
	point16	19	294	46	6	44	21	43	0	0	3	49
	point15	20	294	46	6	44	21	43	0	0	3	49
	point14	21	294	46	6	44	21	43	0	0	3	49
	point13	22	294	46	6	44	21	43	0	0	3	49
	point12	23	294	46	6	44	21	43	0	0	3	49

INPUT: TRAFFIC FOR LAeq1h Volumes

	point11	24	294	46	6	44	21	43	0	3	49
	point10	25	294	46	6	44	21	43	0	3	49
	point9	26	294	46	6	44	21	43	0	3	49
	point8	27	294	46	6	44	21	43	0	3	49
	point7	28	294	46	6	44	21	43	0	3	49
	point6	29	294	46	6	44	21	43	0	3	49
	point5	30	294	46	6	44	21	43	0	3	49
	point4	31									
WB Gandy west of Westshore Inside-2	point819	819	294	46	6	44	21	43	0	3	49
	point99	33	294	46	6	44	21	43	0	3	49
	point100	34	294	46	6	44	21	43	0	3	49
	point101	35	294	46	6	44	21	43	0	3	49
	point102	36	294	46	6	44	21	43	0	3	49
	point103	37	294	46	6	44	21	43	0	3	49
	point104	38	294	46	6	44	21	43	0	3	49
	point105	39	294	46	6	44	21	43	0	3	49
	point106	40	294	46	6	44	21	43	0	3	49
	point107	41	294	46	6	44	21	43	0	3	49
	point108	42	294	46	6	44	21	43	0	3	49
	point109	43	294	46	6	44	21	43	0	3	49
	point110	44	294	46	6	44	21	43	0	3	49
	point111	45	294	46	6	44	21	43	0	3	49
	point112	46	294	46	6	44	21	43	0	3	49
	point113	47	294	46	6	44	21	43	0	3	49
	point35	48	294	46	6	44	21	43	0	3	49
	point34	49	294	46	6	44	21	43	0	3	49
	point33	50	294	0	6	44	21	43	0	3	49
	point32	51	294	46	6	44	21	43	0	3	49
	point31	52	294	46	6	44	21	43	0	3	49
	point30	53	294	46	6	44	21	43	0	3	49
	point29	54	294	46	6	44	21	43	0	3	49
	point28	55	294	46	6	44	21	43	0	3	49
	point27	56	294	46	6	44	21	43	0	3	49
	point26	57	294	46	6	44	21	43	0	3	49
	point25	58	294	46	6	44	21	43	0	3	49
	point24	59	294	46	6	44	21	43	0	3	49

INPUT: TRAFFIC FOR LAeq1h Volumes

		Gandy Connector PD&E										
	point23	60	294	46	6	44	21	43	0	0	3	49
	point22	61	294	46	6	44	21	43	0	0	3	49
	point21	62	294	46	6	44	21	43	0	0	3	49
	point20	63										

RESULTS: SOUND LEVELS

Gandy Connector PD&E				
American Consulting				
Corey Carter			2 June 2009	
			TNM 2.5	
			Calculated with TNM 2.5	
RESULTS: SOUND LEVELS				
PROJECT/CONTRACT:				
RUN:				
BARRIER DESIGN:				
ATMOSPHERICS:				
			Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.	

Receiver	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing	With Barrier	Type Impact	Noise Reduction	Calculated minus Goal
			LAeq1h	LAeq1h	Calculated	Calculated LAeq1h	Calculated	Calculated	
			dBA	dBA		dBA			dB
Validation Receiver	1	1	0.0	65.0	66	65.0	10	0.0	8

Dwelling Units	# DUs	Noise Reduction	
		Min dB	Avg dB
All Selected	1	0.0	0.0
All Impacted	0	0.0	0.0
All that meet NR Goal	0	0.0	0.0

INPUT: TRAFFIC FOR LAeq1h Volumes

Gandy Connector PD&E

American Consulting
Corey Carter

2 June 2009
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:

Gandy Connector PD&E
Validation Run 6

RUN:

Roadway Name	Points Name	No.	Segment Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
EB Gandy west of Westshore Inside	point59	64	375	46	12	43	12	46	0	0	0	0
	point58	65	375	46	12	43	12	46	0	0	0	0
	point57	66	375	46	12	43	12	46	0	0	0	0
	point56	67	375	46	12	43	12	46	0	0	0	0
	point55	68	375	46	12	43	12	46	0	0	0	0
	point54	69	375	46	12	43	12	46	0	0	0	0
	point53	70	375	46	12	43	12	46	0	0	0	0
	point52	71	375	46	12	43	12	46	0	0	0	0
	point51	72	375	46	12	43	12	46	0	0	0	0
	point50	73	375	46	12	43	12	46	0	0	0	0
	point49	74	375	46	12	43	12	46	0	0	0	0
	point48	75	375	46	12	43	12	46	0	0	0	0
	point47	76	375	46	12	43	12	46	0	0	0	0
	point46	77	375	46	12	43	12	46	0	0	0	0
	point45	78	375	46	12	43	12	46	0	0	0	0
	point44	79	375	46	12	43	12	46	0	0	0	0
	point43	80	375	46	12	43	12	46	0	0	0	0
	point42	81	375	46	12	43	12	46	0	0	0	0
	point41	82	375	46	12	43	12	46	0	0	0	0
	point40	83	375	46	12	43	12	46	0	0	0	0
	point39	84	375	46	12	43	12	46	0	0	0	0
	point38	85	375	46	12	43	12	46	0	0	0	0
	point37	86	375	46	12	43	12	46	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

		87	375	46	12	43	12	46	12	46	0	0	0	0
	point131													
	point130	88	375	46	12	43	12	46	12	46	0	0	0	0
	point129	89	375	46	12	43	12	46	12	46	0	0	0	0
	point128	90	375	46	12	43	12	46	12	46	0	0	0	0
	point127	91	375	46	12	43	12	46	12	46	0	0	0	0
	point126	92	375	46	12	43	12	46	12	46	0	0	0	0
	point125	93	375	46	12	43	12	46	12	46	0	0	0	0
	point124	94	375	46	12	43	12	46	12	46	0	0	0	0
	point123	95	375	46	12	43	12	46	12	46	0	0	0	0
	point122	96	375	46	12	43	12	46	12	46	0	0	0	0
	point121	97	375	46	12	43	12	46	12	46	0	0	0	0
	point120	98	375	46	12	43	12	46	12	46	0	0	0	0
	point119	99												
	point83	101	375	46	12	43	12	46	12	46	0	0	0	0
	point82	102	375	46	12	43	12	46	12	46	0	0	0	0
	point81	103	375	46	12	43	12	46	12	46	0	0	0	0
	point80	104	375	46	12	43	12	46	12	46	0	0	0	0
	point79	105	375	46	12	43	12	46	12	46	0	0	0	0
	point78	106	375	46	12	43	12	46	12	46	0	0	0	0
	point77	107	375	46	12	43	12	46	12	46	0	0	0	0
	point76	108	375	46	12	43	12	46	12	46	0	0	0	0
	point75	109	375	46	12	43	12	46	12	46	0	0	0	0
	point74	110	375	46	12	43	12	46	12	46	0	0	0	0
	point73	111	375	46	12	43	12	46	12	46	0	0	0	0
	point72	112	375	46	12	43	12	46	12	46	0	0	0	0
	point71	113	375	46	12	43	12	46	12	46	0	0	0	0
	point70	114	375	46	12	43	12	46	12	46	0	0	0	0
	point69	115	375	46	12	43	12	46	12	46	0	0	0	0
	point68	116	375	46	12	43	12	46	12	46	0	0	0	0
	point67	117	375	46	12	43	12	46	12	46	0	0	0	0
	point66	118	375	46	12	43	12	46	12	46	0	0	0	0
	point65	119	375	46	12	43	12	46	12	46	0	0	0	0
	point64	120	375	46	12	43	12	46	12	46	0	0	0	0
	point63	121	375	46	12	43	12	46	12	46	0	0	0	0
	point62	122	375	46	12	43	12	46	12	46	0	0	0	0
	point61	123	375	46	12	43	12	46	12	46	0	0	0	0

EB Gandy west of Westshore Outside

INPUT: TRAFFIC FOR LAeq1h Volumes

		124	375	46	12	43	12	46	0	46	0	0	0
point60		124	375	46	12	43	12	46	0	46	0	0	0
point144		126	375	46	12	43	12	46	0	46	0	0	0
point143		127	375	46	12	43	12	46	0	46	0	0	0
point142		128	375	46	12	43	12	46	0	46	0	0	0
point141		129	375	46	12	43	12	46	0	46	0	0	0
point140		130	375	46	12	43	12	46	0	46	0	0	0
point139		131	375	46	12	43	12	46	0	46	0	0	0
point138		132	375	46	12	43	12	46	0	46	0	0	0
point137		133	375	46	12	43	12	46	0	46	0	0	0
point136		134	375	46	12	43	12	46	0	46	0	0	0
point135		135	375	46	12	43	12	46	0	46	0	0	0
point134		136	375	46	12	43	12	46	0	46	0	0	0
point133		137											
WB Gandy west of Westshore Outside-2		818	477	44	12	44	18	39	0	39	0	0	50
point84		2	477	44	12	44	18	39	0	39	0	0	50
point85		3	477	44	12	44	18	39	0	39	0	0	50
point86		4	477	44	12	44	18	39	0	39	0	0	50
point87		5	477	44	12	44	18	39	0	39	0	0	50
point88		6	477	44	12	44	18	39	0	39	0	0	50
point89		7	477	44	12	44	18	39	0	39	0	0	50
point90		8	477	44	12	44	18	39	0	39	0	0	50
point91		9	477	44	12	44	18	39	0	39	0	0	50
point92		10	477	44	12	44	18	39	0	39	0	0	50
point93		11	477	44	12	44	18	39	0	39	0	0	50
point94		12	477	44	12	44	18	39	0	39	0	0	50
point95		13	477	44	12	44	18	39	0	39	0	0	50
point96		14	477	44	12	44	18	39	0	39	0	0	50
point97		15	477	44	12	44	18	39	0	39	0	0	50
point19		16	477	44	12	44	18	39	0	39	0	0	50
point18		17	477	44	12	44	18	39	0	39	0	0	50
point17		18	477	44	12	44	18	39	0	39	0	0	50
point16		19	477	44	12	44	18	39	0	39	0	0	50
point15		20	477	44	12	44	18	39	0	39	0	0	50
point14		21	477	44	12	44	18	39	0	39	0	0	50
point13		22	477	44	12	44	18	39	0	39	0	0	50
point12		23	477	44	12	44	18	39	0	39	0	0	50

INPUT: TRAFFIC FOR LAeq1h Volumes

	point11	24	477	44	12	44	18	39	0	6	50
	point10	25	477	44	12	44	18	39	0	6	50
	point9	26	477	44	12	44	18	39	0	6	50
	point8	27	477	44	12	44	18	39	0	6	50
	point7	28	477	44	12	44	18	39	0	6	50
	point6	29	477	44	12	44	18	39	0	6	50
	point5	30	477	44	12	44	18	39	0	6	50
	point4	31									
WB Gandy west of Westshore Inside-2	point819	819	477	44	12	44	18	39	0	6	50
	point99	33	477	44	12	44	18	39	0	6	50
	point100	34	477	44	12	44	18	39	0	6	50
	point101	35	477	44	12	44	18	39	0	6	50
	point102	36	477	44	12	44	18	39	0	6	50
	point103	37	477	44	12	44	18	39	0	6	50
	point104	38	477	44	12	44	18	39	0	6	50
	point105	39	477	44	12	44	18	39	0	6	50
	point106	40	477	44	12	44	18	39	0	6	50
	point107	41	477	44	12	44	18	39	0	6	50
	point108	42	477	44	12	44	18	39	0	6	50
	point109	43	477	44	12	44	18	39	0	6	50
	point110	44	477	44	12	44	18	39	0	6	50
	point111	45	477	44	12	44	18	39	0	6	50
	point112	46	477	44	12	44	18	39	0	6	50
	point113	47	477	44	12	44	18	39	0	6	50
	point35	48	477	44	12	44	18	39	0	6	50
	point34	49	477	44	12	44	18	39	0	6	50
	point33	50	477	44	12	44	18	39	0	6	50
	point32	51	477	44	12	44	18	39	0	6	50
	point31	52	477	44	12	44	18	39	0	6	50
	point30	53	477	44	12	44	18	39	0	6	50
	point29	54	477	44	12	44	18	39	0	6	50
	point28	55	477	44	12	44	18	39	0	6	50
	point27	56	477	44	12	44	18	39	0	6	50
	point26	57	477	44	12	44	18	39	0	6	50
	point25	58	477	44	12	44	18	39	0	6	50
	point24	59	477	44	12	44	18	39	0	6	50

Gandy Connector PD&E

INPUT: TRAFFIC FOR LAeq1h Volumes

		Gandy Connector PD&E										
	point23	60	477	44	12	44	18	39	0	0	6	50
	point22	61	477	44	12	44	18	39	0	0	6	50
	point21	62	477	44	12	44	18	39	0	0	6	50
	point20	63										

RESULTS: SOUND LEVELS

Gandy Connector PD&E

American Consulting																			
Corey Carter										2 June 2009									
										TNM 2.5									
										Calculated with TNM 2.5									
RESULTS: SOUND LEVELS																			
PROJECT/CONTRACT:																			
RUN:																			
BARRIER DESIGN:																			
ATMOSPHERICS:																			
Receiver																			
Name		No.		#DUs		Existing LAeq1h		No Barrier LAeq1h		Increase over existing Calculated		Crit'n		With Barrier Calculated LAeq1h		Noise Reduction Calculated		Goal	
						dBA		dBA		dB		dBA		dBA		dB		dB	
Validation Receiver		1		1		0.0		65.6		66		65.6		65.6		0.0		8	
Dwelling Units		# DUs		Noise Reduction															
				Min		dB		Avg		dB		Max		dB					
All Selected		1		0.0		0.0		0.0		0.0		0.0		0.0					
All Impacted		0		0.0		0.0		0.0		0.0		0.0		0.0					
All that meet NR Goal		0		0.0		0.0		0.0		0.0		0.0		0.0					

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