

Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements

Noise Study Report

Financial Management Number: 458147-1

ETDM No. N/A

Hillsborough County, Florida



September 2026

Prepared by AtkinsRéalis

Tampa, Florida

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.

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Florida Department of Transportation

District Seven

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District 7 is preparing a Type 1 Categorical Exclusion (CE) evaluating proposed improvements to Air Cargo Road (Rd.) and Tampa Bay Boulevard (Blvd.) from Dale Mabry Highway to Dr. Martin Luther King Jr. Blvd., in Hillsborough County, a distance of less than one mile. The proposed improvements consist of adding travel lanes. As a result, the project improvements qualify for a Type I noise project.

This Noise Study Report (NSR) presents the methodology and results of the traffic noise evaluation for Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements (Financial Management Number [No.] 458147-1). The purpose of this noise study is to identify noise sensitive sites that would be impacted by the proposed improvements, evaluate abatement measures at impacted noise sensitive sites, and determine if noise abatement (i.e., noise barriers) should be included with the project.

The Federal Highway Administration (FHWA) Traffic Noise Model (TNM), version 2.5, was utilized to predict noise levels at 29 receptor points representing 22 residences and four special land uses (SLUs). For the year 2027 Build condition, noise levels are not predicted to approach, meet, or exceed the Noise Abatement Criteria (NAC) at any residence or SLUs within the project limits. Additionally, a substantial increase of 15 dB(A) is not predicted to occur at any residence or SLU. Based on the noise analyses performed to date, there appear to be no impacted areas within the project that require abatement consideration.

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ACRONYMS

BER	Benefited Equivalent Residence
CFR	Code of Federal Regulations
CNE	Common Noise Environment
dB	Decibels
dB(A)	A-weighted decibels
DPK	Date of Public Knowledge
ER	Equivalent Residence
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FM No.	Financial Management Number
ft.	Feet
Leq(h)	Hourly equivalent noise levels
LOS	Level of Service
mph	Miles per hour
MSE	Mechanically-Stabilized Earth
NAA	Noise Analysis Area
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NRDG	Noise Reduction Design Goal
NSR	Noise Study Report
PER	Preliminary Engineering Report
PD&E	Project Development and Environment
ROW	Right-of-way
SLM	Sound Level Meter
SLU	Special Land Use
sq. ft.	Square Feet
TER	Total Equivalent Residence
TNM	Traffic Noise Model

SECTION 1

INTRODUCTION

The Florida Department of Transportation (FDOT) District 7 is preparing a Type 1 Categorical Exclusion (CE) evaluating proposed improvements to Air Cargo Road (Rd.) and Tampa Bay Boulevard (Blvd.) from Dale Mabry Highway to Dr. Martin Luther King Jr. Blvd., in Hillsborough County, a distance of less than one mile. The project limits are shown in **Figure 1-1**.

This Noise Study Report (NSR) presents the methodology and results of the traffic noise evaluation for Air Cargo Rd. & Tampa Bay Blvd. Operational and Safety Improvements (Financial Management Number [No.] 458147-1). Phase I Plan sets were utilized as a basis for this evaluation.

The purpose of this noise study is to identify noise sensitive sites that would be impacted by the proposed improvements, evaluate abatement measures at impacted noise sensitive sites, and determine if noise abatement (i.e., noise barriers) should be included with the project.

Secondary objectives of this study include the consideration of construction noise and vibration impacts as well as the development of noise contours, that can be used in the future by local municipal and county government agencies to identify compatible land uses along the project roadways.

1.1 PROJECT DESCRIPTION

The total project length is approximately 0.749 miles, located adjacent to Tampa International Airport and Hillsborough College, and falls primarily within Hillsborough County Aviation Authority right of way (ROW). The project limits are along Tampa Bay Blvd. from Air Cargo Rd. to west of Dale Mabry Hwy., and along Air Cargo Rd. from Tampa Bay Blvd. to approximately 800 feet north of West Ohio Ave.

The project proposes a constrained widening from two to four lanes of Tampa Bay Blvd. from Lois Ave. to west of Dale Mabry Hwy. and of Air Cargo Rd. from Tampa Bay Blvd. to West Ohio Ave. All widening will be within existing ROW. The proposed widening anticipates 11-foot lanes and minimal overbuild. There is no proposed widening along Tampa Bay Blvd. from east of Air Cargo Rd. to Lois Ave., where there is a linear park that divides the eastbound and westbound lanes.

Within the project limits, sidewalk gaps will be eliminated by constructing sidewalks where none exist to create a continuous sidewalk to promote pedestrian connectivity. A minor ROW acquisition from Hillsborough College (approximately 176 square feet) along the north side of Tampa Bay Blvd. is anticipated to accommodate sidewalk improvements. In addition, the project will evaluate the potential installation of a Rectangular Rapid Flashing Beacon (RRFB) at the mid-block crossing on Tampa Bay Blvd. in front of Hillsborough College to enhance pedestrian safety.

The project also includes associated milling, resurfacing, and operational improvements. Operational modifications will be made at the Lois Ave. roundabout, where traffic will be redistributed rather than circulating back into the roundabout, improving throughput and reducing operational conflicts. Lane reconfiguration will occur at the intersection of Tampa Bay Blvd. and Air Cargo Rd., to accommodate a new signal (the intersection is currently unsignalized).

The drainage approach for this project includes installing control structures and utilizing available ditch storage to provide an 80% reduction in pollutant loading and attenuate flows prior to discharge, with flow generally directed east toward Dale Mabry Hwy. An existing Hillsborough Aviation Authority pond along Tampa Bay Blvd. will be expanded to accommodate stormwater management and a dry swale added to the northeast of Tampa Bay Blvd. and Air Cargo Rd. for treatment and attenuation.

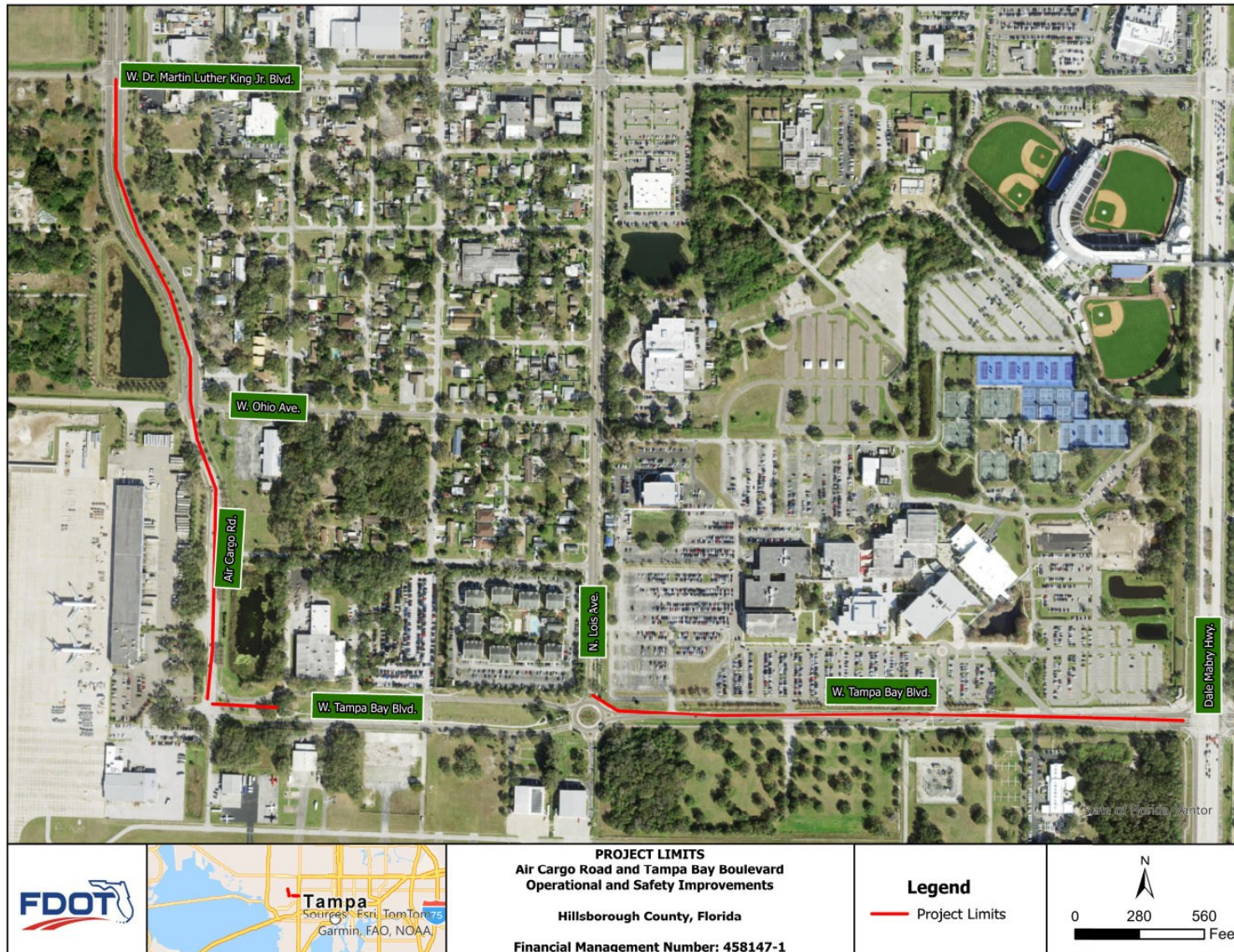


Figure 1-1: Project Location Map

SECTION 2

METHODOLOGY

This traffic noise study was completed in accordance with Title 23, Code of Federal Regulations, Part 772 (23 CFR 772), *Procedures for Abatement of Highway Traffic Noise and Construction Noise* following methodology and procedures established by the FDOT in the Project Development & Environment (PD&E) Manual, Part 2, Chapter 18, *Highway Traffic Noise*, and the FDOT *Traffic Noise Modeling and Analysis Practitioners' Handbook*.

The Federal Highway Administration's (FHWA) Traffic Noise Model (TNM), version 2.5, was used to predict existing and future traffic noise levels and to analyze the effectiveness of noise barriers, where warranted. This model estimates the acoustic intensity at noise sensitive receptor sites from a series of roadway segments (the source).

Representative receptor sites were used as inputs to TNM to estimate noise levels associated with existing and future conditions within the project limits. These sites were chosen based on noise sensitivity, roadway proximity, anticipated impacts from the proposed project, and homogeneity (e.g., the site is representative of other nearby sites). For single-family residences, traffic noise levels were predicted at the edge of the dwelling unit closest to the nearest primary roadway. For other noise sensitive sites that may be impacted (e.g., non-residential land uses), traffic noise levels were predicted where the exterior use/activity occurs. For the prediction of interior noise levels, the receptor site was placed inside the building at the corner of the façade closest to the roadway or in the interior area determined to be the area of frequent use.

2.1 NOISE METRICS

Noise levels developed for this traffic noise study are expressed in decibels (dB) using an "A"-scale [dB(A)] weighting. This scale most closely approximates the response characteristics of the human ear to typical traffic noise levels. All reported noise levels are hourly equivalent noise levels [Leq(h)]. The Leq(h) is defined as the equivalent steady-state sound level that, in an hourly period, contains the same acoustic energy as the time-varying sound level for the same hourly period. Use of these metrics is consistent with the requirements of 23 CFR 772.

2.2 TRAFFIC DATA

Traffic data is of primary importance in a traffic noise prediction model. FDOT traffic data for the existing 2025, No-Build 2027 and Build 2027 scenarios were obtained from [Florida Traffic Online](https://tdaappsprod.dot.state.fl.us/fto/)¹ traffic data for 2025 extrapolated to 2027. The traffic data were reviewed to identify forecasted traffic volumes that would yield the highest traffic noise impact. As required in the FDOT's *PD&E Manual*, when the predicted design year peak hour directional demand traffic volumes equal or exceed Level of Service (LOS) C, LOS C hourly traffic volumes were utilized. For roadway segments where the predicted peak hour directional demand traffic volumes are less than LOS C, the peak hour demand volumes were utilized. For this evaluation, the 2027 Build condition was modeled with peak hour directional demand volumes for all roadways. Traffic volumes and speeds used in the analysis are included in **Appendix A**.

2.3 NOISE ABATEMENT CRITERIA

Noise sensitive land uses are areas where there is frequent human use that may be impacted by traffic noise levels that approach, meet, or exceed the Noise Abatement Criteria (NAC) – levels established by the

¹ FDOT Florida Traffic Online <https://tdaappsprod.dot.state.fl.us/fto/>

FHWA at which abatement must be considered. Typical noise sensitive land uses include residences, schools, places of worship, commercial properties with outdoor areas of use, and recreational areas. As shown in **Table 2-1**, the NAC vary by activity category.

The FDOT NAC is defined as being within one dB(A) of the FHWA's NAC to reflect values that "approach" the FHWA criteria. For perspective on the decibel values, **Table 2-2** provides typical noise levels of common indoor and outdoor activities.

Noise abatement measures must also be considered when a substantial increase in traffic noise is predicted to occur as a direct result of a transportation project. FDOT defines a substantial increase as 15 dB(A) or more above existing conditions. A substantial increase typically occurs in areas where traffic noise is a minor component of the existing noise environment but would become a major component after the project is constructed. This occurs more frequently with new alignment projects.

**Table 2-1
Noise Abatement Criteria**

Activity Category	Activity Leq(h)		Evaluation Location	Description of Land Use Activity Category
	FHWA	FDOT		
A	57	56	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	66	Exterior	Residential.
C	67	66	Exterior	Active sports areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	51	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	71	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A – D or F.
F	-----	-----	-----	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-----	-----	-----	Undeveloped lands that are not permitted.
(Based on Table 1 of 23 CFR 772 and FDOT PD&E Manual Chapter 18) ¹ The Leq(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. <i>Note: FDOT defines that a substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels or more as a result of the transportation improvement project. When this occurs, the requirement for abatement consideration will be followed.</i>				

**Table 2-2
Typical Noise Levels**

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

Source: California Dept. of Transportation Technical Noise Supplement, September 2013, Page 2-20.

2.4 NOISE ABATEMENT MEASURES

Noise abatement is considered at all noise sensitive sites predicted to meet or exceed the FDOT NAC or which have a substantial increase in noise, as stipulated by 23 CFR 772. Abatement measures considered include traffic management, alignment modifications, noise buffer zones through application of land use controls, and noise barriers. Each of these abatement measures are discussed further in the following sections.

2.4.1 TRAFFIC MANAGEMENT

Traffic management techniques can be used to abate traffic noise. For example, the timing of traffic lights could be altered to eliminate frequent stopping, heavy trucks could be limited to certain hours of the day on specific roads, and speed limits could be reduced. Limiting heavy truck operations could affect the movement of materials and goods over an extensive area. Therefore, prohibiting or limiting heavy truck traffic on Air Cargo Rd. and/or Tampa Bay Blvd. is not considered a reasonable abatement measure for this project. A substantial speed reduction on Air Cargo Rd. and/or Tampa Bay Blvd. would lower traffic noise levels. However, the capacity of the roadway to service traffic would also be reduced with a reduction of speed. Therefore, speed reduction is not a reasonable abatement measure for this project.

2.4.2 ALIGNMENT MODIFICATIONS

Modifying the horizontal alignment and/or vertical profile of a roadway can influence highway traffic noise levels and can therefore be an effective abatement measure. However, the existing alignment of Air Cargo Rd. and Tampa Bay Blvd. have already established the proposed horizontal and vertical alignment. Project costs and detrimental effects on land use are minimized by making use of the existing corridor. The cost of acquiring additional property for the sole purpose of abating highway traffic noise may exceed the cost reasonable limit of \$64,000 per benefited receptor (defined as a noise sensitive site receiving at least a 5 dB(A) noise reduction from the abatement measure). Therefore, an alignment modification that could provide a substantial noise reduction is not a feasible or reasonable abatement measure.

2.4.3 BUFFER ZONES

Providing a buffer space (i.e., an area of undeveloped land) between a highway and future noise sensitive development can minimize or eliminate noise impacts.

Buffer zones can be implemented through local land use planning. The distances between the proposed highway and noise sensitive sites (where predicted traffic noise levels approach, meet or exceed the NAC for Activity Categories A, B, C and E) are determined to facilitate future land use planning that is compatible with the traffic noise environment. For the proposed conceptual design, the distance between the nearest edge of pavement of Air Cargo Rd. and Tampa Bay Blvd. and the location where traffic noise levels would approach, meet or exceed a particular NAC is provided in **SECTION 6**. Local officials can use the information in **Table 6-1** to establish buffer zones for future projects, thereby minimizing or avoiding noise impacts at sensitive land uses. The distances do not account for any reduction in noise levels that may be provided by berms, privacy walls or intervening structures in the noise propagation path. These buffer zone contours also do not account for any increase in noise resulting from increased highway elevation (e.g., overpasses) or elevated noise sensitive sites (e.g., second floor patios).

2.4.4 NOISE BARRIERS

Noise barriers reduce noise levels by interrupting the sound path between a highway and noise sensitive site. Barriers can cause sound waves to bend around and over the barrier (diffraction) which produces a “shadow zone” behind the barrier itself. To effectively reduce traffic noise, a barrier must be relatively long, continuous (with no intermittent gaps), and of sufficient height. A noise barrier must be considered a feasible and reasonable noise abatement measure to be suggested for inclusion into the project. Feasibility factors are related to the acoustical and engineering properties of an abatement measure. Reasonableness factors are related to the environmental, economic, and social properties. For a noise barrier to be considered feasible and cost reasonable, the following minimum conditions should be met (**Table 2-3**):

Table 2-3 Feasible and Reasonable Requirements for a Noise Barrier

Feasible	Reasonable
At least two impacted receptors must be provided a noise reduction of 5 dB(A).	A noise barrier must also attain the Noise Reduction Design Goal (NRDG), which states that a minimum noise reduction of 7 dB(A) for at least one benefited receptor must be achieved. This receptor may also have been previously identified as meeting the feasibility requirement of receiving a 5 dB(A) reduction.
Engineering factors (design/construction, safety, access, ROW, maintenance, drainage, and utility) must be considered, and all conflicts must be resolved.	The cost of the noise barriers should not exceed \$64,000 per benefited receptor. This is the upper cost limit established by FDOT. A benefited receptor is defined as a recipient of an abatement measure that experiences at least a 5 dB(A) reduction as a result of providing a noise barrier. The current unit cost used to evaluate cost reasonableness is \$40 per square foot (sq. ft.).
--	The viewpoints of benefited receptors must be considered.

Within the project limits, noise barrier locations are evaluated as follows:

- Right-of-way (ROW) noise barriers located outside the clear zone, which is defined in the *FDOT Design Manual* as ‘the amount of recoverable area beyond the traveled way’ but within the ROW, are initially considered at heights ranging from 8 ft. to 22 ft. in 2 ft. increments. According to the *FDOT Design Manual*, noise barriers outside the clear zone shall not exceed a maximum height of 22 ft.
- If a ROW barrier cannot provide at least a 5 dB(A) reduction to an impacted receptor or the barrier is not feasible due to engineering and/or construction limitations, then a shoulder barrier is evaluated. According to the *FDOT Design Manual*, shoulder barriers shall not exceed 14 ft. in height when on embankment and 8 ft. in height when on structure or Mechanically-Stabilized Earth (MSE).

The length and height of the noise barriers are optimized based on the benefit provided to noise sensitive sites with predicted noise levels that meet, or exceed the FDOT NAC.

2.4.5 NOISE BARRIERS FOR SPECIAL LAND USES (NON-RESIDENTIAL)

The methodology used to evaluate noise barrier systems for non-residential sites differs from that used for residential locations. The standard procedure for determining the feasibility and reasonableness of a noise barrier for a special land use (SLU) site is documented in *Methodology to Evaluate Traffic Noise at Special Land Uses* (FDOT 2024). In this methodology, SLUs are assigned an Equivalent Residence (ER) based on the person-hours of use at the SLU in order to evaluate the reasonableness and feasibility of a noise barrier. This SLU evaluation is a multi-step process, as summarized below.

- If an impacted SLU receptor is not adjacent to impacted residences or other impacted SLUs such that a single noise barrier would not be a practical form of abatement for all impacted properties, it is considered isolated. An optional preliminary screening analysis may be applied to isolated impacted SLUs to determine if it has enough person-hour usage to equate to at least two residences to be found feasible for noise abatement. To meet the feasibility requirement, the isolated SLU must have at least 44,326 person-hours of use per year (equivalent to the number of person-hours per year for two single family residences) in the benefited area for a noise barrier to be found as a feasible form of noise abatement.

- A noise barrier is evaluated if the preliminary screening results indicate that a full analysis is warranted or if the impacted SLU is adjacent to other impacted SLUs or residences.
- A noise barrier is found feasible and reasonable if the requirements of **Table 2-3** are met, which can be determined through the use of the *FDOT SLU Worksheet*. Once it is determined that impacted SLUs benefit from the analyzed noise barrier, the *FDOT SLU Worksheet* is utilized to assess whether a noise barrier is a reasonable form of abatement. The SLU Worksheet includes all residences and SLUs that would receive a benefit from the noise barrier. This methodology allows the combined evaluation of all impacted land use activity categories that would potentially benefit from a single noise barrier system.

2.5 NOISE MODEL

Noise level predictions were produced using the FHWA's TNM Version 2.5. This model calculates estimated noise levels at noise sensitive receptor sites based on highway traffic parameters that are input to the model. Model-predicted noise levels are influenced by several factors including vehicle speed and types, the distance between the noise source and receptor, the effects of intervening structures (buildings, barriers, etc.), ground surface type, and topography.

2.5.1 MODEL VALIDATION

To validate the accuracy of the computer noise model for the project area, field measurements were taken following procedures documented in FHWA's Noise Measurement Handbook. All monitoring events were a minimum of 30 minutes (3 repetitions of 10 minutes each) in duration, consistent with FDOT procedures. Noise monitoring was performed on June 1, 2026 using a Quest SoundPro sound level meter (SLM). Prior to taking noise measurements, the SLM was calibrated using a Svantek calibrator.

TNM model validation was performed at four sites along the project corridor. The validation sites were located along the ROW of the existing highway. Traffic volumes by vehicle classification were noted during each monitoring event. Field notes for each monitoring event are provided in **Appendix D**. Locations of monitoring sites are depicted in aerials provided in **Appendix B**.

2.5.1.1 Model Validation Results

The results for each monitoring event are provided in **Table 2-4**. The FDOT PD&E manual states that the model is validated if the existing field measured highway traffic noise levels and predicted highway traffic noise levels for the existing condition are within +/- 3.0 dB(A). The variance between measured and predicted noise levels was less than 3 dB(A). Therefore, the noise model is predicting within the level of accuracy specified in FDOT's PD&E Manual, Part 2, Chapter 18.

**Table 2-4
Noise Model Validation**

Location	Run #	Date	Start Time	Field Measured Level dB(A)	TNM Predicted dB(A)	Variance dB(A)
Validation Site #1 W. Woodlawn Ave.	1	6/1/2026	10:30 AM	63.4	63.0	-0.4
	2		10:42 AM	64.5	62.9	-1.6
	3		10:55 AM	65.6	62.8	-2.8
Validation Site #2 W. Ohio Ave.	1		11:21 AM	63.2	62.4	-0.8
	2		11:32 AM	63.1	62.8	-0.3
	3		11:46 AM	62.7	61.4	-1.3
Validation Site #3 W. Tampa Bay Blvd., west of roundabout	1		12:30 PM	61.9	62.0	0.1
	2		12:40 PM	61.7	62.1	0.4
	3		12:52 PM	62.6	63.5	0.9
Validation Site #4 W. Tampa Bay Blvd., east of roundabout	1		1:32 PM	67.7	65.2	-1.9
	2		1:43 PM	67.2	65.7	-1.5
	3		1:54 PM	67.0	65.5	-1.5

2.6 NOISE SENSITIVE SITES

The receptors representing noise sensitive sites are located in accordance with 23 CFR 772, FDOT’s PD&E Manual, Part 2, Chapter 18 and the FDOT *Traffic Noise Modeling & Analysis Practitioners Handbook* as follows:

- Activity Category B and D receptors were located at the edge of the dwellings/buildings that are closest to Air Cargo Rd. and Tampa Bay Blvd.
- Activity Category E receptors were located in exterior areas where frequent human use may occur.

The locations of the receptors are depicted on aerials in **Appendix B** and are noted with an alpha-numeric identification, with the “R” standing for “receptor”. The numeric portion of the receptor identification identifies a specific receptor point and generally increases from North to South and West to East.

Highway traffic noise levels were predicted at 29 receptors representing 22 residences and four special land uses (SLUs; i.e., non-residential areas) potentially affected by highway traffic noise. Receptors representing noise sensitive land uses were established by a field review performed on June 1, 2026, and verified using data from the Hillsborough County Property Appraiser². Within the project limits, the noise sensitive land uses along Air Cargo Rd. and Tampa Bay Blvd. for which there is a NAC include:

- Activity Category B –
 - 22 Residential parcels
- Activity Category C –
 - Hillsborough Community College
 - Islamic Education Center MASJID of Tampa
 - Hawk’s Landing Apartments

²Hillsborough County Property Appraiser website: <https://www.hcpafl.org/>

- Activity Category E –
 - FedEx Ship Center outside use area (picnic table)

2.6.1 COMMON NOISE ENVIRONMENTS AND NOISE ANALYSIS AREAS

Common Noise Environments (CNEs) are defined by FHWA as a group of receptors representing noise sensitive sites within the same activity category that are exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features, according to 23 CFR Part 772. Generally, CNEs occur between two secondary noise sources, such as interchanges, intersections, cross-roads.

The Noise Analysis Area (NAA) is the area within and beyond the project limits that has Type I project characteristics and that requires a noise analysis. The NAA completely encompasses the area where alterations and construction will occur and may include areas beyond the construction limits. The NAA is subdivided based on geographic, traffic, and other similar characteristics for grouping of CNEs. CNEs should be grouped within NAAs based on whether a single noise barrier (or continuous noise barrier system) could be designed for all CNEs in the NAA based on reasonable assumptions. Each NAA is discussed separately in this report.

SECTION 3

TRAFFIC NOISE ANALYSIS RESULTS

The following section provides the results of the traffic noise analysis, including the identification of existing noise levels, future noise levels, and the evaluation of abatement measures at impacted noise sensitive sites.

3.1 EXISTING NOISE LEVELS

The FHWA's TNM was used to predict existing noise levels for receptors located near roadways and where traffic noise is dominant. As noted in **Section 2.2**, existing traffic data for 2025 was obtained from [Florida Traffic Online](#)³ traffic data. **Appendix C** lists the existing noise level for each receptor.

3.2 SUBSTANTIAL INCREASE IN NOISE

An evaluation of substantial increases was performed for this analysis. Each noise sensitive site's existing noise level was determined by TNM and is provided in **Appendix C**. As shown in **Appendix C**, substantial increases in traffic noise are not expected as a result of this project.

3.3 NOISE ABATEMENT CRITERIA EVALUATION

An evaluation of noise sensitive sites that may be impacted by traffic noise levels that meet or exceed the FDOT NAC was performed. Each noise sensitive site was modeled in TNM and a future noise level was predicted. Noise abatement was considered at all noise sensitive sites found to be impacted. Each NAA is discussed separately.

3.3.1 NAA #1 - RESIDENCES NORTH OF W. OHIO AVE.

Residences along Air Cargo Rd. north of Ohio Rd. (**Appendix B**, Aerial Sheet 1) are represented by 14 receptor points representing 14 residences (R1 through R14). Exterior traffic noise levels are predicted to range from 55.0 to 62.4 dB(A) for the design year and do not meet or exceed the FDOT NAC at the residences. Furthermore, the residences are not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier for these residences was not evaluated further.

3.3.2 NAA #2 - ISLAMIC EDUCATION CENTER MASJID OF TAMPA

Islamic Education Center Masjid of Tampa (**Appendix B**, Aerial Sheet 1 and 2) is located along Air Cargo Rd. south of Ohio Ave. This place of worship has a playground that was evaluated for traffic noise impacts as an Activity Category C and is represented by one receptor (R18). Exterior traffic noise level is predicted to be 55.5 dB(A) for the design year. Build condition traffic noise levels do not meet or exceed the FDOT NAC at the place of worship's exterior use area. Furthermore, the facility is not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier was not evaluated further.

³ FDOT Florida Traffic Online <https://tdaappsprod.dot.state.fl.us/fto/>

3.3.3 NAA #3 - RESIDENCES BETWEEN W. WOODLAWN AVE. AND W. OHIO AVE.

Residences along Air Cargo Rd. between Woodlawn Ave. and Ohio Ave. (**Appendix B**, Aerial Sheet 2) are represented by eight receptor points representing eight residences (R15 through R17 and R19 through R23). Exterior traffic noise levels are predicted to range from 51.2 to 53.2 dB(A) for the design year and do not meet or exceed the FDOT NAC at the residences. Furthermore, the residences are not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier for these residences was not evaluated further.

3.3.4 NAA #4 – FEDEX

The FedEx Ship Center (**Appendix B**, Aerial Sheet 2) is located along Air Cargo Rd. and was evaluated as an exterior use area. This office has a picnic table that was evaluated for traffic noise impacts as an Activity Category E and is represented by one receptor (R24). Exterior traffic noise levels are predicted to be 62.5 dB(A) for the design year and do not meet or exceed the FDOT NAC at the office's exterior use area. Furthermore, the facility is not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier was not evaluated further.

3.3.5 NAA #5 - HAWK'S LANDING APARTMENTS

Hawk's Landing Apartments are located north of Tampa Bay Blvd. and West of Lois Ave. (**Appendix B**, Aerial Sheet 2). This apartment complex has a community pool and a volleyball court which were evaluated for traffic noise as an Activity Category C and are represented by two receptors (R25 and R26). Exterior traffic noise levels are predicted to be 57.8 dB(A) for the design year and do not meet or exceed the FDOT NAC at the outside areas of use. Furthermore, the residences are not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier for these residences was not evaluated further.

3.3.6 NAA #6 - HILLSBOROUGH COMMUNITY COLLEGE

Hillsborough Community College (**Appendix B**, Aerial Sheet 3) is located along Tampa Bay Blvd. This school has picnic tables and other frequent exterior use areas that were evaluated for traffic noise impacts as an Activity Category C and is represented by three receptors (R27 through R29). Exterior traffic noise levels are predicted to range from 56.2 to 59.9 dB(A) for the design year and do not meet or exceed the FDOT NAC at the school's exterior use area. Furthermore, the facility is not expected to have a substantial increase of 15 dB(A) over existing conditions (see **Appendix C**). Therefore, a noise barrier was not evaluated further.

SECTION 4

CONCLUSIONS

4.1 IMPACTED NOISE SENSITIVE SITES

Noise levels were predicted at 29 receptor points representing 22 residences (22 receptor points) and four SLUs (seven receptor points). For the design year 2027 Build condition, noise levels are not predicted to meet or exceed the FDOT NAC at any residence or SLUs within the project limits. Based on the noise analyses performed to date, there appear to be no impacted areas within the project that require abatement consideration.

4.2 RECOMMENDED NOISE BARRIERS

No impacts were identified as a result of this project. Therefore, noise barrier consideration was not required.

SECTION 5

CONSTRUCTION NOISE AND VIBRATION

Based on the existing land use within the limits of this project, construction of the proposed roadway improvements may result in temporary noise or vibration impact. If noise sensitive land uses develop adjacent to the roadway prior to construction, additional impacts could result. It is anticipated that the application of the FDOT Standard Specifications for Road and Bridge Construction will minimize or eliminate most of the potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Manager, in concert with the District Noise Specialist and the Contractor, will investigate additional methods of controlling these impacts.

SECTION 6

COMMUNITY COORDINATION

6.1 PUBLIC INVOLVEMENT

Coordination with local agencies, officials and the general public is ongoing. The public has the opportunity to comment on the proposed project via the project's website (<https://www.fdotampabay.com/project/1229/458147-1-52-01>), where a copy of the NSR was made available for review. A copy of the final NSR will be circulated to the appropriate local planning/zoning officials for their use upon approval of the Environmental Document. Planning/zoning officials should reference **Table 6-1** in **Section 6.2** to plan appropriate noise buffer zones.

6.2 CONTOURS

Land uses such as residences, schools, places of worship, and recreational areas are considered incompatible with highway traffic noise levels that exceed the NAC. To reduce the possibility of re-appearing traffic noise impacts, noise contours were developed for the future improved roadway corridor. These contours predict the distance from the improved roadways Edge of Pavement (EOP) for the Future Build condition to the location where the NAC for each Activity Category is expected to be approached in the design year 2027.

Providing a buffer between a roadway and future noise sensitive land uses is an abatement measure that can minimize or eliminate noise impacts in areas of future development. To encourage the use of this abatement measure through local land use planning and zoning, copies of this report, once finalized, will be shared with local officials consistent with state requirements found in FDOT's traffic noise policy, documented in FDOT's PD&E Manual and federal requirements found in 23 CFR Part 772.17.

As shown in **Table 6-1**, within the project limits the extent of the noise level contour varies for each of the Activity Categories evaluated.

Table 6-1
Noise Abatement Criteria Contours

Roadway Segment	Distance (ft.) ¹		
	Activity Category A [56 dB(A)]	Activity Category B & C [66 dB(A)]	Activity Category E [71 dB(A)]
WB Tampa Bay Blvd.	375	85	35
EB Tampa Bay Blvd.	385	80	Within ROW
NB Air Cargo Rd. to Ohio Ave.	205	30	Within ROW
SB Air Cargo Rd. from Ohio Ave.	215	Within ROW	Within ROW

¹Distance references to the edge of pavement. Distance does not account for any reduction in noise levels that may be provided by berms, privacy walls or intervening structures.

REFERENCES

- 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise", Federal Register, Vol. 75, No. 133, Tuesday, July 13, 2010; pages 39834-39839.
- Federal Highway Administration Report FHWA-HEP-10-025, "Highway Traffic Noise: Analysis and Abatement Guidance", June 2010 (revised December 2011); 76 pages.
- Federal Highway Administration, "FHWA Traffic Noise Model User's Guide (Version 2.5 Addendum)", April 2004; 44 pages.
- Federal Highway Administration Report Number FHWA-HEP-18-065, "Noise Measurement Handbook", June 2018; 205 pages.
- Federal Highway Administration Report FHWA-HEP-06-015, "FHWA Highway Construction Noise Handbook: Final Report". August 2006; 185 pages.
- Federal Highway Administration Report Number FHWA-HEP-12-051.". "Consideration of Existing Noise Barrier in a Type I Noise Analysis
https://www.fhwa.dot.gov/ENVIRONMENT/noise/noise_barriers/abatement/existing.cfm
- Florida Department of Transportation. "Highway Traffic Noise", Part 2, Chapter 18. Project Development and Environment Manual, Florida Department of Transportation, Tallahassee, May 1, 2026.
- Florida Department of Transportation. "Methodology to Evaluate Existing Noise Barriers", Florida Department of Transportation, Tallahassee, February 2025.
- Florida Department of Transportation. "Methodology to Evaluate Highway Traffic Noise at Special Land Use Locations", Florida Department of Transportation, Tallahassee, July 2025.
- Florida Department of Transportation. "Traffic Noise Modeling and Analysis Practitioners' Handbook", Florida Department of Transportation, Tallahassee, September 2025.
- Florida Department of Transportation Design Manual Volume 1, Chapter 264, "Noise Walls and Perimeter Walls", January 2026.
- Florida Department of Transportation "Standard Specifications for Road and Bridge Construction", January 2026.
- Florida Department of Transportation, "2023 FDOT Quality/Level of Service Handbook"; Tallahassee, Florida; January 2023.

APPENDICES

APPENDIX A Traffic Data

APPENDIX B Project Aerials

APPENDIX C Predicted Noise Levels

APPENDIX D Model Validation Field Sheet

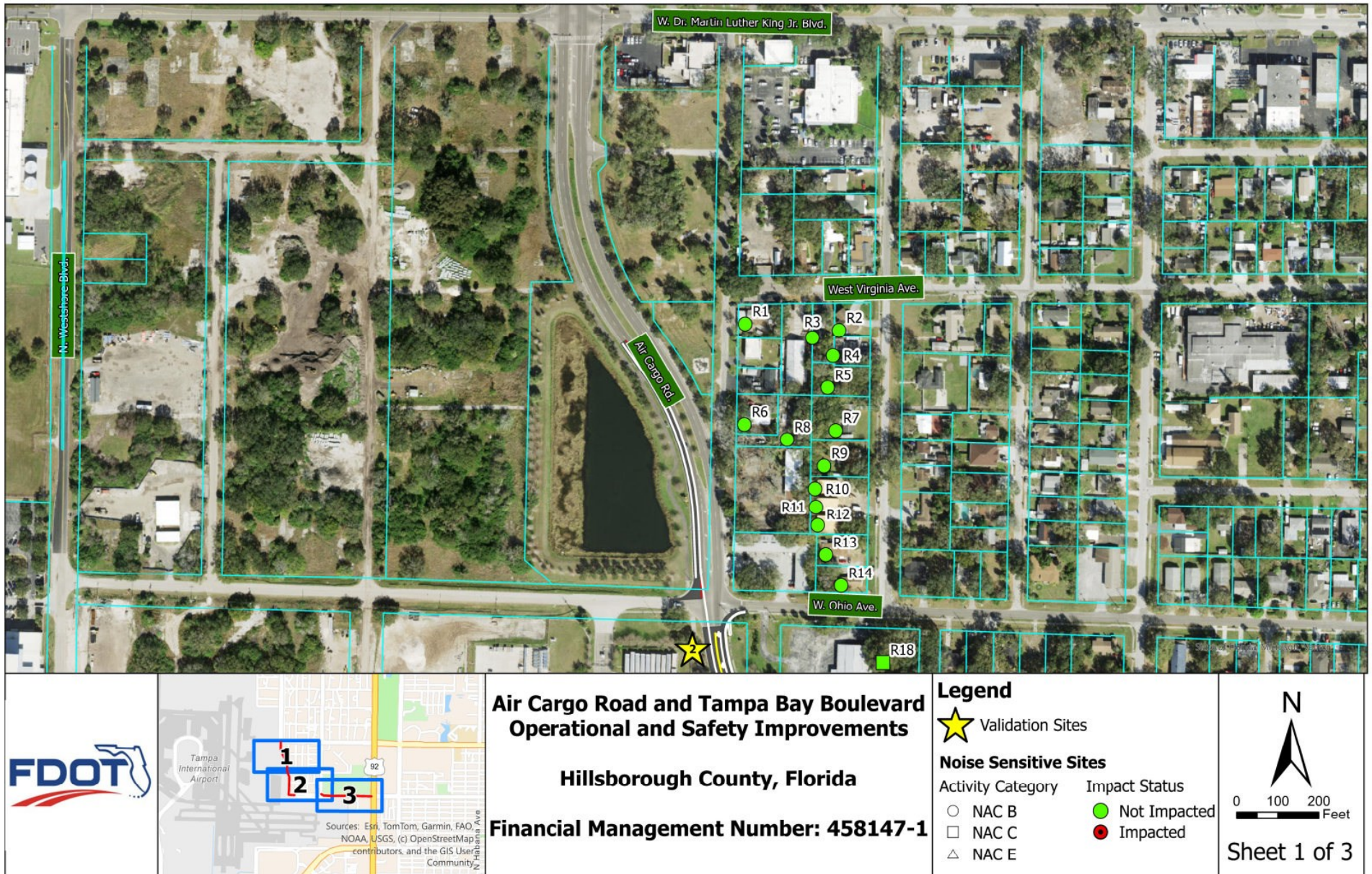
APPENDIX A Traffic Data

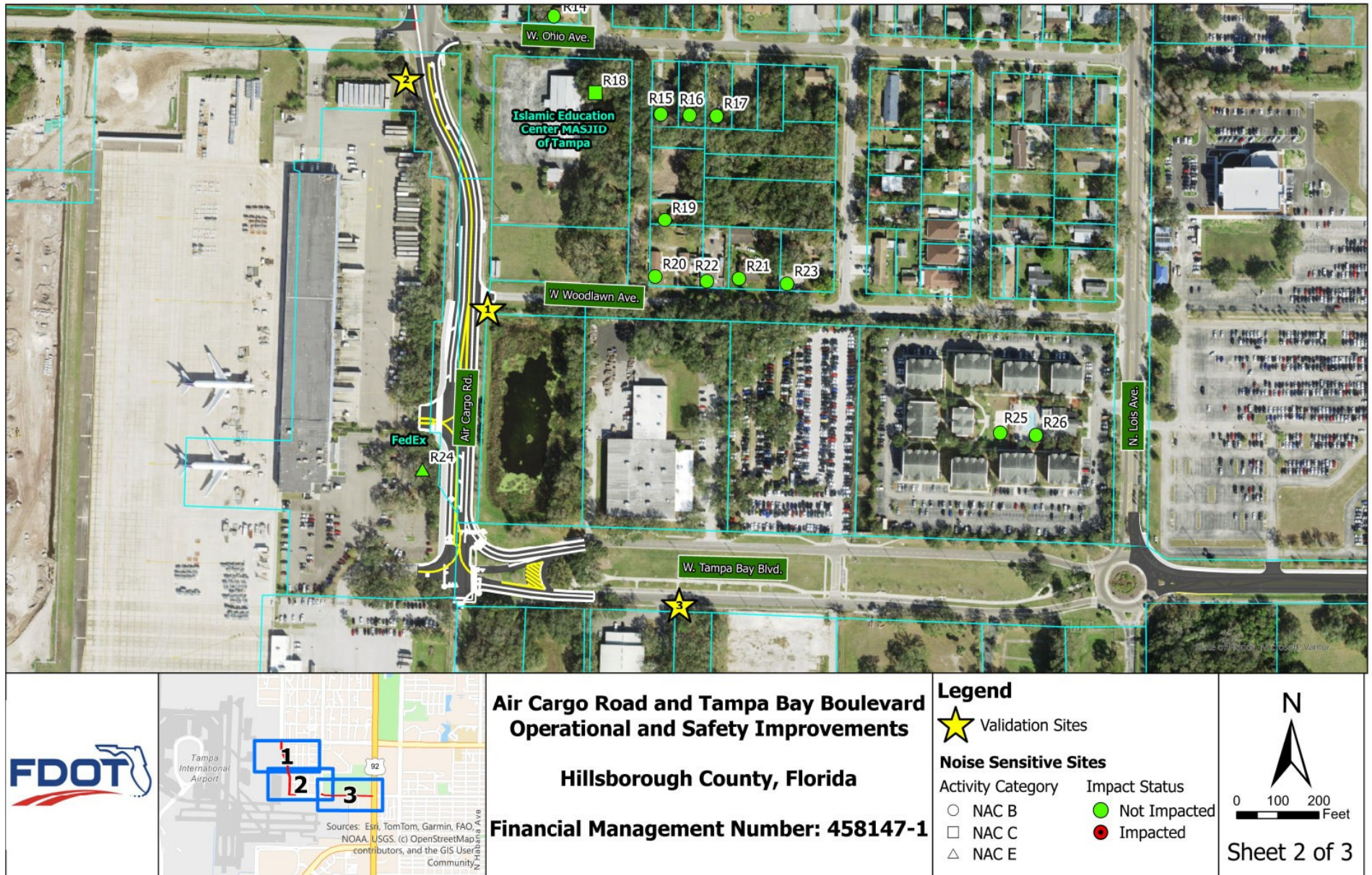
Project/Data Information	Highway Traffic Noise: Traffic Data																	
	Project Name	Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements																
	Project Number	458147-1																
	Condition	Existing																
	Year	2025																
	Source	Florida Traffic Data Online																
	Preparer [Traffic Engineer]	Chris Russo																
	Prepared Date	7/224/26																
	Notes																	
	Roadway Details					Traffic Details										Raw Traffic Data Selection & Off-Peak Calculation		
Traffic Segment Number	Roadway Name	From	To	Roadway Type	Number of Lanes *In 1 direction	LOS C Peak Hour Peak Direction (PHPD)	Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)	% Autos	% Medium Trucks	% Heavy Trucks	% Buses	% Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)	LOS C vs. DHV Comparison	Peak Direction Volume* *Used on both sides for LOS C	Off-Peak Direction Volume* *DHV only
1	Tampa Bay Blvd.	Dale Mabry	Lois Ave	Mainline	1	684	828	84%	9%	5%	1%	0%	9.00%	57.90%	30	LOS C	684	N/A
2	Tampa Bay Blvd.	Lois Ave	Air Cargo Rd	Mainline	1	1,629	828	84%	9%	5%	1%	0%	9.00%	57.90%	30	DHV	828	602
3	Air Cargo Rd.	Tampa Bay Blvd	Ohio Ave	Mainline	1	684	614	84%	9%	5%	1%	0%	9.00%	57.90%	25	DHV	614	446
4	Air Cargo Rd.	Ohio Rd.	Orient St.	Mainline	2	1,629	614	84%	9%	5%	1%	0%	9.00%	57.90%	45	DHV	614	446

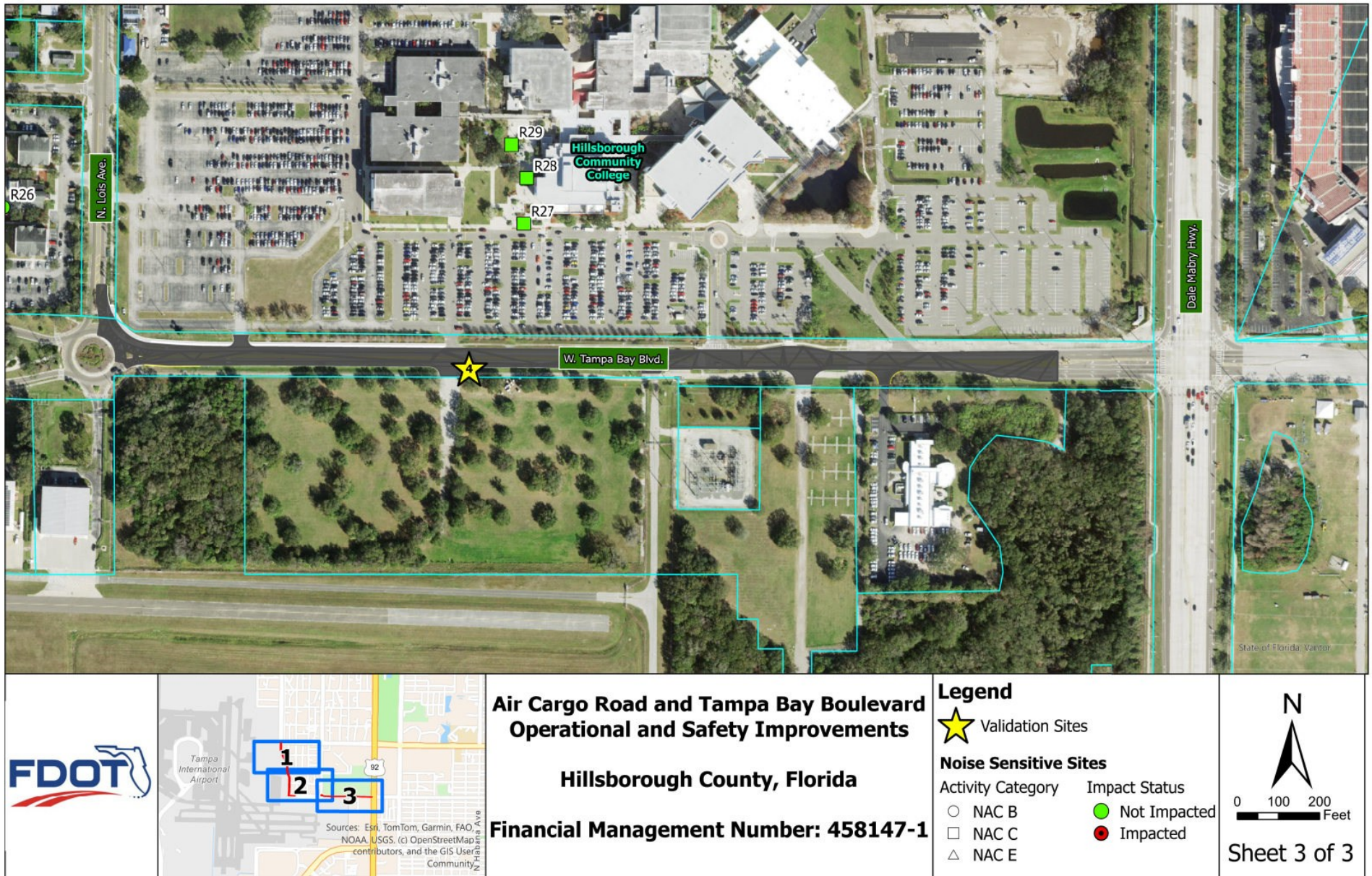
Project/Data Information	Highway Traffic Noise: Traffic Data																	
	Project Name	Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements																
	Project Number	458147-1																
	Condition	No-Build																
	Year	2027																
	Source	Florida Traffic Data Online																
	Preparer [Traffic Engineer]	Chris Russo																
	Prepared Date	7/224/26																
	Notes	for short term growth assumed 4% per year for 2 years																
Roadway Details						Traffic Details										Raw Traffic Data Selection & Off-Peak Calculation		
Traffic Segment Number	Roadway Name	From	To	Roadway Type	Number of Lanes *In 1 direction	LOS C Peak Hour Peak Direction (PHPD)	Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)	% Autos	% Medium Trucks	% Heavy Trucks	% Buses	% Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)	LOS C vs. DHV Comparison	Peak Direction Volume* *Used on both sides for LOS C	Off-Peak Direction Volume* *DHV only
1	Tampa Bay Blvd.	Dale Mabry	Lois Ave	Mainline	1	684	897	84%	9%	5%	1%	0%	9.00%	57.90%	30	LOS C	684	N/A
2	Tampa Bay Blvd.	Lois Ave	Air Cargo Rd	Mainline	2	1,629	897	84%	9%	5%	1%	0%	9.00%	57.90%	30	DHV	897	653
3	Air Cargo Rd.	Tampa Bay Blvd	Ohio Ave	Mainline	1	684	666	84%	9%	5%	1%	0%	9.00%	57.90%	25	DHV	666	484
4	Air Cargo Rd.	Ohio Rd.	Orient St.	Mainline	2	1,629	666	84%	9%	5%	1%	0%	9.00%	57.90%	45	DHV	666	484

Project/Data Information	Highway Traffic Noise: Traffic Data																	
	Project Name	Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements																
	Project Number	458147-1																
	Condition	Build																
	Year	2027																
	Source	Florida Traffic Data Online																
	Preparer [Traffic Engineer]	Chris Russo																
	Prepared Date	7/224/26																
	Notes	for short term growth assumed 4% per year for 2 years																
	Roadway Details					Traffic Details										Raw Traffic Data Selection & Off-Peak Calculation		
Traffic Segment Number	Roadway Name	From	To	Roadway Type	Number of Lanes *In 1 direction	LOS C Peak Hour Peak Direction (PHPD)	Demand Hourly Volumes (DHV) Peak Hour Peak Direction (PHPD)	% Autos	% Medium Trucks	% Heavy Trucks	% Buses	% Motorcycles	Standard K-factor	D-factor	Posted Speed (mph)	LOS C vs. DHV Comparison	Peak Direction Volume* *Used on both sides for LOS C	Off-Peak Direction Volume* *DHV only
1	Tampa Bay Blvd.	Dale Mabry	Lois Ave	Mainline	1	1,629	897	84%	9%	5%	1%	0%	9.00%	57.90%	30	DHV	897	653
2	Tampa Bay Blvd.	Lois Ave	Air Cargo Rd	Mainline	2	1,629	897	84%	9%	5%	1%	0%	9.00%	57.90%	30	DHV	897	653
3	Air Cargo Rd.	Tampa Bay Blvd	Ohio Ave	Mainline	1	1,629	666	84%	9%	5%	1%	0%	9.00%	57.90%	25	DHV	666	484
4	Air Cargo Rd.	Ohio Rd.	Orient St.	Mainline	2	1,629	666	84%	9%	5%	1%	0%	9.00%	57.90%	45	DHV	666	484

APPENDIX B Project Aerials







APPENDIX C Predicted Noise Levels

Common Noise Environment Name	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Number of Residences Represented	2025 Existing Condition dB(A)	2027 No-Build Condition dB(A)	2027 Build Condition dB(A)	Difference Between Existing and Build dB(A)	Impacted	
										Substantial Increase	NAC
Residences north of W. Ohio Ave.	1	R1	B	Residential	1	56.7	57.1	57.1	0.4	NO	NO
	1	R2	B	Residential	1	54.6	54.9	55.0	0.4	NO	NO
	1	R3	B	Residential	1	56.2	56.5	56.5	0.3	NO	NO
	1	R4	B	Residential	1	55.7	56.0	56.1	0.4	NO	NO
	1	R5	B	Residential	1	56.6	56.9	57.0	0.4	NO	NO
	1	R6	B	Residential	1	62.0	62.4	62.4	0.4	NO	NO
	1	R7	B	Residential	1	56.6	57.0	57.1	0.5	NO	NO
	1	R8	B	Residential	1	58.9	59.2	59.3	0.4	NO	NO
	1	R9	B	Residential	1	58.0	58.3	58.4	0.4	NO	NO
	1	R10	B	Residential	1	58.6	58.9	59.1	0.5	NO	NO
	1	R11	B	Residential	1	58.3	58.7	58.8	0.5	NO	NO
	1	R12	B	Residential	1	57.9	58.3	58.5	0.6	NO	NO
	1	R13	B	Residential	1	58.6	59.0	59.3	0.7	NO	NO
	1	R14	B	Residential	1	57.4	57.7	58.0	0.6	NO	NO
Residences between W. Woodlawn Ave. and W. Ohio Ave.	1	R15	B	Residential	1	52.2	52.5	52.9	0.7	NO	NO
	1	R16	B	Residential	1	51.2	51.5	51.9	0.7	NO	NO
	1	R17	B	Residential	1	50.6	50.8	51.2	0.6	NO	NO
	1	R19	B	Residential	1	52.5	52.8	53.1	0.6	NO	NO
	1	R20	B	Residential	1	52.6	52.9	53.2	0.6	NO	NO
	1	R21	B	Residential	1	52.1	52.4	52.6	0.5	NO	NO
	1	R22	B	Residential	1	52.5	52.7	53.0	0.5	NO	NO
	1	R23	B	Residential	1	51.5	51.7	51.9	0.4	NO	NO
Islamic Education Center MASJID of Tampa	2	R18	C	Place of Worship - Exterior (playground)	0	55.0	55.3	55.5	0.5	NO	NO

Common Noise Environment Name	Aerial Sheet Number	Receptor ID	Activity Category	Property Type	Number of Residences Represented	2025 Existing Condition dB(A)	2027 No-Build Condition dB(A)	2027 Build Condition dB(A)	Difference Between Existing and Build dB(A)	Impacted	
										Substantial Increase	NAC
FedEx	2	R24	E	Office - Exterior	0	62.0	62.4	62.5	0.5	NO	NO
Hawk's Landing Apartments	2	R25	C	Apartments - Volleyball Court	0	57.5	57.7	57.8	0.3	NO	NO
	2	R26	C	Apartments - Pool	0	57.6	57.8	57.8	0.2	NO	NO
Hillsborough Community College	3	R27	C	School - Exterior	0	59.2	59.2	59.9	0.7	NO	NO
	3	R28	C	School - Exterior	0	56.9	56.9	57.6	0.7	NO	NO
	3	R29	C	School - Exterior	0	55.6	55.6	56.2	0.6	NO	NO

APPENDIX D Model Validation Field Sheets

**Table D-1
Measured Noise Levels and Traffic Data for Validation**

Project		458147-1 Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements							
Date		6/1/26							
Name of Observer(s)		Cristina Schoonard and Kristin Scholl							
Wind Speed		5-6 mph							
Temperature		88° F							
Humidity		74%							
Cloud Cover		85%							
Feet from Edge of Pavement		~35 ft.							
X,Y, Z		488806.816736, 1324292.20123, 25.7 ft.							
Sound Level Meter Model/Serial #		Quest SoundPro							
Calibration Performed		Passed							
Site #		1							
Repetition	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Speed (mph)	Sound Level dB(A)
1	10:30 AM	SB	34	5	2	0	0	25/45	63.4
		NB	19	0	1	0	0	25/45	
2	10:42 AM	SB	29	2	2	0	0	25/45	64.5
		NB	20	2	2	0	0	25/45	
3	10:55 AM	SB	39	4	0	0	0	25/45	65.6
		NB	32	1	2	0	0	25/45	
Notes									
NB 25 mph speed limit; SB 45 mph speed limit; north of Ohio Ave., both 45 mph speed limits. Some airplanes overhead from nearby airport, but they did not seem to alter the meter’s reading. 1 horn honk; Cargo breaks; birds chirping.									

Project		458147-1 Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements							
Date		6/1/26							
Name of Observer(s)		Cristina Schoonard and Kristin Scholl							
Wind Speed		5-6 mph							
Temperature		88° F							
Humidity		74%							
Cloud Cover		85%							
Feet from Edge of Pavement		~32 ft.							
X,Y, Z		488600.018834, 1324846.92327, 27.5 ft.							
Sound Level Meter Model/Serial #		Quest SoundPro							
Calibration Performed		Passed							
Site #		2							
Repetition	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Speed (mph)	Sound Level dB(A)
1	11:21 AM	SB	36	3	0	0	0	25/45	63.2
		NB	28	1	0	0	0	25/45	
2	11:32 AM	SB	26	2	2	0	0	25/45	63.1
		NB	29	0	0	0	0	25/45	
3	11:46 AM	SB	27	0	1	0	0	25/45	62.7
		NB	20	0	1	0	0	25/45	
Notes									
NB 25 mph speed limit; SB 45 mph speed limit; north of Ohio Ave., both 45 mph speed limits. Some airplanes overhead from nearby airport, but they did not seem to alter the meter’s reading. Cargo breaks; birds chirping.									

Project		458147-1 Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements							
Date		6/1/26							
Name of Observer(s)		Cristina Schoonard and Kristin Scholl							
Wind Speed		5-6 mph							
Temperature		88° F							
Humidity		74%							
Cloud Cover		85%							
Feet from Edge of Pavement		~6 ft.							
X,Y, Z		489267.620904, 1323566.90113, 25.5 ft.							
Sound Level Meter Model/Serial #		Quest SoundPro							
Calibration Performed		Passed							
Site #		3							
Repetition	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Speed (mph)	Sound Level dB(A)
1	12:30 PM	WB	20	0	0	0	0	30	61.9
		EB	38	3	0	0	0	30	
2	12:40 PM	WB	34	0	1	0	0	30	61.7
		EB	34	1	1	0	0	30	
3	12:52 PM	WB	30	2	2	0	0	30	62.6
		EB	36	1	2	0	0	30	
Notes									
Some airplanes overhead from nearby airport, but they did not seem to alter the meter’s reading.									

Project		458147-1 Air Cargo Road & Tampa Bay Boulevard Operational and Safety Improvements							
Date		6/1/26							
Name of Observer(s)		Cristina Schoonard and Kristin Scholl							
Wind Speed		5-6 mph							
Temperature		88° F							
Humidity		74%							
Cloud Cover		85%							
Feet from Edge of Pavement		~17 ft.							
X,Y, Z		491268.5125, 1323588.45052, 31.8 ft.							
Sound Level Meter Model/Serial #		Quest SoundPro							
Calibration Performed		Passed							
Site #		4							
Repetition	Start Time	Roadway Direction	Cars	Medium Trucks	Heavy Trucks	Motor-cycles	Buses	Speed (mph)	Sound Level dB(A)
1	1:32 PM	WB	51	3	0	0	0	30	67.1
		EB	57	0	2	1	1	30	
2	1:43 PM	WB	48	3	1	0	0	30	67.2
		EB	56	5	1	0	0	30	
3	1:54 PM	WB	40	2	0	0	0	30	67.0
		EB	72	2	0	0	0	30	
Notes									
Some airplanes overhead from nearby airport, but they did not seem to alter the meter’s reading.									